Statement of Findings
Boulevard Central District
"Modernizing Planning in Amherst's Major Commercial Center"
Town of Amherst, Erie County, New York
Adopted January 6, 2020

INTRODUCTION

The Boulevard Central District GEIS Study Area comprises approximately 1,260 acres 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 the Study Area also includes commercial 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. Although the Study Area is generally built out, it includes numerous underutilized sites, representing a significant opportunity for redevelopment and reinvestment (Attachment A).

Pursuant to the State Environmental Quality Review Act (SEQR), the Town of Amherst Town Board elected to prepare a Generic Environmental Impact Statement (GEIS) to evaluate the cumulative impacts of future development and redevelopment in the Study Area and identify appropriate mitigation measures to ensure orderly and equitable growth. A GEIS is a tool provided in the SEQR regulations to address broad land areas or programs that will impact land use and the environment. The level of detail for a GEIS is usually at a planning or conceptual level and allows the preparer to focus on broader issues and cumulative impacts before individual project plans are considered.

The purpose of this GEIS is to evaluate the potential benefits and impacts of the application of 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.

The GEIS and this Statement of Findings apply to new development/redevelopment actions within the Study Area that are subject to SEQR. Future development projects/actions in the Study Area that can be classified as Type II actions pursuant to 6 NYCRR 617.5 are not subject to the mitigation requirements of the GEIS.

Pursuant to the requirements of SEQR, the Town Board deemed the Draft GEIS adequate for public review on September 3, 2019. A public hearing was held on October 7, 2019, with the public comment period ending on October 17, 2019. A Final GEIS was prepared and deemed complete on November 12, 2019.

During initial project discussions and scope development the project area was referred to as the Town of Amherst Opportunity Zone in recognition of this location's designation as a Federal Opportunity Zone. During the preparation of the Final GEIS, the Town recognized that the name Opportunity Zone does not properly identify the location or the purpose of the project. It also does not adequately convey the goals or potential of the Study Area that may result from the new mixed-use zoning. After discussion, the Town has determined that, moving forward, this GEIS shall be referred to as the "Boulevard Central District" with the subtitle "Modernizing Planning in Amherst's Major Commercial Center."

CERTIFICATION

The Town of Amherst Town Board, as Lead Agency, is issuing this Statement of Findings pursuant to 6NYCRR Part 617.11 of SEQR. Specifically, the Town Board hereby finds:

a. The requirements of 6 NYCRR 617 have been met.

b. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable,

c. Adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures that were identified as practicable.

d. The GEIS is comprehensive and contains the facts and conclusions relied upon to support the Town Board's Statement of Findings and indicates the social, economic and other factors, which formed the basis of its findings.

Pursuant to the regulatory requirements of SEQR for Generic Environmental Impact Statements (6NYCRR Part 617.10), the Boulevard Central District GEIS assessed the environmental impacts that may occur as a result of future development in the Study Area. This Statement of Findings lists the specific conditions or criteria under which future projects may be undertaken or approved, including requirements for any subsequent SEQR compliance. To the extent that

certain impacts may require further analysis, it is recognized that the Final GEIS may be supplemented pursuant to 6 NYCRR Part 617.10(d). No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the GEIS and its Findings Statement.

FACTS & CONCLUSIONS

A. Development Projections

A.1 The Study Area is generally built out and historically has seen a great deal of commercial development and investment. More recently, however, it has experienced declining activity and is in need of revitalization.

A.2 The mixed-use zoning districts will alter the land use composition in the Study Area and encourage both vertical and horizontal mixes of residential, retail, office and other uses on redevelopment sites. The new zoning was used as the basis for creation of the Land Use Alternatives discussed in Draft GEIS Section 4.0, including the Projected Growth Redevelopment Scenario.

A.3 A 20-year planning period was selected to evaluate future growth. This time frame allows the evaluation of a reasonable amount of growth and provides time to determine if the Niagara Frontier Transportation Authority (NFTA) Metro light rail system will be extended from the City of Buffalo into Amherst that would dictate the need to re-evaluate the transportation conclusions of the GEIS.

A.4 The Draft GEIS compared the development potential of full build-out (no time frame) of the new mixed-use zoning with the development potential of full build-out under the current zoning and concluded that the mixed-use zoning would result in less commercial (non-residential) square footage than under existing zoning. The term 'development potential' relates to the maximum amount of development allowable within the redevelopment portions of the Study Area using maximum height and lot coverage. While a maximum build-out is unlikely due to many factors such as the availability of utilities and community services, it does provide a means for comparison of the two zoning scenarios, all other things being equal. It is important to note, however, that the intent of the mixed-use zoning for the Study Area is to encourage redevelopment of this area and it does have the potential to increase the density over current conditions.

A.5 The Projected Growth Redevelopment Scenario was established for a 20-year planning period utilizing a 3% commercial growth rate as established in the Delta Associates 2016 Town of Amherst Economic Study. This study noted that most growth would occur as existing commercial areas are redeveloped.

The Study forecasts office uses will be 40- 50% of the total commercial square footage. Therefore, the Town has assumed the commercial component of the projected growth will be 40% office and 60% retail. The residential component was based on several factors that include a continued demand for student housing, likelihood of a strong residential component for the Boulevard Mall redevelopment, the potential for the conversion of one-story commercial properties on Sheridan Drive, the continued demand for senior housing in the Town, and the expectation that Town population will increase by 20,000 people over the 20-year planning period.

A.6 Based on the above, the Projected Growth Redevelopment Scenario through the 20-year planning period was established as follows:

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

This projected growth was used as the basis for evaluating the potential impacts to the environment and community resources discussed in the Draft and Final GEIS and are therefore the development thresholds that will partially dictate the need for a future supplemental GEIS update. Growth projection information is located in Attachment B.

B. Land Use & Zoning

B.1 Lands within the Study Area are mostly developed. Lands north of Maple Road consists almost entirely of commercial retail uses. The area south of Maple Road is generally split between commercial and residential uses. Strip commercial retail uses dominate the vicinity of Maple Road, North Bailey Avenue, Alberta Drive, Sheridan Drive and Niagara Falls Boulevard. 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. Established residential neighborhoods are

concentrated in the area between Maple Road, I-290, Millersport Highway, Sheridan Drive and North Bailey Avenue and are not expected to be subject to land use changes within the 20-year planning period.

B.2 Existing zoning in the Study Area includes numerous residential and non-residential zoning districts. Most of the Study Area is zoned for various commercial and business uses.

B.3 The 2019 Comprehensive Plan Amendment resulted in a Future Land Use Map and Future Commercial and Mixed-Use Designations Map. These maps were the basis for the new-mixed use zoning developed by the Town and its consultant Code Studio.

B.4 The new mixed-use zoning will allow building heights of 3, 5, and 8 stories, depending on the district, with much of the area proposed for structures up to 5 stories. Existing zoning allows building heights of up to 6 stories (65 feet) across most of the Study Area, and existing development is generally 1-3 stories.

B.5 The new mixed-use zoning includes form-based code elements which will result in development with human-scaled streets that highlights the relationship between the structure and the street, and the use of streetscape materials that welcome pedestrians to a variety of retail and service uses. Safety for all roadway users and modes of transportation will also be emphasized, including connections within the newly zoned districts and to the surrounding residential neighborhoods. This pattern of development may encourage people to drive less, thus decreasing auto dependency, increasing physical activity and increasing the potential for social interaction. The zoning map for the Study Area is provided in Attachment B.

B.6 The requirements for each of the new districts include specific language related to shared access, building and parking setbacks, blocks, use 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.

B.7 Transitions are required when a mixed-use district abuts residentially zoned districts. These transitions are as follows:

- Lots in the SC-3 district - transition area between 10-20 feet with vegetation and structural screening.
- DC-3, DC-5, CTR-2.5, CTR-5 and CTR-8 districts - transition area of 20 feet minimum for structures above 2 stories and 60 feet minimum setback for buildings above 3 stories. Specific requirements for vegetation are also outlined in the mixed-use districts.

B.8 Additional mitigation measures could include:

- Use of vegetated berms for visual screening and noise buffers.
- Review of the allowable uses in the SC-3 zone to ensure transition areas effectively protect adjacent residential uses.
- Increase the transition area adjacent to the SC-3 zone when practicable.
- Require developers to offer landscaping on the residential side of the required structural screening in the SC-3 zone.
- Consider the use of material other than opaque walls to meet structural screening requirements.

B.9 The mixed-use zoning districts should result in higher quality, sustainable development within the Study Area. The graphics-rich zoning document will enhance the ability of developers to prepare plans that meet requirements.

B.10 The amendment of the existing commercial zoning in the Study Area was determined to be necessary in order to encourage development that is consistent with the form and scale recommended in the Comprehensive Plan and to address the limited options for a mixed use commercial-residential development. As a result of the intended redevelopment of the Study Area with mixed uses in accordance with the adopted mixed-use zoning, future projects within the Study Area must be consistent with the zoning and intended land use patterns envisioned by this zoning and the Comprehensive Plan in order to be consistent with the GEIS and these Findings.

C. Transportation

C.1 The Greater Buffalo Niagara Regional Transportation Council (GBNRTC) used the regional Travel Demand Model (TDM) to estimate vehicle trip generation for the Projected Growth Redevelopment Scenario. Based on the TDM results, a 40-50%

increase in trip productions/attractions is anticipated over the 20-year planning period, equivalent to approximately 1.6% annual (compounded) traffic growth.

C.2 Trips were distributed throughout the Study Area by GBNRTC using the regional TDM. In 2040 the changes in traffic volumes and circulation patterns associated with the Projected Growth Redevelopment Scenario will cause an overall level of service (LOS) E or F at the following intersections:

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

C.3 The mitigation measures listed in C.4 and C.5 below have been identified to address the cumulative impacts of the traffic associated with the redevelopment within the Boulevard Central District. Conceptual layouts for these improvements are provided in Attachment C. The implementation of these improvements will maintain overall LOS D or better operations at all the studied intersections in the 2040 Build Conditions during the AM and PM peak hours, except at the Maple Road/Sweet Home Road intersection (see C.6 below).

C.4 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

C.5 Intersection Improvements

C.5.1 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

C.5.2 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

C.5.3 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

C.5.4 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

C.5.5 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

C.5.6 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 traffic signal equipment to accommodate geometric changes

C.5.7 North Bailey Avenue, Emerson Drive and Amsterdam Avenue

- construct a roundabout (single circulating lane)

C.6 The GEIS identified no feasible intersection-level improvements at the intersection of Maple Road and Sweet Home Road that would address the level-of-service impacts of traffic associated with the cumulative development within the Boulevard Central District.

C.7 The Town recognizes that the above improvements will also 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. Other improvement options that could be considered to reduce the size and scale of these intersections include creating a denser grid of streets within the Study Area to allow more access and circulation options for vehicles and provide more manageable and accessible intersections for pedestrians and bicyclists.

C.8 The Town also recognizes that some of the improvements listed in C.5 may not be the only options to maintain acceptable levels of service. Other options to create collector roads within future redevelopment projects can be explored and considered as alternatives, if applicable, to some of the listed improvements. The incorporation of new, innovative zoning and unknown future mass transit options limit the ability to reasonably project and propose other forms of mitigation for the traffic impacts at this time. Therefore, the Town will proceed with the mitigation as proposed and as warranted. The Town has established mitigation costs associated with these improvements, both public and private shares as discussed in C.10, but will evaluate options for other measures to improve transportation within the Study Area as projects progress and will use the collected funds to achieve the ultimate goal of mitigating the impacts of traffic growth.

C.9 The mitigation strategies identified in C.5 should also be reevaluated if/when the future light rail transit expansion is implemented by Niagara Frontier Transportation Authority. This may require the preparation of a Supplemental GEIS.

C.10 The costs of the respective public/private shares of the transportation improvements within the Study Area were allocated by calculating the private cost share based on the amount of roadway capacity used by new traffic generated by the redevelopment. Based on this, the transportation costs have been allocated as follows: public share 27% and private/developer share 73%. The cost per improvement identified in C.5 is provided in Attachment C.

D. Utilities

Water

D.1 Water is provided to the Study Area by the Erie County Water Authority (ECWA) via the Sturgeon Point Water Treatment Plant that conveys water to the Ball Pump Station.

D.2 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. The Projected Growth Redevelopment Scenario would add approximately 0.98 MGD under average conditions and 2.4 MGD under peak demand conditions (future flows include a 30% reduction allowed by the NYSDEC under the LEED Water Efficiency prerequisite P1 and LEED credit Wec3 Water Use Reduction). 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. Mitigation for the Projected Growth Redevelopment Scenario is based on this calculated demand. Therefore, once this demand is reached or exceeded, it will be necessary to re-evaluate the impacts and associated mitigation.

