# Amherst Town Board

## Regular Meeting of the Town Board

## Minutes

5583 Main Street
Williamsville, NY 14221
www.amherst.ny.us

Francina J. Spoth
Town Clerk

**Monday, June 23, 2025** | **7:00 PM** | **Amherst Municipal Building**

# I. IN MEMORY

# II. INVOCATION

# III. PLEDGE OF ALLEGIANCE

# IV. ROLL CALL:

7:00 PM Meeting called to order on June 23, 2025 at Amherst Municipal Building, 5583 Main Street, Williamsville, NY.

| Attendee Name | Organization | Title | Status | Arrived |
|---|---|---|---|---|
| Brian J. Kulpa | Town of Amherst | Supervisor | Present | |
| Shawn Lavin | Town of Amherst | Deputy Supervisor | Present | |
| Jacqualine Berger | Town of Amherst | Councilmember | Present | |
| Michael Szukala | Town of Amherst | Councilmember | Present | |
| Angela Marinucci | Town of Amherst | Councilmember | Present | |
| Francina J. Spoth | Town of Amherst | Town Clerk | Present | |
| Timothy Koller | Town of Amherst | Deputy Town Clerk | Present | |
| Steven B. Bengart | Town of Amherst | Town Attorney | Present | |
| Lynda Juul | Town of Amherst | Director of Finance | Present | |
| Dan Howard | Town of Amherst | Planning Director | Present | |

# V. MINUTES APPROVAL

**1.** Monday, June 09, 2025

| | |
|---|---|
| **RESULT:** | **ACCEPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

# VI. PROCLAMATIONS AND ANNOUNCEMENTS

# VII. PUBLIC HEARINGS

**Speakers will be limited to 3 minutes.**

**1. Resolution 2025-564**

## 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment

Request to amend the Bicentennial Comprehensive Plan for 2190-2200 Wehrle Drive from Commercial-Office to Medium Residential.

**6/23/2025**
A motion to open the public hearing was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved 5-0. The public hearing was opened at 7:02 PM.

Attorney Sean Hopkins presented.

The following residents spoke:
Adam Karl, 305 Bellingham
Mary Wolf, 155 Bellingham
Ann Suchyna, 281 Bellingham
Tom Suchyna, 281 Bellingham
Maria Suchyna, 281 Bellingham
Jillian Lenhard, 198 Bellingham
Marc Romanowski, Esq., Windsong Place
Bruce Wisbaum, Windsong Place
Gregory Tobin, 295 Amherston
Brendan Roman, 110 Amherston
Susan Roman, 231 Bellingham
Megan Flowers, 136 Amherston
Tom Suszynski, 136 Amherston
Don Smith, N. Long

There were no further speakers from the public, therefore Supervisor Kulpa moved to adjourn the hearing until the July 21st Town Board meeting, seconded by Councilmember Berger and unanimously approved 5-0. The public hearing was adjourned at 8:23 PM.

| | | |
|---|---|---|
| **RESULT:** | **ADJOURNED [UNANIMOUS]** | **Next: 7/21/2025 7:00 PM** |
| **MOVER:** | Brian J. Kulpa, Supervisor | |
| **SECONDER:** | Jacqualine Berger, Councilmember | |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci | |

# VIII. DEVELOPMENT REVIEW ACTIONS

**1. Resolution 2025-565**

## SEQR Determination (3230 & 3238 Millersport Highway, Z-2024-03)

WHEREAS, that pursuant to 6NYCRR Part 617 of the State Environmental Quality Review Act (SEQRA) and Town Code Chapter 104, as amended, the Town Board is deemed the Lead Agency for those actions which it has sole discretionary power, including but not limited to rezoning decisions and adoptions of local laws, and be it further

WHEREAS, that this Town Board as SEQR Lead Agency has reviewed a request for a rezoning at 3230 & 3238 Millersport Highway and has identified the areas of environmental concern, thoroughly analyzed them for significant adverse impact, including any concerns and/or recommendations from other agencies, and be it further

RESOLVED, that the requirements of SEQR are now complete therefore this Town Board issues the attached Negative Declaration as its determination of environmental significance, for the subject action.

**6/23/2025**
A motion to approve was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved 5-0.

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|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**2. Resolution 2025-499**

## Adoption of Local Law to Amend the Zoning Map (3230 & 3238 Millersport Highway, Z-2024-03)

WHEREAS, that pursuant to 6NYCRR Part 617 (SEQR) and Town Code Section 104, as amended, that the requirements of SEQR are complete, and be it further

WHEREAS, that pursuant to NYS Town Law Sec.272-a, the Town Board concurs with the findings of the Planning Board as stated in their resolution of April 17, 2025 that the proposed Multifamily Residential District Four A (MFR-4A) zoning at 3230 and 3238 Millersport Highway is consistent with the adopted Bicentennial Comprehensive Plan, as amended, and be it further

RESOLVED, that in accordance with Section 203-8-3 of the Town Code (Zoning), the Town Board adopts Local Law (#_____) to amend the Town Zoning map.

**5/27/2025**
A motion to open the public hearing was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved 4-0. The public hearing was opened at 7:13 PM.

Attorney Sean Hopkins presented.

There were no speakers from the public, therefore Supervisor Kulpa moved to close the hearing and set a decision date for the June 23rd Town Board meeting, seconded by Councilmember Berger and unanimously approved 4-0. The public hearing was closed at 7:21 PM.

**6/23/2025**

A motion to approve was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved 5-0.

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

## IX. PERSONAL APPOINTMENTS TO BOARDS & COMMITTEES

Board Appointments - Amherst Conservation Advisory Council, Board of Ethics, Historic Preservation, IDA, Planning, Recreation, Recycling & Waste, Traffic Safety and the Zoning Board of Appeals.

NOTE - The number of vacancies is listed after the Committee name.

1. **9/11 Commemoration Committee**

   Membership is unlimited.

2. **Amherst Committee on Disabilities**

3. **Amherst Community Diversity Commission**

4. **Amherst Conservation Advisory Council**

5. **Amherst Government Financial Advisory Board**

6. **Amherst Industrial Development Agency**

   Membership is full.

7. **Amherst Veterans Committee**

8. **Arts & Culture in Public Places Board**

9. **Board of Assessment Review**

   Membership is full.

10. **Board of Electrician Examiners**

Membership is full.

**11. Board of Ethics**

Membership is full.

**12. Board of Plumbing and Drainage Examiners**

Membership is full.

**13. Design Advisory Board**

**14. Employee Suggestion Program Merit Award Board**

Membership is full.

**15. Employee Suggestion Review Committee**

**16. Energy Conservation Citizens Advisory Committee**

**17. Freedom of Information Law (FOIL) Board**

Membership is full.

**18. Glen Park Joint Board**

**19. Historic Preservation Commission**

Membership is full.

**20. Information Technology Advisory Committee**

**21. Library Board of Trustees**

**22. Minority / Woman Owned Business**

**23. Open Government Advisory Board**

**24. Planning Board**

Membership is full.

**25. Recreation Commission**

**26. Recycling and Waste Committee**

**27. Senior Services Advisory Board**

**28. Traffic Safety Board**

Membership is full.

**29. Youth Board**

Adult vacancies (6), Youth vacancies (0)

**30. Zoning Board of Appeals**

Membership is full.

# X. PUBLIC EXPRESSION

**This is an opportunity for residents to <u>comment</u> on matters involving Amherst other than those pertinent to Public Hearings that day. <u>Speakers will be limited to 3 minutes.</u>**

A motion to open Public Expression was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved 5-0. Public Expression was opened at 8:24 PM.

The following speakers addressed the Town Board:
Jane Cox, 4584 Harlem Rd - Town committee meetings on same day
Don Smith, 201 N Long St - Amherst Government Financial Advisory Board meeting
Nathan Moss, 3940 Tonawanda Creek Rd - Questions on Town Board governance
Bob Drdul, 92 Chateau Ter - Streetlights
Tom Frank, Main St - LWRP update

There were no further speakers from the public, therefore Supervisor Kulpa moved to close Public Expression, seconded by Councilmember Berger and unanimously approved 5-0. Public Expression was closed at 8:43 PM

# XI. CONSENT AGENDA

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|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

# XII. COUNCILMEMBER RESOLUTIONS

***A. SUPERVISOR KULPA:***

***B. DEPUTY SUPERVISOR LAVIN:***

***C. COUNCILMEMBER BERGER:***

**1. Resolution 2025-566**

## Set Electric Vehicle Charging Station Rates

**WHEREAS,** the Town of Amherst currently has four (4) EV charging stations installed at various Town facilities; and

**WHEREAS,** several additional EV charging stations are slated to be installed in the future; and

**WHEREAS,** several stations were installed using grant funds, which required the Town to provide power at no charge for a specified period which has now expired; and

**WHEREAS,** the Town incurs costs related to these charging stations, including costs for electricity, software subscriptions, and maintenance and repairs;

**NOW, THEREFORE BE IT RESOLVED,** that the following rates are hereby approved:

$0.25 per kWh for AC Charging Stations
$0.35 per kWh for DC Fast Charging Stations

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Jacqualine Berger, Councilmember |
| **SECONDER:** | Brian J. Kulpa, Supervisor |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

***D. COUNCILMEMBER SZUKALA:***

***E. COUNCILMEMBER MARINUCCI:***

## XIII. DEPARTMENT HEAD RESOLUTIONS AND REPORTS

***A. TOWN ATTORNEY:***

**1. Resolution 2025-567**

### Town-Wide Road Striping (Bond Resolution - $100,000)

**AGENDA ITEM : JUNE 23rd, 2025**

**TO:** **Town Board**

**FROM:** **Stephen B. Bengart, Esq., Town Attorney**

**DATE:** **June 17, 2025**

**RE:** **Town-Wide Road Striping**
**2025-2030 C.I.P. – Project H-3**
**Bond Resolution - $100,000**

Kindly take the following action with respect to the above bond request:

(1) Adopt the attached SEQR determination for the above project as determined by the Town of Amherst Planning Department; and

(2) Adopt the attached bond resolution authorizing the issuance of $100,000.00 in serial bonds for the above-referenced Town improvement.

The adoption of the bond resolution does not require a public hearing to be held because the improvement is a Town improvement not involving a special district.

Also attached is the Map Plan and Report which provides further detail on the scope of the project.

Thank you.

SBB:nmb
Attachments
c: Tim Koller, Deputy Town Clerk
(*w/attachments*, **Agenda Item – June 23, 2025**)
Jennifer Adams, CPA, Interim Comptroller (*w/attachments*)
Lynda Juul, Director of Finance (*w/attachments*)
Dan Ulatowski, AICP, Assistant Planning Director/ZEO (*w/attachments*)
Dan Howard, Director of Planning (*w/attachments*)
Steve Floss, Highway Superintendent (*w/attachments*)

**6/23/2025**
A motion to adopt the SEQR determination was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved 5-0. A motion to approve the Bond resolution was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved via Roll Call vote 5-0.

| | |
|---|---|
| **RESULT:** | **ROLL CALL VOTE (ADOPTED) [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**2. Resolution 2025-568**

## Consent to Formation of Sawyer's Landing Water Works Corporation (42-50 Dodge Road)

**AGENDA ITEM : JUNE 23RD, 2025**

**TO:** **Town Board**

**FROM:** **Steven B. Bengart, Esq., Town Attorney**

**DATE:** **June 17, 2025**

**RE: Consent To Formation of Sawyer's Landing Water Works Corporation (42-50 Dodge Road)**

Kindly adopt the following resolution with respect to the above matter:

**WHEREAS**, Brad F. Randaccio, 50 Fountain Plaza, Suite 1700, Buffalo, NY, 14202, is forming a water works corporation to be named Sawyer's Landing Water Works Corporation, under Article 10 – Section 40 of NY Transportation Corporations Law; and

**WHEREAS**, the purpose of this corporation is to engage in any lawful act or activity relating to sanitary sewer service for a mixed-use project at 42-50 Dodge Road, for which a water works corporation may be organized under NYS Transportation Corporations Law; and

**WHEREAS**, as a condition for the formation of the corporation, the controlling municipality needs to give its consent; and

**WHEREAS**, the Town Board of the Town of Amherst deems it is in the best interest of the Town to approve the formation of the Sawyer's Landing Water Works Corporation;

**NOW, THEREFORE BE IT RESOLVED**, that the Supervisor is hereby authorized to execute the Consent to Formation Letter, approving the formation of a water works corporation, to be known as the Sawyer's Landing Water Works Corporation, to engage in lawful acts or activities relating to water service for a mixed-use project to be located at 42-50 Dodge Road, which are allowed under Article 10 – Section 40 of NY Transportation Corporations Law.

SBB:nmb
c: Tim Koller, Deputy Town Clerk (**Agenda Item – June 23, 2025**)
Dan Howard, Director of Planning
Jeffrey S. Burroughs, PE, Town Engineer
Sean W. Hopkins, Esq. (***Via E-Mail***)

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**3. Resolution 2025-569**

## Consent to Formation of Sawyer's Landing Sewage Works Corporation (42-50 Dodge Road)

**AGENDA ITEM : JUNE 23RD, 2025**

**TO:** **Town Board**

**FROM:** **Steven B. Bengart, Esq., Town Attorney**

**DATE:** **June 17, 2025**

**RE:** **Consent To Formation of Sawyer's Landing Sewage Works Corporation (42-50 Dodge Road)**

Kindly adopt the following resolution with respect to the above matter:

**WHEREAS**, Brad F. Randaccio, 50 Fountain Plaza, Suite 1700, Buffalo, NY, 14202, is forming a sewage works corporation to be named Sawyer's Landing Sewage Works Corporation, under Article 10 – Section 115 of NY Transportation Corporations Law; and

**WHEREAS**, the purpose of this corporation is to engage in any lawful act or activity relating to sanitary sewer service for a mixed-use project at 42-50 Dodge Road, for which a sewage works corporation may be organized under NYS Transportation Corporations Law; and

**WHEREAS**, as a condition for the formation of the corporation, the controlling municipality needs to give its consent; and

**WHEREAS**, the Town Board of the Town of Amherst deems it is in the best interest of the Town to approve the formation of the Sawyer's Landing Sewage Works Corporation;

**NOW, THEREFORE BE IT RESOLVED**, that the Supervisor is hereby authorized to execute the Consent to Formation Letter, approving the formation of a sewage works corporation, to be known as the Sawyer's Landing Sewage Works Corporation, to engage in lawful acts or activities relating to sanitary sewer service for a mixed-use project to be located at 42-50 Dodge Road, which are allowed under Article 10 – Section 115 of NY Transportation Corporations Law.

SBB:nmb
c: Tim Koller, Deputy Town Clerk (Agenda Item – June 23, 2025)
Dan Howard, Director of Planning
Jeffrey S. Burroughs, PE, Town Engineer
Sean W. Hopkins, Esq. (***Via E-Mail***)

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**4. Resolution 2025-570**

## Consent to Formation of 4780 Sheridan Drive Water Works Corporation

**AGENDA ITEM : JUNE 23RD, 2025**

**TO:** **Town Board**

**FROM:** **Steven B. Bengart, Esq., Town Attorney**

**DATE:** **June 17, 2025**

**RE:** **Consent To Formation of 4780 Sheridan Drive Water Works Corporation**

Kindly adopt the following resolution with respect to the above matter:

**WHEREAS**, Sean Hopkins, Esq., 35 California Drive, Suite 100, Williamsville, NY 14221, is forming a water works corporation to be named 4780 Sheridan Drive Water Works Corporation, under Article 10 – Section 40 of NY Transportation Corporations Law, and

**WHEREAS**, the purpose of this corporation is to engage in any lawful act or activity relating to sanitary sewer service for a multifamily project to be located at 4780 Sheridan Drive, for which a water works corporation may be organized under NYS Transportation Corporations Law, and

**WHEREAS**, as a condition for the formation of the corporation, the controlling municipality needs to give its consent, and

**WHEREAS**, the Town Board of the Town of Amherst deems it is in the best interest of the Town to approve the formation of the 4780 Sheridan Drive Water Works Corporation,

**NOW, THEREFORE BE IT RESOLVED**, that the Supervisor is hereby authorized to execute the Consent to Formation Letter, approving the formation of a water works corporation, to be known as the 4780 Sheridan Drive Water Works Corporation, to engage in lawful acts or activities relating to sanitary sewer service for a multifamily project to be located at 4780 Sheridan Drive, which are allowed under Article 10 – Section 40 of NY Transportation Corporations Law.

SBB:nmb
c: Tim Koller, Deputy Town Clerk (**Agenda Item – June 23, 2025**)
Dan Howard, Director of Planning
Jeffrey S. Burroughs, PE, Town Engineer
Sean W. Hopkins, Esq. (***Via E-Mail***)

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**5. Resolution 2025-571**

## Consent to Formation of 4780 Sheridan Drive Sewage Works Corporation

**AGENDA ITEM : JUNE 23RD, 2025**

**TO:** **Town Board**

**FROM:** **Steven B. Bengart, Esq., Town Attorney**

**DATE:** **June 17, 2025**

**RE:** **Consent To Formation of 4780 Sheridan Drive Sewage Works Corporation**

Kindly adopt the following resolution with respect to the above matter:

**WHEREAS**, Sean Hopkins, Esq., 35 California Road, Suite 100, Williamsville, NY, 14221, is forming a sewage works corporation to be named 4780 Sheridan Drive Sewage Works Corporation, under Article 10 – Section 115 of NY Transportation Corporations Law; and

**WHEREAS**, the purpose of this corporation is to engage in any lawful act or activity relating to sanitary sewer service for a multifamily project to be located at 4780 Sheridan Drive, for which a sewage works corporation may be organized under NYS Transportation Corporations Law; and

**WHEREAS**, as a condition for the formation of the corporation, the controlling municipality needs to give its consent; and

**WHEREAS**, the Town Board of the Town of Amherst deems it is in the best interest of the Town to approve the formation of the 4780 Sheridan Drive Sewage Works Corporation;

**NOW, THEREFORE BE IT RESOLVED**, that the Supervisor is hereby authorized to execute the Consent to Formation Letter, approving the formation of a sewage works corporation, to be known as the 4780 Sheridan Drive Sewage Works Corporation, to engage in lawful acts or activities relating to sanitary sewer service for a proposed multifamily project to be located at 4780 Sheridan Drive, which are allowed under Article 10 – Section 115 of NY Transportation Corporations Law.

SBB:nmb
c: Tim Koller, Deputy Town Clerk (**Agenda Item – June 23, 2025**)

Dan Howard, Director of Planning
Jeffrey S. Burroughs, PE, Town Engineer
Sean W. Hopkins, Esq. (***Via E-Mail***)

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

***B. TOWN CLERK:***

**1. Resolution 2025-572**

## GRANICUS, LLC Meeting Management Software for MinuteTraq CRS #5659

Please authorize the Supervisor to sign the Service Agreement Renewal with Granicus, LLC for MinuteTraq Meeting Management Software.

The agreement is valid from 4/17/2025 to 9/30/2025. This is a prorated contract. Granicus is phasing out support for this version of MinuteTraq after this date. The Town is in the process of selecting an updated Meeting Management Software program.

Approval is pending successful completion of the Contract Routing System.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**2. Resolution 2025-573**

## Amusement License - D'Avolio

Request by D'Avolio Inc., for a First-Class Amusement License to hold an outdoor event at 9570 Transit Road on June 24, 2025 from 6pm – 9pm.

Supervising Code Enforcement Officer recommends a fee of $25.00 per day.

The following conditions apply:

- That all fire lanes be kept clear at all times.
- For any tents in excess of 400 square feet being used, a fire prevention tent permit must be obtained.
- All temporary power must be code compliant.
- Bathroom facility must be made available & accessible.
- On site accessible parking must be maintained.
- Vehicle impact protection must be provided for the guest area.
- Fire Department access must be maintained at all times in the event of an emergency.
- Events with 1,000 guests or more will be require "Crowd Managers" that are in compliance with Chapter 4 of the 2020 FCNYS.
- The applicant must abide by Chapter 138 of the Town Of Amherst Code regarding noise.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**3. Resolution 2025-574**

## New Firefighters for Getzville Fire Company

New firefighters for the Getzville Fire Company live in the Town of Amherst and reside within the Getzville fire district.

John Hagelberger
650 Heim Rd
Getzville, NY 14068

Alex Hopple
251 Randwood Dr
Williamsville, NY 14221

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

***C. ASSESSOR:***

***D. BUILDING/BUILDING MAINTENANCE:***

***E. CENTRAL ALARM:***

**1. Resolution 2025-575**

## Social Media for Central Fire Alarm Office

**WHEREAS**, the Amherst Central Fire Alarm Office plays a critical role in public safety communications, emergency notifications, and community outreach; and

**WHEREAS**, the use of social media has become a vital tool for real-time communication, public education, emergency alerts, and community engagement; and

**WHEREAS**, establishing official social media accounts sponsored by the Amherst Central Fire Alarm Office will enhance the dissemination of timely and accurate information to the public; and

**WHEREAS**, this will also allow for residents to be apprised of relevant and current activities, events and projects involving the Amherst Central Fire Alarm Office and the 16 Fire Companies/Departments served by the office, in addition to others agencies throughout the region that may be shared to the social media pages; and

**WHEREAS,** the social media platforms will be created and controlled by a select group of dispatchers with no cost to the town or the tax payers. Any messages relayed to the Amherst Central Fire Alarm Office through these platforms will be handled as soon as possible, with the public being made aware that they are not monitored 24/7. Some incidents may have comments restricted / turned off; and

**WHEREAS**, the links to the new accounts will be added to the Town's website under the Social Media link for ease of access and any resident interested in following the Amherst Central Fire Alarm Office can do so by searching on X, Facebook, Instagram or YouTube with the keywords: ***Amherst Central Fire Alarm Office.***

**BE IT RESOLVED**, in adhering to the Town of Amherst's Social Media Policy, the group of dispatchers responsible for these accounts will be acknowledged and sole administrators of the sites. This group will have an understanding of said policy and will direct followers to the Town Of Amherst Official page when appropriate and will mark the page as "official" or "government". In accordance with the Town of Amherst Social Media Policy, The Amherst Central Fire Alarm Office will register with the Towns Department of Information Technology.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

## *F. COMPTROLLER:*

### 1. Resolution 2025-576

## Budget Transfers and Amendments

**For June 23, 2025 Town Board Agenda**

To: Town Board
From: Office of Town Comptroller
Date: 06/17/2025
Re: Various Department Budget Transfers / Amendments

I have received the following request(s) requiring budget transfers and / or amendments. Based on my review, I ask that the Town Board approve the following list;

***BUDGET TRANSFERS – 2025***

| ***FROM:*** | ***TO:*** |
|---|---|
| A7255.4220 WY&F- Bldgs & Grounds $5,545.00 | A7255.9000 Interfund Transfers $5,545.00 |

*Requested per Department.*

***BUDGET AMENDMENTS – 2025***

| ***INCREASE:*** | ***INCREASE*** |
|---|---|
| KP1941.05031 5005 Sheridan- Interfund Transfer $5,545.00 | KP1941.4972 Construction Exp $5,545.00 |

*To recognize funds received from A7255 through interfund transfer.*

| | |
|---|---|
| N2444.02785 CHEEK HOME- PI $13,169.70 | N2444.4000 Contractual $13,169.70 |
| N2449.02785 HOME Admin- PI $1,463.30 | N2449.4003 10% Admin $1,463.30 |

*To recognize Community Development program income from 54 Randolph Ave, Cheektowaga.*

| | |
|---|---|
| D5112.03507 State Aid – CHIPS $829,193.14 | D5112.2800 CHIPS $829,193.14 |

*To adjust the budget for CHIPS funding, CHIPS $84,630.88, Pave NY 202,583.84, EWR $166,886.68, POP $135,055.89 and rollover amounts of $240,035.85.*

| | |
|---|---|
| N2440.02785 AMH HOME- PI $170.00 | N2440.4000 Contractual $170.00 |

*To recognize Community Development program income from 169 Hillcrest, Amherst.*

| | |
|---|---|
| N2423.02785 CDBG & VG- PI $12,625.92 | N2423.4000 Contractual $12,625.92 |
| N2430.02785 CDBG P/R- PI $3,156.48 | N2430.1000 Personal Svcs $2,932.17 |
| | N2430.8030 FICA $224.31 |

To recognize Community Development program income from 99 Margaret, Amherst.

N2450.02785 TON Rehab- PI $4,500.00 N2450.4000 Contractual $4,500.00
N2453.02785 TON Admin- PI $500.00 N2453.4003 10% Admin $500.00
*To recognize Community Development program income from 22 Claremont, Tonawanda.*

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

***G. CONTRACT COMPLIANCE:***

**1. Resolution 2025-577**

## Award Bid #2025023 ThermoLazer ProMelt Line Striping System & Driver - CRS #5654

**WHEREAS,** the Contract Compliance and Administration Department received bids on June 5, 2025 for ThermoLazer ProMelt Line Striping System & Driver; and

**WHEREAS,** the bid process resulted in responses from five (5) vendors as per the attached bid tabulation form;

**NOW, THEREFORE, BE IT RESOLVED,** the Town Board authorizes the Contract Compliance and Administration Department to award this bid to Aramsco, Inc.; and

**BE IT FURTHER RESOLVED,** The Town Board authorizes the Supervisor to sign the contract with Aramsco, Inc.; and

**BE IT FURTHER RESOLVED,** that approval is pending successful completion of the Contract Routing System due to the fact that the Highway Department is in need of the equipment.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**2. Resolution 2025-578**

## Extension of Omnia Contract #EV2516 - Elevator Maintenance & Repair Services - CRS #5566

**WHEREAS,** KONE Inc. has agreed to extend their contract with the Town, which is a piggyback on Omnia Partners contract #EV2516, for Elevator Maintenance and Repair Services (original CRS #1478);

**NOW, THEREFORE, BE IT RESOLVED,** the Town Board approves an extension of the contract with KONE Inc. through November 30, 2029; and

**BE IT FURTHER RESOLVED,** the Town Board authorizes the Supervisor to sign the contract extension with KONE Inc.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**3. Resolution 2025-579**

## Approve Contract with ChargePoint, Inc. - CRS #5438

**WHEREAS,** the Town currently has four (4) EV charging stations installed at various Town facilities; and

**WHEREAS,** a subscription and maintenance plan is required to support these charging stations;

**NOW, THEREFORE, BE IT RESOLVED,** that the contract with ChargePoint, Inc. is hereby approved; and

**BE IT FURTHER RESOLVED,** that approval is pending successful completion of the Contract Routing System due to the fact that we are currently without a contract.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

***H. COURT:***

***I. ECONOMIC DEVELOPMENT:***

***J. EMERGENCY SERVICES:***

***K. ENGINEERING SERVICES:***

**1. Resolution 2025-580**

## Change Order No. 1 – Concrete Applied Technologies Corp. N. Forest Road / W. Klein Road Intersection Pedestrian Improvements Town of Amherst Job # 930069A CRS #5660

We are requesting Town Board approval of Change Order No. 1, which provides for a contract time extension through July 27, 2025. Construction activities were delayed due to the need for coordination with Sunoco Pipeline.

There is no cost increase associated with this request. Approval is contingent upon successful completion of the contract review process.

Thank you for your consideration.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**2. Resolution 2025-581**

## Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc. Town Job # 2023.036A /CRS ID #5661

The Town is currently under contract (set to expire on July 30, 2025) with a third-party utility locating company to provide underground mark-out services for the Town's street lighting system. These services are essential to respond to UDIG One Call ticket requests to locate and mark underground streetlight wiring.

A Request for Proposals/Qualifications was issued to seven (7) mark-out companies, seeking both qualifications and rates for a new two-year contract.

| Item # | **Section 4.1 Items** | **Year 1** | **Year 2** |
|---|---|---|---|
| 1 | Normal Business Hours Per ticket Rate (Field Response) | $15.00 | $15.38 |
| 2 | Normal Business Hours Emergency Ticket Rate (Field Response) | $18.00 | $18.45 |
| 3 | After Hour Emergency Ticket Rate (Field Response) | $70.00 | $71.75 |
| 4 | Ticket Review (Office - Clear Response) | $12.00 | $12.30 |
| 5 | Project Rate (as needed) - Per Hr. | $50.00 | $51.25 |
| 6 | Quarter Hour (as needed) | $12.50 | $12.81 |
| 7 | Non-At Fault Damage Investigation Fee (Each) | $100.00 | $102.50 |

Following a review of the four (4) proposals received (see attached tabulation), the Engineering Department recommends and requests approval of the rates shown below proposed by On The Mark Utility Locating Services, Inc. to provide the required utility mark-out services for Section 4.1, items 1-7 only.

This request is pending successful completion of the contract review process. Funding is available from accounts A5182-4110 & E9997-4110. Thank you for considering this request.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

***L. FINANCE:***

***M. HIGHWAY***

***N. HUMAN RESOURCES:***

**1. Resolution 2025-582**

## Laboratory Technician (Environmental Chemistry) Engineering/Plant #16

Please appoint a Laboratory Technician (Environmental Chemistry) to the Engineering/Plant #16 Department. Permanent, from list, pending satisfactory completion of a probationary

term as set forth in the Civil Service Rule XIII. Effective June 24, 2025 at an annual salary of $48,267, Grade 10, Step B for Matthew Koeppel.

This is a promotion for an employee currently serving as a Cook.

Replacing an employee who retired.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**2. Resolution 2025-583**

## Motor Equipment Operator/Engineering (2 Positions)

Please appoint two (2) Motor Equipment Operators to the Engineering-Sewer Maintenance Department. Permanent, pending satisfactory completion of a probationary term as set forth in the Civil Service Rule XIII. Effective June 24, 2025 at an hourly rate of $21.84, Grade III, Step 1 for Kevin Sullivan and Andrew Bezinque.

These are promotions for employees currently serving as Maintenance Workers.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**3. Resolution 2025-584**

## Maintenance Worker/Engineering Department

Please appoint a Maintenance Worker to the Engineering-Sewer Maintenance Department. Permanent, pending satisfactory completion of a probationary term as set forth in the Civil Service Rule XIII. Effective June 24, 2025 at an hourly rate of $20.63, Grade II, Step 1.

Contingent upon completing all pre-employment requirements.

Replacing an employee who resigned.

| | |
|---|---|
| **RESULT:** | **WITHDRAWN** |

**4. Resolution 2025-585**

## Authorize Travel to NYSPELRA Annual Training Conference

Please approve travel to the 2025 NYSPELRA Annual Training Conference from July 8, 2025 through July 10, 2025 for Robert McCarthy, Director of Human Resources and Zachary Garlick, Deputy Director of Human Resources, for a total estimated cost not to exceed $3060.80. The training offered at this conference is not available locally. Funds are available in the Director of Human Resources budget for 2025.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

***O. INFORMATION TECHNOLOGY:***

***P. PLANNING:***

***Q. POLICE:***

***R. SENIOR SERVICES:***

***S. SEWER/PLANT 16:***

**1. Resolution 2025-586**

## Change Order No. 3 Tim Extension Progressive Roofing Inc. WPCF: Roof System Improvements T.O.A Project No. 2016.002B CRS #5655

The Engineering Department requests the Town Board approve the above referenced Change Order, which calls for a no cost time extension until September 30, 2025 for

Progressive Roofing Inc. for the above-referenced project. There are no ancillary costs associated with this request.

This request is pending successful completion of the contract review process.

Thank you for considering this request.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**2. Resolution 2025-587**

## Certificate of Municipal Use or State Use NOCO Energy Corp. CRS No. 5565

The Engineering Department Water Pollution Control Facility is currently seeking Town Board approval for the Supervisor to sign the attached "Certificate of Municipal Use or State Use" with NOCO Energy Corp. This certificate is to verify that the fuel purchased during the period of January 1, 2025 through December 31, 2025 is only being utilized for municipal use. The NYSOGS contract to purchase gasoline and diesel fuel was previously approved under CRS-CMS #5203-4523, Res-2024-965 and #5340-4632, Res-2025-228.

There is no additional cost for this request.

Thank you for considering this request.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**3. Resolution 2025-588**

## Purchase of Sanitary Sewer Manhole Filter Replacement Cartridges

The Engineering Department, Sewer Maintenance Division, is requesting Town Board approval to purchase 15 Sanitary Sewer manhole filter replacement cartridges for odor control not to exceed the amount of $3,875.

Funding for this purchase is available from budget code G9000-2600 which requires Town Board approval.

Thank you for considering this request.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

***T. YOUTH AND RECREATION:***

# XIV. UNFINISHED BUSINESS

# XV. COMMUNICATIONS

**1. Communication 2025-62**

## St. John Maron Maronite Church Request for Fee Waiver

Letter from Father Dany Abi-Akar, St. John Maron Maronite Church, requesting fee waivers for the August 1-3, 2025, Annual Lebanese Festival. The Building Commissioner response is attached.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **APPROVED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**2. Communication 2025-63**

## Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive

Letter from Sean Hopkins, Esq. regarding the proposed multi-family project at 2190-2200 Wehrle Drive.

**6/23/2025**
Received & Filed

| | |
|---|---|
| **RESULT:** | **RECEIVED & FILED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**3. Communication 2025-64**

## Notice of Claim: Jacqayla Petteway Vs. Town of Amherst Et Al.

**6/23/2025**
Referred to Town Attorney

| | |
|---|---|
| **RESULT:** | **REFERRED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**4. Communication 2025-65**

## Attorney Affirmation in Support of Opposition to Respondents Cross-Motion and in Reply: Chad Sleiman Vs. Town of Amherst Et Al.

**6/23/2025**
Referred to Town Attorney

| | |
|---|---|
| **RESULT:** | **REFERRED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

## XVI. PUBLIC IMPROVEMENT PERMITS

## XVII. PUBLIC EXPRESSION #2

**This is an opportunity for residents to comment on matters involving Amherst other than those pertinent to Public Hearings that day. Speakers will be limited to 3 minutes.**

A motion to open Public Expression was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved 5-0. Public Expression was opened at 8:45 PM.

The following speaker addressed the Town Board:
Nathan Moss, 3940 Tonawanda Creek Rd - Questions on Town Board governance

There were no further speakers from the public, therefore Supervisor Kulpa moved to close Public Expression, seconded by Councilmember Berger and unanimously approved 5-0. Public Expression was closed at 8:48 PM.

## XVIII. ADJOURNMENT

There being no further business to come before the Town Board, Supervisor Kulpa moved to adjourn, seconded by Councilmember Berger and unanimously approved 5-0. The Town Board meeting of June 23, 2025 was adjourned at 8:48 PM.

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Clerk
Initiated by: **Timothy Koller**
Co-Sponsored by:

DOC ID: 30564 **RESOLUTION 2025-564** **ADJOURNED**

# 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment

Request to amend the Bicentennial Comprehensive Plan for 2190-2200 Wehrle Drive from Commercial-Office to Medium Residential.

**6/23/2025**
A motion to open the public hearing was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved 5-0. The public hearing was opened at 7:02 PM.

Attorney Sean Hopkins presented.

The following residents spoke:
Adam Karl, 305 Bellingham
Mary Wolf, 155 Bellingham
Ann Suchyna, 281 Bellingham
Tom Suchyna, 281 Bellingham
Maria Suchyna, 281 Bellingham
Jillian Lenhard, 198 Bellingham
Marc Romanowski, Esq., Windsong Place
Bruce Wisbaum, Windsong Place
Gregory Tobin, 295 Amherston
Brendan Roman, 110 Amherston
Susan Roman, 231 Bellingham
Megan Flowers, 136 Amherston
Tom Suszynski, 136 Amherston
Don Smith, N. Long

There were no further speakers from the public, therefore Supervisor Kulpa moved to adjourn the hearing until the July 21st Town Board meeting, seconded by Councilmember Berger and unanimously approved 5-0. The public hearing was adjourned at 8:23 PM.

| | | |
|---|---|---|
| **RESULT:** | **ADJOURNED [UNANIMOUS]** | **Next: 7/21/2025 7:00 PM** |
| **MOVER:** | Brian J. Kulpa, Supervisor | |
| **SECONDER:** | Jacqualine Berger, Councilmember | |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci | |

Amherst

*Town of Amherst Planning Department* *Erie County, New York*

Brian J. Kulpa
Supervisor

Daniel C. Howard, A
Planning Directo

Daniel J. Ulatowski, A
Assistant Planning Dir

**Town Board Agenda of June 23, 2025**

June 17, 2025

The Honorable Town Board
Town of Amherst
5583 Main Street
Williamsville, NY 14221

Subject: Request to Amend Figure 6 of the Town of Amherst Bicentennial Comprehensive Plan from Commercial Office to Medium Residential for 24.9± acres of land, property located at 2190-2220 Wehrle Drive (BCPA-2025-01).

Honorable Members:

This request is to amend the Bicentennial Comprehensive Plan to change the land use designation on Figure 6 for the subject properties from "Commercial Office" to "Medium Residential" (up to 60 units/acre) to allow for the potential future rezoning of the site to Multi-family Residential District-Six (MFR-6) and construction of a mixture of multi-family buildings containing residential units, a clubhouse building and all related site improvements including but not limited to vehicle use areas, recreation areas, stormwater management, landscaping, lighting, utility improvements and connections.

The subject property is a 24.9± acre "rectangular" shaped parcel located on the north side of Wehrle Drive 390± ft. east of Spindrift Drive and 290± feet west of Ridge Court South. The subject site is currently undeveloped with a meadow area and intermittent trees. The western portion of the parcel (formerly 2190 Wehrle Drive) was formerly occupied by a single-family home that has been demolished.

*Other Factors affecting the sites*:

- Wehrle Drive is an Erie County highway designated as a minor arterial in the Town of Amherst Bicentennial Comprehensive Plan.
- The site is located adjacent to the flight path for runway 5/23 at the Buffalo Niagara International Airport.

For additional information on the surrounding zoning and land use, please refer to the attached sketch.



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Honorable Town Board

Request to Amend the Bicentennial Comprehensive Plan;
Property located at 2190-2220 Wehrle Drive
Agenda of June 23, 2025

*History of previous requests*:

*Bicentennial Comprehensive Plan*
None

*Rezoning*
The subject parcels were zoned Residential District Three (R-3) with the adoption of the Town-wide Zoning Map and Ordinance on January 19, 1976.

*2220 Wehrle Drive*

Z-1995-12 The Town Board on December 4, 1995 approved a request to rezone the parcel from R-3 to OB with the following condition.

a. That the mitigation recommended by the NYSDOT and the ECDPW be required.

*2190 Wehrle Drive*

Z-2000-23 The Town Board on December 17, 2001 approved a request to rezone the parcel from R-3 to OB with the following conditions:

a. The requirements of the ECDPW as stated in a memo dated 11/15/01 be addressed for the development of Phase 1 (40,000 sq. ft.) prior to any final site plan approval for that phase. Any site plans for subsequent phases will be required to update the TIS so that the impact of the office park may be monitored relative to planned road improvements & other developments in the area.
b. The heights of the buildings & structures be limited to 1 story & 35 ft. from finished grade on the east side of the proposed subdivision road.
c. A minimum 50 ft. greenspace buffer be provided along the east property line of 2220 Wehrle Drive.
d. The EPA sewer connection moratorium be approved prior to any connections to the sanitary sewer system.
e. A vehicular connection to the Limestone Office Park from the proposed access road be required when the development extends beyond 800 ft. from Wehrle Drive.

Z-2021-01 The Town Board on June 21, 2021 approved a request to rezone the parcel from R-3 to OB with the following condition:

a. That the petitioner provide further information on the intended use of the northerly buildings to ensure compliance with the allowed uses set forth in §203-4-2(A)

*The Planning Board offers the following findings in accordance with New York State Town Law §272-a.*

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Honorable Town Board

Request to Amend the Bicentennial Comprehensive Plan;
Property located at 2190-2220 Wehrle Drive
Agenda of June 23, 2025

INTENT AND OBJECTIVES OF THE COMPREHENSIVE PLAN

Based upon the Planning Department Staff memorandum dated May 7, 2025 (attached) and public input from the hearing held on May 15, 2025 by the Planning Board, the Planning Board finds the proposed request is consistent with the following sections of the Comprehensive Plan and the goals and policies found therein:

- The Plan states that for both Medium and Mixed Residential areas, location criteria for higher density housing include proximity to high access corridors served by public transportation, areas near commercial centers and employment concentrations, areas next to educational campuses, and areas near community facilities.
- Chapter 3, Land Use and Development; the location is ideally situated for the proposed land use as it is bordered by multi-family residential development along its western boundary and by single- family residential homes along its eastern boundary.
- Medium Residential is identified in the Comprehensive Plan as a good transitional land use category between commercial and single-family residential.
- Public transportation (NFTA Route #47) is available along Wehrle Drive to nearby economic centers, and Wehrle Drive itself is a minor arterial roadway with connections to Transit Road, Youngs Road, Cayuga Road and Union Road.
- The location of the subject property is within walking distance to the SUNY Erie North campus and the YMCA Williamsville location.
- The amendment should include areas designated for mixed-use development to compliment and serve the residential development, and an area(s) for public recreation and open space.

INTENT AND OBJECTIVES OF THE ZONING ORDINANCE

The proposed mixed residential project consisting of 366 units with attached garages is inconsistent with the allowable uses in the Office Building District (OB) zoning district. The proposed mixed residential project will require a rezoning from Office Building District (OB) to the Multi-family Residential District (MFR-6).

CONSISTENCY/COMPATIBILITY WITH SURROUNDING DEVELOPMENT/ZONING

Subsequent to the Planning Board's review of the petition a revised concept plan was proposed that incorporates recommendations of the Board's resolution. The revised plan includes: fewer dwelling units; relocation of higher density buildings (4-story) from the east side where they were adjacent to single family homes to the west side adjacent to a National Grid right-of-way; and inclusion of a large community green/open space in the center of the site. The number of proposed units declines from 366 to 332.

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Honorable Town Board

Request to Amend the Bicentennial Comprehensive Plan;
Property located at 2190-2220 Wehrle Drive
Agenda of June 23, 2025

ADEQUATE SERVICES AND UTILITIES

Services and utilities necessary for the proposed change in land use must be evaluated with a future rezoning request. The Engineering Department has previously indicated that a downstream sewer capacity analysis will be required. Concerns for adequate water pressure for fire fighting and potable water need must also be further evaluated in advance of a rezoning decision.

RECOMMENDATION

The Planning Board at their meeting of May 15, 2025 held a public hearing on the subject Plan amendment and recommended that in accordance with New York State Town Law §272-a Subsection 4, the request to amend the Bicentennial Comprehensive Plan be approved.

The Planning Department requests that if the Town Board desires to act on the Plan amendment, that a decision date be established after the public hearing so that the Planning Department can prepare a determination of environmental significance pursuant to SEQR, and a resolution for the Town Board's consideration.

