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

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 (Appendix 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 Town's Boulevard Central District Generic Environmental Impact Statement (BCD GEIS) was prepared in late 2019 and adopted in January 2020. The document specifies that the GEIS may be supplemented or updated pursuant to 6 NYCRR Part 617.10(d) of SEQR which states *"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."*

A variety of changes have occurred over the past several years that signal a need to reevaluate the BCD GEIS, the most significant of which are the assumptions leading to the projection of land use, zoning, and the type and magnitude of development. This in turn requires a reevaluation of potential impacts and corresponding mitigation with a Supplemental GEIS.

Several significant trends and recent studies have emerged and conditions have changed since 2019-2020, when the Town's BCD GEIS was prepared and adopted. These changes have influenced the Town's decision to revise its land use growth assumptions and prepare this 2025 Supplemental GEIS. These trends are discussed in detail in Section 2.0 of the SDGEIS and are summarized as:

- A decline in office space demand that emerged post-COVID with more work-from-home opportunities
- An increase in medical office demand
- Continued influence on E-commerce that has diminished demand for retail space
- An increase in light industrial demand, especially for warehousing and logistics
- An increase in rental housing demand
- Rising construction costs and interest rates
- More selective bank financing

Other factors affecting the amount and distribution of growth within the BCD include:

- Discrepancies between the final zoning and the assumptions used in the original GEIS, particularly the mixed-use zoning
- Focused vision for the BCD through an Action Plan adopted in 2021 that led to refined development projections
- Designation of the Boulevard Mall and some surrounding properties as an Urban Renewal Area and the creation of an Urban Renewal Plan in 2022
- Completion of a Strategic Economic Development Plan in 2023 with identified opportunity sites
- Infrastructure improvements to address sewer capacity issues
- Recently proposed or constructed projects that are inconsistent with the intended zoning and are not to the scale anticipated in the original GEIS

The Supplemental GEIS, comprised of the Supplemental Draft GEIS (SDGEIS), the Supplemental Final GEIS (SFGEIS) and this Amended 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 SDGEIS adequate for public review on May 26, 2026. A public hearing was held on June 22, 2026, with the public comment period ending on July 8, 2026. A Final GEIS was prepared and deemed complete on October 13, 2026.

CERTIFICATION

The Town of Amherst Town Board, as Lead Agency, is issuing this Amended 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, the proposed action represents a reasonable course of action among the alternatives considered and avoids or minimizes adverse environmental impacts to the maximum extent practicable, through the incorporation of practicable mitigation measures and conditions identified in the SGEIS and Findings Statement.

c. The SGEIS is comprehensive and contains the facts and conclusions relied upon to support the Town Board's Amended 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 Supplemental Draft & Final GEIS assessed the environmental impacts that may occur as a result of future development in the Study Area. This Amended 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. Note that these Findings include portions of the original Boulevard Central District GEIS Findings Statement which did not change and were not addressed in the SDGEIS and SFGEIS. The purpose of including portions of the previous Findings Statement is to provide a single document containing all the pertinent facts and conclusions.

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 Town approved the application and mapping of mixed-use zoning districts in December 2020 for the majority of non-residential parcels within the BCD. However, some areas in the 2020 BCD GEIS that were anticipated to be rezoned to mixed-use districts were not. The Town has found the utilization of these districts to be challenging and is currently in the process of proposing changes to these districts. The Town has also not seen the higher density redevelopment in the BCD that was anticipated with the adoption of the mixed-use districts. Based on these factors and discussions with the development community, changes to the land use and zoning projections were necessary to facilitate future redevelopment of the BCD. As a result, zoning became less of a factor in evaluating development potential. The focus shifted to development trends, development community preferences, and more detailed research on specific parcels to determine the potential for redevelopment.

A.3 A 20-year planning period was again selected to evaluate future growth under this Supplemental GEIS. This time frame allows the evaluation of a reasonable amount of growth with reasonably foreseeable assumptions.

A.4 Undertaking a process of detailed land use analysis, the Town Planning Department reduced the area of potential redevelopment based first on the elimination of areas (primarily residential) that are unlikely to be redeveloped over time and further reduced this developable area based on what could reasonably be expected to redevelop over the next 20 years. This reduced the overall acreage of potential developable land from the initial study area of 1,264 acres down to approximately 265 acres.

A.5 Commercial growth (office & retail) within the BCD was projected by conducting the following (see Appendix B):

- A building analysis to determine the likelihood of a building to remain and those to be completely redeveloped over the 20-year growth period,
- A land use and zoning analysis to determine the likely future land uses for the areas likely to be redeveloped, and
- A Building use composition analysis (percent of retail vs. office) which showed a change since the original GEIS with declining demand for office space and increasing vacancy rates following the COVID-19 pandemic.

A.6 Future residential growth was based on the following assumptions and analysis:

- The continued, but diminished, growth of student housing to serve the 30,000 students at the University of Buffalo (UB);
- A larger residential component as part of the commercial redevelopment within the BCD;
- Town-wide growth rate of 2 percent for housing;
- Growing trend towards siting multi-family and mixed-use projects within regional commercial areas and where the size and scale of such buildings are more amenable to neighboring properties; and
- The development community's increasing incorporation of upper-floor housing in commercial projects to ensure project viability.

A.6 Based on the above, the following thresholds for the Projected Growth Redevelopment Scenario were modified and established for the new 20-year planning period.

2025

- 4,921 Housing Units
- 2,258,676 SF Commercial Retail
- 303,268 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 Supplemental Draft and Final GEIS and are therefore the development thresholds that will partially dictate the need for future supplemental GEIS updates. Growth projection information is located in Appendix 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 allows for 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 mixed-use zoning districts promote diverse commercial and residential uses and 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. The zoning map for the Study Area is provided in Appendix A.

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 Implementation of the new zoning is being re-evaluated and modified as necessary to meet the current development trends within the Study Area. As a result, the mixed use and other new commercial zoning districts are not the guiding land use parameters for this Supplemental GEIS. Rezoning from the new commercial and mixed used zones to the underlying commercial zones or vice versa has and may continue to occur to reflect current development trends. This Supplemental GEIS recognizes the need for this flexibility. However, other types of rezoning not contemplated in this Supplemental GEIS would not be consistent with these Findings and should be re-evaluated for SEQR compliance.

C. Transportation

C.1 Vehicular traffic operations at the study intersections were analyzed using the existing condition Synchro model developed for the study area based on the applicable procedures of the Highway Capacity Manual, published by the Transportation Research Board. The Synchro model was developed using the previous GEIS synchro model as a base and updating it with the most current conditions such as updated signal timings, etc. The current signal timing information and lane configuration were coordinated with the Town of Amherst and NYSDOT prior to conducting any existing or planned analysis.

C.2 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 and Planned Conditions. These operations are consistent with local and regional mobility objectives. The exceptions are as follows:

Existing Condition

Niagara Falls Boulevard and Sheridan Drive	PM – LOS E
Maple Road and Sweet Home Road	PM – LOS E

C.3 The same capacity analysis methodology used to evaluate the Existing Condition was also used to project the Planned Condition to assess the ability of the road network to carry the estimated trips associated with the proposed growth without any improvements to the network. The results of these analyses show that the changes in traffic volume and circulation patterns associated with the 2025 Projected Growth Redevelopment Scenario will have an impact resulting in an overall LOS E or F operations at the following intersections in the Planned Condition (see Appendix C).

Planned Condition

Maple Road and Sweet Home Road	PM – LOS E

C.4 Under the Planned Condition and without mitigation, the LOS at the intersection of Niagara Falls Boulevard at Sheridan Drive improved from E to D during the PM peak hour. Adjustments in traffic volumes also impact adjacent intersections and street segments which resulted in shifting arrival patterns at intersections due to a change in vehicle headway. The change in arrival patterns has a cascading

impact within the study area network most focused on directly connected streets and intersections resulting in improvements to LOS movements without any roadway improvements applied.

C.5 Some intersections experienced a degradation in LOS for specific movements, resulting in a projected LOS E or worse from the existing condition to the planned condition. They are listed below. Also see Appendix C for a diagram of the movements with a degradation in LOS.

Niagara Falls Boulevard at I-290 Eastbound Ramps

- Eastbound right in the Saturday Midday Peak from LOS D to LOS E

Niagara Falls Boulevard at Ridge Lea Road

- Westbound left/through in the Saturday Midday Peak from LOS E to LOS F
- Southbound left in the Saturday Midday Peak from LOS E to LOS F
- Overall intersection level of service in the Saturday Midday Peak from LOS C to LOS D

Niagara Falls Boulevard at Meyer Road

- Westbound left/through/right in the PM Peak from LOS d to LOS f
- Southbound left in the Saturday Midday Peak from LOS d to LOS f

Niagara Falls Boulevard at Maple Road and Brighton Road

- Westbound left in the Saturday Midday Peak from LOS E to LOS F

Maple Road at N Bailey Avenue

- Northbound through in the Saturday Midday Peak from LOS D to LOS E
- Southbound left in the Weekday PM Peak from LOS E to LOS F
- Overall Intersection level of service in the PM and Saturday Midday Peaks from LOS C to LOS D Maple Road at Sweet Home Road
- Westbound through in the PM Peak from LOS D to LOS F
- Southbound left in the PM Peak from LOS D to LOS E
- Overall Intersection level of service in the PM Peak from LOS D to LOS E

Sheridan Drive at Sweet Home Road

- Northbound through/right in the PM Peak from LOS E to LOS F

N Bailey Avenue at Romney Road

- Eastbound left in the PM Peak from LOS E to LOS F
- Eastbound right in the Saturday Midday Peak from LOS C to LOS F

C.6 Mitigation measures recommended throughout the BCD are intended to address a broad set of objectives related to overall transportation system performance including capacity, operational efficiency, and safety. While some intersections and roadway segments may continue to operate at similar levels following development, mitigation may still be warranted because they are approaching capacity, experiencing excessive delays due to operational inefficiencies, or have an established crash history that could be exacerbated by additional traffic volumes. The planned mitigation measures aim to proactively address existing deficiencies before they worsen under future conditions. Recommended mitigation measures to the roadway network were done with a holistic approach ensuring a safe, efficient, and reliable transportation network that can accommodate future growth and support the planned development scenario.

C.7 Mitigation is recommended at the following locations due to either overall or movement level of service E or F, an increase in traffic volumes at a location impacting operations, and a high number of crashes and crash severity:

Street Segments

Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive

- Adaptive signal control

Ridge Lea Road/ North Bailey Avenue: Niagara Falls Boulevard to Maple Road

- Widen from a 3-lane cross section to a 5-lane cross section

Bowmart Parkway: Maple Road to Meyer Road

- Resurfacing

Sheridan Drive: Niagara Falls Boulevard to Millersport Highway

- Revised signal timings and coordination

Intersections

Maple Road and Sweet Home Road

- Updated signal timings including exclusive left turns and improved yellow/red times

- Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out)
- Adjust the northbound approach – Northbound right turn lane changes to right and through lane
- Adjust signal timing

Sheridan Drive and Sweet Home Road

- Updated timings including exclusive left turns and improved yellow/red times
- Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out), and bicycle boxes
- Adjust signal timing, cycle length too long even considering it is a part of a coordinated network, including leading pedestrian and bicycle intervals

North Bailey Avenue at Emerson Drive & Amsterdam Avenue

- Convert to a single lane roundabout

C.8 This program of improvements will maintain LOS D or better operations at all of the studied intersections in the Planned Condition during the PM and Saturday peak hours, except at the Maple Road/Sweet Home Road intersection. 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 Existing Condition.

C.9 These proposed improvements limit the need to create large intersections which is consistent with local objectives for maintaining/enhancing community character. Other improvement options that could be considered include access management strategies, providing additional multi-modal infrastructure, and leveraging ITS technology where possible to maximize efficiency within the existing road infrastructure. The mitigation strategies should also be reevaluated if/when a future transit expansion is implemented by NFTA.

C.10 Mitigation costs were calculated based on a development's percentage consumption of new peak-hour, peak-direction traffic capacity by roadway segment or intersection, and the cost by link or node of creating that capacity. Costs are split into two shares; a public share, and a private share of proportional costs.

C.11 The public share of the transportation improvement costs will incorporate costs considering the following:

- Existing and background growth
- New traffic to and from residential locations within the Study Area
- Existing and new traffic to and from public institutions (e.g. University at Buffalo)
- The amount of additional reserve capacity created (reserve capacity can be expected to be minimal, even after implementation of planned improvements)
- Safety improvements
- Costs may be covered under State or Federal grant funding, and supported by NYSDOT, Erie County Department of Public Works, and the Town, but there is no guarantee and it depends on the available funding.

The private share will incorporate costs considering the following:

- Existing and new traffic to and from commercial properties in the Study Area
- New residential traffic in the Study Area

Public/Private Share Costs*		
Project	**Private Share Cost (2030)**	**Public Share Cost (2030)**
Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive	$218,750	-
Ridge Lea Road: Niagara Falls Boulevard to N Bailey Avenue/Maple Road	$10,675,000	$19,825,000
Bowmart Parkway: Maple Road to Meyer Road	$31,880	$286,880
Sheridan Drive: Niagara Falls Boulevard to Millersport Highway	$11,700	$0
Maple Road at Sweet Home Road	$26,520	$99,740
Sheridan Drive at Sweet Home Road	$71,960	$54,290
N Bailey Avenue at Emerson Drive & Amsterdam Avenue	$0	$2,818,750
Total	***$11,035,810***	***$23,084,660***

**From SDGEIS Table 3.1-6*

Based on the number of trips anticipated with the private share percentage of each mitigation project, the mitigation share per trip is $1,130.

C.12 Not included in these transportation improvements are site access improvements that are required to mitigate the direct impact of any individual development, i.e. traffic signals, turn lanes into driveways, access roads, and any treatments beyond what is outlined in this document. Site access improvements are still required to be implemented by the developer as part of site plan approval.

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 2025 Projected Growth Redevelopment Scenario would add approximately 0.93 MGD under average conditions and 2.29 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 1.90 MGD, and the future peak water demand is 4.69 MGD.

D.3 The additional demand from the 2025 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 2025 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 in Appendix D.

D.5 The water mitigation costs have been updated using the Engineering News-Record Construction Cost Index (ENRCCI) methodology. The estimated costs from 2019 have been adjusted to 2024 costs using the ENRCCI Index. Future adjustments of mitigation costs will be set upon a predetermined schedule (e.g., every three years

or similar) to allow for the capture of incremental mitigation costs due to price volatility into the future.

Mitigation Costs*					
		Private Share		Public Share	
Item	2024 Unit Cost	Length (ft)	2024 Cost	Length (ft)	2024 Cost
8" DIP	$271	12,500	$ 3,383,400	30,100	$ 8,147,300
12" DIP	$331	-	-	6,800	$ 2,249,600
16" DIP	$361	-	-	2,500	$ 902,300
Total		12,500	$ 3,383,400	39,400	$ 11,299,200
Mitigation Cost per Average Flow GPD		**$ 3.64 / GPD**			

**From SDGEIS Table 3.2-5*

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 48 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 0.93 MGD of sewer flow under average conditions, and 3.46 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).

D.10 Sewage flows from the Study Area under the 2025 Projected Growth Redevelopment Scenario ultimately discharge to the West Side Interceptor. The majority of the flow (60%) will be transmitted to the interceptor via a new spine sewer along North Bailey Avenue and to a lesser extent, the Niagara Falls Boulevard collector sewers. 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:

- I&I Removal
  - Requirement of new developments

- Niagara Falls Boulevard Sewer Rehab
  - Niagara Falls Blvd (Maple Road to 1641 Niagara Falls Boulevard), I-290 crossing, and Niagara Falls Blvd (Ridge Lea Road to Willowridge Drive), completed 2022-2024.
  - Approximately 2.1 MGD new peak flow in BCD sewersheds tributary to Chestnut Ridge Rd, with 4 MGD capacity

- Niagara Falls Boulevard Sewer Replacement
  - New 15" SS from 1641 Niagara Falls Boulevard to Ridge Lea Stub, completed 2023
  - Provides approximately 1 MGD capacity for BCD projects

- Overflow (Relief Sewer) Rehab

- Willowridge Drive (Niagara Falls Blvd to pump station), Chestnut Ridge Road (I-290 crossing to Chest Ridge replacement), and manhole rehabilitation
- Approximately 2.1 MGD new peak flow in BCD sewersheds tributary to Chestnut Ridge Rd, with 4 MGD capacity

- Chestnut Ridge Sewer Replacement
  - Replacement of 310 linear feet of 24-inch with 30-inch sanitary sewer
  - Approximately 2.1 MGD new peak flow in BCD sewersheds tributary to Chestnut Ridge Rd, with 4 MGD capacity

- North Bailey 18-inch Spine Sewer
  - New 18-inch sewer from Boulevard Mall parcel to Ridge Lea Road, completed 2025.
  - Only required for redevelopment of Boulevard Mall district

- AWPCF Improvements
  - Hydraulic Improvements to Clarifiers
  - Approximately 3.5 MGD new peak flow in all BCD sewersheds, with 15 MGD capacity

D.12 In addition to the baseline mitigation identified in D.11, an alternative to address the significant capacity issues with the West Side Interceptor is required to minimize surcharge conditions and guard against future sanitary sewer overflows. The Town determined that the most feasible alternative is the construction of a pump station to divert flows from the West Side Interceptor. the Town would construct a diversion pump station and forcemain 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, which would require 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 (anything larger than a 2-year, 6-hour storm). The preconstruction estimate of this project is $36 million. This alternative was determined to be the most cost-effective and feasible option. Since the Projected Growth Redevelopment Scenario would add approximately 3.46 MGD of peak flow within a 15 MGD capacity pump station, the developer share cost of this alternative is 23%.

D.13 The developer share of the Sewer Mitigation Costs are summarized using a cost per flow (gallon-per-day) basis. The growth under the Projected Growth Redevelopment Scenario would add approximately 0.93 MGD of sewer flow under average conditions, and 3.46 MGD under peak demand conditions (the calculated average peaking factor across all TAZ blocks is approximately 3.33). The Mitigation Costs are calculated using the peak gallon per day flow, which is calculated according to the per-unit hydraulic loading rates provided in Table B-3 of the *New York State Design Standards for Intermediate Sized Wastewater Treatment Systems* (2014). The peaking factor is calculated from population in accordance with the Ten States Standards. It is noted that the I&I Removal is assessed by the Town at $250/gpm (at 4 times the peak flow); the Private Share cost for this item is determined from that rate, which is used to determine the equivalent Mitigation Fee that is shown (of $0.69/gpd). The remainder of the Private Share costs are similarly determined by applying the Flow Proportional Share to the Capital Cost, and the mitigation costs are calculated by dividing the Private Share cost by the peak flow in gallons per day.

Table 3.2-7: Baseline Sewer Mitigation Costs

Mitigation	Capital Cost	Flow Proportional Share	Mitigation Cost	Private Share	Public Share
I&I Removal	N/A	100%	$0.69/gpd	$ 2,402,778	N/A
NFB Sewer Rehab	$ 342,260	53%	$0.05/gpd	$ 181,398	$ 160,862
NFB Sewer Replacement	$ 404,000	50%	$0.06/gpd	$ 202,000	$ 202,000
Overflow (Relief Sewer) Rehab	$ 557,260	53%	$0.09/gpd	$ 295,348	$ 261,912
Chestnut Ridge Sewer Replacement	$ 950,000	100%	$0.27/gpd	$ 950,000	N/A
North Bailey 18" Spine Sewer	$3,331,000	100%	$0.96/gpd	$ 3,331,000	N/A
AWPCF Improvements	$5,000,000	23%	$0.33/gpd	$ 1,150,000	$ 3,850,000
West Side Interceptor Diversion PS and FM	$ 5,000,000	23%	$0.33/gpd	$ 1,150,000	$ 3,850,000
Total	**$16,185,214**	**-**	**$2.78/gpd**	**$ 7,860,440**	**$ 8,327,774**

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-0-25-001), and guidelines listed in the New York State Stormwater Management Design Manual (July 2024) 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 2025 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).
- 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 NYSDEC regulatory guidelines, new development and/or redevelopment projects will also be required to provide treatment for

minumim runoff reduction volume (RRv) and evaluate the potential use of green infrastructure techniques and practices on site. Applicants must provide infiltration tests in accordance with Appendix D of the New York State Stormwater Management Design Manual. Soils test results will be reviewed and evaluated to idenitifly 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)

Energy & Communication Services

D.19 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.

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. It is recognized, however, that energy demand in the State and country is an emerging concern, especially as power generation in NYS is progressing towards primarily renewable resources. This coupled with increasing demand for electricity, especially from data centers and future electrification of state, county and municipal vehicle fleets and school district buses. Efforts to reduce energy consumption should be at the forefront of planning for new development.

E. Recreation and Open Space (from 2020 GEIS Statement of Findings)

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 (from 2020 GEIS Statement of Findings)

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.

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 (from 2020 GEIS Statement of Findings)

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.

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.

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.

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**	$34,120,470	$23,084,660	$11,035,810	$1,130/trip*
Sewer*	$16,185,214	$8,327,774	$7,860,440	$2.78/1 GPD
Water*	$14,682,600	$11,299,200	$3,383,400	$3.64/ 1 GPD

**Reflects 2025 costs*

***Reflects 2030 costs*

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 2025 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 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 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 other factors considered in developing the 2025 Projected Growth Redevelopment Scenario as discussed in the SDGEIS and these Findings. 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 (Appendix 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 analysis and assumptions for the 2025 Projected Growth Redevelopment Scenario
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 (Appendix 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 (Appendix 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.

APPENDIX A

STUDY AREA MAPS

BCD STUDY AREA.....AA-1

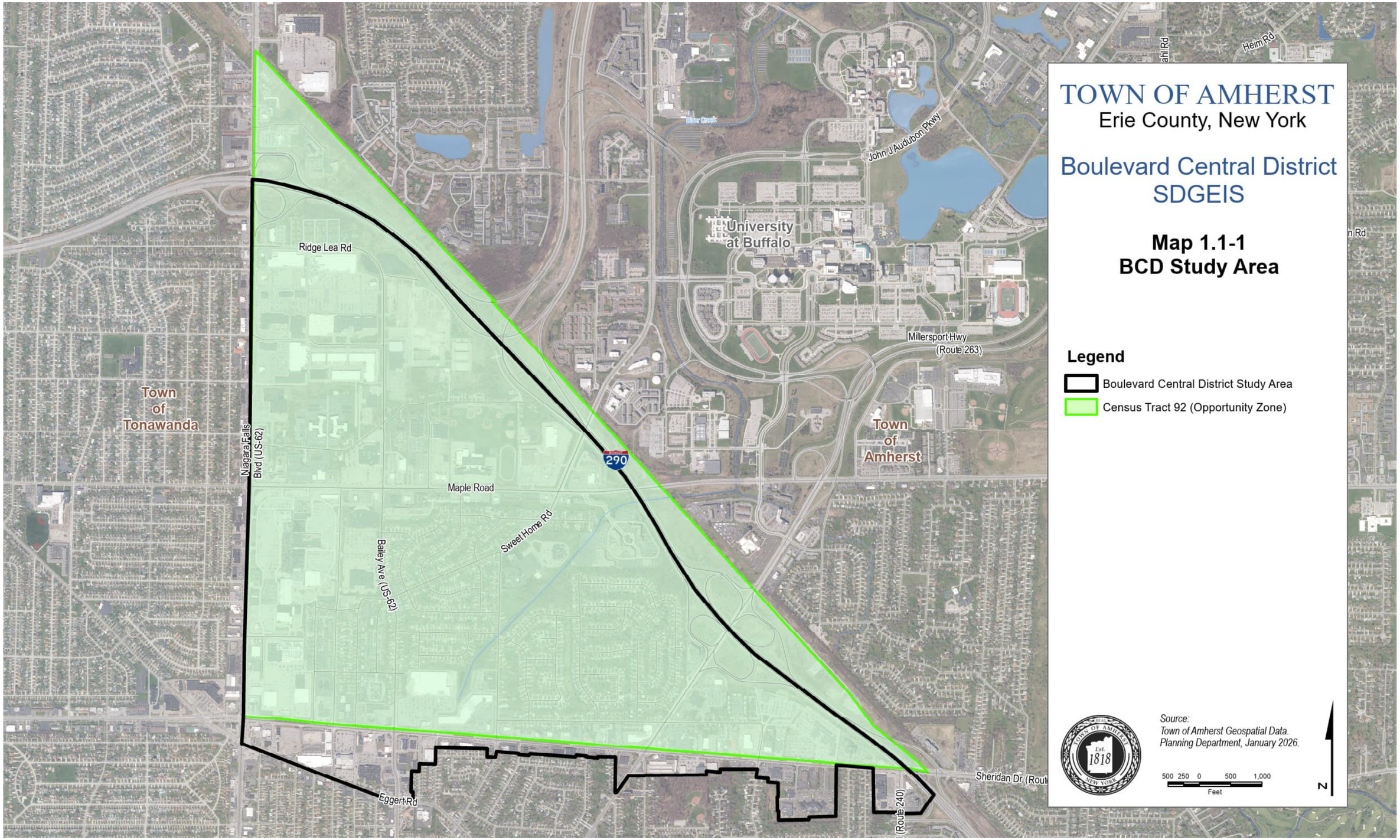
REDUCING THE ANALYSIS AREA FIGURES.....AA-2

POTENTIAL REDEVELOPMENT AREAS.....AA-3

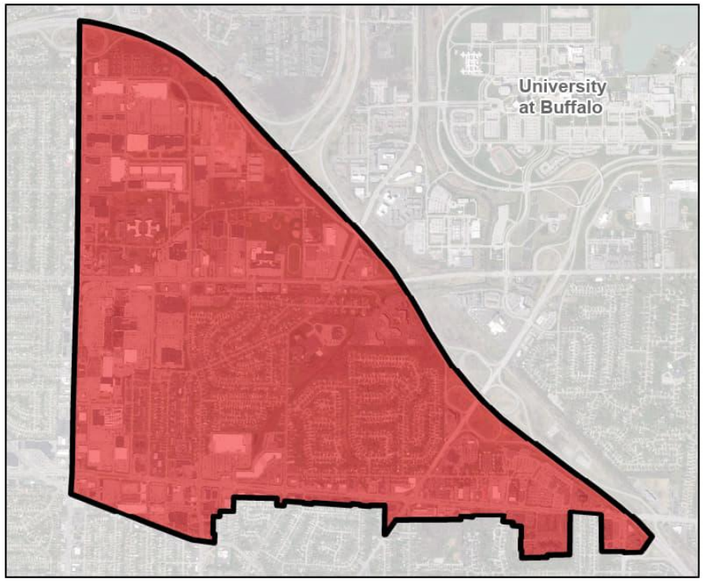
PROJECTED FUTURE LAND USES.....AA-4

PROJECTED NUMBER OF STORIES.....AA-5

PROJECTED FUTURE ZONING.....AA-6

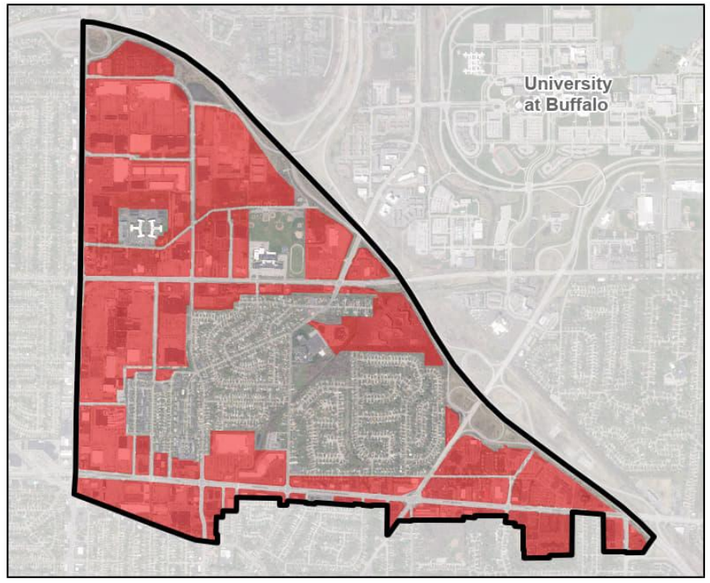

TOWN OF AMHERST
Erie County, New York
Boulevard Central District
SDGEIS
Map 1.1-1
BCD Study Area
Legend
Boulevard Central District Study Area
Census Tract 92 (Opportunity Zone)
Source:
Town of Amherst Geospatial Data.
Planning Department, January 2026.
500 250 0 500 1,000
Feet
N
Ridge Lea Rd
Town of Tonawanda
Niagara Falls Blvd (US-62)
Maple Road
Sweet Home Rd
Bailey Ave (US-62)
Eggert Rd
University at Buffalo
John J Audubon Pkwy
Millersport Hwy (Route 263)
Town of Amherst
290
Heim Rd
Sheridan Dr (Rout

BCD Study Area



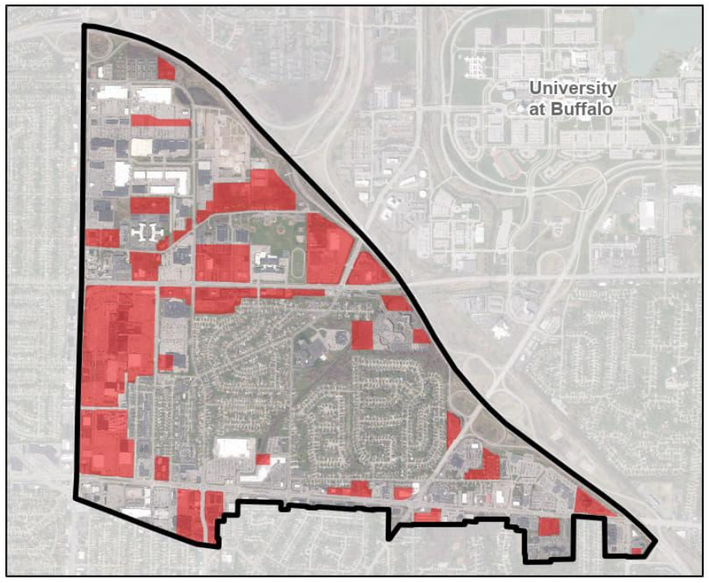
1,264 Acres

Land Use Analysis Areas

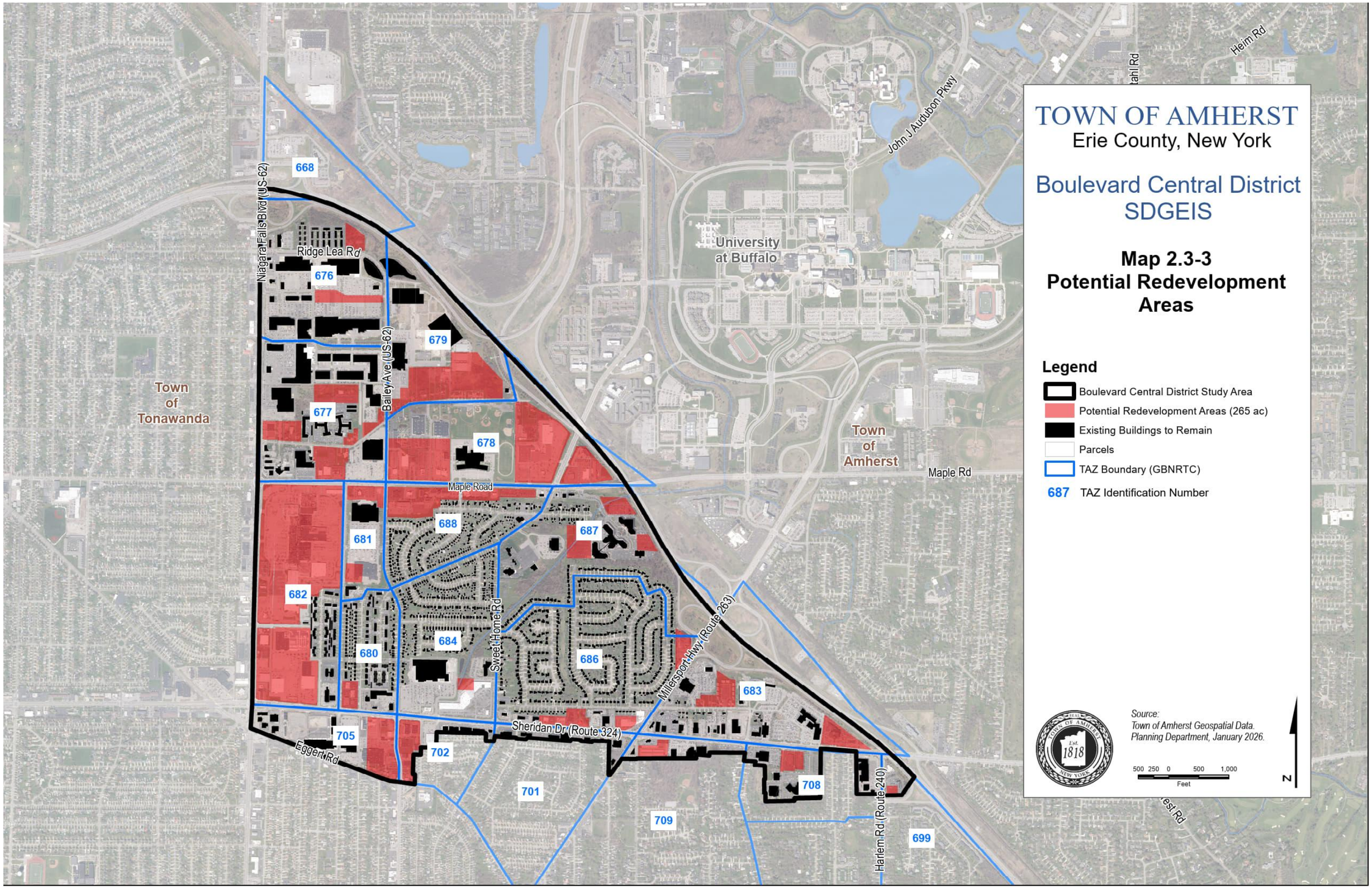


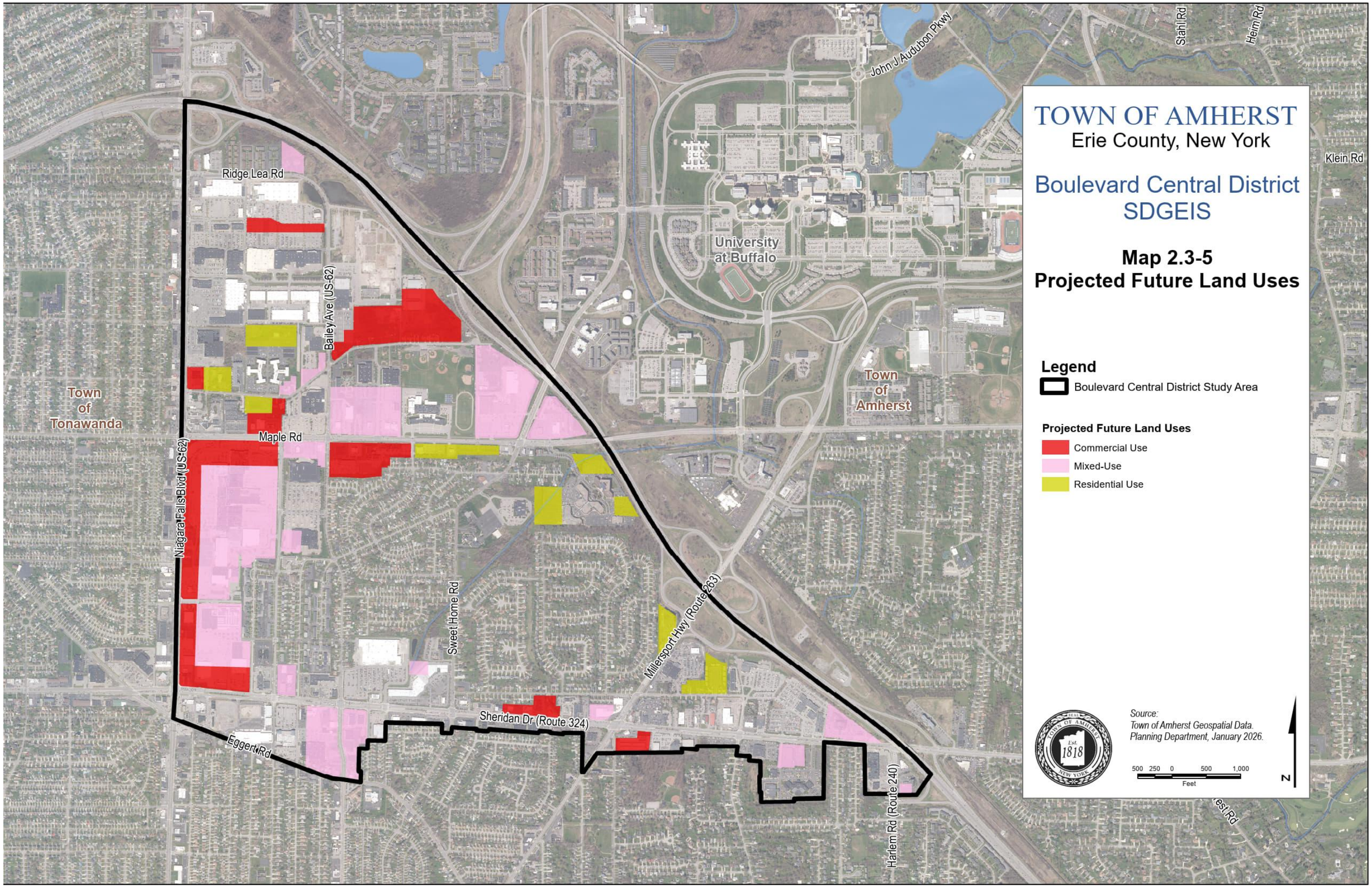
668 Acres

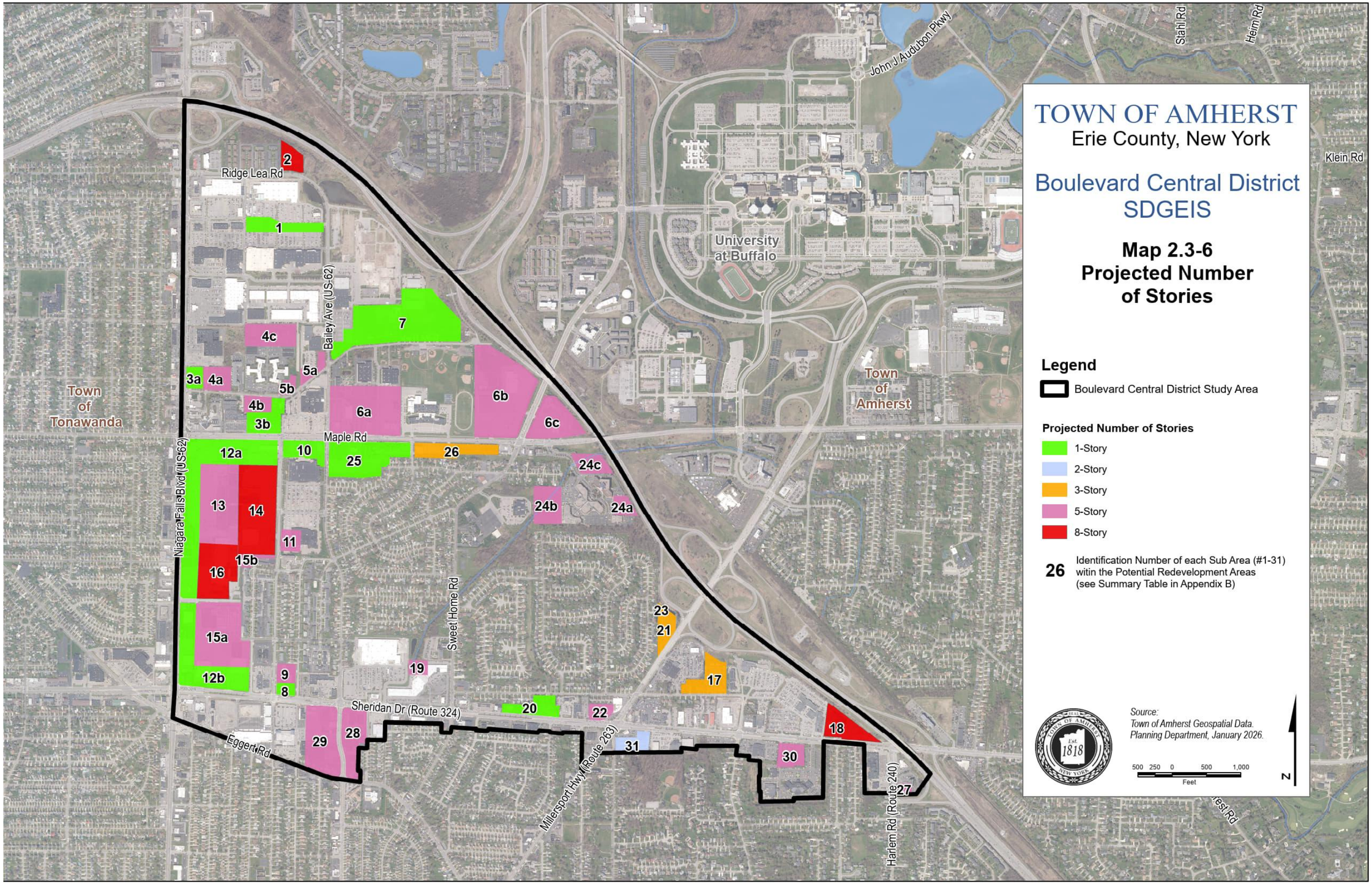
Potential Redevelopment Areas

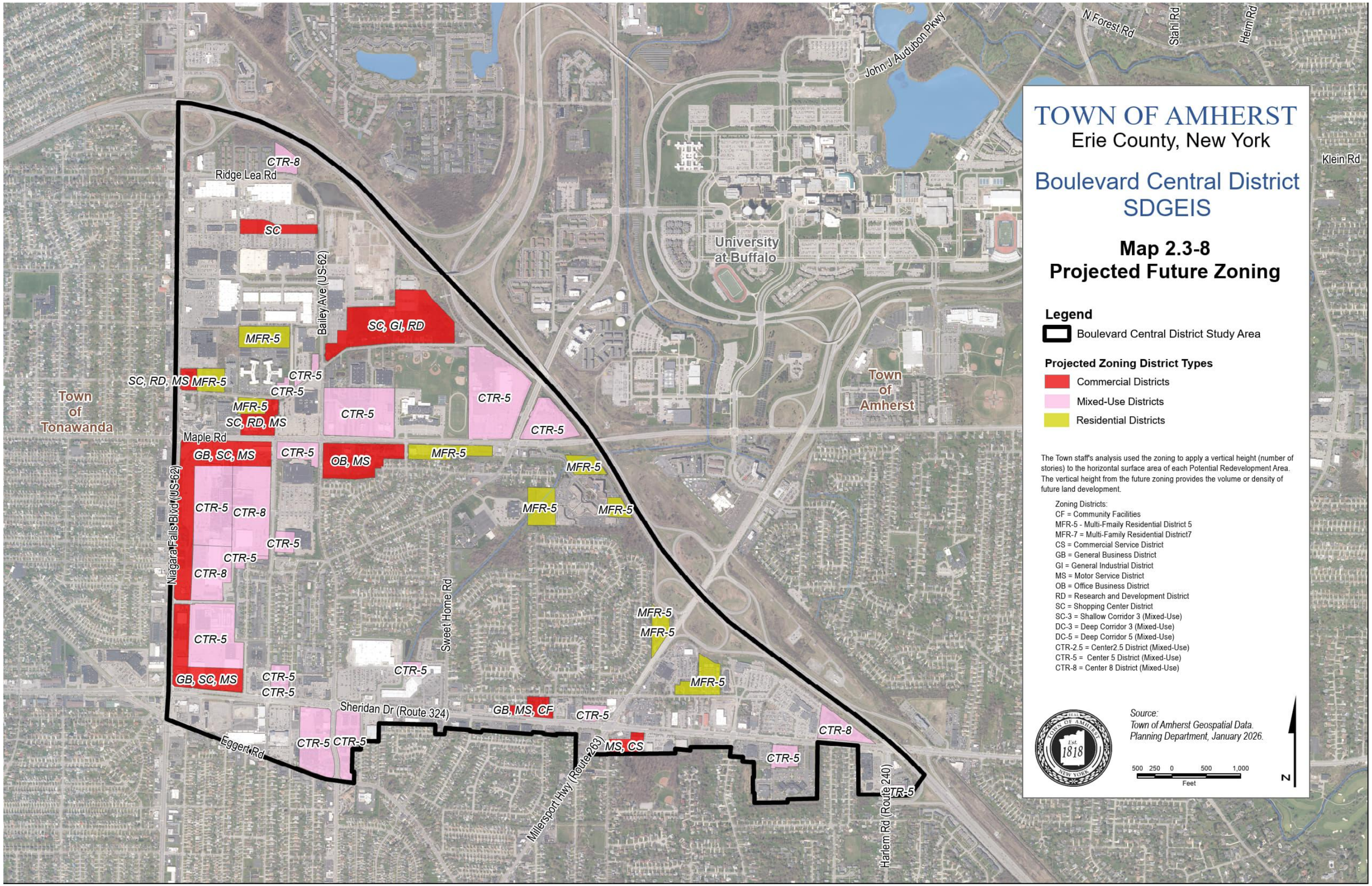


265 Acres


TOWN OF AMHERST
Erie County, New York
Boulevard Central District SDGEIS
Map 2.3-3
Potential Redevelopment Areas
Legend
Boulevard Central District Study Area
Potential Redevelopment Areas (265 ac)
Existing Buildings to Remain
Parcels
TAZ Boundary (GBNRTC)
687 TAZ Identification Number
Source:
Town of Amherst Geospatial Data.
Planning Department, January 2026.
500 250 0 500 1,000
Feet
N
Town of Tonawanda
University at Buffalo
Town of Amherst
Niagara Falls Blvd (US-62)
Bailey Ave (US-62)
Ridge Lea Rd
Maple Road
Maple Rd
John J Audubon Pkwy
Heim Rd
Sweet Home Rd
Millersport Hwy (Route 263)
Sheridan Dr (Route 324)
Eggert Rd
Harlem Rd (Route 240)
668
676
679
677
678
681
688
687
682
684
680
686
683
705
702
701
708
709
699


TOWN OF AMHERST
Erie County, New York
Boulevard Central District SDGEIS
Map 2.3-5
Projected Future Land Uses
Legend
Boulevard Central District Study Area
Projected Future Land Uses
Commercial Use
Mixed-Use
Residential Use
Source:
Town of Amherst Geospatial Data.
Planning Department, January 2026.
500 250 0 500 1,000
Feet
N
Ridge Lea Rd
Bailey Ave (US-62)
Maple Rd
Niagara Falls Blvd (US-62)
Sweet Home Rd
Millersport Hwy (Route 263)
Sheridan Dr (Route 324)
Eggert Rd
Harlem Rd (Route 240)
John J Audubon Pkwy
Stahl Rd
Heim Rd
Klein Rd
University at Buffalo
Town of Amherst
Town of Tonawanda


TOWN OF AMHERST
Erie County, New York
Boulevard Central District SDGEIS
Map 2.3-6
Projected Number of Stories
Legend
Boulevard Central District Study Area
Projected Number of Stories
1-Story
2-Story
3-Story
5-Story
8-Story
26 Identification Number of each Sub Area (#1-31) witin the Potential Redevelopment Areas (see Summary Table in Appendix B)
Source:
Town of Amherst Geospatial Data.
Planning Department, January 2026.
500 250 0 500 1,000
Feet
N
Ridge Lea Rd
Bailey Ave (US-62)
Maple Rd
Niagara Falls Blvd (US-62)
Sweet Home Rd
Sheridan Dr (Route 324)
Eggert Rd
Millersport Hwy (Route 263)
Harlem Rd (Route 240)
John J Audubon Pkwy
Stahl Rd
Heim Rd
Klein Rd
University at Buffalo
Town of Tonawanda
Town of Amherst


TOWN OF AMHERST
Erie County, New York
Boulevard Central District SDGEIS
Map 2.3-8
Projected Future Zoning
Legend
Boulevard Central District Study Area
Projected Zoning District Types
Commercial Districts
Mixed-Use Districts
Residential Districts
The Town staff's analysis used the zoning to apply a vertical height (number of stories) to the horizontal surface area of each Potential Redevelopment Area. The vertical height from the future zoning provides the volume or density of future land development.
Zoning Districts:
CF = Community Facilities
MFR-5 - Multi-Fmaily Residential District 5
MFR-7 = Multi-Family Residential District7
CS = Commercial Service District
GB = General Business District
GI = General Industrial District
MS = Motor Service District
OB = Office Business District
RD = Research and Development District
SC = Shopping Center District
SC-3 = Shallow Corridor 3 (Mixed-Use)
DC-3 = Deep Corridor 3 (Mixed-Use)
DC-5 = Deep Corridor 5 (Mixed-Use)
CTR-2.5 = Center2.5 District (Mixed-Use)
CTR-5 = Center 5 District (Mixed-Use)
CTR-8 = Center 8 District (Mixed-Use)
Source:
Town of Amherst Geospatial Data.
Planning Department, January 2026.
500 250 0 500 1,000
Feet
N
Ridge Lea Rd
Bailey Ave (US-62)
Maple Rd
Niagara Falls Blvd (US-62)
Sweet Home Rd
Sheridan Dr (Route 324)
Eggert Rd
Millersport Hwy (Route 263)
Harlem Rd (Route 240)
John J Audubon Pkwy
N Forest Rd
Stahl Rd
Heim Rd
Klein Rd
University at Buffalo
Town of Amherst
Town of Tonawanda
CTR-8
SC
SC, GI, RD
MFR-5
SC, RD, MS MFR-5
CTR-5
SC, RD, MS
GB, SC, MS
OB, MS
GB, SC, MS
GB, MS, CF
MS, CS

APPENDIX B

DEVELOPMENT PROJECTIONS

MIXED-USE SITE PLAN PRECEDENTS.....AB-2

TOWN LAND USE ANALYSIS NOTES.....AB-31

GROWTH PROJECTIONS SUMMARY TABLE BY TAZ.....AB-39

DEMOGRAPHIC PROJECTIONS CHART.....AB-47

MAP B1 – PERCENTAGE OF NEW RESIDENTIAL.....AB-48

MAP B2 – PERCENTAGE OF NEW RETAIL.....AB-49

MAP B3 – PERCENTAGE OF NEW OFFICE.....AB-50

APPENDIX B

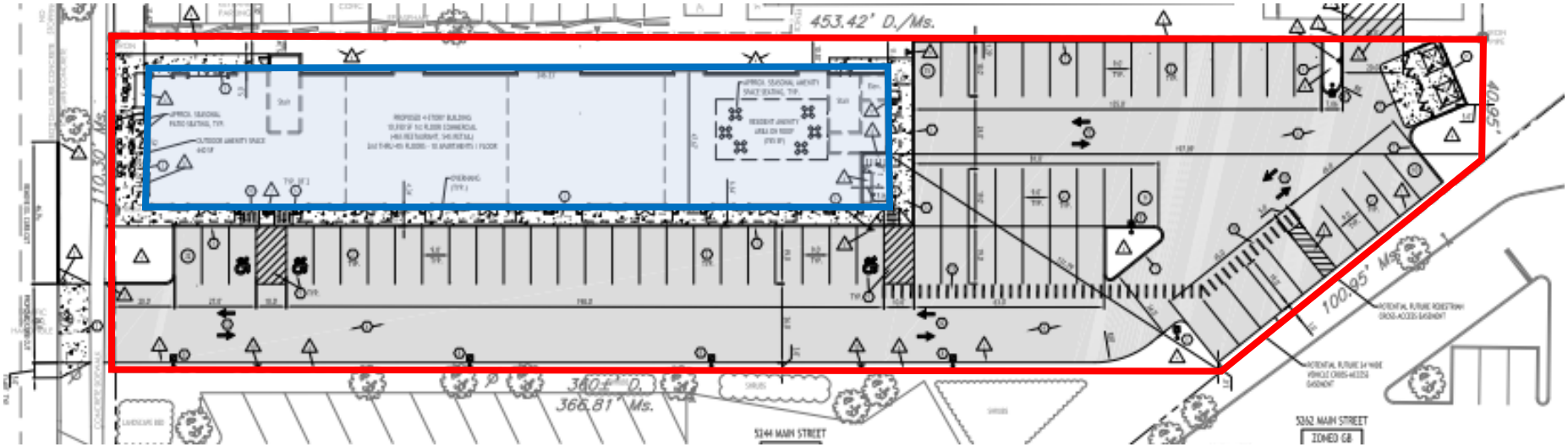
MIXED-USE SITE PLAN PRECEDENTS

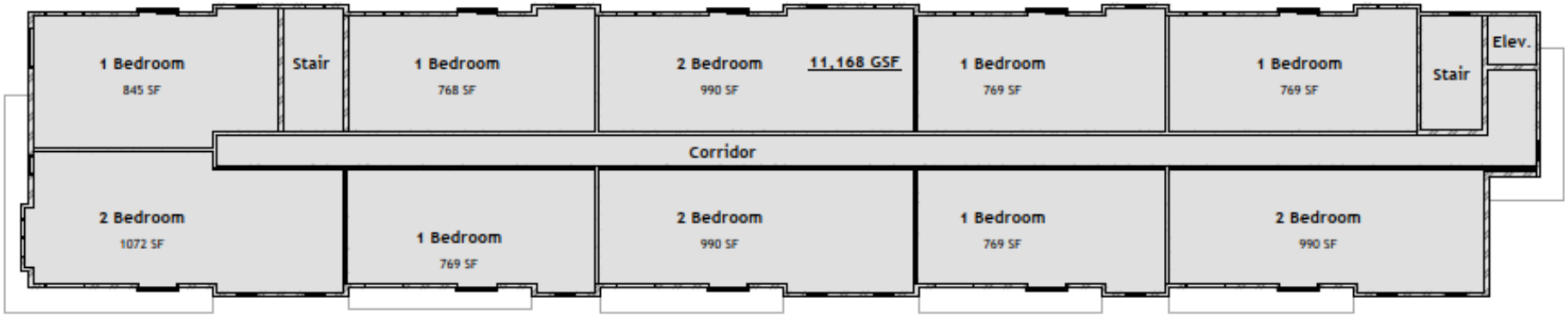
Mixed-Use Site Plan Precedents

ADDRESS	ZONING	ACREAGE	BUILDING COVERAGE	USES & PERCENTAGES
5226 & 5228 Main Street (proposed)	TI-4	1.1 acres 47,916 sq. ft.	10,930 sq. ft. 0.25 acres 22.8%	10,930 sq. ft. or 24.6% commercial 33,504 sq. ft. or 75.4% residential
1720, 1740 & 1760 Maple Road (to be constructed)	DC-5	5.18 acres 225,640.8 sq. ft.	51,889.2 sq. ft. 1.19 acres 23%	9,715 sq. ft. or 17.7% commercial 45,145 sq. ft. or 82.3% residential
6812, 6814 & 6832 Main Street and 29 & 37 Tennyson Ter (proposed)	GB & MFR-5	2.23 acres 97,138.8 sq. ft.	17,772 sq. ft. 0.41 acres 18.3%	13,500 sq. ft. or 21% commercial 49,379 sq. ft. or 79% residential
6770-6790 Main Street	GB, R-3 & MFR-5	2.6 acres 113,256 sq. ft.	22,370 sq. ft. 0.51 acres 19.8%	18,770 sq. ft. or 37.2% office 31,640 sq. ft. or 62.8% residential
6842 & 6846 Main Street (in construction)	DC-5	2.58 acres 112,384.8 sq. ft.	31,301.8 sq. ft. 0.72 acres 27.9%	6,876 sq. ft. or 8.4% commercial (4.2% office) 75,124 sq. ft. or 91.6% residential
5949 & 5951 Main Street and 21 Richfield Rd	GB & R-3 (MU Village)	1.68 acres 73,180.8 sq. ft	20,640 sq. ft. 0.47 acres 28.2%	18,600 sq. ft. or 33.3% commercial 37,200 sq. ft. or 66.6% residential
5877 Main Street (Village) (in construction)	MU (Village)	1.63 acres 71,002.8 sq. ft.	15,000 sq. ft. 0.34 acres 21.1%	15,000 sq. ft. or 25% commercial 45,000 sq. ft. or 75% residential
4548-4564 Main Street & 17 Fruehauf Ave & 22 Chateau Terrace (in construction)	TI-2.5	0.93 acres 40,510.8 sq. ft.	12,000 sq. ft. 0.28 acres 29.6%	6,657 sq. ft. or 10.6% commercial 56,204 sq. ft. or 89.4% residential
315 Campbell Blvd	NB	2.25 acres 98,010 sq. ft.	19,120.4 sq. ft. 0.44 acres 19.5%	2,200 sq. ft. or 5.8% commercial 35,821 sq. ft. or 94.2% residential
1185 Sweet Home Road	GB, MFR-6 and NCD-LC	12.9 acres 561,924 sq. ft.	46,500 sq. ft. 1.1 acres 8.2% *just MU buildings	10,454 sq. ft. or 4.4% commercial 226,906 sq. ft. or 95.6% residential

