

Boulevard Central District

**Modernizing Planning and Zoning
in Amherst's Major Commercial Center
to Encourage Revitalization**

Draft Generic Environmental Impact Statement

Town of Amherst

Prepared for:

*Town of Amherst
Municipal Building
5583 Main Street
Williamsville, NY 14221*

Prepared by:



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Buffalo, NY 14202-3722*

DGEIS Acceptance: September 3, 2019

Public Hearing: October 7, 2019

Comment period deadline: October 17, 2019

Revision Date: November 12, 2019

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Draft Generic Environmental Impact Statement

**Town of Amherst
Erie County, New York**

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EXECUTIVE SUMMARY

Project Description

The proposed project/SEQR action involves the application of newly adopted mixed-use zoning districts in the commercial areas of an approximately 1,260-acre portion of the Town of Amherst, bounded on the east and north by the Interstate 290 (I-290), the west by Niagara Falls Boulevard and on the south by Sheridan Drive, as well as including properties immediately to the south of Sheridan Drive (Study Area). The Town has elected to evaluate the cumulative impacts of growth within the Study Area through the preparation of a Generic Environmental Impact Statement (GEIS) for a Projected Growth Redevelopment Scenario. Although the Study Area is generally built out, it includes numerous underutilized sites, representing a significant opportunity for redevelopment and reinvestment.

The Town has identified the goal of encouraging the improvements and investments necessary to support the creation of mixed-use commercial centers, including retail, office, and residential uses, which in turn creates “live, work, play” neighborhoods. To do this, the Town adopted several new mixed-use zoning districts and corresponding zoning language into Chapter 203 of the Town Code. This new mixed-use zoning has been used to evaluate several land use scenarios and identify a Projected Growth Redevelopment Scenario for the Study Area.

Application of Zoning Amendments

The new mixed-use zoning to be used and applied within the Study Area includes the following new districts identified in Chapter 203 of Town Code, the Town’s Zoning Ordinance (Appendix C).

The Center 2.5, Center 5, and Center 8 districts are intended to create new walkable mixed-use places with human-scaled internal streets. The district standards are intended to create a network of continuous high-quality active walkable and bikeable street connections throughout the area and to the surrounding community. Open space is required and intended as a defining feature for new development.

- Center 2.5 (CTR-2.5)

Uses in the Center 2.5 District will include a variety of retail, service and commercial uses, as well as multi-family residences or offices. CTR- 2.5 Districts would generally be located north of Sheridan Drive and south of Maple Road. Buildings will range from 1 to 2.5 stories in height.

- Center 5 (CTR-5)

The Center 5 District is intended to provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices. CTR-5 is located in several areas including along Niagara Falls Boulevard, Maple Road and Sheridan Drive. Buildings will range from 1 to 5 stories in height.

- Center 8 (CTR-8)

The CTR-8 District will provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices. CTR-8 is a highly specialized district and is only located in the Study Area adjacent to I-290 and within a small portion of the Boulevard Mall site. Buildings will range from 1 to 8 stories in height.

- Shallow Corridor 3 (SC-3)

The SC-3 District is intended for corridor parcels less than 200 feet deep. Shared alleys and access drives will replace private access drives to help eliminate curb cuts to adjacent thoroughfares. New buildings will range from 1 to 3 stories in height. The SC-3 District is intended to provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices. The proposed SC-3 District within the Study Area is generally located along Sheridan Drive between North Bailey Avenue and Millersport Highway.

- Deep Corridor 3 (DC-3)

The DC-3 District is intended for corridor parcels over 200 feet deep that are appropriate for 3-story buildings. Shared access drives will connect to continuous high-quality internal active and walkable streetscape fronting buildings to help eliminate curb cuts. This streetscape will establish the framework for a future internal "main street." Excessively long blocks will be broken up by new streets connecting within the district. The DC-3 District is intended to provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices. DC-3 is generally located south of Sheridan Drive and east of Millersport Highway.

- Deep Corridor 5 (DC-5)

The DC-5 District is intended for corridor parcels over 200 feet deep that do not immediately abut single-family residential lots, and therefore are appropriate for 5-story buildings. Shared access drives will connect to a continuous high-quality internal active and walkable streetscape fronting

buildings to help eliminate curb cuts. This streetscape will establish the framework for a future internal "main street." Excessively long blocks will be broken up by new streets connecting within the district. The DC-5 District will provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices.

Growth Projection

The new mixed-use zoning districts provide the basis for projecting growth and evaluating the cumulative impacts of that growth. It was also determined that a 20-year growth period would be used to establish the growth estimates and provide a reasonable timeframe to identify impacts and mitigation.

To determine the appropriate rate for the growth projections, the Town relied on the commercial growth numbers in the Delta Associates 2016 *Town of Amherst Economic Study (Economic Study)* which established a commercial growth rate of 3% over the 20-year period for the Town. The Economic Study notes that the majority of growth will take place by redeveloping existing commercial areas. This Study forecasts that office uses will be 40 - 50% of the total commercial square footage. As a result, the Town applied 40% as the rate to differentiate between retail and office space.

Future residential growth was based on the following assumptions:

- The continued growth of student housing to serve the 30,000 students at the University of Buffalo (UB).
- A strong residential component to be part of the redeveloped Boulevard Mall property.
- The potential conversion of 1-story commercial properties along Sheridan Drive to mixed-use properties.
- The continued demand for senior housing based on recent projects taking place within the Town.
- Overall population in the Town is expected to increase by at least 20,000 people within the 20-year planning period.

Based on the commercial and residential growth assumptions, the following thresholds for the Projected Growth Redevelopment Scenario were established for the 20-year planning period:

- 5,000 Housing units
- 1,900,000 SF Commercial retail
- 1,100,000 SF Commercial office

Evaluation of Potential Impacts and Mitigation

1. Land Use and Zoning

Because the new mixed-use zoning is expected to result in an overall decrease in the development potential compared to the current zoning (specifically regarding allowed height), no significant adverse land use impacts are anticipated as a result of this action.

The Study Area is one of the densest sections of Amherst that has historically seen a great deal of commercial development. It is recognized that the intensity of uses in this area will likely continue, however, current zoning allows some patterns of development that are outdated or incompatible with surrounding neighborhood and changing needs. The Town wishes to see new growth occur in a much more sustainable and desirable manner and seeks to apply the new mixed-use zoning to provide this flexibility in design that supports mixed-use development. This development is much more likely to be compatible with surrounding neighborhoods along with generating economic growth in the Town.

This potential also exists under the current zoning but would probably be much less sustainable, with the continuation of the existing patterns of development and redevelopment (repurposing strip plazas and big box retail with large surface parking areas). The specific implications of increased density within the Study Area over current conditions are discussed under each of the impact topics. The new mixed-use zoning districts will promote diverse commercial and residential uses and will hopefully reduce the vacant and underutilized properties with redevelopment that is respectful of the surrounding residential neighborhoods by providing buffers, as well as connections between neighborhoods, commercial areas, and public spaces that should have a beneficial impact on mobility and overall quality of life.

2. Transportation

The results of the intersection analyses show that the overall operations of most of the Study Area intersections are at Level of Service (LOS) D or better during the AM and PM peak hours for the Existing 2018 and Future 2040 No-Build conditions. These operations are consistent with local and regional mobility objectives. The exceptions are as follows:

2018 Existing Conditions

Millersport Highway and Sheridan Drive: PM - LOS E

2040 No-Build Conditions

Millersport Highway and Sheridan Drive: AM - LOS E PM - LOS E

Maple Road and Sweet Home Road: PM – LOS E

The results of the trip generation analyses show that the changes in traffic volume and circulation patterns associated with the Projected Growth Redevelopment Scenario will cause overall LOS E or F operations at the following intersections in the 2040 Build Condition:

2040 Build Conditions

Niagara Falls Boulevard and Ridge Lea Road: PM - LOS F

Niagara Falls Boulevard and The Boulevard-Consumer Square: PM - LOS E

Sheridan Drive and Sweet Home Road: PM - LOS E

Sheridan Drive and Millersport Highway: PM - LOS F

Eggert Road and Bailey Avenue: PM - LOS F

Maple Road and N Bailey Avenue: PM - LOS F

Maple Road and Sweet Home Road: AM - LOS E PM - LOS F

The following improvements have been identified as mitigation for the build condition:

Niagara Falls Boulevard and Ridge Lea Road

- construct an additional left-turn lane on the southbound approach
- widen Ridge Lea Road to receive the left-turn traffic movements from 3 turn lanes
- modify/replace the traffic signal equipment to accommodate the geometric changes

Niagara Falls Boulevard and The Boulevard-Consumer Square

- construct an additional left-turn lane on the southbound approach
- construct a left-turn lane on the westbound approach
- modify/replace the traffic signal equipment to accommodate the geometric changes

Sheridan Drive and Sweet Home Road

- construct a right-turn lane on the westbound approach
- modify/replace the traffic signal equipment to accommodate the geometric changes

Sheridan Drive and Millersport Highway

- construct an additional left-turn lane on the southbound approach
- construct an additional left-turn lane on the eastbound approach
- construct an additional left-turn lane on the westbound approach
- modify/replace the traffic signal equipment to accommodate the geometric changes

Eggert Road and Bailey Avenue

- construct a left-turn lane on the eastbound approach
- construct a left-turn lane on the westbound approach
- construct a second through lane on the northbound approach
- modify/replace the traffic signal equipment to accommodate the geometric changes

North Bailey Avenue: Maple Road to Romney Drive

- widen North Bailey Avenue from a 3-lane cross section to a 5-lane cross section

North Bailey Avenue and Maple Road

- construct an additional left-turn lane on the eastbound approach
- construct an additional left-turn lane on the westbound approach
- construct an additional left-turn lane on the northbound approach
- construct an additional left-turn lane on the southbound approach
- construct an additional through lane on the northbound approach
- modify/replace the traffic signal equipment to accommodate the geometric changes

Maple Road and Sweet Home Road

- testing of various geometric and traffic control options did not identify a feasible option to address the projected future LOS F operations at this intersection.

While these improvements will mitigate the impacts of the traffic generated by the redevelopment within the Study Area, they will create large intersections which may not be consistent with local objectives for maintaining/enhancing community character and will be less conducive to promoting accessibility by other modes such as walking and biking. Right-of-way considerations may also affect the feasibility of implementing these improvements. Options that could be considered to offset these outcomes include creating a denser grid of streets within the Study Area to increase access and circulation options for vehicles as well as providing more manageable and accessible intersections for pedestrians and bicyclists. The mitigation strategies should also be evaluated if/when the future light rail expansion is implemented by Niagara Frontier Transportation Authority.

Utilities

Water

The Projected Growth Redevelopment Scenario would add approximately 0.98 million gallons per day (MGD), which is double the current water demand. The estimated future average day water usage of the Study Area is 1.95 MGD, and the future peak water usage is 4.80 MGD.

The Study Area hydraulic model was calibrated using hydrant flow test records provided by Erie County Water Authority (ECWA) by adjusting the internal pipe roughness factors (C-factor) until simulated conditions matched measured conditions. Available fire flow was also used as a metric to establish the overall capacity of the distribution system in the Study Area.

The increased water demand associated with the Projected Growth Development Scenario will strain the capacity of the existing distribution system in the Study Area, especially during peak periods. The future simulated water pressure drops by 8 psi during peak periods; the minimum pressure in the Study Area drops by 14 psi. The mean available fire flow drops by about 500 gpm under the future peak scenario.

In order to maintain the quality of water service as it exists today, and to mitigate the impacts of the Projected Growth Redevelopment Scenario, the aging cast iron water mains should be replaced in the Study Area. With the cast iron mains replaced, the simulated water pressure rises to 85 psi under peak conditions and mean available fire flow is equal to current. The recommended mitigation action would involve the replacement of approximately 52,000 linear feet of water main, ranging in size from 6 inches to 16 inches in diameter.

Sewer

Under the Projected Growth Redevelopment Scenario approximately 0.98 MGD of sewer flow under average conditions, and 2.9 MGD under peak demand conditions would be added to the system (calculated by applying the peak factor established in Recommended Standards for Wastewater Facilities).

There is generally sufficient capacity in the local sanitary sewer systems to transmit existing and proposed flow. However, the existing West Side Interceptor is currently over capacity between Maple Road and Chestnut Ridge Road during wet weather events and requires baseline mitigation measures to minimize surcharge conditions and guard against future SSOs, these include:

- Stabilize CIPP lining and realign portions of Niagara Falls Boulevard sanitary sewer system including larger pipe size.
- Construct a 10 inch spine sewer on North Bailey to collect sewage from the Opportunity Zone projects east of North Bailey.
- Construction of flow proportional improvements at the advanced water pollution control facility (ballasted overflow retention settling chambers).

In addition to address the Projected Growth Development Scenario, one of the following alternatives must be undertaken:

- Additional I&I work to reduce wet weather flows;
- Construction of a replacement parallel West Side Interceptor to remove the West Side Interceptor bottleneck; or
- Construction of a pump station to divert flows from the West Side Interceptor to another interceptor with spare capacity.

Stormwater

Certain size storm events are known to cause localized flooding problems in the Study Area. Due to the age of the majority of existing development in the Study Area, there is little to no stormwater storage provided. In order to help relieve the localized flooding problems, the Town of Amherst should add more stringent requirements for new and/or re-development projects to achieve additional storage volume for post-construction stormwater management. The Town should require applicants to meet one or more of the following requirements in the Town Stormwater Management Plan to increase the additional storage volume and help mitigate the existing localized flooding issues.

- Mitigate the proposed conditions peak flows to match the existing conditions peak flows with a 10% escalation factor to account for climate change (according to Section 3.2.3.1 of the NYSDOT Bridge Manual (2017)).
- Use a median curve number (CN) value when computing the existing conditions runoff rates (i.e. use 50% runoff rate from existing land cover and 50% runoff rate from prior to any development such as woods or meadow).
- Mitigate all proposed stormwater runoff peak rates to match the existing 10-year storm peak including the proposed 100-year storm peak.

4. Recreation and Open Space

The land use pattern derived from the new mixed-use zoning coupled with the target demographics for the multi-family residential component of the Projected Growth Redevelopment Scenario point to a limited need for outdoor recreational opportunities such as parks and playgrounds. However, incorporation of civic spaces throughout the mixed-use portion of the Study Area is highly recommended to meet Town goals of the new districts. The need for parks and other open space will be monitored as development and the associated demographics unfold for the Study Area.

5. Community Services

Increased development and population over the 20-year planning period could affect the ability to provide emergency services through the existing volunteer base and equipment. Mitigation will include planning and coordination with all involved emergency service providers along with some potential for capital investments for equipment. This is generally addressed through the taxing districts, however, cooperation and coordination, along with public education, are essential to make sure structures, residents and workers are safe. The ability to continue to serve the Study Area with an all-volunteer force requires continuous evaluation and assessment as demands grow.

6. Cultural Resources

No significant impacts to historic resources in the Town are anticipated as a result of the Projected Growth Redevelopment Scenario. The northern portion of the Alberta Drive Historic District (National Register eligible) is located adjacent to the southern boundary of the Study Area. It is separated from the Study Area by Eggert Road and is therefore unlikely to be significantly impacted by any future redevelopment activities within the Study Area.

Alternatives

In order to address the SEQR action that is the subject of this Draft GEIS, it was necessary to compare the alternative build-out scenarios for the Study Area under the new mixed-use zoning with that of the No Action (existing zoning) Alternative, as well as to compare various growth projections over the 20-year planning period.

The **No Action Alternative** leaves much of the future to chance under existing zoning and current development patterns. This is not expected to be a sustainable approach and will result in the realization of impacts without time to plan for and mitigate the effects.

The full development potential of the Study Area under the new mixed-use zoning was considered in the **Maximum Build-Out Scenario** alternative and was determined by maximizing the number of blocks and the number of building floors, resulting in approximately 11.3 million gross square feet of commercial (retail and office) and nearly 38,000 residential units. This is a significant amount of development that would take decades to achieve and is in many ways unrealistic. However, in comparison with the build-out potential of the No Action (existing zoning) Alternative (as much as 78.5 million gross square feet of commercial), the maximum build-out under the new mixed-use zoning represents a significant reduction in the build-out potential.

A **High Growth 20-year Development Scenario** was evaluated as an alternative to the Projected Growth Redevelopment Scenario (selected alternative) based on the assumption that a combination of incentives, attractiveness of the proposed land use, and demand for student housing would encourage a higher growth rate than the Projected Growth Redevelopment Scenario. The High Growth Scenario could result in 5 million gross square feet of commercial space and 11,700 new residential units. This scenario is inconsistent with the Town and regional growth projections provided in the Delta Economic Study (2016) and therefore determined to be unrealistic.

The **Projected Growth Redevelopment Scenario** alternative (subject of the Draft GEIS impact evaluation) was derived from the new mixed-use zoning, the commercial growth projections from the Delta Associates 2016 *Town of Amherst Economic Study*, and local demand for student housing. This alternative is viewed as being more realistic within the 20-year planning period, resulting in 3 million gross square feet of commercial and 5,000 new residential units.

Without land use and zoning changes, the current land use trends could lead to falling land values that could carry over to the residential areas within the Study Area. The environmental impacts

of the Projected Growth Redevelopment Scenario include increased traffic volumes, increase water and sewer demand, and increased demand for municipal services (primarily emergency services). However, through the GEIS process, the cumulative impacts of growth under this scenario are identified and can be mitigated through planning and capital improvement plans.

Future SEQR Actions

Part 617.10 of the State Environmental Quality review regulations (SEQR) states, in part, that *“Generic EIS’s and their findings should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance. This may include thresholds and criteria for supplemental EIS’s to reflect specific significant impacts, such as site specific impacts that were not adequately addressed or analyzed in the generic EIS.”*

“No further SEQR compliance is required if a subsequent site specific action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement.”

To satisfy these requirements, future development within the Study Area should generally be consistent with the scale and density of the Projected Growth Development Scenario as presented and evaluated in this Draft GEIS and be consistent with criteria to be specified in the Statement of Findings. Failure to provide the appropriate mitigation for potential adverse impacts would require future SEQR action.

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SECTION 1.0

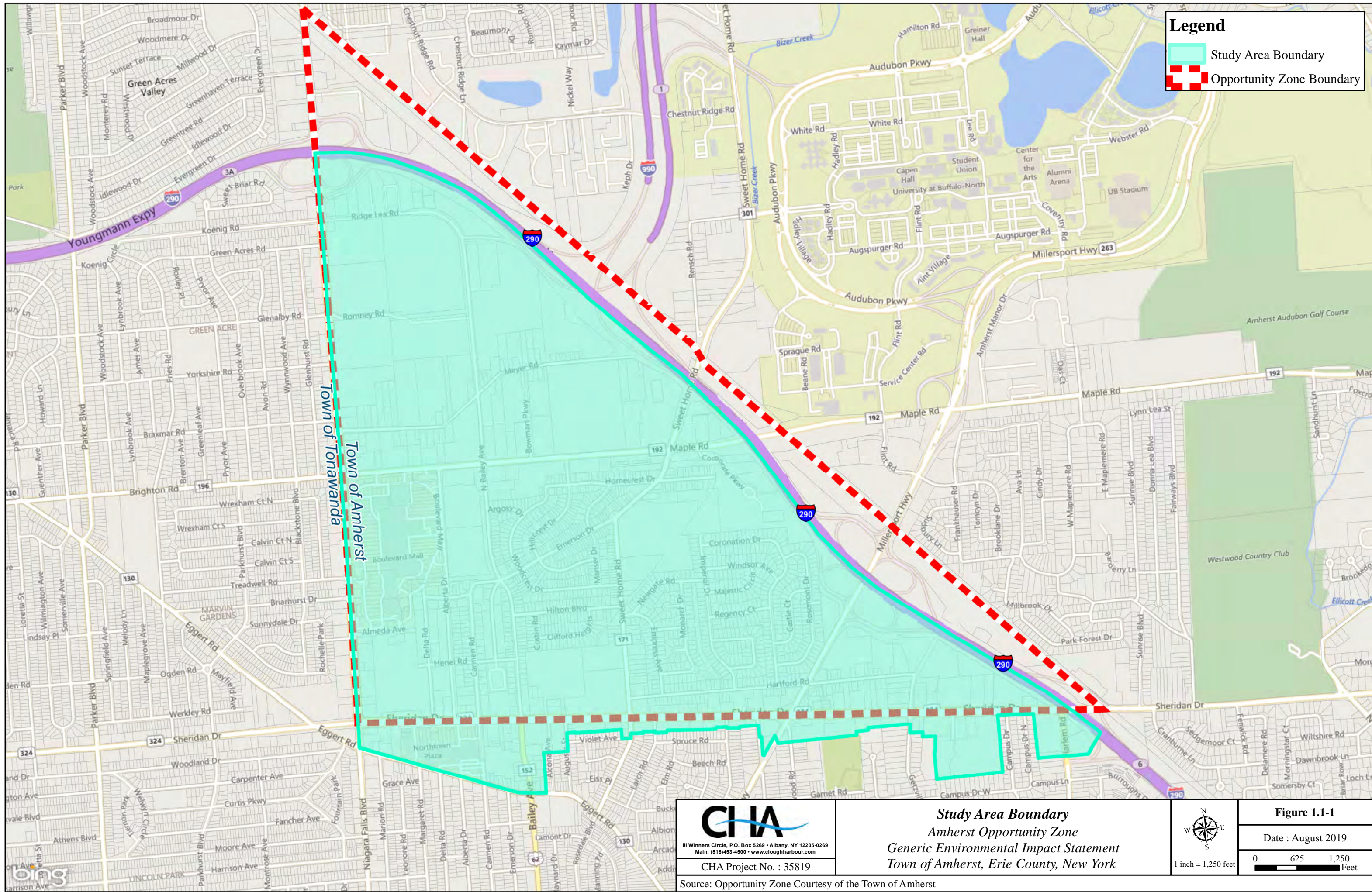
INTRODUCTION

This document is a Draft Generic Environmental Impact Statement (Draft GEIS) prepared for the future zoning and redevelopment of the Town of Amherst Opportunity Zone, an approximately 1,260-acre area of land that includes several parcels of underutilized properties within the Town's federally designated Opportunity Zone and parcels immediately south of Sheridan Drive as illustrated on Figure 1.1-1. The Town envisions significant changes to this area, such as converting aging shopping centers and other large commercial retail sites to mixed-use retail/office/residential "live, work, play" developments and neighborhoods. Several development scenarios were evaluated for the Study Area based on the proposed land use and new mixed-use zoning. Consideration of the scenarios and growth trends led to the identification of a likely revitalization alternative for the zone for the project area (described in Draft GEIS Section 2.0). The environmental impacts of this alternative are being evaluated through the GEIS pursuant to the State Environmental Quality Review Act (SEQR) regulations (6 NYCRR 617) and referred to throughout this document as the Amherst Opportunity Zone GEIS.



1.1 Project Location and Project Setting

The Draft GEIS Study Area is located in the southwest portion of the Town of Amherst. Niagara Falls Boulevard forms the western boundary of the Study Area and is also the municipal boundary with the Town of Tonawanda. The southern boundary is generally Sheridan Drive, but also includes parcels fronting the south side of Sheridan Drive. Interstate-290 (I-290) forms the eastern and northern boundaries of the Study Area, creating a triangle. Exceptionally good access from major roads fostered both the residential and commercial growth of this area.

The Study Area is illustrated on Figure 1.1-1, along with the boundaries of the Federal Opportunity Zone. The Opportunity Zone follows Niagara Falls Boulevard, Sheridan Drive, and I-290, with a small area to the north of I-290. The intent of establishing the Study Area was to include the majority of commercial properties within this area of Town. As a result, the commercial properties south of Sheridan Drive were included even though they are not part of the Opportunity Zone.



Legend

-  Study Area Boundary
-  Opportunity Zone Boundary



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CHA Project No. : 35819

Study Area Boundary
Amherst Opportunity Zone
Generic Environmental Impact Statement
Town of Amherst, Erie County, New York



1 inch = 1,250 feet

Figure 1.1-1

Date : August 2019

0 625 1,250 Feet

Source: Opportunity Zone Courtesy of the Town of Amherst

Adjacent land uses along Niagara Falls Boulevard and Sheridan Drive consist primarily of commercial retail fronting on these roads with mostly older, established single-family residential neighborhoods adjacent to the commercial uses. North and east of the Study Area is a mix of commercial, single and multi-family residential, and institutional uses. The most significant use in this area is the State University of New York at Buffalo (UB) North Campus. The I-290 creates a significant land use separation between the Study Area and these uses. However, as will be discussed later, there is a potential for a strong connection between the Study Area and UB with the proliferation of off-campus student housing.

Land use within the Study Area is primarily commercial retail that includes many underutilized properties such as the Boulevard Mall. In addition, there are some office developments, apartment complexes and well-established single-family residential neighborhoods, extending from North Bailey Avenue east to I-290 and Millersport Highway. Sweet Home Middle School is located on Maple Road in the central portion of the Study Area.

1.2 Project History

Federal Opportunity Zones were established in 2017 as a provision of the Tax Cuts and Jobs Act. Opportunity Zones provide tax incentives to encourage investment in low income, undercapitalized communities. The “zones” are nominated by the governors of each state and are officially designated by the U.S. Treasury Department. In 2018, New York State designated the Study Area (minus the properties south of Sheridan Drive) as a Federal Opportunity Zone. Concurrently with this action, the Town of Amherst updated its Comprehensive Plan and included policies and new commercial/mixed-use designations to provide guidance for redeveloping the underutilized, mostly commercial retail sites within the Study Area. This is discussed in greater detail in Section 2.0 and Section 3.1 of this Draft GEIS. To identify and understand the cumulative impacts of redevelopment and implementation of these new policies and guidance in the Opportunity Zone, the Town elected to prepare a Generic Environmental Impact Statement (GEIS) through the SEQR process to provide a comprehensive process to better plan for future infrastructure needs and community services.

1.3 THE STATE ENVIRONMENTAL QUALITY REVIEW ACT PROCESS (SEQR)

Future implementation (development) of the Projected Growth Redevelopment Scenario for the Amherst Opportunity Zone is considered a Type 1 action under SEQR Part 617.5. The Town of Amherst completed a Full Environmental Assessment Form (FEAF) and coordinated lead agency as required under SEQR Part 617.6. Appendix A (SEQR Documentation) includes the Lead Agency Coordination package. The Town Board declared itself lead agency by resolution on May 20, 2019. The list of involved agencies and potential permitting or approving agencies is indicated below.

A public scoping session on the Draft Scope for the preparation of the Draft GEIS was held on June 4, 2019. Based on the results of public scoping, the Final Scope was prepared and filed on behalf of the Lead Agency on June 17, 2019 and represents the framework for the studies and other documentation provided in this Draft GEIS. The Draft and Final Scope are posted on the Town's website. A copy of the Final Scope is provided in Appendix B.

The Town Board determined the Draft GEIS adequate for public review on September 3, 2019. A SEQR Public Hearing before the Town Board on the Draft GEIS is scheduled for October 7, 2019. The public comment period is anticipated to close on October 17, 2019. The Draft GEIS is posted for public access on the Town's website.

Future site-specific projects in the Study Area will be guided by the thresholds and recommendations identified in the Draft and Final GEIS and the associated Statement of Findings. Projects that meet the parameters established in the Statement of Findings will require no further review under SEQR. Projects that exceed the thresholds evaluated or otherwise do not meet the requirements outlined in the GEIS and Statement of Findings will require further review under SEQR.

List of Potential Permitting/Approving Agencies

Approvals and permits for specific developments will be obtained during Town review of specific projects within the Study Area. Projects will likely deal with the following agencies:

Town of Amherst Town Board - Lead Agency

- Adoption of SEQR Findings
- Adoption of future zoning district amendments

Town of Amherst Planning Board

- Site plan review of future redevelopment projects

New York State Department of Environmental Conservation (NYSDEC) Region 9

- State Pollutant Discharge Elimination System permit (SPDES)
- Section 401 Water Quality Certification
- Sewer improvements

New York State Department of Transportation (NYSDOT)

- Projects affecting state roads

Erie County Water Authority

- Water system improvements

Erie County Department of Public Works – Highway Division

- Projects affecting County roads

US Army Corps of Engineers (USACE)

- Nationwide Permits or Individual Section 10/404 permits depending on need to impact streams and wetlands within the Study Area.

NYS Office of Parks, Recreation and Historic Preservation (NYSOPRHP)-interested

- Consultation required under Section 106 of the National Historic Preservation Act and Section 14.09 of the NYS Historic Preservation Act

There are several other local, regional and state agencies that may become involved in future projects through consultation or potential future funding sources that were identified during the Lead Agency coordination period (Appendix A). The intent of this GEIS is to identify and coordinate with those agencies that are known at this time to potentially have some involvement or interest in future redevelopment of the Study Area. Others may be identified during the course of this SEQR process or during the 20-year planning period covered by this GEIS.

SECTION 2.0

PROJECT DESCRIPTION

2.1 Project Purpose and Need

The proposed project/SEQR action involves the implementation and application of new mixed-use zoning districts for the commercial areas of an approximately 1,260-acre portion of the Town of Amherst, bounded on the east and north by I-290, the west by Niagara Falls Boulevard and on the south by Sheridan Drive, as well as including properties immediately to the south of Sheridan Drive (Study Area). In addition, the Town has elected to evaluate the cumulative impacts of likely growth within the Study Area with the application of new mixed-use zoning through the preparation of a Generic Environmental Impact Statement (GEIS). Although the Study Area is generally built out, it includes numerous underutilized sites, representing a significant opportunity for redevelopment and reinvestment.

Historically this area has seen a great deal of commercial development and investment. More recently, however, it has experienced declining activity due to the evolution of more preferred or desirable commercial land use patterns, changing market trends and new technologies. These new patterns and trends have impacted the quality of the commercial and business development including the overall appearance and function of the area.

The Town recognizes that continuing on the same path in regard to land use, zoning and design standards will not allow the Town to take full advantage of its designated Federal Opportunity Zone, a program established by Congress in 2017 to promote investment and drive economic growth in low-income or economically disadvantaged communities.

With the goal to encourage the improvements and investments necessary to promote the creation of mixed use retail/office/residential “live, work, play” neighborhoods, the Town has adopted several amendments to its Comprehensive Plan and new mixed-use zoning districts with corresponding zoning provisions. Consideration of growth trends and application of the new mixed-use zoning was used to model and evaluate land use scenarios and to identify a Projected Growth Redevelopment Scenario for the Study Area.

This GEIS will evaluate the potential benefits and impacts of the application of these new mixed-use zoning districts within the Study Area under the associated Projected Growth Redevelopment Scenario. This GEIS enables the Town and other agencies to assess the environmental impacts of the projected development and estimate the scope of potential improvements and other mitigation measures necessary to accommodate future growth.

It is anticipated that mitigation costs may be developed to address certain impacts, such as traffic and sanitary sewer, to provide greater equity in the redevelopment process. Understanding the cumulative impacts of growth allows the costs of using and improving public services to be more equitably shared across all new development within the Study Area. The calculation of mitigation costs will also include, as appropriate, the public share of the cost of improvements, recognizing that existing development also contributes to the impacts.

2.2 Study Area Rezoning

The Town of Amherst has a long history of land use planning that began in the 1950s. Since then the Town's Comprehensive Plans have been amended several times (1961, 1968, 1975, 2007, 2015), most recently in 2017. These amendments were prepared to position the Town to plan for its growth under evolving trends and major initiatives, e.g. the decision to build the UB North Campus. Recent trends in commercial/retail business have affected essential land use demand and forms of development. As a result of a comprehensive plan review conducted in 2014, the Town recognized a need to review and amend its Plan and zoning for commercial land uses. Information about the Town's planning history can be found on its website at www.amherst.ny.us.

The 2017 Comprehensive Plan Amendment process, which incorporated language and provisions for mixed-use spanned approximately a year and a half and provided extensive opportunity for public input through a series of committee meetings, public meetings, Planning Board meetings, Town Board meetings, public charettes, and a stakeholder bus tour.

The Comprehensive Plan Amendment informed the creation of new mixed-use zoning districts (Appendix C) that also provided opportunities for public participation through a series of working group meetings, stakeholder sessions, work and training sessions for Town Board, Planning Board and Zoning Board of Appeals members, a public hearing, and a community education forum. In addition, public hearings for any future rezoning requests will be held in conjunction with this Draft GEIS. A listing of all meetings held during the preparation of both the 2017 Comprehensive

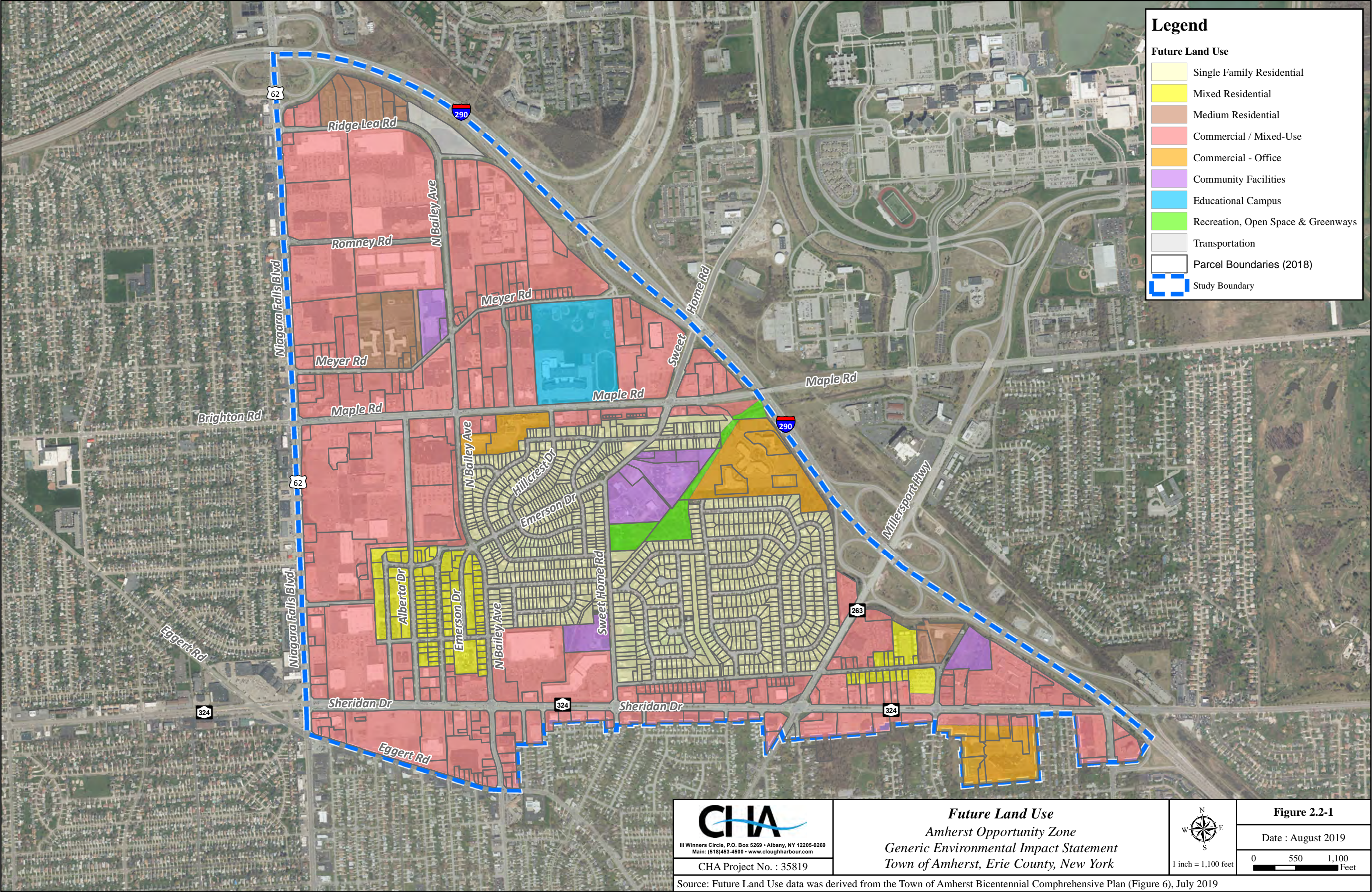
Plan Amendment and the Zoning Code Amendment/new mixed-use zoning districts is included in Appendix D.

The 2017 Comprehensive Plan Amendment reflected a number of changes to land use patterns which were intended to strengthen commercial and mixed-use opportunities in appropriate areas of the Town. Within the Study Area the most significant change was the addition of the Commercial/Mixed-Use designations in Chapter 3 for the majority of areas not already zoned for residential uses. The Comprehensive Plan Amendment also maps limited areas of Industrial-Office and Commercial-Office within the Study Area. Figure 2.2-1, Future Land Use, has been derived from Figure 6, Conceptual Land Use Plan, from the 2017 Comprehensive Plan Amendment. This map combined commercial and mixed-use areas to encourage this trend of mixed-use development. These mixed-use areas are further defined on a new Commercial and Mixed-Use Designations Map also included in the Comprehensive Plan as Suburban Center, Suburban Corridor or Traditional Areas. Figure 2.2-2, Commercial and Mixed-Use Designations has been derived from Figure 6-A of the 2017 Comprehensive Plan Amendment. Figures 6 and 6A are located in Appendix C.

At the completion of the 2017 Comprehensive Plan Amendment process, the Town initiated a Zoning Code Amendment project to accommodate the land use and policy changes recommended in the Plan and to ensure that its Zoning Code is in conformance with its Plan as required by Town Law 272-A.

In conjunction with its consultant, Code Studio, the Town developed new Mixed-Use Zoning Districts that were adopted as part of Chapter 203 (Zoning Ordinance). The new mixed-use districts were used as the basis for assumptions made to develop the future Land Use Alternatives. Growth that would result from these assumptions and the new mixed-use districts is illustrated in Figure 2.2-3 Growth Projection Map. This map delimits the parcels where the new mixed-use zoning was applied within the Study Area (excluding much of the single-family residential) using the highest anticipated intensity over the 20-year planning period. Applying the new zoning under the highest intensities models a scenario with significant impacts and corresponding mitigation measures.

The new mixed-use zoning districts are meant to replace many of the commercial districts that currently exist in the Zoning Code to encourage denser, walkable places with street and neighborhood connections in a context that is complementary to the surrounding character. The Town plans to rezone many of the existing commercial districts in the Study Area to the new mixed-use districts in the near future. Figure 2.2-4 Future Zoning Map delineates the areas that the Town intends to rezone and their likely new mixed-use zoning designations. The new mixed-



Legend

- Future Land Use**
- Single Family Residential
 - Mixed Residential
 - Medium Residential
 - Commercial / Mixed-Use
 - Commercial - Office
 - Community Facilities
 - Educational Campus
 - Recreation, Open Space & Greenways
 - Transportation
 - Parcel Boundaries (2018)
 - Study Boundary

CHA

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CHA Project No. : 35819

Future Land Use

Amherst Opportunity Zone

Generic Environmental Impact Statement

Town of Amherst, Erie County, New York

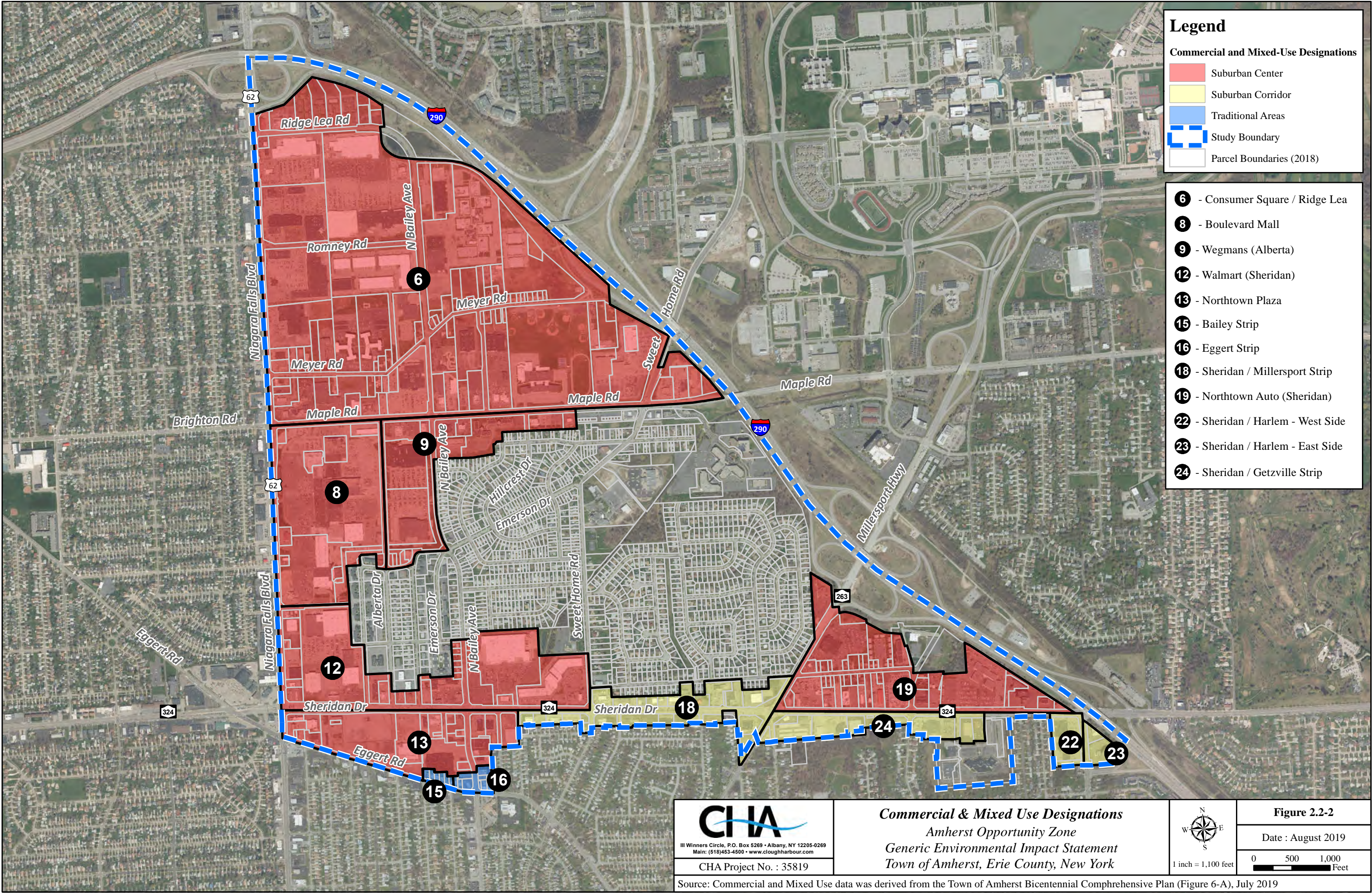
1 inch = 1,100 feet

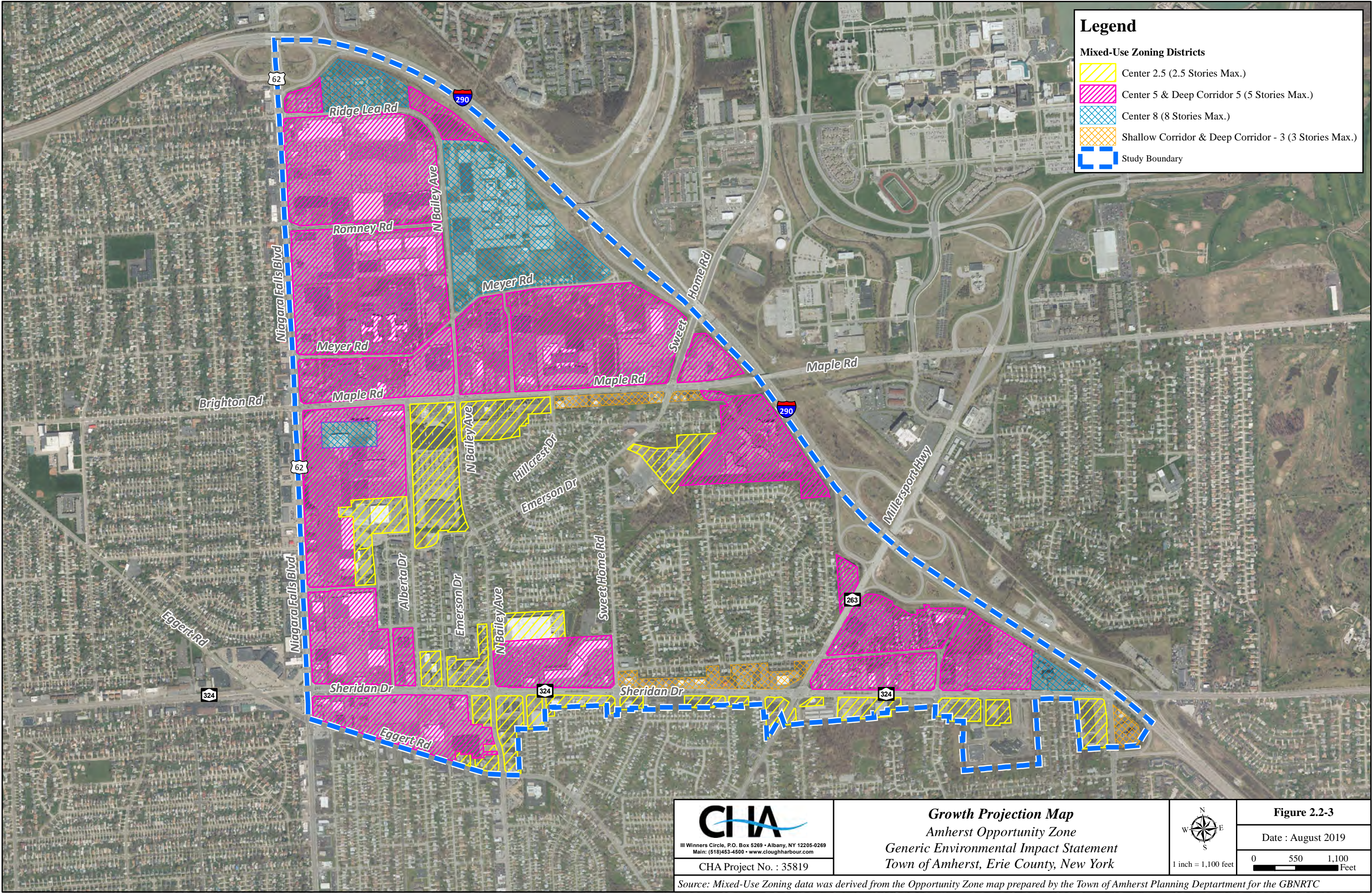
Figure 2.2-1

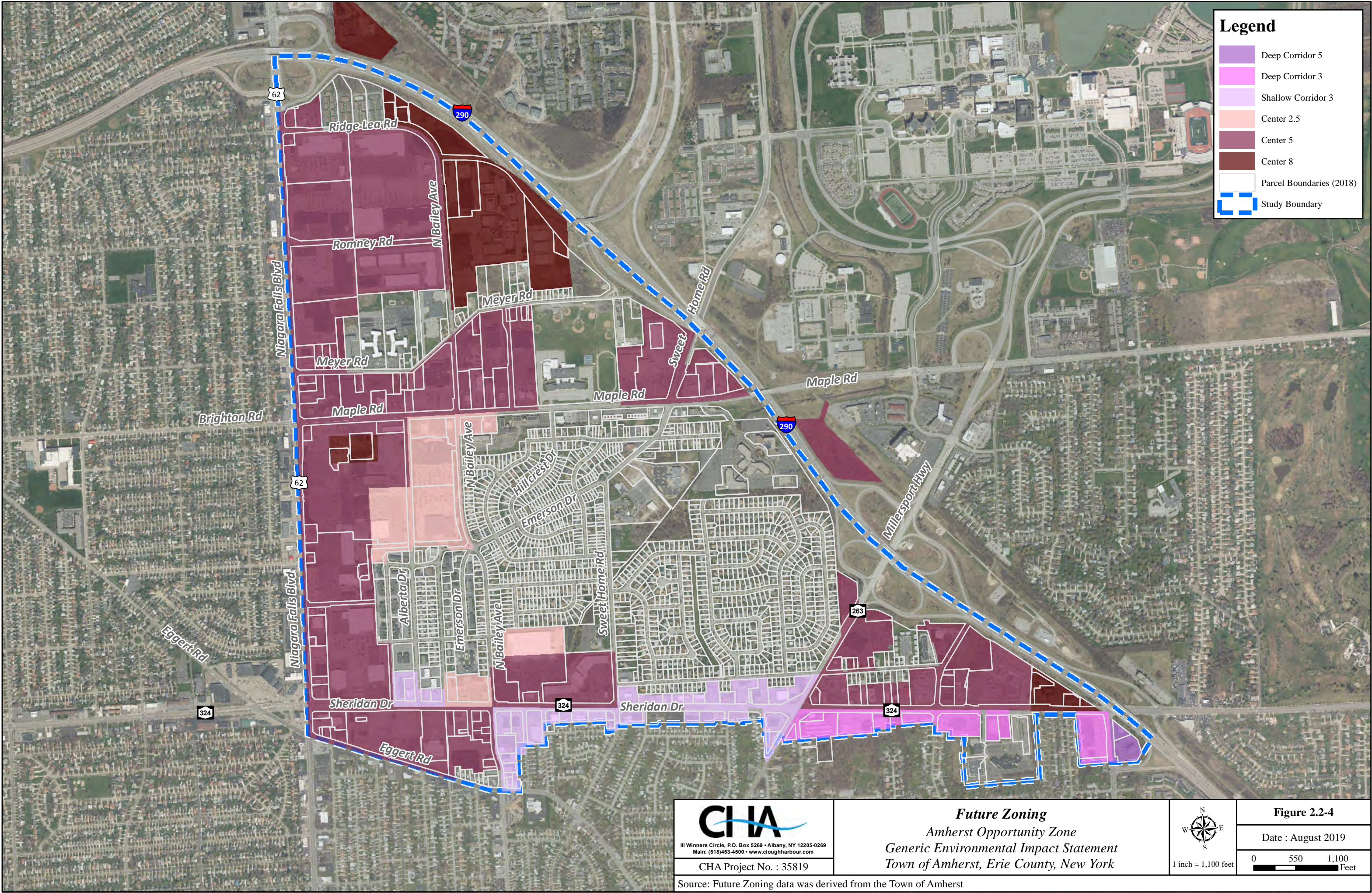
Date : August 2019

0 550 1,100 Feet

Source: Future Land Use data was derived from the Town of Amherst Bicentennial Comprehensive Plan (Figure 6), July 2019







use zoning districts and their characteristics and intents are listed below. The entire mixed-use zoning section of the Town's Zoning Code is located in Appendix C.

The Center 2.5, Center 5, and Center 8 districts are intended to create new walkable mixed-use places with human-scaled internal streets. The district standards are intended to create a network of continuous high-quality walkable and bikeable street connections throughout the area and to the surrounding community. Open space is required and intended as an organizing, defining feature for new development.

- Center 2.5 (CTR-2.5)

Uses in the Center 2.5 District will include a variety of retail, service and commercial uses, as well as multi-family residences or offices. CTR- 2.5 Districts are generally located along north of Sheridan Drive and south of Maple Road. Buildings will range from 1 to 2.5 stories in height.

- Center 5 (CTR-5)

The Center 5 District is intended to provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices. CTR-5 is located in several areas including along Niagara Falls Boulevard, Maple Road and Sheridan Drive. Buildings will range from 1 to 5 stories in height.

- Center 8 (CTR-8)

The CTR-8 District will provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices. CTR-8 is a highly specialized district and is only located in the Study Area adjacent to I-290 and within a small portion of the Boulevard Mall site. Buildings will range from 1 to 8 stories in height.

- Shallow Corridor 3 (SC-3)

The SC-3 District is intended for corridor parcels less than 200 feet deep. Shared alleys and access drives will replace private access drives to help eliminate curb cuts to adjacent thoroughfares. New buildings will range from 1 to 3 stories in height. The SC-3 District is intended to provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices. The proposed SC-3 District within the Study Area is generally located along Sheridan Drive west of Millersport Highway.

- Deep Corridor 3 (DC-3)

The DC-3 District is intended for corridor parcels over 200 feet deep that are appropriate for 3-story buildings. Shared access drives will connect to a continuous high-quality internal active and walkable streetscape fronting buildings and will help eliminate curb cuts. This streetscape will

establish the framework for a future internal "main street." Excessively long blocks will be broken up by new streets connecting within the district. The DC-3 District is intended to provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices. DC-3 is generally located south of Sheridan Drive and east of Millersport Highway.

- Deep Corridor 5 (DC-5)

The DC-5 District is intended for corridor parcels over 200 feet deep that do not immediately abut single-family residential lots, and therefore are appropriate for 5-story buildings. Shared access drives will connect to a continuous high-quality internal active and walkable streetscape fronting buildings to help eliminate curb cuts. This streetscape will establish the framework for a future internal "main street." Excessively long blocks will be broken up by new streets connecting within the district. The DC-5 District will provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices.

2.3 Projected Growth Redevelopment Scenario

The introduction of the mixed-use zoning districts to the Study Area will alter the land use composition there. Mixed-use zoning encourages both vertical and horizontal mixes of residential, retail, office and other uses on redevelopment sites. In order to derive the scenarios, both residential and non-residential redevelopment was quantified and projected. In order to identify the Projected Growth Redevelopment Scenario within the 1,260-acre Study Area (Growth Projection Map, Figure 2.2-3) several sources of data and information were evaluated that informed corresponding decisions/assumptions made by the Town. This evaluation and decision-making process relied on a number of relevant planning documents, as well as specific knowledge and expertise of Town staff and other agencies related to development trends and sound planning practice.

A 20-year planning period was used to evaluate future growth. This time frame allows the evaluation of a reasonable amount of growth and likely provides sufficient time to determine if the light rail system will be extended from the City of Buffalo into Amherst. This type of public transportation investment could have a significant impact on traffic patterns, road capacities, and could accelerate growth within the area, all of which would trigger the need to re-evaluate the conclusions of the GEIS. The following sections discuss the assumptions and derivation of the Projected Growth Redevelopment Scenario

The residential neighborhoods within the approximately 1,260-acre, Study Area have remained stable and are assumed to remain as residential uses. Although a small number of residential

properties adjacent to larger commercial landowners may change use over the 20-year planning period, the main focus of the growth projections will be on the non-residential areas comprised of approximately 777 acres.

The development projections are based on the proposed Mixed-Use Zoning Districts described in Section 2.2 above and Appendix C.

- These districts are established on the principles of form-based code and include specific block sizes, building footprint and placement requirements (See Figure below).

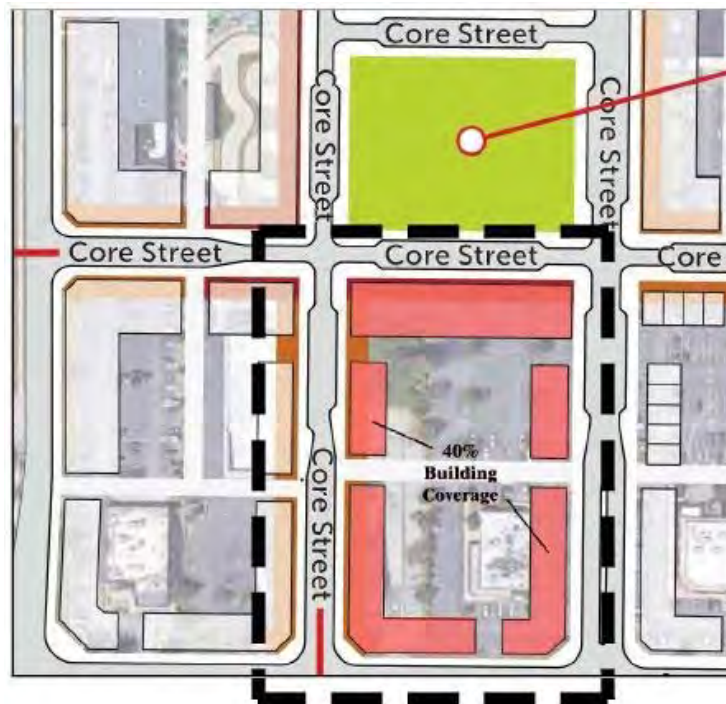


Figure 2.3-1 Typical Block Concept with 40% Coverage

- Based on these requirements and using a development concept sketch, the approximate building footprint coverage per block was found to be approximately 40%. This coverage allows for both surface parking, open space, and storm water features on site.
- Block and building concepts for redevelopment sites in the study area were prepared, and the building footprint coverage was developed for each site.
- The projected building footprint coverage was multiplied by 3, 5 or 8 depending on the building height allowed in the corresponding mixed-use zoning districts to derive the total square footage of a building.

Initially full build-out of both residential and commercial uses was calculated based on parameters outlined in the new mixed-use zoning. It was assumed that this full-build out represented approximately 100 years. This time frame alone would account for an increase in population of 100,000 or more and was thus deemed neither desirable nor realistic. Based on this, the Town determined it would not use the growth projection associated with full build-out.

To determine the appropriate rate for the growth projections, the Town relied on the commercial growth numbers in the Delta Associates 2016 *Town of Amherst Economic Study (Economic Study)* which established a commercial growth rate of 3% over the 20-year period for the Town. The Town was divided into Planning Analysis Areas (PAA's) in the Economic Study, and the assumed growth rate would result in approximately 2.8-3.5 million gross SF of commercial space in PAA 5, which encompasses the Study Area. The Economic Study notes that the majority of growth will take place by redeveloping existing commercial areas. The Study forecasts office uses will be 40 - 50% of the total commercial square footage. As a result, the Town applied 40% as the rate to differentiate between retail and office space.

Subsequently, the Town distributed the 777 acres of non-residential land uses that could potentially be re-developed into 5-year growth periods based on current permitting requirements, discussions with larger stakeholders/business/landowners, and historic trends in the area. The periods include 0-5 years, 5-10 years, 10-15 years, 15-20 years and 20+ years and are located by Traffic Analysis Zones (TAZ). A TAZ is a geographic area used by transportation agencies to forecast changes in traffic patterns, trip volumes and travel modes. Growth projections by TAZ in 5-year increments are located in Appendix C.

Future growth was based on the following assumptions:

- The continued growth of student housing to serve the 30,000 students at the University of Buffalo. Several off-campus housing projects have been constructed to the east and north of the Study Area over the last 10 years. The increase of residential units is based on the observed demand for large student housing developments projects at 500 -1000 units each.
- A strong residential component to be part of the redeveloped Boulevard Mall property. The current owner has a history of completing high density mixed-use projects with a significant residential component.
- The potential conversion of 1-story commercial properties along Sheridan Drive to mixed-use properties.
- The continued demand for Senior Housing based on recent projects taking place within the Town.

- Overall population in the Town is expected to increase by at least 20,000 people within the 20-year planning period.

Based on these commercial and residential growth assumptions, the following Projected Growth Redevelopment Scenario was established for the 20-year planning period:

- 5,000 Housing units
- 1,900,000 SF Commercial retail
- 1,100,000 SF Commercial office

SECTION 3.0

ENVIRONMENTAL SETTING, POTENTIAL IMPACTS & MITIGATION

3.1 Land Use and Zoning

3.1.1 Existing Conditions

Land Use

The approximately 1,260-acre Study Area is generally bounded on the east and north by the I-290, on the west by Niagara Falls Boulevard and on the south by Sheridan Drive; properties immediately to the south of Sheridan Drive are also included. The existing land area can be characterized as mostly developed. Although there are a limited number of undeveloped parcels, there are numerous underutilized parcels and parcels that could benefit from revitalization and redevelopment within the Study Area.

Land uses north of Maple Road consist almost entirely of commercial retail uses with the exception of a few residential homes, the Boulevard Tower Apartments, and the Sweet Home Middle School.

The Study Area south of Maple Road, is generally split between commercial and residential buildings. Established residential neighborhoods are concentrated in the area between Maple Road, I-290, Millersport Highway, Sheridan Drive and North Bailey Avenue. As noted in Section 2.0, these residential neighborhoods are well established and not expected to be subject to land use changes within the 20-year planning period. There are several non-residential uses scattered throughout this predominantly residential area just south of Maple Road including St. Leo the Great Roman Catholic Church, a shopping center, and an office park. A Hilton Brand hotel is located northwest of Millersport Highway at the I-290 interchange.

Strip commercial and retail uses dominate the vicinity of Maple Road, North Bailey Avenue, Alberta Drive, Sheridan Drive and Niagara Falls Boulevard, which also includes the underutilized Boulevard Mall property and its environs. There is an area of multi-family residential use immediately adjacent to the mall, located between North Bailey Avenue and Delta Road.

Office development is generally located in the southeast corner of the Study Area near the I-290 Exit 4 interchange, and on the south side of Maple Road. No homes front Sheridan Drive or Maple Road; however, there are numerous residential neighborhoods south of Sheridan Drive and just beyond the Study Area.

There are four small undeveloped areas within the project Study Area. Two of these areas are mapped as federal wetlands on the U.S. Fish and Wildlife Service National Wetlands Inventory. These mapped areas are located east of St. Leo the Great Roman Catholic Church, and at the northern extent of the project study boundary, adjacent to I-290. There is an undeveloped area west of I-290 and north of Meyer Road that has both wooded and open field land cover types. Finally, there is an undeveloped area of shrubby land cover in the vicinity of Raymour and Flanigan Furniture and the Boulevard Towers Apartments.

Policy 3-1 in the Comprehensive Plan states that mixed-use development should be designed “to achieve two primary objectives:

- Provide a focus for new development and revitalization in the Town, consistent with protecting the character of adjacent residential areas
- Enhance the viability of surrounding neighborhoods by providing identifiable centers of community activities such as shopping, work, recreation, and meetings”

The Comprehensive Plan [amended in 2019](#) recommends land use patterns illustrated in the Future Land Use Map (Figure 2.2-1 and Figure 6 in the Comprehensive Plan) reflect these objectives. The majority of the Study Area is designated as Commercial/Mixed-Use. Other designations include Commercial-Office, Educational Campus, Community Facilities, Recreation, Open Space and Gateways, and several residential designations.

The Future Land Use Map includes recommendations for commercial and mixed-use areas are further refined by form and type in the Commercial and Mixed-Use Designations Map (Figure 2.2-2 and Figure 6-A in the Comprehensive Plan). The non-residential areas of the Study Area are designated almost entirely as Suburban Center with the exception of some frontage parcels both north and south of Sheridan Drive, recommended as Suburban Corridor. These designations

generally reflect the pattern and location of existing commercial and mixed-use centers and better fit with the surrounding residential context.

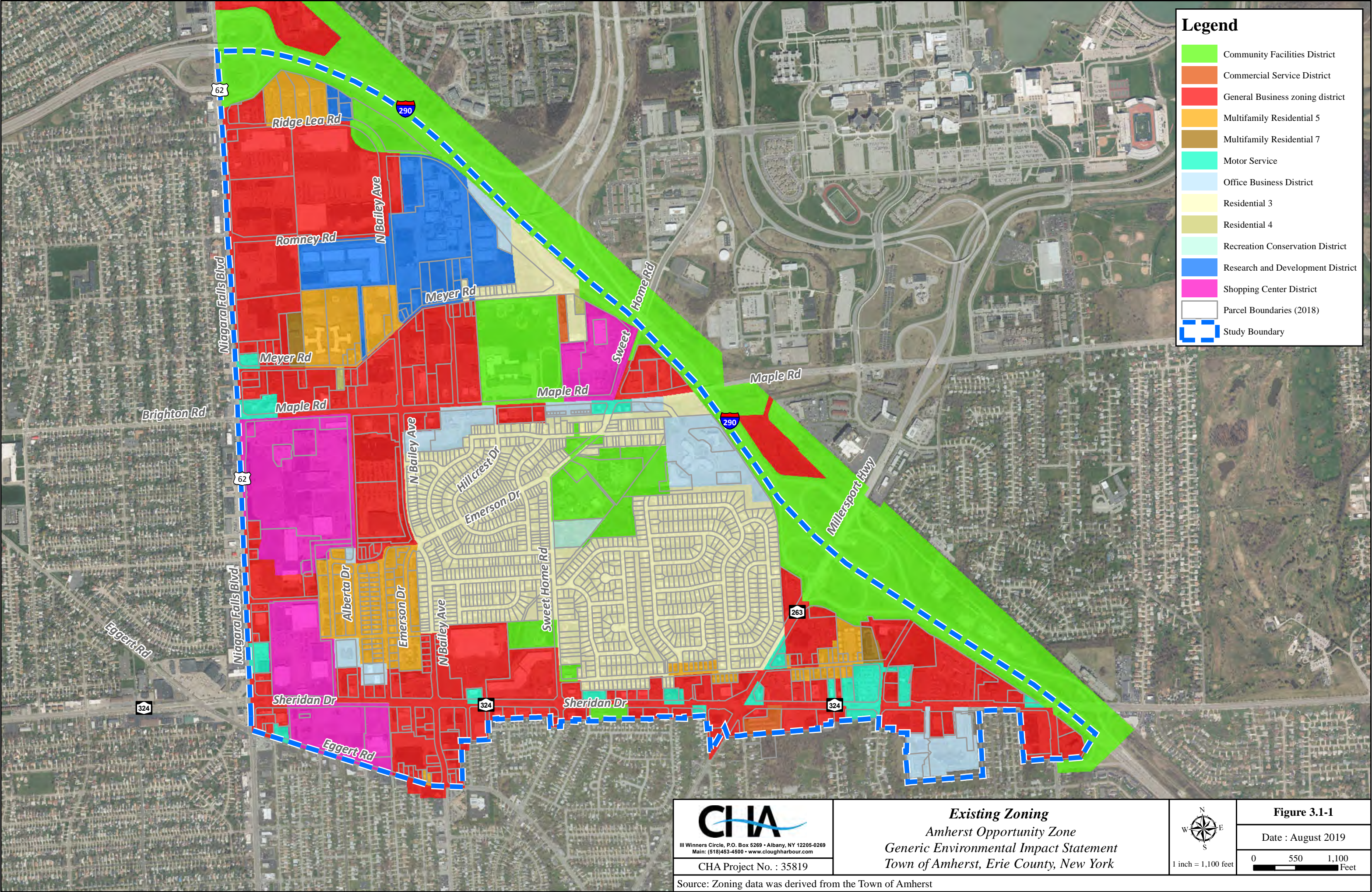
The Comprehensive Plan amended in 2019 also includes policies regarding development patterns and development character that promote compact, pedestrian-friendly forms of development with an emphasis on mixed-use and context sensitive design to enhance the visual quality of development. The new mixed-use zoning districts discussed in the following paragraphs were developed specifically to support the land development recommendations.

Zoning

Table 3.1-1 and Figure 3.1-1 identifies existing zoning in the Study Area. The non-residential districts cover a variety of commercial uses from retail to office. The Comprehensive Plan amended in 2019 generally categorized these existing non-residential land uses either Commercial/Mixed-Use or Commercial-Office.

Other zoning districts in the Study Area include single-and multi-family residential uses, including districts that accommodate adult care facilities such as nursing homes and senior housing.

In conjunction with its consultant, Code Studio, the Town developed Mixed-use Districts that were added to Chapter 203 (Zoning Ordinance) dated May 31, 2019. The new districts known as “Retrofit Districts” are proposed to be used for areas identified as commercial and mixed-use centers in Figure 6 of the 2017 Comprehensive Plan. As noted in Chapter 203 Part 5A, § 5A-3, these districts are defined as follows: “The Retrofit Districts are intended for parcels of land that are designated commercial and mixed-use activity centers in the Town’s Comprehensive Plan. These larger parcels lie along corridors and in centers at the intersection of major corridors throughout the Town. The intent is to improve safety and the experience for all users along major roadways. The Retrofit Districts also create a network of human scaled streets that connect the community to “places” within newly-developed or redeveloped sites. This street framework is intended to promote incremental change in the existing patterns of development.”



Legend

Community Facilities District

Commercial Service District

General Business zoning district

Multifamily Residential 5

Multifamily Residential 7

Motor Service

Office Business District

Residential 3

Residential 4

Recreation Conservation District

Research and Development District

Shopping Center District

Parcel Boundaries (2018)

Study Boundary

CHA

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CHA Project No. : 35819

Existing Zoning
Amherst Opportunity Zone
Generic Environmental Impact Statement
Town of Amherst, Erie County, New York

1 inch = 1,100 feet

Figure 3.1-1

Date : August 2019

05501,100

Feet

Source: Zoning data was derived from the Town of Amherst

Table 3.1-1 Existing Zoning	
Zoning District	General Purpose
Office Building District (OB)	Areas devoted exclusively to office use.
General Business (GB)	Commercial centers serving larger areas than neighborhood center uses utilizing larger parcels, generating large volumes of traffic and potentially large amounts of evening activity.
Commercial Service District (CS)	Large scale commercial uses meeting community-wide needs for specialized goods and services.
Motor Service District (MS)	Transportation-oriented commercial uses serving the needs of motorists and related vehicular needs.
Shopping Center District (SC)	Large centers providing a full range of goods and services. Development designed with common access points, off-street parking, loading and stacking areas jointly serving all buildings. Attached dwelling units permitted under certain criteria.
Research and Development (RD)	Research and development, related production activities, light manufacturing, offices, and related training schools, designed and located to limit land use conflicts.
Community Facilities District (CF)	Public and semipublic facilities, including governmental, religious, educational, protective and other civic facilities properly located in relation to transportation, surrounding land use.
Recreation Conservation District (RC)	Zoning classification intended for public, private and civic uses related to recreation and conservation uses.
Residential District Three (R-3)	Single-family residences
Residential District Four (R-4)	Single-family up to four family residences
Multifamily Residential District 5 (MFR-5)	Medium-density multifamily development
Multifamily Residential District 7 (MFR-7)	High-density including adult care facilities and single-family detached dwellings not on individual lots.

The “Retrofit Districts” include Center 2.5, Center 5, Center 8, Shallow Corridor 3, Deep Corridor 3, and Deep Corridor 5. Refer to Section 2.2 Study Area Rezoning for a complete description of each new mixed-use zoning district.

The new mixed-use zoning within the Study Area was used as the basis for development of the Land Use Alternatives including the Projected Growth Redevelopment Scenario as fully discussed in Section 2.3. Based on these assumptions, the following additional development is anticipated by the end of the 20-year planning period:

- 5,000 Housing units
- 1,900,000 SF commercial retail
- 1,100,000 SF commercial office

3.1.2 Potential Impacts & Mitigation

Table 3.1-2 provides a high-level overview of potential development for several scenarios: build-out utilizing existing and new mixed-use zoning, and the Projected Growth Redevelopment Scenario for the planning period. As this scenario is evaluated throughout this GEIS, this section will focus on the relative differences between the existing and the newly adopted mixed-use zoning.

	TABLE 3.1-2 Potential Development				
	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>
Development Type	Existing Development	Build-out Existing Zoning (100 years)	Build-out New Mixed-use Zoning ³ (100 years)	High Growth 20-Year Projection - New Mixed-Use Zoning ³	Projected Growth Redevelopment Scenario (20-years) ³
Housing Units	2,334¹	2,334	37,830	25,994	5,000
Commercial Retail SF			6,800,000	4,800,000	1,900,000
Commercial Office SF		5,400,000	4,500,000	3,200,000	1,104,000
Commercial Non-Office SF		73,100,000			
Commercial/Retail/office SF	5,900,000 ²				
Commercial SF Totals	5,900,000	78,500,000	11,300,000	8,000,000	3,000,000

¹ 2017 American Community Survey Data

² Town GIS Data

³ Town of Amherst Planning Department

Although there are very few undeveloped parcels within the Study Area, were they to be developed/redeveloped according to existing zoning regulations along with the other parcels currently zoned commercially, approximately 78.5 million SF of new commercial uses would result at full build-out period (Column B). This figure was derived from the bulk regulations for the existing commercial zoning that includes maximum lot coverage and maximum height. The Study Area currently includes 5.9 million SF of commercial development (Column A). To put this

growth in perspective, an average of 785,000 SF of commercial development would be required annually. Under existing zoning (Column B), residential units are expected to remain stable, with no changes in overall numbers. Commercial build-out under existing zoning, if it were to occur, is so extreme it is likely not sustainable as the Town could neither fund nor construct the necessary services and amenities for the community to operate safely and efficiently, and to remain an attractive place to live or operate a business.

Under the new mixed-use zoning developed by the Town and its consultant, the full build-out of commercial square footage is approximately 11.3 million SF with nearly 38,000 residential units (Column C). This development number represents a significant increase over existing square footage. It is difficult to predict the impacts of build-out related to infrastructure, traffic, stormwater and localized flooding, sewer and water service, and community services that is likely to occur over 100+ years, and it is unknown at this time if there are constraints that would preclude this level of development. It does represent, however, a significant decrease in the development potential of the Study Area from that allowed under current zoning. The timeframe for potential build-out (more appropriately, full redevelopment) is well beyond the useful life of most planning documents. It is likely that the land use recommendations for this area will be revised in some manner several times before any form of build-out could be reached. This was also determined to be the case for the High Growth 20-year projections identified in Column D, with approximately 8 million SF, with up to 26,000 residential units, before settling on the Projected Growth Redevelopment Scenario (Column E) as a more realistic 20-year growth projection.

The existing zoning and new mixed-use zoning were reviewed to compare the required transitions between the various land uses, setbacks, building heights and overall site layout. Attention was paid to the changes in site layout and function of various land uses within the Study Area. Zoning was also reviewed to determine potential impacts to existing residential neighborhoods, both within and adjacent to the Study Area, that abut lands zoned for non-residential uses.

In regard to height, although existing zoning allows 6-story buildings throughout most of the Study Area, existing development is generally 1-3 stories. The new mixed-use zoning allows up to 3, 5 and 8 stories depending on the district, with the majority of the area proposed for structures up to 5 stories. The parcels to be zoned with the ability to be up to 8 stories will likely be in very limited areas near the interstates and not adjacent to residential.

The new mixed-use zoning, with form-based code elements, emphasizes physical form and organization of development with human-scaled streets that connect the community to

redeveloped and newly developed sites. Safety for all roadway users and modes of transportation are also emphasized. Within the requirements for each of the new districts is specific language related to shared access, building and parking setbacks, blocks and transitions, and building mass. Setback requirements vary based on the adjacent zoning district and if the lot is considered a shallow lot or deep lot. The CTR-2.5, CTR-5 and CTR-8 zones require a minimum of 5% open space; there are no green space requirements for the Corridor districts.

Frontage requirements vary by the type of street (local, collector, half-street, walkable core street, etc.) and address setbacks, parking, pedestrian access and transparency. The overall intent is to create a human-scaled streetscape and safe, efficient access for pedestrians and all types of vehicles.

Transitions are required when a Mixed-Use District abuts residentially zoned districts. Shallow lots in the SC-3 district require a transition area of 10 feet for landscaping and 30 feet for buildings with vegetation and structural screening. DC-3, DC-5, CTR-2.5, CTR-5 and CTR-8 districts require a transition area of 30 feet minimum for structures up to and including 3 stories and 60 feet minimum setback for buildings above 3 stories. Specific requirements for vegetation are also outlined. These transition requirements are important as the increased density and activity associated with newly created live/work/play neighborhoods may create both visual and noise impacts to the established residential neighborhoods both within and adjacent to the Study Area and should be strengthened. Additional mitigation measures to be considered include:

- Use of vegetated berms to provide additional visual screening and noise buffers.
- Reviewing allowable uses in the SC-3 zone to determine if the allotted transition area effectively protects adjacent residential uses.
- Increasing the transition area in the SC-3 zone when practicable.
- Requiring developers to offer landscaping on the residential side of the required structural screening in the SC-3 zone to visually soften the transition area.
- Considering the use of material other than opaque walls to meet the structural screening requirements.

By addressing the form and mass of buildings in relation to one another as well as the scale of streets and blocks, these Mixed-Use Districts should improve the quality of the existing public realm. The new mixed-use zoning relies on a more comprehensive view of how a project will function within the overall development pattern as compared to the Town's existing, more conventional zoning code that focuses more on the segregation of land uses and development intensity on individual parcels and sites rather than within entire areas or districts.

As noted in the paragraphs above, the Mixed-Use Zoning Districts should result in higher quality, sustainable development within the Study Area. Moreover, the graphics-rich zoning document will enhance the ability of developers to prepare plans that meet the requirements and facilitate Town staff review of submitted plans.

The Mixed-Use Zoning Districts emphasize sustainable land use patterns by incorporating the principles of safe and efficient access for both motorized and non-motorized modes of transportation. It creates “human-scale” streets, recognizing the importance of the relationship between the structure and the street, and the use of appropriate streetscape materials that welcome pedestrians to a variety of retail and service uses. Connections both within the newly zoned districts and to the surrounding residential neighborhoods are key to the vitality of both areas. The development of mixed-use places and their proximity to established residential neighborhoods may encourage people to drive less, thus decreasing auto dependency, increasing physical activity and increasing the potential for social interaction.

3.2 Transportation

3.2.1 Existing Conditions

Regional and Local Context

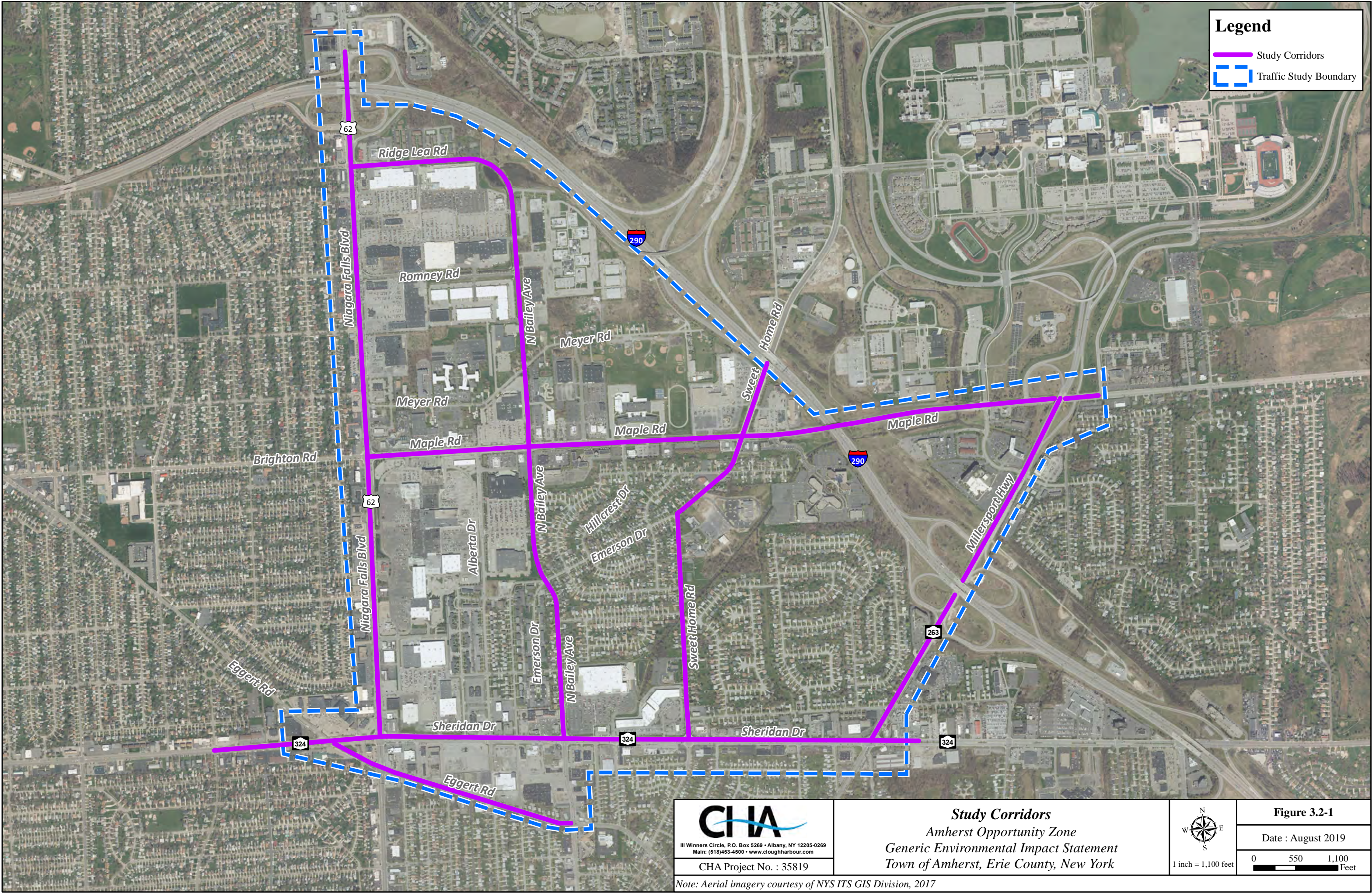
The Amherst Opportunity Zone GEIS Study Area is located in the southwest portion of the Town of Amherst which is part of the Buffalo-Niagara metropolitan region. The Study Area is near the UB North Campus; downtown Buffalo is about 10 miles west. The site is easily accessible to the Buffalo-Niagara International Airport located about 10 miles to the southeast.

Transportation Infrastructure and Site Access

The Study Area is generally bounded by the following roadways: I-290, Niagara Falls Boulevard (US Route 62) and Sheridan Drive (NY Route 324). Access to/from I-290 is available at Niagara Falls Boulevard (Interchange 3), Millersport Highway (Interchange 5), and Sheridan Drive (Interchange 6). Other roadways in the Study Area that provide regional access to/from the Study Area and are functionally classified as Principal Arterials include Maple Road, Eggert Road, and Bailey Avenue. Minor arterials and local streets within the Study Area which provide connections to the regional network include: Ridge Lea Road, North Bailey Avenue, The Boulevard-Consumer Square access drive, Romney Drive, Meyer Road, Alberta Drive, and Almeda Avenue. Figure 3.2-1 shows the primary roadway corridors in the Study Area.

Roadway Network

The Study Area is served by a network of local, county, and state-maintained roadways. The principal study corridors and their maintenance jurisdiction are shown in Table 3.2-1:



Legend

— Study Corridors

- - - Traffic Study Boundary

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Study Corridors
Amherst Opportunity Zone
Generic Environmental Impact Statement
Town of Amherst, Erie County, New York

North Arrow

1 inch = 1,100 feet

Figure 3.2-1

Date : August 2019

0 550 1,100 Feet

Note: Aerial imagery courtesy of NYS ITS GIS Division, 2017

Table 3.2-1 Principal Study Corridors		
Roadway	Segment	Jurisdiction
Niagara Falls Boulevard (US 62)	Eggert Road to I-290 Interchange 3	New York State
Sheridan Drive (SR 324):	Eggert Rd to I-290 Interchange 6	New York State
Maple Road:	Niagara Falls Boulevard to Millersport Highway	Erie County
Bailey Avenue (US 62)	Eggert Road to Sheridan Drive	Erie County
North Bailey Avenue:	Sheridan Drive to Ridge Lea Road	Town of Amherst
Ridge Lea Road:	Bailey Avenue to Niagara Falls Boulevard	Town of Amherst
Millersport Highway (SR 263):	Sheridan Drive to Maple Road	New York State
Sweet Home Road:	Sheridan Drive to Maple Road	Erie County
Eggert Road:	Sheridan Drive to Millersport Highway	Erie County
Alberta Drive:	Eggert Road to Maple Road	Town of Amherst
I-290	Interchange #3 (US 62) Interchange #5 (SR 263) Interchange #6 (SR 324/SR 240)	New York State

Regional north/south access to the Study Area is provided via Niagara Falls Boulevard (US Route 62). Niagara Falls Boulevard is a principal arterial and part of the National Highway System. In the Study Area, Niagara Falls Boulevard features three travel lanes in each direction, a center median, and auxiliary turn lanes at major intersections. The posted speed limit on this roadway in the Study Area is 40 miles per hour (mph).

Regional east/west access to the Study Area is provided via Sheridan Drive (SR 324). Sheridan Drive is also a principal arterial and part of the National Highway System. In the Study Area, Sheridan Drive features three travel lanes in each direction with a center median and auxiliary turn lanes at major intersections. The posted speed limit is 40 mph.

Millersport Highway (SR 263) is a principal arterial that traverses the Study Area in a southwest-to-northeast orientation east of the Study Area. This roadway provides access to the UB North Campus as well as an interchange access with I-290. Between Sheridan Drive and the UB Campus, Millersport Highway features two travel lanes in each direction. The intersection of Millersport Highway and Maple Road is a half-diamond/partial cloverleaf interchange configuration. The posted speed limit is 45 mph between Maple Road and the I-290 interchange, and 35 mph between there and Sheridan Drive.

Sweet Home Road runs north/south through the Study Area. The segment from Sheridan Drive to Maple Road is a two-lane local County Road. North of Maple Road, Sweet Home Road is a state-owned roadway (SR 952T) with two travel lanes in each direction and a center lane for left

turns. The state-owned segment is classified as a minor arterial. The posted speed limit is 35 mph on the County segment and 45 mph on the state-owned segment.