Very truly yours,

Daniel C. Howard, AICP
Planning Director

DH/SM/ac
Att.
X:\Current_Planning\Files\Bicentennail Comp Plan Amends\2025\BCPA-2025-01_(2190-2200_Wehrle_Dr)_2025\BCPA-2025-01_Town_Board_Letter_062325.docx
cc: Steven B. Bengart, Town Attorney

Planning Board Approval May 15, 2025
Ayes 5; Noes 1 (Penberthy); Absent 1 (Gill)

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

TOWN OF AMHERST
PLANNING BOARD
COMPREHENSIVE PLAN AMENDMENT
BCPA-2025-01

PETITIONER
Young Development, Inc.
c/o Sean Hopkins, Esq.
Hopkins Sorgi & McCarthy
35 California Drive, Suite 100
Williamsville, NY 14221

PROPERTY LOCATION
2190-2220 Wehrle Drive

MAY 23 2025 PM 5

WHEREAS the Town of Amherst Planning Board on Thursday, May 15, 2025 held a public hearing on the proposed amendment to the Bicentennial Comprehensive Plan, and

WHEREAS the Planning Board has reviewed the Town of Amherst Bicentennial Comprehensive Plan, and

WHEREAS the Planning Board has reviewed plans and other materials regarding the proposal, and

WHEREAS the materials and plans have been referred to the Town's various review agencies, and

WHEREAS the Planning Board finds that:

A. The proposed request is generally consistent with the Zoning Ordinance and with the following sections of the Comprehensive Plan and the goals and policies found therein:
- The Plan states that for both Medium and Mixed Residential areas, location criteria for higher density housing include proximity to high access corridors served by public transportation, areas near commercial centers and employment concentrations, areas next to educational campuses, and areas near community facilities.
- Chapter 3, Land Use and Development; as the location is ideally situated for the proposed land use as it is bordered by multi-family residential development along its northwest boundary and by single- family residential homes along its eastern boundary. Medium Residential is identified in the Comprehensive Plan as a good transitional land use category between commercial and single-family residential.
- Medium Residential is identified in the Comprehensive Plan as a good transitional land use category between commercial and single-family residential.
- Public transportation (NFTA Route #47) is available along Wehrle Drive to nearby economic centers, and Wehrle Drive itself is a minor arterial roadway with connections to Transit Road, Cayuga Road and Union Road.
- The location of the subject property is within walking distance to the SUNY Erie North campus and the YMCA Williamsville location.

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

TOWN OF AMHERST
PLANNING BOARD
COMPREHENSIVE PLAN AMENDMENT
BCPA-2025-01

PETITIONER
Young Development, Inc.

PROPERTY LOCATION
2190-2220 Wehrle Drive

MAY 23 2025 PM1

- The amendment should include areas designated for mixed-use development to compliment and serve the residential development, and an area(s) for public recreation and open space.

B. The subject property is suitable for uses permitted by the current versus the proposed land use designation.

C. The proposed change does improve the balance of land uses, and does meet a specific demand in the Town.

D. The land surrounding the subject request is comprised of single-family housing, multi-family housing and offices developed according to the requirements of the R-3, MFR-5 and OB zoning districts.

NOW THEREFORE BE IT RESOLVED that the Planning Board recommends to the Town Board in accordance with New York State Town Law §272-a Subsection 4, that the request to amend Figure 6 in the Bicentennial Comprehensive Plan to Medium Residential be approved with the consideration for the inclusion of commercial/mixed-use and Recreation, Open Space and Greenways land uses on the subject parcel.

The foregoing resolution was adopted by the Town of Amherst Planning Board, May 15, 2025; moved by Davis; seconded by O'Rourke; ayes 5; noes 1 (Penberthy); absent 1 (Gill).

Michael J. Chmiel, Planning Board Chair

5/22/25
Date

SM/ac
X:\Current_Planning\Files\Bicentennail Comp Plan Amends\2025\BCPA-2025-01_(2190-2200_Wehrle_Dr)_2025\BCPA-2025-01_resolution_051525.doc-
cc: Town Clerk
Commissioner of Building
Highway Superintendent
Town Engineer
Traffic/Safety Coordinator
ECDEP
ECDPW
NYSDOT
NYSDEC
ACAC
Sean Hopkins, Hopkins Sorgi & McCarthy, 5500 Main St., Suite 343, Williamsville, NY 14221
Patrick Sheedy, Jr., Carmina Wood Design, 80 Silo City Row, Buffalo, NY 14203

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

**Amended Bicentennial Comprehensive Plan Amendment Application & Supporting Documentation**
**2190-2200 Wehrle Drive**
**Applicant: Young Development Inc.**
**Date: April 23, 2025**

# TOWN OF AMHERST PLANNING DEPARTMENT

## *Request for Bicentennial Comprehensive Plan Amendment*

***For Official Use***

**File #:** BCPA-2025-01 **Acreage** 24.9 **Fee $** 15.00

**Address Verified by Assessor's Office** _____ VERIFIED BY DATE

**Application Received by Planning Department** _____ ACCEPTED BY DATE

**Materials & Fee Paid to Town Clerk** _____ ACCEPTED BY DATE

| | | **Fill In Applicable Fees** |
|---|---|---|
| **COMPREHENSIVE PLAN AMMENDMENT** | **$0*** | |
| **AFFIDAVIT FEE FOR PUBLIC HEARING** | **$15** | $15.00 |

**Fee schedule subject to change by future Town Board action**

**TOTAL FEE:** $15.00

## *TO BE COMPLETED BY APPLICANT*

**Petitioner:**

Name: Young Development Inc. c/o Sean Hopkins, Esq.

Address: 35 California Drive, Suite 100
Williamsville (City) NY (State) 14221 (Zip Code\)

Phone: 716.510-4338 Fax _____

Email: shopkins@hsmlegal.com

A completed Part 1 of the Full Environmental Assessment Form prepared pursuant to the State Environmental Quality Review Act ("SEQRA") is provided at Exhibit "2". A copy of the updated Concept Site Plan [Drawing C-100 - Date: 04/24/25] as prepared by Carmina Wood Design is provided at Exhibit "3" and a full size copy is also attached.



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

**Owner of Land** (if different than above):

Name: Acquest Wehrle LLC

Address: 501 John James Audubon Parkway, Suite 400
1454 Main Street, Williamsville, NY 14221

City State Zip Code

Phone: _____

E Mail: _____

**Representative** (Architect, Engineer, Landscape Architect, Surveyor or Attorney):

Name: Same as Above.

Address: _____

_____

City State Zip Code

Phone: _____ Fax _____

E Mail: _____

**Petitioner's interest in property**

- ☐ Option to purchase
- ☐ Owner
- ☒ Other (explain) The Petitioner has entered into a contract to purchase 2190 Wehrle Drive

**The following are all others having an interest in this application and join herein with the petitioner named above:** (describe extent of interest; attach sheets as needed)

Not Applicable.

**Street address(es) of land subject to Bicentennial Comprehensive Plan Amendment**

2190-2200 Wehrle Drive

**SBL #(s):** 81.02-1-10.1

**INFORMATION ON REQUEST**

1. **The undersigned hereby requests the Honorable Town Board to amend the following text sections of the Bicentennial Comprehensive Plan:**

   **Section(s) #/page(s):** _____

**Note:** If the requested amendment does not involve a map change, skip #2 and #3.

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

**2. The undersigned hereby requests the Honorable Town Board to amend the Conceptual Land Use Map (Figure 6) and/or Commercial and Mixed-Use Designations (Figure 6A) as follows:**

| **FROM:** | **TO:** |
|---|---|
| ☐ Rural Residential | ☐ Rural Residential |
| ☐ Single Family Residential | ☐ Single Family Residential |
| ☐ Mixed Residential | ☒ Mixed Residential |
| ☐ Medium Residential | ☒ Medium Residential |
| ☐ Commercial/ Mixed Use* | ☐ Commercial/ Mixed Use* |
| ☐ Special Use Center | ☐ Special Use Center |
| ☒ Commercial-Office | ☐ Commercial-Office |
| ☐ Industrial-Office | ☐ Industrial-Office |
| ☐ Community Facilities | ☐ Community Facilities |
| ☐ Educational Campus | ☐ Educational Campus |
| ☐ Recreation, Open Space, & Greenways | ☐ Recreation, Open Space, & Greenways |
| ☐ Agriculture | ☐ Agriculture |
| ☐ Transportation | ☐ Transportation |
| *Additional Designations in Figure 6-A: | *Additional Designations in Figure 6A: |
| ☐ Suburban Center | ☐ Suburban Center |
| ☐ Suburban Corridor | ☐ Suburban Corridor |
| ☐ Traditional Areas | ☐ Traditional Areas |

[Note: Copy of Figure 6 attached as Exhibit "4"

**3. Other Bicentennial Comprehensive Plan Map Amendments (if applicable):**

Figure # or Name: _____

**4. Information on prospective action (*to be provided in separate attachment*):**

**A.** Description of any prospective action: [See Attached Exhibit "5"]

**B.** Rationale for request of amendment: [See Attached Exhibit "6"]

1. How will the requested amendment to the Bicentennial Comprehensive Plan consistent with *Section 2.2 (Vison Statement)*?
2. How will the requested amendment to the Bicentennial Comprehensive Plan consistent with *Section 2.3 (Key Initiatives)*?

**C.** How is the requested amendment align with the defined policies in Sections;

1. *3.0 Land Use and Development?*
2. *4.0 Natural and Cultural Resources?*
3. *5.0 Economic Development?*
4. *6.0 Transportation?*
5. *7.0 Infrastructure?*
6. *8.0 Housing & Neighborhoods?*
7. *9.0 Community Facilities & Services?*

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## SECTION 809 CERTIFICATION

The undersigned certifies that all information required to be disclosed pursuant to Section 809 of the General Municipal Law (see below) is as follows:

*The undersigned swears or affirms that all statements made herein are true, that all drawings submitted correctly show the situation involved in this petition.*

[Patrick Sheedy Jr, PE - engineer on behalf of the applicant]

Signature of Petitioner

*Subscribed and sworn to before me this* 18TH *day of* February, *20* 25

*Notary Public, Erie County, New York*

[Note: Authorization Letter attached as Exhibit "1"]

Joseph E. Dorobiala
NOTARY PUBLIC, STATE OF NEW YORK
Registration No. 01DO6386366
Qualified in Erie County
Commission Expires January 22, 2027

N.Y.S. General Municipal Law - Section 809 Disclosure in certain applications:

1. Every application, petition or request submitted for a variance, amendment, change of zoning, approval of a plat, exemption from a plat or official map, license or permit, pursuant to the provision of any ordinance, local law, rule or regulation constituting the zoning and planning regulations of a municipality shall state the name, residence and the nature and extent of the interest of any state office or any office or employee of such municipality or of a municipality of which such municipality is a part, in the person, partnership or association making such application, petition or request (hereinafter called the applicant) to the extent known to such applicant.

2. For the purpose of this section an officer or employee shall be deemed to have an interest in the applicant when he, his spouse, or their brothers, sisters, parents, children, grandchildren, or the spouse of any of them

   (a) is the applicant, or
   (b) is an officer, director, partner or employee of the applicant, or
   (c) legally or beneficially owns or controls stock of a corporate applicant or is a member of a partnership or association applicant, or
   (d) is a party to an agreement with such an applicant, express or implied, whereby he may receive any payment or other benefit, whether or not for services rendered, dependent or contingent upon the favorable approval of such applicant, petition or request.

3. In the county of Nassau the provisions of subdivisions one and two of this section shall also apply to a party officer. "Party Officer" shall mean any person holding any position or office, whether by election, appointment or otherwise, in any party as defined by subdivision four or section two of the election law.

4. Ownership of less than five per cent of the stock of a corporation whose stock is listed on the New York or American Stock Exchanges shall not constitute an interest for the purposes of this section.

5. A person who knowingly and intentionally violates this section shall be guilty of a misdemeanor.



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

# Exhibit 1 - Authorization Letter of Property Owner

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

ACQUEST WEHRLE LLC
5554 MAIN ST
WILLIAMSVILLE, NY, 14221

Town of Amherst
5583 Main Street
Williamsville, NY 14221

RE: 2190 WEHRLE DR, Amherst, Erie County, State of New York

Ladies and Gentlemen:

Please be advised that we authorize Young Development Inc. to appear before the Town Board in connection with the rezoning and/or approvals of the above property.

Very truly yours,

ACQUEST WEHRLE LLC

By:

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

# Exhibit 2 - Part 1 of Full EAF with Attachment A

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

*Full Environmental Assessment Form*
*Part 1 - Project and Setting*

**Part 1 of Full EAF with Attachment A**
**2190 Wehrle Drive - BCPA**
**Date: February 18, 2025**

## Instructions for Completing Part 1

**Part 1 is to be completed by the applicant or project sponsor.** 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; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

### A. Project and Applicant/Sponsor Information.

| | | |
|---|---|---|
| Name of Action or Project:<br>Uptown Apartments Project | | |
| Project Location (describe, and attach a general location map):<br>2190 Wehrle Drive [SBL: 81.02-1-10.1] - Town of Amherst - Erie County | | |
| Brief Description of Proposed Action (include purpose or need):<br>The proposed project (the "action") consists of the development of 2190 Wehrle Drive (the "Project Site") as a multifamily project consisting of 366 attached residential units for lease and all proposed site improvements. The action has been defined broadly to include all required discretionary approvals and permits from the municipal boards of the Town of Amherst and involved agencies as well as all proposed site improvements including four-story multifamily buildings, internal access aisles and parking spaces, driveways, storm water improvements, landscaping, lighting, and all required utility improvements and connections. The action is a Type I action pursuant to SEQRA since it involves more than 250 residential units. | | |
| Name of Applicant/Sponsor:<br>Young Development Inc. c/o Sean Hopkins | Telephone: 716.510--4338<br>E-Mail: shopkins@hsmlegal.com | |
| Address: 35 California Drive, Suite 100 | | |
| City/PO: Williamsville | State: NY | Zip Code: 14221 |
| Project Contact (if not same as sponsor; give name and title/role): | Telephone:<br>E-Mail: | |
| Address: | | |
| City/PO: | State: | Zip Code: |
| Property Owner (if not same as sponsor):<br>Acquest Wehrle Drive LLC | Telephone:<br>E-Mail: | |
| Address:<br>5554 Main Street | | |
| City/PO: Williamsville | State: NY | Zip Code: 14221 |



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

**B. Government Approvals**

**B. Government Approvals, Funding, or Sponsorship.** ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

| Government Entity | If Yes: Identify Agency and Approval(s) Required | Application Date (Actual or projected) |
|---|---|---|
| a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No | Town Board - Comp. Plan Amendment & Rezoning from R-3 to OB | February 18, 2025 |
| b. City, Town or Village Planning Board or Commission ☑Yes ☐No | Planning Board - Site Plan Approval | To be Determined |
| c. City, Town or Village Zoning Board of Appeals ☐Yes ☑No | | |
| d. Other local agencies ☑Yes ☐No | AIDA - PILOT, etc. | To be Determined |
| e. County agencies ☑Yes ☐No | ECWA - Water; ECDPW - Highway Work Permit & ECHD | To be Determined |
| f. Regional agencies ☐Yes ☑No | | |
| g. State agencies ☑Yes ☐No | NYSDEC - DSCA & SPDES Permit | To be Determined |
| h. Federal agencies ☐Yes ☑No | | |

i. Coastal Resources.
*i.* Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

*ii.* Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

*iii.* Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☐No

**C. Planning and Zoning**

**C.1. Planning and zoning actions.**

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☐No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

**C.2. Adopted land use plans.**

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☑Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☑Yes ☐No

If Yes, identify the plan(s):
NYS Heritage Areas:West Erie Canal Corridor

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☐No

If Yes, identify the plan(s):



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**C.3. Zoning**

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Office Building District ("OB")

b. Is the use permitted or allowed by a special or conditional use permit? ☐ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☑ Yes ☐ No
If Yes,
*i.* What is the proposed new zoning for the site? Multifamily Residential District 6 ("MFR-6"

**C.4. Existing community services.**

a. In what school district is the project site located? Williamsville Central School District

b. What police or other public protection forces serve the project site?
Town of Amherst Police Department

c. Which fire protection and emergency medical services serve the project site?
Main Transit Fire Department

d. What parks serve the project site?
ECC - North Campus

**D. Project Details**

**D.1. Proposed and Potential Development**

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Multifamily residential

b. a. Total acreage of the site of the proposed action? 24.9 acres
b. Total acreage to be physically disturbed? 24.9 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 24.9 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☐ No
*i.* If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☐ No
If Yes,
*i.* Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
*ii.* Is a cluster/conservation layout proposed? ☐ Yes ☐ No
*iii.* Number of lots proposed? _____
*iv.* Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☐ No
*i.* If No, anticipated period of construction: 36 months
*ii.* If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____



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f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

| | One Family | Two Family | Three Family | Multiple Family (four or more) |
|---|---|---|---|---|
| Initial Phase | | | | 366 |
| At completion of all phases | | | | 366 |

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

*i.* Total number of structures 1

*ii.* Dimensions (in feet) of largest proposed structure: 18 height; 60 width; and 150 length

*iii.* Approximate extent of building space to be heated or cooled: 9,000 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☑ Yes ☐ No

If Yes,

*i.* Purpose of the impoundment: Stormwater management

*ii.* If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☑ Other specify: Stormwater runoff

*iii.* If other than water, identify the type of impounded/contained liquids and their source.

*iv.* Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

*v.* Dimensions of the proposed dam or impounding structure: _____ height; _____ length

*vi.* Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): Dry stormwater pond

**D.2. Project Operations**

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? ☐ Yes ☐ No
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)

If Yes:

*i* .What is the purpose of the excavation or dredging? _____

*ii.* How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

*iii.* Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

*iv.* Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No
If yes, describe. _____

*v.* What is the total area to be dredged or excavated? _____acres

*vi.* What is the maximum area to be worked at any one time? _____ acres

*vii.* What would be the maximum depth of excavation or dredging? _____ feet

*viii.* Will the excavation require blasting? ☐ Yes ☐ No

*ix.* Summarize site reclamation goals and plan: _____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☐ No

If Yes:

*i.* Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____



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*ii.* Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

*iii.* Will the proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☐ No
If Yes, describe:

*iv.* Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☐ No
If Yes:

- acres of aquatic vegetation proposed to be removed:
- expected acreage of aquatic vegetation remaining after project completion:
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):
- proposed method of plant removal:
- if chemical/herbicide treatment will be used, specify product(s):

*v.* Describe any proposed reclamation/mitigation following disturbance:

c. Will the proposed action use, or create a new demand for water? ☑ Yes ☐ No
If Yes:

*i.* Total anticipated water usage/demand per day: 80,520 gallons/day

*ii.* Will the proposed action obtain water from an existing public water supply? ☑ Yes ☐ No
If Yes:

- Name of district or service area: Erie County Water Authority
- Does the existing public water supply have capacity to serve the proposal? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No
- Do existing lines serve the project site? ☑ Yes ☐ No

*iii.* Will line extension within an existing district be necessary to supply the project? ☐ Yes ☐ No
If Yes:

- Describe extensions or capacity expansions proposed to serve this project:
- Source(s) of supply for the district:

*iv.* Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☐ No
If, Yes:

- Applicant/sponsor for new district:
- Date application submitted or anticipated:
- Proposed source(s) of supply for new district:

*v.* If a public water supply will not be used, describe plans to provide water supply for the project:

*vi.* If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑ Yes ☐ No
If Yes:

*i.* Total anticipated liquid waste generation per day: 80,520 gallons/day

*ii.* Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):
sanitary wastewater

*iii.* Will the proposed action use any existing public wastewater treatment facilities? ☑ Yes ☐ No
If Yes:

- Name of wastewater treatment plant to be used: Town of Amherst WWTP
- Name of district: Town of Amherst
- Does the existing wastewater treatment plant have capacity to serve the project? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No



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- Do existing sewer lines serve the project site? ☑ Yes ☐ No
- Will a line extension within an existing district be necessary to serve the project? ☐ Yes ☑ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

*iv.* Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☐ No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

*v.* If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

*vi.* Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑ Yes ☐ No

If Yes:

*i.* How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or 15 acres (impervious surface)

_____ Square feet or 24.9 acres (parcel size)

*ii.* Describe types of new point sources. building roofs, parking areas

*iii.* Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

onsite stormwater management system

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐ Yes ☐ No

*iv.* Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑ Yes ☐ No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐ Yes ☐ No

If Yes, identify:

*i.* Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

*ii.* Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

*iii.* Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐ Yes ☐ No

If Yes:

*i.* Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐ Yes ☐ No

*ii.* In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide ($CO_2$)
- _____Tons/year (short tons) of Nitrous Oxide ($N_2O$)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride ($SF_6$)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)



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h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☐No

If Yes:

*i.* Estimate methane generation in tons/year (metric): _____

*ii.* Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☐No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☑No

If Yes:

*i.* When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend ☐ Randomly between hours of _____ to _____.

*ii.* For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

_____

*iii.* Parking spaces: Existing 0 Proposed 839 Net increase/decrease + 839

*iv.* Does the proposed action include any shared use parking? ☐Yes ☐No

*v.* If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

*vi.* Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☑Yes ☐No

*vii* Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☑Yes ☐No

*viii.* Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☑Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

*i.* Estimate annual electricity demand during operation of the proposed action: _____

Unknown at this time.

*ii.* Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

National Grid

*iii.* Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

*i.* During Construction:

- Monday - Friday: 7am to 5pm
- Saturday: as needed
- Sunday: n/a
- Holidays: n/a

*ii.* During Operations:

- Monday - Friday: 24 hr
- Saturday: 24 hr
- Sunday: 24 hr
- Holidays: 24 hr

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m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

*i.* Provide details including sources, time of day and duration:

Unavoidable noise generated during normal construction activities is a short term and unavoidable impact.

*ii.* Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☐ No

Describe: _____

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

*i.* Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

all site lighting to compliant with Town of Amherst light requirements, all lighting to be dark sky compliant

*ii.* Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☐ No

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☐ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☐ No

If Yes:

*i.* Product(s) to be stored _____

*ii.* Volume(s) _____ per unit time _____ (e.g., month, year)

*iii.* Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☐ No

If Yes:

*i.* Describe proposed treatment(s):

*ii.* Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☐ No

If Yes:

*i.* Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

*ii.* Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: _____
- Operation: _____

*iii.* Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: _____
- Operation: _____

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☐

If Yes:

*i.* Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

*ii.* Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

*iii.* If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☐ No

If Yes:

*i.* Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

*ii.* Generally describe processes or activities involving hazardous wastes or constituents: _____

*iii.* Specify amount to be handled or generated _____ tons/month

*iv.* Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

*v.* Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

## E. Site and Setting of Proposed Action

### E.1. Land uses on and surrounding the project site

a. Existing land uses.

*i.* Check all uses that occur on, adjoining and near the project site.

☐ Urban ☑ Industrial ☑ Commercial ☑ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

*ii.* If mix of uses, generally describe:

Commercial, industrial, medical, office, single family residential and multifamily residential

b. Land uses and covertypes on the project site.

| Land use or Covertype | Current Acreage | Acreage After Project Completion | Change (Acres +/-) |
|---|---|---|---|
| • Roads, buildings, and other paved or impervious surfaces | 0.0 | 15.0 | + 15.0 |
| • Forested | 0.0 | 0.0 | 0.0 |
| • Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural) | 24.9 | 0.0 | - 24.9 |
| • Agricultural (includes active orchards, field, greenhouse etc.) | 0.0 | 0.0 | 0.0 |
| • Surface water features (lakes, ponds, streams, rivers, etc.) | 0.0 | 0.0 | 0.0 |
| • Wetlands (freshwater or tidal) | 0.0 | 0.0 | 0.0 |
| • Non-vegetated (bare rock, earth or fill) | 0.0 | 0.0 | 0.0 |
| • Other Describe: greenspace/landscaping | 0.0 | 9.9 | + 9.9 |



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☐ No
*i.* If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑ Yes ☐ No
If Yes,
*i.* Identify Facilities:
Childtime on Spindrift Drive, DENT Neurologic Institute and ECC North Campus

e. Does the project site contain an existing dam? ☐ Yes ☐ No
If Yes:
*i.* Dimensions of the dam and impoundment:
- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

*ii.* Dam's existing hazard classification: _____
*iii.* Provide date and summarize results of last inspection:
_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☐ No
If Yes:
*i.* Has the facility been formally closed? ☐ Yes ☐ No
- If yes, cite sources/documentation: _____

*ii.* Describe the location of the project site relative to the boundaries of the solid waste management facility:
_____
*iii.* Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☐ No
If Yes:
*i.* Describe waste(s) handled and waste management activities, including approximate time when activities occurred:
_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐ Yes ☐ No
If Yes:
*i.* Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☐ No
☐ Yes – Spills Incidents database — Provide DEC ID number(s): _____
☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____
☐ Neither database

*ii.* If site has been subject of RCRA corrective activities, describe control measures:_____
_____
*iii.* Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐ Yes ☑ No
If yes, provide DEC ID number(s): _____
*iv.* If yes to (i), (ii) or (iii) above, describe current status of site(s):
_____

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

*v.* Is the project site subject to an institutional control limiting property uses? ☐ Yes ☐

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

**E.2. Natural Resources On or Near Project Site**

a. What is the average depth to bedrock on the project site? 6.5 feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☐ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site:

| | | |
|---|---|---|
| Illion silt loam | 34 % | |
| Liam loam | 10 % | |
| Newsteam loam | 10 % | Ovid silt loam, 46% |

d. What is the average depth to the water table on the project site? Average: 1 feet

e. Drainage status of project site soils:

| | | |
|---|---|---|
| ☐ | Well Drained: | _____% of site |
| ☐ | Moderately Well Drained: | _____% of site |
| ☑ | Poorly Drained | 100 % of site |

f. Approximate proportion of proposed action site with slopes:

| | | |
|---|---|---|
| ☑ | 0-10%: | 100 % of site |
| ☐ | 10-15%: | _____% of site |
| ☐ | 15% or greater: | _____% of site |

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

*i.* Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☑ Yes ☐ No

*ii.* Do any wetlands or other waterbodies adjoin the project site? ☑ Yes ☐ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

*iii.* Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑ Yes ☐ No

*iv.* For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name Federal Waters Approximate Size _____
- Wetland No. (if regulated by DEC) _____

*v.* Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

*i.* Name of aquifer: _____

[Note: A copy of the Jurisdictional Determination issued by the USACE on Janury 22, 2021 confirming there are not any jurisdictional wetlands on the Project Site is provided at Attachment "A".]



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

m. Identify the predominant wildlife species that occupy or use the project site:
typical suburban species

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
*i.* Describe the habitat/community (composition, function, and basis for designation): _____
*ii.* Source(s) of description or evaluation: _____
*iii.* Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No

If Yes:
*i.* Species and listing (endangered or threatened): _____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

If Yes:
*i.* Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☐ No
If yes, give a brief description of how the proposed action may affect that use: _____

**E.3. Designated Public Resources On or Near Project Site**

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☐ No
*i.* If Yes: acreage(s) on project site? _____
*ii.* Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
*i.* Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
*ii.* Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
*i.* CEA name: _____
*ii.* Basis for designation: _____
*iii.* Designating agency and date: _____



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐ Yes ☐ No

If Yes:

*i.* Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

*ii.* Name: _____

*iii.* Brief description of attributes on which listing is based:

_____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☐ No

If Yes:

*i.* Describe possible resource(s): _____

*ii.* Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

*i.* Identify resource: Glen Park

*ii.* Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): local park

*iii.* Distance between project and resource: 2.3 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

*i.* Identify the name of the river and its designation: _____

*ii.* Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

**F. Additional Information**

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

**G. Verification**

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Young Development Inc. Date February 18, 2025

Signature _____ Title Counsel for Project Sponsor

PRINT FORM



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

# EAF Mapper Summary Report

Tuesday, February 11, 2025 9:02 PM

**Disclaimer:** The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

| | |
|---|---|
| B.i.i [Coastal or Waterfront Area] | No |
| B.i.ii [Local Waterfront Revitalization Area] | No |
| C.2.b. [Special Planning District] | Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook. |
| C.2.b. [Special Planning District - Name] | NYS Heritage Areas:West Erie Canal Corridor |
| E.1.h [DEC Spills or Remediation Site - Potential Contamination History] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.i [DEC Spills or Remediation Site - Listed] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.iii [Within 2,000' of DEC Remediation Site] | No |
| E.2.g [Unique Geologic Features] | No |
| E.2.h.i [Surface Water Features] | Yes |
| E.2.h.ii [Surface Water Features] | Yes |
| E.2.h.iii [Surface Water Features] | Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook. |
| E.2.h.iv [Surface Water Features - Wetlands Name] | Federal Waters |
| E.2.h.v [Impaired Water Bodies] | No |
| E.2.i. [Floodway] | No |
| E.2.j. [100 Year Floodplain] | No |
| E.2.k. [500 Year Floodplain] | No |
| E.2.l. [Aquifers] | No |
| E.2.n. [Natural Communities] | No |

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

| | |
|---|---|
| E.2.o. [Endangered or Threatened Species] | No |
| E.2.p. [Rare Plants or Animals] | No |
| E.3.a. [Agricultural District] | No |
| E.3.c. [National Natural Landmark] | No |
| E.3.d [Critical Environmental Area] | No |
| E.3.e. [National or State Register of Historic Places or State Eligible Sites] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.3.f. [Archeological Sites] | Yes |
| E.3.i. [Designated River Corridor] | No |

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

TOWN OF AMHERST ATTACHMENT
State Environmental Quality Review
ENVIRONMENTAL ASSESSMENT FORM

1. For each applicable category of proposed new structures, including additions to existing structures, provide the following information for all soil types on the project site (*according to Soil Survey of Erie County, NY; Table 11, Building Site Development, pp 294-305):*

| Soil Name | Shallow excavations | Dwellings without basements | Dwellings with basements | Small commercial buildings | Local roads and streets |
|---|---|---|---|---|---|
| Illion silt loam | ✔ | | | | |
| Lima loam | ✔ | | | | |
| Newstead loam | ✔ | | | | |
| Ovid silt loam | ✔ | | | | |

2. If the Soil survey indicates either "severe" or "moderate" suitability for the proposed types of construction, a geotechnical and hydrological analysis based on one test per 3.5 acres of project area must be provided (per Town Board resolution, 3/17/03, amended 6/16/03).

   ✔ Geotechnical report attached _____ Not applicable

3. Is your property located: On Youngs Road between Dodge and Klein Roads? ☐ Yes ☑ No
   On Wehrle Dr. between Spindrift Dr. and Oakwood Rd? ☑ Yes ☐ No

   *If so, the property may be within an area of the Town that is affected by a moratorium on connections to the sanitary sewer system.*

4. Are there alternative locations on the site for this project? ☐ Yes ☑ No

5. Location and size of real property owned by petitioner within one (1) mile of subject proposal:
   Not Applicable

6. Are you aware of current or future plans or intentions by others in the Town of Amherst to develop property within 1000± ft. of the present project request: ☐ Yes ☑ No

   Describe_____

   *(Potential environmental impacts from adjacent or nearby projects undergoing the approval process will receive a coordinated environmental review to determine cumulative effects on common receivers (e.g. traffic and drainage corridors) and other relevant environmental concerns.)*

7. Maximum number of vehicular trips to be generated per hour upon completion of project 147
   Source: ITE Trip Generator - Traffic Impact Report to be submitted once completed.

8. Will blasting occur during construction? ☐ Yes ☑ No

9. Does the project propose to connect and be tributary to the public sanitary sewer system? ☑ Yes ☐ No

10. Proposed net additional gallons per day (gpd) of sanitary sewer discharge upon completion of project:

    80,520 average flow 322,080 peak flow.

    *(Please note that average flows of 2,500 gpd or greater will require an Engineer's Report that includes a detailed downstream sewer capacity analysis and the identification of and commitment to required I/I offset work during peak wastewater flow conditions.)*



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

# Attachment A of Part 1 of the Full Environmental Assessment Form

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, BUFFALO DISTRICT
1776 NIAGARA STREET
BUFFALO, NEW YORK 14207-3199

January 22, 2021

Regulatory Branch

SUBJECT: Jurisdictional Determination, Department of Army Processing No. LRB-2000-00680

Acquest Development, LLC
Omar Abu-Sitta
5554 Main St
Buffalo, NY 14221

Dear Mr. Abu-Sitta:

This pertains to your recent request for a jurisdictional determination for a 24.59-acre parcel of land located at 2220 and 2190 Wehrle Drive, in the Town of Amherst, Erie County, NY.

Section 404 of the Clean Water Act (CWA) establishes Corps of Engineers jurisdiction over the discharge of dredged or fill material into waters of the United States, including wetlands, as defined in 33 CFR Part 328.3.

I have evaluated your submitted wetland delineation map and have determined that the wetland and water boundaries shown on the map accurately represent on-site conditions. I am hereby verifying the wetland and water boundaries depicted on the attached wetland delineation map(s) with an Approved Jurisdictional Determination (AJD) as described below.

I have determined that the areas identified as Wetlands 1-5 and Ditches 1 and 2 on the parcel and on the AJD form are excluded waters as defined in the Navigable Waters Protection Rule. Therefore, these waters are not regulated under Section 404 of the CWA. Accordingly, you do not need Department of the Army authorization to commence work in these areas.

This verification will remain valid for a period of five (5) years from the date of this correspondence unless new information warrants revision of the delineation before the expiration. At the end of this period, a new wetland delineation will be required if a project has not been completed on this property or additional impacts are proposed for WOUS.

If you object to this AJD, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form. If you request to appeal the above JD, you must submit a completed RFA form within 60 days of the date on this letter to the Great Lakes/Ohio River Division Office at the following address:

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Suzanne Chubb
Regulatory Appeals Review Officer
US Army Corps of Engineers
Great Lakes and Ohio River Division
550 Main Street, Room 10-714
Cincinnati, Ohio 45202-3222
Phone: 513-684-7261 Fax: 513-684-2460

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 C.F.R. part 331.5, and that it has been submit an RFA form, it must be received at the above address by March 22, 2021.

It is not necessary to submit an RFA to the Division office if you do not object to the determination in this letter.

Lastly, the AJD has been conducted only to identify the limits of wetlands/waters that may be subject to Corps Clean Water Act or Rivers and Harbors Act jurisdiction. This delineation/determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985, as amended. If you or your tenant are United States Department of Agriculture (USDA) program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resource Conservation Service prior to starting work.

I encourage you to contact the appropriate state and local governmental officials to ensure that the proposed work complies with their requirements.

Questions pertaining to this matter should be directed to me at (716) 879-4314 by writing to the following address: U.S. Army Corps of Engineers Regulatory Branch 1776 Niagara Street, Buffalo, NY 14207 or by e-mail at: steven.v.metivier@usace.army.mil.

Sincerely,

Steven V. Metivier

Steven V. Metivier
Chief, NY Permit Evaluation Section

Enclosures
cc: Thomas Somerville (Earth Dimensions, Inc.)

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

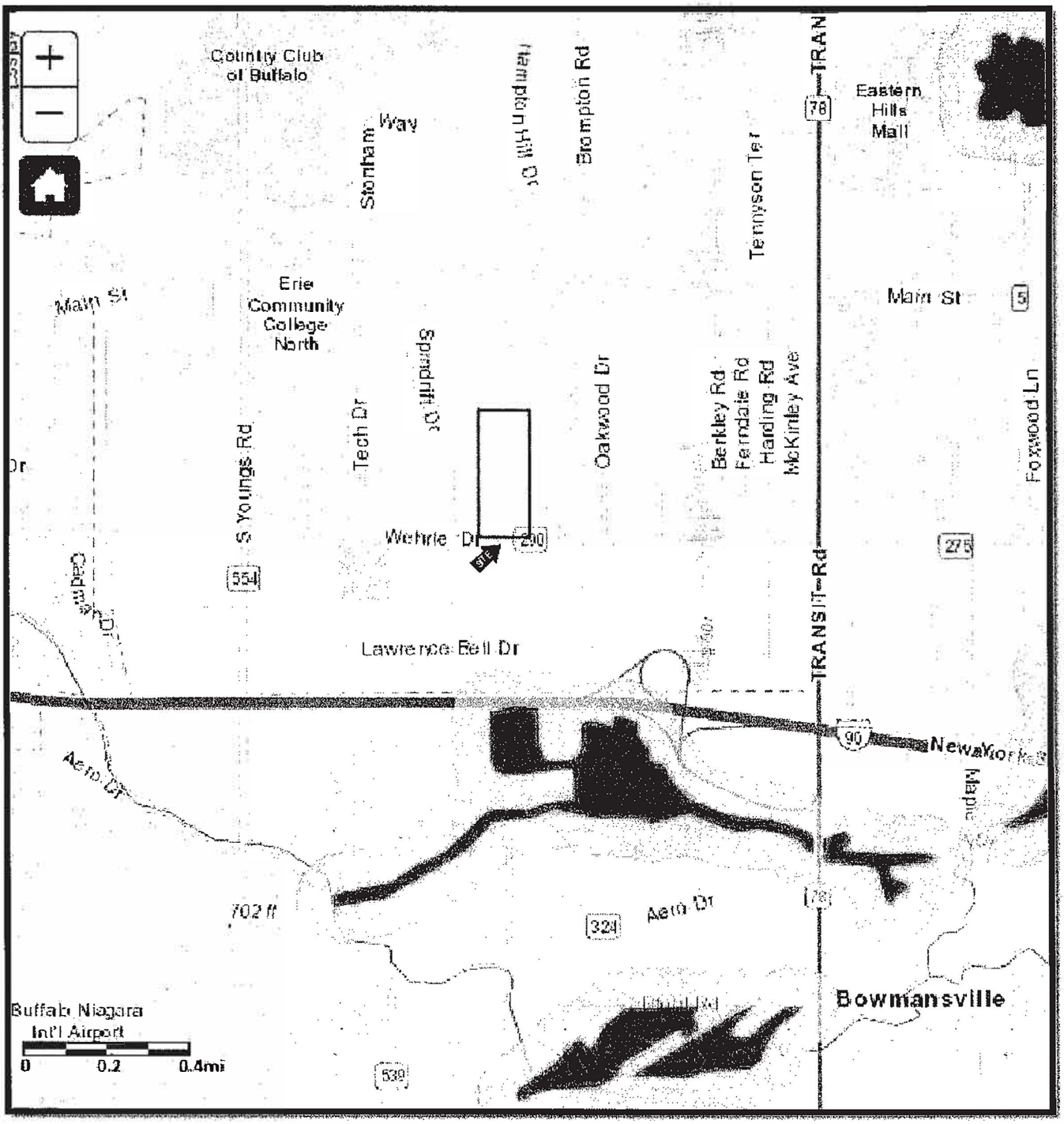



**FIGURE 4: NYSDEC ENVIRONMENTAL RESOURCE MAPPER**

http://www.dec.ny.gov/imsmaps/ERM/viewer.htm (Visited 10/31/18)

2190-2220 Wehrle Drive

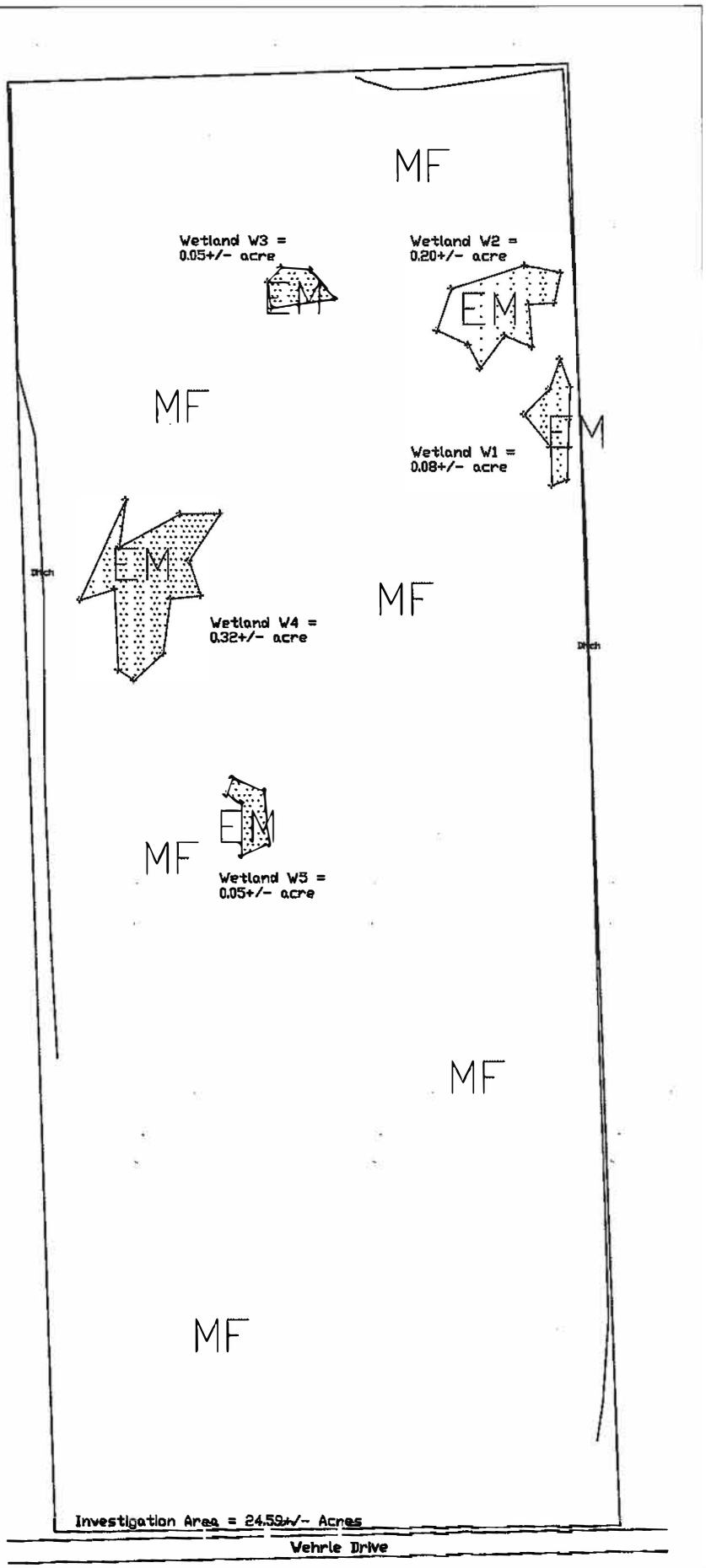
Town of Amherst, Erie County, New York

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

# Figure 5 - General Vegetation Map

Town of Amherst Erie County, New York

EARTH DIMENSIONS, INC.
1091 Jaudon Road • Elma New York 14059
(716) 655-1717 •Fax (716) 655-2915 •www.earthdimensions.com




2190-2220 Wehrle Drive

## LEGEND

- Limits of Investigation
- Community Boundary
- W1-1 Wetland Boundary Flag
- Wetland Area
- MF Mowed Field
- EM Emergent Marsh

Scale: 0 100' 200'

Map Date: October 31, 2018/ TJS for EDI
Revised:

Base Map Provided By: Trimble Geo 7X

File Name: Delineation map.dwg

EDI Project Code: W24K05d



Acquest 2190-2220 Wehrle Drive
DA Number 2000-0

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

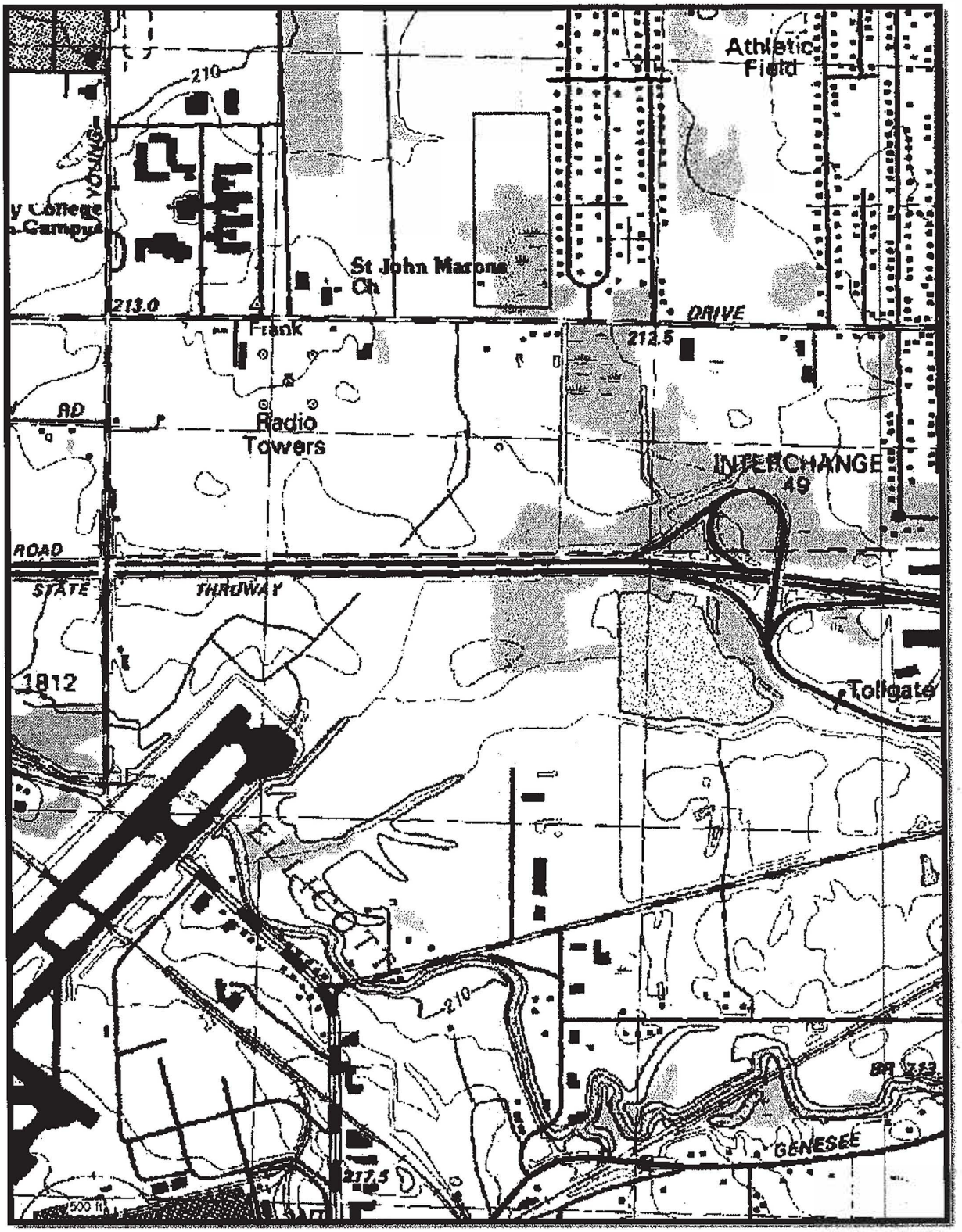



**FIGURE 7: DRAINAGE MAP**

Lancaster Quadrangle / 2002 DeLorme

2190-2220 Wehrle Drive

Town of Amherst, Erie County, New York

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

| NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL | | |
|---|---|---|
| Applicant: Acquest Development, LLC | File Number: LRB-2000-00680 | Date: January 22, 2021 |
| Attached is: | | See Section below |
| | INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission) | A |
| | PROFFERED PERMIT (Standard Permit or Letter of permission) | B |
| | PERMIT DENIAL | C |
| X | APPROVED JURISDICTIONAL DETERMINATION | D |
| | PRELIMINARY JURISDICTIONAL DETERMINATION | E |

**SECTION I** - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/CECW/Pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

**A: INITIAL PROFFERED PERMIT:** You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

**B: PROFFERED PERMIT:** You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

**C: PERMIT DENIAL:** You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

**D: APPROVED JURISDICTIONAL DETERMINATION:** You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.

- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

**E: PRELIMINARY JURISDICTIONAL DETERMINATION:** You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

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**SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT**

**REASONS FOR APPEAL OR OBJECTIONS:** (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

**ADDITIONAL INFORMATION:** The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

**POINT OF CONTACT FOR QUESTIONS OR INFORMATION:**

| If you have questions regarding this decision and/or the appeal process you may contact: | If you only have questions regarding the appeal process you may also contact: |
|---|---|
| Steven Metivier<br>U.S. Army Corps of Engineers<br>1776 Niagara Street<br>Buffalo, New York 14207<br>Steven.V.Metivier@usace.army.mil<br>(716) 879-4314 | Suzanne Chubb<br>Regulatory Appeals Review Officer<br>US Army Corps of Engineers<br>Great Lakes and Ohio River Division<br>550 Main Street, Room 10-714<br>Cincinnati, Ohio 45202-3222<br>Phone: 513-684-7261 Fax: 513-684-2460 |

**RIGHT OF ENTRY:** Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

| | Date: | Telephone number: |
|---|---|---|
| _____<br>Signature of appellant or agent. | | |

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U.S. ARMY CORPS OF ENGINEERS
REGULATORY PROGRAM
APPROVED JURISDICTIONAL DETERMINATION FORM (INTERIM)
NAVIGABLE WATERS PROTECTION RULE

## I. ADMINISTRATIVE INFORMATION

Completion Date of Approved Jurisdictional Determination (AJD): 22-JAN-2021
ORM Number: LRB-2000-00680
Associated JDs: Previous JDs under 2000-00680
Review Area Location[1]:
State/Territory: NY City: Amherst County/Parish/Borough: Erie County
Center Coordinates of Review Area: Latitude 42.959129 Longitude -78.711571

## II. FINDINGS

**A. Summary:** Check all that apply. At least one box from the following list MUST be selected. Complete the corresponding sections/tables and summarize data sources.