D.3 The additional demand from the Projected Growth Redevelopment Scenario is anticipated to cause a decrease in available fire flow of 500 gpm due to additional friction losses. 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 available fire flow is restored to match current flows.

D.4 Replacement will be required for approximately 52,000 linear feet of water main. Approximately 12,500 feet of the cast iron pipe are located in areas that would be

directly redeveloped in the Study Area and need to be replaced regardless of size or condition; replacement of these mains are categorized as the developer or private share of the mitigation. The remainder of the pipes are categorized as public share as they will benefit both the Study Area and the surrounding area. The mains to be replaced are mapped on Figure 3.3-4 in Attachment D.

Sewer

D.5 The Town of Amherst owns and operates a publicly owned treatment works (POTW) consisting 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 discharge to Tonawanda Creek.

D.6 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.

D.7 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 to 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.

D.8 Due to these capacity limitations, the West Side Interceptor is simulated to surcharge approximately 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 infrequent Sanitary Sewer Overflow at North Ivyhurst Road and Sheridan Drive.

D.9 The Projected Growth Redevelopment Scenario would add approximately 0.98 MGD of sewer flow under average conditions, and 2.9 MGD under peak demand (future flows include a 30% reduction allowed by the NYSDEC under the LEED Water Efficiency prerequisite P1 and LEED credit Wec3 Water Use Reduction). Mitigation for the Projected Growth Redevelopment Scenario is based on this calculated demand. Therefore, once this demand is reached or exceeded, it will be necessary to re-evaluate the impacts and associated mitigation.

D.10 Sewage flows from the Study Area under the Projected Growth Redevelopment Scenario 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 Avenue. Smaller volumes of flow will be transmitted via the Hartford Road relief sewer and the Sheridan Drive sewers.

D.11 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 was planning a future capital project to reline with cured in place pipe (CIPP) and also realign the entire Niagara Falls Boulevard sanitary sewer system. However, the proposed increase in demand from the Projected Growth Redevelopment Scenario will require upsizing the majority of the pipes contained in that sewer system. The total cost is approximately $5,000,000 with an incremental mitigation cost of $2,500,000 for new development projects.
- Construct a 10 inch "spine" sanitary sewer on North Bailey Avenue to collect sewage from the Study Area 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.

D.12 Under the Preferred Redevelopment Scenario, the sewer flows cannot be adequately conveyed for treatment at the Amherst Water Pollution Control Facility without (a) constructing a diversion pump station to redirect wastewater to an adjacent interceptor sewer, or (b) undertaking supplemental inflow and infiltration (I&I) reduction projects to reduce wastewater flows during wet weather events. The costs for either option are similar. The Town has elected to use the latter option, undertaking supplemental I&I reduction projects, as the preferred mitigation measure. This is primarily because I&I reduction projects repair existing deficiencies in the sewer system, rather than shifting flows to accommodate issues associated with those deficiencies. It is also the most likely option to be approved and permitted by the NYS Department of Environmental Conservation and other interested agencies, and it is the most effective solution in the long term. The cost of this alternative is approximately $3,300,000.

D.13 The mitigation costs for sewer improvements are provided in the following table.

Sewer Mitigation Costs					
Mitigation	Capital Cost	Flow Proportional Share	Mitigation Fee	Developer Share	Public Share
Base I&I removal	N/A	N/A – Requirement of New Developments	*$0.69/gpd	*$2,014,000	N/A
Incremental Sewer Improvements Along Niagara Falls Blvd	$5,000,000	50%	$0.86/gpd	$2,500,000	$2,500,000
North Bailey Avenue Spine Sewer	$1,500,000	100%	$0.52/gpd	$1,500,000	N/A
AWPCF Improvements	$25,000,000	2.5%	$0.22/gpd	$625,000	$24,375,000
Supplemental I&I Removal	$3,300,000	100%	$1.14/gpd	$3,300,000	N/A
Total	**$34,800,000**		**$2.74/gpd**	**$7,925,000**	**$26,875,000**

*Current fee charged to all development and not included in the Total Mitigation Cost proposed through this GEIS.

Stormwater

D.14 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.

D.15 The existing closed storm conveyance systems were originally designed to convey up to the 10-year storm event. Currently, there are few stormwater storage facilities within the Study Area.

D.16 Future projects within the Study Area shall meet the requirements of the New York State Department of Environmental Conservation State Pollutant 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.

D.17 Ellicott Creek and its tributaries are impaired for phosphorous, silt and sediment. New and redevelopment projects must include post construction stormwater management practices to provide water quality volume calculations based on the 1-year, 24-hour storm (not the 90% rainfall) according to Chapter 10 of the NYS Stormwater Management Design Manual.

D.18 In addition to the minimum stormwater management requirements for the SPDES General Construction Permit, new projects will provide the following measures to mitigate the impacts of the Projected Growth Redevelopment Scenario:

- Mitigate proposed 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 to compute 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).

Energy & Communication Services

D.19 Service providers were contacted to identify any limitations to their infrastructure that might affect the amount and/or timing of future development. No responses were received during the GEIS process.

D.20 It is reasonable to conclude that given the developed condition of the area, services are available. These are private, for profit providers; although regulated, the demand will likely warrant infrastructure and capacity improvements as necessary.

E. Recreation and Open Space

E.1 Recreational facilities within the Study Area include the Sweet Home Middle School sports complex, Mel Ott Little League sports facility and the Eggertsville Community Park, commonly frequented by families with children.

E.2 The grid pattern associated with the Projected Growth Redevelopment Scenario emphasizes walkability, connectivity and outdoor spaces that support recreational goals in the Comprehensive Plan and Parks Master Plan related to open/green space, trails, and parks.

E.3 New development projects within the mixed-use portions of the Study Area should incorporate these public gathering/civic spaces. These spaces are an important component of the new mixed-use zoning concept.

E.4 The Town will continue to monitor recreational facility and program usage, as well as population changes in the Study Area, to ensure that the availability of recreational programming continues to meet the needs of the Study Area population.

F. Community Services

F.1 Police protection is provided by the Town of Amherst.

F.2 Fire and emergency services are provided primarily by the North Bailey Fire Company and the Eggertsville Hose Company. The Snyder Fire Department and the Ellicott Creek Volunteer Fire Company cover small portions of the Study Area. All four fire companies are staffed by volunteers. Ambulance services are provided by AMR of Western New York and Twin City Ambulance. The Town also contracts ambulance service that responds with the fire companies as support for emergency medical calls (Attachment A).

F.3 To adequately provide fire and emergency services, additional staffing and equipment may be required as a result of the following activities associated with the Projected Growth Redevelopment Scenario:

- The multi-story structures will require the development of strategic evacuation plans to be shared with all emergency service providers and tested on a regular basis.
- Additional programming related to emergency planning education and fire safety programs identified above.
- The increase in multi-story structures may require additional fire/life safety inspections by the Town's Fire Safety Division.
- An increase in the numbers and types of calls.
- Additional equipment may be required to serve the increased population and types of buildings.
- An evaluation of radio communications for police/fire and EMS in proposed structures to determine if bi-directional antennas or signal boosters are needed to assure full radio coverage through the structures. This is an existing problem in some grandfathered structures in Town where these antennas were not required.

F.4 The numbers and types of calls will be monitored by the Town Department of Emergency Services on an annual basis to ensure the adequacy of staffing and equipment.

F.5 Public school students who reside in the Study Area attend schools in the Sweet Home School District. The Sweet Home Middle School is located within the Study Area. A large increase in school age population is not expected under the Projected Growth Redevelopment Scenario.

G. Cultural Resources

G.1 The 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 April 2019, do not identify any designated historic properties located within the Study Area.

G.2 The proposed Alberta Drive and Augusta Avenue Historic Districts are located immediately adjacent to the southern boundary of the Study Area. 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 (Attachment A).

G.4 Redevelopment of parcels within the Study Area would have no direct impacts on the Historic District, however redevelopment of parcels proximate to the district should consider the context of the historic district and any visual or physical impacts that might occur.

G.5 Projects within the Study Area adjacent to the proposed Alberta Drive Historic District will be required to coordinate with both SHPO and the Town to ensure the projects have no significant impacts on the district.

G.6 Projects in the northern portion of the Study Area (Ridge Lea area) are within an archeologically sensitive area as identified on the SHPO Cultural Resource Information System (CRIS). As a result, these projects will be required to coordinate with SHPO and provide an impact recommendation from SHPO in order to comply with this GEIS. Given the extent of existing development and land disturbance, no impacts are anticipated.

H. Mitigation Costs

H.1 One of the benefits of preparing an area-wide GEIS is the ability to assign costs to the mitigation. Instead of requiring individual developers to undertake mitigation efforts on their own, all future development will pay a portion of the cost, thus equitably distributing the responsibility to mitigate to all development that contributes to the impacts. This does not apply to all mitigation, since some will be site specific. Additionally, the mitigation must be quantifiable. Therefore, the most obvious areas to benefit from mitigation costs will be traffic and utilities, as well as the cost to prepare the GEIS.

H.2 It is recognized that monies collected under this program may not result in immediate improvements to the area directly impacted by a particular project. Mitigation will need to be prioritized within the Study Area. Nevertheless, in time the mitigation in all areas where impacts are identified will need to be addressed as development proceeds.

H.3 The costs for mitigation will increase over time. An escalation factor will be built into the mitigation costs and will be determined periodically as inflation dictates the need. This is essential to ensure that sufficient funds are available when the time comes to make the improvement. Typically, the mitigation costs should be reviewed every two years. If adjustments are warranted, the amount of the adjustment (percent increase) should consider the last time an adjustment was made and should not be based solely on the past two years.

H.4 The following table provides a summary of the mitigation costs. These costs are based on 2019 dollars and do not reflect an escalation factor.

Mitigation Cost Summary				
	Total Cost	Public Share	Private Share	Applicant Mitigation Cost
GEIS Preparation	$250,000	N/A	Residential $125,000	$25/unit
			Commercial $125,000	$0.042/sf
Transportation	$17,150,000	$4,642,000	$12,508,000	$1,024/trip*
Sewer	$34,800,000	$26,875,000	$7,925,000	$2.74/1 GPD
Water	$12,205,000	$9,392,500	$2,812,500	$0.97/ 1 GPD

*The GEIS identified the potential generation of 12,210 new trips total in the PM peak hour for the Study Area.

H.5 Mitigation costs typically have a public share and a private share, meaning that the impacts associated with a given issue are not entirely the result of the Projected Growth Redevelopment Scenario. For example, roadways and intersections within the Study Area will be significantly affected by the cumulative growth but there will also be some background growth contributing to the impact. That background growth is considered part of the public share.

Future SEQR Actions

According to 6 NYCRR 617.10 of SEQR,

> Generic EISs and their findings should set forth specific conditions of 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 EISs to reflect specific significant impacts, such as site specific impacts, that were not adequately addressed or analyzed in the generic EIS.

In response to the above, the following outlines the general criteria under which future SEQR actions will take place within the Study Area. As stated in 6NYCRR 617.10(d)(1):

> 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 generic EIS or its findings statement.

To satisfy these requirements, future development proposals should be consistent with the criteria specified in the Draft and Final GEIS and as finalized in this Statement of Findings. These criteria include the mitigation measures discussed for each environmental issue. Some of the mitigation will require payments made by the project sponsor in accordance with the identified mitigation costs. This fee structure includes water, sewer, traffic improvements, and the cost for the preparation of this GEIS. Failure to provide mitigation for potential adverse impacts will require project revision to avoid, minimize and/or mitigate the impacts, or further SEQR action to justify the lack of mitigation.

When projects in the Study Area are submitted to the Town, the Planning Department will review the attached GEIS Compliance Checklist and required documentation to determine consistency with the GEIS and the Findings Statement. If the impact thresholds identified in this GEIS are exceeded, the project 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 GEIS or the Findings Statement, no further environmental review pursuant to SEQR will be required;

B. If the Town determines that the proposed action is adequately addressed in the GEIS, but is not addressed or not adequately addressed in the Findings Statement, 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 GEIS, but it will not result in any significant environmental impacts, 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 GEIS, and the action may have one or more significant adverse environmental impacts, a supplement to the Final GEIS must be prepared.

Implementation

The Town intends for this GEIS to guide and manage redevelopment within the Study Area in a manner consistent with the mixed-use land use plan and zoning. Therefore, this section outlines the process by which future projects will be reviewed to determine their consistency with the GEIS and Findings Statement.

Successful implementation relies on continuous monitoring and tracking of development activity in the Study Area. The Town will track progression of development by land use within the Study Area and compare it against the 20-year redevelopment projections. For the purposes of evaluating cumulative impacts of growth on traffic and utilities, the 20-year redevelopment projections were distributed geographically within the Study Area based on Traffic Analysis Zones (TAZ). Therefore, development activity will be monitored by TAZ.