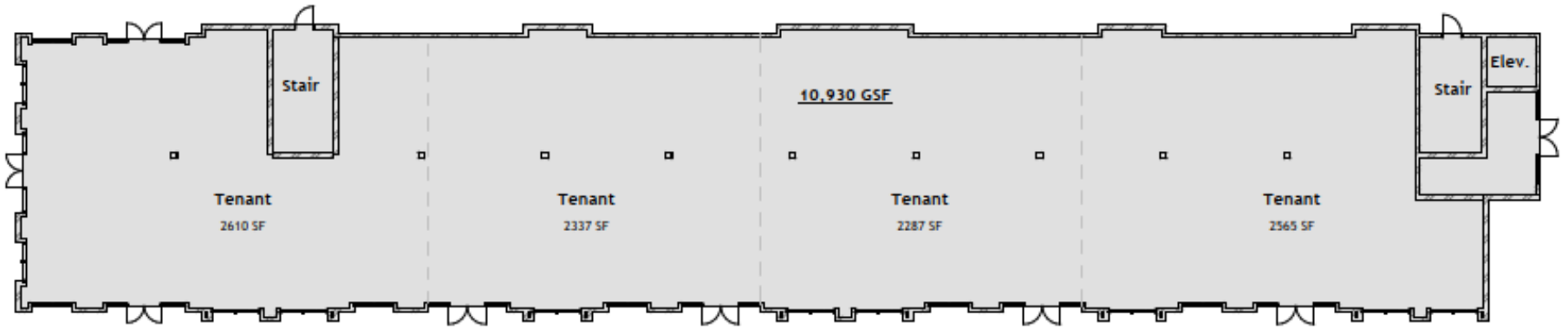
5226 & 5228 Main Street (SP-2023-14) (proposed)

- Zoned TI-4
- 1.1 acres = 47,916 sq. ft.
    - **Building coverage on site = 10,930 sq. ft. or 0.25 acres or 22.8%**
- 1 building, 4 stories
    - 1st floor commercial – 10,930 sq. ft. (50% restaurant, 50% retail)
    - 2nd – 4th floors of residential
        - 10 apartments per floor (3 floors) = 30 apartments
        - 11,168 sq. ft. per floor (3 floors) = 33,504 sq. ft.
- **TOTAL SQUARE FOOTAGE: 44,434 sq. ft.**
    - **10,930 sq. ft. or 24.6% commercial**
    - **33,504 sq. ft. or 75.4% residential**





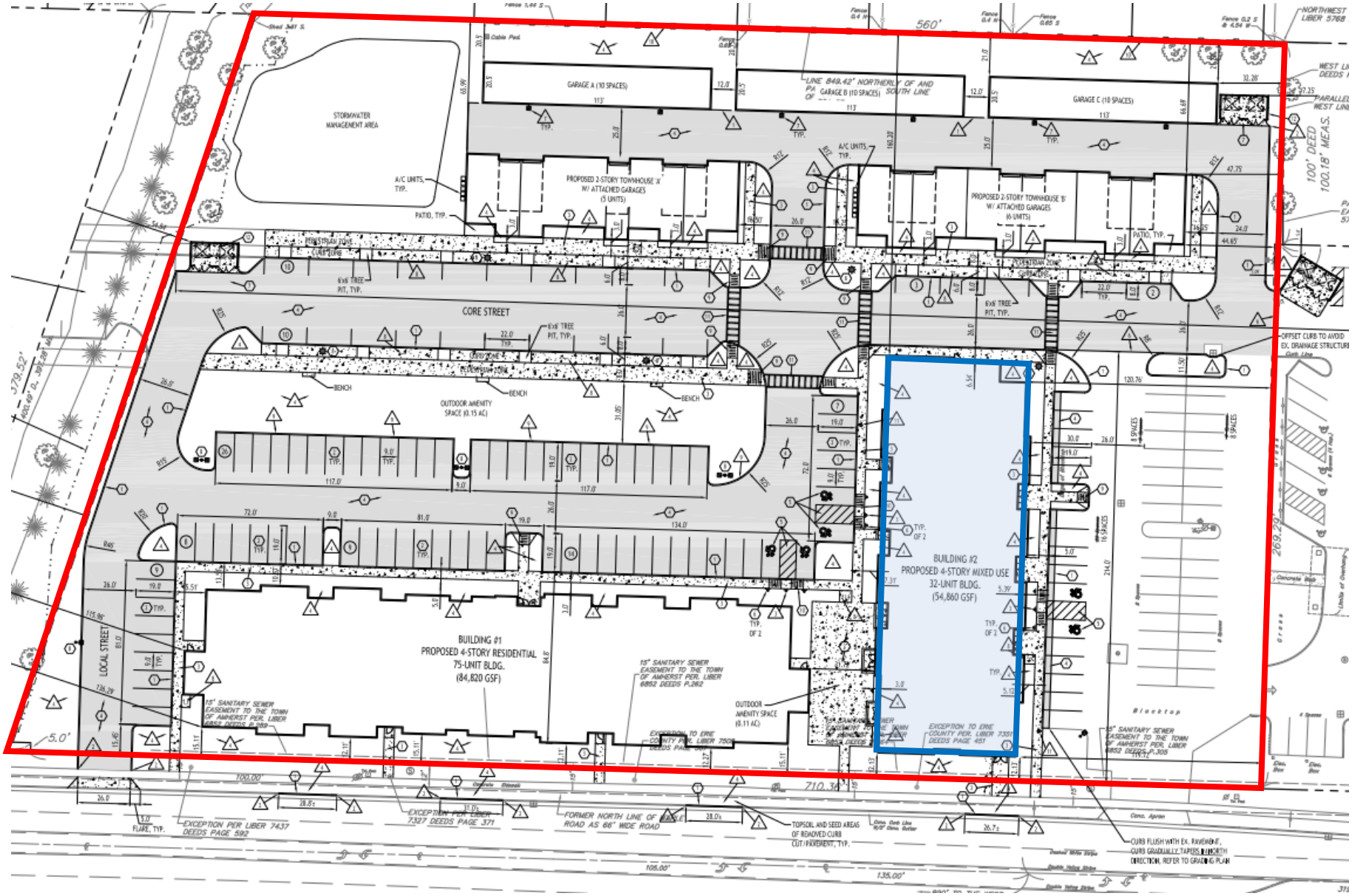
2nd - 4th Floors



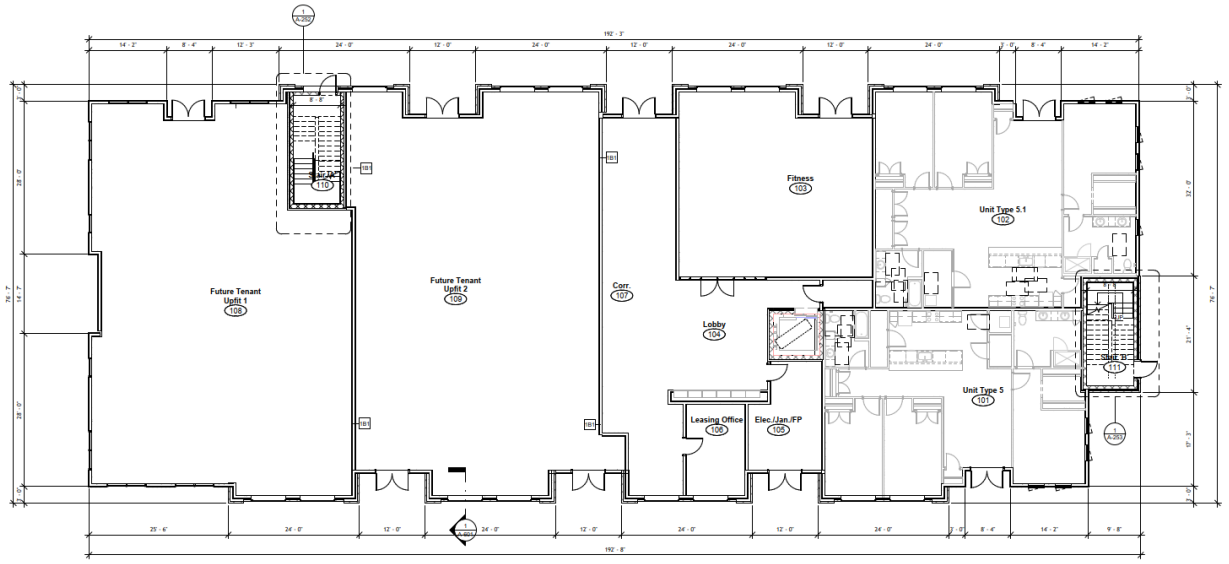
1st Floor

1720, 1740 & 1760 Maple Road (SP-2023-06) (to be constructed)

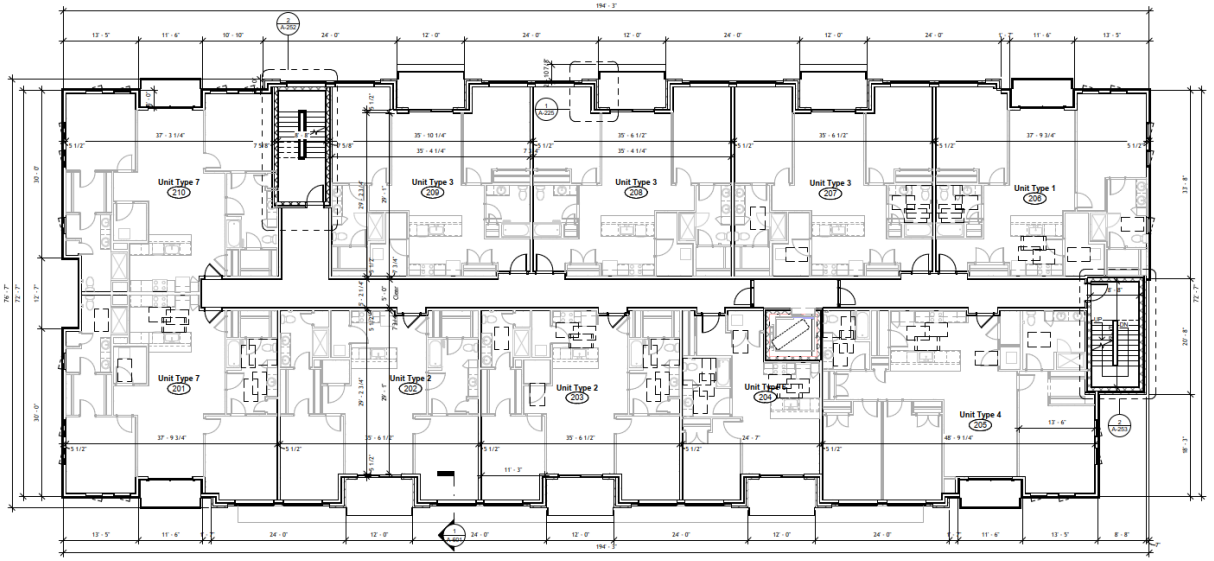
- Zoned DC-5
- 5.18 acres (1720 (0.92 acres), 1740 (0.16 acres) & 1760 (4.1 acres)) = 225,640.8 sq. ft.
    - **Building coverage on site (all buildings) = 21,205 + 13,715 + 6,609.6 + 6,609.6 + 4,830 = 51,889.2 sq. ft. or 1.19 acres or 23%**
- 6 buildings
    - Building #1 – 4 story residential
        - 75 units, 84,820 sq. ft.
    - **Building #2 – 4 story mixed-use**
        - **1st floor commercial**
        - **32 units, 54,860 sq. ft.**
    - Building #3 – 2 story townhomes with attached garages
        - 5 units
    - Building #4 – 2 story townhomes with attached garages
        - 6 units, approximately 12,139.2 sq. ft.
    - Buildings #5 & #6 – Garages A & B
        - 20 total spaces (10 spaces each), 4,830 sq. ft. (2,415 sq. ft. each)
- **TOTAL SQUARE FOOTAGE OF BUILDING #2 (Mixed-Use): 54,860 sq. ft.**
    - **9,715 sq. ft. or 17.7% commercial**
    - **45,145 sq. ft. or 82.3% residential**


CORE STREET
LOCAL STREET
STORMWATER MANAGEMENT AREA
PROPOSED 2-STORY TOWNHOUSE 'A' W/ ATTACHED GARAGES (5 UNITS)
PROPOSED 2-STORY TOWNHOUSE 'B' W/ ATTACHED GARAGES (6 UNITS)
GARAGE A (10 SPACES)
GARAGE B (10 SPACES)
GARAGE C (10 SPACES)
OUTDOOR AMENITY SPACE (0.15 AC)
OUTDOOR AMENITY SPACE (0.11 AC)
BUILDING #1
PROPOSED 4-STORY RESIDENTIAL
75-UNIT BLDG.
(84,820 GSF)
BUILDING #2
PROPOSED 4-STORY MIXED USE
32-UNIT BLDG.
(54,860 GSF)
15' SANITARY SEWER EASEMENT TO THE TOWN OF AMHERST PER LIBER 6852 DEEDS P.269
15' SANITARY SEWER EASEMENT TO THE TOWN OF AMHERST PER LIBER 6852 DEEDS P.262
EXCEPTION TO ERIE COUNTY PER LIBER 7351 DEEDS PAGE 451
EXCEPTION PER LIBER 7437 DEEDS PAGE 592
EXCEPTION PER LIBER 7327 DEEDS PAGE 371
FORMER NORTH LINE OF ROAD AS 66' WIDE ROAD
TOPSOIL AND SEED AREAS OF REMOVED CURB CUT/PAVEMENT, TYP.
CURB FLUSH WITH EX. PAVEMENT, CURB GRADUALLY TAPERS IN/OUT DIRECTION, REFER TO GRADING PLAN
OFFSET CURB TO AVOID EX. DRAINAGE STRUCTURE
560'
710.34'
379.52'
269.29'
100' DEED 100.18' MEAS.

BUILDING #2 FLOOR PLANS



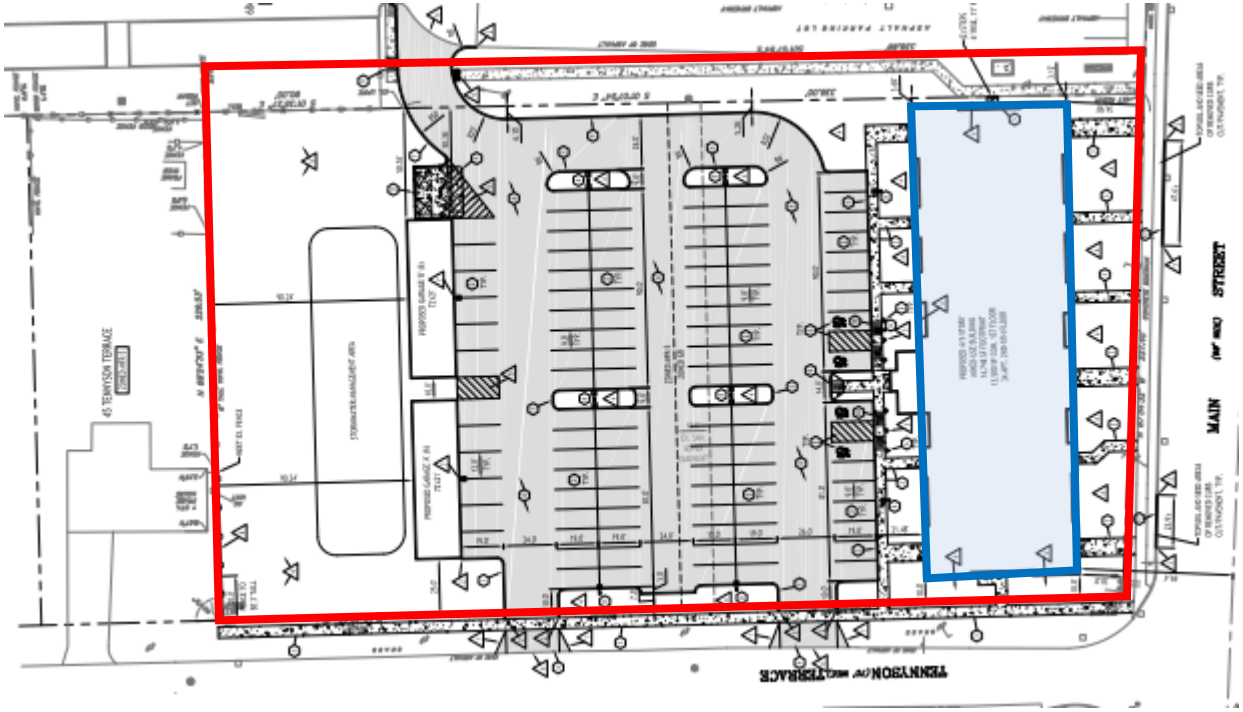
1 A-101 Level 1 - Floor Plan
1/8" = 1'-0"

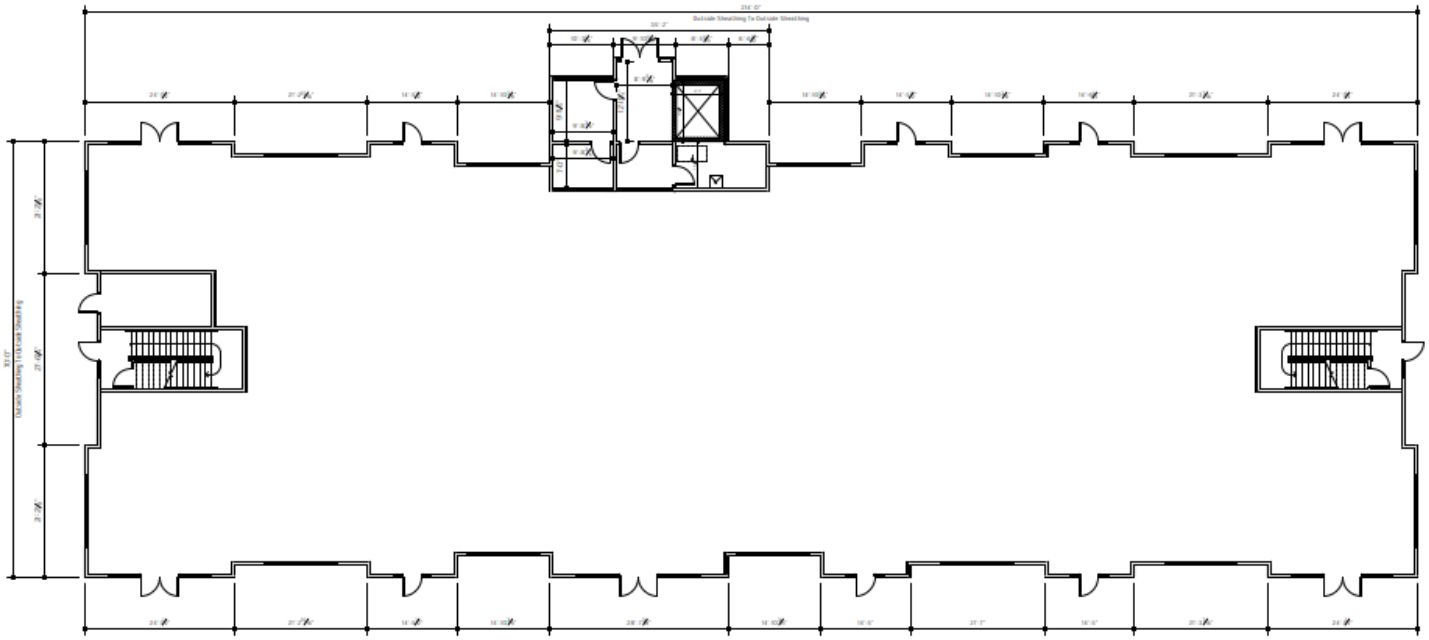


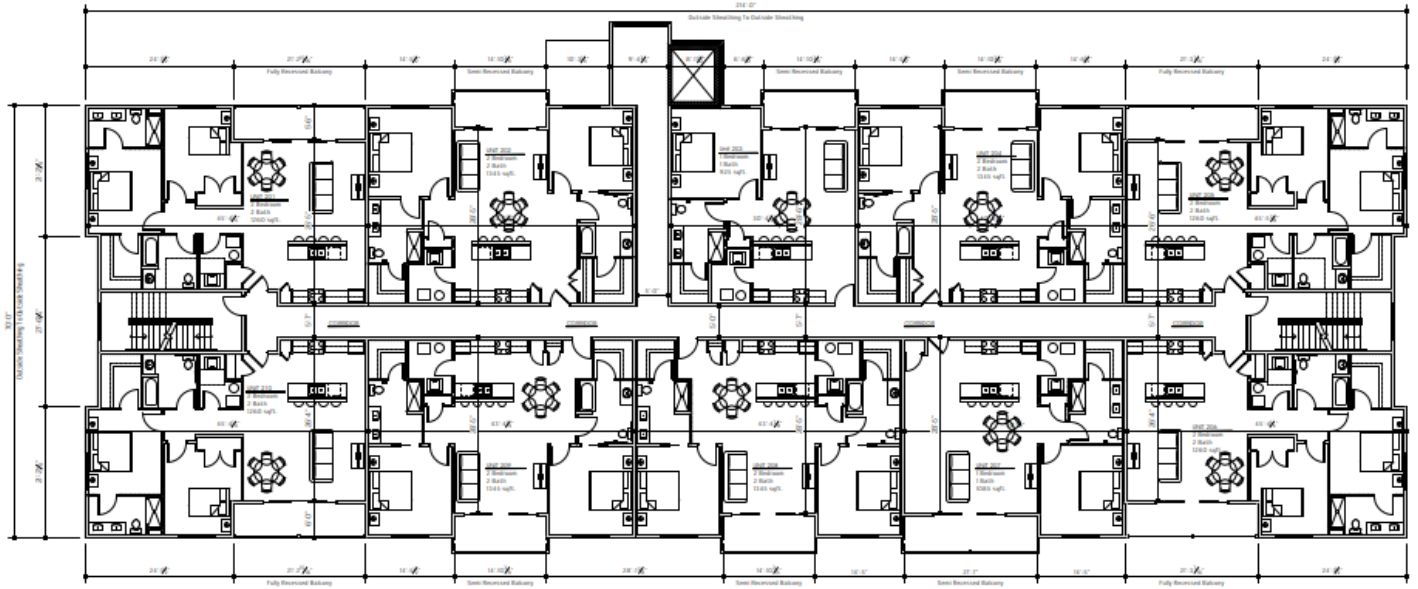
1 A-102 Second Floor Plan
1/8" = 1'-0"

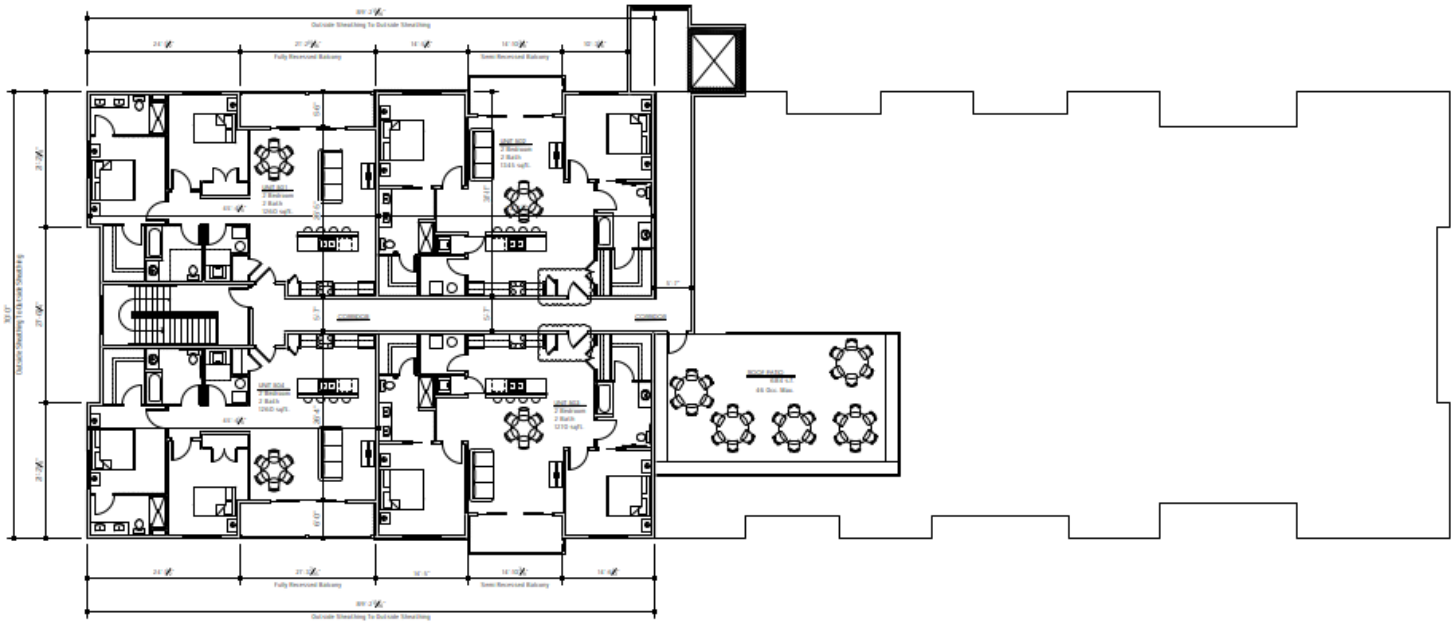
6812, 6814 & 6832 Main Street and 29 & 37 Tennyson Ter (SP-2024-03) (proposed)

- Zoned GB & MFR-5
- 2.23 acres (6812 (0.28 acres), 6814 (0.44 acres), 6832 (0.41 acres), 29 (0.63 acres) 37 (0.47 acres) = 97,138.8 sq. ft.
    - **Building coverage on site = 17,772 sq. ft. or 0.41 acres or 18.3%**
- 3 buildings (total 67,151 sq. ft.)
    - **Building #1 - 4/5 story mixed-use**
        - **14,748 sq. ft. footprint**
        - **1st floor - 13,500 sq. ft. commercial (29% office, 37% retail, 33% restaurant)**
        - **2nd – 5th floors – 49,379 sq. ft. residential (34 units)**
    - Buildings #2 & #3 – Garages A & B
        - 12 total spaces (6 spaces each), 3,024 sq. ft. (1,512 sq. ft. each)
- **TOTAL SQUARE FOOTAGE OF BUILDING #1 (Mixed-Use): 64,127 sq. ft.**
    - **13,500 sq. ft. or 21% commercial**
    - **49,379 sq. ft. or 79% residential**



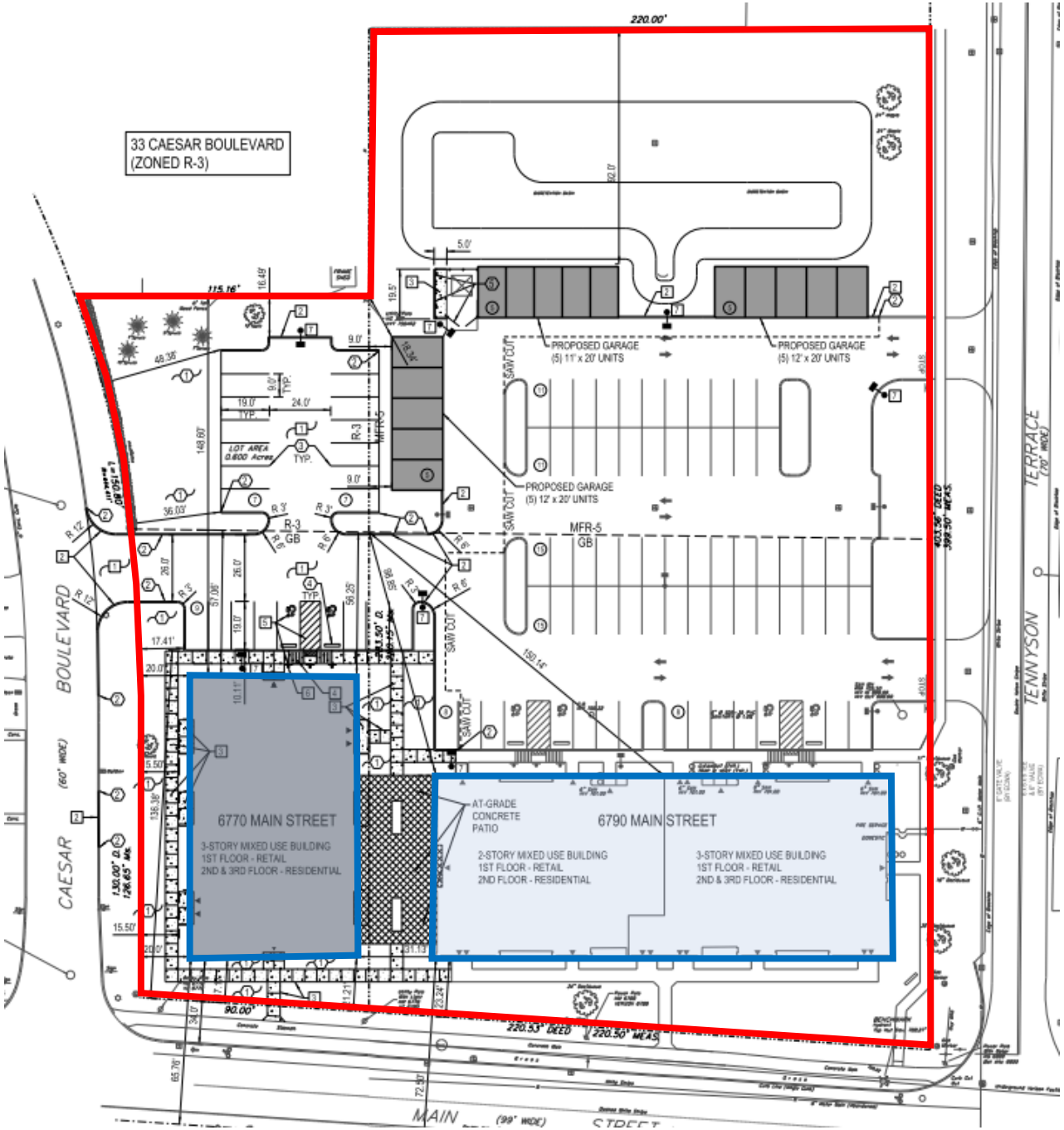






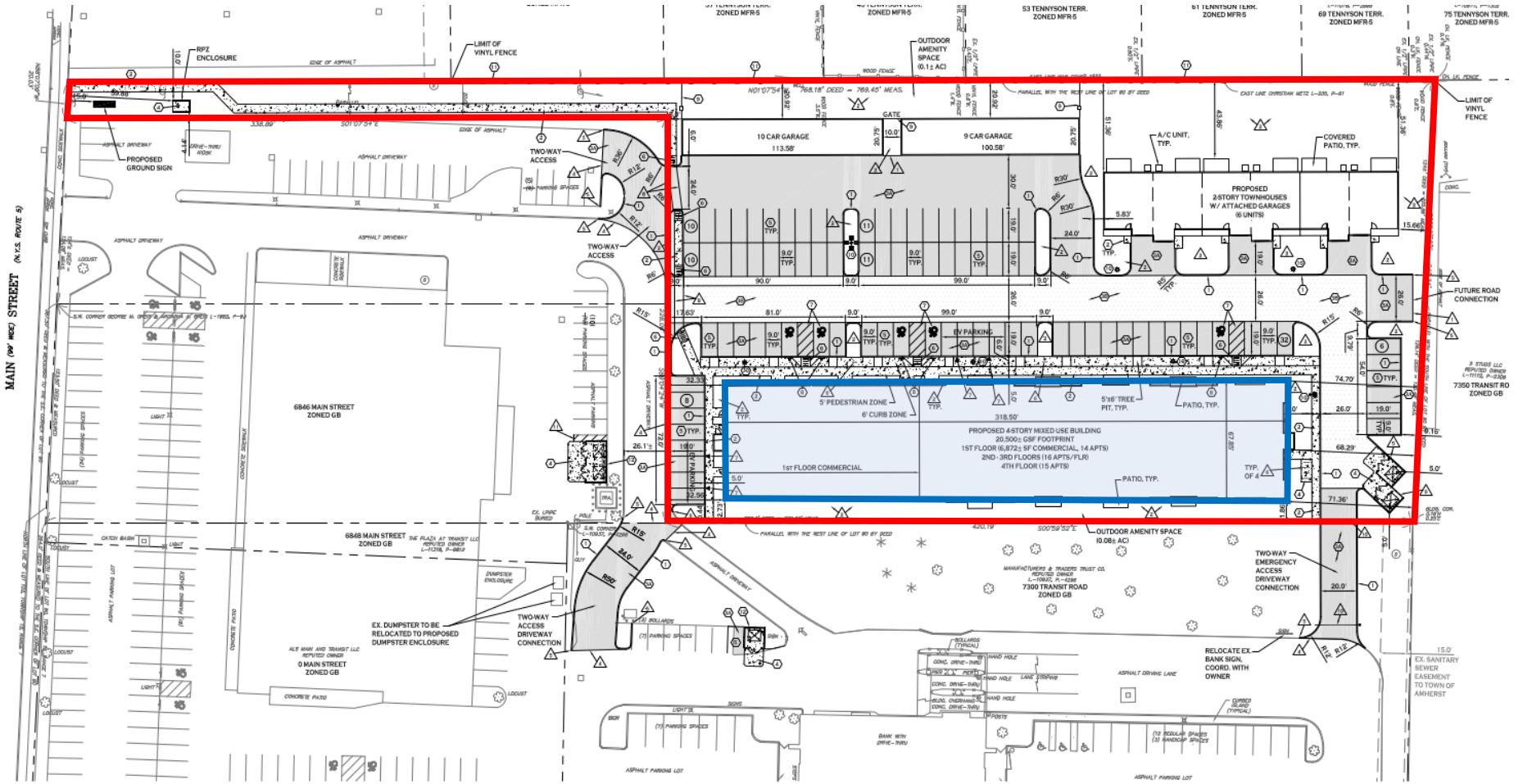
6770-6790 Main Street (SP-2017-18B)

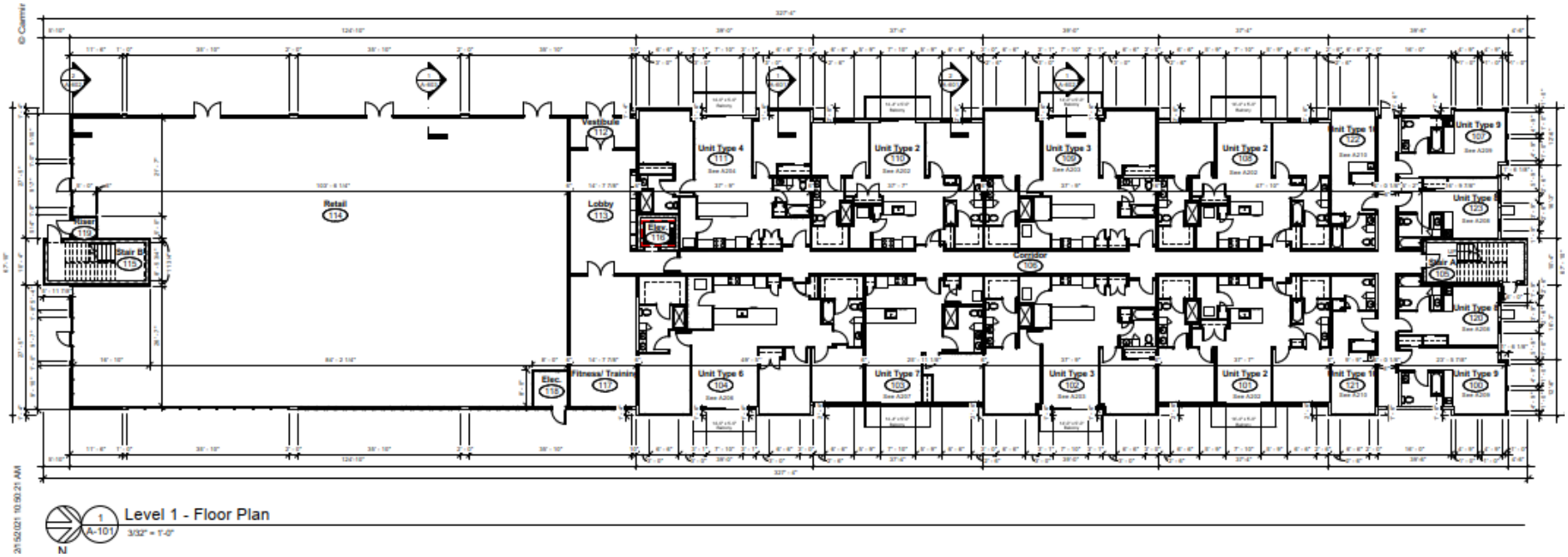
- Zoned GB, R-3 and MFR-5
- 2.6 acres (6770 (0.6 acres), 6790 (2 acres)) = 113,256 sq. ft.
    - **Building coverage on site = 22,370 sq. ft. or 0.51 acres or 19.8%**
- 5 buildings
    - **Building #1 (6790 Main) – 2/3 story mixed-use (29,665 sq. ft.)**
        - **1st floor – 11,855 sq. ft. office**
        - **2nd floor – 11,712 sq. ft. residential (8 units)**
        - **3rd floor – 6,098 sq. ft. residential (4 units)**
    - **Building #2 (6770 Main) – 3 story mixed-use (20,745 sq. ft.)**
        - **1st floor – 6,915 sq. ft. office**
        - **2nd floor – 6,915 sq. ft. residential (6 units)**
        - **3rd floor – 6,915 sq. ft. residential (6 units)**
    - Buildings #3, #4 & #5 – Garages
        - 15 total spaces (5 spaces in 3 buildings), 3,600 sq. ft. (1,200 sq. ft. each)
- **TOTAL SQUARE FOOTAGE OF BUILDINGS #1 & #2 (Mixed-Use): 50,410 sq. ft.**
    - **18,770 sq. ft. or 37.2% office**
    - **31,640 sq. ft. or 62.8% residential**


33 CAESAR BOULEVARD
(ZONED R-3)
220.00'
PROPOSED GARAGE
(5) 11' x 20' UNITS
PROPOSED GARAGE
(5) 12' x 20' UNITS
PROPOSED GARAGE
(5) 12' x 20' UNITS
MFR-5
GB
R-3
GB
R-3
MFRG
LOT AREA
0.600 Acres
6770 MAIN STREET
3-STORY MIXED USE BUILDING
1ST FLOOR - RETAIL
2ND & 3RD FLOOR - RESIDENTIAL
AT-GRADE
CONCRETE
PATIO
6790 MAIN STREET
2-STORY MIXED USE BUILDING
1ST FLOOR - RETAIL
2ND FLOOR - RESIDENTIAL
3-STORY MIXED USE BUILDING
1ST FLOOR - RETAIL
2ND & 3RD FLOOR - RESIDENTIAL
CAESAR BOULEVARD (60' WIDE)
TENNYSON TERRACE (70' WIDE)
MAIN STREET (99' WIDE)
SAW CUT
90.00'
220.53' DEED
220.50' M.E.A.S.

6842 & 6846 Main Street (SP-2021-27) (in construction)

- Zoned DC-5
- 2.58 acres = 112,384.8 sq. ft.
    - **Building coverage on site = 31,301.8 sq. ft. or 0.72 acres or 27.9%**
- 4 buildings
    - **Building #1 - 4 story mixed-use**
        - **20,500 sq. ft. footprint**
        - **1st floor – 6,876 sq. ft. commercial (3,436 sq. ft. retail, 3,436 office), 14 units (13,624 sq. ft.)**
        - **2nd – 3th floors – 41,000 sq. ft. residential (32 units, 16 per floor, 20,500 sq. ft. per floor)**
        - **4th floor – 15 units, 20,500 sq. ft.**
    - Building #2 – 2 story townhomes with attached garages
        - 6 units, 12,716 sq. ft. (6,358 sq. ft. each floor)
    - Building #3 & #4 – Garages
        - 19 total spaces (10 spaces in one (2,356.8 sq. ft.), 9 spaces in other (2,087 sq. ft.)), 4,443.8 sq. ft. total
- **TOTAL SQUARE FOOTAGE OF BUILDING #1 (Mixed-Use): 82,000 sq. ft.**
    - **6,876 sq. ft. or 8.4% commercial (4.2% office)**
    - **75,124 sq. ft. or 91.6% residential**

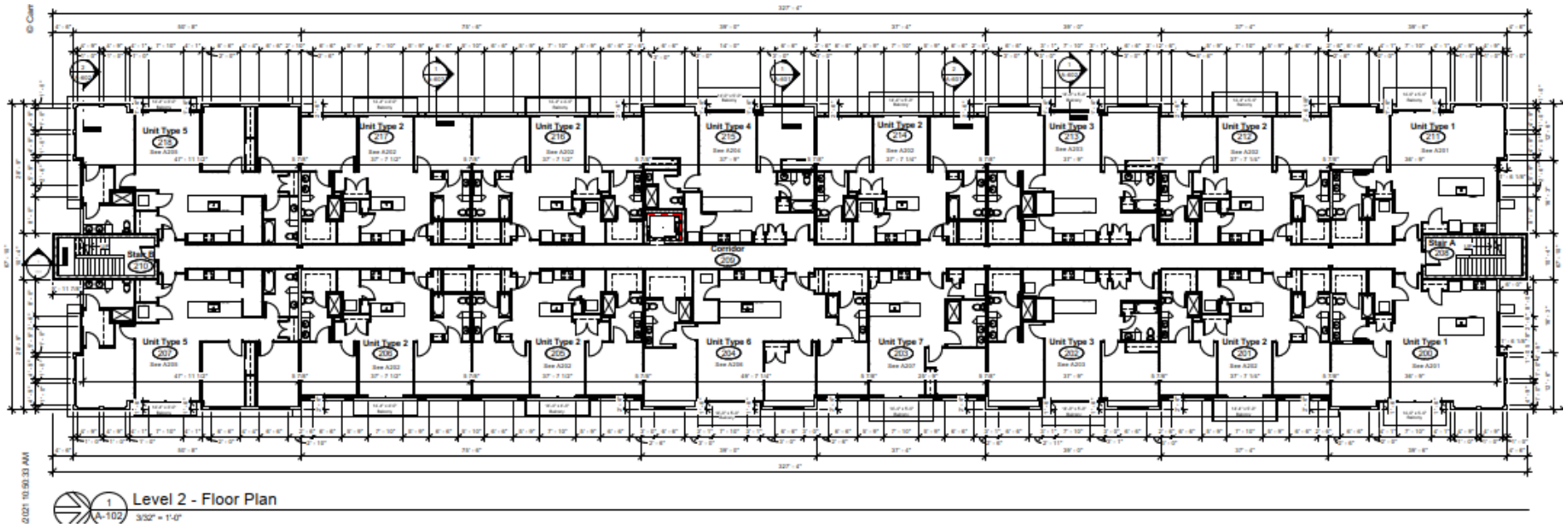

MAIN (90' WIDE) STREET (N.Y.S. ROUTE 5)
RPZ ENCLOSURE
LIMIT OF VINYL FENCE
PROPOSED GROUND SIGN
TWO-WAY ACCESS
TWO-WAY ACCESS
10 CAR GARAGE
113.58'
9 CAR GARAGE
100.58'
GATE
A/C UNIT, TYP.
COVERED PATIO, TYP.
PROPOSED 2-STORY TOWNHOUSES W/ ATTACHED GARAGES (6 UNITS)
LIMIT OF VINYL FENCE
FUTURE ROAD CONNECTION
7350 TRANSIT RD ZONED GB
EV PARKING
5' PEDESTRIAN ZONE
6' CURB ZONE
5'x6' TREE PIT, TYP.
PATIO, TYP.
318.50'
PROPOSED 4-STORY MIXED USE BUILDING
20,500± GSF FOOTPRINT
1ST FLOOR (6,872± SF COMMERCIAL, 14 APTS)
2ND - 3RD FLOORS (16 APTS/FLR)
4TH FLOOR (15 APTS)
1ST FLOOR COMMERCIAL
PATIO, TYP.
6846 MAIN STREET ZONED GB
6848 MAIN STREET ZONED GB
0 MAIN STREET ZONED GB
EX. DUMPSTER TO BE RELOCATED TO PROPOSED DUMPSTER ENCLOSURE
TWO-WAY ACCESS DRIVEWAY CONNECTION
OUTDOOR AMENITY SPACE (0.08± AC)
7300 TRANSIT ROAD ZONED GB
TWO-WAY EMERGENCY ACCESS DRIVEWAY CONNECTION
RELOCATE EX. BANK SIGN, COORD. WITH OWNER
EX. SANITARY SEWER EASEMENT TO TOWN OF AMHERST
OUTDOOR AMENITY SPACE (0.1± AC)
53 TENNYSON TERR. ZONED MFR-5
69 TENNYSON TERR. ZONED MFR-5
75 TENNYSON TERR. ZONED MFR-5



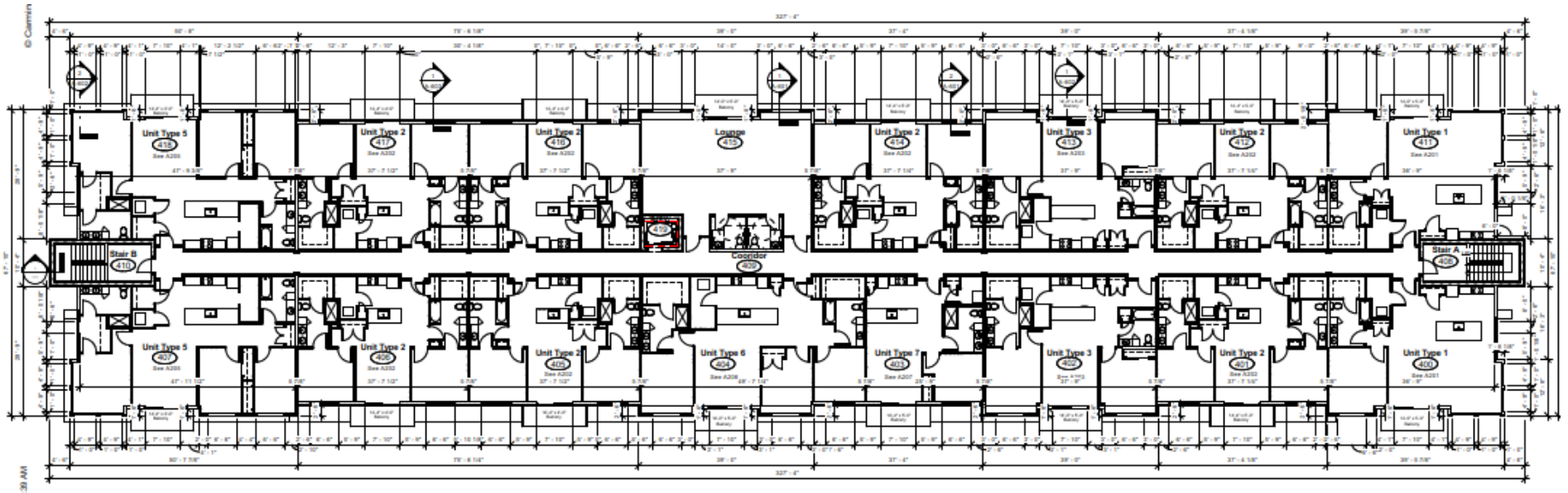
Level 1 - Floor Plan

1 A-101 3/32" = 1'-0"

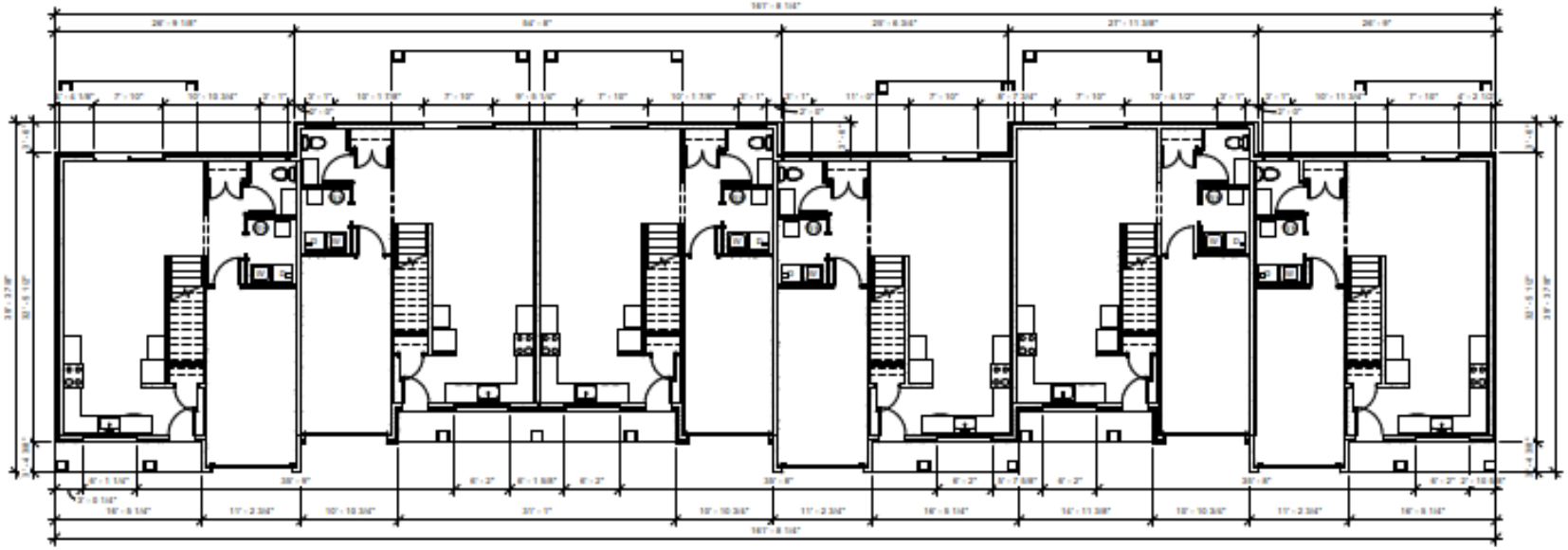
N



1 A-102 Level 2 - Floor Plan
3/32" = 1'-0"



1 A-104 Level 4 - Floor Plan
3/32" = 1'-0"

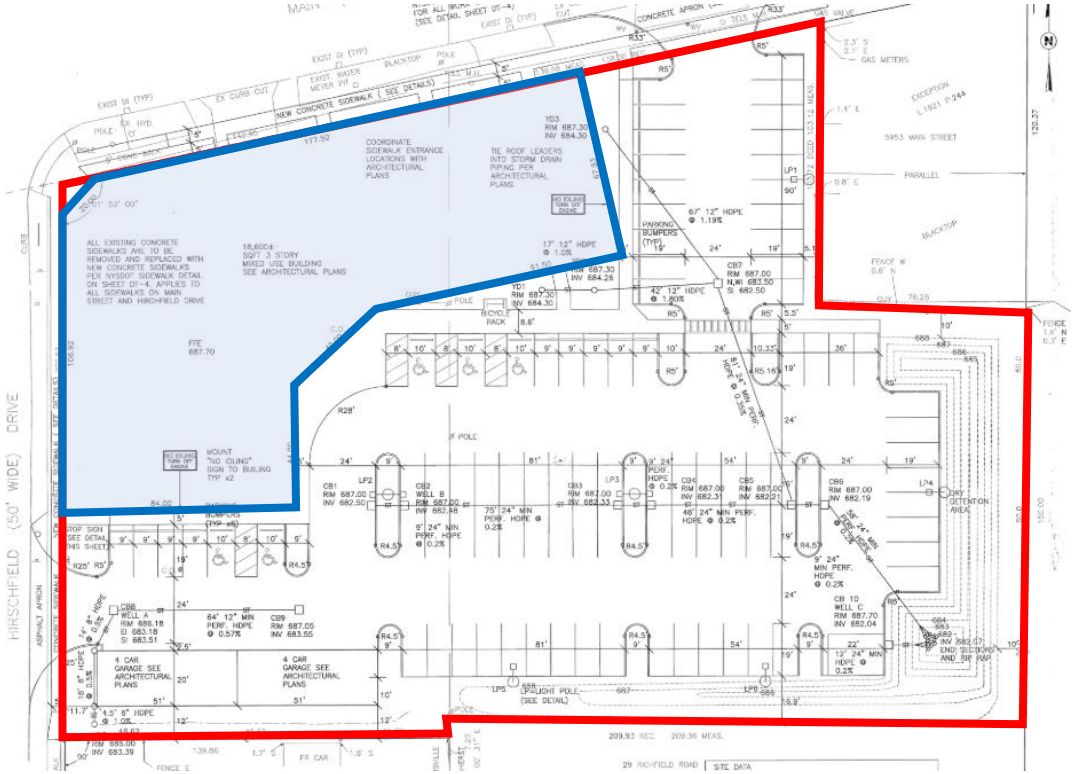


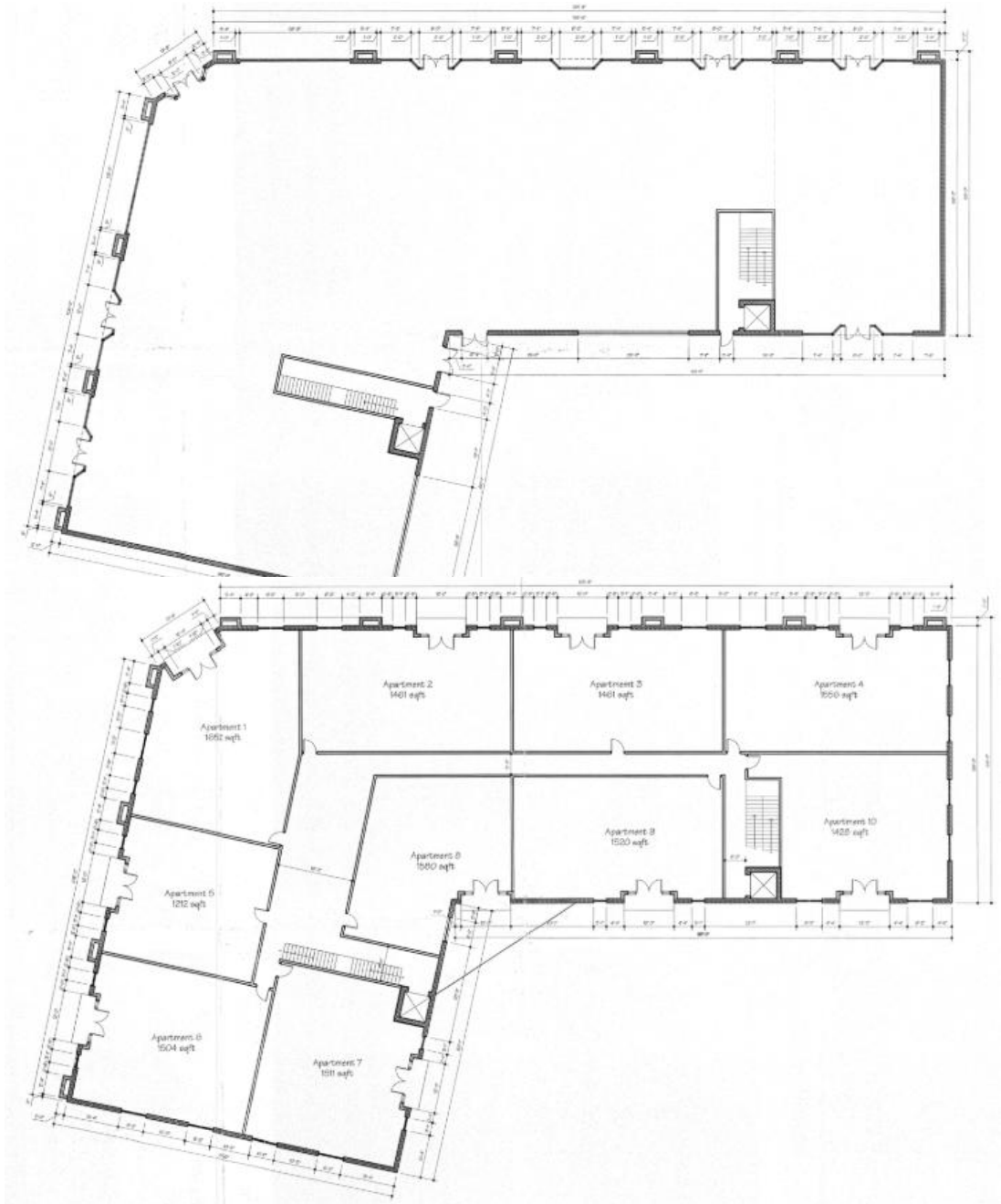
1 A-101 T Level 1
1/8" = 1'-0"

