APPENDIX E

TRAFFIC IMPACT STUDY ADDENDUM

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April 20, 2017

Mr. Steven Ricca
Bond Schoeneck & King Attorneys
200 Delaware Avenue
Buffalo, New York 14202-2107

Re: Affinity Elmwood Gateway Properties, LLC
1111 Elmwood - Traffic Impact Study Addendum

File: 637.004.002

Dear Mr. Ricca,

This addendum addresses revisions to the traffic impact study submitted as part of the Draft Environmental Impact Statement (DEIS) to the City of Buffalo Planning Board for a mixed-use facility on the southeast corner of Elmwood Avenue and Forest Avenue in the City of Buffalo, New York. The revisions are associated with proposed changes to the Mitigation Design as part of the SEQRA review of the project.

The table below summarizes the changes in the proposed project:

	Previous Design	**Proposed Design**
Residential Units	57, reduced to 50 max (post DEIS)	40 Max
Retail spaces	3 x 2,500 square foot max (each)	3 x 3,500 square foot max (each)
Parking	Two levels encompassing at least 140 spaces	One level encompassing approx. 97 spaces (76 residential / 21 commercial) including 4 accessible spaces
Ingress / Egress	Two-way driveways on both Forest & Elmwood Avenues	Two-way driveway on Forest Avenue only

The remainder of the letter summarizes the impact of these changes compared to the traffic impact study submitted as part of the DEIS. In summary, the findings are noted:

- Trip generation is reduced by 8 trips in the AM peak hour and 1 trip in the PM peak hour.

- Trip distribution is not significantly altered but a curb cut and potential conflict on Elmwood Avenue has been eliminated
- Parking demand is expected to be accommodated on-site
- The vehicular sight distance from the parking garage on Forest Avenue is virtually unchanged from existing conditions of the Site

The proposed design changes reflect a substantial reduction in residential density and slight increase in retail space. These alterations are not expected to result in traffic impacts beyond those identified in the DEIS; therefore, no additional traffic studies or mitigation measures are warranted.

Trip Generation & Distribution

The Mitigation Design results in a minimal change of the estimated trip generation for the project. The table below summarizes the trip generation for the original DEIS design, containing 57 residential units and three 2,500 square foot (SF) retail spaces compared to the Mitigation Design with a 13 residential unit reduction and 3,000 SF increase in retail space:

	AM Peak Hour			**PM Peak Hour**		
	Entering	**Exiting**	**Total**	**Entering**	**Exiting**	**Total**
DEIS Design	6	27	33	61	58	119
Mitigation Design	**4**	**21**	**25**	**59**	**59**	**118**

The development change correlates to a 8 trip reduction during the AM peak hour and a 1 trip reduction during the PM peak hour.

In addition, the original project design divided access to an on-site parking ramp between both Elmwood Avenue and Forest Avenue. The Mitigation Design will include only one ingress/egress point located on Forest Avenue, in the same location as in the original site plan. The elimination of the access on Elmwood Avenue supports the City of Buffalo Green Code requirement in § 8.3.1(C) that entries for parking must be placed along secondary thoroughfares or alleys, reduces traffic on Elmwood Avenue, and eliminates the possibility of conflicts with the existing Pano's Restaurant exit.

Further, the Forest Avenue access point provided more than half the parking spaces available on-site (90 spaces) and would be utilized by both residents and the retail uses. The Elmwood Avenue access point would have served residents only (50 spaces). The proposed design would reduce on-site parking to 97 spaces accessed from Forest Avenue only. Therefore, there is no significant change in trip distribution for the Forest Avenue access based on the elimination of the Elmwood Avenue access point.

With the minimal changes in trip generation and distribution, the Mitigation Design would not result in additional impacts to the adjacent roadway network compared to what was noted in the DEIS.

Parking

The Mitigation Design will include no fewer than 97 below grade, off-street vehicular parking spaces and bicycle storage areas, which will be more than sufficient to meet project parking requirements and the needs of residential and commercial users. The UDO no longer prescribes minimum parking requirements for the project. Nonetheless, the proposed 97 off-street parking would continue to exceed the residential parking requirement under the previous Code § 511-96(A) of 1 per dwelling and Code § 511-96(B) ("buildings other than dwellings") since the latter set no minimum off-street parking requirements for retail in the Elmwood Business district.

Current on-street parking adjacent to the Project site consists of 13 existing spaces (5 on Forest Avenue and 8 on Elmwood Avenue). The Mitigation Design will result in the addition of one new on-street parking space on Elmwood Avenue and no change on Forest Avenue. Due to the addition of new loading zones, the elimination of driveways maintains similar on-street parking. (The proposed Forest Avenue entrance to the below-grade parking area closely coincides with the location of the existing Granger alley entry). Accordingly, the Project is expected to result in a net gain of 1 on-street parking space, and a resulting total of 14 on-street parking spaces immediately adjacent to the Project.

Forest Avenue Sight Distance

As stated previously, the Mitigation Design will include only one ingress/egress point located on Forest Avenue, in the same location as in the original site plan (the location of the existing Granger Alley entry on Forest Avenue). Due to the unchanged sight distance for those exiting onto Forest Avenue from the site, remaining street parking along Forest Avenue, and conformity of the site plan with UDO requirements, this sight distance is deemed adequate and will not result in any

conflicts between pedestrians and bicyclists along this route. In fact, the potential conflict between pedestrian/bicyclists and vehicles exiting the site is reduced in this Mitigation Design as compared to the original project design due to the elimination of the access to the site from Elmwood Avenue.

Respectfully,

Kimberly Fabend
C&S Companies