Step 1: Determine if project is subject to SEQR

a. Is the project a Type II Action pursuant to 6 NYCRR 617.5?
    - If yes, the project is not subject to the GEIS and should proceed under normal approval processes.
    - If no, project is subject to the GEIS. Proceed to Step 2.

Step 2: Identify & Track Study Area Development

a. Applicant submits GEIS Compliance Checklist (Attachment E) and associated documentation.
b. Applicant identifies the mix of proposed land uses, including gross floor area of office and retail commercial uses and number of residential units. Are the proposed land uses and development plans consistent with the adopted mixed-use zoning?
c. Town tracks progression of development by land use within the Study Area to compare against the 20-year redevelopment projections as noted above.
d. The Town determines if the proposed project development projections are within the cumulative 20-year redevelopment projections (cumulative and by TAZ).
e. If yes to either b or d, proceed to Step 3. If no to either b or d, supplemental information and potentially a supplemental GEIS may be required to address the impacts on zoning and land use and/or increased growth.

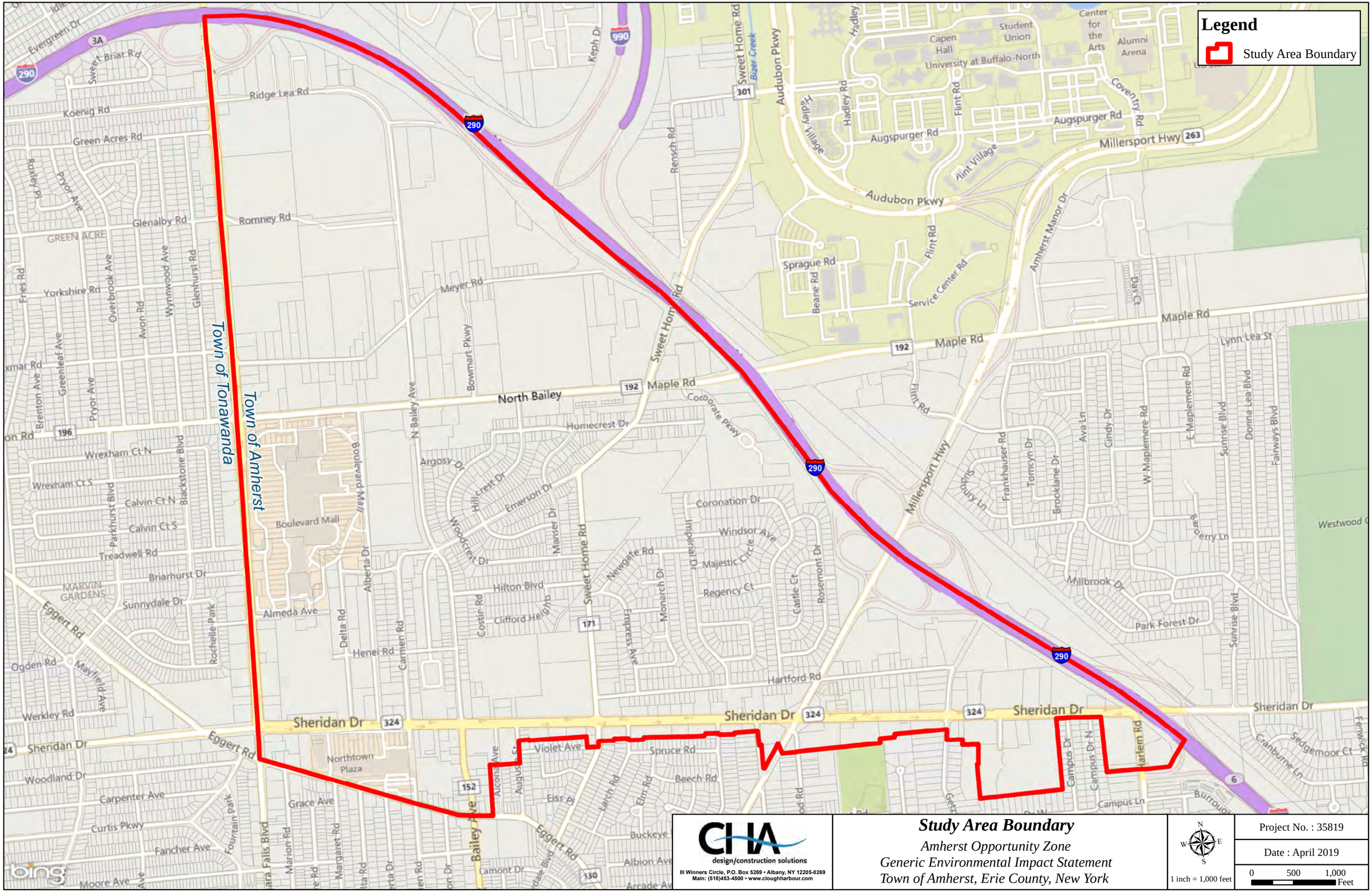
Step 3: Evaluate Project Impacts Against GEIS Thresholds & Procedures

a. In addition to the redevelopment projections, the GEIS has evaluated the impacts of future development on specific community resources and in some cases has provided additional projections for traffic (number of trips) and water and sewer usage (gallons per day). Assumptions have also been made on demographics that could impact community services, such as schools and recreational facilities.
b. Applicant will complete the GEIS Compliance Checklist (Attachment E) and will provide the specific documentation required by the checklist. The Town will review the checklist and may seek assistance from experts in determining compliance.
c. If the project is compliant (meets the GEIS thresholds and procedures) with the GEIS Compliance Checklist, proceed to Step 4.
d. If the project is not compliant with the GEIS Compliance Checklist, it may be necessary to re-evaluate/redesign the project to reduce the impacts. Inability to reduce impacts may lead to the need for a supplemental GEIS, which would be the responsibility of the applicant to prepare.

Step 4: Identify Fair Share of Mitigation Costs

a. Based on the project information and other documentation provided by the applicant, the Town will prepare the Mitigation Cost Worksheet (Attachment F) that will identify the applicant's share of the mitigation costs.
b. The applicant will be responsible for 100 percent payment/fulfillment of its share of the total mitigation cost at the time of final site plan or final plat subdivision approval, inclusive of all phases.

Attachment A
General Figures



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Study Area Boundary

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

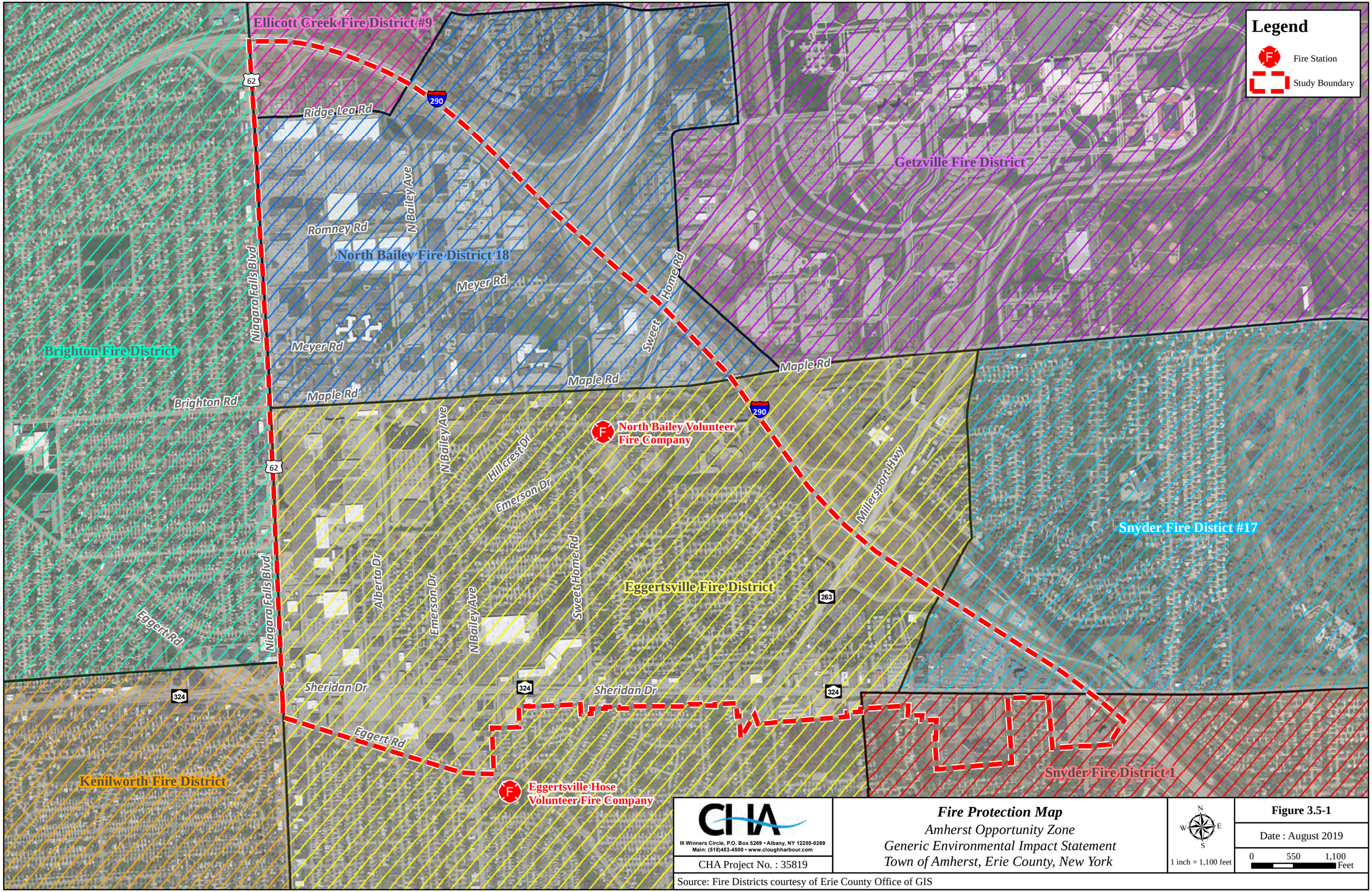
N W E S

1 inch = 1,000 feet

Project No. : 35819

Date : April 2019

0 500 1,000 Feet



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CHA Project No. : 35819

Fire Protection Map
Amherst Opportunity Zone
Generic Environmental Impact Statement
Town of Amherst, Erie County, New York

