

June 17, 2024

Attn: Daniel J. Ulatowski, AICP // Principal Planner/ZEO

Town of Amherst Planning Department
5583 Main Street
Williamsville, New York 14221

Re: Sawyer's Landing Mixed-Use Project, Town of Amherst, NY

50 Dodge Road [Formerly Portion of 1081 North French Road - Site "A" of Muir Woods Property]
Alternative Parking Plan
Passero Project No: 20243845.0002

Dear Mr. Ulatowski:

This technical letter provides an updated shared parking demand assessment for the proposed mixed-use project (Sawyer's Landing Development) located in the Town of Amherst in connection with the request for the approval of an Alternate Parking Plan per Section 7-1-7A of the Zoning Code.

This letter updates a previous version of the Alternative Parking Plan dated December 18, 2023, and is consistent with the most recently updated plans prepared by Carmina Wood Design to be submitted in connection with a request to Amend the Findings Statement pursuant to the State Environmental Quality Review Act ("SEQRA"). Additionally, per Town feedback, this letter performs a shared parking sensitivity analysis of residential parking demands should more residents decide to work from home rather than leave the project site. All supporting materials are included in the attachments. The following tasks were undertaken:

- Estimated parking demands using Town Zoning Code requirements.
- Estimated mixed-use parking demands considering shared parking principles based on nationally accepted methodology developed, in part, by the Urban Land Institute (ULI), Institute of Transportation Engineers (ITE), International Council of Shopping Centers (ICSC), and National Parking Association (NPA).

1. PROJECT DESCRIPTION

The proposed mixed-use project consists of the following:

- **Residential:**
 - **Apartments:** 102 units with a total of 108 bedrooms
 - **2-Unit Attached Townhomes:** 44 units with a total of 88 bedrooms
 - **2-Story Townhomes:** 63 units with a total of 189 bedrooms
 - **Total Units:** 209 units
- **Self-Storage Building:** 105,600 SF
- **Building 1 (South Building) – 12,562 SF:**
 - 3,901 SF restaurant
 - 8,002 SF gym for outside membership
 - 227 SF meter room
 - 432 leasing office
- **Building 2 (North Building) – 15,154 SF:**

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Project No: 20243845.0002

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- 2,300 SF office
- 12,854 SF retail

The project will provide 407 total parking spaces split into:

- 94 parallel spaces
- 171 9'x19' spaces
- 63 townhouse garage spaces
- 63 spaces in front of townhouse garage spaces
- 16 garage spaces in 4-story buildings

2. PARKING REQUIREMENTS PER ZONING CODE

Section 7-1-6A of the Zoning Code sets forth the off-street parking requirements for different categories of land uses. Strict application of the parking requirements is depicted in **Table 1**.

Table 1: *Town Code Parking Requirements*

Use Type	Parking Requirement	Size	Result
Residential	2 spaces per unit	209 units	418
Office	1 space per 200 NFA	2,300 GFA (1,955 NFA)	10
Retail	5.5 spaces per 1,000 NFA	12,854 GFA (10,925 NFA)	61
Athletic Club (Gym)	1 per 2 persons of posted maximum capacity	160 persons	80
Restaurant	1 space per 3 seats + 1 space per 100 SF of take-out area	100 seats + 500 SF	38
Self-Storage	1 space per 5,000 SF devoted to storage		22
Total Required Parking			629

GFA = gross floor area.

NFA = net floor area.

For single story, multiple tenant building – 85% of GFA. This was applied to the office and retail uses.

Athletic club assumed 50 GSF per person according to the 2020 NYS Building Code.

Strict application of the off-street parking standards results in a parking requirement of 629 spaces. Based on the current supply of 407 spaces, the site has a theoretical deficit of 222 spaces.

3. SHARED PARKING PRINCIPLES

Shared parking studies are conducted to establish the total number of spaces necessary by mixed-use developments to effectively serve expected parking demands. The shared parking concept builds upon the premise that land uses in a mixed-use development often do not share the same peak demand period, so spaces can be shared between the different land uses during different peak periods.

Each land use typically has a peak demand period where it would occupy the maximum number of spaces that the use requires and an off-peak period where a lesser percentage of the maximum spaces would be occupied; be it by time of day, day of week, or even month of the year. This allows for the project to provide fewer spaces than would be required if the land uses on a project site were to be treated separately with individual parking demands. The concept of shared parking is well recognized within the real estate and regulatory community and is proven to work.

4. SHARED PARKING DEMAND

To estimate the number of parking spaces required for the proposed project, this assessment used the ULI methodology for shared parking. This methodology is utilized by transportation engineers and planners when evaluating the parking demand for a mixed-use project. The ULI *Shared Parking (3rd Edition)* includes state-of-the-art practice methodologies for determining parking demand in these types of projects.

Accompanying the publication is an interactive Shared Parking Calculation Model (Model) that is used to estimate the shared parking demand. The Model requires a user to input the number of units associated with each proposed land use. Within the Model, 32 land uses are identified – some of which are subdivided into more refined categories – with 44 different recommended base parking ratios based on suburban locations with little or no transit. Data contained within the Model is from a combination of ULI surveys and the ITE *Parking Generation Manual*. Outputs consist of a summary table describing the base parking demand and shared parking reduction; a monthly demand comparison; weekday and weekend demand by month; and weekday and weekend demand by hour.

