



## TOWN OF CLARENCE INDUSTRIAL DEVELOPMENT AGENCY

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Christopher Kempton, Chairman

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### **Request for Proposals** **Town of Clarence – Sheridan Drive Corridor Economic Redevelopment Plan**

Proposals must be submitted by May 27, 2022 at 3:30pm.  
Not to Exceed Cost \$50,000

#### **Please submit to:**

Town of Clarence Industrial Development Agency  
ATTN: Cynthia Rosel  
One Town Place  
Clarence, NY 14031

#### **Questions:**

Jonathan Bleuer  
Office of Planning and Zoning  
Phone- 716-741-8933  
Email- [jbleuer@clarence.ny.us](mailto:jbleuer@clarence.ny.us)

#### **Brief**

The Town of Clarence is seeking Proposals for a Sheridan Drive Corridor Economic Redevelopment Plan. Any resultant contract issued from submitted proposals will be issued by the Town of Clarence, Erie County, Industrial Development Agency (TCIDA). Sheridan Drive (Route 324) acts as a primary east-west thoroughfare for the region, and acts as a transitional space between commercial uses and residential uses in the Town. The goal is to develop and implement a plan that will define a place that people will be motivated to slow down, take notice and explore. In addition, the goal is to develop this thoroughfare in a way that promotes economic development while maintaining a harmony between a mixture of uses.

#### **History**

Settlement in Clarence began several years before the area was formally organized and ultimately incorporated as a Township. Originally, Asa Ransom, a young silversmith from Geneva, New York, took possession of 150 acres within the current town of Clarence in the fall of 1799 and thus established the earliest settlement in Clarence territory at what is now Clarence Hollow. Between that time and 1808, the initial settlement in Clarence territory gradually grew in both size and population. The Town of Clarence, named from the English House of Clarence, was formally established in 1808. As such, it is the oldest township in Erie County.

#### **Introduction**

Located northeast to the City of Buffalo in Erie County, the Town of Clarence is a municipality that continually displays its character and uniqueness through local businesses, traditional charm, and agricultural operations throughout the town. It is clear that Clarence is an attractive area for people to raise their families and settle down, with an increasing population currently at 32,950 (US Census 2020 Redistricting Data). Commercial, industrial, and residential developments throughout the town are creating the possibility of continuous

economic stability through future expansion and growth, while maintaining the character of the community.

Sheridan Drive is one of the few State owned arterials in the town, which many residents and nonresidents alike utilize to travel through the corridor, often as a pass-through. It is approximately 2.6 miles in length between Transit Road and Main Street.

## **Project Overview**

The Town of Clarence requests Proposals from qualified firms for the creation of a Sheridan Drive Corridor Economic Redevelopment Plan. While certain areas may require a different approach, strategy and design; the implementation of this overall plan will increase the economic viability of the Sheridan Drive Corridor.

The Sheridan Drive Corridor Economic Redevelopment Plan will focus on two primary areas:

- Sheridan Drive: Transit Rd. – Main St.
- Harris Hill Road: Sheridan Dr. – Greiner Rd.

### **Sheridan Drive**

Transit Rd. – Main St.

The first focus area, Sheridan Drive between Transit Road and Main Street, has the opportunity to serve as a secondary “Main Street” for the Town, while maintaining its own identity and character. This transitional business area features a mixture of small-scale business operations, professional office, and residential uses. Sheridan Drive’s previous configuration consisted of two lanes of travel in each direction with no center turn lane and limited shoulder. In an attempt to create a safer and more vibrant corridor, the configuration was recently modified to consist of one travel lane in each direction with a center turn lane and substantial paved shoulders. In addition, Sheridan Drive now contains one-way bike lanes in both directions of travel. Sidewalks are minimal throughout this stretch of Sheridan Drive; however, the Town is actively working to connect and extend the existing sidewalks in the area. Sheridan Drive currently has limited access to sanitary sewers, and this limited access has hampered development along the corridor. *The Town of Clarence Master Sewer Plan – 2030* identifies the Sheridan Drive corridor as a priority area for sewer access, and this future access may lead to a wider range of development opportunities.

The redevelopment of this area will focus on appropriate infill development, façade revitalization of longstanding buildings, place identity, and residential connections to and through this corridor by pedestrian friendly measures. Of the two focus areas, this corridor experiences the most attention due to the regional traffic that travels through the area. Although recent ROW improvements have been made, any future ROW changes should promote multi-modal transportation and neighborhood integration.