Erie County road CR 192 is an east/west road through the Study Area. West of Niagara Falls Boulevard (in the Town of Tonawanda), it is named Brighton Road and is classified as a minor arterial. East of Niagara Falls Boulevard (Town of Amherst) it is named Maple Road and is classified as a principal arterial. From Niagara Falls Boulevard to North Bailey Avenue, Maple Road features three travel lanes in each direction and a center lane for left turns. In the eastbound direction, the curb lane is designated for right-turns into the various property access drives. Maple Road transitions from three lanes to two lanes east of North Bailey Avenue (eastbound direction) and east of Bowmart Parkway (westbound direction), with the center two-way left-turn lane maintained throughout these segments. The speed limit on Maple Road is 45 mph.

North Bailey Avenue is a north/south minor arterial that extends from Sheridan Drive (opposite Bailey Avenue) to Ridge Lea Road. North Bailey Avenue is a two-lane road from Sheridan Drive to Maple Road, with auxiliary turn lanes at these two intersections and at the Wegman's signalized driveway. North of Maple Road, North Bailey Avenue also provides a center lane for left turns at intersections and driveways. The posted speed limit is 35 mph.

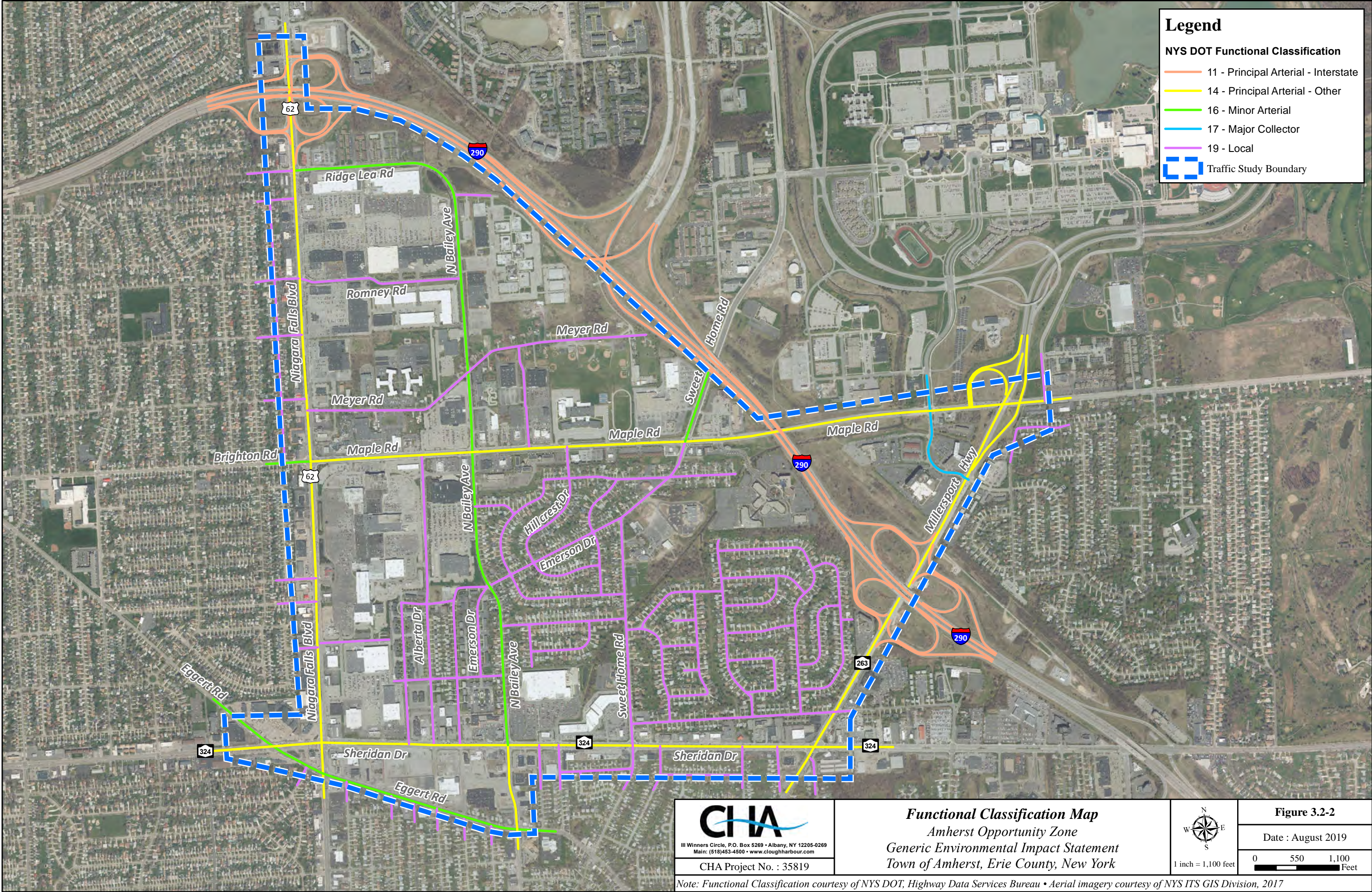
Ridge Lea Road is an east/west road that extends between Niagara Falls Boulevard and North Bailey Avenue, and is functionally classified as a minor arterial. The segment of Ridge Lea Road from Niagara Falls Boulevard to the shopping plaza access, provides two eastbound lanes and one westbound lane (with auxiliary turn lanes at the approach to Niagara Falls Boulevard). From the plaza access to North Bailey Avenue, it is a two-lane road. The posted speed limit is 35 mph.

Alberta Drive is a 4-lane local road that extends north/south through the Study Area from Maple Road to Eggert Road. The speed limit on Alberta Drive is 35 mph.

Meyer Road is an east/west local road that begins at Niagara Falls Boulevard and continues east through the intersection with North Bailey Ave, terminating at a dead end just west of I-290. Meyer Road is a 2-lane road. The speed limit on Meyer Road is 30 mph.

These study roadways and their functional classifications are shown on Figure 3.2-2¹. See the footnoted link for additional information about the functional classification of roadways.

¹ Functional Classifications Source: <https://www.dot.ny.gov/gisapps/functional-class-maps>

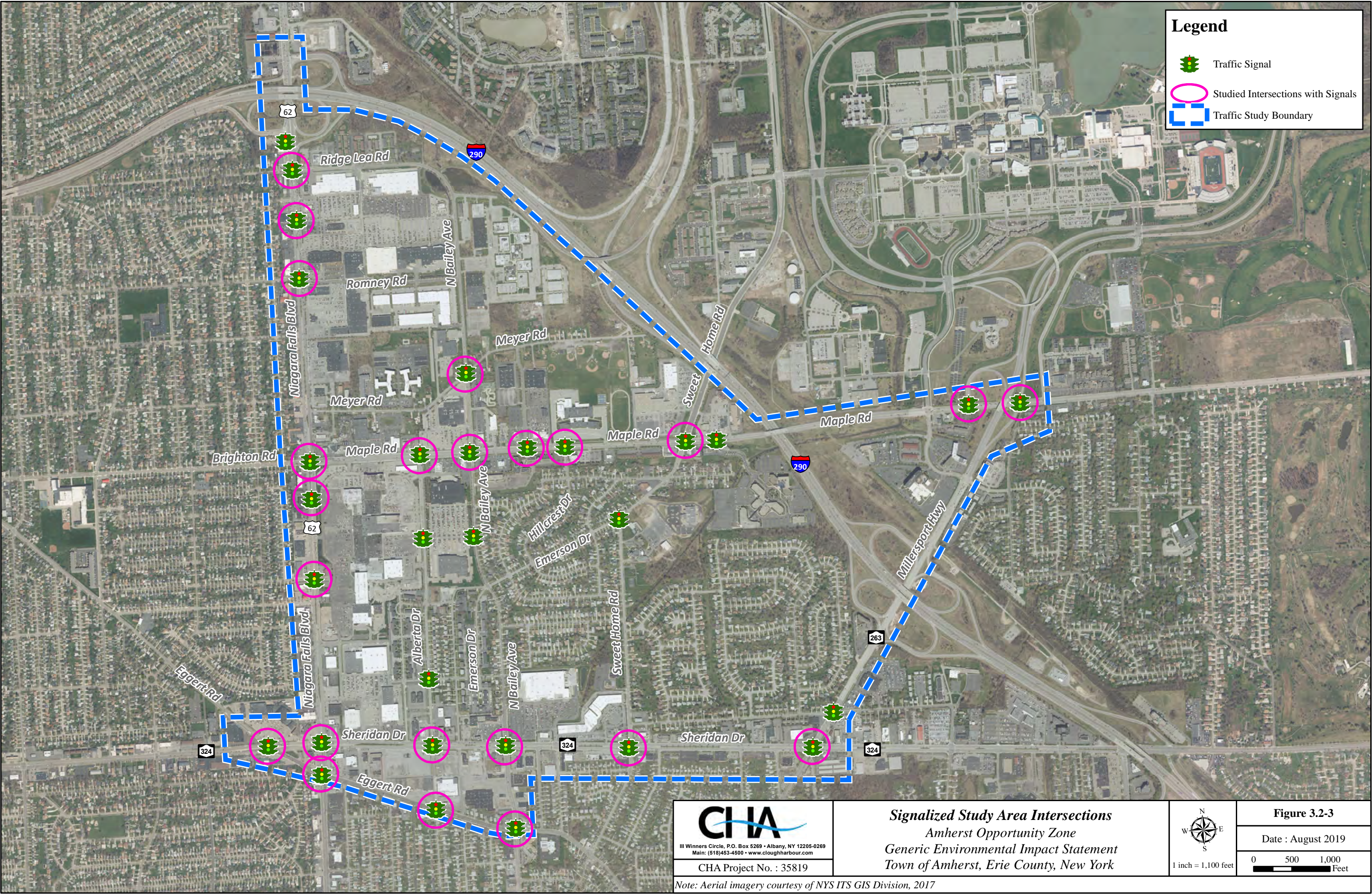


Intersections


The key intersections within the study area that were included for detailed analysis are listed in Table 3.2-2. This table also identifies the type of traffic control at these intersections.


All but two of the studied intersections are controlled by traffic signals. The 5-legged intersection of North Bailey Avenue and Emerson Drive/Amsterdam Avenue is presently controlled by stop signs on all approaches. This intersection was studied in August 2014 for potential improvements to address traffic safety and operational concerns. The study identified a recommended improvement option to reconstruct the intersection as a roundabout.


The locations of the signalized study intersections are shown in relation to the Study Area on Figure 3.2-3. This figure also shows the locations of other signalized intersections within the Study Area which were not evaluated for the GEIS.



Legend

 Traffic Signal

 Studied Intersections with Signals


 Traffic Study Boundary

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Signalized Study Area Intersections
Amherst Opportunity Zone
Generic Environmental Impact Statement
Town of Amherst, Erie County, New York



1 inch = 1,100 feet

Figure 3.2-3

Date : August 2019

05001,000

Feet

Note: Aerial imagery courtesy of NYS ITS GIS Division, 2017

TABLE 3.2-2 Intersections Studied		
Corridor	Intersecting Street	Intersection Control
Niagara Falls Boulevard (US 62)	<ul style="list-style-type: none"> • Ridge Lea Road • The Boulevard-Consumer Square • Romney Drive • Meyer Road • Maple Road/Brighton Road • Boulevard Mall Access • Treadwell Road • Sheridan Drive • Eggert Road 	Signal Signal Signal Stop Sign Signal Signal Signal Signal Signal
Sheridan Drive (NY)	<ul style="list-style-type: none"> • Eggert Road • Alberta Drive • Bailey Avenue/North Bailey Avenue • Sweet Home Road • Millersport Highway 	Signal Signal Signal Signal Signal
Eggert Road	<ul style="list-style-type: none"> • Alberta Drive • Bailey Avenue 	Signal Signal
Maple Road	<ul style="list-style-type: none"> • Alberta Drive • North Bailey Avenue • Hillcrest Drive • Sweet Home Road • Millersport Highway SB Ramps • Millersport Highway NB Ramps 	Signal Signal Signal Signal Signal Signal
North Bailey Avenue	<ul style="list-style-type: none"> • Emerson Drive/Amsterdam Avenue • Meyer Road 	All-Way Stop Signs Signal

Pedestrian and Bicycle Accommodations

Figure 3.2-4 shows the location of sidewalks and bike accommodations within the Study Area. In general, sidewalks are provided on one or both sides of all the study roadways, except for the segment of Meyer Road east of North Bailey Avenue to its dead end. Pedestrian crosswalks and pedestrian-activated crossing signals are provided at all the signalized study intersections.

Millersport Highway is part of NYS Bike Route 517, which is a signed, on-road bicycle route that extends 90 miles from the Pennsylvania border near Jamestown to the Hamlet of Olcott in Niagara County. However, there are no design treatments or signing that enhance the bicyclist accommodation.

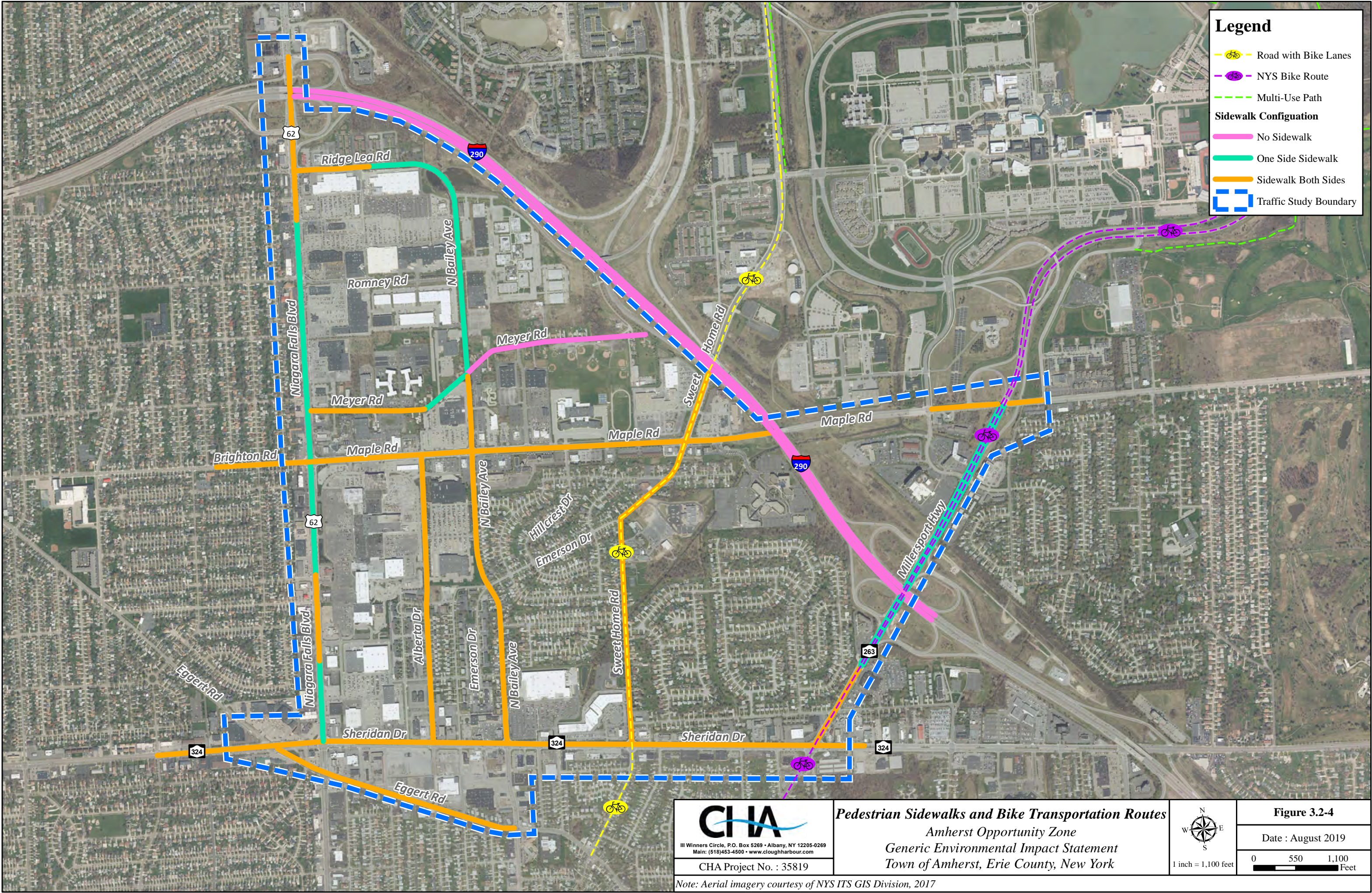
On-road bike lanes are provided on both sides of Sweet Home Road from Eggert Road north to the UB North Campus.

Transit

Public transit services within the Study Area are provided by the Niagara Frontier Transportation Authority (NFTA). These services include Fixed-routes and Paratransit. The fixed-route service routes and stop locations in the Study Area are shown on Figure 3.2-5. Table 3.2-3 below shows the service characteristics of these transit routes. Bus stops in the Study Area are designated by an NFTA route sign. There are no bus shelters or other rider amenities at these stops.

Table 3.2-3 NFTA Bus Service				
Route No.	Route Name	Route	Service Hours	Average Weekday Headways
34	Niagara Falls Boulevard	University LRT Station (University at Buffalo South Campus) to Amherst Development Park	6 a.m. to 9:40 p.m.	10 min (peak) 30 min (off-peak)
35	Sheridan	Blackrock Riverside Transit Hub to University at Buffalo Amherst Campus	5:55 a.m. to 10:35 p.m.	30 min (peak) 60 min (off-peak)
44	Lockport	University LRT Station (University at Buffalo South Campus) to Lockport	5:28 am to 12:08am	30 min (peak) 60-90 min (off-peak)
49	Millard Suburban	University LRT Station (University at Buffalo South Campus) to Millard Fillmore Suburban Hospital	7:18am to 5:50pm	60-90 min

US Census American Community Survey data (2017 Estimate) indicates that approximately 2 percent of resident workers in the Town of Amherst use public transit to commute to work.



Legend

- Road with Bike Lanes
- NYS Bike Route
- Multi-Use Path
- Sidewalk Configuration**
- No Sidewalk
- One Side Sidewalk
- Sidewalk Both Sides
- Traffic Study Boundary



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Pedestrian Sidewalks and Bike Transportation Routes

*Amherst Opportunity Zone
Generic Environmental Impact Statement
Town of Amherst, Erie County, New York*



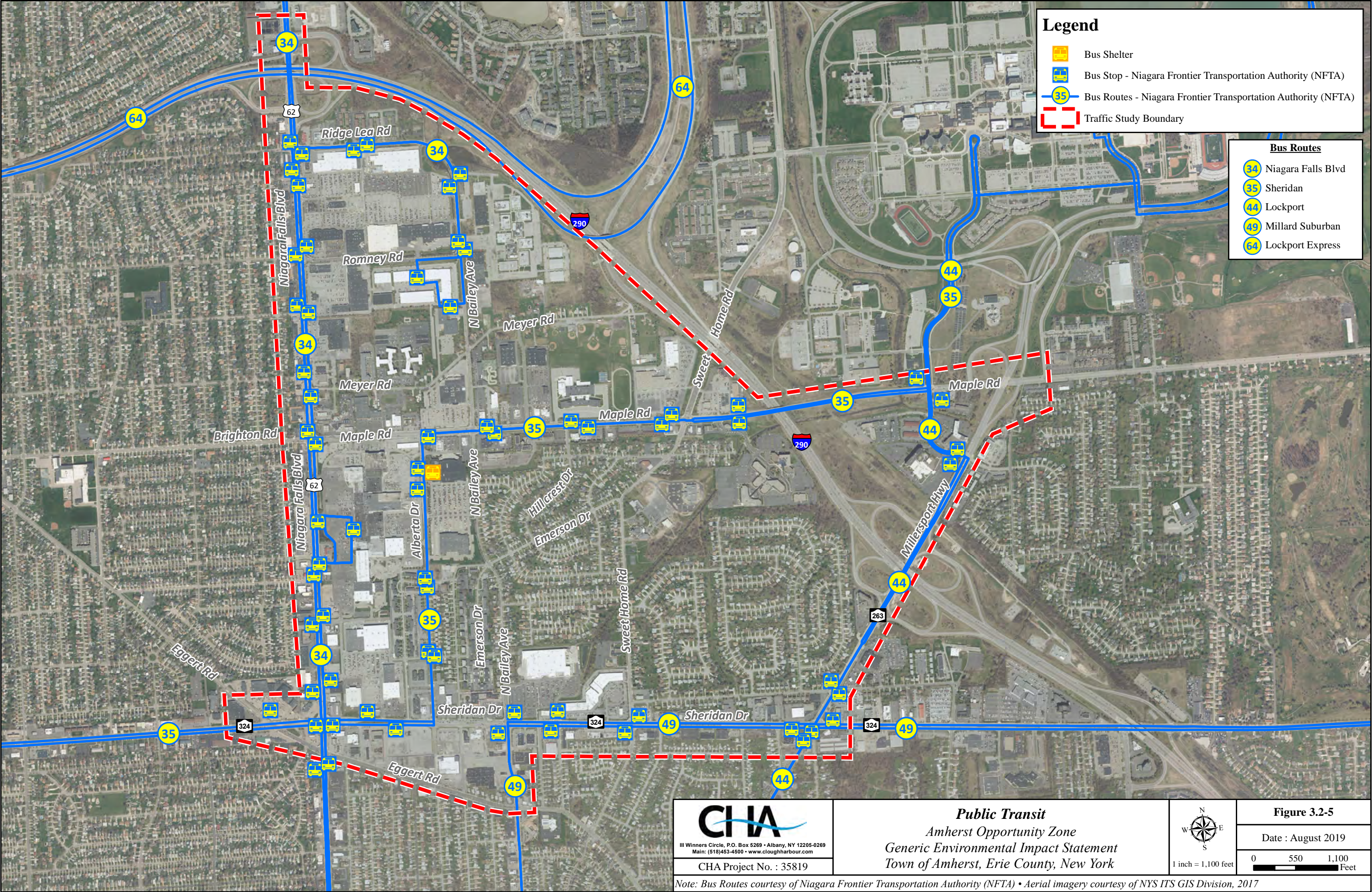
1 inch = 1,100 feet

Figure 3.2-4

Date : August 2019

0 550 1,100
Feet

Note: Aerial imagery courtesy of NYS ITS GIS Division, 2017



The NFTA is in the planning process for an expansion of the Metro Rail network to extend Light Rail Transit (LRT) services through the Study Area. Because that planning process is ongoing, the transportation analysis for the Study Area GEIS does not consider the impacts and benefits of this potential future enhancement of the transit system.

Traffic Volumes

Traffic volume data was compiled from several sources, including the New York State Department of Transportation (NYSDOT) Traffic Data Viewer, Greater Buffalo Niagara Regional Transportation Council (GBNRTC) Transportation Data Management System, Town of Amherst Planning Department, and various area transportation studies. This data was used to identify Annual Average Daily Traffic (AADT) volumes and weekday AM and PM peak hour volumes along the study roadways. The existing (2018) volumes on the study roadways are shown in Table 3.2-4.

Table 3.2-4 Existing (2018) Traffic Volumes

Road	Segment	AADT ¹	Weekday Peak Hour Volume (2-way)	
			AM	PM
Niagara Falls Boulevard	I-290 Interchange to Maple Road	32,900	1,960	3,140
	Maple Road to Sheridan Drive	29,390	1,720	2,685
Sheridan Drive	Niagara Falls Boulevard to Bailey Avenue	28,650	1,525	2,280
	Bailey Avenue to Millersport Highway	29,400	1,785	2,530
Millersport Highway	Sheridan Drive to I-290 Interchange	25,600	2,165	2,820
	I-290 Interchange to Maple Road	32,550	2,600	3,070
Maple Road	Niagara Falls Boulevard to Bailey Avenue	18,070	1,080	1,920
	Bailey Avenue to Sweet Home Road	22,500	1,600	2,700
	Sweet Home Road to Millersport Highway	23,000	1,300	1,900
Bailey Avenue	Eggert Road to Sheridan Drive	13,400	640	1,155
North Bailey Avenue	Sheridan Drive to Maple Road	12,100	590	1,330
	Maple Road to Ridge Lea Road	16,400	765	1,500
Eggert Road	Sheridan Drive to North Bailey Avenue	8,000	635	1,090
	North Bailey Avenue to Millersport Highway	9,000	650	1,100
Sweet Home Road	Sheridan Drive to Maple Road	12,400*	940	1,275
	Maple Road to Rensch Road	20,150	1,405	2,070
Ridge Lea Road	Niagara Falls Boulevard to Lowe's Store west driveway	13,500	1,170	1,720
	Lowe's Store west driveway to North Bailey Avenue	9,850	680	990
Alberta Drive	Sheridan Drive to Maple Road	7,400*	250	740
I-290 Interchange 3	NB to EB On Ramp	6,200	350	570
	SB to EB On Ramp	9,560	980	650
	EB to NB Off Ramp	3,650	280	350
	EB to SB Off Ramp	5,160	330	470
	NB to WB On Ramp	6,170	210	590
	SB to WB On Ramp	4,140	380	300
	WB Off Ramp	13,200	830	1,340

I-290 Interchange 5	NB to EB On Ramp	2,510	210	190
	SB to EB On Ramp	8,530	560	950
	EB to NB Off Ramp	3,500	340	390
	EB to SB Off Ramp	3,260	330	270
	NB to WB On Ramp	2,360	160	250
	SB to WB On Ramp	3,300	280	330
	WB to NB Off Ramp	7,480	780	610
	WB to SB Off Ramp	2,020	140	210
I-290 Interchange 6	EB On Ramp	5,710	390	500
	EB Off Ramp	6,630	820	620
	WB On Ramp	5,890	460	685
	WB Off Ramp	6,140	460	500

¹ AADT = Annual Average Daily Traffic (vehicles per day)

* estimated from peak hour data

Traffic volumes for the future 2040 planning horizon conditions were estimated using data outputs of GBNRTC's regional Travel Demand Model (TDM), which were based on a calibrated base condition of 2015. The Study Area encompasses 18 separate Traffic Analysis Zones (TAZs) within the model. GBNRTC's projections of future trip production and attraction within these zones for the planning horizon of Year 2040 in the No-Build condition anticipates a general status quo condition, with a small 1%-2% reduction of traffic to/from the TAZs due to general changes in the region's socio-economic, demographic and travel characteristics. This is equivalent to 216 fewer trips in the AM peak hour and 487 fewer trips in the PM peak hour over the next 20-25 years. Turning movements at the study intersections were estimated for the 2040 No-Build conditions using the link volume data produced by the GBNRTC TDM and using an iterative distribution methodology developed by the National Cooperative Highway Research Program (NCHRP).

Traffic Operations – Existing and 2040 No-Build Conditions

Vehicular traffic operations at the study intersections were analyzed using a Synchro model developed for the study based on the applicable procedures of the Highway Capacity Manual, published by the Transportation Research Board. The foundation of the Synchro model is the same one that was developed by the consultants for the NFTA Metro Rail Expansion Study. This model was based on 2018 base traffic volumes, and the model limits were expanded to encompass the larger Study Area of the Opportunity Zone GEIS.

Traffic operations are generally described in terms of a Level of Service ranking system. For intersection operations, Level-of-Service (LOS) is a qualitative expression of mobility based on the amount of control delay. LOS A represents very good conditions with little or no delay and LOS F generally represents very poor operations with high levels of delay. The LOS thresholds for signalized and unsignalized intersections are provided in Table 3.2-5.

Table 3.2-5: Intersection LOS Criteria

	Unsignalized Control Delay per Vehicle (sec)	Signalized Control Delay per Vehicle (sec)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

The results of the intersection analyses show that the overall operations of most of the Study Area intersections are at LOS D or better during the AM and PM peak hours for the Existing 2018 and Future 2040 No-Build conditions. These operations are consistent with local and regional mobility objectives. The exceptions are as follows:

2018 Existing Conditions

Millersport Highway and Sheridan Drive: PM - LOS E

2040 No-Build Conditions

Millersport Highway and Sheridan Drive: AM - LOS E PM - LOS E

Maple Road and Sweet Home Road: PM - LOS E

North Bailey Avenue, Emerson Dr and Amsterdam Ave PM - LOS F

It is noted that although the overall intersection operations at the other study intersections are consistent with typically acceptable performance objectives, many of the study intersections have individual lane groups that operate with longer delays and lower LOS (E-F). These conditions are typically associated with lower volume turn movements and the delay is a function of the long cycle lengths used to process the signal phasing, but in some cases the longer delays also

occur on through movements. Summary Tables showing the capacity analysis results are provided in the Appendix E.

Accident Analysis

Vehicle crash history data was obtained from NYSDOT for the three-year period from January 1, 2016 to December 31, 2018 for the Study Area. The crash data showed a total of 1,672 crashes reported to have occurred within the Study Area over the three-year period. This crash history is shown on Figure 3.2-6. There were no fatalities in the Study Area. About half of the crashes were property damage only and 35% were non-fatal injury crashes. The remaining 15% were non-reportable crashes, meaning that there was no injury and the extent of property damage was minor.

There was a total of 23 crashes throughout the Study Area involving pedestrians and bicyclists (9 pedestrian, 14 bicycle) during the study period, accounting for 1.4% of the total. Most of these accidents occurred at signalized intersections where there are crosswalks and pedestrian signals. The locations of these vehicular crashes with pedestrians/bicyclists are shown on Figure 3.2-7.

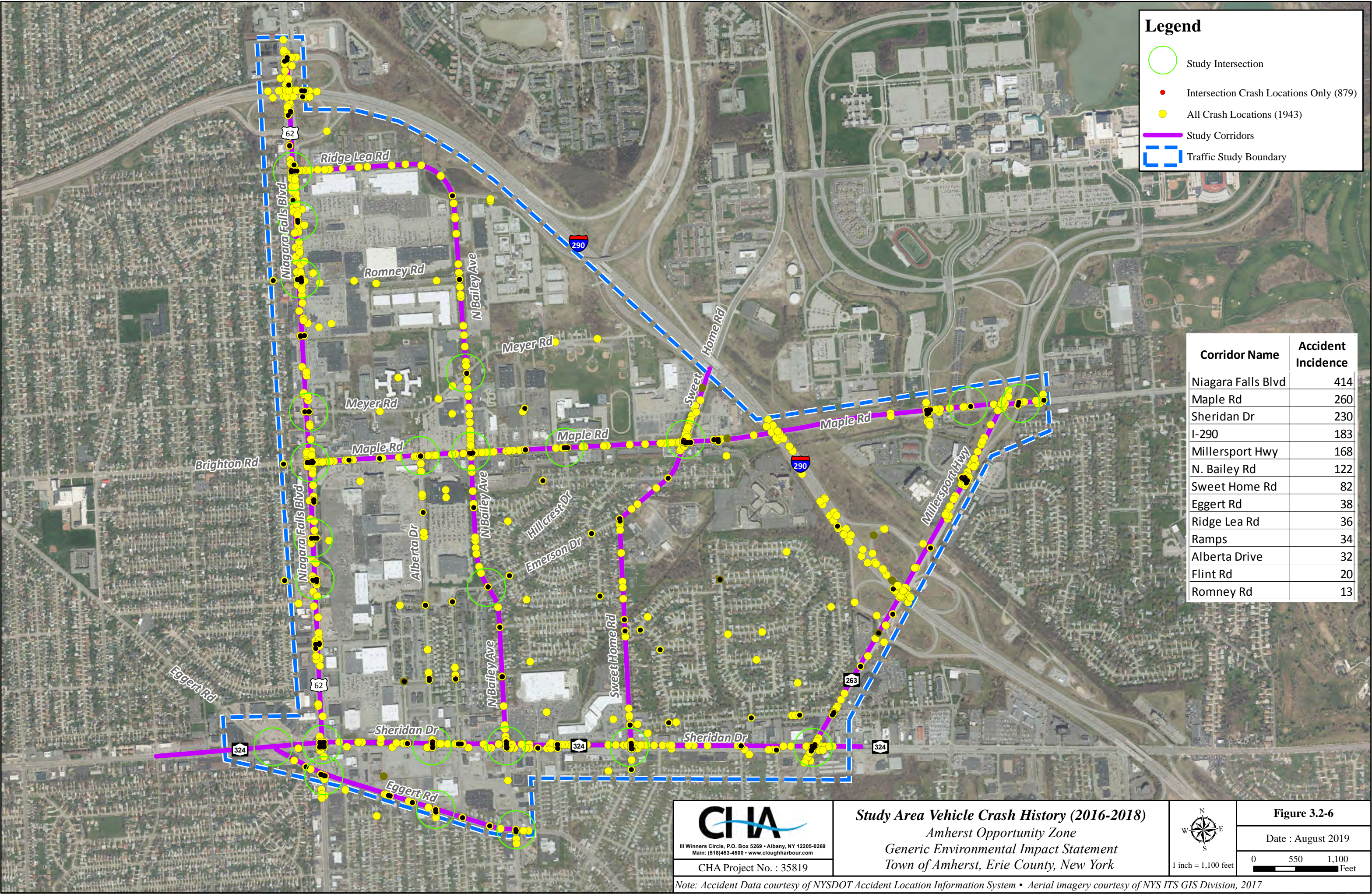
Inspection of the accident data showed that 792 of the crashes occurred at intersections within the Study Area and 880 occurred on the various roadway segments between the study intersections.

The severity distribution of the intersection crashes is consistent with the general overall characteristics of all crashes in the Study Area: 50% property damage only, 35% non-fatal injury crashes, and 15% were non-reportable. Figure 3.2-8 shows the crash severity characteristics at each intersection, with the size of each circle being proportional to the number of crashes. It should be noted that the locations with higher crash frequency also are typically higher-volume intersections.

Figure 3-2.9 illustrates the intersection accident distribution by manner of collision. The most common collision types at the intersections were rear end (30%) and right angle (20%) crashes. Miscellaneous “other” crashes accounted for another 20% of the total.

The study intersections within the project area having the highest number of crashes over the three-year analysis period are listed below. These intersections are also some of the higher volume intersections in the Study Area.

- Maple Road & Sweet Home Road






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Study Area Vehicle Crash History (2016-2018)
Amherst Opportunity Zone
Generic Environmental Impact Statement
Town of Amherst, Erie County, New York



1 inch = 1,100 feet

Figure 3.2-6

Date : August 2019

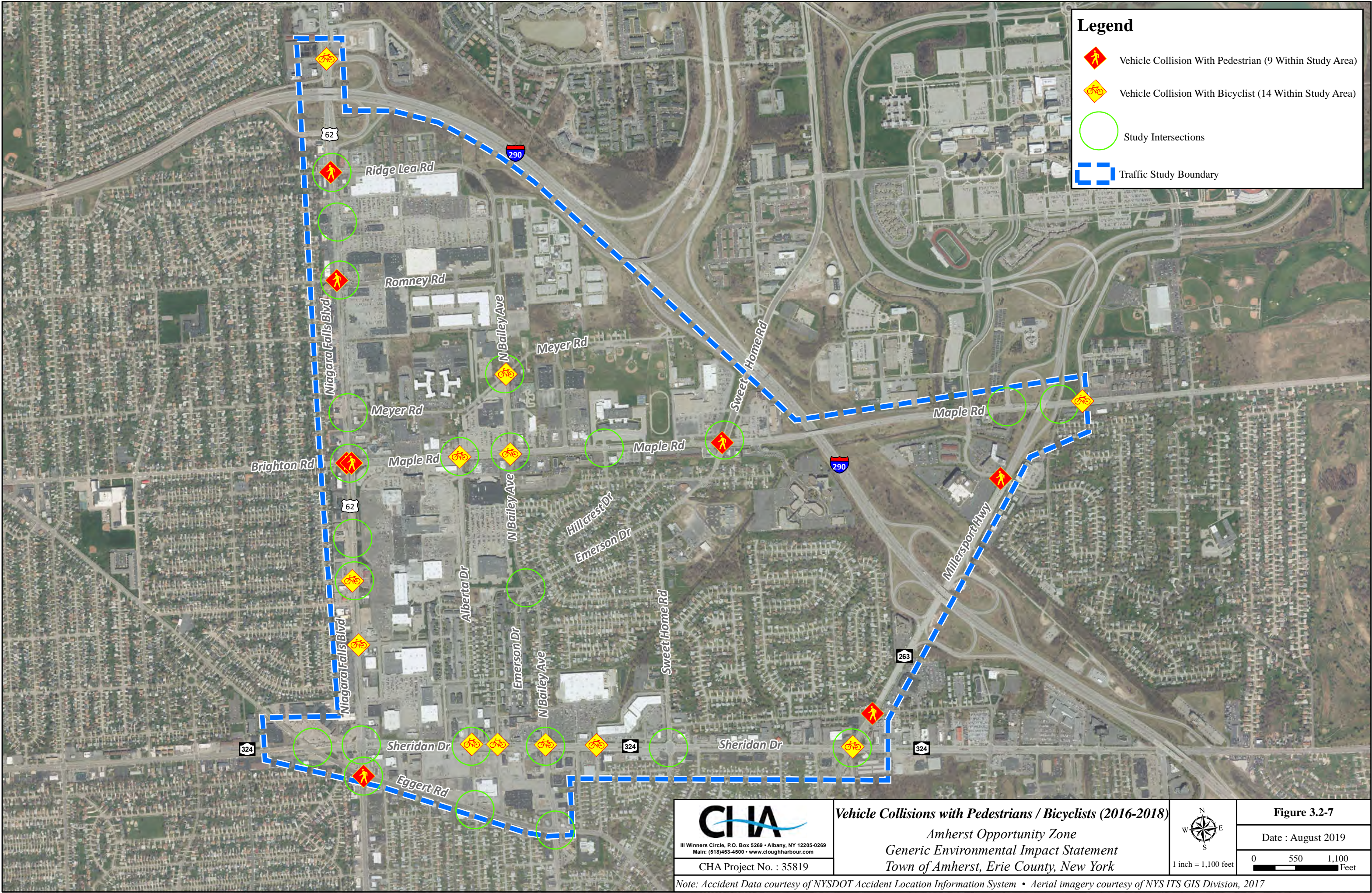
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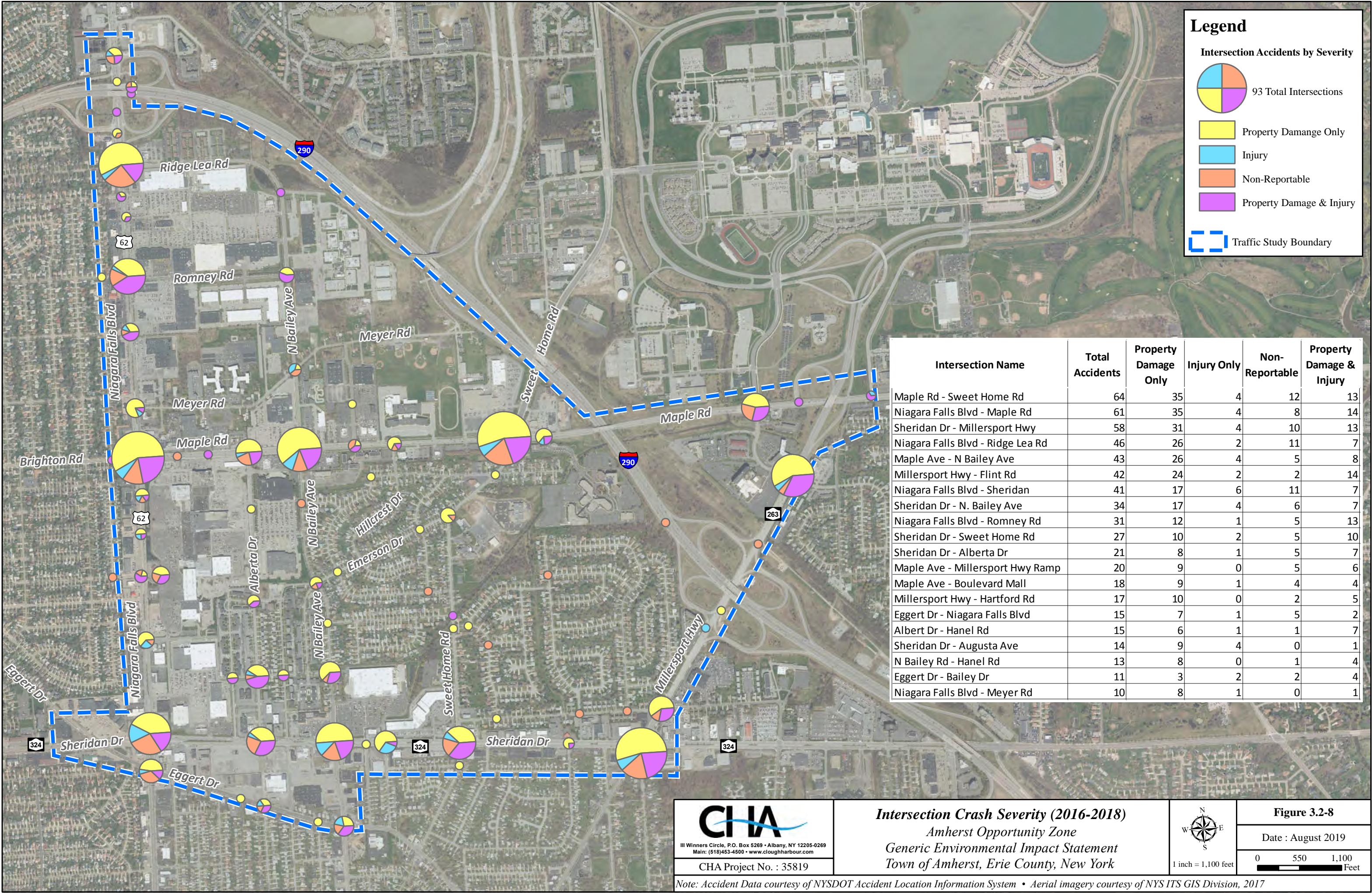
550

1,100

Feet

Note: Accident Data courtesy of NYSDOT Accident Location Information System • Aerial imagery courtesy of NYS ITS GIS Division, 2017





Legend

Intersection Accidents by Severity

93 Total Intersections

Property Damage Only

Injury

Non-Reportable

Property Damage & Injury

Traffic Study Boundary

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Intersection Crash Severity (2016-2018)

Amherst Opportunity Zone

Generic Environmental Impact Statement

Town of Amherst, Erie County, New York

Figure 3.2-8

Date : August 2019

0 550 1,100 Feet

1 inch = 1,100 feet

Note: Accident Data courtesy of NYSDOT Accident Location Information System • Aerial imagery courtesy of NYS ITS GIS Division, 2017

- Niagara Falls Boulevard & Maple Road
- Sheridan Drive & Millersport Highway
- Niagara Falls Boulevard & Ridge Lea Road
- Maple Road & North Bailey Avenue

The crash rates for these intersections range from 0.96 to 1.50 accidents per million vehicles entering the intersection (Acc/MEV). These crash rates are much higher than the statewide average crash rate for comparable intersections (0.25 Acc/MEV). Rear end crashes account for approximately 1/3 of the total crashes at these intersections. Factors that may contribute to these rear-end crashes include signal timing, signal coordination, and queue storage.

3.2.2 Potential Impacts & Mitigation

The potential transportation impacts associated with redevelopment within the Study Area pertain to changes in the amount of traffic generated by the land uses, changes in travel patterns and travel mode, and their effect on traffic operations.

Trip Generation

The changes in trip generation associated with redevelopment within the Study Area were estimated for the Projected Growth Redevelopment Scenario by GBNRTC using the regional TDM. These estimates considered the trip characteristics associated with the various land use types and densities contemplated within each TAZ, and the underlying considerations of local and regional socio-economic, demographic and travel mode characteristics.

Projected development within the Study Area (2040 Planning Horizon) consists of the following mix of uses:

Residential:	5,000 dwelling units
Commercial Retail:	1.9 million square feet of building area
Commercial Office:	1.1 million square feet of building area

Using trip generation factors from the calibrated model, it is estimated that the redevelopment scenario will generate a 45%-50% increase in trip productions/attractions over the planning period. This is equivalent to approximately 1.6% annual (compounded) traffic growth. Figures 3.2-10 and 3.2-11, below, illustrate the estimated change in total trips entering and exiting each TAZ during the AM and PM peak hours.

Figure 3.2-10
Opportunity Zone Trip Generation – AM Peak Hour

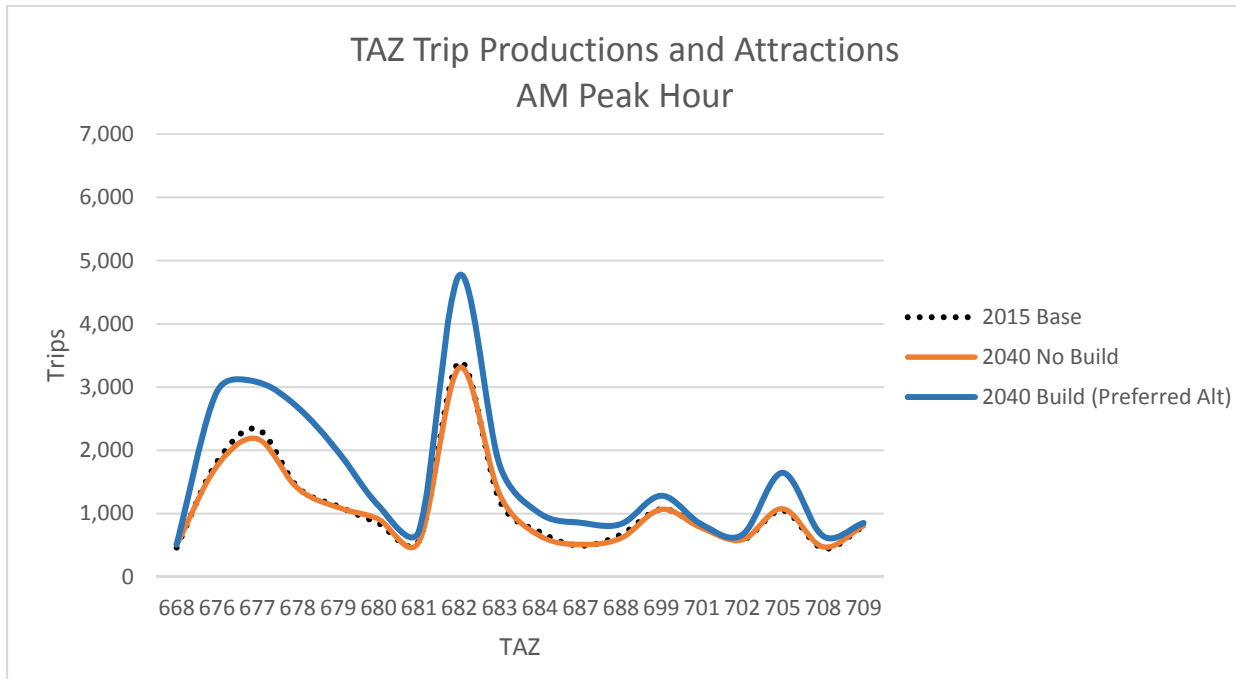
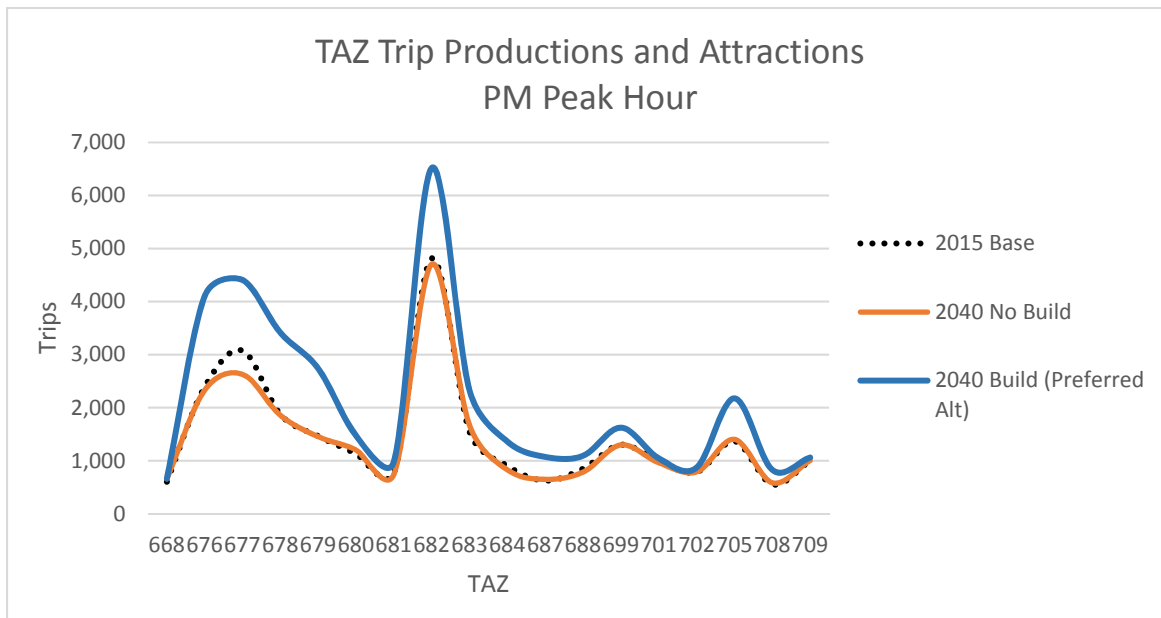


Figure 3.2-11
Opportunity Zone Trip Generation – PM Peak Hour



Trip Distribution and Assignment

Trip distribution is the process used for predicting where the new trips identified through trip generation originate and/or where they are destined. This process was performed by GBNRTC using the regional TDM.

Traffic Operations – 2040 Build Condition

The same capacity analysis methodology used for the 2018 Existing and 2040 No-Build conditions was used for the 2040 Build condition to assess the ability of the road network to carry the estimated trips associated with the proposed project without any improvements to the network. The results of these analyses show that the changes in traffic volume and circulation patterns associated with the Projected Growth Redevelopment Scenario will have an impact causing overall LOS E or F operations at the following intersections in the 2040 Build Condition.

2040 Build Conditions

Niagara Falls Boulevard and Ridge Lea Road:	PM - LOS F
Niagara Falls Boulevard and The Boulevard-Consumer Square:	PM - LOS E
Sheridan Drive and Sweet Home Road:	PM - LOS E
Sheridan Drive and Millersport Highway:	PM - LOS F
Eggert Road and Bailey Avenue:	PM - LOS F
Maple Road and North Bailey Avenue:	PM - LOS F
Maple Road and Sweet Home Road:	AM - LOS E PM - LOS F
North Bailey Avenue, Emerson Dr and Amsterdam Ave	PM – LOS F

Mitigation Measures

Mitigation measures offset a project's traffic impacts by employing geometric, operational and other techniques to accommodate the traffic from a proposed project. Additional Synchro analyses were completed to evaluate geometric and signal phasing/timing options to address the LOS conditions at these locations. Based on these analyses, the following improvements have been identified:

Corridor Improvements:

North Bailey Avenue: Maple Road to Ridge Lea Road

- widen North Bailey Avenue from a 3-lane cross section to a 5-lane cross section

Ridge Lea Road: North Bailey Avenue to Niagara Falls Boulevard

- widen Ridge Lea Road from a 2-lane cross section to a 4-lane cross section

Intersection Improvements

Niagara Falls Boulevard and Ridge Lea Road

- construct an additional left-turn lane on the southbound approach
- widen Ridge Lea Road to receive the left-turn traffic movements from 3 turn lanes (this is in addition to the corridor-level improvements noted above)
- modify/replace the traffic signal equipment to accommodate the geometric changes

Niagara Falls Boulevard and The Boulevard-Consumer Square

- construct an additional left-turn lane on the southbound approach
- construct a left-turn lane on the westbound approach
- modify/replace the traffic signal equipment to accommodate the geometric changes

Sheridan Drive and Sweet Home Road

- construct a right-turn lane on the westbound approach
- modify/replace the traffic signal equipment to accommodate the geometric changes

Sheridan Drive and Millersport Highway

- construct an additional left-turn lane on the southbound approach
- construct an additional left-turn lane on the eastbound approach
- construct an additional left-turn lane on the westbound approach
- modify/replace the traffic signal equipment to accommodate the geometric changes

Eggert Road and Bailey Avenue

- construct a left-turn lane on the eastbound approach
- construct a left-turn lane on the westbound approach
- construct a second through lane on the northbound approach
- modify/replace the traffic signal equipment to accommodate the geometric changes

North Bailey Avenue and Maple Road

- construct an additional left-turn lane on the eastbound approach
- construct an additional left-turn lane on the westbound approach
- construct an additional left-turn lane on the northbound approach
- construct an additional left-turn lane on the southbound approach
- construct an additional through lane on the northbound approach
- modify/replace the traffic signal equipment to accommodate the geometric changes

Maple Road and Sweet Home Road

- testing of various geometric and traffic control options did not identify a feasible option to address the projected future LOS F operations at this intersection.

North Bailey Avenue, Emerson Drive and Amsterdam Avenue

- construct a roundabout (single circulating lane)

Conceptual layouts of these improvements are provided in Appendix E.

This program of improvements will maintain LOS D or better operations at all of the studied intersections in the 2040 Build condition during the AM and PM peak hours, except at the Maple Road/Sweet Home Road intersection as noted above. Most intersection approaches will also operate at LOS D or better, but there will be some approaches and/or individual movements that will operate at LOS E or F. These operations are consistent with the 2040 No-Build condition.

While these improvements will mitigate the impacts of the traffic generated by the redevelopment within the Study Area, they will create large intersections which may not be consistent with local objectives for maintaining/enhancing community character and will be less conducive to promoting accessibility by other modes such as walking and biking. Right-of-Way considerations may also affect the feasibility of implementing these improvements. Other improvement options that could be considered include creating a denser grid of streets within the Study Area to allow more access and circulation options for vehicles as well as providing more manageable and accessible intersections for pedestrians and bicyclists. The mitigation strategies should also be reevaluated if/when the future LRT expansion is implemented by NFTA.

Mitigation Improvement Costs

Cost estimates for the transportation improvements identified above were developed to reflect current construction item costs. These cost estimates include considerations for design, construction, and construction administration/inspection. Design and construction

administration/inspection costs were based on a percentage of the construction cost, consistent with applicable guidelines for federal-aid projects.

The improvement costs shown in Table 3.2-6 are presented based on Year 2019 costs and escalated to a Year 2030 cost basis. As shown, the total estimated cost of transportation improvements to address the identified future traffic mobility/congestion issues for the Projected Growth Redevelopment Scenario assessment of growth potential for the 2040 planning horizon is approximately \$20.6 million (2030 cost basis). It is anticipated that additional ROW will be necessary to construct these improvements. However, it should be noted that due to a lack of current information the cost of purchasing the land needed for the ROW expansions has not been accounted for in this estimate.

Table 3.2-6 Estimated Mitigation Improvement Costs

Location	Improvements	Estimated Cost		
			2019 Cost	2030 Cost
Corridor Improvements				
N Bailey Ave (Maple to Ridge Lea Road) & Ridge Lea Rd (N Bailey Ave to Niagara Falls Blvd)	Northbound Through Lane Southbound Through Lane Replace Traffic Signal	Construction	\$5,855,707.33	\$7,729,533.67
		Design	\$585,570.73	\$772,953.37
		Construction	\$527,013.66	\$695,658.03
		Admin/Inspection		
		ROW Acquisition	TBD	TBD
Total Estimated Cost	\$6,968,291.72	\$9,198,145.07		
Intersection Improvements				
Niagara Falls Blvd / Ridge Lea	Southbound Left-turn Lane Westbound Through Lane Replace Traffic Signal	Construction	\$1,307,829.01	\$1,726,334.30
		Design	\$130,782.90	\$172,633.43
		Construction	\$117,704.61	\$155,370.09
		Admin/Inspection		
		ROW Acquisition	TBD	TBD
Total Estimated Cost	\$1,556,316.53	\$2,054,337.82		
Niagara Falls Blvd / Consumer Square	Westbound Left-turn Lane Southbound Left-turn Lane Replace Traffic Signal	Construction	\$471,013.39	\$621,737.68
		Design	\$47,101.34	\$62,173.77
		Construction	\$42,391.21	\$55,956.39
		Admin/Inspection		
		ROW Acquisition	TBD	TBD
Total Estimated Cost	\$560,505.94	\$739,867.84		
Sheridan / Sweet Home	Westbound Right Turn Lane Replace Traffic Signal	Construction	\$735,366.37	\$970,683.61
		Design	\$73,536.64	\$97,068.36
		Construction	\$66,182.97	\$87,361.52
		Admin/Inspection		
		ROW Acquisition	TBD	TBD
Total Estimated Cost	\$875,085.98	\$1,155,113.49		
Sheridan / Millersport	Westbound Left-turn Lane Eastbound Left-turn Lane Southbound Left-turn Lane Replace Traffic Signal	Construction	\$1,488,013.26	\$1,964,177.50
		Design	\$148,801.33	\$196,417.75
		Construction	\$133,921.19	\$176,775.97
		Admin/Inspection		
		ROW Acquisition	TBD	TBD
Total Estimated Cost	\$1,770,735.77	\$2,337,371.22		
Eggert / Bailey	Westbound Left-turn Lane Eastbound Left-turn Lane Northbound Through Lane Replace Traffic Signal	Construction	\$1,015,238.47	\$1,340,114.78
		Design	\$101,523.85	\$134,011.48
		Construction	\$91,371.46	\$120,610.33
		Admin/Inspection		
		ROW Acquisition	TBD	TBD
Total Estimated Cost	\$1,208,133.78	\$1,594,736.59		
N Bailey / Maple	Westbound Left-turn Lane Eastbound Left-turn Lane Southbound Left-turn Lane Northbound Left-turn Lane Northbound Through Lane Replace Traffic Signal	Construction	\$1,167,317.06	\$1,540,858.52
		Design	\$116,731.71	\$154,085.85
		Construction	\$105,058.54	\$138,677.27
		Admin/Inspection		
		ROW Acquisition	TBD	TBD
Total Estimated Cost	\$1,389,107.31	\$1,833,621.64		
N Bailey /Emerson / Amsterdam	Roundabout	Construction	\$1,077,100.00	\$1,421,772.00
		Design	\$107,710.00	\$142,177.20
		Construction	\$96,939.00	\$127,959.48
		Admin/Inspection		
		ROW Acquisition	TBD	TBD
Total Estimated Cost	\$1,281,749.00	\$1,691,908.68		
Total Improvement Program Cost			\$15,609,926.03	\$20,605,102.36

NOTE: Estimates do not include cost for land acquisitions for ROW

Funding Considerations

It cannot be assumed that funding for the transportation improvements described previously will be funded exclusively with private or public finances. In addition to mitigating the traffic impacts of the Study Area redevelopment, the improvements will have a public benefit by improving mobility and safety. Consequently, a public/private sharing of the costs of the new transportation infrastructure may be appropriate. One approach to allocating the respective public/private shares involves calculating the private cost share based on the amount of roadway capacity used by new traffic generated by the redevelopment.

The basic methodology considers existing traffic volumes, future development and non-development volumes and the amount of additional reserve capacity created by the transportation improvements to identify a basis for allocating public and private shares for funding the improvement(s). This approach in assessing transportation mitigation costs has been successfully used for several GEIS areas in the Capital Region of New York State. Following this methodology, the public share for financing the mitigation improvements is calculated to be 29% of the total cost and the private/developer share is 71% of the cost. Table 3.2-7 (next page) provides a summary of the cost shares associated with each improvement location.

Table 3.2-7

Public-Private Cost Share Allocation - 2030 Cost Basis

Transportation Improvements

Corridor	Improvement	Estimated Improvement Cost	Public Share		Private Share	
			%	Cost	%	Cost
N Bailey Ave: Maple Ave to Ridge Lea Rd and Ridge Lea Rd: N Bailey to Niagara Falls Blvd	widen from 3-lane section to 5-lane section; widen from 2-lane to 4-lane along Ridge Lea	\$ 9,198,150	43.13%	\$ 3,966,702	56.88%	\$ 5,231,448
Intersection						
1 Niagara Falls Blvd & Ridge Lea Rd	Southbound Left-turn Lane Westbound Through Lane Replace Traffic Signal	\$ 2,054,335	0.00%	\$ -	100.00%	\$ 2,054,335
2 Niagara Falls Blvd & The Boulevard/Consumer Sq	Westbound Left-turn Lane Southbound Left-turn Lane Replace Traffic Signal	\$ 739,870	0.00%	\$ -	100.00%	\$ 739,870
3 Sheridan Dr & Sweet Home Rd	Westbound Right Turn Lane Replace Traffic Signal	\$ 1,155,110	25.83%	\$ 298,403	74.17%	\$ 856,707
4 Sheridan Dr & Millersport Hwy	Westbound Left-turn Lane Eastbound Left-turn Lane Southbound Left-turn Lane Replace Traffic Signal	\$ 2,337,370	0.00%	\$ -	100.00%	\$ 2,337,370
5 Eggert Rd & Bailey Ave	Westbound Left-turn Lane Eastbound Left-turn Lane Northbound Through Lane Replace Traffic Signal	\$ 1,594,735	67.42%	\$ 1,075,183	32.58%	\$ 519,552
6 Maple Rd & N Bailey Ave	Westbound Left-turn Lane Eastbound Left-turn Lane Southbound Left-turn Lane Northbound Left-turn Lane Northbound Through Lane Replace Traffic Signal	\$ 1,833,620	14.52%	\$ 266,171	85.48%	\$ 1,567,449
7 N Bailey Ave, Emerson Dr & Amsterdam Ave	Roundabout	\$ 1,691,910	15.97%	\$ 270,236	84.03%	\$ 1,421,674
Totals		\$ 20,605,100	29%	\$ 5,876,695	71%	\$ 14,728,405

3.3 Utilities

3.3.1 Existing Conditions

3.3.1.1 Water

Water for the Study Area is provided by the Erie County Water Authority (ECWA) through a lease-manage arrangement. The ECWA is responsible for customer service, billing, meter reading, and routine maintenance, but the Town is responsible for capital improvements. There are a few small areas on the southern edge of the Study Area that are in direct-service water supply areas, which are owned and operated by ECWA.

The ECWA utilizes two water treatment plants, the Van De Water Treatment Plant and the Sturgeon Point Water Treatment Plant. Water for the Study Area is provided from the former, via a 48-inch precast concrete cylindrical pipe (PCCP) that conveys water to the Ball Pump Station, located just north of I-290 on Sweet Home Road. The nearest elevated storage tank is located near the intersection of I-90 and I-290, approximately 2.1 miles south of the Study Area. According to ECWA, the zone of influence for this tank does not extend far enough north to affect pressures within the Study Area.

The Ball Pump Station distributes water to the northern service areas of ECWA, including Amherst and the entirety of the Study Area. The station has four pumps and a combined capacity of 71 million gallons per day (MGD). The historical average day and peak hourly flow for the Ball Pump Station is 17.0 MGD and 41.75 MGD, respectively. This results in a calculated peak factor of 2.46.

The Study Area is serviced by water mains ranging in size from 6 inches to 16 inches in diameter. The region between Maple Road and Sheridan Drive is predominantly served by cast iron water mains. Most of these mains were installed in the 1950's and 1960's, although a few date back to the 1930's. Ductile iron pipe is present generally among the single family residential areas near Sweet Home Road, as well as along Niagara Falls Boulevard north of Maple Road. PVC water main is present in the Study Area north of Maple Road. There are also a few records of asbestos concrete (ACP) water main in the Study Area.

The Town provided billing records for the water meters within the Study Area. Where billing records were not available, usage was estimated based on the *New York State Design Standards for Intermediate Sized Wastewater Treatment Systems*, assuming 110 gpd per bedroom (3BR) for

single family homes and 0.1 gpd/sf for commercial properties. The current Study Area average day water usage is approximately 0.97 MGD. Using the peak factor from the Ball Pump Station, the current peak water usage is approximately 2.39 MGD.

3.3.1.2 Sewer

The Town of Amherst owns and operates a publicly owned treatment works (POTW) under State Pollutant Discharge Elimination System (SPDES) Permit # NY-0025950. The POTW consists of a separate sanitary sewer system and an advanced water pollution control facility. The advanced water pollution control facility is located on Tonawanda Creek Road and is permitted for 36 MGD with a discharge to Tonawanda Creek.

The existing sanitary sewer collection system includes 542 miles of sewer mains, ranging in size from 6 to 96 inches in diameter. Pipe materials vary, with the majority being constructed of clay tile, concrete (RCP and ACP), or PVC.

The sanitary sewer system in the Town is of varied age and physical condition. Significant work has occurred over the past 25 years documenting condition, cleaning, and stabilizing structurally failing pipe. A significant percentage of the system was constructed from 1920 to 1960; the majority of pipe laid during those years was clay tile pipe.

In 2006, the Town of Amherst was given an order on consent requiring mitigation of its sanitary sewer overflow (SSO) points. As a condition of that order, the Town submitted an engineer's report detailing work necessary to mitigate the four remaining SSOs. To date, all but two of the projects within that report have been completed, and two of the four SSOs have been eliminated.

The two remaining SSOs are at the intersections of North Drive and Eggert Road, and at the intersection of Capen Drive and Oxford Road. In addition, a third "unpermitted" SSO location was reported to the NYSDEC in 2018. That SSO location is at North Ivyhurst Road and Sheridan Drive. The volumes of SSOs reported to the NYSDEC are shown in Table 3.3-1 below.

TABLE 3.3-1 – Historical SSO Volumes			
Year	North Dr & Eggert Road (gal)	Capen Dr & Oxford Rd (gal)	N. Ivyhurst Rd & Sheridan Dr (gal)
2018	593,350	709,650	412,500
2019 (through July)	189,000	168,000	0

The Town's water pollution control facility was constructed in the mid to late 1970s. The construction of the facility supplanted the Town's original treatment plant constructed on North

Forest Road. Flows at the treatment plant vary from an average of 26-28 MGD, to peak wet weather flows in excess of 120 MGD.

The Town's water pollution control facility is also operating under an order on consent. In 2012, the treatment plant violated its effluent permit limits for ultimate oxygen demand. A byproduct of that consent order led to a study that prioritized \$35 million dollars in capital improvements the last of which projects are soon to be under construction. Considering the age of the facility and continually tightening regulations and codes, there is an ongoing list of capital projects that must be undertaken over the next decade to improve the reliability and effectiveness of the treatment plant.

There are multiple sewersheds that convey sewage from the Opportunity Zone to the treatment plant via the West Side Interceptor (Figure 3.3-1). The sewersheds tributary to the West Side Interceptor include approximately 220 miles of sewer main, ranging in size from 8 to 60 inches in diameter.

In general, the West Side Interceptor collects sewage from the oldest, mature areas of the town (including the Village of Williamsville), and conveys it along the I-290 ROW to an easement running north-south from Chestnut Ridge Road to the Peanut Line Interceptor.

The West Side Interceptor in the vicinity of the Opportunity Zone is a 54 to 66-inch reinforced concrete pipe. The segment of the West Side Interceptor extending from the Hartford Relief Sewer at Maple Road to Chestnut Ridge Road is frequently over capacity during rain events due infiltration and inflow (I&I). The capacity of the interceptor at this location is approximately 38.5 MGD, and the average and peak daily flows are 11.3 and 13.9 MGD, respectively. However, the wet weather flow corresponding to a 2-year, 6-hour storm event is approximately 56.7 MGD.

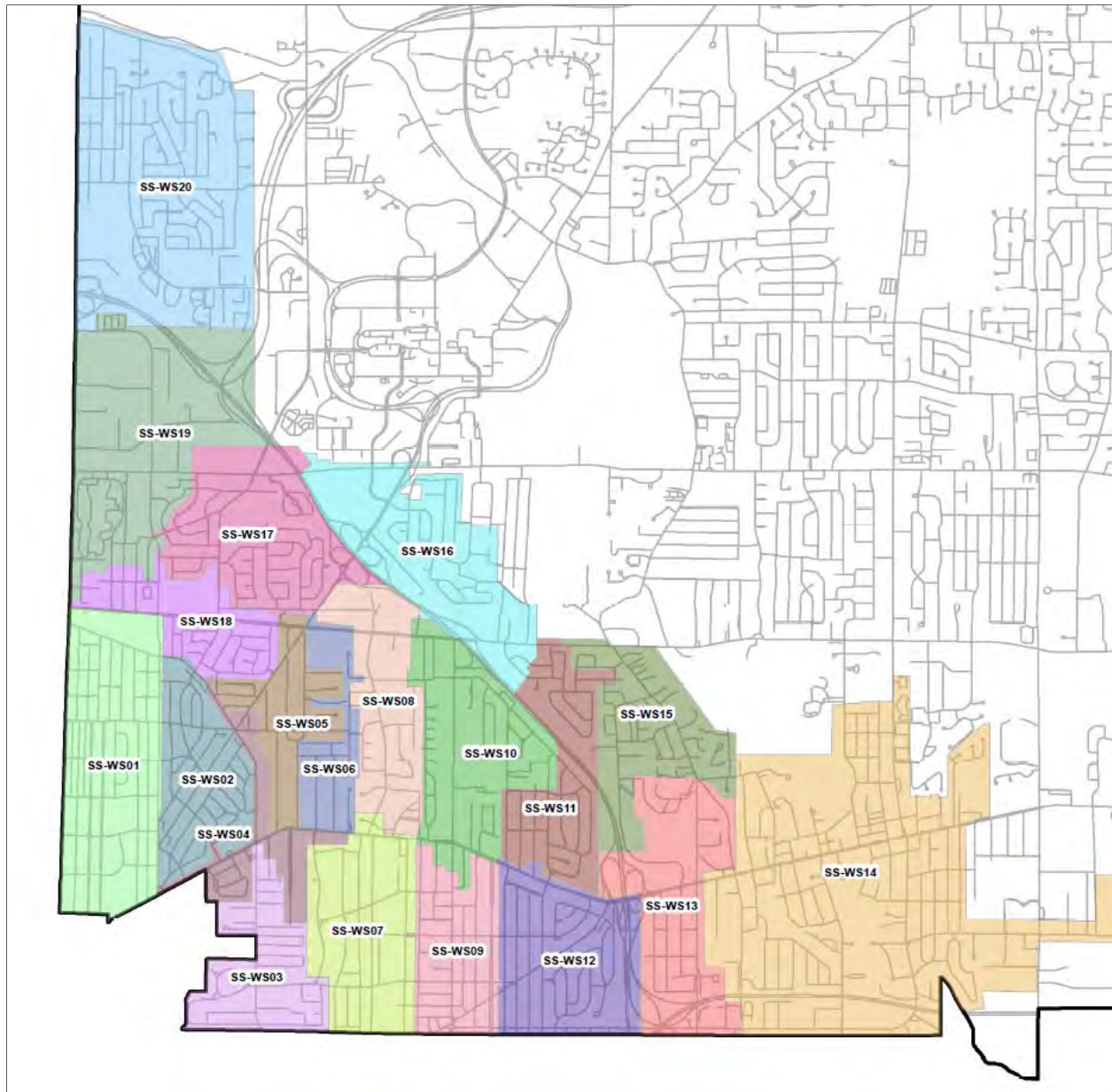


Figure 3.3-1 – West Side Interceptor Sewersheds

Due to these capacity limitations, the West Side Interceptor surcharges greater than 10 feet near Sheridan Drive, adjacent to the I-290. This surcharge creates a backwater effect throughout the system and is understood to be a primary cause of the SSO at North Ivyhurst and Sheridan Drive.

The capacities and flows at various segments along the West Side Interceptor and other primary mains nearby are shown in Figure 3.3-2.

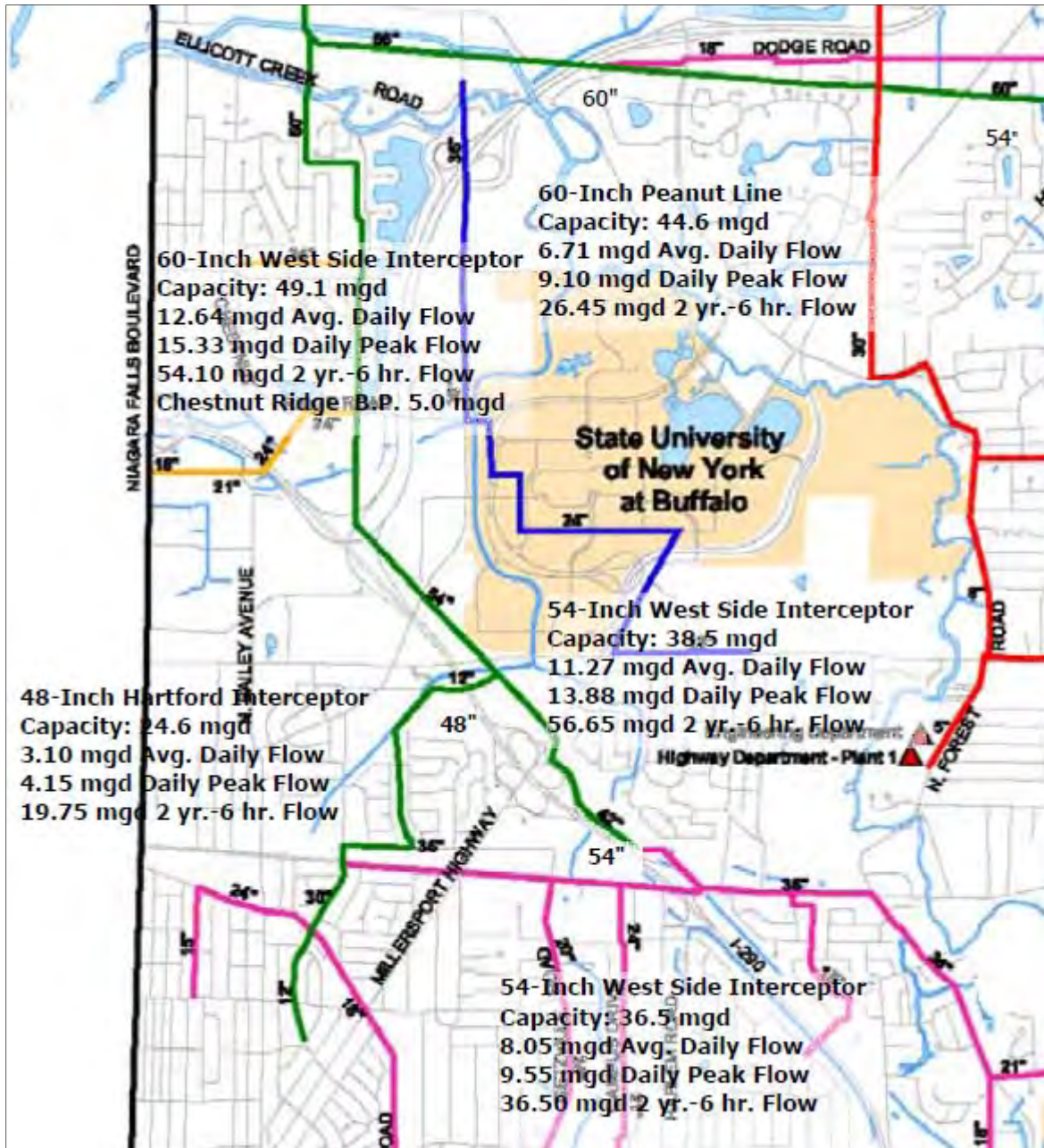


Figure 3.3-2 – Flows and Capacities of Primary Interceptors near Study Area

Prior Initiatives

In 2014, the Town of Amherst constructed a flow diversion point from the existing connection chamber/manhole of the West Side Interceptor/Chestnut Ridge sanitary sewer. The flow diversion consists of a 21-inch pipe with the invert matching the crown of the 60-inch West Side Interceptor at the connection point. The diversion is piped to the existing dead end 24-inch sewer running east along Chestnut Ridge Road to the Sweet Home Road Interceptor. The diversion flow

rate varies based on the surcharge elevation and the position of the end of pipe gate control valve. Past metering results have shown a peak flow of 5 MGD diverted from the West Side Interceptor to the Sweet Home Road Interceptor with the flow control gate 100% open.

Current Initiatives

The Town, in its continual effort to plan for future developments and to improve its sanitary sewer system, is currently developing an interceptor model using the EPA modeling engine SWMM, and also is working a mini-system analysis of the sewershed that contains the Boulevard Mall.

The model has been completed and calibrated for the portion of the Town's sanitary sewer system that contains the West Side Interceptor. One of the goals of the modeling effort was to determine if construction of a wet weather relief pump station to transfer flow from the bottlenecked portion of the West Side Interceptor to the Peanut Line Interceptor is a feasible method to deal with the surcharge conditions in the West Side Interceptor. This concept will be explored further in the impacts and mitigation section.

The first task associated with the performance of a mini-system study is the mapping of the mini system, followed by the siting and deployment of temporary flow meters, as shown in Figure 3.3-3. For this particular mini-system, temporary flow meters were deployed from March 5 to June 30, 2019. A summary of the results of the flow metering are found in Table 3.3-2.



Figure 3.3-3 – Mini-system Analysis Overview Map

Table 3.3-2 – Measurements at Sewer Meter Locations				
Segment	Size & Material; Pipe Capacity	Avg Flow	Peak Flow	Surcharge Elev
Meter #1 Maple Rd @ Mall	10 inch VTP; 0.73 MGD	0.23 MGD	0.80 MGD	45 inches
Meter 2 Niagara Falls Blvd & Maple Rd	12 inch ACP; 1.00 MGD	0.26 MGD	1.36 MGD	27 inches
Meter 3 Niagara Falls Blvd & Consumer Sq	12 inch ACP; 1.00 MGD	0.59 MGD	1.43 MGD	6 inches
Meter 4 Chestnut Ridge Rd	24 inch RCP; 3.65 MGD	0.65 MGD	1.60 MGD	18 inches

Based on Table 3.3-2, the existing sewers in the Boulevard Mall area (Meters 1, 2, & 3) are over capacity during peak flow conditions. The age of these mains exceeds 50 years. Furthermore, the existing sewer mains are constructed of outdated, fragile materials (VTP, ACP) and are installed within heavily trafficked corridors. Therefore, it is anticipated that a significant portion of the network identified in the mini-system map will have to be reconstructed and rehabilitated during the normal course of Town capital planning. A construction cost estimate for this work is \$2,500,000. The project will include some cured in place pipe (CIPP) lining and replacement of most of the sewer mains. The new sewers are likely to require easements, as construction within right-of-way corridors will be infeasible due to existing conflicts.

In addition, it is important to note that approximately 78% of the estimated peak flow from the Opportunity Zone will be generated by redevelopment in this mini-system, which connects just downstream of the most capacity constrained section of the West Side Interceptor (the segment from Maple Road to Chestnut Ridge Road).

Other than the capacity issues described above and the backwater effect of the West Side Interceptor, there are no other known capacity deficiencies in the Opportunity Zone sewershed.

3.3.1.3 Stormwater

The Town of Amherst is currently a member of the Western New York Stormwater Coalition as well as a regulated Municipal Separate Storm Sewer Systems (MS4) community in Erie County.

The Town has developed a Stormwater Management Plan (March 2018) in compliance with the New York State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from MS4s (GP-0-15-003). The goal of the plan is to provide stormwater runoff control and prevent pollutants discharging from storm sewers to the waterbodies of the United States

to meet the requirements of the Phase II regulations of the federal Clean Water Act. The objective of this plan is to reduce the amount of pollutants in stormwater runoff to the “maximum extent practicable” with six program elements and Minimum Control Measures:

- Public Education and Outreach
- Public Involvement and Participation
- Illicit Discharge Detention and Elimination
- Construction Site Runoff Control
- Post Construction Stormwater Management
- Pollution Prevention and Good Housekeeping for Municipal Operations

For each Minimum Control Measure and Best Management Practice (BMP) described in the plan, the Town’s responsibilities are clearly defined. Some components of the required work are provided through the collective efforts of the Western New York Stormwater Coalition, while the remaining work is provided by the Town of Amherst and has been adopted into the Local Law in August 2007, as amended.

The Town has one stormwater drainage management district. Stormwater in the Town is managed through a series of open ditches, closed pipes, detention ponds and creeks. Stormwater management is a concern to many residences, with particular focus on localized flooding resulting from rain events and water quality impacts of stormwater runoff. There are also concerns about the receiving waters from this area (Ellicott Creek) and the tributaries to the creek.

The existing closed storm conveyance systems were originally designed to convey up to the 10-year storm event.

Localized flooding is an issue within the Study Area. The Town keeps records of flooding and sewer back-up complaints, many of which are noted within the residential areas of the Study Area. A well-known location for periodic flooding during storm events is the Maple Road and Niagara Falls Boulevard intersection.

3.3.1.4 Energy & Communications Services

Electric service is provided to the Study Area by National Grid. National Fuel provides gas service. Communication services, including television and internet, are provided by Verizon (multiple carriers for wireless service) and Spectrum.

3.3.2 Potential Impacts & Mitigation

3.3.2.1 Water

Future water demand for the Study Area under the Projected Growth Redevelopment Scenario was calculated by applying the unit flow rates from *Design Standards* to the number of projected residential units and commercial building area. Since the size of the residential units are not explicitly listed, it was assumed that the average would be double occupancy, or two-bedroom units. A unit rate of 110 gpd/bedroom was used for residential, and 0.1 gpd/sf was used for commercial retail and office space. Additionally, a 30% reduction in flows was used, as sanctioned by the NYSDEC under the LEED Water Efficiency prerequisite P1 and LEED credit Wec3 Water Use Reduction which allows for reductions of 30%.

The growth under the Projected Growth Redevelopment Scenario would add approximately 0.98 MGD under average conditions and 2.4 MGD under peak demand conditions (calculated by applying the peak factor from the Ball Pump Station). When combined with the existing demand of the Study Area, the future average day water demand is 1.95 MGD, and the future peak water demand is 4.80 MGD.

In order to evaluate the impact to the water system, a skeletonized hydraulic model was constructed of the Study Area. The model was built using water main GIS data provided by ECWA and water meter billing records provided by the Town. The water meter records were spatially linked to parcel data, which was then imported into the model to provide an accurate distribution of flow. Future demand multipliers were applied according to the growth projected for a given Transportation Analysis Zone (TAZ) block (Appendix F).

The Study Area model was calibrated using hydrant flow test records provided by ECWA by adjusting the internal pipe roughness factors (C-factor) until simulated conditions matched measured conditions. In the calibrated model, cast iron water mains have C-factors ranging from 70-85. Cast iron water mains tend to become tuberculated with age, resulting in rougher internal surfaces, reduced diameter, and higher friction losses. Ductile iron pipe can also become rougher with age; therefore, DIP older than 20 years were assigned a C-factor of 110, and newer than 20 years had a C-factor of 120. Plastic pipe, such as PVC, tends not to deteriorate internal roughness, so these mains were assigned a C-factor of 140.

Model scenarios were created to compare simulated pressures under the following conditions:

- Current Average Demand
- Current Peak Demand

- Future Average Demand
- Future Peak Demand

Table 3.3-3 provides a summary of the simulated pressures in the Study Area under each scenario.

Available fire flow was also used as a metric to establish the overall capacity of the distribution system in the Study Area. Hydraulic models can be used to iteratively ramp up demand at a specific junction, while monitoring pressure system-wide to ensure no other junctions drop below 20 psi (the minimum recommended operating pressure). This process is repeated for every junction in a given area. The available fire flow simulations were performed using peak demand conditions for conservative comparisons. NFPA 291, *Recommended Practice for Fire Flow Testing and Marking of Hydrants*, categorizes hydrants based on available fire flow:

- Class AA: 1500+ gpm
- Class A: 1000 – 1500 gpm
- Class B: 500 – 1000 gpm
- Class C: < 500 gpm

The results of the simulated available fire flow in the Study Area is provided in Table 3.3-4.

Although the Ball Pump Station has sufficient excess capacity, the increased water demand associated with the Projected Growth Redevelopment Scenario will strain the capacity of the existing distribution system in the Study Area, especially during peak periods. The future simulated water pressure drops by 8 psi during peak periods; the minimum pressure in the Study Area drops by 14 psi. The mean available fire flow drops by about 500 gpm under the future peak scenario.

In order to maintain the quality of water service as it exists today, and to mitigate the impacts of the Projected Growth Redevelopment Scenario, the aging cast iron water mains should be replaced in the Study Area. With the cast iron mains replaced, the simulated water pressure rises to 85 psi under peak conditions and mean available fire flow is equal to current.

TABLE 3.3-3 – Simulated Water Pressures in Study Area			
Scenario	Min (psi)	Max (psi)	Mean (psi)
Current Average	88	101	93
Current Peak	87	98	91
Future Average	87	99	92
Future Peak	73	94	83
Future Peak w/Mitigation	77	94	85

TABLE 3.3-4 – Simulated Available Fire Flows in Study Area			
Scenario	Min (gpm)	Max (gpm)	Mean (gpm)
Current Peak	1,100	5,000+	3,400
Future Peak	920	5,000+	2,900
Future Peak w/Mitigation	1,300	5,000+	3,400

The recommended mitigation action would involve the replacement of approximately 52,000 linear feet of water main, ranging in size from 6 inches to 16 inches in diameter. Approximately 12,500 feet of the cast iron pipe is located in areas that would be directly redeveloped in the Study Area and would need to be replaced regardless of size or condition; replacement of these mains will be categorized as the “developer share” of the mitigation.

