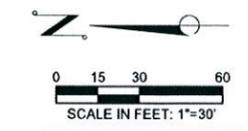
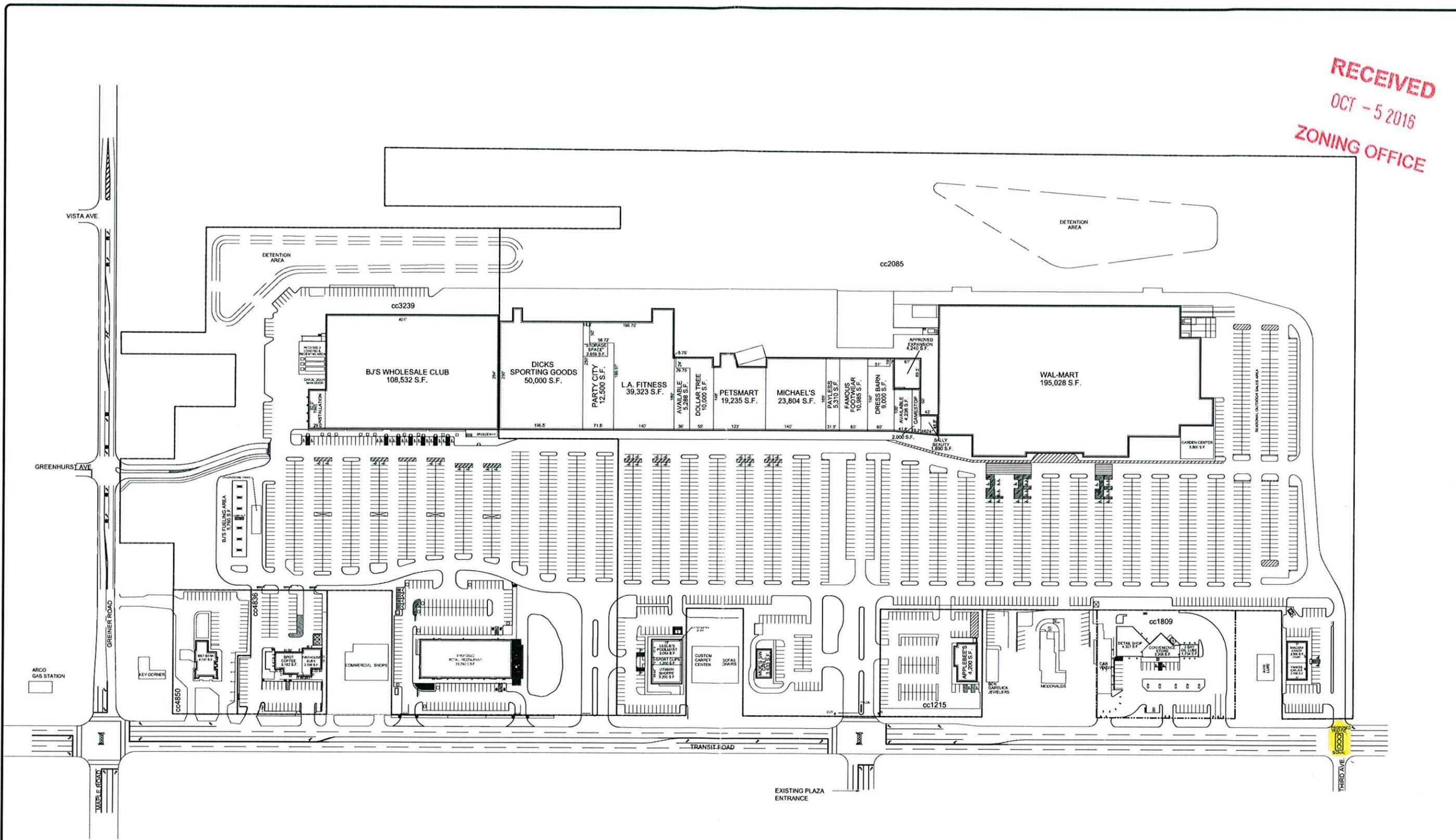


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**EASTGATE PLAZA**

4927 - 5183 TRANSIT ROAD  
 WILLIAMSVILLE, NEW YORK 14221

2085 PROPOSED TRAFFIC SIGNAL 5.4.16 MAY 4, 2016

THE SOLE PURPOSE OF THIS DRAWING IS TO ILLUSTRATE THE APPROXIMATE DIMENSIONS AND LAYOUT OF THE DEMISED PREMISES. NO OTHER WARRANTY OR REPRESENTATION, EXPRESSED OR IMPLIED, IS MADE WITH RESPECT TO THE ILLUSTRATION.

**BENDERSON DEVELOPMENT COMPANY, LLC**  
 679 DELAWARE AVENUE, BUFFALO, NY 14202  
 Phone (716) 885-0211 Fax (716) 885-1026  
 www.benderson.com

**PROPOSED SITE PLAN**  
 DRAWN BY: MAO MAO SCALE: 1"=100'

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## Traffic Signal Warrant Analysis

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### Eastgate Plaza

Transit Road  
Town of Amherst, New York  
Erie County

April, 2016

---

PREPARED FOR:

Benderson Development Co., LLC  
570 Delaware Avenue  
Buffalo, New York 14202

PREPARED BY:

T.Y. Lin International  
255 East Avenue  
Rochester, New York 14604

**TY·LIN** INTERNATIONAL



43.6337.00

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## EXECUTIVE SUMMARY

Benderson Development Company, LLC (hereinafter referred to as “Benderson”) is proposing to improve access to Transit Road for Eastgate Plaza. The southernmost access driveway is currently underutilized as a result of high traffic volume on Transit Road. The unsignalized driveway is located on the east side of Transit Road opposite 3rd Avenue. Eastgate Plaza is comprised of various retail stores, restaurants and a fitness facility for a total proposed square footage of 541,708 SF. Within the vicinity of the site Transit Road consists of commercial developments. A site plan of the proposed access drive is included in **Appendix ‘A’**.

This study will focus on estimating the redistributed site trips that may use the modified southern driveway if it were signalized and will analyze the impacts to the signalized intersection of Transit Road/Eastgate Plaza to the north.

Manual turning movement counts were performed on Friday, March 4<sup>th</sup>, 2016 during the PM peak period and Saturday, March 5<sup>th</sup>, 2016 during the midday peak period for the following intersections:

- Transit Road @ 3<sup>rd</sup> Avenue/Eastgate Plaza
- Transit Road @ Premier Place/Eastgate Plaza

The following is a summary of recommendations to improve access to Transit Road from Eastgate Plaza:

### Transit Road @ 3<sup>rd</sup> Ave/Eastgate Plaza (South Driveway)

- Install a three phase actuated traffic signal with pedestrian accommodations.
- Provide a protected/permitted phase for the northbound and southbound left turn lanes.

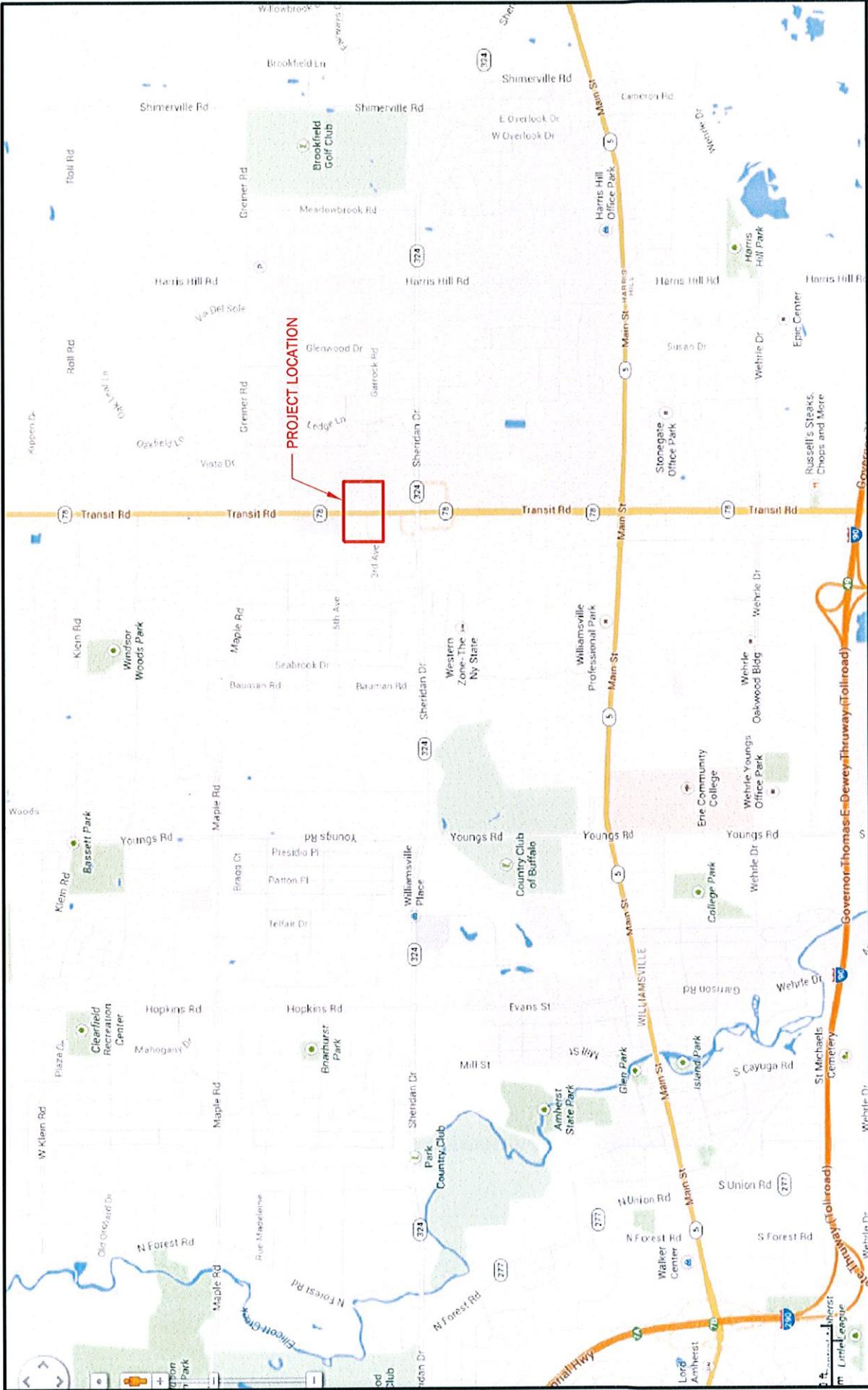
## I. INTRODUCTION

Benderson is proposing to modify the southernmost access driveway for Eastgate Plaza to accommodate a traffic signal. The access driveway is located on the east side of Transit Road opposite 3rd Avenue. The driveway is comprised of one exiting lane and one entering lane and is currently unsignalized. An exclusive right turn lane approximately 150 feet in length is located on the northbound approach at this intersection. Two additional main Plaza driveways; one unsignalized and one signalized are located on Transit Road. Various retail stores, restaurants and a fitness facility are located within the shopping plaza. Within the vicinity of the site Transit Road consists of commercial developments. A general location map for the project site is shown in **Figure 1**.

This study estimates the redistributed site trips that may use the southern driveway if it were modified to accommodate a traffic signal and analyzes the impacts to the signalized intersection of Transit Road and Eastgate Plaza to the north. This study is intended for review by the Town of Clarence, Town of Amherst, New York State Department of Transportation (NYSDOT) and any other interested agencies. The procedures in this study conform to guidelines recommended by the Institute of Transportation Engineers (ITE).

To identify and address the potential transportation impacts of this project, the following tasks were undertaken:

- Obtained field data on the existing transportation system. Data collection included information on intersection spacing, roadway geometrics, sight distances, speed limits, pavement conditions, and pavement striping and signing.



**EASTGATE PLAZA**

**FIGURE 1**

**PROJECT LOCATION MAP  
TOWN OF AMHERST, NY**



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- Collected hourly volume on the south driveway approach and Transit Road.
- Conducted video traffic turning movement counts to establish current traffic volumes at the following intersections:
  - Transit Road @ 3<sup>rd</sup> Avenue/Eastgate Plaza
  - Transit Road @ Premier Place/Eastgate Plaza
- Evaluated the intersections listed above for the Existing 2016 and Future Build 2016 (100% occupancy) conditions during the following peak hours.
  - Friday Evening peak period            4:00 PM to 6:00 PM
  - Saturday Midday peak period        11:00 AM to 2:00 PM
- Utilized previous count data on the northern driveway and the traffic volume estimated for the newly constructed driveway on Greiner Road to establish the site's trip distribution percentage for each driveway.
- Estimated the origin and destination of future redistributed site traffic based on existing travel patterns with the traffic signal in place.
- Performed a signal warrant analysis for the intersection of Transit Road at 3<sup>rd</sup> Avenue for the Future Build 2016 (100% occupancy) condition.

## II. PROJECT DESCRIPTION

At full occupancy, Eastgate Plaza is anticipated to occupy 541,968 square feet of leasable space. As previously mentioned, this study investigates the impacts associated with the installation of a new traffic signal at the intersection of Transit Road and 3<sup>rd</sup> Avenue/Eastgate Plaza. It is anticipated that traffic signal will improve overall access to Transit Road from the Plaza. It is anticipated that the proposed improvements will be complete this year. The current site plan is included in **Appendix 'A'**.

### III. EXISTING ROADWAY AND AREA CONDITIONS

#### Transportation Network Study Area

The following is a description of the major roadway within the study area. Refer to **Figure 2** for the existing lane configurations.

#### Transit Road

Transit Road (NY 78) traverses north-south and is classified as an urban principle arterial roadway by the New York State Department of Transportation (NYSDOT). In the study area, Transit Road consists of two travel lanes in each direction, with a two-way-left-turn lane. The Annual Average Daily Traffic volume (AADT) as estimated in 2014 was 36,000 (17,000 Northbound, 19,000 Southbound) vehicles per day as provided by the NYSDOT. The posted speed limit is 45 mph.

#### Study Area Adjacent Land Use

The Eastgate Plaza is located in an area where the land uses are comprised primarily of big box retail developments and restaurants along both sides of Transit Road. 3<sup>rd</sup> Avenue provides direct access to residential development from Transit Road to the west.