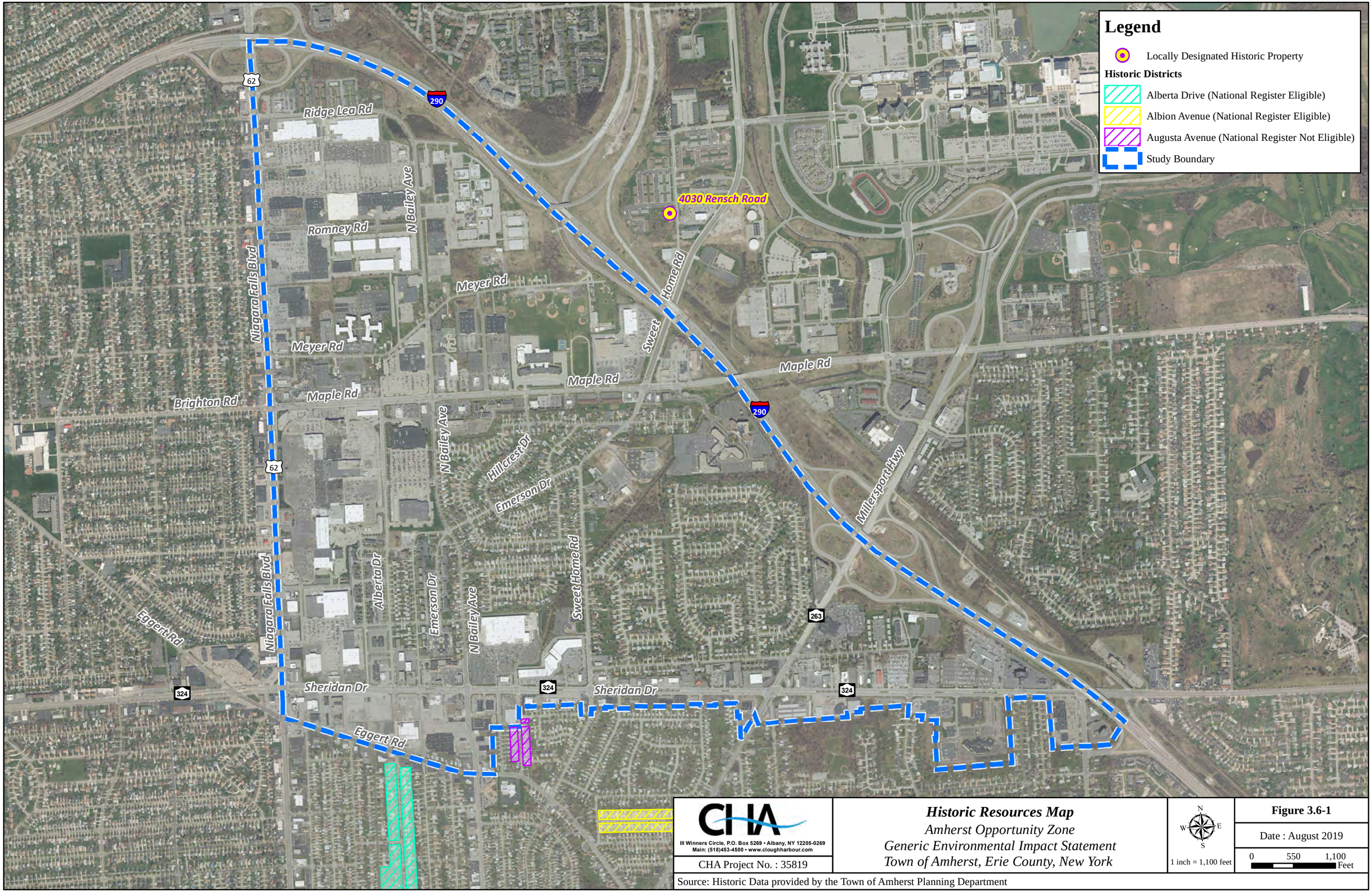
N W E S
1 inch = 1,100 feet

Figure 3.5-1

Date : August 2019

0 550 1,100 Feet

Source: Fire Districts courtesy of Erie County Office of GIS



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CHA Project No. : 35819

Historic Resources Map
Amherst Opportunity Zone
Generic Environmental Impact Statement
Town of Amherst, Erie County, New York

N W E S

1 inch = 1,100 feet

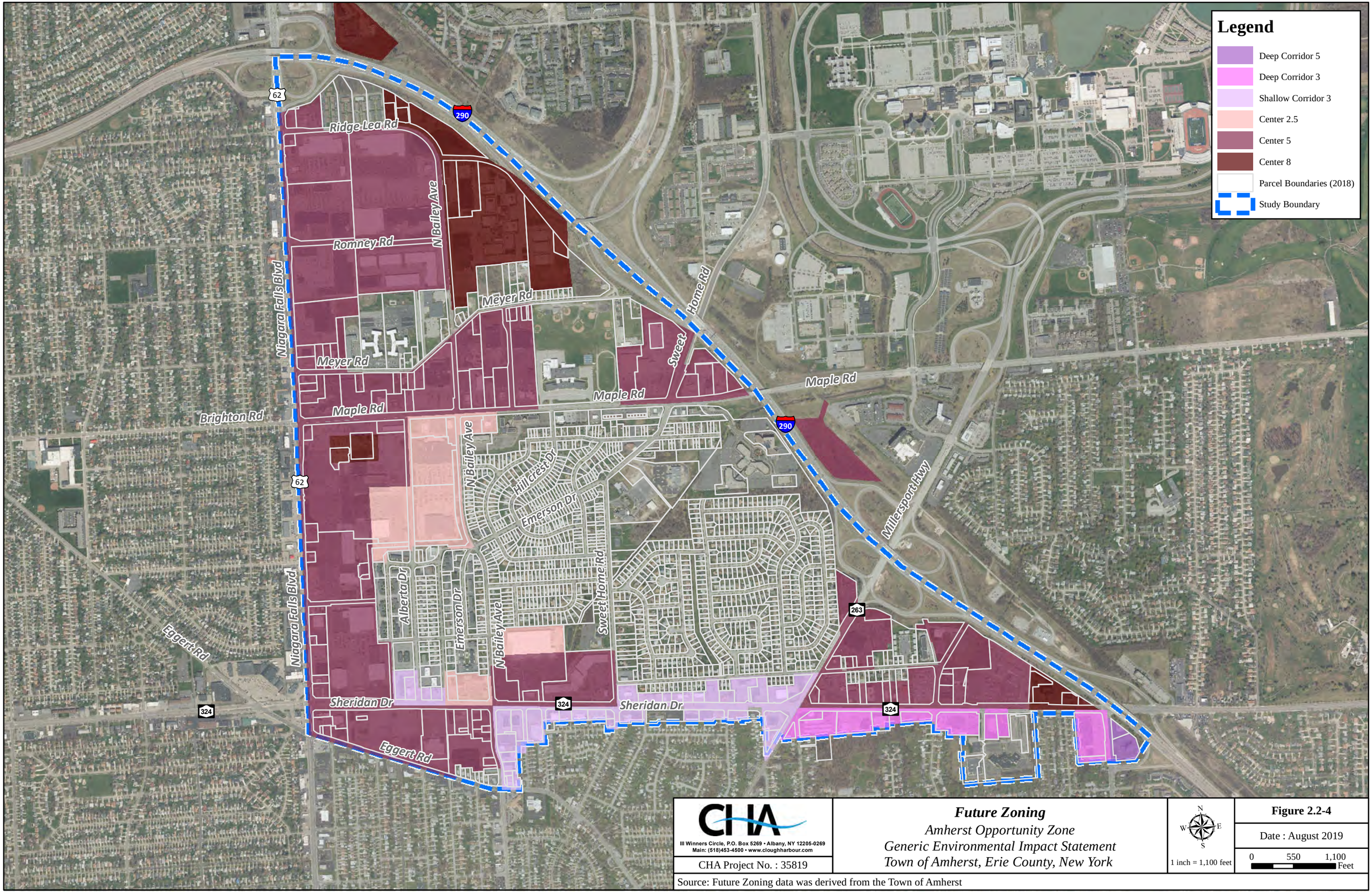
Figure 3.6-1

Date : August 2019

0 550 1,100 Feet

Source: Historic Data provided by the Town of Amherst Planning Department

Attachment B
Zoning & Growth Projections



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

N W E S

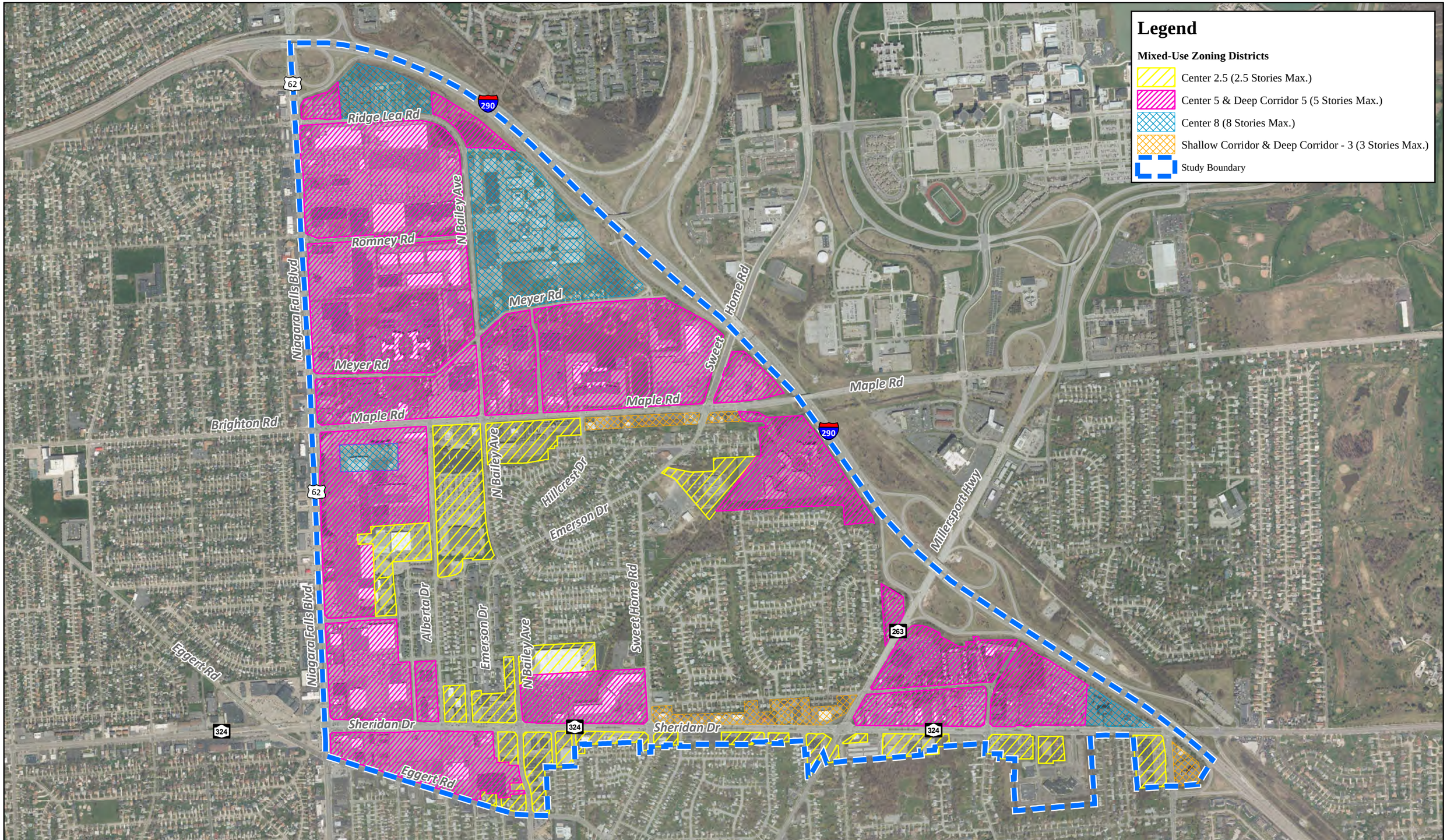
1 inch = 1,100 feet

Figure 2.2-4

Date : August 2019

0 550 1,100 Feet

Source: Future Zoning data was derived from the Town of Amherst



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CHA Project No. : 35819

Growth Projection Map
Amherst Opportunity Zone
Generic Environmental Impact Statement
Town of Amherst, Erie County, New York

N W E S

1 inch = 1,100 feet

Figure 2.2-3

Date : August 2019

0 550 1,100 Feet

Source: Mixed-Use Zoning data was derived from the Opportunity Zone map prepared by the Town of Amherst Planning Deptartment for the GBNRTC