The remainder of the pipes are located either in entirely residential, single-family neighborhoods, which are not expected to have significant growth under the Projected Growth Redevelopment Scenario, or along major thoroughfares, which service areas, both inside and outside the Study Area. Replacement of these mains is necessary for smooth water system operation under the redevelopment scenario, but the surrounding areas would also benefit from these pipes being replaced. Therefore, these mains will be categorized as the “public share” of the mitigation. These mains are displayed in Figure 3.3-4.

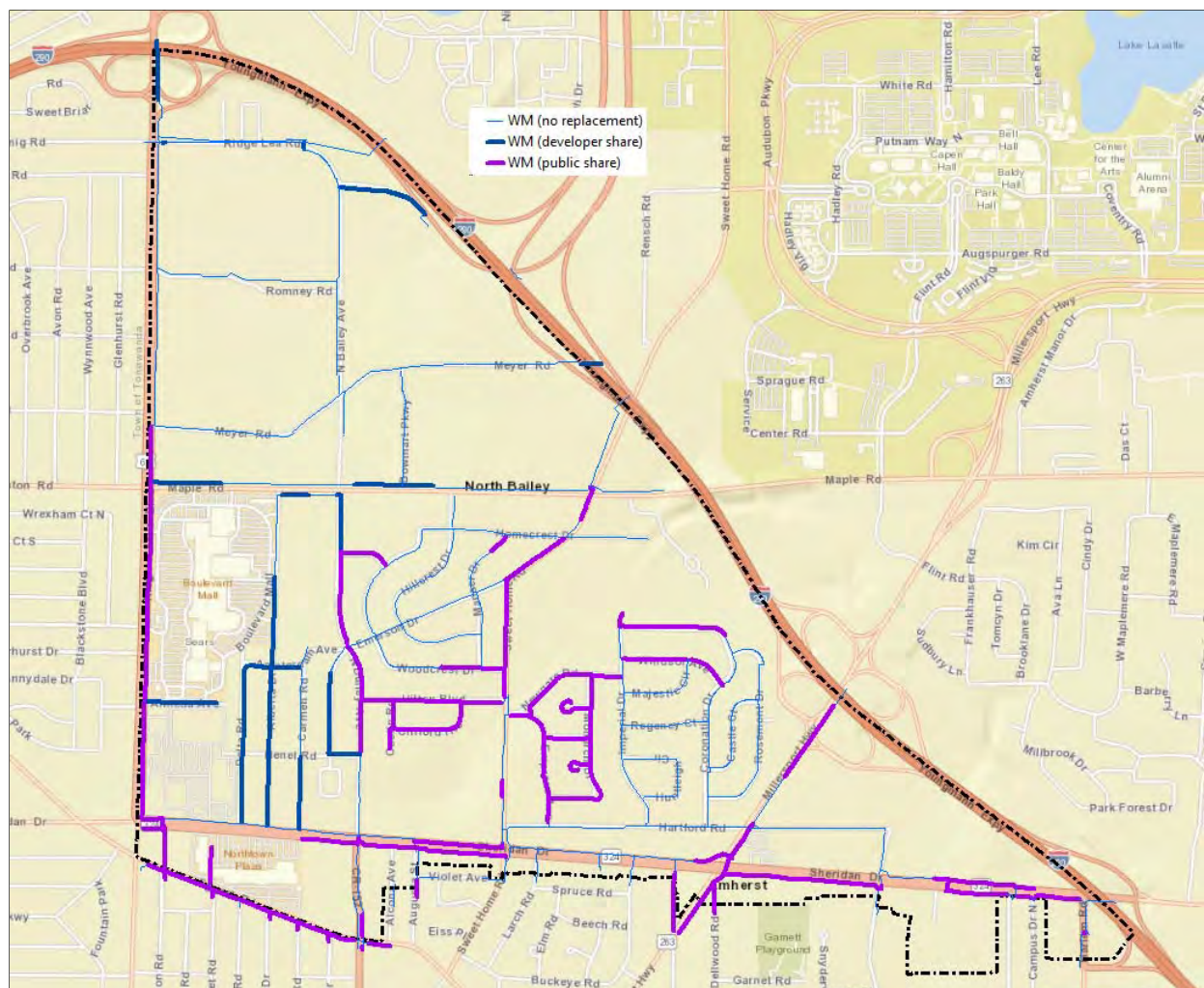


Figure 3.3-4 – Location of Cast Iron Mains to be Replaced for Mitigation

The breakdown of pipe lengths and cost sharing is provided in Table 3.3-5. The costs for water main replacement are estimated based on historical bid pricing for the area. The costs are inclusive of associated work required, such as traffic control, excavation, backfill, restoration, materials, hydrants, and service reconnections.

TABLE 3.3-5 – Mitigation Costs					
Item	Unit Cost	Developer Share		Public Share	
		Length (ft)	Total Cost	Length (ft)	Total Cost
8" DIP	\$225	12,500	2,812,500	30,100	6,772,500
12" DIP	\$275	-	-	6,800	1,870,000
16" DIP	\$300	-	-	2,500	750,000
Total		12,500	\$ 2,812,500	39,400	\$ 9,392,500

3.3.2.2 Sewer

Future sewer flows for the Study Area under the Projected Growth Redevelopment Scenario were calculated in the same way as water demand, by applying the unit flow rates from *Design Standards* to the number of projected residential units and commercial building area. It was assumed that the average would be double occupancy, or two-bedroom units. A unit rate of 110 gpd/bedroom was used for residential, and 0.1 gpd/sf was used for commercial retail and office space. Additionally, a 30% reduction in flows was used, as sanctioned by the NYSDEC under the LEED Water Efficiency prerequisite P1 and LEED credit Wec3 Water Use Reduction which allows for reductions of 30%.

The growth under the Projected Growth Redevelopment Scenario would add approximately 0.98 MGD of sewer flow under average conditions, and 2.9 MGD under peak demand conditions (calculated by applying the peak factor established in *Recommended Standards for Wastewater Facilities*).

As presented in the previous section, sewage flows from the Opportunity Zone ultimately discharge to the West Side Interceptor. The majority of the flow will be transmitted to the interceptor via the Niagara Falls Boulevard collector sewers and a new spine sewer along North Bailey Road. Smaller volumes of flow will be transmitted via the Hartford Relief sewer and the Sheridan Drive sewers. For a breakdown of wastewater flows by tributary area, please see Appendix G.

The following capacities of the segments are shown in the following Table 3.3-6, along with modeled hydraulic conditions under the current and future Projected Growth Redevelopment Scenarios:

Table 3.3-6 – Selected Sewer Segment Capacities				
Segment	Size & Material; Pipe Capacity	Future Avg Flow	Future Peak Flow (Redevelopment)	Excess Capacity
Chestnut Ridge Road	24 inch CIPP; 4.2 MGD	1.41 MGD	3.90 MGD	0.3 MGD
Hartford Relief Sewer (WSI)	48 inch RCP; 24.5 MGD	3.45 MGD	19.90 MGD	4.60 MGD
West Side Interceptor at I-290	54 inch RCP; 36.5 MGD	8.10 MGD	36.80 MGD	- 0.30 MGD

As shown above, there is generally sufficient capacity in the local sanitary sewer systems to transmit existing and proposed flow. However, because the existing West Side Interceptor is

currently over capacity between Maple Road and Chestnut Ridge Road during wet weather events, the following baseline mitigation measures must be undertaken to minimize surcharge conditions and guard against future SSOs:

- The Town of Amherst has had a conceptual project to stabilize (CIPP) lining and realign portions of the Niagara Falls Boulevard sanitary sewer system. The proposed increase in demand requires an upsize in pipe and larger sections of cut and cover construction. The total cost is approximately 5,000,000 with and incremental mitigation cost of \$2,500,000.
- Construct a 10 inch “spine” sanitary sewer on North Bailey to collect sewage from the Opportunity Zone projects east of North Bailey. Approximate cost is \$1,500,000
- Construction of flow proportional improvements at the advanced water pollution control facility (ballasted overflow retention settling chambers) at an approximate cost of \$25,000,000.

In addition, one of the following alternatives must be undertaken:

- Additional I&I work to reduce wet weather flows;
- Construction of a replacement parallel West Side Interceptor to remove the West Side Interceptor bottleneck; or
- Construction of a pump station to divert flows from the West Side Interceptor to another interceptor with spare capacity.

Sanitary Sewer Mitigation

Three alternatives have been identified to mitigate the increased sanitary sewage flow from the Projected Growth Redevelopment Scenario. It is important to note that the Town is committed to reducing wet weather flows throughout the system and that I&I mitigation work will continue for many years beyond the scope of this project and GEIS.

The Town has an existing I&I mitigation local law for new development, which requires all new sewer extensions (greater than 2,500 gpd) contribute to the Town’s I&I reduction program at a rate of \$250 per gpm, multiplied by the estimated peak flow (in gpm) of the Projected Growth Redevelopment Scenario development multiplied by four. It is anticipated that this program would be required of all projects in the Opportunity Zone.

The base mitigation will also consist of the incremental sewer improvements on Niagara Falls Boulevard, the spine sewer construction on North Bailey Road, and improvements to handle excess wet weather flows at the advanced water pollution control facility. These costs are defined in the table below.

TABLE 3.3-7 – Baseline Sewer Mitigation Costs					
Base Mitigation	Capital Cost	Flow Proportional Share	Mitigation Fee	Developer Share	Public Share
I&I removal	N/A	N/A – Requirement of New Developments	\$250/gpm (peak flow*4)	\$2,014,000	N/A
Incremental Sewer Improvements Along Niagara Falls Blvd	<u>5,000,000</u>	<u>50%</u>	<u>\$0.86/gpd</u>	<u>\$2,500,000</u>	N/A
North Bailey Road Spine Sewer	\$1,500,000	100%	<u>\$0.52/gpd</u>	\$1,500,000	N/A
AWPCF Improvements	\$25,000,000	2.5%	<u>\$0.22/gpd</u>	\$625,000	\$24,375,000

Baseline Alternative

In this alternative, the Town would continue to collect its I&I fee, which will amount to \$2,014,000 from all of the estimated incremental sewage flow in the opportunity zone. In addition, funds would be collected to construct the incremental sanitary sewer improvements along Niagara Falls Boulevard and North Bailey Road, as well as the wet weather improvements at the Town's advanced water pollution control facility, as indicated above in the baseline sewer mitigation costs.

Conservatively, when the I&I mitigation fees are applied to pipe lining, it is possible to expect 1.6 to 2.0 MGD of I&I removal. This is not a sufficient level of mitigation for the volume of flow added to the system and as such this is not a preferred alternative.

Additional I&I Work

In this alternative, the Town would collect sufficient mitigation funds to construct enough I&I improvement work to offset the 2.9 MGD of additional flow under the Projected Growth Redevelopment Scenario. A conservative cost estimate for this work is \$3,300,000, which equates to \$1.11/gpd.

Removal of West Side Interceptor Bottleneck

In this alternative, the Town would construct a parallel West Side Interceptor from the Hartford Relief Sewer to Chestnut Ridge Road. It is anticipated that this alternative will cost in excess of

\$20,000,000. Although this alternative is likely to require less operations and maintenance when compared to a diversion pump station, the capital cost is significant. Furthermore, the construction would be extremely complex due to the physical barriers (Maple Road, I-990) separating the upstream and downstream terminus points of the interceptor.

West Side Interceptor Diversion Pump Station

In this alternative, the Town would construct a diversion pump station to bypass the bottleneck in the West Side Interceptor. The forcemain would discharge to the underutilized Peanut Line Interceptor. The conceptual size of the pump station is estimated at 15 MGD, requiring a 24-inch diameter forcemain. The pump station would be used to actively manage the flows in the West Side Interceptor with the goal of minimizing the surcharge for wet weather events greater than a 2-year, 6-hour storm. The conceptual cost of the alternative is approximately \$15,000,000. Given that the Projected Growth Redevelopment Scenario would add 2.9 MGD of peak flow, the flow proportioned developer share cost of this alternative would be \$2,900,000, or \$1.00/gpd.

3.3.2.3 Stormwater

The design of stormwater facilities for the proposed project shall meet the requirements of the New York State DEC State Pollution Discharge Elimination System (SPDES), General Permit for Stormwater Discharges from Construction Activity (GP-0-15-002), and guidelines listed in the New York State Stormwater Management Design Manual (January 2015) or the General Permit and manual in effect at the time of a proposed project. In accordance with the New York State DEC regulatory guidelines, new development and/or redevelopment projects with land disturbance of 1-acre or more shall not cause an increase in stormwater peak flows greater than the existing condition peak flows for the 1-, 10-, and 100-year 24-hour storm events. In addition, the proposed projects will be required to provide treatment water quality volume, minimum runoff reduction volume, and adequate stormwater drainage system to convey runoff to prevent flooding problems.

The Town of Amherst Stormwater Management Plan (March 2018) section 2.3 has identified Ellicott Creek and its tributaries as 303(d) impaired waterbodies for phosphorus and silt and sediment. The plan should include requirement for new and/or redevelopment projects to design post construction stormwater management practices to provide water quality volume calculated based on the 1-year, 24-hour storm (not the 90% rainfall) according to Chapter 10 of the NYS Stormwater Management Design Manual. This requires applicants to provide more water quality volume treatment for their proposed projects within the Study Area.

Furthermore, in order to help relieve the localized flooding problems, the Town of Amherst should also add more stringent requirements for new and/or re-development projects to achieve additional storage volume for post construction stormwater management. The Town should require applicants to meet one or more of the following requirements in the Town Stormwater Management Plan. The following options will help increase the additional storage volume and help mitigate the existing localized flooding issues.

- Mitigate the proposed conditions peak flows to match the existing conditions peak flows with 10% escalation factor to account for climate change (according to Section 3.2.3.1 of the NYSDOT Bridge Manual (2017)).
- Use a median curve number (CN) value when computing the existing conditions runoff rates (i.e. use 50% runoff rate from existing land cover and 50% runoff rate from prior to any development such as woods or meadow).
- Mitigate all proposed stormwater runoff peak rates to match the existing 10-year storm peak including the proposed 100-year storm peak.

In accordance with the New York State DEC regulatory guidelines, new development and/or redevelopment projects will also be required to provide treatment for minimum runoff reduction volume (RRv) and evaluate the potential use of green infrastructure techniques and practices on site. Applicants shall provide infiltration tests in accordance with Appendix D of the New York State Stormwater Management Design Manual. Soils test results shall be reviewed and evaluated to identify potential green infrastructure techniques such as those listed below. These stormwater management practices will also help reduce the amount of runoff needed for storage and help mitigate the existing drainage issues within the Study Area.

- Underground storage systems (with or without infiltration)
- Bioretention basins
- Rain gardens
- Dry or vegetated swales
- Green roofs (extensive or intensive)
- Porous pavement (or pavers)

The required green infrastructure techniques and practices will be determined by the Town of Amherst when it reviews specific development proposals. These techniques shall be incorporated in the Stormwater Pollution Prevention Plan (SWPPP) and any final design site plans.

3.3.2.4 Energy & Communications Services

Letters were provided (Appendix H) and phone calls were made to the various service providers to identify any limitations to their infrastructure that might affect the amount and/or timing of future development. Responses were not received in time for inclusion in the Draft GEIS. Any correspondence received during the public comment period will be included in the Final GEIS and any specific concerns will be discussed. However, it is reasonable to conclude that given the developed conditions of the area, services are available. Additionally, since these are private, for profit providers, although regulated, the demand will likely warrant infrastructure and capacity improvements as necessary.

3.4 Recreation and Open Space

3.4.1 Existing Conditions

Review of the *Town of Amherst Bicentennial Comprehensive Plan*, amended December 2017, and the *Recreation and Parks Master Plan*, dated April 2018, provided the following information relative to recreation and open spaces available within the Study Area.

Athletic/sports facilities are those that primarily serve a specific sport or sports, such as baseball, softball, or soccer. Sports complexes within the Study Area include the Sweet Home Middle School sports complex which includes a track, tennis courts, basketball courts, and baseball/softball fields. In addition, the Mel Ott Little League sports facility located on the northern side of the middle school complex includes several baseball fields.

Neighborhood parks are park spaces generally less than 15 acres in size. System-wide these parks provide a variety of recreational amenities such as ball fields, walking trails, open spaces, and picnic areas. Neighborhood parks may also include playgrounds. There is one neighborhood park known as the Eggertsville Community Park, located within the Study Area at 845 Sweet Home Road, just south of St. Leo the Great Roman Catholic Church. The Eggertsville Community Park provides walking trails, picnic areas, a playground area, and open space for the local residents.

There are no other recreational opportunities within the Study Area. There is only one existing on-road, marked and signed trail that runs through the middle of the Study Area. This trail follows Sweet Home Road stretching from Sheridan Drive to I-290, past the neighborhood park. The existing trail continues to extend north of I-290 and south of Sheridan Drive, outside of the Study Area.

According to the Town Recreation and Parks and Master Plan, community members can comfortably bike between one-half and three-quarters of a mile, and comfortably walk between one-quarter and one-half of a mile to a park facility. All of the above referenced facilities are located within one-half mile of the residential areas to the south and west of these sites.

3.4.2 Potential Impacts & Mitigation

Potential impacts to the existing recreational and open spaces within the Study Area would be realized should these areas be planned for redevelopment as commercial, industrial, and/or residential areas thereby reducing the existing area of recreational and open spaces.

To preserve the existing areas and provide for and enhance the level of service for potential future expansion of these areas, the Town should consider the following actions, as applicable to the Study Area:

- Establishing greenway corridors along streams as part of a town-wide open space system.
- Dedicating on-street sidewalk/bike lane connections along public roadways.
- Maintaining and improving the existing facilities.
- Improving/enhancing access to underutilized facilities and open spaces within parks.
- Improving bicycle and pedestrian connectivity to existing parks.
- Improving trail/sidewalk connectivity to park areas from neighborhoods.

The Projected Growth Redevelopment Scenario is intended to develop in a grid pattern that will facilitate walkability. Under this scenario there is a potential for 5,000 new residential units. The target demographic is UB students and young professionals. As a result, there will likely be limited children generated by the residential component. Additionally, the students already have access to excellent recreational facilities at UB and would likely use those as opposed to other options in the Town. Young professionals are also less likely to place a demand on parks or require nearby facilities. They will take advantage of opportunities throughout the Town and region and would be within a 7-minute drive to Town facilities.

At this time, the Town does not have plans to include additional parks or other designated open spaces within the Study Area. The walkability, connectivity and outdoor spaces within the framework of the new mixed-use zoning will support certain recreational goals in the Comprehensive Plan and Parks Master Plan (related to open/green space, trails, and parks). An important component of the new mixed-use zoning, as noted by Code Studio's work on the land use and zoning and the Delta Economic Study (2016), is civic space; gathering places within the multi-use, working neighborhoods where people can relax. These types of spaces are popular and essential in urban areas as well as other highly developed centers. New development projects within the mixed-use portions of the Study Area should incorporate these public/civic spaces.

However, the Town will continue to monitor the residential growth within the Study Area and may make future recommendations for recreational facilities should the demographics change.

3.5 Community Services

3.5.1 Existing Conditions

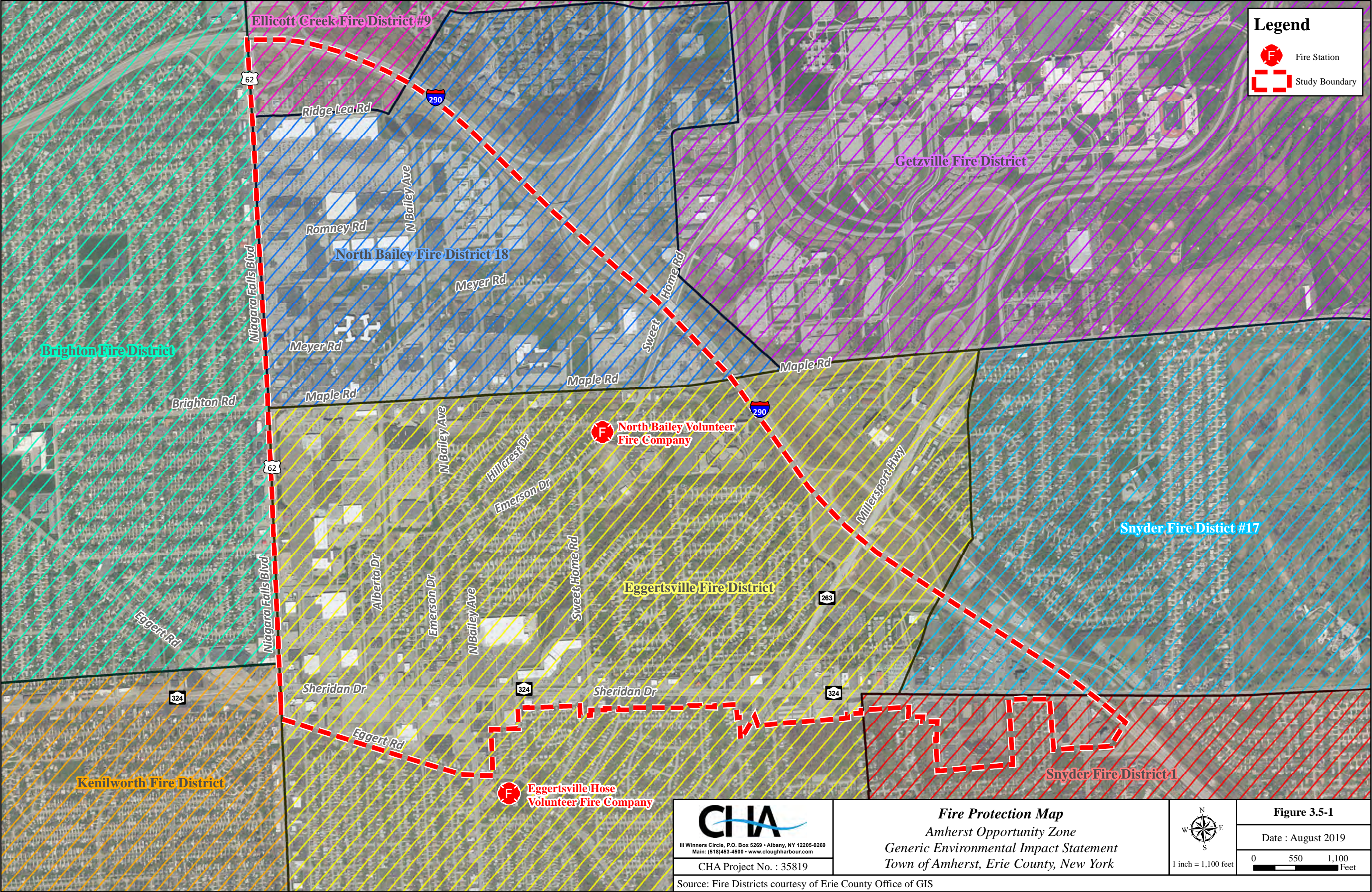
The Town, in addition to the County and State, provides a number of community services to its residents, through programs covering a broad array of needs. For the purposes of this Draft GEIS, the discussion of community services is limited to emergency services (police, fire, ambulance/EMS) and schools.

The Town of Amherst Police Department is comprised of 154 sworn officers and supported by 35 full and part-time civilian employees. The Department is broken down into Divisions that include Patrol (largest function), K-9, Detective Bureau, Narcotics Bureau, Traffic Bureau, Family Offenses/Domestic Violence, and the Special Victims Unit. The Department also offers a number of services and programs including the Citizen Police Academy, an immersion program whereby residents become familiar with the Police Department, Youth Police Academy, an internship for high school students interested in a career in law enforcement, and Safety Education involving a number of topics for youth through college taught by police officers.

Fire and emergency medical services within the Study Area are provided primarily by the North Bailey Fire Company and the Eggertsville Hose Company (Figure 3.5-1). The Eggertsville Hose Company district extends from the south side of Sheridan Drive to Maple Road. The North Bailey Fire Company covers the northern portion of the Study Area. In addition, the Snyder Fire Department covers a southeast corner of the Study Area and the Ellicott Creek Volunteer Fire Company covers the northwestern corner. All the fire companies serving the Study Area are comprised of all volunteers; there is no paid staff. The fire companies responded to over 3,000 calls for assistance (fire, medical or rescue) overall in the Town last year.

Ambulance services are provided by AMR of Western New York and Twin City Ambulance. The Town also has a contract ambulance service that responds with the fire service. This contract is rebid every 5 years as support for Emergency Medical Calls only.

The entire Study Area is within the Sweet Home School District. The District covers portions of the Town of Amherst and the Town of Tonawanda. The District includes four elementary schools (Glendale, Heritage Heights, Maplemere, and Willow Ridge). Sweet Home Middle School is located on Maple Road between North Bailey Avenue and Sweet Home Road within the Study



Area. Sweet Home Senior High School is located adjacent to the UB North Campus on Sweet Home Road, northeast of the Study Area.

3.5.2 Potential Impacts and Mitigation

In order to document the potential impacts of the new mixed-use zoning and Projected Growth Redevelopment Scenario, the emergency services providers, police, and school district were contacted to directly inform them of the project and solicit their concerns. Correspondence submitted to these service providers is included in Appendix H.

The Town of Amherst Emergency Services and Safety Director, James Zymanek, was also contacted and was able to provide information on the fire companies and general concerns that affect all the fire and emergency service providers.

The primary issues of concern with the Projected Growth Redevelopment Scenario and change in land use and zoning are the likelihood for increased calls, especially with the residential component, and the decreasing availability of volunteers. Emergency calls increase annually without new/re-development. Adding more structures and people within the fire districts will increase the possibility for more fires (more dryers, stoves, electric devices, etc.), false or incipient stage fire alarm activations (burned food, etc.), emergency medical calls, and elevator rescue calls, in addition to normal medical emergencies. Mr. Zymanek notes that adding elderly housing would increase these calls even further, as shown in national statistics.

The proposed multi-story structures would require the development of strategic evacuation plans that need to be shared with the emergency services. The plans need to be tested on a regular basis to assure the protection is there to respond to any type of emergency event. Part of the planning process would be to provide the community with emergency planning education and fire safety programs that are open to the public. This could possibly require the addition of personnel to the Town's Department of Emergency Services.

The potential increase in multi-story structures will also require additional fire/life safety inspections that could impact the existing Fire Safety Division which currently handles these inspections. Additional personnel may also be needed to make sure required fire/life safety inspections are conducted, as required by law. Providing a safer working/living environment for students and young professionals will give them sufficient comfort and confidence to remain in the community.

The addition or updating of fire apparatus is managed by each fire company as they determine their potential needs related to new development. These providers will therefore need to have fiscal support from community leaders during the budgeting process. Other requirements to update the fire services equipment may come from the Insurance Services Office that sets the ratings of the fire departments based on in-depth inspection of the entire fire department operation and Town fire service functions (dispatch center, water systems, fire safety inspections). This rating system is used by some agencies to determine insurance rates for these new structures. The fire departments in the Study Area all have very good ratings for a volunteer fire service. The increase in numbers of structures and height of structures can have an impact on this rating if the existing levels of service cannot be maintained.

An evaluation of radio communications for police/fire and EMS in proposed structures will need to be added to the project scope. Bi-directional antennas or signal boosters may be needed to assure full radio coverage through the structures to address a problem currently noted in a number of grandfathered structures in Town where these antennas were not required.

Mr. Zymanek noted that fire and emergency services have successfully been provided in the Town for over 150 years through numerous periods of high growth. Enhanced planning and coordination with Town officials and the development community should help to mitigate the impacts of the Projected Growth Redevelopment Scenario on these services. However, the availability of volunteers is likely to continue to be an issue that must be evaluated to determine if volunteers need to be supplemented with some paid emergency service providers.

A response from the Sweet Home Central School District regarding potential impact of the Projected Growth Redevelopment Scenario on the school district was not received in time for the Draft GEIS. Any correspondence received during the public comment period will be included in the Final GEIS and any specific concerns will be discussed. However, it is reasonable to conclude that only a small number of school age children are expected to be generated by this redevelopment scenario due to the targeted population of students and young professionals. This should be monitored over time to verify demographics.

3.6 Cultural Resources

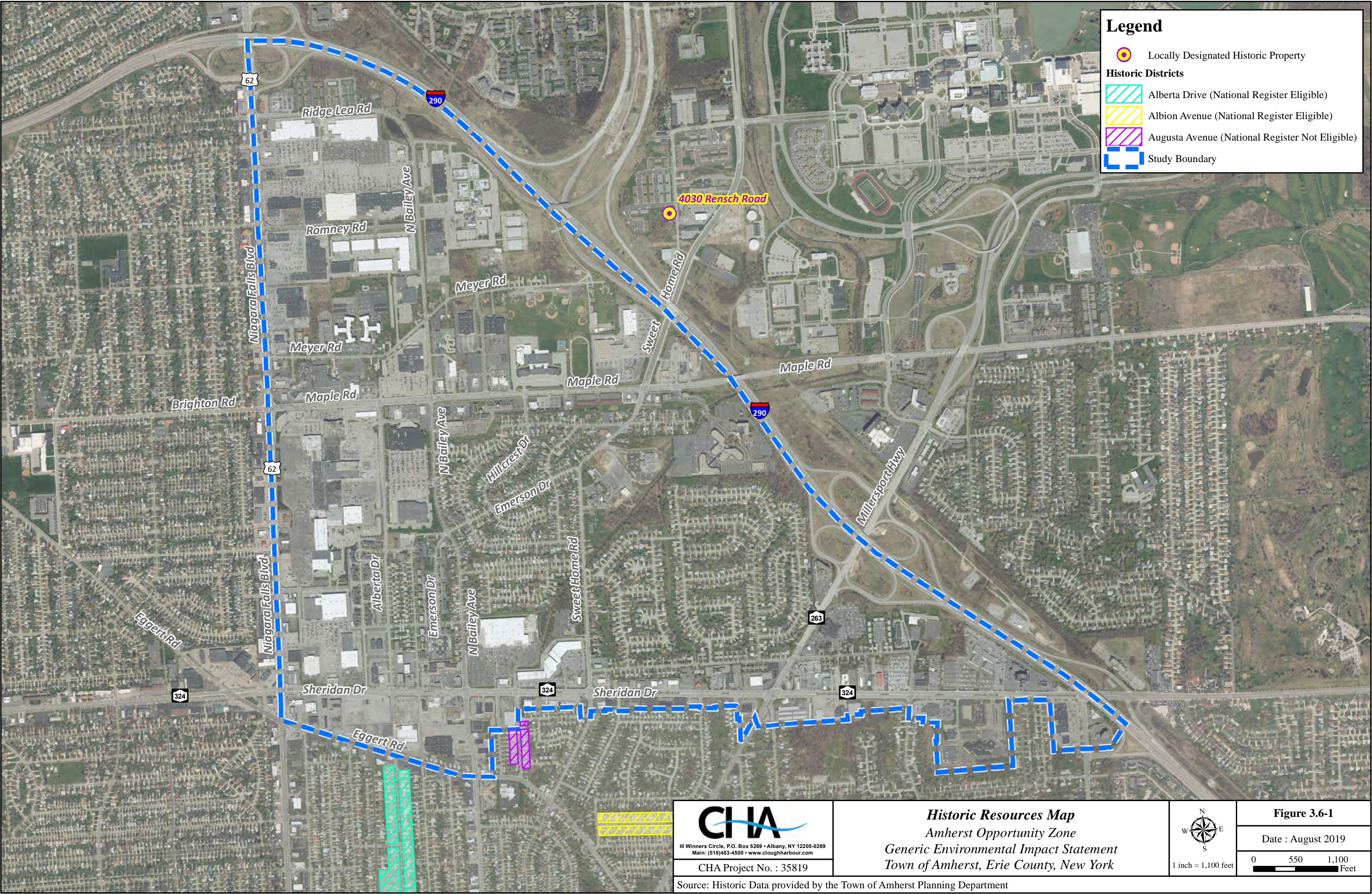
3.6.1 Existing Conditions

Evaluation of the document entitled *Intensive Level Historic Resources Survey of Selected Resources in the Town of Amherst*, dated September 2017 and the listing of *Designated Historic Properties in Amherst*, updated as of April 2019, indicated that none of the listed designated historical properties are located within the Study Area of this GEIS. The proposed Alberta Drive and Augusta Avenue Historic Districts are located immediately adjacent to the southern boundary of the Study Area (Figure 3.6-1). The *Intensive Level Historic Survey of Selected Resources in the Town of Amherst* recommended that the Alberta Drive district be nominated for listing in the State and National Registers of Historic Places.

The NYS Office of Parks, Recreation and Historic Preservation, State Historic Preservation Office (SHPO) has identified the Alberta Drive district as eligible for listing in the National Register of Historic Places. Review of the SHPO Cultural Resources Information System (CRIS) indicated that the agency has determined that the Augusta district is not eligible for listing.

The Alberta Drive Historic District encompasses the entire block of Alberta Drive north from Longmeadow Road to Eggert Road (Study Area boundary). The district includes 55 buildings. The majority of the structures on Alberta Drive are residential and were constructed between 1955 and 1959. They are a collection of small, cubic-massed, hip-roofed, single story buildings clad in a variety of colors of brick-like material known as Brikcrete. Collectively the properties form a potential district, significant as an intact, and perhaps rare, example of a uniformly planned, post-World War II, suburban design. Most of the houses within the district retain their original form with very few major changes. Developments such as the Alberta Drive area are considered historically significant as having helped contribute to improved living conditions of the middle class and helped to extend the American dream of suburban life and home ownership to an increasing number of Americans at that time.

The proposed Augusta Avenue Historic District (not register eligible) encompasses the block from Eggert Road north to Violet Avenue (Study Area boundary). The district includes approximately 21 buildings. The structures on Augusta Avenue are residential and were constructed in the 1950s. They are a collection of small, cubic-massed, hip-roofed, single story buildings clad in brick-like material and vinyl siding. Collectively the properties form a potential district, significant as an intact example of a uniformly planned, post-World War II, neighborhood type design. Most



of the houses within the district retain their original form with very few major changes. Many have added attached one car garages through the years.

3.6.2 Potential Impacts & Mitigation

Since the proposed Alberta Drive and Augusta Avenue Historic Districts are located outside of the Study Area, redevelopment within the Study Area would have no direct impacts on the Historic Districts, such as the renovation and/or demolition of existing structures within the historic districts that could change the historic value and nature of those areas. Regardless of their State designation, these areas have local historic value and interest and should be accounted for when future redevelopment of the adjacent lands within the Study Area occurs. Redevelopment of these parcels should consider the context of the historic districts and any visual or physical impacts that might occur. Projects within the Study Area that are adjacent to the Alberta Drive Historic District will need to coordinate with both SHPO and the Town to ensure the projects have no significant impacts on the district. Based on the existing commercial uses located north of Eggert Road, no significant impacts as a result of redevelopment are anticipated.

Nominating and listing the Alberta Drive Historic District on the State and National Registers of Historic Places, brings benefits of the State Historic Homeownership Rehabilitation Tax Credit program to the homeowners. A Town-wide Preservation Plan will assist with efforts to preserve the historic nature of the Alberta Drive and Augusta Avenue Districts, by identifying, recognizing, protecting, and retaining historic resources and property and cultural values within the historic districts.

3.7 Unavoidable Adverse Impacts

In the process of evaluating the environmental impacts of projects, the extent to which the impacts can be mitigated through project design considerations or other specific actions may be limited or in some cases unavailable. This results in unavoidable impacts. Since beneficial impacts would typically not need to be mitigated, the focus of this section is on unavoidable adverse impacts. The primary mitigation for the cumulative impacts of growth is planning and coordination to ensure that the required services are in place and that specific studies are complete to address specific concerns. As a result, some unavoidable, site specific adverse impacts will not be discovered until specific projects are evaluated. These impacts will be evaluated against the thresholds identified in the GEIS and Findings Statement to determine significance and whether or not additional evaluation through SEQR is warranted.

3.7.1 Land Use and Zoning

As discussed in Section 3.1 and Section 4.0 (Alternatives), the new mixed-use zoning will result in an overall decrease in the development potential compared to current zoning. If the Study Area is developed as anticipated with the projected 20-year growth estimates, the intensity of uses within the Study Area will increase. This potential also exists under the current zoning but would probably be much less sustainable, with the continuation of the existing patterns of development and redevelopment (repurposing plaza's and big box retail). An important goal of the Town's land use planning is to support revitalization of this area, beginning with the establishment of land use and zoning regulations that are designed to provide flexibility in design and support mixed use development that is much more likely to be sustainable and generate economic growth. The specific implications of increased density within the Study Area over current conditions are discussed under each of the impact topics. From a land use perspective, however, the new mixed-use zoning should promote diverse commercial and residential uses and will hopefully reduce the vacant and underutilized properties in a manner that is respectful of the existing residential neighborhoods by providing buffers and less intensive transitional uses, as well as providing connections between neighborhoods, commercial areas, and public spaces that should have a beneficial impact on mobility and overall quality of life.

3.7.2 Transportation

The build condition for the Projected Growth Redevelopment Scenario will result in the failure of various intersections and road segments. Mitigation measures have been identified that would

widen intersections and some road segments and return traffic movements to an acceptable level of service. These mitigation measures would occur over time as specific projects are proposed. Some of these mitigation measures may be determined by the Town as undesirable due to concerns with pedestrian and bicycle mobility and safety. Other mitigation measures could be considered, such as the development of new collector roads (particularly north-south routes). The potential future extension of the light rail system from Buffalo to UB could also create both concerns and opportunities.

3.7.3 Utilities

The water and sewer demand for the Projected Growth Redevelopment Scenario has been identified along with the required improvements to the infrastructure that serves as the mitigation to provide adequate service. The Projected Growth Redevelopment Scenario will not be limited by the utilities. The unavoidable impact of the infrastructure improvements is the cost that must be borne by both the public and the development community. By distributing these costs over all future development identified in this GEIS, the costs to individuals (taxpayers and developers) is mitigated.

3.7.4 Recreation and Open Space

The land use pattern derived from the new mixed-use zoning coupled with the target demographics for the multi-family residential component of the Projected Growth Redevelopment Scenario does not dictate a need for outdoor recreational opportunities, such as parks and playgrounds. However, incorporation of civic spaces throughout the mixed-use portion of the Study Area is highly recommended. The demand for active and passive recreational space by an increased student population within the Study Area would presumably be satisfied by the recreational facilities provided on the UB North Campus.

3.7.5 Community Services

Increased development and population over the 20-year planning period could have some significant implications on the ability to provide emergency services with the existing volunteer base and equipment. Mitigation will include planning and coordination with all involved along with some potential for capital investments. This is generally addressed through the taxing districts, however, cooperation and coordination, along with public education, are essential to make sure structures, residents and workers are safe. The ability to continue to serve the Study Area with an all-volunteer staff requires further evaluation.

3.7.6 Cultural Resources

No significant impacts to historic resources in the Town are anticipated as a result of the Projected Growth Redevelopment Scenario. The northern portion of the Alberta Drive Historic District (National Register Eligible) is located adjacent to the southern boundary of the Study Area. It is separated from the Study Area by Eggert Road and it is therefore unlikely to be significantly impacted by any future redevelopment activities within the Study Area.

SECTION 4.0

ALTERNATIVES

Environmental Impact Statements require the evaluation of a range of potential alternatives including an evaluation of the No Action alternative. The actions addressed in this SEQR process include the application of new mixed-use zoning for the commercial areas within the Study Area and the evaluation of a Projected Growth Redevelopment Scenario that implements the new mixed-use zoning by projecting development potential under the new zoning and evaluating the cumulative impacts of the resulting redevelopment. The alternatives evaluated in this section consider the different densities of development that can occur under the existing and new mixed-use zoning.

With the exception of the No Action alternative, no other alternative land use scenarios were analyzed for this GEIS. The primary reason for this is that the economic and land use studies that occurred during the comprehensive planning process, coupled with the results of community outreach efforts (meetings and surveys with residents and stakeholders) all led to the same conclusion, there is a need to promote mixed use development as a means of redeveloping the underutilized commercial areas that will hopefully lead to a revitalization of the Study Area (successful economic growth, jobs, infusion of new residents). The mixed-use land use is much more attractive to the Town due to the many benefits associated with it: variety of businesses and housing, interconnectedness of “neighborhoods,” walkability, and energy efficiency, to name a few.

Additionally, there was no interest on the part of the community to convert the existing commercial areas within the Study Area to other uses. These areas are well established as retail/commercial and serve both community and regional residential development. The focus in this area is on revitalization of appropriately located commercial to sustain and grow tax revenue. The Study Area is serviced by several high volume major arterials and an interstate highway that encourage its continuation as a center for commercial uses.

There is another consideration that may become a reality and influence revitalization of the Opportunity Zone: the extension of the light rail system from Buffalo to the UB North Campus. This mass transit option is likely to have some significant transportation implications. Since this proposal is in the early planning stages, it was determined that it would not be included as a

factor in the impact evaluation for the new mixed-use zoning. It is, however, included in this section to describe the implications of future traffic evaluations. The environmental impacts related to the light rail will need to be fully addressed during the SEQR review of that action.

4.1 Alternative 1: Maximum Build-Out Scenario

The Maximum Build-Out Scenario represents the maximum development potential of the Study Area under the new mixed-use zoning. This is achieved by maximizing the number of blocks and the number of floors in each zone, resulting in approximately 11.3 million gross square feet of commercial (retail and office) and nearly 38,000 residential units. This is a very significant amount of development that would take several decades to achieve and does not take into consideration development constraints that might be present within each block, including parking needs for the type of development.

It is difficult to predict what impacts this development scenario might impose upon the community and infrastructure. Certainly, without any improvements or planning for infrastructure there would be significant impacts on traffic, stormwater and localized flooding, sewer and water service, and a number of community services. What is unknown is if there are any constraints to the systems that would preclude this level of development. The other factor to consider is that technology, changes in transportation, availability of resources, and changing land use patterns, as well as public opinion, could completely modify such development potential over this build-out period. To put this in perspective, comprehensive plans are typically reviewed on a 5-10-year basis and completely overhauled by year 20. This level of growth is expected to exceed the 20-year planning horizon.

4.2 Alternative 2: High Growth 20-Year Redevelopment Scenario

Assuming the combination of incentives, attractiveness of the proposed land use, and demand for student housing spur a high growth rate within the Study Area, approximately 5 million gross square feet of commercial space and 11,700 new residential units might be realized within 20 years. The Town evaluated this potential against the growth predictions provided in the Delta Economic Study (2016) and found it to be too aggressive and unlikely. When considering the traffic impacts and magnitude of mitigation for the Projected Growth Redevelopment Scenario, it is clear that growth under this scenario will not be an acceptable situation, at least as it can be envisioned today.

4.3 Alternative 3: Projected Growth Redevelopment Scenario

The alternative chosen as the preferred development scenario for the Study Area is consistent with the growth projections identified by Delta (2016), resulting in 3 million gross square feet of commercial and 5,000 new residential units. This scenario also has a 20-year planning period. Refer to Draft GEIS Sections 2.0 and 3.0 for a detailed description of this alternative.

4.4 No-Action Alternative

As previously discussed, the two actions being addressed in this SEQR process are the adoption of new mixed-use zoning and the evaluation of the cumulative impacts of growth within the Study Area. The No Action alternative would therefore result in no change to the current zoning and furthermore, there would be no evaluation of the cumulative impacts of potential future growth. This alternative does not preclude future growth/redevelopment within the Study Area. New projects could move forward with Town approval based on the parameters of the existing zoning and each under its own SEQR process.

The Town has rejected this alternative for several reasons:

- The Town has identified a need for commercial zoning that is a better fit with the surrounding neighborhoods based on resident input and recent redevelopment trends.
- Current development trends would result in repurposing the existing uses to similar types of uses as allowed by the zoning. This is occurring in some areas but is not likely to be sustainable in the long term and could lead to vacancies that impact growth. A new type of commercial zoning is needed.
- Without the flexibility of the new mixed-use zoning, developers will be limited in the types of commercial development they can provide. They will be less likely to respond to the changing markets and other factors of sustainability such as walkability, mass transit, and attractiveness to younger demographics.
- Without cumulative impact analysis, the Town has less opportunity to identify the significant impacts of growth and subsequently plan for the appropriate mitigation. This process helps to reveal issues that are important to the community or essential to the function of the uses (e.g., infrastructure) and mitigate these issues before they become immediate concerns, allowing the community to plan for or adjust growth in a manner consistent with the community's resources and goals.
- As discussed in Section 3.1 (Land Use), the buildout potential under existing zoning could be as high as 78.5 million gross square feet of commercial. This is significantly more

development than projected for the build-out of the Projected Growth Redevelopment Scenario.

Without land use and zoning changes, the current land use trends could lead to falling land values that could carry over to the residential areas within the Study Area. The environmental impacts of the Projected Growth Redevelopment Scenario include increased traffic volumes, increased water and sewer demand, and increased demand for municipal services (primarily emergency services). However, through the GEIS process, the cumulative impacts of growth are identified and can be mitigated through planning and capital improvement plans. The No Action alternative leaves much of the future to chance and current development patterns, an approach that is not sustainable and one that will result in the realization of impacts without time to plan for and mitigate the effects.

SECTION 5.0

IRREVERSIBLE & IRRETRIEVABLE COMMITMENT OF RESOURCES

Development of the Projected Growth Redevelopment Scenario would result in the irreversible and irretrievable commitment of a variety of resources.

Construction of structures, related site improvements and infrastructure would require the consumption of building materials, equipment, energy, and human resources. These resources would be consumed during construction and operation. Based on previous and on-going development within the vicinity of the Study Area, it is assumed that sufficient construction materials, equipment and labor force is available to satisfy the demands of the Projected Growth Redevelopment Scenario, especially over the 20-year time planning period. The availability of utilities (such as sewer, water, electricity, and natural gas) also appears to be sufficient to support the development potential with some capital improvements. Municipal services, such as solid waste disposal, police, and emergency services would also be required and can be more sensitive to significant changes over a short period of time. However, it is anticipated that the projected timeframe for development will be sufficient to adequately plan for these services.

SECTION 6.0

USE AND CONSERVATION OF ENERGY

Any construction related to redevelopment within the Study Area will be required to conform to the New York State (NYS) Building Construction Code and applicable sections of the NYS Energy Conservation Construction Code. As specific projects move forward, specific methods to reduce and conserve energy consumption will be evaluated in more detail. Green building design, construction, operations, and maintenance plans will be considered and implemented as practicable in each component of the overall plan.

During construction and installation activities, Best Management Practices will be employed such as:

- Limiting the idling of equipment and vehicles.
- Use of more energy-efficient equipment during construction and maintenance
- Continued regular inspection and maintenance of construction equipment.
- Construction scheduling to allow for efficient installation of project components and reduced down time between tasks or phases.

Internal circulation including roadways and sidewalks will be designed to provide efficient connections between the various site elements and promote a highly walkable area.

As required under the proposed mixed-use zoning, the installation of car charging stations will encourage the use of energy efficient electric cars. The number and location will be based on the specific projects proposed including site demand, and parking demand, as well as any available information regarding numbers of electric vehicles in use in Western NY. Nearby public transportation including NFTA buses and the potential future light rail extension from Buffalo all work together to reduce the use of fossil fuels.

The use of rooftop solar arrays would reduce the consumption of non-renewable energy for heating, cooling and electricity.

The use of landscaping to shade parking areas and sidewalks will reduce the “heat island effect” that results from large paved areas.

The NYS Energy Conservation code addresses elements such as heating and cooling systems, hot water systems, electrical systems, construction material, equipment specifications and building sealing and insulation. Energy Star and New York Energy Smart programs encourage the use of energy conserving appliances, materials, technologies and building techniques and would reduce the overall long- term energy consumption of projects within the Study Area.

SECTION 7.0

FUTURE SEQR ACTIONS

Each project proposed for the Study Area will be evaluated against the thresholds and recommendations included in this GEIS and the Findings Statement to determine if further SEQR action is required. The Findings and the details of studies provided in the Draft and Final GEIS documents will provide the guidance for evaluating consistency with SEQR. These will become the development guidelines for future development in the Study Area and will be readily available to the public and the development community.

When projects in the Study Area are submitted to the Town, the Planning Department will review the Environmental Assessment Form (EAF) to determine consistency with, or deviation from, the GEIS and the Findings Statement. If the impact thresholds identified in this GEIS are exceeded, the action may require further action under SEQR. For example, an action that is inconsistent with the zoning and the intended land use pattern for the Study Area would be subject to further SEQR review. In other cases, adoption of a Negative Declaration (determination of no significant adverse impact) may be sufficient to satisfy SEQR requirements. This determination must be made by the Town prior to the issuance of any discretionary land use approvals for the proposed development.

The following scenarios put forth in Section 617.10(c) & (d) of the SEQR regulations summarize the mechanism for reviewing future actions:

- A. If the Town determines that the proposed action is in conformance with the conditions and thresholds in the Final GEIS or the Findings Statement, then no further environmental review pursuant to SEQR will be required;
- B. If the Town determines that the proposed action is adequately addressed in the Final GEIS, but is not addressed or not adequately addressed in the Findings Statement, then an amended Findings Statement must be prepared;

- C. If the Town determines that the proposed action was not addressed, or was not adequately addressed, in the Final GEIS, but it will not result in any significant environmental impacts, then a negative declaration must be prepared; or
- D. If the Town determines that the proposed action was not addressed, or was not adequately addressed, in the Final GEIS, and the action may have one or more significant adverse environmental impacts, then a supplement to the Final GEIS must be prepared.

SECTION 8.0

REFERENCES

US Census Bureau. “American Community Survey (ACS)”. May 14, 2019.
<https://www.census.gov/programs-surveys/acs> (2017 data).

Erie County Office of GIS. Fire District Data, July 2019.

Greater Buffalo Niagara Regional Transportation Council. “Census Tract Traffic Analysis Zones Data 2015 and 2050”. <https://www.gbnrtc.org/>.

Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

Intensive Level Historic Resources Survey of Selected Resources in the Town of Amherst, September 2017. Prepared for Town of Amherst Historic Preservation Commission by Clinton Brown Company Architecture, PC.

National Cooperative Highway Research Program Report 765: Analytical Travel Forecasting Approaches for Project-level Planning and Design, Transportation Research Board, 2014.

New York State Department of Environmental Conservation, Division of Water. “New York State Design Standards for Intermediate Sized Wastewater Treatment Systems”. March 5, 2014.

New York State Department of Transportation. Roadway Functional Classification:
<https://www.dot.ny.gov/gisapps/functional-class-maps>.

New York State Department of Transportation, Safety Program Management and Coordination Bureau. <https://www.dot.ny.gov/divisions/operating/osss/highway/accident-rates>.

New York State Office of Parks, Recreation and Historic Preservation, Historic Preservation Office Cultural Resource Information System, <https://cris.parks.ny.gov/>, July 2019.

Niagara Frontier Transportation Authority. “Amherst-Buffalo Corridor Light Rail Extension, Traffic Analysis Methodology”. July 2, 2018.

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Town of Amherst DRAFT Mixed Use Zoning, May 2019.

Town of Amherst Economic Study. Amherst, NY November 9, 2016. Prepared by Delta Associates.

Town of Amherst and Erie County GIS Data. Parcel and Building Footprint Information.

Town of Amherst Stormwater Plan. Town of Amherst Engineering Department. March 2018

Town of Amherst Planning Department. Growth Projections, June 19, 2019.

Town of Amherst Recreation and Parks Master Plan, April 2018. Prepared by Green play LLC, Weston & Sampson and RRC Associates.

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United States Department of Agriculture, Natural Resources Conservation Service. Web Soil Survey "Hydrologic Soil Groups-Erie County, New York". July 2, 2019.
<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

Appendix A
SEQR Documentation



April 19, 2019

To Involved and Interested Agencies:

**RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819**

To Whom It May Concern:

On behalf of the Town of Amherst Town Board (the "Board"), we are soliciting Lead Agency Status in accordance with SEQRA Part 617.6 for the above referenced project. Enclosed please find a copy of Part 1 of the Full Environmental Assessment Form along with a site location map.

The project involves the preparation of a GEIS to evaluate the cumulative impacts of growth on a preferred redevelopment scenario and the identification of appropriate mitigation measures to ensure this growth has no significant adverse local or regional significant adverse environmental impacts. The GEIS will evaluate the potential for mixed use development scenarios; improve vehicular, bicycle and pedestrian circulation; address water and sewer infrastructure, drainage, natural and social-environmental issues; and protect and enhance existing residential land uses.

Please review the enclosed information and respond with any comments within 30 days of this correspondence. If you concur with the Board's request to act as Lead Agency, please sign the box below and return a copy of this letter to our office or provide your own correspondence. If you have any questions, I can be reached at ceinstein@chacompanies.com or 518-453-4504. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Einstein', written over a light blue circular stamp.

Christopher R. Einstein, PWS
Section Manager

CC: Brian P. Andrzejewski, P.E., Zoning Enforcement Officer

I concur with Lead Agency:

Name:
Title:
Agency:

List of Involved and Interested Agencies

Jerome D. Schad, Chairman Erie County Water Authority
295 Main Street, Room 350
Buffalo, NY 14203-2415

Amherst Town Board
5583 Main Street
Williamsville, NY 14221

Jeffrey Burroughs, Town Engineer
Town of Amherst Engineering Department
1100 North Forest Road
Williamsville, NY 14221

Patrick Lucey
Highway Superintendent,
Town of Amherst Highway Department
1042 North Forest Road
Williamsville, NY 14221

Robert C. Gilmour, Chairman Town of Amherst Planning Board
Town Hall
5583 Main Street
Williamsville, NY 14221

Elizabeth Dagostino, Chair
Amherst Conservation Advisory Council
68 Monroe Drive
Williamsville, NY 14221

David Mingoia, Executive Director
Amherst Industrial Development Agency
4287 Main St.
Amherst, NY 14226

Mr. David Denk
Regional Permit Administrator, Region 9
New York State Department of Environmental Conservation
270 Michigan Avenue
Buffalo, NY 14203



Thomas R. Hersey, Jr.,
Commissioner
Erie County Department of Environment & Planning
95 Franklin Street, 10th Floor,
Buffalo, NY 14202

James Finelli (Erie County)
New York State Parks, Recreation and Historic Preservation – Historic Preservation Office
Peebles Island State Park
PO Box 189
Waterford, NY 12188-0189

US Army Corp of Engineers
Buffalo District
1776 Niagara Street
Buffalo, NY 14207

Greater Buffalo Niagara Regional Transportation Council (GBNRTC)
435 Main Street Suite 503
Buffalo, NY 14202

Francis P. Cirillo, Regional Director,
NYSDOT Region 5
100 Seneca Street
Buffalo, NY 14203

Joseph H. Emminger
Supervisor
Town of Tonawanda
2919 Delaware Ave #14
Buffalo, NY 14217

Gina Wilkolaski/Garrett Hacker
Erie County Department of Public Works – Highway Division
95 Franklin Street, 16th Floor
Buffalo, New York 14202



Kimberly A. Minkel, Executive Director
Niagara Frontier Transportation Authority (NFTA)
181 Ellicott Street
Buffalo, NY 14203

Anthony J. Day, Superintendent
Sweet Home Central School District
1901 Sweet Home Road
Amherst, NY 14228

Satish K. Tripathi, President
University at Buffalo
Office of the President
501 Capen Hall
Buffalo, NY 14260





Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either “Yes” or “No”. If the answer to the initial question is “Yes”, complete the sub-questions that follow. If the answer to the initial question is “No”, proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1 is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)		
Project Location (describe, and attach a general location map): Project area bounded on east and north by I-290, on the south by frontage lots on Sheridan Drive, on the west by Niagara Boulevard, Amherst, NY		
Brief Description of Proposed Action (include purpose or need): The Town of Amherst intends to evaluate the cumulative growth impacts of the future redevelopment of the Opportunity Zone Study Area in town through the preparation of a Generic Environmental Impact Statement (GEIS). The Town is currently undergoing an evaluation of the land uses within the Study Area and developing new zoning, which will become the basis for growth/redevelopment impact assessment. This SEQR process may also be used to adopt the new land use and zoning. The Study Area consists of numerous underutilized commercial properties, particularly in the vicinity of the Boulevard Mall. The GEIS will identify and evaluate a preferred Future Redevelopment Scenario for the Study Area over a 20 year planning period, with the following goals: maximize economic development potential; evaluate the potential for mixed use development scenarios; improve vehicular, bicycle and pedestrian circulation; and address water and sewer infrastructure, drainage, and natural and social-environmental issues; and protect and enhance existing residential land uses. See the attached narrative (Section F) for more information.		
Name of Applicant/Sponsor: Town of Amherst Town Board - Brian Kulpa, Town Supervisor	Telephone: 716 631-7032 E-Mail: bkulpa@amherst.ny.us	
Address: Town Hall, 5583 Main Street		
City/PO: Williamsville	State: NY	Zip Code: 14221
Project Contact (if not same as sponsor; give name and title/role): Brian P. Andrzejewski, P.E., Zoning Enforcement Officer	Telephone: 716 631-7051 E-Mail: bandrzejewski@amherst.ny.us	
Address: see above		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor): Varied - private land owners	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. (“Funding” includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No or Village Board of Trustees	Town Board - zoning changes	
b. City, Town or Village Planning Board or Commission <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Planing Board - land use planning and zoning review, future subdivisions & site plan review	
c. City, Town or Village Zoning Board of Appeals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
d. Other local agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Town Engineering Department-sewer & WPCF, Town Highway Department	
e. County agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Erie Co. Water Department, Erie Co. Planning Department, Erie Co. Dept. of Public Works	
f. Regional agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Greater Buffalo Niagara Regional Transportation Council	
g. State agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	NYSDEC (SPDES, Water Quality Certification), NYSDOT	
h. Federal agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	US Army Corps of Engineers- Waters of the U.S.	
i. Coastal Resources. i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No iii. Is the project site within a Coastal Erosion Hazard Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐ Yes ☒ No

- If Yes, complete sections C, F and G.
- If No, proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☒ Yes ☐ No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☒ Yes ☐ No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☒ Yes ☐ No

If Yes, identify the plan(s):

Remediaton Sites:C915292, NYS Heritage Areas:West Erie Canal Corridor

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐ Yes ☒ No

If Yes, identify the plan(s):

C.3. Zoning

- a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☒ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
General Business (GB), Motor Service (MS), Commercial Service (CS), Research and Development (RD), Recreation Conservation (RC), Shopping Center (SC), Office Building (OB), Residential District 3 (R-3), Residential District 4 (R-4), Multi-family District 7 (MFR-7), Multi-family District 5 (MFR-5)
- b. Is the use permitted or allowed by a special or conditional use permit? TBD ☐ Yes ☐ No
- c. Is a zoning change requested as part of the proposed action? ☒ Yes ☐ No
If Yes,
i. What is the proposed new zoning for the site? Recommendations for zone changes are currently being evaluated by the Town

C.4. Existing community services.

- a. In what school district is the project site located? Sweet Home Central School District and Amherst Central School District both fall within the Study Area; Sweet Home Middle School is located in the Study Area
- b. What police or other public protection forces serve the project site?
Amherst Police Department
- c. Which fire protection and emergency medical services serve the project site?
North Bailey Fire Co., Eggertsville Hose Co., Snyder Fire Dept., Ellicott Creek Fire Co. serve the Study Area
- d. What parks serve the project site?
Meyer Road Field, Eggertsville Park, Garnet Park are located within or adjacent to Study Area

D. Project Details

D.1. Proposed and Potential Development

- a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? commercial, office, residential and retail
- b. a. Total acreage of the site of the proposed action? Approx. 1260 acres
b. Total acreage to be physically disturbed? TBD acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? Town owns ~ 7 acres
- c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☒ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____
- d. Is the proposed action a subdivision, or does it include a subdivision? TBD ☐ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
The future land use plan may include recommendations for subdivisions, mostly commercial and mixed use.
ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____
- e. Will the proposed action be constructed in multiple phases? N/A ☐ Yes ☐ No
i. If No, anticipated period of construction: _____ months
ii. If Yes:
 - Total number of phases anticipated _____
 - Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
 - Anticipated completion date of final phase _____ month _____ year
 - Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____
The GEIS will evaluate the potential impacts of the preferred growth scenario and identify mitigation measures to address the impact of that development- specific phases are not identified. Construction will occur as specific projects successfully complete the Town's regulatory process.

f. Does the project include new residential uses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, show numbers of units proposed.				
	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
Initial Phase	TBD	TBD	TBD	TBD
At completion of all phases	_____	_____	_____	_____

g. Does the proposed action include new non-residential construction (including expansions)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, <ul style="list-style-type: none"> i. Total number of structures _____ TBD ii. Dimensions (in feet) of largest proposed structure: _____ height; _____ width; and _____ length iii. Approximate extent of building space to be heated or cooled: _____ TBD square feet 	
h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, <ul style="list-style-type: none"> i. Purpose of the impoundment: _____ ii. If a water impoundment, the principal source of the water: <input type="checkbox"/> Ground water <input type="checkbox"/> Surface water streams <input type="checkbox"/> Other specify: _____ iii. If other than water, identify the type of impounded/contained liquids and their source. _____ iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____ 	

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) If Yes: <ul style="list-style-type: none"> i. What is the purpose of the excavation or dredging? _____ ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site? <ul style="list-style-type: none"> • Volume (specify tons or cubic yards): _____ • Over what duration of time? _____ iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____ 	
iv. Will there be onsite dewatering or processing of excavated materials? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe. _____	
v. What is the total area to be dredged or excavated? _____ acres vi. What is the maximum area to be worked at any one time? _____ acres vii. What would be the maximum depth of excavation or dredging? _____ feet viii. Will the excavation require blasting? <input type="checkbox"/> Yes <input type="checkbox"/> No ix. Summarize site reclamation goals and plan: _____	

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <ul style="list-style-type: none"> i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): <u>Potential impact to small wetland at N.Baily/Ridge Lea. Best management practices would include avoiding impacts and encroachment on waterbodies and wetlands. If encroachment were to occur, all applicable permits would be obtained prior to disturbance.</u> 	
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ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:
Potential to fill the wetland.

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☐ No
 If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? TBD ☐ Yes ☐ No
 If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

c. Will the proposed action use, or create a new demand for water? ☒ Yes ☐ No
 If Yes:

i. Total anticipated water usage/demand per day: _____ TBD gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☒ Yes ☐ No
 If Yes:

- Name of district or service area: Erie County Water Authority
- Does the existing public water supply have capacity to serve the proposal? ☒ Yes ☐ No
- Is the project site in the existing district? ☒ Yes ☐ No
- Is expansion of the district needed? ☒ Yes ☐ No
- Do existing lines serve the project site? ☒ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project? ☒ Yes ☐ No
 If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
Water demand will be calculated and potential for new water lines will be evaluated in the GEIS.
- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☒ No
 If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☒ Yes ☐ No
 If Yes:

i. Total anticipated liquid waste generation per day: _____ TBD gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____
sanitary wastewater

iii. Will the proposed action use any existing public wastewater treatment facilities? ☒ Yes ☐ No
 If Yes:

- Name of wastewater treatment plant to be used: Amherst Wastewater Pollution Control Facility
- Name of district: Town of Amherst Consolidated Sanitary Sewer District
- Does the existing wastewater treatment plant have capacity to serve the project? ☒ Yes ☐ No
- Is the project site in the existing district? ☒ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☒ No

- Do existing sewer lines serve the project site? ☒ Yes ☐ No
- Will a line extension within an existing district be necessary to serve the project? ☒ Yes ☐ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

Sewer demand will be calculated and potential need for new sewer lines and facilities will be determined as part of the GEIS process.

- iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☒ No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

- v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

- vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

- e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☒ Yes ☐ No

If Yes:

- i. How much impervious surface will the project create in relation to total size of project parcel?

TBD Square feet or TBD acres (impervious surface)

TBD Square feet or TBD acres (parcel size)

- ii. Describe types of new point sources. TBD

- iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

Stormwater management will be addressed in the GEIS. Note that the project area is currently developed with extensive pavement areas, such as the Boulevard Mall.

- If to surface waters, identify receiving water bodies or wetlands: _____

- Will stormwater runoff flow to adjacent properties? ☐ Yes ☒ No

- iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☒ Yes ☐ No

- f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☒ Yes ☐ No

If Yes, identify:

- i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

Mobile sources during CONSTRUCTION include heavy equipment and delivery vehicles

- ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

Possible use of larger power generators including electricity during construction.

- iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

- g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐ Yes ☐ No **Unknown**

If Yes:

- i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes☐No

- ii. In addition to emissions as calculated in the application, the project will generate:

- _____ Tons/year (short tons) of Carbon Dioxide (CO₂)
- _____ Tons/year (short tons) of Nitrous Oxide (N₂O)
- _____ Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____ Tons/year (short tons) of Sulfur Hexafluoride (SF₆)
- _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs)
- _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

<p>h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Estimate methane generation in tons/year (metric): _____</p> <p>ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____</p>			
<p>i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____</p>			
<p>j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p style="text-align: center;">Unknown - to be evaluated during GEIS preparation</p> <p>If Yes:</p> <p>i. When is the peak traffic expected (Check all that apply): <input type="checkbox"/> Morning <input type="checkbox"/> Evening <input type="checkbox"/> Weekend <input type="checkbox"/> Randomly between hours of _____ to _____.</p> <p>ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____</p> <p>iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____</p> <p>iv. Does the proposed action include any shared use parking? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: _____</p> <p>vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Estimate annual electricity demand during operation of the proposed action: _____ TBD</p> <p>ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): local utility</p> <p>iii. Will the proposed action require a new, or an upgrade, to an existing substation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>l. Hours of operation. Answer all items which apply. Most commercial operations will have normal business hours.</p> <table style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ </td> <td style="width: 50%; vertical-align: top;"> <p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ </td> </tr> </table>		<p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ 	<p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____
<p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ 	<p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ 		

<p>m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes:</p> <p>i. Provide details including sources, time of day and duration: <u>Noise during construction will be localized and likely limited to a normal work week - Mon-Fri 7 am - 6 pm</u></p>	
<p>ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Describe: _____</p>	
<p>n. Will the proposed action have outdoor lighting? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes:</p> <p>i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures: <u>Lighting sources, height and intensity will vary based on land use.</u></p>	
<p>ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Describe: _____</p>	
<p>o. Does the proposed action have the potential to produce odors for more than one hour per day? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____</p> <p><u>Based on the anticipated types of uses (retail, office, and mixed use residential) odors are not anticipated. Industrial uses are not proposed for the Study Area.</u></p>	
<p>p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Product(s) to be stored _____</p> <p>ii. Volume(s) _____ per unit time _____ (e.g., month, year)</p> <p>iii. Generally, describe the proposed storage facilities: _____</p>	
<p>q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Describe proposed treatment(s): <u>Possibility that some developments will use pesticides for normal landscape maintenance.</u></p>	
<p>ii. Will the proposed action use Integrated Pest Management Practices? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	
<p>r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Describe any solid waste(s) to be generated during construction or operation of the facility:</p> <ul style="list-style-type: none"> • Construction: _____ TBD tons per _____ (unit of time) • Operation : _____ TBD tons per _____ (unit of time) <p>ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:</p> <ul style="list-style-type: none"> • Construction: <u>TBD</u> • Operation: <u>TBD</u> <p>iii. Proposed disposal methods/facilities for solid waste generated on-site:</p> <ul style="list-style-type: none"> • Construction: <u>TBD</u> • Operation: <u>TBD</u> 	

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☒ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☒ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility: _____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☒ Urban ☐ Industrial ☒ Commercial ☒ Residential (suburban) ☐ Rural (non-farm)

☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

The area consists of a variety of land uses as listed above. The Study Area is generally developed; undeveloped parcels are limited.

b. Land uses and covertypes on the project site. Greater detail on site conditions will be provided in the GEIS

Land use or Covertypes	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? ☒ Yes ☐ No
i. If Yes: explain: Parks are located in and around the Study Area including fields associated with Sweet Home Middle School

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☒ Yes ☐ No
If Yes,
i. Identify Facilities:
Elderwood Senior Care, Safire Rehabilitation of North Town, First Trinity Child Care Center, Sweet Home Middle School

e. Does the project site contain an existing dam? ☐ Yes ☒ No
If Yes:
i. Dimensions of the dam and impoundment:
• Dam height: _____ feet
• Dam length: _____ feet
• Surface area: _____ acres
• Volume impounded: _____ gallons OR acre-feet
ii. Dam's existing hazard classification: _____
iii. Provide date and summarize results of last inspection: _____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☒ No
If Yes:
i. Has the facility been formally closed? ☐ Yes ☐ No
• If yes, cite sources/documentation: _____
ii. Describe the location of the project site relative to the boundaries of the solid waste management facility: _____
iii. Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☐ No
If Yes:
i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:
To be investigated further as part of GEIS.

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☒ Yes ☐ No
If Yes:
i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☒ Yes ☐ No
☐ Yes – Spills Incidents database Provide DEC ID number(s): _____
☒ Yes – Environmental Site Remediation database Provide DEC ID number(s): C915292
☐ Neither database
ii. If site has been subject of RCRA corrective activities, describe control measures: _____
Site located in Northtown Plaza is subject to Site Management Plan dated 2016. Occupied tenant space has been subject to sub-slab depressurization systems to protect indoor air quality (C915292).
iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☒ Yes ☐ No
If yes, provide DEC ID number(s): C915292, C915291
iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):
Westwood Country Club- presence of arsenic, mercury and chromium. DEC is awaiting implementation of the Remediation Investigation (C915291)

v. Is the project site subject to an institutional control limiting property uses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																	
<ul style="list-style-type: none"> • If yes, DEC site ID number: _____ • Describe the type of institutional control (e.g., deed restriction or easement): _____ • Describe any use limitations: _____ • Describe any engineering controls: _____ • Will the project affect the institutional or engineering controls in place? <input type="checkbox"/> Yes <input type="checkbox"/> No • Explain: _____ _____ 																	
E.2. Natural Resources On or Near Project Site																	
a. What is the average depth to bedrock on the project site? _____ >6 feet																	
b. Are there bedrock outcroppings on the project site? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ %																	
c. Predominant soil type(s) present on project site: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-bottom: 1px solid black;">Urban land & Urban land complex</td> <td style="text-align: right; border-bottom: 1px solid black;">35 %</td> </tr> <tr> <td style="border-bottom: 1px solid black;">silt loam (several map units)</td> <td style="text-align: right; border-bottom: 1px solid black;">60.5 %</td> </tr> <tr> <td style="border-bottom: 1px solid black;">fine sands (several map units)</td> <td style="text-align: right; border-bottom: 1px solid black;">4.5 %</td> </tr> </table>		Urban land & Urban land complex	35 %	silt loam (several map units)	60.5 %	fine sands (several map units)	4.5 %										
Urban land & Urban land complex	35 %																
silt loam (several map units)	60.5 %																
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d. What is the average depth to the water table on the project site? Average: _____ varies _____ feet 0-4 feet across the site, .5 -1.5 feet predominates																	
e. Drainage status of project site soils: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30px;"><input checked="" type="checkbox"/></td> <td style="width: 200px;">Well Drained:</td> <td style="width: 100px; text-align: right;">3 % of site</td> <td rowspan="3" style="vertical-align: top; padding-left: 10px;">The remaining area is Urban land with no information regarding drainage capabilities</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>Moderately Well Drained:</td> <td style="text-align: right;">11 % of site</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>Poorly Drained</td> <td style="text-align: right;">67 % of site</td> </tr> </table>		<input checked="" type="checkbox"/>	Well Drained:	3 % of site	The remaining area is Urban land with no information regarding drainage capabilities	<input checked="" type="checkbox"/>	Moderately Well Drained:	11 % of site	<input checked="" type="checkbox"/>	Poorly Drained	67 % of site						
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<input checked="" type="checkbox"/>	Moderately Well Drained:	11 % of site															
<input checked="" type="checkbox"/>	Poorly Drained	67 % of site															
f. Approximate proportion of proposed action site with slopes: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30px;"><input checked="" type="checkbox"/></td> <td style="width: 100px;">0-10%:</td> <td style="width: 100px; text-align: right;">100 % of site</td> </tr> <tr> <td><input type="checkbox"/></td> <td>10-15%:</td> <td style="text-align: right;">_____ % of site</td> </tr> <tr> <td><input type="checkbox"/></td> <td>15% or greater:</td> <td style="text-align: right;">_____ % of site</td> </tr> </table>		<input checked="" type="checkbox"/>	0-10%:	100 % of site	<input type="checkbox"/>	10-15%:	_____ % of site	<input type="checkbox"/>	15% or greater:	_____ % of site							
<input checked="" type="checkbox"/>	0-10%:	100 % of site															
<input type="checkbox"/>	10-15%:	_____ % of site															
<input type="checkbox"/>	15% or greater:	_____ % of site															
g. Are there any unique geologic features on the project site? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, describe: _____ _____																	
h. Surface water features.																	
i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																	
ii. Do any wetlands or other waterbodies adjoin the project site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																	
If Yes to either <i>i</i> or <i>ii</i> , continue. If No, skip to E.2.i.																	
iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																	
iv. For each identified regulated wetland and waterbody on the project site, provide the following information: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30px;">•</td> <td style="width: 100px;">Streams:</td> <td style="width: 300px;">Name <u>837-27</u></td> <td style="width: 100px;">Classification <u>C</u></td> </tr> <tr> <td>•</td> <td>Lakes or Ponds:</td> <td>Name _____</td> <td>Classification _____</td> </tr> <tr> <td>•</td> <td>Wetlands:</td> <td>Name <u>Federal Waters, Federal Waters, Federal Waters,...</u></td> <td>Approximate Size <u>+/- 18 acres</u></td> </tr> <tr> <td>•</td> <td>Wetland No. (if regulated by DEC)</td> <td colspan="2"><u>no NYSDEC regulated wetlands</u></td> </tr> </table>		•	Streams:	Name <u>837-27</u>	Classification <u>C</u>	•	Lakes or Ponds:	Name _____	Classification _____	•	Wetlands:	Name <u>Federal Waters, Federal Waters, Federal Waters,...</u>	Approximate Size <u>+/- 18 acres</u>	•	Wetland No. (if regulated by DEC)	<u>no NYSDEC regulated wetlands</u>	
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•	Wetland No. (if regulated by DEC)	<u>no NYSDEC regulated wetlands</u>															
v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, name of impaired water body/bodies and basis for listing as impaired: _____ Name - Pollutants - Uses: <u>Ellicott Creek, Lower, and tribs – Nutrients; Silt/Sediment – Aquatic Life</u>																	
i. Is the project site in a designated Floodway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																	
j. Is the project site in the 100-year Floodplain? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																	
k. Is the project site in the 500-year Floodplain? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																	
l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes:																	
i. Name of aquifer: _____																	

<p>m. Identify the predominant wildlife species that occupy or use the project site:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%; border-bottom: 1px solid black;">Gray squirrel</td> <td style="width: 33%; border-bottom: 1px solid black;">Raccoon</td> <td style="width: 33%; border-bottom: 1px solid black;">Striped Skunk</td> </tr> <tr> <td style="border-bottom: 1px solid black;">Chipmunk</td> <td style="border-bottom: 1px solid black;">Avian species (song birds, birds of prey,</td> <td style="border-bottom: 1px solid black;"></td> </tr> <tr> <td style="border-bottom: 1px solid black;">Opposum</td> <td style="border-bottom: 1px solid black;">gulls)</td> <td></td> </tr> </table>			Gray squirrel	Raccoon	Striped Skunk	Chipmunk	Avian species (song birds, birds of prey,		Opposum	gulls)	
Gray squirrel	Raccoon	Striped Skunk									
Chipmunk	Avian species (song birds, birds of prey,										
Opposum	gulls)										
<p>n. Does the project site contain a designated significant natural community? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Describe the habitat/community (composition, function, and basis for designation): _____</p> <p style="margin-left: 20px;">ii. Source(s) of description or evaluation: _____</p> <p style="margin-left: 20px;">iii. Extent of community/habitat:</p> <ul style="list-style-type: none"> • Currently: _____ acres • Following completion of project as proposed: _____ acres • Gain or loss (indicate + or -): _____ acres 											
<p>o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Species and listing (endangered or threatened): _____</p> <p>_____</p> <p>_____</p>											
<p>p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Species and listing: _____</p> <p>_____</p> <p>_____</p>											
<p>q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If yes, give a brief description of how the proposed action may affect that use: _____</p> <p>_____</p> <p>_____</p>											
<p>E.3. Designated Public Resources On or Near Project Site</p>											
<p>a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes, provide county plus district name/number: _____</p>											
<p>b. Are agricultural lands consisting of highly productive soils present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p style="margin-left: 20px;">i. If Yes: acreage(s) on project site? _____</p> <p style="margin-left: 20px;">ii. Source(s) of soil rating(s): _____</p>											
<p>c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> Geological Feature</p> <p style="margin-left: 20px;">ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____</p> <p>_____</p> <p>_____</p>											
<p>d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. CEA name: _____</p> <p style="margin-left: 20px;">ii. Basis for designation: _____</p> <p style="margin-left: 20px;">iii. Designating agency and date: _____</p>											

Amherst Opportunity Zone Generic Environmental Impact Statement

Full EAF Part 1

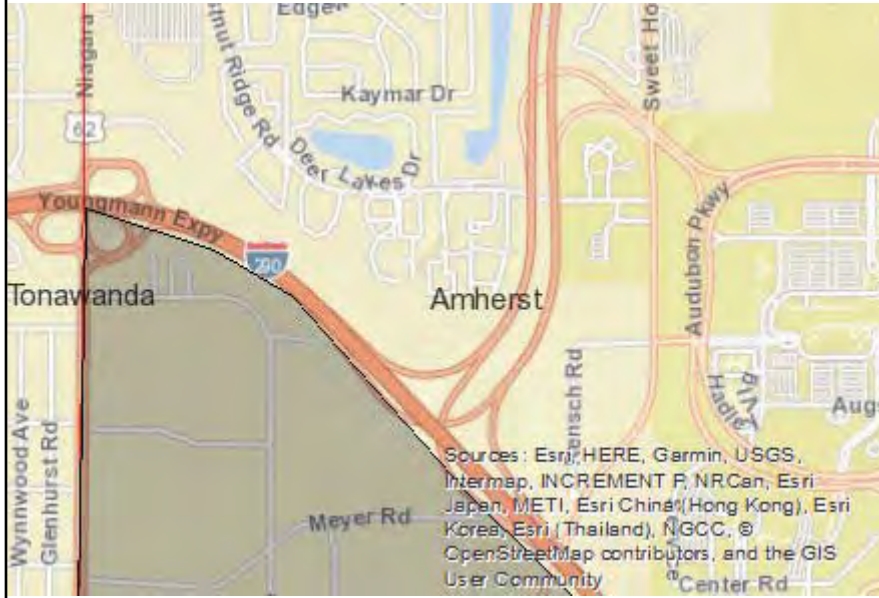
Section F. Additional Information

The Study Area is bounded generally by Niagara Falls Boulevard, I-290, Sheridan Drive and properties immediately south of Sheridan Drive and includes a mix of commercial, retail, office and residential uses. There are few undeveloped properties and while the residential component consists of established and stable neighborhoods, many of the non-residential properties could benefit from redevelopment and reinvestment. The Study Area has been recommended by the State for the Opportunity Zone community development program, offered through the Tax Cuts and Job Acts of 2017. The federal program encourages private investment in low-income urban and rural communities.

The Town of Amherst recognizes the importance of considering the redevelopment/revitalization of the Study Area in a comprehensive manner to maximize economic development potential; evaluate mixed use development options; improve vehicular, bicycle and pedestrian circulation; evaluate and address water and sewer infrastructure, drainage and natural and social-cultural environmental concerns; as well as to protect/enhance the existing residential land uses.

The Town Board intends to act as lead agency under SEQR for the future redevelopment of the Study Area. At the conclusion of the lead agency coordination process, the Town will complete Parts 2 and 3 of the Full Environmental Assessment Form (FEAF) and will adopt a Positive Declaration. As a result, the Town intends to prepare a Generic Environmental Impact Statement (GEIS) to evaluate the cumulative impacts of a Preferred Redevelopment Scenario for the Study Area. The GEIS is an effective tool to plan for future growth as it addresses impacts on both the natural and built environment, providing the opportunity to mitigate these impacts through good planning, capital improvement plans, and the equitable distribution of costs.

Many of the questions/information requested in Part 1 of this FEAF regarding future conditions have been left unanswered with the recognition that this GEIS will identify and evaluate these conditions based on the Preferred Redevelopment Scenario.



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	Remediation Sites:C915292, NYS Heritage Areas:West Erie Canal Corridor
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Yes - Digital mapping data for Spills Incidents are not available for this location. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Yes
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Yes
E.1.h.i [DEC Spills or Remediation Site - DEC ID Number]	C915292
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	C915292, C915291
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	Yes
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.iv [Surface Water Features - Stream Name]	837-27
E.2.h.iv [Surface Water Features - Stream Classification]	C
E.2.h.iv [Surface Water Features - Wetlands Name]	Federal Waters

E.2.h.v [Impaired Water Bodies]	Yes
E.2.h.v [Impaired Water Bodies - Name and Basis for Listing]	Name - Pollutants - Uses:Ellicott Creek, Lower, and tribs – Nutrients;Silt/Sediment – Aquatic Life
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National Register of Historic Places]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National Register of Historic Places - Name]	Eligible property:157 ALBERTA DRIVE, AMHERST, Eligible property:151 ALBERTA DRIVE, Eligible property:163 ALBERTA DRIVE, Eligible property:169 ALBERTA DRIVE, Eligible property:175 ALBERTA DRIVE, Eligible property:181 ALBERTA DRIVE, Eligible property:168 ALBERTA DRIVE, Eligible property:174 ALBERTA DRIVE, Eligible property:180 ALBERTA DRIVE, Eligible property:185 ALBERTA DRIVE, Eligible property:162 ALBERTA DRIVE, Eligible property:156 ALBERTA DRIVE, Eligible property:190 ALBERTA DRIVE, Eligible property:Fourth Model Home - North Bailey Meadows
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Agency Use Only [If applicable]

Project : _____

Date : _____

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer “**Yes**” to a numbered question, please complete all the questions that follow in that section.
- If you answer “**No**” to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box “Moderate to large impact may occur.”
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the “whole action”.
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1) <i>If “Yes”, answer questions a - j. If “No”, move on to Section 2.</i> <div style="text-align: right;"> <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES </div>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

2. Impact on Geological Features The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES <i>If "Yes", answer questions a - c. If "No", move on to Section 3.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____	E2g	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

3. Impacts on Surface Water The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES <i>If "Yes", answer questions a - l. If "No", move on to Section 4.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	<input checked="" type="checkbox"/>	<input type="checkbox"/>

I. Other impacts: <u>Study Area currently subject to localized flooding (.5 to .75 " rainfall). Additional development without proper mitigation will result in increased flooding.</u>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
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4. Impact on groundwater The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) <i>If "Yes", answer questions a - h. If "No", move on to Section 5.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	<input type="checkbox"/>	<input type="checkbox"/>
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

5. Impact on Flooding The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) <i>If "Yes", answer questions a - g. If "No", move on to Section 6.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in development within a 100 year floodplain.	E2j	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in development within a 500 year floodplain.	E2k	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	<input type="checkbox"/>	<input type="checkbox"/>
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	<input type="checkbox"/>	<input type="checkbox"/>

g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
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6. Impacts on Air The proposed action may include a state regulated air emission source. <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES (See Part 1. D.2.f., D.2.h, D.2.g) <i>If "Yes", answer questions a - f. If "No", move on to Section 7.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: i. More than 1000 tons/year of carbon dioxide (CO ₂) ii. More than 3.5 tons/year of nitrous oxide (N ₂ O) iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs) iv. More than .045 tons/year of sulfur hexafluoride (SF ₆) v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions vi. 43 tons/year or more of methane	D2g D2g D2g D2g D2g D2h	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

7. Impact on Plants and Animals The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES <i>If "Yes", answer questions a - j. If "No", move on to Section 8.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	<input type="checkbox"/>	<input type="checkbox"/>

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____	E1b	<input type="checkbox"/>	<input type="checkbox"/>
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	<input type="checkbox"/>	<input type="checkbox"/>
j. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

8. Impact on Agricultural Resources The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES <i>If "Yes", answer questions a - h. If "No", move on to Section 9.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	E1 a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

9. Impact on Aesthetic Resources The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.) <i>If "Yes", answer questions a - g. If "No", go to Section 10.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile 1/2 -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	<input type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

10. Impact on Historic and Archeological Resources The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.) <i>If "Yes", answer questions a - e. If "No", go to Section 11.</i>			
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
<p>If any of the above (a-d) are answered “Moderate to large impact may occur”, continue with the following questions to help support conclusions in Part 3:</p> <p>e.</p> <p>i. The proposed action may result in the destruction or alteration of all or part of the site or property.</p> <p>ii. The proposed action may result in the alteration of the property’s setting or integrity.</p> <p>iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.</p>	<p>E3e, E3g, E3f</p> <p>E3e, E3f, E3g, E1a, E1b</p> <p>E3e, E3f, E3g, E3h, C2, C3</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>

<p>11. Impact on Open Space and Recreation</p> <p>The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan. (See Part 1. C.2.c, E.1.c., E.2.q.) <i>If “Yes”, answer questions a - e. If “No”, go to Section 12.</i></p>			
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or “ecosystem services”, provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other impacts: <u>The increase in residential population may increase demand for recreational opportunities that require new services or facilities</u>		<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>12. Impact on Critical Environmental Areas</p> <p>The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d) <i>If “Yes”, answer questions a - c. If “No”, go to Section 13.</i></p>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

13. Impact on Transportation

The proposed action may result in a change to existing transportation systems.