N

5949 & 5951 Main Street and 21 Richfield Rd (SP-2014-15)

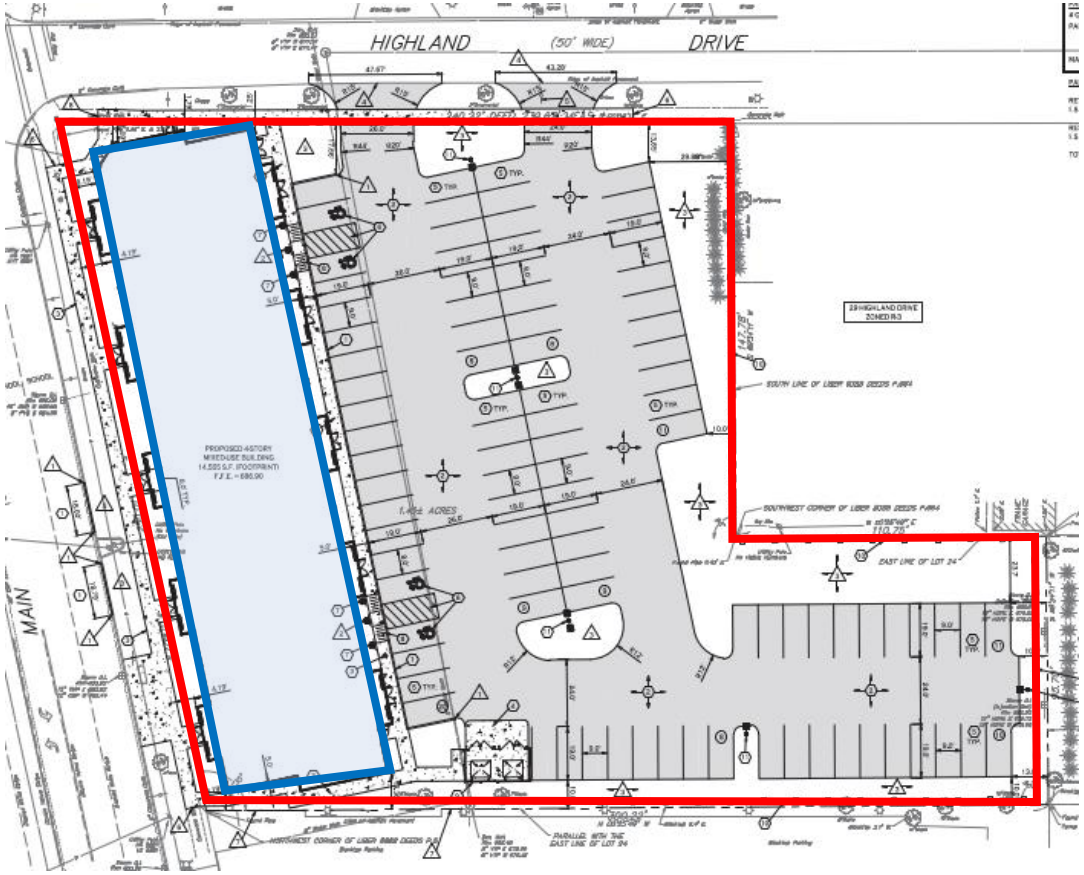
- Zoned GB & R-3 (and MU Village zoning)
- 1.68 acres = 73,180.8 sq. ft.
    - **Building coverage on site = 20,640 sq. ft. or 0.47 acres or 28.2%**
- 2 buildings
    - **Building #1 - 3 story mixed-use**
        - **1st floor – 18,600 sq. ft. commercial**
        - **2nd & 3rd floors – 37,200 sq. ft. residential (20 units)**
    - Building #2 – Garages
        - 8 spaces, 2,040 sq. ft.
- **TOTAL SQUARE FOOTAGE OF BUILDING #1 (Mixed-Use): 55,800 sq. ft.**
    - **18,600 sq. ft. or 33.3% commercial**
    - **37,200 sq. ft. or 66.6% residential**




Apartment 1
1652 sqft
Apartment 2
1461 sqft
Apartment 3
1461 sqft
Apartment 4
1550 sqft
Apartment 5
1212 sqft
Apartment 6
1504 sqft
Apartment 7
1511 sqft
Apartment 8
1580 sqft
Apartment 9
1520 sqft
Apartment 10
1422 sqft

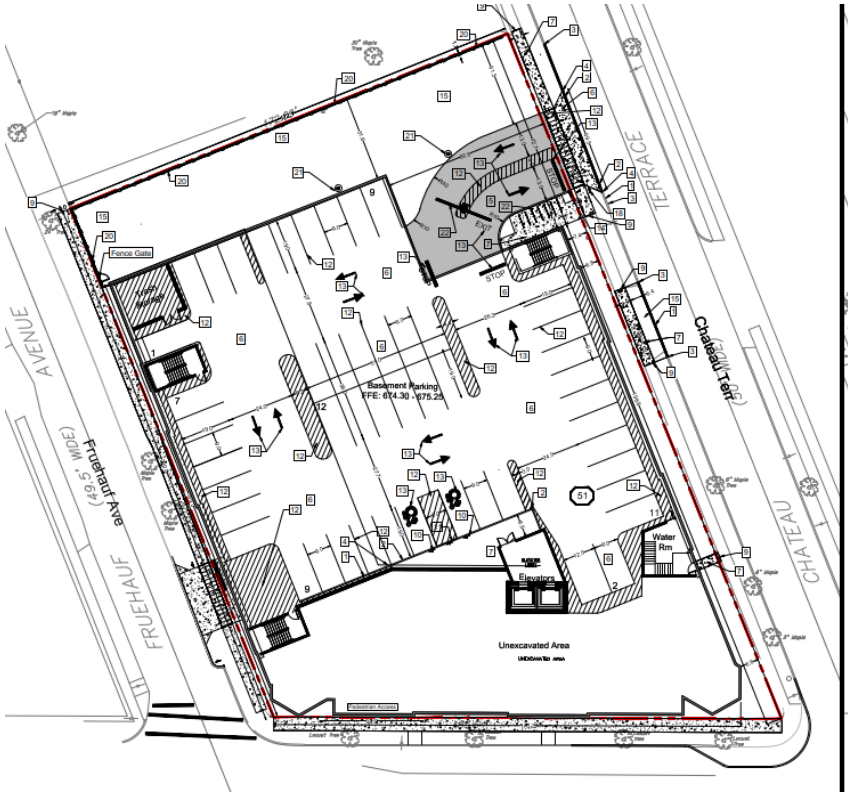
5877 Main Street (Village) (in construction)

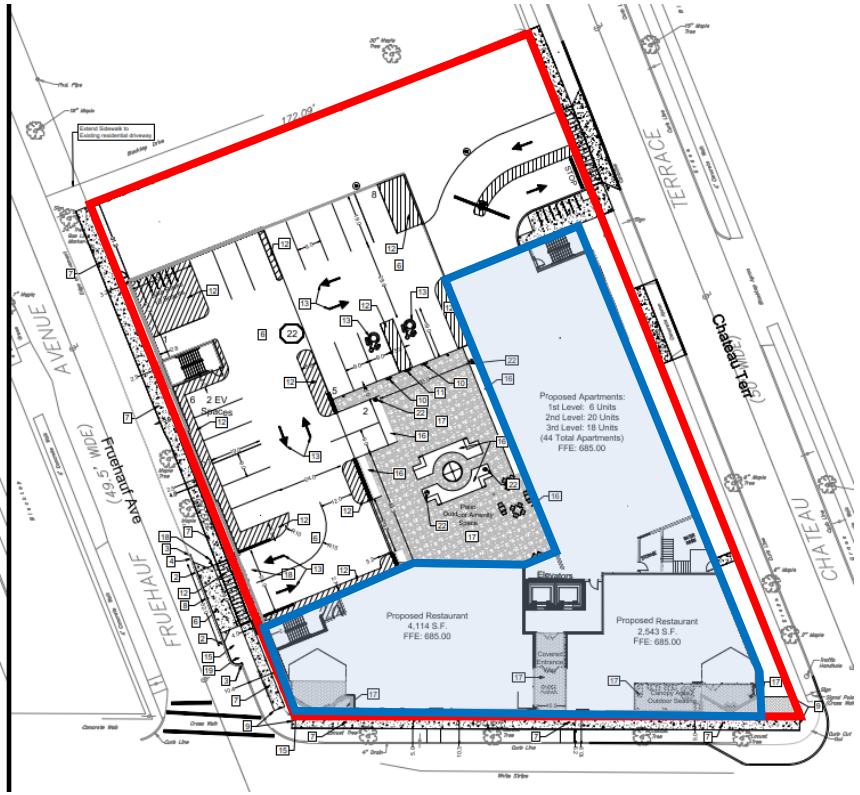
- Zoned MU (Village zoning)
- 1.63 acres = 71,002.8 sq. ft.
    - **Building coverage on site = 15,000 sq. ft. or 0.34 acres or 21.1%**
- 4 story mixed-use
    - **1st floor – 15,000 sq. ft. commercial (50% spa)**
    - **2nd - 4th floors – 45,000 sq. ft. residential (28 units)**
- **TOTAL SQUARE FOOTAGE OF BUILDING: 60,000 sq. ft.**
    - **15,000 sq. ft. or 25% commercial**
    - **45,000 sq. ft. or 75% residential**



4548-4564 Main Street & 17 Fruehauf Ave & 22 Chateau Terrace (SP-2022-11) (in construction)

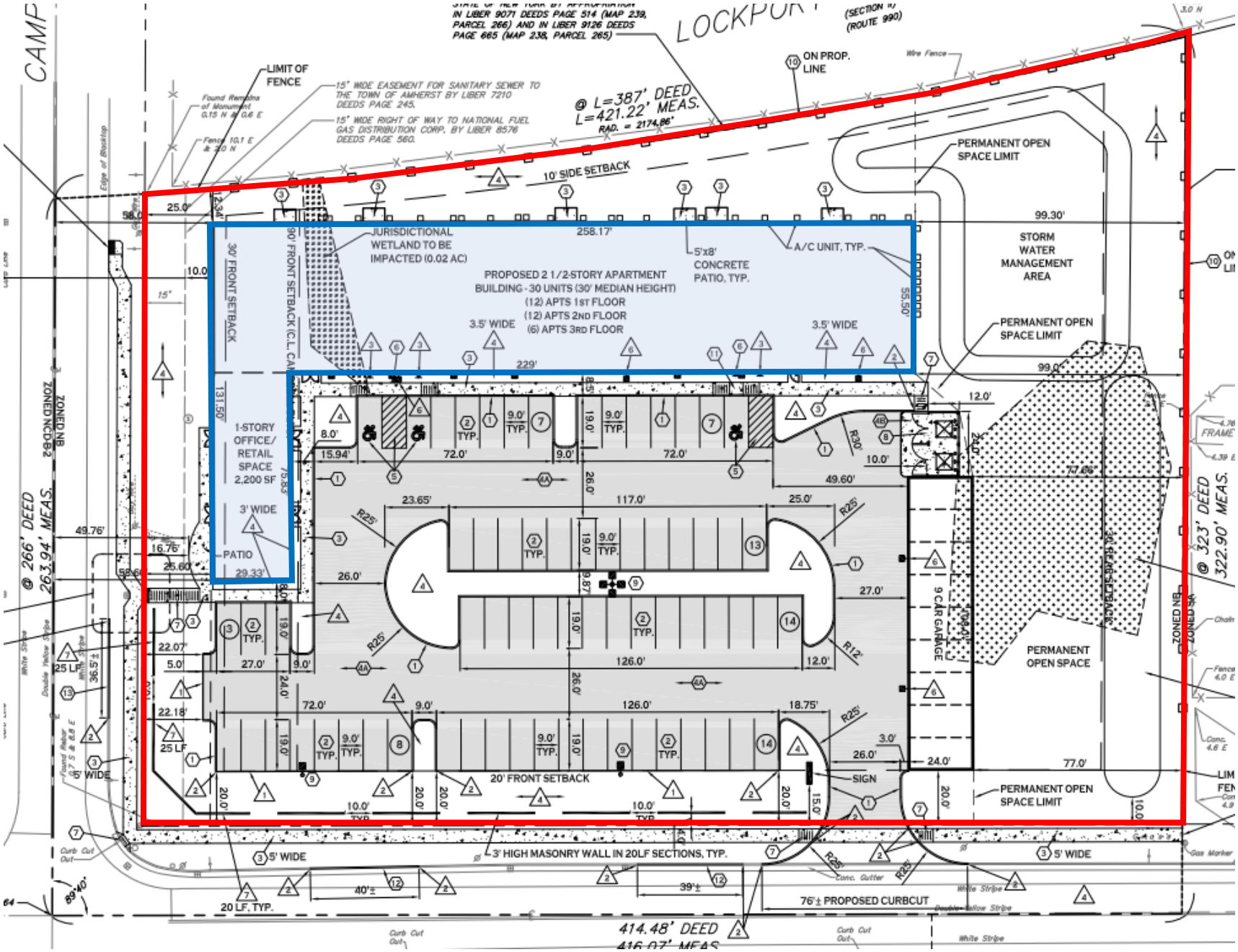
- Zoned TI-2.5
- 0.93 acres = 40,510.8 sq. ft.
    - **Building coverage on site = approximately 12,000 sq. ft. or 0.28 acres or 29.6%**
- **2.5 story mixed-use (3.5 with grade change)**
    - **56,204 sq. ft. of residential throughout**
    - **1st floor – 6,657 sq. ft. commercial (2 restaurants) and 6 units**
    - **2nd floor – 20 units**
    - **3rd floor – 18 units**
- **TOTAL SQUARE FOOTAGE OF BUILDING: 62,861 sq. ft.**
    - **6,657 sq. ft. or 10.6% commercial**
    - **56,204 sq. ft. or 89.4% residential**





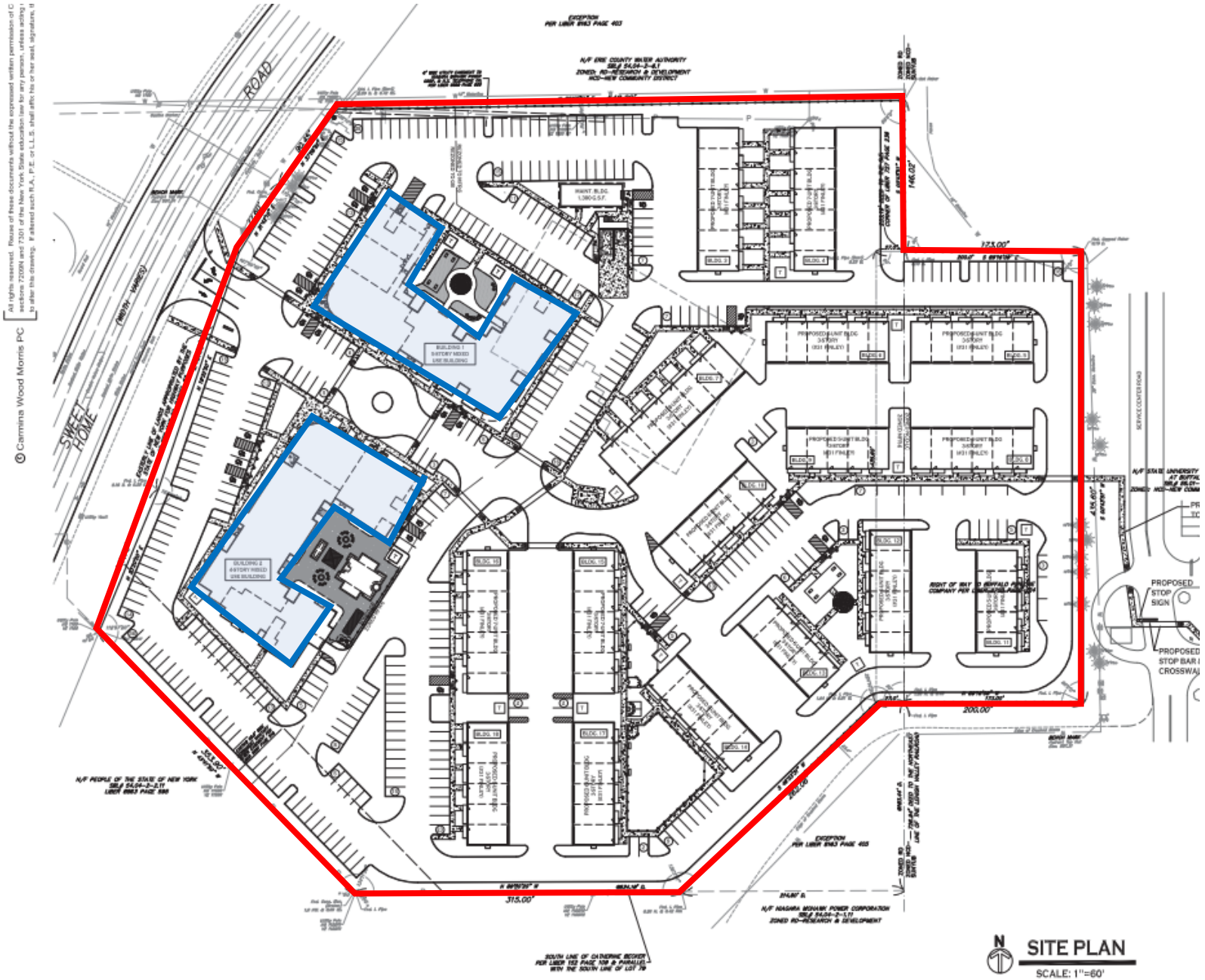
315 Campbell Blvd (SP-2019-01A)

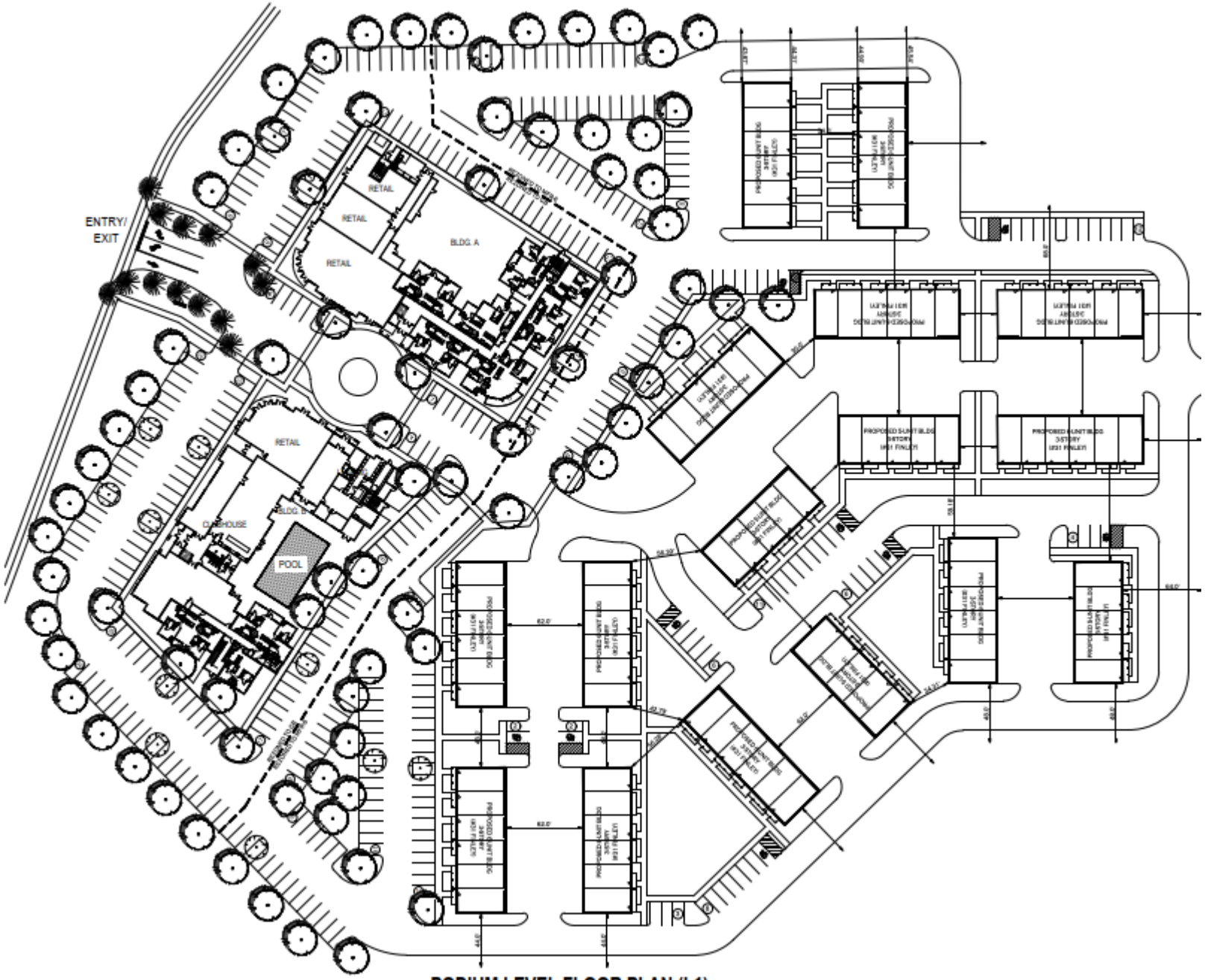
- Zoned NB
- 2.25 acres = 98,010 sq. ft.
    - **Building coverage on site = 19,120.4 sq. ft. or 0.44 acres or 19.5%**
- 2 buildings
    - **Building #1 - 2.5 story mixed-use**
        - **1st floor – 2,200 sq. ft. office/retail and 12 units (14,328.4 sq. ft.) = 16,528.4 sq. ft.**
        - **2nd floor – 14,328.4 sq. ft. residential (12 units)**
        - **3rd floor – 7,164.2 sq. ft. residential (6 units)**
    - Building #2 – Garage
        - 9 spaces, 2,592 sq. ft.
- **TOTAL SQUARE FOOTAGE OF BUILDING: 38,021 sq. ft.**
    - **2,200 sq. ft. or 5.8% commercial**
    - **35,821 sq. ft. or 94.2% residential**


LIMIT OF FENCE
15' WIDE EASEMENT FOR SANITARY SEWER TO THE TOWN OF AMHERST BY LIBER 7210 DEEDS PAGE 245.
15' WIDE RIGHT OF WAY TO NATIONAL FUEL GAS DISTRIBUTION CORP. BY LIBER 8576 DEEDS PAGE 560.
@ L=387', DEED
L=421.22', MEAS.
RAD. = 2174.86'
ON PROP. LINE
10' SIDE SETBACK
PERMANENT OPEN SPACE LIMIT
99.30'
STORM WATER MANAGEMENT AREA
JURISDICTIONAL WETLAND TO BE IMPACTED (0.02 AC)
PROPOSED 2 1/2-STORY APARTMENT BUILDING - 30 UNITS (30' MEDIAN HEIGHT)
(12) APTS 1ST FLOOR
(12) APTS 2ND FLOOR
(6) APTS 3RD FLOOR
5'x8' CONCRETE PATIO, TYP.
A/C UNIT, TYP.
3.5' WIDE
258.17'
229'
55.50'
30' FRONT SETBACK
90' FRONT SETBACK (C.L. CAMP)
131.50'
1-STORY OFFICE/ RETAIL SPACE 2,200 SF
3' WIDE
PATIO
29.33'
ZONED NB
ZONED NC&2
@ 266' DEED
263.94' MEAS.
@ 323' DEED
322.90' MEAS.
117.0'
126.0'
72.0'
49.60'
77.00'
9 CAR GARAGE
PERMANENT OPEN SPACE
20' FRONT SETBACK
SIGN
3' HIGH MASONRY WALL IN 20LF SECTIONS, TYP.
5' WIDE
76'± PROPOSED CURBCUT
414.48' DEED
416.07' MEAS.
20 LF, TYP.
25 LF
6' WIDE

1185 Sweet Home (SP-2018-19)

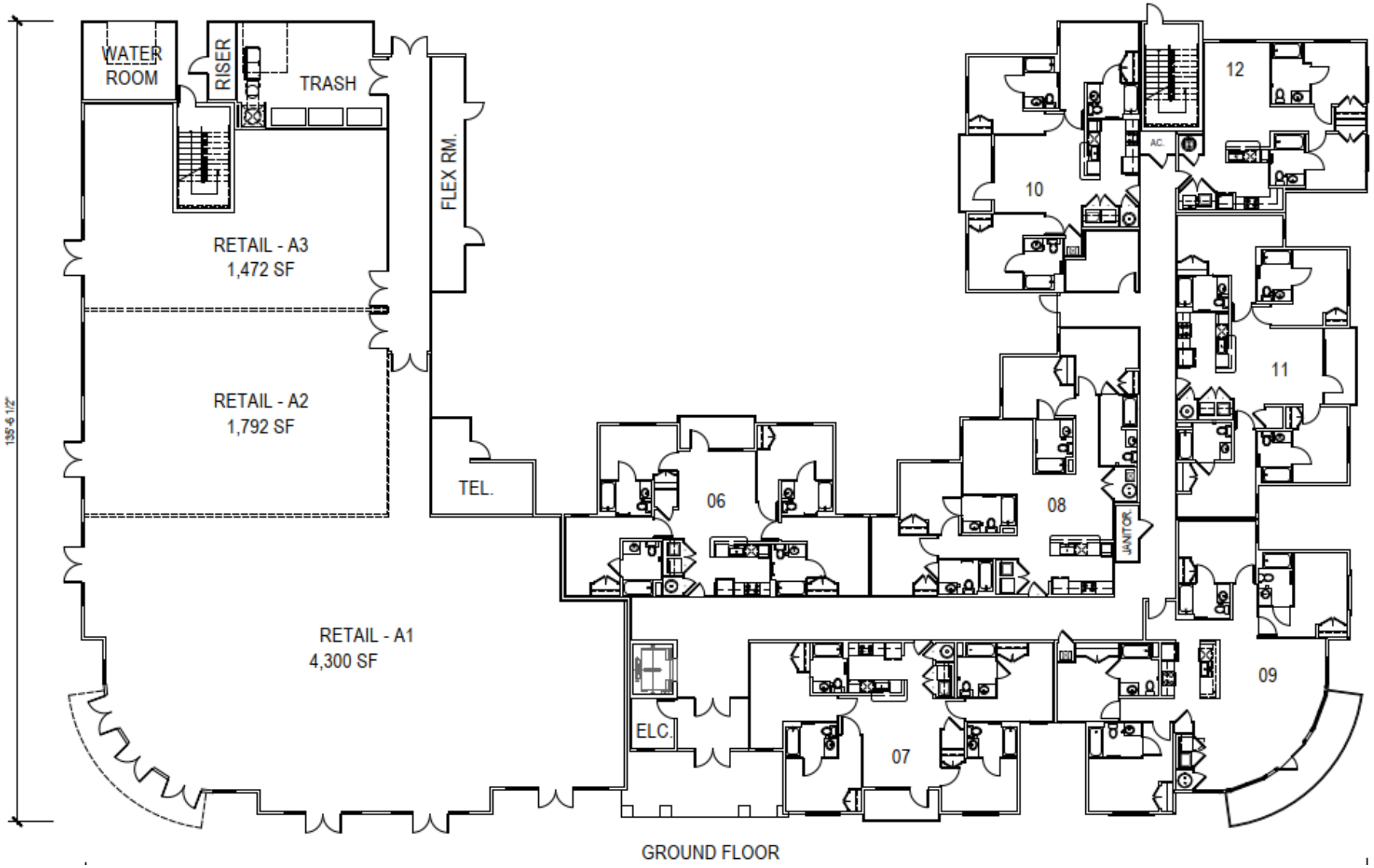
- Zoned GB, MFR-6 and NCD-LC
- 12.9 acres = 561,924 sq. ft.
    - **Building coverage (of mixed-use buildings) = approximately 46,500 sq. ft. or 1.1 acres or 8.2%**
- 19 buildings (196 total residential units, 97 units in mixed-use buildings #1 & #2)
    - **Building #1 – 5 story mixed-use (approximately 120,264 gross sq. ft.)**
        - **1st floor – 7,564 sq. ft. commercial, 7 units (total approximately 23,100 sq. ft.)**
        - **2nd – 5th floors – approximately 97,164 sq. ft. residential (24,291 sq. ft. per floor), 48 units (12 units each floor)**
    - **Building #2 – 4 story mixed-use (approximately 117,096 gross sq. ft.)**
        - **1st floor – 2,890 sq. ft. commercial, 3 units (total approximately 23,400 sq. ft.)**
        - **2nd - 4th floors – approximately 93,696 sq. ft. residential (23,400 sq. ft. per floor), 39 units (13 units each floor)**
    - Buildings #3 - #18 – 3 story residential buildings (99 4-bedroom units)
        - #3, #4, #15, #16 – 7 units each
        - #5, #6, #8, #10, #12, #14, #17, #18 – 6 units each
        - #7 – 8 units
        - #9, #11, #13 – 5 units
    - Maintenance Building
        - 1,300 sq. ft.
- **TOTAL SQUARE FOOTAGE OF BUILDINGS #1 & #2: 237,360 sq. ft.**
    - **10,454 sq. ft. or 4.4% commercial**
    - **226,906 sq. ft. or 95.6% residential**


SITE PLAN
SCALE: 1"=60'
N
PROPOSED STOP SIGN
PROPOSED STOP BAR & CROSSWALK
SWEET HOME ROAD
315.00'
200.00'
173.00'
146.02'
© Caminis Wood Morris PC

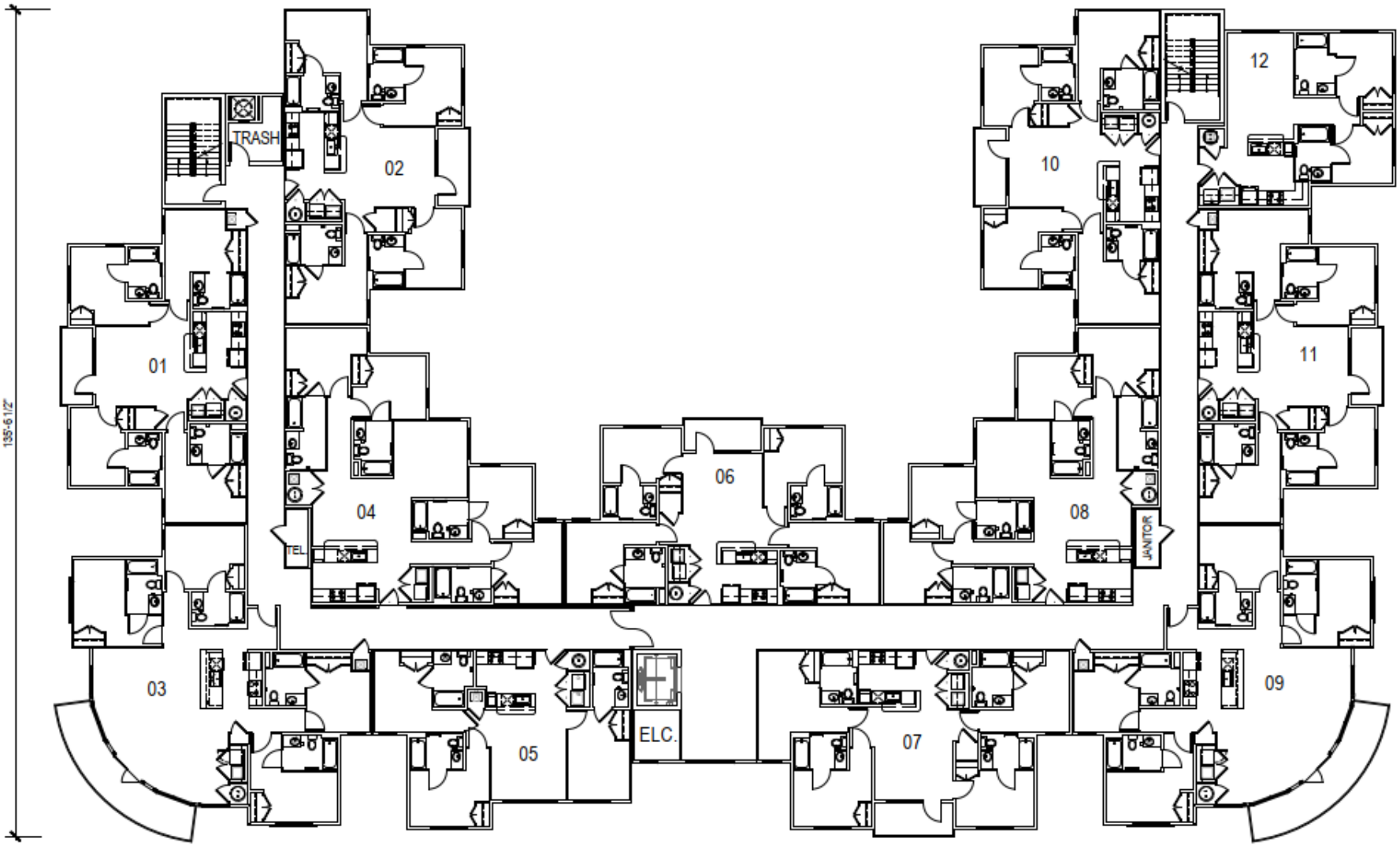


PODIUM LEVEL FLOOR PLAN (L1)

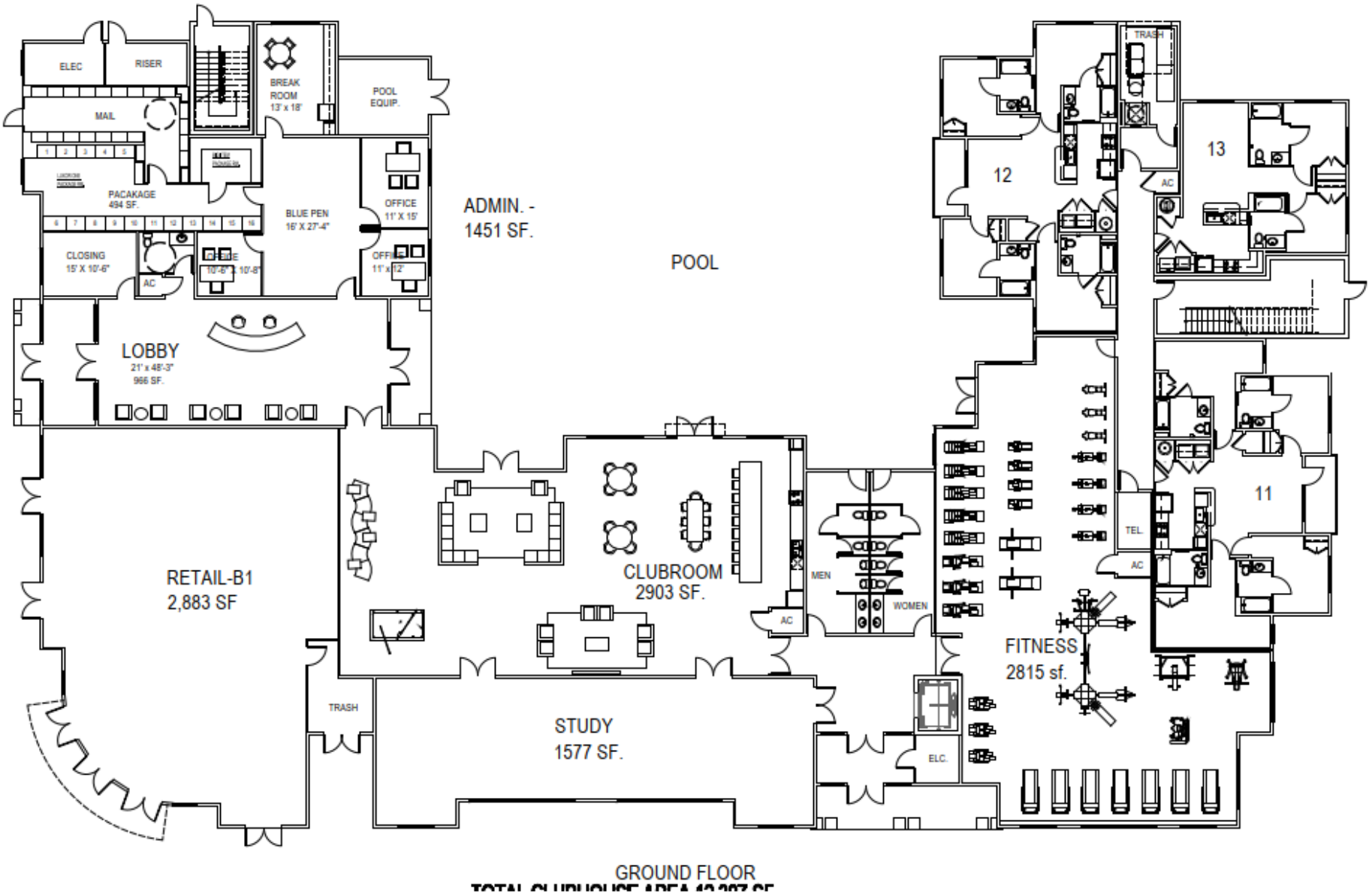
BUILDING #1 GROUND FLOOR PLAN



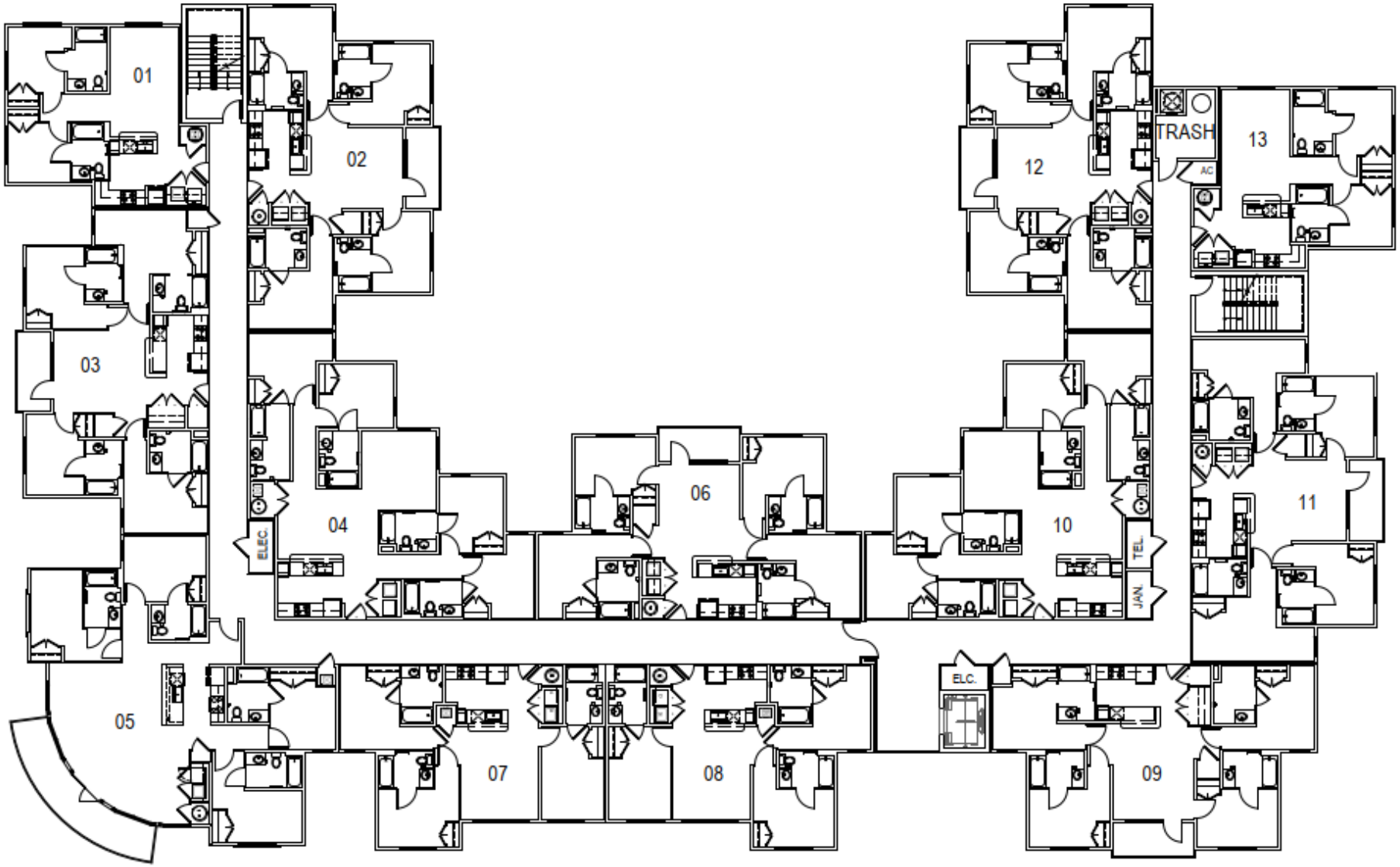
BUILDING #1 UPPER FLOOR PLAN



BUILDING #2 GROUND FLOOR PLAN



BUILDING #2 UPPER FLOOR PLAN



TYPICAL FLOOR

APPENDIX B

TOWN LAND USE ANALYSIS NOTES

Town Land Use Analysis Notes

TAZ 668

- 2019 Units: 0
- 2024 Units: 0
- 2019 Commercial – Retail SF: 0
- 2019 Commercial – Office SF: 0
- 2024 Commercial - Retail SF: 0
- 2024 Commercial – Office SF: 0
- TAZ to remain unchanged – only a very small portion of the TAZ is within the BCD GEIS boundary and that portion contains no developable land as it is part of the I-290 right-of-way

TAZ 676

- 2019 Units: 200
- 2024 Units: 78
- 2019 Commercial – Retail SF: 440,000
- 2019 Commercial – Office SF: 290,000
- 2024 Commercial – Retail SF: 82,062
- 2024 Commercial – Office SF : 0
- The shopping center known as Consumer Square/The Boulevard is likely to remain largely unchanged over the 20 year growth period, with the exception of some infill of the parking area with liner buildings similar in size and location to existing buildings along the central drive aisle. These would likely be 1-story buildings with smaller retail and/or restaurant space
- The residential area to the north of Ridge Lea Road is assumed to be suitable for redevelopment into a mix of uses due to its proximity to the shopping center to the south and the I-290 to the north, and its location away from single-family residential uses

TAZ 677

- 2019 Units: 500
- 2024 Units: 494
- 2019 Commercial – Retail SF: 200,000
- 2019 Commercial – Office SF: 100,000
- 2024 Commercial – Retail SF: 109,678
- 2024 Commercial – Office SF: 0

- The area north of the Boulevard Towers Apartments has the potential to add additional housing units in a larger underutilized open area/green space
- The area just east of the Meyer Pointe Senior Apartments has the potential to redevelop, with commercial along the Niagara Falls Boulevard frontage and more residential, possibly similar in use with either senior or market rate apartments, adjacent to the existing senior apartments.
- The area east of Premier Wine & Spirits and west of Tops Friendly Markets, between Meyer Road and Maple Road, has the potential to redevelop with commercial uses along Maple Road and residential along Meyer Road to mirror the Boulevard Towers Apartments to the north
- Some of the only remaining single-family homes and smaller vacant lands along Meyer Road closer to North Bailey Avenue have the potential to be developed as a mix of uses

TAZ 678

- 2019 Units: 1,140
- 2024 Units: 1,140
- 2019 Commercial – Retail SF: 100,000
- 2019 Commercial – Office SF: 35,000
- 2024 Commercial - Retail SF: 299,265
- 2024 Commercial – Office SF: 99,755
- There is a large potential for larger scale mixed-use in the majority of this TAZ
- The area between Maple Road, Sweet Home Road and the I-290 is isolated from single-family residential and contains an older office building and Motel6 that could either be converted to more housing or entirely demolished to become mixed-use buildings
- The Maple Ridge Plaza is largely underutilized with large parking areas and high turnover or vacancy rates within the existing plaza. There is interest from the property owners to infill outparcels or entirely redesign the plaza using the mixed-use zoning districts.
- The corner of North Bailey Avenue and Maple Road, extending east to the Sweet Home Middle School property, is another location with high turnover in tenants (especially in the larger buildings towards Meyer Road) and is a large area that has the potential to transform into a mixed-use center utilizing the mixed-use districts.

TAZ 679

- 2019 Units: 180
- 2024 Units: 0
- 2019 Commercial – Retail SF: 310,000
- 2019 Commercial – Office SF: 10,000
- 2024 Commercial - Retail SF: 310,159

- 2024 Commercial – Office SF: 0
- This area was rezoned using the mixed-use zoning districts back in 2020 but has recently been reverted back to Shopping Center (SC) zoning
- A redevelopment project was recently approved for this site, containing a large footprint Costco with related fueling station, a 2-story Dick's Sporting Goods store, and a warehouse for operations related to Delta Sonic. The KeyBank building is slated to remain but adding approximately 600 employees relocated from a different KeyBank facility, which necessitated a recent parking expansion project.
- The warehouse portion of the approved project may change in the near future, with either more commercial or entertainment uses; as such, the Town identified the southern portion of this TAZ to have potential for redevelopment with different commercial uses in the future

TAZ 680

- 2019 Units: 180
- 2024 Units: 43
- 2019 Commercial – Retail SF: 30,000
- 2019 Commercial – Office SF: 20,000
- 2024 Commercial – Retail SF: 28,622
- 2024 Commercial – Office SF: 0
- This TAZ consists mainly of residential uses, except for uses along Sheridan Drive
- There is slight mixed-use redevelopment potential (either housing or retail/commercial) at the corner of Sheridan Drive and Alberta Drive as the area contains older office buildings

TAZ 681

- 2019 Units: 50
- 2024 Units: 50
- 2019 Commercial – Retail SF: 40,000
- 2019 Commercial – Office SF: 25,000
- 2024 Commercial - Retail SF: 65,350
- 2024 Commercial – Office SF: 0
- It is assumed that the Wegmans building and related parking area to the south will remain within the 20 year growth period.
- The current Ashley Furniture store at the southern end of the TAZ has the potential for mixed-use redevelopment, either with commercial mirroring redevelopment in the Boulevard Mall TAZ to the west or along the drive aisle in the center of the parcel, with either upper story housing or town homes for transitions to the adjacent residential neighborhoods.

TAZ 682

- 2019 Units: 1,700
- 2024 Units: 1,551
- 2019 Commercial – Retail SF: 190,000
- 2019 Commercial – Office SF: 127,000
- 2024 Commercial - Retail SF: 831,015
- 2024 Commercial – Office SF: 158,013
- This TAZ contains the Boulevard Mall and large retail shopping plazas to the south which contain the most redevelopment potential within the BCD.
- The Boulevard Central District Urban Renewal Plan, adopted in 2022, outlines community goals and objectives that direct the outcomes the Town is seeking in the redevelopment of the Mall site and larger Urban Renewal Area. The proposed future land uses outlined in Figure 3 reflect these goals and objectives and balance the various interests on site, and include:
- Higher-density mixed-uses applied to a larger portion of the TAZ than currently zoned in order to meet housing and economic development goals.
- Frontages along the major roadways (Niagara Falls Boulevard, Maple Road and Sheridan Drive) are assumed to remain a majority of commercial uses at about 1-2 stories in height.
- Focus on more vertical mixed-uses further east into the Boulevard Mall and shopping plaza sites, as the eastern roads that perimeter the TAZ are less intensive than Maple Road and Niagara Falls Boulevard, and more favorable to residential environments.
- The shopping plaza to the south of the Mall site is large and currently contains vacant big box stores, giving the potential for mixed-use center redevelopment, continuing the Mall vision further south.
- The TAZ estimates reflect anticipated full build-out within the 20 year timeframe, as the Town is actively driving redevelopment of the site.

TAZ 683

- 2019 Units: 150
- 2024 Units: 269
- 2019 Commercial – Retail SF: 125,000
- 2019 Commercial – Office SF: 85,000
- 2024 Commercial - Retail SF: 51,799
- 2024 Commercial – Office SF: 0
- It is assumed that the majority of this TAZ will remain unchanged and continue to operate one of the region's largest car dealerships (Northtown Automotive) within the 20-year growth period.
- A small area north of Hartford Road containing a few single-family homes and two-unit/duplex buildings, adjacent to the Shaarey Zedek Apartments, could redevelop to

include more housing units in a larger multi-family building/complex or could be utilized by Northtown as well.

TAZ 684

- 2019 Units: 50
- 2024 Units: 50
- 2019 Commercial – Retail SF: 100,000
- 2019 Commercial – Office SF: 70,000
- 2024 Commercial - Retail SF: 13,875
- 2024 Commercial – Office SF: 0
- The majority of this TAZ contains a single-family neighborhood except for the frontage along Sheridan Drive between North Bailey Avenue and Sweet Home Road
- Walmart is likely to remain, although could change over to more warehousing/distribution if in-store shopping continues to decline in favor of online shopping, reducing the need for some of the parking
- The plaza at the corner of Sheridan and Sweet Home that extends along the Sheridan frontage has the potential to redevelop into a mix of uses.

TAZ 686

- 2019 Units: 115
- 2024 Units: 115
- 2019 Commercial – Retail SF: 24,000
- 2019 Commercial – Office SF: 20,000
- 2024 Commercial - Retail SF: 69,845
- 2024 Commercial – Office SF: 0
- The majority of this TAZ contains a single-family home neighborhood except for frontages along Sheridan Drive and Millersport Highway which have some limited potential for additional commercial/mixed-use redevelopment, specifically with the older office and motor service uses on Sheridan Drive, the larger City Mattress building at the corner of Sheridan and Millersport, and the Homewood Suites by Hilton on Millersport near the I-290 ramp.

TAZ 687

- 2019 Units: 205
- 2024 Units: 385
- 2019 Commercial – Retail SF: 30,000
- 2019 Commercial – Office SF: 92,000
- 2024 Commercial - Retail SF: 0

- 2024 Commercial – Office SF: 0
- Although currently not zoned mixed-use, portions of the University Corporate Centre Office Park, accessed off of Maple Road and adjacent to the I-290, could host infill residential or office.
- It is assumed that St. Leo's Church and School and the Town's Eggertsville Community Park will remain over the 20-year growth period. If it were to redevelop, it would include more civic or community space and would not contribute more units of commercial square footage.

TAZ 688

- 2019 Units: 75
- 2024 Units: 118
- 2019 Commercial – Retail SF: 47,000
- 2019 Commercial – Office SF: 40,000
- 2024 Commercial - Retail SF: 147,657
- 2024 Commercial – Office SF: 0
- The majority of this TAZ contains a single-family neighborhood except for frontage along Maple Road
- It is assumed that the area at the corner of Maple Road and North Bailey Avenue will continue to have a majority of commercial land uses, with potential for some of the office buildings to convert to commercial uses.
- The frontage on Maple Road east of Hillcrest Drive has older buildings that have seen some turnover and vacancy in recent years and could redevelop to include smaller multi-family residential buildings to buffer single-family homes to the south.

TAZ 699

- 2019 Units: 20
- 2024 Units: 20
- 2019 Commercial – Retail SF: 70,000
- 2019 Commercial – Office SF: 60,000
- 2024 Commercial - Retail SF: 7,000
- 2024 Commercial – Office SF: 0
- The BCD GEIS contains only a smaller portion of this TAZ at the corner of Harlem Road and Sheridan Drive at the I-290
- It is assumed that the existing office buildings could be redeveloped into a mix of uses on this site, with retail on the bottom and residential above.

TAZ 701

- 2019 Units: 0
- 2024 Units: 0
- 2019 Commercial – Retail SF: 20,000
- 2019 Commercial – Office SF: 18,000
- 2024 Commercial - Retail SF: 0
- 2024 Commercial – Office SF: 0
- The only areas in this TAZ contained in the BCD GEIS boundary are the shallow parcels along Sheridan Drive and at the corner of Millersport Highway
- The Town is assuming that because of the shallowness of these parcels, the buildings will be reused or repurposed in their current states for similar commercial or office uses, causing no change in residential units or commercial/office square footage within this TAZ.