- ☐ The review area is comprised entirely of dry land (i.e., there are no waters or water features, including wetlands, of any kind in the entire review area). Rationale: N/A or describe rationale.
- ☐ There are "navigable waters of the United States" within Rivers and Harbors Act jurisdiction within the review area (complete table in section II.B).
- ☐ There are "waters of the United States" within Clean Water Act jurisdiction within the review area (complete appropriate tables in section II.C).
- ☒ There are waters or water features excluded from Clean Water Act jurisdiction within the review area (complete table in section II.D).

**B. Rivers and Harbors Act of 1899 Section 10 (§ 10)[2]**

| § 10 Name | § 10 Size | § 10 Criteria | Rationale for § 10 Determination |
|---|---|---|---|
| N/A | N/A | N/A | N/A |

**C. Clean Water Act Section 404**

Territorial Seas and Traditional Navigable Waters ((a)(1) waters)[3]

| (a)(1) Name | (a)(1) Size | (a)(1) Criteria | Rationale for (a)(1) Determination |
|---|---|---|---|
| N/A | N/A | N/A | N/A |

Tributaries ((a)(2) waters):

| (a)(2) Name | (a)(2) Size | (a)(2) Criteria | Rationale for (a)(2) Determination |
|---|---|---|---|
| N/A | N/A | N/A | N/A |

Lakes and ponds, and impoundments of jurisdictional waters ((a)(3) waters):

| (a)(3) Name | (a)(3) Size | (a)(3) Criteria | Rationale for (a)(3) Determination |
|---|---|---|---|
| N/A | N/A | N/A | N/A |

Adjacent wetlands ((a)(4) waters):

| (a)(4) Name | (a)(4) Size | (a)(4) Criteria | Rationale for (a)(4) Determination |
|---|---|---|---|
| N/A | N/A | N/A | N/A |

[1] Map(s)/Figure(s) are attached to the AJD provided to the requestor.
[2] If the navigable water is not subject to the ebb and flow of the tide or included on the District's list of Rivers and Harbors Act Section 10 navigable waters list, do NOT use this document to make the determination. The District must continue to follow the procedure outlined in 33 CFR part 329.14 to make a Rivers and Harbors Act Section 10 navigability determination.
[3] A stand-alone TNW determination is completed independently of a request for an AJD. A stand-alone TNW determination is conducted for a specific segment of river or stream or other type of waterbody, such as a lake, where independent upstream or downstream limits or lake borders are established. A stand-alone TNW determination should be completed following applicable guidance and should NOT be documented on the AJD form.
[4] Some excluded waters, such as (b)(2) and (b)(4), may not be specifically identified on the AJD form unless a requestor specifically asks a Corps district to do so. Corps Districts may, in case-by-case instances, choose to identify some or all of these waters within the review area.
[5] Because of the broad nature of the (b)(1) exclusion and in an effort to collect data on specific types of waters that would be covered by the (b)(1) exclusion, four sub-categories of (b)(1) exclusions were administratively created for the purposes of the AJD Form. These four sub-categories are not new exclusions, but are simply administrative distinctions and remain (b)(1) exclusions as defined by the NWPR.



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## D. Excluded Waters or Features

Excluded waters ((b)(1) – (b)(12))[4]:

| Exclusion Name | Exclusion Size | Exclusion[6] | Rationale for Exclusion Determination |
|---|---|---|---|
| Ditch 1 | 1805 feet | (b)(5) Ditch that is not an (a)(1) or (a)(2) water, and those portions of a ditch constructed in an (a)(4) water that do not satisfy the conditions of (c)(1) | Ditch feature was excavated in uplands. The ditch was excavated along the property boundary where there was no indication, based upon soils, USGS, and previous wetland mapping of any adjacent wetlands or potential a(2) waters. The ditch is located along the eastern property line along the back of the residential lots of Bellingham Drive. This area was identified as upland in previous wetland delineations, including the WRAP report produced by USACE in 2002 and utilized for the Special Case JD performed by USEPA in 2002. This ditch was excavated subsequent to the 2002 report. |
| Ditch 2 | 1106 feet | (b)(5) Ditch that is not an (a)(1) or (a)(2) water, and those portions of a ditch constructed in an (a)(4) water that do not satisfy the conditions of (c)(1) | Ditch feature was excavated in uplands. The ditch was excavated along the property boundary where there was no indication, based upon soils, USGS, and previous wetland mapping of any adjacent wetlands or potential a(2) waters. |
| Wetland 1 | 0.08 acres | (b)(1) Non-adjacent wetland | This is a small depressional wetland area within a grassed field. There is no proximal potential a(1-3) water. The nearest potential a(1-3) water is a perennial town ditch located south of Wehrle Drive. There is no indication that the town ditch would flood into the subject parcel in a typical year. The ditch is approximately 1000 linear feet away from Wetlands 1-5 and separated from the wetlands by a four-lane road and a parking lot. Hence, this wetland does not abut an a(1-3) water, is not |

[1] Map(s)/Figure(s) are attached to the AJD provided to the requestor.
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[3] A stand-alone TNW determination is completed independently of a request for an AJD. A stand-alone TNW determination is conducted for a specific segment of river or stream or other type of waterbody, such as a lake, where independent upstream or downstream limits or lake borders are established. A stand-alone TNW determination should be completed following applicable guidance and should NOT be documented on the AJD form.
[4] Some excluded waters, such as (b)(2) and (b)(4), may not be specifically identified on the AJD form unless a requestor specifically asks a Corps district to do so. Corps Districts may, in case-by-case instances, choose to identify some or all of these waters within the review area.
[5] Because of the broad nature of the (b)(1) exclusion and in an effort to collect data on specific types of waters that would be covered by the (b)(1) exclusion, four sub-categories of (b)(1) exclusions were administratively created for the purposes of the AJD Form. These four sub-categories are not new exclusions, but are simply administrative distinctions and remain (b)(1) exclusions as defined by the NWPR.



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| | | | |
|---|---|---|---|
| | | | inundated by an a(1-3) water in a typical year, is not separated from a a(1-3) water by a natural berm or barrier, and is not separated from an a(1-3) water by a man made feature which allows for water exchange in a typical year. |
| Wetland 2 | 0.2 acres | (b)(1) Non-adjacent wetland | This is a small depressional wetland area within a grassed field. There is no proximal potential a(1-3) water. The nearest potential a(1-3) water is a perennial town ditch located south of Wehrle Drive. There is no indication that the town ditch would flood into the subject parcel in a typical year. The ditch is approximately 1000 linear feet away from Wetlands 1-5 and separated from the wetlands by a four-lane road and a parking lot. Hence, this wetland does not abut an a(1-3) water, is not inundated by an a(1-3) water in a typical year, is not separated from a a(1-3) water by a natural berm or barrier, and is not separated from an a(1-3) water by a man made feature which allows for water exchange in a typical year. |
| Wetland 3 | 0.05 acres | (b)(1) Non-adjacent wetland | This is a small depressional wetland area within a grassed field. There is no proximal potential a(1-3) water. The nearest potential a(1-3) water is a perennial town ditch located south of Wehrle Drive. There is no indication that the town ditch would flood into the subject parcel in a typical year. The ditch is approximately 1000 linear feet away from Wetlands 1-5 and separated from the wetlands by a four-lane road and a parking lot. Hence, this wetland does not abut an a(1-3) water, is not |

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| | | | |
|---|---|---|---|
| | | | inundated by an a(1-3) water in a typical year, is not separated from a a(1-3) water by a natural berm or barrier, and is not separated from an a(1-3) water by a man made feature which allows for water exchange in a typical year. |
| Wetland 4 | 0.32 acres | (b)(1) Non-adjacent wetland | This is a small depressional wetland area within a grassed field. There is no proximal potential a(1-3) water. The nearest potential a(1-3) water is a perennial town ditch located south of Wehrle Drive. There is no indication that the town ditch would flood into the subject parcel in a typical year. The ditch is approximately 1000 linear feet away from Wetlands 1-5 and separated from the wetlands by a four-lane road and a parking lot. Hence, this wetland does not abut an a(1-3) water, is not inundated by an a(1-3) water in a typical year, is not separated from a a(1-3) water by a natural berm or barrier, and is not separated from an a(1-3) water by a man made feature which allows for water exchange in a typical year. |
| Wetland 5 | 0.05 acres | (b)(1) Non-adjacent wetland | This is a small depressional wetland area within a grassed field. There is no proximal potential a(1-3) water. The nearest potential a(1-3) water is a perennial town ditch located south of Wehrle Drive. There is no indication that the town ditch would flood into the subject parcel in a typical year. The ditch is approximately 1000 linear feet away from Wetlands 1-5 and separated from the wetlands by a four-lane road and a parking lot. Hence, this wetland does not abut an a(1-3) water, is not |

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| | | | |
|---|---|---|---|
| | | | inundated by an a(1-3) water in a typical year, is not separated from a a(1-3) water by a natural berm or barrier, and is not separated from an a(1-3) water by a man made feature which allows for water exchange in a typical year. |

## III. SUPPORTING INFORMATION

**A. Select/enter all resources** that were used to aid in this determination and attach data/maps to this document and/or references/citations in the administrative record, as appropriate.

_X_ Information submitted by, or on behalf of, the applicant/consultant: Wetland and Waterbodies Delineation Report for 2190-2220 Wehrle Drive, November 15, 2018.
This information *is and is not* sufficient for purposes of this AJD.
Rationale: *The delineation represents on-the ground information accurately, but did not include discussion of previous work on the site. This additional information was supplied subsequently by the applicant.*

___ Data sheets prepared by the Corps: *Title(s) and/or date(s).*

___ Photographs: *(NA, aerial, other, aerial and other) Title(s) and/or date(s).*

_X_ Corps Site visit(s) conducted on: *December 23, 2020.*

_X_ Previous Jurisdictional Determinations (AJDs or PJDs): 2000-00680, Completed in 2000, USEPA Special Case JD completed in 2002.

___ Antecedent Precipitation Tool: *provide detailed discussion in Section III.B.*

___ USDA NRCS Soil Survey: *Title(s) and/or date(s).*

___ USFWS NWI maps: *Title(s) and/or date(s).*

___ USGS topographic maps: *Title(s) and/or date(s).*

**Other data sources used to aid in this determination:**

| Data Source (select) | Name and/or date and other relevant information |
|---|---|
| USGS Sources | N/A. |
| USDA Sources | N/A. |
| NOAA Sources | N/A. |
| USACE Sources | ORM Maps |
| State/Local/Tribal Sources | N/A. |
| Other Sources | N/A. |

**B. Typical year assessment(s):** N/A. The JD does not rely on any "point in time" resources which would necessitate the use of the Antecedent Precipitation Tool.

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C. **Additional comments to support AJD:** This site has been the subject of much scrutiny, with a USEPA Special Case JD completed using information prepared by a Corps WRAP request. The WRAP request was completed in response to a lawsuit challenging a determination that wetlands on the site were isolated and not regulated in 2000. As a result of the lawsuit, the Corps JD was rescinded and the EPA took assumed responsibility for completing the JD, which was completed in 2002. No further JD was completed on the site between 2002 and 2020. Additional work, including the installation of the eastern property boundary drainage ditch was completed subsequent to the 2002 JD. The ditch was constructed in areas identified as uplands by the 2002 JD and appears to have modified the site hydrology such that the overall footprint of the wetlands on the site has been reduced. In accordance with the Navigable Waters Protection Rule, the Corps is evaluating conditions on the ground at the time of the current (2020) JD request. There are no potential a(1-3) waters on the site or in the vicinity of any of the existing wetlands. The closest potential a(2) water is a town ditch located south of Wehrle Drive. This ditch shows no indication that it floods during a typical year. The two ditches on the subject parcel are manmade and excavated in uplands.

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# Exhibit 3 - Updated Concept Site Plan
# [Drawing C - Date: 04/22/25]

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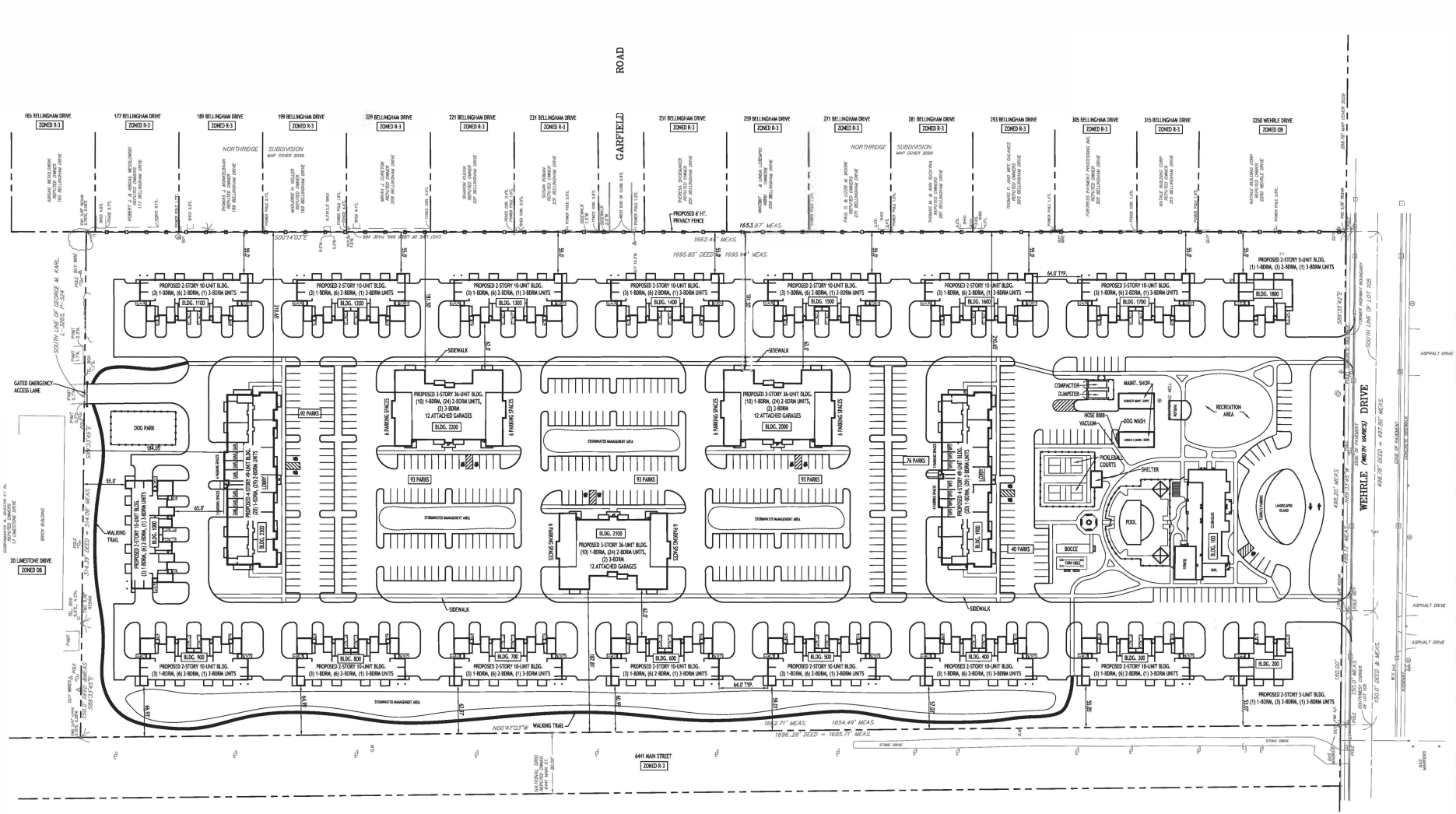


## Site Plan

SCALE: 1"=60'

SITE AREA = 24.913 ACRES
ZONING = OR, TO BE REZONED MFR-6

MFR ZONING SEPARATION AND SETBACK REQUIREMENTS:
- 49-unit BASED ON 48.5' MEDIAN BUILDING HEIGHT (4-story)
- 36-unit BASED ON 51.8' MEDIAN BUILDING HEIGHT (4-story)
- 10-unit BASED ON 27.3' MEDIAN BUILDING HEIGHT (2-story)
- COMMUNITY BLDG 35.3' (1-story)

BUILDING:

| | |
|---|---|
| 1. LONG WALL PARALLEL TO R.O.W. OR PROPERTY LINE: | 2 x H = 97.0 FT (49-unit), 103.6 FT (36-unit), 54.6 FT (10-unit) |
| 2. SHORT WALL PARALLEL TO R.O.W. OR PROPERTY LINE OR WALLS AT ANGLE BTWN 30 & 60 DEGREES: | 1.5 x H = 72.75 FT (49-unit), 77.7 FT (36-unit), 40.95 FT (10-unit) |
| 3. LONG WALLS OF BUILDINGS PARALLEL: * | (9H + H2) / 2) x 1.66 = 80.5 FT (49-unit), 86.0 FT (36-unit), 45.3 FT (10-unit) |
| 4. LONG WALL AND SHORT WALL PARALLEL OR 2 SHORT WALLS PARALLEL: * | (9H + H2) / 2) x 1.5 = 72.75 FT (49-unit), 77.7 FT (36-unit), 40.95 FT (10-unit) |
| 5. WALLS AT ANGLE BTWN. 30 & 60 DEGREES: * | (9H + H2) / 2) x 1.5 = 72.75 FT (49-unit), 77.7 FT (36-unit), 40.95 FT (10-unit) |

* 2 OF SAME BUILDING TYPES ADJACENT

PARKING REQUIREMENTS:
ATTACHED DWELLING UNIT: 2 PER DWELLING UNIT
REQD PARKING = 2 x 366 UNITS = 732 SPACES

PARKING PROVIDED:
239 GARAGES
(688) 9' x 19' SPACES
TOTAL PROVIDED = 927 SPACES

DENSITY REQUIREMENTS:
0 TO 1 BEDROOM - 2,563 SF LAND AREA REQUIRED PER UNIT
2 BEDROOMS - 3,904 SF LAND AREA REQUIRED PER UNIT
3 BEDROOMS - 3,630 SF LAND AREA REQUIRED PER UNIT

TOTAL AREA = 9.2 ACRES = 400,752 SF

PROPOSED UNITS = (117 x 2562) + (218 x 2904) + (23 x 3630) =
= 1,016,316 SF = 23.3 AC REQD

MFR ZONING PARKING SETBACK REQUIREMENTS:

| | REQUIRED | PROVIDED |
|---|---|---|
| FRONT | 20 FT | >20 FT |
| SIDE/REAR | 5 FT | >5 FT |
| SIDE/REAR (ABUTTING R) | 10 FT | > 10 FT |
| FROM MAIN WALL | 15 FT | 15 FT MIN. |
| FROM END WALL | 10 FT | 10 FT MIN. |

BUILDING COVERAGE:

| REQUIRED BY CODE | PROVIDED |
|---|---|
| 40% MAX. (160,301 SF) | 31.3% (50,173 SF) |

INTERIOR PARKING GREENSPACE:

| REQUIRED BY CODE | PROVIDED |
|---|---|
| 5% (1,530 SF) | 15.6% (11,010 SF) |

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

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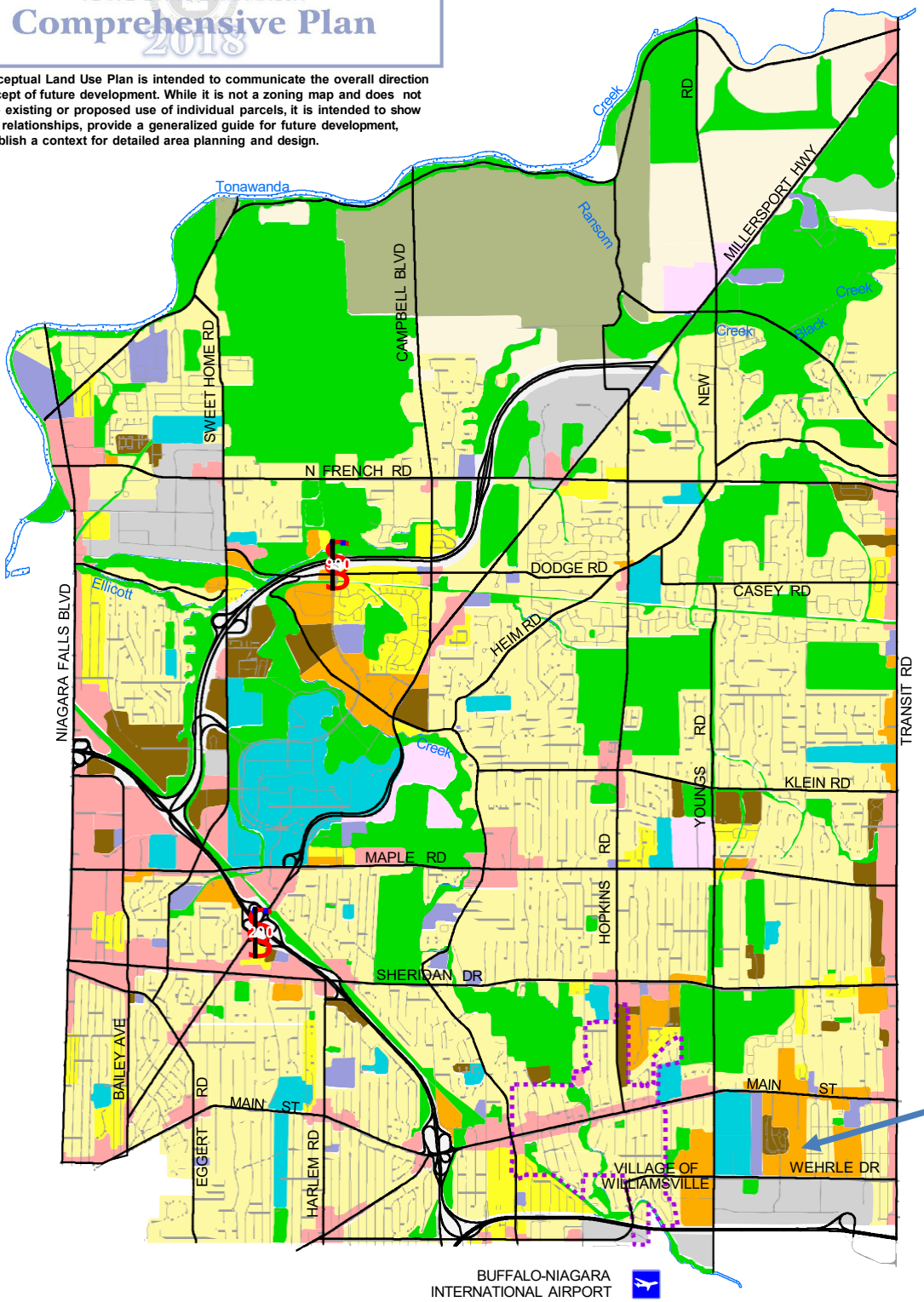
# Exhibit 4 - Marked-Up Copy of Figure 6 of Comprehensive Plan

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

# Town of Amherst Bicentennial Comprehensive Plan

1818 2018

The Conceptual Land Use Plan is intended to communicate the overall direction and concept of future development. While it is not a zoning map and does not show the existing or proposed use of individual parcels, it is intended to show land use relationships, provide a generalized guide for future development, and establish a context for detailed area planning and design.




Change Designation fror Commercial Off to Medium Residential

## FIGURE 6

## Conceptual Land Use Plan

- Rural Residential
- Single Family Residential
- Mixed Residential
- Medium Residential
- Commercial / Mixed Use*
- Special Use Center
- Commercial - Office
- Industrial - Office
- Community Facilities
- Educational Campus
- Recreation, Open Space & Greenways
- Agriculture
- Transportation
- Surface Water
- Village of Williamsville Boundary

* See Map Figure 6-A for Additional Designations

SOURCE NOTES:

Original Source Data Provided by the Town of Amherst Information Technology Department, URS Corporation and Wallace Roberts & Todd, LLC

Map Compiled by the Town of Amherst Planning Department

Date: December 2020

0 0.25 0.5 0.75 1 1.25 Miles

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

# Exhibit 5 - Response to Question in Section 4A of the BCPA Application

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

# EXHIBIT 5

## RESPONSES TO QUESTION IN SECTION 4A OF BICENTENNIAL COMPREHENSIVE PLAN APPLICATION

Section 4A of the BCPA Application requests that information be provided regarding the description of any prospective action. The Project Sponsor is seeking to develop the property at 2190-2200 Wehrle Drive (collectively the "Project Site") as a multifamily project based on the Residential District Six ("MFR-6") zoning classification. The Project Site is currently Office Building District ("OB") pursuant to the Town's Zoning Map.

The proposed project consists of a mixture of multifamily buildings, a large clubhouse building and related site improvements including extensive landscaping, stormwater management improvements, etc. Attached as **Exhibit "3"** is a copy of the updated Concept Site Plan prepared by Patrick Sheedy, Jr., P.E., of Carmina Wood Design [Drawing C-100 – Date: 04/24/25].[1] The Concept Plan depicts 366 units to be located in twenty-two apartment buildings.

The proposed multifamily project requires Figure 6 [titled "Conceptual Land Use Plan"] to be amended. A marked-up color copy of Figure 6 of the Comprehensive Plan is attached as **Exhibit "4".** Figure 6 of the Comprehensive Plan designates the Project Site as appropriate for

[1] A full-size copy of the updated Concept Site Plan [Drawing C-100 – Date: 04/24/25].

"Commercial Office" use.[2] The Project Sponsor is requesting that the designation be amended to "Medium Residential".

At that time the Project Site was rezoned to OB, there was substantially greater demand for office space in the Town than the current demand. The current long-time owner of the Project Site was unable to find a tenant or tenants for the previously approved project consisting of numerous office buildings. As such, it is it likely that in the absence of the Project Site being developed for a different land use category, the Project Site will continue to remain vacant for the foreseeable future.

[2] Pages 3-29 and 3-30 of the Comprehensive Plan states "The Conceptual Land Plan is neither a zoning map nor is it meant to show the existing or proposed use of individual parcels of land. It is not meant to dictate land use, nor is it meant to show any phasing or timing of development. The Plan is intended to communicate the overall direction and concept of future development. While it is intended to present a composite picture of the Town at full development, the Plan is designed to be flexible, to show relationships, to provide a generalized guide for future development, and establish a context for detailed area planning and design. Over time the Plan may be amended by the Town Board to reflect changes in social, economic, and cultural trends, so that it remains a relevant guide to community development.



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

# Exhibit 6 - Responses to Questions in Section 4C of the Bicentennial Comprehensive Plan Application

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

# EXHIBIT 6

## RESPONSES TO QUESTIONS IN SECTION 4C OF BICENTENNIAL COMPREHENSIVE PLAN APPLICATION

Section 4C of the BCPA Application requests that information be provided regarding the reasons the Comprehensive Plan Amendment aligns with the defined policies in Sections 3-9 of the Comprehensive Plan. The Project Sponsor is seeking to develop the parcels at 2190-2200 Wehrle Drive (collectively the "Project Site") as a multifamily project based on the MFR-6 zoning classification. The Project Site is currently zoned Office Building District ("OB").

The proposed project consists of a mixture of multifamily buildings, a large clubhouse building and related site improvements including extensive landscaping, stormwater management improvements, etc. Attached as Exhibit "3" is a copy of the updated Concept Site Plan prepared by Patrick Sheedy, Jr., P.E., of Carmina Wood Design [Drawing C-100 – Date: 04/24/25]. The Concept Plan depicts 366 units to be located in twenty-two apartment buildings.

The proposed multifamily project requires Figure 6 [titled "Conceptual Land Use Plan"] of the Comprehensive Plan to be amended. Figure 6 of the Comprehensive Plan designates the Project Site as appropriate for "Commercial Office" use. The Project Sponsor is requesting that the designation of the Project Site be changed "Commercial Office" use.[1] The Project Sponsor is requesting that the designation be amended to "Medium Residential" use.

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[1] Pages 3-29 and 3-30 of the Comprehensive Plan states "The Conceptual Land Plan is neither a zoning map nor is it meant to show the existing or proposed use of individual parcels of land. It is not meant to dictate land use, nor is it meant to show any phasing or timing of development. The Plan is intended to communicate the overall direction and concept of future development. While it is intended to present a composite picture of the Town at full development, the Plan is designed to be flexible, to show relationships, to provide a generalized guide for future development, and establish a context for detailed area planning and design. Over time the Plan may be amended by the Town Board to reflect changes in social, economic, and cultural trends, so that it remains a relevant guide to community development.

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

## I. CONSISTENCY WITH POLICIES IN SECTION 3 OF THE COMPREHENSIVE PLAN (TITLED "LAND USE AND DEVELOPMENT"):

Section 3 of the Comprehensive Plan is titled "Land Use and Development" and according to Section 3.2 the Goal is "An interconnected mix of land uses that includes revitalized older neighborhoods and commercial centers and corridors, quality new development, vibrant activity centers, agriculture, and green spaces throughout the community."[2] The six (6) Objectives for "Land Use and Development" as set forth in Section 3 of the Comprehensive Plan are as follows:

- **Promote the development/revitalization of walkable higher density, mixed-use centers surrounded by lower density development;**
- **Implement context-sensitive zoning and incentives to improve the quality and appearance of non-residential development;**
- **Encourage revitalization and reinvestment in older neighborhoods and commercial corridors in Amherst;**
- **Target capital improvements to leverage private investment and enhance community appearance;**
- **Establish a town-wide network of parks, open spaces, and greenway corridors; and**
- **Improve the predictability and consistency of the development review and decision-making process**[3]

**POLICIES:**

### A. Development Patterns:

According to the language on Page 3-4, "[T]he Comprehensive Plan land use policies should guide the distribution of development, but are not intended to alter the amount of

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[2] See Page 3-4 of the Comprehensive Plan.

[3] See Page 3-4 of the Comprehensive Plan.

development in Amherst. The Plan is a tool to redistribute densities to appropriate locations while maintaining lower density development in the surrounding areas. This will result in more sustainable land use patterns that help to implement objectives such as promoting pedestrian-friendly development; preserving open space; and establishing centers of community activity."

**3-1 Expand provisions and incentives for mixed-use development of commercial centers.**

The proposed Comprehensive Plan Amendment to accommodate a multifamily project is consistent with Policy 3-1 since it will result in a multifamily project at a location in close proximity to an assortment of existing land uses including the north campus of Erie County Community College, many existing office buildings, a wide assortment of commercial uses on Transit Road, etc.

- **Provide a focus for new development and revitalization in the Town, consistent with protecting the character of adjacent residential areas; and**
- **Enhance the viability of surrounding neighborhoods by providing identifiable centers of community activities such as shopping, work, recreation, and meetings**

The proposed project is consistent with the above two strategies since it will assist the Town in its continued efforts to encourage infill development in proximity to a mixture of existing land uses.

**3-2 Encourage compact, pedestrian-friendly development through Planned Residential options, including but not limited to neo-traditional design.**

Policy 3-2 does not apply to the Comprehensive Plan Amendment since the Project Sponsor is not seeking to develop the Project Site based a Planned Residential District (PRD) option as described on Pages 3-7 and 3-8 of the Comprehensive Plan.

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Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

**3-3 Modify provisions of the Suburban Agricultural District to reduce conversions of rural to suburban development patterns.**

Policy 3-3 does not apply to the Comprehensive Plan Amendment since the Project Site is not zoned Suburban Agricultural District.

**3-4 Reduce future new commercial development in North Amherst and along highway strips.**

Policy 3-4 does not apply to the Comprehensive Plan Amendment since the Project Site is not located in the portion of the Town to the north of North French Road as described on Page 3-10 of the Comprehensive Plan.

**B. <u>Development Character</u>:**

**3-5 Employ design standards to enhance community appearance and a strong identity and character.**

Policy 3-5 states "[T]hat Design standards are effective tools to guide and shape new development and revitalization initiatives and are important in addressing such issues as impacts on the visual character of public roadways and on adjacent residential areas."[4] The text accompanying Policy 3-5 states that Design standards should address the following nine "Development Considerations":

- Landscaping and lighting;
- Screening of visually obtrusive elements;
- Placement of building and parking areas;
- Use and placement of land use transitions;
- General building design;
- Scale;
- Access and connectivity;
- Public safety; and

[4] <u>See</u> Page 3-10 of the Comprehensive Plan.

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

- Signage

The proposed project will be consistent with the above list of "Development Considerations" and will include extensive landscaping as well as screening and the on-site lighting will comply with the Town lighting standards. A Landscape Plan and Photometric Plan will both need to be approved in connection with a future request for Site Plan Approval from the Planning Board for the proposed project.

The layout of the proposed project as depicted on the Concept Site Plan [Drawing C-100] is suitable in terms of the design and placement of land-use transitions since the higher density portion of the project will be located in the center portion of the Project Site further away from the homes on the west side of Bellingham Drive. While the residential signage for the proposed project has not yet been designed, the signage will be consistent with the architectural style and scale of buildings.[5]

**3-6 Apply context-sensitive design standards to designated character roads.**

The layout of the proposed project will ensure there is landscaping and an upscale appearance along the Wehrle Drive frontage.

[5] The relevant text on Pages 3-11 and 3-12 of the Comprehensive Plan states, "Signs can play an important role in defining the character and context of an area. Sign regulations and standards need to be more sensitive to the local context, improve aesthetic character, and reduce "visual clutter" along commercial corridors. In general, signage should be consistent with the architectural style and scale of buildings and be an integral component of the building and site.

**3-7 Protect and retain the identity of special places through design guidelines.**

Policy 3-7 does not apply to the Comprehensive Plan Amendment since the Project Site is not located as described on Page 3-13 of the Comprehensive Plan.[6]

**C. <u>Reinvestment</u>:**

**3-8 Consider tax incentives for reinvestment, revitalization, and redevelopment of commercial properties and housing in older areas with less emphasis on new "greenfield" development.**

The proposed Comprehensive Plan Amendment to accommodate a multifamily project is consistent with Policy 3-8 since it will result in a project on an infill site that has already been cleared and that does not contain any designated environmental resources.

**3-9 Advance the redevelopment and revitalization of underutilized, obsolete, and vacant properties for economically viable uses.**

The proposed Comprehensive Plan Amendment to accommodate a multifamily project is consistent with Policy 3-9 since it will result in an upscale project on underutilized property that remains vacant despite being approved for a large office building project by the Planning Board pursuant to a previously approved Site Plan**.**

**3-10 Target capital investments to improve the aesthetic character of key locations within the Town.**

The proposed Comprehensive Plan Amendment to accommodate a multifamily project is consistent with Policy 3-10 since it will result in a substantial investment of funds that will improve the aesthetic character of a key location on Wehrle Drive.

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[6] The text accompanying Policy 3-7 states as follows: "Certain places within the Town of Amherst have a special identity defined by factors such as historic character (e.g., former "hamlets" such as Getzville and Swormville), geographic location (e.g., at a highway interchange or gateway entrance to the Town), or presence of an important community resource (e.g., a major park, public or private buildings or open space, or an educational campus)."



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**3-11 Initiate public capital investment projects to encourage/support private investment.**

Policy 3-11 does not apply to the Comprehensive Plan Amendment since the proposed project is not dependent on a public capital investment project. The project is a commercial project that is eligible for a PILOT from the Town of Amherst Industrial Development.

**E. <u>Open Space System</u>:**

**3-12 Designate a town-wide open space and greenway network to be achieved through a variety of mechanisms.**

Policy 3-12 does not apply to the Comprehensive Plan Amendment.

**3-13 Encourage conservation development with incentives for the dedication of open space in private developments.**

Policy 3-13 does not apply to the Comprehensive Plan Amendment since there are not any designated environmental resources on the Project Site and the Project Site is not located in the portion of the northern part of the Town not serviced by sanitary sewer infrastructure.

**3-14 Initiate a public open space acquisition program consistent with the open space, recreation, and greenway network.**

Policy 3-14 does not apply to the Comprehensive Plan Amendment.

**F. <u>Development Review and Approval Process</u>:**

**3-15 Improve the predictability and consistency of the rezoning and other development approval processes through the application of clear town-wide land use policies.**

**3-16 Set clear standards for development quality to increase the level of certainty in the development review and approval process.**

**3-17 Provide for periodic review and revision of the Comprehensive Plan and development regulations.**

Policies 3-15 to 3-17 are not specifically applicable to the Comprehensive Plan Amendment and pertain more generally to the review processes to be utilized for proposed projects in the Town**.**

## II. CONSISTENCY WITH POLICIES IN SECTION 4 OF THE COMPREHENSIVE PLAN (TITLED "NATUARAL AND CULTURAL RESOURCES"):

Section 4 of the Comprehensive Plan is titled "Natural and Cultural Resources" and according to Section 4.3 of the Comprehensive Plan the Goal is "Sensitive environmental and cultural resources identified and preserved as part of the physical fabric of the community".[7] The two (2) Objectives for "Land Use and Development" set forth in Section 4 of the Comprehensive Plan are as follows:

- **Establish an interconnected open space network that incorporates significant natural and cultural resources.**

- **Protect sensitive environmental resources through improved regulations, policies, and management, including:**

  − **Water resources and wetlands**
  − **Air quality**
  − **Trees and woodlands**
  − **Historic and cultural resources**[8]

There are fourteen (14) policies contained in Chapter 4 of the Comprehensive Plan and to a large degree these policies do not specifically apply to the Comprehensive Plan Amendment. It is important to mention that the Project Site does not contain any wetlands subject to the jurisdiction of either the New York State Department of Environmental Conservation or the United States Army Corps of Engineers. The proposed project will also be required to comply with the

[7] See Page 4-2 of the Comprehensive Plan.

[8] See Page 4-2 of the Comprehensive Plan.



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stringent stormwater quality and quantity standards of the New York State Department of Environmental Conservation and is also subject to an environmental review pursuant to the State Environmental Quality Review Act.[9]

## III. CONSISTENCY WITH POLICIES IN SECTION 5 OF THE COMPREHENSIVE PLAN (TITLED "ECONOMIC DEVELOPMENT"):

Section 5 of the Comprehensive Plan is titled "Economic Development" and according to Section 5.2 of the Comprehensive Plan the Goal is "A Town with a strong tax base and ample economic opportunities for a diverse base of employers and employees, housed in attractive, state-of-the-art commercial developments in convenient and accessible locations." The five (5) Objectives for "Economic Development" as set forth in Section 5 of the Comprehensive Plan are as follows:

- Maintain Amherst's strong tax base
- Attract more high-paying jobs to the Town
- Ensure that economic development and redevelopment respect the character and quality of life of Amherst's residential communities
- Capitalize on the presence of the University at Buffalo to leverage University-related economic development opportunities
- Build partnerships with development agencies, private industry, and educational and research institutions to promote economic development in Amherst and throughout the region[10]

**POLICIES:**

**A. Tax Base and Employment:**

[9] A copy of Part 1 of the Full Environmental Assessment Form with Page 5[a] is provided at Exhibit "2".

[10] See Pages 5-2 and 5-3 of the Comprehensive Plan.

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According to the language on Page 5-3, "A healthy tax and employment base are essential not only to Amherst's economy but also to the Town's quality of life. Studies have shown that commercial retail, office, and industrial development partially subsidize the cost of providing high-quality community facilities and services to residents. Without such development, the burden on residential taxpayers would be significantly higher. Competitive employment is also important in providing economic opportunities to Amherst residents." The propose multifamily project will dramatically increase the annual tax revenues to be received by taxing jurisdictions including the Town.