Several important factors to consider when estimating demand for residential uses include the following:

- The residential demand is based on the number of units per bedroom type (e.g., studio efficiency, one-bedroom, two-bedroom, and three or more bedrooms).
- Time of day factors for demand vary throughout a typical 24-hour period for both weekday and weekend periods. Demands may also vary based on suburban or urban settings. Reserved spaces are assumed to have a 100% utilization rate for all hours. Reserved spaces are those that are dedicated to tenants. In this case, the garage spaces, and the surface spaces in front of them qualify as reserved. 128 spaces are assumed to be reserved for residential use only.
- For a typical weekday, residential suburban factors vary from 100% between 12:00 AM and 5:00 AM and fall to as low as 40% from 12:00 PM through 3:00 PM. In an urban setting, the demand varies from 100% between 12:00 AM and 5:00 AM and falls to as low as 50% between 12:00 PM and 2:00 PM.
- For a typical weekend, residential suburban factors range from 100% between 12:00 AM and 6:00 AM and fall to as low as 65% from 1:00 PM through 2:00 PM. In an urban setting, the demand varies from 100% between 12:00 AM and 5:00 AM and falls to as low as 50% at 6:00 PM.

This demand analysis reviewed residential parking accumulations in urban settings for the weekday and weekend to present the outcomes of the site if 50% of future residents remain on-site throughout a typical weekday.

The peak hour demand, respective to weekday, weekend, and seasonal demands, is projected to occur at 8:00 PM on a December weekday. The projected peak hour demand (i.e., the busiest hour of the busiest weekday or weekend of the year) is 403 spaces. The ULI does not have data for Self-Storage; therefore, 22 spaces were conservatively assumed without adjustment during weekdays and weekends. Parking demand accumulations for the peak weekday and weekend periods are presented in **Table 2**.

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Table 2: Shared Parking Demand

Land Use	Size	Weekday		Weekend	
		Max Demand	Shared Demand	Max Demand	Shared Demand
Residential	246 units	278	254	289	265
Office	2,300 SF	10	0	2	0
Retail	12,854 SF	47	39	53	32
Athletic Club	8,002 SF	57	36	48	19
Restaurant	3,901 SF	69	52	68	45
Self-Storage	105,600 SF	22	22	22	22
Total Parking Demands		483	403	482	383

Weekday shared demand occurs in December at 8:00 PM.
 Weekend shared demand occurs in December at 7:00 PM.

It is known that parking demands can be affected by seasonality. The *Shared Parking Model* notes that the site is expected to peak at 100% in December (the holiday season). Monthly adjustments as a percentage of the peak month of December are calculated. **Table 3** depicts the monthly comparison and projected demands on the peak weekday at 8:00 PM.

Table 3: Monthly Adjustments and Projected Demands

Month	Shared Parking Monthly Comparison	Projected Demand WITH Self-Storage	Projected Demand WITHOUT Self-Storage
January	94%	379	357
February	94%	378	356
March	95%	382	360
April	93%	374	352
May	93%	376	354
June	93%	374	352
July	91%	368	346
August	92%	371	349
September	93%	375	353
October	94%	379	357
November	94%	380	358
December	100%	403	381
Late December	94%	379	357

Tables 2 and 3 assume that the self-storage facility is 100% parked, which is extremely unlikely to occur during the peak demand period. Outside of December, parking demands can be adequately satisfied by the proposed parking supply. **Table 3** also depicts the parking demands with and without the self-storage facility. The proposed supply will satisfy the project demands at all times of the year.

Sawyer's Landing Mixed-Use Project, Town of Amherst, NY

Alternative Parking Plan

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Please feel free to contact me directly with any questions.

Sincerely,



David Kruse, AICP, PTP

Senior Transportation Planner

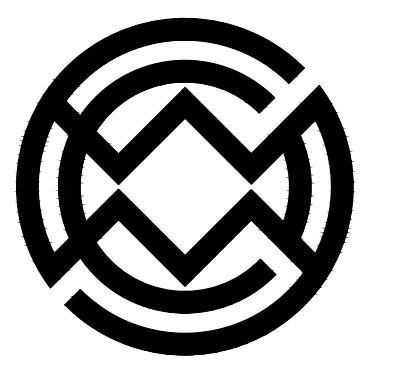
dkruse@passero.com • 585-505-6012

Attachments

cc: William Severyn // Severyn Development, Inc.
Sean Hopkins, Esq. // Hopkins Sorgi & McCarthy PLLC
Chris Wood, PE // Carmina Wood Design

ATTACHMENTS

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REVISIONS:
 No. Description Date