TAZ 702

- 2019 Units: 75
- 2024 Units: 200
- 2019 Commercial – Retail SF: 4,000
- 2019 Commercial – Office SF: 2,000
- 2024 Commercial - Retail SF: 52,500
- 2024 Commercial – Office SF: 17,500
- The corner of Bailey Avenue and Sheridan Drive has the potential to redevelop with a mix of uses – the Rite Aid store is closing and there are some smaller commercial buildings that could be redeveloped
- It is proposed that there could be additional commercial square footage in this area of the TAZ than what was projected in 2019 (up to 10,000 SF)

TAZ 705

- 2019 Units: 300
- 2024 Units: 320
- 2019 Commercial – Retail SF: 100,000
- 2019 Commercial – Office SF: 75,000
- 2024 Commercial - Retail SF: 84,000
- 2024 Commercial – Office SF: 28,000
- This TAZ has potential for redevelopment with a mix of uses, particularly the area at Eggert Road, Bailey Avenue and Sheridan Drive where marginal, older buildings exist. Although an At Home retail store recently utilized an existing building in this area, it is likely it could vacate this site within the 20-year growth period. This area could host a majority of housing with retail on the first floor.

TAZ 708

- 2019 Units: 35
- 2024 Units: 90
- 2019 Commercial – Retail SF: 42,000
- 2019 Commercial – Office SF: 29,000
- 2024 Commercial – Retail SF: 31,394
- 2024 Commercial – Office SF: 0
- The only site the Town sees as having potential to redevelop in this TAZ is the area along Sheridan Drive that contains the current Ethan Allen store and Sheridan Family Restaurant, which could contain a mix of uses, likely office space, to compliment neighboring medical uses with some upper floor residential as well.

TAZ 709

- 2019 Units: 25
- 2024 Units: 0
- 2019 Commercial – Retail SF: 6,000
- 2019 Commercial – Office SF: 6,000
- 2024 Commercial - Retail SF: 74,456
- 2024 Commercial – Office SF: 0
- The BCD GEIS contains only a smaller portion of this TAZ along Sheridan Drive
- The Town assumes that because of the shallow parcels, there will be little redevelopment potential except for reutilization and repurposing of existing buildings with similar uses. An exception is the small area near Millersport Highway that includes Public Storage, which the Town anticipates expanding with second story storage space.

APPENDIX B

GROWTH PROJECTIONS SUMMARY TABLE BY TAZ

Growth Assumptions Summary Table by TAZ

OVERALL SUMMARY: VARIABLES & ASSUMPTIONS

TAZ	19		Traffic Analysis Zone (Smaller Geographic Areas in Study Area)	
BCD Study Area Boundary	55,059,840	SF	(Horizontal)	1264 AC
Conceptual Land Use Area	29,117,208	SF	(Horizontal)	668 AC
Potential Redevelopment Area	11,552,849	SF	(Horizontal)	265 AC
Building Coverage Area	2,757,261	SF	(Horizontal)	63.3 AC
Total Building SF	9,437,669	SF	(includes exterior wall for entire building)	
Building Coverage (1st floor)	15-30%		(%) varies based on Land Use	
Vertical Height	varies		(# of stories - MU, SC, OB, CS, GB, MS, RD, CF)	
Per Unit	1400		SF per Dwelling Unit	
Commercial Ratio				
Office Ratio	0-5%			
Retail Ratio	95-100%			
Mixed Use Ratio				
Residential Ratio	80%			
Retail Ratio	15-20%			
Office Ratio	0-5%			

The data, variables and factors used to derive the growth assumptions is organized by TAZ. The Potential Redevelopment Areas are broken down into sub areas numbered #1-31 and correspond to the polygons in the Town exhibits/maps.

TAZ 668				
	Variable	Assumption	Value	Unit of Measure
	Sub Area (N/A)		0	
	Building Coverage (1st Floor)		0	
	Zoning Applied		CF	
	Total Building SF		0	(n/a)

TAZ 676 Potential Redevelopment Area					
	Variable	Assumption		Value	Unit of Measure
COMMERCIAL	**Sub Area 1**			182,710	SF
	Building Coverage (1st Floor)	30%	0.3	54,813	SF
	Zoning Applied (Height)		1	SC	# of Stories
	Total Building SF			54,813	SF
		0%	1	54,813	Total Bldg SF (used for modeling)
	Office	0%	0	0	SF
	Retail	100%	1	54,813	SF
MIXED-USE/RESIDENTIAL	**Sub Area 2**			113,536	SF
	Building Coverage (1st Floor)	15%	0.15	17,030	SF
	Zoning Applied (Height)		8	CTR-8	# of Stories
	Total Building SF			136,243	SF
		0%	1	136,243	Total Bldg SF (used for modeling)
	Residential	80%	0.8	108,995	SF
	Retail	20%	0.2	27,249	SF
	Total Units			78	Dwelling Units

TAZ 677 Potential Redevelopment Areas					
	Variable	Assumption		Value	Unit of Measure
COMMERCIAL	**Sub Area 3a & b**			269,270	SF
	Building Coverage (1st Floor)	30%	0.3	80,781	SF
	Zoning Applied (Height)		1	SC, RD, MS	# of Stories
	Total Building SF			80,781	SF
		0%	1	80,781	Total Bldg SF (used for modeling)
	Office	0%	0	0	SF
	Retail	100%	1	80,781	SF

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area 4a, b & c**			460,473	SF	Burlington Plaza/Tops
	Building Coverage (1st Floor)	25%	0.25	115,118	SF	
	Zoning Applied		5	MFR-5	# of Stories	
	Total Building SF			575,591	SF	
		0%	1	575,591	Total Bldg SF (used for modeling)	
	Units			411	Dwelling Units	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 5a & b**			144,487	SF	Burlington Plaza/Tops
	Building Coverage (1st Floor)	20%	0.2	28,897	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			144,487	SF	
		0%	1	144,487	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	115,590	SF	
	Retail	20%	0.2	28,897	SF	
	Total Units			83	Dwelling Units	

TAZ 678 Potential Redevelopment Areas

					Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	School / AMC Plaza
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	CS, GB, MS, SC	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	5%	0.05	0	SF	
	Retail	95%	0.95	0	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USERESIDENTIAL	**Sub Area 6a, b & c**			1,995,100	SF	School / AMC Plaza
	Building Coverage (1st Floor)	20%	0.2	399,020	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			1,995,100	SF	
		0%	1	1,995,100	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	1,596,080	SF	
	Retail	15%	0.15	299,265	SF	
	Office	5%	0.05	99,755	SF	
	Units			1,140	Dwelling Units	

TAZ 679 Potential Redevelopment Areas

	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area 7**			1,033,863	SF	Ridge Lea / Costco
	Building Coverage (1st Floor)	30%	0.3	310,159	SF	
	Zoning Applied (Height)		1	SC, GI, RD	# of Stories	
	Total Building SF			310,159	SF	
		0%	1	310,159	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	310,159	SF	

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area (N/A)**			0	SF	Ridge Lea / Costco
	Building Coverage (1st Floor)	25%	0.25	0	SF	
	Zoning Applied (Height)		5	MFR-5	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Units			0	Dwelling Units	

TAZ 680 Potential Redevelopment Areas

	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area 8**			45,334	SF	Emerson Apartments
	Building Coverage (1st Floor)	30%	0.3	13,600	SF	
	Zoning Applied (Height)		1	MIXED-USE	# of Stories	
	Total Building SF			13,600	SF	
		0%	1	13,600	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	13,600	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 9**			75,108	SF	Emerson Apartments
	Building Coverage (1st Floor)	20%	0.2	15,022	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			75,108	SF	
		0%	1	75,108	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	60,086	SF	
	Retail	20%	0.2	15,022	SF	
	Units			43	Dwelling Units	

TAZ 681 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area 10**			159,166	SF	Wegmans
	Building Coverage (1st Floor)	30%	0.3	47,750	SF	
	Zoning Applied (Height)		1	MIXED-USE	# of Stories	
	Total Building SF			47,750	SF	
		0%	1	47,750	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	47,750	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 11**			88,000	SF	Wegmans
	Building Coverage (1st Floor)	20%	0.2	17,600	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			88,000	SF	
		0%	1	88,000	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	70,400	SF	
	Retail	20%	0.2	17,600	SF	
	Units			50	Dwelling Units	

TAZ 682 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area 12a & b**			1,487,399	SF	Boulevard Mall
	Building Coverage (1st Floor)	30%	0.3	446,220	SF	
	Zoning Applied (Height)		1	GB/SC/MS	# of Stories	
	Total Building SF			446,220	SF	
		0%	1	446,220	Total Bldg SF (used for modeling)	
	Office	5%	0.05	22,311	SF	
	Retail	95%	0.95	423,909	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 13**			643,027	SF	Boulevard Mall
	Building Coverage (1st Floor)	20%	0.2	128,605	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			643,027	SF	
		0%	1	643,027	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	514,422	SF	
	Retail	15%	0.15	96,454	SF	
	Office	5%	0.05	32,151	SF	
	Units			367	Dwelling Units	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 14**			710,166	SF	Boulevard Mall
	Building Coverage (1st Floor)	15%	0.15	106,525	SF	
	Zoning Applied (Height)		8	CTR-8	# of Stories	
	Total Building SF			852,199	SF	
		0%	1	852,199	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	681,759	SF	
	Retail	15%	0.15	127,830	SF	
	Office	5%	0.05	42,610	SF	
	Units			487	Dwelling Units	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 15a & b**			708,528	SF	Boulevard Mall
	Building Coverage (1st Floor)	20%	0.2	141,706	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			708,528	SF	
		0%	1	708,528	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	566,822	SF	
	Retail	15%	0.15	106,279	SF	
	Office	5%	0.05	35,426	SF	
	Units			405	Dwelling Units	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 16**			425,239	SF	Boulevard Mall
	Building Coverage (1st Floor)	15%	0.15	63,786	SF	
	Zoning Applied (Height)		8	CTR-8	# of Stories	
	Total Building SF			510,287	SF	
		0%	1	510,287	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	408,229	SF	
	Retail	15%	0.15	76,543	SF	
	Office	5%	0.05	25,514	SF	
	Units			292	Dwelling Units	

TAZ 683 Potential Redevelopment Areas

	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	Northtown Dealer
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	MS	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	0	SF	

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area 17**			225,076	SF	Northtown Dealer
	Building Coverage (1st Floor)	25%	0.25	56,269	SF	
	Zoning Applied (Height)		3	MFR-5	# of Stories	
	Total Building SF			168,807	SF	
		0%	1	168,807	Total Bldg SF (used for modeling)	
	Units			121	Dwelling Units	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 18**			215,828	SF	Northtown Dealer
	Building Coverage (1st Floor)	15%	0.15	32,374	SF	
	Zoning Applied (Height)		8	CTR-8	# of Stories	
	Total Building SF			258,994	SF	
		0%	1	258,994	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	207,195	SF	
	Retail	20%	0.2	51,799	SF	
	Units			148	Dwelling Units	

TAZ 684 Potential Redevelopment Areas

	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	Walmart / Residential
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	MS, GB	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	0	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 19**			55,500	SF	Walmart / Residential
	Building Coverage (1st Floor)	25%	0.25	13,875	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			69,375	SF	
		0%	1	69,375	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	55,500	SF	
	Retail	20%	0.2	13,875	SF	
	Units			50	Dwelling Units	

TAZ 686 Potential Redevelopment Areas

	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area 20**			170,734	SF	Sheridan Dr / Neighborhood
	Building Coverage (1st Floor)	30%	0.3	51,220	SF	
	Zoning Applied (Height)		1	GB, MS, CF	# of Stories	
	Total Building SF			51,220	SF	
		0%	1	51,220	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	51,220	SF	

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area 21**			115,312	SF	Sheridan Dr / Neigh.
	Building Coverage (1st Floor)	25%	0.25	28,828	SF	
	Zoning Applied (Height)		3	MFR-5	# of Stories	
	Total Building SF			86,484	SF	
		0%	1	86,484	Total Bldg SF (used for modeling)	
	Units			62	Dwelling Units	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 22**			74,500	SF	Sheridan Dr / Neigh.
	Building Coverage (1st Floor)	25%	0.25	18,625	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			93,125	SF	
		0%	1	93,125	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	74,500	SF	
	Retail	20%	0.2	18,625	SF	
	Units			53	Dwelling Units	

TAZ 687 Potential Redevelopment Areas

	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	St. Leo's / Uniland
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	OB, MS, CF	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	0	SF	

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area 23**			14,384	SF	St. Leo's / Uniland
	Building Coverage (1st Floor)	25%	0.25	3,596	SF	
	Zoning Applied (Height)		3	MFR-5	# of Stories	
	Total Building SF			10,788	SF	
		0%	1	10,788	Total Bldg SF (used for modeling)	
	Units			8	Dwelling Units	

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area 24a, b & c**			422,427	SF	St. Leo's / Uniland
	Building Coverage (1st Floor)	25%	0.25	105,607	SF	
	Zoning Applied (Height)		5	MFR-5	# of Stories	
	Total Building SF			528,034	SF	
		0%	1	528,034	Total Bldg SF (used for modeling)	
	Units			377	Dwelling Units	

TAZ 688 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area 25**			492,189	SF	Maple Rd / Office
	Building Coverage (1st Floor)	30%	0.3	147,657	SF	
	Zoning Applied (Height)		1	OB, MS	# of Stories	
	Total Building SF			147,657	SF	
		0%	1	147,657	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	147,657	SF	

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area 26**			219,824	SF	Maple Rd / Office
	Building Coverage (1st Floor)	25%	0.25	54,956	SF	
	Zoning Applied (Height)		3	MFR-5	# of Stories	
	Total Building SF			164,868	SF	
		0%	1	164,868	Total Bldg SF (used for modeling)	
	Units			118	Dwelling Units	

TAZ 699 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	former UB MD
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	MIXED-USE	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	0	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 27**			28,000	SF	former UB MD
	Building Coverage (1st Floor)	25%	0.25	7,000	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			35,000	SF	
		0%	1	35,000	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	28,000	SF	
	Retail	20%	0.2	7,000	SF	
	Units			20	Dwelling Units	

TAZ 701 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	Sheridan Dr. / Walgreens
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	MS, CF	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	0	SF	

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area (N/A)**			0	SF	Sheridan Dr. / Walgreens
	Building Coverage (1st Floor)	25%	0.25	0	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Units			0	Dwelling Units	

TAZ 702 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	Sheridan Dr. / Pure Hockey
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	5%	0.05	0	SF	
	Retail	95%	0.95	0	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 28**			280,000	SF	Sheridan Dr. / Pure Hockey
	Building Coverage (1st Floor)	25%	0.25	70,000	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			350,000	SF	
		0%	1	350,000	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	280,000	SF	
	Retail	15%	0.15	52,500	SF	
	Office	5%	0.05	17,500	SF	
	Units			200	Dwelling Units	

TAZ 705 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	Sheridan Dr. / Wholefoods
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	MS, GB	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	5%	0.05	0	SF	
	Retail	95%	0.95	0	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 29**			448,000	SF	Sheridan Dr. / Wholefoods
	Building Coverage (1st Floor)	25%	0.25	112,000	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			560,000	SF	
		0%	1	560,000	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	448,000	SF	
	Retail	15%	0.15	84,000	SF	
	Office	5%	0.05	28,000	SF	
	Units			320	Dwelling Units	

TAZ 708 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	Sheridan Dr. / Harlem Rd.
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	OB, GB	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	0	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 30**			125,575	SF	Sheridan Dr. / Harlem Rd.
	Building Coverage (1st Floor)	25%	0.25	31,394	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			156,969	SF	
		0%	1	156,969	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	125,575	SF	
	Retail	20%	0.2	31,394	SF	
	Units			90	Dwelling Units	

TAZ 709 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area 31**			124,094	SF	Sheridan Dr. / Duff's
	Building Coverage (1st Floor)	30%	0.3	37,228	SF	
	Zoning Applied (Height)		2	MS, CS	# of Stories	
	Total Building SF			74,456	SF	
		0%	1	74,456	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	74,456	SF	

RESIDENTIAL	Variable	Assumption		Value	Unit of Measure	Sheridan Dr. / Duff's
	Sub Area (N/A)			0	SF	
	Building Coverage (1st Floor)	25%	0.25	0	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Units			0	Dwelling Units	

APPENDIX B

DEMOGRAPHIC PROJECTIONS CHART

Demographic Projections Chart

TAZ	GBNRTC 2020 Base (Data)				Town BCD Growth Assumptions (2025)			BCD Growth Assumptions to Pop & Emp			GBNRTC 2020 TAZ with BCD Projections		
	Population	*Avg HH Size*	*Retail Emp*	*Office Emp*	*Total Units*	*Retail SF*	*Office SF*	*Population*	*Retail Emp**	*Office Emp**	*Population*	*Retail Emp*	*Office Emp*
668	1	4.00	92	261	0	0	0	0	0	0	1	92	261
676	262	1.39	653	347	78	82,062	0	108	234	0	370	887	347
677	765	1.53	745	395	494	109,678	0	756	313	0	1,521	1,058	395
678	21	2.10	470	333	1,140	299,265	99,755	2,394	855	570	2,415	1,325	903
679	18	2.12	442	235	0	310,159	0	0	886	0	18	1,328	235
680	519	1.71	257	49	43	28,622	0	74	82	0	593	339	49
681	0	2.29	189	101	50	65,350	0	115	187	0	115	376	101
682	287	1.54	1,473	280	1,551	831,015	158,013	2,389	2,374	903	2,676	3,847	1,183
683	240	1.57	261	726	269	51,799	0	422	148	0	662	409	726
684	633	2.50	105	83	50	13,875	0	125	40	0	758	145	83
686	875	2.30	108	294	115	69,845	0	265	200	0	1,140	308	294
687	172	2.35	77	139	385	0	0	905	0	0	1,077	77	139
688	480	2.40	138	73	118	147,657	0	283	422	0	763	560	73
699	684	2.26	27	161	20	7,000	0	45	20	0	729	47	161
701	976	2.21	128	55	0	0	0	0	0	0	976	128	55
702	359	1.92	172	76	200	52,500	17,500	384	150	100	743	322	176
705	53	1.88	198	536	320	84,000	28,000	602	240	160	655	438	696
708	174	2.10	55	108	90	31,394	0	189	90	0	363	145	108
709	837	2.28	108	51	0	74,456	0	0	213	0	837	321	51

GBNRTC 2020 Base Numbers by TAZ (Baseline Data/Unit of Measurement)	Town Land Use Growth Assumptions (redevelopment)	Conversion of Town Growth Assumption to GBNRTC Units of Measure	Final Result & Output Data Used for Traffic Model

Notes:

** Town of Amherst Economic Study (2016)*

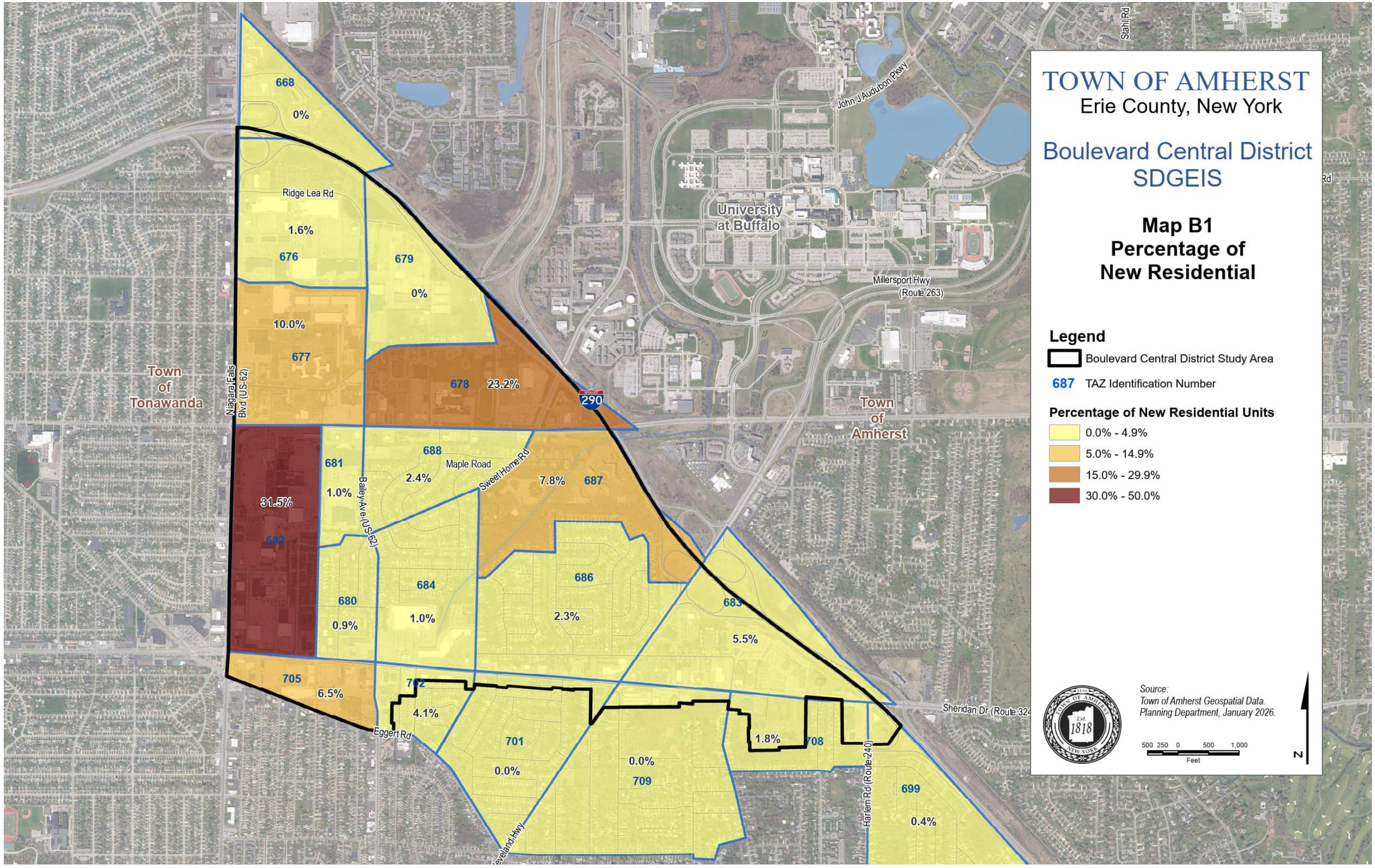
350 sq ft per retail employee

175 sq ft per office employee

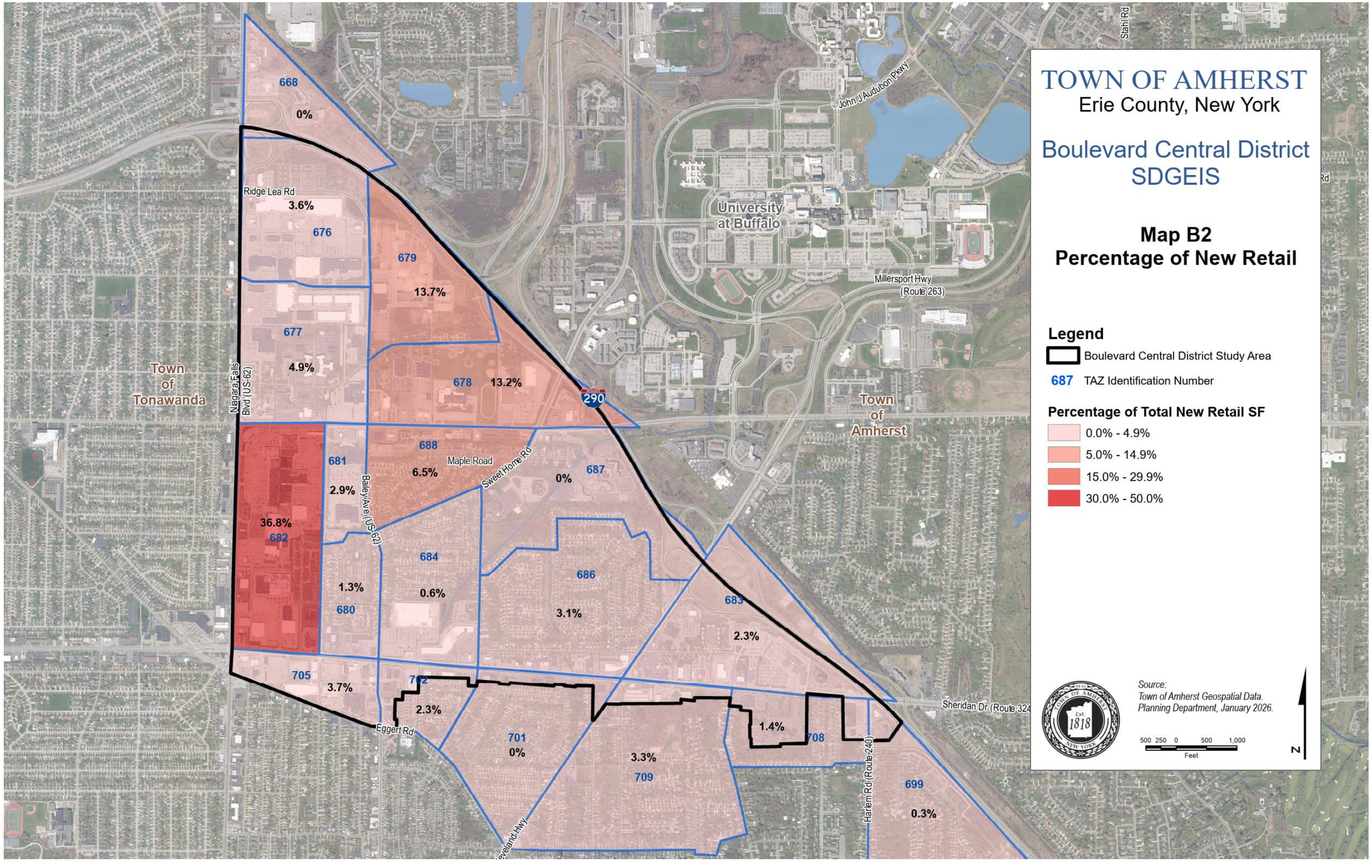
APPENDIX B

MAPS

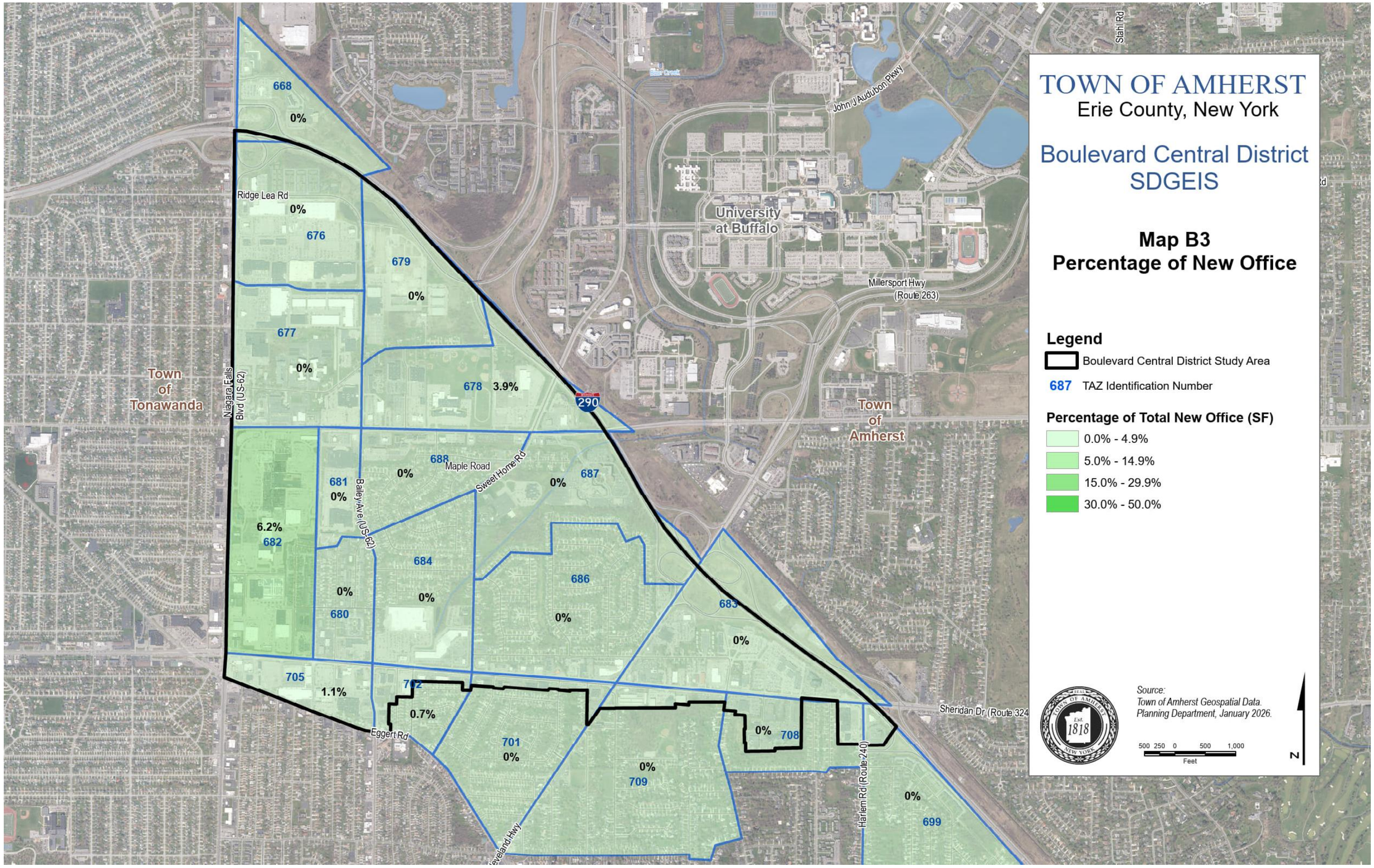
Map B1 – Percentage of New Residential



Map B2 – Percentage of New Retail



Map B3 – Percentage of New Office



APPENDIX C

TRAFFIC DATA

ADDITIONAL TRANSPORTATION DATA

TECHNICAL MEMO 1 – INVENTORY OF EXISTING CONDITIONS

TECHNICAL MEMO 2 – SUMMARY OF PLANNED CONDITIONS

MITIGATION OBJECTIVES

CONCEPTUAL LAYOUTS OF MITIGATION MEASURES

APPENDIX C

ADDITIONAL TRANSPORTATION DATA

Additional Transportation Data

Intersections

Intersections Studied		
Corridor	**Intersecting Street**	**Intersection Control**
Niagara Falls Boulevard	• WB I-290 Ramps	Signal
	• EB I-290 Ramps	Signal
	• Ridge Lea Road	Signal
	• The Boulevard Plaza	Signal
	• Romney Road	Signal
	• Meyer Road	Stop Sign
	• Maple Road/Brighton Road	Signal
	• Boulevard Mall Access	Signal
	• Treadwell Road	Signal
	• Sheridan Drive	Signal
	• Eggert Road	Signal
Sheridan Drive	• Eggert Road	Signal
	• Alberta Drive	Signal
	• Bailey Avenue/North Bailey Avenue	Signal
	• Sweet Home Road	Signal
	• Millersport Highway	Signal
Eggert Road	• Alberta Drive	Signal
	• Bailey Avenue	Signal
Maple Road	• Alberta Drive	Signal
	• North Bailey Avenue	Signal
	• Bowmart Parkway	Signal
	• Hillcrest Drive	Signal
	• Sweet Home Road	Signal
	• Millersport Highway SB Ramps	Signal
	• Millersport Highway NB Ramps	Signal
North Bailey Avenue	• Romney Road	Stop Sign (To be Signal)
	• Southern Shopping (Best Buy Entrance)	Stop Sign (To be Signal)
	• Emerson Drive/Amsterdam Avenue	All-Way Stop Signs
	• Meyer Road	Signal
Meyer Road	• Bowmart Parkway	Stop Sign

Transit

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 9:30 p.m.	30 min (peak) 60 min (off-peak)
35	Sheridan	Blackrock Riverside Transit Hub to University at Buffalo Amherst Campus	5:45 a.m. to 10:00 p.m.	30 min (peak) 60 min (off-peak)
44	Lockport	University LRT Station (University at Buffalo South Campus) to Lockport	6:15 a.m. to 11:00 p.m.	45 min (peak) 60-90 min (off-peak)
49	East Amherst	University LRT Station (University at Buffalo South Campus) to Eastern Hills Mall	7:15a.m. to 4:30p.m.	60-90 min

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, New York State Department of Transportation (NYSDOT), and the Town of Amherst Engineering Department (see table on the following page). Turning movement data was collected at the study area intersections through a combination of hired contractors, Town of Amherst Miovision cameras, and NYSDOT Miovision cameras. The weekday PM data was collected on Thursday February 2, 2023, October 26, 2023, and November 16, 2023 from 3:00 PM to 6:00 PM. The Saturday midday count data was collected on Saturday February 4, 2023, October, 28, 2023, and November 18, 2023 from 12:00 PM to 3:00 PM. Turning movement counts were collected during similar months when school and the University at Buffalo were in session.

The study area is primarily retail in nature, which sees heavy peaks during winter months and the holiday season. Historical traffic data was reviewed from Miovision cameras and the NYS Traffic Data Viewer to verify peak traffic months. Since traffic data was taken during peak periods in the area, no adjustments were made to the data. GBNRTC was consulted about growth in the area and if a compounded growth rate would be applied to bring traffic counts to the existing/current year (2025). There is stagnant growth in the area and therefore no growth rate was applied to bring counts to the current year.

2024 AADT Volumes		
Road	**Segment**	**AADT[1]**
Niagara Falls Boulevard	I-290 Interchange to Maple Road	30,297
	Maple Road to Sheridan Drive	26,011
Sheridan Drive	Niagara Falls Boulevard to Bailey Avenue	19,915
	Bailey Avenue to Sweet Home Road	25,400
	Sweet Home Road to Millersport Highway	25,651
Millersport Highway	Sheridan Drive to I-290 Interchange	22,779
	I-290 Interchange to Flint Road	34,329
	Flint Road to Maple Road	29,099
Maple Road	Niagara Falls Boulevard to Bailey Avenue	17,009
	Bailey Avenue to Sweet Home Road	23,079
	Sweet Home Road to Millersport Highway	20,985
Bailey Avenue	Eggert Road to Sheridan Drive	11,640
North Bailey Avenue	Sheridan Drive to Emerson Drive	10,407
	Emerson Drive to Maple Road	11,508
	Maple Road to Ridge Lea Road	14,954
Eggert Road	Sheridan Drive to North Bailey Avenue	9,173
	North Bailey Avenue to Millersport Highway	8,788
Sweet Home Road	Sheridan Drive to Maple Road	12,540*
	Maple Road to Rensch Road	16,501
Ridge Lea Road	Niagara Falls Boulevard to Lowe's Store west driveway	13,662
	Lowe's Store west driveway to North Bailey Avenue	8,529
Alberta Drive	Sheridan Drive to Maple Road	7,100*
I-290 Interchange 3	NB to EB On Ramp	6,034
	SB to EB On Ramp	7,949
	EB to NB Off Ramp	3,887
	EB to SB Off Ramp	4,804
	NB to WB On Ramp	4,507
	SB to WB On Ramp	4,624
	WB Off Ramp	13,227

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

*estimated from peak hour data

Annual Average Daily Traffic (AADT) volumes were gathered from the NYS Traffic Data Viewer. The most recent available AADT volumes on the NYS Traffic Data Viewer are estimated counts for the most recent year of 2024. These (2024) AADT volumes on the study roadways are shown in Table 3.1-4.

The Planned Condition for traffic volumes is the future redevelopment scenario. Since growth is expected to be stagnant outside of the land use and zoning changes, the future redevelopment scenario is not tied to a specific horizon year and is therefore referred to as the planned condition. Traffic volumes for the Planned Condition were estimated using data outputs of GBNRTC's regional Travel Demand Model (TDM). Without considering the Planned Condition, the Town of Amherst is projected to maintain a general status quo condition, i.e. negligible changes

to traffic and growth. The following are descriptions for each of the models used and considered to determine forecasted traffic volumes in the Study Area:

- GBNRTC Base Travel Demand Model: GBNRTC's base model is a 2020 calibrated model for this study area consisting of 18 Traffic Analysis Zones (TAZs). This includes the base highway network of streets within the federal aid highway system.

- GBNRTC Forecasted Travel Demand Model: GBNRTC's forecasted model is a 2050 model that includes all known development and projects with a planning year of 2050. This model includes the NFTA light rail extension through the Town of Amherst to the UB Campus. This model was not used as a part of this project because it provided more conservative traffic volumes compared to the existing base model, partly in due to the light rail extension expected to decrease the dependency on single occupancy vehicles in the area.

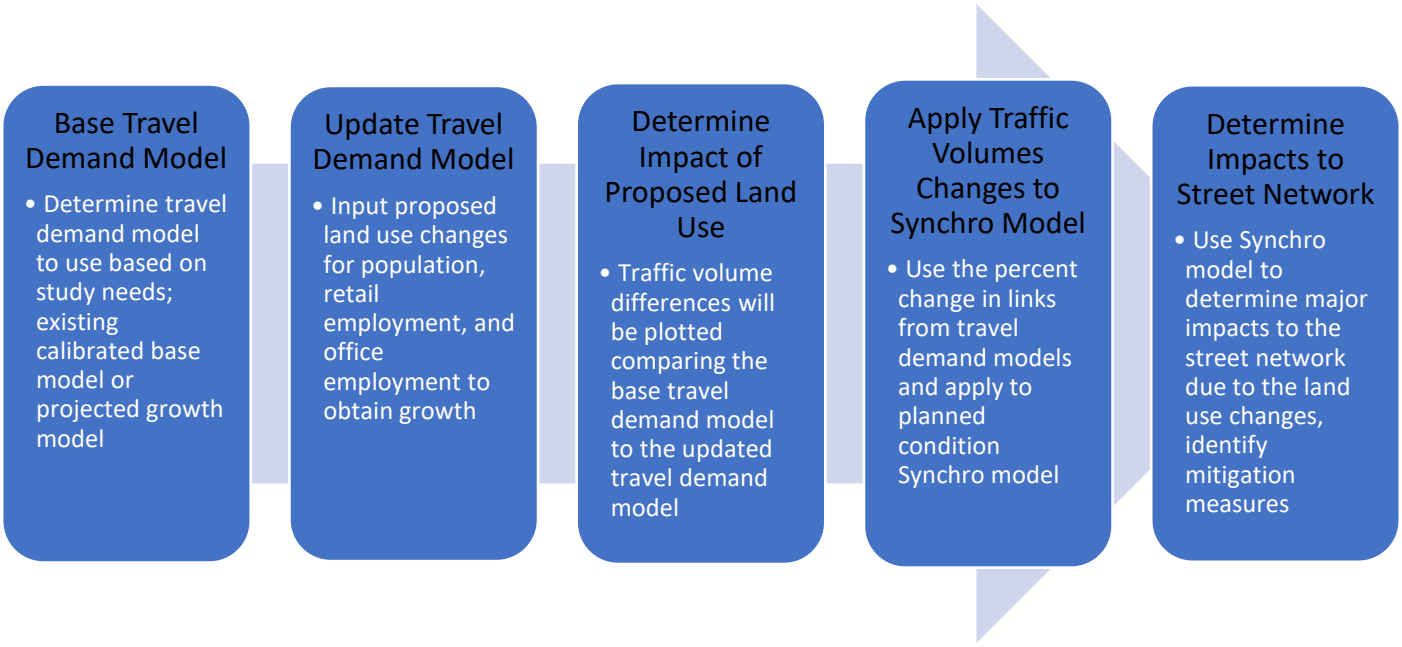
- GBNRTC Projected Growth Development Model: This model was created by GBNRTC using the GBNRTC base travel demand model and adjusting existing land use and zoning to incorporate future land use changes for new population, retail employment, and office employment.

- Existing Condition Model: Synchro 12 model encompassing major intersections and road segments within the study area. This model is populated with existing traffic count data, geometry, signal timings, and phasings that were requested by signal owners and field verified. This model is used to determine the existing capacity, delay, and queueing at intersections.
- Planned Condition Model: Synchro 12 model encompassing major intersections and road segments within the study area. This model is populated with projected traffic volumes from the GBNRTC Project Growth Development Model with existing geometry, signal timings, and phasings.

- Planned Condition Model with Mitigation: Synchro 12 model encompassing major intersections and road segments within the study area. This model is populated with projected traffic volumes from the GBNRTC Project Growth Development Model and identified mitigation including updated signal timings and coordination, geometry, and other mitigation techniques.

The base travel demand model and the projected growth development model were compared to obtain the percent difference for peak hour periods. The percent difference was applied to existing traffic counts to obtain traffic data for the Planned Condition (see the figure on the following page).

Traffic Volume Generation Process



Process to Determine Public and Private Shares for Mitigation Projects

1. **Determine Benefited Area:** The benefited areas are delineated by the boundaries established for the Study Area. The parcels internal to this boundary area have been identified as the primary beneficiaries of the construction of the identified mitigation improvements. The general public at large and external parcels will be considered secondary beneficiaries to the mitigation improvement projects. These external parcels are considered background traffic generators and are therefore the responsibility of the public share.

2. **Calculate Costs of Improved Facilities:** The cost of each planned roadway improvement includes design, construction, and supervision expressed in projected dollars. Construction, engineering, and management costs will be indexed according to NYSDOT's construction price trends. Costs for highway maintenance, renewal, or reconstruction are excluded from the cost basis to be shared; these will be the responsibility of the roadway jurisdictional owner.

   Site access improvements are those that are required to mitigate the direct impact of any individual development. Examples of site improvements are additional turning lanes, traffic signals, or other traffic control devices beyond those outlined as a part of this GEIS. Other site access improvements may include but are not limited to access roads, sidewalks, lighting, raised medians, landscaping, and other treatments not specific in this GEIS. These are implemented by the private developers.

3. **Determine Available Capacity:** *Available Capacity* is defined as the existing unused capacity plus either the additional one-way peak direction capacity of the reconstructed/new facilities or total approach capacity for intersections. Capacity values were calculated based on guidelines in the Highway Capacity Manual, using base threshold volumes to maintain a LOS D or better at a planning level basis. For intersections, capacity can be difficult to measure as similar to an urban street, there are many factors that impact capacity including signal timings, detection, queues, peak hour factor, etc. Therefore, the intersection capacity utilization tool in Synchro was used for each intersection, which determines the amount of available capacity.

4. **Calculate Available Capacity Consumed:** The amount of available capacity used by traffic generated by the proposed project is calculated by dividing the development projected trips for the Study Area by the total available capacity for improvement projects.

5. **Calculate Development Cost Share:** Development cost share is based on the amount of available capacity consumed by PM peak hour trips generated by projected new development. Mitigation costs are calculated for new trips only.

$$\textit{Private Share} = \textit{Cost} \times \frac{\textit{Additional Development Trips}}{\textit{(Total New Trips + Additional Reserve Capacity)}}$$

$$\textit{Public Share} = \textit{Cost} \times \frac{\textit{(New Non-Development Trips + Additional Reserve Capacity)}}{\textit{(Total New Trips + Additional Reserve Capacity)}}$$

Justification for Each Cost Share of Improvements

Niagara Falls Boulevard from Ridge Lea Road to Sheridan Drive

This street segment is expected to operate under planned development at an arterial LOSE for northbound during the PM and Saturday peaks, the existing level of service for northbound is an E. Urban street LOS is based on travel speed as a percentage of base free-flow speed. There are many variables which impact the capacity and LOS of an urban street including signal timings and spacing, exclusive turn lanes and phasing at intersections, the peak hour factor, facility length, access points, etc. In addition, determining the capacity of an adaptive signal-controlled network is difficult in the planning process, it is better measured in the field once implemented. Therefore, it can be reasonably assumed that the adaptive signal control would be able to accommodate the increase in traffic volumes but reserve capacity for public benefit would be difficult to determine. The private share of these improvements is based on the number of planned trips expected to use Niagara Falls Boulevard and there would be no additional reserve capacity for public benefit.

Ridge Lea Road/N Bailey Avenue from Niagara Falls Boulevard to Maple Road

Segments of this road are expected to operate at an arterial LOS E, with the existing road approaching capacity volumes.

Bowmart Parkway from Maple Road to Meyer Road

Bowmart Parkway has capacity to accommodate existing and planned volumes; however, this will provide direct access to planned development with an extension of Bowmart Parkway north of Meyer Road. Bowmart Parkway could help relieve congestion from North Bailey Avenue, including the N Bailey Avenue at Maple Road intersection. Private share costs are based on the private/public share mitigation cost formulas.

Sheridan Drive from Niagara Falls Boulevard to Millersport Highway

Sheridan Drive is currently operating at a LOS D (westbound) and E (eastbound) during the PM peak. Some segments between intersections will experience a LOS E and F. It is assumed that any additional traffic volumes will degrade the arterial level of service to below a D and further degrade to LOS E for the eastbound direction. The private share of these improvements is based on the number of planned trips expected to use Sheridan Drive divided by the reserve capacity that is of public benefit.

APPENDIX C

TECHNICAL MEMO 1 – INVENTORY OF EXISTING CONDITIONS

Technical Memo 1 – Inventory of Existing Conditions

Traffic Impact Study: Town of Amherst Boulevard Central District

Background

This technical memo is an inventory of existing conditions for the transportation network within the Town of Amherst Boulevard Central District (BCD). The Town of Amherst BCD is the study area for this project which is approximately 1,260 acres of land bounded by the Interstate 290 (I-290), Niagara Falls Boulevard, and Sheridan Drive. The Town of Amherst completed a GEIS for this study area in 2019 evaluating the cumulative impacts of growth for adopting mixed-use zoning districts.

The GEIS is going through an update revising the land use plan and therefore impacting proposed traffic generated by development. Since it has been more than 3 years since traffic data was collected, an updated inventory of existing conditions including traffic counts and crashes within the study area was completed. This technical memorandum reports the results of an inventory of existing conditions for the GEIS update.

Study Area

The study area for the traffic impact study will be that of the Amherst Boulevard Central District with some extended limits. The Amherst BCD is generally bound by Niagara Falls Boulevard to the west, Sheridan Drive to the south and I-290 to the north and east. The traffic study area will incorporate road segments and intersections further east to incorporate Millersport Highway and further north to include both I-290 ramps. The limits of the traffic study area compared to the Amherst BCD area are extended because it incorporates major intersections that are a point of entry and exit to Amherst BCD area. The study area is a mix of commercial and residential zoning and is a highly trafficked retail area. It is located near the UB North Campus approximately ten miles from downtown Buffalo.

Roadway Network

The study area includes a network of Town, County, and State roadways. Primary access to the study area is provided by Niagara Falls Boulevard from the north and south, and Maple Road and Sheridan Drive from the east and west. The primary roadways within the study area are listed in Table 1.

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, New York State Department of Transportation (NYSDOT), and the Town of Amherst Engineering Department (see Table 2). Turning movement data was collected at the study area intersections through a combination of hired contractors, Town of Amherst Miovision cameras, and NYSDOT Miovision cameras. The weekday PM data was collected on Thursday February 2, 2023, October 26, 2023, and November 16, 2023 from 3:00 PM to 6:00 PM. The Saturday midday

count data was collected on Saturday February 4, 2023, October, 28, 2023, and November 18, 2023 from 12:00 PM to 3:00 PM. Turning movement counts were collected during similar months when school and the University at Buffalo were in session.

The study area is primarily retail in nature, which sees heavy peaks during winter months and the holiday season. Historical traffic data was reviewed from Miovision cameras and the NYS Traffic Data Viewer to verify peak traffic months. Since traffic data was taken during peak periods in the area, no adjustments were made to the data. GBNRTC was consulted about growth in the area and if a compounded growth rate would be applied to bring traffic counts to the existing/current year (2025). There is stagnant growth in the area and therefore no growth rate was applied to bring counts to the current year.

Table 1: Primary Study Roadways

Roadway	Segment	Jurisdiction	Functional Classification	AADT*
I-290	Interchange 3 Eastbound Interchange 3 Westbound	NYSDOT Region 5	Principal Arterial Interstate	109,548
Millersport Highway (NYS Route 263)	Maple Rd to Sheridan Dr	NYSDOT Region 5	Principal Arterial	25,099
Niagara Falls Boulevard (US Route 62)	I-290 WB Interchange to Eggert Rd	NYSDOT Region 5	Principal Arterial	30,297
Sheridan Drive (NYS Route 324)	Eggert Rd to Millersport Hwy	NYSDOT Region 5	Principal Arterial	25,400
Eggert Road	Sheridan Dr to Bailey Ave	Erie County	Minor Arterial	9,173
Maple Road	Niagara Falls Blvd to Millersport Hwy	Erie County	Principal Arterial	23,079
Sweet Home Road	Maple Rd to Sheridan Dr	Erie County	Local	12,540
Alberta Drive	Maple Rd to Eggert Rd	Town of Amherst	Local	7,100
North Bailey Avenue/Bailey Avenue	Ridge Lea Rd to Eggert Rd	Town of Amherst	Minor Arterial	14,954
Bowmart Parkway	Meyer Rd to Maple Rd	Town of Amherst	Local	3,039
Meyer Road	Niagara Falls Blvd to Bowmart Pkwy	Town of Amherst	Local	3,440
Ridge Lea Road	Niagara Falls Blvd to North Bailey Ave	Town of Amherst	Minor Arterial	13,662
Romney Road	Niagara Falls Blvd to North Bailey Ave	Town of Amherst	Local	6,770

*Counts estimated in 2024

Interstate-290 is a southeast/northwest road that acts as the border to north and east within the study area. The I-290 with interchanges connects to the Boulevard Central District study area at Niagara Falls Boulevard

and Millersport Highway. The I-290 is classified as a principal arterial interstate. It is a six-lane divided freeway and has multiple exit and entrance ramps within the study area. The posted speed limit is 55 mph.

Millersport Highway (NYS Route 263) is a northeast/southwest highway that provides access to the UB North Campus and several intersecting arterials. It is classified as a principal arterial road and Millersport Highway is a four-lane road with a two-way center turn lane and auxiliary turning lanes in the study area. The connection to Maple Road from Millersport Highway is a partial clover leaf/diamond interchange. Interchange access from Millersport Highway is provided to I-290. The posted speed limit is 45 mph north of the I-290 interchange and 35 mph south of the I-290 interchange.

Niagara Falls Boulevard (US Route 62) is the main north/south access and acts as the western border to the study area. The properties along Niagara Falls Boulevard are primarily retail/commercial. Niagara Falls Boulevard is a principal arterial and a part of the National Highway System. Niagara Falls Boulevard is a six-lane divided highway with auxiliary turning lanes at major intersections. The posted speed limit is 40 mph.

Sheridan Drive (NYS Route 324) is an east/west road that is a main access and acts as the southern border to the study area. It is classified as a principal arterial highway. Sheridan Drive is a six-lane road with three lanes in each direction and auxiliary turn lanes at the major intersections. The road has center medians with greenery. The posted speed limit is 40 mph.

Maple Road is an east/west roadway and is a major access route into the study area. The properties along Maple Road are primarily commercial/retail, along with a middle school. Maple Road is a principal arterial. Maple Road is a five-lane roadway between Niagara Falls Boulevard and North Bailey Avenue. Maple Road is a four-lane roadway east of Niagara Falls Boulevard. Maple Road has a two way left turn lane between Niagara Falls Boulevard and Sweet Home Road with auxiliary right turn lanes at multiple locations for driveways and major intersections. The posted speed is 45 mph.

Eggert Road is a northwest/southeast roadway classified as a minor arterial. Eggert Road is a four-lane roadway with auxiliary turn lanes at the intersection with Niagara Falls Boulevard. The posted speed limit is 35 mph.

North Bailey Avenue is a north/south road in the study area and is parallel to Niagara Falls Boulevard. North Bailey Avenue extends from Ridge Lea Road to Sheridan Drive and extends beyond Sheridan Drive as Bailey Avenue. North Bailey Avenue is a principal arterial. North Bailey Avenue is a two-lane road with a two-way center turn lane between Ridge Lea Road and Sheridan Drive. North Bailey Avenue shifts to a four-lane road with a two-way center turn lane at the Sheridan Driver intersection then changes back to a two-lane road south of Eggert Road. The posted speed limit is 35 mph.

Ridge Lea Road is an east/west road between Niagara Falls Boulevard and North Bailey Avenue. Ridge Lea Road is a minor arterial roadway. Ridge Lea Road serves as a connection for vehicles coming from the north on Niagara Falls Boulevard to North Bailey Avenue. Ridge Lea Road is a two-lane road with auxiliary turning lanes at the intersection with Niagara Falls Boulevard and the Boulevard Plaza driveway. In the segment between Niagara Falls Boulevard and the Consumer Plaza driveway there are two eastbound lanes. The posted speed is 35 mph.

Romney Road is an east/west road between Niagara Falls Boulevard and North Bailey Avenue. Romney Road is classified as a local road. It is a two-lane road with left turning lanes at intersections and right turn lanes at driveways. The posted speed limit is 30 mph.

Meyer Road is an east/west road between Niagara Falls Boulevard to just past Bowmart Parkway where it dead ends. Meyer Road is classified as a local road. Meyer Road is a two-lane roadway without auxiliary turn lanes. The posted speed limits is 30 mph.

Alberta Drive is a north/south roadway that runs parallel to Niagara Falls Boulevard. Alberta Drive is classified as a local road. Between Maple Road and Sheridan Drive, Alberta Drive is a four-lane road. South of Sheridan Drive, Alberta Drive changes to a two-lane roadway. The posted speed limit is 35 mph.

Bowmart Parkway is a north/south road between Meyer Road and Maple Road. Bowmart Parkway is classified as a local road. Bowmart parkway is a two-lane road with a left turn lane at the intersection with Maple Road. There is no posted speed limit on Bowmart Parkway; the assumed speed limit is 30 mph.

Sweet Home Road is a north/south road through the Boulevard Central District. Sweet Home Road is a four-lane highway and is classified as a minor arterial north of Maple Road. South of Maple Road, Sweet Home Road is a local two-lane roadway. Sweet Home Road has auxiliary turn lanes at the major intersections in the study area. The posted speed limit is 45 mph north of Maple Road and 35 mph south of Maple Road.

Table 2 describes the intersection control at each major intersection in the study area.

Table 2: Study Intersections

	Intersection	Intersection Control
1.	Niagara Falls Boulevard at WB I-290 Ramps	Signalized
2.	Niagara Falls Boulevard at EB I-290 Ramps	Signalized/Slip Ramp
3.	Niagara Falls Boulevard at Ridge Lea Road	Signalized
4.	Niagara Falls Boulevard at Consumer Square	Signalized
5.	Niagara Falls Boulevard at Romney Road	Signalized
6.	Niagara Falls Boulevard at Meyer Road	Stop Control
7.	Niagara Falls Boulevard at Maple Road & Brighton Road	Signalized
8.	Niagara Falls Boulevard at Boulevard Mall Driveway	Signalized
9.	Niagara Falls Boulevard at Tredwell Road	Signalized
10.	Niagara Falls Boulevard at Sheridan Drive	Signalized
11.	Niagara Falls Boulevard at Eggert Road	Signalized
12.	Maple Road at Alberta Drive	Signalized
13.	Maple Road at North Bailey Avenue	Signalized
14.	Maple Road at Bowmart Parkway	Signalized
15.	Maple Road at Hillcrest Drive	Signalized
16.	Maple Road at Sweet Home Road	Signalized
17.	Maple Road at Millersport Hwy Ramps SB	Signalized

18.	Maple Road at Millersport Hwy Ramps NB	Signalized
19.	Sheridan Drive at Eggert Road	Signalized
20.	Sheridan Drive at Alberta Drive	Signalized
21.	Sheridan Drive at Bailey Avenue	Signalized
22.	Sheridan Drive at Sweet Home Road	Signalized
23.	Sheridan Drive at Millersport Highway	Signalized
24.	Eggert Road at Alberta Drive	Signalized
25.	Eggert Road at Bailey Avenue	Signalized
26.	North Bailey Avenue at Romney Road	Stop Control
27.	North Bailey Avenue at Meyer Road	Signalized
28.	Bailey Avenue at Emerson Drive	Stop Control
29.	Bowmart Parkway at Meyer Road	Stop Control
30.	Maple Road at Corporate Parkway	Signalized
31.	Maple Road at Flint Road	Signalized

Pedestrian Conditions

The pedestrian accommodations in the study area include sidewalks on at least one side of the road for all study roadways with the exceptions of

- Meyer Road east of N Bailey Avenue
- Bowmart Parkway
- Maple Road from Corporate Parkway to Flint Road
- Millersport Highway from Flint Road to the intersecting northern study limit.