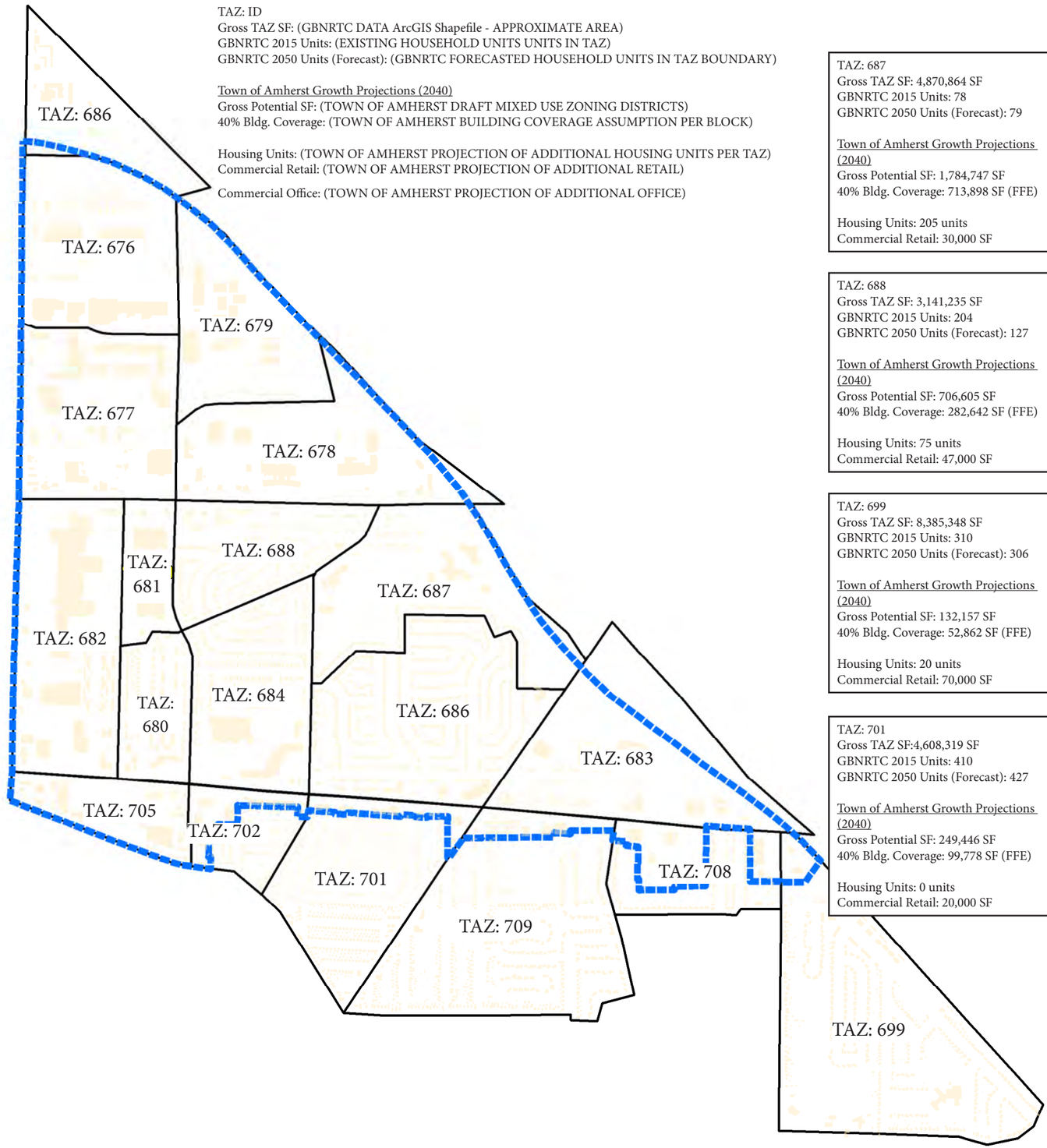
TYPICAL TAZ WITH GROWH PROJECTION NUMBERS & RESOURCES

TAZ: ID
Gross TAZ SF: (GBNRTC DATA ArcGIS Shapefile - APPROXIMATE AREA)
GBNRTC 2015 Units: (EXISTING HOUSEHOLD UNITS UNITS IN TAZ)
GBNRTC 2050 Units (Forecast): (GBNRTC FORECASTED HOUSEHOLD UNITS IN TAZ BOUNDARY)

Town of Amherst Growth Projections (2040)
Gross Potential SF: (TOWN OF AMHERST DRAFT MIXED USE ZONING DISTRICTS)
40% Bldg. Coverage: (TOWN OF AMHERST BUILDING COVERAGE ASSUMPTION PER BLOCK)

Housing Units: (TOWN OF AMHERST PROJECTION OF ADDITIONAL HOUSING UNITS PER TAZ)
Commercial Retail: (TOWN OF AMHERST PROJECTION OF ADDITIONAL RETAIL)

Commercial Office: (TOWN OF AMHERST PROJECTION OF ADDITIONAL OFFICE)



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: 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: 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: 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: 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: 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: 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: 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: 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: 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: 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: 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: 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: 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: 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: 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: 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 COMMERCIAL **2,982,000**

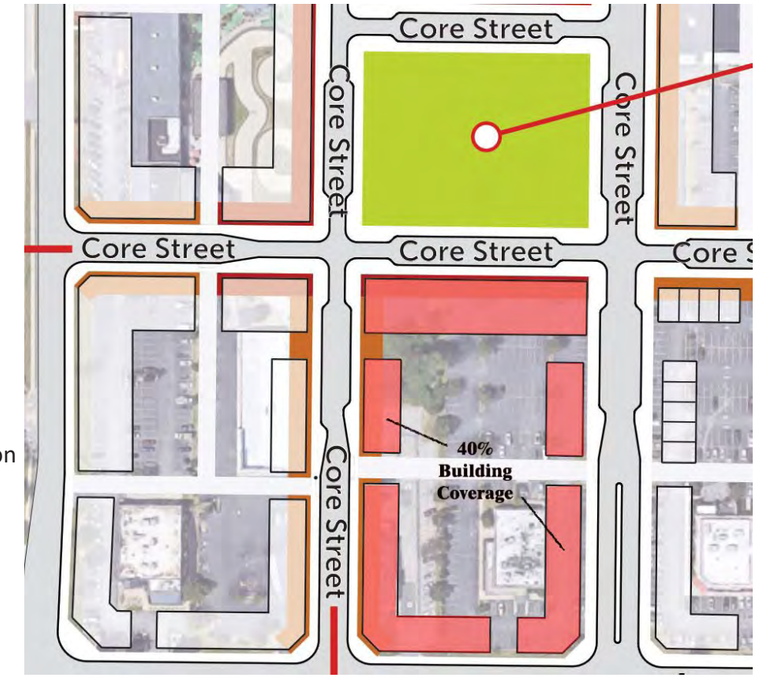
Methodology

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 oultines 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)	1600	LF
(CTR 5 & CTR 8)	150,000	SF per Block
Typical Block Size Building Footprint Coverage	40%*	
*(Percentage of 1st Floor per Block)		



Typical Mixed-Use CTR-5 & 8 Block with 40% Building Coverage

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.

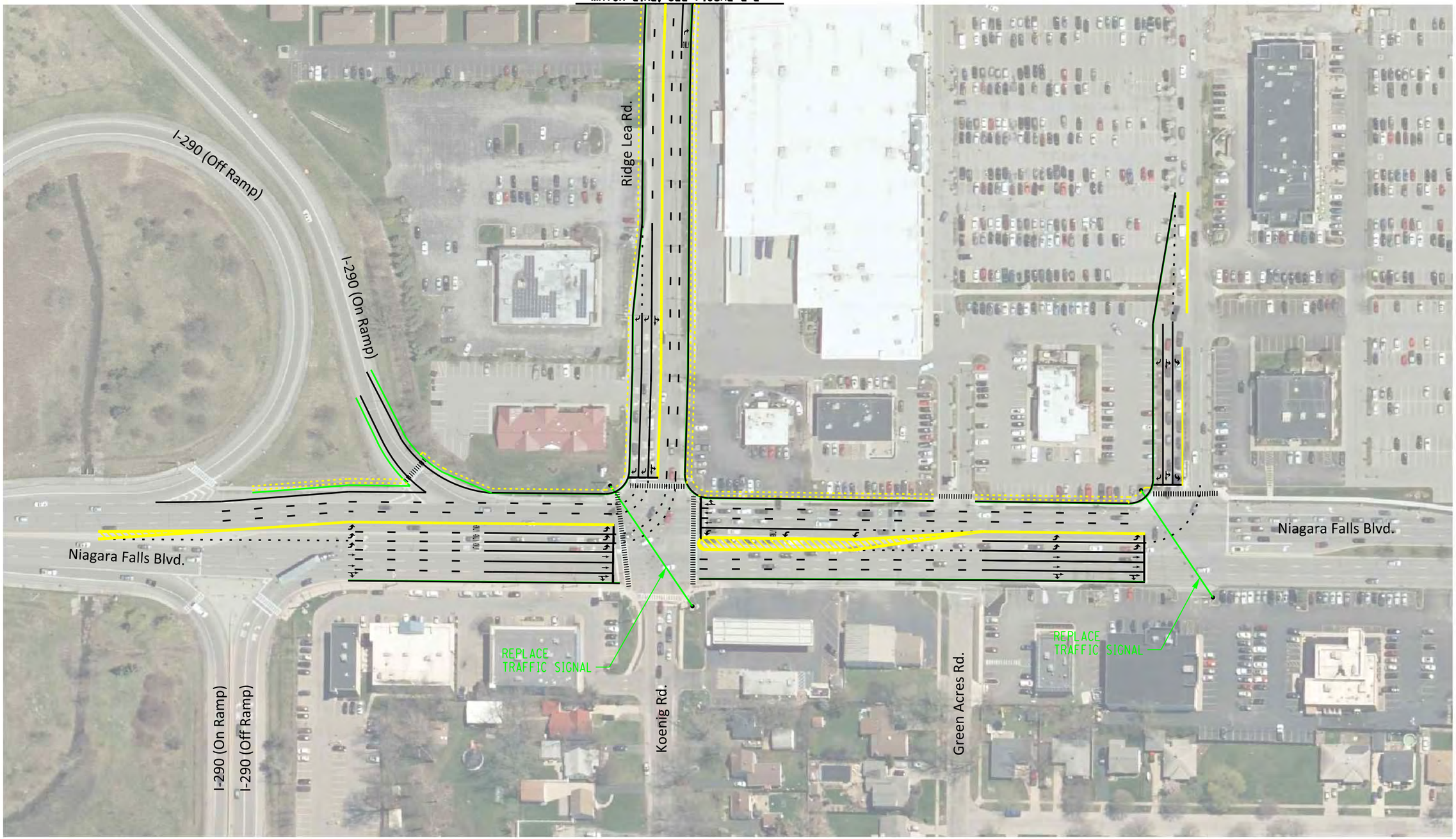
5.) The Planning Department then proceeded to identify the 777 acres in commercial use for possible development into smaller growth periods. These periods are based on the current permitting process, discussions with larger stakeholders/businesses/landowners, and historic trends in the area. The periods 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.

GROWTH PROJECTIONS (2040)

HOUSING UNITS = 5,000 units
COMMERCIAL RETAIL = 1,878,000 SF
COMMERCIAL OFFICE = 1,104,000 SF

Attachment C
Traffic Improvement Information



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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

N E S W

Figure E-1

Date: August 2019

0 600 1200 Feet

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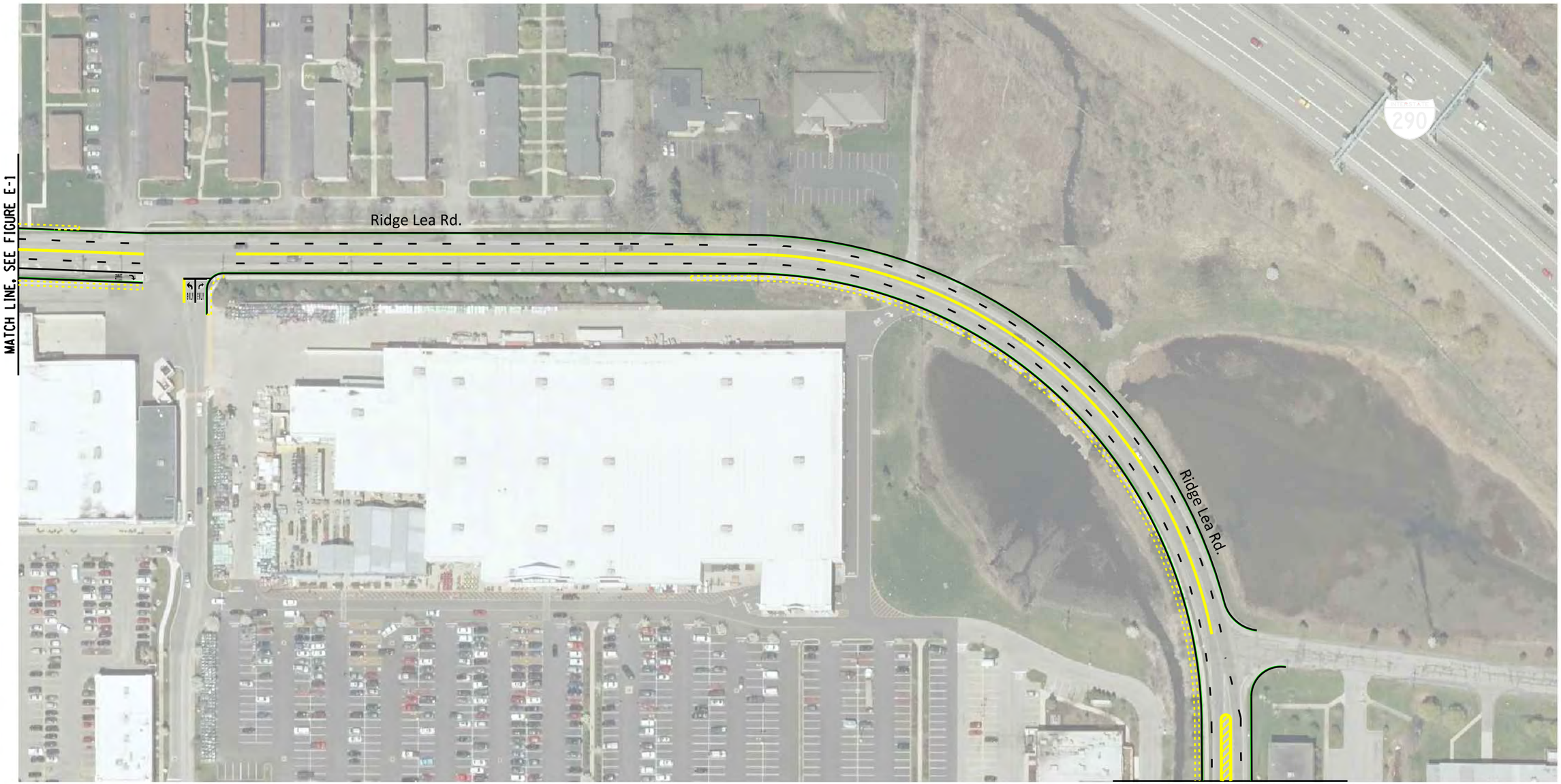