**5-1 Target economic development policies, programs, capital expenditures, and incentives to attract and retain higher paying employment and promote desired forms and locations of development and redevelopment.**

The proposed Comprehensive Plan Amendment to accommodate an upscale multifamily project is consistent with Policy 5-1 since it will provide new residential units at an appropriate location.

**5-2 Build flexibility into non-residential zoning so that options are available for the various stages of business development.**

Policy 5-2 does not apply to the Comprehensive Plan Amendment.

**5-3 Promote economic development through collaborations between government, educational institutions, health care organizations, and private industries.**

While Policy 5-3 does not specifically apply to the Comprehensive Plan Amendment, it is important to mention that the Project Site is located in close proximity to Erie County Community College and many large office parks that employs many individuals who will benefit from having the ability to live in upscale attached residential units with direct and easy access with their place of employment.

**5-4 Work with educational institutions on lifelong learning and other programs to train, attract, and retain a skilled workforce.**

Policy 5-4 does not apply to the Comprehensive Plan Amendment.

**B. Community Character and Quality of Life:**

**5-5 Promote commercial development patterns that reduce neighborhood impacts.**

Policy 5-5 does not apply to the Comprehensive Plan Amendment.

**5-6 Adopt commercial development standards for neighborhood compatibility with context sensitive design guidelines.**

Policy 5-6 does not apply to the Comprehensive Plan Amendment.

**C. University of Buffalo:**

Policies 5-7 to 5-9 of the Comprehensive Plan pertain to the synergies that can result from collaboration between the Town and the University of Buffalo and as such do not apply to the proposed Comprehensive Plan Amendment.

**D. Regional Economic Development:**

Policies 5-10 and 5-11 of the Comprehensive Plan pertain to the benefits that can result from a healthy economy in Western New York and positioning the Town as a regional technology center. An important aspect of positioning the Town as a regional technology center is providing various types of high quality housing choices for employees. The proposed project will result in high quality attached residential units at a very convenient location with easy access to a wide range of amenities.

## III. CONSISTENCY WITH POLICIES IN SECTION 6 OF THE COMPREHENSIVE PLAN (TITLED "TRANSPORTATION"):

Section 6 of the Comprehensive Plan is titled "Transportation" and according to Section 6.2 of the Comprehensive Plan the Goal is "An efficient, multi-modal transportation system that accommodates the automobile, maintains neighborhood character, and emphasizes alternative means of travel, including walking, biking, and public transportation."



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The four (4) Objectives for "Transportation" as set forth in Section 6 of the Comprehensive Plan are as follows:

- **Create a roadway network that improves efficiency and connectivity while preserving neighborhood character;**
- **Develop the existing bicycle/pedestrian system into a townwide, interconnected network that facilitates connections between vehicular and non-vehicular transportation;**
- **Work with the Niagara Frontier Transportation Authority to provide adequate public transit service, particularly to mixed use activity centers identified in the Conceptual Land Use Plan; and**
- **Establish a town traffic assessment and planning capability to manage and maintain local highways**[11]

**POLICIES:**

**A. Road Network:**

**6-1 Designate roadway corridors for application of context sensitive design standards to maintain their character.**

The proposed project is consistent with Policy 6-1 since the design includes a focus on Wehrle Drive and includes on-site pedestrian friendly amenities.

**6-2 Modify the Town's engineering standards for roadways to reduce neighborhood impacts.**

Policy 6-2 does not apply to the Comprehensive Plan Amendment since the proposed project does not involve the construction of any new public roadways.

**6-3 Establish a town highway planning capability to manage the local road network.**

Policy 6-3 does not apply to the Comprehensive Plan Amendment.

[11] See Pages 6-3 and 6-4 of the Comprehensive Plan.

**6-4 Enhance transportation system capacities through operational improvements, including improved access management and a comprehensive signal-timing plan.**

Policy 6-4 does not apply to the Comprehensive Plan Amendment. It is important to mention that a Traffic Impact Study has been submitted for the purpose of evaluating the potential traffic impacts that will result from the proposed project.

**6-5 Undertake a capital program to maintain or improve the efficiency of the existing road system.**

Policy 6-5 does not apply to the Comprehensive Plan Amendment.

**6-6 Accept a certain level of traffic congestion as a "given" and expand investments in alternative transportation modes and compact, mixed-use development patterns.**

The text on Pages 6-14 and 6-15 of the Comprehensive Plan states as follows: "Given the limits placed on future roadway improvements by funding constraints and the need to preserve neighborhood character, combined with Amherst's established and growing function as a regional employment center, it is not expected that the above policies will "solve" congestion problems in the Town. Instead, the Comprehensive Plan transportation policies involve a shift away from an emphasis on functional efficiency for the automobile towards a more balanced transportation system that achieves other community objectives. As described in Sections B and C below, this shift includes expanded investment in facilities to support alternative travel modes (e.g., trails, sidewalks, bikeways, and transit).[12] Equally important is the coordination of transportation and land use policies to promote compact, mixed-use development patterns that reduce automobile dependency and encourage walking."

[12] The reference to B and C relates to Policies 6-7 to 6-9 of the Comprehensive Plan.



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The proposed Comprehensive Plan Amendment to facilitate the proposed project is consistent with Policy 6-6 since it represents compact, development that will encourage walking on the Project Site and to nearby land uses.

**B. <u>Bicycle/Pedestrian Network</u>:**

**6-7 Develop a comprehensive bicycle network, using a rating system to identify and prioritize improvements.**

Policy 6-7 does not apply to the Comprehensive Plan Amendment.

**6-8 Develop a comprehensive pedestrian network of sidewalks, crosswalks, and trails.**

Policy 6-8 does not apply to the Comprehensive Plan Amendment.

**C. <u>Transit Service</u>:**

**6-9 Work with NFTA to improve transit service and provide connections to activity centers (e.g., UB and Eggertsville).**

Policy 6-9 does not apply to the Comprehensive Plan Amendment.

## IV. <u>CONSISTENCY WITH POLICIES IN SECTION 7 OF THE COMPREHENSIVE PLAN (TITLED "INFRASTRUCTURE")</u>:

Section 7 of the Comprehensive Plan is titled "Infrastructure" and according to Section 7.2 of the Comprehensive Plan the Goal is "Well-maintained and cost-effective infrastructure systems that provide public water, sewer, stormwater, and other utility services within the Town of Amherst, consistent with Comprehensive Plan policies to promote sustainable land use and economic development and protect natural resources." The two (2) Objectives for "Infrastructure" as set forth in Section 7 of the Comprehensive Plan are as follows:

- **Establish a town-wide program with plans and policies to effectively manage stormwater runoff, including flooding and stormwater quality; and**



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- **Maintain and upgrade existing sanitary sewer infrastructure to support existing and projected needs. Limit future service extensions to those needed to serve development areas designated on the Conceptual Land Use Plan**[13]

**POLICIES:**

**A. Stormwater Management:**

**7-1 Develop a program to address flooding and other stormwater management issues in coordination with other responsible agencies.**

Policy 7-1 does not apply to the Comprehensive Plan Amendment which states the Town should implement flood mitigation measures as recommended in the Town Flood Mitigation Plan Report and the Ransom Creek Improvement Study.

**7-2 Implement "low impact development" standards and techniques designed to reduce the quantity and improve the quality of stormwater runoff from development.**

Policy 7-2 does not specifically apply to the Comprehensive Plan Amendment. It is important to mention that during the future Site Plan Application review process the proposed multifamily project will need comply with the stringent stormwater quality and quantity standards of the New York State Department of Environmental Conservation based on engineered plans and a SWPPP with Engineer's Report that will be included the future submission of a Site Plan Application. The technical project documentation will need to be reviewed and approved by the Town's Engineering Department.

**B. Sanitary Sewer System:**

**7-3 Give priority to repairs to existing infrastructure systems, rather than extensions to serve new greenfield development.**

The proposed Comprehensive Plan Amendment to accommodate an upscale multifamily project is consistent with Policy 7-3 since the Project Site is serviced by existing sanitary sewer

[13] See Page 7-3 of the Comprehensive Plan.



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

infrastructure and does not constitute a new greenfield development. The project will also be required to comply with the NYSDEC Inflow and Infiltration policy that applies to specified categories of projects that will generate a daily average of greater than 2,500 gallons per day ("gpd") of sanitary sewer flow.

**7-4 Redefine the boundaries of the Consolidated Sanitary Sewer District in the northern part of the Town to exclude rural and agricultural areas designated for protection and include areas designated for more intensive development. Promote the importance of proper maintenance of private disposal systems or septic systems to limit sewer extensions into protected areas. (Amended 09-08-15; BCPA-2014-01)**

Policy 7-4 does not apply to the Comprehensive Plan Amendment.

## V. CONSISTENCY WITH POLICIES IN SECTION 8 OF THE COMPREHENSIVE PLAN (TITLED "HOUSING AND NEIGHBORHOODS"):

Section 8 of the Comprehensive Plan is titled "Housing and Neighborhoods" and according to Section 8.2 of the Comprehensive Plan the Goals are as follows

- **Decent and affordable housing choices available to all residents;** and
- **Healthy and diverse neighborhoods, including conserved and revitalized older parts of Amherst**[14]

The three (3) Objectives for "Housing and Neighborhoods" as set forth in Section 8.2 of the Comprehensive Plan are as follows:

- **Ensure the availability of housing affordable to all socioeconomic groups in Amherst;**
- **Promote a diverse housing stock, with higher density housing focused on mixed-use activity centers; and**
- **Implement a coordinated program to conserve and revitalize Amherst's neighborhoods.**[15]

[14] See Page 8-2 of the Comprehensive Plan.

[15] See Page 8-3 of the Comprehensive Plan.

**POLICIES:**

**A. Affordable Housing:**

**8-1 Continue existing housing policies that promote home ownership and affordability.**

Policy 7-1 does not apply to the Comprehensive Plan Amendment since the proposed project does not involve residential units for sale or a designated affordable housing project relying on tax credits or affordable housing subsidies.

**B. Housing Diversity:**

**8-2 Promote the development of a variety of housing types.**

The text on Pages 8-3 and 8-4 of the Comprehensive Plan states as follows:

> "Approximately two-thirds of Amherst's current housing stock consists of single-family detached homes, with the remainder comprised of a mix of duplexes, townhouses, apartments, and other living arrangements (e.g., dormitories and assisted living). Recent housing development has consisted mostly of multifamily units and single-family detached, suburban subdivisions. Demographic trends will reinforce the need for a more diverse housing stock to accommodate groups such as the elderly, empty nesters, and students. As previously noted, housing diversity enhances affordability and, if properly managed, can contribute to neighborhood stability and character. Older neighborhoods like Eggertsville, for example, could benefit from decreasing household sizes and the increasing appeal of traditional development, which make smaller homes in pedestrian-oriented neighborhoods more attractive.
>
> The Town should encourage the proportional development of diverse housing types and price levels, including single-family detached (at a variety of lot sizes), townhouses, condominiums, apartments, and housing as part of mixed-use developments. Higher density housing should be located to complement established residential areas through appropriate standards for location and design (see Policies 8-3 and 8-5)."

The proposed Comprehensive Plan Amendment to accommodate an upscale multifamily project is consistent with Policy 8-2 since the project will include 366 apartments of various sizes, which are the types of housing units that are consistent with



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

demographic trends demonstrating there is an increased demand for apartments and townhomes in the Town.

**8-3 Encourage higher density residential uses in mixed-use developments and other appropriate locations.**

The proposed Comprehensive Plan Amendment to accommodate an upscale multifamily project is consistent with Policy 8-3 since the Project Site is an appropriate location for an infill mixed-use project. The language contained on Page 8-4 of the Comprehensive Plan discuss the benefits of higher density residential uses at appropriate locations that decrease the potential impacts of development on sensitive lands.

**8-4 Work with UB to establish mixed-use centers around the periphery of both campuses.**

Policy 8-4 does not apply to the Comprehensive Plan Amendment since the proposed multifamily Project Site is not located in close proximity to either UB North or UB South campuses.

**8-5 Establish standards for multi-family housing to promote high quality design and neighborhood compatibility.**

The text on Page 9-8 and 9-9 of the Comprehensive Plan states as follows:

> "Policy 8-5 addresses the need to manage the location of higher density housing to ensure that it does not negatively affect the overall character of Amherst's neighborhoods. Equally important is the establishment of standards addressing the design and appearance of multi-family housing and its relationships to adjoining land uses. In addition to improving the quality and livability of multi-family developments for residents and improving the "fit" of these developments into the community, design standards will also help to create a more positive public perception of multi-family housing. A greater public tolerance of multi-family housing will ultimately aid the Town in preserving open space and providing alternatives to single-family detached units that are dependent on automobile use.
>
> Design standards should address the creation of multi-family housing via renovation or redevelopment of existing properties as well as new development. Design standards should also address the creation of multi-family housing for the elderly and other special needs residents. The standards should address all forms of



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

multi-family housing including apartments, townhouses, and mixed-use developments."

The proposed Comprehensive Plan Amendment to accommodate an upscale multifamily project is consistent with Policy 8-5.

**C. <u>Neighborhood Revitalization</u>:**

**8-6 Provide incentives for residential property repairs and improvements on a town-wide basis.**

Policy 8-6 does not apply to the Comprehensive Plan Amendment.

**8-7 Initiate a Neighborhood Conservation Program to promote revitalization of designated neighborhoods through measures such as code enforcement, capital improvements, and design standards.**

Policy 8-7 does not apply to the Comprehensive Plan Amendment.

**8-8 Promote the revitalization of older commercial areas as a focus of neighborhood activity and include support for building and property maintenance code enforcement.**

Policy 8-8 does not apply to the Comprehensive Plan Amendment since the Project Site is not located in a designated older commercial area.

**8-9 Encourage participation from residents when the Town is developing action/ improvement plans for specific neighborhoods.**

Policy 8-9 does not specifically apply to the Comprehensive Plan Amendment but is important to mention that the review process for the proposed project will involve public hearings to be held by both the Planning Board and the Town Board.



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

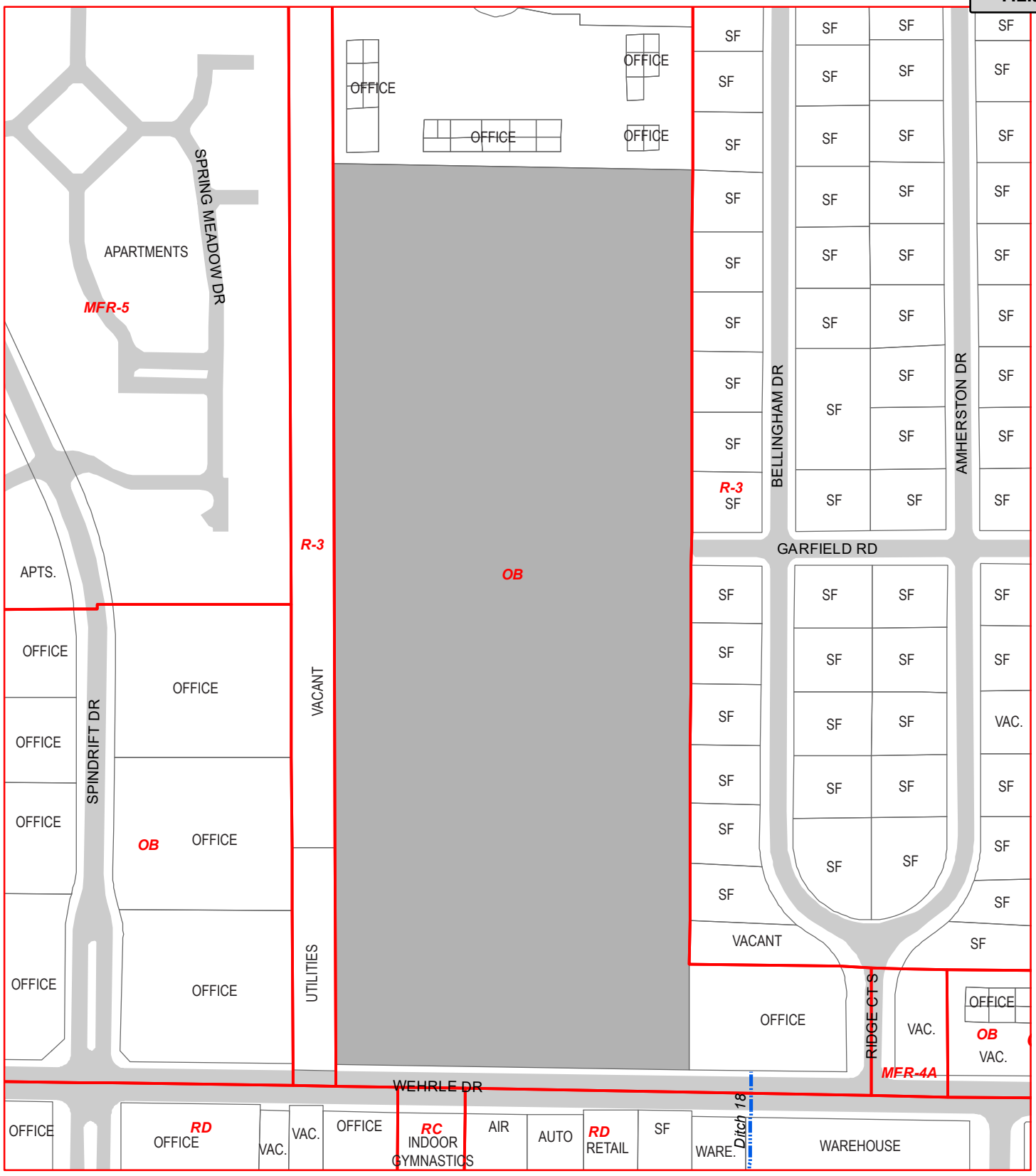
## VI. CONSISTENCY WITH POLICIES IN SECTION 9 OF THE COMPREHENSIVE PLAN (TITLED "COMMUNITY FACILITIES AND SERVICES"):

Section 9 of the Comprehensive Plan is titled "Community Facilities and Services" and according to Section 9.2 of the Comprehensive Plan the Goal is as follows: "Community facilities and services that meet residents' needs and contribute to the Town's high quality of life."[16] The three (3) Objectives for "Community Facilities and Services" as set forth in Section 9.2 of the Comprehensive Plan are as follows:

- **Establish standards or performance criteria to determine community facility and service needs;** and
- **Enhance the role of public facilities as centers of neighborhood and community activity; and**
- **Provide quality facilities and services cost effectively by managing expenses and diversifying revenue sources**

There are nine (9) policies contained in Chapter 9 of the Comprehensive Plan and these policies do not specifically apply to the Comprehensive Plan Amendment since the proposed project does not consist of a community facilities project.

[16] See Page 9-2 of the Comprehensive Plan.




BCPA-2025-01

Request to Amend Figure 6 of the Town of Amherst Bicentennial Comprehensive Plan from Commercial Office to Medium Residential for 24.9± AC of Land
Property Located at 2190-2200 Wehrle Drive
Young Development Inc., Petitioner
May 15, 2025

2190-2200 Wehrle Drive

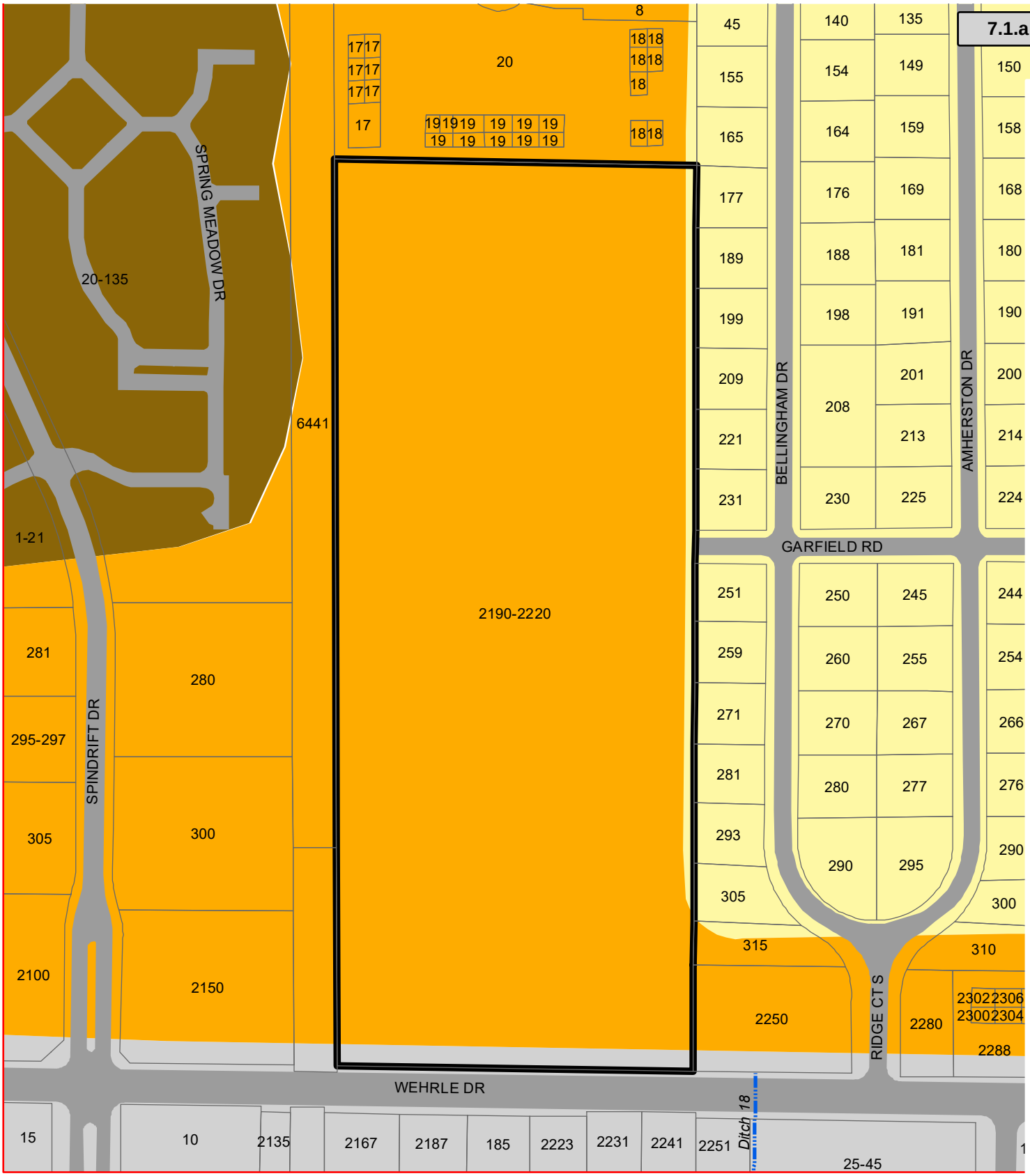
*Prepared by the Town of Amherst Planning Department*

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

CONCEPT PLAN

BCPA-2025-01
2190-2200 Wehrle Road
4/28/2025

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)




BCPA-2025-01

Request to Amend Figure 6 of the Town of Amherst Bicentennial Comprehensive Plan from Commercial Office to Medium Residential for 24.9± AC of Land
Property Located at 2190-2200 Wehrle Drive
Young Development Inc., Petitioner
May 15, 2025

*Prepared by the Town of Amherst Planning Department*

## Figure 6 - Conceptual Land Use Plan

- 2190-2200 Wehrle Drive
- Commercial - Office
- Industrial-Office
- Medium Residential
- Single Family Residential

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

ILLUSTRATIONS

BCPA-2025-01
2190-2200 Wehrle Road
4/28/2025

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

ILLUSTRATIONS

BCPA-2025-01
2190-2200 Wehrle Road
4/28/2025

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

BCPA-2025-01

Request to Amend Figure 6 of the Town of Amherst Bicentennial Comprehensive Plan from Commercial Office to Medium Residential for 24.9± AC of Land
Property Located at 2190-2200 Wehrle Drive
Young Development Inc., Petitioner
May 15, 2025

2190-2200 Wehrle Drive

*Prepared by the Town of Amherst Planning Department*

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Amherst

Town of Amherst Planning Department

RECEIVED
JUN 06 2025
TOWN OF AMHERST
PLANNING DEPT.

Erie County, New York

Brian J. Kulpa
Supervisor
Daniel C. Howard, AIC
Planning Director
Daniel J. Ulatowski, AI(
Assistant Planning Direc

April 28, 2025

TO: Timothy Koller, Deputy Town Clerk
Roberta Rappoccio, Associate Planner
Douglas Gesel, Supervising CEO, Bldg. Dept.
Vaishali Reberholt, Assistant Town Engineer
Steven Floss, Highway Superintendent/ Eric Blocher, General Crew Chief
Chris Schregel, Traffic/Safety Coordinator
Bryan Parnell, Fire Chiefs' Association
Right-of-Way Agent
Integrated Review Coordinator, ECDEP, David.Hall@erie.gov
Joseph Buffamonte, SEQR Coordinator, NYSDOT, dot.sm.r05.SEQR@dot.ny.gov
David Denk, NYSDEC Region 9 Permits Office, Dep.r9@dec.ny.gov
BNIA, Samantha.Brenzel@nfta.com

RECEIVED
APR 29 2025
TOWN OF AMHERST
BUILDING DEPT

FROM: Scott Marshall, Principal Planner

SUBJECT: REQUEST TO AMEND THE BICENTENNIAL COMPREHENSIVE PLAN – FOR 24.9± ACRES OF LAND FROM **COMMERCIAL OFFICE** TO **MEDIUM RESIDENTAL**; **BCPA-2025-01**; PROPERTY LOCATED AT **2190-2220 WEHRLE DRIVE.** YOUNGS DEVELOPMENT, INC., PETITIONER.

**REVISED APPLICATION:**
**CONCEPT PLAN, COLORED ELEVATIONS AND TOPOGRAPHIC SURVEY, LEGAL DESCRIPTION, TRAFFIC IMPACT REPORT, WETLAND INFORMATION AND AND LETTERS TO ADJACENT PROPERTY OWNER.**
Received April 25, 2025

**REVIEW:**

☐ No concerns with request
☐ The following additional information is required to complete review: _____
_____
☐ Request is not reviewable because: _____
_____
☑ General comments relative to your agency's interests: Emergency gate to Limestone not desirable in multifamily + remove gate and permit full access road to Limestone Dev.

Please provide comments by **May 9, 2025**.

Please call the Planning Department contact above if additional information is required (631-7051).

**Reviewed by (print name):** Krista Hall

**Signature:** Krista Hall **Date:** 6/4/25

SM/bf
X:\Current_Planning\Files\Bicentennail Comp Plan Amends\2025\BCPA-2025-01_(2190-2200_Wehrle_Dr)_2025\BCPA-2025-01_Rev_Plan_Transmittal_042825.doc

cc: Scott Marshall, Principal Planner
Vaishali Reberholt, Assistant Town Engineer
Seam Hopkins, 35 California Drive, Suite 100, Williamsville, NY 14221
Pat Sheedy, Jr., Carmina Wood Design, 80 Silo City Row, Buffalo, NY 14203



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

2 Provide a current waterflow test from hydrant by Erie county water. Pressure in that area is 100.

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Amherst

Town of Amherst Planning Department

2021.011

Erie County, New York

Brian J. Kulpa
Supervisor
Daniel C. Howard, AI(
Planning Director
Daniel J. Ulatowski, AI
Assistant Planning Dire

RECEIVED
JUN 02 2025
TOWN OF AMHERST
PLANNING DEPT.

May 27, 2025

TO: Timothy Koller, Deputy Town Clerk
Chris Schregel, Traffic/Safety Coordinator
Integrated Review Coordinator, ECDEP David.Hall@erie.gov
Joseph Buffamonte, SEQR Coordinator, NYSDOT dot.sm.r05.SEQR@dot.ny.gov
Garrett Hacker, ECDPW Garrett.hacker@erie.gov

FROM: Scott Marshall, Principal Planner

SUBJECT: REQUEST TO AMEND THE BICENTENNIAL COMPREHENSIVE PLAN – FOR 24.9± ACRES OF LAND FROM **COMMERCIAL OFFICE** TO **MEDIUM RESIDENTAL**; **BCPA-2025-01**; PROPERTY LOCATED AT **2190-2220 WEHRLE DRIVE.** YOUNGS DEVELOPMENT, INC., PETITIONER.

**REVISED TRAFFIC IMPACT REPORT**
Received May 21, 2025

**REVIEW**:
☐ No concerns with request
☐ The following additional information is required to complete review: _____
☒ Request is not reviewable because: SEE ATTACHED
☐ General comments relative to your agency's interests: _____

Please provide comments by **June 20, 2025**

Please call the Planning Department contact above if additional information is required (631-7051).

**Reviewed by (print name):** Christopher Schregel

**Signature:** _____ **Date:** 5/30/25

DU/SM/bf
X:\Current_Planning\Files\Bicentennail Comp Plan Amends\2025\BCPA-2025-01_(2190-2200_Wehrle_Dr)_2025\BCPA-2025-01_Transmittal_052725.doc

cc: Scott Marshall, Principal Planner
Vaishali Reberholt, Assistant Town Engineer
Seam Hopkins, 35 California Drive, Suite 100, Williamsville, NY 14221
Pat Sheedy, Jr., Carmina Wood Design, 80 Silo City Row, Buffalo, NY 14203



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

# TOWN OF AMHERST

## TRAFFIC SAFETY BOARD

ENGINEERING DEPARTMENT – 1100 NORTH FOREST ROAD, WILLIAMSVILLE, NEW YORK 14221
TRAFFIC SAFETY COORDINATOR - TELEPHONE 631-7154 - FAX 631-7222

MICHAEL SZUKALA
*Councilmember & Liaison Officer*

ERIC FRAAS
*Chairman*

CYNTHIA J. SELDEN
*Vice Chairman*

CHRISTOPHER P. SCHREGEL
*Traffic Safety Coordinator*

***MEMBERS***

DANIEL J. RIDER, P.E.
MAXWELL KAHN
KEVIN CANTWELL
HELAINE SANDERS
NICHOLAS J. ALTERIO
CARA BIDDLECOM
PATRICIA DUNNE

***DEPT. LIAISONS***

SCOTT MARSHALL
*Planning*

CAPT. CHARLES PERSONS
*Police*

WILLIAM PRENEVAU
*Building*

AL SPOTH
*Highway*

Date: May 30, 2025

RE: Request to Amend The Bicentennial Comprehensive Plan – For 24.9± Acres of Land From Commercial Office To Medium Residential; BCPA-2025-01; Property located At **2190-2220 Wehrle Drive**

Reviewer: Amherst Traffic Safety Board

Review of: **Revised Traffic Impact Report**

*This review acknowledges that the TIR will be further updated by Passero Associates that may address the following comments.*

☑ Request is not reviewable because:

1. TIR Trip distribution and assignment figures are presented in a format that is atypical and difficult to comprehend. Revise to a format that is typically provided.
2. Expand study area to Wehrle/Garrison and Wehrle/Transit, with all signals being reviewed withing those limits.

☑ General Comments relative to your agency's interest:

3. Records indicate residents on Oakwood Drive report issues with speed and cut-through traffic. Provide a narrative or analysis to determine if this reported problem will be exacerbated after full-build out. Determine if off-site mitigation is necessary.

Reviewed by: Christopher Schregel, Traffic Safety Coordinator

Signature: _____

Date: May 30, 2025

Community Service For Over 65 years ATSB

CPS/ch
Cc: Vaishali Reberholt, Assistant Engineer
Brian Armstrong, Director of Engineering Service
Sean Hopkins, Hopkins sorgi & McCarthy, 35 California Drive, Suite 100 Williamsville, NY 14221
Carmina Wood Morris, Pat Sheedy, Jr., 80 Silo City Row, Buffalo, NY 14203

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Amherst

*Town of Amherst Planning Department* *Erie County, New York*

Brian J. Kulpa
Supervisor
Daniel C. Howard, AIC
Planning Director
Daniel J. Ulatowski, AIC
Assistant Planning Direc

RECEIVED
MAY 06 2025
TOWN OF AMHERST
PLANNING DEPT.

April 28, 2025

TO: Timothy Koller, Deputy Town Clerk
Roberta Rappoccio, Associate Planner
Douglas Gesel, Supervising CEO, Bldg. Dept.
Vaishali Reberholt, Assistant Town Engineer
Steven Floss, Highway Superintendent/ Eric Blocher, General Crew Chief
Chris Schregel, Traffic/Safety Coordinator
Bryan Parnell, Fire Chiefs' Association
Right-of-Way Agent
Integrated Review Coordinator, ECDEP, David.Hall@erie.gov
Joseph Buffamonte, SEQR Coordinator, NYSDOT, dot.sm.r05.SEQR@dot.ny.gov
David Denk, NYSDEC Region 9 Permits Office, Dep.r9@dec.ny.gov
BNIA, Samantha.Brenzel@nfta.com

FROM: Scott Marshall, Principal Planner

SUBJECT: REQUEST TO AMEND THE BICENTENNIAL COMPREHENSIVE PLAN – FOR 24.9± ACRES OF LAND FROM **COMMERCIAL OFFICE** TO **MEDIUM RESIDENTAL; BCPA-2025-01**; PROPERTY LOCATED AT **2190-2220 WEHRLE DRIVE.** YOUNGS DEVELOPMENT, INC., PETITIONER.

**REVISED APPLICATION:**
**CONCEPT PLAN, COLORED ELEVATIONS AND TOPOGRAPHIC SURVEY, LEGAL DESCRIPTION, TRAFFIC IMPACT REPORT, WETLAND INFORMATION AND AND LETTERS TO ADJACENT PROPERTY OWNER.**
Received April 25, 2025

**REVIEW**:

☑ No concerns with request
☐ The following additional information is required to complete review: _____
_____.
☐ Request is not reviewable because: _____
_____
☐ General comments relative to your agency's interests: _____
_____.

Please provide comments by **May 9, 2025.**

Please call the Planning Department contact above if additional information is required (631-7051).

**Reviewed by (print name):** Eric Slocum

**Signature:** _____ **Date:** 5-5-25

SM/bf
X:\Current_Planning\Files\Bicentennail Comp Plan Amends\2025\BCPA-2025-01_(2190-2200_Wehrle_Dr)_2025\BCPA-2025-01_Rev_Plan_Transmittal_042825.doc

cc: Scott Marshall, Principal Planner
Vaishali Reberholt, Assistant Town Engineer
Seam Hopkins, 35 California Drive, Suite 100, Williamsville, NY 14221
Pat Sheedy, Jr., Carmina Wood Design, 80 Silo City Row, Buffalo, NY 14203



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

COUNTY OF ERIE
WILLIAM E. GEARY, JR.
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

May 9, 2025

Mr. Patrick Sheedy, Jr., PE
Carmina Wood Design
80 Silo City Row, Suite 100
Buffalo, NY 14203

Re: 2190 Wehrle Drive (CR 290)
Multi-Family Development
TIS Review
(T) of Amherst, County of Erie

Dear Mr. Sheedy:

This Department has reviewed the Traffic Impact Study (TIS) prepared by Passero dated March 14, 2025 for the above referenced project. This development is proposed to be located at 2190 Wehrle Drive (CR 290) in the Town of Amherst.

In advance of a formal site plan review, ECDPW offers the following comments on the TIS:

1. The TIS trip distribution accounts for access to the site via the Main Street and Limestone Drive intersection. However, the site plan shows that access from Limestone Drive will be restricted to a gated emergency access lane. The TIS must be revised to show that all access to the site will be via Wehrle Drive.

2. Since all traffic will access the site via Wehrle Drive, the intersections of Wehrle Drive/Garrison Road and Wehrle Drive/Transit Road must also be analyzed.

Please feel free to contact me at 716-858-8067, if you have any questions.

Sincerely,

ERIE COUNTY DEPARTMENT OF PUBLIC WORKS

Gina Wilkolaski, P.E.
Traffic Safety Engineer

cc: Karen Hoak, Deputy Commissioner – Highways
Darlene M. Svilokos, P.E., Director of Engineering
Garrett M. Hacker, P.E., Supervisor of Engineering
Scott Marshall, Town on Amherst Planning
File: CR-290



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Amherst

*Town of Amherst Planning Department* *Erie County, New York*

Brian J. Kulpa
Supervisor
Daniel C. Howard, AICP
Planning Director
Daniel Ulatowski, AICP
Assistant Planning Director

**MEMORANDUM**

**TO:** Scott Marshall, Principal Planner
**FROM:** Roberta Rappoccio, Associate Planner
**DATE:** May 7, 2025
**SUBJECT:** BCPA-2025-01 Bicentennial Comprehensive Plan Amendment Review
Proposed: Amend Comprehensive Plan to change land use from Commercial Office to Medium Residential
Property located at: 2190-2220 Wehrle Drive
Plans received: February 18, 2025

---

The subject request has been reviewed by staff with the following findings:

1. The proposed parcels are currently zoned Office Building (OB). The property located at 2190 Wehrle Drive was rezoned from Single Family Residential (R-3) to Office Building (OB) as requested by the land owner and approved by the Town Board in 2021 (Res# 2021-456). However, since then the unprecedented effects of the COVID pandemic reduced the desirability and demand for additional or new office space (Amherst's office space vacancy rate is approximately 16.5%, according to CBRE Q4 2024 data). Therefore, with a change in use this property could be activated for infill housing development.

2. The request to amend the Comprehensive Plan from Commercial – Office to Medium Residential could allow for a higher density residential development with density differences that include duplexes and/or townhouses as well as multi-story apartment buildings. The Plan states that for both Medium and Mixed Residential areas, location criteria for higher density housing include proximity to high access corridors served by public transportation, areas near commercial centers and employment concentrations, areas next to educational campuses, and areas near community facilities. The project site is located near compatible existing land uses which include the YMCA, the SUNY Erie Community College North Campus, Wehrle industrial park, other Medium Residential apartments, and single-family homes. The project site is also located along a public bus route on Wehrle Drive (NFTA Route #47), enabling connections to nearby economic centers on Main Street and Transit Road, many of which are also within walking/biking distance.

3. The subject parcels are included in the 2023 Strategic Economic Development Plan (SEDP) Airport Opportunity Area and described as property that can accommodate light industrial uses, including warehouse and distribution centers, similar to existing uses south of Wehrle Drive. The Airport Opportunity Area, as described in the SEDP, could be used to expand the live-play-create concept with a focus on light-production based uses integrated with lifestyle amenities and could also build off the proximity to SUNY Erie as an opportunity for collaboration. There have



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

been no recent inquiries for light industrial use developments in the area, and while the property is proposed for Median Residential, the location would give potential new residents access to the surrounding "lifestyle amenities" e.g. YMCA, SUNY Erie, as described in the Plan.

4. The Medium Residential land use category recommends having densities ranging from 12-60 units/acre and encompasses a wide variety of multi-family development types. A proposed concept plan submitted with the application includes 366 residential units on 24.9 acres of land. The calculation results in a density of 14.7 units/acre, within the lower range of the allowable density in the Medium Residential category. While the proposed concept plan complies with the recommended density, it is recommended that the concept plan consider the physical development to be denser allowing for additional open/green space for residents (maximum building coverage for MRF-6 zoning is 40%). Height of the proposed development should also consider surrounding land uses including adequate transitional space between the 1-story single-family homes on Bellingham Drive and 2/3 story apartments on Spring Meadow Drive.

**3.0 Land Use and Development**

The property to be developed is located on the north side of Wehrle Drive between Spindrift Drive to the west and Bellingham Drive to the east. The Conceptual Land Use Plan (Figure 6) in the Town's Comprehensive Plan identifies this area as Commercial – Office (orange). Adjacent properties include single-family homes to the east, apartment buildings to the northwest, and offices to the southwest and north. Commercial and office uses are located across Wehrle Drive both to the east and west of the proposed site.

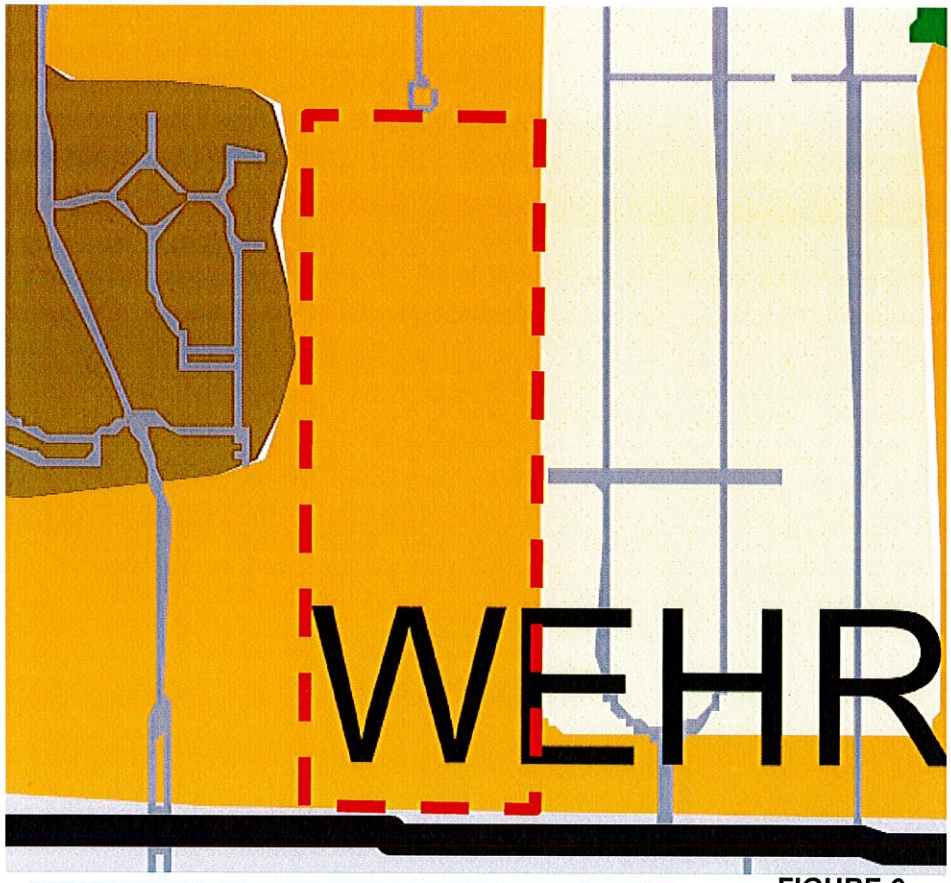



FIGURE 6

The location is ideally situated for this use as it is bordered by multi-family residential development along its northwest boundary and by single-family residential homes along its eastern boundary. Medium Residential is identified in the Comprehensive Plan as a good transitional land use category between commercial and single-family residential. In addition, public transportation is available along Wehrle Drive to nearby economic centers, and Wehrle Drive itself is a minor arterial roadway with connections to Transit Road, Cayuga Road and Union Road. The proposed property is within walking distance to the SUNY Erie North campus and the



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

YMCA Williamsville location.

Recommendation

This request to amend the Comprehensive Plan from Commercial – Office to Medium Residential is consistent with the goals of the Comprehensive Plan. The Plan recommends that new medium residential development be encouraged in areas where services and infrastructure/transportation already exist. The subject lands are well situated and suited for the proposed use.

Should you have questions regarding this review, please contact Roberta Rappoccio, Associate Planner at rrappoccio@amherst.ny.us.