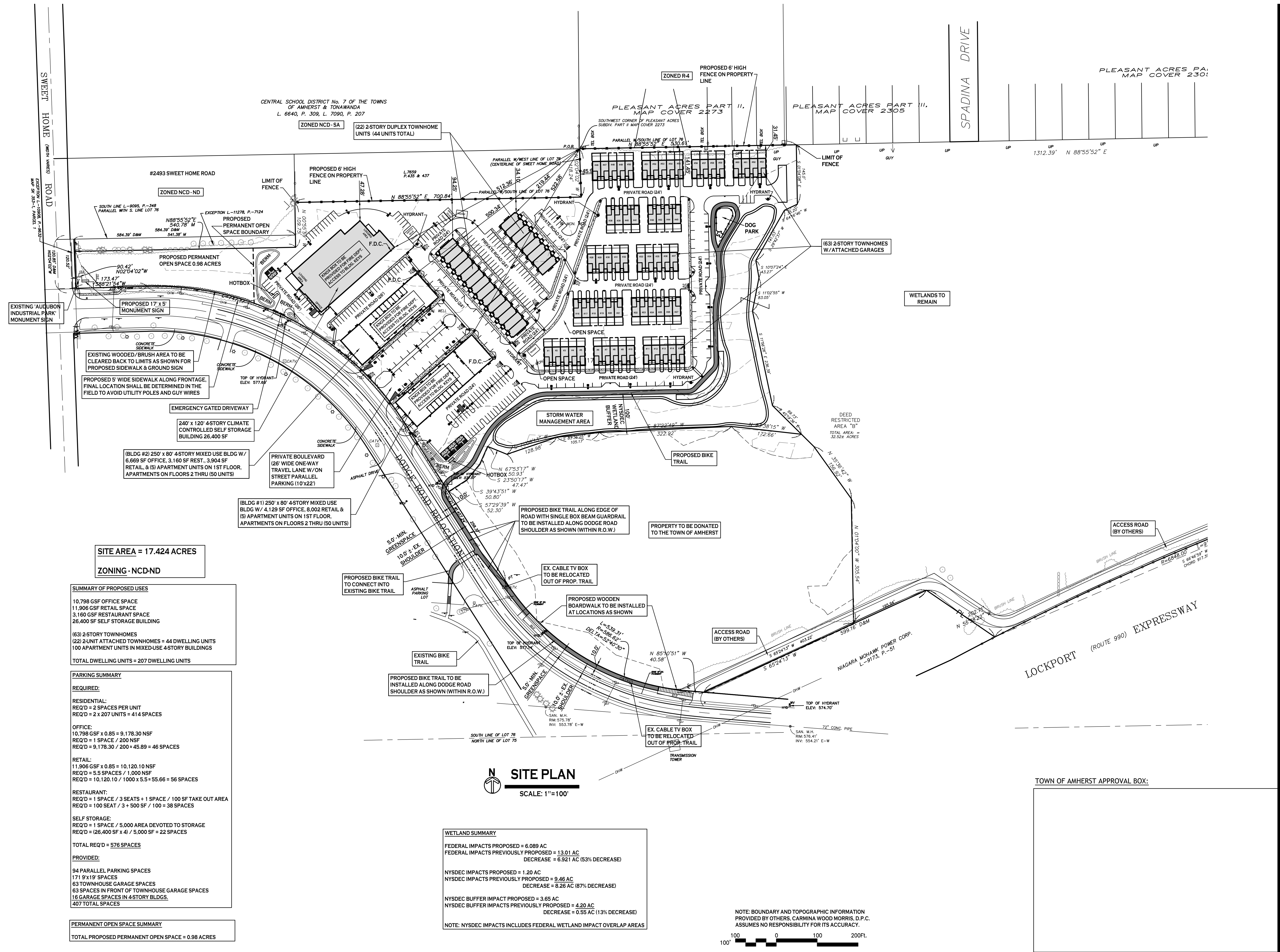
PROJECT NAME:
 Site Development plans for:
Sawyer's Landing
 Portion of 1081 North French Road
 Amherst, New York

Date: 2/22/24
 Drawn by: C. Wood
 Scale: As Noted

DRAWING NAME:
Overall Site Plan

DRAWING NO.
C-100

Project no.: 21.011



SITE AREA = 17.424 ACRES
ZONING - NCD-ND

SUMMARY OF PROPOSED USES

10,798 GSF OFFICE SPACE
11,906 GSF RETAIL SPACE
3,160 GSF RESTAURANT SPACE
26,400 SF SELF STORAGE BUILDING
(63) 2-STORY TOWNHOMES
(22) 2-UNIT ATTACHED TOWNHOMES = 44 DWELLING UNITS
100 APARTMENT UNITS IN MIXED-USE 4-STORY BUILDINGS
TOTAL DWELLING UNITS = 207 DWELLING UNITS

PARKING SUMMARY

REQUIRED:

RESIDENTIAL:
 REQ'D = 2 SPACES PER UNIT
 REQ'D = 2 x 207 UNITS = 414 SPACES

OFFICE:
 10,798 GSF x 0.85 = 9,178.30 NSF
 REQ'D = 1 SPACE / 200 NSF
 REQ'D = 9,178.30 / 200 = 45.89 = 46 SPACES

RETAIL:
 11,906 GSF x 0.85 = 10,120.10 NSF
 REQ'D = 5.5 SPACES / 1,000 NSF
 REQ'D = 10,120.10 / 1000 x 5.5 = 55.66 = 56 SPACES