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Amherst Opportunity Zone
Generic Environmental Impact Statement
Town of Amherst, Erie County, New York

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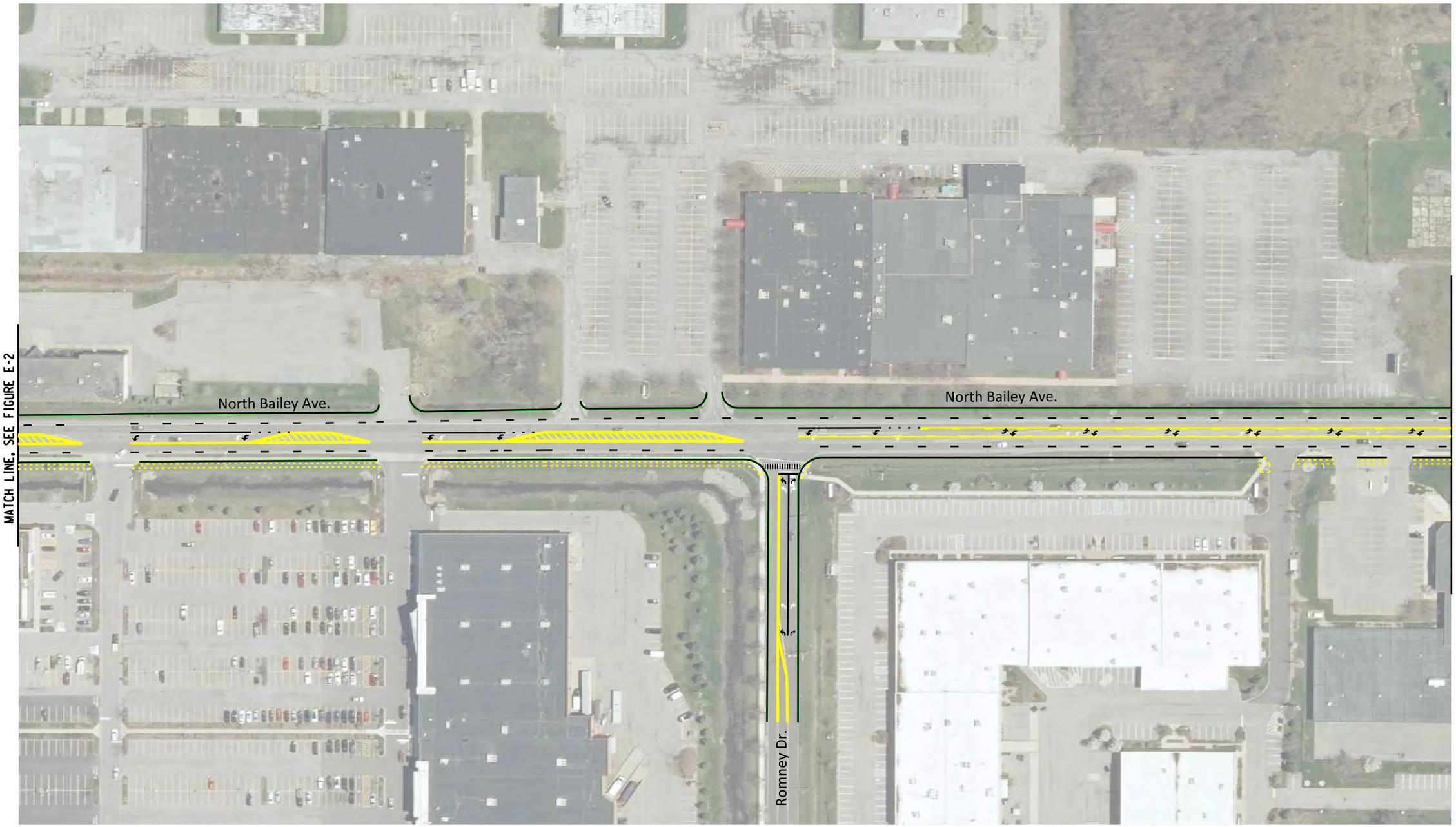
Figure E-2

Date: August 2019

0 600 1200
Feet



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

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Figure E-3

Date: August 2019

0 600 1200 Feet

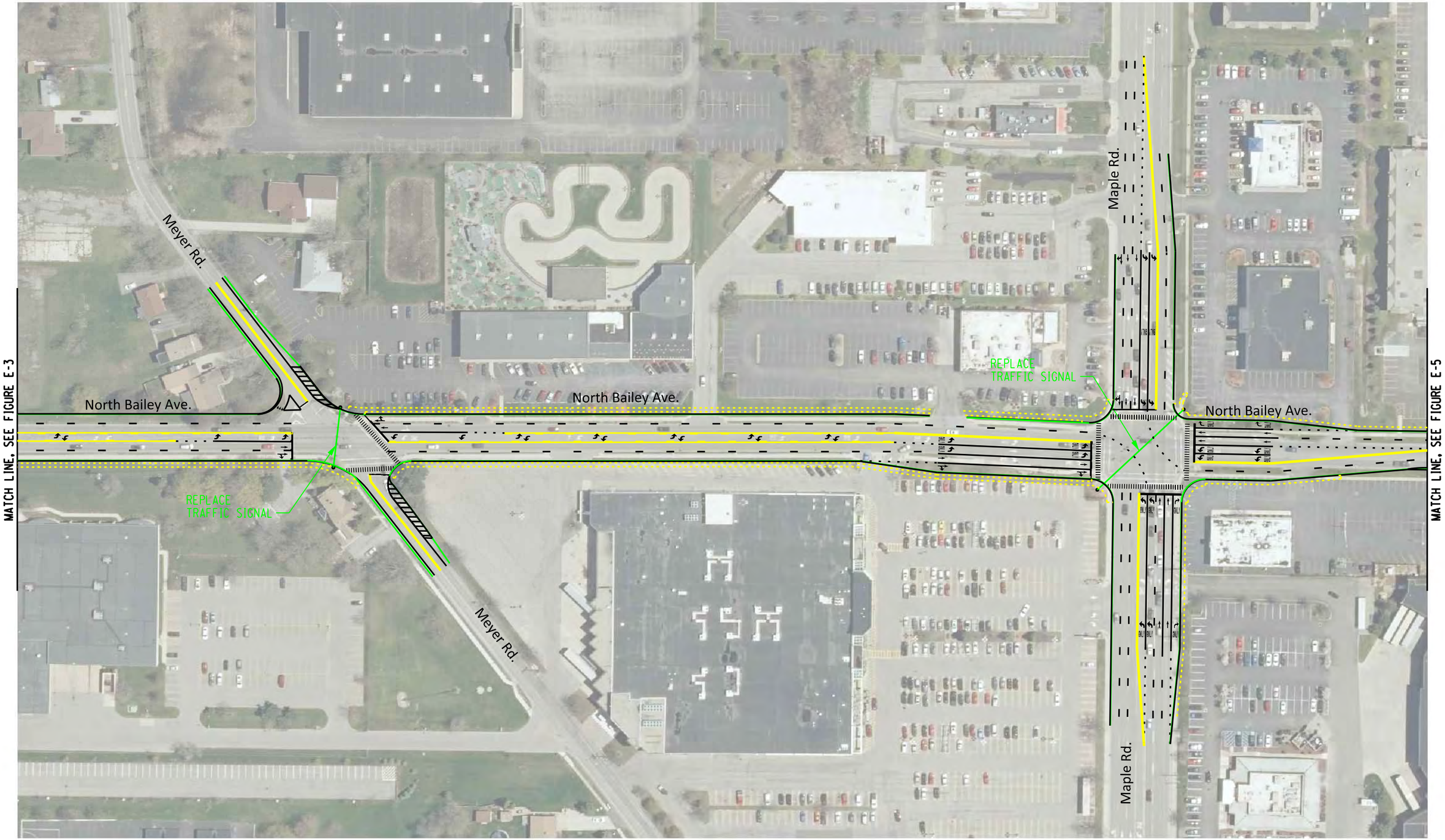

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Figure E-4

Date: August 2019

0 600 1200 Feet

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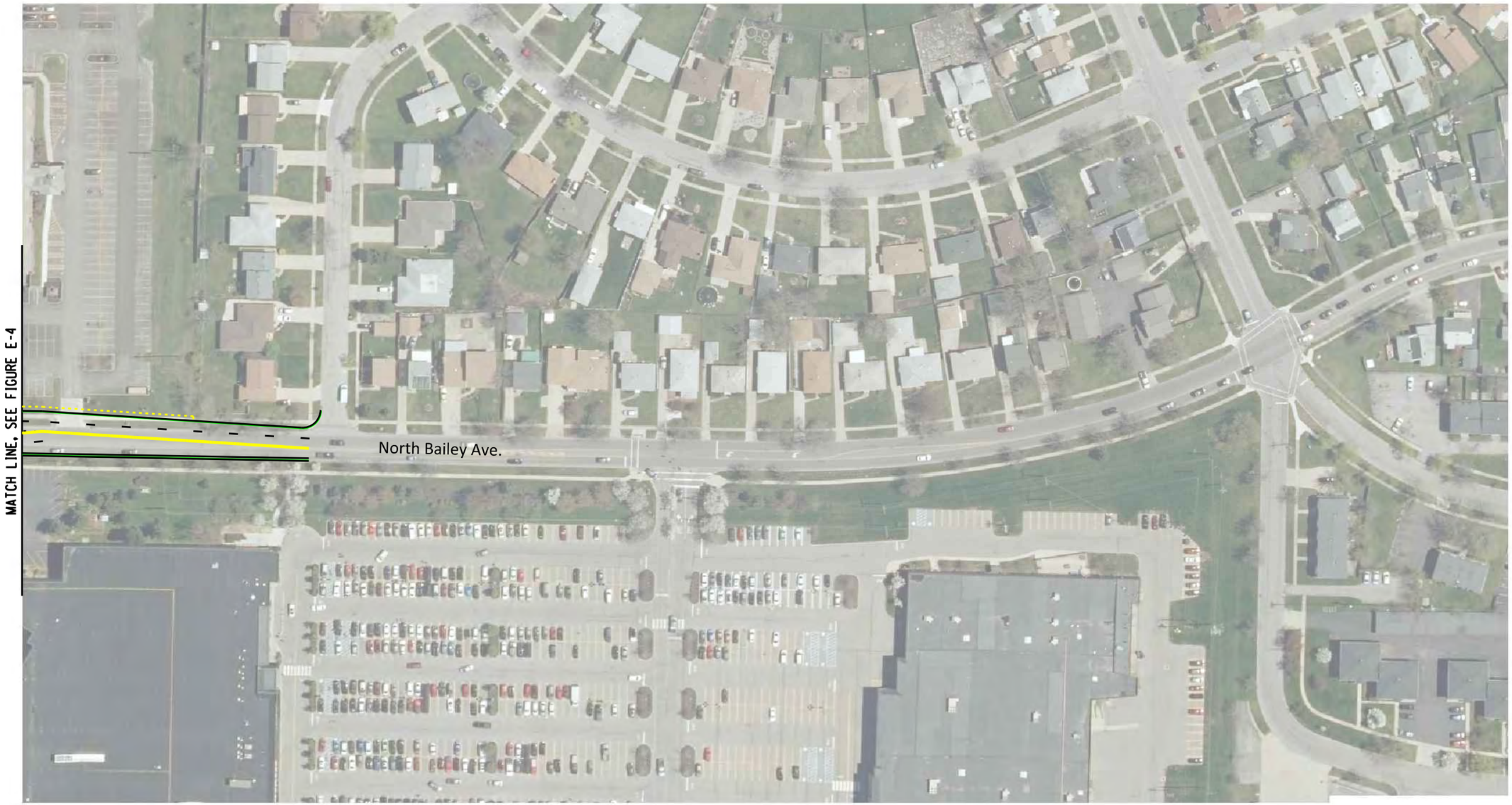