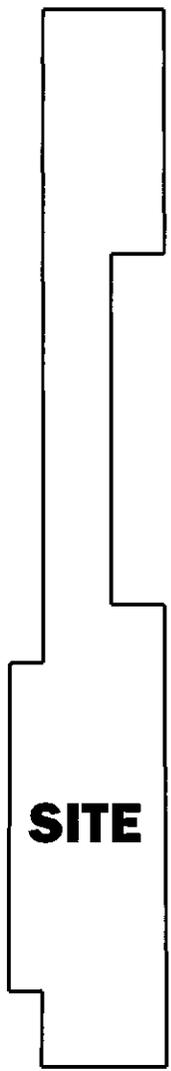
### IV. EXISTING AND BACKGROUND TRAFFIC VOLUMES

#### Existing (2016) Traffic Volumes

Manual turning movement counts were performed for TYLI on Friday, March 4<sup>th</sup> and Saturday March 5<sup>th</sup>, 2016 at two of the site driveway intersections on Transit Road; the signalized Premier Place/Eastgate Plaza and the unsignalized 3<sup>rd</sup> Ave/Eastgate Plaza intersections. Refer to **Figure 3** for the Existing 2016 traffic volumes and **Appendix 'C'** for the traffic count summary sheets.

PREMIER PLACE

EASTGATE PLAZA

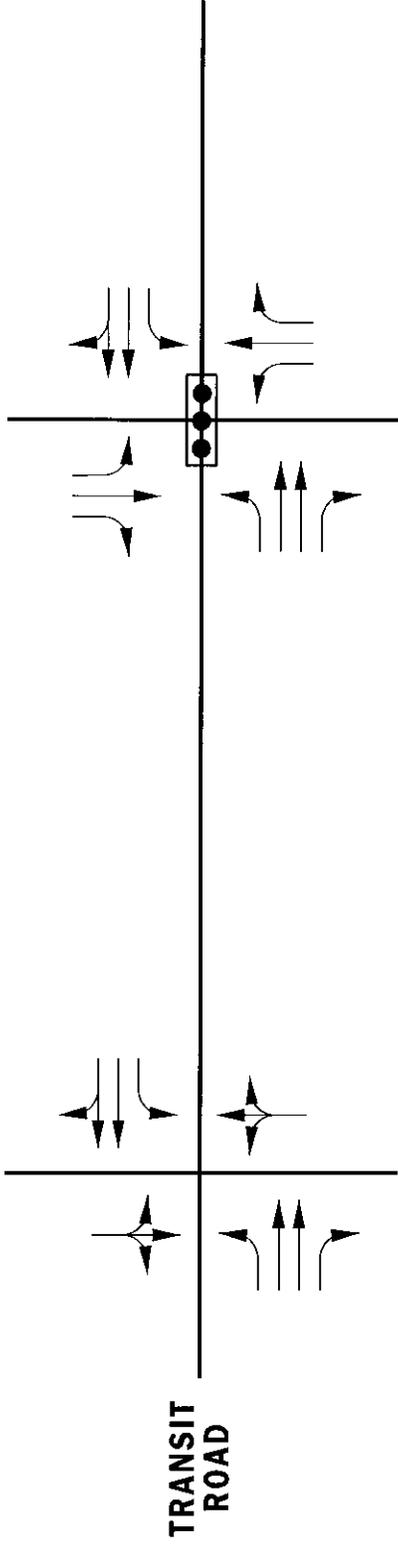


**SITE**

3RD AVE

EASTGATE PLAZA

TRANSIT ROAD



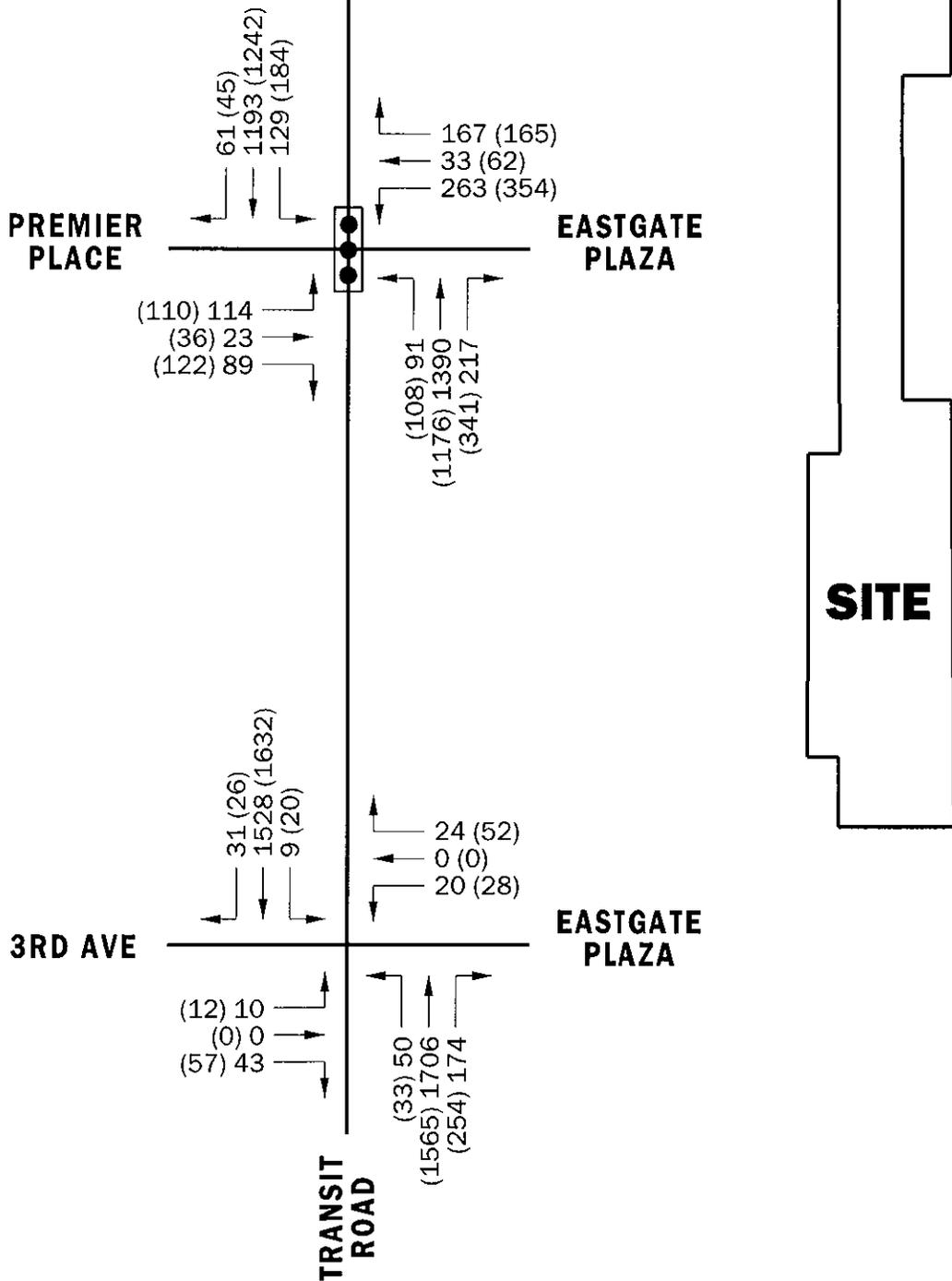
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EASTGATE PLAZA

FIGURE 2

EXISTING LANE CONFIGURATION



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**EASTGATE PLAZA**

**FIGURE 3**

**EXISTING 2016 TRAFFIC VOLUMES**

Traffic counts were analyzed during the following peak periods:

- Friday Evening peak period 4:00 PM to 6:00 PM
- Saturday Midday peak period 11:00 AM to 2:00 PM

During the count period, the Friday evening peak hour occurred between 4:45 PM and 5:45 PM and the Saturday Midday peak hour occurred between 12:15 PM and 1:15 PM.

#### Background Traffic Volumes

There are no new developments proposed in the area, therefore, no background traffic volumes were added to the 2016 traffic volumes.

## **V. TRIP GENERATION AND DISTRIBUTION**

### Trip Generation

The most commonly used source of trip generation information is the Institute of Transportation Engineers' (ITE) Report Trip Generation, 9<sup>th</sup> Edition. The ITE Trip Generation Report contains vehicle trip data for many types of developments, including Land Use Codes for 'Shopping Center' (820), The trip generation rates documented by the ITE are expressed as the number of vehicles generated per 1,000 square feet of gross floor building area and are based on the peak hour of the adjacent street traffic.

The vehicle trip projections for the fully occupied plaza are summarized in **Table 1** for the weekday evening and Saturday midday peak hour periods.

**Table 1- Trip Generation Summary**

Land Use		Weekday Evening			Saturday Midday		
		Peak Hour			Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Shopping Center (LUC 820)	541,968	965	1046	2011	1358	1254	2612
Pass-by (34% PM, 26% Sat)		328	356	684	353	326	679
new trips		637	690	1327	1005	928	1933
<b>Total</b>	<b>541,968</b>	<b>637</b>	<b>690</b>	<b>1327</b>	<b>1005</b>	<b>928</b>	<b>1933</b>

Peak hour traffic volumes were observed on each of the three Transit Road driveways and estimated for the Greiner Road driveway. The total trips were compared with the ITE trip rates and used to determine the distribution of trips entering and exit the plaza via the four access points. Based on observations of the site during the PM and Saturday midday peak hour periods, the overall trip rates are slightly lower compared with the ITE rates for a similar sized shopping center. Trip generation calculations are provided in **Attachment B**.

Trip Distribution

To conservatively estimate the redistributed trips (from the center driveway) anticipated as a result of a possible new traffic signal on the southern driveway, the Saturday midday peak hour was used. Of the total trips observed entering Eastgate Plaza during the peak hour, approximately 15% used the south entrance, 43% used the center driveway (signalized) and 21% used the northern entrance. Based on the projected peak hour distribution percentages identified in the 2014 Eastgate Plaza Traffic impact Study by T.Y. Lin, the recently constructed driveway on Greiner Road was expected to carry 20% of the entering traffic volume. Approximately 10% of the Plaza's exiting trips used the southernmost driveway, 58% used the center driveway (signalized), and 26% exited via the northern driveway. Based on the 2014 TIS it is anticipated that 6% leave the site via the driveway on Greiner Road.

To determine the driveway impacts, existing traffic was redistributed from the center driveway to the southern driveway in consideration of the existing traffic

patterns and logical routing patterns. It is anticipated that approximately 30% of the westbound left turn volume on the Plaza's center signalized driveway will relocate to the southern driveway as a result of the proposed traffic signal. Additionally, approximately 20% of the westbound right turn volume and approximately 15% of the southbound left turn volume is anticipated to relocate from the center driveway intersection on Transit Road to the plaza's southernmost driveway. The redistributed trip percentages are identified in **Figure 4** for the Friday evening and Saturday midday peak hours. The redistributed trip volumes are included in **Figure 5**.

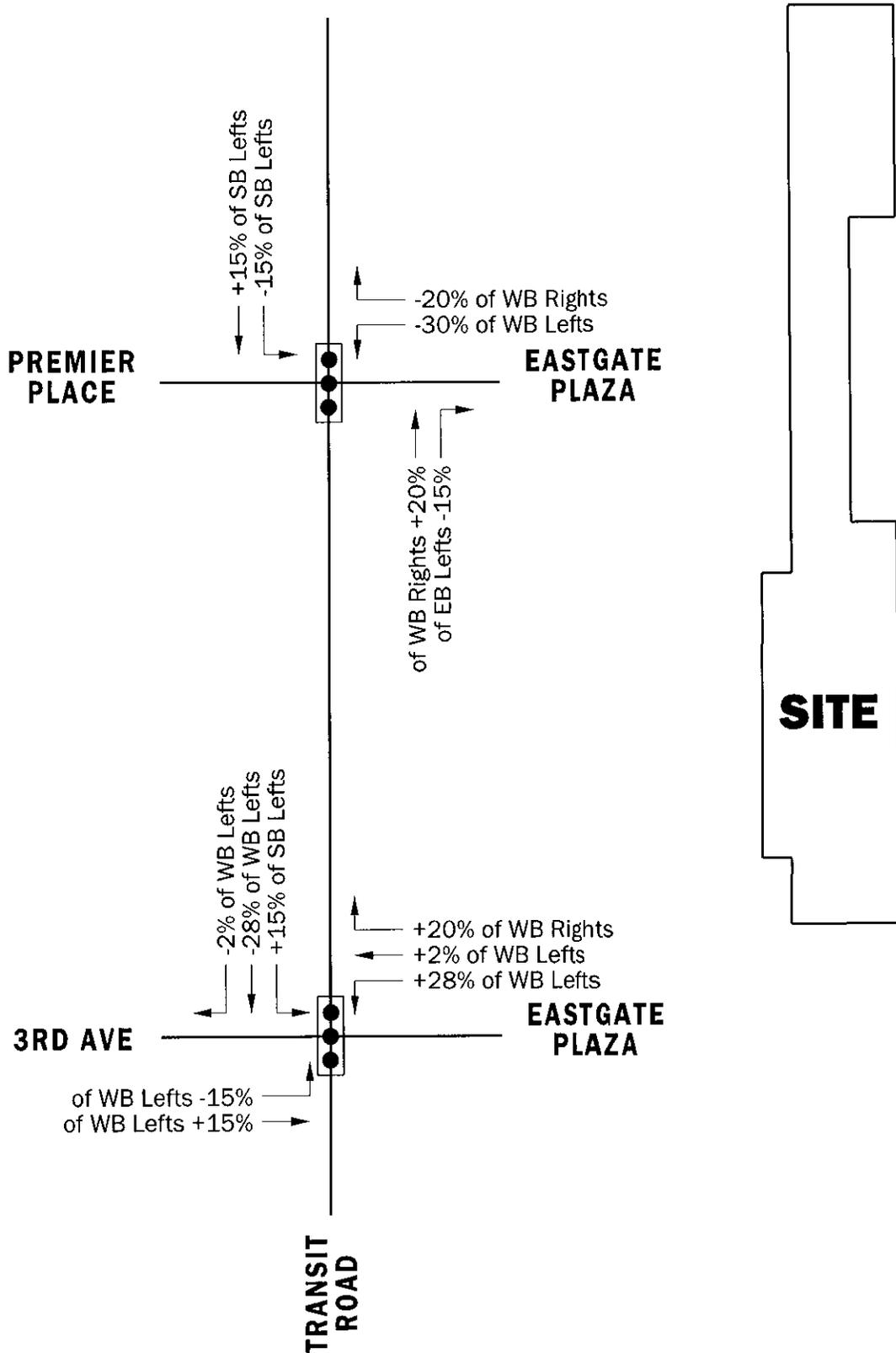
## VI. FUTURE TRAFFIC VOLUMES 2016

To estimate the Future 2016 traffic volume conditions, the overall redistributed trips (resulting from the signalization proposed on the south driveway) were added to the Existing 2016 traffic volumes for the Friday evening and Saturday midday peak hours. The Future 2016 traffic volumes are identified in **Figure 6**.