RESTAURANT:
 REQ'D = 1 SPACE / 3 SEATS + 1 SPACE / 100 SF TAKE OUT AREA
 REQ'D = 100 SEAT / 3 + 500 SF / 100 = 38 SPACES

SELF STORAGE:
 REQ'D = 1 SPACE / 5,000 AREA DEVOTED TO STORAGE
 REQ'D = (26,400 SF x 4) / 5,000 SF = 22 SPACES

TOTAL REQ'D = 576 SPACES

PROVIDED:

94 PARALLEL PARKING SPACES
 171 9' x 19' SPACES
 63 TOWNHOUSE GARAGE SPACES
 63 SPACES IN FRONT OF TOWNHOUSE GARAGE SPACES
 16 GARAGE SPACES IN 4-STORY BLDGS.
 407 TOTAL SPACES

PERMANENT OPEN SPACE SUMMARY

TOTAL PROPOSED PERMANENT OPEN SPACE = 0.98 ACRES

WETLAND SUMMARY

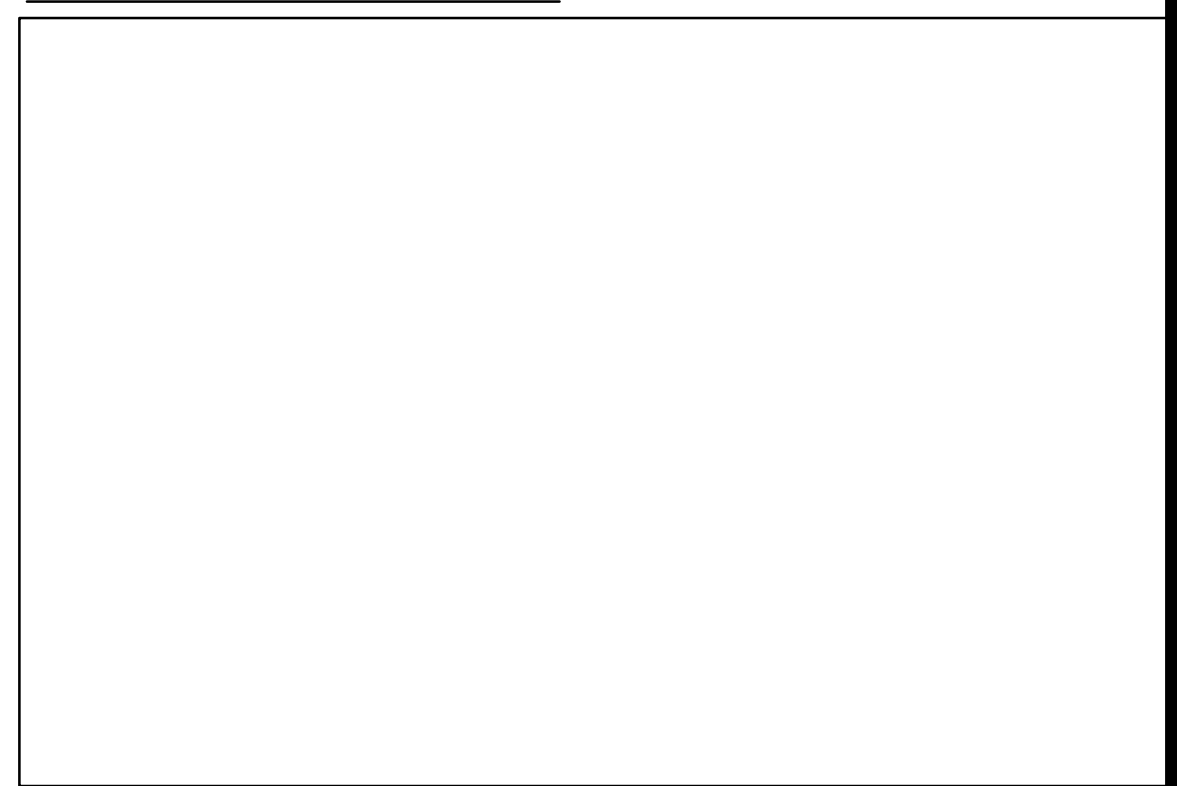
FEDERAL IMPACTS PROPOSED = 6.089 AC
FEDERAL IMPACTS PREVIOUSLY PROPOSED = 13.01 AC
DECREASE = 6.921 AC (53% DECREASE)
NYSDEC IMPACTS PROPOSED = 1.20 AC
NYSDEC IMPACTS PREVIOUSLY PROPOSED = 9.46 AC
DECREASE = 8.26 AC (87% DECREASE)
NYSDEC BUFFER IMPACT PROPOSED = 3.65 AC
NYSDEC BUFFER IMPACTS PREVIOUSLY PROPOSED = 4.20 AC
DECREASE = 0.55 AC (13% DECREASE)

NOTE: NYSDEC IMPACTS INCLUDES FEDERAL WETLAND IMPACT OVERLAP AREAS

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TOWN OF AMHERST APPROVAL BOX:

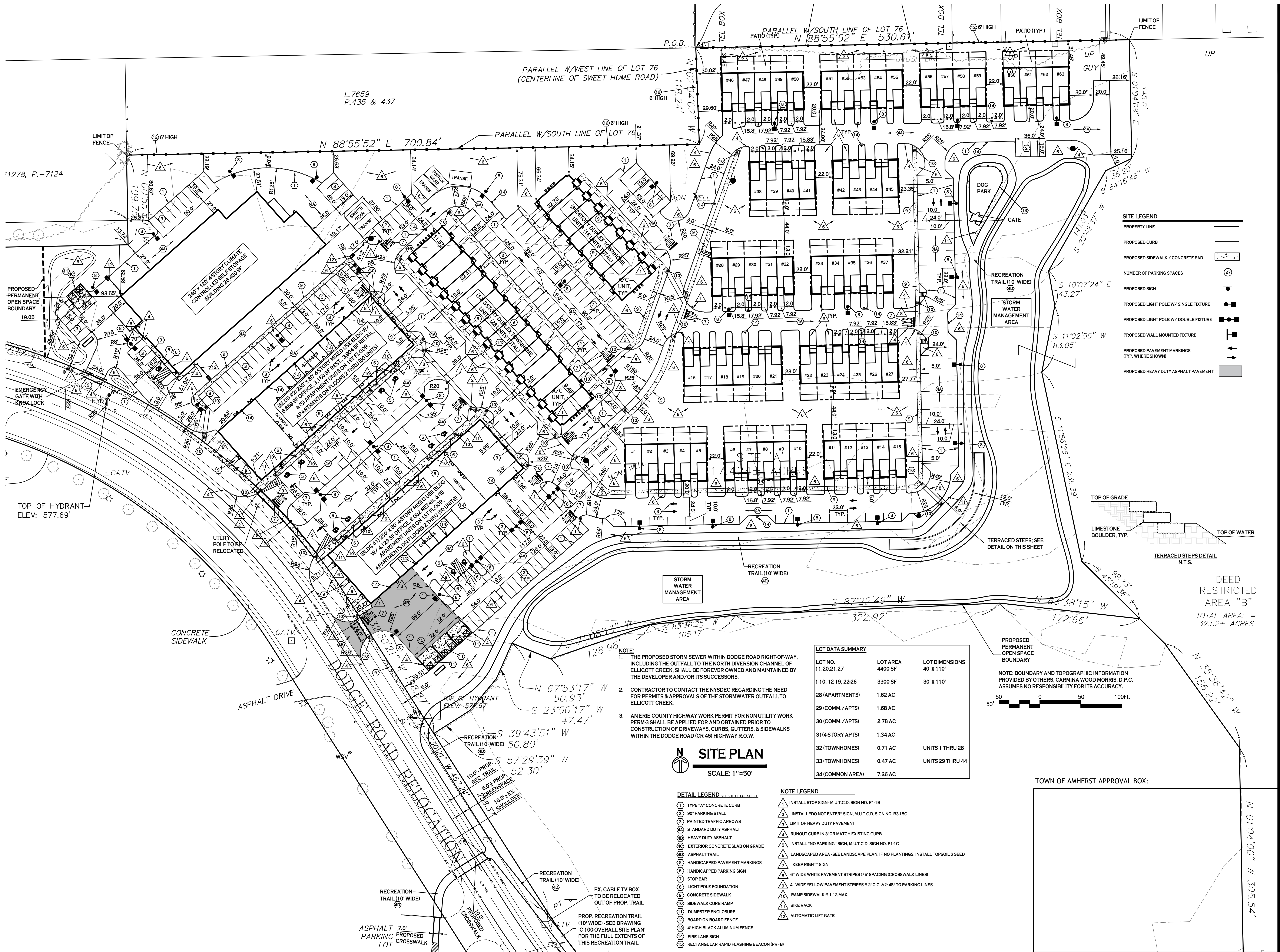


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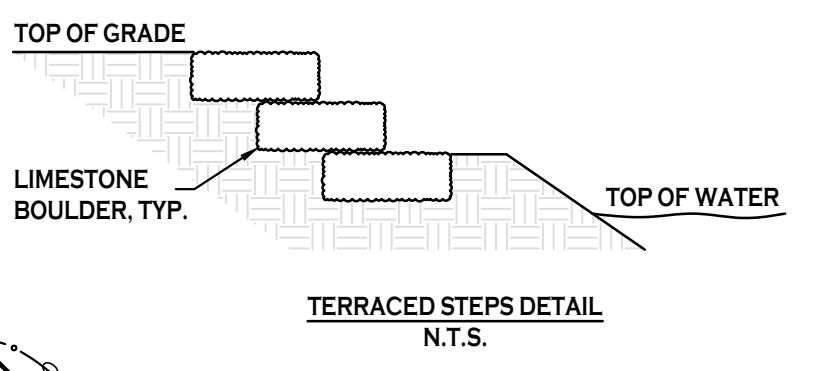


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SITE LEGEND

PROPERTY LINE	---
PROPOSED CURB	---
PROPOSED SIDEWALK / CONCRETE PAD	---
NUMBER OF PARKING SPACES	(#)
PROPOSED SIGN	■
PROPOSED LIGHT POLE W/ SINGLE FIXTURE	■
PROPOSED LIGHT POLE W/ DOUBLE FIXTURE	■
PROPOSED WALL MOUNTED FIXTURE	■
PROPOSED PAVEMENT MARKINGS (TYP. WHERE SHOWN)	---
PROPOSED HEAVY DUTY ASPHALT PAVEMENT	---