All study area signalized intersections have pedestrian accommodations that include crosswalks and pedestrian signals. See Figure 1 for the Pedestrian and Bicycle Infrastructure Map prepared for the Town of Amherst on the Boulevard Central District development.

Bicycle Conditions

Sweet Home Road is the only road with bicycle accommodations within the study area, which are striped on-street bicycle lanes. Millersport Highway is a designated bicycle route, but there are currently no exclusive or marked shared bicycle accommodations. The study area is a highly commercial location. Existing bicycle use is low in the area based on count data. See Figure 1 for the Pedestrian and Bicycle Infrastructure Map.

Transit Conditions

There are 5 NFTA transit routes within the study area and 68 transit route stops. Three of the five NFTA transit routes operate every day of the week, the other two routes operate only on weekdays. The University at

Buffalo also provides students, staff, and faculty with transportation through a bus/shuttle to off-campus destinations that are nearby shopping locations. Based on the Spring 2025 Semester schedule, the university bus, the stampede, has stops for different locations depending on the day of the week. Stops include Tops, Wegmans, Walmart, Target, and the Boulevard Mall from the campus. See Figure 2 for the Transit Map.

Table 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 9:30 p.m.	30 min (peak) 60 min (off-peak)
35	Sheridan	Blackrock Riverside Transit Hub to University at Buffalo Amherst Campus	5:45 a.m. to 10:00 p.m.	30 min (peak) 60 min (off-peak)
44	Lockport	University LRT Station (University at Buffalo South Campus) to Lockport	6:15 a.m. to 11:00 p.m.	45 min (peak) 60-90 min (off-peak)
49	East Amherst	University LRT Station (University at Buffalo South Campus) to Eastern Hills Mall	7:15a.m. to 4:30p.m.	60-90 min

Access Management

The Boulevard Central District is heavily developed with commercial and retail properties. There are many driveways on the main arterials in the study area like Niagara Falls Boulevard, Maple Road, and Sheridan Drive. Excessive vehicular access points to parcels from high volume roadways can cause additional crashes, limits on roadway capacity and longer travel times for motorists from the unpredictable entry and exit of vehicles from driveways.

Figure 1: Pedestrian and Bicycle Infrastructure Map

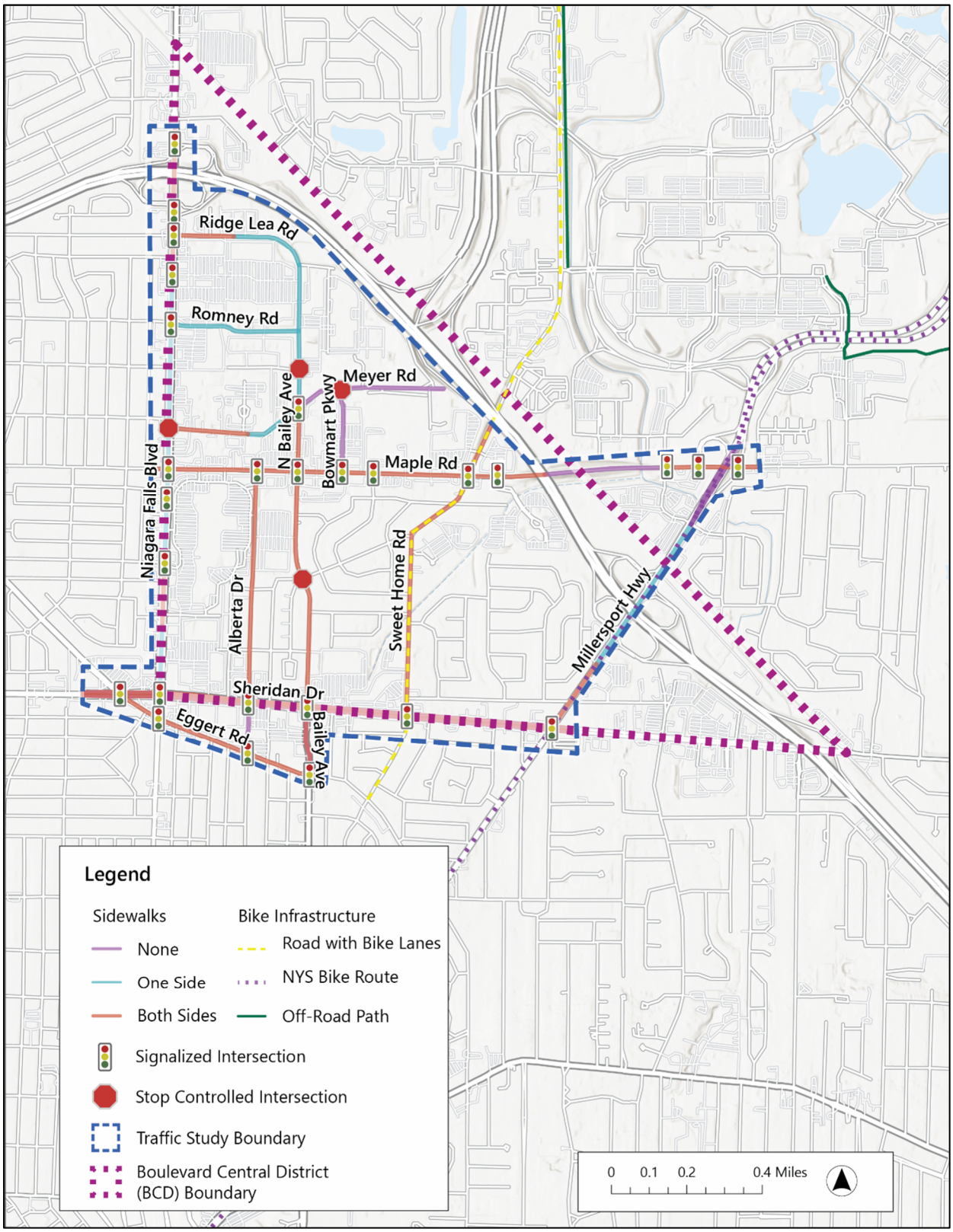


Figure 2: Transit Map



Capacity Analysis Methodology

Intersections

The study intersections were analyzed using SYNCHRO 12[1], which is a computer program that implements the methods presented in the 7th Edition Highway Capacity Manual[2]. SYNCHRO determines the Level of Service (LOS), which is measured in terms of time Delay (seconds).

> Delay is a quantitative measure stated in terms of the control delay per vehicle for a 15-minute analysis period expressed in time (seconds). It is a qualitative measure of driver discomfort, frustration, fuel consumption and lost travel time.
> Level of Service criteria are stated in terms of the control delay (stated above) per vehicle and ranges from "A" to "F". Level of Service A is representative of a movement that is free flowing with minimal delay, while LOS F generally represents long delays. LOS D is generally considered acceptable in urban environments.

The ranges of delay for each level of service, as contained in the 7th Edition Highway Capacity Manual, are shown in Table 3.

Table 3: Intersection Level of Service Criteria

Level of Service (LOS)	Unsignalized Intersections	Signalized Intersections	
	Delay (sec)	Delay (sec)	v/c ratio*
A	0-10	0-10	<1.0
B	> 10-15	> 10-20	<1.0
C	> 15-25	> 20-35	<1.0
D	> 25-35	> 35-55	<1.0
E	> 35-50	> 55-80	<1.0
F	over 50	over 80	≥1.0

* If the volume to capacity ratio is 1.0 or greater, the LOS is F

Intersection Analysis

Turning movement counts (TMCs) were collected at the study area intersections through a combination of turning movements collected by Quality Counts, Town of Amherst Miovision cameras, and NYSDOT Miovision cameras. The weekday PM data was collected on Thursday February 2, 2023, October 26, 2023, and November 16, 2023 from 3:00 PM to 6:00 PM. The Saturday midday count data was collected on Saturday February 4, 2023, October, 28, 2023, and November 18, 2023 from 12:00 PM to 3:00 PM. The study area

[1] Synchro Studio 12, Traffic Signal Optimization and Simulation Modeling Software, Version 12, Trafficware Corporation, Albany, California, 2023.
[2] Highway Capacity Manual, Transportation Research Board, National Research Council, Washington D.C., 2022.

weekday afternoon peak hour is 4:30 PM to 5:30 PM and the Saturday midday peak hour is 1:30 PM to 2:30 PM. Refer to Figure 3 in Appendix A for existing turning movement volumes. The turning movement counts had no adjustment factors applied to them. They were collected during similar months when schools and the University were in session. Counts were compared to previous counts taken at the study intersections, and they were similar not requiring any adjustments. The study area is primarily retail seeing heavy peaks during the winter months and holiday season.

Intersections along Niagara Falls Boulevard are a part of a coordinated traffic signal network. Coordinated traffic signal networks manage the progression of traffic on the mainline by increasing traffic flow and therefore decreasing congestion. Since a coordinated network prioritizes the mainline, side street approaches and mainline exclusive turning movements typically experience longer delays and lower levels of service. The existing condition results indicate that Niagara Falls Boulevard through movements are operating with acceptable levels of service of D or better, while the side street and mainline exclusive turning movements are experiencing longer delays, which is typical for a coordinated network. In addition, the values for delay are based on Synchro's Delay Method, which has more favorable results for shorter cycle lengths, while Niagara Falls Boulevard is on a cycle length of 180 seconds, which is the upper limit of recommended cycle lengths according to the Synchro Manual. Table 4 highlights the results of the level of service analysis for existing conditions.

Table 4: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at I-290 Westbound Ramps (Signalized)							
Eastbound	*Left*	D (41.2)	0.04	14	D (43.2)	0.06	18
	Right	A (0.1)	0.02	0	A (7.5)	0.04	16
Westbound	*Left*	**E (72.1)**	**0.82**	**594**	**E (72.0)**	**0.80**	**541**
	Thru	**E (63.7)**	**0.82**	**550**	**E (69.1)**	**0.82**	**535**
	Right	**E (61.4)**	**0.80**	**511**	**E (59.1)**	**0.76**	**447**
Northbound	*Thru*	B (17.5)	0.39	340	C (21.2)	0.39	363
	Right	A (3.0)	0.36	51	A (5.3)	0.37	99
Southbound	*Thru/Right*	B (19.6)	0.45	402	B (19.7)	0.52	500
	Intersection	C (30.4)	-	-	C (30.4)	-	-

*lowercase letters signify the HCM 6th edition Stop Control methodology was used
a: level-of-service
b: delay is measured in seconds
c: volume to capacity ratio
d: 95th queue length, measured in feet (queue length of stop-controlled intersections measured in number of vehicles)
m footnote on queue indicates that volume is metered by an upstream signal
footnote on queue indicated that the volume modeled exceeds capacity

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at I-290 Eastbound Ramps (Signalized)							
Eastbound	*Right*	**E (66.3)**	**0.79**	**292**	D (49.0)	0.65	428
Westbound	*Right*	A (0.4)	0.26	0	A (0.2)	0.15	0
Northbound	*Thru/Right*	A (0.1)	0.25	0	A (0.8)	0.41	0
Southbound	*Thru*	A (7.5)	0.34	154	C (27.9)	0.53	573
	Right	A (1.5)	0.39	13	A (7.1)	0.48	61
	Intersection	B (10.3)	-	-	B (16.2)	-	-
Niagara Falls Boulevard at Ridge Lea Road (Signalized)							
Eastbound	*Left*	**E (66.4)**	**0.50**	**187**	**E (56.7)**	**0.39**	**178**
	Thru/Right	D (53.8)	0.21	120	D (50.4)	0.21	147
Westbound	*Left/Thru*	**F (107.2)**	**0.71**	**170**	**E (73.0)**	**0.35**	**167**
	Right	D (38.3)	0.67	351	C (22.1)	0.50	319
Northbound	*Left*	**F (96.0)**	**0.35**	**m59**	**F (105.0)**	**0.49**	**m103**
	Thru/Right	B (12.4)	0.47	85	C (28.6)	0.79	113
Southbound	*Left*	**F (83.6)**	**0.83**	**371**	**E (78.1)**	**0.61**	**463**
	Thru/Right	A (9.1)	0.36	204	B (12.1)	0.43	227
	Intersection	C (32.6)	-	-	C (33.3)	-	-
Niagara Falls Boulevard at Consumer Plaza (Signalized)							
Eastbound	*Left/Thru*	**E (67.7)**	**0.22**	**60**	**F (174.1)**	**0.82**	**#103**
	Right	A (0.1)	0.03	0	A (0.8)	0.10	0
Westbound	*Left/Thru*	**E (67.1)**	**0.44**	**207**	**F (96.9)**	**0.82**	**296**
	Right	A (9.0)	0.42	75	A (9.8)	0.54	82
Northbound	*Left*	**F (93.2)**	**0.20**	**m40**	**F (124.6)**	**0.32**	**m70**
	Thru	**E (56.9)**	**0.56**	**480**	D (44.9)	0.53	516
	Right	B (11.7)	0.18	m107	A (9.6)	0.17	24
Southbound	*Left*	**F (94.3)**	**0.81**	**250**	**F (83.4)**	**0.72**	**#491**
	Thru/Right	B (16.7)	0.40	313	A (7.4)	0.39	258
	Intersection	D (39.4)	-	-	C (34.8)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Romney Road (Signalized)							
Eastbound	*Left/Thru*	**F (345.3)**	**1.54**	**#288**	**F (158.2)**	**1.04**	**#265**
	Right	A (0.5)	0.08	0	A (0.8)	0.09	4
Westbound	*Left*	**F (110.8)**	**0.84**	**234**	**F (117.4)**	**0.94**	**304**
	Thru/Right	**F (84.4)**	**0.85**	**320**	**E (65.5)**	**0.77**	**333**
Northbound	*Left*	**F (81.6)**	**0.38**	**76**	**F (84.2)**	**0.53**	**115**
	Thru	C (25.9)	0.24	312	D (39.5)	0.30	394
	Right	B (13.6)	0.05	46	C (23.3)	0.17	150
Southbound	*Left*	**F (118.5)**	**0.77**	**264**	**F (108.2)**	**0.82**	**352**
	Thru/Right	A (2.5)	0.25	26	A (6.8)	0.28	124
	Intersection	D (49.7)	-	-	D (46.5)	-	-
Niagara Falls Boulevard at Meyer Road (Unsignalized)							
Eastbound	*Left/Thru/Right*	c (17.6)	0.05	0.1	**f (83.7)**	**0.29**	**1**
Westbound	*Left/Thru/Right*	d (31.9)	0.24	0.9	**f (119.0)**	**0.78**	**4.1**
Northbound	*Left*	b (11.6)	0.00	0	c (15.3)	0.0	0
Southbound	*Left*	c (18.0)	0.20	0.8	d (27.2)	0.36	1.6
	Intersection	n/a			n/a		
Niagara Falls Boulevard at Maple Road and Brighton Road (Signalized)							
Eastbound	*Left*	**E (55.8)**	**0.55**	**186**	D (54.4)	0.54	197
	Thru/Right	**F (89.2)**	**0.79**	**245**	**F (88.8)**	**0.80**	**260**
Westbound	*Left*	**F (79.3)**	**0.88**	**#384**	**E (75.3)**	**0.86**	**#357**
	Thru	**E (74.1)**	**0.63**	**287**	**E (70.8)**	**0.52**	**236**
	Right	B (10.5)	0.52	86	B (10.6)	0.54	88
Northbound	*Left*	**F (102.0)**	**0.61**	**146**	**F (101.4)**	**0.58**	**130**
	Thru	C (31.3)	0.35	298	C (34.5)	0.44	385
	Right	A (4.1)	0.26	57	A (4.2)	0.29	60
Southbound	*Left*	**F (101.9)**	**0.74**	**208**	**F (93.9)**	**0.76**	**198**
	Thru/Right	B (17.5)	0.34	167	C (21.7)	0.37	224
	Intersection	D (45.5)	-	-	D (45.8)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Boulevard Mall Driveway (Signalized)							
Eastbound	*Left*	**E (63.2)**	**0.05**	**17**	**E (63.8)**	**0.11**	**27**
	Thru/Right	D (37.5)	0.09	19	C (31.0)	0.16	27
Westbound	*Left/Thru*	**E (79.1)**	**0.39**	**59**	**F (80.2)**	**0.46**	**72**
	Right	A (2.5)	0.18	0	A (3.8)	0.22	3
Northbound	*Left*	D (48.1)	0.06	27	**E (57.6)**	**0.11**	**m21**
	Thru/Right	A (4.6)	0.26	113	A (5.3)	0.29	115
Southbound	*Left*	**E (74.9)**	**0.39**	**71**	**E (77.8)**	**0.51**	**99**
	Thru/Right	A (4.0)	0.26	186	A (2.9)	0.24	123
	Intersection	A (6.7)	-	-	A (7.7)	-	-
Niagara Falls Boulevard at Treadwell Road (Signalized)							
Eastbound	*Left/Thru*	**E (58.5)**	**0.26**	**58**	**E (59.7)**	**0.28**	**61**
	Right	A (0.6)	0.08	0	A (0.6)	0.08	0
Westbound	*Left/Thru/Right*	D (41.1)	0.27	26	C (34.3)	0.29	42
Northbound	*Left*	**E (60.0)**	**0.22**	**34**	**E (59.7)**	**0.27**	**92**
	Thru/Right	A (9.9)	0.29	104	A (9.8)	0.32	252
Southbound	*Left*	**E (74.3)**	**0.17**	**19**	**E (75.0)**	**0.23**	**60**
	Thru/Right	B (16.6)	0.35	145	B (16.5)	0.33	373
	Intersection	B (16.3)	-	-	B (16.2)	-	-
Niagara Falls Boulevard at Sheridan Drive (Signalized)							
Eastbound	*Left*	**F (96.7)**	**0.81**	**268**	**F (90.3)**	**0.76**	**274**
	Thru/Right	**E (73.0)**	**0.67**	**330**	**E (67.0)**	**0.54**	**280**
Westbound	*Left*	**F (97.6)**	**0.79**	**238**	**F (98.6)**	**0.75**	**200**
	Thru	**E (78.1)**	**0.76**	**359**	**E (79.2)**	**0.75**	**339**
	Right	A (0.5)	0.10	0	A (0.8)	0.14	0
Northbound	*Thru/Right*	B (19.6)	0.27	62	C (22.5)	0.29	122
Southbound	*Left*	**F (99.4)**	**0.71**	**171**	**F (98.6)**	**0.76**	**208**
	Thru	C (23.2)	0.33	315	C (22.2)	0.26	242
	Right	A (2.9)	0.34	56	A (2.9)	0.36	57
	Intersection	**E (55.3)**	-	-	D (54.1)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Eggert Road (Signalized)							
Eastbound	*Thru*	**E (79.6)**	**0.53**	**197**	**F (88.0)**	**0.59**	**174**
	Right	B (14.3)	0.48	83	B (16.1)	0.50	73
Westbound	*Left*	**F (82.4)**	**0.39**	**99**	**F (104.1)**	**0.57**	**115**
	Thru/Right	**F (86.4)**	**0.77**	**284**	**F (85.7)**	**0.75**	**205**
Northbound	*Left*	**F (109.1)**	**0.80**	**275**	**F (110.8)**	**0.74**	**207**
	Thru/Right	C (24.3)	0.27	255	B (18.8)	0.27	239
Southbound	*Left*	D (36.5)	0.30	124	**E (61.2)**	**0.30**	**130**
	Thru/Right	B (13.4)	0.36	315	A (3.9)	0.30	264
	Intersection	D (40.4)	-	-	D (35.1)	-	-
Maple Road at Alberta Drive (Signalized)							
Eastbound	*Left*	B (12.6)	0.08	23	B (12.4)	0.13	36
	Thru	C (26.4)	0.59	170	C (25.5)	0.58	166
	Right	A (6.4)	0.34	47	A (6.3)	0.36	48
Westbound	*Left*	B (15.2)	0.41	98	B (15.1)	0.43	103
	Thru/Right	B (18.0)	0.43	187	B (19.1)	0.38	152
Northbound	*Left*	B (18.2)	0.46	124	C (20.3)	0.55	140
	Thru/Right	B (12.6)	0.32	104	B (11.3)	0.37	106
Southbound	*Left*	B (14.1)	0.05	16	B (13.9)	0.04	14
	Thru/Right	B (14.9)	0.24	51	B (18.7)	0.31	61
	Intersection	B (18.1)	-	-	B (18.2)	-	-
Maple Road at N Bailey Avenue (Signalized)							
Eastbound	*Left*	C (23.2)	0.34	57	C (25.9)	0.45	89
	Thru	D (38.4)	0.67	242	D (42.7)	0.69	240
	Right	A (0.3)	0.08	0	A (0.7)	0.15	0
Westbound	*Left*	C (25.2)	0.59	150	C (26.0)	0.56	154
	Thru/Right	C (29.2)	0.68	288	C (33.6)	0.72	249
Northbound	*Left*	B (20.0)	0.22	60	B (18.2)	0.28	78
	Thru	D (43.5)	0.75	341	D (48.4)	0.77	335
	Right	A (1.9)	0.25	10	A (1.7)	0.26	6
Southbound	*Left*	**E (61.0)**	**0.92**	**#317**	C (23.6)	0.64	200
	Thru	D (37.5)	0.65	348	C (32.9)	0.61	359
	Right	A (0.7)	0.19	0	A (3.1)	0.21	28
	Intersection	C (32.7)	-	-	C (30.8)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Maple Road at Bowmart Parkway (Signalized)							
Eastbound	*Left*	A (6.8)	0.30	32	C (31.9)	0.37	83
	Thru	A (6.0)	0.37	125	A (6.6)	0.40	133
Westbound	*Thru/Right*	B (14.0)	0.60	250	B (15.6)	0.62	198
Southbound	*Left*	C (34.0)	0.58	162	C (30.2)	0.56	149
	Right	A (8.3)	0.24	37	A (0.9)	0.12	11
Intersection		B (12.5)	-	-	B (13.4)	-	-
Maple Road at Hillcrest Drive (Signalized)							
Eastbound	*Left/Thru/Right*	A (8.0)	0.45	228	A (4.6)	0.37	182
Westbound	*Left*	C (20.9)	0.06	24	C (20.2)	0.04	13
	Thru/Right	A (7.0)	0.62	200	A (2.7)	0.41	115
Northbound	*Left/Thru/Right*	A (9.5)	0.22	33	A (4.6)	0.10	12
Southbound	*Left*	C (21.7)	0.11	31	A (0.0)	0.00	0
	Thru/Right	A (0.0)	0.01	0	B (16.7)	0.16	6
Intersection		A (7.7)	-	-	A (3.7)	-	-
Maple Road at Sweet Home Road (Signalized)							
Eastbound	*Left*	**E (55.7)**	**0.83**	**336**	C (22.7)	0.65	228
	Thru	D (37.6)	0.44	331	C (23.2)	0.32	251
	Right	A (2.4)	0.12	17	A (0.4)	0.09	3
Westbound	*Left*	C (26.7)	0.50	109	B (14.1)	0.17	34
	Thru	D (48.8)	0.78	#666	C (31.9)	0.47	370
	Right	B (10.8)	0.37	80	A (3.6)	0.13	27
Northbound	*Left*	D (40.3)	0.51	110	D (37.7)	0.40	97
	Thru	**E (63.6)**	**0.72**	**457**	**E (65.5)**	**0.72**	**283**
	Right	A (3.3)	0.23	23	A (0.9)	0.17	0
Southbound	*Left*	D (42.9)	0.64	192	D (43.1)	0.57	146
	Thru	**E (69.5)**	**0.85**	**#653**	**E (62.9)**	**0.72**	**306**
	Right	B (19.7)	0.72	291	A (8.6)	0.60	83
Intersection		D (41.5)	-	-	C (29.8)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Maple Road at Millersport Highway West (Signalized)							
Eastbound	*Left*	A (0.9)	0.03	m2	A (0.4)	0.02	m1
	Thru	A (0.9)	0.27	28	A (1.1)	0.23	10
Westbound	*Thru*	A (3.0)	0.31	108	A (1.2)	0.24	17
	Right	A (0.2)	0.15	0	A (0.2)	0.12	0
Southbound	*Left*	**E (74.0)**	**0.29**	**80**	**E (65.1)**	**0.15**	**37**
	Right	C (21.5)	0.58	78	C (22.8)	0.58	60
	Intersection	A (4.3)	-	-	A (3.0)	-	-
Maple Road at Millersport Highway East (Signalized)							
Eastbound	*Left*	C (34.4)	0.48	138	A (1.8)	0.14	9
	Thru	C (23.0)	0.46	457	A (1.1)	0.20	26
Westbound	*Thru/Right*	C (24.4)	0.56	488	A (4.6)	0.31	178
Northbound	*Left*	C (32.3)	0.36	72	D (54.9)	0.21	65
	Thru/Right	**E (62.3)**	**0.36**	**#690**	C (33.2)	0.85	179
	Intersection	C (32.5)	-	-	A (9.9)	-	-
Sheridan Drive at Eggert Road (Signalized)							
Eastbound	*Left*	C (27.2)	0.29	47	C (29.8)	0.41	73
	Thru	C (21.1)	0.42	169	C (20.5)	0.45	188
	Right	A (3.9)	0.25	41	A (3.5)	0.22	34
Westbound	*Thru/Right*	C (22.5)	0.56	229	C (20.6)	0.51	210
South eastbound	*Left/Thru/Right*	D (46.5)	0.77	#191	D (40.2)	0.58	126
North westbound	*Left/Thru/Right*	D (41.9)	0.66	151	D (39.7)	0.63	141
	Intersection	C (26.9)	-	-	C (24.1)	-	-
Sheridan Drive at Alberta Drive (Signalized)							
Eastbound	*Left*	**F (86.3)**	**0.73**	**237**	**F (85.7)**	**0.77**	**269**
	Thru/Right	B (16.0)	0.24	193	C (20.6)	0.33	262
Westbound	*Left*	**F (102.4)**	**0.52**	**m126**	**F (103.4)**	**0.57**	**m142**
	Thru/Right	A (9.4)	0.40	94	B (11.4)	0.44	102
Northbound	*Left/Thru/Right*	**E (75.2)**	**0.58**	**98**	**E (76.7)**	**0.71**	**144**
Southbound	*Left*	**E (56.9)**	**0.48**	**174**	D (52.4)	0.47	165
	Thru/Right	**E (55.5)**	**0.69**	**306**	**E (56.6)**	**0.75**	**374**
	Intersection	C (28.8)	-	-	C (33.2)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Sheridan Drive at Bailey Avenue (Signalized)							
Eastbound	*Left*	**F (105.8)**	**0.69**	**219**	**F (104.9)**	**0.77**	**320**
	Thru/Right	B (20.0)	0.33	128	C (21.9)	0.38	144
Westbound	*Left*	**F (123.3)**	**0.68**	**215**	**F (108.1)**	**0.73**	**172**
	Thru/Right	B (10.3)	0.43	75	C (25.6)	0.50	434
Northbound	*Left*	D (46.3)	0.43	115	D (43.9)	0.43	121
	Thru/Right	**E (71.7)**	**0.79**	**295**	**E (72.5)**	**0.79**	**286**
Southbound	*Left*	D (50.1)	0.54	138	D (51.5)	0.64	185
	Thru/Right	**E (63.5)**	**0.68**	**263**	**E (60.1)**	**0.62**	**254**
	Intersection	D (39.7)	-	-	D (45.8)	-	-
Sheridan Drive at Sweet Home Road (Signalized)							
Eastbound	*Left*	**E (76.6)**	**0.64**	**257**	**E (58.1)**	**0.60**	**268**
	Thru/Right	D (43.3)	0.33	367	C (34.5)	0.29	332
Westbound	*Left*	**F (86.2)**	**0.54**	**125**	**F (84.3)**	**0.43**	**92**
	Thru/Right	D (38.1)	0.53	413	C (33.8)	0.43	334
Northbound	*Left*	D (51.9)	0.15	52	**E (62.8)**	**0.22**	**65**
	Thru/Right	**E (79.5)**	**0.84**	**399**	**F (83.6)**	**0.76**	**274**
Southbound	*Left*	D (42.9)	0.46	113	D (49.0)	0.48	147
	Thru/Right	D (48.1)	0.65	396	D (46.0)	0.55	289
	Intersection	D (48.8)	-	-	D (42.7)	-	-
Sheridan Drive at Millersport Highway (Signalized)							
Eastbound	*Left*	**E (57.4)**	**0.72**	**#318**	D (45.4)	0.66	260
	Thru/Right	D (36.8)	0.50	234	C (26.7)	0.39	180
Westbound	*Left*	**E (58.5)**	**0.63**	**203**	D (47.9)	0.42	116
	Thru/Right	D (43.4)	0.70	272	D (37.9)	0.65	200
Northbound	*Left*	C (24.2)	0.17	43	C (22.6)	0.16	50
	Thru	D (38.8)	0.48	205	D (40.7)	0.62	190
	Right	A (7.8)	0.26	49	A (7.0)	0.27	36
Southbound	*Left*	C (24.5)	0.27	86	C (23.6)	0.29	81
	Thru	D (39.9)	0.68	354	C (33.8)	0.41	161
	Right	A (5.9)	0.45	68	A (7.0)	0.47	67
	Intersection	D (37.4)	-	-	C (31.4)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Eggert Road at Alberta Drive (Signalized)							
Eastbound	*Left/Thru/Right*	A (5.0)	0.20	40	A (6.3)	0.27	39
Westbound	*Left/Thru/Right*	A (4.8)	0.21	43	A (5.8)	0.22	32
Northbound	*Left/Thru/Right*	B (13.2)	0.07	20	A (9.3)	0.07	14
Southbound	*Left/Thru/Right*	B (12.8)	0.32	49	B (11.1)	0.37	42
	Intersection	A (6.1)	-	-	A (7.0)	-	-
Eggert Road at Bailey Avenue (Signalized)							
Eastbound	*Left/Thru/Right*	B (16.6)	0.48	104	B (16.5)	0.45	87
Westbound	*Left/Thru/Right*	B (17.0)	0.53	114	B (15.7)	0.53	100
Northbound	*Left*	A (7.8)	0.22	43	A (7.1)	0.16	32
	Thru/Right	C (20.1)	0.65	213	C (20.1)	0.66	209
Southbound	*Left*	A (8.6)	0.29	46	A (8.6)	0.32	48
	Thru/Right	B (13.0)	0.32	83	B (11.5)	0.28	80
	Intersection	B (15.7)	-	-	B (15.1)	-	-
N Bailey Avenue at Romney Road (Unsignalized)							
Eastbound	*Left*	**e (49.1)**	**0.20**	**0.7**	**f (85.6)**	**0.41**	**1.6**
	Right	c (16.5)	0.40	1.9	c (24.3)	0.59	3.8
Northbound	*Left*	a (9.3)	0.15	0.5	b (10.2)	0.22	0.9
	Intersection	n/a			n/a		
N Bailey Avenue at Meyer Road (Signalized)							
Eastbound	*Left/Thru/Right*	C (25.4)	0.57	131	C (26.0)	0.52	125
Westbound	*Left/Thru*	B (19.8)	0.08	32	C (23.8)	0.06	26
	Right	A (6.5)	0.28	38	A (8.1)	0.28	41
Northbound	*Left*	A (7.0)	0.10	17	A (6.5)	0.11	15
	Thru/Right	B (11.0)	0.62	279	A (9.7)	0.60	265
Southbound	*Left*	A (9.2)	0.28	46	A (6.6)	0.17	27
	Thru/Right	B (12.4)	0.68	326	B (13.5)	0.76	399
	Intersection	B (12.7)	-	-	B (12.7)	-	-
Bowmart Parkway at Meyer Road (Unsignalized)							
Westbound	*Left*	a (7.6)	0.01	0	a (7.5)	0.00	0
Northbound	*Left*	a (9.9)	0.18	0.6	a (9.7)	0.16	0.6
	Intersection	n/a			n/a		

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Maple Road at Corporate Parkway (Signalized)							
Eastbound	*Left*	A (2.0)	0.03	m2	A (1.1)	0.02	m1
	Thru	A (2.7)	0.35	75	A(2.6)	0.25	278
	Right	A (0.0)	0.01	m0	A (0.0)	0.00	m0
Westbound	*Left*	A (1.6)	0.02	m1	A (8.0)	0.00	m1
	Thru	A (6.1)	0.44	464	A (7.6)	0.29	330
	Right	A (0.2)	0.01	m0	A (0.0)	0.00	m0
Northbound	*Left*	**F (82.7)**	**0.41**	**87**	**E (64.5)**	**0.03**	**12**
	Left/Thru	**F (83.2)**	**0.42**	**89**	**E (65.0)**	**0.04**	**13**
Southbound	*Right*	C (21.7)	0.66	66	A(0.0)	0.01	0
	Left/Thru/Right	A (5.9)	0.036	0	A (1.0)	0.10	0
Intersection		A (8.4)	-	-	A (5.4)	-	-
Maple Road at Flint Road (Signalized)							
Eastbound	*Left*	B (14.3)	0.17	49	A (5.7)	0.12	8
	Thru	D (44.9)	0.57	410	B (10.7)	0.30	179
	Right	B (18.0)	0.70	#281	B (16.9)	0.46	147
Westbound	*Left*	**F (83.9)**	**0.63**	**#435**	B (12.3)	0.27	75
	Thru/Right	C (27.0)	0.54	324	B (17.0)	0.40	211
Northbound	*Left*	D (46.9)	0.65	168	D (44.3)	0.59	150
	Thru/Right	D (44.1)	0.22	114	D (38.1)	0.20	86
Southbound	*Left*	D (36.2)	0.32	133	D (37.4)	0.34	112
	Thru/Right	**E (76.8)**	**0.85**	**406**	**E (68.4)**	**0.79**	**275**
Intersection		D (41.4)	-	-	C (23.9)	-	-

The majority of intersections are operating overall at acceptable levels of service (D or better). The only intersection currently experiencing an overall LOS of E or F is Niagara Falls Boulevard at Sheridan Drive. This is a high-volume intersection of US Route 62 and NY State Route 324. The movements experiencing a LOS E or F at this intersection include eastbound left and through/right, westbound left and through, and southbound left.

There are many intersections with movements experiencing a LOS E or F. The majority of these movements are left turn lanes. Lower levels of service are common on exclusive turn lanes as most of the green time at signals is given to the major through movements to move large volumes of traffic, creating delay on the lower demand movements. Movements experiencing a LOS E or F are listed below. See **Appendix A, Figures 4 and 5** for intersection level of service maps for the Weekday PM and Saturday Midday peaks respectively.

Movements:

- Niagara Falls Boulevard at I-290 Westbound Ramps westbound left, through, and right.
- Niagara Falls Boulevard at I-290 Eastbound Ramps westbound right.
- Niagara Falls Boulevard at Ridge Lea Road eastbound left, westbound left, northbound left, southbound left.
- Niagara Falls Boulevard at Consumer Plaza Drive eastbound left/through, westbound left/through, northbound left and through.
- Niagara Falls Boulevard at Romney Road eastbound left/through, westbound left and through/right, northbound left, southbound left.
- Niagara Falls Boulevard at Meyer Road eastbound left/through/right and westbound left/through/right.
- Niagara Falls Boulevard at Maple Road and Brighton Road eastbound left and through/right, westbound left and through, northbound left, southbound left.
- Niagara Falls Boulevard at Boulevard Mall eastbound left, westbound left/through, northbound left, southbound left
- Niagara Falls Boulevard at Treadwell Road eastbound left/through, northbound left, and southbound left
- Niagara Falls Boulevard at Sheridan Drive eastbound left and through/right, westbound left and through, and southbound left.
- Niagara Falls Boulevard at Eggert Road eastbound through, westbound left and through/right, northbound left, and southbound left.
- Maple Road at N Bailey Avenue southbound left.
- Maple Road at Home Sweet Road eastbound left, northbound through, and southbound through.
- Maple Road at Millersport Highway West southbound left.
- Maple Road at Millersport Highway East northbound through/right.
- Sheridan Drive at Alberta Drive eastbound left, westbound left, northbound left/through/right, and southbound left and through/right.
- Sheridan Drive at Bailey Avenue eastbound left, westbound left, northbound through/right, and southbound through/right.
- Sheridan Drive at Sweet Home Road eastbound left, westbound left, and northbound left and through/right.
- Sheridan Drive at Millersport Highway eastbound left and westbound left.
- North Bailey at Romney Road eastbound left.
- Maple Road at Corporate Parkway northbound left and northbound left/through.
- Maple Road at Flint Road westbound left and southbound through/right.

Crash Analysis

A crash analysis was completed for the study area intersections and road segments. There was a total of 1,032 crashes within the study area over a three-year period from May 2021 through May 2024. The most common type of crash within the study area was rear end, with a total of 423 out of 1,032 crashes (40%). Then next most common types were left turn and overtaking with a combined total of 180 crashes (30%). Detailed crash analyses are provided in Appendix B. There were 15 crashes with a pedestrian and 8 crashes with a bicyclist. All of the pedestrian and bicyclist crashes resulted in an injury. There were no fatalities.

A total of 592 crashes occurred at the study intersections and 440 crashes occurred along roadway segments. Table 5 and Table 6 are a summary of the predominant crash types and severity at each intersection. Crash maps within the study area are provided in Appendix B. See Figure 6 for a crash heat map.

Intersections that had a more concentrated number of crashes over the analysis period included the following:

- Maple Road at Sweet Home Road (58 crashes)
- Sheridan Drive at Millersport Highway (50 crashes)
- Niagara Falls Boulevard at Ridge Lea Road (49 crashes)
- Maple Road at North Bailey Avenue (45 crashes)
- Niagara Falls Boulevard at Maple Road and Brighton Road (44 crashes)
- Sheridan Drive at Bailey Avenue (37 crashes)
- Sheridan Drive at Sweet Home Road (33 crashes)
- Niagara Falls Boulevard at Romney Road (30 crashes)
- Niagara Falls Boulevard at Sheridan Drive (30 crashes)
- Sheridan Drive at Alberta Drive (23 crashes)
- Maple Road at Alberta Drive (17 crashes)

Two intersections in particular had a significantly high number of crashes (>50 crash), Maple Road at Sweet Home Road and Sheridan Drive at Millersport Highway. The majority of the crashes were rear ends with a listed cause of following too closely and driver inattention. Congestion increases the chances of rear ends with unexpected stops and increased driver frustration. The second typical crash for Maple Road at Sweet Home Road was left turn. These can be caused by disregarding traffic signals, driver inattention /distraction or failing to yield the right of way, which is noted in the crash reports as the primary cause. The signal operates on permissive and protective left turns for all approaches. Crash diagrams can be found in Appendix B.

Figure 6: Crash Heat Map

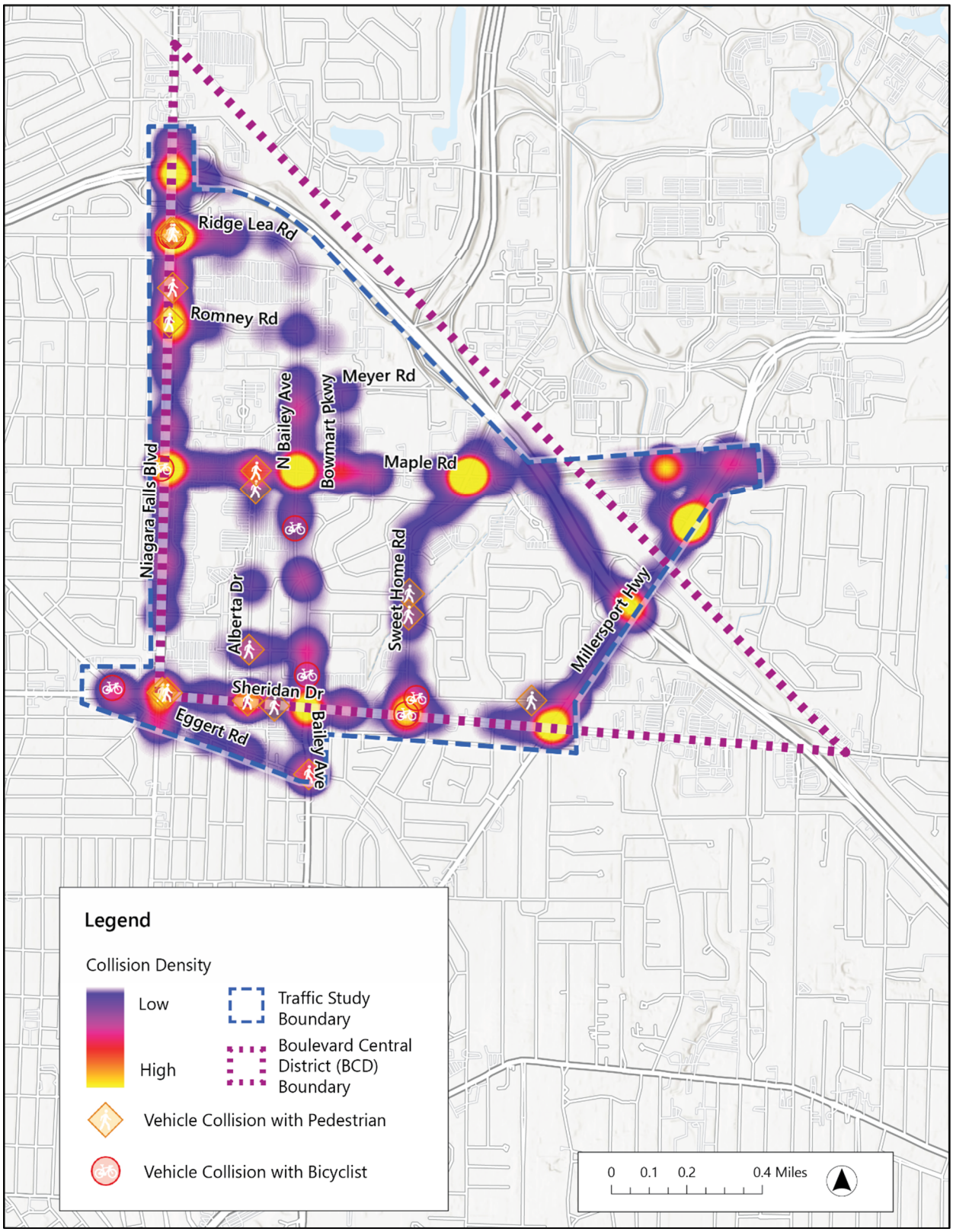


Table 5: Intersection Crash Types

Intersection Name	Less Severe					Severe					Total Crashes
	Rear End	Overtaking	Sideswipe	Right Turn	Total	Right Angle	Left Turn	Head On	Pedestrian Bicyclist	Total	
Maple Rd at Sweet Home Road	31	4	7	2	44	1	13	0	0	14	58
Sheridan Dr at Millersport Hwy	27	10	4	4	45	2	3	0	0	5	50
Niagara Falls Blvd at Ridge Lea Road	16	12	4	3	35	1	9	0	4	14	49
Maple Rd at North Bailey Ave	21	5	2	2	30	2	12	1	0	15	45
Niagara Falls Blvd at Maple Rd & Brighton Rd	26	6	3	0	35	2	6	0	1	9	44
Sheridan Dr at Bailey Ave	15	7	4	0	26	8	3	0	0	11	37
Sheridan Dr at Sweet Home Rd	12	3	0	3	18	7	6	1	1	15	33
Niagara Falls Blvd at Romney Rd	16	4	1	3	24	1	3	1	1	6	30
Niagara Falls Blvd at Sheridan Dr	14	4	1	3	22	1	5	0	2	8	30
Sheridan Dr at Alberta Dr	10	4	0	1	15	6	1	0	1	8	23
Maple Rd at Alberta Dr	8	1	0	0	9	3	4	0	1	8	17
Niagara Falls Blvd at Eggert Rd	9	3	1	0	13	3	0	0	0	3	16
North Bailey Ave at Meyer Rd	6	1	2	1	10	3	3	0	0	6	16
Eggert Rd at Bailey Ave	3	2	2	2	9	2	3	0	1	6	15
Maple Rd at Bowmart Pkwy	4	4	0	1	9	2	3	0	0	5	14
Sheridan Dr at Eggert Rd	3	5	1	0	9	1	2	0	1	4	13
Niagara Falls Blvd at Consumer Square	7	2	0	0	9	1	2	0	0	3	12
Maple Rd at Hillcrest Dr	3	3	2	0	8	1	3	0	0	4	12
Niagara Falls Blvd at WB I-290 Ramps	5	1	0	2	8	1	1	1	0	3	11
Niagara Falls Blvd at Meyer Rd	2	2	0	2	6	0	5	0	0	5	11
Bailey Ave at Emerson Dr	2	0	1	0	3	8	0	0	0	8	11
Niagara Falls Blvd at Tredwell Rd	8	0	0	0	8	2	0	0	0	2	10
Niagara Falls Blvd at EB I-290 Ramps	6	0	0	0	6	0	0	0	0	0	6
Niagara Falls Blvd at Boulevard Mall Driveway	5	0	0	0	5	0	0	0	0	0	5
Maple Rd at Millersport Hwy Ramps NB	4	0	0	1	5	0	0	0	0	0	5
Eggert Rd at Alberta Dr	2	1	0	0	3	1	1	0	0	2	5
North Bailey Ave at Alberta Dr	1	0	0	0	1	0	4	0	0	4	5
Bowmart Pkwy at Meyer Rd	2	1	0	0	3	0	2	0	0	2	5
Maple Rd at Millersport Hwy Ramps SB	2	1	0	1	4	0	0	0	0	0	4
Total	270	86	35	31	422	59	94	4	13	169	592

Table 6: Intersection Crash Severity

Intersection Name	Property Damage	Injury	Fatal	Total Crashes
Niagara Falls Blvd at WB I-290 Ramps	7	4	0	11
Niagara Falls Blvd at EB I-290 Ramps	3	3	0	6
Niagara Falls Blvd at Ridge Lea Road	31	18	0	49
Niagara Falls Blvd at Consumer Square	8	4	0	12
Niagara Falls Blvd at Romney Rd	24	6	0	30
Niagara Falls Blvd at Meyer Rd	7	4	0	11
Niagara Falls Blvd at Maple Rd & Brighton Rd	29	15	0	44
Niagara Falls Blvd at Boulevard Mall Driveway	2	3	0	5
Niagara Falls Blvd at Tredwell Rd	5	5	0	10
Niagara Falls Blvd at Sheridan Dr	19	11	0	30
Niagara Falls Blvd at Eggert Rd	11	5	0	16
Maple Rd at Alberta Dr	12	5	0	17
Maple Rd at North Bailey Ave	36	9	0	45
Maple Rd at Bowmart Pkwy	8	6	0	14
Maple Rd at Hillcrest Dr	7	5	0	12
Maple Rd at Sweet Home Road	32	26	0	58
Maple Rd at Millersport Hwy Ramps SB	3	1	0	4
Maple Rd at Millersport Hwy Ramps NB	3	2	0	5
Sheridan Dr at Eggert Rd	6	7	0	13
Sheridan Dr at Alberta Dr	11	12	0	23
Sheridan Dr at Bailey Ave	26	11	0	37
Sheridan Dr at Sweet Home Rd	18	15	0	33
Sheridan Dr at Millersport Hwy	38	12	0	50
Eggert Rd at Alberta Dr	3	2	0	5
Eggert Rd at Bailey Ave	10	5	0	15
North Bailey Ave at Alberta Dr	5	0	0	5
North Bailey Ave at Meyer Rd	12	4	0	16
Bailey Ave at Emerson Dr	8	3	0	11
Bowmart Pkwy at Meyer Rd	5	0	0	5
Total	389	203	0	592

APPENDIX C

TECHNICAL MEMO 2 – SUMMARY OF PLANNED CONDITIONS

Technical Memo 2 – Summary of Planned Conditions

Traffic Impact Study: Town of Amherst Boulevard Central District

Background

This technical memo is a summary of planned conditions due to a change in the Town's land use plan, for the transportation network within the Town of Amherst Boulevard Central District (BCD). This planned condition analysis builds off the existing conditions report model and analysis results that were presented in Technical Memo 1. The planned conditions analysis considers the anticipated growth within the transportation network based on the Town's planned land use projections for the area. This technical memorandum presents the results of the planned conditions analysis for the GEIS update.

Planned Land Use and Growth

A land use program was developed for the Amherst Boulevard Central District and provided by the Town of Amherst. To determine the impacts of the planned land use program on the transportation network, planned land uses were correlated to Traffic Analysis Zones (TAZ). Each TAZ had a projected increase in population, retail employment, and office employment based on the potential development corresponding to land uses. Expected population and employee growth were based on the number of planned residential units and the square footage of retail and office facilities. The Greater Buffalo Niagara Regional Transportation Council (GBNRTC) was engaged to determine the origin and destination of travel within the study area using their regional transportation model. The regional model has known background development and growth programmed into it. The Town of Amherst planned land use projections were added to the regional model according to the anticipated type of development growth within each TAZ, and the model determined increases and decreases on major routes/street segments within the transportation system in the study area. The regional model which was altered to include changes in the projected land use in the BCD area is referred to as the Projected Growth Development Model.

The regional model analyzed the AM and PM three-hour peak periods for street segments. The regional model only has the PM peak, the future land use program induced the most significant impacts to the PM and Saturday peaks. To account for increases and decreases on each segment during the Saturday peak hour, the PM regional model scenario was used, as it is expected to have similar origin and destination patterns to the PM peak. Figure 1 in Appendix A is a map showing the percentage change in traffic volumes between the base model and the model with the Amherst BCD forecast volumes during the PM peak period. Streets with a high percentage increase in volumes were Alberta Drive, Niagara Falls Boulevard, Maple Road, North Bailey Avenue, and Sheridan Drive. To complete the analysis segment growth was translated to intersection turning movement volumes to determine impacts to intersections.

To determine vehicle routes, the percentage increases and decreases of street segments by comparing the base regional model to the Projected Growth Model were applied to the planned condition Synchro model. The turning movements were determined by using the ratios of the Projected Growth Development Model and applying those to the planned condition Synchro model. To check the road segment and turning

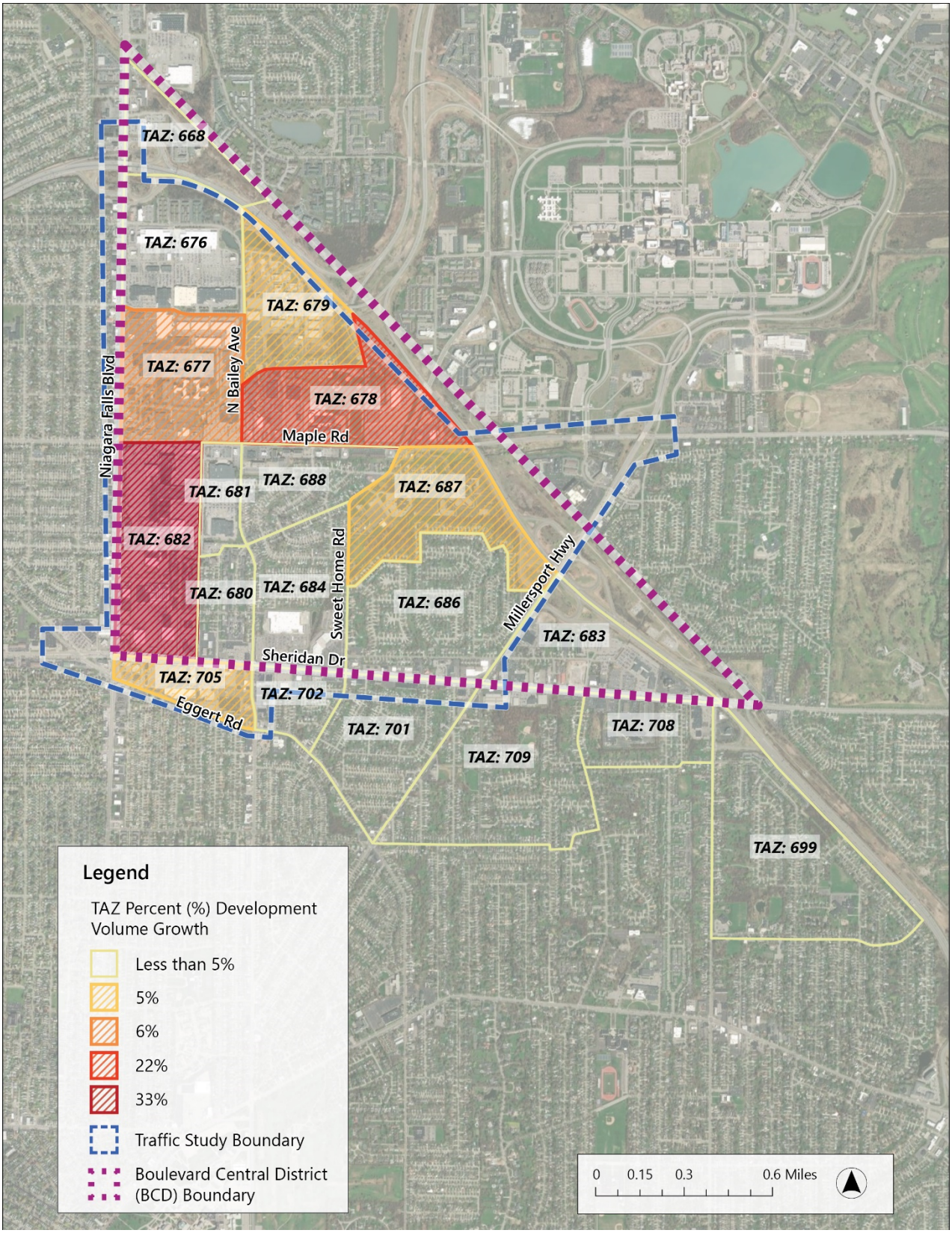
movement changes for the planned condition, a percentage of growth in each TAZ was calculated and compared to the expected overall growth of the Amherst Boulevard Central District. A summary of the projections and growth percentages are given in Table 1, any TAZ with 5% or greater of the total area growth was considered a significant increase in future volumes and was included as one a major growth TAZ. The six identified TAZs with 5% or greater of the total area growth were used to project trip distribution to and from the study area, see Figure 2 for a map of the TAZs.