☐ NO

☒ YES

(See Part 1. D.2.j)

If "Yes", answer questions a - f. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action will degrade existing transit access.	D2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy.

☐ NO

☒ YES

(See Part 1. D.2.k)

If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other Impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting.

☒ NO

☐ YES

(See Part 1. D.2.m., n., and o.)

If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in routine odors for more than one hour per day.	D2o	<input type="checkbox"/>	<input type="checkbox"/>

d. The proposed action may result in light shining onto adjoining properties.	D2n	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.)
If "Yes", answer questions a - m. If "No", go to Section 17.

☒ NO

☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	<input type="checkbox"/>	<input type="checkbox"/>
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	<input type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	<input type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	<input type="checkbox"/>	<input type="checkbox"/>
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	<input type="checkbox"/>	<input type="checkbox"/>
m. Other impacts: _____ _____			

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans.
(See Part 1. C.1, C.2. and C.3.)

☒ NO☐ YES

If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	<input type="checkbox"/>	<input type="checkbox"/>
h. Other: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character.
(See Part 1. C.2, C.3, D.2, E.3)

☐ NO☒ YES

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

Project :

Date :

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☐ Type 1 ☐ Unlisted

Identify portions of EAF completed for this Project: ☐ Part 1 ☐ Part 2 ☐ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the
Town of Amherst Town Board _____ as lead agency that:

☐ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☒ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: Town of Amherst Opportunity Zone Environmental Impact Statement (GEIS)

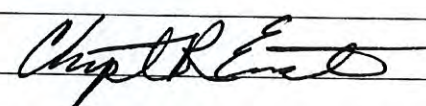
Name of Lead Agency: Town of Amherst Town Board

Name of Responsible Officer in Lead Agency: Brian Kulpa

Title of Responsible Officer: Town Supervisor

Signature of Responsible Officer in Lead Agency: 

Date: 5/21/19

Signature of Preparer (if different from Responsible Officer) 

Date: 5/15/19

For Further Information:

Contact Person: Brian P. Andrzejewski, P.E., Zoning Enforcement Officer

Address: Town Hall, 5583 Main Street, Williamsville, NY 14221

Telephone Number: 716-631-7051

E-mail: bandrzejewski@amherst.ny.us

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
Other involved agencies (if any)

Applicant (if any)

Environmental Notice Bulletin: <http://www.dec.ny.gov/enb/enb.html>

Town of Amherst Opportunity Zone GEIS

FEAF Part 3

Assessment of Potential Impacts

1. Impact on Land

Implementation of the Preferred Redevelopment Scenario could result in some impacts to land including construction activities in areas where the water table is less than three feet and the potential for increased erosion from physical disturbance. However, nearly all of the Study Area is developed and has been subject to physical disturbance and fill as a result of construction activities. This GEIS process will evaluate the impacts of the Preferred Redevelopment Scenario in a comprehensive manner followed by the identification of mitigation measures to address these impacts. Best Management Practices (BMP's) related to soil and erosion control, construction materials, and construction techniques will be identified as appropriate.

3. Impact on Water

Surface water resources in the Study Area are limited to a couple streams and some mapped National Wetland Inventory wetlands. Construction activities and increases in impervious surfaces can result in soil erosion and stormwater discharge that may adversely impact surface water resources. However, the primary concern within the Study Area is the existing localized flooding during storm events. The GEIS provides the opportunity to include additional stormwater storage requirements for redevelopment projects that may have a beneficial impact on stormwater management.

10. Impact on Historic and Archeological Resources

There are several resources eligible for listing on the National and State Historic Register on Alberta Drive south of Eggert Road just beyond the Study Area Boundary. The resources represent a "distinctive post-World War II neighborhood" (2017 Intensive Level Historic Resources Survey). Redevelopment projects should take into consideration the character of this neighborhood.

11. Impact on Open Space and Recreation

The Study Area is currently nearly 100% developed with limited recreational resources. The introduction of additional residents, consumers and employees into the Study Area may result in increased demand for recreation facilities. The Town of Amherst Recreation and Parks Master Plan will be reviewed to evaluate the need for these facilities and future recommendations.

13. Impact on Transportation

The Preferred Redevelopment Scenario may result in the construction of additional roadways and increased demands on existing roadways and intersections. The GEIS process will identify potential traffic impacts and associated mitigation or future studies that may be required to address specific areas.

18. Consistency with Community Character

Build-out consistent with the Preferred Redevelopment Scenario within the Study Area, while a departure from existing development patterns, represents a positive change to both development

patterns and community character. The Preferred Redevelopment Scenario is consistent with both the adopted Comprehensive Plan and the proposed zoning for the Study Area.



Niagara Frontier Transportation Authority
Serving the Niagara Region

181 Ellicott Street
Buffalo, New York 14203
716-855-7300
Fax: 716-855-6676
TDD: 855-7650
www.nfta.com

May 16, 2019

Christopher R. Einstein, PWS
Section Manager
CHA Tech Services LLC
111 Winners Circle, P.O. Box 5269
Albany, NY 12205-0269

Re: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819

Dear Mr. Einstein:

Thank you very much for the ability to comment on the proposed action. The NFTA would request that as part of the GEIS the Town of Amherst include current and future public transit as a component of the evaluation. Please see enclosed the consent with Lead Agency request. If I can be of any further assistance, please feel free to contact me at (716) 855-7388.

Respectfully,

Lyle Death
Director, HSEQ

Enclosure

Cc:

Kimberly Minkel
Robert Jones
Rachel Maloney Joyner

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Environmental Permits, Region 9
270 Michigan Avenue, Buffalo, NY 14203-2915
P: (716) 851-7165 | F: (716) 851-7168
www.dec.ny.gov

May 6, 2019

Mr. Christopher R. Einstein, PWS
Section Manager
III Winners Circle,
P.O. Box 5269
Albany, NY 12205-0269

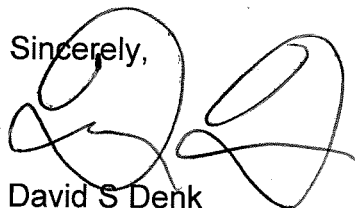
Dear Mr. Einstein:

SEQR Lead Agency Designation Amherst Opportunity Zone GEIS Town of Amherst, Erie County

This is to acknowledge receipt of your letter dating April 19, 2019 requesting State Environmental Quality Review Act (SEQR) Lead Agency status for the Town of Amherst Town Board for the above-noted project. The Department concurs that the Town of Amherst Town Board should act as SEQR Lead Agency, since the environmental impacts of the proposal are primarily of local significance. Please keep this office informed as the Generic Environmental Impact Statement process continues.

If you have any questions, please feel free to contact me or Mr. Mark Passuite at 716/851-7165.

Sincerely,



David S Denk
Regional Permit Administrator

MFP

ecc: Brian Andrzejewski, P.E. Zoning Enforcement Officer



Department of
Environmental
Conservation



April 19, 2019

To Involved and Interested Agencies:

**RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819**

To Whom It May Concern:

On behalf of the Town of Amherst Town Board (the "Board"), we are soliciting Lead Agency Status in accordance with SEQRA Part 617.6 for the above referenced project. Enclosed please find a copy of Part 1 of the Full Environmental Assessment Form along with a site location map.

The project involves the preparation of a GEIS to evaluate the cumulative impacts of growth on a preferred redevelopment scenario and the identification of appropriate mitigation measures to ensure this growth has no significant adverse local or regional significant adverse environmental impacts. The GEIS will evaluate the potential for mixed use development scenarios; improve vehicular, bicycle and pedestrian circulation; address water and sewer infrastructure, drainage, natural and social-environmental issues; and protect and enhance existing residential land uses.

Please review the enclosed information and respond with any comments within 30 days of this correspondence. If you concur with the Board's request to act as Lead Agency, please sign the box below and return a copy of this letter to our office or provide your own correspondence. If you have any questions, I can be reached at ceinstein@chacompanies.com or 518-453-4504. Thank you for your assistance.

Sincerely,

Christopher R. Einstein, PWS
Section Manager

CC: Brian P. Andrzejewski, P.E., Zoning Enforcement Officer

I concur with Lead Agency:

Name:	David Mirgoia
Title:	Executive Director / CEO
Agency:	Amherst IDA



April 19, 2019

To Involved and Interested Agencies:

RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819

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Sincerely,

Christopher R. Einstein, PWS
Section Manager

CC: Brian P. Andrzejewski, P.E., Zoning Enforcement Officer

I concur with Lead Agency:

Name:	<i>Arthur A. [Signature]</i>
Title:	<i>Superintendent</i>
Agency:	<i>Sweet Home CSD</i>



Erie County Water Authority

295 Main Street • Room 350 • Buffalo, NY 14203-2494
716-849-8484 • Fax 716-849-8463

Legal Department

May 13, 2019

VIA EMAIL (ceinstein@chacompanies.com) and REGULAR MAIL
Christopher Einstein, PWS Section Manager
CHA
111 Winners Circle
P.O. Box 5269
Albany, New York 12205

RE: Amherst Opportunity Zone (historical District)
CHA Project No.: 35819
ECWA Project No. 199300450

Dear Mr. Einstein:

The Erie County Water Authority (the "Authority") has received copies of the "Solicitation for Lead Agency Status" and the Full Environmental Assessment Form ("EAF") relating to the above-captioned project. The Authority's Engineering and Legal Department have reviewed these documents. While the documents do not state the proposed classification of the project, the enclosed documents support a designation made by the Town of Amherst (the "Town") for the project to be classified as a Type I action under the State Environmental Quality Review Act ("SEQRA") based upon page 13, subdivision e of section E.3 of the EAF and other information cited within the EAF or as an Unlisted action.

According to page 5, subdivision c of section D.2 of the EAF, the project does require new water services which will be determined at a later time. Therefore, the Authority requests to review the detailed plans to determine and mitigate conflicts with Authority facilities prior to the construction of the project and to be informed the anticipated water usage once determined. Nonetheless, the Authority agrees that the Town is the appropriate agency to be designated as the lead agency pursuant to SEQRA.

Christopher Einstein, PWS Section Manager
CHA Date
Page 2
May 13, 2019

If you have any further questions, please do not hesitate to contact us.

Very truly yours,

ERIE COUNTY WATER AUTHORITY

A handwritten signature in black ink, appearing to read 'Darlene Sikorski-Petriz', written over a large, faint circular stamp or watermark.

DARLENE SIKORSKI-PETRITZ
Deputy Associate Attorney

cc Russell J. Stoll, Executive Engineer
Steven W. Denzler, Distribution Engineer
Brian P. Andrzejewski, P.E. bandrzejewski@amherst.ny.us



RECEIVED

Office of the President
University at Buffalo

APR 23 2019

April 19, 2019

To Involved and Interested Agencies:

**RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819**

To Whom It May Concern:

On behalf of the Town of Amherst Town Board (the "Board"), we are soliciting Lead Agency Status in accordance with SEQRA Part 617.6 for the above referenced project. Enclosed please find a copy of Part 1 of the Full Environmental Assessment Form along with a site location map.

The project involves the preparation of a GEIS to evaluate the cumulative impacts of growth on a preferred redevelopment scenario and the identification of appropriate mitigation measures to ensure this growth has no significant adverse local or regional significant adverse environmental impacts. The GEIS will evaluate the potential for mixed use development scenarios; improve vehicular, bicycle and pedestrian circulation; address water and sewer infrastructure, drainage, natural and social-environmental issues; and protect and enhance existing residential land uses.

Please review the enclosed information and respond with any comments within 30 days of this correspondence. If you concur with the Board's request to act as Lead Agency, please sign the box below and return a copy of this letter to our office or provide your own correspondence. If you have any questions, I can be reached at ceinstein@chacompanies.com or 518-453-4504. Thank you for your assistance.

Sincerely,

Christopher R. Einstein, PWS
Section Manager

CC: Brian P. Andrzejewski, P.E., Zoning Enforcement Officer

I concur with Lead Agency:

Name:	TONGA PHAM
Title:	ASSOCIATE VICE PRESIDENT UNIVERSITY FACILITIES
Agency:	UNIVERSITY AT BUFFALO

Appendix B
Final Scope

STATE ENVIRONMENTAL QUALITY REVIEW ACT
FINAL SCOPE
Town of Amherst
Opportunity Zone
Draft Generic Environmental Impact
Statement (GEIS)

Name of Action: Amherst Opportunity Zone GEIS

SEQR Status: Type 1

Lead Agency: Town of Amherst Town Board

EXECUTIVE SUMMARY

This section will preface the Table of Contents and include a brief description of the project and a summary of impacts, mitigation and alternatives.

I. DESCRIPTION OF PROPOSED PROJECT

The proposed project involves the future redevelopment of an approximately 1260-acre area of the Town of Amherst bounded on the east and north by I-290, the west by Niagara Falls Boulevard and on the south by Sheridan Drive, including properties immediately to the south of Sheridan Drive (see attached map). A Generic Environmental Impact Statement (GEIS) will be used to evaluate the cumulative impacts of the Town's Preferred Redevelopment Scenario for the Study Area on land use, infrastructure, and environmental issues. The Study Area is generally built out with numerous underutilized sites, representing a significant opportunity for redevelopment and reinvestment.

The Preferred Redevelopment Scenario will establish development projections for the Study Area over a 20-year planning period, which will serve as the basis for the evaluation of cumulative growth impacts and establish the mitigation necessary to accommodate this growth and avoid significant adverse impacts to the environment and community.

The Draft GEIS will include the following project description elements:

- A. Project Purpose and Need – A discussion of the goals and objectives for preparing the GEIS, including a definition of the function and anticipated benefits of using the SEQR process to identify and plan for future development. This section will emphasize the anticipated end products of the process, most notably a comprehensive list of mitigation measures that will serve as environmental guidelines for each new development project proposed during the planning period. Additionally, it is anticipated that mitigation costs will be developed for certain issues, such as traffic and sewer, to provide greater equity in the redevelopment process. Understanding the cumulative impacts of growth provides a unique opportunity to spread the costs of using and improving public services equally over new development. In most cases, this will include a public share of the cost that recognizes that existing development contributes to the impacts.
- B. Discussion of the Recent Planning Documents – A discussion of the key land use

recommendations and zoning changes that may impact the Study Area.

- C. Preferred Redevelopment Scenario – A projected rate of growth will be established by reviewing previous economic studies prepared for the Town. This information will be supplemented with data on known projects either before the Town or in discussion.

The Preferred Redevelopment Scenario will provide the basis for impact analysis. This redevelopment scenario may change as a result of the impact analysis based on the identification of thresholds or limitations that may warrant reconsideration of the magnitude or location of future growth. The limits identified in the GEIS through studies and evaluation will be expressed as thresholds for future development. Projects that meet these thresholds will be considered in compliance with the GEIS and associated Statement of Findings. Projects that exceed the thresholds (one or more) must undergo further SEQR review to identify the significance of the impact(s).

This Draft Scope is prepared in accordance with 6NYCRR 617.8 and is available for public review. Copies of this scope have been submitted to all Involved and Interested Agencies identified thus far in the SEQR process.

Documents developed during the preparation of the DGEIS/FGEIS and announcements about public meetings/hearings will be maintained and posted on a project webpage accessible from the Town's Website. Public meetings/hearings will be held to disseminate information and receive comment.

Public comment on the documents and the process can be submitted through the Town's website or in writing to the Planning Department during the designated SEQR public comment periods.

II. POTENTIAL IMPACTS AND MITIGATION

A Full Environmental Assessment Form (EAF) was prepared to determine the potential significance of the project impacts. Based on this initial analysis, the following scope is provided for consideration.

A. Land Use and Zoning

Existing Conditions: Existing land use will be identified by county tax parcel mapping and will be refined through discussions with Town officials, visual inspection, and review of aerial mapping. This information will be compared to the current land use recommendations, existing zoning and the preferred redevelopment scenario.

Potential Impact:

This section of the GEIS will evaluate the impact of land use changes through the adoption of mixed use zoning by the Town. The magnitude of development under the proposed zoning will be evaluated to identify the cumulative impacts of growth on the community in general and on the existing, well-established land uses, such as the residential neighborhoods, with the intent of preventing unavoidable adverse impacts. Although the focus of the GEIS will be on the development projections for a 20-year planning period, the full build-out will also be discussed in more general terms to reflect the impacts of the zoning changes.

Anticipated Information Necessary to Address the Impact: Development projections for the Study Area based on the Preferred Redevelopment Scenario that identifies proposed land

use, zoning and density for both the 20-year and full build-out conditions.

Initial Identification of Mitigation Measures: Mitigation for land use conflicts can often be addressed through site design. The GEIS process will result in a detailed Statement of Findings that will serve as environmental/SEQR guidelines for future site-specific development. Modifications to the final zoning language for the Opportunity Zone may also be warranted as a mitigation measure.

B. Utilities

Existing Conditions:

Water Supply: The Town of Amherst purchases water from the Erie County Water Authority (ECWA) through a lease arrangement. The ECWA is responsible for customer service, billing, meter reading and maintenance activities. The Town is responsible for all capital improvements.

Sanitary Sewer: Sanitary sewer service in the Town of Amherst is provided through a single special district. Wastewater from the district is conveyed to the Amherst Water Pollution Control Facility (WPCF) located off of Tonawanda Creek Road.

Stormwater management: The Town has one stormwater drainage management district. Stormwater in the Town is managed through a series of open ditches, closed piped, detention ponds and creeks. Stormwater management is a concern to many residences, with particular focus on localized flooding resulting from rain events and water quality impacts of stormwater runoff. There are also concerns about the receiving waters from this area (Ellicott Creek) and the tributaries to the creek.

Potential Impact: The availability and reliability of utility services within the Study Area can have a significant impact on growth potential. The implications of growth on the utility infrastructure will be evaluated as follows:

Water Supply: Water supply and fire protection analysis will include considerations of water source, treatment, pumping, storage, transmission and distribution capacities. Desktop based calculations and/or modeling will be performed to evaluate the impacts of the Preferred Redevelopment Scenario.

Sanitary Sewer: Sanitary sewer analysis will include considerations of wastewater collection, pumping, transmission, headworks, and treatment capacities. Desktop based calculations and/or modeling will be performed to evaluate the impacts of the Preferred Redevelopment Scenario. Field surveys of existing sewer infrastructure condition (e.g., CCTV inspection) will not be included as part of this GEIS.

Stormwater management: Increased stormwater flows can have significant impacts on the receiving streams. In the case of redevelopment, storage of stormwater to reduce peak flows is generally not a concern if additional impervious area is not created. However, the existing conditions of the streams dictates consideration of storage and improvements to water quality.

Anticipated Information Necessary to Address the Impact:

Water Supply:

- 1) Information from the Erie County Water Authority (ECWA) and the Town regarding water supply infrastructure including source, treatment, pumping, storage, transmission and distribution for potable water and fire flows, as well as available capacity.
- 2) Prior studies of the water system in this area, if available, and coordination with other engineering firms that may be currently evaluating the water system.
- 3) Existing hydraulic models, if available.
- 4) Information from the Town regarding future water needs.

Sanitary Sewer:

- 1) Information from the Town regarding their sanitary sewer infrastructure, including sewer mains, pump stations, and the Water Pollution Control Facility (WPCF), as well as infiltration and inflow.
- 2) Prior studies of the sewer system, if available, and coordination with other engineering firms that may be currently evaluating the Amherst sewer system.
- 3) Existing hydraulic model of the sewer collection system, if available.
- 4) Evaluation of existing sanitary sewer infrastructure including collection, pumping, transmission, treatment and headworks, as well as available capacity.

Stormwater Management:

- 1) Information from Town, Erie County, FEMA, EPA, NYSDEC, Western New York Stormwater coalition, Erie County Water Quality committee regarding stormwater management projects.
- 2) Meet with Town to identify drainage and localized flooding concerns in the Study Area
- 3) Evaluation of current stormwater management regulations and policies to identify potential changes/improvements.

Initial Identification of Mitigation Measures: The GEIS will identify infrastructure needs and their associated costs to achieve the Preferred Redevelopment Scenario. Potential water supply and sanitary sewer improvements that are deemed necessary for the Preferred Redevelopment Scenario will be discussed with ECWA and the Town. Copies of relevant correspondence with the utility service providers will be included. Redevelopment provides an opportunity to address the existing stormwater issues, including localized flooding, by requiring storage and opportunity to treat water quality. Provisions for both storage and treatment will be explored.

C. Transportation

Existing Conditions: The existing conditions of the transportation system will be documented to provide a context for the evaluation of future conditions. This will describe the existing multimodal transportation system infrastructure in the study area; including roadway, ped/bike and transit features. The characteristics and functional classification of the roadway network, daily and peak hour traffic volumes, freight network, and multimodal travel demand characteristics will also be described. Existing traffic operations (mobility and congestion) and traffic safety conditions will be described using available data and subarea traffic modeling by the Greater Buffalo Niagara Regional Transportation Council

(GBNRTC). The assessment of transit, pedestrian and bicycle modes will provide a qualitative description of existing conditions, such as the availability, connectivity and accessibility of available facilities. The documentation of existing conditions will also identify other transportation studies and initiatives in the study area, such as the study to extend light rail transit services.

Potential Impact: Future redevelopment in the Study Area can be expected to contribute to increased travel demand on the transportation system. This typically leads to the need for system expansion or management strategies to support the increased demand. Because the project involves redevelopment of an existing area as contrasted with development of vacant land, the assessment of impact will need to consider the net changes in demand and potential mode shifts associated with the new land uses.

Improvements to the transportation system to address the potential impacts of the redevelopment can be expected to involve a range of actions and strategies to address multimodal mobility and accessibility. These may include considerations for complete streets accommodations, ped/bike facility expansion, transit services, enhanced roadway capacity, and/or other transportation management systems. Such improvements can be very costly and either borne by the developer who triggers the need for the improvement or by the tax payer, particularly as improvements are needed along State and County routes. Additionally, both the changes in transportation demand and the necessary improvements can have significant impacts on the character of an area. The development of a mitigation strategy for the area will also need to consider the context of existing and planned transportation initiatives, as well as community priorities and values for long-term transportation investment and maintenance (as reflected in the Town's Comprehensive Plan and/or the GBNRTC Metropolitan Transportation Plan).

Anticipated Information Necessary to Assess the Impact: The GEIS will require the preparation of a transportation study that will include data compilation, data collection; analysis of existing conditions for traffic, safety, and pedestrian, bicycle, and transit operations; future transportation needs assessment (impacts of growth); and development of alternative transportation strategies.

The documentation of existing conditions will include a review and verification of information and data to be compiled from relevant documents, plans and agency-provided data. Sources of this data will include the New York State Department of Transportation (NYSDOT), the GBNRTC, Erie County Department of Public Works, the Niagara Frontier Transportation Authority (NFTA), and the Town of Amherst Highway Department.

Existing traffic volume data will be compiled from GBNRTC's Transportation Data Management System and NYSDOT's Traffic Data Viewer application, and traffic counts provided by the Town. This data will be compiled for the roadway links and principal intersections along the following roadways:

- Niagara Falls Boulevard (US 62): Eggert Road to I290 Interchange 3
- Sheridan Drive (NY 324): Eggert Rd to I290 Interchange 6
- Maple Road: Niagara Falls Boulevard to Millersport Highway
- Bailey Avenue: Eggert Road to Ridge Lee Road
- Ridge Lee Road: Bailey Avenue to Niagara Falls Boulevard
- Millersport Highway (NY 263): Sheridan Drive to Maple Road

- Sweet Home Road: Sheridan Drive to Maple Road
- Eggert Road: Sheridan Drive to Millersport Highway
- Alberta Drive: Eggert Road to Maple Road
- I-290 Interchanges 3 (US 62), 5 (NY 263) and 6 (NY 324/NY 240)

No new traffic counts will be collected as part of the study.

Site visits will be conducted to confirm and document the relevant characteristics of the transportation system.

Vehicle traffic operations will be analyzed by GBNRTC using their existing regional Travel Demand Model (TDM) for their calibrated base year (2014). GBNRTC will create a subarea model of the study area, if necessary, to allow a more refined analysis of existing and future transportation networks. This work may involve refinement of the Traffic Analysis Zone (TAZ) and roadway network structure of the model by GBNRTC to better reflect the local street network and details of the redevelopment concept in the microsimulations.

The traffic operations will be evaluated using planning-level methodologies to characterize the performance of the roadway network for existing conditions. These analyses will identify applicable performance measures such as LOS, volume-to-capacity and vehicle delay for roadway links and principal intersections using planning level methodologies founded on the principles of the Highway Capacity Manual 6th Edition published by the Transportation Research Board. These analyses will be conducted for the weekday AM and PM peak hours.

Traffic Safety Analysis The focus of the traffic safety analysis for the GEIS is to facilitate a review of the relationship between traffic patterns associated with a projected growth scenario and locations where clusters of crash patterns may be exhibited on the roadway system. The accident analysis is not intended to provide a detailed accident study of the entire roadway system within the study area.

Crash history data for the study area will be requested through NYSDOT's Accident Location Information System for the latest 3-year period for which data is available. We will also coordinate with NYSDOT to identify the locations and characteristics of any High Accident Locations and Priority Investigation Locations. Crash frequency/distribution maps and summary tables will be developed to describe and assess the traffic safety characteristics.

The evaluation of *Pedestrian, Bicycle and Transit* systems will be comprised of a qualitative assessment of the existing pedestrian and bicycle accommodations. The primary factors to be considered for this assessment will include location and type of facilities, continuity of facilities, connectivity to activity centers, ADA accessibility, physical condition, modal conflicts, Bicycle LOS (BLOS) of the Regional Bikeway Network Routes (as available), and consistency with the region's 2008 *Bicycle & Pedestrian Master Plan*. A qualitative assessment of existing public transit services will be conducted to identify factors such as routes, frequency/structure of service, bus-stop amenities, and proximity to activity centers. The transit assessment will also consider information from the study being conducted by others for extending light rail transit services along the Niagara Falls Boulevard/Maple Road corridors (as available) and input from NFTA regarding transit ridership/capacity. This evaluation will be based on available existing information and site reviews. No new quantitative analyses are included.

Future Transportation Needs Assessment: The future multimodal transportation needs

within the study area will be evaluated in the context of the existing infrastructure and planned/programmed TIP improvements to identify key issues associated with projected No-Build and Build growth scenarios. These evaluations will be conducted using the same modeling and assessment techniques as used for the existing conditions. GBNRTC's 2040 Regional Transportation Plan model will represent the No-Build growth scenario. There will be no assessments of interim planning horizon years. Performance metrics associated with the 2040 No-Build condition will be provided by GBNRTC from these models, reporting the same performance metrics as for the existing conditions. The Preferred Development Scenario identifies a number of potential new roadways which will be considered and included in the needs assessment. These analyses will be used to identify the transportation issues in the study area, such as mobility, accessibility, and safety related to future growth. The assessment of future transportation needs for the 2040 Build condition will be based on a scenario without the potential extension of Light Rail Transit to the study area.

Traffic increases associated with future development within the study area will be estimated for one preferred development scenario. These estimates will identify the daily and weekday AM and PM peak-hour traffic volumes generated by each general land use category (e.g., Residential, Office, Retail, and Industrial). These trip characteristics will be estimated by GBNRTC using data in the 10th Edition of the *Trip Generation* informational report published by the Institute of Transportation Engineers and considering the effect of potential mode shifts associated with mixed-use and density characteristics of the development.

It is assumed that GBNRTC will use the Travel Demand Model (TDM) for the subarea to develop detailed trip distribution and traffic assignments to the roadway network for one preferred growth scenario for the weekday AM and PM peak hours. This modeling will be used to establish the Build condition for the 2040 Planning Horizon Year.

The traffic operations in the future preferred growth scenario will be evaluated using the same methodologies and performance metrics as used to analyze the existing system conditions. These analyses will be conducted for the same key intersections and link segments as for the existing condition, for the weekday AM and PM peak hours.

These analyses will be used to articulate the transportation impacts of development according to the preferred growth scenario, and the mobility and access issues to be addressed by the Transportation Improvement Plan. The same performance measures of level-of-service, volume-to-capacity and delay will be used to aid in the evaluation of improvement alternatives for the study area corridors.

The impact of future growth conditions on pedestrian and bicycle facilities will be identified. The primary factors to be considered for this assessment will include continuity of facilities and connectivity to future activity centers.

The impact of future growth conditions on existing transit services will be identified. The level of impacts to be identified include a qualitative assessment of the serviceability of future activity centers by existing transit, and the opportunities/constraints for future expansion of transit services in the corridor. This assessment will be predicated on a worst case scenario without the potential Light Rail extension to the study area.

Alternatives for transportation improvements Alternatives for transportation improvements will be identified to address the mobility and access issues identified from the Future Needs Assessment. These alternatives will consider a range of actions and/or

policies for improvements that support all transportation modes. The analysis of No-Build and Build conditions, and the development of transportation improvement alternatives will be prepared by GBNRTC and reviewed by CHA.

Among the alternatives considered will be Travel Demand Management and Transportation System Management strategies to optimize the functionality of existing infrastructure in addition to capacity-enhancing capital improvements. The range of recommended improvements will also be consistent with the goals and objectives of the Town's Comprehensive Plan, the *Moving Forward 2050* Regional Transportation Plan and the regional Congestion Management Plan for sustainable transportation systems.

Planning-level cost estimates will be provided for the improvement alternatives. These estimates will include estimated construction costs and contingencies for Right-of-Way acquisition and design for capital improvements to the roadway, transit and ped/bike infrastructure. Costs for implementation of the non-capital TDM/TSM programs will also be estimated so that they can be represented in the total mitigation plan. Mechanisms to allocate equitable distribution and apportionment of the costs for implementing the transportation improvement program will be identified and public/private cost shares calculated. This public-private cost share allocation is based on a formula that considers existing available capacity, and capacity utilization by background traffic and development-specific development and reserve capacity created by the improvements. GBNRTC modeling support will be provided to assess the level of reserve capacity created by the improvements.

Initial Identification of Mitigation Measures: The type and location of mitigation for the preferred growth scenario will depend on the magnitude and anticipated location of development under the projected growth scenario. The mitigation may include identification of specific improvements to the transportation infrastructure as well as providing guidelines for revised roadway standards and access management to reinforce roadway function and character.

D. Cultural Resources

Existing Conditions: The Intensive Level Historic Resources Survey of Selected Properties (2017) recommended that the Alberta Drive "expanded potential historic districts" be nominated for listing in the State and National Registers of Historic Places. This document will be reviewed to identify any additional cultural resources within the Study Area.

Potential Impact: Development projects may have the potential for disturbing and eliminating sites containing cultural resources. Such activity is inconsistent with the NYS Historic Preservation Law.

Anticipated Information Necessary to Address the Impact: Information in the Intensive Level Historic Resources Survey of Selected Properties (2017) will be reviewed through contact with the New York State Office of Parks Recreation and Historic Preservation (NYSOPRHP) Cultural Resources Information system, the Erie County Historian, and the Town to determine if there are additional cultural resources within the Study Area.

Initial Identification of Mitigation Measures: The GEIS will update the information from

the Intensive Level Historic Resources Survey of Selected Properties (2017) as needed and identify procedures for evaluating the potential future impact of development on a site-by-site basis. It should be noted that this document is updated on a regular schedule; therefore the need for additional updates through this GEIS process is anticipated to be limited.

E. Recreation & Open Space

Existing Conditions: Recreational facilities within the Study Area are limited. The discussion of recreational resources and open space in the Comprehensive Plan and the Amherst Recreation and Parks Master Plan will be reviewed. Applicable recommendations from the Comprehensive Plan for additional recreational facilities or open space will also be incorporated into this document.

Potential Impact: Development within the Study Area and associated population increases may increase the need for recreational facilities and spaces.

Anticipated Information Necessary to Address the Impact: Information from the 2017 Comprehensive Plan Update and the Amherst Recreation and Parks Master Plan April 2018, and from the Town Parks and Recreation Department will be reviewed.

Initial Identification of Mitigation Measures: Potential growth in the Study Area includes increases in both residential and non-residential square footage which may require additional facilities and programming. Recommendations from the Amherst Recreation and Parks Master Plan April 2018 will be identified.

F. Municipal Services

Existing Conditions: Community services the Town provides include emergency medical, fire, police and schools. Services that may be impacted by potential future development within the project area will be identified along with their existing capacity to provide service.

Potential Impact: An increase in population within the Study Area is anticipated as the focus of this GEIS is to promote redevelopment and rehabilitation in the Study Area, which will include new residential units. New development generally requires some level of service from the community. The primary community services that may be impacted by development in the Study Area include police protection, fire protection, emergency services, and schools.

Anticipated Information Necessary to Address the Impact: Contact with the various service leaders will be necessary to identify the magnitude and significance of any potential impacts. The information provided by the service providers will be relied upon to draw conclusions relative to the significance of future impacts and the appropriate measures to mitigate the impacts.

Initial Identification of Mitigation Measures: The GEIS will attempt to identify current levels of service and anticipated impacts based on the Preferred Redevelopment Scenario. Control of both the magnitude and timing of growth may be an important tool to maintain current levels of service. The potential to identify service thresholds will allow the

projection of major investments.

III. UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

This section will summarize all the impacts for which mitigation is either not available/feasible or not sufficient to completely mitigate the impact. The potential significance of these impacts will also be discussed.

IV. REASONABLE ALTERNATIVES TO BE CONSIDERED

The following project alternatives will be discussed:

- A. Alternative Growth Scenarios – The various development scenarios evaluated in this GEIS/planning process to arrive at a Preferred Redevelopment Scenario will be discussed in this section. This may include a No-Growth Alternative and High Growth Alternative.
- B. No-Action Alternative – The No-Action Alternative will address the potential impact of development resulting from future growth under current zoning, current land use patterns, and without the benefit of specific growth management tools.

IV. GROWTH INDUCING IMPACTS

The entire GEIS will evaluate the potential future cumulative growth impacts within the Study Area under a Preferred Redevelopment Scenario. This section will focus on factors that could induce further growth beyond the projected growth.

V. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Future redevelopment within the Study Area will consume local, regional, and perhaps national resources that may be permanently committed to the development. Land is an example of a commitment of a resource but is not necessarily irreversible and irretrievable. The use of construction materials made from natural resources are typically irreversible and irretrievable resources.

VI. USE AND CONSERVATION OF ENERGY

This section will evaluate the potential for energy efficient designs and layouts to encourage reductions of vehicle trips, opportunities for the use of alternative energy, and methods to reduce energy consumption.

VII. FUTURE SEQR ACTIONS

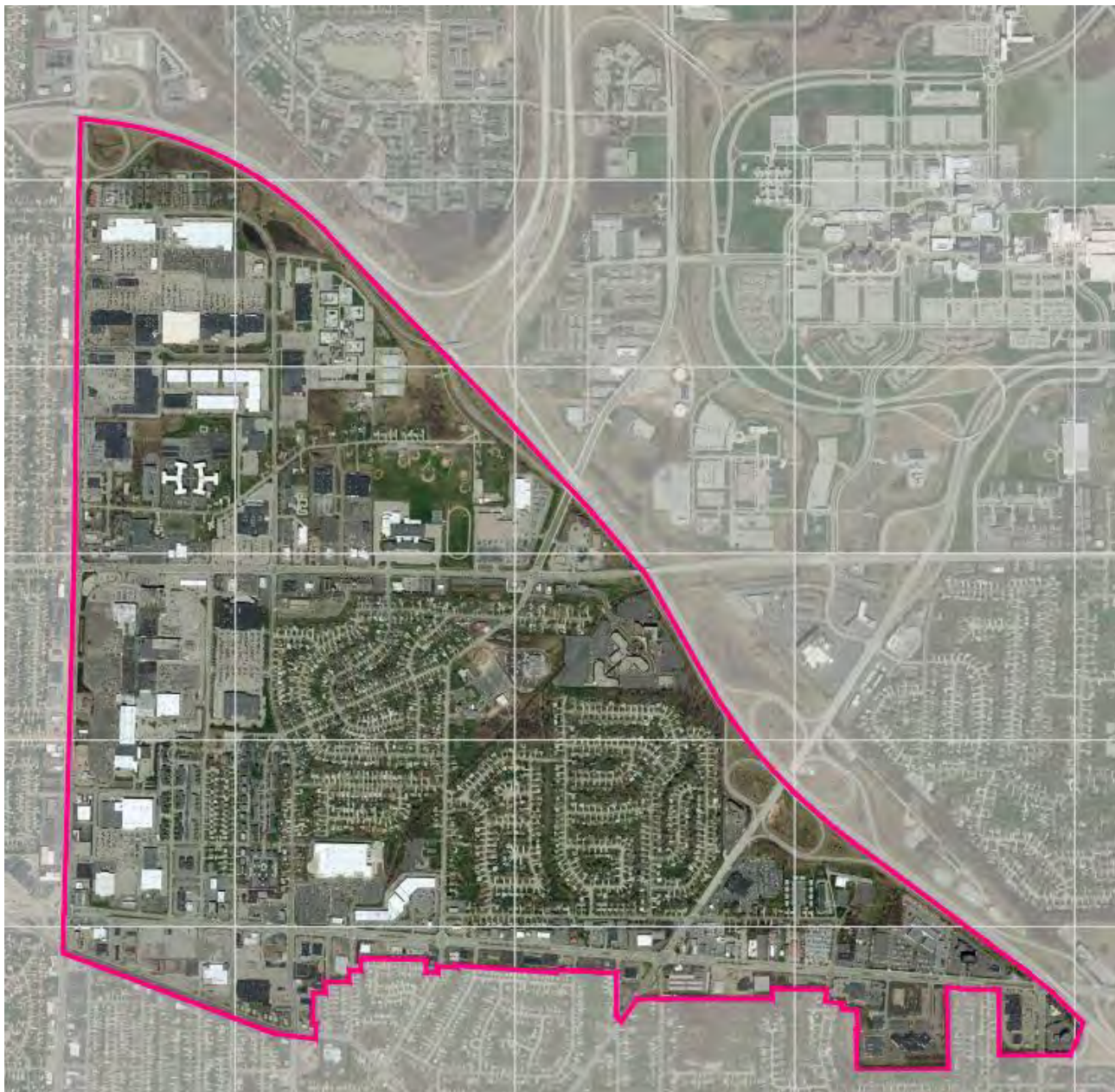
An important feature of a GEIS is the ability to approve future development actions without further SEQR action. To provide this feature, thresholds and other parameters relative to the use, extent and impact of development must be clearly explained within the GEIS. These thresholds will be revised as necessary as a result of public comment and will be finalized within the SEQR Findings Statement. Projects that exceed the parameters and thresholds for future actions, as ultimately defined in the Findings Statement, would require further SEQR review. This section of the GEIS will outline the procedures for addressing the SEQR process for site-specific activities, as well as future modifications that may be necessary to the GEIS itself.

REFERENCES

PRELIMINARY LIST OF APPENDICES FOR Draft GEIS

- Correspondence
- SEQR Documentation
- Utility Plans/Data
- Cultural Resources Information
- Traffic Data

Opportunity Zone GEIS Boundary



Appendix C
Draft Zoning & Growth Projection Documentation

Amherst Opportunity Zone GEIS

Appendix C – Zoning and Growth Projection Documentation

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C-3 Growth Projection Methodology and Back-up



Chapter 203. Zoning

PART 5A. MIXED USE DISTRICTS



DRAFT

May 31, 2019



NYSERDA provided \$161,250 towards this project through Governor Cuomo's Cleaner, Greener Communities program.

PART 5A.

MIXED USE DISTRICTS

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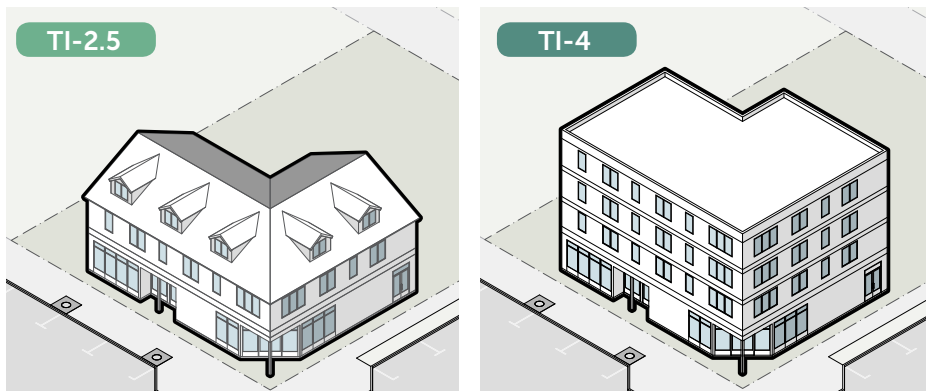
REVISIONS TO EXISTING CODE ADD-1

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§ 5A-1 INFILL DISTRICTS

5A-1-1. Intent

The Infill Districts are intended to implement the Traditional future center designation of the Town's 2019 Comprehensive Plan. In this form, buildings are typically built next to the sidewalk, with little or no front setback. New buildings are scaled to fit into the setting of the traditional areas. Examples of traditional form include older areas of Town such as Eggerstville, Snyder and Williamsville. These Infill Districts allow for redevelopment and infill in a form that is pedestrian-friendly and supports the surrounding neighborhood.



5A-1-2. Districts

The following Traditional Infill Districts are established.

A. Traditional Infill 2.5 (TI-2.5)

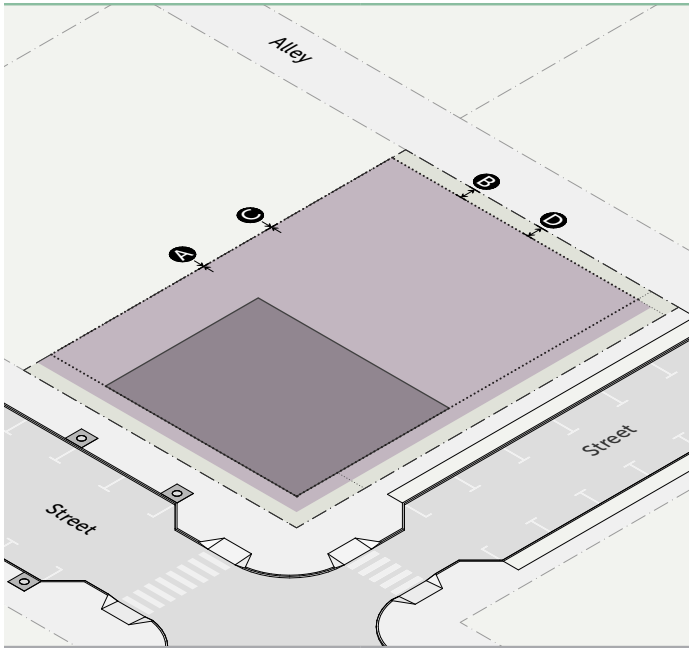
The Traditional Infill 2.5 District is intended for infill and redevelopment sites that immediately abut residential neighborhoods on shallow parcels. The TI 2.5 District allows for a 2-story flat-roofed building as well as a 3 story building where the third story is within the roof form.

B. Traditional Infill 4 (TI-4)

The Traditional Infill 4 District is intended for infill and redevelopment sites that are deeper parcels or adjacent to taller existing development that allow for up to 4 stories in height.

5A-1-3. TI-2.5 Traditional Infill 2.5

A. Site



LOT

Area	0 SF min
Width	0' min
Outdoor amenity space	10% min

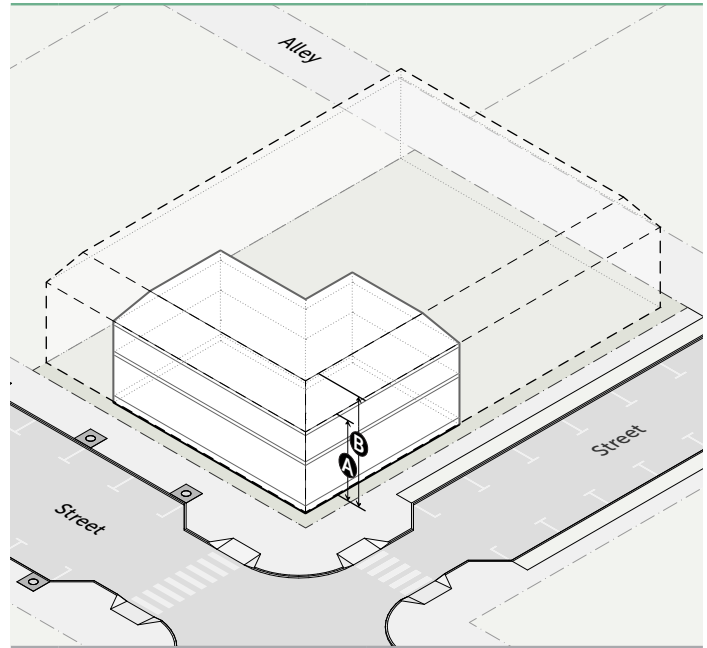
BUILDING SETBACKS

Build-to zone	See 5A-2 Infill Frontages
Lot frontage	See 5A-2 Infill Frontages
A Common lot line	0' min
B Alley	5' min

PARKING SETBACKS

Primary and side street	See 5A-2 Infill Frontages
C Common lot line	0' min
D Alley	5' min

B. Building



BUILDING HEIGHT

A Top plate height	2 stories/24' max
B Building height	2.5 stories/35' max
Roof pitch	18:12 max

BUILDING LENGTH	See 5A-2 Infill Frontages
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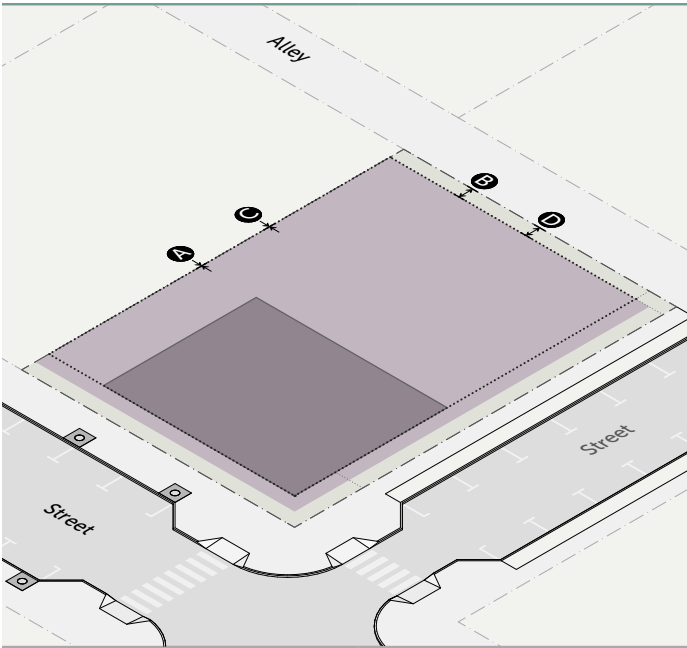
STORY HEIGHT	See 5A-2 Infill Frontages
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ACTIVATION	See 5A-2 Infill Frontages
-------------------	---------------------------

USE	See 5A-8 Use Regulations
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5A-1-4. TI-4 Traditional Infill 4

A. Site



LOT

Area	0 SF min
Width	0' min
Outdoor amenity space	10% min

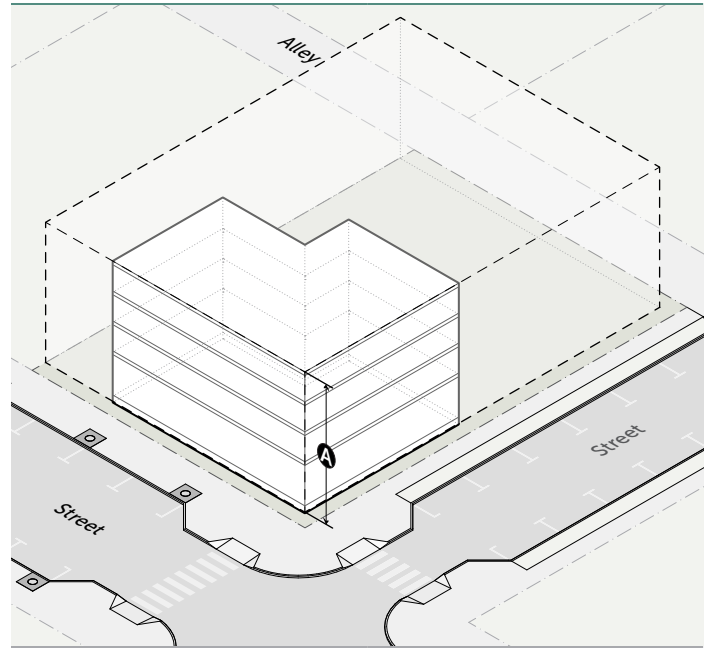
BUILDING SETBACKS

Build-to zone	See 5A-2 Infill Frontages
Lot frontage	See 5A-2 Infill Frontages
A Common lot line	0' min
B Alley	5' min

PARKING SETBACKS

Primary and side street	See 5A-2 Infill Frontages
C Common lot line	0' min
D Alley	5' min

B. Building



BUILDING HEIGHT

Top plate height	n/a
A Building height	4 stories/45' max
Roof pitch	n/a

BUILDING LENGTH	See 5A-2 Infill Frontages
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STORY HEIGHT	See 5A-2 Infill Frontages
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ACTIVATION	See 5A-2 Infill Frontages
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USE	See 5A-8 Use Regulations
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§ 5A-2 INFILL FRONTAGES

5A-2-1. Applicability

The Infill Frontages are established as an overlay mechanism to supplement the standards in the underlying district. These frontages are applied to all street-facing block faces where designated on the Official Zoning Map. Where no frontage is mapped on the Official Zoning Map, the General Frontage applies. The frontage introduces additional dimensional standards to Infill Districts including building setbacks, parking setbacks, story height, transparency, pedestrian access, and streetscape.

5A-2-2. Frontages

The following Infill Frontages are established.

A. General

The General Frontage provides for a walkable mixed-use street, moving the building up near the back of the sidewalk, and providing for a moderate build-to percentage.

B. Village

The Village Frontage provides for a walkable retail street, moving the building up to the back of the sidewalk, and providing for a high build-to percentage, ensuring a "main street" environment.

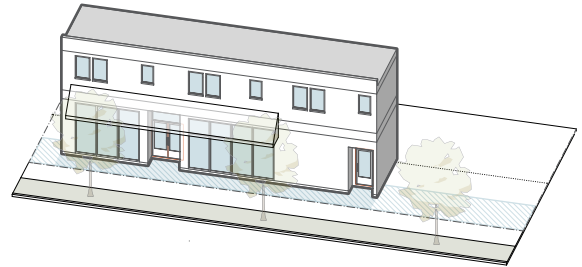
C. Green

The Green Frontage provides for a deeper setback, moving the building back from the street, but not allowing parking between the building and the street.

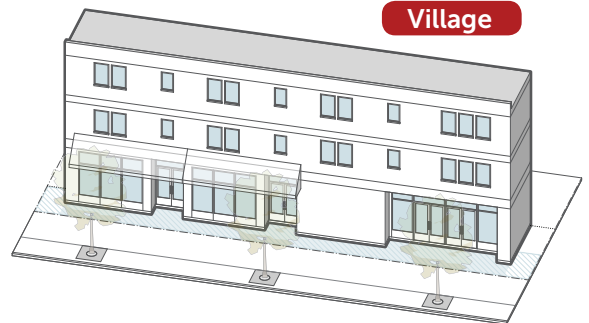
D. Residential

The Residential Frontage provide a low build-to percentage and modest transparency requirements, allowing for buildings that are closer in mass and scale to large traditional houses.

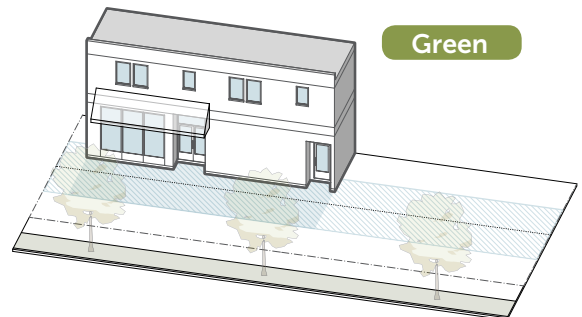
General



Village



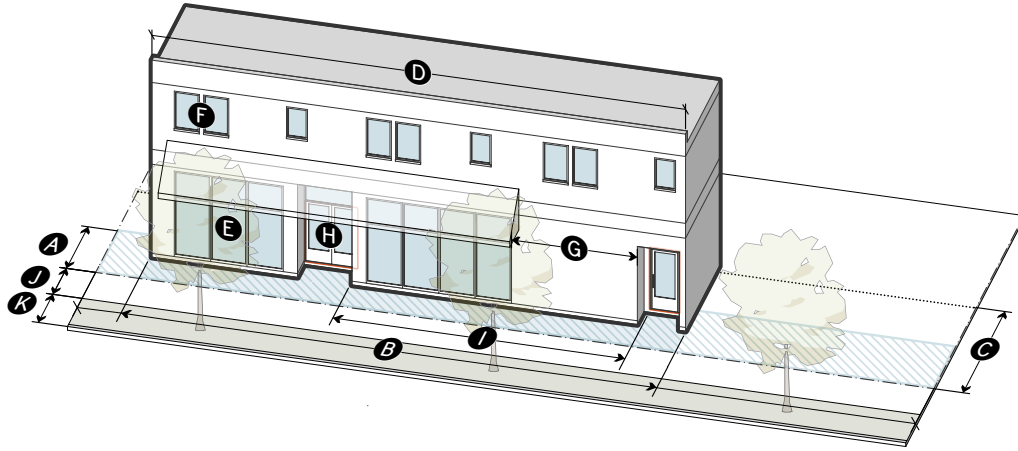
Green



Residential



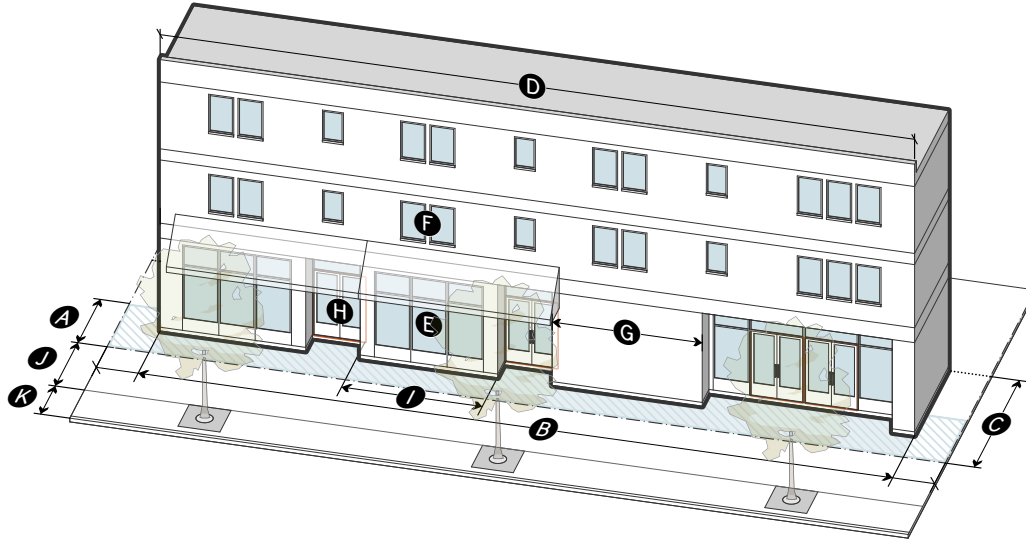
5A-2-3. General Frontage



	Primary Street	Side Street
BUILDING SETBACKS		
A Build-to zone	0' min/ 10' max	0' min/ 20' max
B Lot frontage	75% min	40% min
PARKING SETBACKS		
C Street	20' min	10' min
BUILDING LENGTH		
D Street-facing building length	200' max	150' max
STORY HEIGHT		
Ground floor elevation		
Residential	2' min / 5' max	2' min / 5' max
Non-residential	0' min / 2' max	0' min / 2' max
Ground story height		
Residential	9' min	9' min
Non-residential	13' min	13' min
Upper story height	9' min	9' min

	Primary Street	Side Street
TRANSPARENCY		
E Ground story	20% min	20% min
Residential	20% min	20% min
Non-residential	50% min	30% min
F Upper story	20% min	20% min
G Blank wall length	20' max	30' max
PEDESTRIAN ACCESS		
H Street-facing entrance	Required	n/a
I Entrance spacing	50'	75'
STREETSCAPE		
J Clear pedestrian zone	6' min	6' min
K Curb zone	6' min	6' min
Tree planting type	Tree lawn	Tree lawn
Tree spacing	35' on-center avg.	35' on-center avg.

5A-2-4. Village Frontage



BUILDING SETBACKS

A Build-to zone	0' min/10' max
B Lot frontage	90% min

PARKING SETBACKS

C Street	20' min
-----------------	---------

BUILDING MASS

D Street-facing building length	200' max
--	----------

STORY HEIGHT

Ground floor elevation	0' min / 2' max
Ground story height	13' min
Upper story height	9' min

TRANSPARENCY

E Ground story	70% min
F Upper story	20% min
G Blank wall length	15' max

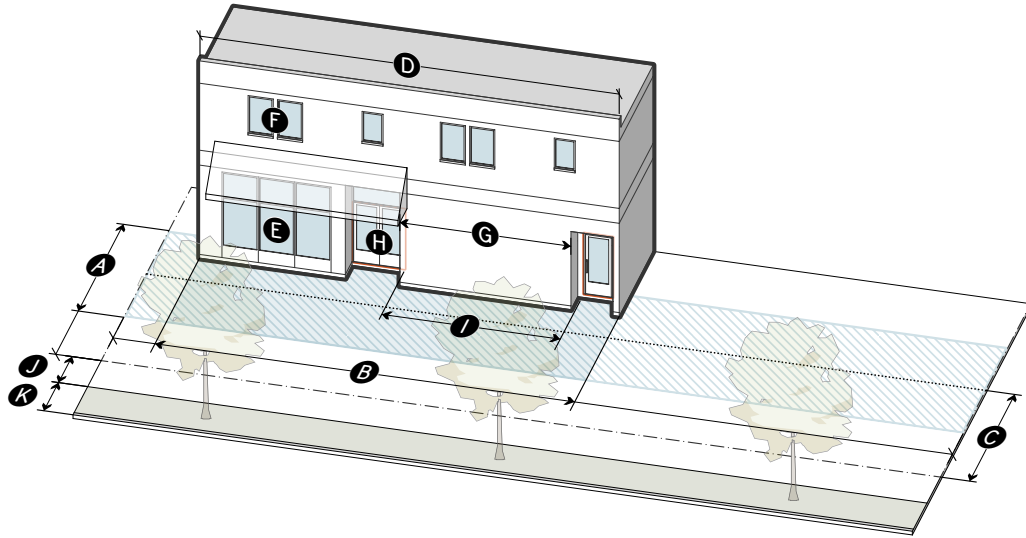
PEDESTRIAN ACCESS

H Street-facing entrance	Required
I Entrance spacing	30' max

STREETSCAPE

J Clear pedestrian zone	10' min
K Curb zone	6' min
Tree planting type	Grates
Tree spacing	35' on-center avg.

5A-2-5. Green Frontage



BUILDING SETBACKS

A Build-to zone	10' min/30' max
B Lot frontage	60% min

PARKING SETBACKS

C Street	20' min
-----------------	---------

BUILDING MASS

D Street-facing building length	175' max
--	----------

STORY HEIGHT

Ground floor elevation	
Residential	2' min / 5' max
Non-residential	0' min / 2' max
Ground story height	
Residential	9' min
Non-residential	13' min
Upper story height	9' min

TRANSPARENCY

E Ground story	50% min
F Upper story	20% min
G Blank wall length	20' max

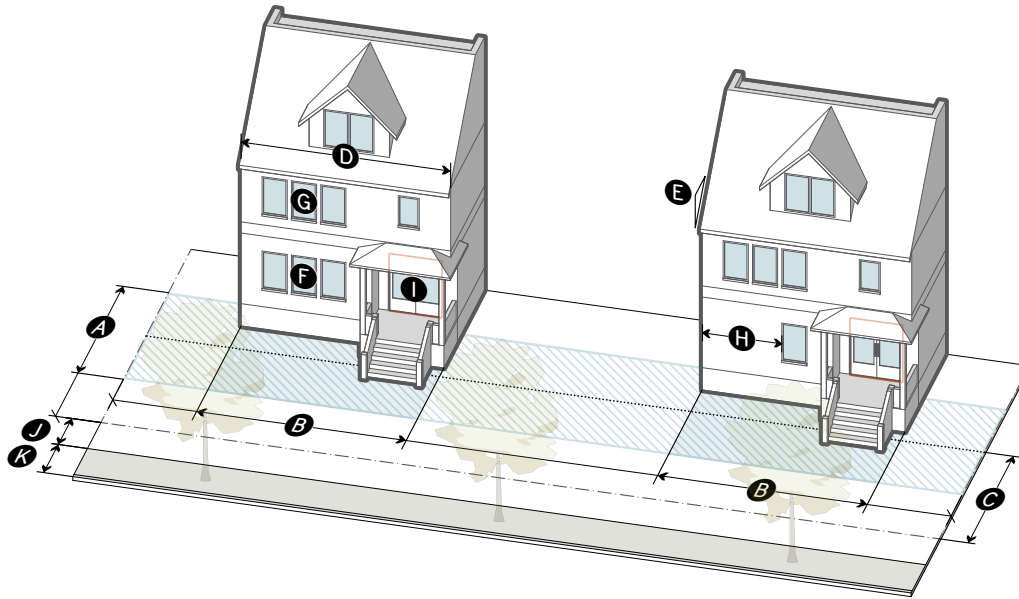
PEDESTRIAN ACCESS

H Street-facing entrance	Required
I Entrance spacing	50' max

STREETSCAPE

J Clear pedestrian zone	6' min
K Curb zone	6' min
Tree planting type	Tree lawn/grates
Tree spacing	35' on-center avg.

5A-2-6. Residential Frontage



BUILDING SETBACKS

A	Build-to zone	10' min/30' max
B	Lot frontage	30% min

PARKING SETBACKS

C	Street	20' min
----------	--------	---------

BUILDING MASS

D	Street-facing building length	40' max
E	Roof pitch	4:12 min/18:12 max

STORY HEIGHT

Ground floor elevation	
Residential	2' min / 5' max
Non-residential	0' min / 2' max
Ground story height	
Residential	9' min
Non-residential	13' min
Upper story height	
	9' min

TRANSPARENCY

F	Ground story	20% min
G	Upper story	20% min
H	Blank wall length	30' max

PEDESTRIAN ACCESS

I	Street-facing entrance	Required
	Entrance spacing	n/a

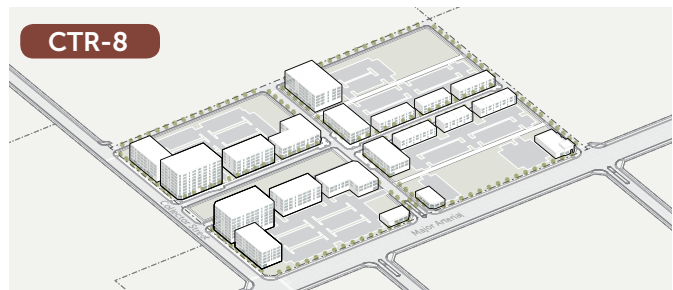
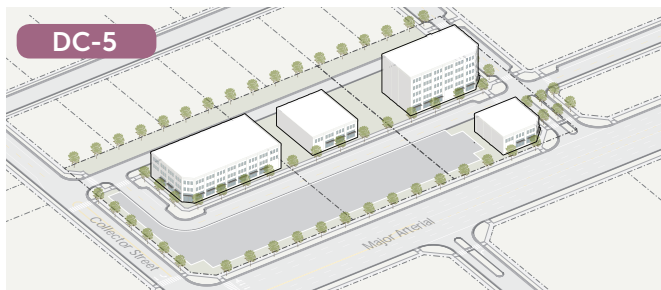
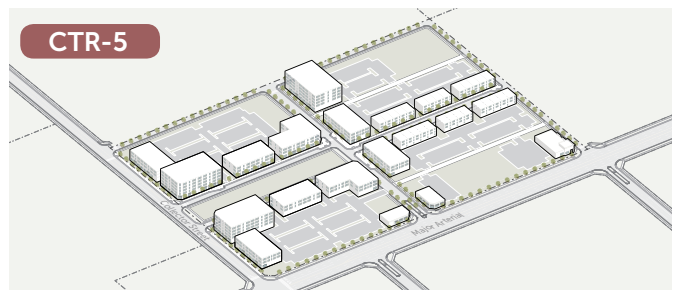
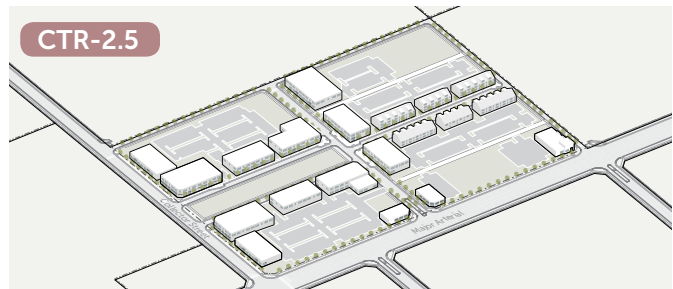
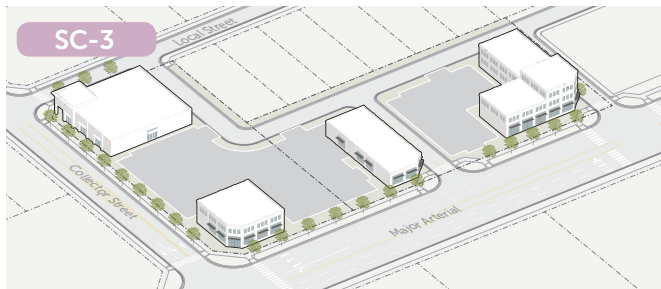
STREETSCAPE

J	Clear pedestrian zone	6' min
K	Curb zone	6' min
	Tree planting type	Tree lawn
	Tree spacing	35' on-center avg.

§ 5A-3 RETROFIT DISTRICTS

5A-3-1. Intent

The Retrofit Districts are intended for parcels of land that are designated commercial and mixed-use activity centers in the Town's 2019 Comprehensive Plan. These larger parcels lie along corridors and in centers at the intersection of major corridors throughout the Town. The intent is to improve safety and the experience for all users along major roadways. The Retrofit Districts also create a network of human-scaled streets that connect the community to "places" within newly-developed or redeveloped sites. This street framework is intended to promote incremental change in the existing patterns of development over time.



5A-3-2. Districts

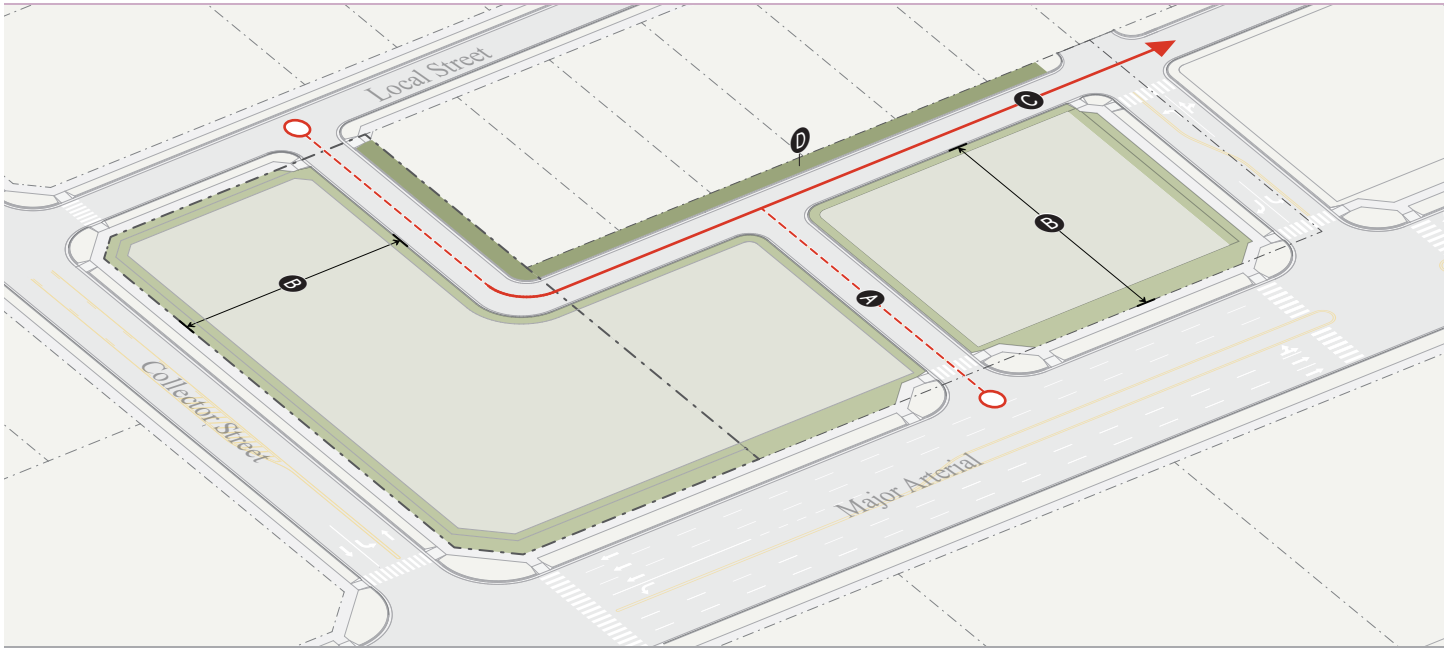
The following Retrofit Districts are established. Intent statements are provided with each district on the following pages.

- A. Shallow Corridor 3 (SC-3)
- B. Deep Corridor 3 (DC-3)
- C. Deep Corridor 5 (DC-5)

- D. Center 2.5 (CTR-2.5)
- E. Center 5 (CTR-5)
- F. Center 8 (CTR-8)

5A-3-3. SC-3 Shallow Corridor 3

A. District



INTENT

The Shallow Corridor 3 District is intended for shallow corridor parcels (less than 200' deep). Shared alleys and access drives replace private access drives and help eliminate curb cuts to adjacent thoroughfares. New buildings will range from 1 to 3 stories in height. The Shallow Corridor 3 District is intended to provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices.

USE

Allowed uses See Div. 3.1

SHARED ACCESS DRIVE

A Required street type Alley/Drive Lane

CROSS ACCESS

B Distance from ROW line 80' min / 170' max

C Required street type Alley/Drive Lane
(See 5A-6-7)

Required frontage None

BLOCKS

Perimeter None

Length 1,200' max

TRANSITION

D Shallow Lot Transition See 5A-5-3

B. Site**LOT**

Area	0 SF min
Width	0' min
Outdoor amenity space	5% min

BUILDING SETBACKS

A Street lot line	See 5A-4 Retrofit Frontages
B Common lot line	0' min
C Alley	5' min

PARKING SETBACKS

D Street lot line	See 5A-4 Retrofit Frontages
E Common lot line	0' min
F Alley	0' min

C. Building**BUILDING MASS**

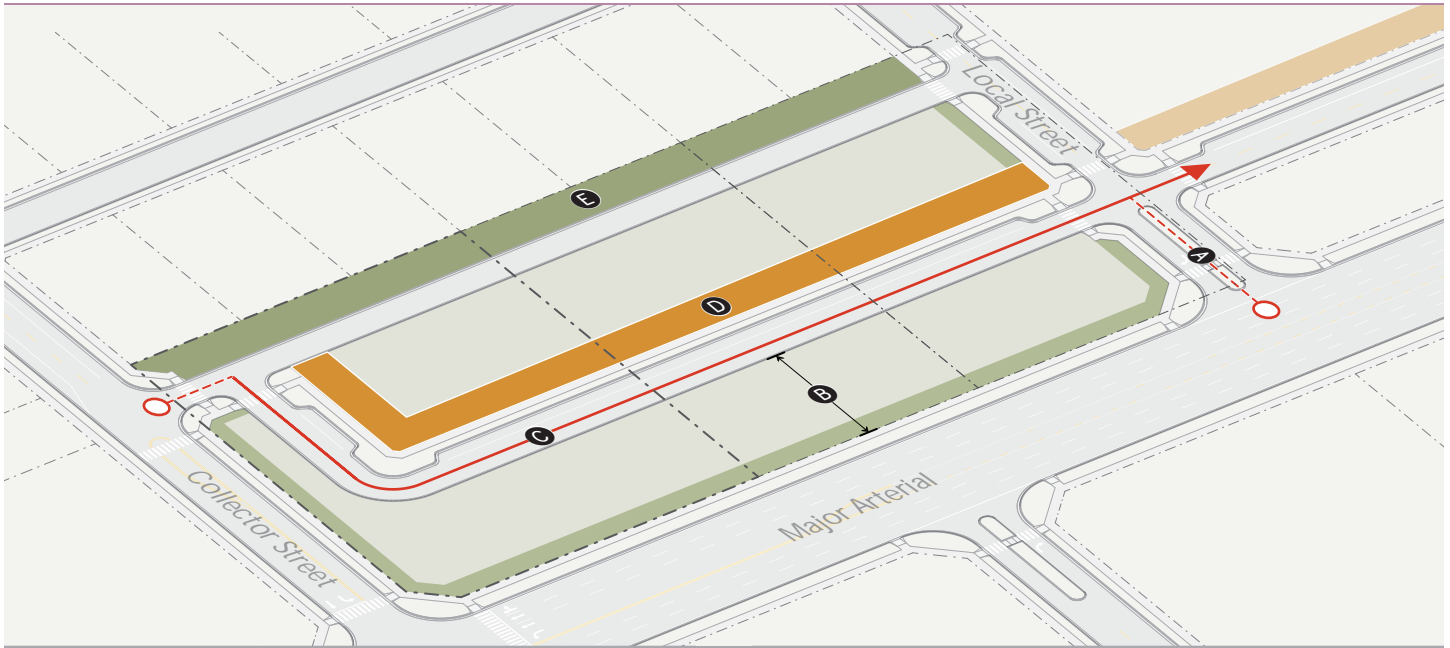
A Building height	3 stories/42' max
Street-facing building length	n/a

ACTIVATION

See 5A-4
Retrofit Frontages

5A-3-4. DC-3 Deep Corridor 3

A. District



INTENT

The Deep Corridor 3 District is intended for deep corridor parcels (over 200' deep) that are appropriate for 3-story buildings. Shared access drives connect to a continuous high-quality internal active and walkable streetscape fronting buildings and help eliminate curb cuts. This streetscape establishes the framework for a future internal "main street." Excessively long blocks are broken up by new streets connecting within the district. The Deep Corridor 3 District is intended to provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices.

USE

Allowed uses See 5A-8 Use Regulations

SHARED ACCESS DRIVE

A Required street type Local Street

CROSS ACCESS

B Distance from ROW line 90' min / 200' max

C Required street type Core Half-Street (See 5A-6-4)

D Required frontage Incremental Core* (See 5A-4-5)

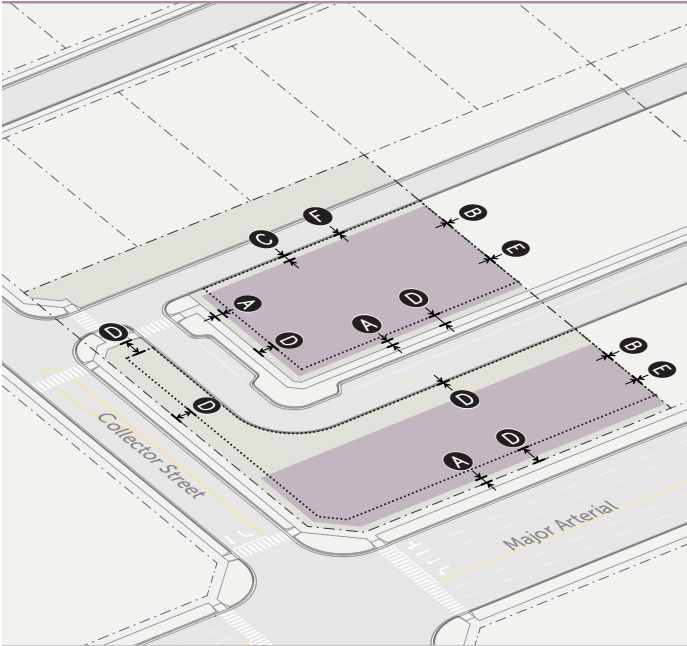
BLOCKS

Perimeter	None
Length	1,200' max

TRANSITION

E Deep Lot Transition See 5A-5-4

*Streetscaped side of Core Half-Street only

B. Site**LOT**

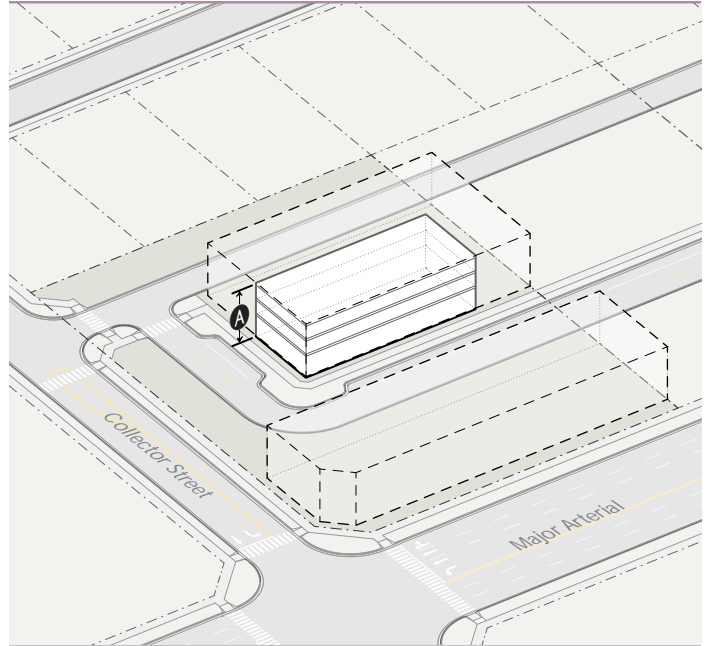
Width	0' min
Outdoor amenity space	5% min

BUILDING SETBACKS

A Street lot line	See 5A-4 Retrofit Frontages
B Common lot line	0' min
C Alley	5' min

PARKING SETBACKS

D Street lot line	See 5A-4 Retrofit Frontages
E Common lot line	0' min
F Alley	0' min

C. Building**BUILDING MASS**

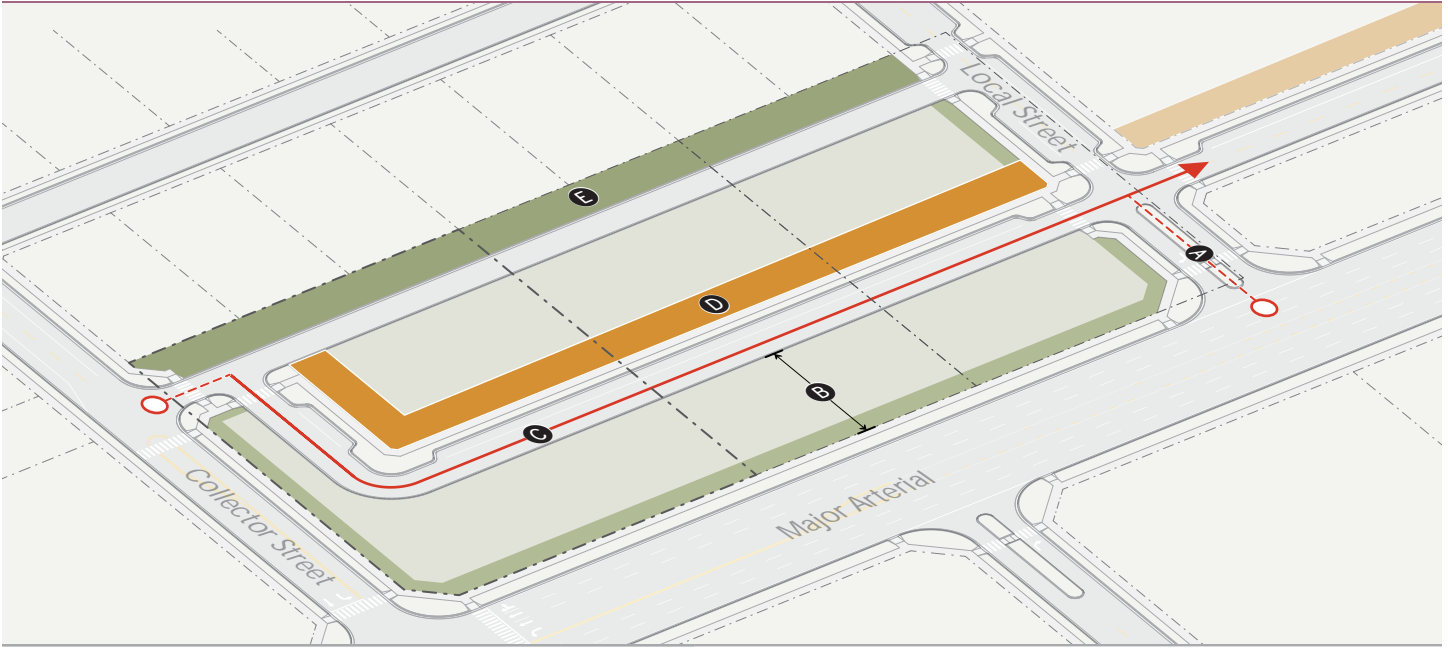
A Building height	3 stories/42' max
Street-facing building length	n/a

ACTIVATION

See 5A-4
Retrofit Frontages

5A-3-5. DC-5 Deep Corridor 5

A. District



INTENT

The Deep Corridor 5 District is intended for deep corridor parcels (over 200' deep) that do not immediately abut single-family residential lots, and therefore are appropriate for 5-story buildings. Shared access drives connect to a continuous high-quality internal active and walkable streetscape fronting buildings and help eliminate curb cuts. This streetscape establishes the framework for a future internal "main street." Excessively long blocks are broken up by new streets connecting within the district. The Deep Corridor 5 District is intended to provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices

USE

Allowed uses See 5A-8 Use Regulations

SHARED ACCESS DRIVE

A Required street type Local Street

CROSS ACCESS

B Distance from ROW line 90' min / 200' max

C Required street type Core Half-Street (See 5A-6-4)

D Required frontage Incremental Core* (See 5A-4-5)

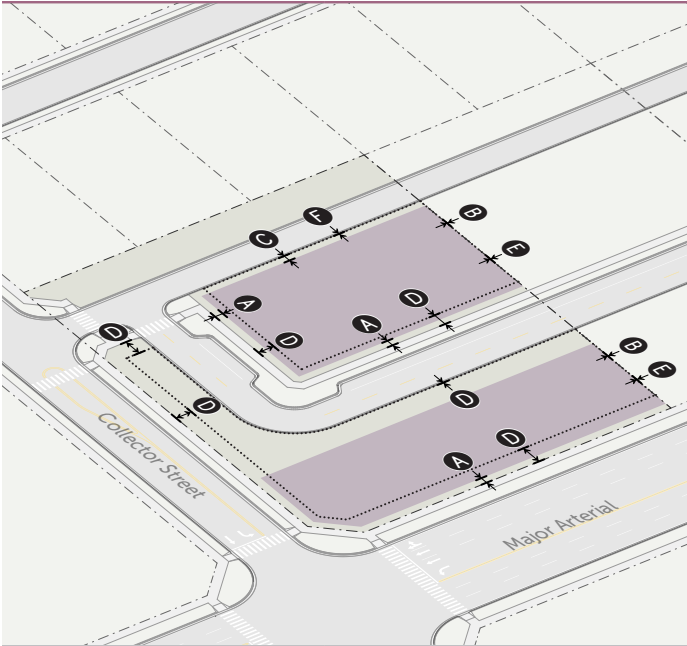
BLOCKS

Perimeter	None
Length	1200' max

TRANSITION

E Deep Lot Transition See 5A-5-4

*Streetscaped side of Core Half-Street only

B. Site**LOT**

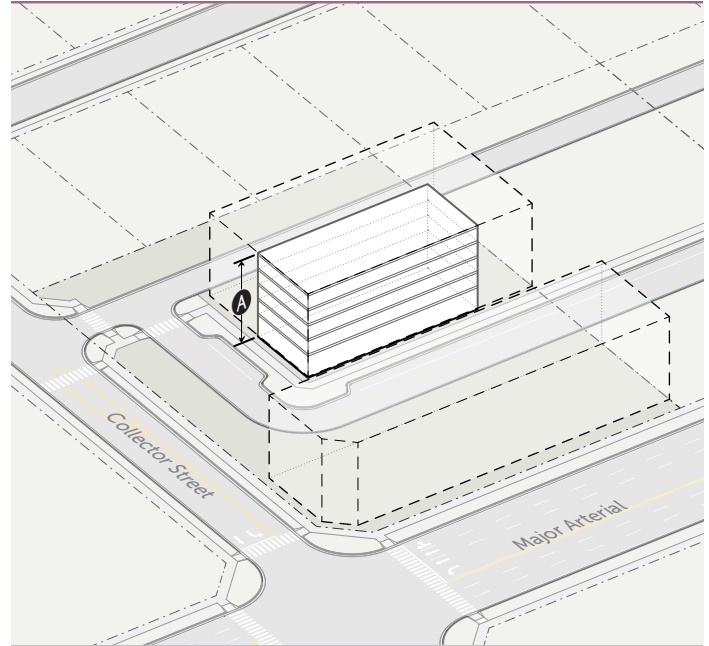
Width	0' min
Outdoor amenity space	5% min

BUILDING SETBACKS

A Street lot line	See 5A-4 Retrofit Frontages
B Common lot line	0' min
C Alley	5' min

PARKING SETBACKS

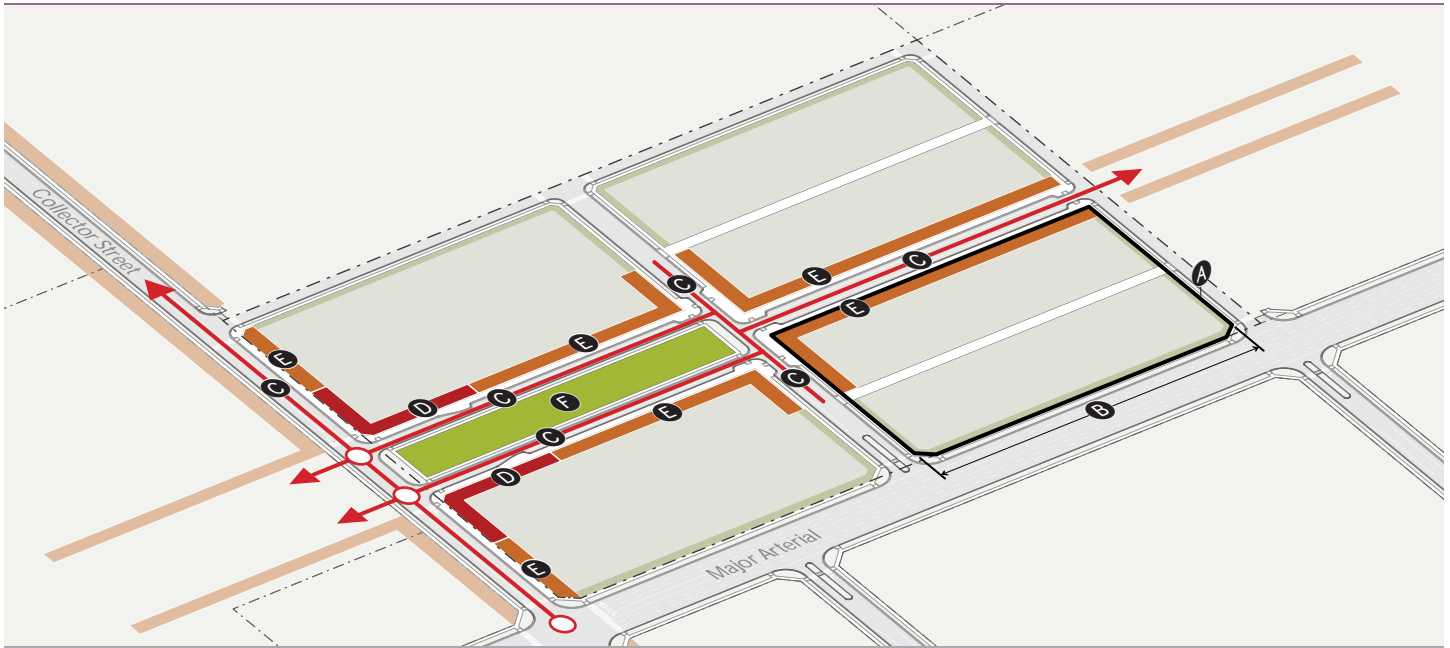
D Street lot line	See 5A-4 Retrofit Frontages
E Common lot line	0' min
F Alley	0' min

C. Building**BUILDING MASS**

A Building height	5 stories/75' max
Street-facing building length	n/a

ACTIVATION

See 5A-4
Retrofit Frontages

5A-3-6. **CTR-2.5** Center 2.5**A. District****INTENT**

The Center 2.5 District is intended to create new walkable mixed-use places with human-scaled internal streets. The district standards are intended to create a network of continuous high-quality active and walkable streets establishing a network of walkable and bikeable connections throughout the district and to the surrounding community. Open space is required and intended as an organizing feature for new development. Buildings will range from 1 to 2.5 stories in height. The Center 2.5 District is intended to provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices.