DEED RESTRICTED AREA "B"
 TOTAL AREA: = 32.52± ACRES

- NOTE:**
- THE PROPOSED STORM SEWER WITHIN DODGE ROAD RIGHT-OF-WAY, INCLUDING THE OUTFALL TO THE NORTH DIVERSION CHANNEL OF ELLICOTT CREEK, SHALL BE FOREVER OWNED AND MAINTAINED BY THE DEVELOPER AND/OR ITS SUCCESSORS.
 - CONTRACTOR TO CONTACT THE NYSDEC REGARDING THE NEED FOR PERMITS & APPROVALS OF THE STORMWATER OUTFALL TO ELLICOTT CREEK.
 - AN ERIE COUNTY HIGHWAY WORK PERMIT FOR NON-UTILITY WORK PERM-3 SHALL BE APPLIED FOR AND OBTAINED PRIOR TO CONSTRUCTION OF DRIVEWAYS, CURBS, GUTTERS, & SIDEWALKS WITHIN THE DODGE ROAD (CR 45) HIGHWAY R.O.W.

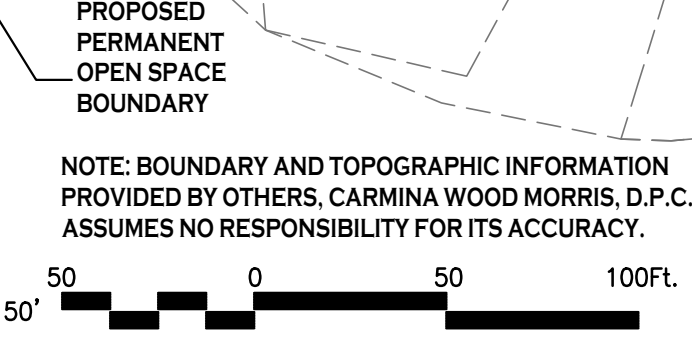
LOT DATA SUMMARY

LOT NO.	LOT AREA	LOT DIMENSIONS
11, 20, 21, 27	4400 SF	40' x 110'
1-10, 12-19, 22-26	3300 SF	30' x 110'
28 (APARTMENTS)	1.62 AC	
29 (COMM./APTS)	1.68 AC	
30 (COMM./APTS)	2.78 AC	
31 (4-STORY APTS)	1.34 AC	
32 (TOWNHOMES)	0.71 AC	UNITS 1 THRU 28
33 (TOWNHOMES)	0.47 AC	UNITS 29 THRU 44
34 (COMMON AREA)	7.26 AC	

SITE PLAN
 SCALE: 1"=50'

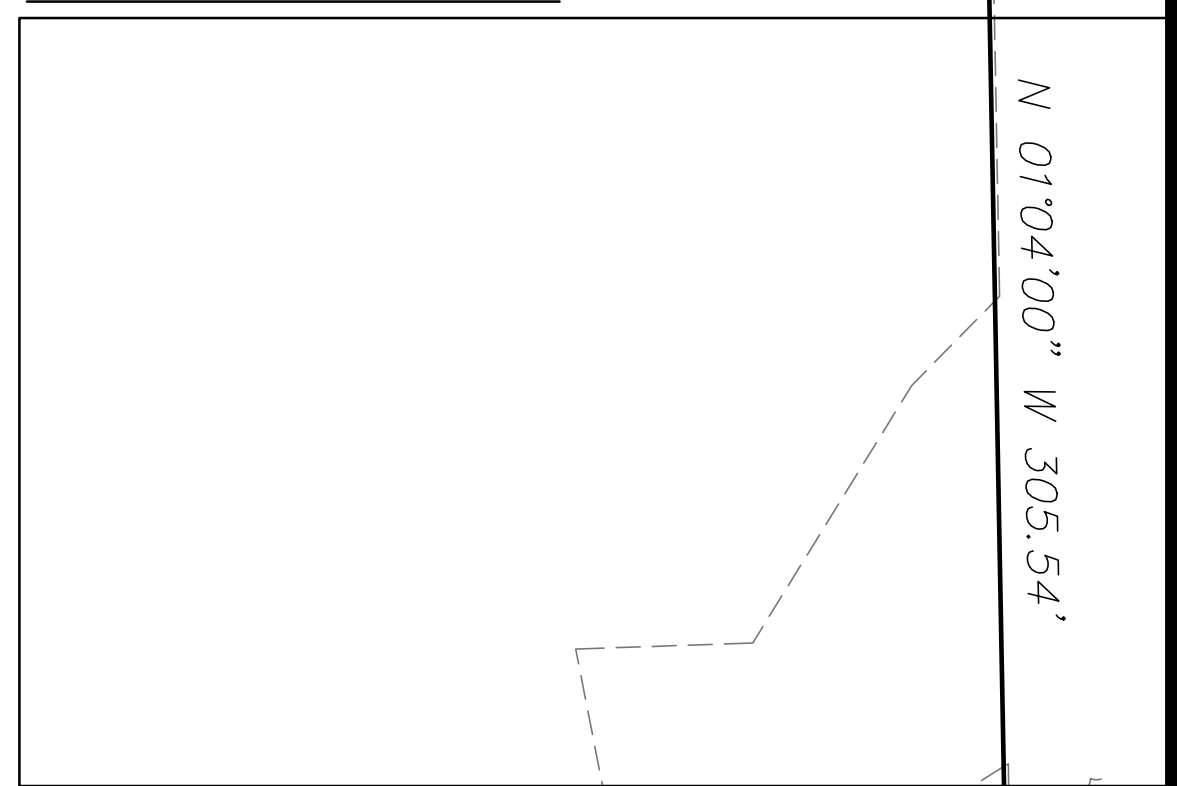
- DETAIL LEGEND** SEE SITE DETAIL SHEET
- ① TYPE "A" CONCRETE CURB
 - ② 90° PARKING STALL
 - ③ PAINTED TRAFFIC ARROWS
 - ④ STANDARD DUTY ASPHALT
 - ⑤ HEAVY DUTY ASPHALT
 - ⑥ EXTERIOR CONCRETE SLAB ON GRADE
 - ⑦ ASPHALT TRAIL
 - ⑧ HANDICAPPED PAVEMENT MARKINGS
 - ⑨ HANDICAPPED PARKING SIGN
 - ⑩ STOP BAR
 - ⑪ LIGHT POLE FOUNDATION
 - ⑫ CONCRETE SIDEWALK
 - ⑬ SIDEWALK CURB RAMP
 - ⑭ DUMPSTER ENCLOSURE
 - ⑮ BOARD ON BOARD FENCE
 - ⑯ 4" HIGH BLACK ALUMINUM FENCE
 - ⑰ FIRE LANE SIGN
 - ⑱ RECTANGULAR RAPID FLASHING BEACON (RRFB)