*This is a review only and does not constitute approval of the Request for Amendment to the Bicentennial Comprehensive Plan. Final approval or denial will occur after Town Board action on the request.*

DH/RR/KA
X:\Current_Planning\Files\Bicentennail Comp Plan Amends\2025\BCPA-2025-01_(2190-2200_Wehrle_Dr)_2025\Reviews\BCPA_2025-01_Long Range Review_022525.doc
cc: Sean W. Hopkins, Esq., Hopkins Sorgi & McCarthy PLLC, 5500 Main Street, Suite 343, Williamsville, NY 14221

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

NEW YORK STATE | Department of Environmental Conservation

KATHY HOCHUL
Governor

AMANDA LEFTON
Acting Commissioner

April 1, 2025

**SENT VIA EMAIL**

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

Dear Scott Marshall:

**SEQR Lead Agency Designation**
2190-2220 Wehrle Drive
2220 Wehrle Drive
Town of Amherst, Erie County
GID-003183

This is to acknowledge receipt of your notice, dated February 25, 2025, which requested State Environmental Quality Review Act (SEQR) Lead Agency status for the above-noted project. The New York State Department of Environmental Conservation (NYSDEC) concurs that the Town of Amherst should act as SEQR Lead Agency. However please be aware of the following:

1. DEC's amended Article 24, Freshwater Wetlands Jurisdiction and Classification regulations (6 NYCRR Part 664) went into effect on January 1, 2025.

   Portions of New York State regulated freshwater wetlands and their adjacent areas may be located in the project area. Although some limited activities are exempt from permitting, most activities that involve disturbance within a wetland or its 100-foot adjacent area require an Environmental Conservation Law (ECL) Article 24, Freshwater Wetlands permit from the DEC. Information on regulated activities within freshwater wetlands and adjacent areas is available on DEC's website (see Regulated Activities), which contains examples of regulated activities and those exempt from wetland permits.

   To determine whether the property contains regulated freshwater wetlands the project sponsor must submit a request for a Parcel Jurisdictional Determination (Parcel JD). A Parcel JD is a determination made by DEC whether a property contains regulated freshwater wetlands or adjacent areas within the parcel boundary. Please use the attached link to request a Parcel JD for the project site: https://dec.ny.gov/nature/waterbodies/wetlands/freshwater-wetlands-program/freshwater-wetland-jurisdictional-determination. If you have any problems submitting the Parcel JD request, please email: fwwjurisdiction@dec.ny.gov. Please note, there is an option for people who have hired consultants, and for other environmental professionals with wetland expertise, to bypass the Albany Parcel Jurisdictional Determination (JD) and follow the Parcel JD-Consultant Option.



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Guidance on that process is online (via the above referenced link), but please note that Region 9 has some information that is required in addition to the statewide requirements for the Consultant Option. Therefore, please see the attached Region 9 List of Requirements to utilize for your submission. Please review these requirements when preparing your materials and indicate in your submission that you have followed the above requirements for a complete submission. You must submit these requirements to the Region 9 Bureau of Ecosystem Health email address (R9BEH@dec.ny.gov) with a request to utilize the Consultant Option, and a request schedule a boundary verification.

If the property contains regulated freshwater wetlands or adjacent areas, further delineation of the wetland boundaries and a Project Jurisdictional Determination (Project JD) may be required. A Project JD is a determination made by the regional DEC office about whether a proposed activity within a parcel containing regulated freshwater wetlands or adjacent areas requires an Article 24 Freshwater Wetlands permit. Project JD requests should be sent to the Region 9 Bureau of Ecosystem Health (BEH) at R9BEH@dec.ny.gov.

If regulated freshwater wetlands or adjacent areas are present, all efforts must be made to first avoid disturbing the wetland and adjacent area. If disturbance to the wetland and/or adjacent area cannot be avoided, the project sponsor must submit a Freshwater Wetland permit application and obtain a permit to conduct a regulated activity. In accordance with DEC's Freshwater Wetlands Permit Requirements Regulations (6 NYCRR Part 663), the applicant would need to justify the disturbance, discuss alternatives and minimize impacts as part of the Freshwater Wetlands permit application. More information on application procedures and permit issuance standards is available on DEC's website at: https://dec.ny.gov/regulatory/permits-licenses/waterways-coastlines-wetlands/freshwater-wetlands#Determine .

2. The project area may include federally regulated wetlands based on a review of the National Wetlands Inventory wetland mapping. The project sponsor should consult with the United States Army Corps of Engineers (USACE), telephone: 716/879-4330, concerning USACE regulatory jurisdiction to determine if the project will impact federally regulated wetlands or require any other approval from that agency. If federal wetlands are involved, USACE may require the project sponsor to obtain a Section 401 Water Quality Certification (WQC) from NYSDEC. More information related to this requirement can be found on NYSDEC's website at https://dec.ny.gov/regulatory/permits-licenses/waterways-coastlines-wetlands/protection-of-waters-program#Water_Quality_Certification.

3. Since project activities will involve land disturbance of 1 acre or more, the project sponsor, owner or operator is required to obtain a State Pollutant Discharge Elimination System General Permit for Stormwater Discharges from Construction Activity (GP-0-20-001). This General Permit requires the project sponsor, owner or operator to control stormwater runoff according to a Stormwater Pollution Prevention Plan (SWPPP), which is to be prepared prior to filing a Notice of Intent (NOI) and prior to commencement of the project. More information on General Permit GP-0-20-001, as well as information on how to electronically submit the eNOI form, is available on the NYSDEC's website at www.dec.ny.gov/chemical/43133.html. Information on permitting requirements and preparation of a necessary Stormwater Pollution Prevention Plan (SWPPP) is available on the NYSDEC's website at www.dec.ny.gov/chemical/8468.html.

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

The Town of Amherst is designated as an MS4 community. The project sponsor, owner or operator of a construction activity that is subject to the requirements of regulated, traditional land use control MS4 shall have their SWPPP reviewed and accepted by the MS4 community. The "MS4 SWPPP Acceptance" form must be signed by the principal executive officer or ranking elected official from the MS4 community, or by a duly authorized representative of that person, and submitted along with the eNOI to receive NYSDEC approval before construction commences.

4. This proposed project is a Sanitary Sewer Extension or requires a sanitary sewer connection that is designed to convey 2,500 gallons/day or more of municipal sewage that is defined as a Sanitary Sewer Extension, and therefore requires sewer extension approval by the Erie County Health Department, 503 Kensington Avenue, Buffalo, New York 14214, telephone: 716/961-6800 which acts as our agent.

   A detailed Downstream Sewer Capacity Analysis must be performed and submitted for the project as part of the Project's Engineering Report. Recent wet weather flow monitoring data and proposed new development flow should be analyzed relative to theoretical capacity at key nodes in the downstream sewer system and at pump stations (if any) to determine if capacity exists.

   Recent wet weather system flow data can consist of:

   - Comprehensive information from recent Sanitary Sewer System Evaluation Studies, or
   - Wet weather data collected at (minimum of 3) key downstream nodes specified by the municipality.
     - This dated information can consist of instantaneous flow measurements or continuous flow or sewer depth measurements obtained during significant wet weather events, preferably during high groundwater conditions. Peak sewer flow recording methods are an acceptable method to collect this information.
     - Depth or flow measurements should continue until a significant wet weather event occurs, but would not have to extend beyond three months. A significant wet weather event is considered to be a daily rainfall amount of ½" or greater.

   The Downstream Sewer Capacity Analysis must also contain a narrative and a detailed map showing the downstream routing of sewers from the proposed project site to the Wastewater Treatment Plant. Line sizes, theoretical capacity and pump stations must be identified and included in the analysis.

   This Downstream Sewer Capacity Analysis, as well as any required infiltration and inflow (I/I) rehabilitation offset work at a 4:1 ratio, should be part of the Project's Engineering Report. These items must be received as part of a complete sanitary sewer extension plan submission. The Town of Amherst shall coordinate the information contained in this submission. If adequate capacity is not available, the sewer extension will not be approved until an acceptable remediation plan is developed.

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Sanitary sewer extensions tributary to any known Sanitary Sewer Overflow(s) will not be approved unless the municipality is actively working to develop a satisfactory abatement plan.

The above guidance will help in the preparation of a complete Sewer Extension submission, which will facilitate our review. If you have any questions or require additional information, please contact the DEC Division of Water, telephone: 716/851-7070) or the Erie County Health Department.

5. A portion of the proposed project is located in a potential Environmental Justice area. Therefore, any SPDES and/or air permit applications for this project may be subject to the additional public outreach requirements of NYSDEC Commissioner Policy 29 (CP-29) Environmental Justice and Permitting. The project sponsor can obtain the text of this policy and additional information regarding the implementation of policy requirements at the following page on NYSDEC's web site: https://www.dec.ny.gov/public/36929.html.

If you have any questions, please feel free to contact Logan Stratton at logan.stratton@dec.ny.gov or 716/379-6422.

Sincerely,

Lisa M. Czechowicz

Lisa M. Czechowicz
Regional Permit Administrator

KAW/LMS

Ec: Sean Hokpins, Young Development Inc.

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Amherst

Town of Amherst Planning Department — Erie County, New York

2021-011

Brian J. Kulpa
Supervisor
Daniel C. Howard, AICP
Planning Director
Daniel J. Ulatowski, AICP
Assistant Planning Directo

February 21, 2025

TO: Timothy Koller, Deputy Town Clerk
Roberta Rappoccio, Associate Planner
Emily Murphy, Town Assessor
Douglas Gesel, Supervising CEO, Bldg. Dept.
Vaishali Reberholt, Assistant Town Engineer
Steven Floss, Highway Superintendent/ Eric Blocher, General Crew Chief
Chris Schregel, Traffic/Safety Coordinator
Brian Barnes, Senior GIS Analyst (letter only)
Bryan Parnell, Fire Chiefs' Association
Right-of-Way Agent
Integrated Review Coordinator, ECDEP
Joseph Buffamonte, SEQR Coordinator, NYSDOT
David Denk, NYSDEC Region 9 Permits Office
Williamsville School District

RECEIVED
2025 FEB 25 AM 8:13
PLANNING DEPARTMENT

FROM: Scott Marshall, Principal Planner

SUBJECT: REQUEST TO AMEND THE BICENTENNIAL COMPREHENSIVE PLAN – FOR 24.9± ACRES OF LAND FROM COMMERCIAL OFFICE TO MEDIUM RESIDENTIAL; **BCPA-2025-01**; PROPERTY LOCATED AT **2190-2220 WEHRLE DRIVE.** YOUNG DEVELOPMENT, INC., PETITIONER.

**REVIEW**:

☑ No concerns with request

☐ The following additional information is required to complete review: _____

☐ Request is not reviewable because: _____

☐ General comments relative to your agency's interests: DSCA will be required.

Please provide comments by **March 23, 2025**

Please call the Planning Department contact above if additional information is required (631-7051).

**Reviewed by (print name):** Vaishali Reberholt PE

**Signature:** _____ **Date:** 3/6/25

DU/SM/bf
X:\Current_Planning\Files\Bicentennail Comp Plan Amends\2025\BCPA-2025-01_(2190-2200_Wehrle_Dr)_2025\BCPA-2025-01_Transmittal_022125.doc

cc: Scott Marshall, Principal Planner
Vaishali Reberholt, Assistant Town Engineer
Sean Hopkins, 35 California Drive, Suite 100, Williamsville, NY 14221
Patrick Sheedy, Jr., Carmina Wood Design, 80 Silo City Row, Buffalo, NY 14203



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

## Carrato, Amy

**From:** dot.sm.r05.SEQR <dot.sm.r05.SEQR@dot.ny.gov>
**Sent:** Thursday, March 20, 2025 10:41 AM
**To:** Carrato, Amy; Marshall, Scott
**Cc:** Hebert, Kevin P (DOT); Poodry, Kathryn D. (DOT)
**Subject:** RE: BCPA-2025-01, 2220 Wehrle Drive NYSDOT Comments 2025-37

**CAUTION:** This email originated from outside of the organization.
Please do not click links or open attachments unless you recognize the sender and know the content is safe.

Scott,

The New York State Department of Transportation (NYSDOT) has reviewed the documentation provided for 2190 & 2220 Wehrle Drive - Uptown Apartments and has the following comments:

- NYSDOT concurs with the Town of Amherst for it to act as the Lead Agency
- Based upon the information provided, the proposed project does not appear to have a significant impact to traffic on the State Highway System
- Based upon the information provided, a NYSDOT highway work permit is not needed at this time. If any changes are made to the site plan and work would be needed in the State right of way, a highway work permit would be required.

Alyssa Schoenfeldt

---

**From:** Carrato, Amy <acarrato@amherst.ny.us>
**Sent:** Tuesday, February 25, 2025 3:02 PM
**To:** Hall, David (ERIE) <david.hall@erie.gov>; dot.sm.r05.SEQR <dot.sm.r05.SEQR@dot.ny.gov>; Hacker, Garrett (ERIE) <garrett.hacker@erie.gov>; dec.sm.DEP.R9 <DEP.R9@dec.ny.gov>; tmaturski@williamsvillek12.org; 'dcopeland@roadrunner.com' <dcopeland@roadrunner.com>; 'samantha.brenzel@nfta.com' <samantha.brenzel@nfta.com>; 'erik.kulleseid@parks.ny.gov' <erik.kulleseid@parks.ny.gov>
**Cc:** 'Sean Hopkins' <shopkins@hsmlegal.com>; 'Patrick Sheedy' <psheedy@cwm-ae.com>
**Subject:** BCPA-2025-01, 2220 Wehrle Drive

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Please review the subject attached project and advise the Planning Department of any recommendations and/or requirements. Digital versions of the site plan materials may be viewed and/or downloaded from:
https://www.amherst.ny.us/content/development_projects_pending.php

Please send your response to our department and provide a copy of the response to the project petitioner and or their representative by March 24, 2025 or notify us if there is a problem and additional time is required for review.

Should you have questions regarding this correspondence, please contact Scott A. Marshall, Principal Planner, at smarshall@amherst.ny.us.

Thank you,



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

*Amy Carrato*
Community Development Assistant
Town of Amherst Planning Department
5583 Main Street, Williamsville, NY 14221
716-631-7051

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Amherst

*Town of Amherst Planning Department* *Erie County, New York*

Brian J. Kulpa
Supervisor
Daniel C. Howard, AIC
Planning Director
Daniel J. Ulatowski, AI
Assistant Planning Direc

RECEIVED
MAR 10 2025
TOWN OF AMHERST
PLANNING DEPT.

February 21, 2025

TO: Timothy Koller, Deputy Town Clerk
Roberta Rappoccio, Associate Planner
Emily Murphy, Town Assessor
Douglas Gesel, Supervising CEO, Bldg. Dept.
Vaishali Reberholt, Assistant Town Engineer
Steven Floss, Highway Superintendent/ Eric Blocher, General Crew Chief
Chris Schregel, Traffic/Safety Coordinator
Brian Barnes, Senior GIS Analyst (letter only)
Bryan Parnell, Fire Chiefs' Association
Right-of-Way Agent
Integrated Review Coordinator, ECDEP
Joseph Buffamonte, SEQR Coordinator, NYSDOT
David Denk, NYSDEC Region 9 Permits Office
Williamsville School District

RECEIVED
FEB 25 2025
TOWN ATTORNEY

FROM: Scott Marshall, Principal Planner

SUBJECT: REQUEST TO AMEND THE BICENTENNIAL COMPREHENSIVE PLAN – FOR 24.9± ACRES OF LAND FROM COMMERCIAL OFFICE TO MEDIUM RESIDENTIAL; **BCPA-2025-01**; PROPERTY LOCATED AT **2190-2220 WEHRLE DRIVE.** YOUNG DEVELOPMENT, INC., PETITIONER.

**REVIEW**:

☒ No concerns with request

☐ The following additional information is required to complete review: _____

_____

☐ Request is not reviewable because: _____

_____

☐ General comments relative to your agency's interests: _____

_____.

Please provide comments by **March 23, 2025**

Please call the Planning Department contact above if additional information is required (631-7051).

**Reviewed by (print name):** _____

**Signature:** _____ **Date:** 2/28/25

DU/SM/bf
X:\Current_Planning\Files\Bicentennail Comp Plan Amends\2025\BCPA-2025-01_(2190-2200_Wehrle_Dr)_2025\BCPA-2025-01_Transmittal_022125.doc

cc: Scott Marshall, Principal Planner
Vaishali Reberholt, Assistant Town Engineer
Sean Hopkins, 35 California Drive, Suite 100, Williamsville, NY 14221
Patrick Sheedy, Jr., Carmina Wood Design, 80 Silo City Row, Buffalo, NY 14203



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

# TOWN OF AMHERST

## ASSESSOR'S OFFICE

5583 MAIN STREET
WILLIAMSVILLE, NEW YORK 14221
PHONE: 716-631-7038

**Emily A. Murphy**
**Assessor**
**emurphy@amherst.ny.us**


MEMORANDUM

TO: Daniel Ulatowski, AICP, Associate Planning Director
Douglas Gesel, Supervising Code Enforcement Officer
Jeff Burroughs, Town Engineer
Scott Marshall, Principle Planner

FROM: Bonnie B. Arnold, Real Property Appraiser

DATE: February 28, 2025

SUBJECT: Request to amend the Bicentennial Comprehensive Plan for 24.9± acres of land **from Commercial Office to Medium Residential BCPA-2025-01**
Property Location: 2190-2220 Wehrle Dr
Petitioner: Young Development, Inc.

No concerns with request

cc: Sean Hopkins, 35 California Dr., Ste 100, Williamsville, NY 14221
Patrick Sheedy, Jr, Carmina Wood Design, 80 Silo City Row, Buffalo,NY 14203

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Amherst

*Town of Amherst Planning Department* *Erie County, New York*

Brian J. Kulpa
Supervisor
Daniel C. Howard, AIC
Planning Director
Daniel J. Ulatowski, AIC
Assistant Planning Direc

February 21, 2025

TO: Timothy Koller, Deputy Town Clerk
Roberta Rappoccio, Associate Planner
Emily Murphy, Town Assessor
Douglas Gesel, Supervising CEO, Bldg. Dept.
Vaishali Reberholt, Assistant Town Engineer
Steven Floss, Highway Superintendent/ Eric Blocher, General Crew Chief
Chris Schregel, Traffic/Safety Coordinator
Brian Barnes, Senior GIS Analyst (letter only)
Bryan Parnell, Fire Chiefs' Association
Right-of-Way Agent
Integrated Review Coordinator, ECDEP
Joseph Buffamonte, SEQR Coordinator, NYSDOT
David Denk, NYSDEC Region 9 Permits Office
Williamsville School District

RECEIVED
FEB 25 2025
TOWN OF AMHERST
BUILDING DEPT

FROM: Scott Marshall, Principal Planner

SUBJECT: REQUEST TO AMEND THE BICENTENNIAL COMPREHENSIVE PLAN – FOR 24.9± ACRES OF LAND FROM COMMERCIAL OFFICE TO MEDIUM RESIDENTIAL; **BCPA-2025-01**; PROPERTY LOCATED AT **2190-2220 WEHRLE DRIVE.** YOUNG DEVELOPMENT, INC., PETITIONER.

**REVIEW**:

☒ No concerns with request

☐ The following additional information is required to complete review: _____

☐ Request is not reviewable because: _____

☒ General comments relative to your agency's interests: USFW on property. Additional accessable parking will be required.

Please provide comments by **March 23, 2025**

Please call the Planning Department contact above if additional information is required (631-7051).

**Reviewed by (print name):** Doug Gesel

**Signature:** Doug Gesel **Date:** 2/25/25

DU/SM/bf
X:\Current_Planning\Files\Bicentennail Comp Plan Amends\2025\BCPA-2025-01_(2190-2200_Wehrle_Dr)_2025\BCPA-2025-01_Transmittal_022125.doc

cc: Scott Marshall, Principal Planner
Vaishali Reberholt, Assistant Town Engineer
Sean Hopkins, 35 California Drive, Suite 100, Williamsville, NY 14221
Patrick Sheedy, Jr., Carmina Wood Design, 80 Silo City Row, Buffalo, NY 14203



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Adam Karl
[redacted]

May 12, 2025

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

Subject: Opposition to Zoning Change Request for 2190-2220 Wehrle Dr.
File: BCPA-2025-01

Dear Planning Board Members,

I hope this letter finds you well. I am writing to express my strong opposition to the proposed zoning change for the property located at 2190-2220 Wehrle Dr. As a concerned neighbor at 305 Bellingham whose property directly borders the above reference parcel, I believe that this proposed change will have significant negative impacts on our neighborhood. I urge the Planning Board to not move forward with this zoning change.

Living in the immediate area I am well aware of the pretentious past that this parcel (2190-2220 Wehrle Dr) has had. It was originally zoned as Single Family Residential and then rezoned to Commercial-Office. The proposed developer now wants to rezone it from its current zoning to Multifamily Residential District 6 “MFR-6” which is 15 units an acre compared to Single Family Residential which is 2-4 units an acre. The developer then goes on to state in their April 29, 2025 application that they intend on constructing 366 units on the 25 acre lot with several of the buildings being 4 stories in height. The density of the site and height of the buildings go against the current neighborhood character. Previous rezoning approvals in the immediate area that are directly adjacent to Single Family Residential includes George Karl Blvd which was rezoned (Z-19-00A) and included deed restrictions on height (2 stories) and setback (100’ green space) because the town wanted to comfort with the existing character in the area. Additionally in the immediate area is the Spindrift apartment complex that is zoned at a less dense zoning of Multifamily Residential District 5 - “MFR 5” and does not border or immediately impact single family homes. It borders businesses, the local community college, and the parcel in question which is zoned as Commercial-Office.

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

**There are several key reasons why I oppose this zoning change:**

Impact on Local Infrastructure: The proposed change would place an undue burden on the already stressed local infrastructure, including roads, public services, and utilities. The water pressure in the area is already a major issue for myself and my neighbors. Allowing this magnitude in our backyard is going to further degrade our water pressure quality of life. When asked at a neighborhood meeting the developer hosted on March

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

11, 2025 the developer spoke of solving the property water pressure issue with a booster pump. That may be a solution to their development but it is only going to degrade the water infrastructure of the area even further. Within the past five years there was a major fire very close to this parcel at 120 Earhart Dr where the fire department had to call for fire engine tankers because the water pressure could not sustain an efficient fire attack. These tankers come from communities that do not have fire hydrants every 500 feet. Our community has these fire hydrants but they basically ran dry during a time of need.

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Property Values and Quality of Life: There is a major concern that this zoning change could lower property values in the surrounding area especially on streets that are directly adjacent to this proposed development. Neighbors on surrounding streets will now have two to four story apartment buildings in their backyards which will reduce privacy. This could lead to the area becoming less desirable as those individuals that have lived in the area for decades with essentially an empty field behind them would have to contend with a very large dense residential footprint of 366 units in 23 buildings across 25 acres.

Lack of Public Support: Other than one brief “informal” meeting that took place on March 11, 2025 that residents were given a week’s worth of notice that has been little outreach to the surrounding/affected community. The notice of this meeting also listed the height of the structure as three stories and not four stories. During this brief meeting multiple residents expressed many of the concerns I have listed above to the representatives of the development company. These representatives assured the attending neighbors that they would look into it and take them into consideration. Upon reviewing the submitted application and information on the town website it appears that none of the resident’s concerns were taken into account and that the developer appears to be moving forward without community input.

For these reasons, I strongly urge the Town of Amherst Planning Board to reject the proposed zoning change from Commercial-Office to MFR-6 and instead seek a lower

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Multifamily Residential classification with a reduction in height and density. I would also say that a rezoning from Commercial-Office to MFR-6 is a very negative rezoning. Many individuals in the area made decisions regarding residency in the area with the current zoning in mind. Many residents and neighbors would rather have office buildings as neighbors instead of high density apartment buildings. The residents and neighbors are not upset that something is being built on that parcel. They are aware of the value of the parcel of land in question. To believe nothing will be built on it would be foolish. The concern is that a developer is attempting to maximize their profits over the justified concerns of long term neighbors. Numerous neighbors I have spoken to are looking for a reduction in the scale, density, and height. The feeling is also that if they are attempting to change the zoning it should be to something that fits into the character of the existing area and not negatively impact existing residents and neighbors.

In conclusion the feeling among my neighbors and town residents is that the zoning change is very severe and extreme.

Thank you for your time and attention to this important matter. I trust that you will consider the long-term effects of this proposal and make the decision that is in the best interest of the community.

Sincerely,

Adam Karl

Adam Karl
[redacted]
Concerned citizen/town resident

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

## Carrato, Amy

**From:** Jillian Lenhard <[redacted]>
**Sent:** Tuesday, May 13, 2025 1:11 PM
**To:** Carrato, Amy
**Subject:** Opposition to Zoning Change Request for 2190-2220 Wehrle Dr. File: BCPA-2025-01

**CAUTION:** This email originated from outside of the organization.
Please do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Dear Planning Board Members,

I hope this letter finds you well. I am writing to express my strong opposition to the proposed zoning change for the property located at 2190-2220 Wehrle Dr. As a concerned neighbor/town resident in the area, I believe that this proposed change will have significant negative impacts on our neighborhood. I urge the Planning Board to not move forward with this zoning change.

This parcel was originally zoned as Single Family Residential and then rezoned to Commercial-Office. The proposed developer now wants to rezone it from its current zoning to Multifamily Residential District 6 “MFR-6” which is 15 units an acre compared to Single Family Residential which is 2-4 units an acre. The developer then goes on to state in their April 29, 2025 application that they intend on constructing 366 units on the 25 acre lot with several of the buildings being 4 stories in height. The density of the site and height of the buildings go against the current neighborhood character. Previous rezoning approvals in the immediate area that are directly adjacent to Single Family Residential includes George Karl Blvd which was rezoned (Z-19-00A) and included deed restrictions on height (2 stories) and setback (100’ green space) because the town wanted to comfort with the existing character in the area. Additionally in the immediate area is the Spindrift apartment complex that is zoned at a less dense zoning of Multifamily Residential District 5 - “MFR 5” and does not border or immediately impact single family homes. It borders businesses, the local community college, and the parcel in question which is zoned as Commercial-Office.

**There are several key reasons why I oppose this zoning change:**

- Impact on Local Infrastructure - Especially Water Pressure
- Property Values and Quality of Life
- Lack of Public Support

For these reasons, I strongly urge the Town of Amherst Planning Board to reject the proposed zoning change from Commercial-Office to MFR-6 and instead seek a lower Multifamily Residential classification with a reduction in height and density. I would also say that a rezoning from Commercial-Office to MFR-6 is a very negative outcome. Many individuals in the area made decisions regarding residency in the area with the current zoning in mind. Many residents and neighbors would rather have office buildings as neighbors instead of high density apartment buildings. The residents and neighbors are not upset that something is being built on that parcel. They are aware of the value of the parcel of land in question. To believe nothing will be built on it would be foolish to think. The concern is that a developer is attempting to maximize their profits over the justified concerns of long term neighbors. Numerous neighbors I have spoken to are looking for a reduction in the scale, density, and height. The feeling is also that if they are attempting to change the zoning it should be to something that fits into the character of the existing area and not negatively impact existing residents and neighbors.



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

In conclusion the feeling among my neighbors and town residents is that the zoning change is very severe and extreme.
Thank you for your time and attention to this important matter. I trust that you will consider the long-term effects of this proposal and make the decision that is in the best interest of the community.
Sincerely,

Concerned Neighbor
Jillian Lenhard
[redacted]

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

**Carrato, Amy**

**From:** Thrall <[redacted]>
**Sent:** Tuesday, May 13, 2025 9:05 PM
**To:** Carrato, Amy
**Subject:** Opposition to Zoning Change Request for 2190-2220 Wehrle Dr.

**CAUTION:** This email originated from outside of the organization.
Please do not click links or open attachments unless you recognize the sender and know the content is safe.

# Name: Ronald Ciaccia

Address: [redacted]
Williamsville,NY 14221
Email: [redacted]

Date: 5/13/25

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

Subject: Opposition to Zoning Change Request for 2190-2220 Wehrle Dr.
File: BCPA-2025-01

Dear Planning Board Members,

I hope this letter finds you well. I am writing to express my strong opposition to the proposed zoning change for the property located at 2190-2220 Wehrle Dr. As a concerned neighbor/town resident in the area, I believe that this proposed change will have significant negative impacts on our neighborhood. I urge the Planning Board to not move forward with this zoning change.

This parcel was originally zoned as Single Family Residential and then rezoned to Commercial-Office. The proposed developer now wants to rezone it from its current zoning to Multifamily Residential District 6 “MFR-6” which is 15 units an acre compared to Single Family Residential which is 2-4 units an acre. The developer then goes on to state in their April 29, 2025 application that they intend on constructing 366 units on the 25 acre lot with several of the buildings being 4 stories in height. The density of the site and height of the buildings go against the current neighborhood character. Previous rezoning approvals in the immediate area that are directly adjacent to Single Family Residential includes George Karl Blvd which was rezoned (Z-19-00A) and included deed restrictions on height (2 stories) and setback (100’ green space) because the town wanted to comfort with the existing character in the area. Additionally in the immediate area is the Spindrift apartment complex that is zoned at a less dense zoning of Multifamily Residential District 5 - “MFR 5” and does not border or immediately impact single family homes. It borders businesses, the local community college, and the parcel in question which is zoned as Commercial-Office.



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

**There are several key reasons why I oppose this zoning change:**

- Impact on Local Infrastructure - Especially Water Pressure
- Property Values and Quality of Life
- Lack of Public Support

For these reasons, I strongly urge the Town of Amherst Planning Board to reject the proposed zoning change from Commercial-Office to MFR-6 and instead seek a lower Multifamily Residential classification with a reduction in height and density. I would also say that a rezoning from Commercial-Office to MFR-6 is a very negative outcome. Many individuals in the area made decisions regarding residency in the area with the current zoning in mind. Many residents and neighbors would rather have office buildings as neighbors instead of high density apartment buildings. The residents and neighbors are not upset that something is being built on that parcel. They are aware of the value of the parcel of land in question. To believe nothing will be built on it would be foolish to think. The concern is that a developer is attempting to maximize their profits over the justified concerns of long term neighbors. Numerous neighbors I have spoken to are looking for a reduction in the scale, density, and height. The feeling is also that if they are attempting to change the zoning it should be to something that fits into the character of the existing area and not negatively impact existing residents and neighbors.

In conclusion the feeling among my neighbors and town residents is that the zoning change is very severe and extreme.

Thank you for your time and attention to this important matter. I trust that you will consider the long-term effects of this proposal and make the decision that is in the best interest of the community.

Sincerely,
Ronald Ciaccia

Concerned citizen / Concerned Neighbor

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

## Carrato, Amy

**From:** Lynne MASON-WICKS <[redacted]>
**Sent:** Tuesday, May 13, 2025 10:08 PM
**To:** Carrato, Amy
**Subject:** Opposition to zoning change request for 2190-2220. Wehrle Dr. File:BCPA-2025-01

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Please do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Dear Planning Board Members,

I hope this letter finds you well. I am writing to express my strong opposition to the proposed zoning change for the property located at 2190-2220 Wehrle Dr. As a concerned neighbor/town resident in the area, I believe that this proposed change will have significant negative impacts on our neighborhood. I urge the Planning Board to not move forward with this zoning change.

This parcel was originally zoned as Single Family Residential and then rezoned to Commercial-Office. The proposed developer now wants to rezone it from its current zoning to Multifamily Residential District 6 “MFR-6” which is 15 units an acre compared to Single Family Residential which is 2-4 units an acre. The developer then goes on to state in their April 29, 2025 application that they intend on constructing 366 units on the 25 acre lot with several of the buildings being 4 stories in height. The density of the site and height of the buildings go against the current neighborhood character. Previous rezoning approvals in the immediate area that are directly adjacent to Single Family Residential includes George Karl Blvd which was rezoned (Z-19-00A) and included deed restrictions on height (2 stories) and setback (100’ green space) because the town wanted to comfort with the existing character in the area. Additionally in the immediate area is the Spindrift apartment complex that is zoned at a less dense zoning of Multifamily Residential District 5 - “MFR 5” and does not border or immediately impact single family homes. It borders businesses, the local community college, and the parcel in question which is zoned as Commercial-Office.

There are several key reasons why I oppose this zoning change:

- Impact on Local Infrastructure - Especially Water Pressure
- Property Values and Quality of Life
- Lack of Public Support

For these reasons, I strongly urge the Town of Amherst Planning Board to reject the proposed zoning change from Commercial-Office to MFR-6 and instead seek a lower Multifamily Residential classification with a reduction in height and density. I would also say that a rezoning from Commercial-Office to MFR-6 is a very negative outcome. Many individuals in the area made decisions regarding residency in the area with the current zoning in mind. Many residents and neighbors would rather have office buildings as neighbors instead of high density apartment buildings. The residents and neighbors are not upset that something is being built on that parcel. They are aware of the value of the parcel of land in question. To believe nothing will be built on it would be foolish to think. The concern is that a developer is attempting to maximize their profits over the justified concerns of long term neighbors. Numerous neighbors I have spoken to are looking for a reduction in the scale, density, and height. The feeling is also that if they are

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

attempting to change the zoning it should be to something that fits into the character of the existing area and not negatively impact existing residents and neighbors.

In conclusion the feeling among my neighbors and town residents is that the zoning change is very severe and extreme.

Thank you for your time and attention to this important matter. I trust that you will consider the long-term effects of this proposal and make the decision that is in the best interest of the community.

Sincerely,

Concerned Neighbor
Lynne Mason Wicks
[redacted]

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

## Carrato, Amy

**From:** Susan Roman <[redacted]>
**Sent:** Wednesday, May 14, 2025 11:55 AM
**To:** Carrato, Amy
**Subject:** 2190-2220 Wehrle Dr.

**CAUTION:** This email originated from outside of the organization.
Please do not click links or open attachments unless you recognize the sender and know the content is safe.

Name: Susan Roman
Address: [redacted]
Email: [redacted]

Date: May 14, 2025

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

Subject: Opposition to Zoning Change Request for 2190-2220 Wehrle Dr.
File: BCPA-2025-01

Dear Planning Board Members,

I am writing to express my strong opposition to the proposed zoning change for the property located at 2190-2220 Wehrle Dr. As a concerned resident in the area, I believe this proposed change would have significant negative impacts on our neighborhood. I urge the Planning Board not to move forward with this zoning change.

The proposed developer now wants to rezone it from its current zoning to Multifamily Residential District 6 “MFR-6” which is 15 units an acre compared to Single Family Residential which is 2-4 units an acre. The developer then goes on to state in their April 29, 2025 application that they intend on constructing 366 units on the 25 acre lot with several of the buildings being 4 stories in height. The density of the site and height of the buildings go against the current neighborhood character.

Previous rezoning approvals in the immediate area that are directly adjacent to Single Family Residential includes George Karl Blvd which was rezoned (Z-19-00A) and included deed restrictions on height (2 stories) and setback (100’ green space) because the town wanted to conform with the existing character in the area. Additionally, in the immediate area of this proposal is the Spindrift apartment complex zoned at a less dense zoning of Multifamily Residential District 5 - “MFR 5”. It does not border or immediately impact single family homes. It borders businesses, the local community college, and the parcel in question which is zoned as Commercial-Office.

**There are several key reasons why I oppose this zoning change:**

- Impact on Local Infrastructure - Especially Water Pressure



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

- Property Values and Quality of Life
- Lack of Public Support

For these reasons among others, I strongly urge the Town of Amherst Planning Board to reject the proposed zoning change from Commercial-Office to MFR-6. Seeking a significantly lower Multifamily Residential classification with a reduction in height and density or PREFERABLY NOT CHANGING THE ZONING AT ALL is the outcome I hope for! Rezoning from Commercial-Office to MFR-6 would have a very negative outcome on a 24/7 basis.

Overall, our residents and neighbors would rather have office buildings as neighbors instead of high density apartment buildings. Businesses generally impact the locale on a more limited basis. We are not upset that something is being built on that parcel and are aware of the value of the parcel of land in question. To believe nothing will be built there would be foolish. The concern is that a developer is attempting to maximize their profits over the justified concerns of long term neighbors. Whatever is eventually built on the Wehrle property should fit the character of the existing area.

Again, I feel very strongly that this zoning change would be detrimental to us. I respectfully request that our board members consider all aspects of this project as though it was being built in their “backyard”!

Thank you for your time and attention to this important matter. I trust that you will consider the long-term effects of this proposal and make the decision that is in the best interest of the community.

Sincerely,

Susan Roman

Concerned citizen / Concerned Resident

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

Rupp Pfalzgraf LLC
People at law

1600 Liberty Building, 424 Main Street, Buffalo, New York 14202
P 716.854.3400 www.RuppPfalzgraf.com

MARC A. ROMANOWSKI
PARTNER
romanowski@RuppPfalzgraf.com

May 15, 2025

**Via E-Mail and Hand Delivery**

Town of Amherst Planning Board
Municipal Building (Town Hall)
5583 Main Street
Williamsville, New York 14221

Town of Amherst Town Board
Municipal Building (Town Hall)
5583 Main Street
Williamsville, New York 14221

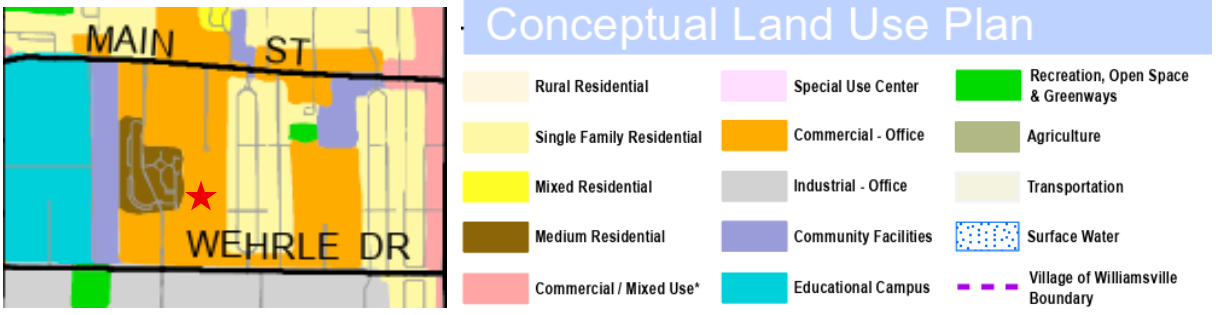
ATTN: Scott Marshall, Principal Planner

Re: Request for Bicentennial Comprehensive Plan Amendment from Commercial-Office to Medium Residential for 2190-2200 Wehrle Drive, Amherst, NY (SBL No. 81.02-1-10.1)

Ladies and Gentlemen:

On behalf of Windsong Place Associates, LP, the owner of Windsong Apartments and Windsong Place Apartments ("Windsong"), we are submitting this letter to express concerns regarding the proposed Bicentennial Comprehensive Plan Amendment for 2190-2200 Wehrle Drive, Amherst, New York 14221 (the "Project" or "Project Site"). Windsong neighbors the Project Site on its western side located at 25 Spring Meadow Drive and 1 Spindrift Court.

Windsong acknowledges that the Planning Board is currently reviewing only a request to amend the Bicentennial Comprehensive Plan ("Plan") from Commercial-Office to Medium Residential designation. The Project Site is indicated with a red star in Figure 6 of the Plan below.



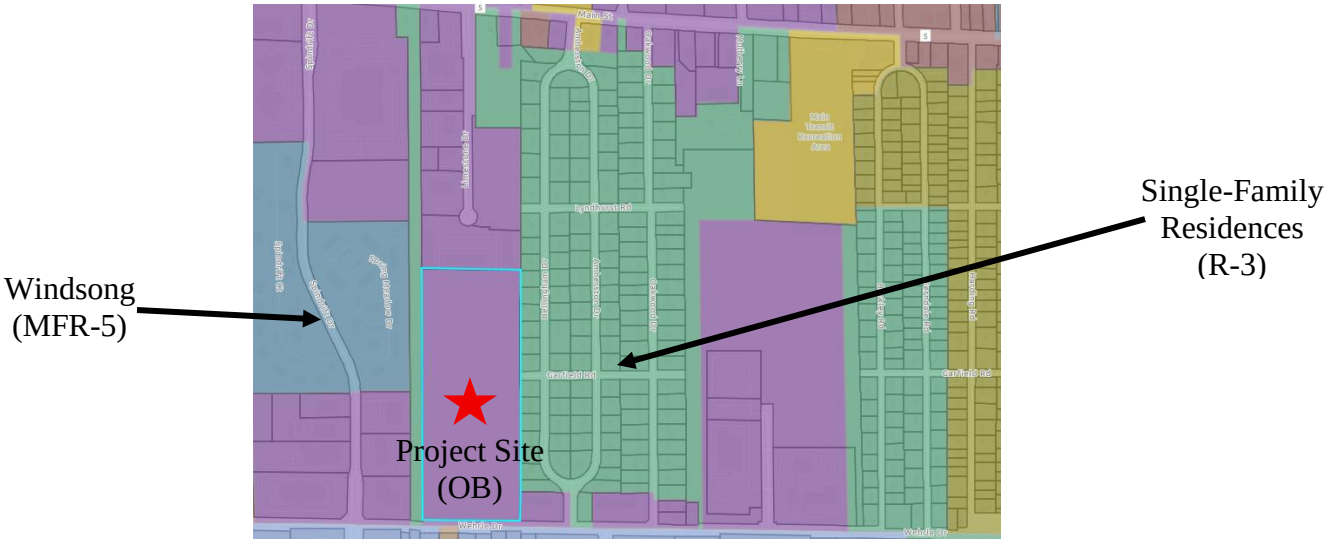

However, we respectfully emphasize that this proposed amendment represents the critical first step that will enable subsequent rezoning of the Site to accommodate the Project's proposed higher density development.



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

We urge the Board to consider the full implications of the proposed amendment, as it will directly pave the way for rezoning that raises substantial concerns regarding infrastructure capacity, including water pressure limitations, sewer system adequacy, and increased traffic congestion on our local roadways. While the amendment alone is before you today, its approval will inevitably trigger density-related challenges that warrant careful consideration at this preliminary stage.

As shown on the Town of Amherst Zoning Map reproduced below, the Project Site is currently zoned Office Building District ("OB") and abuts a single-family residential neighborhood to the east, zoned Residential District Three ("R-3"), with the Windsong development to the west, zoned Multifamily Residential District Five ("MFR-5").




Ultimately, the Project seeks to rezone the Project Site to Multifamily Residential District Six ("MFR-6"). The MFR-6 district is inconsistent with the existing surrounding residential areas and will likely pose difficulties, such as the ones discussed above, to residents as a result of the higher density. Please see a chart comparing the bulk requirements of these zoning districts attached as **Exhibit A**.

While we recognize that the Planning Board is currently reviewing only the Plan amendment, we respectfully urge the Board to consider the broader implications of its recommendation. We ask that these downstream impacts be carefully weighed in your deliberations on the proposed amendment, as they represent real challenges that will directly affect community wellbeing and quality of life once rezoning follows this amendment's approval.

Very truly yours,

Marc A. Romanowski

/mjd
Enclosure

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

# EXHIBIT A

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

**Comparison of Bulk Requirements for Zoning Districts in Area Surrounding 2190-2200 Wehrle Drive**

| **Bulk Requirement** | **OB** Code § 4-2-2-B | **R-3** Code § 3-6-2-B | **MFR-5** Code § 3-11-2-B(2) | **MFR-6** Code § 3-12-2-B(3) |
|---|---|---|---|---|
| **Min. lot area (SF)** | None. | 8,450 SF (interior lot)<br><br>9,750 SF (corner lot) | • 3,630 (0-1 BR)<br>• 4,356 (2 BR)<br>• 5,445 (3 BR)<br>• 6,250 (4 BR) | • 2,562 (0-1 BR)<br>• 2,904 (2 BR)<br>• 3,630 (3 BR)<br>• 4,356 (4 BR) |
| **Min. lot width** | None. | 65’ (interior lot)<br>75’ (corner lot) | 150’ | 200’ |
| **Min. building separation** | 30’ | N/A | Calculated per § 3-15-5. | Calculated per § 3-15-5. |
| **Min. front yard** | 20’ (for bldg. height up to 35’)<br><br>30’ (for bldg. height 35’+) | 30’ | Calculated per § 3-15-5. | Calculated per § 3-15-5. |
| **Min. rear yard** | Calculated per § 2-5-4-B(3). | 30’ | Calculated per § 3-15-5. | Calculated per § 3-15-5. |
| **Min. side yard** | Calculated per § 2-5-4-B(3). | 5’<br>10’ (combined) | Calculated per § 3-15-5. | Calculated per § 3-15-5. |
| **Max. height** | 65’ | 2 stories<br>35’ | 35’ | 65’ |
| **Max. building coverage** | None. | 35% | 40% | 40% |
| **Min. floor area** | N/A | 1,000 SF (under 2 stories)<br><br>1,200 SF (2+ stories) | • 400 SF (0 BR)<br>• 640 SF (1 BR)<br>• 760 SF (2 BR)<br>• 1,000 SF (3 BR)<br>• 1,200 SF (4 BR) | • 400 SF (0 BR)<br>• 640 SF (1 BR)<br>• 760 SF (2 BR)<br>• 1,000 SF (3 BR)<br>• 1,200 SF (4 BR) |

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

## Carrato, Amy

**From:** [redacted]
**Sent:** Thursday, May 15, 2025 11:45 AM
**To:** Carrato, Amy
**Subject:** Proposed rezoning on Wehrle Dr

**CAUTION:** This email originated from outside of the organization.
Please do not click links or open attachments unless you recognize the sender and know the content is safe.