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Figure E-5

Date: August 2019

0 600 1200 Feet

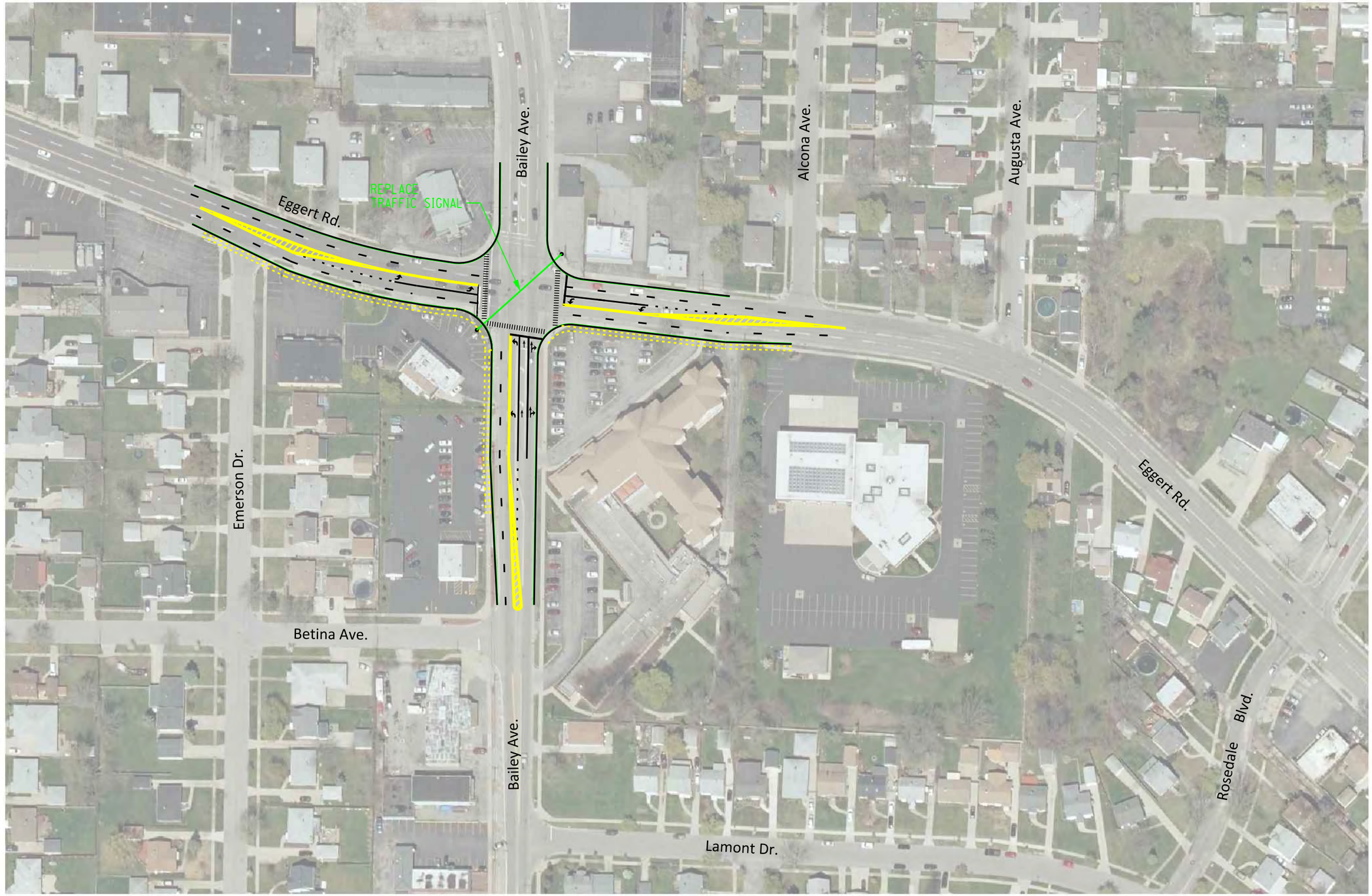

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Figure E-6

Date: August 2019

0 600 1200
Feet

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Figure E-7

Date: August 2019

0 600 1200
Feet

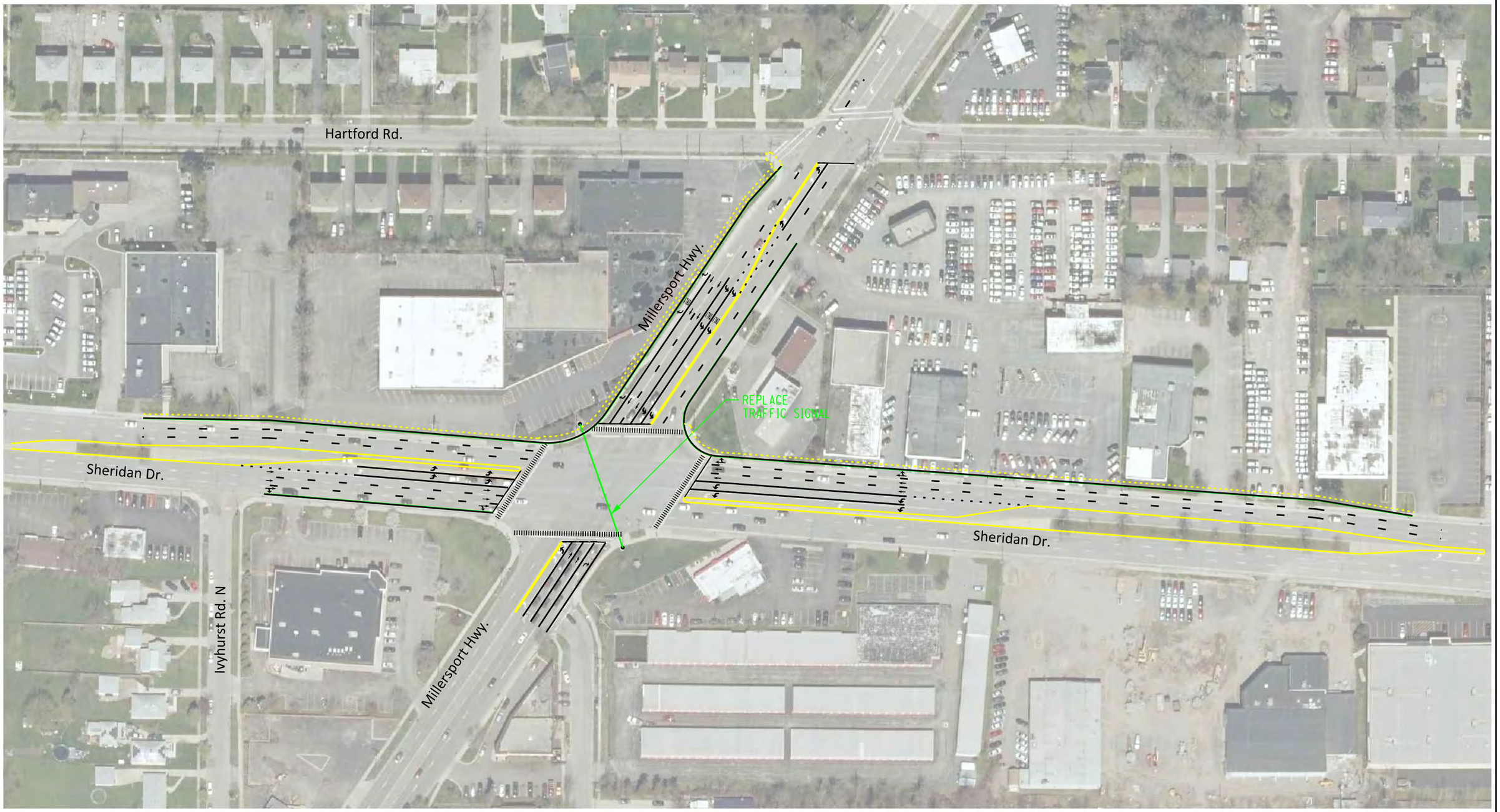

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Figure E-8

Date: August 2019

0 600 1200
Feet

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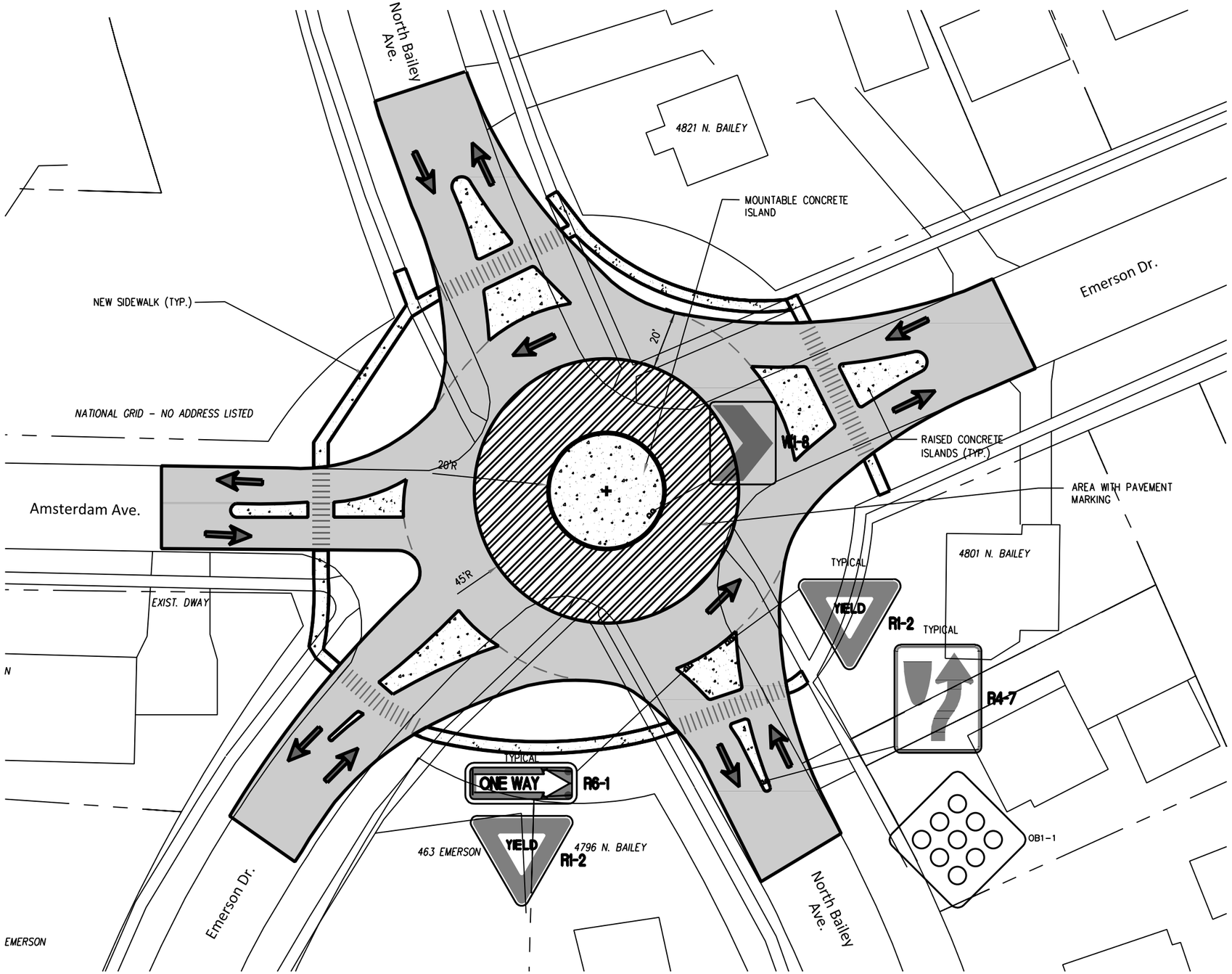

Source: Traffic Study For North Bailey, Emerson & Amsterdam Intersection Improvements Didonato Engineering, August 2014

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Figure E-9

Date: August 2019

0 20 40 Feet

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Public-Private Cost Share Allocation - 2019 Cost Basis (Updated)

Transportation Improvements

Corridor	Improvement	Estimated Improvement Cost	Public Share		Private Share	
			%	Cost	%	Cost
N Bailey Ave: Maple Rd 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	$ 7,293,295	43.13%	$ 3,145,233	56.88%	$ 4,148,062
Intersection						
1 Niagara Falls Blvd & Ridge Lea Rd	Southbound Left-turn Lane Westbound Through Lane Replace Traffic Signal	$ 1,751,315	0.00%	$ -	100.00%	$ 1,751,315
2 Niagara Falls Blvd & The Boulevard/Consumer Sq	Westbound Left-turn Lane Southbound Left-turn Lane Replace Traffic Signal	$ 1,005,500	0.00%	$ -	100.00%	$ 1,005,500
3 Sheridan Dr & Sweet Home Rd	Westbound Right Turn Lane Replace Traffic Signal	$ 930,090	25.83%	$ 240,273	74.17%	$ 689,817
4 Sheridan Dr & Millersport Hwy	Westbound Left-turn Lane Eastbound Left-turn Lane Southbound Left-turn Lane Replace Traffic Signal	$ 2,210,735	0.00%	$ -	100.00%	$ 2,210,735
5 Eggert Rd & Bailey Ave	Westbound Left-turn Lane Eastbound Left-turn Lane Northbound Through Lane Replace Traffic Signal	$ 1,253,135	67.42%	$ 844,874	32.58%	$ 408,261
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	$ 1,414,110	14.52%	$ 205,274	85.48%	$ 1,208,836
7 N Bailey Ave, Emerson Dr & Amsterdam Ave	Roundabout	$ 1,291,750	15.97%	$ 206,321	84.03%	$ 1,085,429
	Totals	$ 17,149,930	27%	$ 4,641,976	73%	$ 12,507,954