- NOTE LEGEND**
- ▲ INSTALL STOP SIGN - M.U.T.C.D. SIGN NO. R1-1B
 - ▲ INSTALL "DO NOT ENTER" SIGN, M.U.T.C.D. SIGN NO. R3-15C
 - ▲ LIMIT OF HEAVY DUTY PAVEMENT
 - ▲ RUNOUT CURB IN 3' OR MATCH EXISTING CURB
 - ▲ INSTALL "NO PARKING" SIGN, M.U.T.C.D. SIGN NO. P1-1C
 - ▲ LANDSCAPED AREA - SEE LANDSCAPE PLAN, IF NO PLANTINGS, INSTALL TOPSOIL & SEED
 - ▲ "KEEP RIGHT" SIGN
 - ▲ 6" WIDE WHITE PAVEMENT STRIPES @ 5' SPACING (CROSSWALK LINES)
 - ▲ 4" WIDE YELLOW PAVEMENT STRIPES @ 2' O.C. & @ 45° TO PARKING LINES
 - ▲ RAMP SIDEWALK @ 1:12 MAX.
 - ▲ BIKE RACK
 - ▲ AUTOMATIC LIFT GATE



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TOWN OF AMHERST APPROVAL BOX:



REVISIONS:
 No. Description
 Date

PROJECT NAME:
 Site Development plans for:
Sawyer's Landing
 Portion of 1081 North French Road
 Amherst, New York