Table 1: Amherst Boulevard Central District TAZ Growth Projections

TAZ	Amherst BCD Projections (2026)			Amherst BCD Projections to Pop & Emp				
	Total Units	Retail SF	Office SF	Population	Retail Emp*	Office Emp*	Total Pop & Emp Growth	Percentage of Growth
668	0	0	0	0	0	0	0	0%
676	78	82,062	0	108	234	0	343	2%
677	494	109,678	0	756	313	0	1069	**6%**
678	1,140	299,265	99,755	2394	855	570	3819	**22%**
679	0	310,159	0	0	886	0	886	**5%**
680	43	28,622	0	74	82	0	155	1%
681	50	65,350	0	115	187	0	301	2%
682	1,551	831,015	158,013	2389	2374	903	5666	**33%**
683	269	51,799	0	422	148	0	570	3%
684	50	13,875	0	125	40	0	165	1%
686	115	69,845	0	265	200	0	464	3%
687	385	0	0	905	0	0	905	**5%**
688	118	147,657	0	283	422	0	705	4%
699	20	7,000	0	45	20	0	65	0%
701	0	0	0	0	0	0	0	0%
702	200	52,500	17,500	384	150	100	634	4%
705	320	84,000	28,000	602	240	160	1002	**6%**
708	90	31,394	0	189	90	0	279	2%
709	0	74,456	0	0	213	0	213	1%

* Town of Amherst Economic Study (2016)
350 sq ft per retail employee
175 sq ft per office employee

Figure 2: TAZ Growth Changes



Planned Condition Model

The Planned Condition for traffic volumes is the future redevelopment scenario. Since growth is expected to be stagnant outside of the land use and zoning changes, the future redevelopment scenario is not tied to a specific horizon year and is therefore referred to as the planned condition. Traffic volumes for the Planned Condition were estimated using data outputs of GBNRTC's regional Travel Demand Model (TDM). Without considering the Planned Condition, the Town of Amherst is projected to maintain a general status quo condition, i.e. negligible changes to traffic and growth. The following are descriptions for each of the models used and considered to determine forecasted traffic volumes in the Study Area:

- GBNRTC Base Travel Demand Model: GBNRTC's base model is a 2020 calibrated model for this study area consisting of 18 Traffic Analysis Zones (TAZs). This includes the base highway network of streets within the federal aid highway system.

- GBNRTC Forecasted Travel Demand Model: GBNRTC's forecasted model is a 2050 model that includes all known development and projects with a planning year of 2050. This model includes the NFTA light rail extension through the Town of Amherst to the UB Campus. This model was not used as a part of this project because it provided more conservative traffic volumes compared to the existing base model, partly in due to the light rail extension expected to decrease the dependency on single occupancy vehicles in the area.

- GBNRTC Projected Growth Development Model: This model was created by GBNRTC using the GBNRTC base travel demand model and adjusting existing land use and zoning to incorporate future land use changes for new population, retail employment, and office employment.

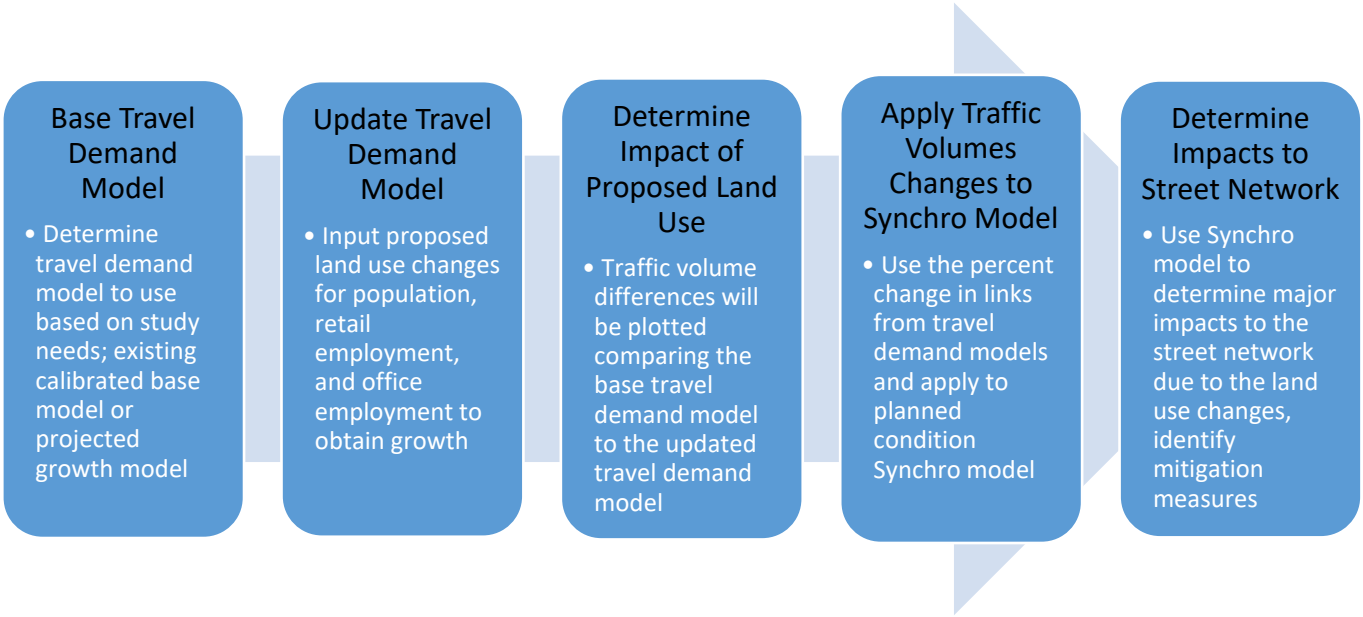
- Existing Condition Model: Synchro 12 model encompassing major intersections and road segments within the study area. This model is populated with existing traffic count data, geometry, signal timings, and phasings that were requested by signal owners and field verified. This model is used to determine the existing capacity, delay, and queueing at intersections.

- Planned Condition Model: Synchro 12 model encompassing major intersections and road segments within the study area. This model is populated with projected traffic volumes from the GBNRTC Project Growth Development Model with existing geometry, signal timings, and phasings.

- Planned Condition Model with Mitigation: Synchro 12 model encompassing major intersections and road segments within the study area. This model is populated with projected traffic volumes from the GBNRTC Project Growth Development Model and identified mitigation including updated signal timings and coordination, geometry, and other mitigation techniques.

The base travel demand model and the projected growth development model were compared to obtain the percent difference for peak hour periods. The percent difference was applied to existing traffic counts to obtain traffic data for the Planned Condition (see Chart 1).

Chart 1: Traffic Volume Development



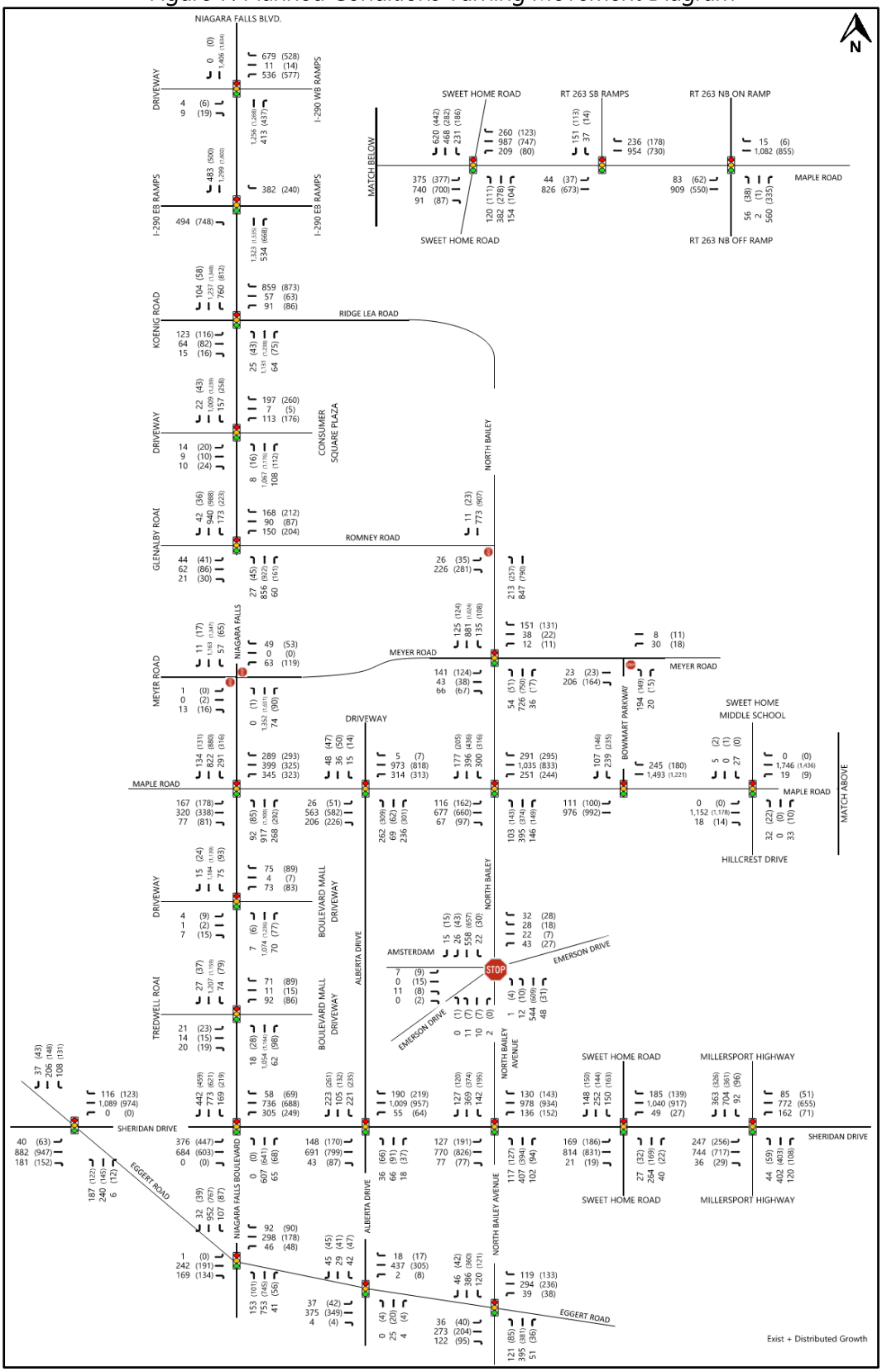
Trip Distribution

Trip distribution assumptions were based on the TAZ growth and the roadway segment percent changes provided by the regional model. Road segment changes were applied to the planned condition Synchro model based on the changes from the regional model. Turning movement ratios were also applied to the planned condition model. For verification of trip distribution, the main access points of entering and exiting the study area were identified. Main access points to the study area include the following intersections:

- Niagara Falls Boulevard at Ridge Lea Road/Koeing Road
- Niagara Falls Boulevard at Maple Road
- Niagara Falls Boulevard at Sheridan Drive
- Maple Road at Millersport Highway
- Sheridan Drive at Millersport Highway
- Eggert Road at Bailey Avenue

From these major access points into and out of the study area, traffic was distributed based on level of segment increases in traffic that were reported from the regional model, as well as the increases in each TAZ based on growth from new development. Projected turning movement volumes were not balanced between intersections because driveway locations for developments will not be determined until site plan review for each impending development. Therefore, turning movement volumes distributed to a street segment may have been dissolved or generated within a segment based on the assumption they entered or exited to an existing or future driveway within that street segment. Appendix A Figure 3 shows the existing turning movement volumes collected in 2023. Figure 4 in Appendix A displays the segment growth calculated from existing volumes and the growth rates provided by GBNRTC. In Appendix A Figure 5 shows the turning movement distribution percentages at each intersection and Figure 6 shows the turning movement distribution volumes. Figure 7 shows the overall planned conditions for the intersection analysis.

Figure 7: Planned Conditions Turning Movement Diagram



Capacity Analysis Methodology

Intersections

The study intersections were analyzed using SYNCHRO 12[1], which is a computer program that implements the methods presented in the 7th Edition Highway Capacity Manual[2]. SYNCHRO determines the Level of Service (LOS), which is measured in terms of time Delay (seconds).

> Delay is a quantitative measure stated in terms of the control delay per vehicle for a 15-minute analysis period expressed in time (seconds). It is a qualitative measure of driver discomfort, frustration, fuel consumption and lost travel time.
> Level of Service criteria are stated in terms of the control delay (stated above) per vehicle and ranges from "A" to "F". Level of Service A is representative of a movement that is free flowing with minimal delay, while LOS F generally represents long delays. LOS D is generally considered acceptable in urban environments.

The ranges of delay for each level of service, as contained in the 7th Edition Highway Capacity Manual, are shown in Table 2.

Table 2: Intersection Level of Service Criteria

Level of Service (LOS)	Unsignalized Intersections	Signalized Intersections	
	Delay (sec)	Delay (sec)	v/c ratio*
A	0-10	0-10	<1.0
B	> 10-15	> 10-20	<1.0
C	> 15-25	> 20-35	<1.0
D	> 25-35	> 35-55	<1.0
E	> 35-50	> 55-80	<1.0
F	over 50	over 80	≥1.0

* If the volume to capacity ratio is 1.0 or greater, the LOS is F

The projected growth volumes distributed through the transportation network based on the Town's projected growth were added to the existing traffic volumes to complete an intersection capacity analysis. The results of the planned land use capacity analysis are compared to existing conditions and displayed in Table 3.

[1] Synchro Studio 12, Traffic Signal Optimization and Simulation Modeling Software, Version 12, Trafficware Corporation, Albany, California, 2023.
[2] Highway Capacity Manual, Transportation Research Board, National Research Council, Washington D.C., 2022.

Table 3: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at I-290 Westbound Ramps (Signalized)													
Eastbound	*Left*	D (41.2)	0.04	14	D (43.2)	0.06	18	D (40.8)	0.04	14	D (42.1)	0.05	18
	Right	A (0.1)	0.02	0	A (7.5)	0.04	16	A (0.1)	0.02	0	A (7.4)	0.04	16
Westbound	*Left*	**E (72.1)**	**0.82**	**594**	**E (72.0)**	**0.80**	**541**	**E (71.9)**	**0.83**	**625**	**E (71.4)**	**0.81**	**576**
	Thru	**E (63.7)**	**0.82**	**550**	**E (69.1)**	**0.82**	**535**	**E (66.5)**	**0.84**	**595**	**E (70.1)**	**0.83**	**575**
	Right	**E (61.4)**	**0.80**	**511**	**E (59.1)**	**0.76**	**447**	**E (63.5)**	**0.82**	**547**	**E (60.9)**	**0.77**	**485**
Northbound	*Thru*	B (17.5)	0.39	340	C (21.2)	0.39	363	B (19.3)	0.42	354	C (23.0)	0.41	389
	Right	A (3.0)	0.36	51	A (5.3)	0.37	99	A (3.3)	0.38	59	A (5.5)	0.39	102
Southbound	*Thru/Right*	B (19.6)	0.45	402	B (19.7)	0.52	500	C (20.6)	0.47	412	C (21.0)	0.53	514
	Intersection	C (30.4)	-	-	C (30.4)	-	-	C (31.7)	-	-	C (31.7)	-	-
Niagara Falls Boulevard at I-290 Eastbound Ramps (Signalized)													
Eastbound	*Right*	**E (66.3)**	**0.79**	**292**	D (49.0)	0.65	428	**E (68.2)**	**0.81**	**352**	**E (56.9)**	**0.76**	**534**
Westbound	*Right*	A (0.4)	0.26	0	A (0.2)	0.15	0	A (0.4)	0.26	0	A (0.1)	0.15	0
Northbound	*Thru/Right*	A (0.1)	0.25	0	A (0.8)	0.41	0	A (0.1)	0.25	0	A (0.3)	0.46	0
Southbound	*Thru*	A (7.5)	0.34	154	C (27.9)	0.53	573	B (10.3)	0.38	243	C (28.9)	0.56	627
	Right	A (1.5)	0.39	13	A (7.1)	0.48	61	A (2.3)	0.41	29	A (7.8)	0.57	137
	Intersection	B (10.3)	-	-	B (16.2)	-	-	B (12.6)	-	-	B (17.7)	-	-

*lowercase letters signify the HCM 6th edition Stop Control methodology was used

a: level-of-service

b: delay is measured in seconds

c: volume to capacity ratio

d: 95th queue length, measured in feet (queue length of stop controlled intersections measured in number of vehicles

m footnote on queue indicates that volume is metered by an upstream signal

footnote on queue indicated that the volume modeled exceeds capacity

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Ridge Lea Road (Signalized)													
Eastbound	*Left*	**E (66.4)**	**0.50**	**187**	**E (56.7)**	**0.39**	**178**	**E (62.0)**	**0.51**	**186**	**E (58.9)**	**0.46**	**178**
	Thru/Right	D (53.8)	0.21	120	D (50.4)	0.21	147	D (49.4)	0.18	119	D (50.4)	0.20	147
Westbound	*Left/Thru*	**F (107.2)**	**0.71**	**170**	**E (73.0)**	**0.35**	**167**	**F (120.2)**	**0.89**	**#325**	**F (87.8)**	**0.68**	**#304**
	Right	D (38.3)	0.67	351	C (22.1)	0.50	319	D (35.5)	0.68	456	C (26.8)	0.60	443
Northbound	*Left*	**F (96.0)**	**0.35**	**m59**	**F (105.0)**	**0.49**	**m103**	**F (99.4)**	**0.35**	**m53**	**F (103.9)**	**0.48**	**m93**
	Thru/Right	B (12.4)	0.47	85	C (28.6)	0.79	113	B (12.8)	0.65	88	C (30.5)	0.90	128
Southbound	*Left*	**F (83.6)**	**0.83**	**371**	**E (78.1)**	**0.61**	**463**	**E (72.0)**	**0.86**	**468**	**F (87.9)**	**0.75**	**575**
	Thru/Right	A (9.1)	0.36	204	B (12.1)	0.43	227	B (11.6)	0.43	247	B (11.9)	0.49	253
Intersection		C (32.6)	-	-	C (33.3)	-	-	C (32.7)	-	-	D (37.6)	-	-
Niagara Falls Boulevard at Consumer Plaza (Signalized)													
Eastbound	*Left/Thru*	**E (67.7)**	**0.22**	**60**	**F (174.1)**	**0.82**	**#103**	**E (67.7)**	**0.22**	**60**	**F (174.1)**	**0.81**	**#103**
	Right	A (0.1)	0.03	0	A (0.8)	0.10	0	A (0.1)	0.03	0	A (0.7)	0.09	0
Westbound	*Left/Thru*	**E (67.1)**	**0.44**	**207**	**F (96.9)**	**0.82**	**296**	**E (67.1)**	**0.44**	**207**	**F (96.9)**	**0.81**	**296**
	Right	A (9.0)	0.42	75	A (9.8)	0.54	82	A (9.0)	0.42	75	A (9.8)	0.54	82
Northbound	*Left*	**F (93.2)**	**0.20**	**m40**	**F (124.6)**	**0.32**	**m70**	**F (111.4)**	**0.20**	**m0**	**F (122.3)**	**0.32**	**m68**
	Thru	**E (56.9)**	**0.56**	**480**	D (44.9)	0.53	516	**E (55.9)**	**0.64**	**547**	D (41.0)	0.61	590
	Right	B (11.7)	0.18	m107	A (9.6)	0.17	24	B (9.1)	0.18	m76	A (5.2)	0.17	m13
Southbound	*Left*	**F (94.3)**	**0.81**	**250**	**F (83.4)**	**0.72**	**#491**	**F (95.8)**	**0.81**	**m253**	**F (80.8)**	**0.72**	**#477**
	Thru/Right	B (16.7)	0.40	313	A (7.4)	0.39	258	B (16.7)	0.46	350	A (8.3)	0.45	324
Intersection		D (39.4)	-	-	C (34.8)	-	-	D (38.8)	-	-	C (32.5)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Romney Road (Signalized)													
Eastbound	*Left/Thru*	**F (345.3)**	**1.54**	**#288**	**F (158.2)**	**1.04**	**#265**	**F (372.5)**	**1.60**	**#291**	**F (130.7)**	**0.94**	**#249**
	Right	A (0.5)	0.08	0	A (0.8)	0.09	4	A (0.5)	0.07	0	A (0.7)	0.08	3
Westbound	*Left*	**F (110.8)**	**0.84**	**234**	**F (117.4)**	**0.94**	**304**	**F (109.5)**	**0.86**	**m254**	**F (109.4)**	**0.92**	**m336**
	Thru/Right	**F (84.4)**	**0.85**	**320**	**E (65.5)**	**0.77**	**333**	**F (82.3)**	**0.86**	**m340**	**E (62.2)**	**0.77**	**363**
Northbound	*Left*	**F (81.6)**	**0.38**	**76**	**F (84.2)**	**0.53**	**115**	**E (78.1)**	**0.38**	**m73**	**F (81.2)**	**0.53**	**116**
	Thru	C (25.9)	0.24	312	D (39.5)	0.30	394	D (36.1)	0.28	394	D (51.2)	0.36	462
	Right	B (13.6)	0.05	46	C (23.3)	0.17	150	C (21.1)	0.06	67	C (31.7)	0.19	172
Southbound	*Left*	**F (118.5)**	**0.77**	**264**	**F (108.2)**	**0.82**	**352**	**F (117.6)**	**0.79**	**294**	**F (112.7)**	**0.83**	**391**
	Thru/Right	A (2.5)	0.25	26	A (6.8)	0.28	124	A (2.6)	0.28	36	A (8.5)	0.33	140
Intersection		D (49.7)	-	-	D (46.5)	-	-	D (51.0)	-	-	D (48.7)	-	-
Niagara Falls Boulevard at Meyer Road (Unsignalized)													
Eastbound	*Left/Thru/Right*	c (17.6)	0.05	0.1	**f (83.7)**	**0.29**	**1**	c (21.5)	0.06	0.2	**f (147.7)**	**0.78**	**1.5**
Westbound	*Left/Thru/Right*	d (31.9)	0.24	0.9	**f (119.0)**	**0.78**	**4.1**	**f (609.8)**	**1.97**	**11**	**f (3958.5)**	**23.0**	**22.4**
Northbound	*Left*	b (11.6)	0.00	0	c (15.3)	0.0	0	b (12.3)	0.00	0	c (16.5)	0.003	0
Southbound	*Left*	c (18.0)	0.20	0.8	d (27.2)	0.36	1.6	d (25.5)	0.35	1.5	**f (50.8)**	**0.62**	**3.5**
Intersection		n/a			n/a			n/a			n/a		

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Maple Road and Brighton Road (Signalized)													
Eastbound	*Left*	**E (55.8)**	**0.55**	**186**	D (54.4)	0.54	197	D (53.1)	0.59	209	D (51.0)	0.56	222
	Thru/Right	**F (89.2)**	**0.79**	**245**	**F (88.8)**	**0.80**	**260**	**F (86.6)**	**0.83**	**296**	**F (86.3)**	**0.83**	**314**
Westbound	*Left*	**F (79.3)**	**0.88**	**#384**	**E (75.3)**	**0.86**	**#357**	**F (119.2)**	**1.08**	**#593**	**F (107.6)**	**1.03**	**#545**
	Thru	**E (74.1)**	**0.63**	**287**	**E (70.8)**	**0.52**	**236**	**E (70.0)**	**0.59**	**295**	**E (66.7)**	**0.48**	**241**
	Right	B (10.5)	0.52	86	B (10.6)	0.54	88	B (10.5)	0.55	99	B (13.0)	0.57	122
Northbound	*Left*	**F (102.0)**	**0.61**	**146**	**F (101.4)**	**0.58**	**130**	**F (97.0)**	**0.66**	**195**	**F (98.0)**	**0.66**	**189**
	Thru	C (31.3)	0.35	298	C (34.5)	0.44	385	D (37.3)	0.43	361	D (41.6)	0.53	468
	Right	A (4.1)	0.26	57	A (4.2)	0.29	60	A (4.6)	0.33	64	A (6.8)	0.36	98
Southbound	*Left*	**F (101.9)**	**0.74**	**208**	**F (93.9)**	**0.76**	**198**	**F (105.4)**	**0.77**	**243**	**F (97.4)**	**0.79**	**227**
	Thru/Right	B (17.5)	0.34	167	C (21.7)	0.37	224	C (20.7)	0.43	185	C (27.0)	0.46	256
	Intersection	D (45.5)	-	-	D (45.8)	-	-	D (51.2)	-	-	D (50.8)	-	-
Niagara Falls Boulevard at Boulevard Mall Driveway													
Eastbound	*Left*	**E (63.2)**	**0.05**	**17**	**E (63.8)**	**0.11**	**27**	**E (55.2)**	**0.03**	**5**	D (53.3)	0.06	25
	Thru/Right	D (37.5)	0.09	19	C (31.0)	0.16	27	C (32.0)	0.05	18	C (24.8)	0.09	25
Westbound	*Left/Thru*	**E (79.2)**	**0.39**	**59**	**F (80.2)**	**0.46**	**72**	**F (84.4)**	**0.66**	**127**	**F (84.0)**	**0.68**	**139**
	Right	A (2.5)	0.18	0	A (3.8)	0.22	3	B (16.0)	**0.37**	**50**	B (14.8)	0.38	52
Northbound	*Left*	**D (48.1)**	**0.06**	**27**	**E (58.4)**	**0.11**	**m21**	**E (58.0)**	**0.06**	**m25**	**E (58.0)**	**0.06**	**21**
	Thru/Right	A (5.0)	0.26	113	A (5.3)	0.29	113	A (6.9)	0.35	102	B (11.8)	0.40	277
Southbound	*Left*	**E (74.9)**	**0.39**	**71**	**E (77.8)**	**0.51**	**99**	**E (79.4)**	**0.63**	141	**E (79.5)**	**0.67**	**160**
	Thru/Right	A (4.0)	0.26	186	A (2.8)	0.24	123	A (6.3)	0.32	256	A (6.2)	0.30	232
	Intersection	A (6.7)	-	-	A (7.6)	-	-	B (11.9)	-	-	B (14.9)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Treadwell Road (Signalized)													
Eastbound	*Left/Thru/Right*	**E (58.5)**	**0.26**	**58**	**E (59.7)**	**0.28**	**61**	D (43.3)	0.31	74	**E (60.0)**	**0.39**	**92**
Westbound	*Left*	A (0.6)	0.08	0	A (0.6)	0.08	0	**E (72.1)**	**0.59**	**137**	**F (90.5)**	**0.61**	**151**
	Thru/Right	D (41.1)	0.27	26	C (34.3)	0.29	42	B (18.2)	0.35	59	C (20.6)	0.41	74
Northbound	*Left*	**E (60.0)**	**0.22**	**34**	**E (59.7)**	**0.27**	**92**	**E (66.2)**	**0.30**	**75**	**E (63.1)**	**0.20**	**93**
	Thru/Right	A (9.9)	0.29	104	A (9.8)	0.32	252	B (14.1)	0.37	271	B (12.6)	0.37	336
Southbound	*Left*	**E (74.3)**	**0.17**	**19**	**E (75.0)**	**0.23**	**60**	**E (68.9)**	**0.37**	**133**	**F (86.4)**	**0.51**	**147**
	Thru/Right	B (16.6)	0.35	145	B (16.5)	0.33	373	A (9.0)	0.41	326	B (18.7)	0.39	402
	Intersection	B (16.3)	-	-	B (16.2)	-	-	B (16.7)	-	-	C (21.8)	-	-
Niagara Falls Boulevard at Sheridan Drive (Signalized)													
Eastbound	*Left*	**F (96.7)**	**0.81**	**268**	**F (90.3)**	**0.76**	**274**	**F (95.7)**	**0.83**	**301**	**F (86.5)**	**0.79**	**344**
	Thru/Right	**E (73.0)**	**0.67**	**330**	**E (67.0)**	**0.54**	**280**	**E (70.2)**	**0.64**	**329**	**E (61.0)**	**0.47**	**272**
Westbound	*Left*	**F (97.6)**	**0.79**	**238**	**F (98.6)**	**0.75**	**200**	**F (97.2)**	**0.80**	**253**	**F (98.4)**	**0.76**	**214**
	Thru	**E (78.1)**	**0.76**	**359**	**E (79.2)**	**0.75**	**339**	**E (77.2)**	**0.76**	**367**	**E (78.6)**	**0.75**	**347**
	Right	A (0.5)	0.10	0	A (0.8)	0.14	0	A (0.8)	0.15	0	A (1.0)	0.18	0
Northbound	*Thru/Right*	B (19.6)	0.27	62	C (22.5)	0.29	122	C (20.9)	0.32	76	C (27.7)	0.37	330
Southbound	*Left*	**F (99.4)**	**0.71**	**171**	**F (98.6)**	**0.76**	**208**	**F (99.2)**	**0.73**	**179**	**F (98.4)**	**0.76**	**216**
	Thru	C (23.2)	0.33	315	C (22.2)	0.26	242	C (26.7)	0.40	406	C (27.5)	0.33	329
	Right	A (2.9)	0.34	56	A (2.9)	0.36	57	A (3.2)	0.42	63	A (4.4)	0.44	98
	Intersection	**E (55.3)**	-	-	D (54.1)	-	-	D (53.4)	-	-	D (53.3)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Eggert Road (Signalized)													
Eastbound	*Thru*	**E (79.6)**	**0.53**	**197**	**F (88.0)**	**0.59**	**174**	**E (78.2)**	**0.51**	**195**	**F (86.3)**	**0.56**	**172**
	Right	B (14.3)	0.48	83	B (16.1)	0.50	73	B (13.9)	0.47	82	B (15.5)	0.49	72
Westbound	*Left*	**F (82.4)**	**0.39**	**99**	**F (104.1)**	**0.57**	**115**	**F (80.3)**	**0.37**	**99**	**F (99.6)**	**0.54**	**114**
	Thru/Right	**F (86.4)**	**0.77**	**284**	**F (85.7)**	**0.75**	**205**	**F (84.8)**	**0.78**	**294**	**F (81.8)**	**0.75**	**208**
Northbound	*Left*	**F (109.1)**	**0.80**	**275**	**F (110.8)**	**0.74**	**207**	**F (109.1)**	**0.80**	**275**	**F (110.8)**	**0.73**	**207**
	Thru/Right	C (24.3)	0.27	255	B (18.8)	0.27	239	C (26.2)	0.30	285	C (20.4)	0.29	269
Southbound	*Left*	D (36.5)	0.30	124	**E (61.2)**	**0.30**	**130**	D (38.4)	0.33	161	**E (70.8)**	**0.34**	**189**
	Thru/Right	B (13.4)	0.36	315	A (3.9)	0.30	264	B (13.0)	0.43	410	A (3.2)	0.35	156
	Intersection	D (40.4)	-	-	D (35.1)	-	-	D (39.0)	-	-	C (33.7)	-	-
Maple Road at Alberta Drive (Signalized)													
Eastbound	*Left*	B (12.6)	0.08	23	B (12.4)	0.13	36	B (12.3)	0.09	22	B (24.9)	0.14	35
	Thru	C (26.4)	0.59	170	C (25.5)	0.58	166	C (27.2)	0.65	203	C (17.1)	0.63	200
	Right	A (6.4)	0.34	47	A (6.3)	0.36	48	A (5.8)	0.38	50	A (17.1)	0.39	51
Westbound	*Left*	B (15.2)	0.41	98	B (15.1)	0.43	103	C (30.4)	0.79	#248	C (30.7)	0.76	#258
	Thru/Right	B (18.0)	0.43	187	B (19.1)	0.38	152	B (17.9)	0.48	223	B (25.3)	0.42	182
Northbound	*Left*	B (18.2)	0.46	124	C (20.3)	0.55	140	C (22.9)	0.60	163	C (22.3)	0.70	184
	Thru/Right	B (12.6)	0.32	104	B (11.3)	0.37	106	B (13.2)	0.50	153	B (20.8)	0.55	157
Southbound	*Left*	B (14.1)	0.05	16	B (13.9)	0.04	14	B (15.3)	0.05	17	B (15.7)	0.04	15
	Thru/Right	B (14.9)	0.24	51	B (18.7)	0.31	61	B (15.7)	0.25	53	B (10.4)	0.32	63
	Intersection	B (18.1)	-	-	B (18.2)	-	-	C (20.2)	-	-	C (20.4)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Maple Road at N Bailey Avenue (Signalized)													
Eastbound	*Left*	C (23.2)	0.34	57	C (25.9)	0.45	89	D (35.1)	0.60	#113	D (38.4)	0.67	#162
	Thru	D (38.4)	0.67	242	D (42.7)	0.69	240	D (44.1)	0.77	338	D (53.1)	0.85	#363
	Right	A (0.3)	0.08	0	A (0.7)	0.15	0	A (0.4)	0.12	0	A (0.8)	0.19	0
Westbound	*Left*	C (25.2)	0.59	150	C (26.0)	0.56	154	D (36.2)	0.74	212	D (36.2)	0.72	204
	Thru/Right	C (29.2)	0.68	288	C (33.6)	0.72	249	C (34.6)	0.81	369	D (38.4)	0.80	320
Northbound	*Left*	B (20.0)	0.22	60	B (18.2)	0.28	78	C (26.8)	0.43	91	C (22.4)	0.45	100
	Thru	D (43.5)	0.75	341	D (48.4)	0.77	335	D (52.4)	0.83	#437	**E (55.9)**	**0.83**	**#415**
	Right	A (1.9)	0.25	10	A (1.7)	0.26	6	A (2.3)	0.26	15	A (2.1)	0.27	12
Southbound	*Left*	**E (61.0)**	**0.92**	**#317**	C (23.6)	0.64	200	**F (160.1)**	**1.23**	**#386**	D (35.6)	0.78	#279
	Thru	D (37.5)	0.65	348	C (32.9)	0.61	359	D (51.3)	0.82	#439	D (39.8)	0.72	403
	Right	A (0.7)	0.19	0	A (3.1)	0.21	28	A (4.4)	0.31	38	A (8.2)	0.33	74
Intersection		C (32.7)	-	-	C (30.8)	-	-	D (46.0)	-	-	D (37.9)	-	-
Maple Road at Bowmart Parkway (Signalized)													
Eastbound	*Left*	A (6.8)	0.30	32	C (31.9)	0.37	83	B (11.7)	0.40	56	D (41.8)	0.48	111
	Thru	A (6.0)	0.37	125	A (6.6)	0.40	133	A (6.8)	0.42	157	A (7.8)	0.47	175
Westbound	*Thru/Right*	B (14.0)	0.60	250	B (15.6)	0.62	198	B (16.9)	0.70	320	B (17.5)	0.66	256
Southbound	*Left*	C (34.0)	0.58	162	C (30.2)	0.56	149	D (44.2)	0.69	#259	D (35.9)	0.63	209
	Right	A (8.3)	0.24	37	A (0.9)	0.12	11	A (8.9)	0.27	46	A (0.6)	0.13	11
Intersection		B (12.5)	-	-	B (13.4)	-	-	B (15.4)	-	-	B (15.7)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Maple Road at Hillcrest Drive (Signalized)													
Eastbound	*Left/Thru/Right*	A (8.0)	0.45	228	A (4.6)	0.37	182	B (10.3)	0.53	285	A (4.7)	0.41	223
Westbound	*Left*	C (20.9)	0.06	24	C (20.2)	0.04	13	C (25.7)	0.06	26	C (22.3)	0.03	14
	Thru/Right	A (7.0)	0.62	200	A (2.7)	0.41	115	A (7.6)	0.70	292	A (2.9)	0.48	151
Northbound	*Left/Thru/Right*	A (9.5)	0.22	33	A (4.6)	0.10	12	B (11.0)	0.24	34	A (4.6)	0.10	13
Southbound	*Left*	C (21.7)	0.11	31	A (0.0)	0.00	0	C (25.7)	0.10	33	A (0.0)	0.00	0
	Thru/Right	A (0.0)	0.01	0	B (16.7)	0.16	6	A (0.0)	0.01	0	B (18.3)	0.01	7
	Intersection	A (7.7)	-	-	A (3.7)	-	-	A (9.0)	-	-	A (3.8)	-	-
Maple Road at Sweet Home Road (Signalized)													
Eastbound	*Left*	**E (55.7)**	**0.83**	**336**	C (22.7)	0.65	228	**E (77.7)**	**0.94**	**#507**	D (38.8)	0.81	#408
	Thru	D (37.6)	0.44	331	C (23.2)	0.32	251	D (42.4)	0.57	421	C (27.4)	0.42	322
	Right	A (2.4)	0.12	17	A (0.4)	0.09	3	A (3.9)	0.15	29	A (1.3)	0.11	11
Westbound	*Left*	C (26.7)	0.50	109	B (14.1)	0.17	34	D (42.8)	0.67	170	B (17.2)	0.25	42
	Thru	D (48.8)	0.78	#666	C (31.9)	0.47	370	**F (108.2)**	**1.10**	**#862**	D (42.6)	0.65	424
	Right	B (10.8)	0.37	80	A (3.6)	0.13	27	B (16.5)	0.51	145	A (4.7)	0.19	37
Northbound	*Left*	D (40.3)	0.51	110	D (37.7)	0.40	97	D (45.2)	0.62	132	D (37.2)	0.44	111
	Thru	**E (63.6)**	**0.72**	**457**	**E (65.5)**	**0.72**	**283**	**E (70.6)**	**0.82**	**#566**	**E (66.6)**	**0.76**	**329**
	Right	A (3.3)	0.23	23	A (0.9)	0.17	0	A (8.3)	0.30	63	A (1.1)	0.22	0
Southbound	*Left*	D (42.9)	0.64	192	D (43.1)	0.57	146	**E (60.8)**	**0.85**	**#313**	D (49.2)	0.71	178
	Thru	**E (69.5)**	**0.85**	**#653**	**E (62.9)**	**0.72**	**306**	**E (73.2)**	**0.89**	**#757**	**E (61.1)**	**0.71**	**334**
	Right	B (19.7)	0.72	291	A (8.6)	0.60	83	C (27.6)	0.84	#493	B (11.3)	0.67	130
	Intersection	D (41.5)	-	-	C (29.8)	-	-	**E (60.4)**	-	-	C (34.7)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Maple Road at Millersport Highway West (Signalized)													
Eastbound	*Left*	A (0.9)	0.03	m2	A (0.4)	0.02	m1	A (1.4)	0.11	m6	A (0.5)	0.06	m2
	Thru	A (0.9)	0.27	28	A (1.1)	0.23	10	A (1.1)	0.28	37	A (1.0)	0.23	11
Westbound	*Thru*	A (3.0)	0.31	108	A (1.2)	0.24	17	A (3.0)	0.33	133	A (1.1)	0.25	18
	Right	A (0.2)	0.15	0	A (0.2)	0.12	0	A (0.2)	0.15	0	A (0.1)	0.11	0
Southbound	*Left*	**E (74.0)**	**0.29**	**80**	**E (65.1)**	**0.15**	**37**	**E (74.9)**	**0.31**	**78**	**E (64.9)**	**0.15**	**36**
	Right	C (21.5)	0.58	78	C (22.8)	0.58	60	D (39.7)	0.71	121	C (22.7)	0.59	62
Intersection		A (4.3)	-	-	A (3.0)	-	-	A (5.6)	-	-	A (2.9)	-	-
Maple Road at Millersport Highway East (Signalized)													
Eastbound	*Left*	C (34.4)	0.48	138	A (1.8)	0.14	9	D (36.1)	0.52	120	A (2.2)	0.14	11
	Thru	C (23.0)	0.46	457	A (1.1)	0.20	26	C (21.3)	0.48	467	A (1.4)	0.20	35
Westbound	*Thru/Right*	C (24.4)	0.56	488	A (4.6)	0.31	178	C (25.2)	0.58	517	A (5.1)	0.32	196
Northbound	*Left*	C (32.3)	0.36	72	D (54.9)	0.21	65	C (32.1)	0.09	72	D (53.1)	0.18	64
	Thru/Right	**E (62.3)**	**0.36**	**#690**	C (33.2)	0.85	179	**E (63.4)**	**0.93**	**#722**	D (35.7)	0.85	195
Intersection		C (32.5)	-	-	A (9.9)	-	-	C (32.3)	-	-	B (10.5)	-	-
Sheridan Drive at Eggert Road (Signalized)													
Eastbound	*Left*	C (27.2)	0.29	47	C (29.8)	0.41	73	C (32.0)	0.36	52	D (35.4)	0.47	#84
	Thru	C (21.1)	0.42	169	C (20.5)	0.45	188	C (21.4)	0.44	183	C (20.7)	0.47	204
	Right	A (3.9)	0.25	41	A (3.5)	0.22	34	A (3.9)	0.25	41	A (3.5)	0.21	34
Westbound	*Thru/Right*	C (22.5)	0.56	229	C (20.6)	0.51	210	C (23.4)	0.61	261	C (21.3)	0.55	238
South eastbound	*Left/Thru/Right*	D (46.5)	0.77	#191	D (40.2)	0.58	126	D (42.2)	0.66	151	D (40.1)	0.63	141
North westbound	*Left/Thru/Right*	D (41.9)	0.66	151	D (39.7)	0.63	141	D (47.1)	0.77	#191	D (40.6)	0.58	126
Intersection		C (26.9)	-	-	C (24.1)	-	-	C (27.2)	-	-	C (24.5)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Sheridan Drive at Alberta Drive (Signalized)													
Eastbound	*Left*	**F (86.3)**	**0.73**	**237**	**F (85.7)**	**0.77**	**269**	**F (85.7)**	**0.76**	**261**	**F (85.0)**	**0.78**	**296**
	Thru/Right	B (16.0)	0.24	193	C (20.6)	0.33	262	B (19.4)	0.26	204	C (24.8)	0.36	261
Westbound	*Left*	**F (102.4)**	**0.52**	**m126**	**F (103.4)**	**0.57**	**m142**	**F (101.7)**	**0.52**	**m124**	**F (107.4)**	**0.57**	**m139**
	Thru/Right	A (9.4)	0.40	94	B (11.4)	0.44	102	B (13.1)	0.51	123	B (17.9)	0.57	256
Northbound	*Left/Thru/Right*	**E (75.2)**	**0.58**	**98**	**E (76.7)**	**0.71**	**144**	**E (75.4)**	**0.58**	**98**	**E (75.3)**	**0.69**	**143**
Southbound	*Left*	**E (56.9)**	**0.48**	**174**	D (52.4)	0.47	165	**E (57.4)**	**0.64**	**279**	D (54.0)	0.65	292
	Thru/Right	**E (55.5)**	**0.69**	**306**	**E (56.6)**	**0.75**	**374**	D (50.2)	0.70	366	D (48.9)	0.68	406
	Intersection	C (28.8)	-	-	C (33.2)	-	-	C (31.5)	-	-	D (36.1)	-	-
Sheridan Drive at Bailey Avenue (Signalized)													
Eastbound	*Left*	**F (105.8)**	**0.69**	**219**	**F (104.9)**	**0.77**	**320**	**F (98.1)**	**0.72**	**245**	**F (98.3)**	**0.82**	**#406**
	Thru/Right	B (20.0)	0.33	128	C (21.9)	0.38	144	C (24.7)	0.38	173	C (26.7)	0.45	192
Westbound	*Left*	**F (123.3)**	**0.68**	**215**	**F (108.1)**	**0.73**	**172**	**F (117.2)**	**0.71**	**219**	**F (108.7)**	**0.75**	**220**
	Thru/Right	B (10.3)	0.43	75	C (25.6)	0.50	434	B (13.6)	0.51	459	C (26.2)	0.57	460
Northbound	*Left*	D (46.3)	0.43	115	D (43.9)	0.43	121	D (46.6)	0.51	131	D (43.9)	0.51	136
	Thru/Right	**E (71.7)**	**0.79**	**295**	**E (72.5)**	**0.79**	**286**	**E (70.5)**	**0.81**	**320**	**E (71.1)**	**0.80**	**313**
Southbound	*Left*	D (50.1)	0.54	138	D (51.5)	0.64	185	D (50.3)	0.61	156	D (51.8)	0.70	204
	Thru/Right	**E (63.5)**	**0.68**	**263**	**E (60.1)**	**0.62**	**254**	**E (63.1)**	**0.73**	**300**	**E (59.2)**	**0.67**	**295**
	Intersection	D (39.7)	-	-	D (45.8)	-	-	D (41.9)	-	-	D (47.0)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Sheridan Drive at Sweet Home Road (Signalized)													
Eastbound	*Left*	**E (76.6)**	**0.64**	**257**	**E (58.1)**	**0.60**	**268**	**E (75.7)**	**0.15**	**#386**	D (54.7)	0.58	304
	Thru/Right	D (43.3)	0.33	367	C (34.5)	0.29	332	D (46.1)	0.46	391	D (37.8)	0.31	362
Westbound	*Left*	**F (86.2)**	**0.54**	**125**	**F (84.3)**	**0.43**	**92**	**F (86.2)**	**0.07**	**125**	**F (84.3)**	**0.43**	**92**
	Thru/Right	D (38.1)	0.53	413	C (33.8)	0.43	334	D (42.3)	0.38	454	D (39.6)	0.54	412
Northbound	*Left*	D (51.9)	0.15	52	**E (62.8)**	**0.22**	**65**	D (52.3)	0.20	53	**E (62.9)**	**0.22**	**65**
	Thru/Right	**E (79.5)**	**0.84**	**399**	**F (83.6)**	**0.76**	**274**	**F (81.4)**	**0.20**	**407**	**F (83.6)**	**0.76**	**274**
Southbound	*Left*	D (42.9)	0.46	113	D (49.0)	0.48	147	D (44.1)	0.35	154	D (48.5)	0.54	179
	Thru/Right	D (48.1)	0.65	396	D (46.0)	0.55	289	D (45.4)	0.35	406	D (43.3)	0.55	293
	Intersection	D (48.8)	-	-	D (42.7)	-	-	D (50.4)	-	-	D (45.0)	-	-
Sheridan Drive at Millersport Highway (Signalized)													
Eastbound	*Left*	**E (57.4)**	**0.72**	**#318**	D (45.4)	0.66	260	**E (59.9)**	**0.74**	**#355**	D (46.3)	0.67	#279
	Thru/Right	D (36.8)	0.50	234	C (26.7)	0.39	180	D (37.7)	0.56	279	C (26.8)	0.42	205
Westbound	*Left*	**E (58.5)**	**0.63**	**203**	D (47.9)	0.42	116	**E (61.5)**	**0.65**	**209**	D (49.1)	0.42	116
	Thru/Right	D (43.4)	0.70	272	D (37.9)	0.65	200	D (44.4)	0.72	296	D (38.4)	0.66	214
Northbound	*Left*	C (24.2)	0.17	43	C (22.6)	0.16	50	C (25.8)	0.20	49	C (23.4)	0.18	56
	Thru	D (38.8)	0.48	205	D (40.7)	0.62	190	D (40.3)	0.48	212	D (41.8)	0.62	192
	Right	A (7.8)	0.26	49	A (7.0)	0.27	36	A (7.9)	0.26	50	A (6.9)	0.27	36
Southbound	*Left*	C (24.5)	0.27	86	C (23.6)	0.29	81	C (25.7)	0.27	89	C (24.5)	0.29	83
	Thru	D (39.9)	0.68	354	C (33.8)	0.41	161	D (42.1)	0.69	372	D (35.1)	0.42	166
	Right	A (5.9)	0.45	68	A (7.0)	0.47	67	A (6.3)	0.51	78	A (7.2)	0.52	74
	Intersection	D (37.4)	-	-	C (31.4)	-	-	D (38.4)	-	-	C (31.7)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Eggert Road at Alberta Drive (Signalized)													
Eastbound	*Left/Thru/Right*	A (5.0)	0.20	40	A (6.3)	0.27	39	A (5.0)	0.21	42	A (6.3)	0.28	42
Westbound	*Left/Thru/Right*	A (4.8)	0.21	43	A (5.8)	0.22	32	A (4.9)	0.22	45	A (5.7)	0.22	34
Northbound	*Left/Thru/Right*	B (13.2)	0.07	20	A (9.3)	0.07	14	B (13.2)	0.07	20	A (9.3)	0.07	15
Southbound	*Left/Thru/Right*	B (12.8)	0.32	49	B (11.1)	0.37	42	B (12.8)	0.32	49	B (11.2)	0.36	42
	Intersection	A (6.1)	-	-	A (7.0)	-	-	A (6.1)	-	-	A (7.0)	-	-
Eggert Road at Bailey Avenue (Signalized)													
Eastbound	*Left/Thru/Right*	B (16.6)	0.48	104	B (16.5)	0.45	87	B (17.1)	0.51	114	B (17.1)	0.48	94
Westbound	*Left/Thru/Right*	B (17.0)	0.53	114	B (15.7)	0.53	100	B (18.0)	0.53	123	B (16.9)	0.54	107
Northbound	*Left*	A (7.8)	0.22	43	A (7.1)	0.16	32	A (7.9)	0.24	46	A (7.1)	0.19	35
	Thru/Right	C (20.1)	0.65	213	C (20.1)	0.66	209	C (20.9)	0.69	243	C (20.3)	0.68	235
Southbound	*Left*	A (8.6)	0.29	46	A (8.6)	0.32	48	A (8.6)	0.30	46	A (8.7)	0.33	47
	Thru/Right	B (13.0)	0.32	83	B (11.5)	0.28	80	B (13.2)	0.35	97	B (12.7)	0.34	93
	Intersection	B (15.7)	-	-	B (15.1)	-	-	B (16.2)	-	-	B (15.8)	-	-
N Bailey Avenue at Romney Road (Unsignalized)													
Eastbound	*Left*	e (49.1)	0.20	0.7	f (85.6)	0.41	1.6	f (179.9)	0.62	2.3	f (535.9)	1.39	4.4
	Right	c (16.5)	0.40	1.9	c (24.3)	0.59	3.8	d (26.8)	0.59	3.7	f (72.2)	0.93	9.2
Northbound	*Left*	a (9.3)	0.15	0.5	b (10.2)	0.22	0.9	b (10.9)	0.26	1.1	b (13.0)	0.37	1.7
	Intersection	n/a			n/a			n/a			n/a		

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
N Bailey Avenue at Meyer Road (Signalized)													
Eastbound	*Left/Thru/Right*	C (25.4)	0.57	131	C (26.0)	0.52	125	D (46.3)	0.78	#251	D (47.2)	0.76	#213
Westbound	*Left/Thru*	B (19.8)	0.08	32	C (23.8)	0.06	26	C (28.3)	0.13	54	C (29.1)	0.10	40
	Right	A (6.5)	0.28	38	A (8.1)	0.28	41	A (7.5)	0.33	48	A (7.8)	0.31	45
Northbound	*Left*	A (7.0)	0.10	17	A (6.5)	0.11	15	C (23.3)	0.47	58	D (41.0)	0.58	#85
	Thru/Right	B (11.0)	0.62	279	A (9.7)	0.60	265	B (12.1)	0.66	341	B (11.0)	0.63	347
Southbound	*Left*	A (9.2)	0.28	46	A (6.6)	0.17	27	B (13.9)	0.47	82	B (11.0)	0.38	69
	Thru/Right	B (12.4)	0.68	326	B (13.5)	0.76	399	C (22.4)	0.88	#651	C (28.8)	0.93	#905
	Intersection	B (12.7)	-	-	B (12.7)	-	-	C (20.4)	-	-	C (23.2)	-	-
Bowmart Parkway at Meyer Road (Unsignalized)													
Westbound	*Left*	a (7.6)	0.01	0	a (7.5)	0.00	0	a (7.7)	0.02	0.1	a (7.7)	0.016	0.1
Northbound	*Left*	a (9.9)	0.18	0.6	a (9.7)	0.16	0.6	b (11.3)	0.28	1.2	b (11.0)	0.25	1
	Intersection	n/a			n/a			n/a			n/a		

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Maple Road at Corporate Parkway (Signalized)													
Eastbound	*Left*	A (2.0)	0.03	m2	A (1.1)	0.02	m1	A (2.6)	0.03	m2	A (3.1)	0.02	6
	Thru	A (2.7)	0.35	75	A(2.6)	0.25	278	A (3.5)	0.43	114	A (4.4)	0.31	224
	Right	A (0.0)	0.01	m0	A (0.0)	0.00	m0	A (0.0)	0.01	m0	A (0.0)	0.00	0
Westbound	*Left*	A (1.6)	0.02	m1	A (8.0)	0.00	m1	A (4.2)	0.03	m3	A (3.0)	0.00	2
	Thru	A (6.1)	0.44	464	A (7.6)	0.29	330	A (6.0)	0.50	225	A (4.1)	0.33	244
	Right	A (0.2)	0.01	m0	A (0.0)	0.00	m0	A (0.0)	0.01	m0	A (0.0)	0.00	0
Northbound	*Left*	**F (82.7)**	**0.41**	**87**	**E (64.5)**	**0.03**	**12**	**F (86.8)**	**0.41**	**87**	**E (70.0)**	**0.03**	**12**
	Left/Thru	**F (83.2)**	**0.42**	**89**	**E (65.0)**	**0.04**	**13**	**F (83.2)**	**0.42**	**89**	**E (70.3)**	**0.04**	**14**
	Right	C (21.7)	0.66	66	A(0.0)	0.01	0	C (21.7)	0.66	66	A (0.0)	0.01	0
Southbound	*Left/Thru/Right*	A (5.9)	0.036	0	A (1.0)	0.10	0	C (20.8)	0.45	35	A (1.2)	0.10	0
	Intersection	A (8.4)	-	-	A (5.4)	-	-	A (7.8)	-	-	A (4.4)	-	-
Maple Road at Flint Road (Signalized)													
Eastbound	*Left*	B (14.3)	0.17	49	A (5.7)	0.12	8	D (38.3)	0.28	95	B (16.3)	0.23	63
	Thru	D (44.9)	0.57	410	B (10.7)	0.30	179	E (71.1)	0.63	418	C (25.2)	0.35	278
	Right	B (18.0)	0.70	#281	B (16.9)	0.46	147	D (49.9)	0.93	#563	A (6.5)	0.59	42
Westbound	*Left*	**F (83.9)**	**0.63**	**#435**	B (12.3)	0.27	75	**E (70.1)**	**0.70**	**#465**	B (14.6)	0.31	82
	Thru/Right	C (27.0)	0.54	324	B (17.0)	0.40	211	C (24.8)	0.63	603	C (21.8)	0.48	369
Northbound	*Left*	D (46.9)	0.65	168	D (44.3)	0.59	150	**E (59.3)**	**0.82**	**261**	D (43.0)	0.64	160
	Thru/Right	D (44.1)	0.22	114	D (38.1)	0.20	86	D (37.3)	0.18	104	C (34.2)	0.24	81
Southbound	*Left*	D (36.2)	0.32	133	D (37.4)	0.34	112	C (32.2)	0.30	123	C (33.4)	0.25	104
	Thru/Right	**E (76.8)**	**0.85**	**406**	**E (68.4)**	**0.79**	**275**	**E (74.6)**	**0.87**	**446**	**E (66.5)**	**0.19**	**309**
	Intersection	D (41.4)	-	-	C (23.9)	-	-	D (50.4)	-	-	C (27.1)	-	-

The majority of intersections are expected to operate at an overall acceptable level of service (D or better) with the growth volumes applied. Under existing conditions, the only intersection experiencing an overall LOS of E or F is Niagara Falls Boulevard at Sheridan Drive. Under planned conditions without mitigation the LOS at the intersection of Niagara Falls Boulevard at Sheridan Drive improved from E to D during the PM peak, while the overall LOS decreased from D to E at the intersection of Maple Road and Sweet Home Road during the PM peak. Movement level of service maps for the planned condition during the PM and Saturday peaks are in Appendix A, Figures 8 & 9.