## VII. TRAFFIC OPERATIONS ANALYSIS

The Level of Service (LOS) analysis methodology for analyzing signalized and unsignalized intersections is documented in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., 2010). The traffic-software Synchro 9.1 was used to analyze the studied intersections. Levels range from 'A' to 'F', with 'A' describing traffic operations with little or no delay, and 'F' describing traffic operations with long delays. Levels of Service for signalized and unsignalized intersections are expressed in terms of average control delay per vehicle. Full definitions of LOS for signalized and unsignalized intersections are included in **Appendix 'D'**.

**Table 2** presents a summary of the Friday evening and Saturday midday peak hour intersection capacity analysis results for the Existing Conditions, and Future Conditions. The impacts of the proposed project on the studied intersections were assessed by comparing the Levels of Service (LOS) for Existing 2016 Conditions



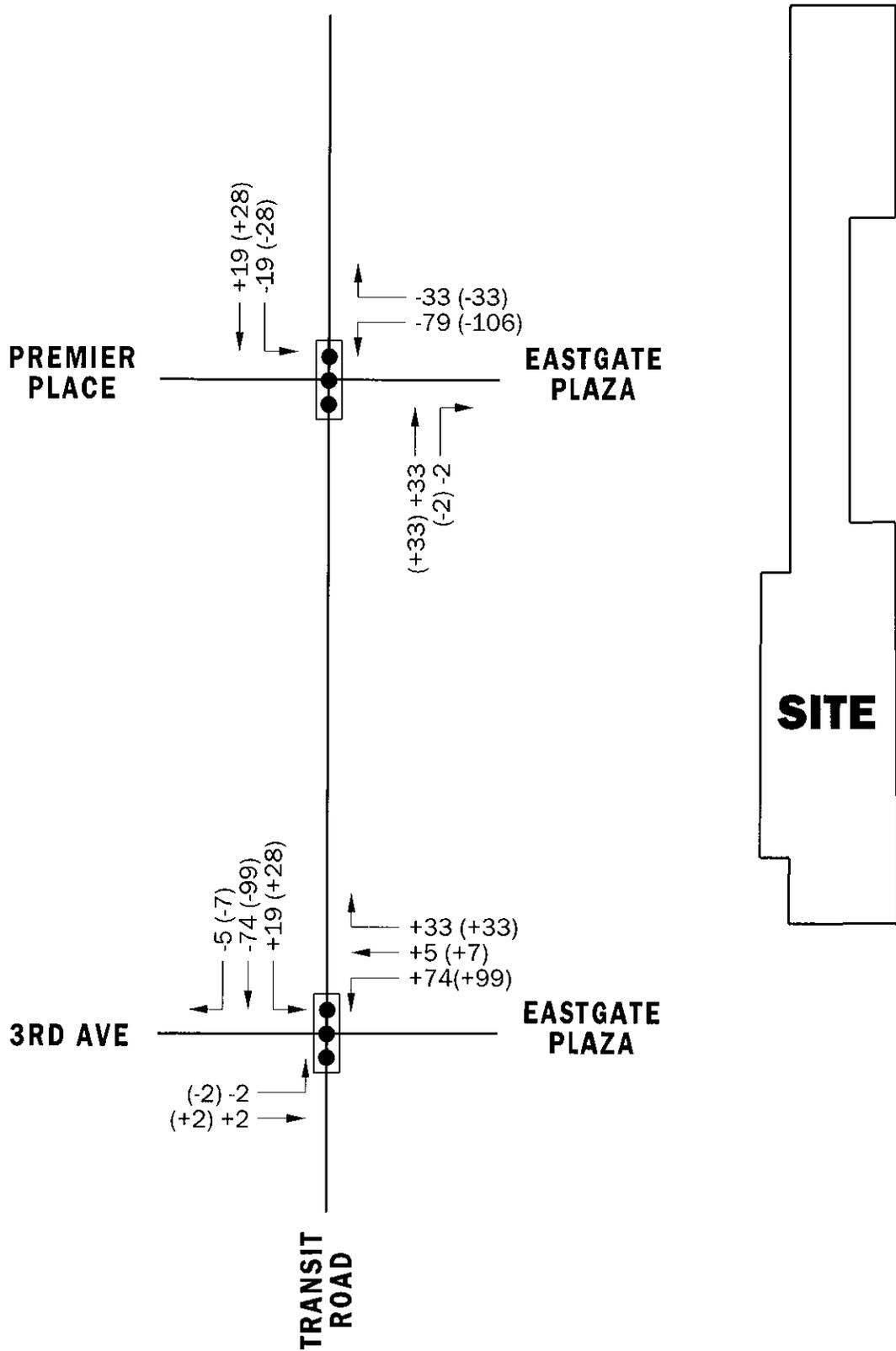
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**EASTGATE PLAZA**

**FIGURE 4**

**PERCENT REDISTRIBUTION OF TRIPS  
 PM AND SATURDAY**



LEDGEND  
PM (SAT)



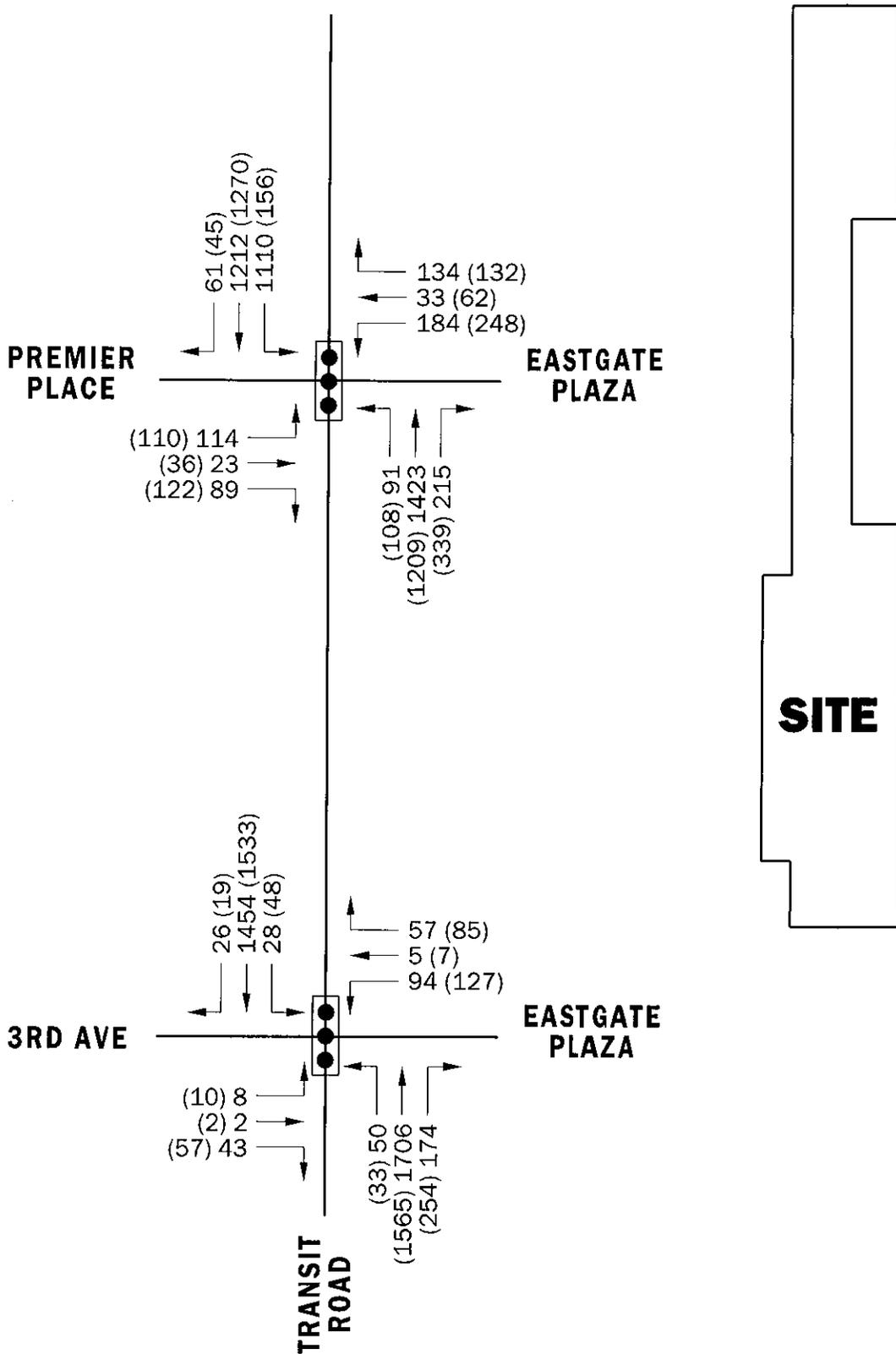
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EASTGATE PLAZA

FIGURE 5

REDISTRIBUTED TRIP VOLUMES



**LEDGEND**  
PM (SAT)



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**EASTGATE PLAZA**

**FIGURE 6**

**FUTURE 2016 TRAFFIC VOLUMES**

with those for the Future Conditions. Transportation improvements were investigated where any considerable Level of Service reductions were noted as a result of the site generated traffic. The Synchro Level of Service analyses are provided in **Appendix 'E'**.

**Table 2: Level of Service Summary Table**

Intersection Approach	Existing Conditions (2016)		Future Conditions with Traffic Signal (2016)	
	PM	SAT	PM	SAT
<b>Transit Road @ Premier Place/Eastgate Plaza (Signalized)</b>				
EB L	D (47)	D (49)	D (54)	D (48)
EB T	D (40)	D (40)	D (46)	D (40)
EB R	D (42)	D (44)	D (49)	D (43)
WB L	E (66)	F (202)	E (61)	E (66)
WB T	D (40)	D (41)	D (47)	D (41)
WB R	D (46)	D (46)	D (51)	D (44)
NB L	B (15)	B (16)	B (10)	B (16)
NB T T	C (20)	B (19)	A (1)	A (1)
NB R	B (14)	B (16)	A (1)	A (1)
SB L	C (22)	C (21)	A (7)	B (11)
SB T	B (20)	B (20)	B (14)	C (21)
SB TR	B (19)	B (20)	B (14)	C (21)
<b>OVERALL</b>	<b>C (26)</b>	<b>D (41)</b>	<b>B (14)</b>	<b>B (18)</b>
<b>Transit Road @ 3rd Ave/Eastgate Plaza</b>				
EB LTR	F (*)	F (*)	D (55)	D (49)
WB LTR	F (*)	F (*)	E (63)	E (63)
NB L	C (15)	C (16)	A (4)	A (7)
NB TT	--	--	B (11)	B (15)
NB R	--	--	A (5)	A (9)
SB L	C (16)	B (14)	A (10)	B (13)
SB T	--	--	A (1)	A (2)
SB R	--	--	A (1)	A (2)
<b>OVERALL</b>	<b>Unsignalized</b>	<b>Unsignalized</b>	<b>A (10)</b>	<b>B (12)</b>

Key: \* Delay exceeds 300 seconds

Letters represent Levels of Service (LOS); Numbers represent seconds of delay

Transit Road @ Premier Place/Eastgate Plaza (Center Driveway)

This intersection is currently signalized and striped with three exiting and two entering lanes in the eastbound and westbound directions. The westbound left turn movement currently operates at LOS 'E' and 'F', respectively for the PM and Saturday peak hour periods while all other movements operate at a LOS 'D' or better. For the Future Condition, the westbound left movement is anticipated to improve from a LOS 'F' to 'E' with the addition of a traffic signal at the southern site driveway with 3<sup>rd</sup> Avenue during the Saturday peak hour. Furthermore, the overall intersection is anticipated to be a LOS 'B', improving one letter grade in the PM peak hour and two letter grades in the Saturday peak hour.

Transit Road @ 3<sup>rd</sup> Ave/Eastgate Plaza (South Driveway)

The intersection is currently unsignalized with one lane entering and exiting in the eastbound and westbound directions. All the left turn movements currently fail with a LOS 'F' for both the PM and Saturday peak hour periods, with all other movements operating at LOS 'C' or better. For the Future Condition with the addition of a traffic signal, the westbound approach is anticipated to improve from a LOS 'F' to a LOS 'E' during both peak hours studied. All other movements are anticipated to operate at the LOS 'D' or better. The signalized intersection is recommended to operate with one lane exiting and one lane entering in the eastbound and westbound directions. The northbound and southbound left turn lanes are proposed to have protected and permitted left turn phases.

## VIII. ACCIDENT ANALYSIS

T.Y. Lin International (TYLI) obtained and reviewed accident reports from New York State Department of Transportation (NYSDOT) on Transit Road from a point approximately 500 feet north of the unsignalized intersection Transit Road and 3<sup>rd</sup> Avenue/Eastgate Plaza to a point approximately 500 feet south of the intersection. The accident reports were reviewed for a three-year period between November 1, 2012 and October 31, 2015. The purpose of the accident analysis was to determine if there are patterns of accidents that may be mitigated by the proposed traffic signal.

The following accidents occurred within the project area over the three year analysis period:

<u>Type of Accident</u>	<u>Total</u>
Rear End	20
Right Angle	12
Overtake	3
Left Turn	2
Right turn	2
Sideswipe	2
Pedestrian	2
Run off the Road	1

Within the study period, ten (10) right angle accidents occurred at the unsignalized intersection of Transit Road and 3<sup>rd</sup> Avenue/Eastgate Plaza. Accident collision diagrams and summary reports are included in **Appendix 'F'**.

## IX. TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was performed to determine if a signal is justified at the 3<sup>rd</sup> Avenue/Eastgate Plaza south driveway intersection with Transit Road as set forth in the New York State Manual of Uniform Traffic Control Devices (MUTCD). Based upon 2016 Future conditions, each of the four (4) applicable traffic signal warrants were met.

The following MUTCD Signal Warrants were analyzed for the future build condition with traffic redistribution to reflect the change in traffic patterns with a traffic signal in place:

- Warrant 1 – Eight Hour Vehicular Volume Warrant
  - Condition A – Minimum Vehicular Volume
  - Condition B – Interruption of Continuous Traffic
- Warrant 2 – Four-Hour Volume Warrant
- Warrant 3 - Peak Hour Volume Warrant
- Warrant 7 – Crash Experience Warrant

Redistribution of the existing traffic volumes were done for the signal warrant analysis as shown in **Figure 6** for the Future Conditions with a signal. If the southern driveway is signalized it is anticipated that a percentage of vehicles currently using the center driveway on Transit Road will use the southern driveway to enter and exit the site as shown in **Figures 4 and 5**. Additionally, it was assumed that all the right turns experience more than seven seconds of delay due to the high volumes on Transit Road and one lane exiting Eastgate Plaza. Therefore, no right turns exiting Eastgate Plaza at the southern driveway were removed from the Future conditions signal warrant analysis.