Vincent LoTempio
[redacted]

May 15, 2025
Town of Amherst Planning Board
5583 Main Street
Williamsville, New York 14221
Subject: Opposition to Zoning Change Request for 2190-2220 Wehrle Dr.
File: BCPA-2025-01

Dear Planning Board Members,

I hope this letter finds you well. I am writing to express my very strong opposition to the proposed zoning change for the property located at 2190-2220 Wehrle Drive. As a concerned neighbor/town resident in the area, I believe that this proposed change will have significant negative impacts on our neighborhood. I urge the Planning Board to not move forward with this zoning change.

This parcel was originally zoned as Single Family Residential and then rezoned to Commercial-Office. The proposed developer now wants to rezone it from its current zoning to Multifamily Residential District 6 “MFR-6” which is 15 units an acre compared to Single Family Residential which is 2-4 units an acre. The developer then goes on to state in their April 29, 2025 application that they intend on constructing 366 units on the 25 acre lot with several of the buildings being 4 stories in height. The density of the site and height of the buildings go against the current neighborhood character. Previous rezoning approvals in the immediate area that are directly adjacent to Single Family Residential includes George Karl Blvd which was rezoned (Z-19-00A) and included deed restrictions on height (2 stories) and setback (100’ green space) because the town wanted to conform with the existing character in the area. Additionally in the immediate area is the Spindrift apartment complex that is zoned at a less dense zoning of Multifamily Residential District 5 - “MFR 5” and does not border or immediately impact single family homes. It borders businesses, the local community college, and the parcel in question which is zoned as Commercial-Office.

There are several key reasons why I oppose this zoning change:

- Impact on Local Infrastructure - Especially Water Pressure
- Traffic congestion (close to the village, it is already too congested all day long)
- Property Values
- Quality of Life in a residential area
- Lack of Public Support
- Destruction of more green space in the town.



Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

For these reasons, I strongly urge the Town of Amherst Planning Board to reject the proposed zoning change from Commercial-Office to MFR-6 and instead seek a lower Multifamily Residential classification with a reduction in height and density. I would also say that a rezoning from Commercial-Office to MFR-6 is a very negative outcome. Many individuals in the area made decisions regarding residency in the area with the current zoning in mind. My wife and I bought our home in November 2002 with the belief that due to the Army Corps of Engineers study of the spring fed wetlands, that there was a 50 year moratorium on building ANYTHING behind our property on Bellingham Drive.

Many residents and neighbors would rather have office buildings as neighbors instead of high density apartment buildings. The residents and neighbors are not upset that something is being built on that parcel. They are aware of the value of the parcel of land in question. To believe nothing will be built on it would be foolish. The concern is that a developer is attempting to maximize their profits over the justified concerns of long term neighbors. Numerous neighbors I have spoken to are looking for a reduction in the scale, density, and height. The feeling is also that if they are attempting to change the zoning it should be to something that fits into the character of the existing area and not negatively impact existing residents and Neighbors. This is important to me since we have a reasonable expectation that the town would consider long time residents' concerns as well as developers. One last thing, I feel that there should be every effort made to insure the privacy of Bellingham Drive residents. A berm with some kind of trees/bushes to block our view of parking lots and apartment structures should be required, as well as the proposed 8 foot fence along the Bellingham side of the property.

In conclusion the feeling among my neighbors and town residents is that the zoning change is very severe and extreme. Thank you for your time and attention to this important matter. I trust that you will consider the long-term effects of this proposal and make the decision that is in the best interest of the community AND our neighborhood.

Sincerely,
Vincent M. LoTempio

Concerned Neighbor

**Confidentiality Notice**: This electronic mail transmission is intended for the personal and confidential use of the designated recipient(s) named above. This message may contain confidential student or personnel data or an attorney-client communication and as such is privileged and confidential. If you are not the intended recipient, you are hereby notified that you have received this message and any attached documents in error, that any review, dissemination/disclosure, copying, distribution, or taking of any action in reliance on the contents of this information is strictly prohibited. If you have received this transmission in error, please notify the sender immediately by email and delete the original message and documents. Thank you for your cooperation.

Attachment: BCPA-2025-01_TB letter packet 062325 (RES-2025-564 : 2190-2200 Wehrle Drive - Bicentennial Comprehensive Plan Amendment)

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Planning
Initiated by: **Dan Howard**
Co-Sponsored by:

DOC ID: 30571 **RESOLUTION 2025-565** **ADOPTED**

# SEQR Determination (3230 & 3238 Millersport Highway, Z-2024-03)

WHEREAS, that pursuant to 6NYCRR Part 617 of the State Environmental Quality Review Act (SEQRA) and Town Code Chapter 104, as amended, the Town Board is deemed the Lead Agency for those actions which it has sole discretionary power, including but not limited to rezoning decisions and adoptions of local laws, and be it further

WHEREAS, that this Town Board as SEQR Lead Agency has reviewed a request for a rezoning at 3230 & 3238 Millersport Highway and has identified the areas of environmental concern, thoroughly analyzed them for significant adverse impact, including any concerns and/or recommendations from other agencies, and be it further

RESOLVED, that the requirements of SEQR are now complete therefore this Town Board issues the attached Negative Declaration as its determination of environmental significance, for the subject action.

**6/23/2025**
A motion to approve was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved 5-0.

**FINANCIAL IMPACT:**

None

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

Amherst

*Town of Amherst Planning Department* *Erie County, New York*

Brian J. Kulpa
Supervisor

Daniel C. Howard, AI
Planning Director

Daniel J. Ulatowski, AI
Assistant Planning Dire

Attachment: Z-2024-03_TB_draft neg dec_062325 (RES-2025-565 : SEQR Determination - (3230 & 3238 Millersport Highway, Z-2024-03))

**D R A F T**
(6/23/25)

**SEQR**

NEGATIVE DECLARATION

NOTICE OF DETERMINATION OF NON-SIGNIFICANCE

**Lead Agency**: Town of Amherst
Town Board

**Project**: Z-2024-03

**Address**: 5583 Main Street
Williamsville, NY 14221
(716) 631-7051

**Date**:

This notice is issued pursuant to Part 617 and Local Law #3-82, as amended, of the implementing regulations pertaining to Article 8 (State Environmental Quality Review) of the Environmental Conservation Law.

The Lead Agency has determined that the proposed action described below will not have a significant adverse effect on the environment.

**Title of Action**: Rezoning Request.

**SEQR Status**: Unlisted action.

**Description of Action**: Rezoning 0.861± acres of land from Residential District Three (R-3) to Multifamily Residential District Four-A (MFR-4A) to allow for the future use and development of the sites for a 3-story multifamily apartment dwelling consisting of 9 units.

**Location**: 3230 & 3238 Millersport Highway, Town of Amherst,
Erie County, New York

**Petitioner:** Emily's Garden Estates, Inc

Attachment: Z-2024-03_TB_draft neg dec_062325 (RES-2025-565 : SEQR Determination - (3230 & 3238 Millersport Highway, Z-2024-03))

**Reasons Supporting This Determination**

Based on information submitted by the applicant, including a Full Environmental Assessment Form (EAF) - Part 1, a complete rezoning application, and concept plan, a preliminary staff analysis was undertaken. Based on the results of the EAF Part 2 and compared to the criteria listed in Section 617.7, all indications are that the proposed rezoning of 0.861± acres of land from Residential District Three (R-3) to Multifamily Residential District Four-A (MFR-4A) for a proposed three (3) story, nine (9) unit apartment building will not have a significant impact on the environment, as follows:

1. The project is not expected to cause a substantial adverse change in existing air quality, ground or surface water quality or quantity, or noise levels; a substantial increase in solid waste production; or a substantial increase in the potential for erosion, flooding, leaching or drainage problems. The Town Engineering Department will review any application for development of the parcels and ensure that there will be no significant impact to the aforementioned environmental concerns.

2. The project will not result in the removal or destruction of large quantities of vegetation or fauna; or in significant adverse impacts to fish or wildlife species, habitats or other natural resources. A Landscape/Tree preservation Plan shall be required of the applicant upon submittal of a site plan application for development of the site at which stage all landscape requirements of the Zoning Ordinance will be met.

3. The project is not expected to create any material conflict with the Town Comprehensive Plan. The project will comply with all regulations of the Town Zoning Ordinance before final site plan approval is granted. The Town Building Department on January 17, 2025 reviewed the application and EAF submitted on November 25, 2024 and has no objection or comments on the proposed rezoning.

4. The project is not within an area identified by the State as potentially containing significant cultural or archeological resources, nor will it impair the character or quality of important historical resources.

5. The project will not impair the character or quality of important aesthetic resources or of existing community or neighborhood character. The subject request is for rezoning from R-3 to MFR-4A. Neighboring uses are single family residences and apartments and zoned R-3 to MFR-4A; therefore, the project is consistent with surrounding land use.

6. The proposed rezoning to MFR-4A for a proposed 3 story, 9-unit apartment building will not cause a major change in the use of either the quantity or type of energy.

7. The rezoning to MFR-4A for a proposed 3 story, 9-unit apartment building will not create any hazard to human health. The Fire Chief's Association on February 10, 2025 has reviewed the rezoning request and supporting documentation and has no objection to or adverse comments on the proposed rezoning.

8. The rezoning to MFR-4A will not cause a substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses. The proposed 3 story, 9-unit apartment building will be consistent with the scale of surrounding land uses.

9. The rezoning to MFR-4A for the proposed 3 story, 9-unit apartment building will not significantly increase the number of people using the site over its previous level of use.

10. Review by the Town Traffic/Safety Board on December 3, 2024 and NYSDOT on December 31, 2024 indicate that significant negative traffic impacts are not expected to result from the proposed project.

11. Coordinated reviews of the project have been undertaken by Town Departments including Building on January 17, 2025, Traffic/Safety Board on December 3, 2024, Planning on December 23, 2024 and Fire Chiefs' Association on February 10, 2025, along with outside agencies including Erie County Department of Environment & Planning on January 16, 2025, and New York State Department of Transportation on December 31, 2024. These reviews have not identified any significant environmental issues and indicate that the proposal will not have a significant damaging impact on the environment.

12. Issues not specifically mentioned above and/or those not specifically reviewed were not raised by Town departments, outside agencies or the public and are not determined to be causing significant negative environmental impacts.

_____ _____
Scott A. Marshall, Principal Planner date

_____ _____
Brian J. Kulpa, Supervisor date

SM /ac
X:\Current_Planning\Files\Rezonings\2024\Z-2024-03_(3230_&_3238_Millersport_Hwy)_2024\Z-2024-03_TB_draft neg dec_062325.docxcc:
Amherst Town Clerk
Amherst Building Department
ECDEP
NYSDOT
Emily Garden Estates, Inc., 2217 Sweet Home Road, Amherst, NY 14228
Sean Hopkins, 35 California Drive, Suite 100, Williamsville, NY 14221
Jake Metzger, Metzger Civil Engineering, 8245 Sheridan Drive, Williamsville, NY 14221

Attachment: Z-2024-03_TB_draft neg dec_062325 (RES-2025-565 : SEQR Determination - (3230 & 3238 Millersport Highway, Z-2024-03))

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Clerk
Initiated by: **Timothy Koller**
Co-Sponsored by:

DOC ID: 30478 **RESOLUTION 2025-499** **ADOPTED**

# Adoption of Local Law to Amend the Zoning Map (3230 & 3238 Millersport Highway, Z-2024-03)

WHEREAS, that pursuant to 6NYCRR Part 617 (SEQR) and Town Code Section 104, as amended, that the requirements of SEQR are complete, and be it further

WHEREAS, that pursuant to NYS Town Law Sec.272-a, the Town Board concurs with the findings of the Planning Board as stated in their resolution of April 17, 2025 that the proposed Multifamily Residential District Four A (MFR-4A) zoning at 3230 and 3238 Millersport Highway is consistent with the adopted Bicentennial Comprehensive Plan, as amended, and be it further

RESOLVED, that in accordance with Section 203-8-3 of the Town Code (Zoning), the Town Board adopts Local Law (#_____) to amend the Town Zoning map.

**5/27/2025**
A motion to open the public hearing was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved 4-0. The public hearing was opened at 7:13 PM.

Attorney Sean Hopkins presented.

There were no speakers from the public, therefore Supervisor Kulpa moved to close the hearing and set a decision date for the June 23rd Town Board meeting, seconded by Councilmember Berger and unanimously approved 4-0. The public hearing was closed at 7:21 PM.

**6/23/2025**
A motion to approve was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved 5-0.

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

Amherst

*Town of Amherst Planning Department* *Erie County, New York*

Brian J. Kulp
Supervisor

Daniel C. Howard P
Planning Direc

Daniel J. Ulatowski P
Assistant Planning I or

**Town Board Agenda of May 27, 2025**

May 14, 2025

The Honorable Town Board
Town of Amherst
5583 Main Street
Williamsville, NY 14221

Subject: Request to rezone 0.861± acres of land from Residential District Three (R-3) to Multifamily Residential District Four-A (MFR-4A); property located at 3230 & 3238 Millersport Highway, Emily's Garden Estates, Inc., Petitioner. (Z-2024-03)

Honorable Members:

The subject properties are located on the west side of Millersport Highway 600± feet north of the intersection of Millersport Highway and Miller Road. The parcels compose a 0.861± acre trapezoidal shaped area of land that has 229.67± feet of frontage on Millersport Highway and a depth of 204.14± feet. Both properties are currently occupied by single family residences, each having a curb cut to Millersport Highway.

Millersport Highway is a New York State highway designated as state route 263 which is classified as a major arterial in the Town of Amherst Bicentennial Comprehensive Plan.

For information on the surrounding zoning and land use, please refer to the attached sketch.

The purpose of this request is to allow the petitioner to develop the two sites for use as a 3-story multi-family apartment dwelling consisting of 9 units.

The subject sites were zoned Residential District Three (R-3) with the adoption of the Town wide Zoning Map & Ordinance on January 19, 1976. There is no history of any previous site plan approvals for the subject properties.

The Planning Board offers the following findings consistent with Section 8-3 of the Zoning Ordinance.

continued . . .



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

INTENT AND OBJECTIVES OF THE COMPREHENSIVE PLAN

Although these properties are designated as single family residential on Figure 6 (Conceptual Land Use Plan) the pattern of land use in the surrounding area has transitioned to multi-family residential over time. The subject request is consistent with zoning that was put in place by the Town Board on January 19, 1976 for the parcel to the north along Millersport Highway and several rezoning actions approved by the Town Board in the vicinity of the subject request, these include (see map that follows):

| | |
|---|---|
| Z-1988-53_A | 100 Forest Lake Drive (formerly135 Miller Road) was amended from R-3 to MFR-5 on September 4, 1990. |
| Z-2008-05_A | 3160 Millersport Highway was amended from R-3 to R-4 on November 3, 2008. |
| Z-2014-01 | 240 Miller Road was amended from R-3 to MFR-4A on September 8, 2014. |
| Z-2016-04 | 167 & 173 Miller Road were amended from R-3 to MFR-5 on September 16, 2016. |

This area has transitioned over time to a mix of residential densities and uses. The proposed rezoning continues a transition to mixed density housing and is supported in Chapter 3 of the Comprehensive Plan, as it serves as infill development along a high access corridor served by public transportation and buffers the highway from nearby lower density housing.

INTENT AND OBJECTIVES OF THE ZONING ORDINANCE

The proposal is consistent with Section 1-2-2K of the Zoning Ordinance which seeks to guide the future development of the Town so as to bring about the gradual conformity of land and building uses in accordance with the objectives of the Comprehensive Plan.

CONSISTENCY/COMPATIBILITY WITH SURROUNDING DEVELOPMENT/ZONING

The land use proposed in this request is consistent with existing forms of residential development in the area such as multi-family housing to the north and along Millersport Highway forming a transition to detached single family residential housing to the west, east and south. The request is also consistent and compatible with the existing commercial enterprises nearby including a veterinary office and restaurant to the south and east of the subject location.

The request is consistent and compatible with the abutting existing zoning district to the north of Multi-family Residential District Four A (MFR-4A) and those zoning districts in the surrounding area zoned Residential District Three (R-3), Residential District Four (R-4) and Multi-family Residential District Five (MFR-5). With the exception of the R-3 district all would permit the requested form of development.

ADEQUATE SERVICES AND UTILITIES

All services and utilities necessary for the proposed rezoning are available and adequate at the subject location. This is an Unlisted action; Town Board is designated as lead agency and an environmental assessment consistent with SEQR has been prepared for the subject proposal.

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

Honorable Town Board

Rezone land from R-3 to MFR-4A; property located at 3230 & 3238 Millersport Highway,
Agenda of May 27, 2025

RECOMMENDATION

The Planning Board at their meeting of April. 17, 2025 held a public hearing on the subject rezoning request and recommended that the Town Board find that pursuant to Local Law #3-82, as amended, the requirements of SEQR have been completed and that the subject request will not have a significant adverse effect on the environment. The Planning Board also recommended that the subject rezoning request be approved.

The Planning Department requests that if the Town Board desires to act on the rezoning request, that a decision date be established after the public hearing so that the Planning Department can prepare a determination of environmental significance pursuant to SEQR, and prepare a resolution for the Town Board's consideration.

Very truly yours,

Daniel C. Howard, AICP
Planning Director

DH/SM/ac
Att.
X:\Current_Planning\Files\Rezonings\2024\Z-2024-03_(3230_&_3238_Millersport_Hwy)_2024\Z-2024-03_TB_Letter_05142025.docx
cc: Steven B. Bengart, Town Attorney

Planning Board Approval April 17, 2025
Ayes 5, Noes 0, Absent (Chmiel, Raffaele)

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

TOWN OF AMHERST
PLANNING BOARD
ZONING RESOLUTION
Z-2024-03

PETITIONER

Emily's Garden Estates Inc.
2217 Sweet Home Road, Suite 50
Amherst, New York 14228

PROPERTY LOCATION

3230 & 3238 Millersport Highway

APR 24 2025 AM11

WHEREAS the Town of Amherst Planning Board on Thursday, April 17, 2025 held a public hearing on the proposed rezoning of land from Residential District Three (R-3) to Multi-family Residential District Four A (MFR-4A), and

WHEREAS the Planning Board has reviewed plans and other materials regarding the rezoning proposal, and

WHEREAS the materials and plans have been referred to the Town's various review agencies, and

WHEREAS in accordance with Section 8-3-5 of the Zoning Ordinance the Planning Board finds that:

A. The proposed zoning and development plan is generally consistent with the policies of the Comprehensive Plan and the Zoning Ordinance

B. The proposal is consistent with this area of Town continuing to transition over time to mixed density housing along high access corridors which is supported in Chapter 3 of the Comprehensive Plan.

C. There are adequate services and utilities available or proposed to be made available in the construction of the development.

D. The proposal is compatible with the present zoning and conforming uses of nearby property and with the character of the neighborhood.

E. The subject property is suitable for uses permitted by the current versus the proposed district.

F. The proposed change does tend to improve the balance of uses, or meets a specific demand in the Town.

G. Review by the US Army Corps of Engineers under Section 404 of the Clean Water Act may be waived because the parcels are developed.

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

TOWN OF AMHERST
PLANNING BOARD
ZONING RESOLUTION
Z-2024-03

PETITIONER

Emily's Garden Estates Inc.

PROPERTY LOCATION

3230 & 3238 Millersport Highway

APR 24 2025 AM11

WHEREAS pursuant to Local Law #3-82, as amended, the Planning Board recommends that the Town Board determine that the requirements of SEQR are complete and that the subject proposal is not expected to have a significant adverse effect on the environment.

NOW THEREFORE BE IT RESOLVED that the Planning Board recommends to the Town Board in accordance with Section 8-3-4 of the Zoning Ordinance, that the rezoning request be approved:

The foregoing resolution was adopted by the Town of Amherst Planning Board, April 17, 2025; moved by Kahn; seconded by Davis; ayes 5; noes 0; absent 2 (Chmiel, Raffaele).

Michael J. Chmiel, Planning Board Chair

4/24/2025
Date

SM/ac
X:\Current_Planning\Files\Rezonings\2024\Z-2024-03_(3230_&_3238_Millersport_Hwy)_2024\Z-2024-03_resolution_041725.doc

Cc: Town Clerk
Commissioner of Building
Highway Superintendent
Town Engineer
Traffic/Safety Coordinator
Emily Garden Estates, Inc., 2217 Sweet Home Road, Amherst, NY 14228
Sean Hopkins, Hopkins Sorgi & McCarthy, 35 California Drive, Suite 100, Williamsville, NY 14221
Jake Metzger, Metzger Civil Engineering, 8245 Sheridan Drive, Williamsville, NY 14221

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

**Rezoning Application & Supporting Documentation**
**3230 & 3238 Millersport Highway from**
**R-3 to MFR-4A**
**Applicant: Emily's Gardens Estates Inc.**
**c/o Sean Hopkins, Esq.**
**Date: November 25, 2024**

# TOWN OF AMHERST PLANNING DEPARTMENT

## *Application for Rezoning*

***For Official Use***

**File #:** _____ **Acreage** _____ **Fee $** _____

**Address Verified by Assessor's Office**
_____
VERIFIED BY DATE

**Application Received by Planning Department**
_____
ACCEPTED BY DATE

**Materials Checked by Zoning Enforcement Officer**
_____
CHECKED BY DATE

**Materials & Fee Paid to Town Clerk**
_____
ACCEPTED BY DATE

| | | **Fill In Applicable Fees** |
|---|---|---|
| **2 ACRES OR LESS** | **$1,250.** | $1,250.00 |
| **2 – 20 ACRES** **$1,250 + $250/acre or fraction thereof over 2 acres** (fractions of an acre to be counted as 1 acre) | | _____ |
| **21 – 30 ACRES** **$5,700+ $150/acre or fraction thereof over 21 acres** (fractions of an acre to be counted as 1 acre) | | _____ |
| **OVER 30 ACRES** **$6,900 +$75/acre or fraction thereof over 30 acres** (fractions of an acre to be counted as 1 acre) | | _____ |
| **Request for Relief of / Change to Conditions of Zoning Approval** | **$1,200.** | _____ |
| **AFFIDAVIT FEE FOR PUBLIC HEARING** | **$15.** | $15.00 |
| | **TOTAL FEE:** | **$** $1,265.00 |

Town of Amherst Planning Department 5583 Main Street Williamsville New York 14221
(716) 631-7051 Fax (716) 631-7153 Web www.amherst.ny.us

[Note: A completed Part 1 of the Full Environmental Assessment Form with Page 5[a] is attached as Exhibit "1".] Reduced-size copies of the Concept Plan and color Concept Plan are attached as Exhibits "5" and "6". A color aerial photograph of the Project Site and surrounding area is provided at Exhibit "7". A marked-up copy of Figure "8" of the Comprehensive Plan is provided Exhibit "9".

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

## *TO BE COMPLETED BY APPLICANT*

1. **Petitioner:**

Name: Emily's Garden Estates, Inc.

Address: 2217 Sweet Home Road

Amherst (City) NY (State) 14228 (Zip Code)

Phone: 716.688.2526 Fax 888.636.4409

E Mail: kjwyse58@gmail.com

2. **The undersigned hereby petitions the Honorable Town Board to rezone the following described property:**

From: R-3 District

To MFR-4A District

3. **Street address of land to be rezoned:** (must be verified by Town Assessor's Office)

3230 Millersport Highway & 3238 Millersport Highway

SBL #: 27.20-2-41 & 27.20-2-40

4. **Area of land to be rezoned** (in acres): 0.861 acres

5. **Owner of Land**:

Name: Emily's Garden Estates, Inc.

Address: 2217 Sweet Home Road

Amherst (City) NY (State) 14228 (Zip Code)

Phone: 716.688.2526

6. **Representative** (Architect, Engineer, Landscape Architect, Surveyor or Attorney):

Name: Sean Hopkins, Esq., Hopkins, Sorgi & McCarthy PLLC

Address: 35 California Drive - Suite 100

Williamsville (City) NY (State) 14221 (Zip Code)

Phone: 716.510-4338 Fax

E Mail: shopkins@hsmlegal.com



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

**7. Petitioner's interest in property**

_____Option to purchase
___X___Owner
_____Other (explain) _____

**8. The following are all others having an interest in this application and join herein with the petitioner named above:** (describe extent of interest; attach sheets as needed)

None

**9. Attach Survey and Legal description of land to be rezoned. The Survey must be prepared by a New York State Licensed Land Surveyor.** Surveys of the property to be rezoned from R-3 to MFR-4A are attached as Exhibit "2" and legal description rezoned from R-3 to MFR-4A attached as Exhibit "3".

**10. Said property has the following deed restrictions or covenants:** (attach copy) Not Applicable

Liber _____ Page _____

**11. Information on proposed project:**

A. Description of the character of the proposed development: The proposed development will consist of a 3-story multi-family residential dwelling consisting of nine upscale units for lease..

B. Rationale for rezoning request:

1. Why was this site chosen? The owner owns three contiguous parcels addressed at 3260, 3238 & 3230 Millersport Highway. The parcel at 3260 Millersport Highway consists 2 multifamily buildings. The proposed project at 3238 & 3230 Millersport Highway will expand upon the existing multifamily development at 3260 Millersport Highway. It should be noted the property at 3260 Millersport Highway is zoned as MFR-4A.

2. Why cannot land be used with the existing zoning? The proposed MFR-4A zoning is suitable for the Project Site. structure or use". Multi-family residential uses are not allowed in the R-3 zoning district.

3. How will this rezoning impact surrounding properties? The surrounding properties consist of multifamily dwelling units, small commercial businesses and single family dwellings. The proposed rezoning to accommodate the project is consistent with the surrounding area.

4. How will this rezoning impact the school system? The project will generate annual school taxes for the school district without creating a substantial demand for educational services.



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

**12. Quantitative Data:**

A. Total # of dwelling units: 9 dwelling units.

B. Distribution of dwelling units by type: Apartments for lease

C Gross Residential Density per acre: 1 dwelling unit per 4,300 sq. ft.

D. Total amount of Open Space: .25 acres

E. Proposed Non-Residential Floor Area: None

**13. Development Schedule:**

Start: Spring 2025

Finish: Fall 2025

Stages (# of): 1

**14. If any portion of the proposed development is planned to be sold or leased, please describe:**

The current owner will own manage the project. The apartments will be leased to residential tenants.

**15. Open Space ownership and maintenance provisions (if applicable):**

Landscaping will be owned by the Applicant and privately maintained.

**16. Basis for Findings (Sec. 8-3-5 of the Town Zoning Code)** (Attach sheets and supplemental materials as necessary.)

**A. The proposed zoning and development plan must be generally consistent with the policies of the Comprehensive Plan and the Town Zoning Ordinance.**

1. State in detail why the proposed zoning is consistent with the adopted Town of Amherst Bicentennial Comprehensive Plan. Cite specific sections, maps, and/or figures in the Plan that support the proposed zoning at this location (The Comprehensive Plan document is available at the Planning Department, Town Clerk's Office, Amherst libraries, or at www.amherst.ny.us). Add sheets as needed.

See Exhibit "4".



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

2. Pursuant to NYS Town Law Section 272a(11), "All Town land use regulations must be in accordance with a comprehensive plan adopted pursuant to this Section." The Amherst Town Board adopted the Bicentennial Comprehensive Plan pursuant to NYS Town Law 272 on January 2, 2007. If the rezoning is approved, the Town Board may require the Plan to be amended, as applicable.

   Cite all text, maps, or figures that must be amended to support the proposed zoning at this location (attach pages as necessary) and provide detailed suggested amendments.

   See Exhibit "4"

3. State why the proposed zoning is consistent with intent and objectives (Sec. 1-2-2) of the Zoning Ordinance:

   See Exhibit "4"

**B. Adequate Services and Utilities are available or are proposed to be made available with the construction of the development:**

1. Sanitary Sewer Property is within the Consolidated Sanitary Sewer District of Amherst
2. Storm Sewer/Drainage Open drainage ditches located adjacent to property along Millersport Hwy.
3. Water Property is within ECWA Lease-Managed district
4. Other Gas, electric and telecommunication utilities are all available along Millersport Hwy.

**C. Compatibility with the present zoning and conforming uses of nearby property and with the character of the neighborhood:**

See Exhibit "4"

**D. Suitability of the subject property for uses permitted by the current versus the proposed district:** See Exhibit "4"

**E. Whether the proposed change tends to improve the balance of uses, or meets a specific demand in the Town:**

See Exhibit "4"



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

**17.** The petitioner encloses herewith the sum of $1,265.00 to pay the fee, and consents to the placement of a sign(s) at the described location identifying this request for a period of time to be determined by the Town Clerk.

**18.** The undersigned certifies that all information required to be disclosed pursuant to Section 809 of the General Municipal Law (see below) is as follows:

*The undersigned swears or affirms that all statements made herein are true, that all drawings submitted correctly show the situation involved in this petition.*

_____
Signature of Petitioner

*Subscribed and sworn to before me this 25th day of* _____, *20*_____

*Notary Public, Erie County, New York* _____

N.Y.S. General Municipal Law - Section 809 Disclosure in certain applications:

1. Every application, petition or request submitted for a variance, amendment, change of zoning, approval of a plat, exemption from a plat or official map, license or permit, pursuant to the provision of any ordinance, local law, rule or regulation constituting the zoning and planning regulations of a municipality shall state the name, residence and the nature and extent of the interest of any state office or any office or employee of such municipality or of a municipality of which such municipality is a part, in the person, partnership or association making such application, petition or request (hereinafter called the applicant) to the extent known to such applicant.

2. For the purpose of this section an officer or employee shall be deemed to have an interest in the applicant when he, his spouse, or their brothers, sisters, parents, children, grandchildren, or the spouse of any of them

   (a) is the applicant, or
   (b) is an officer, director, partner or employee of the applicant, or
   (c) legally or beneficially owns or controls stock of a corporate applicant or is a member of a partnership or association applicant, or
   (d) is a party to an agreement with such an applicant, express or implied, whereby he may receive any payment or other benefit, whether or not for services rendered, dependent or contingent upon the favorable approval of such applicant, petition or request.

3. In the county of Nassau the provisions of subdivisions one and two of this section shall also apply to a party officer. "Party Officer" shall mean any person holding any position or office, whether by election, appointment or otherwise, in any party as defined by subdivision four or section two of the election law.

4. Ownership of less than five per cent of the stock of a corporation whose stock is listed on the New York or American Stock Exchanges shall not constitute an interest for the purposes of this section.

5. A person who knowingly and intentionally violates this section shall be guilty of a misdemeanor.



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

# Rezoning Application Requirements and Checklist

The following checklist outlines the information required by the Town of Amherst to accept a Rezoning application. ***It is strongly recommended that you make an appointment with Planning Staff to discuss what information will be needed to address the items shown on the checklist.***

| Item No. | Item | Submitted | Official use |
|---|---|---|---|
| **I Application Information** | | | |
| **1.0** | **Town of Amherst Rezoning / Comprehensive Plan Amendment Application Form (available from Planning Department)** | x | |
| 1.1 | Name, address, and contact information of the petitioner | x | |
| 1.2 | Name and address of property owners(s) – if different than petitioner | x | |
| 1.3 | If petitioner is different than property owner, provide statement describing interest in property and a letter from the property owner authorizing the application | n/a | |
| 1.4 | Identify existing and proposed zoning and acreage of area proposed to be rezoned | x | |
| 1.5 | Parcel addresses and Section, Block, and Lot (SBL) numbers of all properties proposed to be rezoned. Indicate if a portion of any parcel is involved, if applicable | x | |
| 1.6 | Statement of planning objectives to be achieved by the proposed rezoning, including the following:<br>• How the proposed zoning and development plan meets the objectives of the Comprehensive Plan<br>• A description of the character of the proposed development<br>• The rationale behind the assumptions that are presented | x | |
| 1.7 | Cite specific recommendations in the Comprehensive Plan that must be amended to support the proposed zoning and provide suggested amendments | x | |
| 1.8 | A general statement about how any proposed open space will be maintained (if applicable) | x | |
| 1.9 | A development schedule indicating the approximate date when construction is expected to begin and be completed. Identify schedule of any proposed phasing of the development (attach pages as necessary) | x | |
| 1.10 | A statement of the petitioner's intentions regarding future sale or leasing of all or portions of the proposed development | x | |
| **II Survey and Legal Description** | | | |
| **1.0** | **Complete boundary survey that includes all existing structures, acreage, legal description, and easements plotted to scale by a NYS licensed land surveyor** | x | |
| 1.1 | Raised/wet seal and signature of licensed surveyor | | |
| 1.2 | Clear delineation and acreage of area to be rezoned if different than property boundary | x | |
| **2.0** | **Legal Description of the total area proposed to be rezoned. (must be consistent with area shown to be rezoned on boundary survey)** | x | |



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

| Item No. | Item | Submitted | Official use |
|---|---|---|---|
| **III Concept Plan** (if required by the Planning Board) | | | |
| **1.0** | **Conceptual development plan drawn to scale (no larger than 24" x36" format and folded into 8 ½" x 11" size)** | x | |
| 1.1 | North arrow | x | |
| 1.2 | Scale of drawing | x | |
| 1.3 | Property lines (existing and proposed) | x | |
| 1.4 | Unique natural features and tree cover | x | |
| 1.5 | Information on land controlled by the applicant located within 500 feet of the perimeter of the area proposed to be rezoned | x | |
| 1.6 | Location of all proposed structures and other improvements | x | |
| 1.7 | Number and type of dwelling units (if applicable) | x | |
| 1.8 | Gross square feet of commercial space (if applicable) | n/a | |
| 1.9 | Maximum structure heights | x | |
| 1.10 | Architectural sketches | n/a | |
| 1.11 | Existing and proposed contours | n/a | |
| 1.12 | Existing utility systems (sanitary sewers, water, storm drainage) | n/a | |
| 1.13 | Location of proposed storm water detention or retention facilities | x | |
| 1.14 | Proposed land use arrangement | x | |
| 1.15 | Location of all parking, loading, stacking and interior circulation drives | x | |
| 1.16 | Location of proposed curb cuts | x | |
| 1.17 | Location of cross access drives to adjacent parcels | n/a | |
| 1.18 | Pedestrian circulation system | x | |
| 1.19 | Location of NYSDEC wetlands (including buffer area) and/or federal wetlands; indicate jurisdictional status | n/a | |
| 1.20 | Location of floodway and 100-year floodplain (if applicable) | n/a | |
| 1.21 | Location and purpose of any proposed easements | n/a | |
| 1.22 | Location and proposed development of all open spaces, including parks, playgrounds, conservation areas, and dedicated open space; indicate intended ownership of such areas | n/a | |
| 1.23 | Additional data as required by the Planning Board | n/a | |
| **V Other Required Information** | | | |
| **1.0** | **Completed and signed Environmental Assessment Form** | x | |
| 11 | Soil boring report and geotechnical report prepared by a qualified Professional Engineer (if applicable) | n/a | |
| 1.2 | Traffic impact study (if applicable) | n/a | |
| 1.3 | Archaeological assessment (if applicable) | n/a | |
| 1,4 | Wetland Delineation report (if applicable) | n/a | |
| **2.0** | **8 1/2" X 11" reduction of concept plan drawing (see appendix B)** | x | |
| **3.0** | **A CD containing a PDF of the complete submittal package, including all drawings.** | emailed | |

For official use only:

_____
Approved/Date



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# EXHIBIT 1

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

## Instructions for Completing Part 1

**Part 1 is to be completed by the applicant or project sponsor.** 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; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

### A. Project and Applicant/Sponsor Information.

| | | |
|---|---|---|
| Name of Action or Project:<br>Emily's Garden Estates, Inc. | | |
| Project Location (describe, and attach a general location map):<br>3230 & 3238 Millersport Highway (SBL No. 27.20-2-41 & 27.20-2-40) - Town of Amherst - Erie County | | |
| Brief Description of Proposed Action (include purpose or need):<br>The proposed project ("action") consists of the development of the .086 Project Site at 3230-3238 Millersport Highway ("Project Site") as a three-story multifamily building with nine apartments for lease along with all proposed site improvements. The proposed action has been defined broadly to include all required discretionary approvals and permits required from the Town's municipals boards including a rezoning of the Project Site from R-3 to MFR-4A by the Town Board, access aisles and parking spaces, lighting, storm water management improvements and all required utility improvements. The project will not result in any potentially significant adverse environmental impacts and that the issuance of a negative declaration is both appropriate and justified. | | |
| Name of Applicant/Sponsor:<br>Emily's Garden Estates, Inc. | Telephone: 716.688.2526<br>E-Mail: kjwyse58@gmail.com | |
| Address: 2217 Sweet Home Road | | |
| City/PO: Amherst | State: NY | Zip Code: 14228 |
| Project Contact (if not same as sponsor; give name and title/role):<br>Sean Hopkins, Esq., Hopkins, Sorgi & McCarthy, PLLC | Telephone: 716.427.6501<br>E-Mail: shopkins@hsmlegal.com | |
| Address:<br>35 California Drive - Suite 100 | | |
| City/PO:<br>Williamsville | State:<br>NY | Zip Code:<br>14221 |
| Property Owner (if not same as sponsor): | Telephone:<br>E-Mail: | |
| Address: | | |
| City/PO: | State: | Zip Code: |



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**B. Government Approvals**

**B. Government Approvals, Funding, or Sponsorship.** ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

| Government Entity | If Yes: Identify Agency and Approval(s) Required | Application Date (Actual or projected) |
|---|---|---|
| a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No | Town Board - Rezoning | November 24, 2024 |
| b. City, Town or Village Planning Board or Commission ☑Yes ☐No | Planning Board - Major Site Plan Approval | To be Determined |
| c. City, Town or Village Zoning Board of Appeals ☐Yes ☑No | | |
| d. Other local agencies ☑Yes ☐No | Building Department - Building Permits | To be Determined |
| e. County agencies ☑Yes ☐No | ECWA - RPZ Approval; NYSDEC - DSCA Approval | December 2024 |
| f. Regional agencies ☐Yes ☑No | | |
| g. State agencies ☑Yes ☐No | NYSDOT - Highway Work Permit | December 2024 |
| h. Federal agencies ☐Yes ☑No | | |

i. Coastal Resources.

*i.* Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No
[Note: The Town has an adopted Waterfront Revitalization Program.]

*ii.* Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

*iii.* Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

**C. Planning and Zoning**

**C.1. Planning and zoning actions.**

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

**C.2. Adopted land use plans.**

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☑Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☑Yes ☐No

If Yes, identify the plan(s):

NYS Heritage Areas:West Erie Canal Corridor

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):



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**C.3. Zoning**

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
R-3

b. Is the use permitted or allowed by a special or conditional use permit? ☐ Yes ☑ No

c. Is a zoning change requested as part of the proposed action? ☑ Yes ☐ No
If Yes,
*i.* What is the proposed new zoning for the site? MFR-4A

**C.4. Existing community services.**

a. In what school district is the project site located? Williamsville Central School District

b. What police or other public protection forces serve the project site?
Town of Amherst Police Department

c. Which fire protection and emergency medical services serve the project site?
Getzville Fire District

d. What parks serve the project site?
Billy Wilson Park and Town Parks

**D. Project Details**

**D.1. Proposed and Potential Development**

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Multifamily Residential

b. a. Total acreage of the site of the proposed action? 0.86 acres
b. Total acreage to be physically disturbed? 0.75 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 2.51 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
*i.* If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
*i.* Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
*ii.* Is a cluster/conservation layout proposed? ☐ Yes ☐ No
*iii.* Number of lots proposed? _____
*iv.* Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
*i.* If No, anticipated period of construction: 8 months
*ii.* If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____



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f. Does the project include new residential uses? ☑ Yes ☐ No
If Yes, show numbers of units proposed.

| | One Family | Two Family | Three Family | Multiple Family (four or more) |
|---|---|---|---|---|
| Initial Phase | | | | 9 |
| At completion of all phases | | | | 9 |

g. Does the proposed action include new non-residential construction (including expansions)? ☐ Yes ☑ No
If Yes,
*i.* Total number of structures _____
*ii.* Dimensions (in feet) of largest proposed structure: _____height; _____width; and _____ length
*iii.* Approximate extent of building space to be heated or cooled: _____ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☑ No
If Yes,
*i.* Purpose of the impoundment: _____
*ii.* If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify:
_____
*iii.* If other than water, identify the type of impounded/contained liquids and their source.
_____
*iv.* Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres
*v.* Dimensions of the proposed dam or impounding structure: _____ height; _____ length
*vi.* Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):
_____

**D.2. Project Operations**

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☑ No
If Yes:
*i* .What is the purpose of the excavation or dredging? _____
*ii.* How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?
- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

*iii.* Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.
_____
_____
*iv.* Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No
If yes, describe. _____
_____
*v.* What is the total area to be dredged or excavated? _____acres
*vi.* What is the maximum area to be worked at any one time? _____ acres
*vii.* What would be the maximum depth of excavation or dredging? _____ feet
*viii.* Will the excavation require blasting? ☐ Yes ☐ No
*ix.* Summarize site reclamation goals and plan: _____
_____
_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No
If Yes:
*i.* Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____
_____



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*ii.* Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

*iii.* Will the proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☐ No
If Yes, describe:

*iv.* Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☐ No
If Yes:

- acres of aquatic vegetation proposed to be removed:
- expected acreage of aquatic vegetation remaining after project completion:
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):
- proposed method of plant removal:
- if chemical/herbicide treatment will be used, specify product(s):

*v.* Describe any proposed reclamation/mitigation following disturbance:

c. Will the proposed action use, or create a new demand for water? ☑ Yes ☐ No
If Yes:

*i.* Total anticipated water usage/demand per day: 3,630 gallons/day

*ii.* Will the proposed action obtain water from an existing public water supply? ☑ Yes ☐ No
If Yes:

- Name of district or service area: ECWA
- Does the existing public water supply have capacity to serve the proposal? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No
- Do existing lines serve the project site? ☑ Yes ☐ No

*iii.* Will line extension within an existing district be necessary to supply the project? ☐ Yes ☑ No
If Yes:

- Describe extensions or capacity expansions proposed to serve this project:
- Source(s) of supply for the district:

*iv.* Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☑ No
If, Yes:

- Applicant/sponsor for new district:
- Date application submitted or anticipated:
- Proposed source(s) of supply for new district:

*v.* If a public water supply will not be used, describe plans to provide water supply for the project:

*vi.* If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑ Yes ☐ No
If Yes:

*i.* Total anticipated liquid waste generation per day: 3,300 gallons/day

*ii.* Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):
Sanitary wastewater

*iii.* Will the proposed action use any existing public wastewater treatment facilities? ☑ Yes ☐ No
If Yes:

- Name of wastewater treatment plant to be used: Town of Amherst Wastewater Treatment Facility
- Name of district: Consolidated Sanitary Sewer District
- Does the existing wastewater treatment plant have capacity to serve the project? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No



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- Do existing sewer lines serve the project site? ☑ Yes ☐ No
- Will a line extension within an existing district be necessary to serve the project? ☐ Yes ☑ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

*iv.* Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☑ No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

*v.* If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

*vi.* Describe any plans or designs to capture, recycle or reuse liquid waste: _____

None

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐ Yes ☑ No

If Yes:

*i.* How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

*ii.* Describe types of new point sources. _____

*iii.* Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

_____

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐ Yes ☐ No

*iv.* Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐ Yes ☐ No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐ Yes ☑ No

If Yes, identify:

*i.* Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

_____

*ii.* Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

_____

*iii.* Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

_____

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐ Yes ☑ No

If Yes:

*i.* Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐ Yes ☐ No

*ii.* In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide ($CO_2$)
- _____Tons/year (short tons) of Nitrous Oxide ($N_2O$)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride ($SF_6$)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)



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h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

*i.* Estimate methane generation in tons/year (metric): _____

*ii.* Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☑No

If Yes:

*i.* When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend ☐ Randomly between hours of _____ to _____.