Attachment D
Water & Sewer

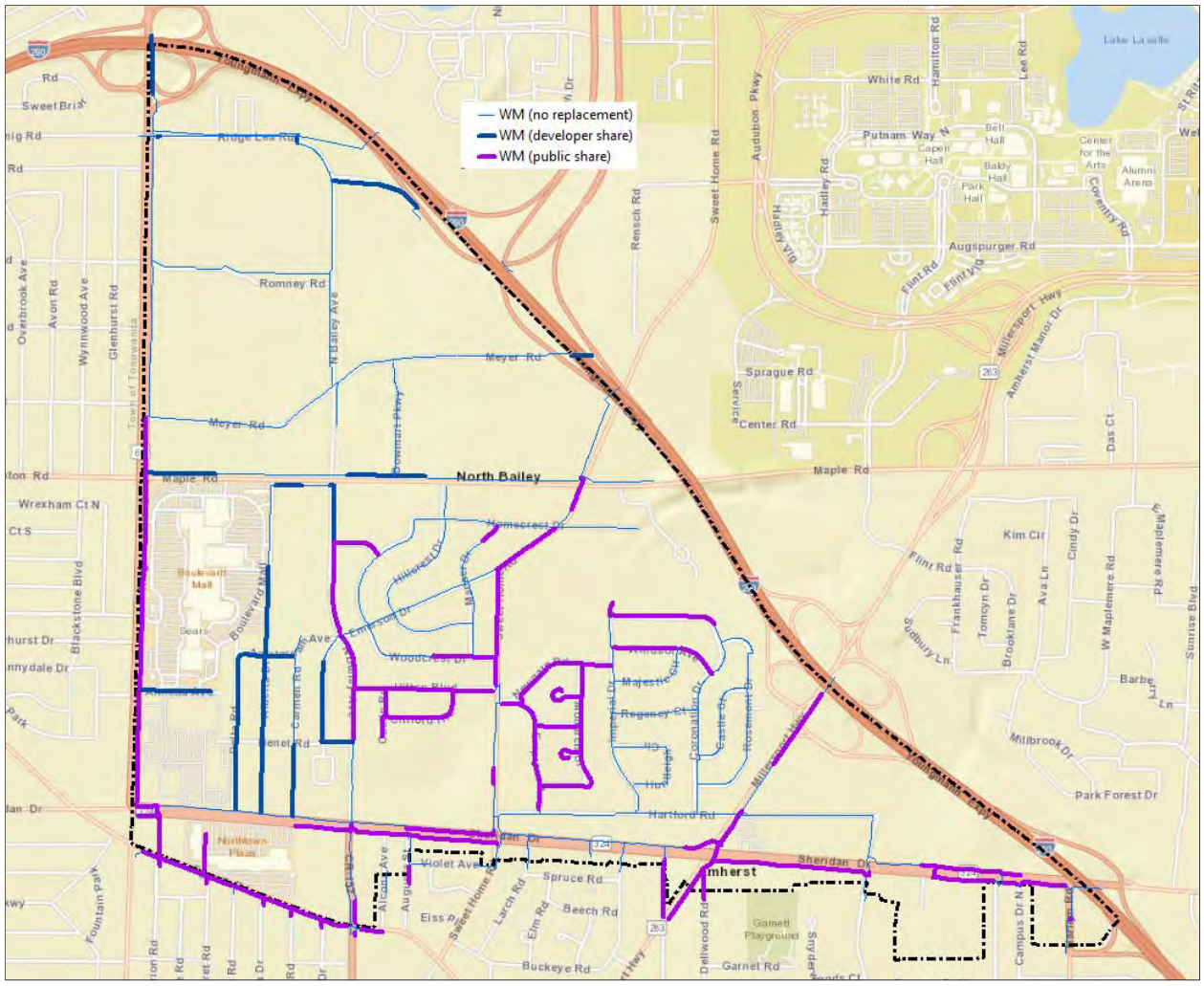

Figure 3.3-4 – Location of Cast Iron Mains to be Replaced for Mitigation

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					
		Developer Share		Public Share	
Item	Unit Cost	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

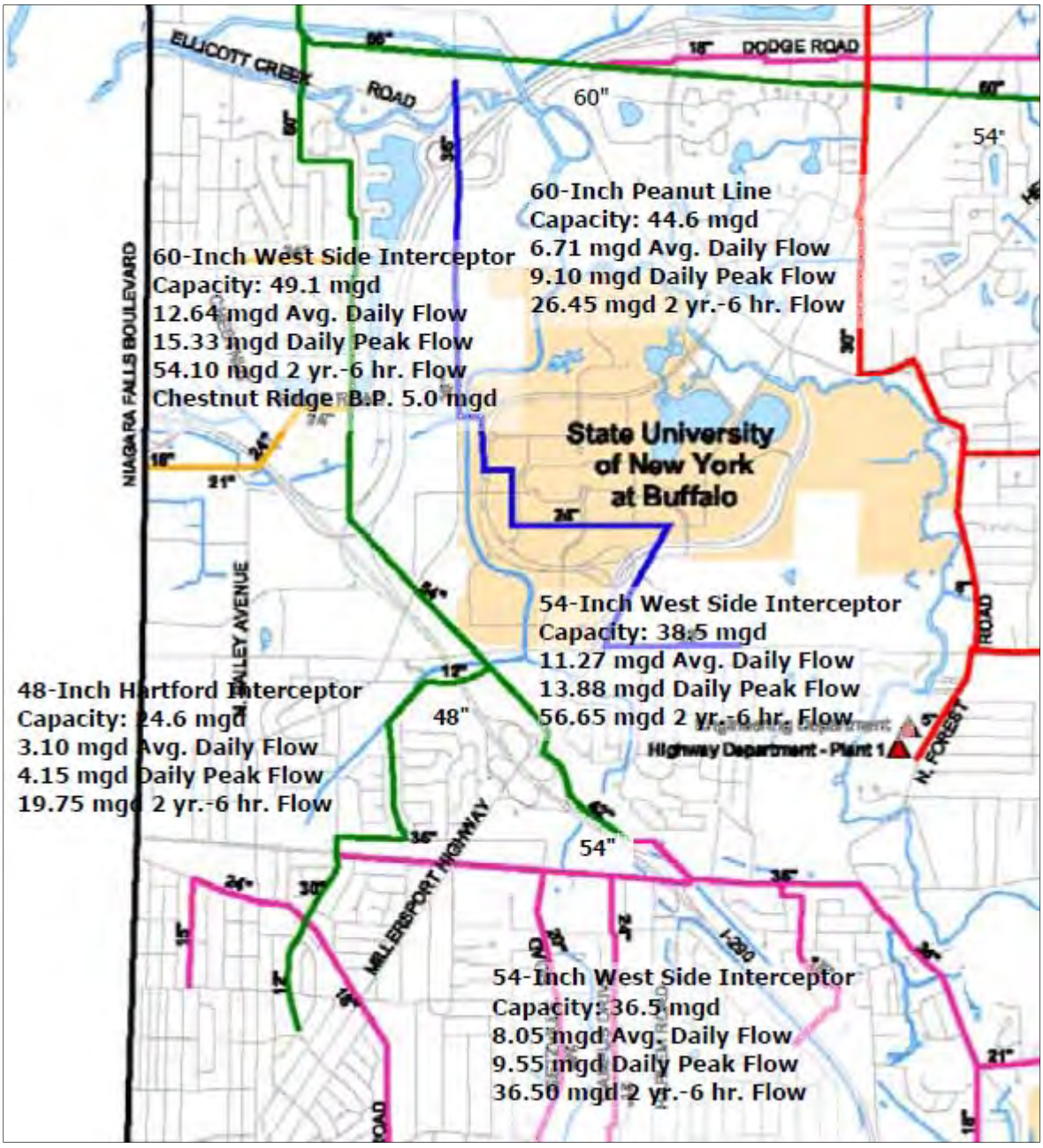

Figure 3.3-2 – Flows and Capacities of Primary Interceptors near Study Area

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

Attachment E
GEIS Compliance Checklist

Boulevard Central District GEIS

Compliance Checklist

Project Name: _____

PROJECT INFORMATION	
Project Sponsor:	
Address:	
Telephone number:	
Email:	
Project Location:	
SBL # and TAZ #	

CHECKLIST		
☐	Project Plans	.
☐	Proposed Land Use (list all)	
☐	Gross Square Feet of Each Commercial Use	
☐	Number of Residential Units (indicate size and no. of bedrooms)	
☐	Height of Buildings in feet and # of Stories	
☐	Part 1 of the SEQR Full Env. Assessment Form	
☐	Wetlands or Streams Present? Provide documentation.	
☐	Federal or State listed Endangered Species? Provide documentation	
☐	State Historic Preservation Office Project Concurrence (no impact to historic/archeological sites). Provide Letter.	
☐	Estimated Trip Distribution Diagram (as percentages per direction of travel)	
☐	Estimate of Project Trip Generation during Weekday PM Peak Hour of Adjacent Street Traffic	
☐	Pass by trips (as percentage), if applicable	
☐	Water Average Daily Flow and Peak Daily Flow Estimates (in GPD)	
☐	Sewer Average Daily Flow and Peak Daily Flow Estimates (in GPD)	
☐	Fire Flow Requirements, if available	
☐	Will the Project be Phased? How Many? Timing?	

Definition of Traffic Terms:

- Trip (as applicable to generating the mitigation fees): A trip is a single or one-direction vehicle movement with either the origin or the destination within the development site. The total trips are the total of all vehicle trips entering plus all vehicle trips exiting a site during a given period of time. For the mitigation fee assessment purposes, the trips should be estimated for the one-hour period that occurs during the weekday PM Peak Hour of Adjacent Street Traffic.
- Proposed Trip Distribution Diagram (as percentages per direction of travel): Trip Distribution is the estimate of the Origins/Destinations of the traffic that is entering and exiting the site, and the travel routes between the site and these Origins/Destinations.
- Pass by trips (as percentage): Pass-by trips are attracted from existing traffic passing the site on the adjacent roadway(s) fronting the development site. Pass-by trips are new trips at the site's driveways but are not new on the adjacent roadway(s). Pass-by trips are a subcomponent of the total trips as defined above.
- Project Weekday PM Peak Hour of Adjacent Street Traffic: The weekday PM Peak Hour of Adjacent Street Traffic is the highest hourly volume of traffic on the adjacent street network during the weekday afternoon/evening period. Note: The weekday PM peak hour of adjacent street traffic typically occurs sometime within the period 4 pm to 6 pm. The actual time of day that the 60-minute peak hour begins and ends is undefined in the context of the trip generation assessment and the time may not be the same for each specific intersection within the study area (for example the peak hour at one study intersection may be 4:15 pm to 5:15 pm and the peak at an adjacent study intersection may be 4:30 pm to 5:30 or some other 60-minute interval). The actual hour when the peak occurs will also fluctuate based on daily and seasonal variations. For trip generation purposes, the actual time of the peak hour is not relevant.

Attachment F
Mitigation Cost Worksheet

BOULEVARD CENTRAL DISTICT

MITIGATION COST WORKSHEET

COMBINED - RESIDENTIAL USE & COMMERCIAL USE

(2019 DOLLARS)

Project Name_____ # Town assigned application No.

Project Address_____ Date _____

SBL # _____ TAZ # _____

IMPROVEMENT	UNIT MEASURE	COST PER UNIT ($)	UNITS	TOTALS
GEIS Preparation (Res)	Dwelling Unit	25		
GEIS Preparation (Com) (Retail or Office)	Sq.Ft.	0.042		
Transportation	Trip	1,024		
Sewer	Gallon Per Day (GPD)	2.74		
Water	Gallon Per Day (GPD)	0.97		

Total: _____

Payment #	Amount	Date Paid
1		

Note: The applicant will be responsible for 100 percent payment/fulfillment of its share of the total mitigation cost at the time of final site plan or final plat subdivision approval, inclusive of all phases.