The calculations for the signal warrant analyses are provided in **Appendix 'G'** and are summarized as follows:

### Warrant #1 – Eight Hour Vehicular Volume Warrant

The eight hour vehicular volume warrant is satisfied if either 'Condition A' or 'Condition B' is met.

- Condition A–Minimum Vehicular Volume:

The 'Minimum Vehicular Volume, Condition A' warrant is satisfied where the volume of intersecting traffic is the principal reason for consideration of signal installation. The warrant is satisfied when the minimum volumes specified in the MUTCD are met or exceeded for each of any eight hours of an average day. **This warrant was met for 8 hours of an average day.**

- Condition B – Interruption of Continuous Traffic:

The 'Interruption of Continuous Traffic, Condition B' warrant is satisfied where the volume of the major street traffic is so heavy that the traffic on the intersecting minor street suffers excessive delay or conflict in entering or crossing the major roadway. The warrant is satisfied when the minimum volumes specified in the MUTCD are met or exceeded for each of any eight hours of an average day. **This warrant was met for 8 hours of an average day.**

Based on the future traffic conditions projected for the project with signalized access to Transit Road on the southern driveway, the 'Eight Hour Vehicular Volume Warrant' was met. Although only one condition is required to satisfy the Warrant, both Condition A and Condition B were met for the intersection of Transit Road and 3<sup>rd</sup> Avenue/Eastgate Plaza.

### Warrant #2 – Four-Hour Volume Warrant:

The 'Four Hour Volume' warrant is satisfied when the plotted points representing the vehicles per hour on the major street and the corresponding vehicles per hour on the higher volume minor street lie above the curves shown

in the MUTCD for any four hours of an average day. This warrant was met for four hours of an average day.

Warrant #3 - Peak Hour Volume Warrant:

The 'Peak Hour Volume' warrant is satisfied when the plotted points representing the vehicles per hour on the major street and the corresponding vehicles per hour on the higher volume minor street lie above the curves shown in the MUTCD for any single hour of an average day. This warrant was met for a single hour of an average day.

Warrant #7 - Crash Experience:

The 'Crash Experience' warrant is satisfied when five or more crashes have occurred within a period of 12 months and the types of crashes are correctable by a traffic signal. Each crash shall include either personal injury or personal damage. Additionally, the volume of traffic on the main line and the minor road is met as outlined in 80 percent column for the 8 hour warrant for either Condition A or Condition B of Warrant #1. This warrant was met as more than 5 accidents occurred on Transit Road adjacent to the southern driveway for Eastgate Plaza within a period of 12 months.

## **X. RECOMMENDATIONS AND CONCLUSIONS**

At full occupancy, Eastgate Plaza is anticipated to have a total of 541,968 square feet of leasable space. Due to the volume of traffic on Transit Road and the number of travel/turn lanes, exiting the plaza without control is difficult during the peak hour time periods. As a result of excessive wait times on the south driveway, drivers were observed utilizing the plaza's signalized driveway more often during the Friday and Saturday midday peak hour periods. However, because this is the only signal controlled driveway, the westbound left turn movement currently has a failing level of service during the peak hour periods. To improve overall access to Transit Road for Eastgate Plaza, the southern driveway was analyzed to determine

if traffic signal warrants were met. The project met each of the four (4) MUTCD Traffic Signal Warrants investigated,

The following improvements are recommended for Eastgate Plaza:

Transit Road @ 3<sup>rd</sup> Ave/Eastgate Plaza (South Driveway)

- Install a three phase actuated traffic signal with pedestrian accommodations.
- Provide a protected/permitted phase for the northbound and southbound left turn lanes.

In conclusion, due to the volume of traffic on Transit Road and the occurrence of accidents over the past three years within the study area, installation of a traffic signal is recommended for the intersection Transit Road and 3<sup>rd</sup> Avenue/Eastgate Plaza.

## **REFERENCES**

1. American Association of State Highway and Transportation Officials, A Policy on Geometric Design of Highways and Streets, 6th Edition, Washington, D.C., 2011.
2. Transportation Research Board, Highway Capacity Manual 2010, Washington, D.C., 2010.
3. Institute of Transportation Engineers, Trip Generation, 9th Edition, Washington, D.C., 2012.
4. Institute of Transportation Engineers, Trip Generation Handbook, 2<sup>nd</sup> Edition, Washington, D.C., 2004.
5. Trafficware, SYNCHRO, Version Synchro (9.1.905.293), Sugar Land, Texas, 2016.
6. Federal Highway Administration, Manual on Uniform Traffic Control Devices for Streets and Highways, Washington, DC, 2009.

**Short Environmental Assessment Form**  
**Part 1 - Project Information**

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OCT 12 2016

**Instructions for Completing**

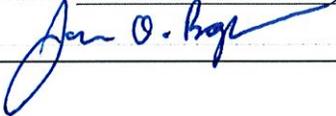
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**Part 1 - Project Information.** The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

<b>Part 1 - Project and Sponsor Information</b>			
Name of Action or Project: New Plaza Traffic Signal			
Project Location (describe, and attach a location map): 4927 -5183 Transit Road, Clarence, New York			
Brief Description of Proposed Action: The proposed installation of a traffic signal at the intersection of the southern-most site driveway for the Eastgate Shopping Center, Transit Road and Third Avenue. The existing driveway is currently full access and the applicant is requesting approval to install a traffic signal.			
Name of Applicant or Sponsor: Benderson Development Company, LLC c/o James A. Boglioli, Esq.		Telephone: 716-878-9626 E-Mail: JMB@Benderson.com	
Address: 570 Delaware Avenue			
City/PO: Buffalo		State: NY	Zip Code: 14032
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/> YES <input checked="" type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other governmental Agency? If Yes, list agency(s) name and permit or approval: NYS DOT - permit			NO <input type="checkbox"/> YES <input checked="" type="checkbox"/>
3.a. Total acreage of the site of the proposed action?		_____ <1 acres	
b. Total acreage to be physically disturbed?		_____ <1 acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		_____ 70.0 +/- acres	
4. Check all land uses that occur on, adjoining and near the proposed action. <input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban) <input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other (specify): _____ <input type="checkbox"/> Parkland			



<p>18. Does the proposed action include construction or other activities that result in the ponding of water or other liquids (e.g. retention pond, waste lagoon, dam)?          If Yes, explain purpose and size: _____          _____          _____</p>	<p>NO</p> <p><input checked="" type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>
<p>19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?          If Yes, describe: _____          _____          _____</p>	<p>NO</p> <p><input checked="" type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>
<p>20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?          If Yes, describe: _____          _____          _____</p>	<p>NO</p> <p><input checked="" type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>
<p><b>I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE</b></p> <p>Applicant/sponsor name: James A. Boglioli, Esq. Date: October 7, 2016</p> <p>Signature: </p>		



Rapids Rd

Salt Rd

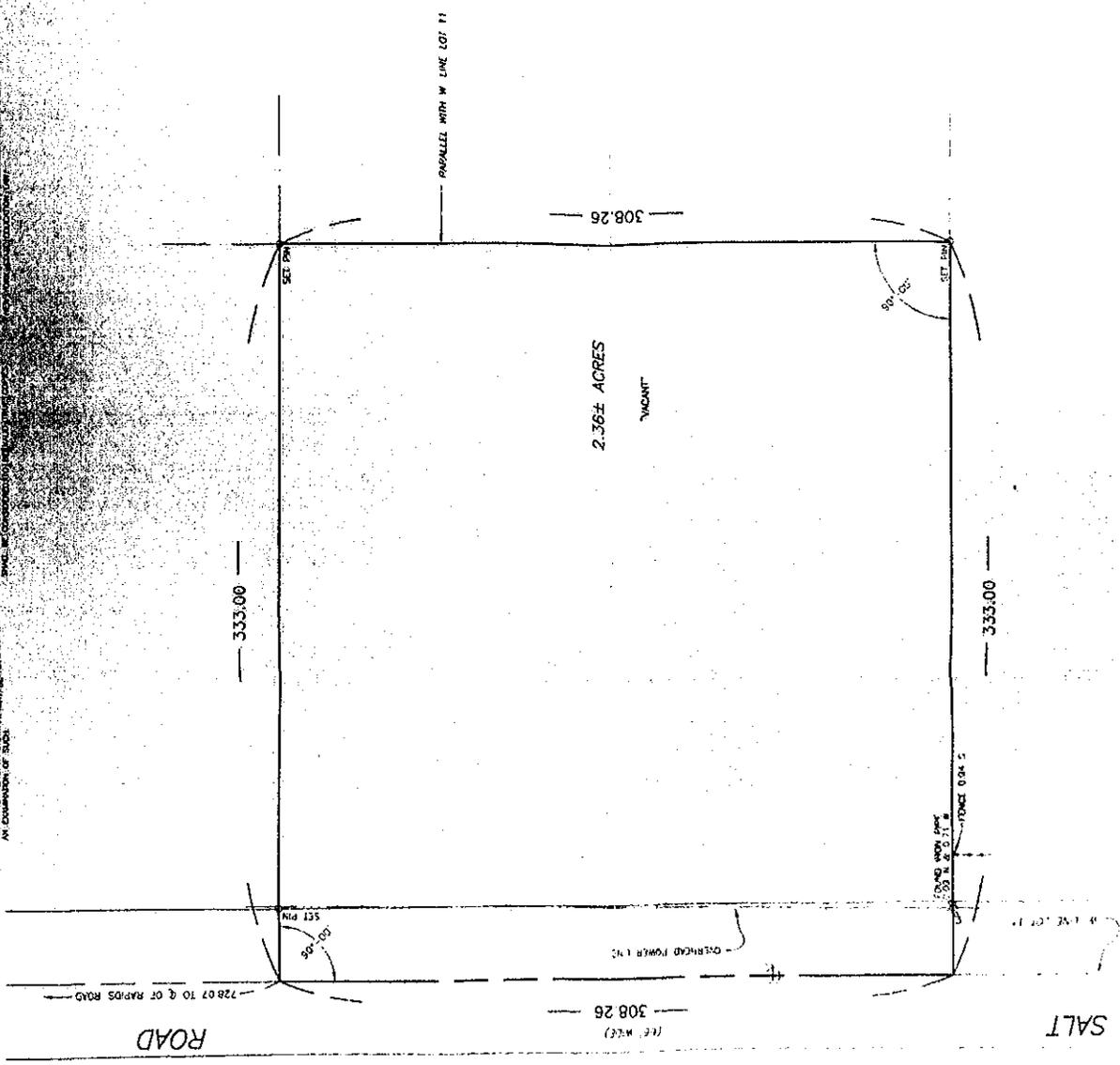


ottney & miller, L.L.P.  
 25 BUFFALO STREET - AMHERST, NEW YORK 14201  
 PHONE (716) 834-5274 FAX (716) 834-5222  
 DATE 7-26-2016 REVISED  
 SHEET 16-090

*Robt M. Fisher*

THIS PLAN IS PREPARED WITHOUT THE BENEFIT OF A SURVEY OF THE LAND SHOWN THEREON. IT IS NOT A STATE OF FACTS, BUT ONLY BE REVEALED BY AN EXAMINATION OF SUCH RECORDS.

SCALE 1" = 40'



DATE 7-26-2016  
 SHEET 16-090

## *Short Environmental Assessment Form*

### *Part 1 - Project Information*

#### **Instructions for Completing**

**Part 1 - Project Information.** The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

<b>Part 1 - Project and Sponsor Information</b>			
Name of Action or Project: Proposed 1 Lot Minor Subdivision			
Project Location (describe, and attach a location map): 19.00-1-15.111			
Brief Description of Proposed Action: The proposed project consists of a One lot minor subdivision of the existing parent parcel of 19.00-1-15.111. The proposed lot will have a size of 2.36 acres.			
Name of Applicant or Sponsor: Aleksandr Matskevich		Telephone: 863-1592	
		E-Mail:	
Address: 49 Kettering Drive			
City/PO: Tonawanda		State: NY	Zip Code: 14223
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>
			YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other governmental Agency? If Yes, list agency(s) name and permit or approval: Town of Clarence Planning Board - Minor Subdivision Approval			NO <input type="checkbox"/>
			YES <input checked="" type="checkbox"/>
3.a. Total acreage of the site of the proposed action?		2.36 acres	
b. Total acreage to be physically disturbed?		0 acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		2.36 acres	
4. Check all land uses that occur on, adjoining and near the proposed action.			
<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban)			
<input type="checkbox"/> Forest <input checked="" type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other (specify): _____			
<input type="checkbox"/> Parkland			

5. Is the proposed action, a. A permitted use under the zoning regulations?	NO	YES	N/A
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	NO	YES	N/A
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Are public transportation service(s) available at or near the site of the proposed action?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
c. Are any pedestrian accommodations or bicycle routes available on or near site of the proposed action?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. a. Does the site contain a structure that is listed on either the State or National Register of Historic Places?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Is the proposed action located in an archeological sensitive area?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: <input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input checked="" type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Suburban			
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
16. Is the project site located in the 100 year flood plain?	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, a. Will storm water discharges flow to adjacent properties? <input type="checkbox"/> NO <input type="checkbox"/> YES	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: _____	NO	YES	
	<input type="checkbox"/> NO <input type="checkbox"/> YES		

<p>18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)?</p> <p>If Yes, explain purpose and size: _____</p> <p>_____</p> <p>_____</p>	<p><b>NO</b></p> <p><input checked="" type="checkbox"/></p>	<p><b>YES</b></p> <p><input type="checkbox"/></p>
<p>19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?</p> <p>If Yes, describe: _____</p> <p>_____</p> <p>_____</p>	<p><b>NO</b></p> <p><input checked="" type="checkbox"/></p>	<p><b>YES</b></p> <p><input type="checkbox"/></p>
<p>20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?</p> <p>If Yes, describe: _____</p> <p>_____</p> <p>_____</p>	<p><b>NO</b></p> <p><input checked="" type="checkbox"/></p>	<p><b>YES</b></p> <p><input type="checkbox"/></p>
<p><b>I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE</b></p> <p>Applicant/sponsor name: <u>Aleksandr Matskevich</u> Date: <u>10-21-16</u></p> <p>Signature: <u>See Application for Minor Subdivision</u></p>		