*ii.* For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

_____

*iii.* Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

*iv.* Does the proposed action include any shared use parking? ☐Yes ☐No

*v.* If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

*vi.* Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes ☐No

*vii* Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☐No

*viii*. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☐Yes ☑No

If Yes:

*i.* Estimate annual electricity demand during operation of the proposed action: _____

_____

*ii.* Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

_____

*iii.* Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☐No

l. Hours of operation. Answer all items which apply.

*i.* During Construction:

- Monday - Friday: 7:00 am - 6:00 pm
- Saturday: 7:00 am - 6:00 pm
- Sunday: 7:00 am - 6:00 pm
- Holidays: Not Applicable

*ii.* During Operations:

- Monday - Friday: Not Applicable
- Saturday: Not Applicable
- Sunday: Not Applicable
- Holidays: Not Applicable



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m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

*i.* Provide details including sources, time of day and duration:

Typical construction noises during business hours only, which is a temporary unavoidable adverse impact.

*ii.* Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe: _____

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

*i.* Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Low-level dark sky compliant lights will be placed on the exterior of the building for safety purposes per the requirements in the Town of Amherst Zoning Code.

*ii.* Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

*i.* Product(s) to be stored _____

*ii.* Volume(s) _____ per unit time _____ (e.g., month, year)

*iii.* Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☑ No

If Yes:

*i.* Describe proposed treatment(s):

*ii.* Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☑ No

If Yes:

*i.* Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

*ii.* Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: _____
- Operation: _____

*iii.* Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: _____
- Operation: _____



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s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

*i.* Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

*ii.* Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

*iii.* If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

*i.* Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

*ii.* Generally describe processes or activities involving hazardous wastes or constituents: _____

*iii.* Specify amount to be handled or generated _____ tons/month

*iv.* Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

*v.* Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

## E. Site and Setting of Proposed Action

### E.1. Land uses on and surrounding the project site

a. Existing land uses.

*i.* Check all uses that occur on, adjoining and near the project site.

☐ Urban ☐ Industrial ☑ Commercial ☑ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

*ii.* If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

| Land use or Covertype | Current Acreage | Acreage After Project Completion | Change (Acres +/-) |
|---|---|---|---|
| • Roads, buildings, and other paved or impervious surfaces | 0.15 | 0.46 | +0.31 |
| • Forested | - | - | - |
| • Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural) | 0.27 | 0.14 | -0.13 |
| • Agricultural (includes active orchards, field, greenhouse etc.) | - | - | - |
| • Surface water features (lakes, ponds, streams, rivers, etc.) | - | - | - |
| • Wetlands (freshwater or tidal) | - | - | - |
| • Non-vegetated (bare rock, earth or fill) | - | - | - |
| • Other Describe: Lawn / Landscaping | 0.44 | 0.26 | -0.18 |



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c. Is the project site presently used by members of the community for public recreation? ☐Yes ☑No
*i.* If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐Yes ☑No
If Yes,
*i.* Identify Facilities:
_____
_____

e. Does the project site contain an existing dam? ☐Yes ☑No
If Yes:
*i.* Dimensions of the dam and impoundment:
- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

*ii.* Dam's existing hazard classification: _____
*iii.* Provide date and summarize results of last inspection:
_____
_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐Yes ☑No
If Yes:
*i.* Has the facility been formally closed? ☐Yes ☐ No
- If yes, cite sources/documentation: _____

*ii.* Describe the location of the project site relative to the boundaries of the solid waste management facility:
_____
_____
*iii.* Describe any development constraints due to the prior solid waste activities: _____
_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐Yes ☑No
If Yes:
*i.* Describe waste(s) handled and waste management activities, including approximate time when activities occurred:
_____
_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐Yes ☑ No
If Yes:
*i.* Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐Yes ☐No
☐ Yes – Spills Incidents database Provide DEC ID number(s): _____
☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____
☐ Neither database

*ii.* If site has been subject of RCRA corrective activities, describe control measures:_____
_____
_____
*iii.* Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐Yes ☑No
If yes, provide DEC ID number(s): _____
*iv.* If yes to (i), (ii) or (iii) above, describe current status of site(s):
_____
_____



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*v.* Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

**E.2. Natural Resources On or Near Project Site**

a. What is the average depth to bedrock on the project site? >5 feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site:

| | |
|---|---|
| Niagara Silt Loam | 75 % |
| Cosad loamy fine sand | 25 % |
| | % |

d. What is the average depth to the water table on the project site? Average: 0.5-1.5 feet

e. Drainage status of project site soils:

| | | |
|---|---|---|
| ☐ | Well Drained: | % of site |
| ☐ | Moderately Well Drained: | % of site |
| ☑ | Poorly Drained | 100 % of site |

f. Approximate proportion of proposed action site with slopes:

| | | |
|---|---|---|
| ☑ | 0-10%: | 100 % of site |
| ☐ | 10-15%: | % of site |
| ☐ | 15% or greater: | % of site |

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

*i.* Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

*ii.* Do any wetlands or other waterbodies adjoin the project site? ☑ Yes ☐ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

*iii.* Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑ Yes ☐ No

*iv.* For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

*v.* Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☑ Yes ☐ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

*i.* Name of aquifer: _____



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m. Identify the predominant wildlife species that occupy or use the project site:
Typical suburban species

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
*i.* Describe the habitat/community (composition, function, and basis for designation):
*ii.* Source(s) of description or evaluation:
*iii.* Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No

If Yes:
*i.* Species and listing (endangered or threatened):

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

If Yes:
*i.* Species and listing:

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use:

**E.3. Designated Public Resources On or Near Project Site**

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number:

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
*i.* If Yes: acreage(s) on project site?
*ii.* Source(s) of soil rating(s):

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
*i.* Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
*ii.* Provide brief description of landmark, including values behind designation and approximate size/extent:

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
*i.* CEA name:
*ii.* Basis for designation:
*iii.* Designating agency and date:



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐ Yes ☑ No

If Yes:

*i.* Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

*ii.* Name: _____

*iii.* Brief description of attributes on which listing is based:

_____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☐ Yes ☑ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

*i.* Describe possible resource(s): _____

*ii.* Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐ Yes ☑ No

If Yes:

*i.* Identify resource: _____

*ii.* Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

*iii.* Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

*i.* Identify the name of the river and its designation: _____

*ii.* Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

**F. Additional Information**

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

**G. Verification**

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Emily's Garden Estates, Inc. Date November 24, 2024

Sean Hopkins

Signature _____ Title Counsel for Project Sponsor

PRINT FORM



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

# EAF Mapper Summary Report

**Disclaimer:** The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

| | |
|---|---|
| B.i.i [Coastal or Waterfront Area] | No |
| B.i.ii [Local Waterfront Revitalization Area] | No |
| C.2.b. [Special Planning District] | Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook. |
| C.2.b. [Special Planning District - Name] | NYS Heritage Areas:West Erie Canal Corridor |
| E.1.h [DEC Spills or Remediation Site - Potential Contamination History] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.i [DEC Spills or Remediation Site - Listed] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.iii [Within 2,000' of DEC Remediation Site] | No |
| E.2.g [Unique Geologic Features] | No |
| E.2.h.i [Surface Water Features] | No |
| E.2.h.ii [Surface Water Features] | Yes |
| E.2.h.iii [Surface Water Features] | Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook. |
| E.2.h.v [Impaired Water Bodies] | No |
| E.2.i. [Floodway] | No |
| E.2.j. [100 Year Floodplain] | No |
| E.2.k. [500 Year Floodplain] | Yes |
| E.2.l. [Aquifers] | No |
| E.2.n. [Natural Communities] | No |
| E.2.o. [Endangered or Threatened Species] | No |

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

| | |
|---|---|
| E.2.p. [Rare Plants or Animals] | No |
| E.3.a. [Agricultural District] | No |
| E.3.c. [National Natural Landmark] | No |
| E.3.d [Critical Environmental Area] | No |
| E.3.e. [National or State Register of Historic Places or State Eligible Sites] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.3.f. [Archeological Sites] | No |
| E.3.i. [Designated River Corridor] | No |

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

TOWN OF AMHERST
State Environmental Quality Review
*ENVIRONMENTAL ASSESSMENT FORM*
***-- ADDENDUM --***

1. For each applicable category of proposed <u>new</u> structures, including additions to existing structures, provide the following information for all soil types on the project site (*according to Soil Survey of Erie County, NY; Table 11, Building Site Development, pp 294-305):*

| Soil Name | Shallow excavations | Dwellings without basements | Dwellings with basements | Small commercial buildings | Local roads and streets |
|---|---|---|---|---|---|
| Niagara silt loam (NfA) | Severe | Severe | Severe | Severe | Severe |
| Cosad (Cv) | Severe | Severe | Severe | Severe | Moderate |
| | | | | | |
| | | | | | |

2. Is your property located: On Youngs Road between Dodge and Klein Roads? □ Yes ☒ No
   On Wehrle Dr. between Spindrift Dr. and Oakwood Rd? □ Yes ☒ No

   *If so, the property may be within an area of the Town that is affected by a moratorium on connections to the sanitary sewer system.*

3. Are there alternative locations on the site for this project? □ Yes ☒ No

4. Location and size of real property owned by petitioner within one (1) mile of subject proposal:
   3160 Millersport Highway - 0.66 acres
   240 Miller Road - 0.65 acres

5. Are you aware of current or future plans or intentions by others in the Town of Amherst to develop property within 1000± ft. of the present project request: □ Yes ☒ No

   Describe_____

   *(Potential environmental impacts from adjacent or nearby projects undergoing the approval process will receive a coordinated environmental review to determine cumulative effects on common receivers (e.g. traffic and drainage corridors) and other relevant environmental concerns.)*

6. Maximum number of vehicular trips to be generated per peak hour upon completion of project 7
   Source: Trip Generation Rates - Federal Highway Administration

7. Will blasting occur during construction? □ Yes ☒ No

8. Does the project propose to connect and be tributary to the public sanitary sewer system? ☒ Yes □ No

9. Proposed net additional gallons per day (gpd) of sanitary sewer discharge upon completion of project:
   3,300 average flow 13,200 peak flow.

   *(Average flows of 2,500 gpd or greater will require an Engineer's Report that includes a detailed downstream sewer capacity analysis and the identification of and commitment to required I/I offset work during peak wastewater flow conditions.)*

10. Based on the Town's *2011 Reconnaissance Level Survey of Historic Resources,* is your property 'blue-rated' for historic significance? □ Yes ☒ No



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

# EXHIBIT 2

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

# EXHIBIT 2 OF REZONING APPLICATION

## LEGAL DESCRIPTION OF PROPERTY TO BE REZONED FROM R-3 TO MFR-4A

ALL THAT TRACT OR PARCEL OF LAND, situate in the Town of Amherst, County of Erie, State and New York, and being part of Lot 58, Township 12, Range 7 of the Holland Land Company's Survey (so- called), bounded and described as follows:

BEGINNING AT A POINT on the northwest line of Millersport Highway, distant 347.43 feet northeasterly from the point of intersection of the northwest line of Millersport Highway with the south line of lands conveyed by a certain deed recorded in the Erie County Clerk's Office in Liber 2661 of Deeds at Page 341;

RUNNING THENCE: Westerly, parallel with the north line of Lot 58, a distance of 204.14 feet to a point;

RUNNING THENCE: Northeasterly, parallel with the northwest line of Millersport Highway, a distance of 229.67 feet to a point;

RUNNING THENCE: Easterly, parallel with the north line of Lot 58, a distance of 204.14 feet to a point on the northwest line of Millersport Highway;

RUNNING THENCE: Southwesterly, along the northwest line of Millersport Highway, a distance of 229.67 feet to the POINT OR PLACE OF BEGINNING, be the same, more or less. SUBJECT to easements, rights of way and restrictions of record.

BEING AND INTENDED TO BE lands conveyed to Emily's Garden Estates, Inc. by deeds recorded in the Erie County Clerk's Office in Liber 11212 of Deeds at Page 4724 and Liber 11259 of Deeds at Page 611.

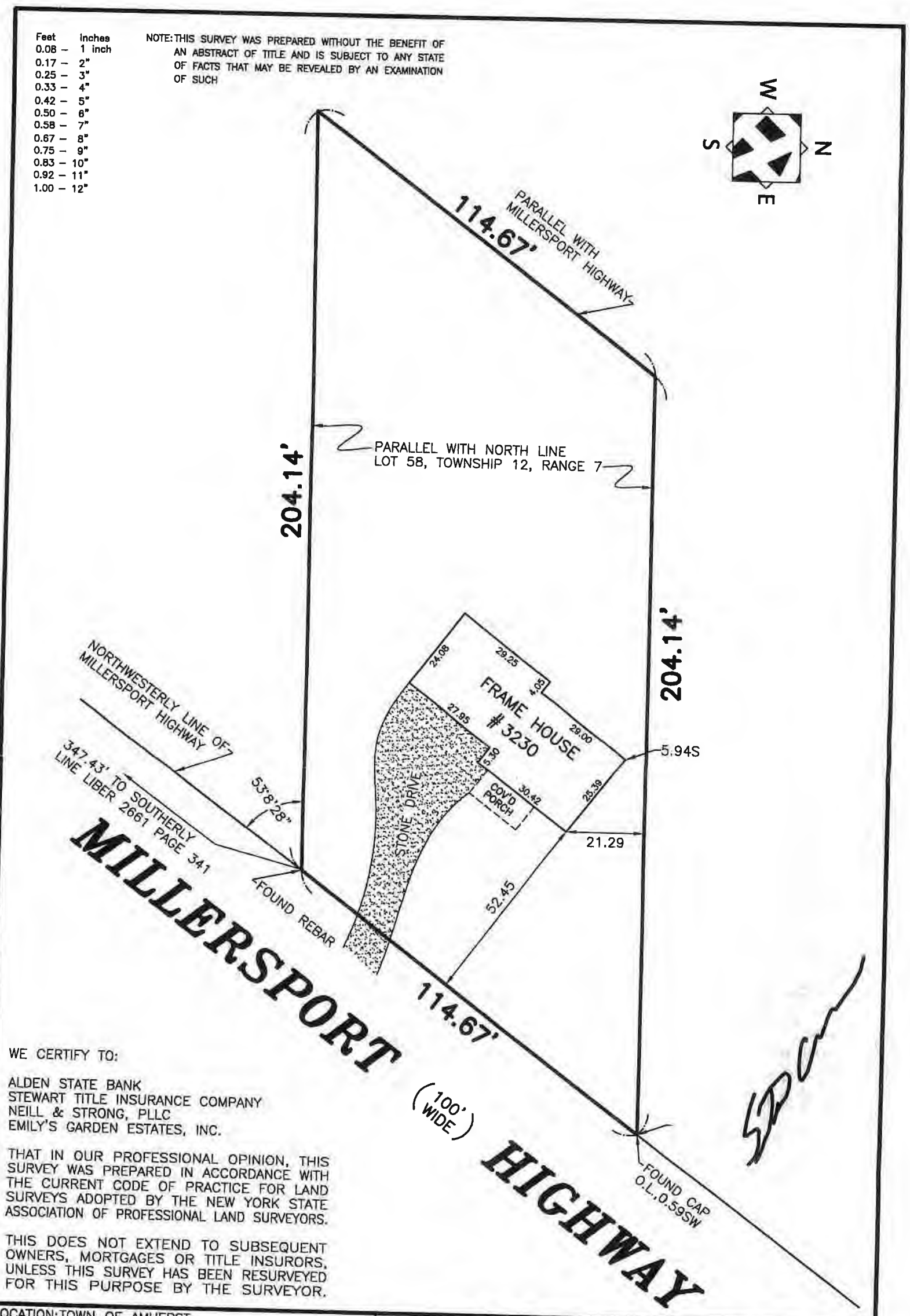
# EXHIBIT 3

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

| Feet | Inches |
|---|---|
| 0.08 – | 1 inch |
| 0.17 – | 2" |
| 0.25 – | 3" |
| 0.33 – | 4" |
| 0.42 – | 5" |
| 0.50 – | 6" |
| 0.58 – | 7" |
| 0.67 – | 8" |
| 0.75 – | 9" |
| 0.83 – | 10" |
| 0.92 – | 11" |
| 1.00 – | 12" |

NOTE: THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF AN ABSTRACT OF TITLE AND IS SUBJECT TO ANY STATE OF FACTS THAT MAY BE REVEALED BY AN EXAMINATION OF SUCH




WE CERTIFY TO:

ALDEN STATE BANK
STEWART TITLE INSURANCE COMPANY
NEILL & STRONG, PLLC
EMILY'S GARDEN ESTATES, INC.

THAT IN OUR PROFESSIONAL OPINION, THIS SURVEY WAS PREPARED IN ACCORDANCE WITH THE CURRENT CODE OF PRACTICE FOR LAND SURVEYS ADOPTED BY THE NEW YORK STATE ASSOCIATION OF PROFESSIONAL LAND SURVEYORS.

THIS DOES NOT EXTEND TO SUBSEQUENT OWNERS, MORTGAGES OR TITLE INSURORS, UNLESS THIS SURVEY HAS BEEN RESURVEYED FOR THIS PURPOSE BY THE SURVEYOR.

| | | |
|---|---|---|
| LOCATION: TOWN OF AMHERST | | SCALE: 1"=30' |
| COUNTY OF ERIE, STATE OF NEW YORK | | |
| PART OF LOT 58, TOWNSHIP 12, RANGE 7 | | DRAWN BY: S. CARVER |
| OF THE HOLLAND LAND COMPANY'S SURVEY | | |
| MAP COVER: | | CHECKED BY: S. CARVER |
| SUBLOT(S): | | |
| REVISIONS: | | RESURVEY: |
| ADDED CERTIFICATION 11/25/13 | | |
| | | |
| DATE: NOVEMBER 14, 2013 | JOB No.: 13-37367 | NO COR. MON. SET |

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying
763 Main Street Buffalo, New York 14203
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SUCCESSOR TO THE RECORDS OF CHARLES E. DENVER

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Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-2024-03))

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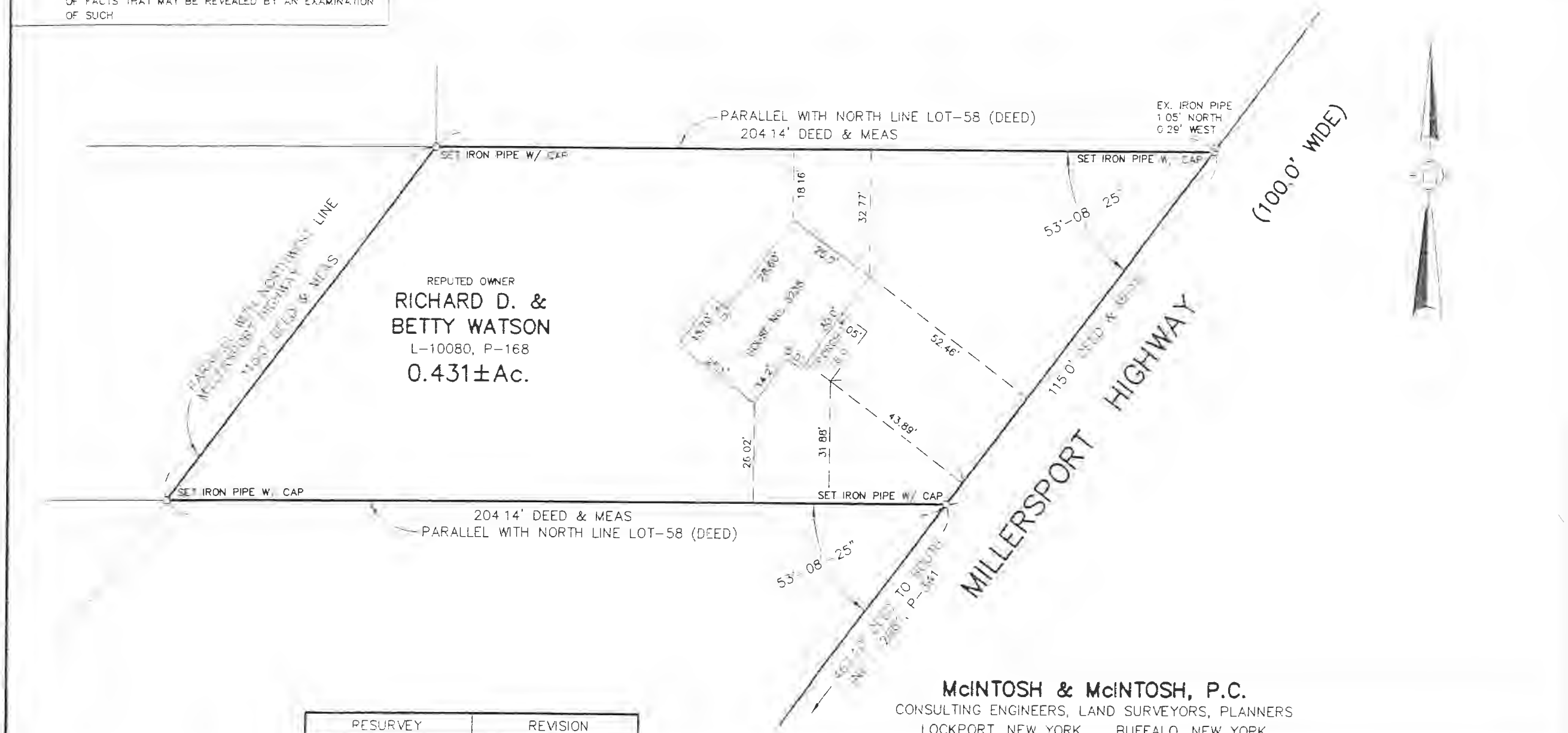


McINTOSH & McINTOSH, P.C.
CONSULTING ENGINEERS, LAND SURVEYORS, PLANNERS
LOCKPORT, NEW YORK PHONE 434-9138
BUFFALO, NEW YORK PHONE 625-8360

| RESURVEY | REVISION |
|---|---|
| | |
| | |
| | |

NOTE: UNAUTHORIZED ALTERATION OR ADDITION TO THIS SURVEY IS A VIOLATION OF SECTION 7209, PROVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

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SURVEY OF PART OF LOT-58, TWP.-12, R.-7, HOLLAND PURCHASE

LOCATION TOWN OF AMHERST, ERIE COUNTY, NEW YORK

JOB No. 7411 SCALE: 1"= 30' DATE: AUGUST 21 2006

GNZ

# EXHIBIT 4

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

# EXHIBIT 4

## RESPONSES TO QUESTIONS 16 OF REZONING APPLICATION

## REZONING OF 3230 MILLERSPORT HIGHWAY & 3238 MILLERSPORT HIGHWAY FROM R-3 TO MFR-4A

**Question 16(A)(1):** **State in detail why the proposed zoning is consistent with the adopted Town of Amherst Bicentennial Comprehensive Plan. Cite specific sections, maps and/or figures in the plan that support the proposed zoning at this location.**

**Response to Question 16(A)(1):** The Town of Amherst adopted the Bicentennial Comprehensive Plan in January of 2007 after completing a lengthy planning process that included numerous public meetings and public hearings involving the Comprehensive Plan Advisory Committee, the Planning Board and the Town Board.[1] On December 14, 2020, the Town Board most recently adopted amendments to the Bicentennial Comprehensive Plan. The proposed residential project consisting of nine multifamily units for lease is consistent with the adopted Comprehensive Plan and the land uses in the vicinity of multiple parcels zoned for multifamily purposes along Millersport Highway.

**Question 16(A)(2):** **Cite all text, map, and/or figures that must be amended to support the proposed zoning at this location and provide detailed suggested amendments.**

**Response to Question 16(A)(2):** The proposed project is consistent with the Comprehensive Plan and as such there is not a need to amend the Comprehensive Plan to accommodate the proposed multifamily project consisting of nine residential units for lease.

---

[1] A copy of the resolution adopted by the Town Board for the purpose of adopting the Bicentennial Comprehensive Plan pursuant to Town Law Section 272-a is included at the beginning of the Comprehensive Plan. This resolution recites the lengthy planning history that incorporated numerous opportunities for public input as well as a coordinated environmental review pursuant to SEQRA that involved the preparation a Generic EIS and the issuance of a Findings Statement.



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

**Question 16(A)(3): State why the proposed zoning is consistent with intent and objectives (Sec. 1-2-2) of the Zoning Ordinance:**

**Response to Question 16(A)(3):** Section 1-2-1 of the Zoning Code is titled "Purpose" and it states as follows:

> *"The purpose of this Zoning Ordinance and the intent of the legislative authority in its adoption is to promote the environment of the town and its public health, safety, convenience, comfort, prosperity and the general welfare by regulating the use of buildings, other structures and land for residences, open space, public facilities, business, services, industry or other purposes; by regulating and restricting the bulk, height, design, building coverage and location of structures; by regulating and limiting population density; and for the aforesaid purposes, to divide the land within the limits of the town into districts of such number and dimensions generally consistent with the policies of the Comprehensive Plan and to provide procedures for the administration and amendment of said Zoning Ordinance."*

The requested rezoning of the Project Site from R-3 to MFR-4A to accommodate the proposed multifamily project on the Project Site is consistent with the "Purpose" of the Zoning Code. Section 1-2-2 of the Zoning Code sets forth the objectives of the Zoning Code. This section of the Zoning Code lists thirteen objectives that are discussed below as follows:

**A. To protect the character and values of residential, institutional and public uses, business, commercial and manufacturing uses and to insure their orderly and beneficial development;**

**Response:** The proposed rezoning of the Project Site will be consistent with the objective of protecting the character and value of existing land uses and represents orderly and beneficial development.

**B. To provide adequate open spaces for light, air and outdoor uses to include public, common and private open space areas;**

**Response:** The proposed rezoning of the Project Site from R-3 to MFR-4A will not be inconsistent with this objective.

**C. To prevent overcrowding of land;**

**Response:** The proposed project will not result in the overcrowding of land.

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

**D. To prevent excessive concentration of population and to prevent spare and uncoordinated development;**

**Response:** The proposed rezoning of the Project Site will not result in excessive concentration of population and the residential project represents an example of coordinated development.

**E. To regulate and control the location and spacing of buildings on the lot and in relation to the surrounding property generally consistent with the policies of the Comprehensive Plan.**

**Response:** The responses above set forth the reasons the proposed rezoning is consistent with the policies of the Comprehensive Plan.

**F. To protect persons and property from damage and injury due to fire or flood;**

**Response:** The Project Site is not located in a regulated floodway or 100 yr. floodplain. The Site Plan Application review process will trigger the need for an Engineer's Report to be prepared by a licensed engineer to be prepared for review and approval by the Town's Engineering Department. The project will not increase the likelihood of damage and injury due to fire and flood. The proposed multifamily building will be constructed per the stringent requirements of the NYS Building Code including the fire safety standards contained therein.

**G. To preserve and protect significant natural features and vegetation, thereby preventing ecological damage and visual blight which occur when those features or vegetation are eliminated or substantially altered to serve development purposes only.**

**Response:** The proposed rezoning and the proposed project will not be inconsistent with this objective. There are not significant natural features located on the Project Site.

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

**H. To assure that structure and land use arrangements are aesthetically harmonious with nearby areas and structures.**

**Response:** The development of the Project Site in a manner consistent with the Concept Site Plan prepared by Metzger Civil Engineering PLLC submitted with this Rezoning Application will be aesthetically harmonious with nearby areas and structures.[2]

**I. To regulate the location of buildings and intensity of uses in relation to streets according to plans so as to cause the least interference with and be damaged least by traffic movements and hence result in lessened street congestion and improved public safety.**

**Response:** The proposed project will have a driveway connection to Millersport Highway.

**J. To establish zoning patterns that insure economical extensions for sewers, water supply waste disposal and other public utilities, as well as development of recreation, schools and other public facilities;**

**Response:** The Project Site has access to sanitary sewer and water lines as well as necessary public utilities to service the proposed multifamily project.

**K. To guide the future development of the town so as to being the gradual conformity of land, structures and uses generally consistent with the policies of the Comprehensive Plan.**

**Response:** The proposed rezoning of the Project Site is consistent with this objective since the proposed use is consistent with the policies contained in the Comprehensive Plan.

**L. To accomplish the specific intents and goals set forth in the introduction to the respective sections.**

**Response:** The proposed rezoning of the Project Site is consistent with this objective.

**M. To protect the community from visual pollution resulting from the unregulated use of signs and other advertising devices.**

**Response:** The proposed rezoning and the proposed project will not be inconsistent with this objective.

---

[2] A reduced-size copy of the Concept Site Plan is attached as Exhibit "6".

**Question 16(C):** **Compatibility with the present zoning and conforming uses of nearby property and with the character of the neighborhood:**

**Response to Question 16(C):** The proposed rezoning of the Project Site is compatible with the present zoning and conforming uses of nearby properties and the character of the neighborhood which includes numerous multifamily projects on parcels zoned for multifamily uses.

**Question 16(D):** **Suitability of the subject property for uses permitted by the current versus the proposed district:**

**Response to Question 16(D):** The proposed project to be developed in accordance with the MFR-4A zoning classification represents a suitable use of the Project Site.

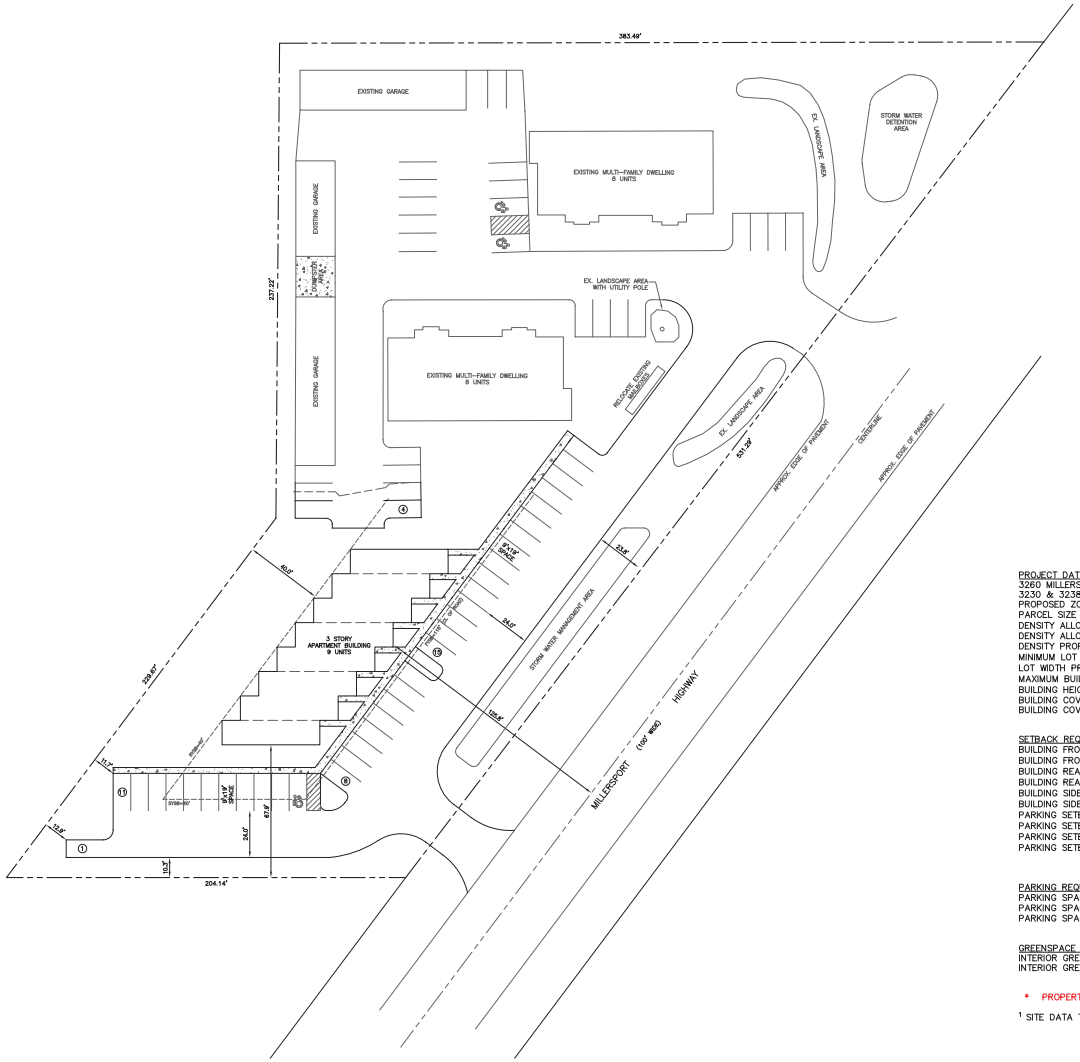
**Question 16(E):** **Whether the proposed change tends to improve the balance of uses, or meets a specific demand in the Town:**

**Response to Question 16(D):** The proposed change in the zoning classification of the Project Site from R-R-3 to MFR-4A to accommodate the proposed project will have positive impacts on the balance of uses in the Town by providing new apartments at a suitable location which will be attractive to young professionals, empty nesters and seniors. The Comprehensive Plan recognizes the need for a diverse range of residential housing choices including those that are attractive to seniors.

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

# EXHIBIT 5

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-




PROJECT DATA[1]

| | |
|---|---|
| 3260 MILLERSPORT ZONING: | MFR-4A |
| 3230 & 3238 MILLERSPORT ZONING: | R-3 |
| PROPOSED ZONING: | MFR-4A* |
| PARCEL SIZE (3 PARCELS COMBINED) = | 109,131 SF (2.51 ACRES) |
| DENSITY ALLOWED = | 1 DU / 4,300 SF |
| DENSITY ALLOWED = | 25 UNITS |
| DENSITY PROPOSED = | 25 UNITS (16 EXISTING & 9 PROPOSED) |
| MINIMUM LOT WIDTH ALLOWED = | 120.0' |
| LOT WIDTH PROVIDED = | 537'± (PARCELS TO BE COMBINED) |
| MAXIMUM BUILDING HEIGHT ALLOWED = | 35' |
| BUILDING HEIGHT PROVIDED = | < 35' |
| BUILDING COVERAGE ALLOWED = | 35% |
| BUILDING COVERAGE PROVIDED = | 17% |

SETBACK REQUIREMENTS:

| | |
|---|---|
| BUILDING FRONT YARD SETBACK REQUIRED = | 115.0' FROM CL OF MILLERSPORT HWY |
| BUILDING FRONT YARD SETBACK PROVIDED = | 125.8' |
| BUILDING REAR YARD SETBACK REQUIRED = | 40.0' |
| BUILDING REAR YARD SETBACK PROVIDED = | 40.0' |
| BUILDING SIDE LOT SETBACK REQUIRED = | 40.0' |
| BUILDING SIDE LOT SETBACK PROVIDED = | 67.9' |
| PARKING SETBACK REQUIRED TO ROW = | 20.0' |
| PARKING SETBACK PROVIDED TO ROW = | 23.8' |
| PARKING SETBACK REQUIRED TO SF PROP. = | 10.0' |
| PARKING SETBACK PROVIDED TO SF PROP. = | 11.7' |

PARKING REQUIREMENTS:

| | |
|---|---|
| PARKING SPACES REQUIRED = | 2 SPACES / DU |
| PARKING SPACES REQUIRED = | 50 SPACES |
| PARKING SPACES PROVIDED = | 62 SPACES (23 EXISTING & 39 PROPOSED) |

GREENSPACE REQUIREMENTS*:
INTERIOR GREENSPACE REQUIRED = 5%
INTERIOR GREENSPACE PROVIDED = 7%

* PROPERTY TO BE REZONED

[1] SITE DATA TABLE IS BASED ON 3 PARCELS COMBINED (3230, 3238 & 3260 MILLERSPORT)

NOTES:
1) BASED ON BOUNDARY SURVEYS BY McINTOSH & McINTOSH, P.C. DATED AUGUST 21, 2006 (3238 MILLERSPORT) AND FOIT-ALBERT ASSOCIATES DATED NOVEMBER 14, 2013 (3230 MILLERSPORT). THIS IS NOT A PROPERTY SURVEY.

| | |
|---|---|
| DESIGNED BY: | JCM |
| DRAWN BY: | JCM |
| CHECKED BY: | MJM |
| CAD FILE: | M2011 |

NOTE: UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF SECTION 7209, PROVISION 2 OF THE NEW YORK STATE EDUCATION LAW

| REVISIONS | DATE | BY/CHK |
|---|---|---|
| CLIENT REVISIONS | 06.27.24 | JCM/MJM |
| PARCELS COMBINED | 06.11.24 | JCM/MJM |

METZGER CIVIL ENGINEERING, PLLC
8245 SHERIDAN DR.
WILLIAMSVILLE, NY 14221
PH: 716-633-2601
FAX: 716-633-2704
CIVIL ENGINEERING
LAND PLANNING
SITE DESIGN
MUNICIPAL ENGINEERING

MULTI-FAMILY HOUSING DEVELOPMENT
3230-3238 MILLERSPORT HIGHWAY
TOWN OF AMHERST, ERIE COUNTY, NEW YORK

CONCEPT PLAN

| | |
|---|---|
| SCALE: | 1" = 20' |
| DATE: | FEBRUARY 2, 2024 |
| JOB NO: | M-2011 |
| DRAWING NO: | CP-1 |

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# EXHIBIT 6

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

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| | |
|---|---|
| DESIGNED BY: | JCM |
| DRAWN BY: | JCM |
| CHECKED BY: | MJM |
| CAD FILE: | M2011 |

NOTE: UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF SECTION 7209, PROVISION 2 OF THE NEW YORK STATE EDUCATION LAW

| REVISIONS | DATE | BY/CHK |
|---|---|---|
| ADD PROPERTY LINES | 10.18.24 | JCM |
| CLIENT REVISIONS | 06.27.24 | JCM/MJM |
| PARCELS COMBINED | 06.11.24 | JCM/MJM |

METZGER CIVIL ENGINEERING, PLLC
8245 SHERIDAN DR.
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LAND PLANNING
SITE DESIGN
MUNICIPAL ENGINEERING

# MULTI-FAMILY HOUSING DEVELOPMENT
## 3230-3238 MILLERSPORT HIGHWAY
TOWN OF AMHERST, ERIE COUNTY, NEW YORK

CONCEPT PLAN

| | |
|---|---|
| SCALE: | 1" = 20' |
| DATE: | FEBRUARY 2, 2024 |
| JOB NO: | M-2011 |
| DRAWING NO: | CP-1 |

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# EXHIBIT 7

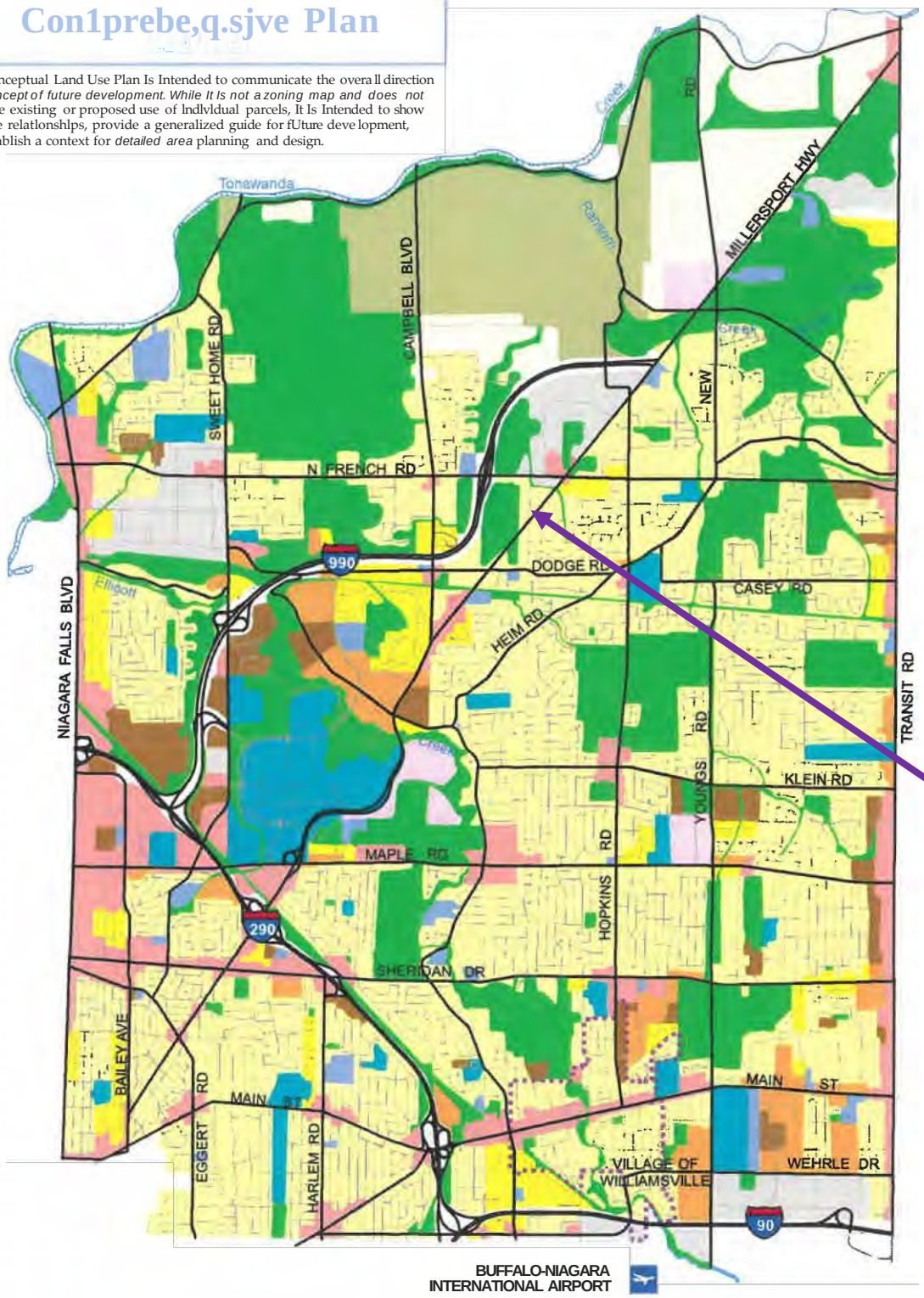
Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

# EXHIBIT 8

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

# Town of Amherst Bicentennial Comprehensive Plan

The Conceptual Land Use Plan Is Intended to communicate the overall direction and concept of future development. While It Is not a zoning map and does not show the existing or proposed use of Individual parcels, It Is Intended to show land use relationships, provide a generalized guide for future development, and establish a context for detailed area planning and design.