USE

Allowed uses See 5A-8 Use Regulations

BLOCKS

A Perimeter	1600' max
B Length	600' max

STREETS

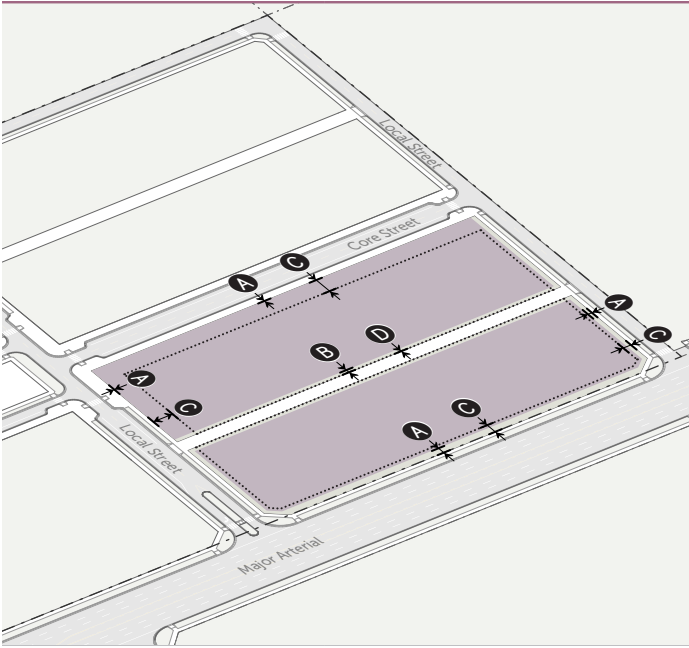
C Core streets	20% min
Village Core Frontage	20% min (See 5A-4-3)
D Walkable Core Frontage	Remainder (See 5A-4-4)
E Walkable Core Frontage	Remainder (See 5A-4-4)

TRANSITION

Deep Lot Transition	See 5A-5-4
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OPEN SPACE

F Area	5% min
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B. Site**LOT**

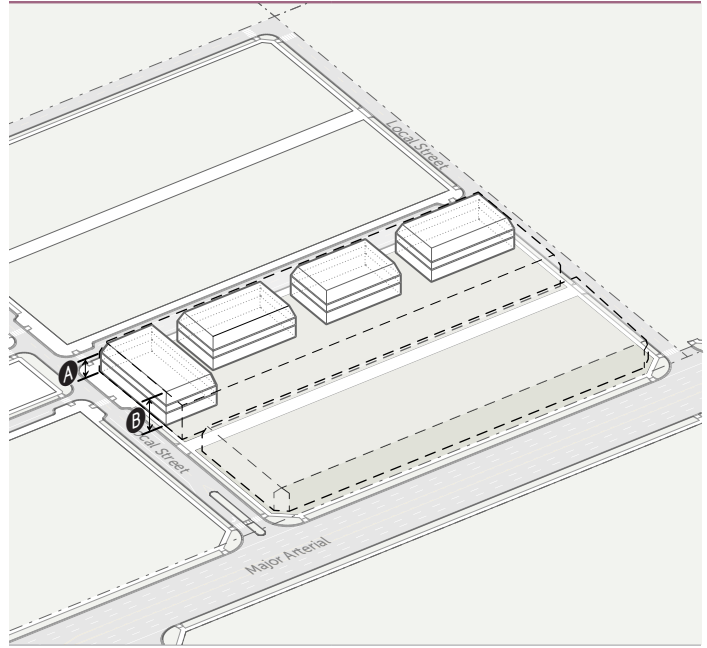
Width	0' min
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BUILDING SETBACKS

A Street lot line	See 5A-4 Retrofit Frontages
Common lot line	0' min
B Alley	5' min

PARKING SETBACKS

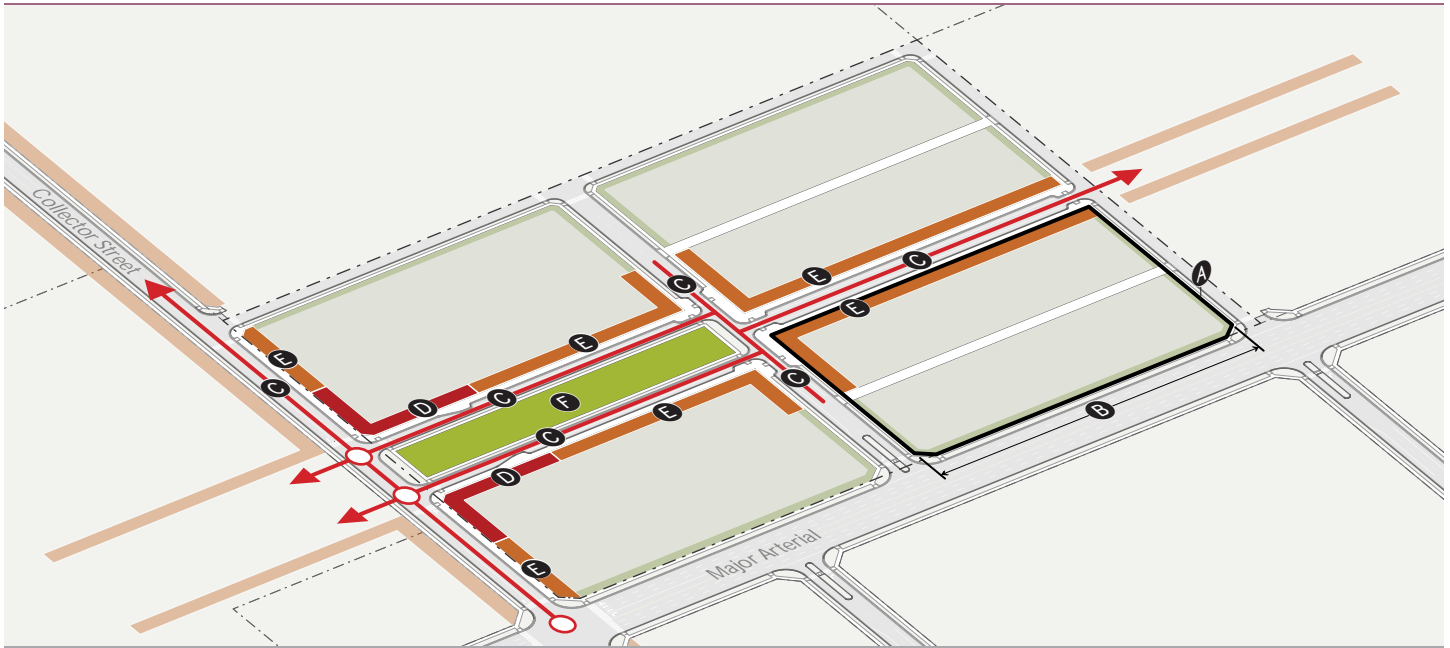
C Street lot line	See 5A-4 Retrofit Frontages
Common lot line	0' min
D Alley	0' min

C. Building**BUILDING MASS**

A Top plate height	2 stories/24' max
B Building height	2.5 stories/35' max
Roof pitch	18:12 max

ACTIVATION

See 5A-4 Retrofit Frontages

5A-9-2. **CTR-5** Center 5**A. District****INTENT**

The Center 5 District is intended to create new walkable mixed-use places with human-scaled internal streets. The district standards are intended to create a network of continuous high-quality active and walkable streets establishing a network of walkable and bikeable connections throughout the district and to the surrounding community. Open space is required and intended as an organizing feature for new development. Buildings will range from 1 to 5 stories in height. The Center 5 District is intended to provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices.

USE

Allowed uses See 5A-8 Use Regulations

BLOCKS

A Perimeter	1600' max
B Length	600' max

STREETS

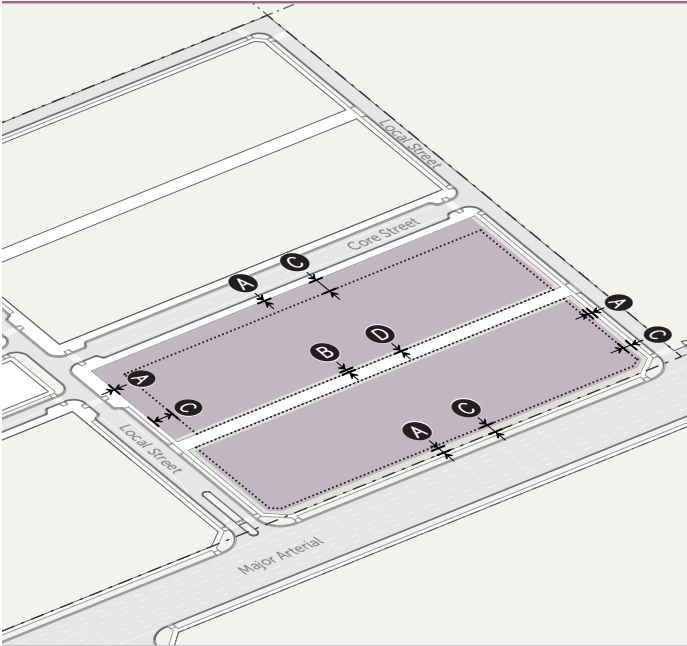
C Core streets	20% min
Village Core Frontage	20% min (See 5A-4-3)
D Walkable Core Frontage	Remainder (See 5A-4-4)
E Walkable Core Frontage	Remainder (See 5A-4-4)

TRANSITION

Deep Lot Transition	See 5A-5-4
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OPEN SPACE

F Area	5% min
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B. Site**LOT**

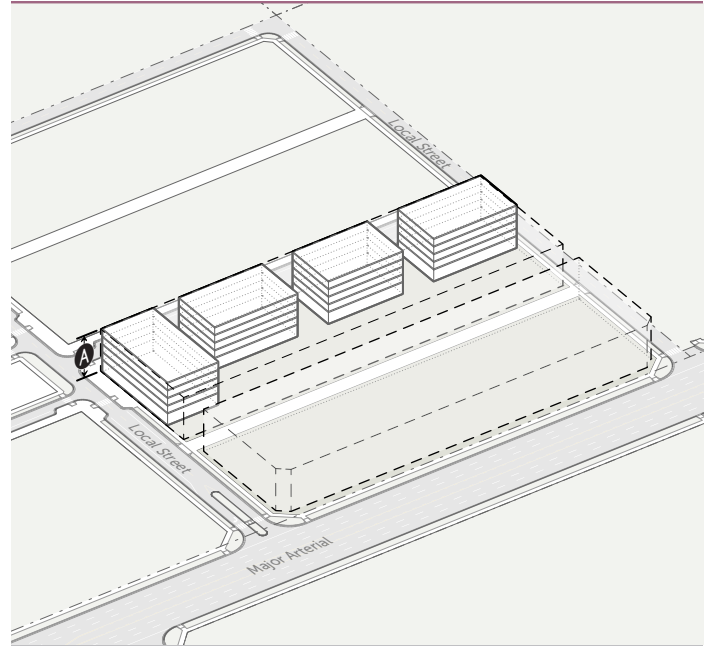
Width	0' min
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BUILDING SETBACKS

A Street lot line	See 5A-4 Retrofit Frontages
Common lot line	0' min
B Alley	5' min

PARKING SETBACKS

C Street lot line	See 5A-4 Retrofit Frontages
Common lot line	0' min
D Alley	0' min

C. Building**BUILDING MASS**

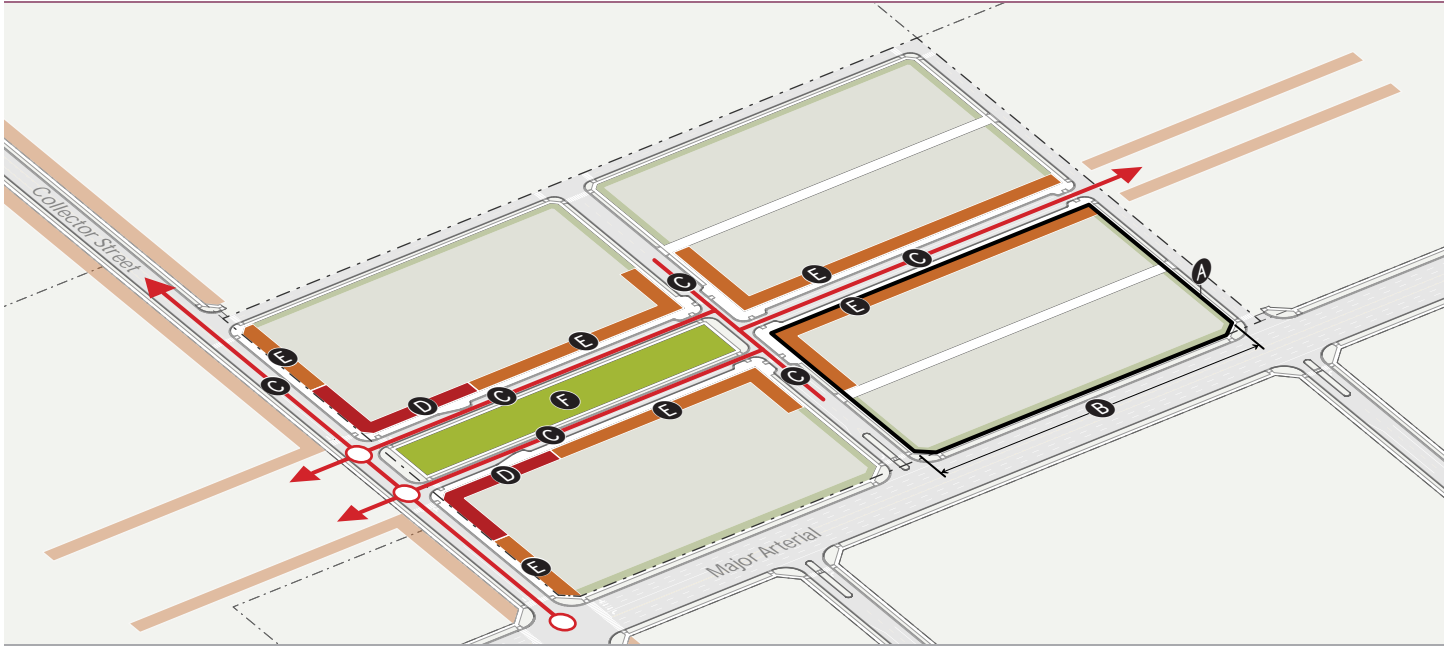
A Building height	5 stories/75' max
Street-facing building length	n/a

ACTIVATION

See 5A-4
Retrofit Frontages

5A-3-7. CTR-8 Center 8

A. District



INTENT

The Center 8 District is intended to create new walkable mixed-use places with human-scaled internal streets in locations that are near 290 or otherwise appropriate for the Town's tallest new buildings. The district standards are intended to create a network of continuous high-quality active and walkable streets establishing a network of walkable and bikeable connections throughout the district and to the surrounding community. Open space is required and intended as an organizing feature for new development. Buildings will range from 1 to 8 stories in height. The Center 8 District is intended to provide for a variety of retail, service and commercial uses, as well as multi-family residences or offices.

USE

Allowed uses See 5A-8 Use Regulations

BLOCKS

A Perimeter	1600' max
B Length	600' max

STREETS

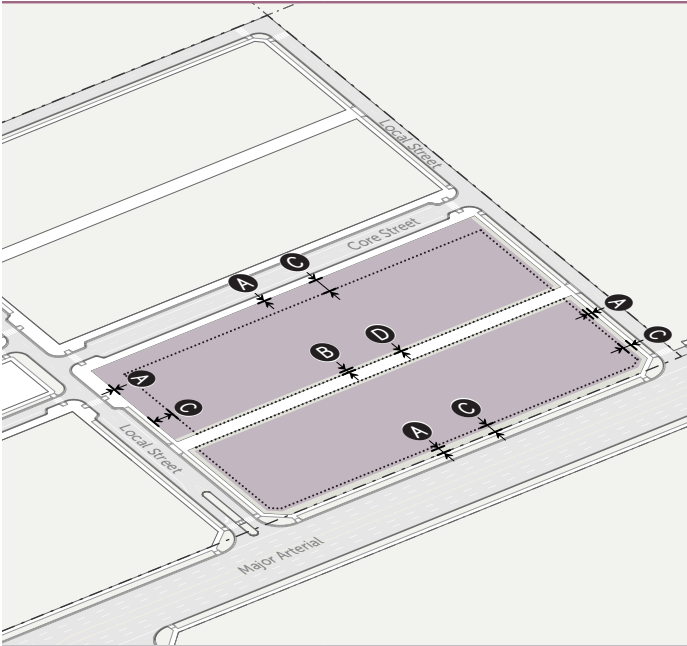
C Core streets	20% min
Required frontage	
D Village Core Frontage	20% min (See 5A-4-3)
E Walkable Core Frontage	Remainder (See 5A-4-4)

TRANSITION

Deep Lot Transition	Required (See 5A-5-4)
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OPEN SPACE

F Area	5% min
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B. Site**LOT**

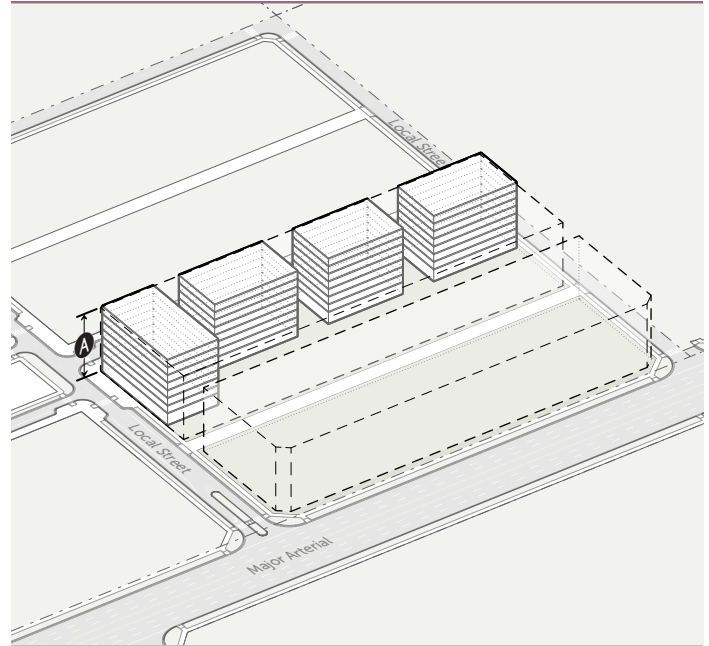
Area	0 SF min
Width	0' min

BUILDING SETBACKS

A Street lot line	See 5A-4 Retrofit Frontages
Common lot line	0' min
B Alley	5' min

PARKING SETBACKS

C Street lot line	See 5A-4 Retrofit Frontages
Common lot line	0' min
D Alley	0' min

C. Building**BUILDING MASS**

A Building height	8 stories/105' max
Street-facing building length	n/a

ACTIVATION

See 5A-4
Retrofit Frontages

§ 5A-4 RETROFIT FRONTAGES

5A-4-1. Intent

The Retrofit Frontages are established to supplement standards in the Retrofit Districts. Frontages are applied to all of the street-facing block faces of Retrofit Districts. The frontages introduce specific dimensional standards to Retrofit Districts including shared access drives, building setbacks, parking setbacks, streetscapes, story height, transparency and pedestrian access.

5A-4-2. Retrofit Frontages

The following Retrofit Frontages are established.

A. Existing Street Frontages

Existing street frontages are applied based on the street's classification as designated in the Town's 2019 Comprehensive Plan Future Thoroughfare System Map. Existing street frontages may be applied within a Retrofit District site where chosen by the applicant to meet both the Retrofit District standards and traffic demand requirements when approved by the Town Engineer.

- (1) Collector Street
- (2) Minor Arterial
- (3) Major Arterial

B. New Internal Streets

(1) Village Core

This frontage provides for a high-quality active and walkable streetscape along core streets within new retrofit development. The frontage requirements generate a building appropriate for retail use with offices or residential space above (although all uses allowed in the districts may occur).

(2) Walkable Core

This frontage provides for a high-quality walkable streetscape along core streets within new retrofit development. The frontage requirements generate a building appropriate for office or residential space (although all uses allowed in the districts may occur).

(3) Incremental Core

This frontage provides for a continuous high-quality active and walkable streetscape on the side of a Core Half-Street that abuts the building in a Deep Corridor district. This frontage is intended for locations where parking lots face the opposing side of the street from the building. Where buildings occur on both sides of the cross access street, a Core Street type is required.

(4) Residential

The Residential Frontage requires small-scale detached buildings and modest transparency requirements, allowing for buildings that are closer in mass and scale to large traditional houses. The Residential Frontage must be applied to any street across from a single-family residential district.

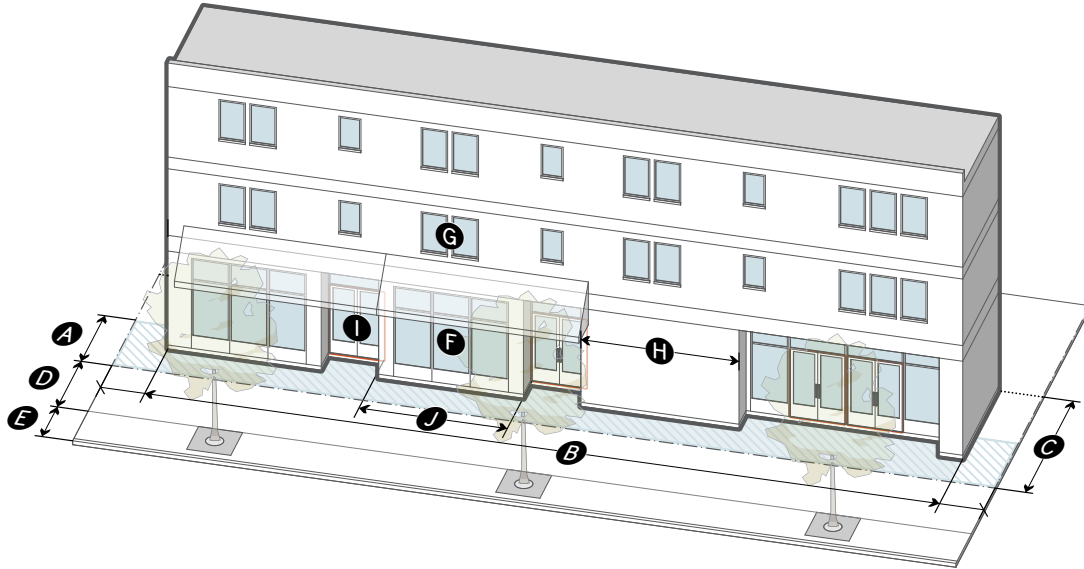
(5) Local

This frontage provides for the appropriate treatment of existing or newly created Local Streets within or abutting retrofit development. These streets often function as access to service areas and parking, and may include bicycle infrastructure.

C. Modification of Retrofit Frontages

The Retrofit Frontages applied to State or County roads may be modified by the Planning Director in consultation with NYSDOT or Erie County transportation professionals (where applicable).

5A-4-3. Village Core Frontage



ACCESS DRIVE

Separation	200' min
Distance after intersection	100' min
Distance before intersection	200' min
Throat depth	40' min

BUILDING SETBACKS

A Build-to zone	0' min/10' max
B Lot frontage	90% min

PARKING SETBACKS

C Street	20' min
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BUILDING MASS

Street-facing building length	n/a
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STREETSCAPE

D Clear pedestrian zone	10' min
E Curb zone	6' min
Tree planting type	Grates
Tree spacing	35' on-center avg.

STORY HEIGHT

Ground floor elevation	0' min / 2' max
Ground story height	13' min

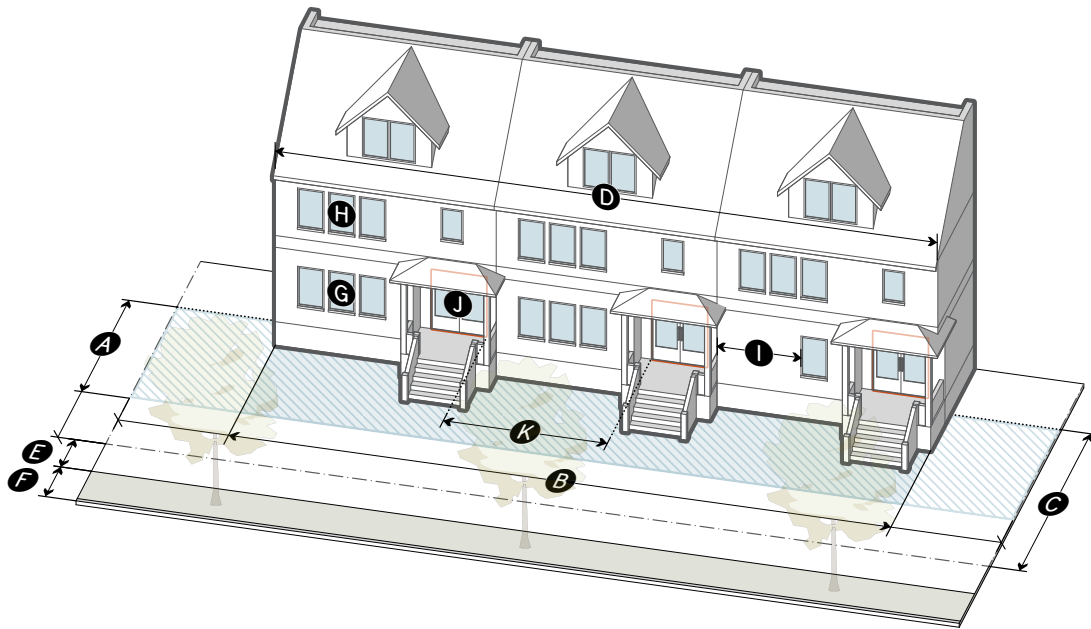
TRANSPARENCY

F Ground story	70% min
G Upper story	20% min
H Blank wall length	15' max

PEDESTRIAN ACCESS

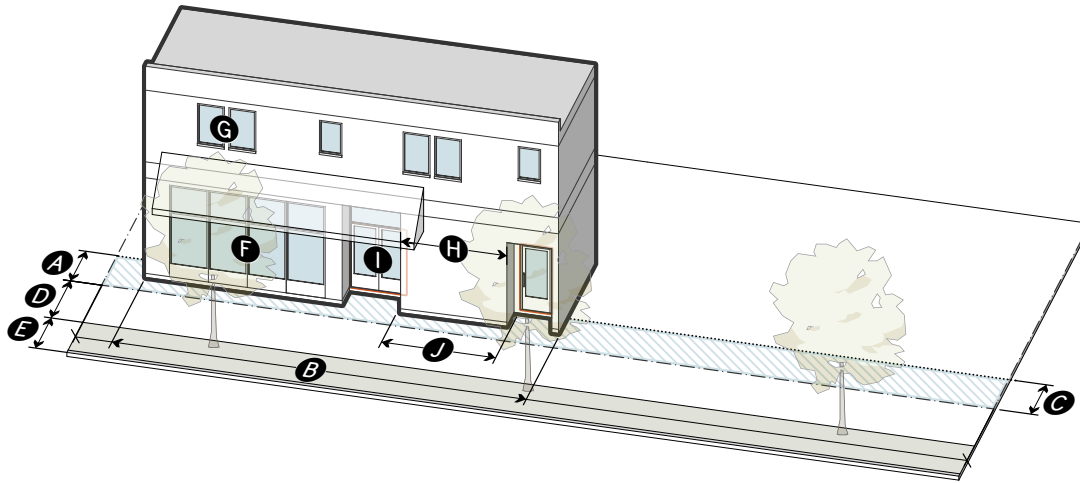
I Street-facing entrance	Required
J Entrance spacing	30' max

5A-4-4. Walkable Core Frontage



		Residential	Non-residential
ACCESS DRIVE			
Separation	200' min		
Distance after intersection	100' min		
Distance before intersection	200' min		
Throat depth	40' min		
BUILDING SETBACKS			
A Build-to zone	10' min/25' max		
B Lot frontage	75% min		
PARKING SETBACKS			
C Street	25' min		
BUILDING MASS			
D Street-facing building length	175' max		
STREETSCAPE			
E Clear pedestrian zone	8' min		
F Curb zone	6' min		
Tree planting type	Tree lawn or grates		
Tree spacing	35' on-center avg.		
STORY HEIGHT			
Ground floor elevation	2' min / 4' max	0' min / 2' max	
Ground story height	9' min	13' min	
TRANSPARENCY			
G Ground story	20% min	40% min	
H Upper story	20% min	20% min	
I Blank wall length	20' max	20' max	
PEDESTRIAN ACCESS			
J Street-facing entrance	Required	Required	
K Entrance spacing	30' max	30' max	

5A-4-5. Incremental Core Frontage



ACCESS DRIVE

Separation	50' min
Distance after intersection	50' min
Distance before intersection	75' min
Throat depth	24' min

BUILDING SETBACKS

A Build-to zone	0' min/10' max
B Lot frontage	60% min

PARKING SETBACKS

C Street	10' min
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BUILDING MASS

Street-facing building length	n/a
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STREETSCAPE

D Clear pedestrian zone	8' min
E Curb zone	6' min
Tree planting type	Tree lawn or grates
Tree spacing	35' on-center avg.

STORY HEIGHT

	Residential	Non-residential
Ground floor elevation	2' min / 4' max	0' min / 2' max
Ground story height	9' min	13' min

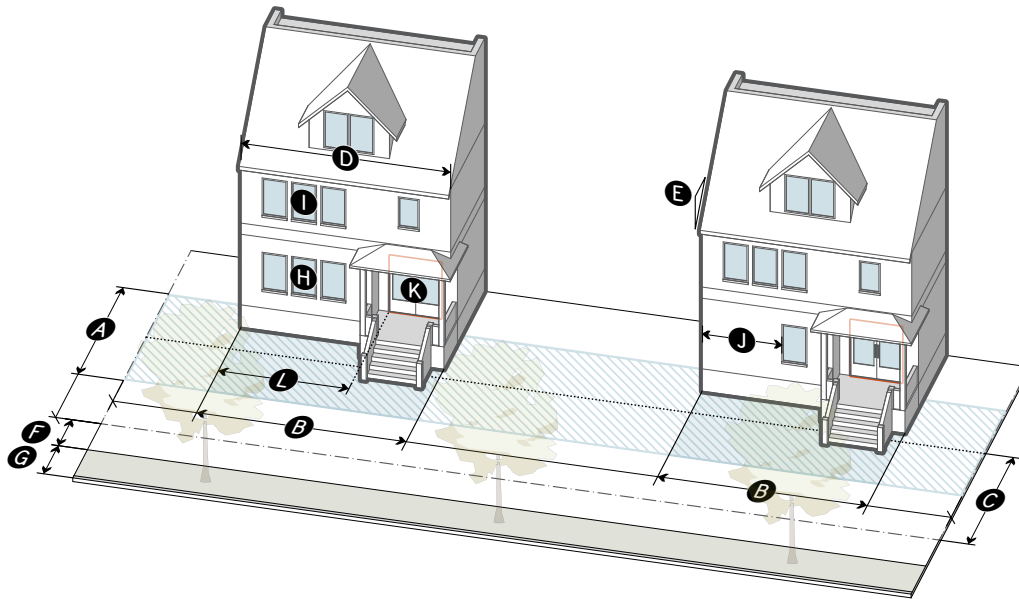
TRANSPARENCY

F Ground story	20% min	60% min
G Upper story	20% min	20% min
H Blank wall length	30' max	30' max

PEDESTRIAN ACCESS

I Street-facing entrance	Required	Required
J Entrance spacing	50' max	50' max

5A-4-6. Residential Frontage



ACCESS DRIVE

Separation	25' min
Distance after intersection	25' min
Distance before intersection	25' min
Throat depth	None

BUILDING SETBACKS

A Build-to zone	10' min/30' max
B Lot frontage	30% min

PARKING SETBACKS

C Street	20' min
-----------------	---------

BUILDING MASS

D Street-facing building length	125' max
E Roof pitch	4:12 min/ 18:12 max

STREETSCAPE

F Clear pedestrian zone	6' min
G Curb zone	6' min
Tree planting type	Tree lawn or grates
Tree spacing	35' on-center avg.

STORY HEIGHT

Ground floor elevation	2' min / 4' max
Ground story height	9' min

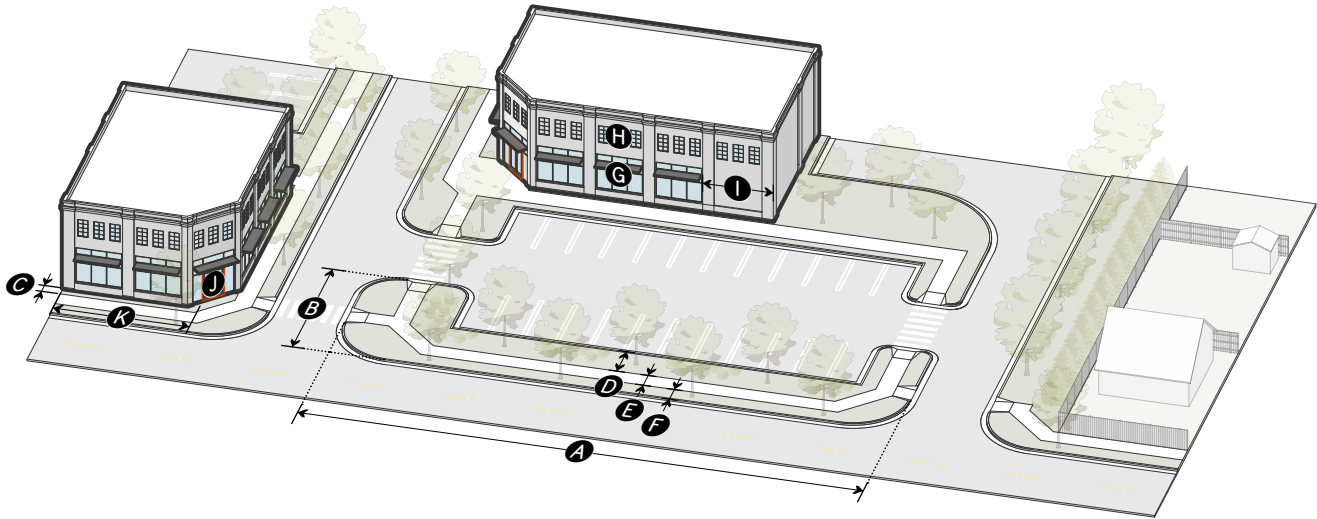
TRANSPARENCY

H Ground story	20% min
I Upper story	20% min
J Blank wall length	25' max

PEDESTRIAN ACCESS

K Street-facing entrance	Required
L Entrance spacing	30'

5A-4-7. Local Frontage



SHARED ACCESS DRIVE

A Separation	100' min
Distance after intersection	75' min
Distance before intersection	100' min
B Throat depth	35' min

BUILDING SETBACKS

C Street	5' min
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PARKING SETBACKS

D Street	10' min
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STREETSCAPE

E Clear pedestrian zone	5' min
F Curb zone	5' min
Tree planting type	Tree lawn
Tree spacing	35' on-center avg.

STORY HEIGHT

	Residential	Non-residential
Ground floor elevation	2' min / 4' max	0' min / 2' max
Ground story height	9' min	13' min

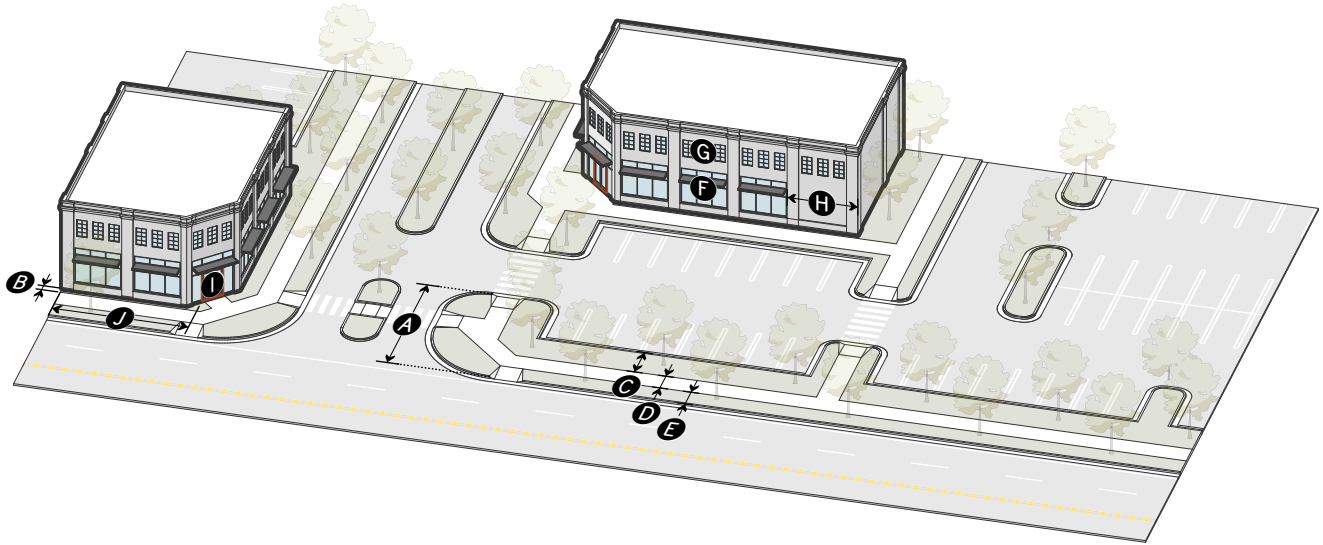
TRANSPARENCY

G Ground story	20% min	30% min
H Upper story	20% min	20% min
I Blank wall length	30' max	30' max

PEDESTRIAN ACCESS

J Street-facing entrance	Required	Required
K Entrance spacing	75' max	75' max

5A-4-8. Collector Frontage



SHARED ACCESS DRIVE

Separation	200' min
Distance after intersection	100' min
Distance before intersection	200' min
A Throat depth	40' min

BUILDING SETBACKS

B Street	5' min
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PARKING SETBACKS

C Street	10' min
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STREETSCAPE

D Clear pedestrian zone	6' min
E Curb zone	6' min
Tree planting type	Tree lawn
Tree spacing	35' on-center avg.

STORY HEIGHT

	Residential	Non-residential
Ground floor elevation	2' min / 4' max	0' min / 2' max
Ground story height	9' min	13' min

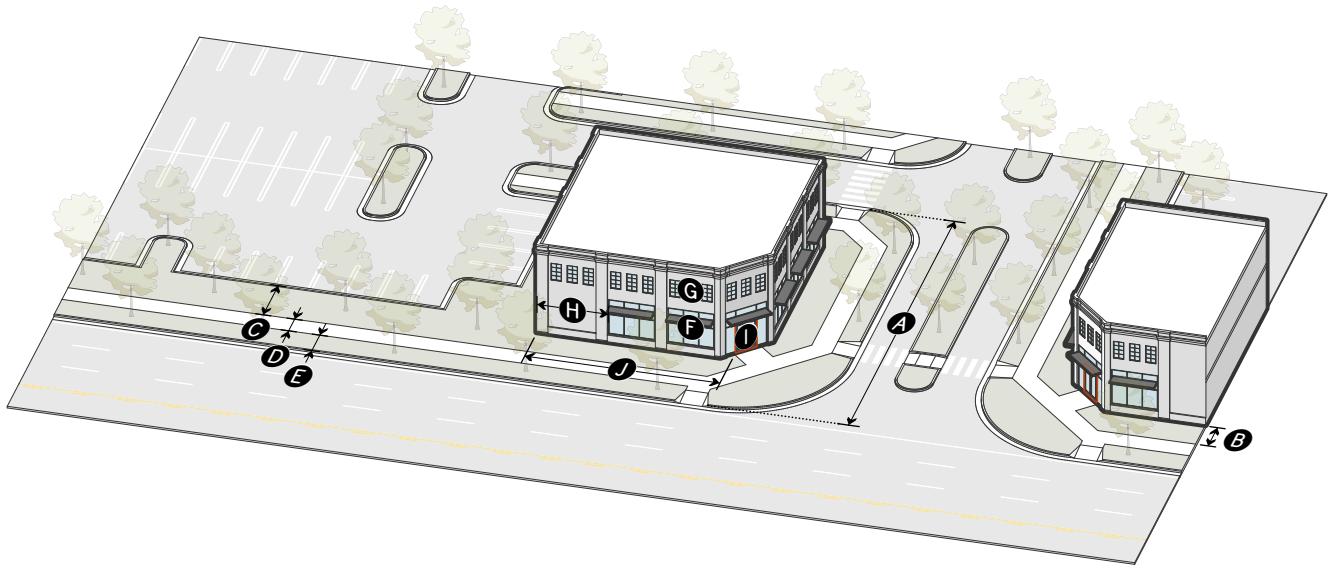
TRANSPARENCY

F Ground story	20% min	50% min
G Upper story	20% min	20% min
H Blank wall length	40' max	40' max

PEDESTRIAN ACCESS

I Street-facing entrance	Required	Required
J Entrance spacing	75' max	75' max

5A-4-9. Minor Arterial Frontage



SHARED ACCESS DRIVE

Separation	300' min
Distance after intersection	200' min
Distance before intersection	350' min
A Throat depth	75' min

BUILDING SETBACKS

B Street	10' min
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PARKING SETBACKS

C Street	15' min
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STREETSCAPE

D Clear pedestrian zone	6' min
E Curb zone	8' min
Tree planting type	Tree lawn
Tree spacing	35' on-center avg.

STORY HEIGHT

	Residential	Non-residential
Ground floor elevation	2' min / 4' max	0' min / 2' max
Ground story height	9' min	13' min

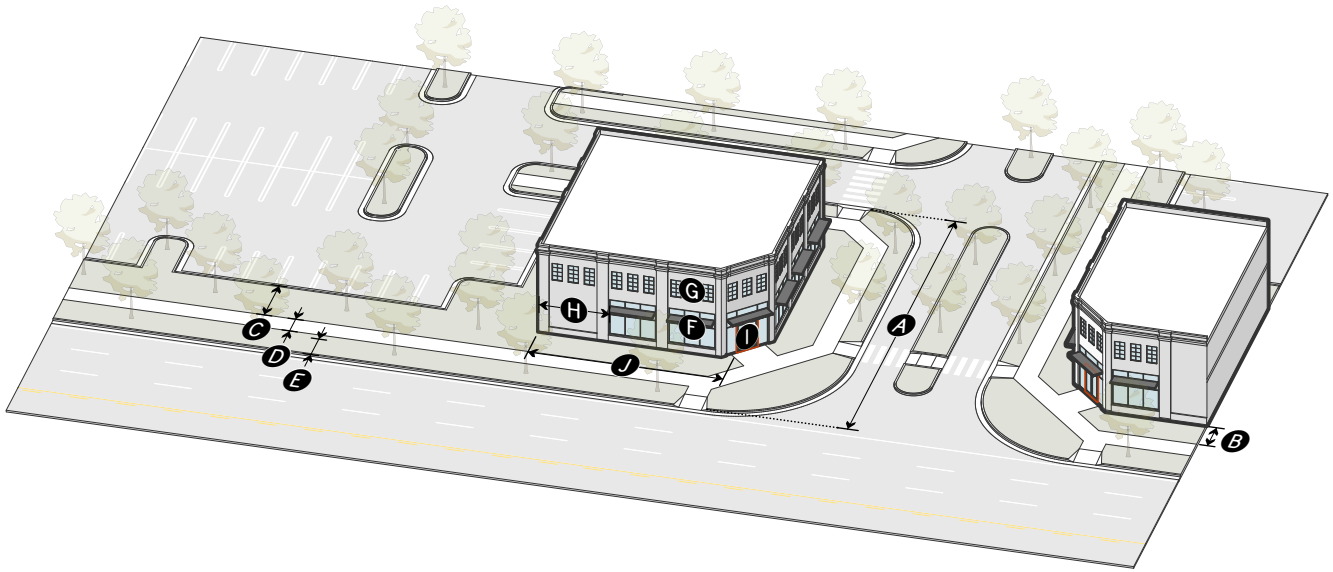
TRANSPARENCY

F Ground story	20% min	60% min
G Upper story	20% min	20% min
H Blank wall length	40' max	40' max

PEDESTRIAN ACCESS

I Street-facing entrance	Required	Required
J Entrance spacing	100' max	100' max

5A-4-10. Major Arterial Frontage



SHARED ACCESS DRIVE

Separation	350' min
Distance after intersection	200' min
Distance before intersection	350' min
A Throat depth	100' min

BUILDING SETBACKS

B Street	10' min
-----------------	---------

PARKING SETBACKS

C Street	15' min
-----------------	---------

STREETSCAPE

D Clear pedestrian zone	6' min
E Curb zone	10' min
Tree planting type	Tree lawn
Tree spacing	35' on-center avg.

STORY HEIGHT

	Residential	Non-residential
Ground floor elevation	2' min / 4' max	0' min / 2' max
Ground story height	9' min	13' min

TRANSPARENCY

F Ground story	20% min	60% min
G Upper story		20% min
H Blank wall length		50' max

PEDESTRIAN ACCESS

I Street-facing entrance		Required
J Entrance spacing		100' max

[Intentionally Blank]

§ 5A-5 RETROFIT TRANSITIONS

5A-5-1. Applicability

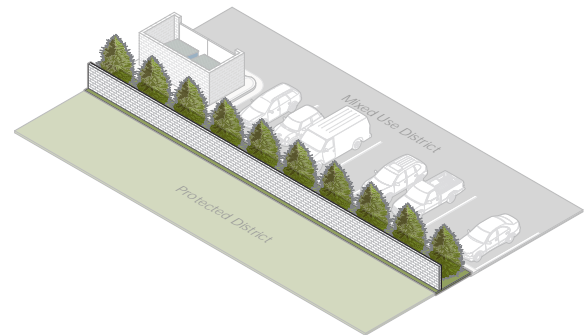
These transition rules apply when a Mixed Use District abuts one of the following protected districts:

- A. Rural Residential (R-R)
- B. Suburban Agriculture (S-A)
- C. Residential District One (R-1)
- D. Residential District Two (R-2)
- E. Residential District Three (R-3)
- F. Cluster Residential Three (CR-3)

5A-5-2. Transitions

A. Shallow Lot

The Shallow Lot Transition is required for Shallow Corridor districts abutting a protected district as listed above. Due to the limited lot depth, a narrower landscape buffer and less extensive height transition are required compared to the requirements for deep lots.



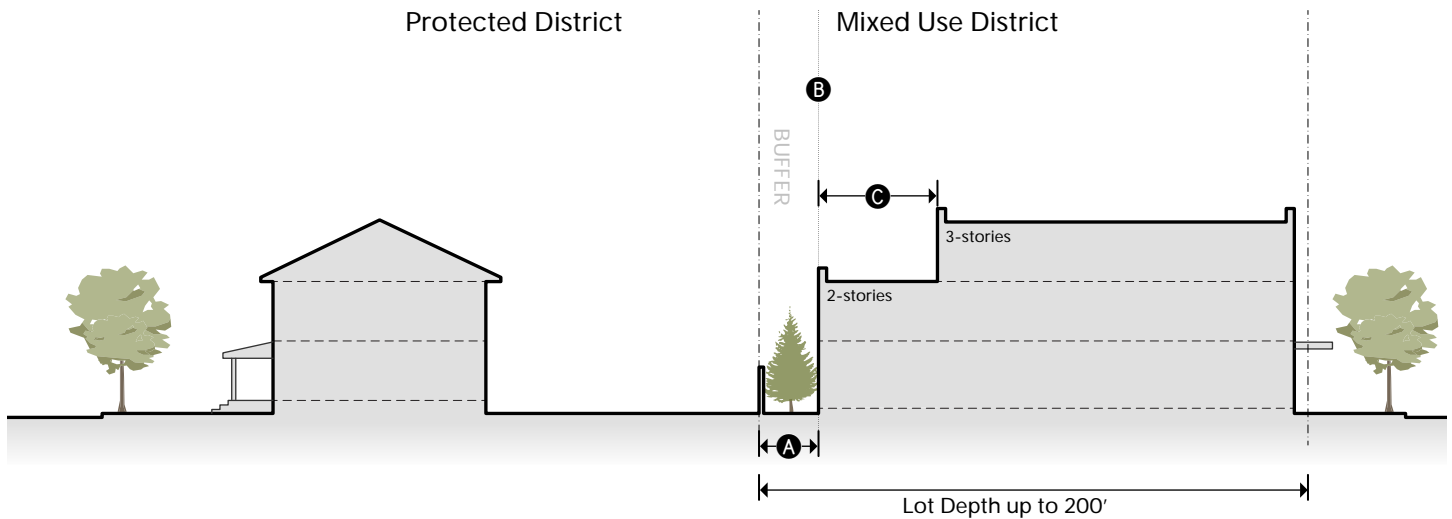
B. Deep Lot

The Deep Lot Transition is required for Deep Corridor and Center districts abutting a protected district as listed above. The Deep Lot Transition requires a wider landscape buffer and a more extensive height transition compared to the shallow lot transition.



5A-5-3. Shallow Lot Transition

A. Shallow Lot Height Transition



APPLICABILITY

SC-3 Districts only

BUFFER

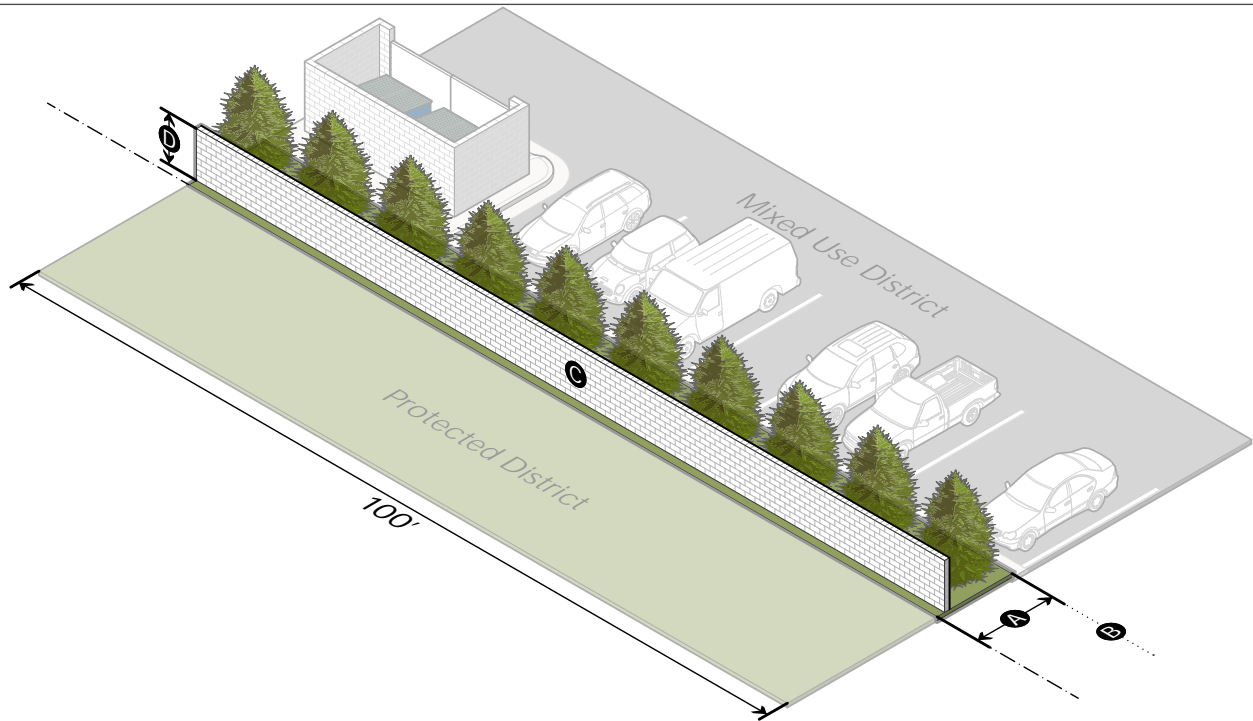
A Width 10' min

HEIGHT TRANSITION AREA

B Setback measured from edge of buffer

C Above 2 stories/24' 20' min

B. Shallow Lot Landscape Transition



AREA

- | | | |
|----------|--------------------------------------|---------|
| A | Width | 10' min |
| B | Setback measured from edge of buffer | |

STRUCTURAL SCREENING

- | | | |
|----------|-------------|----------|
| C | Opaque wall | Required |
| D | Height | 6' min |

Materials

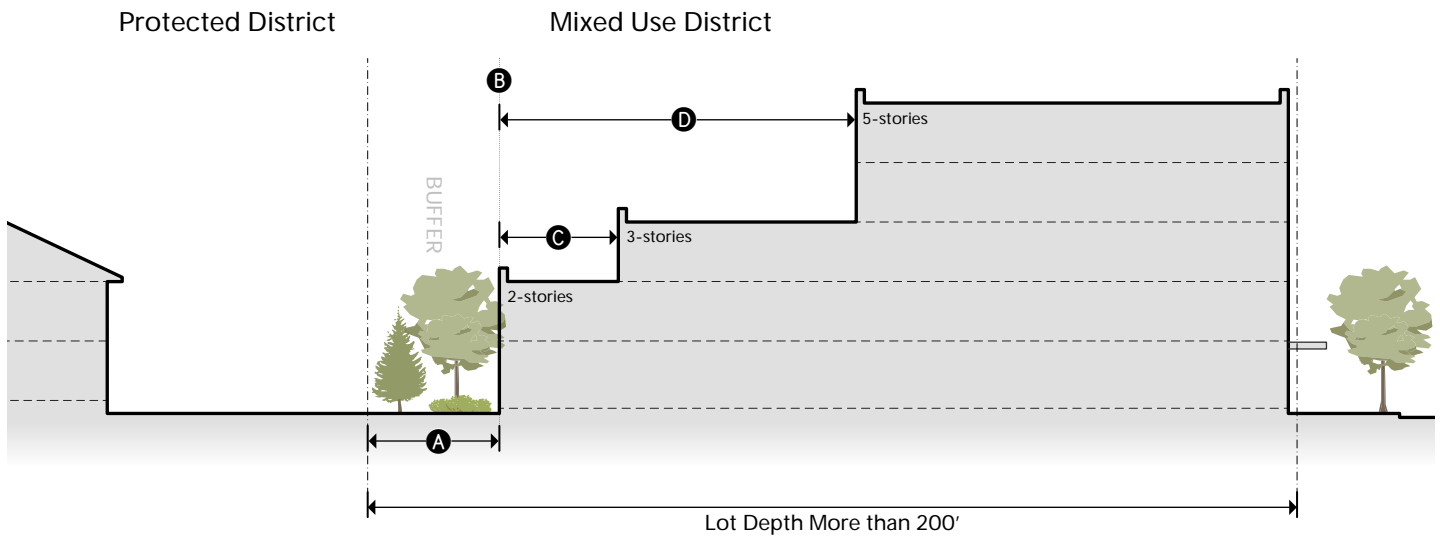
Brick	Allowed
Stone	Allowed
Ornamental concrete	Allowed
All other materials	Not allowed

VEGETATION

Medium impact screen	See 7-2-4.B.(2)(b)
----------------------	--------------------

5A-5-4. Deep Lot Transition

A. Deep Lot Height Transition



APPLICABILITY

DC-3, DC-5, CTR-2.5, CTR-5, CTR-8 Districts

BUFFER

A Width 20' min

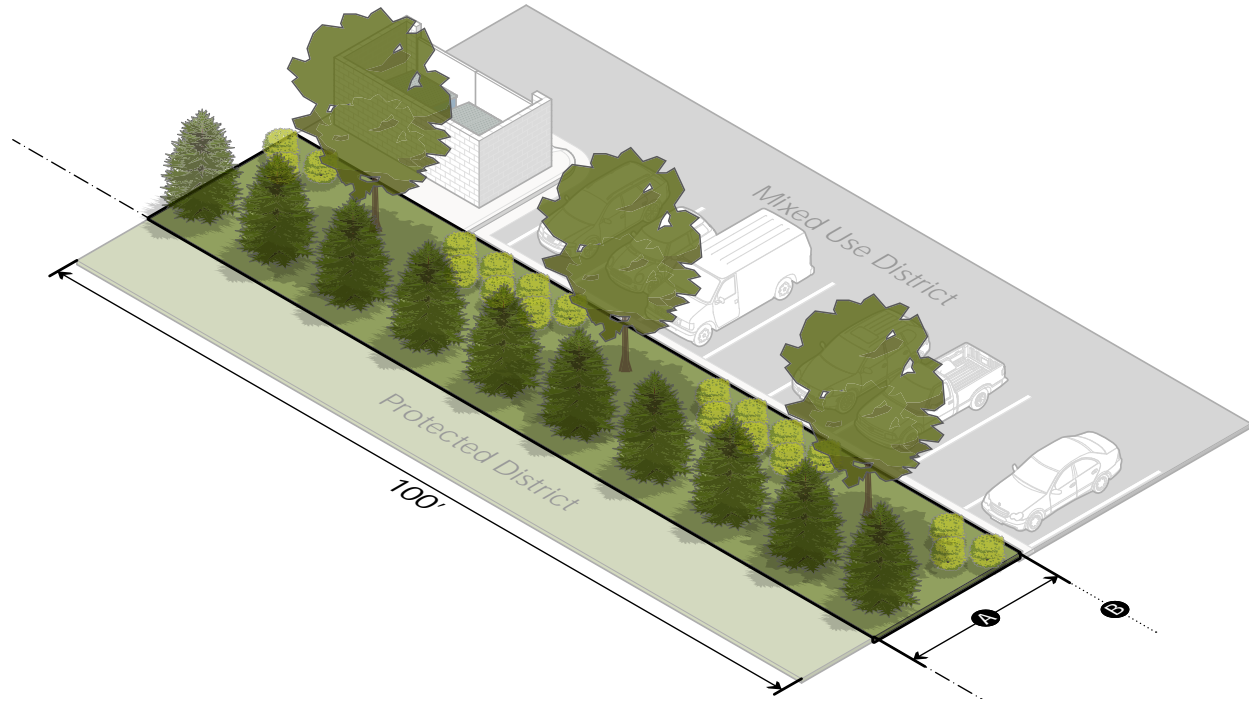
HEIGHT SETBACKS

B Setback measured from edge of buffer

C Above 2 stories/24' 20' min

D Above 3 stories/35' 60' min

B. Deep Lot Landscape Transition



AREA

- | | | |
|---|--------------------------------------|---------|
| A | Width | 20' min |
| B | Setback measured from edge of buffer | |

STRUCTURAL SCREENING

Wall or fence	Allowed
---------------	---------

VEGETATION

Medium impact screen	See 7-2-4.B.(2)(b)
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§ 5A-6 **RETROFIT STREETS**

5A-6-1. **Applicability**

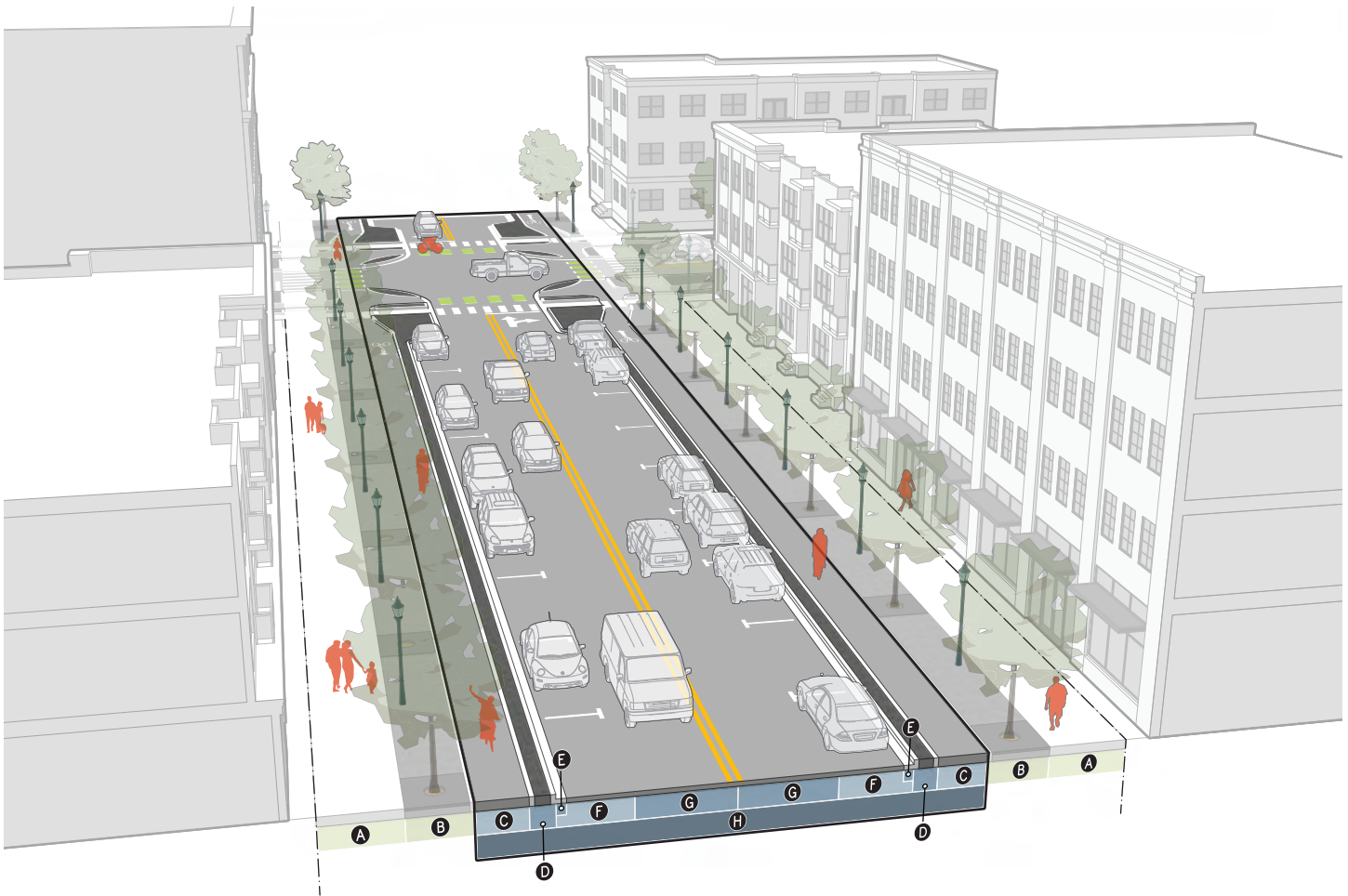
The street and easement standards apply to Retrofit Districts as indicated by the District standards. These standards apply whether the street is public or private.

5A-6-2. **Street Types**

The following street types are established and described on the following pages.

- A. Core Street
- B. Core Half-Street
- C. Local Street
- D. Local Half Street
- E. Alley/Drive Lane

5A-6-3. Core Street



STREETSCAPE

A Clear pedestrian zone	See Frontage
B Curb zone	See Frontage

STREET

C Bike lane	5' min
D Bike Buffer	2' min
E Gutter pan	12" min
F Curb lane	8' min
Parking	Required
Bulb-outs	Required
G Travel lane	9' min/10' max
Turn lane	10' min/12' max

STREET CONFIGURATION

H

No Bike Lane	Min		34' min
	Max		44' min
With Bike Lane	Min		48' min
	Max		58' min

5A-6-4. Core Half-Street



STREETSCAPE

- | | |
|--------------------------------|--------------------------------|
| A Clear pedestrian zone | See 5A-4
Retrofit Frontages |
| B Curb zone | See 5A-4
Retrofit Frontages |

STREET

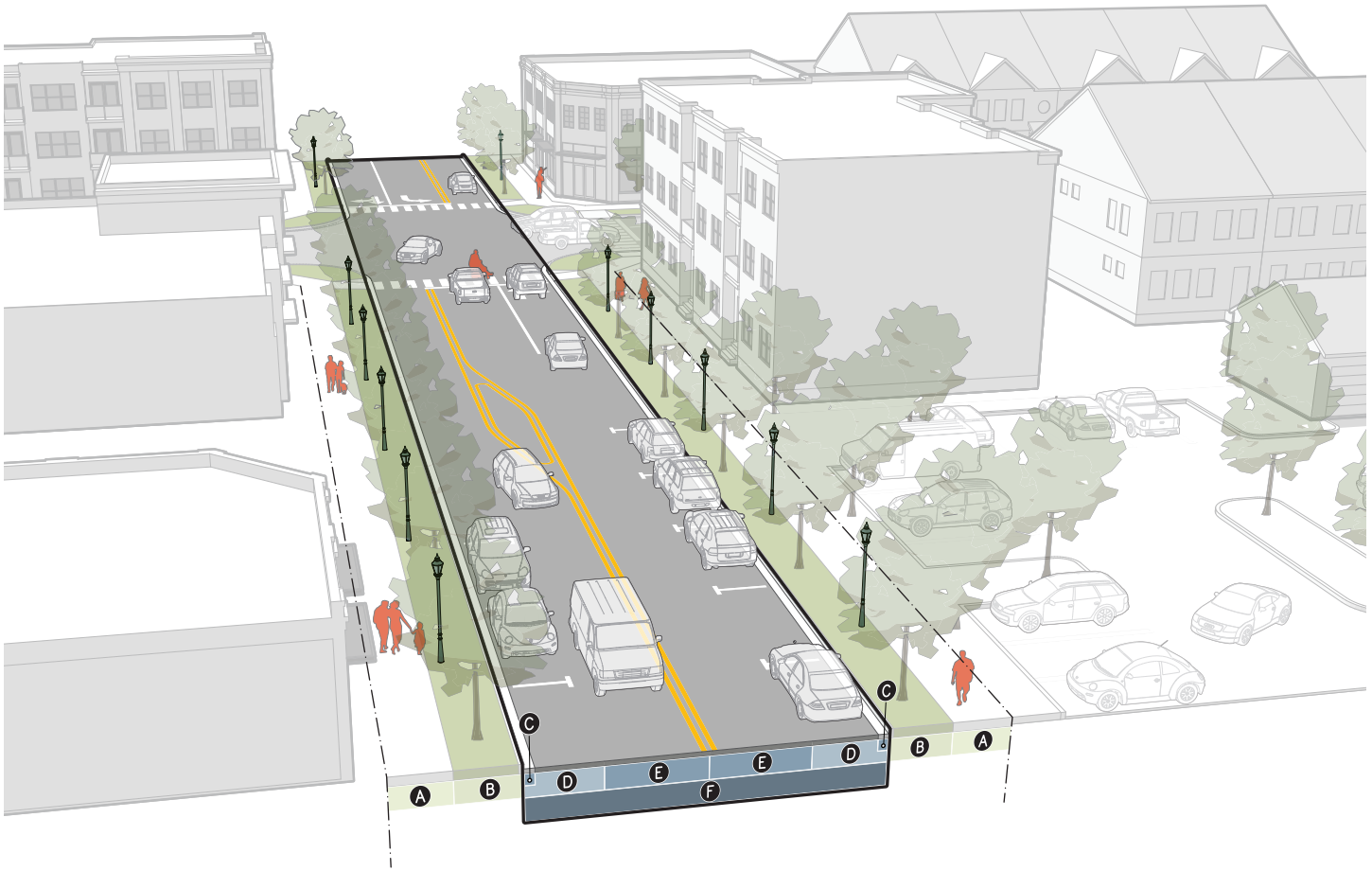
- | | |
|----------------------------------|-----------------|
| Bike lane | 5' min |
| Bike Buffer | 2' min |
| C Gutter pan | 12" min |
| D Curb lane | 8' min |
| Parking | Required |
| Bulb-outs | Required |
| E Travel lane | 9' min/10' max |
| Turn lane | 10' min/12' max |
| F Future street expansion | |

STREET CONFIGURATION

G

No Bike Lane	Min		34' min
	Max		44' min
With Bike Lane	Min		48' min
	Max		58' min

5A-6-5. Local Street



STREETSCAPE

- | | |
|--------------------------------|--------------------------------|
| A Clear pedestrian zone | See 5A-4
Retrofit Frontages |
| B Curb zone | See 5A-4
Retrofit Frontages |

STREET

- | | |
|----------------------|-----------------|
| C Gutter pan | 12" min |
| D Curb lane | 8' min |
| Parking | 8' min |
| Bike lane | 5' min* |
| Bike buffer | 2' min |
| E Travel lane | 9' min/10' max |
| Turn lane | 10' min/12' max |

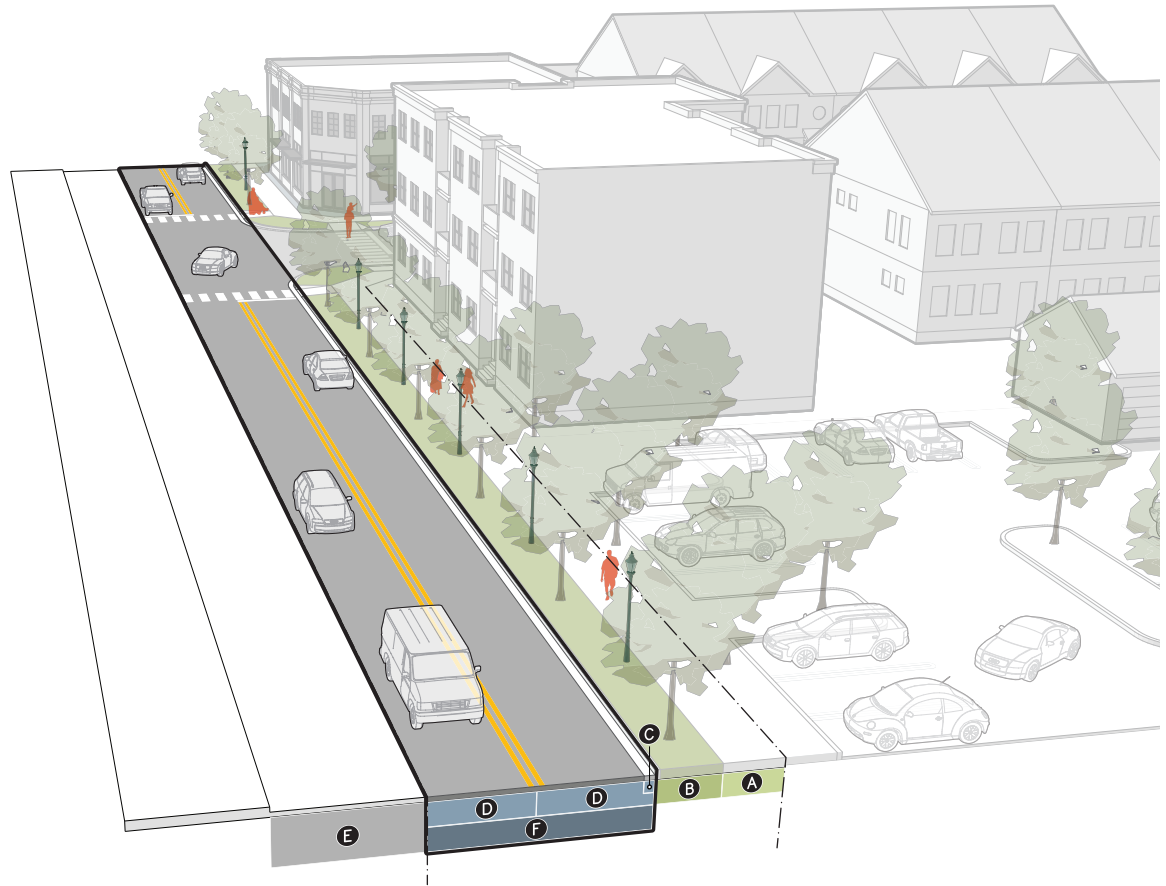
*must not include gutter pan

STREET CONFIGURATION

F

No Bike Lane	Min		34' min
	Max		44' min
With Bike Lane	Min		48' min
	Max		58' min

5A-6-6. Local Half-Street



STREETSCAPE

- | | |
|--------------------------------|--------------------------------|
| A Clear pedestrian zone | See 5A-4
Retrofit Frontages |
| B Curb zone | See 5A-4
Retrofit Frontages |

STREET

- | | |
|----------------------------------|-----------------|
| C Gutter pan | 12" min |
| Curb lane | 8' min |
| Bike lane | 5' min* |
| Bike buffer | 2' min |
| D Travel lane | 9' min/10' max |
| Turn lane | 10' min/12' max |
| E Future street expansion | |

*must not include gutter pan

STREET CONFIGURATION

F

No Bike Lane	Min		19' min
	Max		29' min
With Bike Lane	Min		26' min
	Max		36' min

5A-6-7. Alley/Drive Lane



STREETSCAPE


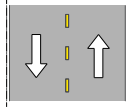
Curb zone	n/a
Clear pedestrian zone	n/a

STREET

A Flush Curb	6" min
B Travel lane	9' min/10' max

STREET CONFIGURATION

C

Min		20' min
Max		24' min

§ 5A-7 MEASUREMENTS & EXCEPTIONS

5A-7-1. Lot

A. Primary and Side Street Designation

- (1) Where only one street abuts a lot, that street is considered a primary street.
- (2) A multiple street frontage lot must designate at least one primary street. A lot may have more than one primary street. The Zoning Administrator will determine which streets are primary streets based on:
 - (a) The street with the highest classification;
 - (b) The established orientation of the block;
 - (c) The street abutting the longest face of the block;
 - (d) The street parallel to an alley within the block;
 - (e) The street that the lot takes its address from;
 - (f) The pedestrian orientation of adjacent or abutting development, existing or proposed; and
 - (g) Whether the street faces an important open space (park, plaza or paseo).

B. Outdoor Amenity Space

(1) General

- (a) Outdoor amenity space is common outdoor area provided in a development for use by all of its occupants for social and recreational activities. Outdoor amenity space may also be provided for use by the general public, in addition to occupants of the development.
- (b) Examples of outdoor amenity space include swimming pools, playgrounds, sport courts, dog parks, gardens, community gardens, parks, greens, pavilions, seating areas, plazas, common balconies, rooftop decks or rooftop gardens.

(2) Standards

- (a) Required outdoor amenity space must be provided on the lot and be accessible as outdoor space. A required landscape transition may not be used to meet the outdoor amenity space requirement.
- (b) Required outdoor amenity space may be enclosed on two sides or less by walls (with or without a solid roof cover) or enclosed on three sides by walls without a solid roof cover.
- (c) Required outdoor amenity space may be located at or above grade.
- (d) Required outdoor amenity space may be met in one contiguous outdoor area or in multiple outdoor areas on a lot and must have a minimum area of 225 square feet with no dimension less than 15 feet.
- (e) Required outdoor amenity space must not be parked or driven upon, except for emergency access and permitted temporary events.

- (f) At least 50% of the total amount of required outdoor amenity space at grade and 25% of required outdoor amenity space above grade must be planted with groundcover, shrubs or trees.
- (g) Seating must be provided at the rate of 1 seat for every 500 square feet or fraction of 500 square feet. Seats may be permanent or movable. Two linear feet of bench or seat wall equals one seat.

5A-7-2. Open Space

A. General

- (1) The minimum required open space is measured as a percentage of the lot area of the proposed development site.
- (2) When the development is to occur in phases, each phase of development must provide at least the percentage of open space that would be required for the lot area of the proposed phase.

B. Retrofit Districts

- (1) Open space is common outdoor area provided in a mixed-use development for use by all of its occupants and the general public for social and recreational activities. Examples of open space include parks, plazas, greens, trails, playgrounds, sport courts, dog parks, gardens, pavilions and seating areas.
- (1) Required open space must be provided on the lot or within the project and be accessible as outdoor space.
- (2) A required landscape buffer or transition may not be used to meet the open space requirement.
- (3) Required open space may be enclosed on two sides or less by walls (with or without a solid roof cover) or enclosed on three sides by walls without a solid roof cover.
- (4) Required open space must be located at grade and connected to the sidewalk system of the development.
- (5) Required open space must be met in one contiguous outdoor area and must have a minimum dimension no less than 25 feet.
- (6) Required open space must not be parked or driven upon, except for emergency access and permitted temporary events.
- (7) At least 50% of the total amount of required open space must be planted with groundcover, shrubs or trees. For the purposes of this 50% requirement, turf grass is not considered groundcover.
- (8) Seating must be provided at the rate of 1 seat for every 1,000 square feet or fraction of 1,000 square feet. Seats may be permanent or movable. Two linear feet of bench or seat wall equals one seat.

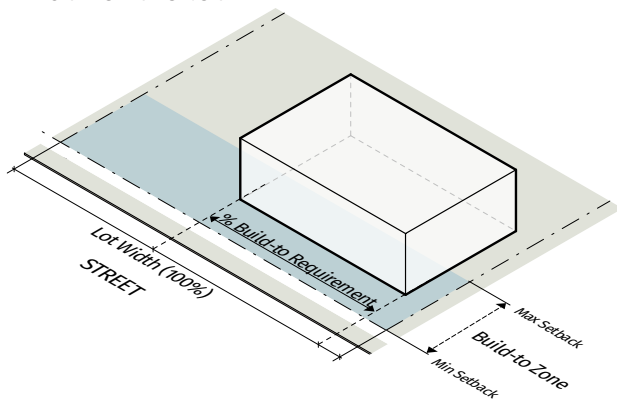
5A-7-3. Build-To Zone

A. Build-to Zone

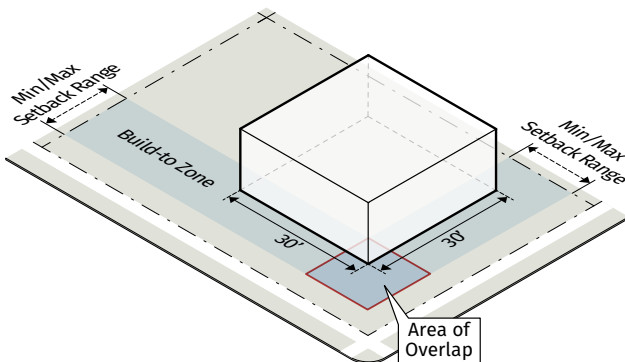
- (1) The build-to zone is the area on the lot or site where a percentage of the building facade must be located, measured as a minimum and maximum setback range from the primary street or side street lot line.
- (2) Where the build-to zone lies within an easement that does not allow construction, the Zoning Administrator may waive the build-to requirement, in whole or in part.

B. Lot Frontage

- (1) The required lot frontage is the amount of the building facade that must be located in the build-to zone, measured based on the width of the building or buildings divided by the width of the lot.

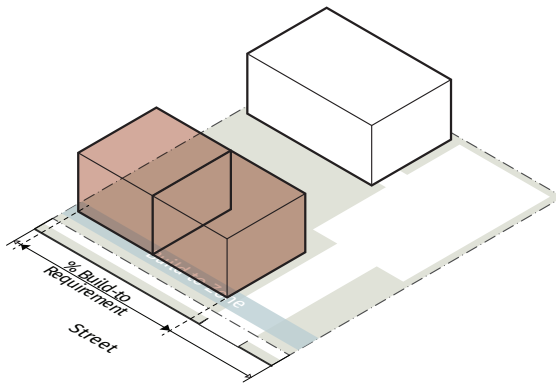
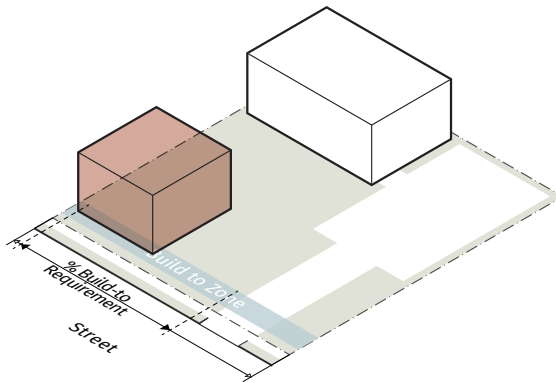
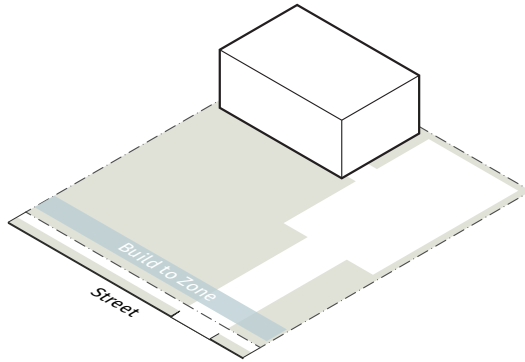


- (2) For a building facade to count toward the minimum lot frontage requirement, street-adjacent ground floor uses must be 20 feet in depth minimum.
- (3) The width of a parking entrance into or through a building does not count toward the lot frontage percentage requirement.
- (4) In no case will access to a site that has no access options be denied due to application of the lot frontage requirement. Where no other access is available, a driveway of the minimum acceptable width for fire safety purposes is allowed, even where it reduces the building width below the required lot frontage percentage.
- (5) On a corner lot, a building must be placed within or abutting the area where the build-to zones of 2 intersecting streets overlap. The building must extend within the build-to zone for a minimum of 30 feet in both directions.