Date: 2/22/24
 Drawn by: C. Wood
 Scale: As Noted

DRAWING NAME:
Site Plan

DRAWING NO.
C-101

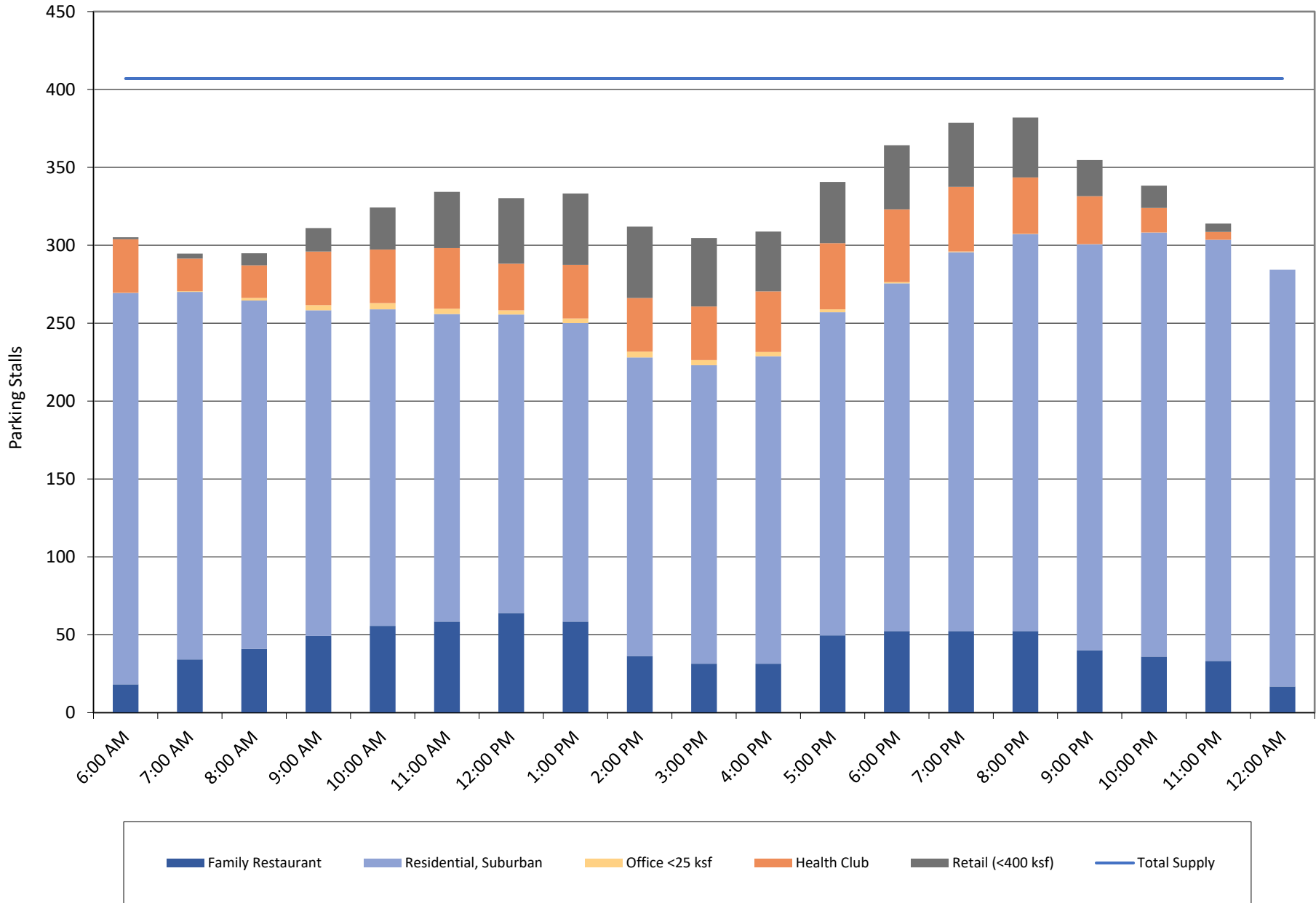
Project no.: 21.011

Project: Sawyer's Landing
 Description:

Shared Parking Demand Summary																		
Peak Month: DECEMBER -- Peak Period: 8 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit										8 PM	December		7 PM	December		
Retail																		
Retail (<400 ksf)	12,854	sf GLA	2.90	100%	95%	2.76	ksf GLA	3.20	100%	95%	3.03	ksf GLA	85%	100%	31	60%	100%	24
Employee			0.70	100%	96%	0.67		0.80	100%	95%	0.76		90%	100%	8	80%	100%	8
Food and Beverage																		
Family Restaurant	3,901	sf GLA	15.25	100%	92%	14.04	ksf GLA	15.00	100%	90%	13.44	ksf GLA	80%	100%	44	70%	100%	37
Employee			2.15	100%	96%	2.06		2.10	100%	95%	1.99		95%	100%	8	95%	100%	8
Entertainment and Institutions																		
Health Club	8,002	sf GLA	6.60	100%	81%	5.34	ksf GLA	5.50	100%	62%	3.40	ksf GLA	80%	100%	34	60%	100%	17
Employee			0.40	100%	96%	0.38		0.25	100%	95%	0.24		50%	100%	2	75%	100%	2
Hotel and Residential																		
Residential, Suburban																		0%
Studio Efficiency	12	units	0.38	100%	100%	0.38	unit	0.38	100%	100%	0.38	unit	80%	100%	4	80%	100%	4
1 Bedroom	106	units	0.41	100%	100%	0.41	unit	0.41	100%	100%	0.41	unit	80%	100%	34	80%	100%	34
2 Bedrooms	91	units	0.74	100%	100%	0.74	unit	0.74	100%	100%	0.74	unit	80%	100%	54	80%	100%	54
3+ Bedrooms		units	1.13	100%	100%	1.13	unit	1.13	100%	100%	1.13	unit	80%	100%	-	80%	100%	-
Reserved	55%	res spaces	0.67	100%	100%	0.67	unit	0.67	100%	100%	0.67	unit	100%	100%	141	100%	100%	141
Visitor	209	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	100%	100%	21	100%	100%	32
Office																		
Office <25 ksf	2,300	sf GFA	0.30	100%	100%	0.30	ksf GFA	0.03	100%	100%	0.03	ksf GFA	1%	100%	-	0%	100%	-
Reserved		empl	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
Employee			3.50	100%	33%	1.16		0.35	100%	33%	0.12		5%	100%	-	0%	100%	-
Additional Land Uses																		
Self Storage	105,600	sf GFA	0.20	100%	100%	0.20	sf GFA	0.20	100%	100%	0.20	sf GFA	0%	0%	-	0%	0%	-
Employee			0.00	100%	100%	0.00		0.00	100%	100%	0.00		0%	0%	-	0%	0%	-
													Customer/Visitor	130		Customer	110	
													Employee/Resident	111		Employee/Resident	111	
													Reserved	141		Reserved	141	
													Total	382		Total	362	

Shared Parking Reduction 21% 25%

Peak Month Daily Parking Demand by Hour (Weekday)



Peak Month Daily Parking Demand by Hour (Weekend)