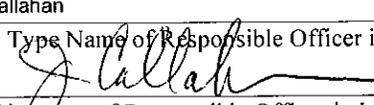
18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)? If Yes, explain purpose and size: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
<b>I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE</b>		
Applicant/sponsor name: _____		Date: _____
Signature: _____		

**Part 2 - Impact Assessment. The Lead Agency is responsible for the completion of Part 2.** Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

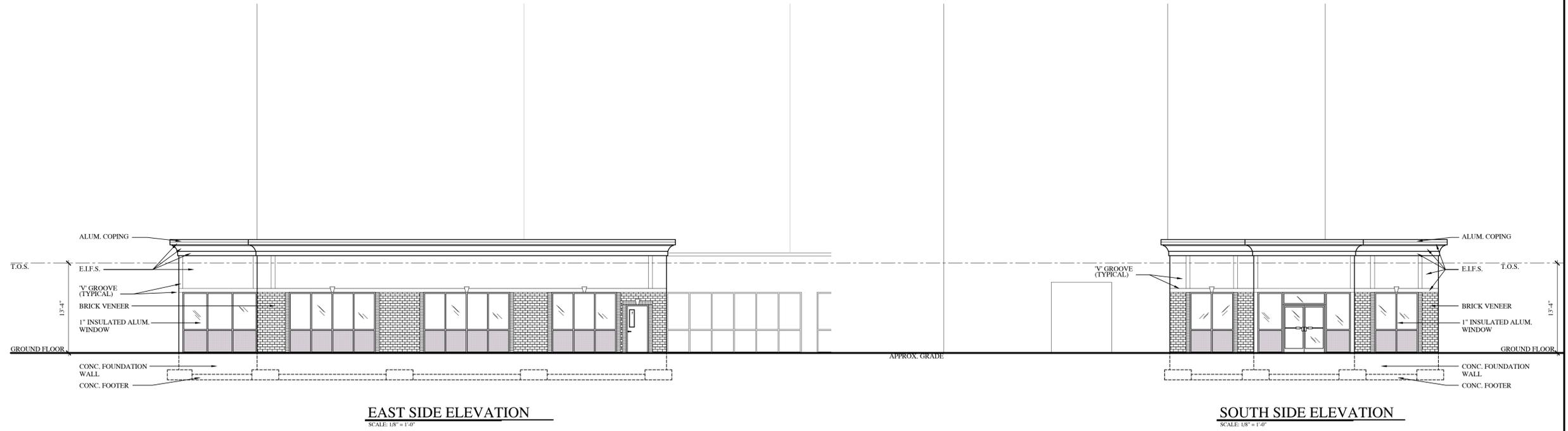
	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will the proposed action result in a change in the use or intensity of use of land?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Will the proposed action impair the character or quality of the existing community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Will the proposed action impact existing:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. public / private water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. public / private wastewater treatment utilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	No, or small impact may occur	Moderate to large impact may occur
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action create a hazard to environmental resources or human health?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Part 3 - Determination of significance. The Lead Agency is responsible for the completion of Part 3.** For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

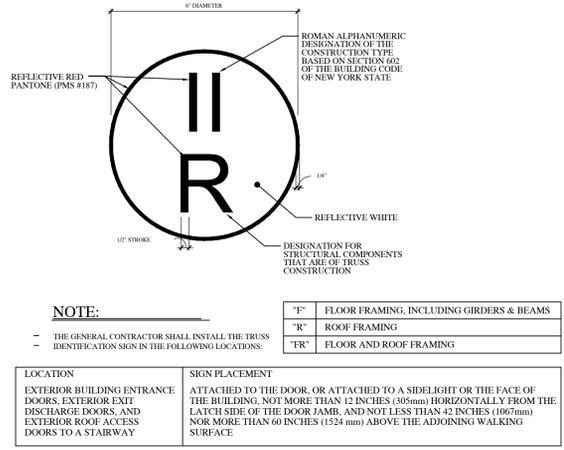
<input type="checkbox"/>	Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.
<input checked="" type="checkbox"/>	Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.
Town of Clarence Planning Board	November 2016
Name of Lead Agency	Date
James Callahan	Director of Community Development
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
	
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

**PRINT**

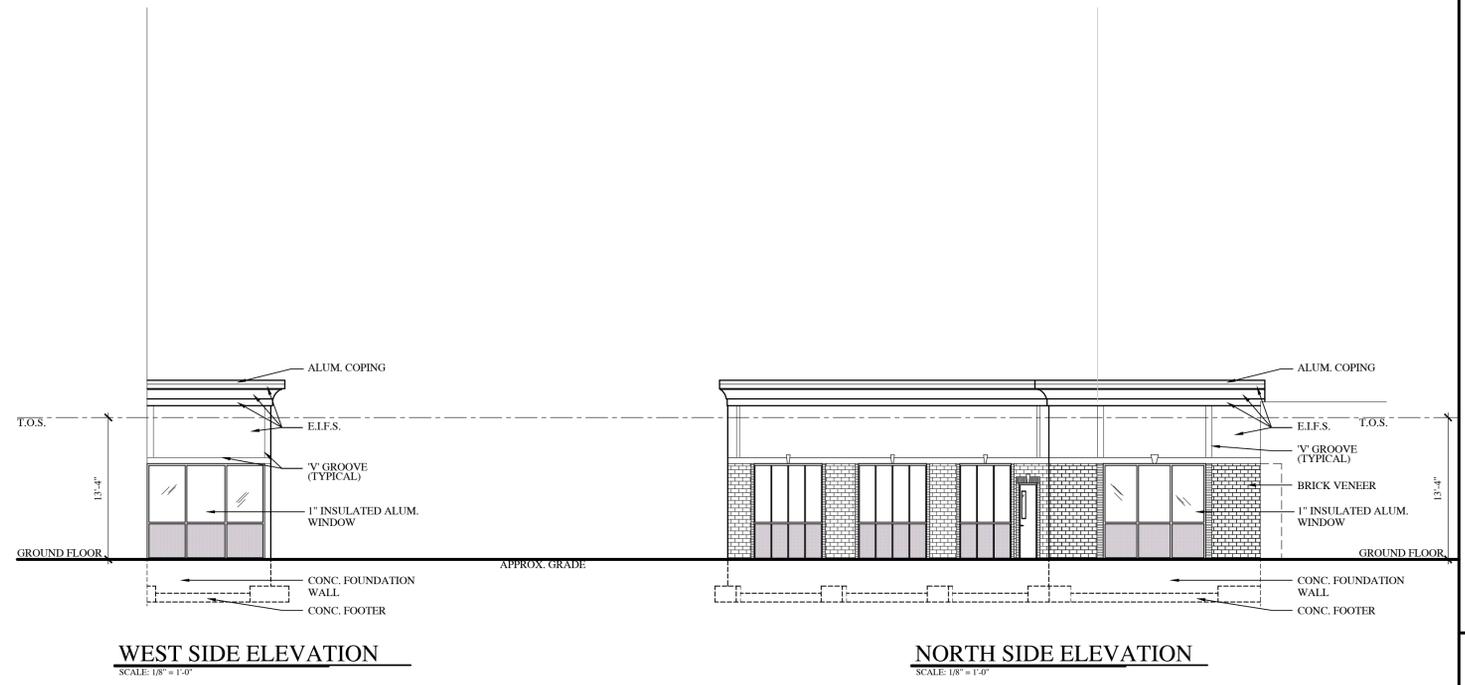


**EAST SIDE ELEVATION**  
 SCALE: 1/8" = 1'-0"

**SOUTH SIDE ELEVATION**  
 SCALE: 1/8" = 1'-0"



**TRUSS ID SIGN**



**WEST SIDE ELEVATION**  
 SCALE: 1/8" = 1'-0"

**NORTH SIDE ELEVATION**  
 SCALE: 1/8" = 1'-0"

**ELEVATIONS**  
 ADDITION AND ALTERATIONS to:  
 BROTHERS OF MERCY NURSING HOME CO. INC.  
 10570 BERGTOLD ROAD  
 CLARENCE, NEW YORK

DATE: 9/12/2016  
 SCALE: AS NOTED  
 DRAWN: SCG  
 CHECKED: DKM

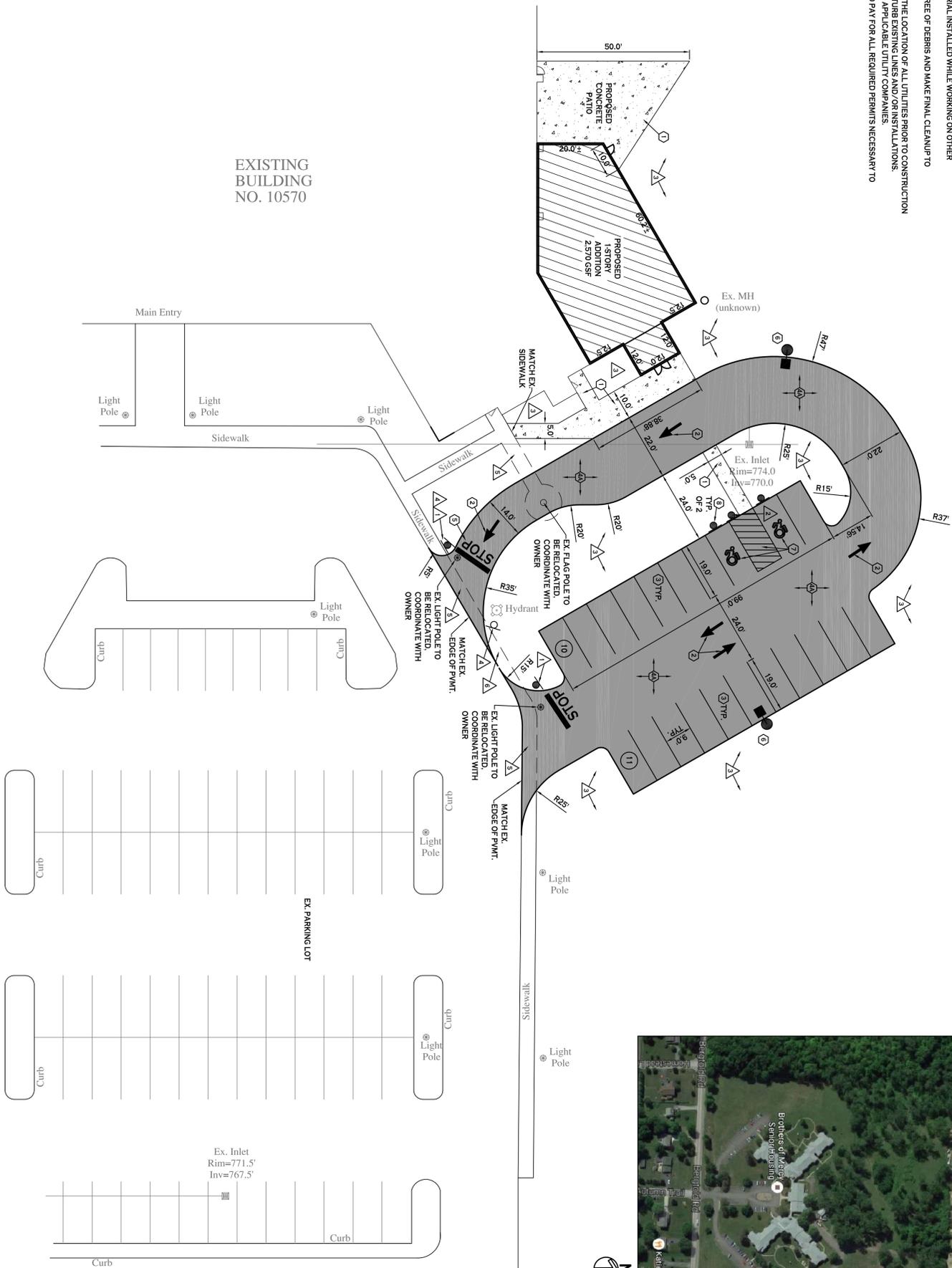
**A-2**  
 SHEET NUMBER

THE APPROVING ARCHITECT IS NOT RESPONSIBLE FOR THE FOLLOWING:  
 - SITE INSPECTIONS  
 - QUALITY OF WORKMANSHIP  
 - ANY UNAUTHORIZED CHANGES FROM THE STAMPED DRAWINGS  
 - APPLICATION OF DRAWINGS ON THE JOB  
 THESE DRAWINGS HAVE BEEN PROFESSIONALLY REVIEWED AND ADOPTED BY THE APPROVING ARCHITECT AND TO THE BEST OF HIS KNOWLEDGE THEY MEET OR EXCEED THE REQUIREMENTS OF THE BUILDING CODE NEW YORK STATE.  
 SUB CONTRACTORS ARE REQUIRED TO CHECK ALL DIMENSIONS AND SPECIFICATIONS PRIOR TO START OF WORK AND REPORT ANY DISCREPANCIES.

- NOTES:**
1. ALL RADI SHALL BE 3'-0" UNLESS OTHERWISE NOTED.
  2. ALL DISTURBED AREAS SHALL HAVE 4" MIN. OF TOPSOIL AND SEED. PERPENDICULAR TO THE PROPERTY LINE.
  3. ALL DIMENSIONS FROM PROPERTY LINES SHALL BE MEASURED PERPENDICULAR TO THE PROPERTY LINE.
  4. CENTER ENTRANCE SIDEWALKS ON DOOR OPENINGS.
  5. BUILDING DIMENSIONS ARE APPROXIMATE. REFER TO ARCHITECTURAL DRAWINGS FOR LAYOUT DIMENSIONS.

- GENERAL NOTES:**
1. INSTALL ALL MATERIALS TO MANUFACTURER'S RECOMMENDATIONS AND BEST STANDARDS OF TRADE INVOLVED.
  2. SUBSTITUTIONS SHALL BE MADE ONLY WITH OWNER'S APPROVAL AND BE OF EQUIVALENT QUALITY TO WHAT IS SPECIFIED.
  3. WORK SHALL BE COMPLETED IN STRICT ACCORDANCE WITH ALL LOCAL CODES AND OSHA SAFETY RULES AND REGULATIONS.
  4. VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS AT THE SITE. NOTIFY OWNER & ENGINEER OF DISCREPANCIES IN CONDITIONS SHOWN ON DRAWINGS PRIOR TO PROCEEDING WITH THE WORK.
  5. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF ANY EXISTING STRUCTURES OR UTILITIES. ANY FINISH MATERIAL INSTALLED WHILE WORKING ON OTHER COMPONENTS.
  6. CONTRACTOR SHALL KEEP JOB FREE OF DEBRIS AND MAKE FINAL CLEANUP TO SATISFACTION OF OWNER.
  7. CONTRACTOR SHALL ASCERTAIN THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION SO THAT THIS WORK WILL NOT DISTURB EXISTING LINES AND/OR INSTALLATIONS. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS NECESSARY TO PERFORM THE WORK.