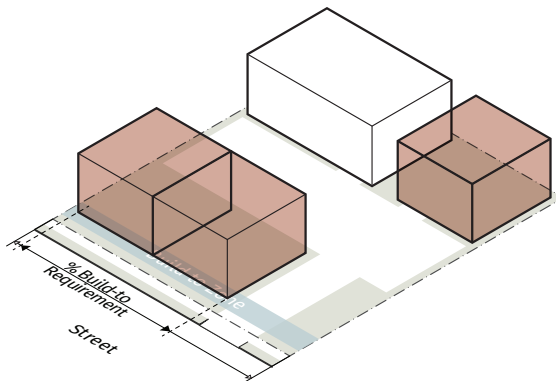


(6) Lot Frontage: New Buildings

- (a) All new buildings must be placed in the build-to zone until the required lot frontage for the entire lot or site has been met.



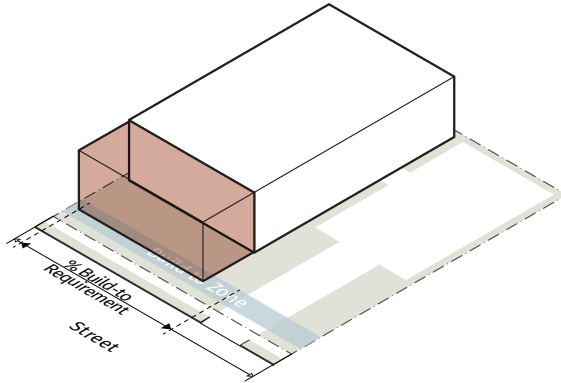
- (b) Once the required lot frontage percentage has been met for the entire lot or site, new buildings may be placed outside of the build-to zone.



(7) Lot Frontage: Additions

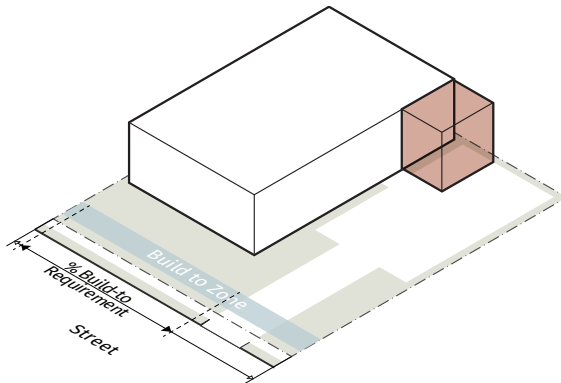
(a) Front Additions

Any addition to the front of an existing building must be placed in the build-to zone. The addition does not have to meet the required lot frontage percentage for the entire lot or site.



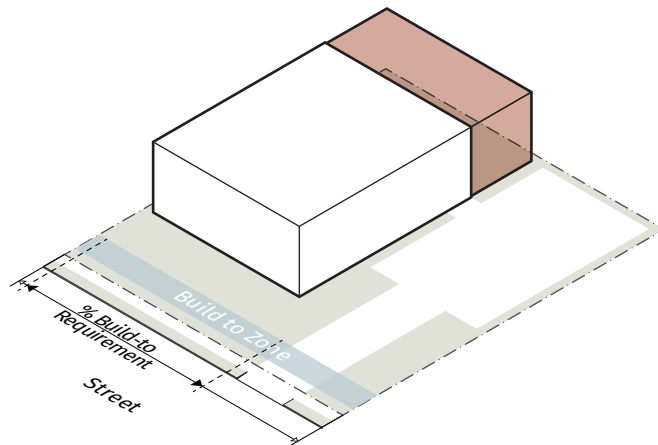
(b) Side Additions

Side additions no greater than 20% cumulatively of the existing building footprint (as of the effective date of this Chapter) are allowed outside of the build-to zone. Once the required lot frontage percentage for the entire lot or site has been met, side additions of any size are allowed.



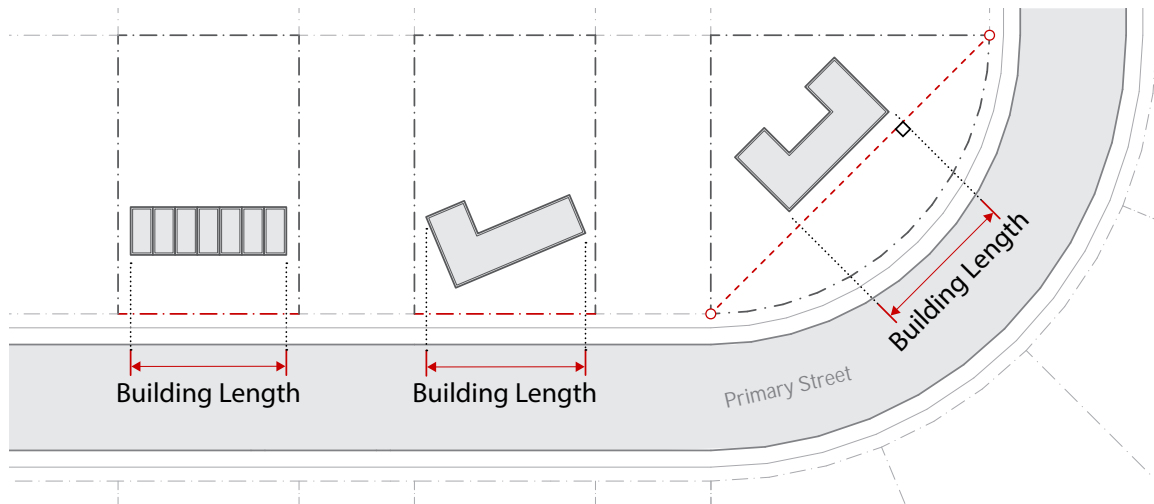
(c) Rear Additions

Rear additions are allowed outside of the build-to zone.



5A-7-4. Street-Facing Building Length

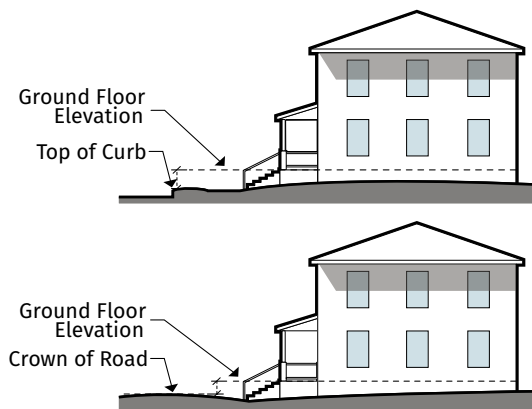
- A. The maximum allowed length of any building on a development site.
- B. Building length is measured horizontally and parallel to each street right-of-way line from one end of an applicable building to the opposite end.



- C. When a Frontage limits building width, no applicable structure or collection of structures may be wider than the maximum width indicated by the Frontage.
- D. In order to establish structures on a proposed development site as separate buildings for the purpose of measuring building width, a building separation equal to at least one-third of the height of the tallest adjacent building is required. This separation does not apply to buildings on adjacent development sites.
- E. **Story Height**

(1) Ground Floor Elevation

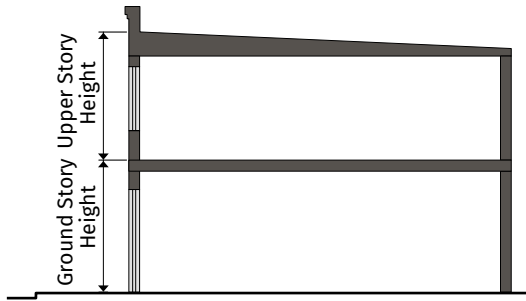
- (a) Ground floor elevation is measured from the top of the adjacent curb, or from the crown of the road where no curb exists, to the top of the finished ground floor.



- (b) Minimum ground floor elevation applies to the first 30 feet of the lot depth measured from the right-of-way.

(2) Story Height

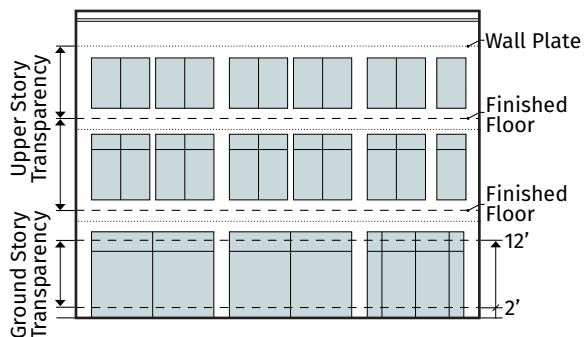
Story height is the height of each story of a building, measured from the top of the finished floor to the top of the finished floor above. When there is no floor above, story height is measured from the top of the finished floor to the top of the wall plate above.



5A-7-5. Transparency

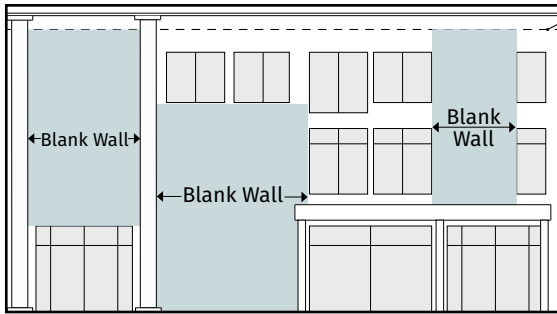
A. Transparency

- (1) Transparency is the minimum percentage of windows and glazed doors that must cover a ground or upper story facade.
- (2) Transparency applies to primary and side street-facing building facades only.
- (3) Glass is considered transparent where it has a transparency higher than 80% and external reflectance of less than 15%.
- (4) Ground story transparency is measured between 2 and 12 feet above the abutting sidewalk.
- (5) Upper story transparency is measured from the top of the finished floor to the top of the finished floor above. When there is no floor above, upper story transparency is measured from the top of the finished floor to the top of the wall plate above.



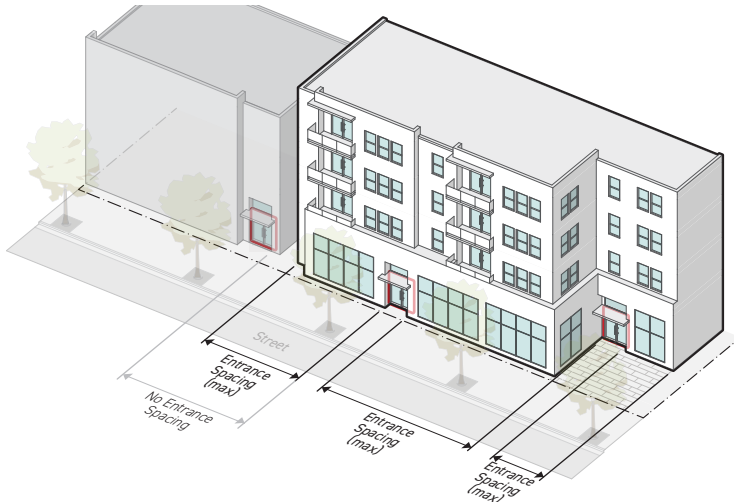
B. Blank Wall Length

- (1) Blank wall length means a portion of the exterior facade of the building that does not include: windows or doors; columns, pilasters or other articulation greater than 12 inches in depth; or a substantial material change (paint color is not considered a substantial change).
- (2) Blank wall length applies in both a vertical and horizontal direction.
- (3) Blank wall length applies to ground and upper story primary and side street-facing facades.



5A-7-6. Pedestrian Access

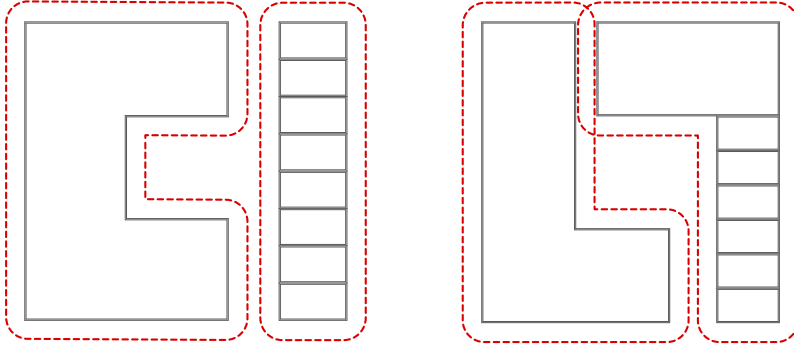
- A. An entrance providing both ingress and egress, operable to residents at all times and customers during regular business hours, is required to meet the street-facing entrance requirements. Additional entrances off another street, pedestrian area or internal parking area are allowed.
- B. The entrance spacing requirements must be met for each building, but are not applicable to adjacent or abutting buildings. Entrance spacing is measured from the edge of one door to the edge of the next door and from the edge of the building to the edge of door.



- C. An angled entrance may be provided at either corner of a building along the street to meet the street-facing entrance requirements for both streets.

5A-7-7. Building Separation

- A. The narrowest allowable distance between two buildings.
- B. Except where a greater requirement has been established under the regulations for the district, buildings within Mixed Use Districts must be separated by a minimum of 10 feet.



5A-7-8. Building Height

A. Stories

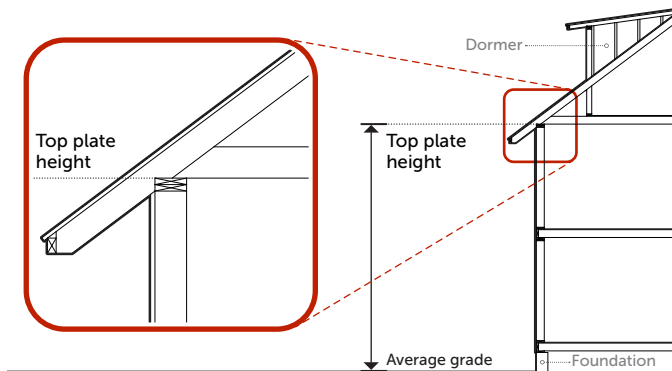
- (1) A story counts as a half story if dormers are present on no more than 50% of the front or side building length. Where dormers exceed 50% of the front or side building length, it will be considered a full story.



- (2) An attic in a pitched roof form does not count as a story when no dormers are present and 50% or more of the attic floor area has a clear height of less than 7.5 feet as measured from the finished floor to the finished ceiling.
- (3) Basements and mezzanines, as defined in the Building Code, do not count as a story.

B. Top Plate Height

Top plate height is measured from average grade to the top of the wall plate that bears the roof structure.



C. Roof Pitch

The pitch of a roof is calculated based on the number of inches it rises vertically for every 12 inches it extends horizontally. For example, a roof that rises 6 inches for every 12 inches of horizontal run has a 6:12 pitch.

5A-7-9. Streetscape

A. Measurement

- (1) The curb zone is measured from the back of curb toward the building face.
- (2) The clear pedestrian zone is measured from the back of the curb zone toward the building face.



B. Tree Spacing

Tree spacing is measured as an average to account for driveways, utilities and other potential conflicts. On State and County roads, the Town Engineer may vary the location of tree planting and its spacing to meet the applicable County or State standards.

5A-7-10. Shared Access Drive

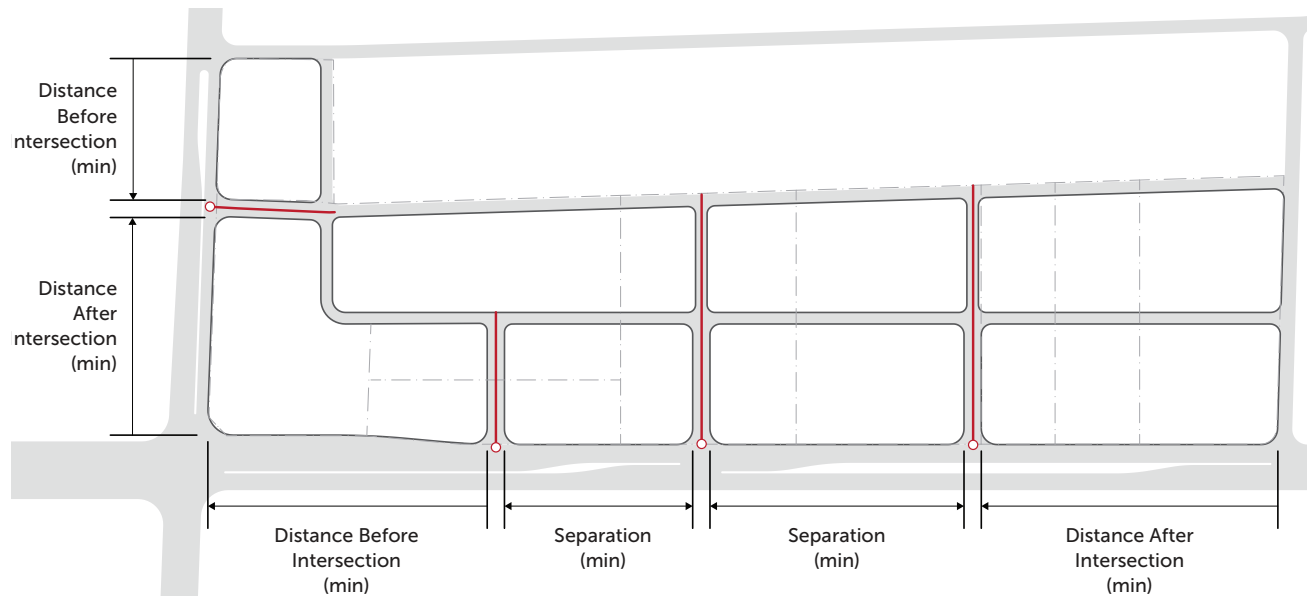
A shared access drive is a private street, maintained by the property owner, unless dedication to the Town occurs. A private easement is required (see Sec. 7-6-5). All shared access drives must provide access to a shared cross access easement. No site will be denied access

A. Separation

Shared access drive separation is measured between the edge of pavement of any adjacent driveway or the nearest curb of any intersecting street.

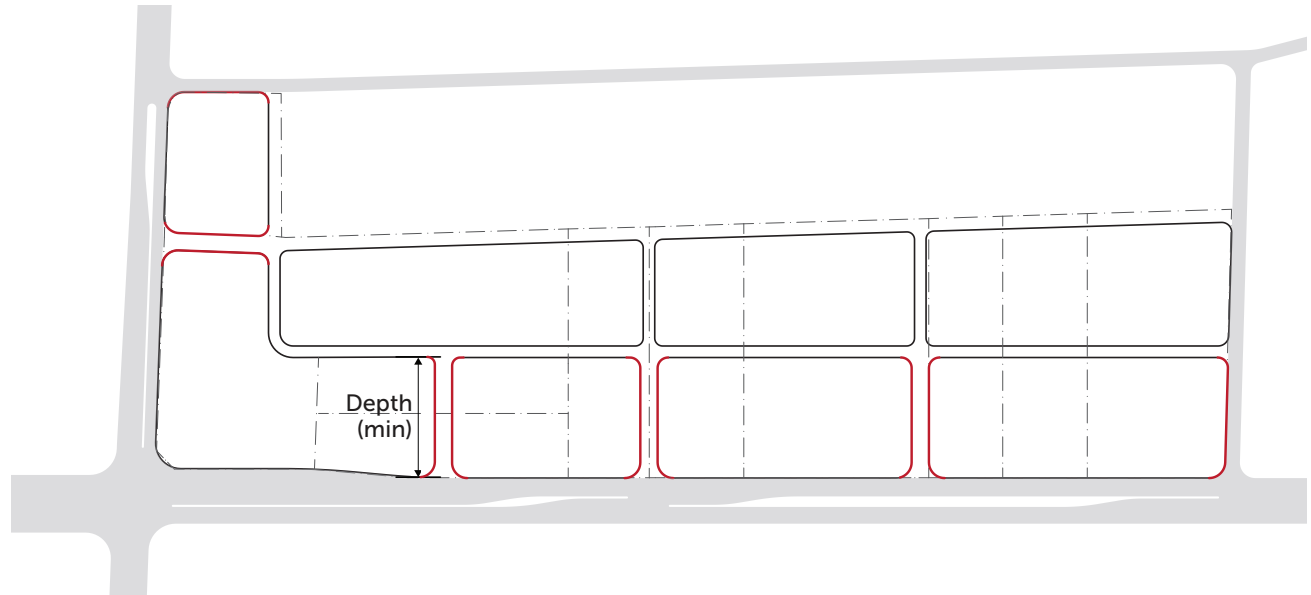
B. Distance Before/After Intersection

The access drive distance before or after an intersection is measured from the nearest curb of the intersecting street to the edge of pavement of the internal drive lane or street.



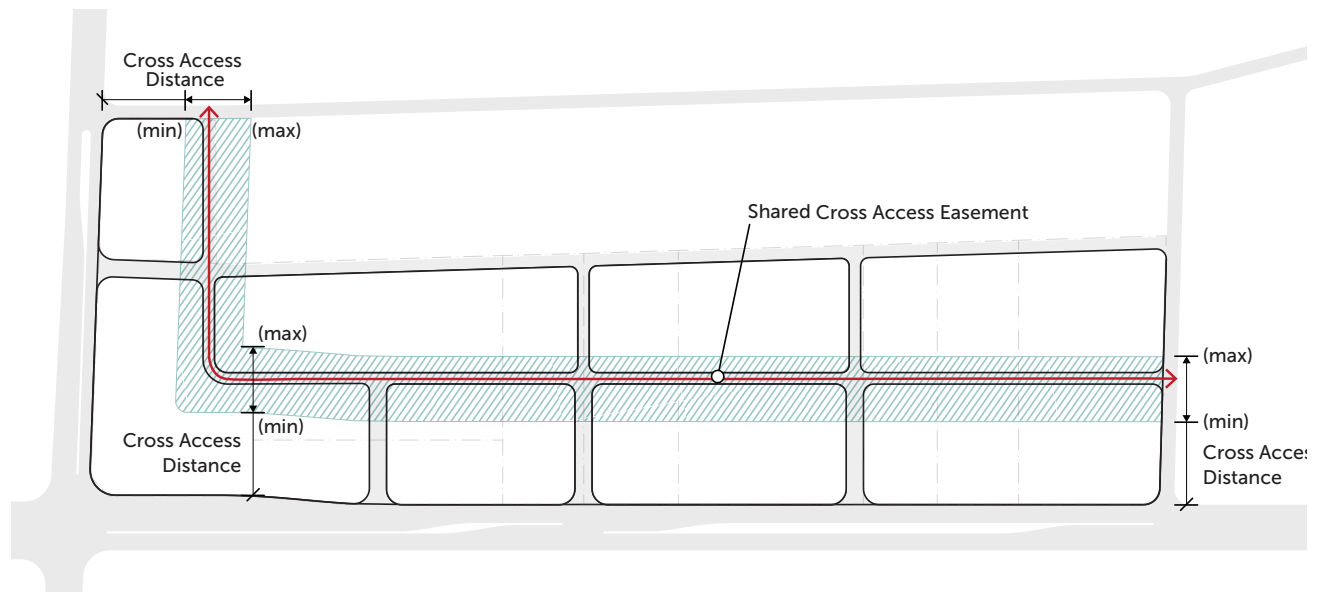
C. Throat Depth

The throat depth of a shared access street is measured perpendicular to the street from which access is taken using the outside edge of pavement or back of curb of the closest drive lane as a starting point. Parking, stacking and vehicular access points are prohibited within the throat depth.



5A-7-11. Cross Access

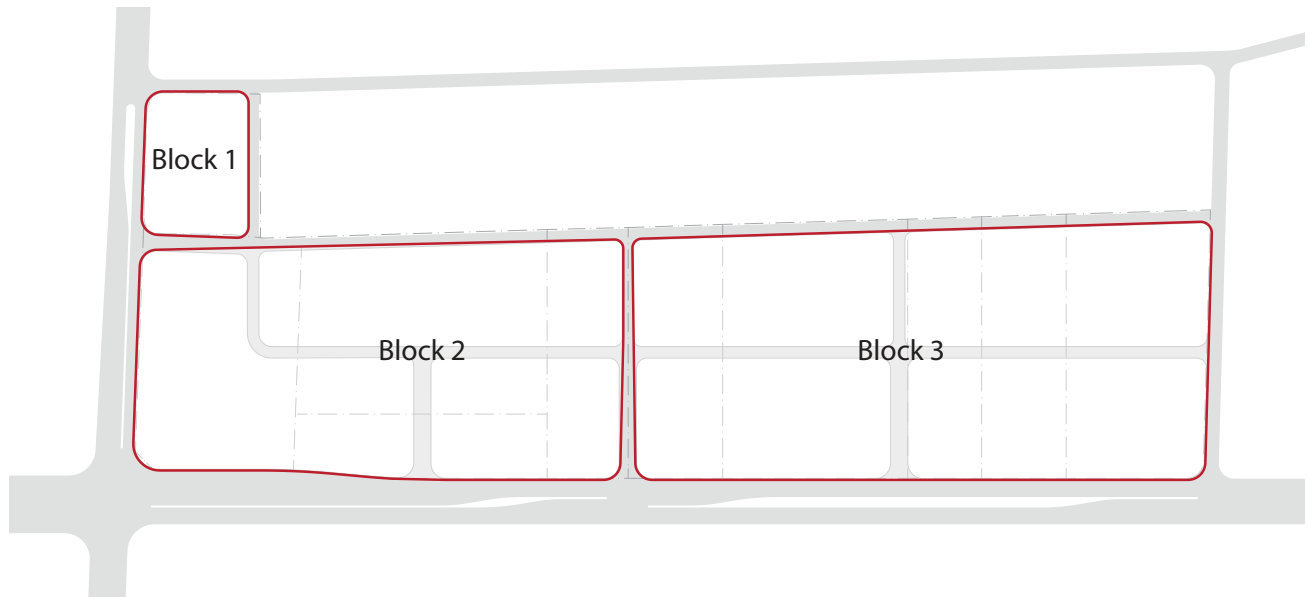
Cross access distance is measured as a minimum and maximum distance from the street right-of-way line that fronts the subject property. The cross access easement must connect directly across the parcel and be located entirely within the minimum and maximum distances. Where an existing cross access easement is stubbed out at the edge of an abutting property, the cross access easement must connect at this point. The easement must meet the standards for Alley/Drive Lane unless the district specifies a different required street. A private easement is required for cross access.



5A-7-12. Blocks

A. Perimeter

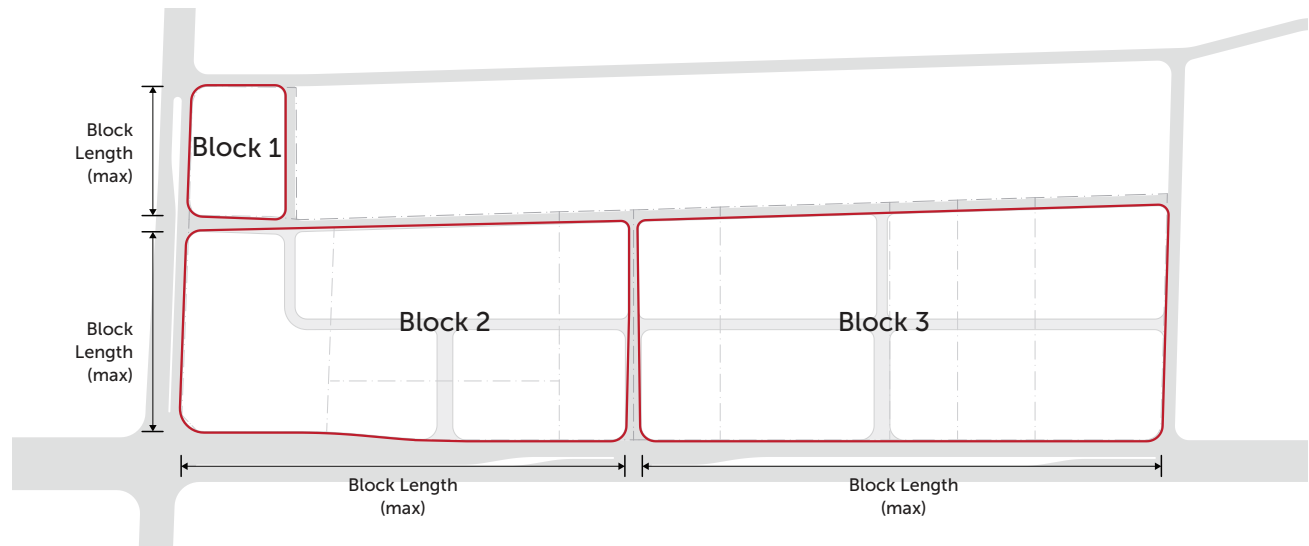
- (1) A block is bounded by a public or private right-of-way or a street with a classification of local street or greater (not including an alley).
- (2) Where a new street is provided along a lot line shared with another mixed use district, a Core Half-Street or Local Half-Street may be provided when neighboring property has not undergone redevelopment since the adoption of this Chapter 203.
- (3) Block perimeter is measured along the edge of the property adjoining the right-of-way.



- (4) The Zoning Administrator may waive the block perimeter requirements when steep slopes in excess of 25%, freeways, waterways, railroad lines, tree conservation areas, stream buffers, cemeteries, open space or utility easements would make the provision of a complete block infeasible.
- (5) Where the block pattern is interrupted by public parkland (including a greenway), that is open and accessible to the public, pedestrian access points must be provided with a minimum spacing equal to maximum block length for the district.

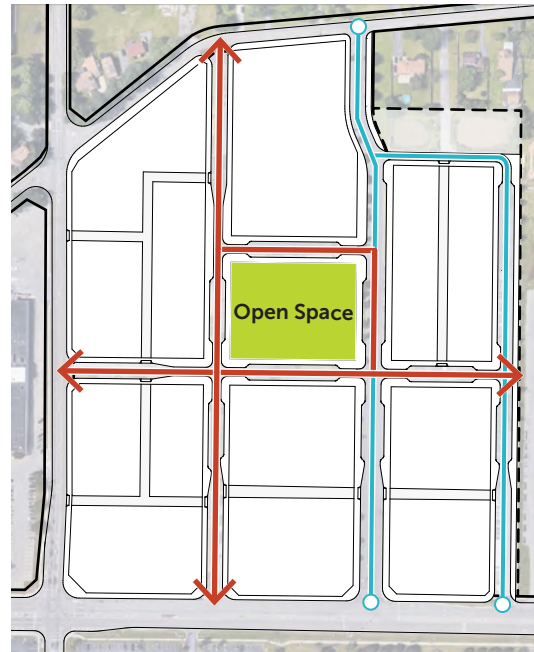
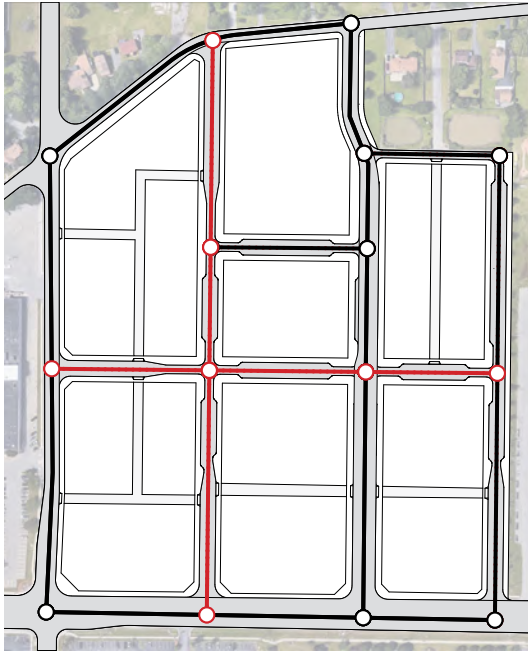
B. Length

Block length is measured along the edge of the public or private right-of-way of each block face. Where an existing block face exceeds the maximum block length, a public or private right-of-way must be provided through the block. Where it is impossible to make a through-block connection, due to land ownership, a stub must be provided to enable a future through block connection.



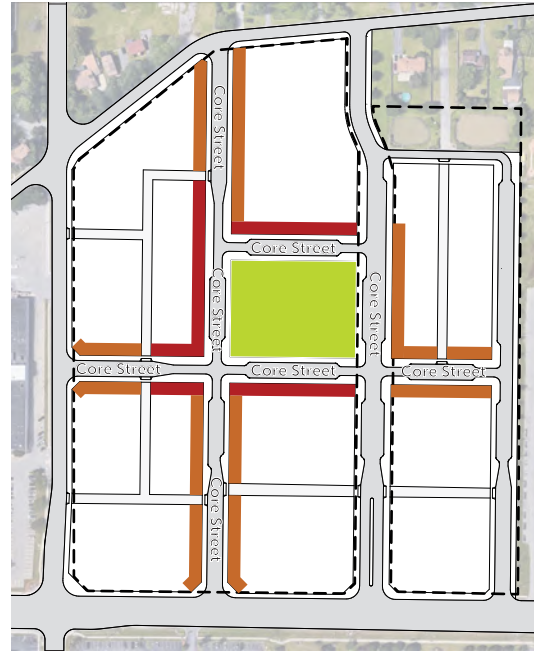
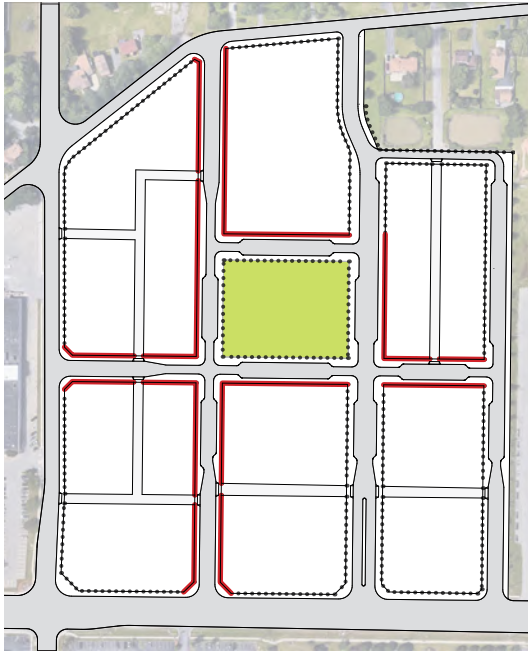
5A-7-13. Core Streets

- A. The minimum percentage of core streets is based on the total linear length of streets, including abutting streets, measured along each street centerline.
- B. A core street must connect continuously through the site, connecting to abutting streets or property in a general North to South direction, as well as an East to West direction, even when such connections create core streets that exceed the minimum district percentage requirement.
- C. Continuous North to South and East to West core street connections must be located no more than 1200 feet apart, measured perpendicular to the core street centerlines.
- D. All streets abutting required open space must be designated core streets.



5A-7-14. Required Frontage

The minimum percentage of required frontage is based on the linear length of block frontage abutting the applicable streets, measured along the street parcel lines on each side of the street.



5A-7-15. **Building Materials**

A. All nonresidential street facades shall be constructed of the following materials:

- (1) Brick;
- (2) Stucco (cementitious finish only, no more than 30 percent of any facade);
- (3) Architectural concrete masonry;
- (4) Hardi-plank or similar cementitious siding;
- (5) Masonry;
- (6) Wood;
- (7) Field stone, ledge stone or other native veneer;
- (8) Metal (for beams, lintels, trim elements and ornaments); or
- (9) Glass (no more than 80 percent of any facade).

B. The following materials are prohibited on all primary facades and mansard roofs:

- (1) Asbestos or corrugated metal products;
- (2) Highly reflective metal siding or panels;
- (3) Plain Concrete Masonry Unit (CMU);
- (4) Bare or painted plywood; and
- (5) T-111 or unfinished lumber grade wood.

C. Any side or rear wall facing a street, residential district or public or semipublic area must consist of the same facing materials as the building front.

5A-7-16. **Building Entrances**

- A. Nonresidential buildings must provide a minimum of one building entrance oriented towards a street, pedestrian walkway or parking area.
- B. Nonresidential building entrances on corner lots must be either oriented in the same direction as entrances of adjacent buildings or oriented toward the corner of the lot.

5A-7-17. **Display Windows**

Interior displays and shelving within 10 feet of the window glass must not exceed 15% of the total window area of street-facing ground floor facades.

5A-7-18. **Covered Pedestrian Walkway**

A covered pedestrian walkway a minimum of 6 feet in width is required along any retail facade featuring a customer entrance or along any retail facade abutting a parking area in accordance with the following.

A. **Single Use Retail Building**

A single use retail building must provide a covered pedestrian walkway centered on all customer entrances for a distance of not less than 25% of the length of the shortest facade featuring a

customer entrance. Where a customer entrance is located at the corner of a building, a covered pedestrian walkway must extend along both facades for a distance of not less than 25% of the length of the shorter facade.

B. Multiple Development

A building within a multiple development must provide a covered pedestrian walkway consisting of either:

- (1) An arcade covering 100 percent of the length of the facade; or
- (2) An awning covering a minimum of 85 percent of the length of the facade.

C. Arcades

Arcades must be integrated structurally and architecturally into the design of the facade and constructed of consistent facade materials.

D. Awnings

- (1) Awnings must be associated with windows and doors and constructed of solid materials.
- (2) Awnings must be integrated structurally and architecturally into the design of the facade and complement the overall color scheme of the building facade from which they project.
- (3) Awnings may extend a maximum of two feet into the required setback area.
- (4) The following awnings are prohibited:
 - (a) Mansard awnings (awnings that cover more than 85 percent of a facade or those that connect two facades); and
 - (b) Back-lit awnings.
- (5) Fabric awnings must be kept in good repair so that the original color and integrity of the fabric is maintained.

5A-7-19. Design Exception

- A. A design exception allows a project to use an alternative design approach to satisfy a particular design standard in the Mixed Use Districts.
- B. Design Exceptions may be approved by the Planning Board during the Major Site Plan review process. A project that qualifies as a Minor Site Plan may be reviewed by the Planning Board in order to allow the opportunity for a Design Exception.
- C. The alternative design approach must satisfy the overall intent of the particular design standard.
- D. A design exception is not a variance, which provides relief from a requirement considered to be an unnecessary hardship.
- E. The design exception is required to meet the intent of the applicable standard in an alternative way and must be considered by the Planning Board to be equivalent or better than the outcome generated by the standard in this Chapter.

- F. Design exceptions are reviewed by the Planning Board concurrent with the site plan and their approval must be incorporated into the adopted conditions applied to the site plan.
- G. Following approval of a project, no further design exceptions are allowed, and changes must be made through either modification of the site plan or through the variance process.

§ 5A-8 USE REGULATIONS

5A-8-1. Key to Use Table

A. Permitted (P)

A P in the column of a district use table indicates that a use is allowed by right in the respective district. Such uses are subject to all other applicable regulations of this Ordinance.

B. Permitted With Supplemental Use Standards (P*)

A P* in the column of a use table indicates that a use is allowed subject to the supplemental use standards (linked in the right-hand column of the table).

C. Special Use (SE)

An S in the column of a use table indicates that a use is allowed only if reviewed and approved as a special use permit in accordance with § 8-6. Special uses are subject to all other applicable regulations of this Ordinance including the additional standards contained in Part 6, except where expressly modified by the Zoning Board of Appeals as part of the special use permit approval process.

D. Uses Not Allowed (--)

A -- in the column of a use table indicates that the use is not allowed in the particular district.

E. Uses Not Listed

The Zoning Administrator shall determine whether or not an unlisted use is similar to an existing use or is substantially similar to an already defined use. When determining whether a proposed use is similar to a defined use, the Zoning Administrator may consider the following criteria:

- (1) The actual or projected characteristics of the proposed use;
- (2) The relative amount of lot area or floor area and equipment devoted to the proposed use;
- (3) Relative amounts of sales;
- (4) The customer type;
- (5) The relative number of employees;
- (6) Hours of operation;
- (7) Building and site arrangement;
- (8) Types of vehicles used and their parking requirements;
- (9) The number of vehicle trips generated;
- (10) How the proposed use is advertised;
- (11) The likely impact on surrounding properties; and
- (12) Whether the activity is likely to be found independent of the other activities on the lot.

F. Standards

The "Standards" column on the use table is a cross-reference to any supplemental use standard or special use standard listed in this Chapter.

G. Developments with Multiple Principal Uses

In the Mixed Use Districts, where a proposed development contains a Special Use according to the Use Table, that use requires separate review and approval by the Zoning Board of Appeals. This Special Use review does not extend to other permitted uses in the building or project.

5A-8-2. Mixed Use District Use Table

MIXED USE DISTRICTS	TI-2.5	TI-4	SC-3	DC-3	DC-5	CTR-2.5	CTR-5	CTR-8	Use Standards
OPEN USES									
None allowed	--	--	--	--	--	--	--	--	
RESIDENTIAL USES									
Single-family detached	P	P	P	P	P	P	P	P	
Attached dwelling	P*	P*	P*	P*	P*	P*	P*	P*	6-2-1.
Multi-family dwelling	--	--	--	--	--	P	P	P	
Upper-story dwelling	P*	P*	P*	P*	P*	P*	P*	P*	6-2-6.
Assisted group living	P	P	P	P	P	P	P	P	
Senior citizen housing	P*	P*	P*	P*	P*	P*	P*	P*	6-2-2.
PUBLIC AND CIVIC USES									
Ambulance service	P	P	P	P	P	P	P	P	
Business college, commercial school	P	P	P	P	P	P	P	P	
College, university	--	--	--	--	P	--	P	P	
Day care	P*	P*	P*	P*	P*	P*	P*	P*	6-3-2.
Passenger Station	--	--	--	--	--	--	P	P	
Place of worship	P*	P*	P*	P*	P*	P*	P*	P*	6-3-3.
Public utility service structure or facility	P*	P*	P*	P*	P*	P*	P*	P*	6-3-4.
School, elementary/secondary (private)	P	P	P	P	P	P	P	P	
Telecommunication facility	S	S	S	S	S	S	S	S	§ 6-7
Utility, minor	P	P	P	P	P	P	P	P	
COMMERCIAL USES									
Animal care	P*	P*	P*	P*	P*	P*	P*	P*	6-4-1., 6-4-13., 6-8-7.
Drive-through facility	--	--	--	P*	P*	P*	P*	P*	4-8-4.
Lodging	P	P	P	P	P	P	P	P	
Medical	P	P	P	P	P	P	P	P	
Office	P	P	P	P	P	P	P	P	
Personal service	P	P	P	P	P	P	P	P	
Recreation, indoor	P	P	P	P	P	P	P	P	
Recreation, outdoor	--	--	--	S	S	S	S	S	
Restaurant	P	P	P	P	P	P	P	P	
Restaurant with outdoor dining	P*	P*	P*	P*	P*	P*	P*	P*	6-4-9.
Retail sales and service	P	P	P	P	P	P	P	P	
Sexually oriented business	--	--	--	--	--	--	--	--	§ 6-6
Vehicle sales, indoor	--	--	--	--	P	P	P	P	
Vehicle sales (outdoor), vehicle service	--	--	--	--	--	--	--	--	
INDUSTRIAL USES									
Light industrial	--	--	--	--	--	--	--	--	
Heavy industrial	--	--	--	--	--	--	--	--	
ACCESSORY USES									
All uses and structures customarily incidental to a principal use	P	P	P	P	P	P	P	P	

P = Permitted P* = Permitted with supplemental use standards S = Special Use (ZBA approval required) -- = Not Permitted

5A-8-3. Use Definitions

The following use definitions apply in the Mixed Use Districts.

ANIMAL CARE. A facility designed or arranged for the care of animals. Animal Care examples include, but are not limited to, pet grooming, dog day care, cat boarding facility, indoor kennel, animal hospital and veterinarian.

LODGING. Accommodations arranged for short term stays. Lodging examples include, but are not limited to, a motel, hotel or bed & breakfast.

MEDICAL. A facility providing medical or surgical care to patients. Some facilities may offer overnight care. Medical examples include, but are not limited to, a hospital, clinic, surgical center, dentist office, optometrist, medical laboratory, or medical testing service.

OFFICE. A facility used for activities conducted in an office setting and generally focusing on business, professional or financial services. Office examples include, but are not limited to, a radio or television station, recording studio, advertising agency, contracting or construction services (with no storage), archival center, employment agency, offices for scientific research, telecommunications, telemarketing, administrative support services for business and finance, electronic data operations, development and testing enterprises, training schools such as technical, trade, vocational or business schools, driving, martial arts and other trade schools.

PERSONAL SERVICE. A facility involved in providing personal or repair services to the general public. Personal Service examples include, but are not limited to, apparel repair and alterations, copy or print shop, shoe repair shop, beauty or barbershop, funeral home, locksmith, tattoo parlor or body art studio, tailor, milliner or upholsterer, tutoring, laundromat, cleaning and drying outlet pick-up, and art studio.

RECREATION, INDOOR. An indoor facility designed for sports and recreation activities. Indoor Recreation examples include, but are not limited to, a gym, health club, health spa or personal training facility, amusement center or game/video arcade, assembly hall, auditorium, meeting hall, pool hall, bowling alley, ice or roller skating rink, inflatable playground, miniature golf, racing track or facility, movie theater, shooting range or special event facility.

RECREATION, OUTDOOR. An outdoor facility designed for sports and recreation activities. Activities take place predominately outdoors or within outdoor structures. Outdoor Recreation examples include, but are not limited to, extreme sports facility such as BMX, skateboarding or roller blading, outdoor amusements such as batting cage, golf driving range, amusement park, miniature golf facility or water park, outdoor theater, outdoor sports field or court, riding stable, boat rental, shooting range, racetrack or stadium.

RETAIL SALES AND SERVICE. A facility involved in the sale, lease or rental of new or used products. Retail Sales and Service examples include, but are not limited to, an antique and secondhand merchandise store, apparel and accessories store, bakery or confectionery shop, bank, book or stationery store, drug store, food store, hardware store, home furnishing store, jewelry store, job printing or photography store, ice store, liquor store, printing and photocopying store, sporting goods or bicycle store, department store, plumbing store, postal store or post office, sporting goods store,

variety store, vehicle parts sales (without service or repair), household fixture and appliance sales or service, business services, sign company, window cleaning and other building services, electrical and household appliance repair service, laundering, and dry-cleaning and dyeing services.

VEHICLE SALES, INDOOR. A facility that sells, rents or leases passenger vehicles, light and medium trucks, and other consumer motor vehicles such as motorcycles, boats and recreational vehicles.

VEHICLE SERVICE. A facility that services passenger vehicles, light and medium trucks, and other consumer motor vehicles such as motorcycles, boats and recreational vehicles.

§ 5A-9 GENERAL DEVELOPMENT STANDARDS

5A-9-1. Parking, Loading and Stacking

All parking, loading and stacking must meet the requirements of 7-1, except as required below.

A. Minimum Parking in Mixed Use Districts

(1) Off-Street Vehicle Parking

Off-street parking facilities must be provided in quantities not less than set forth in the following schedule.

SCHEDULE OF PARKING REQUIREMENTS

RESIDENTIAL USES

Single-family detached	1.0 space per dwelling unit
Attached dwelling	1.0 space per dwelling unit
	.75 space per efficiency unit
Multi-family dwelling, upper-story dwelling, assisted group living, senior citizen housing	1.0 space per one or two-bedroom unit
	1.5 space per three or more bedroom unit

PUBLIC AND CIVIC USES

Ambulance service	2.5 spaces per 1,000 SF
Business college, commercial school	3.5 spaces per 1,000 SF
College, university	3.5 spaces per 1,000 SF
Day care	3.5 spaces per 1,000 SF
Place of worship	3.5 spaces per 1,000 SF
Public utility service structure or facility	2.5 spaces per 1,000 SF
School, elementary/secondary (private)	3.5 spaces per 1,000 SF
Telecommunication facility, minor utility	1 space per facility

COMMERCIAL USES

Animal grooming, cat boarding facility, animal hospital or veterinarian	2 spaces per 1,000 SF
Lodging	.75 spaces per room
Medical	3.5 spaces per 1,000 SF
Office	2.5 spaces per 1,000 SF
Personal service	2.5 spaces per 1,000 SF
Recreation, indoor	2.5 spaces per 1,000 SF
Restaurant	4.0 spaces per 1,000 SF
Retail sales and service	2.5 spaces per 1,000 SF

(2) Bicycle Parking

Short-term parking for bicycles must be provided in all Mixed Use Districts in quantities not less than set forth in the following schedule.

SCHEDULE OF PARKING REQUIREMENTS**RESIDENTIAL USES**

Multi-family dwelling, upper-story dwelling, assisted group living, senior citizen housing	.5 space per unit min, 20 max
--	-------------------------------

PUBLIC AND CIVIC USES

All public and civic uses	1 per 3,000 SF min, 20 spaces max
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COMMERCIAL USES

All commercial uses	1 per 3,000 SF min, 20 spaces max
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B. Bicycle Parking Design Requirements

- (1) Short-term bicycle parking must be located on-site, be publicly accessible in a convenient and visible area, and be located no more than 100 feet from the primary entrance of the building the bicycle parking space is intended to serve.
- (2) Each required bicycle parking space must be at least 1.5 feet by 6 feet. Where a bicycle can be locked on both sides of a bicycle parking space without conflict, each side can be counted as a required space.
- (3) Bicycle parking spaces must be located on paved or pervious, dust-free surface with a slope no greater than 3%. Surfaces cannot be gravel, landscape stone or wood chips.
- (4) Bicycle parking must be provided in a well-lit area.
- (5) Spacing of the bicycle racks must provide clear and maneuverable access.
- (6) All bicycle parking spaces must be able to accommodate cable locks and "U" locks, including removing the front wheel and locking it to the rear fork and frame and must be able to support a bicycle in a stable position, giving two points of contact with the bicycle frame.

C. Parking Space Dimensions

The parking space dimensions of 7-1-9.A. apply to parking in the Mixed Use Districts. In addition, parking spaces in the Mixed Use Districts may be reserved for a specific tenant or unit, provided that the following standards are not exceeded.

- (1) 1 per residential unit; and
- (2) No more than 25% of total provided nonresidential spaces.

D. Electric Vehicle Charging Stations

In the Mixed Use Districts, 10% of all parking spaces must be electric-vehicle (EV) ready, with a minimum of 2 EV-ready spaces for all parking lots over 20 spaces. Electric-vehicle ready means, at minimum, conduit or other means to connect power to each space is installed in advance.

REVISIONS TO EXISTING CODE:

Revise § 1-3, Interpretation, to add a new paragraph 1-3-4, as follows:

1-3-4. Where the requirements of Part 5A or related standards or definitions conflict with the remainder of this Chapter, the requirements of Part 5A control.

Add to § 2-2 Abbreviations, in appropriate alphabetical order:

ROW - Right-of-Way

Add to § 2-4 Definitions, in appropriate alphabetical order:

PROTECTED DISTRICT- those districts listed in 5A-5-1. Applicability as protected by requiring a transition on a Mixed Use District property.

RIGHT-OF-WAY - the right established by usage or grant to pass along a specific route through public or private grounds or property by pedestrians, vehicles or utilities belonging to another.

Revise 4-8-4. Drive-Thru Facility, to add a new paragraph C. as follows:

4-8-4. Drive-Through Facility. A drive-through facility is permitted in accordance with the district use tables, subject to the following standards.

A. All outdoor speakers shall be located a minimum of 100 feet from the nearest residential district boundary and shall not be directed toward such neighboring property.

B. If the drive-through facility is located within 250 feet from the nearest residential district boundary, the use of all outdoor speakers shall be limited to between the hours of 6 a.m. and 10 p.m.

C. Where a drive-thru facility is allowed in the Mixed Use Districts, all drive-thru areas, including, but not limited to, menu boards, stacking lanes, trash receptacles, ordering box, drive up windows, and other objects associated with the drive-thru facility, must be located to the side or rear of the principal building. Drive-thru windows and lanes may not be placed between a street (not including an alley) and the associated building.

In the following sections, replace the phrase "Part 3, 4 or Part 5" with "Part 3, 4, 5 or 5A":

6-2-1.
6-2-2.
6-3-2.
6-3-3.
6-3-4.
6-4-1.
6-4-9.
6-4-13.
6-8-1.
6-8-7.
8-6-1B.
8-12-4.C.

Revise 7-4-2. Allowed Outdoor Storage and Display, as follows:

7-4-2. Allowed Outdoor Storage and Display.

A. Three types of outdoor storage and display shall be allowed in the districts designated in the Table below.

CATEGORY	DISTRICTS			
	NB, <u>TI-</u> , <u>SC-3, CTR-</u>	GB, SC, <u>DC-</u>	CS, MS	RD, GI
Outdoor display	✓	✓	✓	
Limited outdoor storage		✓	✓	✓
General outdoor storage		✓	✓	✓

B. Allowed outdoor storage and display shall meet the vehicle use area setbacks provided in each district or a minimum of 20 feet from any lot line, whichever is greater.

C. In the NB, TI-, SC-3 and CTR- districts, all outdoor display shall be returned to a completely enclosed structure when the associated business is not open.

D. In the ST district, outdoor storage and display shall not be permitted except for the measurement of climatic effects on stored materials. No such storage area shall be located in any required front, side or rear yard.

Revise 7-8-7. Permitted Signs Table, as follows:

SIGN TYPE	RESIDENTIAL DISTRICTS	BUSINESS AND <u>MIXED USE</u> DISTRICTS	INDUSTRIAL DISTRICTS	ALL OTHER DISTRICTS
SIGNS NOT REQUIRING A PERMIT				
Address sign		✓	✓	✓
Construction sign	✓	✓	✓	✓
Incidental sign		✓	✓	✓
Fuel pump sign		✓	✓	✓
Home occupation sign	✓			✓
Political sign	✓	✓	✓	✓
Real estate sign	✓	✓	✓	✓
Window sign		✓	✓	✓
SIGNS REQUIRING A PERMIT				
Building Signs				
Awning sign		✓	✓	✓
Fascia sign		✓	✓	✓
Hanging sign		✓	✓	✓
Marquee sign		✓	✓	✓
Projecting sign		✓	✓	✓
Wall sign		✓	✓	✓
Menu Board		✓		
Freestanding Signs				
Ground sign		✓	✓	✓
Message center sign		✓***		✓***
Pole sign		✓**		✓**
Subdivision identification sign	✓			
Miscellaneous Signs				
Directory sign		✓	✓	✓
<p>* In the SC district, in addition to the pole sign described in § 7-8-4, only wall, ground, hanging, fascia, and permanent changeable letter signs shall be permitted.</p> <p>** Pole signs are not permitted in the OB, NB, or-TNB overlay, <u>SC-3, DC- and CTR-</u> districts.</p> <p>*** Message center signs are not permitted in the - TNB, PRD, PDD, or-TND overlay, <u>SC-3, DC- and CTR-</u> districts or within 500 feet of a residential district.</p> <p>Ground, wall and awning signs only are permitted in the LW-1 District.</p>				

Revise 7-8-8.A Permitted Sign Area, as follows:

A. All Signs

The maximum area of all signs, excluding those that are exempt, shall be related to the height of the building above the finished grade and the length of the wall of the building facing the nearest street. The total maximum face area for all signs shall not exceed X square feet per linear foot of building frontage where X equals the values in the following table. Lots fronting on two or more streets are allowed to calculate all street frontages into the allowable allocation. The allowance included in the prior sentence shall not be applicable to any Controlled Access Highway as detailed in § 120-5 of the Code of the Town of Amherst or any other street where vehicular access is not permitted including, but not limited to, the New York State Thruway (I-90), the Youngmann Expressway (I-290) and the Lockport Expressway (I-990).

SIGN AREA (SQUARE FEET) PER LINEAR FOOT			
District	Under 2 Stories	2 Stories	Over 2 Stories
RD, ST, GI	1.00	1.25	1.50
GB, SC, SC-3, DC-, CTR-	2.00	2.00	2.00
MS, CS	1.50	1.75	2.00
NB, OB, TL-	0.75	1.00	1.25
CF	0.50	0.50	0.50
LW-1	12 sq. ft. maximum (see § 5-8-4C)		

Revise 8-7-2. Initial Site Plans for New Development, as follows:

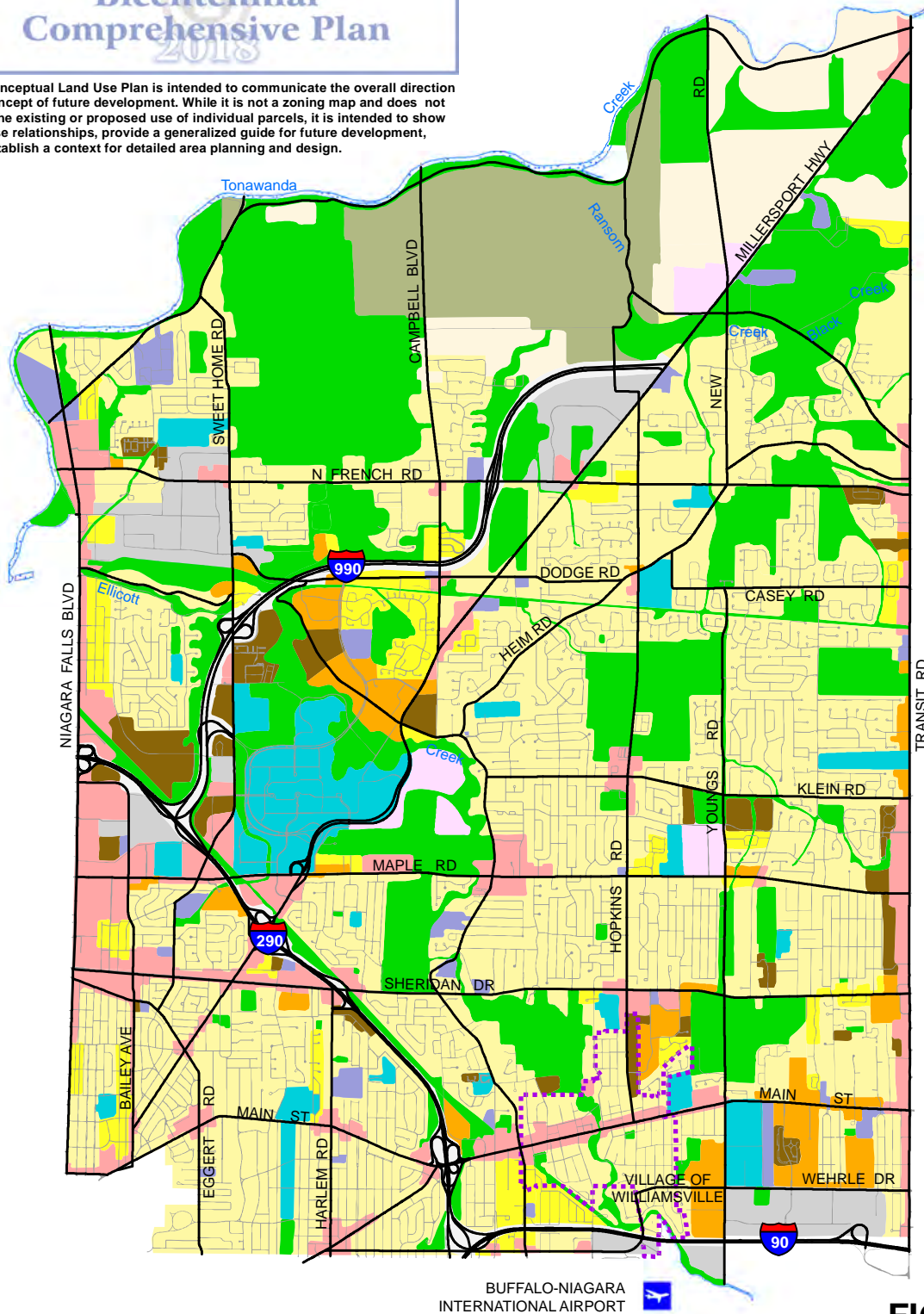
D. Initial Site Plans for New Development

An initial site plan for new development shall be submitted in accordance with the following table:

TYPE OF DEVELOPMENT	MAJOR SITE PLAN	MINOR SITE PLAN
RESIDENTIAL		
Up to 4 Residential Units		
Proposed construction of 3 or 4 residential units (If proposed single family lots result in the subdivision of a parcel into 5 or more lots within a 3-year period, see Town of Amherst Subdivision Regulations) Site plan review shall not be required for development of one or two single-family lots, except in the NCD district		X
5 or More Residential Units		
Proposed construction of 5 or more residential units (If 5 or more residential lots are proposed, see Town of Amherst Subdivision Regulations)	X	
SEQRA Type 1 Action		
Any proposed residential development classified as a Type 1 action under Town Code, Chapter 104, Environmental Quality Review, as amended.	X	
NONRESIDENTIAL		
Within 250 Feet of Residential		
Proposed nonresidential or mixed-use development located within 250 feet of residential use or zoning	X	
Under 4,000 SF		
Nonresidential or mixed-use development of less than 4,000 square feet of gross floor area and beyond 250 feet from a residential lot boundary		X
Nonresidential or mixed-use development of less than 4,000 square feet of gross floor area and within 250 feet of a residential lot boundary	X	
Over 4,000 SF		
Nonresidential or mixed-use development of greater than 4,000 square feet of gross floor area of all buildings	X	
Under 10,000 SF in the -TNB Overlay District <u>and TI- Mixed Use Districts</u>		
Nonresidential or mixed-use development of less than 10,000 square feet of gross floor area in the -TNB overlay district <u>and TI- Mixed Use Districts</u>		X
<u>Under 25,000 SF in SC-, DC- and CTR- Mixed Use Districts</u>		
<u>Nonresidential or mixed-use development of less than 25,000 square feet of gross floor area in the SC-, DC- and CTR- Mixed Use Districts and beyond 250 feet from a residential district boundary, as measured from the work limit line</u>		X
<u>Nonresidential or mixed-use development of less than 25,000 square feet of gross floor area in the SC-, DC- and CTR- Mixed Use Districts and within 250 feet from a district lot boundary, as measured from the work limit line</u>	X	
<u>Over 25,000 SF in the SC-, DC- and CTR- Mixed Use Districts</u>		
<u>Nonresidential or mixed-use development of more than 25,000 square feet of gross floor area</u>	X	
SEQRA Type 1 Action		
Any proposed nonresidential or mixed use development classified as a Type I action under Town Code, Chapter 104, Environmental Quality Review, as amended.	X	

1818 Town of Amherst Bicentennial 2018 Comprehensive Plan

The Conceptual Land Use Plan is intended to communicate the overall direction and concept of future development. While it is not a zoning map and does not show the existing or proposed use of individual parcels, it is intended to show land use relationships, provide a generalized guide for future development, and establish a context for detailed area planning and design.



Conceptual Land Use Plan

FIGURE 6

Rural Residential	Special Use Center	Recreation, Open Space & Greenways	Village of Williamsville Boundary
Single Family Residential	Commercial - Office	Agriculture	
Mixed Residential	Industrial - Office	Transportation	
Medium Residential	Community Facilities	Surface Water	
Commercial / Mixed Use*	Educational Campus		

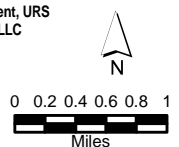
SOURCE NOTES:

Original Source Data Provided by the Town of Amherst Information Technology Department, URS Corporation and Wallace Roberts & Todd, LLC

Map Compiled by the Town of Amherst Planning Department

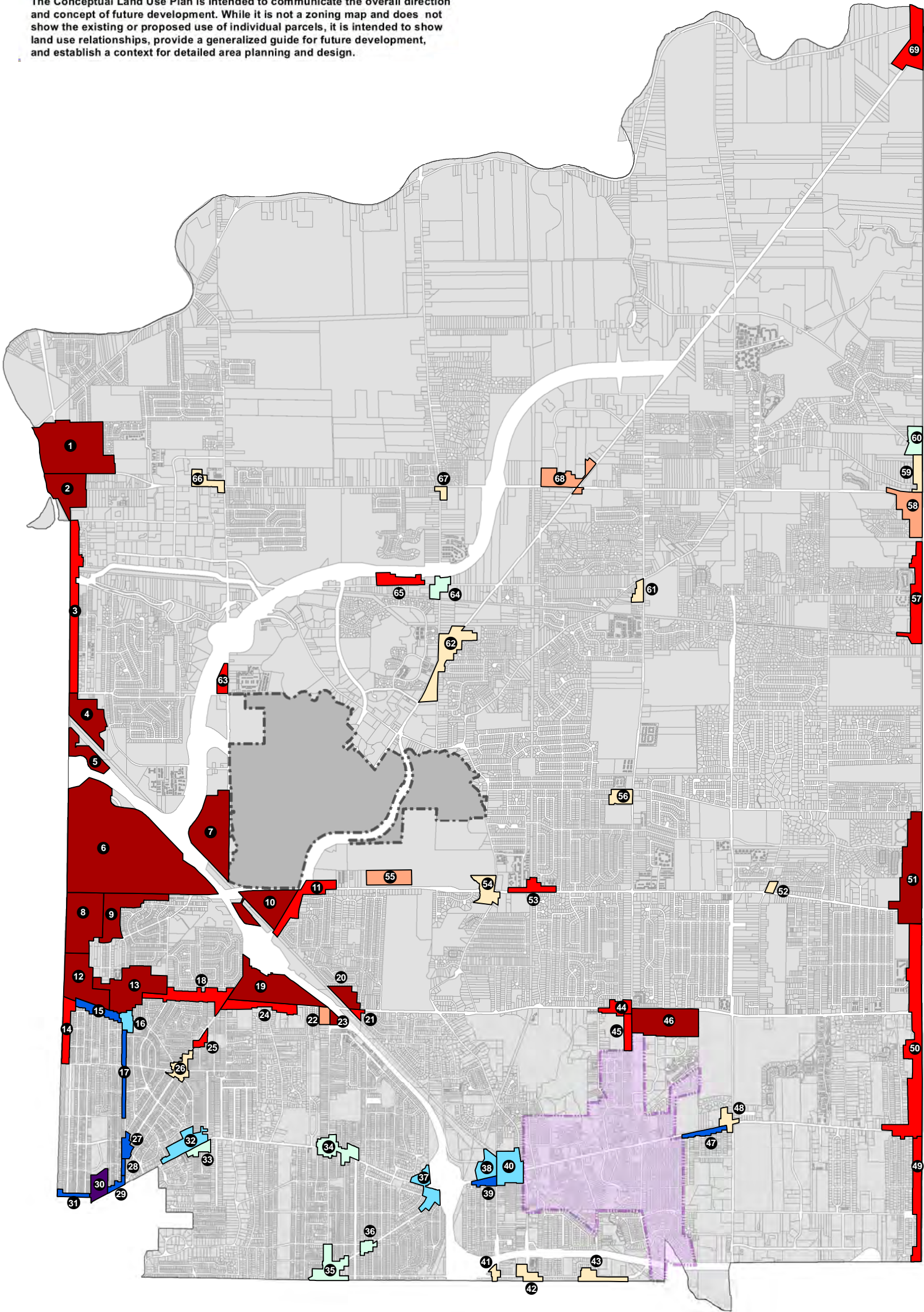
Date: December 2017

* See Map Figure 6-A for Form/Type Designation



1818
Town of Amherst
Bicentennial
Comprehensive Plan
2018

The Conceptual Land Use Plan is intended to communicate the overall direction and concept of future development. While it is not a zoning map and does not show the existing or proposed use of individual parcels, it is intended to show land use relationships, provide a generalized guide for future development, and establish a context for detailed area planning and design.



- 1 Wegmans (NFB)
- 2 Walgreens (NFB)
- 3 NFB / Ellicott Creek Strip
- 4 Home Depot (NFB)
- 5 Inkeepers Lane
- 6 Consumer Square / Ridge Lea
- 7 University Place
- 8 Boulevard Mall
- 9 Wegmans (Alberta)
- 10 Golden Triangle
- 11 Maple / Amherst Manor
- 12 Northtown Plaza
- 13 Walmart (Sheridan)
- 14 NFB Strip
- 15 Eggert Strip
- 16 Eggert / Bailey
- 17 Bailey Strip
- 18 Sheridan / Millersport Strip
- 19 Northtown Auto (Sheridan)
- 20 Sheridan / Sunrise - North Side
- 21 Sheridan / Sunrise - South Side
- 22 Sheridan / Harlem - West Side
- 23 Sheridan / Harlem - East Side
- 24 Sheridan / Getzville Strip
- 25 Millersport / Arcade
- 26 Six Corners
- 27 Bailey / Grover Cleveland
- 28 Bailey Live-Work
- 29 Main / Bailey
- 30 University Plaza
- 31 Kenmore Avenue
- 32 Eggertville (Main / Eggert - North Side)
- 33 Eggertville (Main / Eggert - South Side)
- 34 Snyder (Main / Harlem)
- 35 Harlem / Kensington
- 36 Kensington / Saratoga
- 37 Main / Kensington
- 38 Main / South Forest - North Side
- 39 Main / South Forest - South Side
- 40 West of Village of Williamsville
- 41 Wehrle / South Forest
- 42 Wehrle / South Union
- 43 Wehrle / Cayuga
- 44 Sheridan / Hopkins
- 45 Evans Strip
- 46 Williamsville Place
- 47 Main Strip
- 48 Main / Youngs
- 49 Transit / Wehrle
- 50 Transit from Main to Maple
- 51 Transit / Maple
- 52 Maple / Ayer
- 53 Maple Strip
- 54 Maple / North Forest
- 55 Gun Club
- 56 Clearfield Plaza
- 57 Transit / Casey
- 58 Transit / North French
- 59 Transit / Dodge
- 60 Swormville
- 61 Hopkins / Dodge
- 62 Getzville Plaza
- 63 Sweet Home / Skinnerville
- 64 Campbell / Dodge
- 65 Dodge Strip
- 66 Sweet Home / North French
- 67 Campbell / North French
- 68 Crosspointe
- 69 Transit / Millersport

FIGURE 6-A

Commercial and Mixed-Use Designations

Future Center Designations

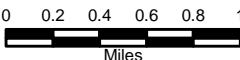
- | | | |
|----------------------------|-------------------------------|--------------------------|
| Suburban Center | Traditional Center | Village of Williamsville |
| Suburban Corridor | Traditional Corridor | University at Buffalo |
| Suburban Medium-Scale Node | Traditional Medium-Scale Node | |
| Suburban Low-Scale Node | Traditional Low-Scale Node | |

SOURCE NOTES:

Original Source Data Provided by the Town of Amherst Information Technology Department, URS Corporation and Wallace Roberts & Todd, LLC

Map Compiled by the Town of Amherst Planning Department

Date: December 2017



TAZ: 668
GROSS TAZ SF: 2,547,063 SF
GBNRTC 2015 Units: 1
GBNRTC 2050 Units (Forecast): 1

Town of Amherst Growth Projections (2040)
Housing Units: 0
Commercial Retail: 0
Commercial Office: 0

TAZ: 676
Gross TAZ SF: 4,721,639 SF
GBNRTC 2015 Units: 128
GBNRTC 2050 Units (Forecast): 74

Town of Amherst Growth Projections (2040)
Gross Potential SF: 3,609,789 SF
40% Bldg. Coverage: 1,443,915 SF (FFE)

Housing Units: 200 units
Commercial Retail: 440,000 SF
Commercial Office: 290,000 SF

TAZ: 677
Gross TAZ SF: 4,847,344 SF
GBNRTC 2015 Units: 369
GBNRTC 2050 Units (Forecast): 215

Town of Amherst Growth Projections (2040)
Gross Potential SF: 4,356,460 SF
40% Bldg. Coverage: 1,742,584 SF (FFE)

Housing Units: 500 units
Commercial Retail: 200,000 SF
Commercial Office: 100,000 SF

TAZ: 678
Gross TAZ SF: 4,960,099 SF
GBNRTC 2015 Units: 13
GBNRTC 2050 Units (Forecast): 7

Town of Amherst Growth Projections (2040)
Gross Potential SF: 2,420,165 SF
40% Bldg. Coverage: 968,066 SF (FFE)

Housing Units: 1,140 units
Commercial Retail: 100,000 SF
Commercial Office: 35,000 SF

TAZ: 679
Gross TAZ SF: 3,774,640 SF
GBNRTC 2015 Units: 12
GBNRTC 2050 Units (Forecast): 7

Town of Amherst Growth Projections (2040)
Gross Potential SF: 2,789,440 SF
40% Bldg. Coverage: 1,509,856 SF (FFE)

Housing Units: 180 units
Commercial Retail: 310,000 SF
Commercial Office: 10,000 SF

TAZ: 680
Gross TAZ SF: 1,908,503 SF
GBNRTC 2015 Units: 296
GBNRTC 2050 Units (Forecast): 574

Town of Amherst Growth Projections (2040)
Gross Potential SF: 374,853 SF
40% Bldg. Coverage: 149,941 SF (FFE)

Housing Units: 180 units
Commercial Retail: 30,000 SF
Commercial Office: 20,000 SF

TAZ: 681
Gross TAZ SF: 1,335,866 SF
GBNRTC 2015 Units: 0
GBNRTC 2050 Units (Forecast): 0

Town of Amherst Growth Projections (2040)
Gross Potential SF: 1,099,474 SF
40% Bldg. Coverage: 439,789 SF (FFE)

Housing Units: 50 units
Commercial Retail: 40,000 SF
Commercial Office: 25,000 SF

TAZ: 682
Gross TAZ SF: 5,350,350 SF
GBNRTC 2015 Units: 165
GBNRTC 2050 Units (Forecast): 320

Town of Amherst Growth Projections (2040)
Gross Potential SF: 4,196,010 SF
40% Bldg. Coverage: 1,678,404 SF (FFE)

Housing Units: 1,700 units
Commercial Retail: 190,000 SF
Commercial Office: 127,000 SF

TAZ: 683
Gross TAZ SF: 4,223,366 SF
GBNRTC 2015 Units: 109
GBNRTC 2050 Units (Forecast): 111

Town of Amherst Growth Projections (2040)
Gross Potential SF: 2,641,328 SF
40% Bldg. Coverage: 1,056,531 SF (FFE)

Housing Units: 150 units
Commercial Retail: 125,000 SF
Commercial Office: 85,000 SF

TAZ: 684
Gross TAZ SF: 4,215,845 SF
GBNRTC 2015 Units: 257
GBNRTC 2050 Units (Forecast): 160

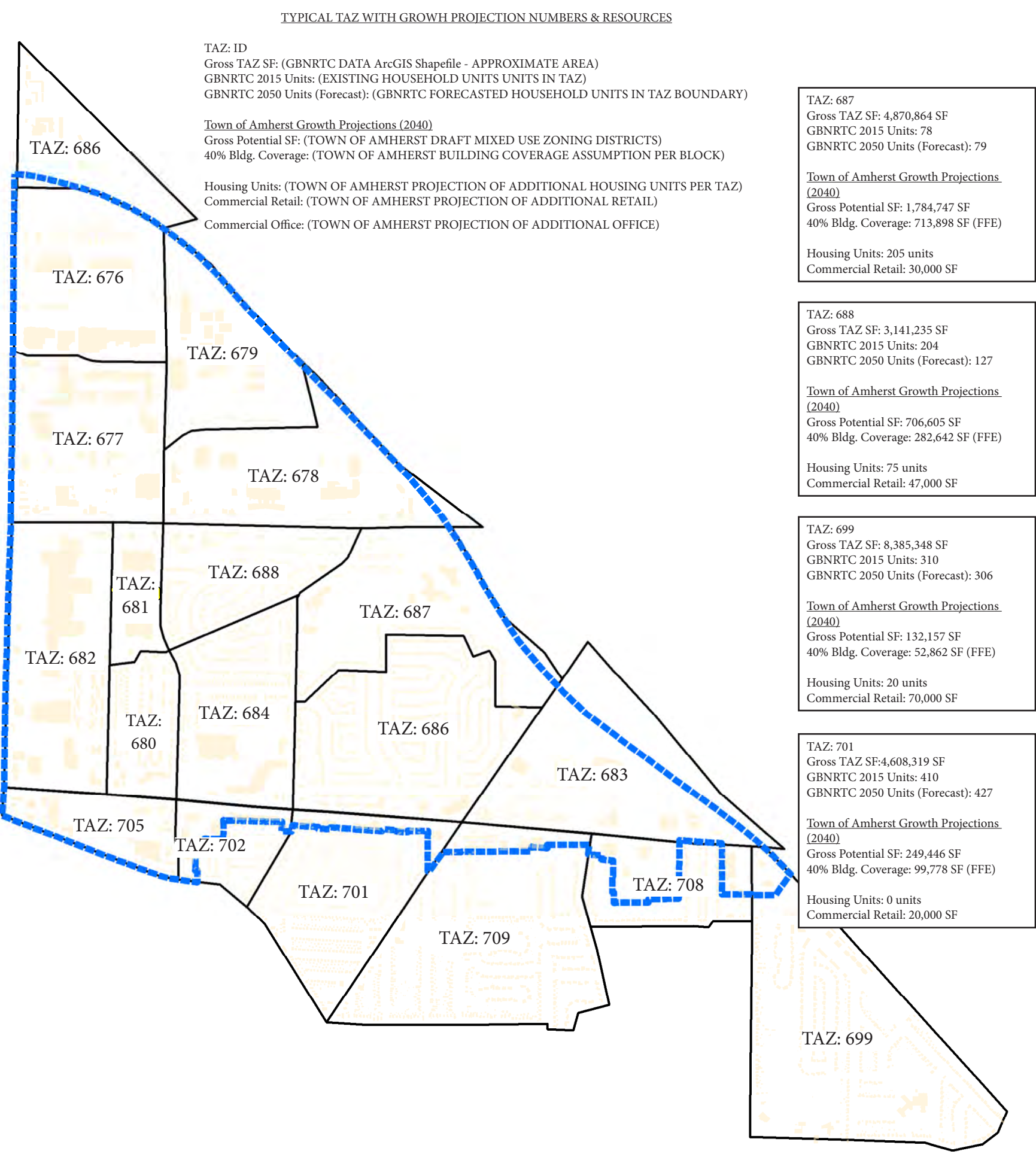
Town of Amherst Growth Projections (2040)
Gross Potential SF: 1,305,990 SF
40% Bldg. Coverage: 522,396 SF (FFE)

Housing Units: 50 units
Commercial Retail: 100,000 SF
Commercial Office: 70,000 SF

TAZ: 686
Gross TAZ SF: 6,398,398 SF
GBNRTC 2015 Units: 384
GBNRTC 2050 Units (Forecast): 392

Town of Amherst Growth Projections 2040
Gross Potential SF: 632,889 SF
40% Bldg. Coverage: 253,155 SF (FFE)

Housing Units: 115 units
Commercial Retail: 24,000 SF
Commercial Office: 20,000 SF



TAZ: 687
Gross TAZ SF: 4,870,864 SF
GBNRTC 2015 Units: 78
GBNRTC 2050 Units (Forecast): 79

Town of Amherst Growth Projections (2040)
Gross Potential SF: 1,784,747 SF
40% Bldg. Coverage: 713,898 SF (FFE)

Housing Units: 205 units
Commercial Retail: 30,000 SF

TAZ: 688
Gross TAZ SF: 3,141,235 SF
GBNRTC 2015 Units: 204
GBNRTC 2050 Units (Forecast): 127

Town of Amherst Growth Projections (2040)
Gross Potential SF: 706,605 SF
40% Bldg. Coverage: 282,642 SF (FFE)

Housing Units: 75 units
Commercial Retail: 47,000 SF

TAZ: 699
Gross TAZ SF: 8,385,348 SF
GBNRTC 2015 Units: 310
GBNRTC 2050 Units (Forecast): 306

Town of Amherst Growth Projections (2040)
Gross Potential SF: 132,157 SF
40% Bldg. Coverage: 52,862 SF (FFE)

Housing Units: 20 units
Commercial Retail: 70,000 SF

TAZ: 701
Gross TAZ SF: 4,608,319 SF
GBNRTC 2015 Units: 410
GBNRTC 2050 Units (Forecast): 427

Town of Amherst Growth Projections (2040)
Gross Potential SF: 249,446 SF
40% Bldg. Coverage: 99,778 SF (FFE)

Housing Units: 0 units
Commercial Retail: 20,000 SF

TAZ: 702
Gross TAZ SF: 1,718,715 SF
GBNRTC 2015 Units: 111
GBNRTC 2050 Units (Forecast): 115

Town of Amherst Growth Projections (2040)
Gross Potential SF: 525,838 SF
40% Bldg. Coverage: 210,335 SF (FFE)

Housing Units: 75 units
Commercial Retail: 4,000 SF

TAZ: 705
Gross TAZ SF: 1,894,287 SF
GBNRTC 2015 Units: 25
GBNRTC 2050 UNits (Forecast): 25

Town of Amherst Growth Projections (2040)
Gross Potential SF: 3,211,691 SF
40% Bldg. Coverage: 1,284,676 SF (FFE)

Housing Units: 300 units
Commercial Retail: 100,000 SF

TAZ: 708
Gross TAZ SF: 2,716,050
GBNRTC 2015 Units: 83
GBNRTC 2050 Units (Forecast): 64

Town of Amherst Growth Projections (2040)
Gross Potential SF: 261,337 SF
40% Bldg. Coverage: 104,534 SF (FFE)

Housing Units: 35 units
Commercial Retail: 42,000 SF

TAZ: 709
Gross TAZ SF: 7,664,959
GBNRTC 2015 Units: 392
GBNRTC 2050 Units (Forecast): 402

Town of Amherst Growth Projections (2040)
Gross Potential SF: 255,978 SF
40% Bldg. Coverage: 10,239 SF (FFE)

Housing Units: 25 units
Commercial Retail: 6,000 SF

OPPORTUNITY ZONE GROWTH RATE PROJECTIONS

Prepared for the GBNRTC & the Town of Amherst Engineering Department

June 2019

		TRAFFIC ANALYSIS ZONE BOUNDARIES & HOUSING/RESIDENTIAL (UNITS)																			
1	Growth Rate	668	676	677	678	679	680	681	682	683	684	686	687	688	699	701	702	705	708	709	Totals
	0-5	0	0	0	0	0	0	0	100	0	0	0	0	0	20	0	0	90	0	0	210
	5-10	0	0	50	100	100	130	50	650	50	0	115	0	75	0	0	75	0	10	25	1,430
	10-15	0	0	300	300	80	50	0	450	25	0	0	150	0	0	0	0	85	0	0	1,440
	15-20	0	200	150	740	0	0	0	500	75	50	0	55	0	0	0	0	125	25	0	1,920
		0	200	500	1140	180	180	50	1700	150	50	115	205	75	20	0	75	300	35	25	5,000

0.0%4.0%10.0%22.8%3.6%3.6%1.0%34.0%3.0%1.0%2.3%4.1%1.5%0.4%0.0%1.5%6.0%0.7%0.5%

		TRAFFIC ANALYSIS ZONE BOUNDARIES & COMMERCIAL RETAIL (SF)																			
2	Growth Rate	668	676	677	678	679	680	681	682	683	684	686	687	688	699	701	702	705	708	709	Totals
	0-5	0	50,000	0	0	200,000	0	0	50,000	50,000	0	0	0	0	70,000	0	0	75,000	0	0	495,000
	5-10	0	0	50,000	50,000	50,000	25,000	25,000	50,000	25,000	50,000	24,000	0	47,000	0	20,000	4,000	0	20,000	6,000	446,000
	10-15	0	0	75,000	50,000	0	0	0	0	25,000	0	0	20,000	0	0	0	0	0	0	0	170,000
	15-20	0	390,000	75,000	0	60,000	5,000	15,000	90,000	25,000	50,000	0	10,000	0	0	0	0	25,000	22,000	0	767,000
		0	440,000	200,000	100,000	310,000	30,000	40,000	190,000	125,000	100,000	24,000	30,000	47,000	70,000	20,000	4,000	100,000	42,000	6,000	1,878,000

0.0%23.4%10.6%5.3%16.5%1.6%2.1%10.1%6.7%5.3%1.3%1.6%2.5%3.7%1.1%0.2%5.3%2.2%0.3%

		TRAFFIC ANALYSIS ZONE BOUNDARIES & COMMERCIAL OFFICE (SF)																			
3	Growth Rate	668	676	677	678	679	680	681	682	683	684	686	687	688	699	701	702	705	708	709	Totals
	0-5	0	50,000	0	0	4,000	0	0	20,000	10,000	0	0	0	0	60,000	0	0	5,000	0	0	149,000
	5-10	0	0	10,000	5,000	4,000	15,000	5,000	20,000	20,000	20,000	20,000	2,000	40,000	0	18,000	2,000	0	20,000	6,000	207,000
	10-15	0	0	80,000	10,000	0	0	0	5,000	5,000	0	0	10,000	0	0	0	0	0	0	0	110,000
	15-20	0	240,000	10,000	20,000	2,000	5,000	20,000	82,000	50,000	50,000	0	80,000	0	0	0	0	70,000	9,000	0	638,000
		0	290,000	100,000	35,000	10,000	20,000	25,000	127,000	85,000	70,000	20,000	92,000	40,000	60,000	18,000	2,000	75,000	29,000	6,000	1,104,000

0.0%26.3%9.1%3.2%0.9%1.8%2.3%11.5%7.7%6.3%1.8%8.3%3.6%5.4%1.6%0.2%6.8%2.6%0.5%

TOTAL COMMERCIAL2,982,000

Methodology

The Planning Department derived the growth projections within the 1,263 acre Opportunity Zone based on several factors and assumptions. The projections are within the 20 year growth period (2040) as per the GBNRTC traffic model. The commercial properties are the main focus of these Growth Projections (approx. 777 acres). There are a select number of residential properties adjacent to larger commercial users that could be converted at or near the 20 year growth period, however, the majority of single-family residences in existing neighborhoods have been exempt from the build-out study as they are proposed to remain.