Degradation in LOS

Changes in LOS for intersections and movements that have a change of delay resulting in a degradation of LOS (i.e. from a LOS D to a LOS E) resulting in a projected LOS E or worse from the existing condition to the planned condition are listed below. Also see Figure 10 for a diagram of the movements with a degradation in LOS.

Niagara Falls Boulevard at I-290 Eastbound Ramps
- Eastbound right in the Saturday Midday Peak from LOS D to LOS E

Niagara Falls Boulevard at Ridge Lea Road
- Westbound left/through in the Saturday Midday Peak from LOS E to LOS F
- Southbound left in the Saturday Midday Peak from LOS E to LOS F
- Overall intersection level of service in the Saturday Midday Peak from LOS C to LOS D

Niagara Falls Boulevard at Meyer Road
- Westbound left/through/right in the PM Peak from LOS d to LOS f
- Southbound left in the Saturday Midday Peak from LOS d to LOS f

Niagara Falls Boulevard at Maple Road and Brighton Road
- Westbound left in the Saturday Midday Peak from LOS E to LOS F

Niagara Falls Boulevard at Boulevard Mall
- Northbound left in the PM Peak from LOS D to LOS E

Niagara Falls Boulevard at Treadwell Road
- Westbound left in the PM and Saturday Midday Peak from LOS E to LOS F

Maple Road at N Bailey Avenue
- Northbound through in the Saturday Midday Peak from LOS D to LOS E
- Southbound left in the Weekday PM Peak from LOS E to LOS F
- Overall Intersection level of service in the PM and Saturday Midday Peaks from LOS C to LOS D

Maple Road at Sweet Home Road
- Westbound through in the PM Peak from LOS D to LOS F
- Southbound left in the PM Peak from LOS D to LOS E
- Overall Intersection level of service in the PM Peak from LOS D to LOS E

Sheridan Drive at Sweet Home Road
- Northbound through/right in the PM Peak from LOS E to LOS F

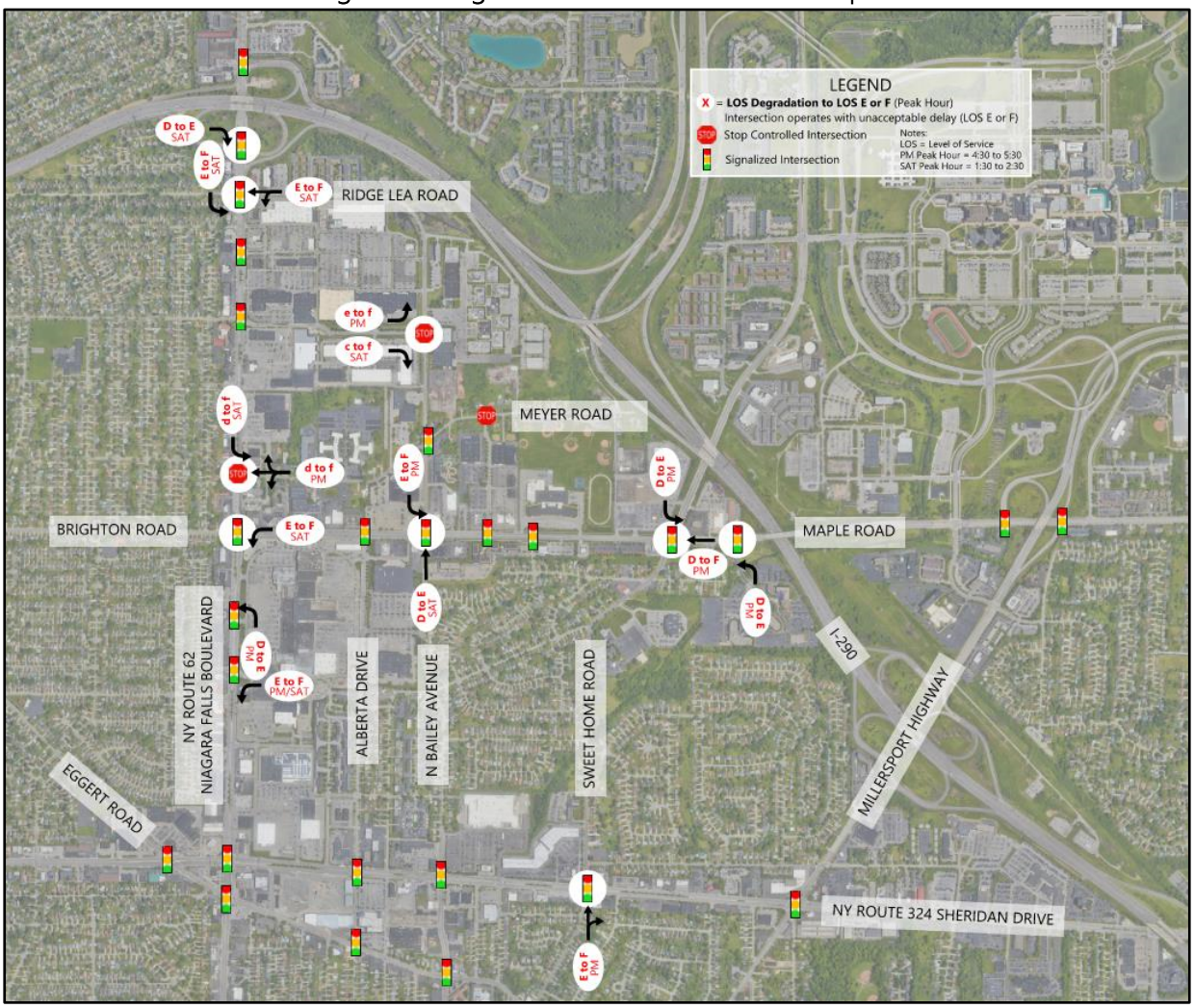
N Bailey Avenue at Romney Road
- Eastbound left in the PM Peak from LOS e to LOS f

- Eastbound right in the Saturday Midday Peak from LOS c to LOS f

Maple Road at Flint Road

- Northbound left in the PM Peak from LOS D to LOS E

Figure 10: Degradation in Level of Service Map



Improvement in LOS

Several intersection movements throughout the study area show an improvement in delay from the existing to planned scenario even though the traffic volumes either stayed the same or increased. The planned scenario differs from existing conditions due to changing traffic volumes and distribution. Adjustments in the traffic volumes impact adjacent intersections and street segments resulting from shifting arrival patterns at intersections due to a change in vehicle headway. The change in arrival patterns has a cascading impact within the study area network most focused on directly connected streets and intersections especially. These impacts to connected street and intersections result in improvements to LOS movements without any roadway improvements applied.

For coordinated signal networks, the platoon of traffic in Synchro is equally distributed from upstream traffic signals across the green time. Changes in traffic volumes at intersections in a coordinated network impacts the coordination factor or effectiveness of the existing offsets and timings. For the build scenario, the offsets and timings remain the same; these may result in positive distribution of changes to traffic volumes arriving from upstream intersections improving the delay and level of service.

Protected left turns at some intersections also experience an improvement in LOS with no changes or experience an increase in left turn volumes. One of the limitations to the methodologies for calculating delay is analyzing left turn pockets. If through movement vehicles have queues blocking the left turn lane, the delay for that left turn lane will not accurately be reflected because the demand is not represented in the delay output. At these left turn pocket locations, the queue in the build condition now exceeds the length of the turn pocket, which may restrict some left turning vehicles from reaching the turn pocket during each cycle.

Intersections that experienced an improvement to level of service in one or more movements are as follows:

- Niagara Falls Boulevard at Ridge Lea Road
- Niagara Falls Boulevard at Romney Road
- Niagara Falls Boulevard at Maple Road and Brighton Road
- Niagara Falls Boulevard at Treadwell Road
- Niagara Falls Boulevard at Sheridan Drive
- Niagara Falls Boulevard at Eggert Road
- Sheridan Drive at Alberta Drive
- Sheridan Drive at Sweet Home Road

Mitigation

Mitigation will be explored further in future analyses; however, mitigation is recommended at the following locations due to either overall or movement level of service E or F, an increase in traffic volumes at a location impacting operations, and a high number of crashes and crash severity:

Street Segments

- Niagara Falls Boulevard from Ridge Lea Road to Sheridan Drive
- Ridge Lea Road/North Bailey Avenue from Niagara Falls Boulevard to Maple Road
- Bowmart Parkway from Maple Road to Meyer Road
- Sheridan Drive from Niagara Falls Boulevard to Millersport Highway

Intersections

- Maple Road at N Bailey Avenue
- Maple Road at Sweet Home Road
- Sheridan Drive at Sweet Home Road
- Emerson Drive at North Bailey Avenue

Street Segments

Niagara Falls Boulevard from Ridge Lea Road to Sheridan Drive

Niagara Falls Boulevard is a major arterial in Amherst carrying large volumes of traffic. Niagara Falls Boulevard currently operates on a coordinated signal network and is three travel lanes in each direction with turn lanes at intersections. To improve operations along Niagara Falls Boulevard, ITS technology should be explored such as adaptive signal control. Adaptive signal control responds to fluctuating traffic demand and patterns by adjusting signal timings to ease traffic congestion. This mitigation strategy would improve traffic flow without building additional lanes and infrastructure to increase capacity.

Ridge Lea Road/North Bailey Avenue from Niagara Falls Boulevard to Maple Road

Ridge Lea Road/North Bailey Avenue in this section is approaching capacity under existing conditions based on daily traffic volumes. This section is currently one lane in each direction with a two way left turn lane/exclusive turn lane at intersections. This segment is going through improvements to accommodate imminent development at Amherst Commerce Park of DICK'S House of Sport and a Costco with fueling stations. There will be two traffic signals installed at the intersections of Romney Road and the Best Buy Driveway. Additional capacity will be needed to accommodate the traffic volumes from the development as well as more available capacity at the traffic signals for through movements.

Bowmart Parkway from Maple Road to Meyer Road

A private road is being constructed across from where Bowmart Parkway currently ends at Meyer Road, which will provide access to the newly constructed Amherst Commerce Park. This direct access to eminent development is expected to make Bowmart Parkway a more attractive route for trips originating from and going to the southeast. Bowmart Parkway as a direct route to this development may relieve some of the congestion from parallel routes such as North Bailey Avenue. Bowmart Parkway is a single lane in each direction and currently has enough capacity for existing conditions with plenty of reserve capacity. The current pavement surface is in poor condition, basic maintenance to Bowmart Parkway would make this a more appealing route providing direct access to trip generating attractions.

Sheridan Drive from Niagara Falls Boulevard to Millersport Highway

Sheridan Drive is a major east-west arterial that carries large volumes of traffic. Sheridan Drive is a six-lane road with three lanes in each direction and exclusive turn lanes at intersections. The cycle lengths at traffic signals on Sheridan Drive are very long creating excessive delay. Sheridan Drive could benefit from operating on a coordinated network with update signal timings.

Intersections

Maple Road at Sweet Home Road

Maple Road at Sweet Home Road is currently approaching capacity under existing conditions and has injury crashes and severe crash types. This intersection will also experience an increase in traffic volumes due to the planned development. This intersection should be investigated for mitigation to provide capacity and safety improvements.

Sheridan Drive at Sweet Home Road

This intersection currently has multiple movements with a LOS E or F and has injury crashes and severe crash types. There is available capacity at the intersection, but timings should be revised, and the intersection should be investigated for safety improvements.

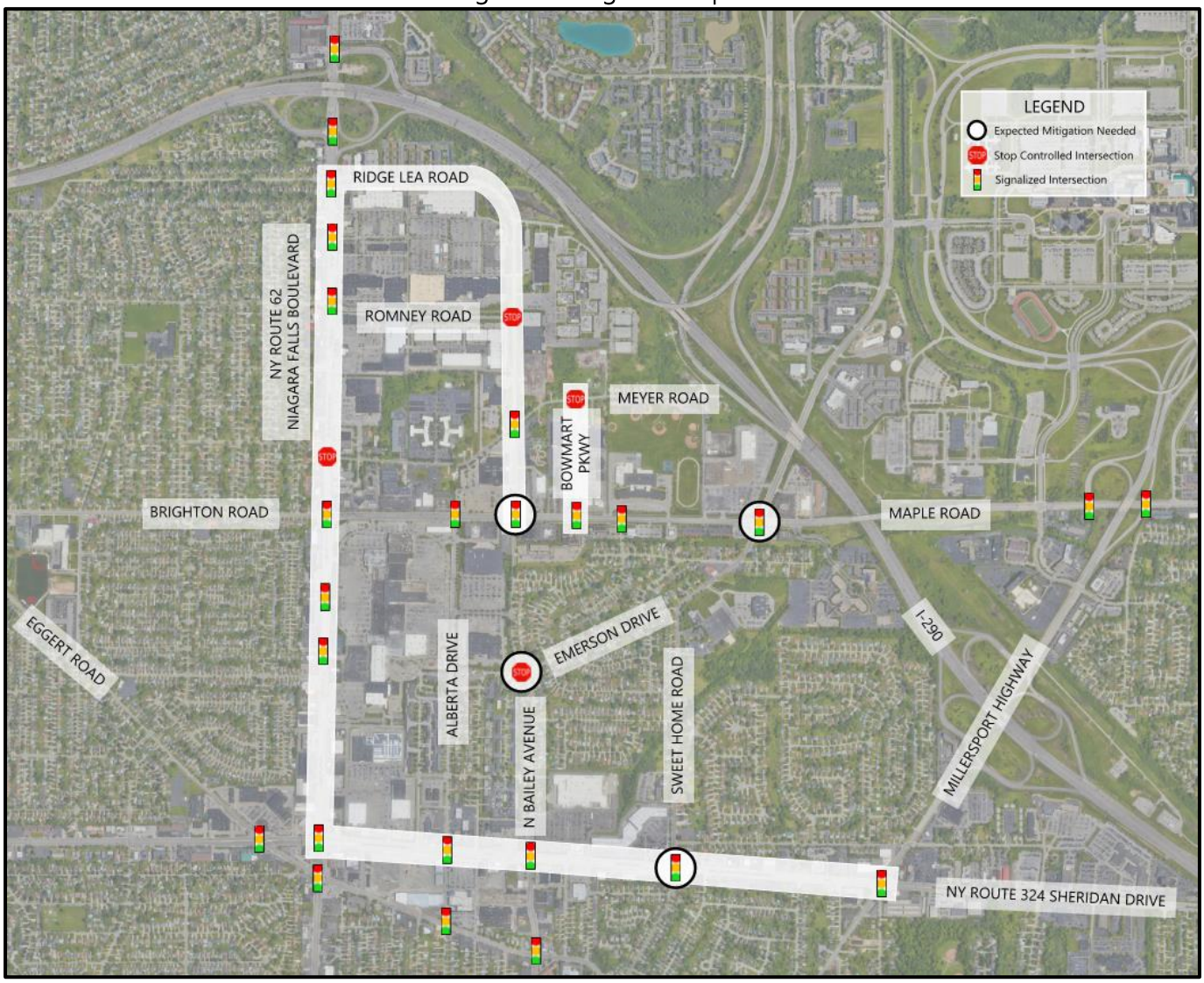
Emerson Drive at North Bailey Avenue

This is a 5-legged intersection with all approaches operating under stop control. In prior studies, this intersection has been recommended for conversion to a roundabout to improve safety and operations. This recommendation was identified in the previous GEIS. It is recommended to continue with the previously identified mitigation to convert this intersection to a roundabout.

Maple Road at North Bailey Avenue

This intersection was recently awarded Congestion Mitigation and Air Quality (CMAQ) to make capacity improvements. In addition to a need for improved capacity, this intersection also experiences a high frequency of severe crash types. Capacity and safety improvements should be investigated.

Figure 11: Mitigation Map



APPENDIX C

MITIGATION OBJECTIVES

Mitigation Objectives

Mitigation is recommended at street segments and intersections throughout the Boulevard Central District (BCD) due to capacity, efficiency, or safety constraints. These constraints are sometimes present in existing conditions and expected to be exasperated by future traffic demands due to development, or are a need to be addressed in the future condition once development has been established. Recommended improvements primarily focus on improvements to capacity, efficiency, and safety.

Capacity

There are existing locations throughout the BCD Area that are already approaching or have reached capacity, which is primarily controlled by the ability of the physical infrastructure to accommodate traffic demands. To increase capacity, mitigation will depend on whether the infrastructure is an intersection or road segment. For signalized intersections, capacity can be increased by additional lanes at the intersection or by installing congestion management technology such as adaptive signal timings. For road segments, an increase in capacity is typically limited to increasing the number of travel lanes, and/or also providing turn lanes to remove turning vehicles from through traffic. There are a number of other methods to help improve capacity such as restricting left turns, changing intersection control, and providing additional multimodal options to reduce dependency on single occupancy vehicles, etc.

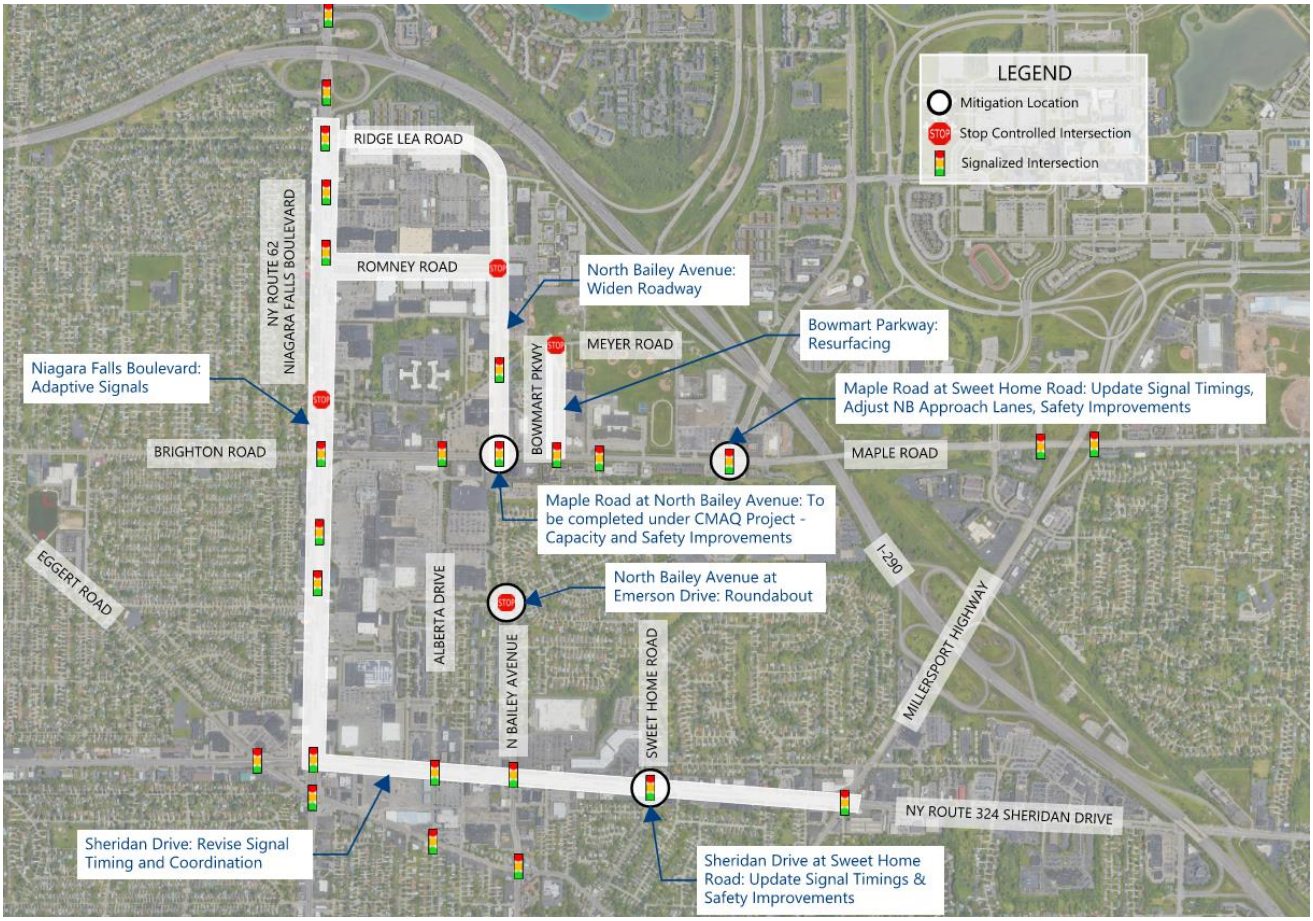
Efficiency

There are locations throughout the BCD area where there is available capacity within the physical infrastructure to accommodate the demand, but the level of service is poor with higher delays due to the inefficiencies of a traffic signal or signal network. Improvements can be made to reduce delay through updated timings, network coordination, and signal detection technology.

Safety

There are existing locations that have a high number of crashes, and/or severe crash types. Existing crashes should be mitigated since additional traffic or growth will add to the number of conflicts, potentially compounding an existing safety deficiency. Many of these countermeasures for mitigation projects were identified as broad scale treatments in the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) Roadway All-user Crash Elimination (RACE) Plan. Countermeasures include updated clearance times, adding backplates to signal heads, enhanced pavement markings, and no turn on red signage.

Figure 1: Mitigation Map



Proposed Mitigation Projects

A table of proposed mitigation projects is on the next page with further explanation of existing and/or future needs to be addressed and recommended improvements to mitigate those needs. Additional information is provided on adaptive signal timings following the mitigation table.

Boulevard Central District Mitigation Concepts					
Location		Existing and/or Future Build Needs to Address	Jurisdiction	Recommended Improvements	Improvement Results
Segments	Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive	• Efficiency: Side streets and exclusive turn lanes have long delays and poor levels of service to accommodate heavy northbound and southbound traffic volumes on Niagara Falls Boulevard. • Safety: There are a high number of crashes, including pedestrians and bicyclists, at signalized intersections, including NFB at Ridge Lea Road, Romney Road, Maple Road, and Sheridan Drive.	NYSDOT	• Adaptive Signal Control	• Improved traffic flow and performance measures during peak and off-peak periods. • Reduced delay for side streets and auxiliary turns. • Improved pedestrian and bicycle crossing times through detection with the ability to extend crossing times when peds/bicycles detected in the crosswalks.
	Ridge Lea Road/North Bailey Avenue: Niagara Falls Boulevard to Maple Road	• Capacity: N Bailey Avenue is approaching capacity under existing conditions based on ATR data collected in February 2023. Counts show a daily volume of approximately 17,000 vehicles per day, and peak hourly volumes of 1,400 vehicles per hour. Traffic will increase with planned development including Costco with fueling stations and Dick's House of Sport	Town of Amherst	• Widen from one-lane in each direction with turn lanes, to two-lanes in each direction with turn lanes	• Additional capacity to accommodate future traffic due to development in the area.
	Bowmart Parkway: Maple Road to Meyer Road	• Pavement Surface: A private road is being constructed across from where Bowmart Parkway currently ends at Meyer Road, which will provide access to the newly constructed Amherst Commerce Park. This direct access to Amherst Commerce Park will potentially make Bowmart Parkway a more appealing route for trips originating from and going to the southeast. Bowmart Parkway has enough capacity, but has a pavement surface in poor condition.	Town of Amherst	• Resurfacing	• Bowmart Parkway as an alternative route could alleviate some traffic from North Bailey Avenue and congestion at the signalized intersection of North Bailey Avenue and Meyers Road, which is already at capacity.
	Sheridan Drive: Niagara Falls Boulevard to Millersport Highway	• Efficiency: Cycle lengths are currently long (160 seconds) with poor LOS and increasing delay on side streets and left turn movements.	NYSDOT	• Revised signal timings and coordination.	• Improved traffic flow and performance measures • Reduced delay for side streets and auxiliary turns.
Intersections	North Bailey Avenue at Maple Road	• Capacity: Under future conditions, left turns and the North Bailey Avenue approaches are expected to experience long delays and poor levels of service due to the expected increase in traffic due to planned nearby development along North Bailey Avenue. • Safety: High frequency of left turn crashes with a high number of total crashes. Traffic signals operate with protected/permissive left turns. Operating as protected lefts only impacts capacity and level of service.	Town of Amherst	*Improvements are to be completed under an existing CMAQ Project.* • Updated timings including exclusive left turns, improved yellow/red times • Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out) • Installation of a second southbound left turn lane • Possible traffic signal replacement for widening	• Additional capacity to accommodate future left turn volumes southbound on North Bailey Avenue • Improved safety through clearance times and traffic signal intersection countermeasures

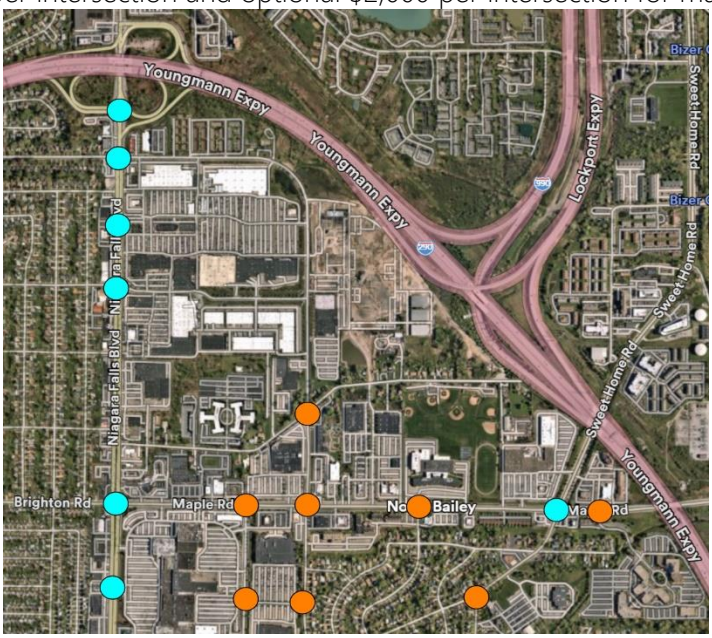
Boulevard Central District Mitigation Concepts					
Location		Existing and/or Future Build Needs to Address	Jurisdiction	Recommended Improvements	Improvement Results
Intersections	Maple Road at Sweet Home Road	• Capacty and Efficiency: Multiple movements under the existing conditions have a LOS E including NB through, SB through, and EB left. Deteriorating LOS is expected in future conditions with additional traffic. In future conditions the intersection is expected to be over capacity. • Safety: This intersection has the highest number of crashes in the study area. Most crashes are rear ends with the second most common being left turn.	NYSDOT	• Updated timings including exclusive left turns and improved yellow/red times • Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out) • Adjust the northbound approach – NB right turn lane changes to right and through lane • Adjust signal timing	• Increase capacity northbound/southbound/EB lefts • Improved safety through clearance times and traffic signal intersection countermeasures
	Sheridan Drive at Sweet Home Road	• Capacty and Efficiency: Multiple movements under the existing conditions have a LOS E or F including NB through, EB left, and WB left. Deteriorating LOS is expected in future conditions with additional traffic. • Safety: This intersection has a high number of severe type crashes compared to others in the study area. Outside of rear ends, the predominant crash types are right angles and left turns. There was also a bicycle hit, Sweet Home Road is a bicycle route.	NYSDOT	• Updated timings including exclusive left turns and improved yellow/red times • Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out), and bicycle boxes • Adjust signal timing, cycle length too long even considering it is a part of a coordinated network, including leading pedestrian and bicycle intervals	• Improved LOS for turning movements. • Improved efficiency and reduced delay with improved signal timings and coordination • Improved pedestrian and bicycle safety
	Emerson Drive at North Bailey Avenue	• Efficiency: Northbound and southbound approaches experience long queues and delays (up to 20 vehicles) during peak hour. Future development is anticipated to increase volumes on the northbound and southbound approaches of North Bailey Avenue.	Town of Amherst	• Convert to roundabout	• Improved efficiency and flow through the intersection, serving the higher demand movements of northbound and southbound. • Improved safety with less conflict points.

Adaptive Signal Control Technology

Adaptive signal control (ASCT) is an advanced traffic signal system that adjusts signal timings in real time based on current traffic conditions. Unlike fixed-time or actuated signals that operate using pre-programmed timing plans, ASCT systems continuously monitor traffic volumes, queues, and flow patterns to dynamically adjust green times, cycle lengths and signal coordination across multiple intersections in a corridor. ASCT supports multi-mobility demands to respond to vehicles, peds, bike, and buses. The goal of adaptive signal control is to reduce congestion, stops, delay emissions, and to improve travel time by responding to actual traffic patterns instead of relying on pre-fixed timing schedules. The more intersections and data that ASCT has to utilize, the better the performance. ASCT responds strongly to special events and traffic pattern anomalies. ASCT performs best during off-peak peak periods and is less effective with at capacity roadways during peak periods.

Implementation of adaptive signal control systems typically begins with evaluation and data collection to establish baseline performance. Installation of upgraded signal controllers, detection hardware and a reliable communication infrastructure may be necessary to implement adaptive signal control systems. Adaptive signal control software can then be installed, and a burn in period of several weeks to collect and analyze data to build a baseline. Then the next steps involve calibration and fine-tuning of minimum green times, coordination, and logic rules to meet the objectives for the corridor network. This is effective in comparing before/after comparisons and system performance. There is no impact to existing transit signal priority (TSP) or emergency vehicle priority (EVP) systems.

Niagara Falls Boulevard, Maple Road and Sweet Homes Road in the Town of Amherst have existing Miovision signal detection cameras installed. Miovision's TrafficLink platform (now called Miovision One) can be integrated with the SURTRAC adaptive signal control system because there is already a video detection camera system, real time traffic data, and cloud connectivity available. SURTRAC is a decentralized system that involves software level integration rather than major hardware changes. However additional hardware to expand the effectiveness can include advanced detection cameras. The SURTRAC system is modular and cloud-connected, adaptive operations can be implemented quickly, minimizing installation costs and disruption. Estimated costs are a one-time purchase of $8,950 per intersection and optional $2,000 per intersection for maintenance and support.



Mitigation

Mitigation Measures

Mitigation measures were identified to offset the impacts of anticipated traffic resulting from a land use and development plan. These mitigation measures reflect estimates in trip generation assuming full build out of the BCD area, based on the Town's updated land use and zoning projections. The identified intersection of Maple Road at N Bailey Avenue is already being progressed as a funded project through the Congestion Mitigation and Air Quality (CMAQ) program to improve capacity. Therefore, this intersection is not included as a part of mitigation costs.

Street Segments

- Niagara Falls Boulevard from Ridge Lea Road to Sheridan Drive
- Ridge Lea Road from Niagara Falls Boulevard to N Bailey Avenue
- Bowmart Parkway: Maple Road to Meyer Road
- Sheridan Drive: Niagara Falls Boulevard to Millersport Highway

Intersections

- Maple Road at Sweet Home Road
- Sheridan Drive at Sweet Home Road
- Emerson Drive at N Bailey Avenue
- Maple Road at N Bailey Avenue

Table 1 contains updated cost estimates for the identified mitigation above. For planning purposes, mitigation projects are assumed to occur over the short (5 year horizon) and mid-term (10 year horizon). There are many factors that would be considered on which and when projects are to be implemented. This will depend on when, where, and the type of development that occurs, which cannot be predicted. Therefore, the cost of mitigation projects will use the midpoint (5-year time frame). To determine future costs, a 3% compounded inflation rate was used for each project, which is the standard inflation rate used by the NYSDOT to project future costs on projects at the design approval stage. Inflation rates for construction consider increased prices of materials, supply-chain constraints, and an increased cost for skilled labor. Costs developed assume public works projects that require prevailing wages. Trip and cost estimates are approximate and may not reflect how development actually occurs over time, therefore it is recommended to review and update the fee and schedule periodically as development occurs.

Table 1: Estimated Mitigation Improvement and Associated Costs

Location	Improvements		Estimated Cost		
			2025 Cost	2030 Cost	2035 Cost
Corridor Improvements					
Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive	Adaptive signal control using ITS technology	Design	$21,750	$26,250	$29,250
		Construction	$145,000	$175,000	$194,900
		Construction CS/CI	$14,500	$17,500	$19,500
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	*$181,250*	*$218,750*	*$243,650*
Ridge Lea Road/N Bailey Avenue: Niagara Falls Boulevard to Maple Road	Add a travel lane in each direction with turn lanes at intersections	Design	$3,157,150	$3,660,000	$4,242,950
		Construction	$21,047,650	$24,400,000	$28,286,300
		Construction CS/CI	$2,104,800	$2,440,000	$2,828,650
		ROW Acquisition	TBD	TBD	TBD
		Total Cost	*$26,309,600*	*$30,500,000*	*$35,579,000*
Bowmart Parkway: Maple Road to Meyer Road	Resurfacing	Design	$32,250	$38,250	$43,350
		Construction	$215,000	$255,000	$288,950
		Construction CS/CI	$21,500	$25,500	$28,900
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	*$268,750*	*$318,750*	*$361,200*
Sheridan Drive: Niagara Falls Boulevard to Millersport Highway	Revised signal timings and coordination	Design	$1,200	$1,400	$1,650
		Construction	$8,000	$9,300	$10,750
		Construction CS/CI	$800	$1,000	$1,100
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	*$10,000*	*$11,700*	*$13,500*

Table 1 Continued: Estimated Mitigation Improvement and Associated Costs

Location	Improvements		Estimated Cost		
			2025 Cost	2030 Cost	2035 Cost
Intersection Improvements					
Maple Road at Sweet Home Road	• Updated timings including exclusive left turns and improved yellow/red times • Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out) • Adjust the northbound approach – NB right turn lane changes to right and through lane	Design	$12,150	$15,150	$16,330
		Construction	$81,000	$101,000	$108,850
		Construction CS/CI	$8,100	$10,100	$10,900
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	***$101,250***	***$126,250***	***$136,050***
Sheridan Drive at Sweet Home Road	• Updated timings including exclusive left turns and improved yellow/red times • Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out), and bicycle boxes • Adjust signal timing, cycle length too long even considering it is a part of a coordinated network, including leading pedestrian and bicycle intervals	Design	$12,150	$15,150	$16,330
		Construction	$81,000	$101,000	$108,850
		Construction CS/CI	$8,100	$10,100	$10,900
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	***$101,250***	***$126,250***	***$136,050***
Emerson Drive at N Bailey Avenue	Convert to a roundabout	Design	$291,750	$338,250	$392,100
		Construction	$1,945,000	$2,255,000	$2,613,950
		Construction CS/CI	$194,500	$225,500	$261,400
		ROW Acquisition	TBD	TBD	TBD
		Total Cost	***$2,431,250***	***$2,818,750***	***$3,267,450***
Total Mitigation Improvement Costs			$29,403,350	$34,120,450	$39,520,250

Mitigation Cost Program

Mitigation measures were developed through land use assumptions and projections in the GEIS. The NYS SEQR is the legal basis to determine each development's contribution towards transportation improvements to mitigate congestion, safety deficiencies, and other adverse impacts from proposed development. This may also alleviate the need for individual traffic impact studies for each proposed development within the Study Area, but a trip generation analysis/traffic impact analysis would be needed to determine site access improvements and private contributions towards the mitigation cost share. Not included in these transportation improvements are site access improvements that are required to mitigate the direct impact of any individual development, i.e. traffic signals, turn lanes into driveways, access roads, and any treatments beyond what is outlined in this document. Site access improvements are still required to be implemented by the developer as part of site plan approval.

Mitigation costs are calculated based on a development's percentage consumption of new peak-hour, peak-direction traffic capacity by roadway segment or intersection, and the cost by link or node of creating that capacity. Costs are split into two shares; a public share, and a private share of proportional costs.

Public Share
The public share will incorporate costs considering the following:

- existing and background growth
- new traffic to and from residential locations within the Study Area
- existing and new traffic to and from public institutions (e.g. University at Buffalo)
- the amount of additional reserve capacity created (reserve capacity can be expected to be minimal, even after implementation of planned improvements)
- safety improvements
- costs may be covered under State or Federal grant funding, and supported by NYSDOT, Erie County Department of Public Works, and the Town

Private Share
The private share will incorporate costs considering the following:

- existing and new traffic to and from commercial properties in the Study Area
- new residential traffic in the Study Area

The following process was used for determining the public and private shares for transportation mitigation improvement projects:

1) Determine Benefited Area: The benefited areas are delineated by the boundaries established for the Study Area. The parcels internal to this boundary area have been identified as the primary beneficiaries of the construction of the identified mitigation improvements. Exceptions include parcels located within the study area that are pre-existing to the implementation of mitigation improvements. If parcels are redeveloped and incorporated as a part of the proposed roadway network, the formula should incorporate and charge such a parcel for their cost-share. The general public at large and

external parcels will be considered secondary beneficiaries to the mitigation improvement projects. These external parcels are considered background traffic generators and are therefore the responsibility of the public share.

2) Calculate Costs of Improved Facilities: The cost of each planned roadway improvement includes design, construction, and supervision expressed in projected dollars. Construction, engineering, and management costs will be indexed according to NYSDOT's construction price trends. Costs for highway maintenance, renewal, or reconstruction are excluded from the cost basis to be shared; these will be the responsibility of the roadway jurisdictional owner.

   Site access improvements are those that are required to mitigate the direct impact of any individual development. Examples of site improvements are additional turning lanes, traffic signals, or other traffic control devices beyond those outlined as a part of this GEIS. Other site access improvements may include but are not limited to access roads, sidewalks, lighting, raised medians, landscaping, and other treatments not specific in this GEIS. These are implemented by the private developers.

3) Determine Available Capacity: *Available Capacity* is defined as the existing unused capacity from Tables 5 and 6, plus either the additional one-way peak direction capacity of the reconstructed/new facilities or total approach capacity for intersections. Capacity values were calculated based on guidelines in the Highway Capacity Manual, using base threshold volumes to maintain a LOS D or better at a planning level basis. For intersections, capacity can be difficult to measure as similar to an urban street, there are many factors that impact capacity including signal timings, detection, queues, peak hour factor, etc. Therefore, the intersection capacity utilization tool in Synchro was used for each intersection, which determines the amount of available capacity.

4) Calculate Available Capacity Consumed: The amount of available capacity used by traffic generated by the proposed project is calculated by dividing the development projected trips for the Study Area by the total available capacity for improvement projects.

5) Calculate Development Cost Share: Development cost share is based on the amount of available capacity consumed by PM peak hour trips generated by projected new development. Mitigation costs are calculated for new trips only.

$$\text{Private Share} = \text{Cost} \times \frac{\text{Additional Development Trips}}{(\text{Total New Trips} + \text{Additional Reserve Capacity})}$$

$$\text{Public Share} = \text{Cost} \times \frac{(\text{New Non-Development Trips} + \text{Additional Reserve Capacity})}{(\text{Total New Trips} + \text{Additional Reserve Capacity})}$$

There are existing streets and intersections which have capacity to accommodate additional traffic volumes but they are not operating at full potential based on inefficiencies with the traffic signal network, or the infrastructure, such as the road surface is in poor condition making it a less appealing

route. Some of these streets and intersections provide direct access through a public street to new development areas and relieve congestion from parallel routes which are at capacity.

Table 2: Threshold Analysis for Improvements

	PM Peak Hour Traffic (vph)		LOS D Threshold		
	Existing (2025) Volume	Planned Demand Volume	Maximum Volume*	Volumes that Could be Accommodated	% Cost of Private Share Improvements
Street Segments					
Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive					
	3,700	4,300	3,700	0	0%
	w/adaptive signal control		4,300	-	100%
Ridge Lea Road/N Bailey Avenue: Niagara Falls Boulevard to Maple Road					
	1,660	2,090	1,680	20	-
	w/ 4 lane cross section		2,500	820	35%
Bowmart Parkway: Maple Road to Meyer Road					
	434	560	1,680	1,120	-
	w/upgrades		1,680	1,120	10%
Sheridan Drive: Niagara Falls Boulevard to Millersport Highway					
	2,600	2,850	2,600	250	0%
	w/ coordinated network		2,850	-	100%
Intersections					
Maple Road at Sweet Home Road					
	3,093	4,637	3,436	343	-
	w/ lane and timing changes		5,040	-	21%
Sheridan Drive at Sweet Home Road					
	2,897	3,187	2,897	0	-
	w/timing changes		3,400	213	57%
N Bailey Avenue at Emerson Drive & Amsterdam Avenue (Stop Controlled)					
	1,225	1,390	-	-	-
	roundabout		-	-	0%

*The assumptions in this table are based on the principles of the 2010 Highway Capacity Manual which provides planning level engineering estimates for capacity. This is for a base condition and may vary per location depending on number of access points, speed, driver behavior, truck percentage, signal timings and spacing, etc. Values were also checked in Synchro running an arterial LOS analysis since each road has unique site condition impacting capacity.

Niagara Falls Boulevard from Ridge Lea Road to Sheridan Drive

This street segment is expected to operate under planned development at an arterial LOSE for northbound during the PM and Saturday peaks, the existing level of service for northbound is an E. Urban street LOS is based on travel speed as a percentage of base free-flow speed. There are many variables which impact the capacity and LOS of an urban street including signal timings and spacing, exclusive turn lanes and phasing at intersections, the peak hour factor, facility length, access points, etc. In addition, determining the capacity of

an adaptive signal-controlled network is difficult in the planning process, it is better measured in the field once implemented. Therefore it can be reasonably assumed that the adaptive signal control would be able to accommodate the increase in traffic volumes but reserve capacity for public benefit would be difficult to determine. The private share of these improvements is based on the number of planned trips expected to use Niagara Falls Boulevard and there would be no additional reserve capacity for public benefit.

Ridge Lea Road/N Bailey Avenue from Niagara Falls Boulevard to Maple Road

Segments of this road are expected to operate at an arterial LOS E, with the existing road approaching capacity volumes.

Bowmart Parkway from Maple Road to Meyer Road

Bowmart Parkway has capacity to accommodate existing and planned volumes; however, this will provide direct access to planned development with an extension of Bowmart Parkway north of Meyer Road. Bowmart Parkway could help relieve congestion from N Bailey Avenue, including the N Bailey Avenue at Maple Road intersection. Private share costs are based on the private/public share mitigation cost formulas.

Sheridan Drive from Niagara Falls Boulevard to Millersport Highway

Sheridan Drive is currently operating at a LOS D (westbound) and E (eastbound) during the PM peak. Some segments between intersections will experience a LOS E and F. It is assumed that any additional traffic volumes will degrade the arterial level of service to below a D and further degrade the LOS E for the eastbound direction. The private share of these improvements is based on the number of planned trips expected to use Sheridan Drive divided by the reserve capacity that is of public benefit.

The private share of these improvements is based on the number of planned trips expected to use Niagara Falls Boulevard and there would be no additional reserve capacity for public benefit.

Trip Generation

The number of expected trips generated from the land use and zoning projections for the entire study area was determined using the Trip Generation Manual for the PM peak. The PM peak was chosen because it has the most data associated with trip generation for the multiple types of proposed developments.

The proposed land use plan was used to estimate the increase in trips into the study area. Each TAZ had trips estimated on a high level based on the planned development and type, assumptions were made for specific land use codes that correlate to the Trip Generation Manual for housing types, retail, and office space. The following are land use codes that were used and applied tailored to each TAZ.

Residential	Retail	Office
220: Multi-family (Low Rise)	820: Shopping Center > 150k SF	710: General Office Building
221: Multi-family (Mid Rise)	821: Shopping Plaza (40k-150l SF)	
	822: Strip Retail Plaza (<40k SF)	

The change in land use, which typically leads to an increase in development, was converted to planned trips which is shown in Table 3 below.

Table 3: TAZ Trip Generation

TAZ	Residential			Commercial - Retail			Commercial - Office			Total Trips
	Land Use	*Units*	*PM Trips*	*Land Use*	*Retail (SF)*	*PM Trips*	*Land Use*	*Office (SF)*	*PM Trips*	
668	N/A	0	0	N/A	0	0	N/A	0	0	0
676	221	78	31	821	82,062	748	N/A	0	0	779
677	221	494	193	821	109,678	960	N/A	0	0	1,153
678	221	1140	445	820	299,265	1243	710	99,755	166	1,853
679	N/A	0	0	820	310,159	1275	N/A	0	0	1,275
680	221	43	17	822	28,622	164	N/A	0	0	181
681	221	50	20	821	65,350	620	N/A	0	0	640
682	221	1551	605	820	831,015	2592	710	158,013	243	3,440
683	221	269	105	821	51,799	516	N/A	0	0	621
684	221	50	20	822	13,875	98	N/A	0	0	118
686	220	115	70	821	69,845	655	N/A	0	0	725
687	221	385	150	N/A	0	0	N/A	0	0	150
688	220	118	71	821	147,657	1251	N/A	0	0	1,323
699	220	20	29	822	7,000	60	N/A	0	0	90
701	N/A	0	0	N/A	0	0	N/A	0	0	0
702	221	200	78	821	52,500	522	710	17,500	39	639
705	221	320	125	821	84,000	763	710	28,000	58	946
708	221	90	35	822	31,394	175	N/A	0	0	211
709	N/A	0	0	821	74,456	690	N/A	0	0	690
		Total Trips	1,996			12,333			505	14,835

The following table is a breakdown of the expected trips by land use type.

Table 4: Proposed PM Peak Hour Trips by Land Use Type for the Study Area

Land Use	PM Peak Trips
Residential Housing	1,996
Retail	12,333
Office	505
Total	*14,835*

The land use plan focuses on providing mixed-use development. Mixed-use developments typically have some portion of trips beginning and ending within the mixed-use development. An internal capture rate is applied to not double count trips on the external road system when some trips are visiting multiple locations within the mixed-use development either by driving or walking. The mixed-use development in the land use plan typically consists of retail/commercial establishments mixed with rental housing. In addition, retail and commercial trips are typically not all new trips, many are pass-by trips meaning those vehicles are already on route and stop by at a retail or commercial establishment on their existing route. Retail has an average pass-by rate of 29%. Therefore, a pass-by rate of 29% was applied to the retail trips only to obtain a new trip total for the area.

Table 5: Total Proposed PM Peak Hour Trips for the Study Area

Land Use	PM Peak Trips
Residential Housing	1,996
Retail	12,333
Office	505
10% internal capture	-1,484
29% pass-by rate (for retail)	-3,577
Total	*9,773*

Based on the number of trips anticipated with the private share percentage of each mitigation project, the mitigation cost per trip is **$1,130.**

Table 6: Private Share versus Public Share Costs

Project	Private Share Cost (2030)	Public Share Cost (2030)
Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive	$218,750	-
Ridge Lea Road: Niagara Falls Boulevard to N Bailey Avenue	$10,675,000	$19,825,000
Bowmart Parkway: Maple Road to Meyer Road	$31,880	$286,880
Sheridan Drive: Niagara Falls Boulevard to Millersport Highway	$11,700	-
Maple Road at Sweet Home Road	$26,520	$99,740
Sheridan Drive at Sweet Home Road	$71,960	$54,290
N Bailey Avenue at Emerson Drive & Amsterdam Avenue	$0	$2,818,750
Total	*$11,035,810*	*$23,084,660*

Costs Contribution Determination for New Developments

A process is outlined below for determining the cost share each development will contribute towards the transportation mitigation improvements based on a cost per trip generated. The process includes:

1) Proposed Development Assumptions: Information about the proposed development is sent to the Town of Amherst to review, this will include an accompanying traffic study. The Town will determine if the proposal contains enough information for a review. Information should include development location, type, size, and layout, as well as a site plan showing ingress and egress connections to existing streets. The traffic study should be an abbreviated version which includes trip generation and methodology, trip distribution, and an existing and build capacity/operational analysis of an appropriate study area mutually delimited with the Town with consideration of anticipated trips and distribution.

    a) Review Development Trips: The trip generation of the proposed development would be calculated to determine mitigation cost. The trip generation should be calculated using the methodology established by the *Institute of Transportation Engineers* in the most recent edition of the ***Trip Generation Manual***. The output of this step is trip ends, which is trips entering and exiting the proposed development during the PM peak hour.

    Pass-By Trips: For developments that are identified in the ITE Trip Generation Manual that must account for pass-by trips such as gas stations, banks, service stations, etc. this can be used when appropriate. A pass-by trip is defined as traffic passing the site on the street that contains direct access to the development, this is not to be mistook for a diverted trip. The pass-by adjustment rate is to be based on the ITE Trip Generation Manual, or surveys conducted by a qualified engineer or planner with industry standard accepted methodology and agreed upon by the Town.

    Redevelopment: For redevelopments, the trip generation rate is adjusted for traffic generated by the previous development, ***if*** that development was in operation during the traffic data collection for the GEIS (2022). The credit should be based on traffic counts compiled for the former land use, if available. If actual traffic data is not available, then the credit will be based on trips calculated from the ITE Trip Generation Manual.

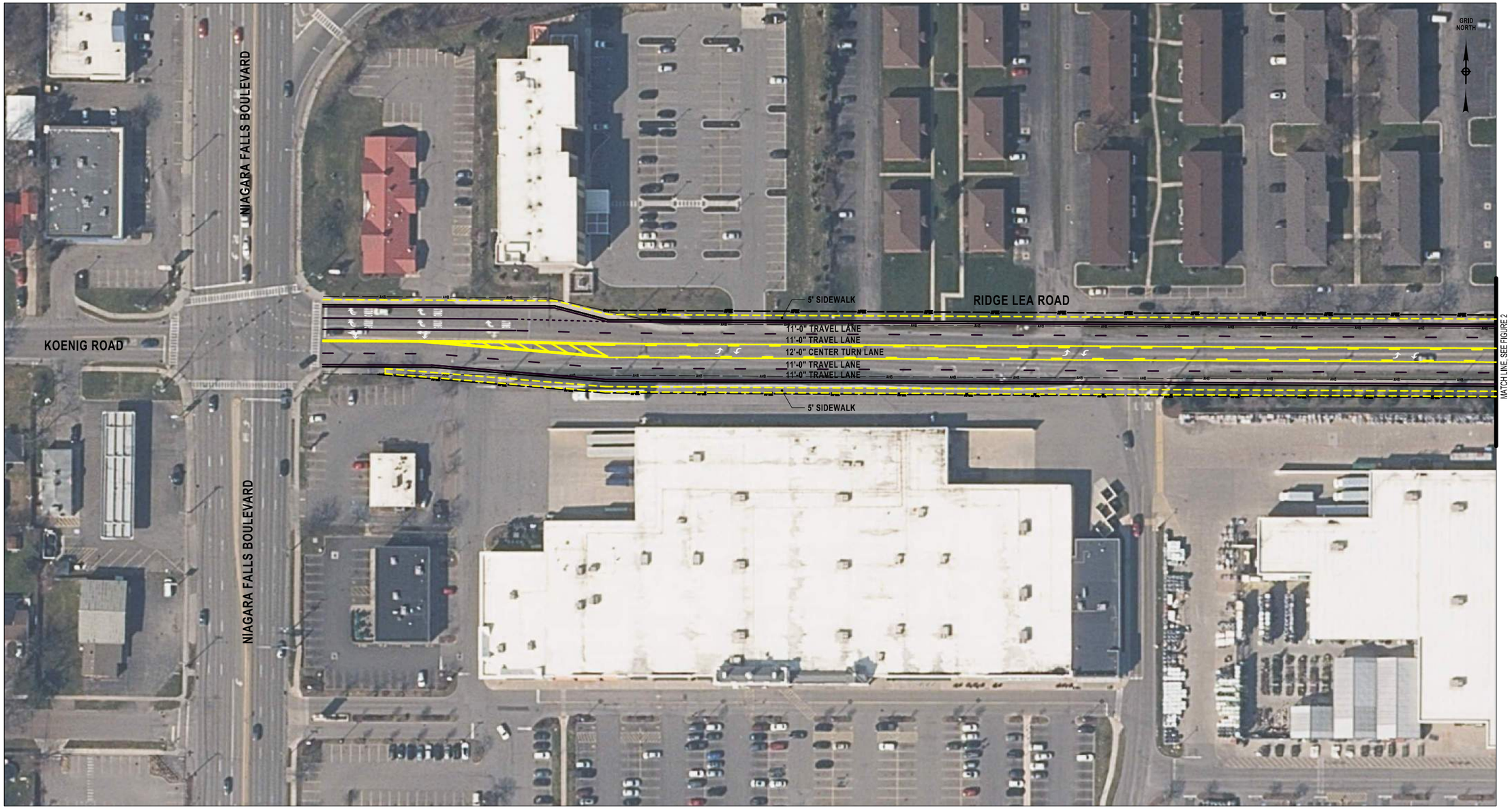
    b) Distribute Trips: Trips generated from the development will be distributed to the adjacent roadway to determine if access improvements may be required.

2) Once the number of trips has been determined, the defined cost per trip will be applied to the development as a contribution for public transportation mitigation improvements.