NOTE: EX. UTILITY INFORMATION TAKEN FROM RECORD MAPS. THE CONTRACTOR SHALL VERIFY LOCATION, SIZE AND CONNECTION POINT PRIOR TO CONSTRUCTION AND INFORM THE ENGINEER OF ANY DISCREPANCIES PRIOR TO PROCEEDING.



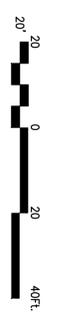
- DETAIL LEGEND - SEE GENERAL SHEET**
- ① CONCRETE SIDEWALK
  - ② PAINTED TRAFFIC ARROWS
  - ③ 90° PARKING STALL
  - ④ STRIPED CURB ASPHALT
  - ⑤ STOP BAR
  - ⑥ LIGHT POLE FOUNDATION
  - ⑦ HANDICAPPED PAVEMENT MARKINGS
  - ⑧ HANDICAPPED PARKING SIGN
- NOTE LEGEND**
- ▲ INSTALL STOP SIGN, MUT. C.D. SIGN NO. R1-1B
  - ▲ INSTALL "NO PARKING" SIGN, MUT. C.D. SIGN NO. P-1-C
  - ▲ LANDSCAPED AREA - SEE LANDSCAPE PLAN. IF NO PLANTINGS, INSTALL TOPSOIL & SEED
  - ▲ INSTALL "DO NOT ENTER" SIGN, MUT. C.D. SIGN NO. R3-1-C
  - ▲ PORTION OF SIDEWALK TO BE REMOVED, SANICUT AT NEAREST JOINT
  - ▲ PORTION OF SIDEWALK OUTSIDE OF NEW DRIVEWAY LIMITS TO REMAIN

**SITE LOCATION MAP**  
SCALE: NTS

- SITE LEGEND**
- PROPERTY LINE
  - PROPOSED CURB
  - PROPOSED SIDEWALK / CONCRETE PAVD
  - NUMBER OF PARKING SPACES
  - PROPOSED SIGN
  - PROPOSED LIGHT POLE W/ SINGLE FIXTURE
  - PROPOSED LIGHT POLE W/ DOUBLE FIXTURE

NOTE: SITE LIGHTS SHALL BE L.E.D. DARK SKY COMPLIANT WITH 15' MAX. MOUNTING HEIGHT

**SITE PLAN**  
SCALE: 1"=20'



NOTE: BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY OTHERS, CARMINA WOOD MORRIS P.C. ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

DRAWING NO. **C-100**  
Project no.: 16-xxx

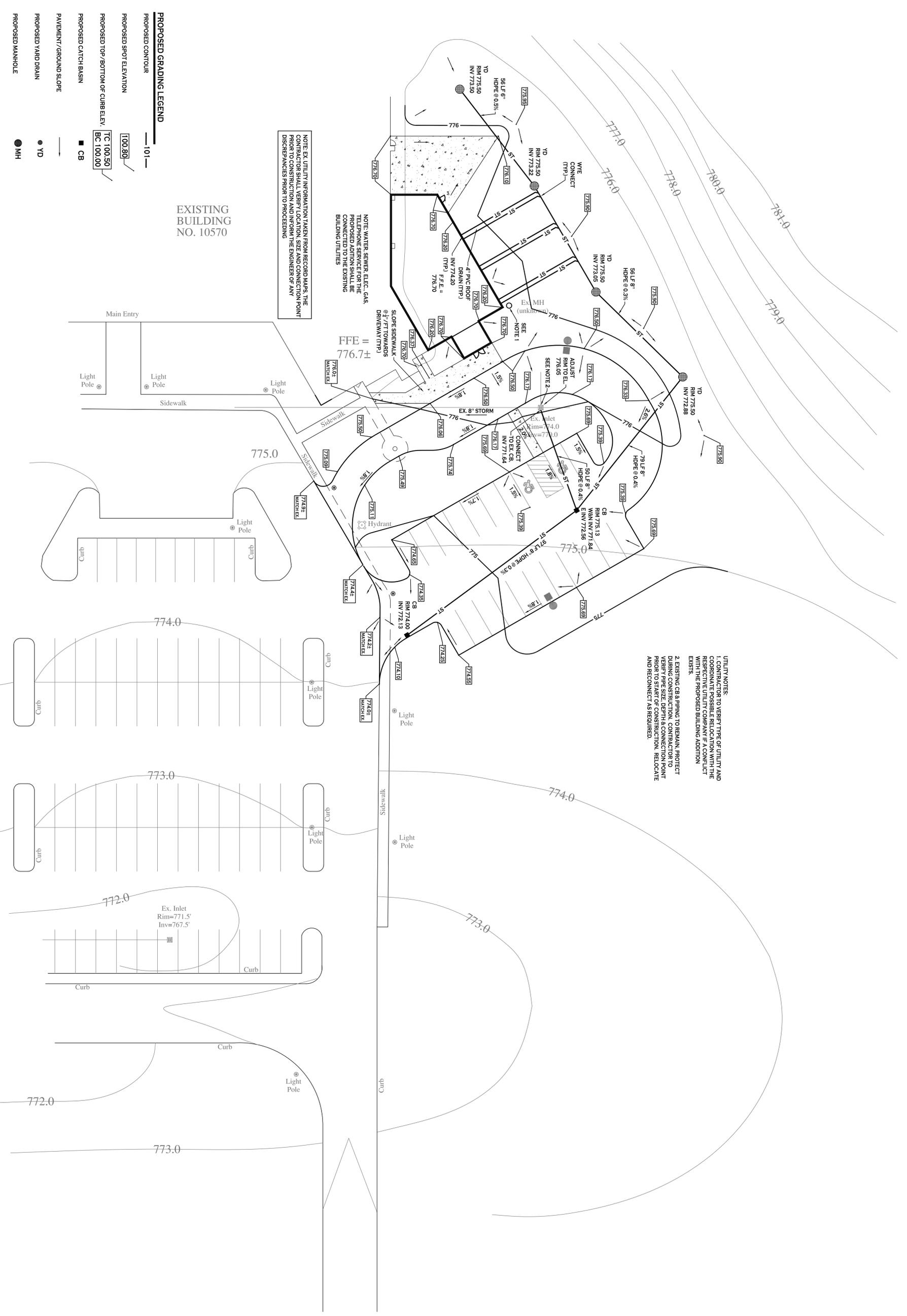
**Site Plan**

**PROJECT NAME:**  
Building Addition for **Brothers of Mercy**  
10570 Bergtold Road  
Clarence, New York

**REVISIONS:**

No.	Description	Date
①	Added Utility Info From Record Plan	10/15/16
②	Added Sidewalk to Boiler Room Door	10/18/16

**Carmina Wood Morris**  
487 Main Street, Suite 600  
Buffalo, New York 14203  
F: 716-842-0283



- PROPOSED GRADING LEGEND**
- PROPOSED CONTOUR — 101—
  - PROPOSED SPOT ELEVATION [100.80]
  - PROPOSED TOP/BOTTOM OF CURB ELEV. [TC 100.50]  
[BC 100.00]
  - PROPOSED CATCH BASIN ■ CB
  - PAVEMENT/GROUND SLOPE —
  - PROPOSED YARD DRAIN ● YD
  - PROPOSED MANHOLE ● MH

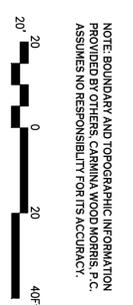
NOTE: EX. UTILITY INFORMATION TAKEN FROM RECORD MAPS. THE CONTRACTOR SHALL VERIFY LOCATION, SIZE AND CONNECTION POINT PRIOR TO CONSTRUCTION AND INFORM THE ENGINEER OF ANY DISCREPANCIES PRIOR TO PROCEEDING.

NOTE: WATER, SEWER, ELEC., GAS, TELEPHONE SERVICE FOR PROPOSED ADDITION SHALL BE CONNECTED TO THE EXISTING BUILDING UTILITIES

FFE = 776.7±

UTILITY NOTES:  
 1. CONTRACTOR TO VERIFY TYPE OF UTILITY AND COORDINATE POSSIBLE RELOCATION WITH THE RESPECTIVE UTILITY COMPANY IF A CONFLICT WITH THE PROPOSED BUILDING ADDITION EXISTS.  
 2. EXISTING CB & PIPING TO REMAIN. PROTECT DURING CONSTRUCTION. CONTRACTOR TO VERIFY PIPE SIZE, DEPTH & CONNECTION POINT PRIOR TO START OF CONSTRUCTION. RELOCATE AND RECONNECT AS REQUIRED.

**SITE PLAN**  
SCALE: 1"=20'



NOTE: BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY OTHERS. CARMINA WOOD MORRIS P.C. ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

Issued for Construction: xx.xx.xx  
 Municipality Submission: 10/5/16  
 Drawn by: C. Wood  
 Scale: As Noted

**DRAWING NAME:**  
**Grading & Storm Drainage Plan**

**DRAWING NO.:**  
**C-200**

Project no.: 16.xxx

**PROJECT NAME:**  
 Building Addition for  
**Brothers of Mercy**  
 10570 Bergtold Road  
 Clarence, New York

**REVISIONS:**

No.	Description	Date
1	Added Utility Info From Record Plan	10/15/16
2	Added Sidewalk to Boiler Room Door	10/18/16



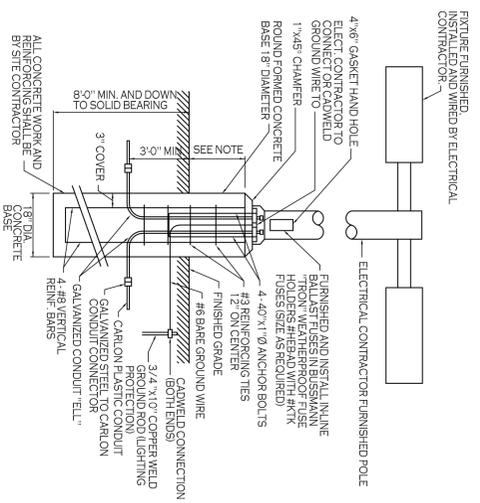
REVISIONS:		
No.	Description	Date

**PROJECT NAME:**  
Building Addition for  
**Brothers of Mercy**  
10570 Bergtold Road  
Clarence, New York

**ISSUED FOR CONSTRUCTION:** 10.xx.xx  
Municipality Submission: C Wood  
Scale: As Noted

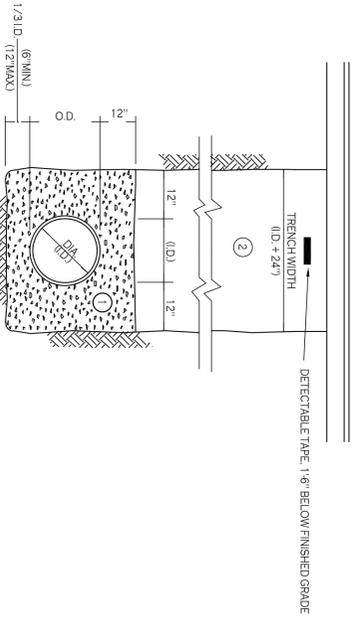
**DRAWING NAME:**  
Site Details

**DRAWING NO.:**  
**C-201**  
Project no.: 16.xxx



**FOUNDATION - 6**  
LIGHT POLE

- NOTES:
- FOR LOCATIONS OF FOUNDATIONS SEE SITE PLAN
  - FOR LIGHT FIXTURE OR OTHER INFORMATION SEE SITE LIGHTING PLAN
  - LIGHT POLE BASE EXPOSED ABOVE GRADE SHALL BE IN PAVEMENT 3" ABOVE GRADE IN UNOCCUPIED GRASS AREAS 6" ABOVE GRADE

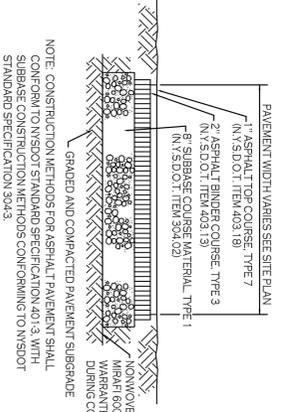


- NOTES:
- PIPE INSTALLATION SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS
  - TRENCHING OPERATIONS SHALL INCLUDE ALL NECESSARY DEMOLITION
  - TRENCH DETAILS ARE ONLY TO SHOW FOR PURPOSES OF MATERIAL PLACEMENT AND MAXIMUM PAY LIMITS
  - ANY OTHER APPROVED METHOD PROTECTIVE TRENCH SHIELD SHALL BE USED IN ALL UNSHIELDED TRENCH AREAS

**MATERIALS:**

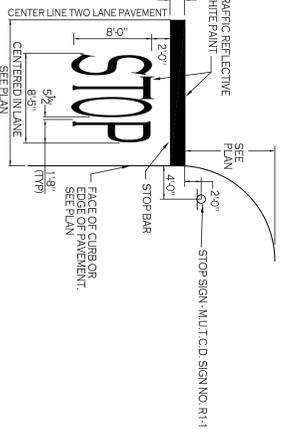
- NO. 1 CRUSHED STONE OR CRUSHED GRAVEL WITH A GRADATION CONFORMING WITH NSDOT SECTION 703.02. THE MATERIAL SHALL BE WELL GRADED WITH NO PARTICLES LARGER THAN ONE INCH AND HAVING A MAXIMUM GRADATION MEETING THE LIMITS DESCRIBED IN THE SPECIFICATIONS. THE BEDDING SHALL BE COMPACTED IN 6" LIFTS WITH EQUIPMENT ACCEPTABLE TO THE PIPE MANUFACTURER.
- NO SLAG SHALL BE ALLOWED FOR MATERIAL
- TYPE 2 CRUSHED STONE OR CRUSHED GRAVEL WITH A GRADATION CONFORMING WITH NSDOT SECTION 304.02. TYPE 2. THE MATERIAL SHALL BE WELL GRADED WITH NO PARTICLES LARGER THAN TWO INCHES AND HAVING A MAXIMUM GRADATION MEETING THE LIMITS DESCRIBED IN THE SPECIFICATIONS. THE BEDDING SHALL BE COMPACTED IN 6" LIFTS WITH EQUIPMENT ACCEPTABLE TO THE PIPE MANUFACTURER.