The following outlines the steps followed by the Town:

1.) First, the Town of Amherst is in the process of adopting new Mixed Use Zoning regulations to be effective in Fall 2019. The majority of the commercially zoned parcels in the Opportunity Zone are likely to be rezoned to one of these districts. These form-based districts have specific block sizes, building footprints and placement requirements. The maximum block perimeter is 1600 LF in CTR-5 and CTR-8 districts.

Mixed-Use Zoning Requirements		
Typical Block Size (Max. Perimeter) (CTR 5 & CTR 8)	1600 150,000	LF SF per Block
Typical Block Size Building Footprint Coverage *(Percentage of 1st Floor per Block)	40%*	

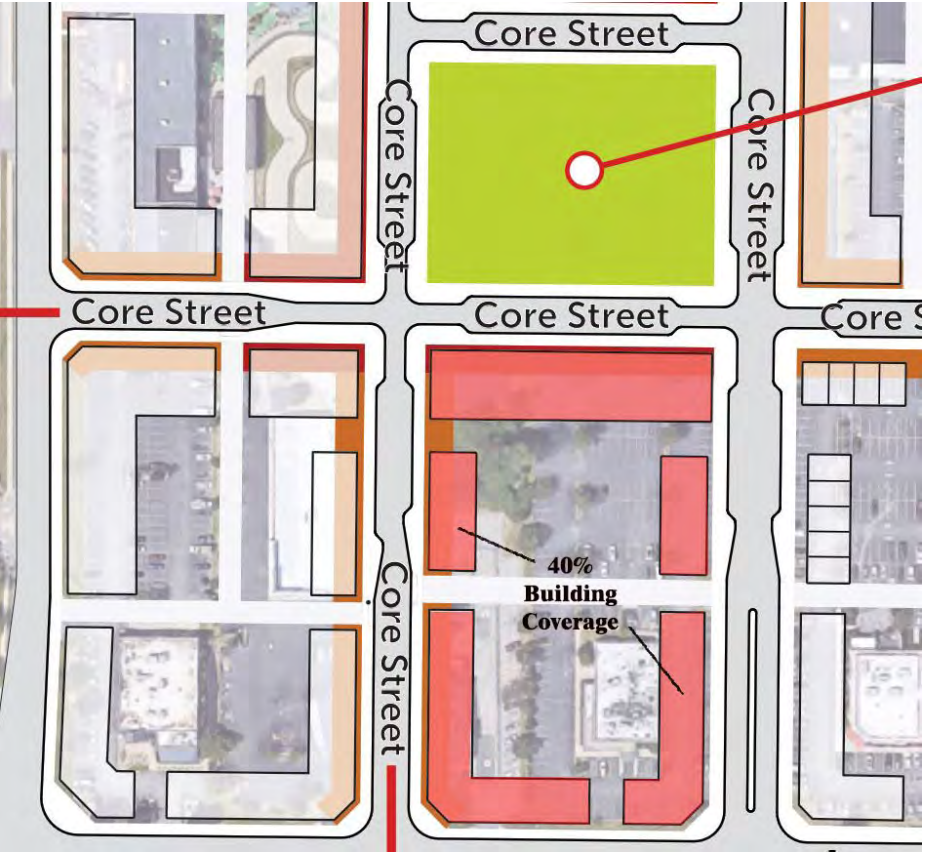
2.) Second, based on the Town’s Land Use consultant’s review and concept sketches, the approximate building coverage per block is an assumed 40% coverage. This 40% building coverage allows for surface parking, green space and storm water features on site. A simple volume calculation was created to understand the total amount of gross SF in the Opportunity Zone area. The 40% coverage of the building footprint was then multiplied by the number of stories based on the building height allowed in the proposed zoning district that likely corresponds to the parcel.

3.) The Planning Department assessed the absolute gross residential and commercial volume potential over a 100 year period, which would account for a population increase of 100,000 or more people within this time frame. As this scenario is not preferred or realistic, the Town will not use these numbers for the growth projections.

4.) The commercial growth numbers are based on the 2016 Town of Amherst Economic Study performed by Delta Associates. The study accounts for a commercial growth rate at 3% over the 20 year period. Within this study are projections for the southwest corner of Amherst identified as Planning Analysis Area 5 (PAA5). This leads us to the assumed 3% growth rate over 20 years for a total of 2.8-3.5 million gross SF of commercial growth. The study notes that the majority of growth will take place by redeveloping existing commercial areas. The projected forecasts suggest that office use accounts for 40 - 50% of the total commercial SF. Therefore, we will use 40% as the rate to delineate between retail and office space.

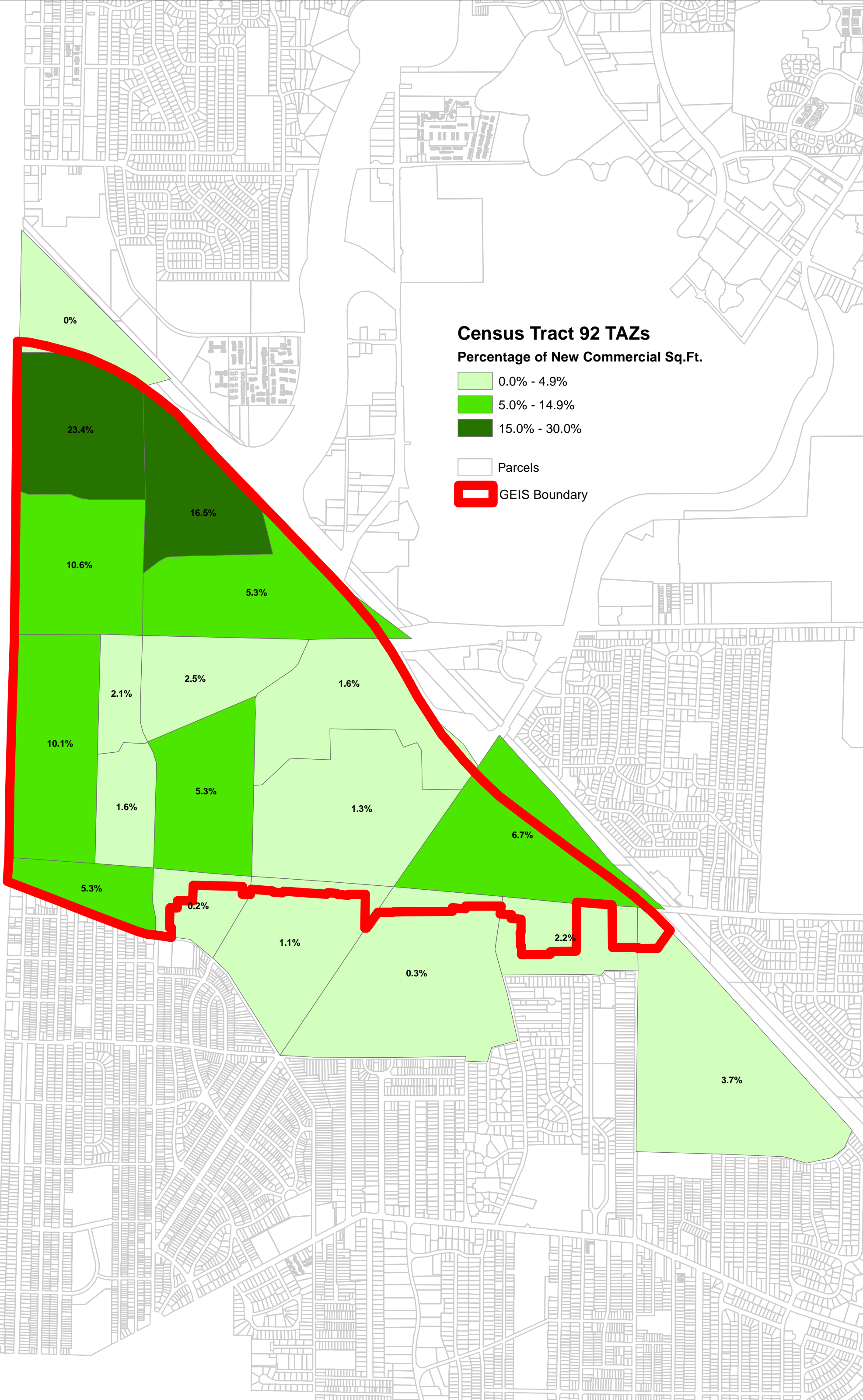
5.) The Planning Department then proceeded to identify the 777 acres in commercial use for possible development into smaller growth periods. These periods are based on the current permitting process, discussions with larger stakeholders/businesses/landowners, and historic trends in the area. The periods include 0-5 years, 5-10 years, 10-15 years, 15-20 years and 20+ years.

The residential component is based on a list of assumptions. The stakeholder with the largest role in the growth projection is the approximately 30,000 student population at the University at Buffalo. A series of off-campus housing projects have taken place to the east and north of the Opportunity Zone in the last 10 years. The increase in residential units is based on the potential for large student housing projects at 500 -1000 units per permit application. The Boulevard Mall owner, Douglas Development, has a history of completing high density mixed-use projects with a residential component. The residential component relates to possible turnover of 1-story commercial properties along Sheridan Drive that convert to mixed-use properties. The senior housing demand is based on the recent projects taking place within the Town. Based on these assumptions, with a potential population increase of at least 20,000 people in the next 20 years, the Planning Department has created residential growth projections.



Typical Mixed-Use CTR-5 & 8 Block with 40% Building Coverage

- GROWTH PROJECTIONS (2040)
- HOUSING UNITS = 5,000 units
- COMMERCIAL RETAIL = 1,878,000 SF
- COMMERCIAL OFFICE = 1,104,000 SF



Census Tract 92 TAZs

Percentage of New Commercial Sq.Ft.

0.0% - 4.9%

5.0% - 14.9%

15.0% - 30.0%

Parcels

GEIS Boundary

0%

23.4%

16.5%

10.6%

5.3%

2.1%

2.5%

1.6%

10.1%

1.6%

5.3%

1.3%

5.3%

0.2%

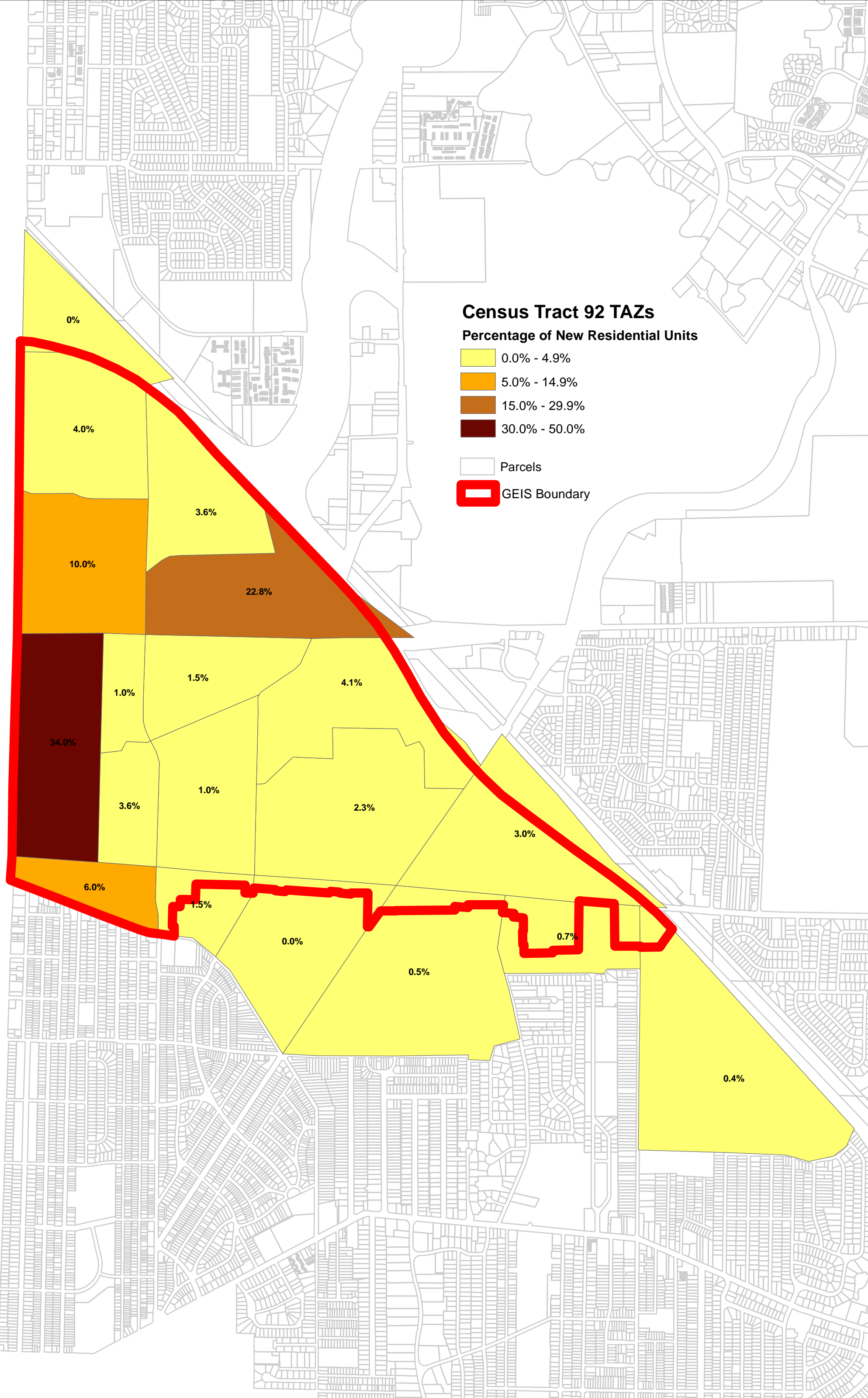
1.1%

0.3%

6.7%

2.2%

3.7%



Census Tract 92 TAZs

Percentage of New Residential Units

- 0.0% - 4.9%
- 5.0% - 14.9%
- 15.0% - 29.9%
- 30.0% - 50.0%

Parcels

GEIS Boundary

Appendix D
Public Involvement

The following is a list of meetings held during the development of updates to the Amherst Bicentennial Plan and new Zoning Districts provided by the Town Planning Department July 12, 2019. Information on all meetings and related materials are available on the Town's website www.amherst.ny.us by using the keywords "2017 zoning update."

Comprehensive Plan Amendment

- Committee Meetings:
 - March 8, 2016
 - April 26, 2016
 - May 25, 2016
 - June 29, 2016
 - August 20, 2016
 - September 7, 2016
 - September 27, 2016
 - October 26, 2016
 - November 21, 2016
 - January 11, 2017
 - February 22, 2017
 - March 8, 2017
 - March 29, 2017
 - May 10, 2017
 - May 25, 2017
 - June 28, 2017
 - July 11, 2017
 - July 12, 2017
 - July 26, 2017
 - August 23, 2017
 - October 18, 2017
 - November 8, 2017
- Public Meetings
 - May 17, 2017 (Transit Middle School)
 - May 23, 2017 (Amherst Middle School)
- Planning Board Meetings/Public Hearings:
 - June 22, 2017
 - August 17, 2017
 - August 31, 2017
 - September 14, 2017 (recommended approval)
- Town Board Meetings:
 - March 9, 2016
 - September 6, 2016
 - September 18, 2017
 - October 30, 2017 (public hearing)
 - December 11, 2017 (public hearing, adopted)
- Stakeholders Bus Tour – July 20, 2016
- Public Charrette Events – September 24-28, 2016
 - Hands On Workshop
 - Open Design Studios

- Open Houses
- Lunch & Learns
- Work In Progress Presentation

Zoning Code Changes

- Working Group Meetings
 - October 11, 2018
 - November 1, 2018
 - November 29, 2018
 - December 12, 2018
 - January 9, 2019
 - January 23, 2019
 - February 13, 2019
 - February 27, 2019
 - March 13, 2019
 - March 27, 2019
- Stakeholder Sessions
 - March 14, 2019
 - March 15, 2019
- Work Session for Town Board/Planning Board/ZBA - March 18, 2019
- Planning Board Public hearing – March 26, 2019
- Training Sessions for Staff and Local Professionals
 - March 25, 2019
 - March 28, 2019
- Local Community Education Forum – March 26, 2019

Appendix E

Traffic Data

Amherst Opportunity Zone GEIS

Appendix E - Transportation

Contents

E-1 Transportation Improvement Concept Layouts

E-2 Traffic Analysis Zone Trip Generation Model Outputs

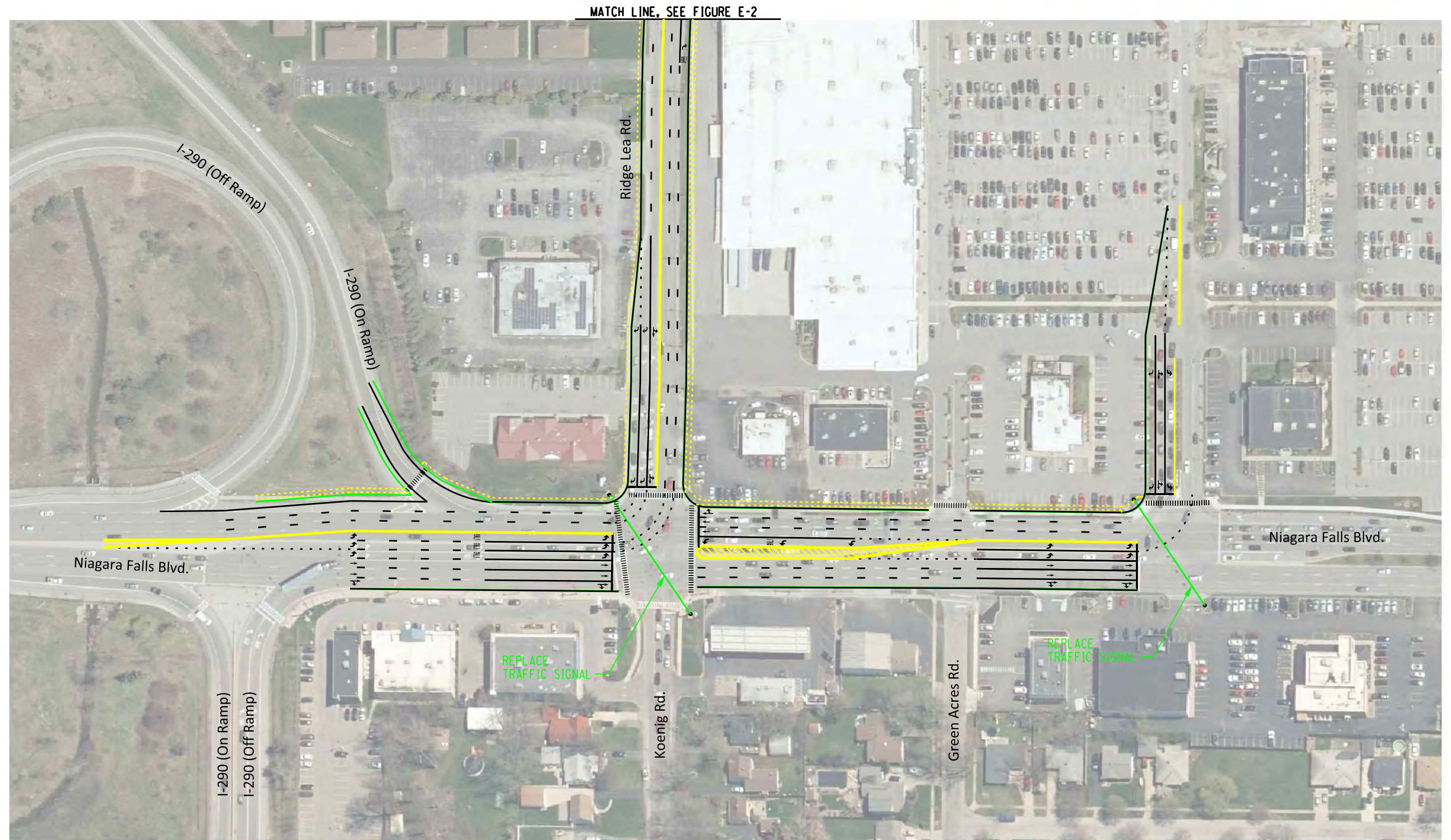
E-3 Capacity Analysis Level of Service Summary Tables

E-4 Key Intersection Crash History Summary Table

The following additional information is available upon request

1. 2040 No-Build and Build Intersection Volume Development
2. Crash History Data
3. Capacity Analysis Summary Reports
4. Transportation Improvement Cost Estimate Supporting Documentation
5. Public-Private Share Cost Allocation Calculations

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III Winners Circle, PO Box 5269 • Albany, NY 12205-0269
Main: (518)453.4500 • www.chacompanies.com

CHA Project No.: 35819

Transportation Improvement Concept Layout
Amherst Opportunity Zone
Generic Environmental Impact Statement
Town of Amherst, Erie County, New York

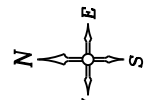


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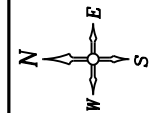


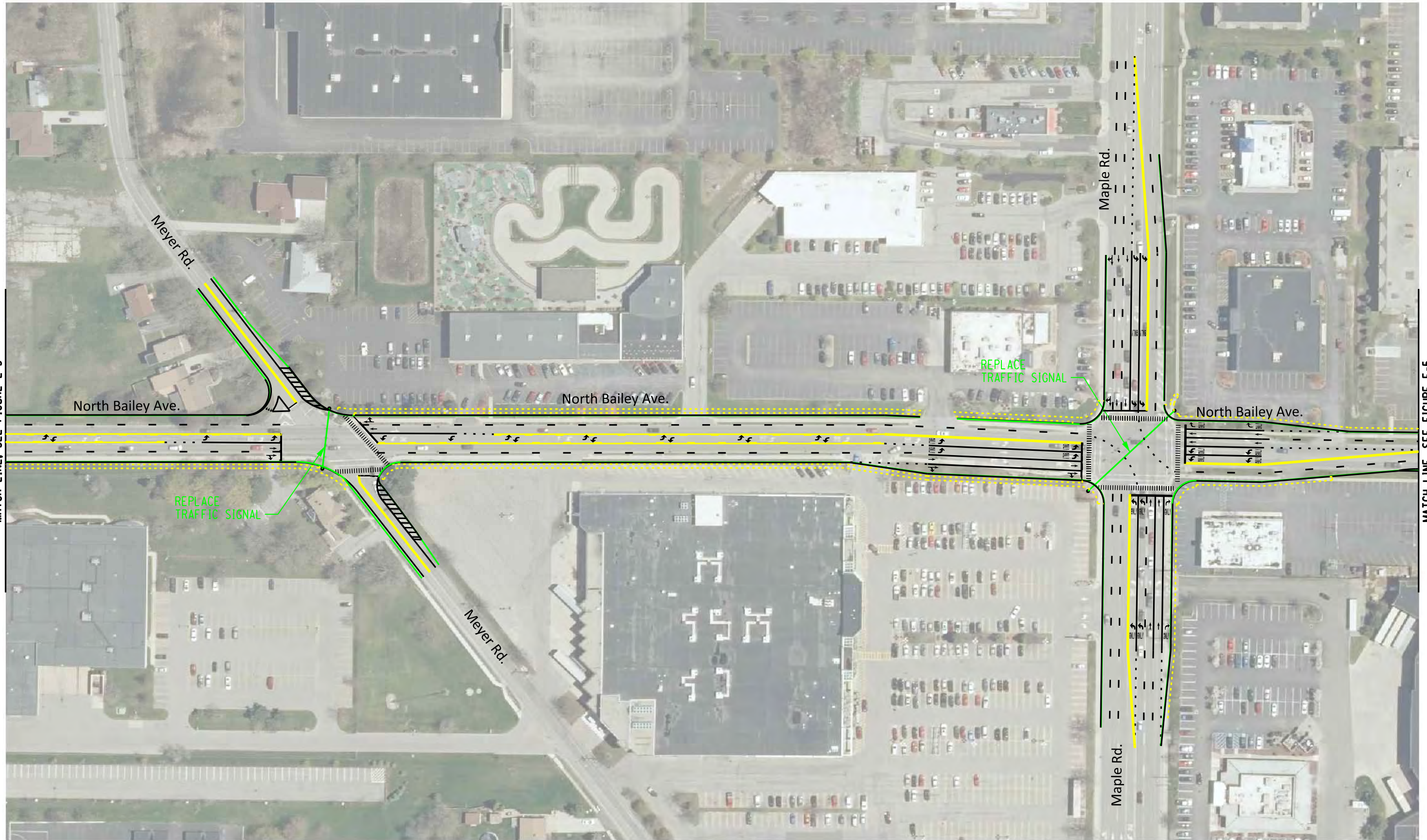
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MATCH LINE, SEE FIGURE E-3



MATCH LINE, SEE FIGURE E-5



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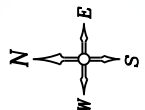
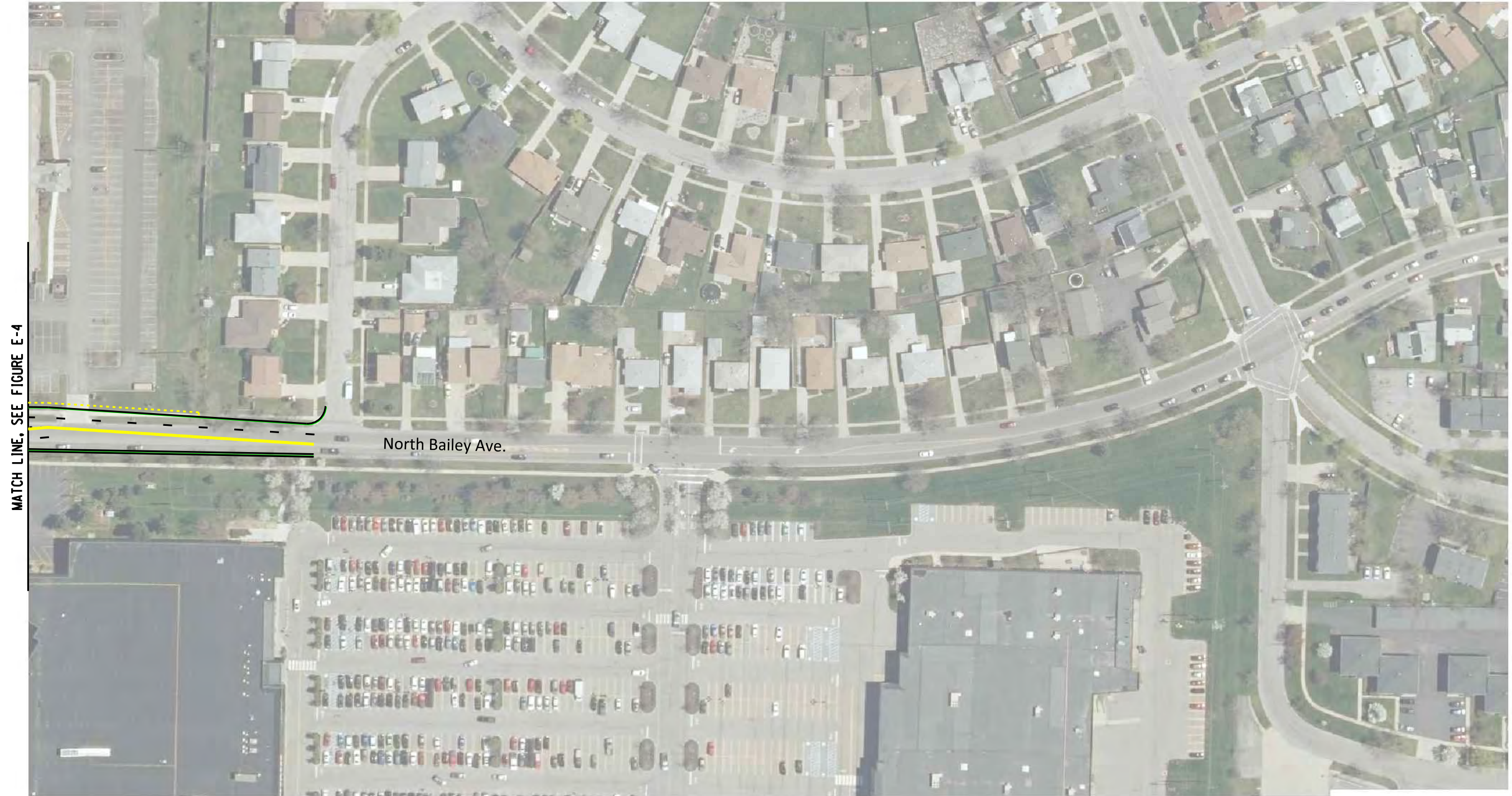


Figure E-4

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CHA Project No.: 35819

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Generic Environmental Impact Statement
Town of Amherst, Erie County, New York

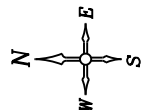
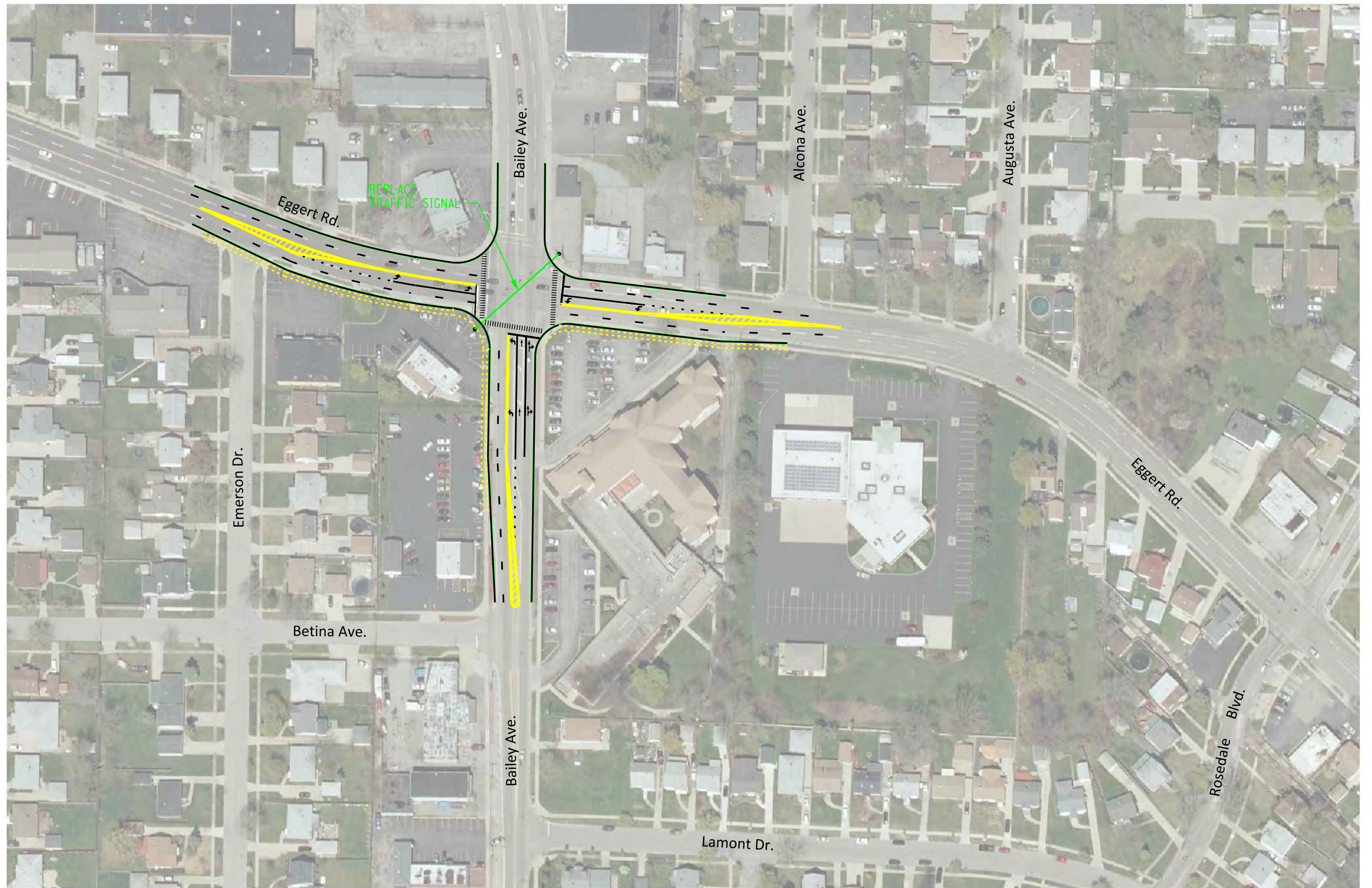


Figure E-5

Date: August 2019

0 600 1200
Feet

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Transportation Improvement Concept Layout
Amherst Opportunity Zone
Generic Environmental Impact Statement
Town of Amherst, Erie County, New York

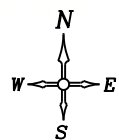


Figure E-6

Date: August 2019

0 600 1200
Feet

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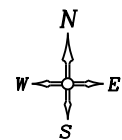
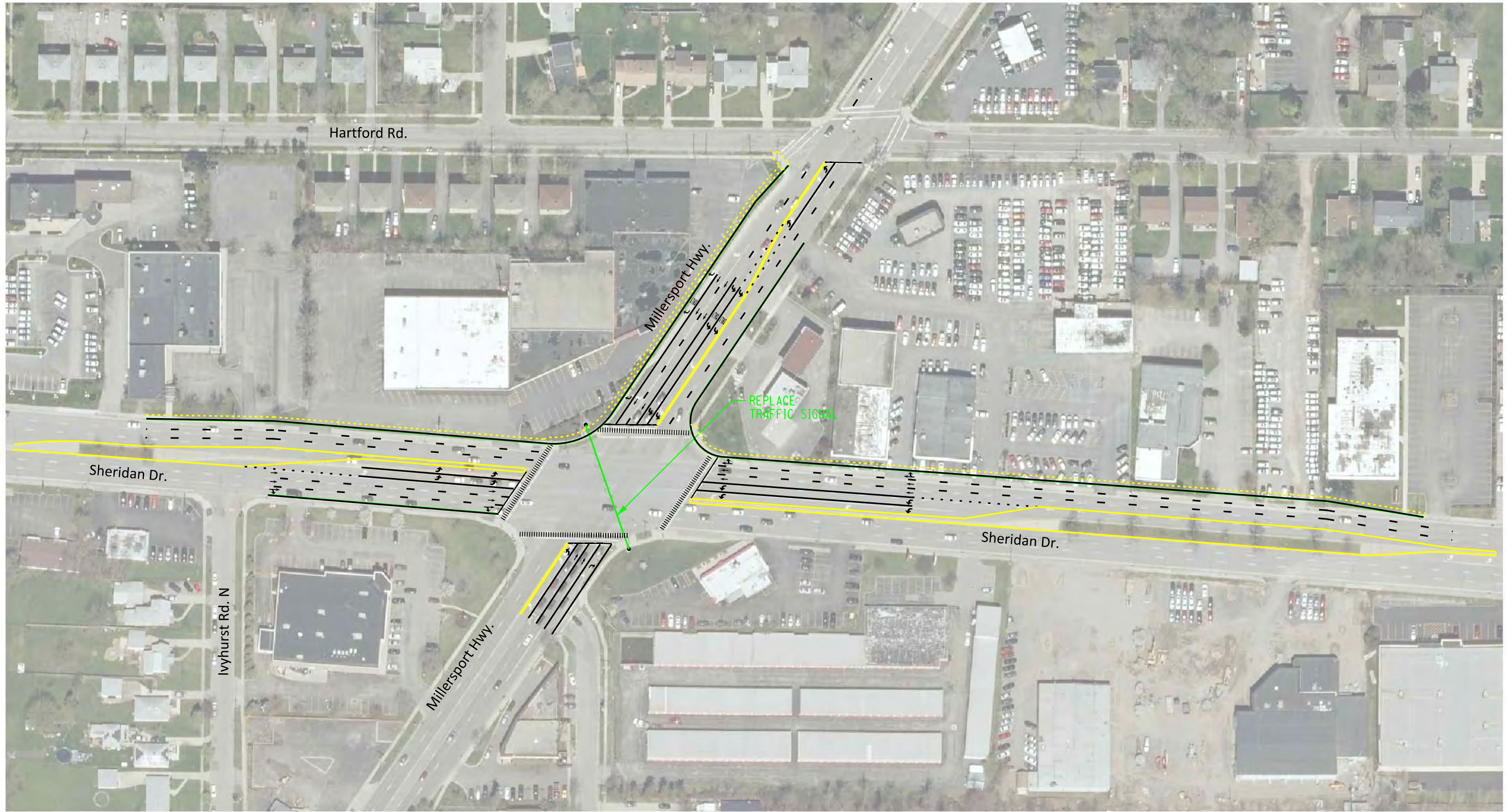


Figure E-7

Date: August 2019

0 600 1200 Feet

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USER = 597



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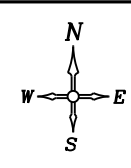
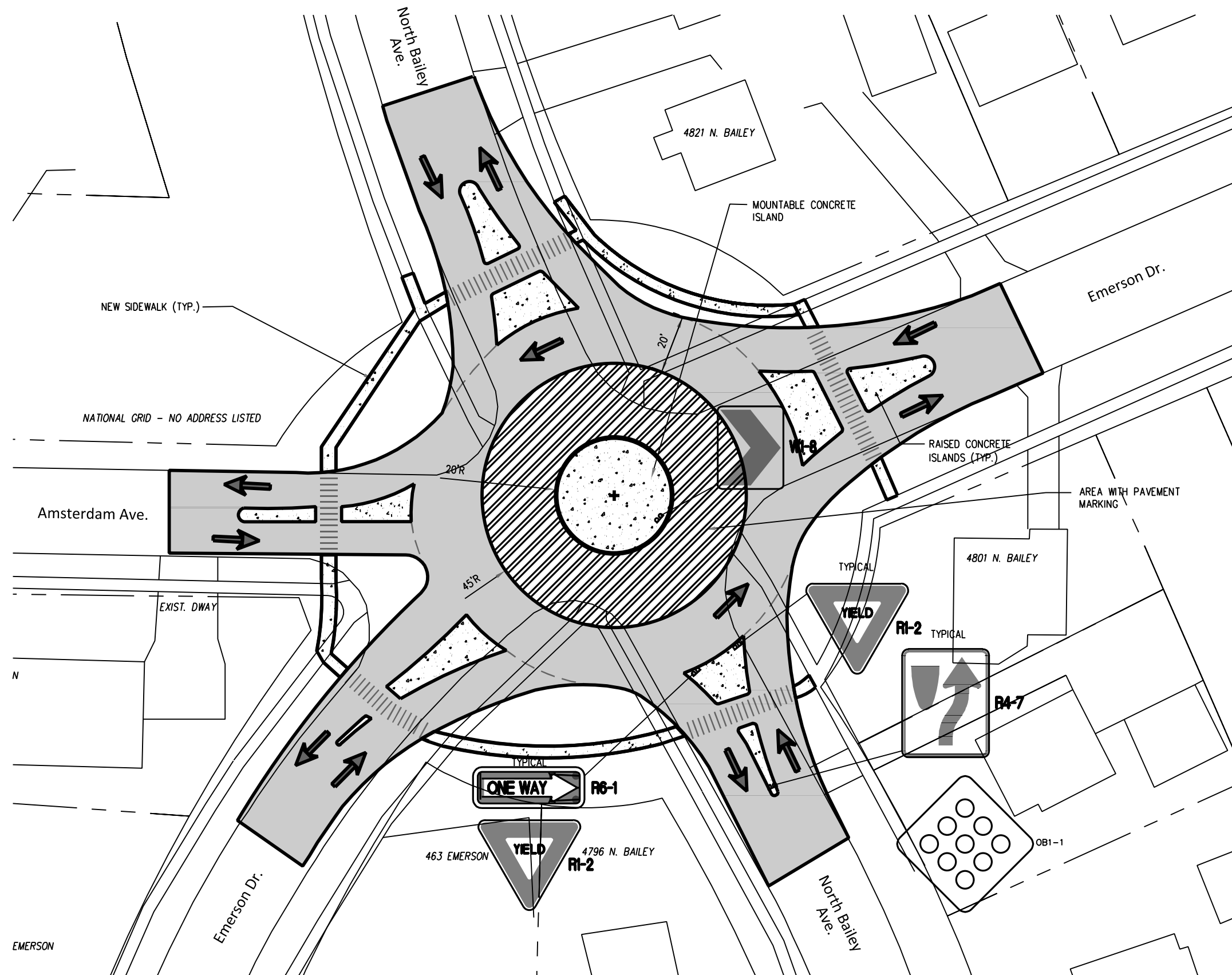


Figure E-8
Date: August 2019
0 600 1200 Feet

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DATE/TIME = 8/13/2019
USER = 597



Source: Traffic Study For North Bailey, Emerson & Amsterdam
Intersection Improvements
Didonato Engineering, August 2014

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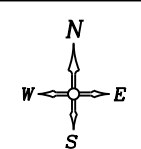


Figure E-9
Date: August 2019
0 20 40 Feet

Modeled Traffic Demand by Scenario

TAZ	2015 Base								
	AM Peak Period			PM Peak Period			Daily		
	Productions	Attractions	Total	Productions	Attractions	Total	Productions	Attractions	Total
668	174	289	463	369	236	605	1,445	1,155	2,600
676	558	1,256	1,814	1,329	1,063	2,392	5,053	5,143	10,196
677	803	1,533	2,336	1,671	1,405	3,076	6,551	6,585	13,136
678	415	1,000	1,415	1,045	827	1,872	3,938	4,050	7,988
679	330	784	1,114	829	636	1,465	3,107	3,142	6,249
680	366	482	848	577	555	1,132	2,478	2,419	4,897
681	170	406	576	432	336	768	1,630	1,623	3,253
682	1,060	2,338	3,398	2,590	2,224	4,814	10,234	10,191	20,425
683	372	828	1,200	871	671	1,542	3,173	3,237	6,410
684	329	377	706	466	436	902	1,939	1,923	3,862
687	193	301	494	282	343	625	1,355	1,339	2,694
688	299	370	669	437	414	851	1,866	1,863	3,729
699	462	608	1,070	700	602	1,302	2,649	2,679	5,328
701	435	354	789	463	524	987	2,142	2,120	4,262
702	228	357	585	406	380	786	1,677	1,673	3,350
705	299	753	1,052	785	583	1,368	2,800	2,840	5,640
708	167	282	449	298	256	554	1,141	1,205	2,346
709	439	360	799	472	526	998	2,116	2,098	4,214

Modeled Traffic Demand by Scenario

TAZ	2040 No Build								
	AM Peak Period			PM Peak Period			Daily		
	Productions	Attractions	Total	Productions	Attractions	Total	Productions	Attractions	Total
668	192	314	506	402	256	658	1,584	1,258	2,842
676	530	1,223	1,753	1,295	1,036	2,331	4,907	5,000	9,907
677	712	1,470	2,182	1,593	1,036	2,629	6,212	6,249	12,461
678	414	983	1,397	1,032	824	1,856	3,955	4,055	8,010
679	329	768	1,097	818	636	1,454	3,094	3,124	6,218
680	423	491	914	602	602	1,204	1,735	1,732	3,467
681	168	389	557	417	329	746	1,623	1,607	3,230
682	1,067	2,240	3,307	2,510	2,194	4,704	10,212	10,112	20,324
683	401	895	1,296	941	723	1,664	3,430	3,501	6,931
684	285	360	645	435	393	828	1,786	1,774	3,560
687	199	314	513	357	292	649	1,422	1,402	2,824
688	264	348	612	407	379	786	1,735	1,732	3,467
699	459	609	1,068	700	599	1,299	2,639	2,671	5,310
701	430	340	770	450	512	962	2,101	2,077	4,178
702	224	362	586	410	379	789	1,712	1,703	3,415
705	309	768	1,077	803	600	1,403	2,871	2,913	5,784
708	163	310	473	320	264	584	1,197	1,271	2,468
709	440	368	808	479	527	1,006	2,142	2,121	4,263

Modeled Traffic Demand by Scenario

TAZ	2040 Build (Preferred Alt)								
	AM Peak Period			PM Peak Period			Daily		
	Productions	Attractions	Total	Productions	Attractions	Total	Productions	Attractions	Total
668	194	320	514	407	258	665	1,592	1,269	2,861
676	1,023	1,908	2,931	2,137	1,968	4,105	9,102	9,130	18,232
677	1,179	1,900	3,079	2,152	2,256	4,408	9,082	9,038	18,120
678	1,232	1,447	2,679	1,705	1,709	3,414	7,546	7,597	15,143
679	727	1,249	1,976	1,429	1,309	2,738	6,198	6,143	12,341
680	542	583	1,125	725	748	1,473	3,319	3,214	6,533
681	252	478	730	531	455	986	2,194	2,156	4,350
682	1,921	2,849	4,770	3,322	3,197	6,519	14,482	14,206	28,688
683	617	1,140	1,757	1,248	1,073	2,321	4,997	5,038	10,035
684	432	568	1,000	686	675	1,361	3,060	3,056	6,116
687	406	450	856	549	523	1,072	2,440	2,384	4,824
688	375	461	836	552	542	1,094	2,479	2,454	4,933
699	546	737	1,283	856	768	1,624	3,416	3,430	6,846
701	450	376	826	490	555	1,045	2,304	2,278	4,582
702	278	387	665	446	426	872	1,910	1,896	3,806
705	612	1,034	1,646	1,157	1,019	2,176	4,694	4,683	9,377
708	240	404	644	433	395	828	1,776	1,858	3,634
709	467	385	852	504	557	1,061	2,267	2,243	4,510

Percent Change in Modeled Traffic Demand by Scenario

TAZ	2015 Base vs 2040 No Build								
	AM Peak Period			PM Peak Period			Daily		
	Productions	Attractions	Total	Productions	Attractions	Total	Productions	Attractions	Total
668	10%	9%	9%	9%	8%	9%	10%	9%	9%
676	-5%	-3%	-3%	-3%	-3%	-3%	-3%	-3%	-3%
677	-11%	-4%	-7%	-5%	-26%	-15%	-5%	-5%	-5%
678	0%	-2%	-1%	-1%	0%	-1%	0%	0%	0%
679	0%	-2%	-2%	-1%	0%	-1%	0%	-1%	0%
680	16%	2%	8%	4%	8%	6%	-30%	-28%	-29%
681	-1%	-4%	-3%	-3%	-2%	-3%	0%	-1%	-1%
682	1%	-4%	-3%	-3%	-1%	-2%	0%	-1%	0%
683	8%	8%	8%	8%	8%	8%	8%	8%	8%
684	-13%	-5%	-9%	-7%	-10%	-8%	-8%	-8%	-8%
687	3%	4%	4%	27%	-15%	4%	5%	5%	5%
688	-12%	-6%	-9%	-7%	-8%	-8%	-7%	-7%	-7%
699	-1%	0%	0%	0%	0%	0%	0%	0%	0%
701	-1%	-4%	-2%	-3%	-2%	-3%	-2%	-2%	-2%
702	-2%	1%	0%	1%	0%	0%	2%	2%	2%
705	3%	2%	2%	2%	3%	3%	3%	3%	3%
708	-2%	10%	5%	7%	3%	5%	5%	5%	5%
709	0%	2%	1%	1%	0%	1%	1%	1%	1%

Percent Change in Modeled Traffic Demand by Scenario

TAZ	2015 Base vs 2040 Build								
	AM Peak Period			PM Peak Period			Daily		
	Productions	Attractions	Total	Productions	Attractions	Total	Productions	Attractions	Total
668	11%	11%	11%	10%	9%	10%	10%	10%	10%
676	83%	52%	62%	61%	85%	72%	80%	78%	79%
677	47%	24%	32%	29%	61%	43%	39%	37%	38%
678	197%	45%	89%	63%	107%	82%	92%	88%	90%
679	120%	59%	77%	72%	106%	87%	99%	96%	97%
680	48%	21%	33%	26%	35%	30%	34%	33%	33%
681	48%	18%	27%	23%	35%	28%	35%	33%	34%
682	81%	22%	40%	28%	44%	35%	42%	39%	40%
683	66%	38%	46%	43%	60%	51%	57%	56%	57%
684	31%	51%	42%	47%	55%	51%	58%	59%	58%
687	110%	50%	73%	95%	52%	72%	80%	78%	79%
688	25%	25%	25%	26%	31%	29%	33%	32%	32%
699	18%	21%	20%	22%	28%	25%	29%	28%	28%
701	3%	6%	5%	6%	6%	6%	8%	7%	8%
702	22%	8%	14%	10%	12%	11%	14%	13%	14%
705	105%	37%	56%	47%	75%	59%	68%	65%	66%
708	44%	43%	43%	45%	54%	49%	56%	54%	55%
709	6%	7%	7%	7%	6%	6%	7%	7%	7%

Percent Change in Modeled Traffic Demand by Scenario

TAZ	2040 No Build vs 2040 Build								
	AM Peak Period			PM Peak Period			Daily		
	Productions	Attractions	Total	Productions	Attractions	Total	Productions	Attractions	Total
668	1%	2%	2%	1%	1%	1%	1%	1%	1%
676	93%	56%	67%	65%	90%	76%	85%	83%	84%
677	66%	29%	41%	35%	118%	68%	46%	45%	45%
678	198%	47%	92%	65%	107%	84%	91%	87%	89%
679	121%	63%	80%	75%	106%	88%	100%	97%	98%
680	28%	19%	23%	20%	24%	22%	91%	86%	88%
681	50%	23%	31%	27%	38%	32%	35%	34%	35%
682	80%	27%	44%	32%	46%	39%	42%	40%	41%
683	54%	27%	36%	33%	48%	39%	46%	44%	45%
684	52%	58%	55%	58%	72%	64%	71%	72%	72%
687	104%	43%	67%	54%	79%	65%	72%	70%	71%
688	42%	32%	37%	36%	43%	39%	43%	42%	42%
699	19%	21%	20%	22%	28%	25%	29%	28%	29%
701	5%	11%	7%	9%	8%	9%	10%	10%	10%
702	24%	7%	13%	9%	12%	11%	12%	11%	11%
705	98%	35%	53%	44%	70%	55%	63%	61%	62%
708	47%	30%	36%	35%	50%	42%	48%	46%	47%
709	6%	5%	5%	5%	6%	5%	6%	6%	6%

Overall Percent Change in Modeled Traffic Demand by Scenario									
SUM ALL TAZs	2015 Base vs 2040 No Build								
	AM Peak Period			PM Peak Period			Daily		
	Productions	Attractions	Total	Productions	Attractions	Total	Productions	Attractions	Total
	7,099	12,678	19,777	14,022	12,017	26,039	55,294	55,285	110,579
% change	-1%	-1%	-1%	0%	-4%	-2%	-2%	-2%	-2%
vol change	-90	-126	-216	-51	-436	-487	-937	-983	-1,920
Volume Change in Modeled Traffic Demand by Scenario									
TAZ	2015 Base vs 2040 No Build								
	AM Peak Period			PM Peak Period			Daily		
	Productions	Attractions	Total	Productions	Attractions	Total	Productions	Attractions	Total
668	18	25	43	33	20	53	139	103	242
676	-28	-33	-61	-34	-27	-61	-146	-143	-289
677	-91	-63	-154	-78	-369	-447	-339	-336	-675
678	-1	-17	-18	-13	-3	-16	17	5	22
679	-1	-16	-17	-11	0	-11	-13	-18	-31
680	57	9	66	25	47	72	-743	-687	-1430
681	-2	-17	-19	-15	-7	-22	-7	-16	-23
682	7	-98	-91	-80	-30	-110	-22	-79	-101
683	29	67	96	70	52	122	257	264	521
684	-44	-17	-61	-31	-43	-74	-153	-149	-302
687	6	13	19	75	-51	24	67	63	130
688	-35	-22	-57	-30	-35	-65	-131	-131	-262
699	-3	1	-2	0	-3	-3	-10	-8	-18
701	-5	-14	-19	-13	-12	-25	-41	-43	-84
702	-4	5	1	4	-1	3	35	30	65
705	10	15	25	18	17	35	71	73	144
708	-4	28	24	22	8	30	56	66	122
709	1	8	9	7	1	8	26	23	49
	-90	-126	-216	-51	-436	-487	-937	-983	-1,920

SUM ALL TAZs	Overall Percent Change in Modeled Traffic Demand by Scenario								
	2015 Base vs 2040 Build								
	AM Peak Period			PM Peak Period			Daily		
	Productions	Attractions	Total	Productions	Attractions	Total	Productions	Attractions	Total
	7,009	12,552	19,561	13,971	11,581	25,552	54,357	54,302	108,659
% change	62%	32%	42%	38%	53%	45%	50%	48%	49%
vol change	4,394	3,998	8,392	5,307	6,416	11,723	27,564	26,788	54,352
Volume Char									
TAZ	2015 Base vs 2040 Build								
	AM Peak Period			PM Peak Period			Daily		
	Productions	Attractions	Total	Productions	Attractions	Total	Productions	Attractions	Total
668	20	31	51	38	22	60	147	114	261
676	465	652	1117	808	905	1713	4049	3987	8036
677	376	367	743	481	851	1332	2531	2453	4984
678	817	447	1264	660	882	1542	3608	3547	7155
679	397	465	862	600	673	1273	3091	3001	6092
680	176	101	277	148	193	341	841	795	1636
681	82	72	154	99	119	218	564	533	1097
682	861	511	1372	732	973	1705	4248	4015	8263
683	245	312	557	377	402	779	1824	1801	3625
684	103	191	294	220	239	459	1121	1133	2254
687	213	149	362	267	180	447	1085	1045	2130
688	76	91	167	115	128	243	613	591	1204
699	84	129	213	156	166	322	767	751	1518
701	15	22	37	27	31	58	162	158	320
702	50	30	80	40	46	86	233	223	456
705	313	281	594	372	436	808	1894	1843	3737
708	73	122	195	135	139	274	635	653	1288
709	28	25	53	32	31	63	151	145	296
	4,394	3,998	8,392	5,307	6,416	11,723	27,564	26,788	54,352

SUM ALL TAZs	Overall Percent Change in Modeled Traffic Demand by Scenario								
	2040 No Build vs 2040 Build								
	AM Peak Period			PM Peak Period			Daily		
	Productions	Attractions	Total	Productions	Attractions	Total	Productions	Attractions	Total
	11,493	16,676	28,169	19,329	18,433	37,762	82,858	82,073	164,931
% change	64%	33%	44%	38%	59%	48%	52%	51%	52%
vol change	4,484	4,124	8,608	5,358	6,852	12,210	28,501	27,771	56,272
Volume Char									
TAZ	2040 No Build vs 2040 Build								
	AM Peak Period			PM Peak Period			Daily		
	Productions	Attractions	Total	Productions	Attractions	Total	Productions	Attractions	Total
668	2	6	8	5	2	7	8	11	19
676	493	685	1178	842	932	1774	4195	4130	8325
677	467	430	897	559	1220	1779	2870	2789	5659
678	818	464	1282	673	885	1558	3591	3542	7133
679	398	481	879	611	673	1284	3104	3019	6123
680	119	92	211	123	146	269	1584	1482	3066
681	84	89	173	114	126	240	571	549	1120
682	854	609	1463	812	1003	1815	4270	4094	8364
683	216	245	461	307	350	657	1567	1537	3104
684	147	208	355	251	282	533	1274	1282	2556
687	207	136	343	192	231	423	1018	982	2000
688	111	113	224	145	163	308	744	722	1466
699	87	128	215	156	169	325	777	759	1536
701	20	36	56	40	43	83	203	201	404
702	54	25	79	36	47	83	198	193	391
705	303	266	569	354	419	773	1823	1770	3593
708	77	94	171	113	131	244	579	587	1166
709	27	17	44	25	30	55	125	122	247
	4,484	4,124	8,608	5,358	6,852	12,210	28,501	27,771	56,272

Level of Service Summary - 2018 Existing Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour		
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	
SIGNALIZED INTERSECTION								
Niagara Falls Boulevard and Koenig Road/Ridge Lea Road	Niagara Falls Blvd	NB	Left-turn	D	54.9	F	80.3	
			Thru-Right	D	40.1	D	43.6	
			Overall Approach	D	40.4	D	44.8	
		SB	Left-turn	D	48.5	E	59.3	
			Thru-Right	B	18.4	C	23.3	
			Overall Approach	C	30.5	C	32.8	
	Koenig Rd	EB	Left-turn	D	46.3	E	63.6	
			Thru-Right	C	26.5	D	37.6	
			Overall Approach	D	39.0	D	53.0	
	Ridge Lea Road	WB	Left-Thru	D	40.5	E	70.2	
			Right-turn	A	9.6	C	32.5	
			Overall Approach	B	14.7	D	37.7	
	Overall Intersection				C	31.8	D	38.4
	Niagara Falls Boulevard and Pier 1 Entrance/The Boulevard/Consumer Square	Niagara Falls Blvd	NB	Left-turn	A	0.0	D	36.5
Thru				A	9.5	C	20.9	
Right-turn				A	0.1	A	3.0	
Overall Approach				A	9.1	B	19.6	
SB			Left-turn	C	26.2	F	256.4	
			Thru-Right	A	5.6	B	12.9	
		Overall Approach	A	6.5	D	42.0		
Pier 1 Entr		EB	Left-Thru	A	0.0	C	22.2	
			Right-turn	A	0.0	A	0.0	
			Overall Approach	A	0.0	C	22.2	
The Blvd / Consumer Sq		WB	Left-Thru	C	21.9	D	35.4	
			Right-turn	A	0.3	A	9.2	
			Overall Approach	B	10.2	C	21.7	
Overall Intersection				A	7.7	C	29.8	
Niagara Falls Boulevard and Glenalby Road/Romney Drive	Niagara Falls Blvd	NB	Left-turn	C	22.0	D	37.9	
			Thru	A	9.6	B	13.9	
			Right-turn	A	2.7	A	3.8	
			Overall Approach	A	9.4	B	13.8	
		SB	Left-turn	C	21.4	F	116.4	
			Thru-Right	B	10.3	B	12.8	
	Overall Approach		B	10.6	C	22.5		
	Glenalby Rd	EB	Left-Thru	B	17.9	C	27.3	
			Right-turn	A	2.4	A	0.2	
			Overall Approach	B	15.5	C	24.7	
	Romney Dr	WB	Left-turn	B	14.5	C	30.0	
			Thru-Right	A	0.0	A	8.0	
			Overall Approach	B	14.5	B	18.9	
	Overall Intersection				B	10.7	B	18.5

Level of Service Summary - 2018 Existing Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour		
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	
SIGNALIZED INTERSECTION								
Niagara Falls Boulevard and Brighton Road/Maple Road	Niagara Falls Blvd	NB	Left-U-turn	D	47.8	E	78.8	
			Thru	C	34.6	D	43.4	
			Right-turn	A	7.4	A	7.5	
			Overall Approach	C	25.8	D	39.5	
		SB	Left-U-turn	D	46.8	E	68.8	
			Thru-Right	C	27.8	D	38.9	
			Overall Approach	C	31.7	D	45.3	
	Brighton Rd	EB	Left-turn	B	19.0	D	37.9	
			Thru-Right	D	38.2	E	62.1	
			Overall Approach	C	34.2	E	55.4	
	Maple Rd	WB	Left-U-turn	C	23.1	D	50.0	
			Thru	C	32.1	E	57.3	
			Right-turn	A	6.7	A	9.6	
			Overall Approach	C	22.5	D	42.2	
	Overall Intersection			C	29.1	D	44.0	
	Niagara Falls Boulevard and Driveway 4/Driveway 3	Niagara Falls Blvd	NB	Left-turn	A	0.0	E	72.2
				Thru-Right	B	11.0	C	21.2
Overall Approach				B	11.0	C	21.8	
SB			Left-U-turn	C	33.6	D	45.1	
			Thru-Right	A	3.6	A	9.6	
			Overall Approach	A	4.2	B	12.0	
Driveway 4		EB	Left-Thru-Right	A	0.0	A	1.7	
			Overall Approach	A	0.0	A	1.7	
Driveway 3		WB	Left-Thru-Right	A	0.0	C	26.5	
			Overall Approach	A	0.0	C	26.5	
Overall Intersection			A	7.4	B	17.0		
Niagara Falls Boulevard and Treadwell Road/Driveway 2	Niagara Falls Blvd	NB	Left-U-turn	E	55.5	E	59.5	
			Thru-Right	B	15.3	B	19.3	
			Overall Approach	B	16.0	C	20.9	
		SB	Left-U-turn	D	48.4	D	50.0	
			Thru-Right	B	10.7	B	13.7	
			Overall Approach	B	11.0	B	14.9	
	Treadwell Rd	EB	Left-Thru-Right	C	27.2	E	55.5	
			Overall Approach	C	27.2	E	55.5	
	Driveway 2	WB	Left-turn	D	50.6	E	58.0	
			Thru-Right	A	0.0	C	22.1	
			Overall Approach	C	25.3	D	37.5	
Overall Intersection			B	13.8	B	19.6		

Level of Service Summary - 2018 Existing Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour		
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	
SIGNALIZED INTERSECTION								
Niagara Falls Boulevard and Sheridan Drive	Niagara Falls Blvd	NB	Thru-Right	C	21.2	C	31.3	
			Overall Approach	C	21.2	C	31.3	
		SB	Left-U-turn	E	55.2	E	55.8	
			Thru	B	18.5	B	19.9	
			Right-turn	A	3.2	A	2.8	
			Overall Approach	B	19.1	C	21.7	
	Sheridan Drive	EB	Left-U-turn	D	54.9	E	62.2	
			Thru-Right	D	41.6	D	44.1	
			Overall Approach	D	44.4	D	50.7	
		WB	Left-U-turn	E	59.2	E	59.4	
			Thru	D	40.9	D	52.8	
			Right-turn	A	0.8	B	16.6	
	Overall Approach	D	39.7	D	48.4			
	Overall Intersection				C	31.9	D	38.6
Niagara Falls Boulevard and Eggert Road	Niagara Falls Blvd	NB	Left-turn	E	71.6	E	71.8	
			Thru-Right	B	12.4	B	12.4	
			Overall Approach	B	18.9	C	22.5	
		SB	Left-turn	D	37.1	D	54.2	
			Thru-Right	A	7.9	B	16.2	
			Overall Approach	B	10.4	B	19.1	
	Eggert Rd	EB	Thru	D	53.9	D	47.0	
			Right-turn	B	10.6	A	8.3	
			Overall Approach	D	38.9	C	32.9	
		WB	Left-turn	D	46.9	E	60.1	
			Thru-Right	D	46.5	D	47.2	
			Overall Approach	D	46.5	D	49.0	
	Overall Intersection				C	22.9	C	27.5
	Eggert Road and Sheridan Drive	Eggert Rd	NB	Left-Thru-Right	D	42.0	D	48.1
Overall Approach				D	42.0	D	48.1	
SB			Left-Thru-Right	D	54.9	E	60.7	
			Overall Approach	D	54.9	E	60.7	
Sheridan Drive		EB	Left-turn	C	30.5	F	101.9	
			Thru	C	30.2	D	36.4	
			Right-turn	A	5.7	A	5.5	
			Overall Approach	C	26.7	C	31.9	
		WB	Thru-Right	C	26.5	D	39.5	
			Overall Approach	C	26.5	D	39.5	
Overall Intersection				C	33.0	D	40.7	

Level of Service Summary - 2018 Existing Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Alberta Drive and Sheridan Drive	Alberta Drive	NB	Left-Thru-Right	B	16.4	C	22.9
			Overall Approach	B	16.4	C	22.9
		SB	Left-turn	B	14.3	C	21.3
			Thru-Right	A	8.3	A	9.1
			Overall Approach	B	10.6	B	13.0
			Sheridan Drive	EB	Left-turn	C	28.7
	Thru-Right	A			8.4	B	13.2
	Overall Approach	A			9.8	C	22.2
	WB	Left-turn		C	25.2	D	37.0
		Thru-Right	B	10.9	B	17.7	
		Overall Approach	B	11.3	B	18.5	
	Overall Intersection			B	10.5	B	19.3
	Bailey Avenue and Sheridan Drive	Bailey Ave	NB	Left-turn	B	15.5	B
Thru-Right				B	18.1	C	26.1
Overall Approach				B	17.7	C	24.9
SB			Left-turn	B	16.4	C	24.0
			Thru-Right	C	21.6	C	24.5
			Overall Approach	C	20.4	C	24.4
Sheridan Drive		EB	Left-turn	D	39.3	F	292.3
			Thru-Right	B	18.5	C	21.0
			Overall Approach	B	19.9	E	68.7
		WB	Left-turn	D	46.9	F	119.0
			Thru-Right	B	14.8	C	22.4
			Overall Approach	B	19.9	C	32.8
Overall Intersection			B	19.7	D	40.9	
Sweet Home Road and Sheridan Drive	Sweet Home Rd	NB	Left-turn	C	22.9	C	28.4
			Thru-Right	C	32.2	D	37.0
			Overall Approach	C	31.6	D	36.1
		SB	Left-turn	C	21.7	D	54.0
			Thru-Right	B	16.6	C	29.2
			Overall Approach	B	18.3	D	37.0
	Sheridan Drive	EB	Left-turn	D	48.6	D	51.6
			Thru-Right	B	17.1	C	20.3
			Overall Approach	C	22.2	C	24.0
		WB	Left-turn	D	35.9	D	40.6
			Thru-Right	C	24.0	C	34.2
			Overall Approach	C	24.3	C	34.5
	Overall Intersection			C	23.5	C	31.8

Level of Service Summary - 2018 Existing Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Millersport Highway and Sheridan Drive	Millersport Hwy	NB	Left-turn	B	19.9	E	63.8
			Thru	C	34.8	E	69.5
			Right-turn	B	11.4	B	17.2
			Overall Approach	C	29.7	E	60.5
		SB	Left-turn	E	66.6	F	167.1
			Thru	C	30.5	E	59.0
			Right-turn	A	4.8	B	11.2
			Overall Approach	C	30.3	E	67.8
	Sheridan Drive	EB	Left-turn	E	69.7	F	96.1
			Thru-Right	D	36.2	D	45.4
			Overall Approach	D	43.7	E	55.5
		WB	Left-turn	E	59.8	F	154.1
			Thru-Right	C	34.4	D	51.4
			Overall Approach	D	40.0	E	72.4
	Overall Intersection			D	35.8	E	64.9
Alberta Drive and Eggert Road	Alberta Drive	NB	Left-Thru-Right	A	4.5	A	8.7
			Overall Approach	A	4.5	A	8.7
		SB	Left-Thru-Right	A	5.3	A	7.1
			Overall Approach	A	5.3	A	7.1
	Eggert Rd	EB	Left-Thru-Right	D	37.3	C	31.0
			Overall Approach	D	37.3	C	31.0
		WB	Left-Thru-Right	C	32.7	C	31.2
			Overall Approach	C	32.7	C	31.2
	Overall Intersection			C	33.9	C	28.6
Bailey Avenue and Eggert Road	Bailey Ave	NB	Left-turn	A	6.9	B	11.1
			Thru-Right	B	13.3	C	25.3
			Overall Approach	B	11.8	C	22.1
		SB	Left-turn	A	6.4	B	12.8
			Thru-Right	B	10.3	B	15.9
			Overall Approach	A	9.8	B	15.2
	Eggert Rd	EB	Left-Thru-Right	B	13.1	C	22.5
			Overall Approach	B	13.1	C	22.5
		WB	Left-Thru-Right	B	11.1	C	21.6
			Overall Approach	B	11.1	C	21.6
Overall Intersection			B	11.5	C	20.3	

Level of Service Summary - 2018 Existing Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Alberta Drive/Driveway 5 and Maple Road	Alberta Drive	NB	Left-turn	B	15.6	C	20.7
			Thru-Right	A	9.3	A	9.8
			Overall Approach	B	11.6	B	15.4
	Driveway 5	SB	Left-turn	B	14.6	B	16.7
			Thru-Right	B	15.6	C	21.3
			Overall Approach	B	15.5	C	20.7
	Maple Rd	EB	Left-U-turn	B	11.5	B	15.1
			Thru	B	17.5	C	30.2
			Right-turn	A	6.0	A	6.6
			Overall Approach	B	15.7	C	23.9
		WB	Left-turn	B	11.2	B	17.9
			Thru-Right	B	14.0	C	21.7
			Overall Approach	B	13.6	C	21.0
	Overall Intersection			B	14.6	C	20.9
Bailey Avenue and Maple Road	Bailey Ave	NB	Left-turn	B	14.8	C	21.8
			Thru	C	29.6	D	37.9
			Right-turn	A	4.9	A	8.6
			Overall Approach	C	20.5	C	26.6
		SB	Left-turn	C	21.5	E	66.0
			Thru	C	24.4	D	43.9
			Right-turn	A	0.1	A	9.9
			Overall Approach	C	21.6	D	47.7
	Maple Rd	EB	Left-turn	B	14.0	B	18.8
			Thru	C	28.1	C	31.8
			Right-turn	A	0.3	A	0.4
			Overall Approach	C	25.9	C	28.6
		WB	Left-turn	B	15.8	D	40.1
			Thru-Right	B	15.4	C	29.4
			Overall Approach	B	15.5	C	31.3
	Overall Intersection			C	20.9	C	33.8
Hillcrest Drive/Driveway 6 and Maple Road	Hillcrest Drive	NB	Left-Thru-Right	A	6.6	B	12.6
			Overall Approach	A	6.6	B	12.6
	Driveway 6	SB	Left-turn	B	13.6	C	21.5
			Thru-Right	B	12.0	B	19.4
			Overall Approach	B	13.4	C	21.2
	Maple Rd	EB	Thru-Right	A	9.1	A	5.3
			Overall Approach	A	9.1	A	5.3
		WB	Left-U-turn	B	11.3	A	4.4
			Thru	A	7.9	A	7.3
			Overall Approach	A	8.2	A	5.3
Overall Intersection			A	8.8	A	6.8	

Level of Service Summary - 2018 Existing Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour		
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	
SIGNALIZED INTERSECTION								
Sweet Home Road and Maple Road	Sweet Home Rd	NB	Left-turn	C	21.4	D	39.6	
			Thru	D	54.2	F	87.2	
			Right-turn	B	12.5	A	4.2	
			Overall Approach	D	38.7	E	64.2	
		SB	Left-turn	C	27.2	C	34.6	
			Thru	C	34.4	E	62.5	
			Right-turn	A	2.5	C	24.5	
			Overall Approach	C	22.6	D	40.9	
	Maple Rd	EB	Left-turn	C	35.0	F	92.5	
			Thru	D	40.7	D	42.3	
			Right-turn	A	0.4	A	0.5	
			Overall Approach	D	37.1	D	52.2	
		WB	Left-turn	C	27.3	C	31.1	
			Thru	D	46.1	E	63.5	
			Right-turn	A	4.5	A	9.9	
			Overall Approach	D	37.3	D	51.1	
	Overall Intersection			C	33.9	D	50.3	
	Millersport Highway SB Ramps and Maple Road	Millersport Hwy SB	SB	Left-turn	B	12.3	B	14.7
				Right-turn	A	5.5	B	15.3
				Overall Approach	A	7.3	B	15.1
Maple Rd		EB	Left-turn	A	9.9	B	15.5	
			Thru	A	5.5	A	8.8	
			Overall Approach	A	6.6	A	9.6	
		WB	Thru	A	6.5	A	9.4	
			Right-turn	A	0.2	A	0.1	
			Overall Approach	A	5.0	A	7.9	
Overall Intersection			A	5.8	A	9.8		
Millersport Highway NB Ramps and Maple Road	Millersport Hwy NB	NB	Left-turn	B	14.8	B	15.2	
			Thru-Right	A	7.8	C	34.1	
			Overall Approach	A	9.2	C	31.1	
	Maple Rd	EB	Left-turn	B	12.0	D	50.9	
			Thru	A	6.7	B	10.7	
			Overall Approach	A	7.6	B	16.0	
		WB	Thru-Right	A	8.8	B	12.7	
			Overall Approach	A	8.8	B	12.7	
	Overall Intersection			A	8.6	B	18.5	

Level of Service Summary - 2018 Existing Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Bailey Avenue and Meyer Road	Bailey Ave	NB	Left-turn	A	6.2	A	7.3
			Thru-Right	A	7.5	A	9.8
			Overall Approach	A	7.4	A	9.7
		SB	Left-turn	A	5.9	A	7.0
			Thru-Right	A	7.7	B	13.7
			Overall Approach	A	7.6	B	13.3
	Meyer Rd	EB	Left-Thru-Right	A	8.5	B	18.8
			Overall Approach	A	8.5	B	18.8
		WB	Left-Thru	A	9.3	B	14.5
			Right-turn	A	5.0	A	5.8
			Overall Approach	A	8.5	A	7.2
		Overall Intersection			A	7.6	B

Level of Service Summary - 2040 No-Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour		
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	
SIGNALIZED INTERSECTION								
Niagara Falls Boulevard and Koenig Road/Ridge Lea Road	Niagara Falls Blvd	NB	Left-turn	D	51.8	E	63.1	
			Thru-Right	D	41.7	D	45.8	
			Overall Approach	D	41.9	D	46.4	
		SB	Left-turn	D	39.7	E	60.1	
			Thru-Right	B	17.5	C	23.1	
			Overall Approach	C	27.1	C	34.5	
	Koenig Rd	EB	Left-turn	D	47.6	E	67.4	
			Thru-Right	C	30.0	D	35.9	
			Overall Approach	D	40.9	D	54.4	
	Ridge Lea Road	WB	Left-Thru	D	44.4	E	67.2	
			Right-turn	A	8.5	C	33.1	
			Overall Approach	B	14.8	D	37.9	
	Overall Intersection				C	30.6	D	40.1
	Niagara Falls Boulevard and Pier 1 Entrance/The Boulevard/Consumer Square	Niagara Falls Blvd	NB	Left-turn	A	0.0	D	51.5
Thru				B	13.7	C	25.1	
Right-turn				A	0.1	A	3.4	
Overall Approach				B	13.0	C	23.5	
SB			Left-turn	C	27.0	D	44.9	
			Thru-Right	A	7.6	B	11.9	
Overall Approach		A	8.4	B	15.9			
Pier 1 Entr		EB	Left-Thru	B	18.2	C	33.8	
			Right-turn	A	0.0	A	0.0	
			Overall Approach	B	18.2	C	33.8	
The Blvd / Consumer Sq		WB	Left-Thru	B	18.7	D	45.7	
			Right-turn	A	0.2	A	8.3	
			Overall Approach	A	9.5	C	26.2	
Overall Intersection				B	10.4	C	20.4	
Niagara Falls Boulevard and Glenalby Road/Romney Drive	Niagara Falls Blvd	NB	Left-turn	C	33.0	D	49.5	
			Thru	B	15.0	C	22.9	
			Right-turn	A	0.1	A	4.7	
			Overall Approach	B	14.5	C	22.1	
		SB	Left-turn	C	29.3	D	44.8	
			Thru-Right	B	15.5	B	16.2	
	Overall Approach		B	15.8	B	18.9		
	Glenalby Rd	EB	Left-Thru	B	19.1	D	43.3	
			Right-turn	A	0.3	A	0.2	
			Overall Approach	B	15.6	D	39.2	
	Romney Dr	WB	Left-turn	B	16.1	D	45.7	
			Thru-Right	A	0.0	B	11.5	
			Overall Approach	B	16.1	C	28.6	
	Overall Intersection				B	15.3	C	22.0

Level of Service Summary - 2040 No-Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour		
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	
SIGNALIZED INTERSECTION								
Niagara Falls Boulevard and Brighton Road/Maple Road	Niagara Falls Blvd	NB	Left-U-turn	D	48.0	E	75.8	
			Thru	D	35.6	D	44.4	
			Right-turn	A	7.9	A	6.4	
			Overall Approach	C	26.1	D	39.1	
		SB	Left-U-turn	D	47.2	E	65.6	
			Thru-Right	C	28.1	D	37.5	
			Overall Approach	C	32.9	D	44.8	
	Brighton Rd	EB	Left-turn	B	18.4	D	36.5	
			Thru-Right	D	38.4	E	59.4	
			Overall Approach	C	34.4	D	53.6	
	Maple Rd	WB	Left-U-turn	C	23.5	D	44.9	
			Thru	C	31.6	E	57.6	
			Right-turn	A	7.4	B	14.4	
			Overall Approach	C	22.4	D	42.9	
	Overall Intersection			C	29.6	D	43.9	
	Niagara Falls Boulevard and Driveway 4/Driveway 3	Niagara Falls Blvd	NB	Left-turn	A	0.0	E	59.7
				Thru-Right	B	11.8	B	19.4
Overall Approach				B	11.8	B	19.9	
SB			Left-U-turn	D	35.4	D	45.0	
			Thru-Right	A	4.1	A	8.6	
			Overall Approach	A	4.9	B	11.9	
Driveway 4		EB	Left-Thru-Right	E	55.8	A	1.6	
			Overall Approach	E	55.8	A	1.6	
Driveway 3		WB	Left-Thru-Right	A	0.0	B	19.5	
			Overall Approach	A	0.0	B	19.5	
Overall Intersection			A	8.3	B	16.0		
Niagara Falls Boulevard and Treadwell Road/Driveway 2	Niagara Falls Blvd	NB	Left-U-turn	E	55.4	E	57.1	
			Thru-Right	B	15.1	B	17.4	
			Overall Approach	B	15.4	B	18.5	
		SB	Left-U-turn	D	48.4	D	49.7	
			Thru-Right	B	10.5	B	11.9	
			Overall Approach	B	10.7	B	13.6	
	Treadwell Rd	EB	Left-Thru-Right	C	32.2	D	49.9	
			Overall Approach	C	32.2	D	49.9	
	Driveway 2	WB	Left-turn	D	50.6	E	57.9	
			Thru-Right	A	0.0	B	19.5	
			Overall Approach	C	25.3	C	34.1	
Overall Intersection			B	13.7	B	17.3		

Level of Service Summary - 2040 No-Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour		
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	
SIGNALIZED INTERSECTION								
Niagara Falls Boulevard and Sheridan Drive	Niagara Falls Blvd	NB	Thru-Right	B	15.0	C	27.2	
			Overall Approach	B	15.0	C	27.2	
		SB	Left-U-turn	E	55.1	E	55.3	
			Thru	B	14.7	B	19.0	
			Right-turn	A	2.8	A	2.8	
			Overall Approach	B	16.3	C	21.0	
	Sheridan Drive	EB	Left-U-turn	D	52.4	E	57.5	
			Thru-Right	D	45.6	D	42.9	
			Overall Approach	D	47.0	D	47.9	
		WB	Left-U-turn	E	58.7	E	59.2	
			Thru	D	45.5	D	47.7	
			Right-turn	A	0.8	A	7.9	
			Overall Approach	D	43.5	D	44.6	
		Overall Intersection			C	31.0	D	36.4
	Niagara Falls Boulevard and Eggert Road	Niagara Falls Blvd	NB	Left-turn	E	72.3	E	74.7
				Thru-Right	B	12.7	B	12.6
Overall Approach				B	19.8	C	24.6	
SB			Left-turn	D	41.6	E	58.3	
			Thru-Right	A	7.6	B	18.3	
			Overall Approach	B	11.2	C	21.7	
Eggert Rd		EB	Thru	D	53.8	D	49.0	
			Right-turn	B	10.2	B	12.8	
			Overall Approach	D	40.1	D	36.5	
		WB	Left-turn	D	46.8	E	64.1	
			Thru-Right	D	46.4	D	46.9	
			Overall Approach	D	46.5	D	48.8	
Overall Intersection			C	24.6	C	30.4		
Eggert Road and Sheridan Drive	Eggert Rd	NB	Left-Thru-Right	D	43.4	D	51.3	
			Overall Approach	D	43.4	D	51.3	
		SB	Left-Thru-Right	E	56.3	E	78.6	
			Overall Approach	E	56.3	E	78.6	
	Sheridan Drive	EB	Left-turn	C	31.5	E	65.0	
			Thru	C	29.8	D	35.4	
			Right-turn	A	6.1	A	5.5	
			Overall Approach	C	26.3	C	28.8	
		WB	Thru-Right	C	27.0	D	38.7	
			Overall Approach	C	27.0	D	38.7	
Overall Intersection			C	34.9	D	44.4		

Level of Service Summary - 2040 No-Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Alberta Drive and Sheridan Drive	Alberta Drive	NB	Left-Thru-Right	B	14.8	C	32.7
			Overall Approach	B	14.8	C	32.7
		SB	Left-turn	B	12.9	C	26.9
			Thru-Right	A	7.5	B	16.7
			Overall Approach	A	9.7	C	20.5
		Sheridan Drive	EB	Left-turn	C	23.6	E
	Thru-Right			A	7.2	B	15.5
	Overall Approach			A	8.2	C	27.4
	WB		Left-turn	C	23.1	D	41.9
			Thru-Right	A	9.5	D	37.5
			Overall Approach	A	10.0	D	37.6
	Overall Intersection			A	9.0	C	30.3
	Bailey Avenue and Sheridan Drive	Bailey Ave	NB	Left-turn	B	15.1	C
Thru-Right				B	18.0	C	29.9
Overall Approach				B	17.5	C	28.6
SB			Left-turn	B	15.5	C	23.6
			Thru-Right	C	21.0	C	30.0
			Overall Approach	B	19.8	C	28.9
Sheridan Drive		EB	Left-turn	D	39.2	F	82.1
			Thru-Right	C	23.6	C	21.9
			Overall Approach	C	24.7	C	32.9
		WB	Left-turn	D	40.1	E	56.3
			Thru-Right	B	19.0	C	25.6
			Overall Approach	C	22.7	C	28.5
Overall Intersection			C	22.2	C	29.7	
Sweet Home Road and Sheridan Drive	Sweet Home Rd	NB	Left-turn	C	20.5	C	33.7
			Thru-Right	C	30.0	D	36.5
			Overall Approach	C	29.4	D	36.2
		SB	Left-turn	B	18.9	E	66.6
			Thru-Right	B	13.8	D	35.5
			Overall Approach	B	15.7	D	44.4
	Sheridan Drive	EB	Left-turn	E	60.5	F	150.1
			Thru-Right	C	20.7	C	26.3
			Overall Approach	C	27.0	D	47.5
		WB	Left-turn	D	41.2	D	53.4
			Thru-Right	C	25.1	D	38.8
			Overall Approach	C	25.7	D	39.5
	Overall Intersection			C	24.9	D	42.5

Level of Service Summary - 2040 No-Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Millersport Highway and Sheridan Drive	Millersport Hwy	NB	Left-turn	B	18.1	E	57.0
			Thru	C	31.4	E	66.8
			Right-turn	A	9.8	B	11.0
			Overall Approach	C	26.6	E	57.0
		SB	Left-turn	D	38.0	F	109.3
			Thru	C	26.3	D	50.7
			Right-turn	A	0.1	B	10.5
			Overall Approach	C	27.6	D	52.4
	Sheridan Drive	EB	Left-turn	F	289.7	F	98.7
			Thru-Right	C	28.5	D	43.7
			Overall Approach	F	90.1	E	57.1
		WB	Left-turn	F	311.0	F	120.5
			Thru-Right	C	26.8	D	50.7
			Overall Approach	F	103.2	E	64.0
			Overall Intersection			E	58.1
Alberta Drive and Eggert Road	Alberta Drive	NB	Left-Thru-Right	A	5.0	B	10.2
			Overall Approach	A	5.0	B	10.2
		SB	Left-Thru-Right	A	5.8	A	8.9
			Overall Approach	A	5.8	A	8.9
	Eggert Rd	EB	Left-Thru-Right	D	36.5	C	29.0
			Overall Approach	D	36.5	C	29.0
		WB	Left-Thru-Right	C	31.3	C	28.1
			Overall Approach	C	31.3	C	28.1
	Overall Intersection			C	33.1	C	26.6
Bailey Avenue and Eggert Road	Bailey Ave	NB	Left-turn	A	9.3	B	18.8
			Thru-Right	B	15.3	D	44.4
			Overall Approach	B	13.6	D	38.2
		SB	Left-turn	A	8.8	C	29.2
			Thru-Right	B	12.0	C	21.9
			Overall Approach	B	11.6	C	23.5
	Eggert Rd	EB	Left-Thru-Right	B	15.8	E	64.7
			Overall Approach	B	15.8	E	64.7
		WB	Left-Thru-Right	B	13.9	D	46.8
			Overall Approach	B	13.9	D	46.8
Overall Intersection			B	13.9	D	43.6	