### **Harris Hill Road**

Sheridan Dr. – Greiner Rd.

The second focus area, Harris Hill Road between Sheridan Drive and Greiner Road, is surrounded by recent or planned residential development. This particular stretch of road is an essential transitional area that blurs the lines between commercial and residential development. Featuring a mixture of residential homes, nonprofit organizations, and forested lands, the Town’s Future Land Use Map identified this area for transitional business, offering the opportunity to create depth and interest in the Sheridan Drive corridor. The current configuration of this section of Harris Hill Road consists of one travel lane in each direction with no center turn lane and no to minimal paved shoulder. There are no sidewalks on this stretch of Harris Hill Road; however, there has been investment from the Town and commitment from private developers to consider pedestrian accommodations in the future. This section of Harris Hill Road

has limited sanitary sewers that primarily serve the residential developments on the west and east sides of Harris Hill Road.

The redevelopment of this area will focus on appropriate infill development, place identity, and residential connections to and through this corridor by pedestrian friendly measures. Future ROW improvement should promote multi-modal transportation, neighborhood integration, and connective access to the greater commercial corridors. With a large concentration of residential homes surrounding this section of Harris Hill Road, the redevelopment shall aim to preserve neighborhood scale development.

## **Scope of Services**

Develop, in conjunction with the Town Planning & Zoning Department, TCIDA, and the State Department of Transportation, an overall Sheridan Drive Corridor Economic Redevelopment Plan:

### **Land Use**

- Promote economic revitalization, through future land use mapping and evaluation of relevant zoning code standards.

### **Design Guidelines**

- Encourage a high quality development pattern, while providing clear and direct instruction for private developers.

### **Marketing and Outreach**

- Find, clarify and promote a distinct place identity, while engaging key stakeholders.

### **Public Domain**

- Plan for a ROW that is safe, efficient, comfortable and supportive to existing and future economic development. Ensure that public spaces within the project area are activated.

## **Requirements for Proposal**

At minimum, three hard (3) copies and one (1) digital copy of the Proposal submitted with the following information:

- Title Sheet: name, address and brief description of proposed firm/team members.
- Letter of Intent: explain interest, specific abilities, understanding of the project area and qualifications related to the project type.
- Organizational Structure: key personnel assigned to the project and percentage of their anticipated role.
- Scope of Services: approach/methodology for accomplishing the scope of services.
- Examples of Work: relating to scope of services.
- Proposed Tasks: related to scope of services.
- Total Cost (not-to-exceed price): not exceed \$50,000 and payment schedule should be tied to identified project milestones.

## **Instructions and Notes**

Late submissions: Any responses received after the date and time stated will not be considered for contract award.

The Town of Clarence and TCIDA reserves the right to reject any and all responses. The Town of Clarence and TCIDA does not obligate itself to accept the lowest or any other proposal and has the right, within its sole and absolute discretion to reject any proposal.

The successful firm shall comply with all laws, rules, regulations and ordinances of the Federal Government, the State of New York and any other political subdivision or regulatory body which may be applied to its performance under this contract.

Changes in work: The Town and TCIDA may, as needed, order changes in the work through additions, deletions, or modifications without invalidating the contract. Compensation, as it may be affected by any change, shall be adjusted by agreement between the contractor and the Town.

### **Selection Process**

The Town and TCIDA reserves the right to award a contract based solely on submitted proposals, however interviews may be scheduled if several firms are short-listed.

### **Schedule**

April 1 – May 27: RFP window.

June\*: Selection Period, interview(s) may be required.

July\*: Contract and Approval.

August 2022 – December 2023\*: Plan Creation and Adoption by the Town of Clarence.

**\*The Town and TCIDA reserve the right to amend schedule as necessary**

### **Questions**

Please contact:

Jonathan Bleuer  
Director of Community Development  
Office of Planning and Zoning

Town of Clarence  
One Town Place  
Clarence, NY 14031

Phone- 716-741-8933  
Email- [jbleuer@clarence.ny.us](mailto:jbleuer@clarence.ny.us)  
Fax- 716-741-8257

### **Submissions**

Please deliver to:

Town of Clarence Industrial Development Agency  
ATTN: Cynthia Rosel

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One Town Place  
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