**STORM SEWER TRENCH SECTION**  
IN PAVED AREAS

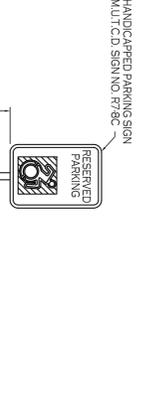


**STANDARD DUTY ASPHALT SECTION - 4A**

- NOTE: CONSTRUCTION METHODS FOR ASPHALT PAVEMENT SHALL CONFORM TO NSDOT STANDARD SPECIFICATION 401.3 WITH SUBBASE CONSTRUCTION METHODS CONFORMING TO NSDOT STANDARD SPECIFICATION 304.3



**STOP BAR DETAIL - 5**

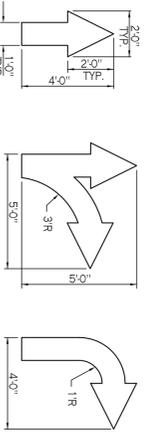


**HANDICAPPED PARKING SIGN - 8**

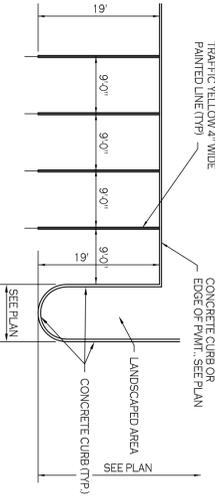
- NOTES:
- HANDICAPPED PARKING SIGN SHALL CONFORM WITH CURRENT STATE AND LOCAL CODES AND REGULATIONS.



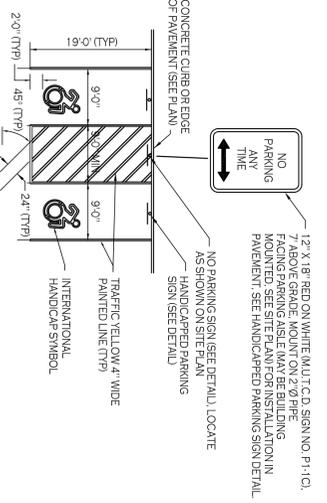
**INTERNATIONAL HANDICAP SYMBOL**



**PAINTED TRAFFIC ARROWS - 2**



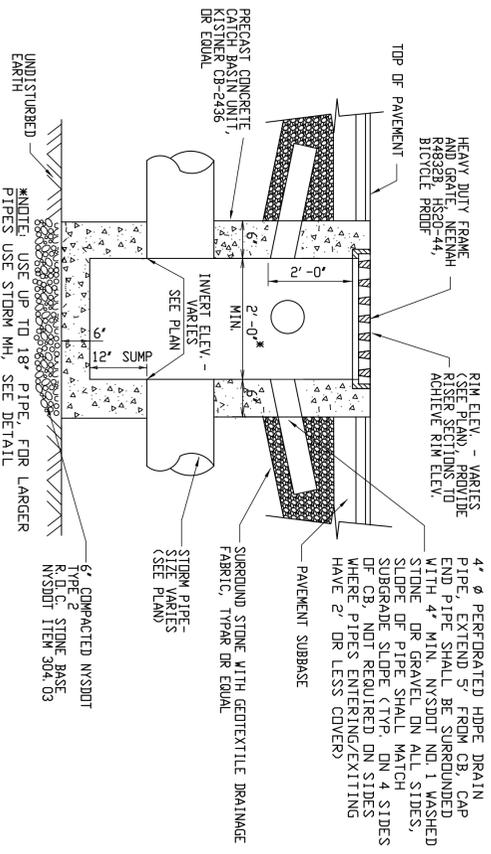
**90° PARKING STALL LAYOUT - 3**



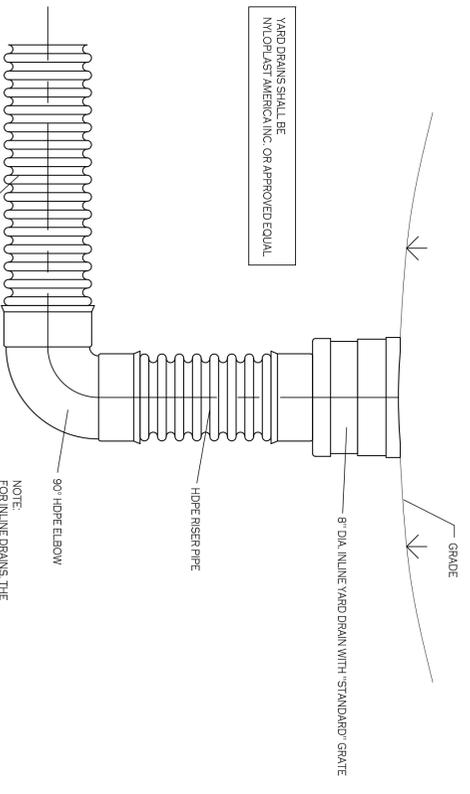
**HANDICAPPED PAVEMENT MARKINGS & SIGNAGE - 7**

- NOTES:
- CONTROL JOINTS TO BE AT 9'-0" O.C. BOTH WAYS WHERE APPLICABLE. SEE SPECIFICATIONS FOR FURTHER JOINT REQUIREMENTS NSDOT 702.07.00.
  - CONCRETE SIDEWALK AND DRIVEWAY MATERIAL SHALL CONFORM TO NSDOT STANDARD SPECIFICATION 609.3
  - SUBBASE GRADE SHALL FOLLOW THE PROPOSED GRADE OF THE SIDEWALK AND SLOPE AWAY FROM BUILDING WHERE APPLICABLE. PROVIDE CONTINUOUS STONE PATH TO CURB UNDERDRAIN WHERE PROVIDED.
  - FILL DEPTH EXPANSION JOINTS SHALL BE INSTALLED EVERY 20' O.C. BOTH WAYS WHERE APPLICABLE. SEE SPECIFICATIONS FOR FURTHER JOINT REQUIREMENTS NSDOT 702.07.00.
  - SEE CURB DETAIL FOR DOWEL REQUIREMENTS WHERE ABUTTING CURB.
  - INSTALL 6" LONG #3 DOWELS @ 12" O.C. WHERE SIDEWALK ABUTS A BUILDING WALL AT AN ENTRANCE. THICKEN SIDEWALK TO 6" AT BUILDING WALL AND INSTALL DOWEL CENTERED IN THE 6" DEPTH. DOWELS AND THICKENING OF SIDEWALK SHALL EXTEND 18" EITHER SIDE OF ENTRANCE.
  - INSTALL 1/2" REINFORCED EXPANSION JOINT WITH BACKER ROD & SEALANT WHERE SIDEWALK ABUTS BUILDING OR OTHER STRUCTURE.

**CONCRETE SIDEWALK - 1**



**TYPICAL PRECAST CATCH BASIN**



**TYPICAL YARD DRAIN DETAIL**

- NOTE: SEE TRENCH SECTION FOR BEDDING REQUIREMENTS

**PLANTING SCHEDULE**

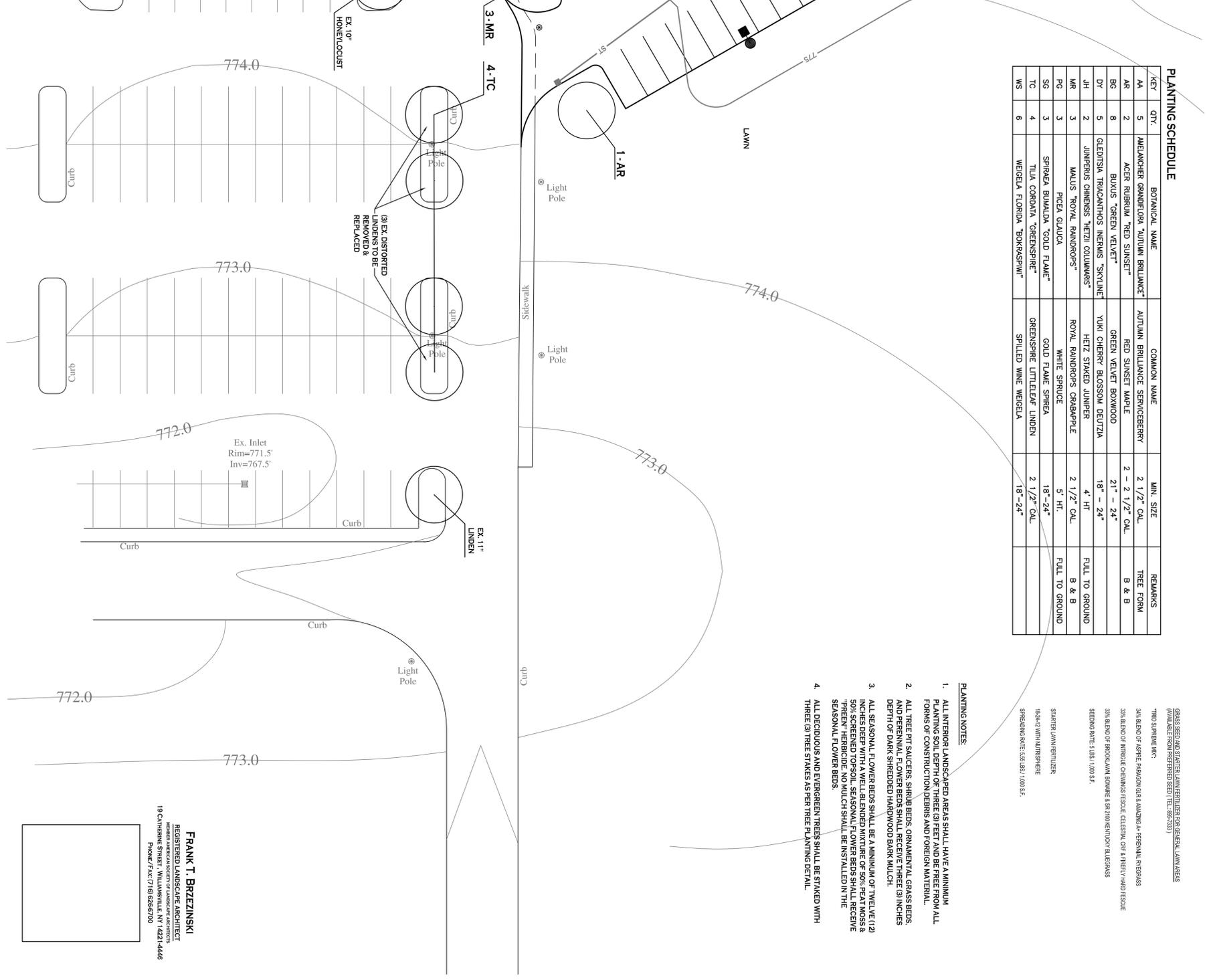
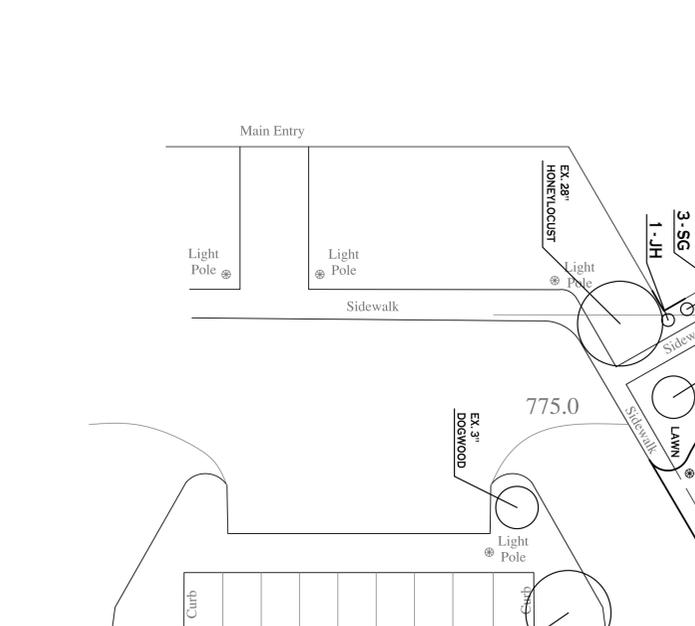
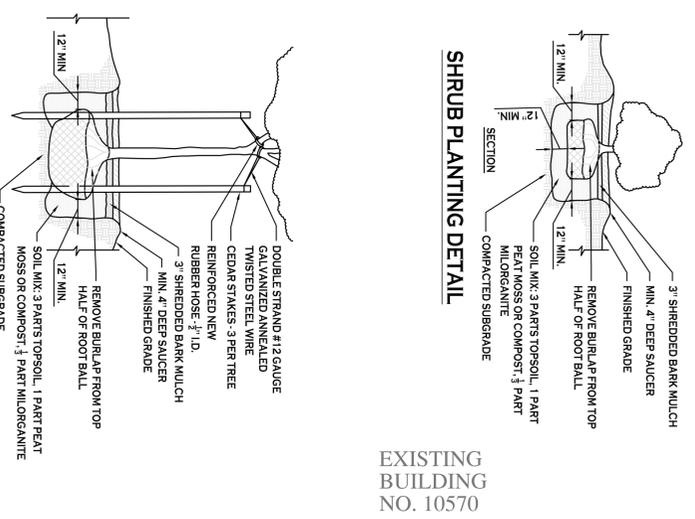
KEY	QTY.	BOTANICAL NAME	COMMON NAME	MIN. SIZE	REMARKS
AA	5	AMELANCHIER GRANDIFLORA "AUTUMN BRILLIANCE"	AUTUMN BRILLIANCE SERVICEBERRY	2 - 1/2" CAL.	TREE FORM
AR	2	ACER RUBRUM "RED SUNSET"	RED SUNSET MAPLE	2 - 1/2" CAL.	B & B
BG	8	BUYUS "GREEN VELVET"	GREEN VELVET BOWWOOD	21" - 24"	
DY	5	GLEDTZIA TRIACANTHOS NERBIS "SYRINET"	YUKI CHERRY BLOSSOM DEUTZIA	18" - 24"	FULL TO GROUND
JH	2	JUNIPERUS CHINENSIS "HETZI COLUMNARS"	HETZ STAKED JUNIPER	4' HT	B & B
MR	3	MALUS "ROYAL RANDIOPS"	ROYAL RANDIOPS CRABAPPLE	2 1/2" CAL.	
PC	3	PICEA BIWALDA "GOLD FLAME"	WHITE SPRUCE	5' HT.	FULL TO GROUND
SC	3	SPRAEEN BIWALDA "GOLD FLAME"	GOLD FLAME SPRAEEN	18"-24"	
TC	4	TILIA CORDATA "GREENSPIRE"	GREENSPIRE LITTLELEAF LINDEN	2 1/2" CAL.	
WS	6	WEIGELA FLORIDA "BOKRASKIWI"	SPILED WINE WEIGELA	18"-24"	

GRASS SEEDS AND STARTER FERTILIZER ARE GENERAL LUMBER SEEDS AVAILABLE FROM ANY FERTILIZER SEED (TEL: 866-5233)

THIRD SPREADER MIX:  
 3/4" BLEND OF 1/2" FINE FERTILIZER AND 1/2" FINE FERTILIZER  
 3/4" BLEND OF 1/2" FINE FERTILIZER AND 1/2" FINE FERTILIZER  
 3/4" BLEND OF 1/2" FINE FERTILIZER AND 1/2" FINE FERTILIZER  
 SEEDING RATE: 1.000 S.F.