APPENDIX C

CONCEPTUAL LAYOUTS OF MITIGATION MEASURES

RIDGE LEA ROAD/NORTH BAILEY AVENUE NIAGARA FALLS BOULEVARD TO MAPLE ROAD



50 0 50 100 150 200'

1" = 100'

C&S COMPANIES®
C&S Engineers, Inc.
141 Elm Street, Suite 100
Buffalo, New York 14203
Phone: 716-847-1630
Fax: 716-847-1454
www.cscos.com

TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

BOULEVARD CENTRAL DISTRICT
GENERIC ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL
TOWN OF AMHERST, ERIE COUNTY, NEW YORK

FIGURE 1

DATE: AUGUST 2025

C&S PROJECT NO.: H22.007.001

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RIDGE LEA ROAD/NORTH BAILEY AVENUE NIAGARA FALLS BOULEVARD TO MAPLE ROAD



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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

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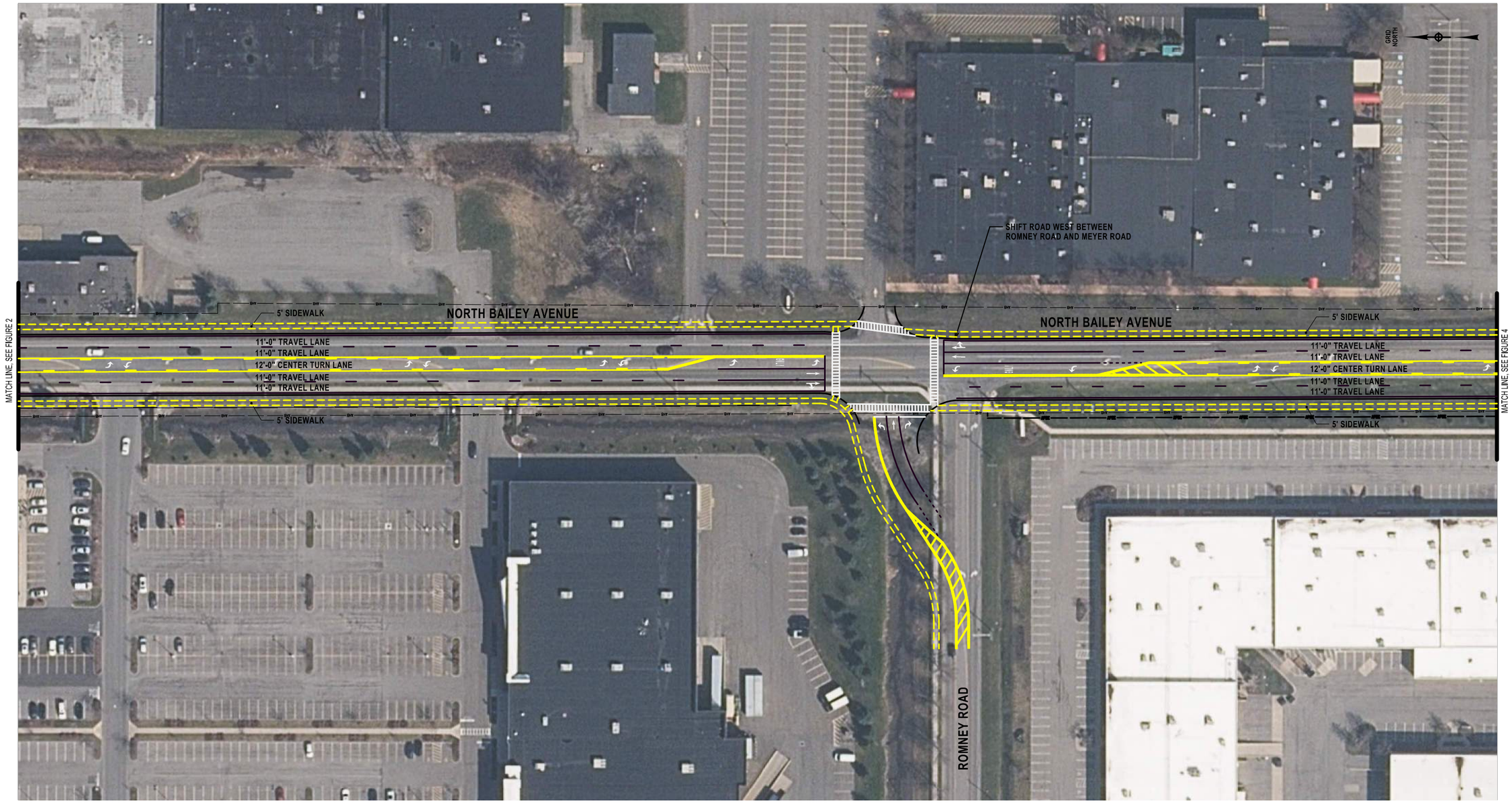
FIGURE 2

DATE: AUGUST 2025

C&S PROJECT NO.: H22.007.001

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RIDGE LEA ROAD/NORTH BAILEY AVENUE NIAGARA FALLS BOULEVARD TO MAPLE ROAD



50 0 50 100 150 200'

1" = 100'

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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

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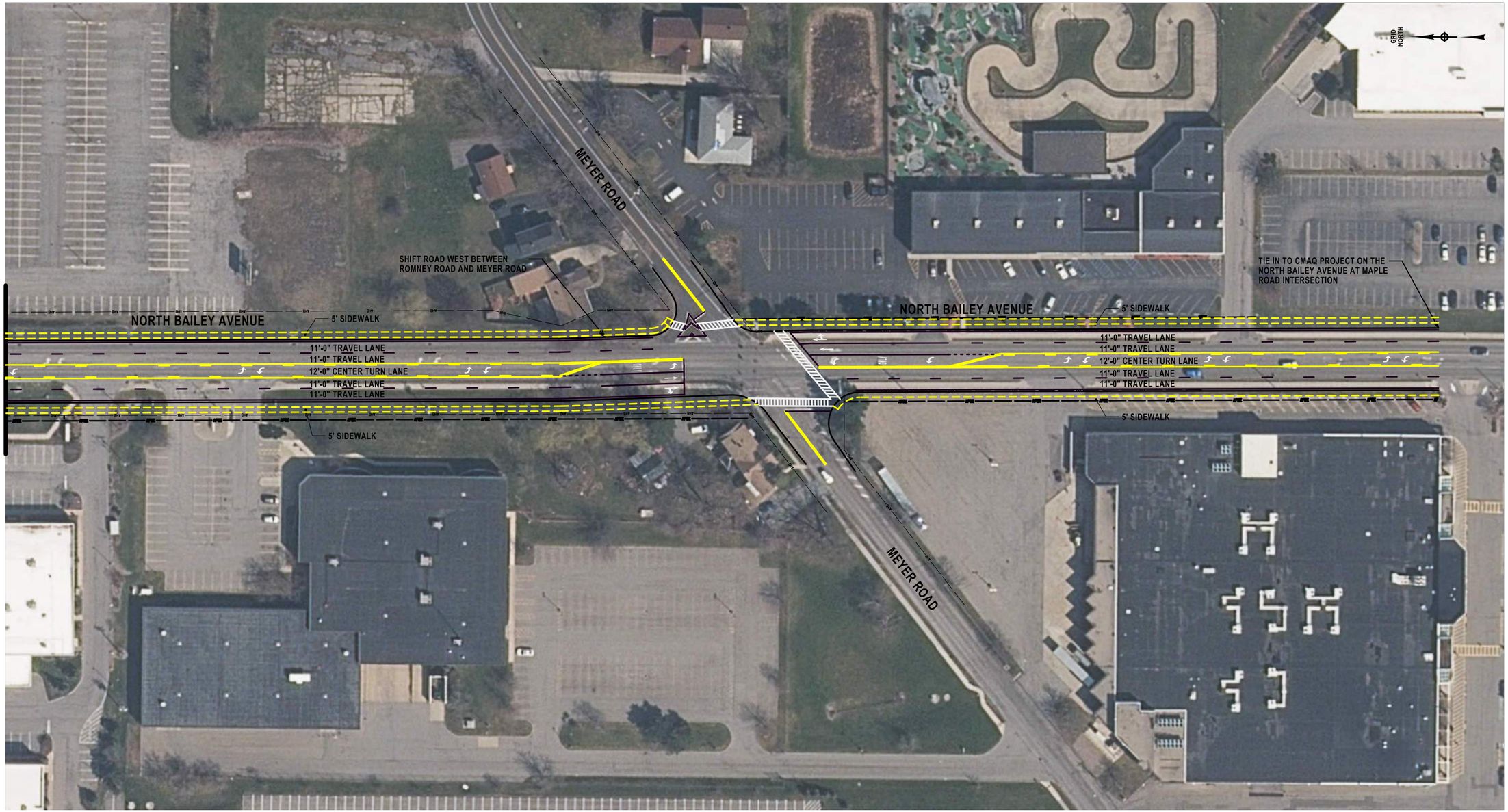
FIGURE 3

DATE: AUGUST 2025

C&S PROJECT NO.: H22.007.001

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RIDGE LEA ROAD/NORTH BAILEY AVENUE NIAGARA FALLS BOULEVARD TO MAPLE ROAD



50 0 50 100 150 200'

1" = 100'

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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

BOULEVARD CENTRAL DISTRICT
GENERIC ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL
TOWN OF AMHERST, ERIE COUNTY, NEW YORK

FIGURE 4

DATE: AUGUST 2025

C&S PROJECT NO.: H22.007.001

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MAPLE ROAD AT SWEET HOME ROAD



50 0 50 100 150 200'

1" = 100'

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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

BOULEVARD CENTRAL DISTRICT
GENERIC ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL
TOWN OF AMHERST, ERIE COUNTY, NEW YORK

FIGURE 5

DATE: AUGUST 2025

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SHERIDAN DRIVE AT SWEET HOME ROAD



50 0 50 100 150 200'

1" = 100'

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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

BOULEVARD CENTRAL DISTRICT
GENERIC ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL
TOWN OF AMHERST, ERIE COUNTY, NEW YORK

FIGURE 6

DATE: AUGUST 2025

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APPENDIX D

WATER & SEWER DATA

GROWTH PROJECTIONS – NEW SANITARY DEMAND TABLE.....AD-1

SANITARY SEWER FIGURES.....AD-2

WATER SYSTEM DEMAND FIGURES.....AD-6

APPENDIX D

GROWTH PROJECTIONS – NEW SANITARY DEMAND TABLE

Growth Projections ("Full Build-Out") - New Sanitary Demand

PREPARED FOR THE "BOULEVARD CENTRAL DISTRICT SDGEIS

June 19, 2019 (DGEIS)

June 6, 2024 (SDGEIS)

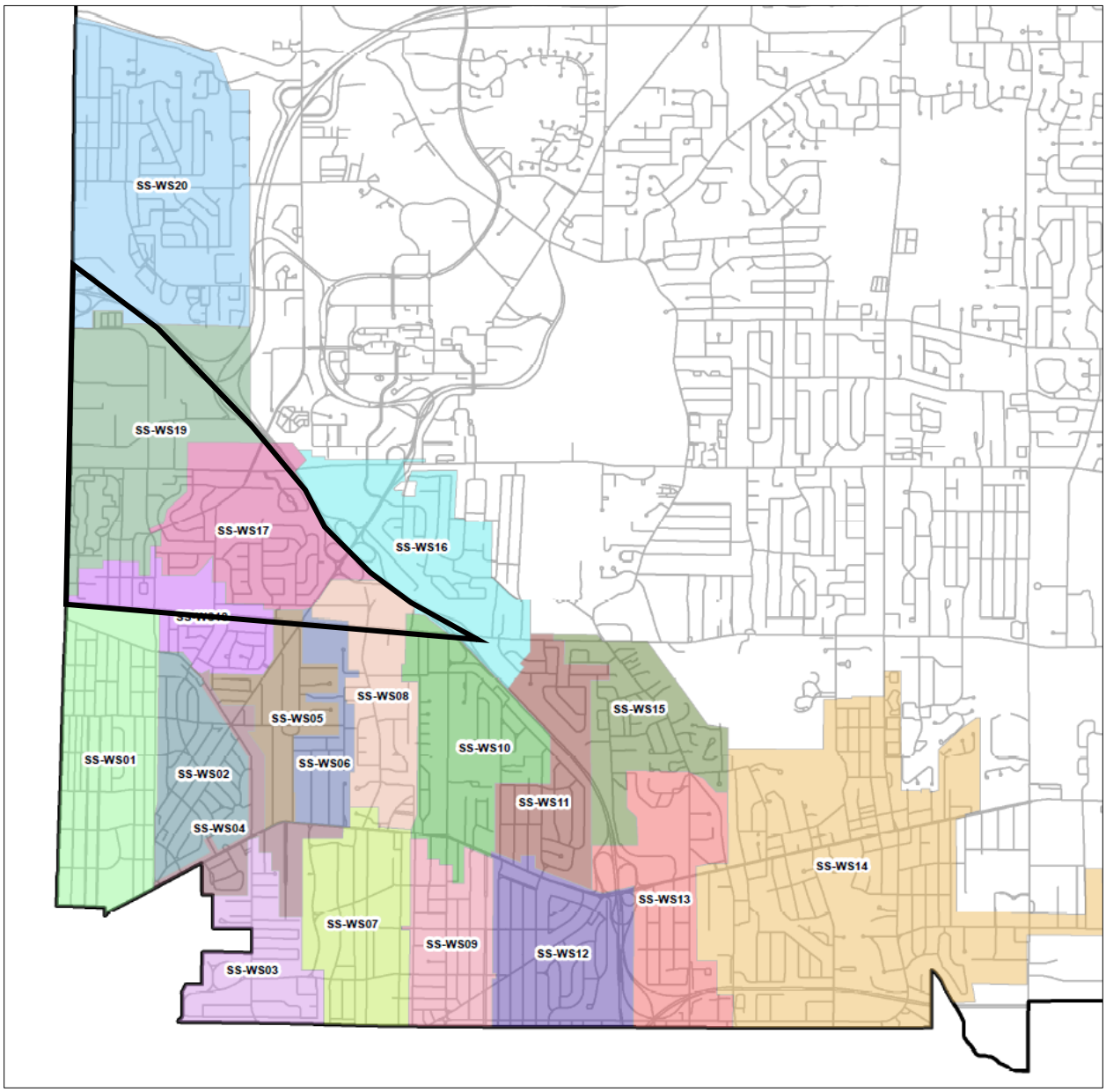
		TRAFFIC ANALYSIS ZONE (TAZ) BOUNDARIES IN BCD STUDY AREA																			
Date	**Proposed Land Use**	**668**	**676**	**677**	**678**	**679**	**680**	**681**	**682**	**683**	**684**	**686**	**687**	**688**	**699**	**701**	**702**	**705**	**708**	**709**	Totals
2024	Total Dwelling Units (SDGEIS)	0	78	494	1,140	0	43	50	1,551	269	50	115	385	118	20	0	200	320	90	0	**4,921**
2024	Total Retail (SF)	0	82,062	109,678	299,265	310,159	28,622	65,350	831,015	51,799	13,875	69,845	0	147,657	7,000	0	52,500	84,000	31,394	74,456	2,258,676
2024	Total Office (SF)	0	0	0	99,755	0	0	0	158,013	0	0	0	0	0	0	0	17,500	28,000	0	0	303,268
																				TOTAL SF (2024 SDGEIS)	**2,561,944**
	2024 SDGEIS Average Sewer Flow GPD	-	17,983	81,184	199,130	24,813	8,585	12,603	306,585	43,535	8,378	22,453	56,448	29,084	3,493	-	34,933	55,893	15,667	5,957	**926,723**
	2024 SDGEIS Peak Sewer Flow GPD	-	74,892	313,089	714,331	102,040	36,580	53,119	1,052,928	174,331	35,722	92,714	222,775	118,786	15,174	-	141,460	220,714	65,564	25,605	**3,459,822**
	2019 GEIS Average Flow GPD	0	81,900	98,000	185,010	50,120	31,220	12,250	283,990	37,800	19,600	20,790	40,110	17,640	12,180	2,660	11,970	58,450	10,360	4,690	978,740
	Net Change	-	(63,917)	(16,816)	14,120	(25,307)	(22,635)	353	22,595	5,735	(11,222)	1,663	16,338	11,444	(8,687)	(2,660)	22,963	(2,557)	5,307	1,267	**(52,017)**
	2019 GEIS Peak Flow GPD	0	242,748	290,467	548,361	148,553	36,308	36,308	841,733	112,037	58,093	61,621	118,884	52,284	36,101	7,884	35,479	173,243	30,707	13,901	2,844,712
	Net Change	-	(167,856)	22,622	165,970	(46,513)	272	16,811	211,195	62,294	(22,371)	31,093	103,891	66,502	(20,927)	(7,884)	105,981	47,471	34,857	11,704	**615,110**
	Sewer Shed (RL-Ridge Lea, SH-Sheridan, H - Hartford)	RL	RL	RL	.5 RL; .5 H	RL	SH	RL	RL	H	H	H	H	RL	SH	SH	SH	SH	SH	SH	SH

	Ridge Lea	Hartford	Sheridan	ck
Ave Sewershed flow GPD	571,817	230,378	124,528	926,723
Peak Sewershed flow GPD	2,072,019	882,706	505,097	3,459,822
Ave Sewershed flow change GPD	(64,588)	19,573	(7,002)	(52,017)
Peak Sewershed flow change GPD	185,745	257,890	171,474	615,110

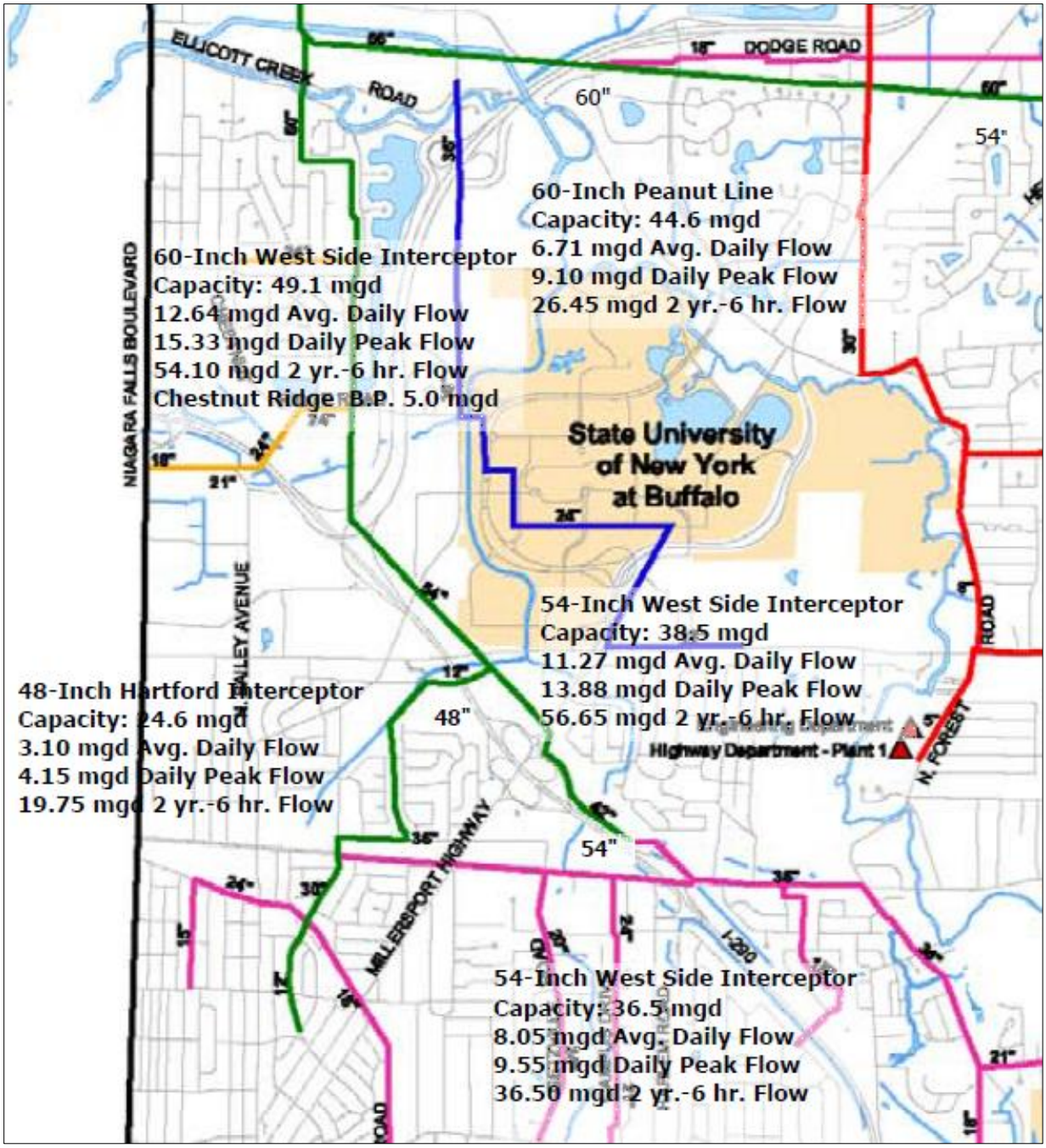
APPENDIX D

SANITARY SEWER FIGURES

West Side Interceptor Sewersheds



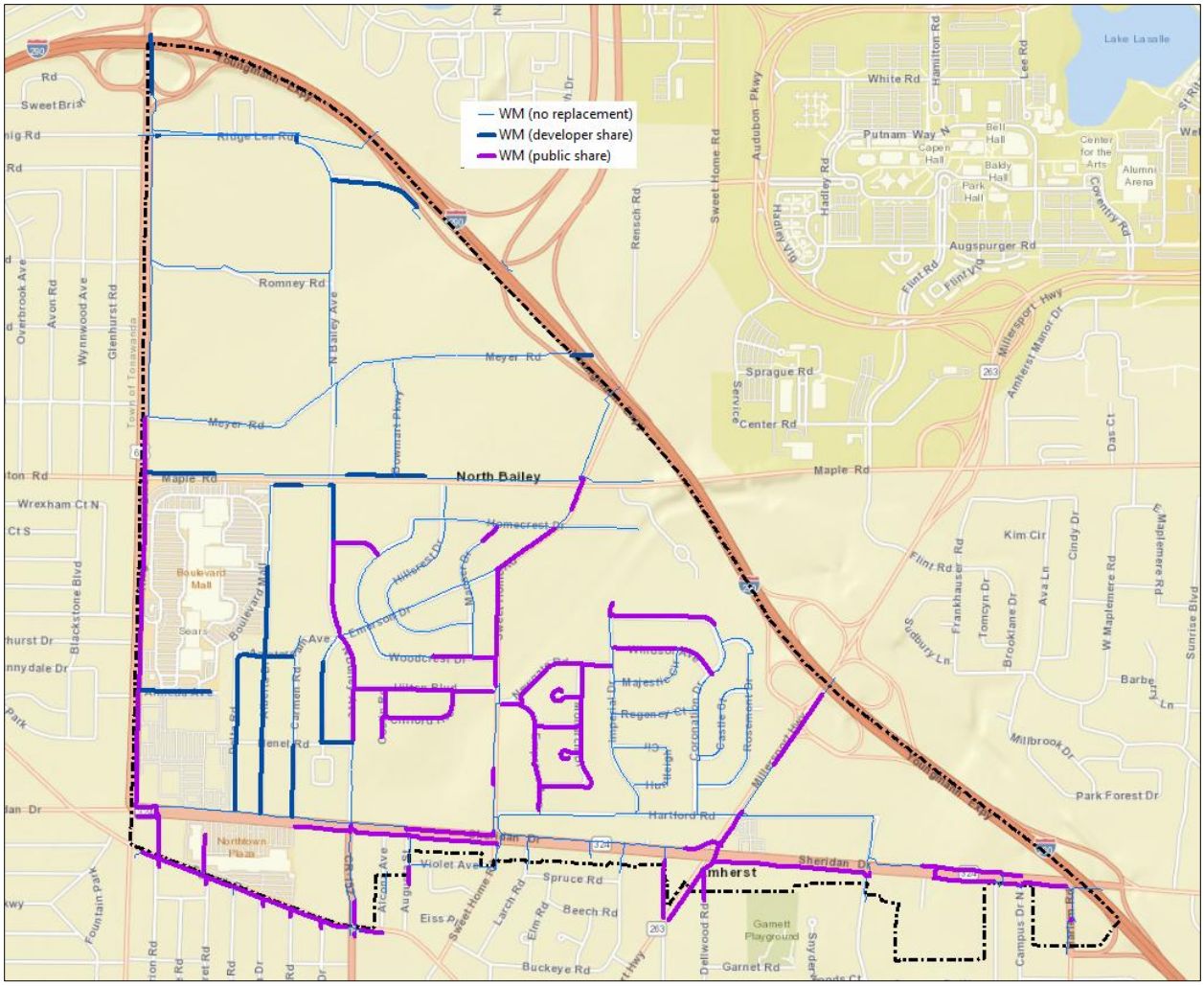
Flows and Capacities of Primary Interceptors



Mini-System Analysis Overview



Location of Cast Iron Mains to be Replaced for Mitigation



APPENDIX D

WATER SYSTEM DEMAND FIGURES

Water System Demand Figures

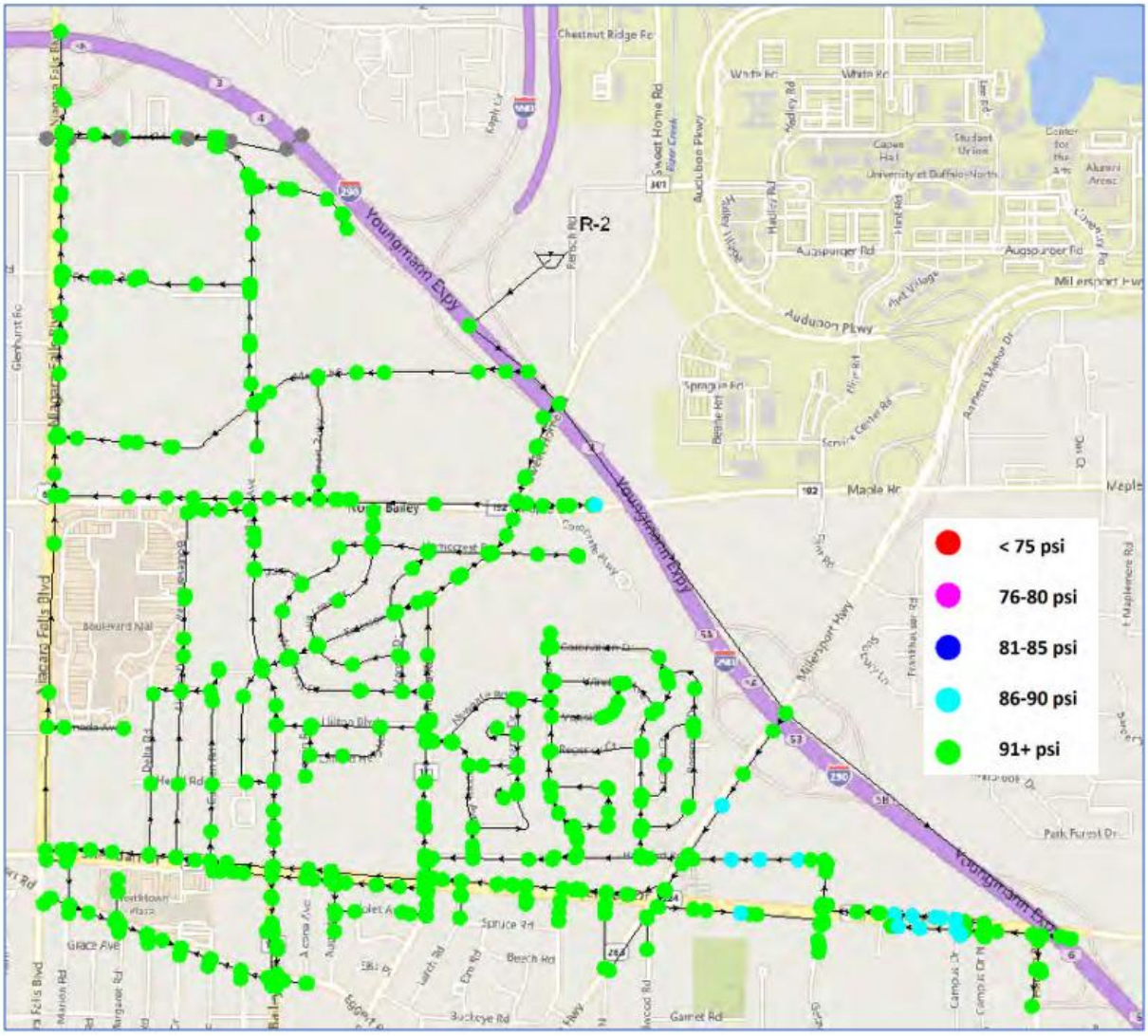


Figure 1 – Pressure, Current Average Demand

Water System Demand Figures

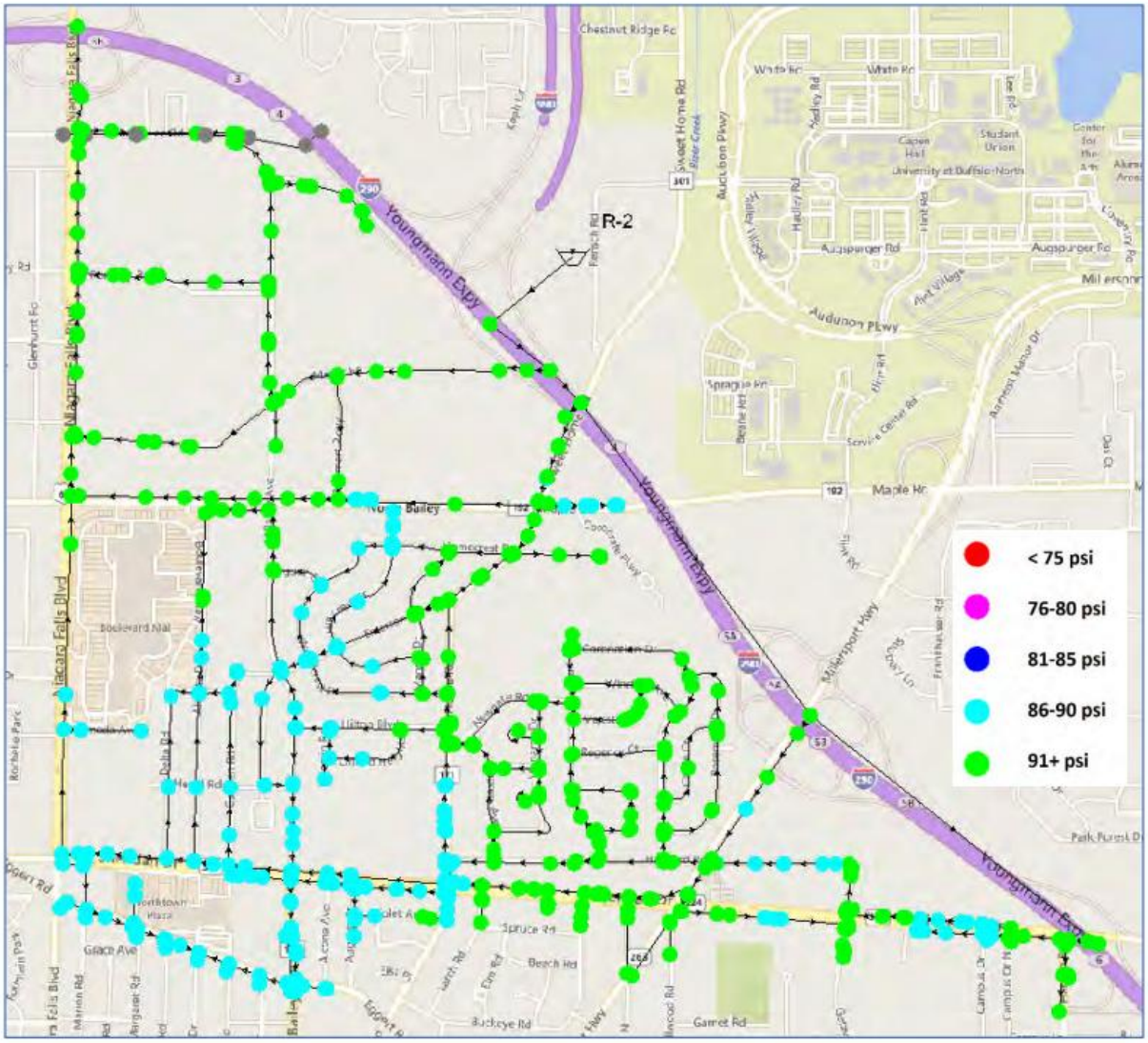


Figure 2 – Pressure, Current Peak Demand

Water System Demand Figures

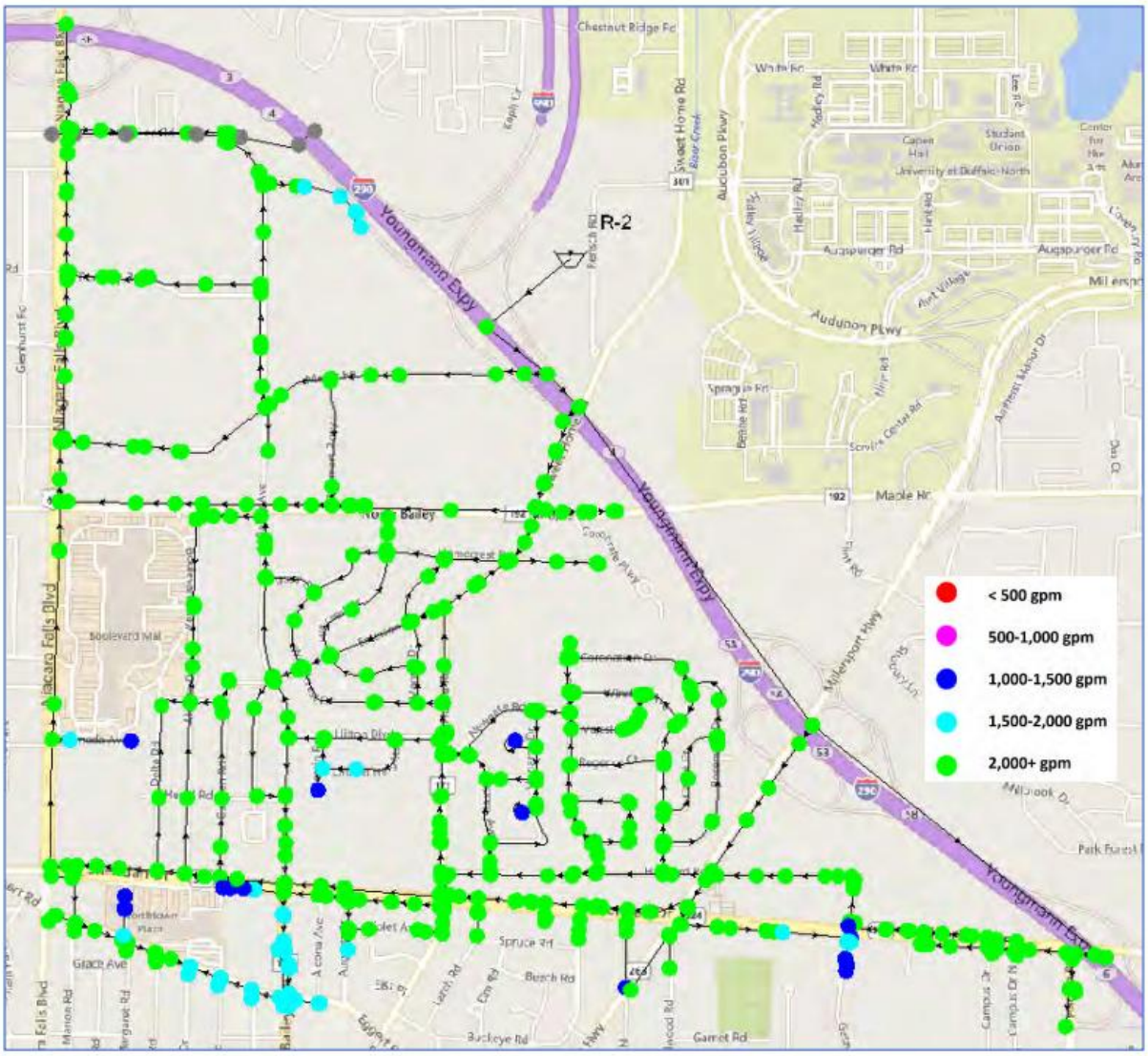


Figure 3 – Available Fire Flow, Current Peak Demand

Water System Demand Figures

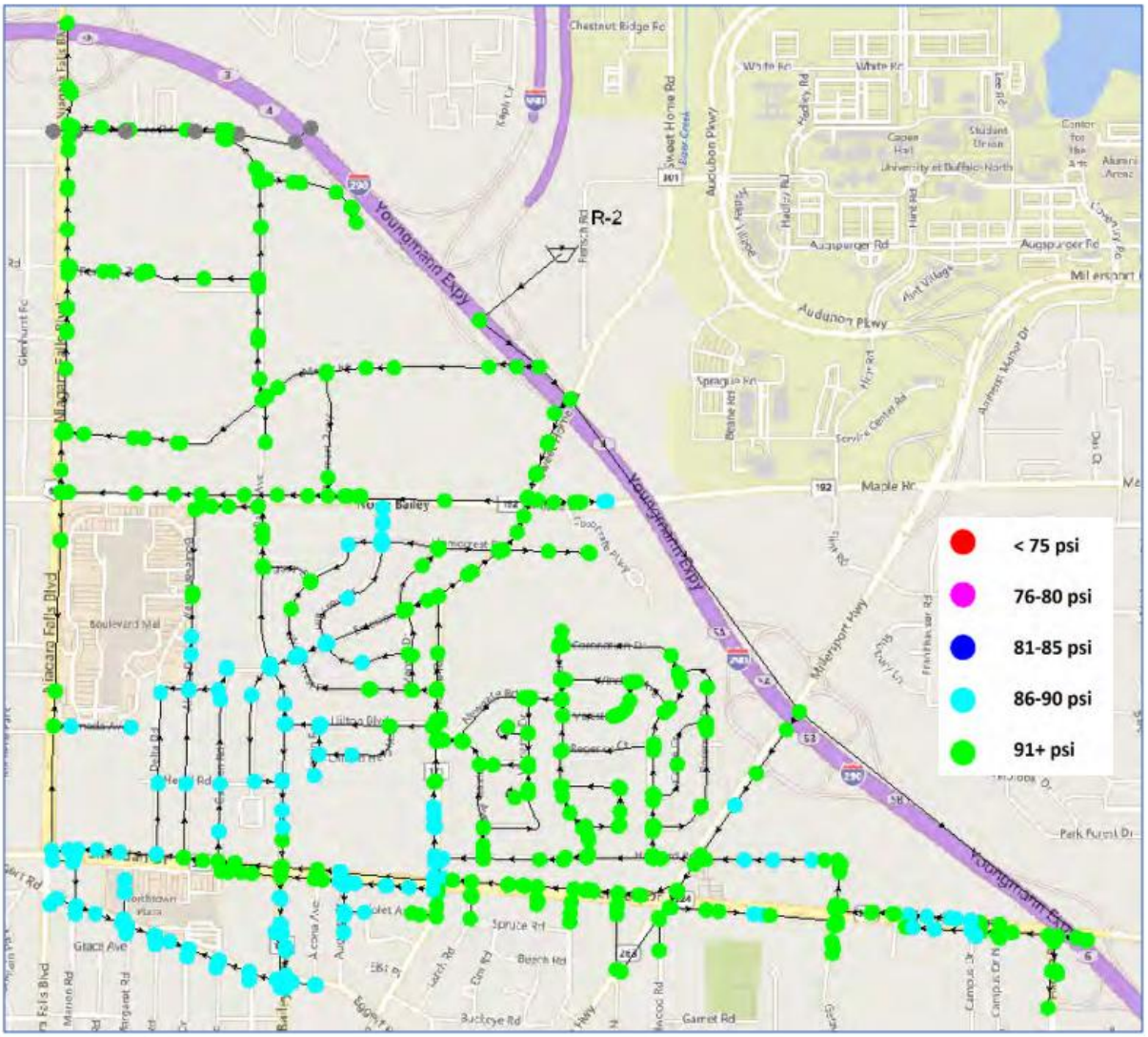


Figure 4 – Pressure, Future Average Demand

Water System Demand Figures

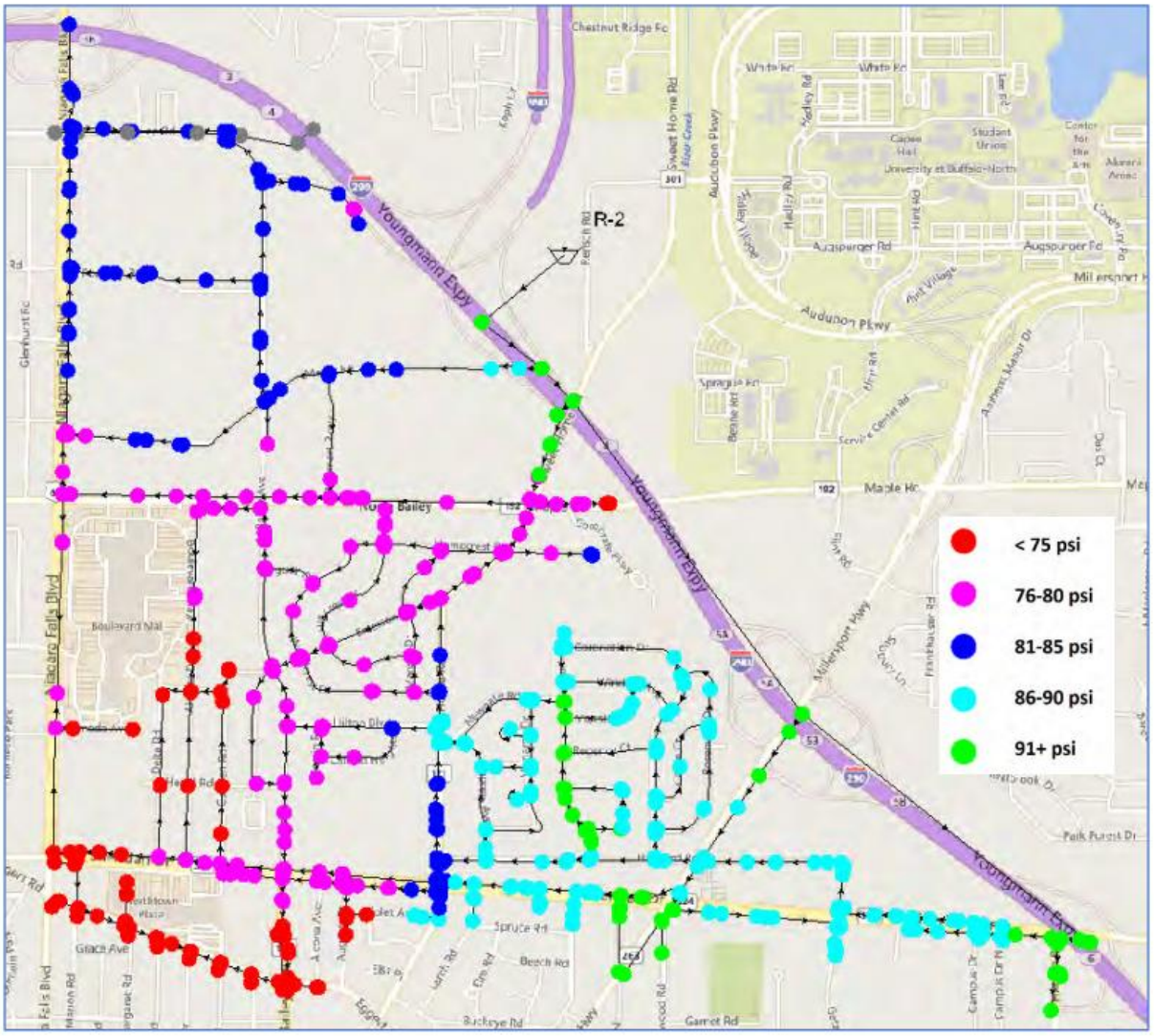


Figure 5 – Pressure, Future Peak Demand

Water System Demand Figures

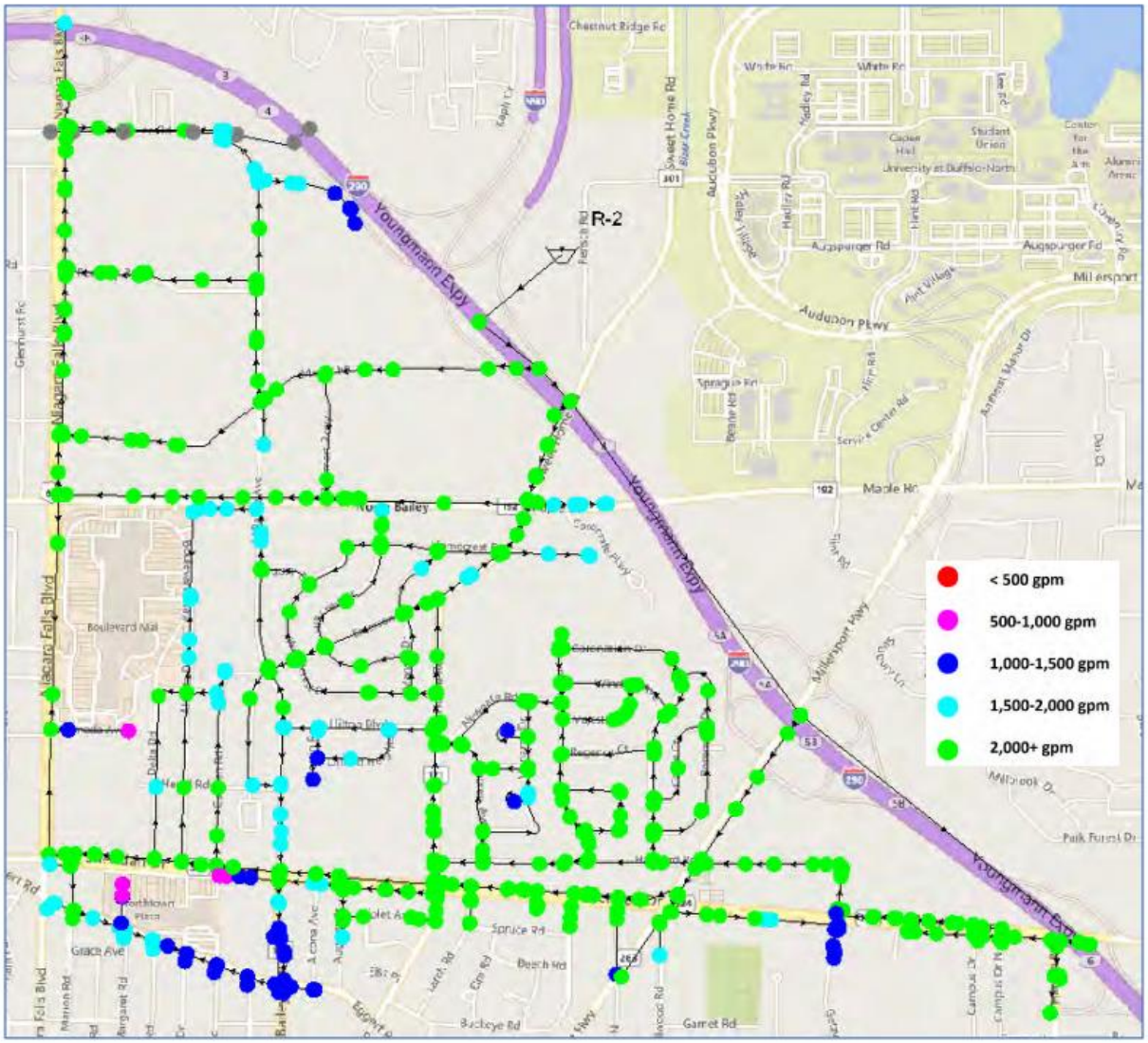


Figure 6 – Available Fire Flow, Future Peak Demand

Water System Demand Figures

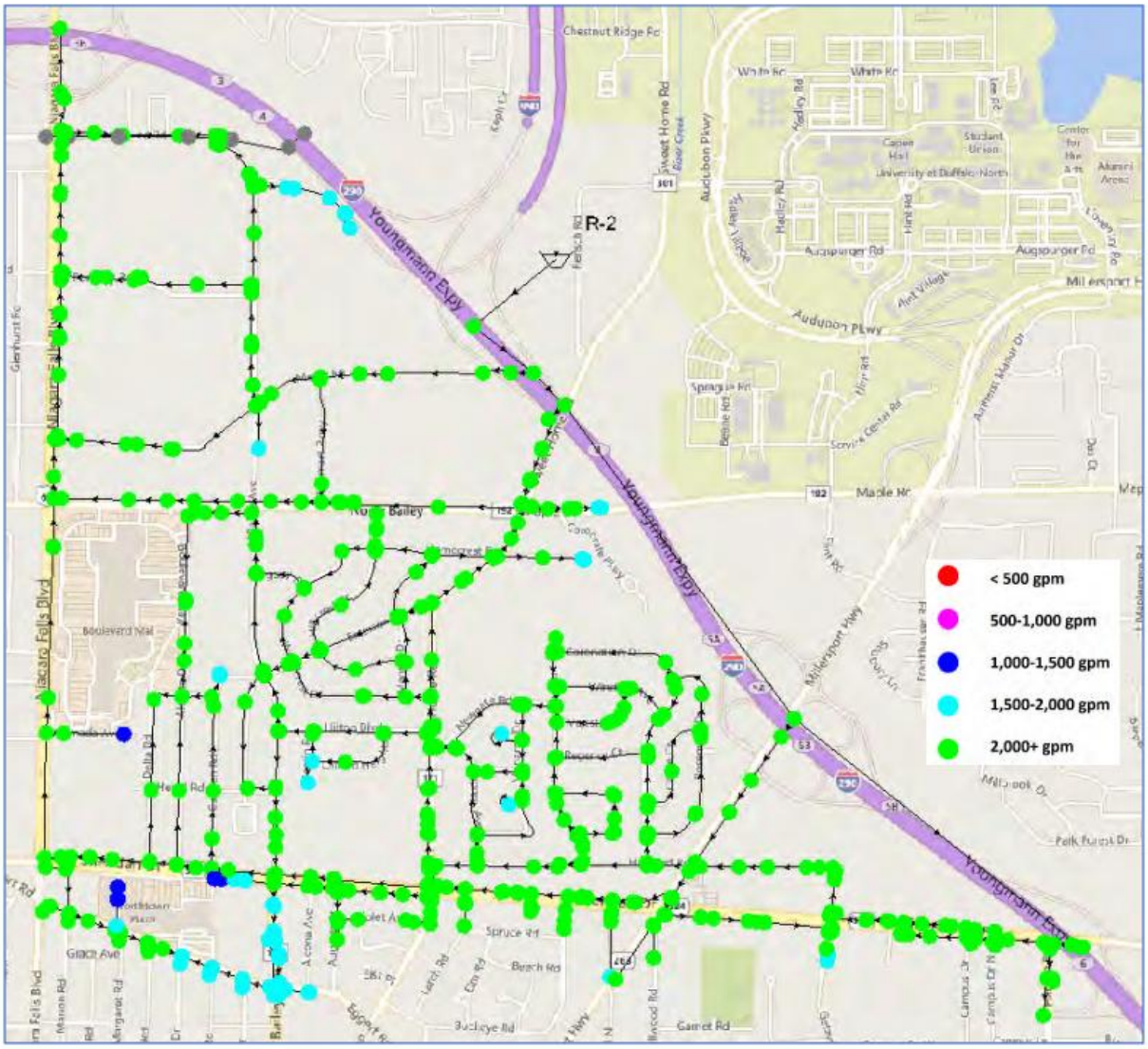


Figure 7 – Available Fire Flow, Future Peak Demand with Mitigation

APPENDIX E

GEIS COMPLIANCE CHECKLIST

Boulevard Central District Application[1]

PROJECT COMPLIANCE CHECKLIST

Type I or Unlisted Actions under New York State SEQRA

PROJECT INFORMATION	
Projects proposed within the Boulevard Central District (see map within this application packet for BCD/GEIS boundaries) may require additional considerations and compliance with the Town Board's Findings Statement. (*www.amherst.ny.us*)	
Project Name:	
Project Location:	
SBL # & TAZ #	
Project Sponsor:	

Project Submittals within the Boulevard Central District must include the following:

fill in any pertinent information on the blank lines below each item – include the page numbers of studies & supporting documents where this information can be found if applicable

☐	Project Plans (utilities, drainage, landscaping, lighting, elevations, master site plan if applicable)
☐	Proposed Land Uses (list all) _____ _____ _____
☐	Gross Square Feet of Each Commercial Use (list separately) _____ _____ _____
☐	Number of Residential Units (indicate sizes and # of bedrooms) _____ _____ _____
☐	Height of Buildings in Feet and Number of Stories _____ _____
☐	Will the Project be Phased? How Many? Timing? _____ _____ _____
☐	Part 1 of the SEQR Full Env. Assessment Form
☐	Wetlands (State or Federal) 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)[2]
☐	Estimate of Project Trip Generation during Weekday PM Peak Hour of Adjacent Street Traffic[2] _____ _____
☐	Pass by trips (as percentage), if applicable[2] _____ _____
☐	Water Average Daily Flow and Peak Daily Flow Estimates (in GPD) _____ _____
☐	Sanitary Sewer Average Daily Flow and Peak Daily Flow Estimates (in GPD) _____ _____
☐	Fire Flow Requirements, if available _____ _____
☐	Special Stormwater Design Conditions (Findings Statement D-14 to D-18, attached to this application) _____ _____
☐	LEED Water Reduction (Findings Statement D-1 to D-4, attached to this application) _____ _____
☐	Block Structure/Core Road Plan for Centers (CTR-2.5, CRT-5 and CTR-8) along with any existing R.E.A.s mapped/described _____ _____
☐	Current Employees and Projected Employees _____ _____

Notes:

[1]This form applies to projects within the Boulevard Central District that are designated as Type I or Unlisted Actions

[2]See reverse side for description

Definitions of Traffic Terms:

Note: Use ITE Standards and provide documentation if this project does not have a separate Traffic Impact Study

- 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.

Boulevard Central District Fees

Certain fees identified on this sheet may apply to a proposed project or action taking place within the Boulevard Central District boundary. All fees should be reviewed with the appropriate Local or State agency. This list is not inclusive and other fees may apply.

- ☐ **Planning Application Submittal Fees**
  - Site Plan
  - SWPPP
  - Affidavit Fee for Public Hearing

- ☐ **GEIS Mitigation Fees** *(see mitigation fee worksheet)*
  - Residential Dwelling (Units)
  - Commercial Retail/Office (SQ. FT.)
  - Traffic/Trip (p.m. peak weekday trips)
  - Capital Sewer (peak GPD)
  - Capital Water (peak GPD)

- ☐ **Infiltration & Inflow (I & I) Fees**
  (separate/in addition to GEIS Mitigation Fees)

- ☐ **Recreation Fee**

- ☐ **Open Space Fee**

- ☐ **Tree Fee** (assess a fee for each multiple of forty (40) feet of street frontage)

- ☐ **Community Tree Fund**

- ☐ **Building Permit Fees**
  - Residential Building Fees
  - Non-residential buildings
  - Demolition
  - Moving of buildings
  - Signs
  - Parking Lot
  - Tanks
  - HVAC Equipment
  - NYS Fee for new buildings with trusses
  - Penalty Fees

- ☐ **Fire Permit Fees**
  - New Equipment
  - Alteration or modification to existing Fire Alarm / Smoke Detection System
  - Operating Permits
  - Fire Prevention Permits

- ☐ **Plumbing Permit Fees**
  - Residential building
  - Non-residential structures, new construction
  - Alterations, additions and repairs to existing structures and systems and miscellaneous

- ☐ **Electrical Permit Fees**
  - Residential
  - Commercial and industrial
  - Shell Only Building
  - Signs

- ☐ **Storm Sewer Fees**
  - Residential structures
  - All other structures

- ☐ **Sanitary Sewer Tap-in Fees**

APPENDIX F

MITIGATION COST WORKSHEET

BOULEVARD CENTRAL DISTICT MITIGATION COST WORKSHEET

RESIDENTIAL & NON-RESIDENTIAL USES
FOR ALL TYPE 1 or UNLISTED ACTIONS
(2025 & 2030 DOLLARS)

Project Name _____ **Date** _____

Town Assigned Application # _____

Project Address(es) _____

SBL #(s) _____ **TAZ #** _____

IMPROVEMENT	UNIT MEASURE	COST PER UNIT ($)	UNITS	TOTALS
1. GEIS Preparation* (Residential)	Dwelling Unit	25.00		
2. GEIS Preparation* (Non-Residential)	Sq. Ft.	0.042		
3. Transportation**	Trip (weekday PM peak hour adjacent street traffic)	1,130.00		
4. Capital Sewer*	Peak Gallon Per Day (GPD)	2.78		
5. Capital Water*	Peak Gallon Per Day (GPD)	3.64		

**Reflects 2025 costs*

***Reflects 2030 costs*

Total: _____

The applicant agrees that they are utilizing the Town's Supplemental Generic Environmental Impact Statement (SGEIS) prepared for the Boulevard Central District for their NYS SEQR requirements and agrees to pay 100 percent of their share of mitigation fees listed above, inclusive of all phases, before final site plans / plats are stamped approved and before any building permits may be obtained. The applicant also agrees to pay the separate I/I fees as required by the Engineering Department.

Applicant Signature: _____

(*OFFICIAL USE ONLY*)

Improvement	Account # / Trust Fund	Amount Paid	Date Paid
1. GEIS Preparation (Residential)	T4031 – BCD GEIS Preparation Fees		
2. GEIS Preparation (Non-Residential)	T4031 – BCD GEIS Preparation Fees		
3. Transportation	T4032 – BCD GEIS Transportation Fees		
4. Capital Sewer	T4033 – BCD GEIS Sewer Fees		
5. Capital Water	T4034 – BCD GEIS Water Fees		

Planning Department project manager initials: _____