Level of Service Summary - 2040 No-Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Alberta Drive/Driveway 5 and Maple Road	Alberta Drive	NB	Left-turn	B	14.7	C	33.0
			Thru-Right	A	9.4	A	8.7
			Overall Approach	B	11.9	B	16.0
	Driveway 5	SB	Left-turn	B	14.2	B	17.5
			Thru-Right	B	13.9	B	19.5
			Overall Approach	B	14.0	B	19.2
	Maple Rd	EB	Left-U-turn	B	11.4	B	15.1
			Thru	B	15.1	C	29.9
			Right-turn	A	5.7	C	6.2
			Overall Approach	B	13.6	A	24.0
		WB	Left-turn	B	11.3	B	17.5
			Thru-Right	B	13.5	C	23.8
			Overall Approach	B	13.4	C	22.8
	Overall Intersection			B	13.4	C	21.9
Bailey Avenue and Maple Road	Bailey Ave	NB	Left-turn	B	15.3	C	22.8
			Thru	C	30.6	D	37.4
			Right-turn	A	7.0	A	8.2
			Overall Approach	C	20.7	C	25.7
		SB	Left-turn	C	22.7	D	50.6
			Thru	C	24.6	D	44.6
			Right-turn	A	0.1	A	8.2
			Overall Approach	C	22.5	D	42.0
	Maple Rd	EB	Left-turn	B	14.0	B	18.8
			Thru	C	30.1	C	33.0
			Right-turn	A	0.3	A	1.6
			Overall Approach	C	28.1	C	29.6
		WB	Left-turn	C	22.6	E	79.1
			Thru-Right	B	15.5	C	29.8
Overall Approach			B	17.3	D	39.5	
Overall Intersection			C	22.1	D	35.7	
Hillcrest Drive/Driveway 6 and Maple Road	Hillcrest Drive	NB	Left-Thru-Right	A	7.6	B	13.3
			Overall Approach	A	7.6	B	13.3
	Driveway 6	SB	Left-turn	B	13.9	C	23.0
			Thru-Right	B	12.2	C	20.6
			Overall Approach	B	13.7	C	22.6
	Maple Rd	EB	Thru-Right	A	9.1	A	5.3
			Overall Approach	A	9.1	A	5.3
		WB	Left-U-turn	B	11.1	A	4.3
			Thru	A	8.1	A	7.4
			Overall Approach	A	8.2	A	7.4
	Overall Intersection			A	8.9	A	6.8

Level of Service Summary - 2040 No-Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour		
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	
SIGNALIZED INTERSECTION								
Sweet Home Road and Maple Road	Sweet Home Rd	NB	Left-turn	C	23.9	E	68.3	
			Thru	E	57.9	F	97.3	
			Right-turn	A	9.0	A	0.9	
			Overall Approach	D	41.4	E	76.3	
		SB	Left-turn	C	30.7	E	65.5	
			Thru	D	38.1	E	67.8	
			Right-turn	A	2.7	C	29.9	
			Overall Approach	C	24.6	D	49.9	
	Maple Rd	EB	Left-turn	D	43.7	F	96.4	
			Thru	D	38.5	D	36.3	
			Right-turn	A	0.3	A	1.4	
			Overall Approach	D	38.1	D	50.4	
		WB	Left-turn	C	26.1	C	28.5	
			Thru	D	47.0	E	75.2	
			Right-turn	A	4.0	B	10.2	
			Overall Approach	D	37.4	E	59.1	
	Overall Intersection			D	35.1	E	57.0	
	Millersport Highway SB Ramps and Maple Road	Millersport Hwy SB	SB	Left-turn	B	16.2	B	18.0
				Right-turn	A	6.8	B	12.6
				Overall Approach	A	9.8	B	14.1
Maple Rd		EB	Left-turn	B	11.3	B	16.4	
			Thru	A	6.1	A	8.7	
			Overall Approach	A	7.4	A	9.6	
		WB	Thru	A	7.3	A	9.3	
			Right-turn	A	0.2	A	0.2	
			Overall Approach	A	5.5	A	7.8	
Overall Intersection			A	6.5	A	9.5		
Millersport Highway NB Ramps and Maple Road	Millersport Hwy NB	NB	Left-turn	B	19.2	C	26.4	
			Thru-Right	A	9.5	E	74.6	
			Overall Approach	B	11.1	E	67.2	
	Maple Rd	EB	Left-turn	B	13.9	F	114.2	
			Thru	A	7.2	B	15.8	
			Overall Approach	A	8.2	C	30.4	
		WB	Thru-Right	B	10.0	B	19.3	
			Overall Approach	B	10.0	B	19.3	
Overall Intersection			A	9.9	D	35.4		

Level of Service Summary - 2040 No-Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Bailey Avenue and Meyer Road	Bailey Ave	NB	Left-turn	A	9.7	B	11.5
			Thru-Right	B	11.6	B	13.3
			Overall Approach	B	11.4	B	13.2
		SB	Left-turn	A	9.4	A	9.0
			Thru-Right	B	11.1	B	19.2
			Overall Approach	B	11.0	B	18.5
	Meyer Rd	EB	Left-Thru-Right	B	11.0	D	35.4
			Overall Approach	B	11.0	D	35.4
		WB	Left-Thru	B	11.2	C	30.0
			Right-turn	A	5.5	A	8.5
			Overall Approach	A	6.8	B	12.3
		Overall Intersection			B	11.0	B

Level of Service Summary - 2040 Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour		
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	
SIGNALIZED INTERSECTION								
Niagara Falls Boulevard and Koenig Road/Ridge Lea Road	Niagara Falls Blvd	NB	Left-turn	D	54.6	E	59.3	
			Thru-Right	D	45.5	F	112.6	
			Overall Approach	D	45.7	F	111.1	
		SB	Left-turn	D	42.3	F	183.1	
			Thru-Right	B	18.0	C	28.3	
			Overall Approach	C	27.8	E	79.9	
	Koenig Rd	EB	Left-turn	E	59.9	E	59.8	
			Thru-Right	C	31.8	C	33.8	
			Overall Approach	D	50.1	D	48.8	
	Ridge Lea Road	WB	Left-Thru	D	49.9	E	63.7	
			Right-turn	B	14.0	D	43.2	
			Overall Approach	B	18.9	D	45.7	
	Overall Intersection				C	32.5	F	81.2
	Niagara Falls Boulevard and Pier 1 Entrance/The Boulevard/Consumer Square	Niagara Falls Blvd	NB	Left-turn	A	0.0	E	68.9
				Thru	B	19.1	D	42.2
Right-turn				A	3.7	B	14.8	
Overall Approach				B	17.3	D	36.3	
SB			Left-turn	C	32.3	F	281.4	
			Thru-Right	A	8.0	B	19.8	
		Overall Approach	B	10.0	F	89.3		
Pier 1 Entr		EB	Left-Thru	C	23.0	D	38.2	
			Right-turn	A	0.0	A	0.0	
			Overall Approach	C	23.0	D	38.2	
The Blvd / Consumer Sq		WB	Left-Thru	C	25.5	F	137.3	
			Right-turn	A	0.8	C	24.3	
			Overall Approach	B	12.0	F	81.5	
Overall Intersection				B	13.2	E	67.5	
Niagara Falls Boulevard and Glenalby Road/Romney Drive		Niagara Falls Blvd	NB	Left-turn	D	39.0	E	64.1
	Thru			C	20.3	C	30.7	
	Right-turn			A	5.4	A	6.8	
	Overall Approach			B	19.3	C	29.5	
	SB		Left-turn	C	34.4	E	62.4	
			Thru-Right	B	14.8	B	19.7	
		Overall Approach	B	15.5	C	24.3		
	Glenalby Rd	EB	Left-Thru	C	25.2	D	54.9	
			Right-turn	A	0.2	A	0.1	
			Overall Approach	C	21.9	D	50.1	
	Romney Dr	WB	Left-turn	C	21.0	E	66.5	
			Thru-Right	A	0.0	A	9.5	
			Overall Approach	C	21.0	D	36.7	
Overall Intersection				B	17.7	C	28.7	

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Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour		
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	
SIGNALIZED INTERSECTION								
Niagara Falls Boulevard and Brighton Road/Maple Road	Niagara Falls Blvd	NB	Left-U-turn	E	59.9	F	98.4	
			Thru	D	43.0	E	56.2	
			Right-turn	A	8.1	B	11.1	
			Overall Approach	C	30.8	D	48.4	
		SB	Left-U-turn	E	58.3	F	89.9	
			Thru-Right	C	31.4	D	40.1	
			Overall Approach	D	39.0	E	55.7	
	Brighton Rd	EB	Left-turn	C	22.4	E	57.6	
			Thru-Right	D	48.2	F	84.0	
			Overall Approach	D	43.0	E	77.9	
	Maple Rd	WB	Left-U-turn	C	30.0	F	172.9	
			Thru	C	34.5	E	78.4	
			Right-turn	A	6.7	C	29.6	
			Overall Approach	C	24.8	F	86.5	
	Overall Intersection			C	34.9	E	65.0	
	Niagara Falls Boulevard and Driveway 4/Driveway 3	Niagara Falls Blvd	NB	Left-turn	A	0.0	E	59.2
				Thru-Right	B	12.6	C	21.3
Overall Approach				B	12.6	C	21.5	
SB			Left-U-turn	D	35.4	D	45.0	
			Thru-Right	A	4.3	A	9.1	
			Overall Approach	A	5.0	B	11.9	
Driveway 4		EB	Left-Thru-Right	E	55.8	A	1.9	
			Overall Approach	E	55.8	A	1.9	
Driveway 3		WB	Left-Thru-Right	A	0.0	B	14.4	
			Overall Approach	A	0.0	B	14.4	
Overall Intersection			A	8.9	B	16.6		
Niagara Falls Boulevard and Treadwell Road/Driveway 2	Niagara Falls Blvd	NB	Left-U-turn	E	55.4	E	56.9	
			Thru-Right	B	15.1	B	18.6	
			Overall Approach	B	15.6	B	19.4	
		SB	Left-U-turn	D	48.4	D	51.1	
			Thru-Right	B	10.4	B	12.6	
			Overall Approach	B	10.7	B	15.0	
	Treadwell Rd	EB	Left-Thru-Right	C	28.9	D	51.7	
			Overall Approach	C	28.9	D	51.7	
	Driveway 2	WB	Left-turn	D	52.8	E	60.0	
			Thru-Right	A	0.1	B	19.4	
			Overall Approach	C	26.4	C	34.5	
Overall Intersection			B	13.6	B	18.6		

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Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Niagara Falls Boulevard and Sheridan Drive	Niagara Falls Blvd	NB	Thru-Right	B	15.8	C	31.0
			Overall Approach	B	15.8	C	31.0
		SB	Left-U-turn	E	55.1	E	56.4
			Thru	B	14.6	B	18.9
			Right-turn	A	2.6	A	2.8
			Overall Approach	B	15.7	C	22.1
	Sheridan Drive	EB	Left-U-turn	D	51.7	E	62.0
			Thru-Right	D	45.7	D	43.0
			Overall Approach	D	46.8	D	49.8
		WB	Left-U-turn	E	58.6	E	59.7
			Thru	D	47.5	D	53.1
			Right-turn	A	0.7	A	8.2
	Overall Approach	D	45.4	D	46.5		
	Overall Intersection			C	30.7	D	38.0
Niagara Falls Boulevard and Eggert Road	Niagara Falls Blvd	NB	Left-turn	E	71.6	E	71.1
			Thru-Right	B	13.0	B	12.5
			Overall Approach	B	18.9	C	23.5
		SB	Left-turn	D	42.2	E	56.1
			Thru-Right	A	7.2	B	16.8
			Overall Approach	B	11.5	C	20.4
	Eggert Rd	EB	Thru	D	53.6	D	49.1
			Right-turn	B	10.4	B	11.0
			Overall Approach	D	38.9	D	36.0
		WB	Left-turn	D	44.4	E	65.5
			Thru-Right	D	46.5	D	46.7
			Overall Approach	D	46.4	D	49.0
	Overall Intersection			C	24.0	C	29.1
	Eggert Road and Sheridan Drive	Eggert Rd	NB	Left-Thru-Right	D	43.1	D
Overall Approach				D	43.1	D	50.4
SB			Left-Thru-Right	E	56.0	E	73.8
			Overall Approach	E	56.0	E	73.8
Sheridan Drive		EB	Left-turn	C	31.8	F	107.0
			Thru	C	29.5	D	37.2
			Right-turn	A	6.1	A	5.5
			Overall Approach	C	26.1	C	32.8
		WB	Thru-Right	C	27.8	D	40.9
			Overall Approach	C	27.8	D	40.9
Overall Intersection			C	34.6	D	44.6	

Level of Service Summary - 2040 Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Alberta Drive and Sheridan Drive	Alberta Drive	NB	Left-Thru-Right	B	16.3	C	22.9
			Overall Approach	B	16.3	C	22.9
		SB	Left-turn	B	15.2	C	22.6
			Thru-Right	A	7.9	B	15.8
			Overall Approach	B	11.4	B	18.1
			Sheridan Drive	EB	Left-turn	C	31.1
	Thru-Right	B			11.7	B	16.3
	Overall Approach	B			12.8	C	26.8
	WB	Left-turn		C	26.6	E	75.4
		Thru-Right	B	13.6	B	19.1	
		Overall Approach	B	13.9	C	23.2	
	Overall Intersection			B	13.1	C	23.7
	Bailey Avenue and Sheridan Drive	Bailey Ave	NB	Left-turn	B	15.9	C
Thru-Right				C	20.0	C	32.5
Overall Approach				B	19.2	C	31.3
SB			Left-turn	B	16.7	C	33.2
			Thru-Right	C	24.0	C	28.5
			Overall Approach	C	22.6	C	29.3
Sheridan Drive		EB	Left-turn	D	46.2	F	335.1
			Thru-Right	C	24.9	C	26.6
			Overall Approach	C	26.8	F	100.6
		WB	Left-turn	D	42.2	E	76.0
			Thru-Right	C	21.4	C	35.0
			Overall Approach	C	24.4	D	38.2
Overall Intersection			C	24.2	D	49.7	
Sweet Home Road and Sheridan Drive	Sweet Home Rd	NB	Left-turn	C	20.8	C	30.6
			Thru-Right	C	34.3	D	40.8
			Overall Approach	C	33.3	D	40.0
		SB	Left-turn	D	40.3	F	252.4
			Thru-Right	B	13.7	C	33.7
			Overall Approach	C	25.6	F	110.8
	Sheridan Drive	EB	Left-turn	E	57.3	F	217.5
			Thru-Right	C	23.0	C	27.5
			Overall Approach	C	26.8	E	61.3
		WB	Left-turn	D	44.5	D	52.5
			Thru-Right	C	27.8	E	71.4
			Overall Approach	C	28.4	E	70.7
	Overall Intersection			C	28.2	E	73.8

Level of Service Summary - 2040 Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Millersport Highway and Sheridan Drive	Millersport Hwy	NB	Left-turn	B	19.7	D	42.6
			Thru	C	33.2	D	38.5
			Right-turn	B	10.2	B	11.1
			Overall Approach	C	28.1	C	33.9
		SB	Left-turn	D	52.1	F	515.0
			Thru	C	29.8	D	53.1
			Right-turn	A	0.1	C	30.5
			Overall Approach	C	33.0	F	138.7
	Sheridan Drive	EB	Left-turn	F	485.7	F	802.8
			Thru-Right	C	29.4	C	28.5
			Overall Approach	F	138.1	F	202.0
		WB	Left-turn	F	326.5	F	1085.2
			Thru-Right	C	27.1	D	35.8
			Overall Approach	F	98.3	F	217.0
	Overall Intersection			E	75.0	F	154.0
Alberta Drive and Eggert Road	Alberta Drive	NB	Left-Thru-Right	A	5.0	A	9.7
			Overall Approach	A	5.0	A	9.7
		SB	Left-Thru-Right	A	5.7	A	8.6
			Overall Approach	A	5.7	A	8.6
	Eggert Rd	EB	Left-Thru-Right	D	36.6	C	29.6
			Overall Approach	D	36.6	C	29.6
		WB	Left-Thru-Right	C	31.7	C	28.4
			Overall Approach	C	31.7	C	28.4
	Overall Intersection			C	33.2	C	27.0
Bailey Avenue and Eggert Road	Bailey Ave	NB	Left-turn	A	9.1	B	16.4
			Thru-Right	B	18.6	E	73.8
			Overall Approach	B	16.8	E	64.2
		SB	Left-turn	A	9.1	F	101.0
			Thru-Right	B	12.8	C	22.4
			Overall Approach	B	12.2	D	42.8
	Eggert Rd	EB	Left-Thru-Right	B	17.1	F	115.7
			Overall Approach	B	17.1	F	115.7
		WB	Left-Thru-Right	B	13.5	F	143.3
			Overall Approach	B	13.5	F	143.3
Overall Intersection			B	14.9	F	92.7	

Level of Service Summary - 2040 Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Alberta Drive/Driveway 5 and Maple Road	Alberta Drive	NB	Left-turn	C	20.7	D	41.7
			Thru-Right	A	9.5	B	15.4
			Overall Approach	B	14.0	C	29.1
	Driveway 5	SB	Left-turn	B	18.8	C	22.8
			Thru-Right	B	19.0	C	27.0
			Overall Approach	B	19.0	C	26.4
	Maple Rd	EB	Left-U-turn	B	11.0	B	14.9
			Thru	B	20.0	D	36.3
			Right-turn	A	4.9	A	7.3
			Overall Approach	B	17.2	C	28.7
		WB	Left-turn	B	11.0	D	47.4
			Thru-Right	B	13.0	C	23.7
			Overall Approach	B	12.7	C	28.3
	Overall Intersection			B	15.4	C	28.5
Bailey Avenue and Maple Road	Bailey Ave	NB	Left-turn	B	18.3	E	58.1
			Thru	D	36.7	E	61.2
			Right-turn	A	7.3	B	17.8
			Overall Approach	C	25.6	D	48.2
		SB	Left-turn	E	62.7	F	555.1
			Thru	C	33.0	F	96.1
			Right-turn	A	0.3	B	16.8
			Overall Approach	D	47.7	F	259.3
	Maple Rd	EB	Left-turn	B	14.2	C	27.7
			Thru	C	32.4	D	38.2
			Right-turn	A	1.1	A	3.6
			Overall Approach	C	29.7	C	34.9
		WB	Left-turn	E	76.2	F	411.6
			Thru-Right	B	19.4	D	42.7
			Overall Approach	C	33.4	F	109.2
	Overall Intersection			C	34.3	F	115.1
Hillcrest Drive/Driveway 6 and Maple Road	Hillcrest Drive	NB	Left-Thru-Right	A	9.8	C	31.2
			Overall Approach	A	9.8	C	31.2
	Driveway 6	SB	Left-turn	B	18.3	C	28.6
			Thru-Right	A	0.0	C	25.0
			Overall Approach	B	18.3	C	28.1
	Maple Rd	EB	Thru-Right	A	9.2	A	7.8
			Overall Approach	A	9.2	A	7.8
		WB	Left-U-turn	B	10.8	A	9.2
			Thru	A	8.3	B	15.0
			Overall Approach	A	8.4	B	14.9
	Overall Intersection			A	9.1	B	12.4

Level of Service Summary - 2040 Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Sweet Home Road and Maple Road	Sweet Home Rd	NB	Left-turn	C	27.2	F	115.7
			Thru	E	66.6	F	176.9
			Right-turn	A	9.1	A	9.4
			Overall Approach	D	47.8	F	136.2
		SB	Left-turn	D	40.1	F	161.3
			Thru	D	45.8	F	103.6
			Right-turn	A	4.8	E	72.7
			Overall Approach	C	31.0	F	96.3
	Maple Rd	EB	Left-turn	F	244.2	F	190.3
			Thru	D	47.2	D	48.9
			Right-turn	A	2.3	A	3.2
			Overall Approach	F	107.7	F	81.3
		WB	Left-turn	D	36.5	F	88.8
			Thru	D	53.2	F	149.5
			Right-turn	A	8.7	B	16.7
			Overall Approach	D	44.2	F	123.3
	Overall Intersection			E	65.6	F	106.4
Millersport Highway SB Ramps and Maple Road	Millersport Hwy SB	SB	Left-turn	B	16.9	B	19.9
			Right-turn	A	7.1	C	24.8
			Overall Approach	B	10.1	C	23.7
	Maple Rd	EB	Left-turn	B	12.8	D	48.0
			Thru	A	6.2	B	11.7
			Overall Approach	A	7.7	B	15.8
		WB	Thru	A	7.2	B	13.3
			Right-turn	A	0.2	A	0.1
			Overall Approach	A	5.6	B	11.5
Overall Intersection			A	6.8	B	15.4	
Millersport Highway NB Ramps and Maple Road	Millersport Hwy NB	NB	Left-turn	B	19.2	C	21.6
			Thru-Right	B	12.6	E	56.5
			Overall Approach	B	13.7	D	51.0
	Maple Rd	EB	Left-turn	B	17.9	E	66.0
			Thru	A	8.2	B	18.0
			Overall Approach	A	9.5	C	25.0
		WB	Thru-Right	B	11.0	D	48.9
			Overall Approach	B	11.0	D	48.9
Overall Intersection			B	11.3	D	41.4	

Level of Service Summary - 2040 Build Conditions

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Bailey Avenue and Meyer Road	Bailey Ave	NB	Left-turn	B	11.2	F	124.8
			Thru-Right	B	15.3	C	34.4
			Overall Approach	B	14.9	D	38.8
		SB	Left-turn	A	9.7	F	124.8
			Thru-Right	B	15.1	E	72.0
			Overall Approach	B	15.0	E	74.2
	Meyer Rd	EB	Left-Thru-Right	B	15.5	E	69.0
			Overall Approach	B	15.5	E	69.0
		WB	Left-Thru	B	13.8	D	35.9
			Right-turn	A	4.4	C	20.4
			Overall Approach	A	6.6	C	22.4
		Overall Intersection			B	13.9	E

Level of Service Summary - 2040 Build Conditions with Improvements

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Niagara Falls Boulevard and Koenig Road/Ridge Lea Road	Niagara Falls Blvd	NB	Left-turn	D	51.6	E	66.7
			Thru-Right	D	39.8	E	58.4
			Overall Approach	D	40.0	E	58.6
		SB	Left-turn	D	38.2	F	85.6
			Thru-Right	B	19.1	C	26.0
			Overall Approach	C	26.8	D	45.9
	Koenig Rd	EB	Left-turn	D	49.0	E	77.0
			Thru-Right	C	28.5	D	38.9
			Overall Approach	D	41.9	E	61.0
	Ridge Lea Road	WB	Left-Thru	D	45.6	E	70.5
			Right-turn	B	15.1	E	66.3
			Overall Approach	B	19.3	E	66.8
	Overall Intersection				C	30.0	D
Niagara Falls Boulevard and Pier 1 Entrance/The Boulevard/Consumer Square	Niagara Falls Blvd	NB	Left-turn	A	0.0	D	50.9
			Thru	B	18.4	D	38.6
			Right-turn	A	3.6	C	21.7
			Overall Approach	B	17.3	D	34.9
		SB	Left-turn	C	28.9	D	43.5
			Thru-Right	A	8.3	B	16.0
	Overall Approach		B	10.0	C	23.3	
	Pier 1 Entr	EB	Left-Thru	C	21.0	D	48.0
			Right-turn	A	0.0	A	0.0
			Overall Approach	C	21.0	D	48.0
	The Blvd / Consumer Sq	WB	Left-Thru	C	22.3	D	40.9
			Right-turn	A	0.8	A	7.6
			Overall Approach	B	10.6	C	24.4
Overall Intersection				B	12.9	C	28.0
Sweet Home Road and Sheridan Drive	Sweet Home Rd	NB	Left-turn	B	12.6	C	24.2
			Thru-Right	C	33.7	E	55.6
			Overall Approach	C	32.2	D	53.2
		SB	Left-turn	D	35.8	F	101.2
			Thru-Right	B	19.0	E	56.2
			Overall Approach	C	26.6	E	72.1
	Sheridan Drive	EB	Left-turn	E	56.9	E	63.9
			Thru-Right	C	23.1	C	30.7
			Overall Approach	C	26.9	D	36.6
		WB	Left-turn	D	44.5	E	59.5
			Thru-Right	C	28.7	D	51.6
Overall Approach				C	25.3	D	43.4

Level of Service Summary - 2040 Build Conditions with Improvements

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
	Overall Intersection			C	27.3	D	48.9
Millersport Highway and Sheridan Drive	Millersport Hwy	NB	Left-turn	E	67.4	F	90.5
			Thru	C	33.2	E	57.8
			Right-turn	B	10.2	B	17.6
			Overall Approach	C	30.5	D	53.1
		SB	Left-turn	F	88.0	F	101.2
			Thru	C	29.8	E	72.8
			Right-turn	A	0.1	C	20.9
			Overall Approach	D	39.3	E	66.5
	Sheridan Drive	EB	Left-turn	F	103.3	E	67.1
			Thru-Right	C	29.4	D	35.5
			Overall Approach	D	47.0	D	42.6
		WB	Left-turn	E	71.2	E	75.2
			Thru-Right	C	27.1	D	45.9
			Overall Approach	D	37.6	D	51.0
	Overall Intersection			D	38.8	D	54.8
Bailey Avenue and Eggert Road	Bailey Ave	NB	Left-turn	B	12.3	C	22.8
			Thru-Right	B	16.7	C	30.7
			Overall Approach	B	15.9	C	29.4
		SB	Left-turn	B	12.2	D	48.4
			Thru-Right	B	17.6	C	28.2
			Overall Approach	B	16.7	C	33.4
	Eggert Rd	EB	Left-turn	B	14.0	C	25.1
			Thru-Right	B	17.0	C	26.1
			Overall Approach	B	16.6	C	25.9
		WB	Left-turn	B	13.8	B	19.1
			Thru-Right	B	14.1	C	33.4
			Overall Approach	B	14.0	C	32.0
Overall Intersection			B	15.9	C	30.4	

Level of Service Summary - 2040 Build Conditions with Improvements

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
Bailey Avenue and Maple Road	Bailey Ave	NB	Left-turn	D	38.3	D	54.5
			Thru	C	30.6	D	52.5
			Right-turn	A	8.1	A	8.6
			Overall Approach	C	25.1	D	40.4
		SB	Left-turn	D	54.3	D	51.4
			Thru-Right	C	27.4	D	42.8
			Overall Approach	D	42.2	D	46.0
	Maple Rd	EB	Left-turn	D	38.8	D	49.4
			Thru	C	30.5	D	46.9
			Right-turn	A	1.1	A	0.4
			Overall Approach	C	29.0	D	43.8
		WB	Left-turn	D	45.5	D	53.3
			Thru-Right	B	17.9	C	28.1
			Overall Approach	C	24.7	C	32.6
	Overall Intersection			C	29.6	D	39.3
Sweet Home Road and Maple Road	Sweet Home Rd	NB	Left-turn	C	27.2	F	115.7
			Thru	E	66.6	F	176.9
			Right-turn	A	9.1	A	9.4
			Overall Approach	D	47.8	F	136.2
		SB	Left-turn	D	40.1	F	161.3
			Thru	D	45.8	F	103.6
			Right-turn	A	4.8	E	72.7
	Overall Approach		C	31.0	F	96.3	
	Maple Rd	EB	Left-turn	F	244.2	F	190.3
			Thru	D	47.2	D	48.9
			Right-turn	A	2.3	A	3.2
			Overall Approach	F	107.7	F	81.3
		WB	Left-turn	D	36.5	F	88.8
			Thru	D	53.2	F	149.5
			Right-turn	A	8.7	B	16.7
Overall Approach	D		44.2	F	123.3		
Overall Intersection			E	65.6	F	106.4	

Level of Service Summary - 2040 Build Conditions with Improvements

Intersection	Street	Approach	Lane Group	Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SIGNALIZED INTERSECTION							
N Bailey Avenue and Meyer Road	Bailey Ave	NB	Left-turn	A	8.1	B	10.2
			Thru-Right	B	11.4	B	19.5
			Overall Approach	B	11.0	B	19.1
		SB	Left-turn	A	8.0	B	10.1
			Thru-Right	B	14.6	C	23.3
			Overall Approach	B	14.5	C	22.7
	Meyer Rd	EB	Left-Thru-Right	B	18.2	C	30.9
			Overall Approach	B	18.2	C	30.9
		WB	Left-Thru	B	15.7	B	19.1
			Right-turn	A	4.9	A	6.4
			Overall Approach	A	7.4	B	8.1
		Overall Intersection			B	12.8	C

Amherst Opportunity Zone GEIS

TRAFFIC SAFETY SUMMARY

JANUARY 1, 2016 to DECEMBER 31, 2018

Intersection	Intersection Crash Severity					Intersection Crash Types										Intersection Crash Rates			
	Fatal Injury	Non-Fatal Injury	Property Damage Only	Non-Reportable	Total	Head On	Right Angle	Rear End	Left Turn	Fixed Object	Overtake	Sideswipe	Pedestrian / Bike	Backing	Other	Total	Crash Rate acc/mev ¹	Statewide Average ² acc/mev	Rate-Quality Control Level of Confidence
	0	17	35	12	64	2	12	16	14		5	1			14	64	1.50	0.25	99.99%
	0	18	35	8	61	1	10	14	4		4	0			28	61	1.13	0.25	99.99%
	0	17	31	10	58	0	2	34	1		6	0			15	58	0.96	0.25	99.99%
	0	9	26	11	46	0	6	13	3		9	0			15	46	1.06	0.25	99.99%
	0	12	26	5	43	1	5	11	4		8	1			13	43	1.14	0.25	99.99%
					0											0	#DIV/0!		#DIV/0!
																0	#DIV/0!		#DIV/0!
																0	#DIV/0!		#DIV/0!
															0	#DIV/0!		#DIV/0!	
															0	#DIV/0!		#DIV/0!	
															0	#DIV/0!		#DIV/0!	
Total	0	73	153	46	272	4	35	88	26	0	32	2	0	0	85	272			

1 - accidents per million entering vehicles

2 - source: www.nysdot.gov Average Accident Rates Table 2016

Appendix F

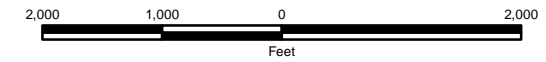
Water Data

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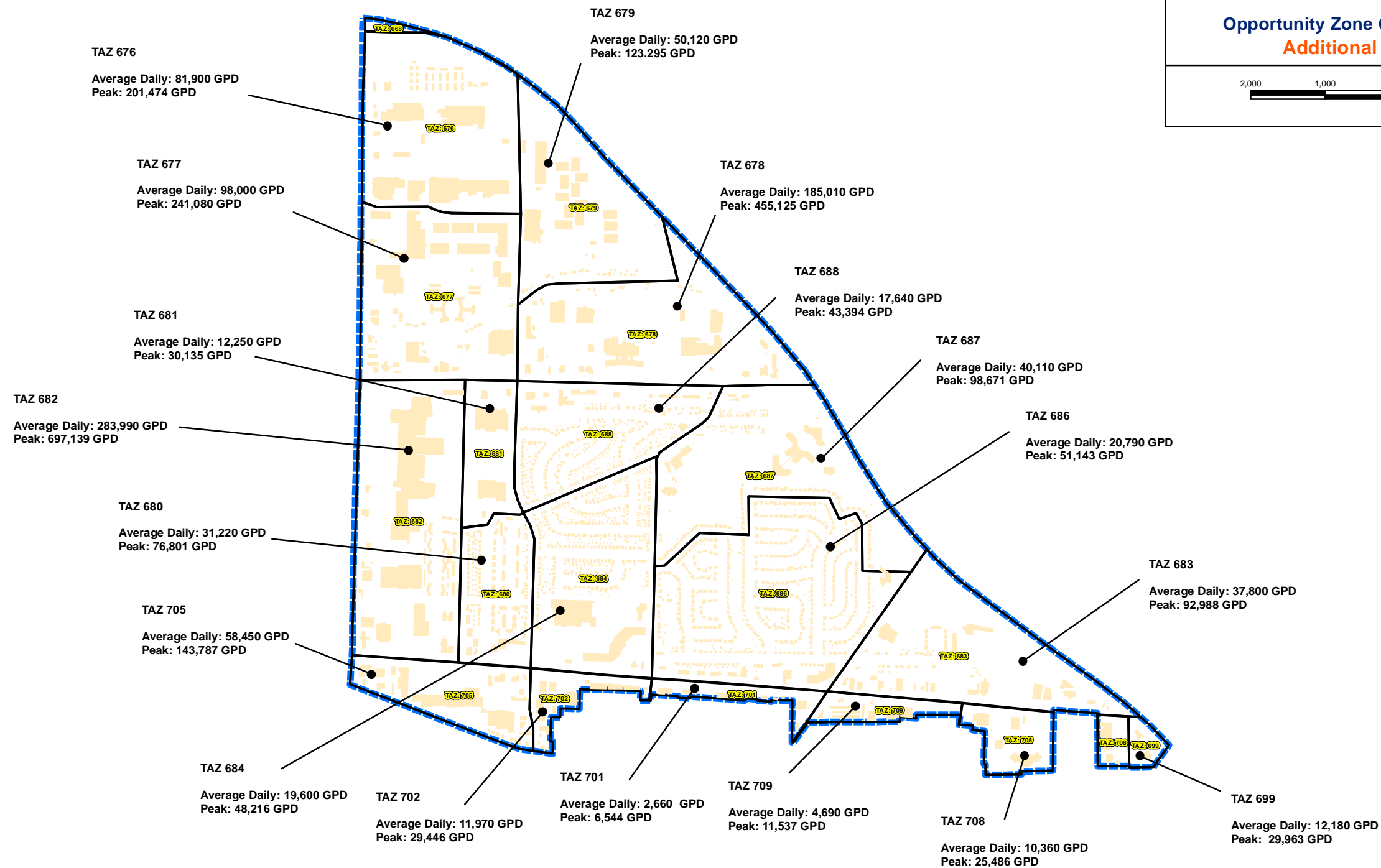
Erie County, New York

Opportunity Zone Growth Projections 2040

Additional Water Demands



N



Legend

- Buildings
- TAZ Boundary
- Opportunity Zone

**Estimated Increase in Water / Sewer Flows
based on GBNRTC Development Growth Forecasts**

	TAZ BOUNDARIES & HOUSING/RESIDENTIAL (UNITS)																				
TAZ	668	676	677	678	679	680	681	682	683	684	686	687	688	699	701	702	705	708	709	Total Units	Flow (gpd)
0-5 yr	0	0	0	0	0	0	0	100	0	0	0	0	0	20	0	0	90	0	0	210	32,340
5-10 yr	0	0	50	100	100	130	50	650	50	0	115	0	75	0	0	75	0	10	25	1,430	220,220
10-15 yr	0	0	300	300	80	50	0	450	25	0	0	150	0	0	0	0	85	0	0	1,440	221,760
15-20 yr	0	200	150	740	0	0	0	500	75	50	0	55	0	0	0	0	125	25	0	1,920	295,680
Add'l	0	200	500	1,140	180	180	50	1,700	150	50	115	205	75	20	0	75	300	35	25	5,000	770,000
GPD per TAZ	0	30,800	77,000	175,560	27,720	27,720	7,700	261,800	23,100	7,700	17,710	31,570	11,550	3,080	0	11,550	46,200	5,390	3,850		770,000
TAZ BOUNDARIES & COMMERCIAL RETAIL (SF)																					
TAZ	668	676	677	678	679	680	681	682	683	684	686	687	688	699	701	702	705	708	709	Total SF	Flow (gpd)
0-5 yr	0	50,000	0	0	200,000	0	0	50,000	50,000	0	0	0	0	70,000	0	0	75,000	0	0	495,000	34,650
5-10 yr	0	0	50,000	50,000	50,000	25,000	25,000	50,000	25,000	50,000	24,000	0	47,000	0	20,000	4,000	0	20,000	6,000	446,000	31,220
10-15 yr	0	0	75,000	50,000	0	0	0	0	25,000	0	0	20,000	0	0	0	0	0	0	0	170,000	11,900
15-20 yr	0	390,000	75,000	0	60,000	5,000	15,000	90,000	25,000	50,000	0	10,000	0	0	0	0	25,000	22,000	0	767,000	53,690
Add'l	0	440,000	200,000	100,000	310,000	30,000	40,000	190,000	125,000	100,000	24,000	30,000	47,000	70,000	20,000	4,000	100,000	42,000	6,000	1,878,000	131,460
GPD per TAZ	0	30,800	14,000	7,000	21,700	2,100	2,800	13,300	8,750	7,000	1,680	2,100	3,290	4,900	1,400	280	7,000	2,940	420		131,460
TAZ BOUNDARIES & COMMERCIAL OFFICE (SF)																					
TAZ	668	676	677	678	679	680	681	682	683	684	686	687	688	699	701	702	705	708	709	Total SF	Flow (gpd)
0-5 yr	0	50,000	0	0	4,000	0	0	20,000	10,000	0	0	0	0	60,000	0	0	5,000	0	0	149,000	10,430
5-10 yr	0	0	10,000	5,000	4,000	15,000	5,000	20,000	20,000	20,000	2,000	2,000	40,000	0	18,000	2,000	0	20,000	6,000	207,000	14,490
10-15 yr	0	0	80,000	10,000	0	0	0	5,000	5,000	0	0	10,000	0	0	0	0	0	0	0	110,000	7,700
15-20 yr	0	240,000	10,000	20,000	2,000	5,000	20,000	82,000	50,000	50,000	0	80,000	0	0	0	0	70,000	9,000	0	638,000	44,660
Add'l	0	290,000	100,000	35,000	10,000	20,000	25,000	127,000	85,000	70,000	20,000	92,000	40,000	60,000	18,000	2,000	75,000	29,000	6,000	1,104,000	77,280
GPD per TAZ	0	20,300	7,000	2,450	700	1,400	1,750	8,890	5,950	4,900	1,400	6,440	2,800	4,200	1,260	140	5,250	2,030	420		77,280
																	TOTAL COMMERCIAL			2,982,000	
Unit Rates																					
1. Single Family Residence (use double occupancy)		110 2	gpd/bedroom bedrooms/unit	w/ 30% red. 154																	
2. Commercial Retail		0.1	gpd/SF	0.07																	
3. Commercial Office		0.1	gpd/SF	0.07																	

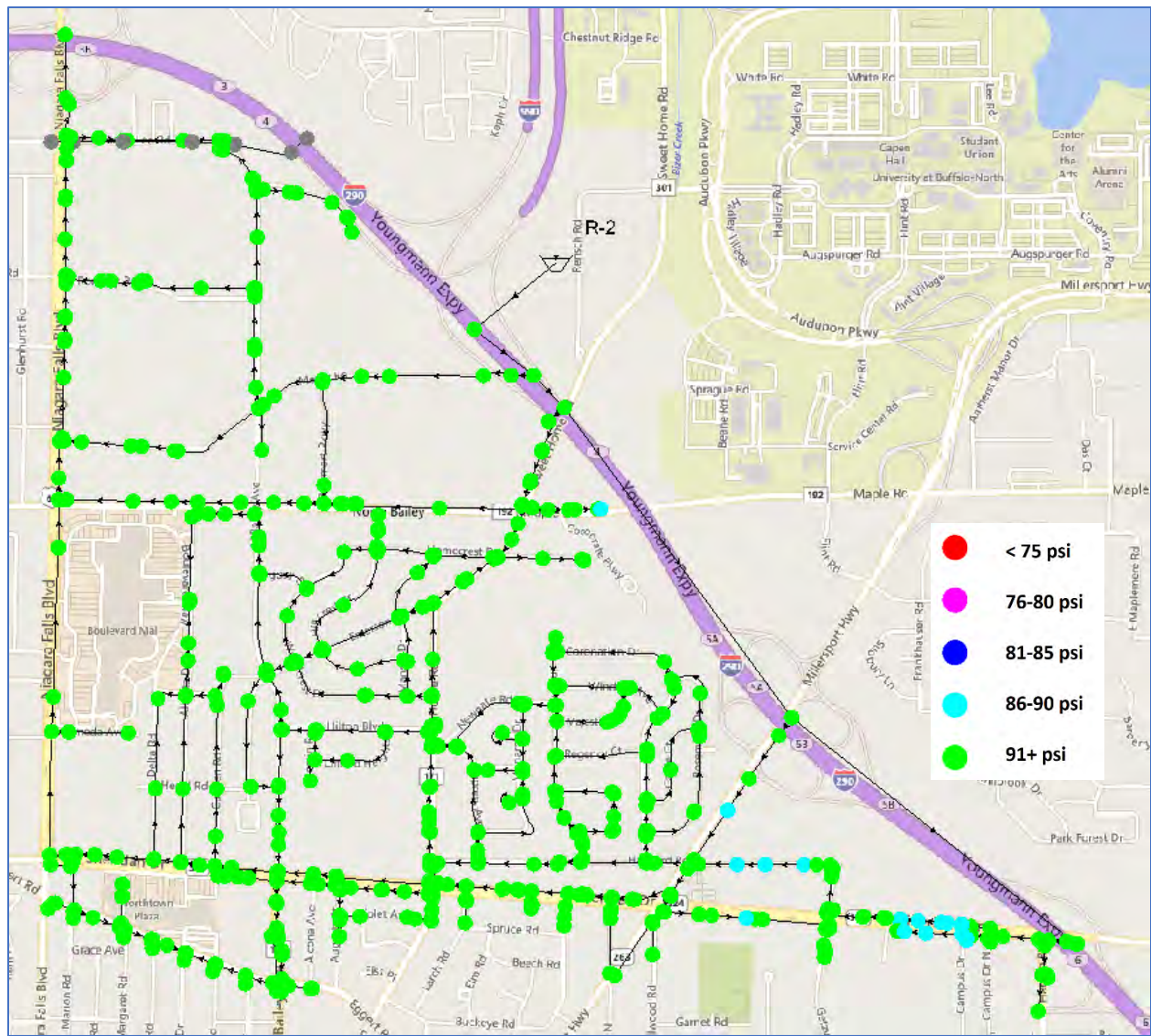


Figure 1 – Pressure, Current Average Demand

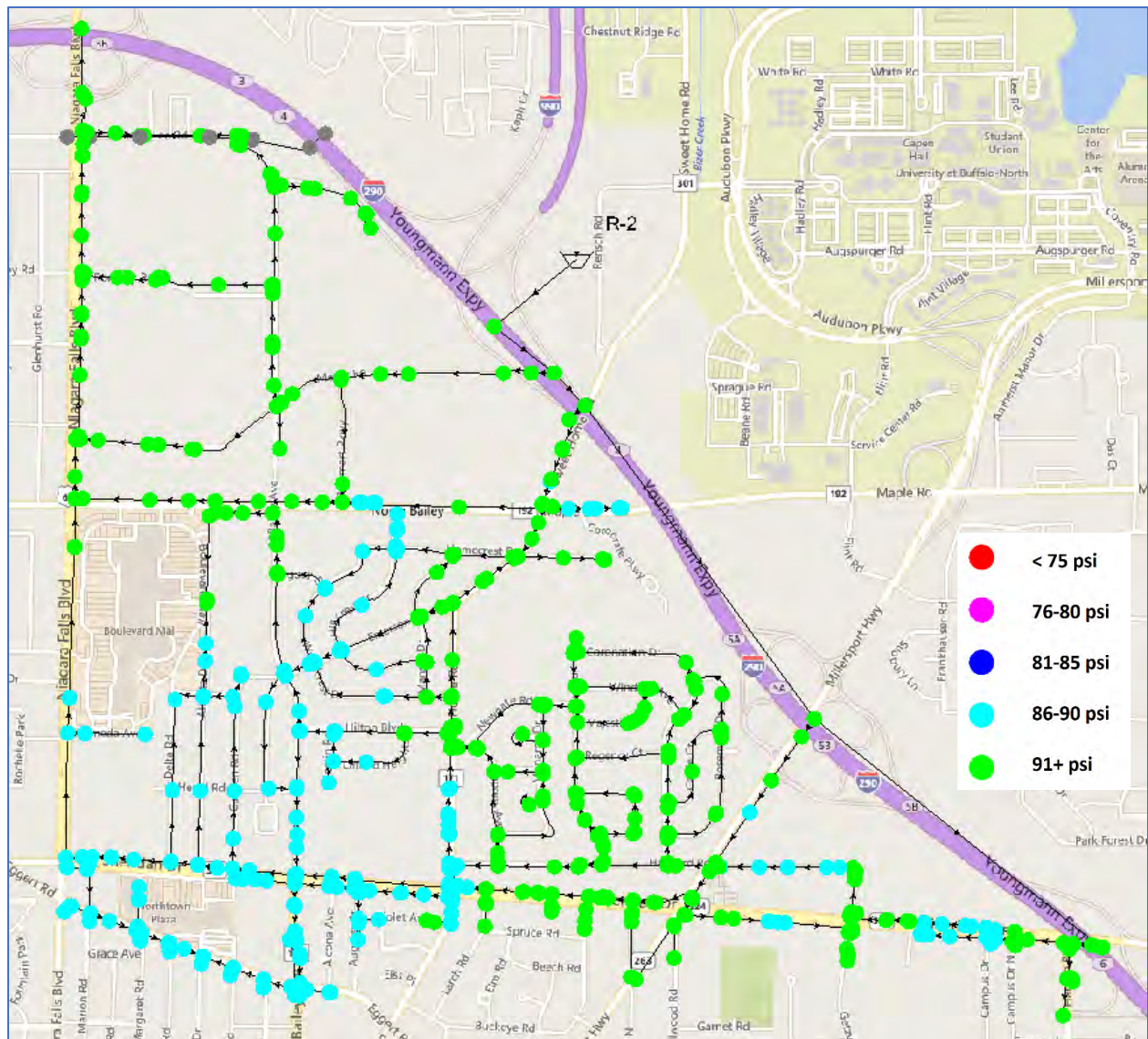


Figure 2 – Pressure, Current Peak Demand

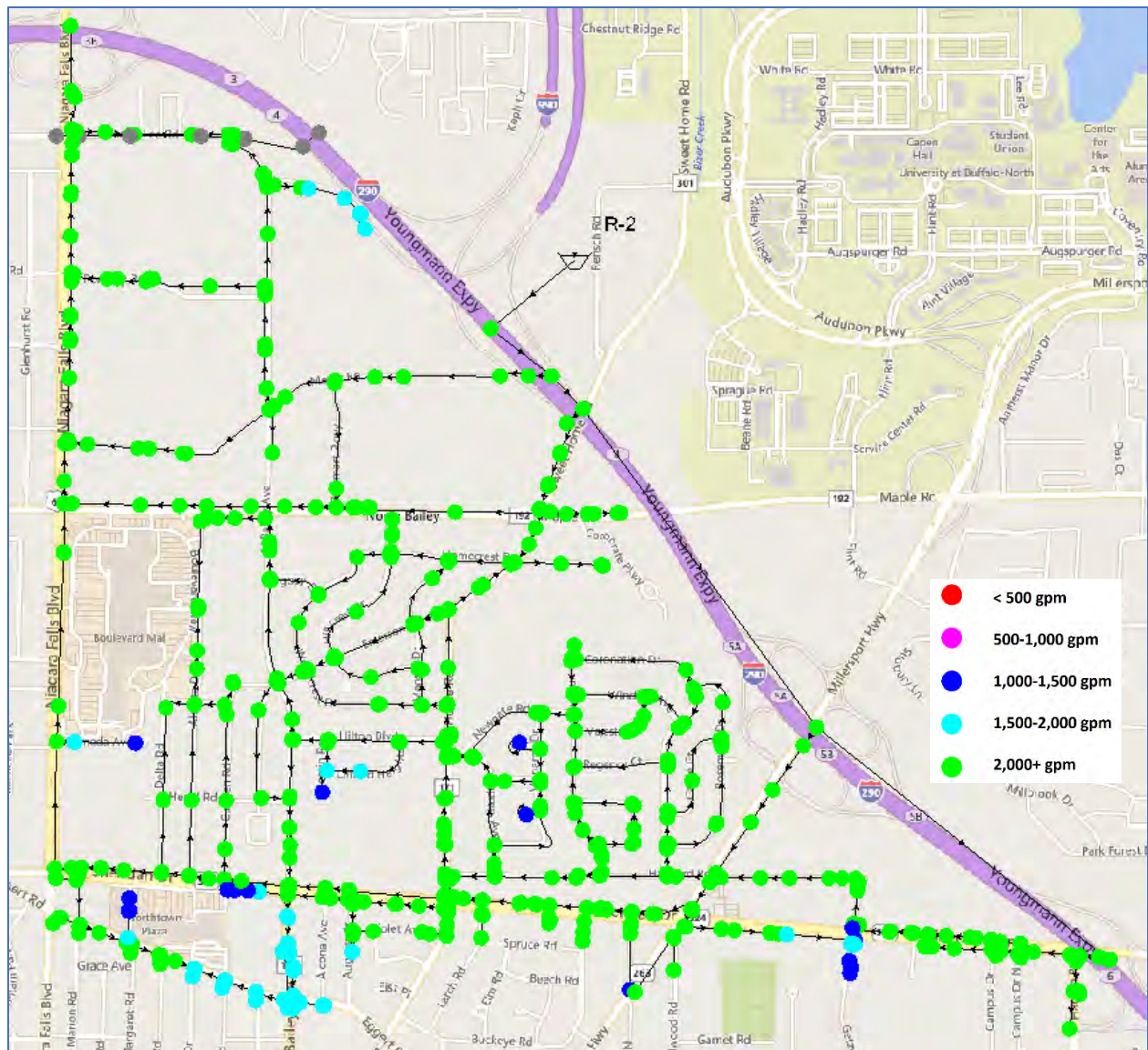


Figure 3 – Available Fire Flow, Current Peak Demand

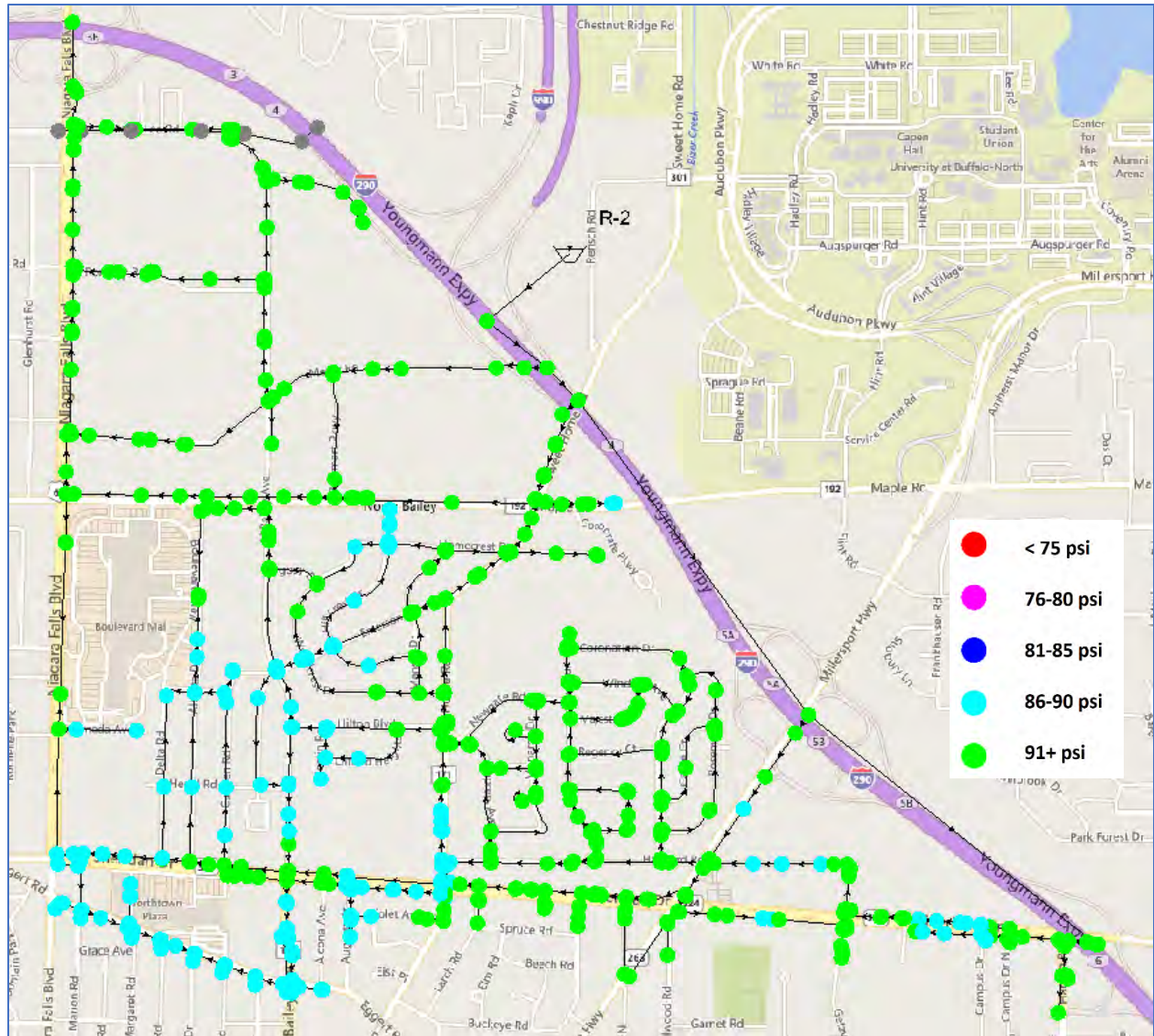


Figure 4 – Pressure, Future Average Demand

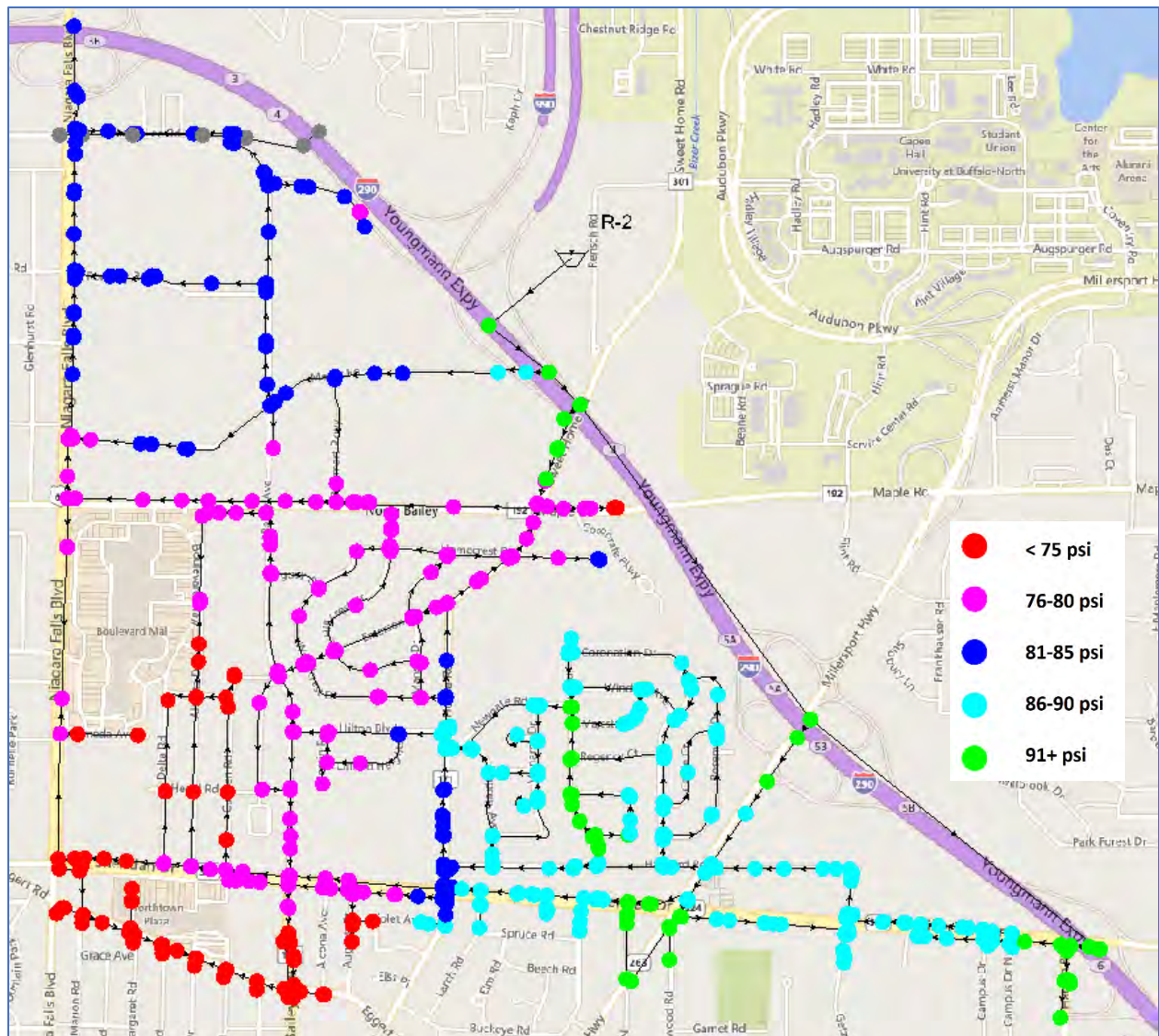


Figure 5 – Pressure, Future Peak Demand

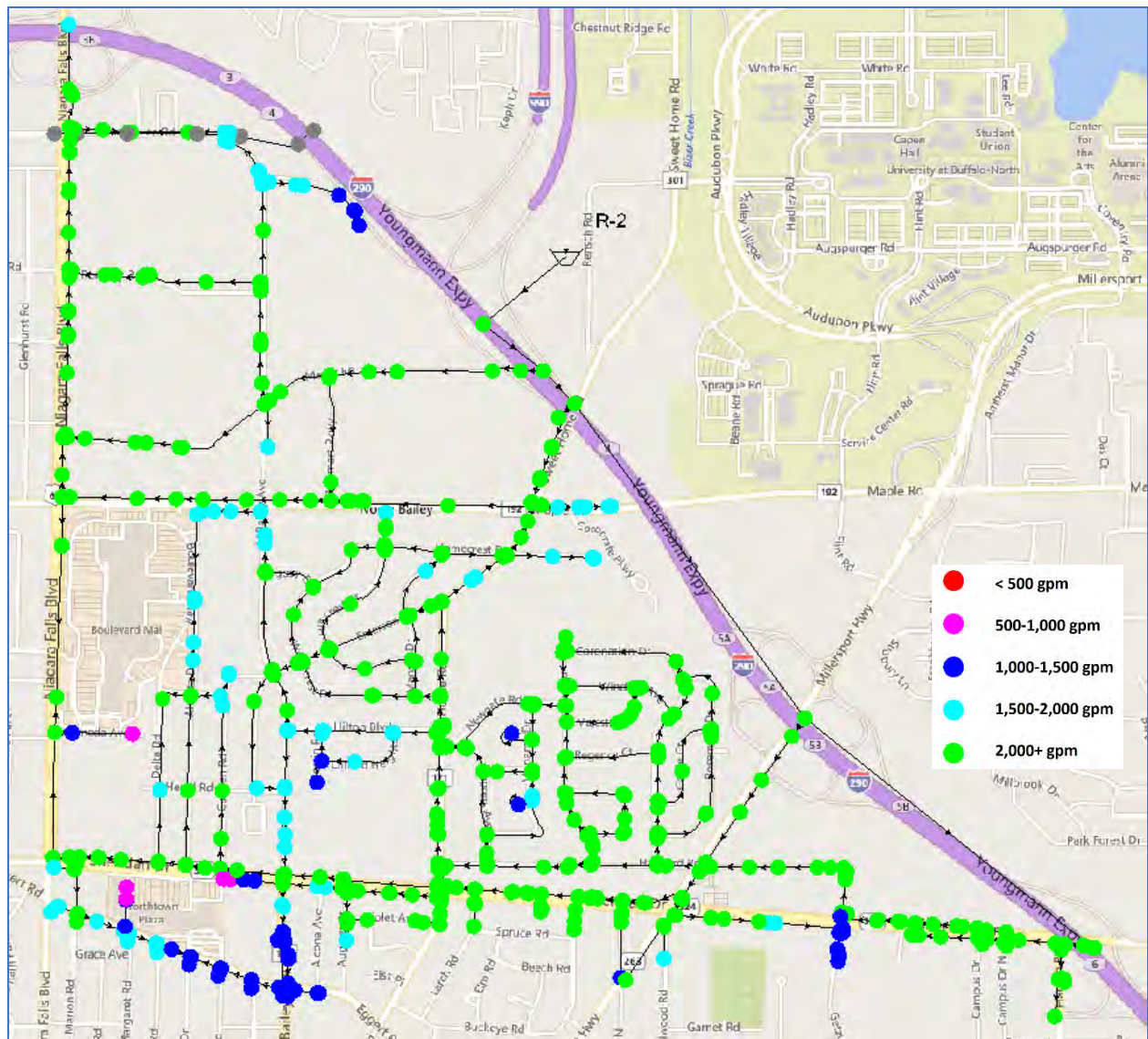


Figure 6 – Available Fire Flow, Future Peak Demand

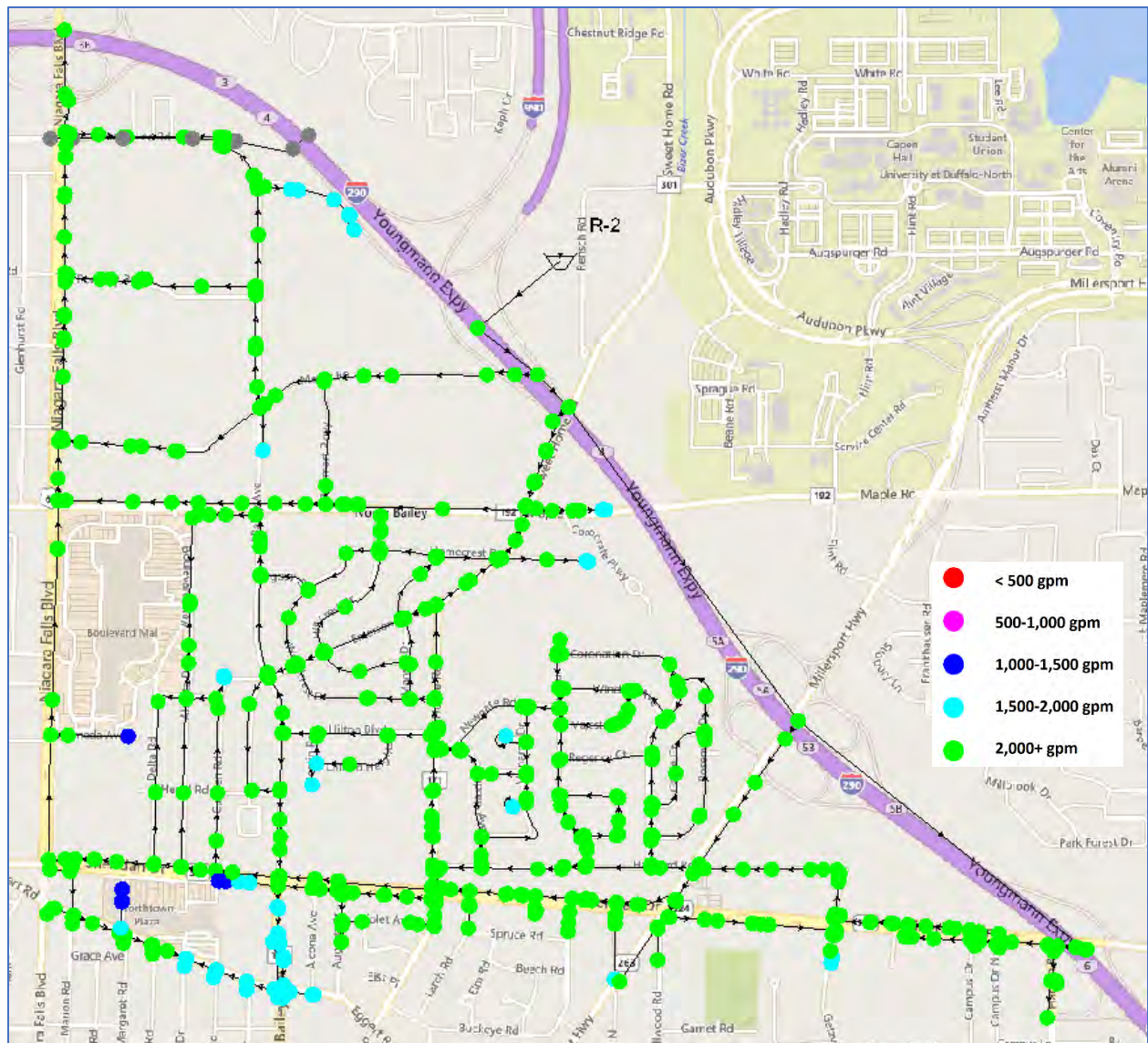


Figure 7 – Available Fire Flow, Future Peak Demand with Mitigation

Appendix G
Sewer Data

TOWN OF AMHERST

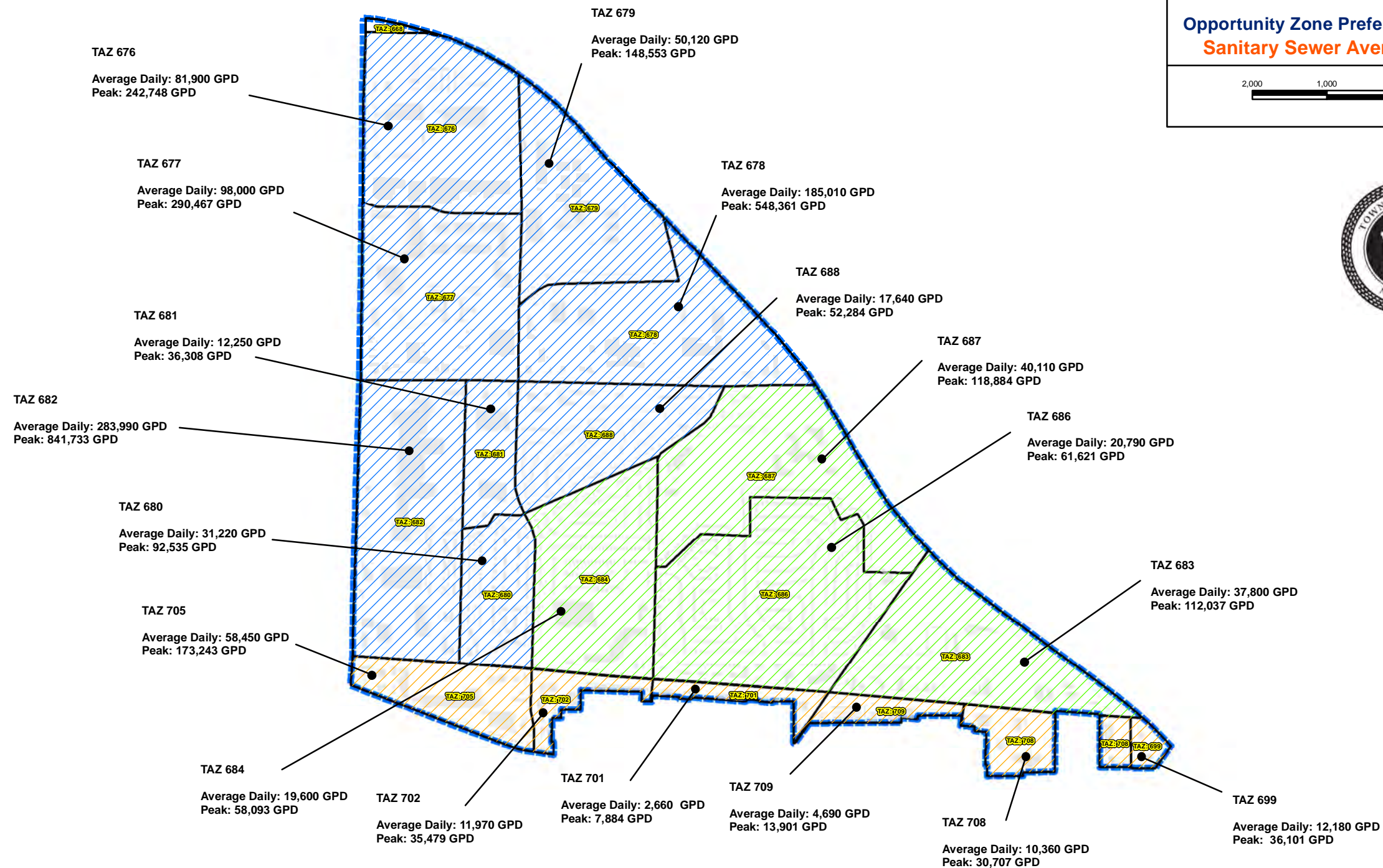
Erie County, New York

Opportunity Zone Preferred Growth Projections 2040

Sanitary Sewer Average & Peak Flows (GPD)



N



Legend

- Tributary (Ridge Lea)
- Tributary (Hartford Relief)
- Tributary (Sheridan Drive)
- TAZ Boundary
- Opportunity Zone
- Buildings

**Estimated Increase in Water / Sewer Flows
based on GBNRTC Development Growth Forecasts**

	TAZ BOUNDARIES & HOUSING/RESIDENTIAL (UNITS)																					
TAZ	668	676	677	678	679	680	681	682	683	684	686	687	688	699	701	702	705	708	709	Total Units	Flow (gpd)	
0-5 yr	0	0	0	0	0	0	0	100	0	0	0	0	0	20	0	0	90	0	0	210	32,340	
5-10 yr	0	0	50	100	100	130	50	650	50	0	115	0	75	0	0	75	0	10	25	1,430	220,220	
10-15 yr	0	0	300	300	80	50	0	450	25	0	0	150	0	0	0	0	85	0	0	1,440	221,760	
15-20 yr	0	200	150	740	0	0	0	500	75	50	0	55	0	0	0	0	125	25	0	1,920	295,680	
Add'l	0	200	500	1,140	180	180	50	1,700	150	50	115	205	75	20	0	75	300	35	25	5,000	770,000	
GPD per TAZ	0	30,800	77,000	175,560	27,720	27,720	7,700	261,800	23,100	7,700	17,710	31,570	11,550	3,080	0	11,550	46,200	5,390	3,850		770,000	
	TAZ BOUNDARIES & COMMERCIAL RETAIL (SF)																					
TAZ	668	676	677	678	679	680	681	682	683	684	686	687	688	699	701	702	705	708	709	Total SF	Flow (gpd)	
0-5 yr	0	50,000	0	0	200,000	0	0	50,000	50,000	0	0	0	0	70,000	0	0	75,000	0	0	495,000	34,650	
5-10 yr	0	0	50,000	50,000	50,000	25,000	25,000	50,000	25,000	50,000	24,000	0	47,000	0	20,000	4,000	0	20,000	6,000	446,000	31,220	
10-15 yr	0	0	75,000	50,000	0	0	0	0	25,000	0	0	20,000	0	0	0	0	0	0	0	170,000	11,900	
15-20 yr	0	390,000	75,000	0	60,000	5,000	15,000	90,000	25,000	50,000	0	10,000	0	0	0	0	25,000	22,000	0	767,000	53,690	
Add'l	0	440,000	200,000	100,000	310,000	30,000	40,000	190,000	125,000	100,000	24,000	30,000	47,000	70,000	20,000	4,000	100,000	42,000	6,000	1,878,000	131,460	
GPD per TAZ	0	30,800	14,000	7,000	21,700	2,100	2,800	13,300	8,750	7,000	1,680	2,100	3,290	4,900	1,400	280	7,000	2,940	420		131,460	
	TAZ BOUNDARIES & COMMERCIAL OFFICE (SF)																					
TAZ	668	676	677	678	679	680	681	682	683	684	686	687	688	699	701	702	705	708	709	Total SF	Flow (gpd)	
0-5 yr	0	50,000	0	0	4,000	0	0	20,000	10,000	0	0	0	0	60,000	0	0	5,000	0	0	149,000	10,430	
5-10 yr	0	0	10,000	5,000	4,000	15,000	5,000	20,000	20,000	20,000	20,000	2,000	40,000	0	18,000	2,000	0	20,000	6,000	207,000	14,490	
10-15 yr	0	0	80,000	10,000	0	0	0	5,000	5,000	0	0	10,000	0	0	0	0	0	0	0	110,000	7,700	
15-20 yr	0	240,000	10,000	20,000	2,000	5,000	20,000	82,000	50,000	50,000	0	80,000	0	0	0	0	70,000	9,000	0	638,000	44,660	
Add'l	0	290,000	100,000	35,000	10,000	20,000	25,000	127,000	85,000	70,000	20,000	92,000	40,000	60,000	18,000	2,000	75,000	29,000	6,000	1,104,000	77,280	
GPD per TAZ	0	20,300	7,000	2,450	700	1,400	1,750	8,890	5,950	4,900	1,400	6,440	2,800	4,200	1,260	140	5,250	2,030	420		77,280	
																	TOTAL COMMERCIAL			2,982,000		
Unit Rates																						
1. Single Family Residence (use double occupancy)		110	gpd/bedroom	w/ 30% red.																		
		2	bedrooms/unit	154																		
2. Commercial Retail		0.1	gpd/SF	0.07																		
3. Commercial Office		0.1	gpd/SF	0.07																		

Appendix H

Correspondence



July 8, 2019

AMR WNY
481 William L Gaiter Pkwy
Buffalo, NY 14215

RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819

CHA Consulting is preparing a Draft Generic Environmental Impact Statement (Draft GEIS) for the Town of Amherst Opportunity Zone, an approximately 1260-acre area that is bounded on the east and north by I-290, on the south by frontage lots on Sheridan Drive, and on the west by Niagara Falls Boulevard (see attached location map). The purpose of the Draft GEIS is to adopt the new mixed use zoning for the Study Area and evaluate the cumulative impacts of growth on community services and infrastructure.

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- Mix of 2.5-story, 3- story, 5-story, and 8-story buildings

We would like to know if you feel these development projections will have any significant impacts on your services within the Study Area.

If you have any questions you may contact me at 518-453-4505 or ceinstein@chacompanies.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Einstein', written over a white background.

Christopher R. Einstein
Associate Vice President

Enc.

cc: Brian Andrzejewski, Town of Amherst



July 8, 2019

Chief Kiel Gentry
Egbertsville Hose Co.
1880 Eggert Rd
Egbertsville, New York 14226

RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819

Dear Chief Gentry:

CHA Consulting is preparing a Draft Generic Environmental Impact Statement (Draft GEIS) for the Town of Amherst Opportunity Zone, an approximately 1260-acre area that is bounded on the east and north by I-290, on the south by frontage lots on Sheridan Drive, and on the west by Niagara Falls Boulevard (see attached location map). The purpose of the Draft GEIS is to adopt the new mixed use zoning for the Study Area and evaluate the cumulative impacts of growth on community services and infrastructure.

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Sincerely,

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Christopher R. Einstein
Associate Vice President

Enc.

cc: Brian Andrzejewski, Town of Amherst



July 8, 2019

Chief Joseph Osika
Ellicott Creek Volunteer Fire Company
45 S. Ellicott Creek Rd
Amherst, New York 14228

RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819

Dear Chief Osika:

CHA Consulting is preparing a Draft Generic Environmental Impact Statement (Draft GEIS) for the Town of Amherst Opportunity Zone, an approximately 1260-acre area that is bounded on the east and north by I-290, on the south by frontage lots on Sheridan Drive, and on the west by Niagara Falls Boulevard (see attached location map). The purpose of the Draft GEIS is to adopt the new mixed use zoning for the Study Area and evaluate the cumulative impacts of growth on community services and infrastructure.

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Sincerely,

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Christopher R. Einstein
Associate Vice President

Enc.

cc: Brian Andrzejewski, Town of Amherst



July 8, 2019

Chief Jeffrey Cutler
North Bailey Fire Co.
966 Sweet Home Rd.
Buffalo, New York 14226

RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819

Dear Chief Cutler:

CHA Consulting is preparing a Draft Generic Environmental Impact Statement (Draft GEIS) for the Town of Amherst Opportunity Zone, an approximately 1260-acre area that is bounded on the east and north by I-290, on the south by frontage lots on Sheridan Drive, and on the west by Niagara Falls Boulevard (see attached location map). The purpose of the Draft GEIS is to adopt the new mixed use zoning for the Study Area and evaluate the cumulative impacts of growth on community services and infrastructure.

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Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Einstein', written over a white background.

Christopher R. Einstein
Associate Vice President

Enc.

cc: Brian Andrzejewski, Town of Amherst



July 8, 2019

Chief John C. Askey
Amherst Police Department
500 John James Audubon Pkwy
Amherst, NY 14228

RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819

Dear Chief Askey:

CHA Consulting is preparing a Draft Generic Environmental Impact Statement (Draft GEIS) for the Town of Amherst Opportunity Zone, an approximately 1260-acre area that is bounded on the east and north by I-290, on the south by frontage lots on Sheridan Drive, and on the west by Niagara Falls Boulevard (see attached location map). The purpose of the Draft GEIS is to adopt the new mixed use zoning for the Study Area and evaluate the cumulative impacts of growth on community services and infrastructure.

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Sincerely,

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Christopher R. Einstein
Associate Vice President

Enc.

cc: Brian Andrzejewski, Town of Amherst



July 8, 2019

Mr. Anthony J. Day, Superintendent
Sweet Home Central School District
1901 Sweet Home Road
Amherst, New York 14228

RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819

Dear Mr. Day:

CHA Consulting is preparing a Draft Generic Environmental Impact Statement (Draft GEIS) for the Town of Amherst Opportunity Zone, an approximately 1260-acre area that is bounded on the east and north by I-290, on the south by frontage lots on Sheridan Drive, and on the west by Niagara Falls Boulevard (see attached location map). The purpose of the Draft GEIS is to adopt the new mixed use zoning for the Study Area and evaluate the cumulative impacts of growth on community services and infrastructure.

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Sincerely,

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Christopher R. Einstein
Associate Vice President

Enc.

cc: Brian Andrzejewski, Town of Amherst



July 8, 2019

Chief Mark D. Van Horn
Snyder Fire Dept.
4531 Main St
Buffalo, New York 14226

RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819

Dear Chief Van Horn:

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Sincerely,

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Christopher R. Einstein
Associate Vice President

Enc.
cc: Brian Andrzejewski, Town of Amherst



July 8, 2019

Mr. Terry Clark, President
Twin City Ambulance
555 Commerce Dr
Buffalo, NY 14228

RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819

Dear Mr. Clark:

CHA Consulting is preparing a Draft Generic Environmental Impact Statement (Draft GEIS) for the Town of Amherst Opportunity Zone, an approximately 1260-acre area that is bounded on the east and north by I-290, on the south by frontage lots on Sheridan Drive, and on the west by Niagara Falls Boulevard (see attached location map). The purpose of the Draft GEIS is to adopt the new mixed use zoning for the Study Area and evaluate the cumulative impacts of growth on community services and infrastructure.

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Sincerely,

A handwritten signature in black ink, appearing to read 'Chris R. Einstein', written over a white background.

Christopher R. Einstein
Associate Vice President

Enc.
cc: Brian Andrzejewski, Town of Amherst



June 26, 2019

Chris Mazerbo
National Fuel
9600 Whirley Drive
Clarence, New York 14031

RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819

Dear Chris Mazerbo:

CHA Consulting is preparing a Draft Generic Environmental Impact Statement (Draft GEIS) for the Town of Amherst Opportunity Zone, an approximately 1260-acre area that is bounded on the east and north by I-290, on the south by frontage lots on Sheridan Drive, and on the west by Niagara Falls Boulevard (see attached location map). The purpose of the Draft GEIS is to adopt the new mixed use zoning for the Study Area and evaluate the cumulative impacts of growth on community services and infrastructure.

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Sincerely,

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Christopher R. Einstein
Associate Vice President

Enc.

cc: Brian Andrzejewski, Town of Amherst



Annette Comer
National Grid
144 Kensington Ave
Buffalo, New York 14214

June 26, 2019

RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819

Dear Annette Comer:

CHA Consulting is preparing a Draft Generic Environmental Impact Statement (Draft GEIS) for the Town of Amherst Opportunity Zone, an approximately 1260-acre area that is bounded on the east and north by I-290, on the south by frontage lots on Sheridan Drive, and on the west by Niagara Falls Boulevard (see attached location map). The purpose of the Draft GEIS is to adopt the new mixed use zoning for the Study Area and evaluate the cumulative impacts of growth on community services and infrastructure.

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Christopher R. Einstein
Associate Vice President

Enc.

cc: Brian Andrzejewski, Town of Amherst



July 11, 2019

Spectrum
720 Maple Ave.
Williamsville, New York 14221

RE: Amherst Opportunity Zone Generic Environmental Impact Statement (GEIS)
Town of Amherst
CHA Project No: 35819

Dear John and Jim,

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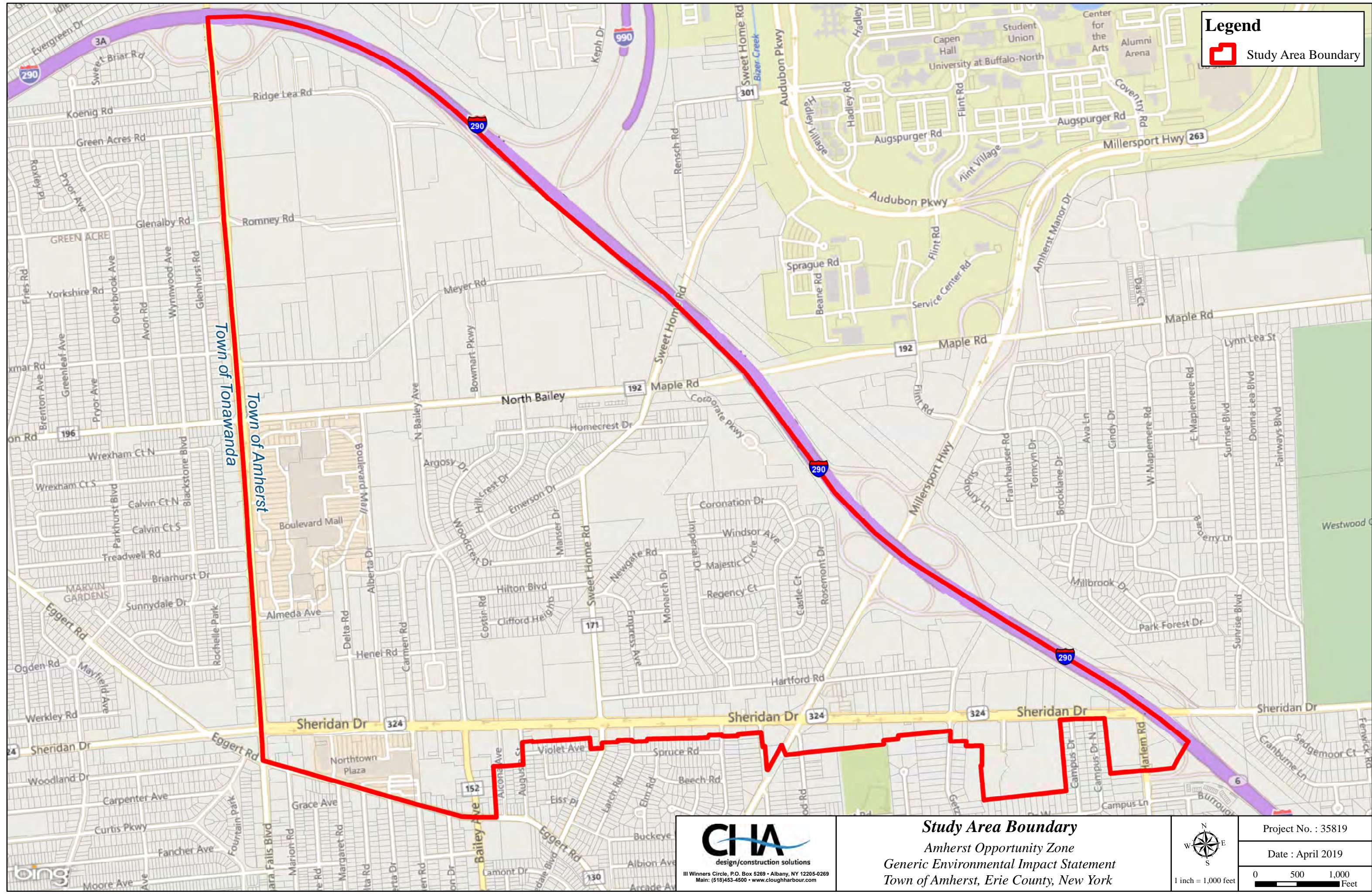
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Christopher R. Einstein
Associate Vice President

Enc.

cc: Brian Andrzejewski, Town of Amherst



Legend

 Study Area Boundary

CIA

design/construction solutions


III Winners Circle, P.O. Box 5269 • Albany, NY 12205-0269
Main: (518)453-4500 • www.cloughharbour.com

Study Area Boundary

Amherst Opportunity Zone

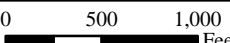
Generic Environmental Impact Statement

Town of Amherst, Erie County, New York


1 inch = 1,000 feet

Project No. : 35819

Date : April 2019


0 500 1,000 Feet