STARTER LUMBER FERTILIZER:  
 1/4"-1/2" WITH NITROGEN  
 SPREADING RATE: 1/4" S.F. / 1,000 S.F.

- PLANTING NOTES:**
- ALL INTERIOR LANDSCAPED AREAS SHALL HAVE A MINIMUM PLANTING SOIL DEPTH OF THREE (3) FEET AND BE FREE FROM ALL FORMS OF CONSTRUCTION DEBRIS AND FOREIGN MATERIAL.
  - ALL TREE PIT SAUCERS, SHRUB BEDS, ORNAMENTAL GRASS BEDS, AND SEASONAL FLOWER BEDS SHALL BE A MINIMUM OF NINE (9) INCHES DEPTH OF DARK SHREDED HARDWOOD BARK MULCH.
  - ALL SEASONAL FLOWER BEDS SHALL BE A MINIMUM OF TWELVE (12) INCHES DEEP WITH A WELL-BLENDED MIXTURE OF 50% PEAT MOSS & 50% SCREENED TOPSOIL. SEASONAL FLOWER BEDS SHALL RECEIVE GREEN FERTILIZER. NO MULCH SHALL BE INSTALLED IN THE SEASONAL FLOWER BEDS.
  - ALL DECIDUOUS AND EVERGREEN TREES SHALL BE STAKED WITH THREE (3) TREE STAKES AS PER TREE PLANTING DETAIL.



**SITE PLAN**  
 SCALE: 1"=20'

NOTE: BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY OTHERS. CARMINA WOOD MORRIS P.C. ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

**FRANK T. BRZEZINSKI**  
 REGISTERED LANDSCAPE ARCHITECT  
 MEMBER AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS  
 18 CATHERINE STREET, WILLIAMSVILLE, NY 14221-4448  
 PHONE/FAX: (716) 628-6700

PROJECT NAME:  
**Building Addition for Brothers of Mercy**  
 10570 Bergtold Road  
 Clarence, New York

REVISIONS:

No.	Description	Date

DRAWING NO.:  
**L-100**

Project no.: 16.xxx

487 Main Street, Suite 600  
 Buffalo, New York 14203  
 F: 716-842-0283

~~Red~~ = remove

Yellow = add

Blue = Work on it

### Purpose

It is the purpose of this regulation to promote the safe and effective use of installed solar energy systems that collect, invert, store and distribute solar energy ~~reduce consumption of utility delivered energy~~ while endeavoring to protecting the health, safety and welfare of the Town of Clarence. ~~adjacent and surrounding land uses and parcels.~~

This Ordinance seeks to:

Provide property owners and business owners/operators with guidance and flexibility in collecting, inverting, storing and distributing solar energy for electricity generation. ~~flexibility in satisfying their energy needs.~~

Reduce overall energy demands within the Town of Clarence and promote clean energy.

Integrate solar energy systems seamlessly into the Town of Clarence's neighborhoods and landscapes without diminishing quality of life in ~~the~~ those neighborhoods.

### Definitions

Array: Any number of electrically connected photovoltaic (PV) modules providing a single electrical output.

Cell: The smallest basic solar electric device which generates electricity when exposed to light.

Ground-Mounted System: A solar photovoltaic system mounted on a structure, pole or series of poles constructed specifically to support the photovoltaic system and not attached to any other structure.

Module: A module is the smallest protected assembly of interconnected PV cells.

Photovoltaic (PV): A semiconductor based device that converts light directly into electricity.

Building Mounted System: A solar power system in which solar panels are mounted on top of the structure ~~of a roof~~ either as a flush-mounted system or as modules fixed to frames which can be tilted or articulated to achieve an optimal angle for tracking the sun.

Glare: To shine with a harsh, bright light.

Glint: To shine in small bright flashes.

Solar Photovoltaic (PV) Related Equipment: Items including a solar photovoltaic cell, panel or array, lines, mounting brackets, framing and foundations used for or intended to be used for collection of solar energy.

Solar Photovoltaic System (SPS): A solar collection system consisting of one or more building- and/or ground-mounted systems, solar photovoltaic cells, panels or arrays and solar related equipment that rely upon solar radiation as an energy source for collection, inversion, storage and distribution of solar energy for electricity generation.

Town of Clarence: ~~needs definition~~

Tracking System: A number of photovoltaic modules mounted such that they track the movement of the sun across the sky to maximize energy production, either with a single-axis or dual-axis mechanism.

Qualified Solar Installer: A person who has skills and knowledge related to the construction and operation of solar electrical equipment and installations and has received safety training on the hazards involved. Persons who are on the list of eligible photovoltaic installers maintained by the New York State Energy Research and Development Authority (NYSERDA), or who are certified as a solar installer by the North American Board of Certified Energy Practitioners (NABCEP), shall be deemed to be qualified solar installers for the purposes of this definition. Persons who are not on NYSEDA's list of eligible installers or NABCEP's list of certified installers may be deemed to be qualified solar installers if the [Town/City/Village] determines such persons have had adequate training to determine the degree and extent of the hazard and the personal protective equipment and job planning necessary to perform the installation safely. Such training shall include the proper use of special precautionary techniques and personal protective equipment, as well as the skills and techniques necessary to distinguish exposed energized parts from other parts of electrical equipment and to determine the nominal voltage of exposed live parts.

#### Building-Mounted System

A building permit shall be required for installation of all building mounted solar collectors and comply with any and all relevant Town and State and National Codes.

#### Ground Mounted System

##### Applicability

Two types of SPS are addressed herein: Type 1: A commercial system designed for the generation of power supplied to the local grid; Type 2: A system designed to supply power primarily to a single residence or property owner and can generate supply power to the grid on a limited basis no greater than 110% of anticipated onsite demand. SPS associated with agricultural or farm operations and supplying a portion of a farm's electrical needs (not exceeding 110% of the farm's anticipated demand) shall be considered a Type 2 SPS.

##### Permitted Locations

A Type 1 SPS shall only be permitted in the Industrial Business Park Zone.

A Type 2 SPS shall be permitted within all zoning districts.

A building permit shall be required for installation of all ground mounted solar collectors and comply with any and all relevant Town, State and National Codes.

Residential-Single Family Zoning District under 5 acres shall not be permitted.

Residential-Single Family Zoning District 5 acres or above shall be permitted.

Agricultural-Rural Residential and Agricultural-Floodzone Zoning Districts under 5 acres shall not be permitted.

Agricultural-Rural Residential and Agricultural-Floodzone Zoning Districts 5 acres or above shall be permitted

Industrial Zoning District shall be permitted.

Commercial / Restricted Business / TND / CF Zoning Districts under 5 acres shall not be permitted.

Commercial / Restricted Business / TND / CF Zoning Districts 5 acres or above shall be permitted.

Agricultural Operations within an Agricultural District and Agricultural Zoning District shall be permitted.

#### General Provisions

Approval of an SPS shall comply with the following requirements:

Except for parcels with agricultural or farm operations, the SPS will be considered an accessory use/structure and will require a principle use/structure on the property.

The location of the SPS shall meet all applicable setback requirements as identified for a principle uses/structures in the zoning district in which it is located.

~~The SPS shall be screened when possible and practicable using earth berms, landscaping, architectural features or other screening which will harmonize with the character of the property and surrounding area.~~

#### Abatement

If an SPS poses a ~~potential~~ safety hazard, as determined by the a **Clarence Building Code Enforcement Officer** ~~Clarence Building Department~~, the owner or operator shall take immediate action to remedy the ~~situation~~ hazard. The **Building Code Enforcement Officer** ~~Town of Clarence~~ shall have the authority to cause the abatement of any hazardous situation. If the Town of Clarence determines that the SPS poses a safety hazard, a Notice of Violation shall be issued and the SPS shall be made nonoperational until such hazard has been remedied to the satisfaction of the Town of Clarence.

If the SPS has been nonoperational or abandoned; for a period of one year, **or more**, the system shall be removed within 45 days of written notice from the Town **of Clarence** to the **property** owner or operator of the system.

#### Maintenance and Repair Records

Records of inspections, reports and maintenance activities shall be ~~submitted~~ **provided** to the Town of Clarence Building Department within 10 days **of written request by the Town of Clarence** ~~receipt by owner and/or lease lessee~~.

#### Decommissioning and restoration

The applicant shall include the following information regarding decommissioning of the SPS and restoring the site:

The anticipated life of the SPS;

The estimated decommissioning costs in current dollars;

The method and schedule for updating the costs of decommissioning and restoration;

A method of ensuring that funds will be available for decommissioning and restoration; and

The anticipated manner in which the SPS will be decommissioned and the site restored.

Such other and reasonable requirements as the Town of Clarence shall require.

#### Accessory structure cabling

All interconnecting cables between the SPS and accessory or servicing structures shall be installed underground **or within the structure they are mounted upon**.

Compliance with building code

Building permit applications shall be accompanied by standard drawings of structural components of the SPS, including support structures, base and footings. Drawings shall be stamped and any necessary calculations shall be certified, in writing, by a New York State licensed professional engineer or architect, that the system complies with the current New York State building code. ~~This certification would normally be supplied by the manufacturer.~~

Where the structural components or installation vary from the standard design or specification, the proposed modifications shall be certified by a New York State licensed professional engineer for compliance with the seismic and structural design provisions of the building New York State code.

Compliance with electrical code

Building permit applications shall be accompanied by a line drawing identifying the electrical components of the SPS to be installed in sufficient detail to allow for a determination that the manner of installation conforms to the electrical code. The application shall include a statement from a New York State licensed professional engineer or architect indicating that the electrical system conforms to good sound engineering practices and complies with the National Electrical Code (NEC). This certification would normally be supplied by the manufacturer. All equipment and materials shall be used or installed in accordance with such drawings and diagrams.

Where the electrical components of an installation vary from the standard design or specifications, the proposed modifications shall be reviewed and certified by a New York State licensed professional engineer for compliance with the requirements of the NEC electrical code and good sound engineering practices.

Application requirements

All site plan applications for an SPS shall be submitted to the Office of Planning and Zoning, to include three copies of the following:

Site plan, elevations and property survey.

Engineered drawings certified stamped by a licensed professional Engineer or architect.

Aerial site plan showing relevant utility poles and lines, trees and structures, names of all adjacent property owners.

Manufacturer information.

Completed Building Permit Application.

A maintenance and removal plan made in writing to the Town of Clarence to include an agreement by the applicant and/or owner, in writing, to remove all components of the SPS if such facility becomes non-functional or ceases to be used for its originally intended purpose, as determined by the Town of Clarence. The maintenance and removal plan shall remain in force for the life of the SPS. An acceptable bond and/or surety for the purposes of removing the SPS shall be purchased and remain in force for the life of the SPS. (will be cross referenced to Decommissioning and restoration section)

Design, and Installation and Maintenance Standards

The SPS system must be designed and constructed to comply with the New York State Building and Electrical Codes, as amended, and any additional electrical and safety regulations adopted by the State of New York.

All systems must be installed by a qualified solar installer as defined by this ordinance. All wiring must **be designed and installed to** comply with the National Electrical Code (NEC); ~~most recent edition, as amended and adopted by the State of New York.~~

The SPS system must be **designed and** constructed to comply with the most recent fire code as amended and adopted by the State of New York.

The SPS shall be properly maintained and be kept free from hazards including, but not limited to, faulty wiring, loose fastenings, and creation of an unsafe condition or detriment to public health, safety or general welfare. (Will be cross referenced to Maintenance and Repair Records section)

### Setback Requirements

Ground-mounted systems; are an accessory use, but subject to setback requirements of a principle structure/use in the zoning district in which the system is to be constructed. The required setbacks are measured from the parcel line to the nearest part of the system. No part of the ground-mounted system shall extend into the required setbacks, including any movement as a result of tracking system or other adjustment of SPS related equipment or parts.

### Height Restrictions

Ground-mounted systems may not exceed the permitted height of accessory structures in the zoning district where the SPS system is to be installed or ~~20~~ **sixteen (16)** feet from the ground, whichever is less.

### Screening and Visibility

Ground mounted systems are required to submit a screening & landscaping plan, **stamped and signed by a New York State Registered Landscape Architect**, showing adequate measures to screen through landscaping, grading or other means so that the solar panels and other equipment's ~~not~~ visibility **is minimized** from roadways and neighboring properties. The screening & landscaping plan shall include ~~specifies~~ the locations, elevations, height, plant species, and/or materials that will comprise the structures, landscaping and/or grading used to screen and/or mitigate any adverse aesthetic effects of the system.

A detailed safety plan specifying the measures that will be used to prevent public access to unsafe areas and to provide for emergency response, including but not limited to the location, height, materials, and colors of fencing and other barriers to access and a safety signage plan that contains the locations, sizes and text of signs that will be used to warn the public away from unsafe areas and that shall include the name and phone number of an official of the owner or operator who can be contacted in the event there is an emergency or any question about safety.

Documentation shall be provided to identify that no element of the system shall reflect glint or glare (as defined by the FAA).

### Impervious Property Coverage Restrictions

The surface area of any ground-mounted system, regardless of the mounted angle of any portion of the system, is considered a pervious surface and shall not be calculated as part of the property lot coverage limitations for the zoning district.

If the ground-mounted system is mounted above existing impervious surface, it shall not be calculated as an additional part of the property lot coverage limitations for the zoning district.

Footers and other hard surfaces placed underneath racking and mounting systems are considered impervious and count towards impervious surface calculations.

Signage and/or Graphic Content

No signage or graphic content may be displayed on the SPS system except the manufacturer's badge, safety information and equipment specification information. Said information shall be depicted within an area no more than thirty-six (36) square inches in size.

Disconnect and other emergency shutoff information will be clearly displayed at/on the meter location for emergency personnel.

24 hour emergency contact information will be clearly displayed **on side of structure**.

Systems and sites may not be used for displaying advertising except for reasonable identification of the owner/operator and shall comply with all signage restrictions.