**Project Site Location**

## FIGURE 6

## Conceptual Land Use Plan

- Rural Residential
- Single Family Residential
- Mixed Residential
- Medium Residential
- Commercial/ Mixed Use
- Special Use Center
- Commercial - Office
- Industrial - Office
- Community Facilities
- Educational Campus
- Recreation, Open Space & Greenways
- Agriculture
- Transportation
- surface Water
- Village of Williamsville Boundary

• See Map Figure 6-A for Additional Designations

**SOURCE NOTES:**

Original Source Data Provided by the Town of Amherst Information Technology Department, URS Corporation and Wallace Roberts & Todd, LLC

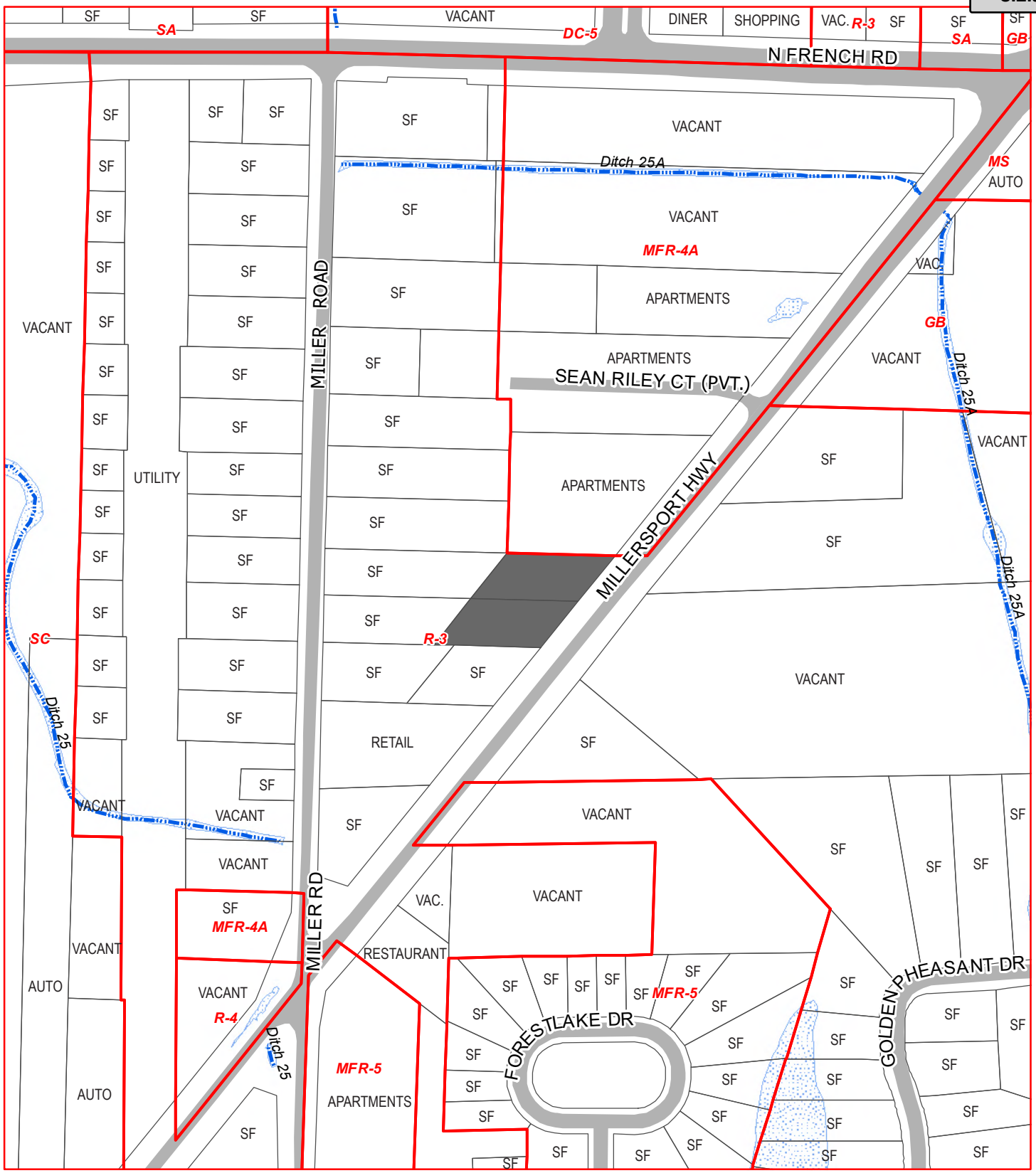
Map Compiled by the Town of Amherst Planning Department

Date: December 2020

N

0 0.25 0.5 0.75 1 1.25 Miles

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-




Z-2024-03

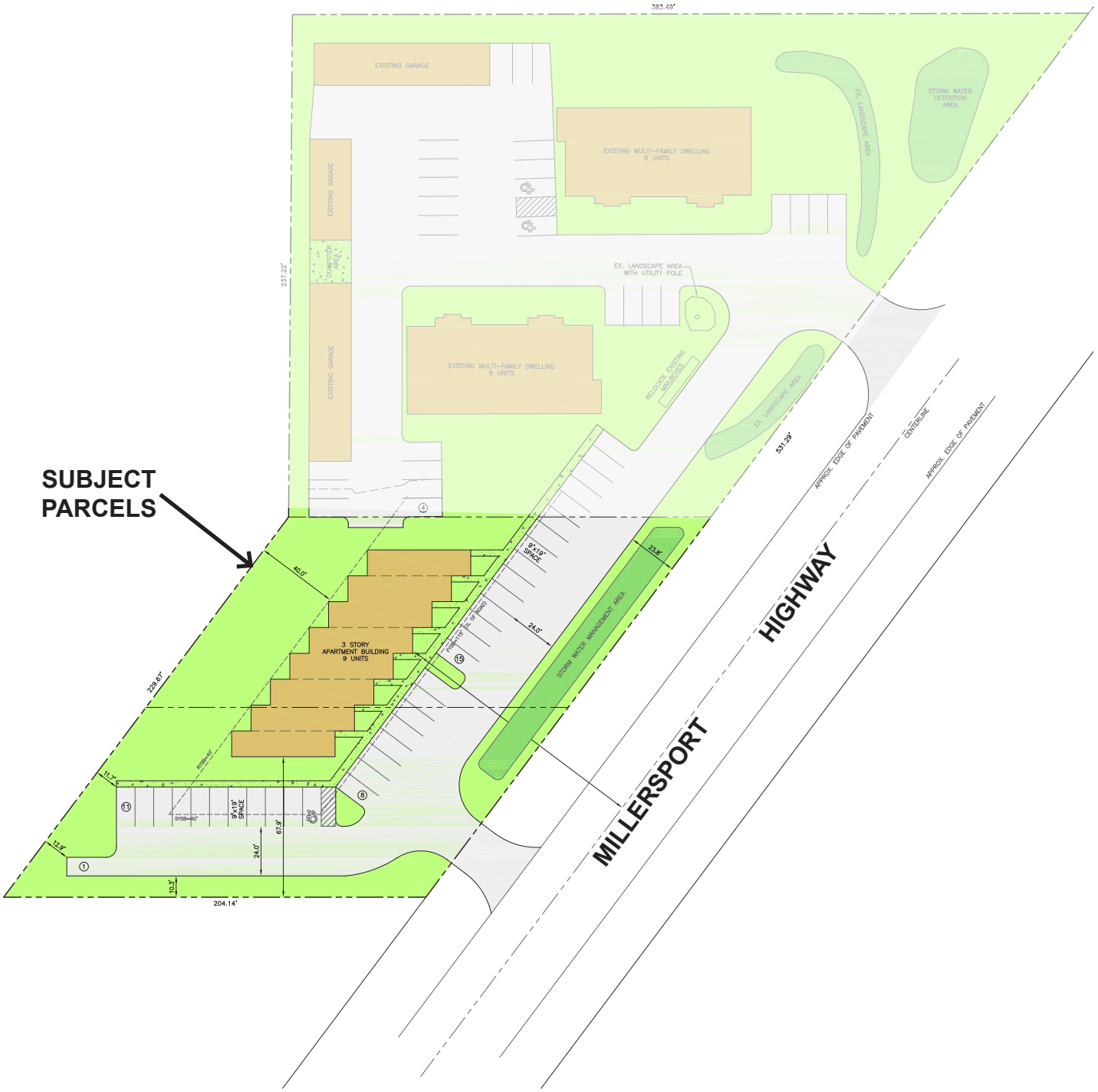
Request to Rezone 0.861+/- acres of Land from R-3 to MFR-4A
Property Located at 3230 & 3238 Millersport Highway
Emily's Garden Estates, Petitioner

April 17, 2025

3230 & 3238 Millersport Highway

*Prepared by the Town of Amherst Planning Department*

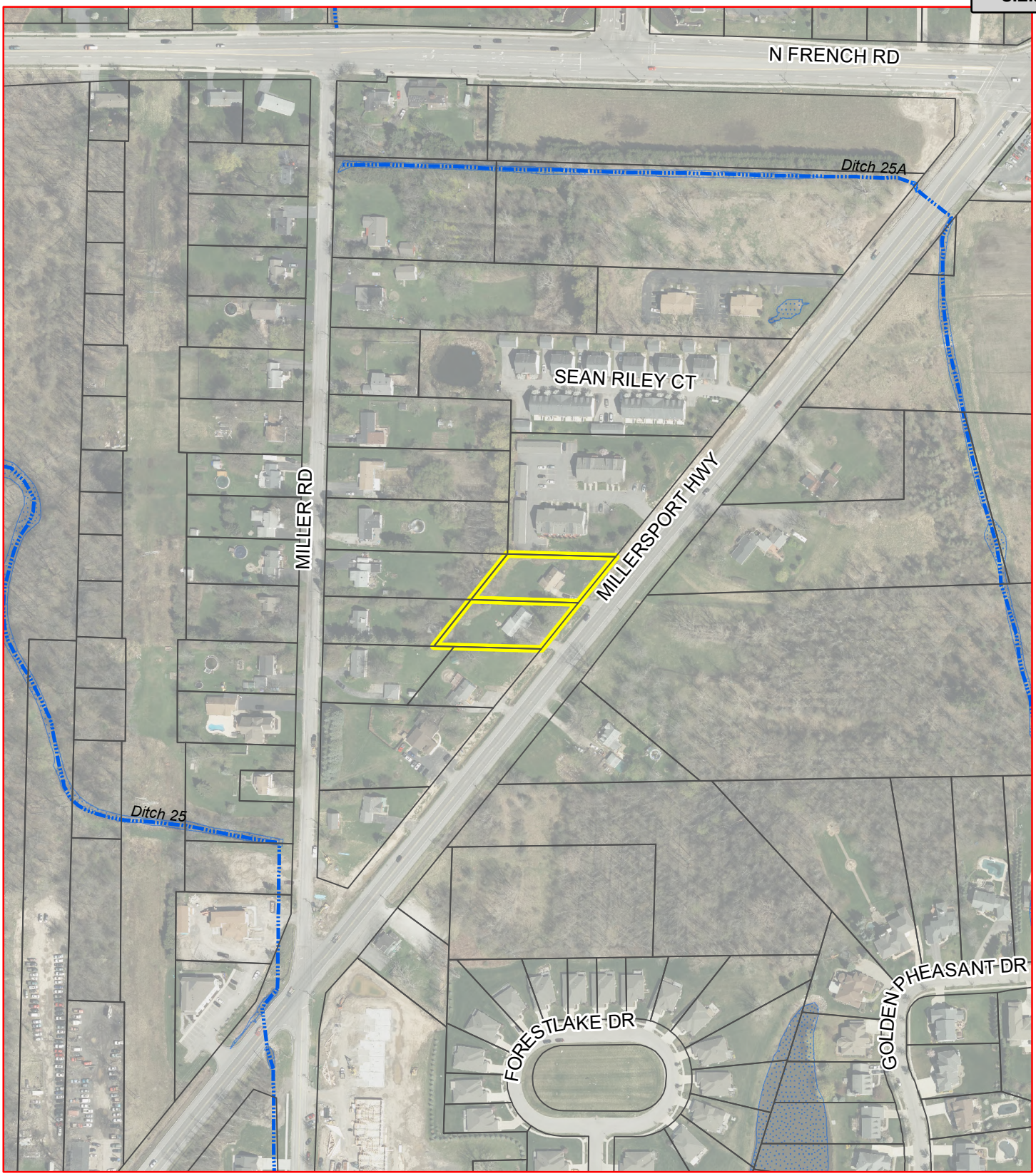
Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-




CONCEPT PLAN

Z-2024-03
3280 & 3238 Millersport Highway
Received: 12/19/24

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-




Z-2024-03

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Property Located at 3230 & 3238 Millersport Highway
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April 17, 2025

3230 & 3238 Millersport Highway

*Prepared by the Town of Amherst Planning Department*

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

Amherst
Town of Amherst Planning Department
Erie County, New York

Brian J. Kulpa
Supervisor
Daniel C. Howard, AIC
Planning Director
Daniel J. Ulatowski, AIC
Assistant Planning Direc

RECEIVED
DEC 03 2024
TOWN OF AMHERST
BUILDING DEPT

**MEMORANDUM**

November 26, 2024

TO: Tim Koller, Deputy Town Clerk
Daniel J. Ulatowski, AICP, Zoning Enforcement Officer
Emily Murphy, Town Assessor
Douglas Gesel, Supervising Code Enforcement Officer, Building Department
Vaishali Reberholt, Assistant Town Engineer
Steven Floss, Highway Superintendent/ Eric Blocher, General Crew Chief
Chris Schregel, Traffic/Safety Coordinator (c/o Eng)
Brian Barnes, Senior GIS Analyst (Eng.) (letter only)
Krista Halt, Senior Fire Inspector (c/o Bldg) KH 2/10/25
Samuel Alba, Interim Town Attorney (Local Law Only)
Right-of-Way Agent
Integrated Review Coordinator, ECDEP
SEQR Review Coordinator, NYSDOT
Williamsville School District

RECEIVED
FEB 10 2025
TOWN OF AMHERST
PLANNING DEPT.

FROM: Daniel J. Ulatowski, AICP, Assistant Planning Director

SUBJECT: REQUEST TO REZONE 0.861± ACRES OF LAND FROM R-3 TO MFR-4A, **Z-2024-03**; PROPERTY LOCATED AT **3230 & 3238 MILLERSPORT HIGHWAY**. EMILY'S GARDEN ESTATES, INC., PETITIONER.

**REVIEW:**

Do you agree with all statements made? No objections.

If you do not, briefly state why: _____

General comments relative to your agency interests: _____

If improvements are required involving your agency, please state schedule for completion (sewer construction, road widening, etc.)

Please call the Planning Department if additional information is required (631-7051).

**Print Name:** KRISTA HALT

**Signature:** Krista K Halt **Date:** 2/10/25

DU/SM/bf
X:\Current_Planning\Files\Rezonings\2024\Z-2024-03_(3230_&_3238_Millersport_Hwy)_2024\Z-2024-03_Transmittal_112624.doc
cc: Scott Marshall, Principal Planner
Vaishali Reberholt, Assistant Town Engineer
Emily Garden Estates, Inc., 2217 Sweet Home Road, Amherst, NY 14228
Sean Hopkins, 35 California Drive, Suite 100, Williamsville, NY 14221
Jake Metzger, Metzger Civil Engineering, 8245 Sheridan Drive, Williamsville, NY 14221



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

Amherst

*Town of Amherst Planning Department* *Erie County, New York*

Brian J. Kulpa
Supervisor
Daniel C. Howard, AIC
Planning Director
Daniel J. Ulatowski, AIC
Assistant Planning Direct

**MEMORANDUM** November 26, 2024

TO: Tim Koller, Deputy Town Clerk
Daniel J. Ulatowski, AICP, Zoning Enforcement Officer
Emily Murphy, Town Assessor
Douglas Gesel, Supervising Code Enforcement Officer, Building Department
Vaishali Reberholt, Assistant Town Engineer
Steven Floss, Highway Superintendent/ Eric Blocher, General Crew Chief
Chris Schregel, Traffic/Safety Coordinator (c/o Eng)
Brian Barnes, Senior GIS Analyst (Eng.) (letter only)
Krista Halt, Senior Fire Inspector (c/o Bldg)
Samuel Alba, Interim Town Attorney (Local Law Only)
Right-of-Way Agent
Integrated Review Coordinator, ECDEP
SEQR Review Coordinator, NYSDOT
Williamsville School District

FROM: Daniel J. Ulatowski, AICP, Assistant Planning Director

SUBJECT: REQUEST TO REZONE 0.861± ACRES OF LAND FROM R-3 TO MFR-4A, **Z-2024-03**; PROPERTY LOCATED AT **3230 & 3238 MILLERSPORT HIGHWAY**. EMILY'S GARDEN ESTATES, INC., PETITIONER.

**REVIEW**:

Do you agree with all statements made? Yes.

If you do not, briefly state why: _____

General comments relative to your agency interests: none at this time.

If improvements are required involving your agency, please state schedule for completion (sewer construction, road widening, etc.)

Please call the Planning Department if additional information is required (631-7051).

**Print Name:** Doug Gesel

**Signature:** Doug Gesel **Date:** 1/17/25

DU/SM/bf
X:\Current_Planning\Files\Rezonings\2024\Z-2024-03_(3230_&_3238_Millersport_Hwy)_2024\Z-2024-03_Transmittal_112624.doc

cc: Scott Marshall, Principal Planner
Vaishali Reberholt, Assistant Town Engineer
Emily Garden Estates, Inc., 2217 Sweet Home Road, Amherst, NY 14228
Sean Hopkins, 35 California Drive, Suite 100, Williamsville, NY 14221
Jake Metzger, Metzger Civil Engineering, 8245 Sheridan Drive, Williamsville, NY 14221



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

## Carrato, Amy

**From:** dot.sm.r05.SEQR <dot.sm.r05.SEQR@dot.ny.gov>
**Sent:** Tuesday, December 31, 2024 2:58 PM
**To:** Fadel, Bryan
**Cc:** Hall, David (ERIE)
**Subject:** RE: Request to Rezone, 3230 & 3238 Millersport Highway 2024-187
**Attachments:** Z-2024-03-draw-1qvc0zfzqq NYSDOT.pdf

**CAUTION:** This email originated from outside of the organization.
Please do not click links or open attachments unless you recognize the sender and know the content is safe.

Bryan,

The New York State Department of Transportation (NYSDOT) has reviewed the documentation provided for 3230 & 3238 Millersport Highway and has the following comments:

- NYSDOT concurs with the Town of Amherst for it to act as the Lead Agency
- The proposed development should use the existing driveway near the existing multi-family dwellings. NYSDOT only permits 1 driveway on State Highways. Please, submit updated site plan addressing the comments.

- A NYSDOT Highway Work Permit will be required for work located within the State Highway Right-of-Way. More detailed plans will be required for the Highway Work permit application and an additional site engineering review will be performed as part of the Highway Work Permit process. This correspondence does not constitute approval for the purpose of a Highway Work Permit.
    - A separate permit will be required for any sanitary sewer work performed during construction.
    - Additional information on permits can be found at: https://www.dot.ny.gov/divisions/operating/oom/transportation-systems/traffic-operations-section/highway-permits
    - Applicant should direct the Highway Work Permit application and/or questions to:

**Erie North County Residency**
Kathryn Poodry
Assistant Resident Engineer
New York State Department of Transportation Region 5
Broadway & Indian Road, Depew, New York 14043
716-683-3476| Kathryn.Poodry@dot.ny.gov

***ALYSSA SCHOENFELDT*** *(she/her)*
Transportation Analyst Trainee 2

**Department of Transportation Region 5**
100 Seneca Street, Buffalo, NY 14203
(716) 847-3967 | alyssa.schoenfeldt@dot.ny.gov
dot.ny.gov

---

**From:** Fadel, Bryan
**Sent:** Tuesday, December 3, 2024 9:58 AM
**To:** Hall, David (ERIE) ; dot.sm.r05.SEQR
**Subject:** Request to Rezone, 3230 & 3238 Millersport Highway



Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Please review the subject attached project and advise the Planning Department of any recommendations and/or requirements. Digital versions of the site plan materials may be viewed and/or downloaded from: https://www.amherst.ny.us/content/development_projects_pending.php.

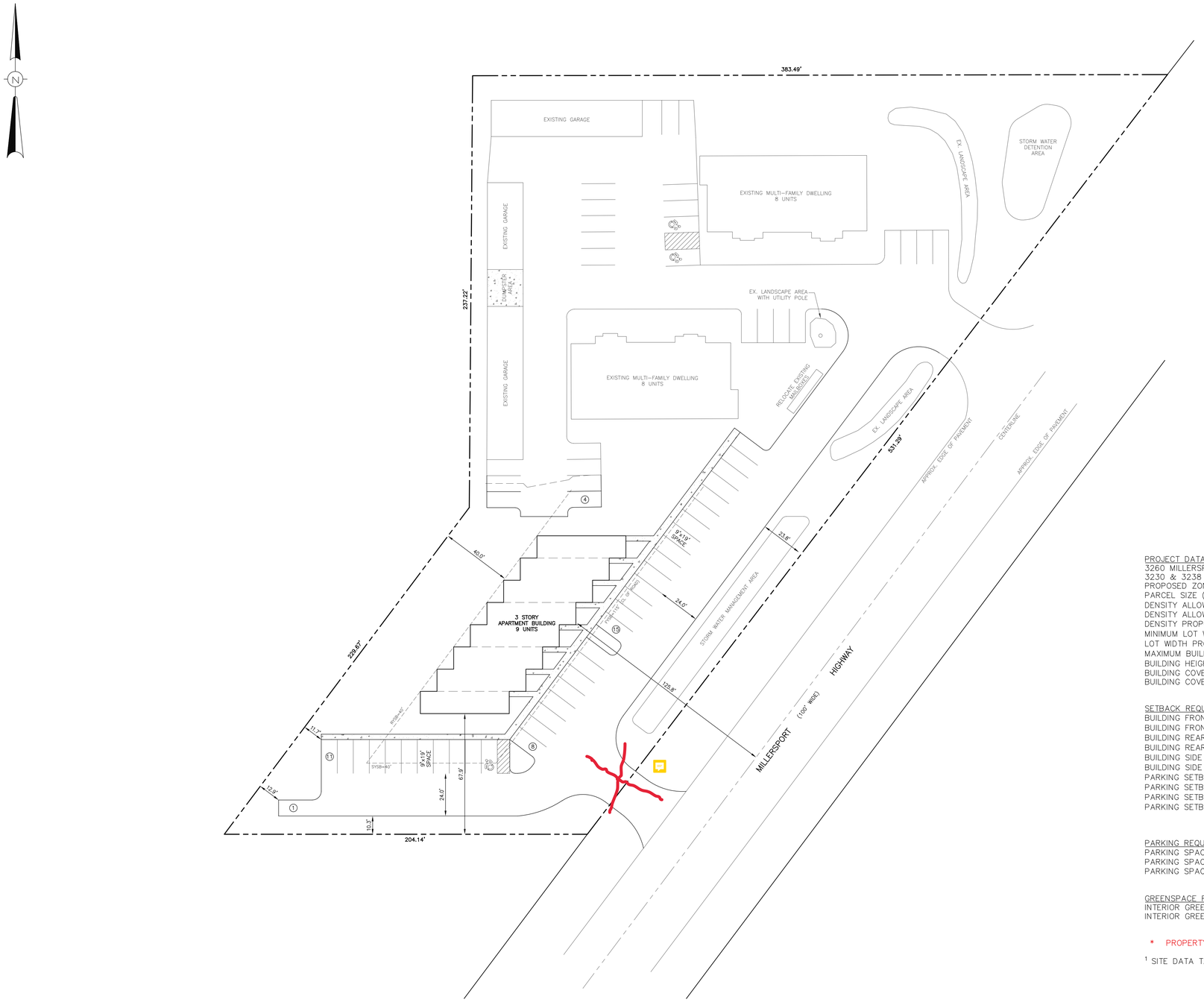
Please send your response to our department and provide a copy of the response to the project petitioner and or their representative by **Friday, January 3** or notify us if there is a problem and additional time is required for review.

A completed 239m Referral Form is attached as part of the ECDEP attachment.

--

Bryan Fadel
Senior Clerk | Town of Amherst Planning Department

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-




PROJECT DATA[1]

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|---|---|
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| 3230 & 3238 MILLERSPORT ZONING: | R-3 |
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© 2024 METZGER CIVIL ENGINEERING, PLLC

NOTES:
1) BASED ON BOUNDARY SURVEYS BY McINTOSH & McINTOSH, P.C. DATED AUGUST 21, 2006 (3238 MILLERSPORT) AND FOIT-ALBERT ASSOCIATES DATED NOVEMBER 14, 2013 (3230 MILLERSPORT). THIS IS NOT A PROPERTY SURVEY.

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| DESIGNED BY: | JCM |
| DRAWN BY: | JCM |
| CHECKED BY: | MJM |
| CAD FILE: | M2011 |

*NOTE: UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF SECTION 7209, PROVISION 2 OF THE NEW YORK STATE EDUCATION LAW*

| | | |
|---|---|---|
| CLIENT REVISIONS | 06.27.24 | JCM/MJM |
| PARCELS COMBINED | 06.11.24 | JCM/MJM |
| REVISIONS | DATE | BY/CHK |

METZGER CIVIL ENGINEERING, PLLC
8245 SHERIDAN DR.
WILLIAMSVILLE, NY 14221
PH: 716-633-2601
FAX: 716-633-2704
CIVIL ENGINEERING
LAND PLANNING
SITE DESIGN
MUNICIPAL ENGINEERING

# MULTI-FAMILY HOUSING DEVELOPMENT
# 3230-3238 MILLERSPORT HIGHWAY

TOWN OF AMHERST, ERIE COUNTY, NEW YORK

## CONCEPT PLAN

| | |
|---|---|
| SCALE: | 1" = 20' |
| DATE: | FEBRUARY 2, 2024 |
| JOB NO: | M-2011 |
| DRAWING NO: | CP-1 |

Attachment: Z-2024-03 _TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3239 & 3238 Millersport Highway, Z-2024-03))

# TOWN OF AMHERST

## ASSESSOR'S OFFICE

5583 MAIN STREET
WILLIAMSVILLE, NEW YORK 14221
PHONE: 716-631-7038
FAX 716-631-7144

**Emily A. Murphy**
**Assessor**
**emurphy@amherst.ny.us**

MEMORANDUM

TO: Daniel Ulatowski, AICP, Associate Planning Director
Douglas Gesel, Supervising Code Enforcement Officer
Jeff Burroughs, Town Engineer
Scott Marshall, Principle Planner

FROM: Bonnie B. Arnold, Real Property Appraiser

DATE: December 4, 2024

SUBJECT: Request to Rezone 0.861±Acres of Land from R-3 To MFR-4A, Z-2024-03
Property Location: **3230 & 3238 Millersport Hwy**
Petitioner: **Emily's Garden Estates, Inc.**

Assessor agrees with all statements

cc: Sean Hopkins, 5500 Main St., Ste. 343, Williamsville, NY 14221
Emily Garden Estates, Inc., 2217 Sweet Home Rd., Amherst, NY 14228
Jake Metzger, Metzger Civil Engineering, 8245 Sheridan Dr., Williamsville, NY 14221

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

# SITE PLAN OR ZONING REFERRAL TO COUNTY OF ERIE, NY AND REPLY TO MUNICIPALITY

Note: Please complete and send one copy with attachments to Erie County Division of Planning, Room 1053, 95 Franklin Street, Buffalo, N.Y. 14202. Retain a copy for your files.

DO NOT WRITE IN THIS SPACE

Case No.: SP-24-635

Received: 12/3/2024

The proposed action described herein is referred in accordance with the provisions of the General Municipal Law, which provides that if no reply is received in 30 days after receipt of full information including a SEQR EAF if applicable, the municipal agency may take final action without considering such reply. If, however, reply is received at any time prior to municipal action, such reply must be considered.

## Description of Proposed Action

**1. Name of Municipality:** Town of Amherst

**2. Hearing Schedule:** **Date** January 16, 2024 **Time** 6:30 pm **Location** 5583 Main Street

**3. Action is before:** ☒ Legislative Body ☐ Board of Appeals ☒ Planning Board

**4. Action consists of:** ☐ New Ordinance ☒ Rezone/Map Change ☐ Ordinance Amendment ☐ Site Plan ☐ Variance ☐ Special Use Permit ☐ Other

**5. Location of Property:** ☐ Entire Municipality ☒ Specific as follows: 3230 & 3238 Millersport Hwy

**6. Referral required as Site is within 500'of:** ☐ State or County Property/Institution ☐ Municipal Boundary ☐ Farm Operation located in an Agricultural District ☐ Expressway ☐ County Road ☒ State Highway ☐ Proposed State or County Road, Property, Building/ Institution, Drainageway

**7. Proposed change or use:** Rezone 0.86 acres of land from Residential District Three (R3) to Multifamily Residential District Four A (MFR-4A)

**8. Other remarks: (ID#, SBL#, etc.)** Z-2024-03, SBL #s 27.00-2-41 & 27.00-2-40

**9. Submitted by:** Scott A. Marshall, Principal Planner **Date:** November 26, 2024

**Mailing Address:** Town of Amherst Planning Department, 5583 Main Street, Williamsville, NY 14221

## Reply to Municipality by Erie County Division of Planning

**Receipt of the above-described proposed action is acknowledged on 12/3/2024. The Division herewith submits its review and reply under the provisions of applicable state and local law, based on the information submitted with this referral.**

1. ☐ **The proposed action is not subject to review under the law.**
2. ☐ **Form ZR-3, Comment on Proposed Action is attached hereto.**
3. ☐ **The proposed action is subject to review; the Division makes the recommendation shown on Form ZR-4, Recommendation on Proposed Action, which is attached hereto.**
4. ☒ **No recommendation; proposed action has been reviewed and determined to be of local concern**

**By the Division of Planning:** Dan M. Hall **Date:** 1/16/2025

Attachment: Z-2024-03_TB letter packet_052725a (RES-2025-499 : Local Law to Amend the Zoning Map - (3230 & 3238 Millersport Highway, Z-

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Finance
Initiated by: **Lynda Juul**
Co-Sponsored by:

DOC ID: 30565 **RESOLUTION 2025-566** **ADOPTED**

# Set Electric Vehicle Charging Station Rates

**WHEREAS,** the Town of Amherst currently has four (4) EV charging stations installed at various Town facilities; and

**WHEREAS,** several additional EV charging stations are slated to be installed in the future; and

**WHEREAS,** several stations were installed using grant funds, which required the Town to provide power at no charge for a specified period which has now expired; and

**WHEREAS,** the Town incurs costs related to these charging stations, including costs for electricity, software subscriptions, and maintenance and repairs;

**NOW, THEREFORE BE IT RESOLVED,** that the following rates are hereby approved:

$0.25 per kWh for AC Charging Stations
$0.35 per kWh for DC Fast Charging Stations

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

A5183-01289; Amount TBD

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Jacqualine Berger, Councilmember |
| **SECONDER:** | Brian J. Kulpa, Supervisor |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Attorney
Initiated by: **Steven B. Bengart**
Co-Sponsored by:

DOC ID: 30577 **RESOLUTION 2025-567** **ROLL CALL VOTE (ADOPTED)**

# Town-Wide Road Striping (Bond Resolution - $100,000)

**AGENDA ITEM : JUNE 23rd, 2025**

**TO:** **Town Board**

**FROM:** **Stephen B. Bengart, Esq., Town Attorney**

**DATE:** **June 17, 2025**

**RE:** **Town-Wide Road Striping**
**2025-2030 C.I.P. – Project H-3**
**Bond Resolution - $100,000**

Kindly take the following action with respect to the above bond request:

(1) Adopt the attached SEQR determination for the above project as determined by the Town of Amherst Planning Department; and

(2) Adopt the attached bond resolution authorizing the issuance of $100,000.00 in serial bonds for the above-referenced Town improvement.

The adoption of the bond resolution does not require a public hearing to be held because the improvement is a Town improvement not involving a special district.

Also attached is the Map Plan and Report which provides further detail on the scope of the project.

Thank you.

SBB:nmb
Attachments
c: Tim Koller, Deputy Town Clerk
(*w/attachments*, **Agenda Item – June 23, 2025**)
Jennifer Adams, CPA, Interim Comptroller (*w/attachments*)
Lynda Juul, Director of Finance (*w/attachments*)
Dan Ulatowski, AICP, Assistant Planning Director/ZEO (*w/attachments*)
Dan Howard, Director of Planning (*w/attachments*)
Steve Floss, Highway Superintendent (*w/attachments*)

**6/23/2025**
A motion to adopt the SEQR determination was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved 5-0. A motion to approve the Bond resolution was made by Supervisor Kulpa, seconded by Councilmember Berger and unanimously approved via Roll Call vote 5-0.

**FINANCIAL IMPACT:**

Bond Resolution - $100,000

| | |
|---|---|
| **RESULT:** | **ROLL CALL VOTE (ADOPTED) [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

Amherst

*Town of Amherst Planning Department* *Erie County, New York*

Brian J. Kulpa
Supervisor

Daniel C. Howard, AI
Planning Director

Daniel J. Ulatowski, AI
Assistant Planning Dire

*Transmitted electronically*

Attachment: SEQR (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

MEMORANDUM May 14, 2025

TO: Steven Floss, Highway Superintendent

FROM: Daniel J. Ulatowski, AICP, Assistant Planning Director

RE: SEQR Determination
Town – Wide Road Striping
2025-2030 C.I.P. Project H-3

The Planning Department has reviewed the Map, Plan & Report for the subject project and has determined it to be a Type II action under the provisions of SEQR according to Part 617.5 (c)(1) Therefore, no further environmental work is required.

Please contact our office if you have any questions.

X:\Special_Projects\SEQR_Engineering & Other TOA\Type_II_Actions_(PJ-2015-001)\05_14_2025_H-3_Town Wide Road Restriping.docx

cc:
Steve Bengart, Esq., Town Attorney
Daniel Howard, Planning Director

EXTRACT OF MINUTES

Meeting of the Town Board of the

Town of Amherst, in the

County of Erie, New York

June 23, 2025

* * *

A regular meeting of the Town Board of the Town of Amherst, in the County of Erie, New York, was held at the Town Hall, 5583 Main Street, Williamsville, New York, on June 23, 2025.

| | |
|---|---|
| There were present: | Hon. Brian J. Kulpa, Supervisor; and |
| Board members: | Shawn Lavin, Deputy Supervisor/Councilman<br>Jacqualine Berger, Councilwoman<br>Angela Marinucci, Councilwoman<br>Michael R. Szukala, Councilman |
| There were absent: | |
| Also present: | Francina J. Spoth, Town Clerk |

* * *

_____ offered the following resolution and moved its adoption:

Attachment: CertBondReso (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

BOND RESOLUTION OF THE TOWN OF AMHERST, NEW YORK, ADOPTED JUNE 23, 2025, AUTHORIZING TOWN-WIDE ROAD STRIPING, STATING THE ESTIMATED TOTAL MAXIMUM COST THEREOF IS $100,000, APPROPRIATING SAID AMOUNT FOR SUCH PURPOSE, AND AUTHORIZING THE ISSUANCE OF BONDS IN THE PRINCIPAL AMOUNT OF $100,000 TO FINANCE SAID APPROPRIATION

THE TOWN BOARD OF THE TOWN OF AMHERST, IN THE COUNTY OF ERIE, NEW YORK, HEREBY RESOLVES (by the favorable vote of not less than two-thirds of all the members of said Town Board) AS FOLLOWS:

Section 1. The Town of Amherst, in the County of Erie, New York (herein called the "Town"), is hereby authorized to undertake Town-wide road striping as described in the map, plan and report dated March 2025, prepared by the Town Highway Department (2025-2030 Capital Improvement Program Project H-3). The estimated total maximum cost thereof, including preliminary costs and costs incidental thereto and the financing thereof, is $100,000 and said amount is hereby appropriated for such purpose. The plan of financing includes the issuance of bonds in the aggregate principal amount of $100,000 to finance said appropriation, and the levy and collection of taxes on all the taxable real property in the Town to pay the principal of said bonds and the interest thereon as the same shall become due and payable.

Section 2. Bonds of the Town in the principal amount of $100,000 are hereby authorized to be issued pursuant to the provisions of the Local Finance Law, constituting Chapter 33-a of the Consolidated Laws of the State of New York (herein called the "Law"), to finance said objects or purposes as set forth in section 1 hereof.

Attachment: CertBondReso (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

Section 3. The following additional matters are hereby determined and declared:

(a) The period of probable usefulness applicable to the specific object or purpose for which said $100,000 bonds are authorized to be issued, within the limitations of Section 11.00 a. 20(c) of the Law, is fifteen (15) years.

(b) The proceeds of the bonds herein authorized and any bond anticipation notes issued in anticipation of said bonds may be applied to reimburse the Town for expenditures made after the effective date of this resolution for the purpose for which said bonds are authorized. The foregoing statement of intent with respect to reimbursement is made in conformity with Treasury Regulation Section 1.150-2 of the United States Treasury Department.

(c) The proposed maturity of the bonds authorized by this resolution will exceed five (5) years.

Section 4. Each of the bonds authorized by this resolution, and any bond anticipation notes issued in anticipation of the sale of said bonds, shall contain the recital of validity as prescribed by Section 52.00 of the Law and said bonds, and any notes issued in anticipation of said bonds, shall be general obligations of the Town, payable as to both principal and interest by general tax upon all the taxable real property within the Town. The faith and credit of the Town are hereby irrevocably pledged to the punctual payment of the principal of and interest on said bonds, and any notes issued in anticipation of the sale of said bonds, and provision shall be made annually in the budget of the Town by appropriation for (a) the amortization and redemption of the bonds, and any notes in anticipation thereof to mature in such year, and (b) the payment of interest to be due and payable in such year.



Attachment: CertBondReso (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

Section 5. Subject to the provisions of this resolution and of the Law and pursuant to the provisions of Section 21.00 of the Law relative to the authorization of the issuance of bonds with substantially level or declining annual debt service, Section 30.00 relative to the authorization of the issuance of bond anticipation notes and Section 50.00 and Sections 56.00 to 60.00 and 168.00 of the Law, the powers and duties of the Town Board relative to authorizing bond anticipation notes and prescribing the terms, form and contents and as to the sale and issuance of the bonds herein authorized, and of any bond anticipation notes issued in anticipation of said bonds, and the renewals of said bond anticipation notes, and as to the execution of agreements for credit enhancements, are hereby delegated to the Supervisor, the chief fiscal officer of the Town.

Section 6. The validity of the bonds authorized by this resolution, and of any notes issued in anticipation of the sale of said bonds, may be contested only if:

(a) such obligations are authorized for an object or purpose for which the Town is not authorized to expend money, or

(b) the provisions of law which should be complied with at the date of the publication of such resolution, or a summary thereof, are not substantially complied with,

and an action, suit or proceeding contesting such validity is commenced within twenty days after the date of such publication, or

(c) such obligations are authorized in violation of the provisions of the constitution.

Attachment: CertBondReso (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

Section 7. This bond resolution is subject to a permissive referendum and the Town Clerk is hereby authorized and directed, within ten (10) days after the adoption of this resolution, to cause to be published, in full, in "The Amherst Bee," a newspaper having a general circulation within said Town and hereby designated the official newspaper of the Town for such publication and posted on the sign board of the Town maintained pursuant to the Town Law, a Notice in substantially the following form:

Attachment: CertBondReso (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

TOWN OF AMHERST. NEW YORK

PLEASE TAKE NOTICE that on June 23, 2025, the Town Board of the Town of Amherst, in the County of Erie, New York, adopted a bond resolution entitled:

"BOND RESOLUTION OF THE TOWN OF AMHERST, NEW YORK, ADOPTED JUNE 23, 2025, AUTHORIZING TOWN-WIDE ROAD STRIPING, STATING THE ESTIMATED TOTAL MAXIMUM COST THEREOF IS $100,000, APPROPRIATING SAID AMOUNT FOR SUCH PURPOSE, AND AUTHORIZING THE ISSUANCE OF BONDS IN THE PRINCIPAL AMOUNT OF $100,000 TO FINANCE SAID APPROPRIATION,"

an abstract of which bond resolution concisely stating the purpose and effect thereof, being as follows:

FIRST: AUTHORIZING said Town is authorized to undertake Town-wide road striping as described in the map, plan and report dated March 2025, prepared by the Town Highway Department (2025-2030 Capital Improvement Program Project H-3); STATING the estimated total maximum cost thereof, including preliminary costs, and costs incidental thereto and the financing thereof, is $100,000; APPROPRIATING said amount for such purpose; and STATING the plan of financing includes the issuance of bonds in the principal amount of $100,000 to finance said appropriation, and the levy and collection of taxes on all the taxable real property in the Town to pay the principal of said bonds and the interest thereon;

SECOND: AUTHORIZING the issuance of bonds in the principal amount of $100,000 pursuant to the Local Finance Law of the State of New York (the "Law") to finance said appropriation;

THIRD: DETERMINING and STATING the period of probable usefulness applicable to the purpose for which said bonds are authorized to be issued is fifteen (15) years; the proceeds of said bonds and any bond anticipation notes issued in anticipation thereof may be applied to reimburse the Town for expenditures made after the effective date of this bond resolution for the purpose for which said bonds are authorized; and the proposed maturity of said bonds will exceed five (5) years;

FOURTH: DETERMINING that said bonds, and any bond anticipation notes issued in anticipation of said bonds, and the renewals of said bond anticipation notes shall be general obligations of the Town; and PLEDGING to their payment the faith and credit of the Town;

FIFTH: DELEGATING to the Supervisor the powers and duties as to the issuance of said bonds, and any bond anticipation notes issued in anticipation of said bonds, or the renewals thereof; and



Attachment: CertBondReso (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

SIXTH: DETERMINING that the bond resolution is subject to a permissive referendum.

DATED: June 23, 2025

FRANCINA J. SPOTH,
Town Clerk

Section 8. The Town Clerk is hereby authorized and directed to cause said bond resolution to be published, in summary, after said bond resolution shall take effect, in the newspaper referred to in Section 7 hereof, and hereby designated the official newspaper for said publication, together with a Notice in substantially the form as provided by Section 81.00 of the Local Finance Law, constituting Chapter 33-a of the Consolidated Laws of the State of New York.

* * *

Attachment: CertBondReso (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

The adoption of the foregoing resolution was seconded by _____and duly put to a vote on roll call, which resulted as follows:

AYES:

NOES:

The resolution was declared adopted.

********

Attachment: CertBondReso (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

# CERTIFICATE

I, FRANCINA J. SPOTH, Town Clerk of the Town of Amherst, in the County of Erie, State of New York, HEREBY CERTIFY that the foregoing annexed extract from the minutes of a meeting of the Town Board of said Town of Amherst duly called and held on June 23, 2025, has been compared by me with the original minutes as officially recorded in my office in the Minute Book of said Town Board and is a true, complete and correct copy thereof and of the whole of said original minutes so far as the same relate to the subject matters referred to in said extract.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said Town of Amherst this _____day of June, 2025.

(SEAL)

_____
Town Clerk

Attachment: CertBondReso (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

# Town of Amherst
# Highway Department

## Town-Wide Road Striping
*2025 - 2030 C.I.P. Project H-3*

**Map, Plan & Report**
MARCH 2025

**CONTENTS:**


- Approved *2025 - 2030 C.I.P. Project H-3*
- Introductions / Existing Conditions
- Proposed Scope
- Financial / Taxation Summary
- SEQR Determination – Type II Action


Prepared by
Town of Amherst Highway Department
1042 North Forest Rd.
Williamsville, NY 14221
(716) 631-7117

Attachment: MPR 2025 H-3 Town-Wide Road Striping (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

# TOWN OF AMHERST
# Town-Wide Road Striping

## APPROVED 2025-2030 CIP PROJECT H-3:

**Highway Department** *Recommended Schedule (X $1,000)*

| Project ID | Project Title/Description | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Total Cost 2025-2030 |
|---|---|---|---|---|---|---|---|---|
| H-1 | **Paving:** Repave various Town roads. | 1,110 LD | 1,110 LD | 1,250 LD | 1,250 LD | 1,250 LD | 1,250 LD | $7,220,000 |
| H-2 | **Highway Vehicles & Equipment:** Replacement of various vehicles and equipment. | 1,100 LD | 500 LD | 1,100 LD | 500 LD | | | $3,200,000 |
| H-3 | **Town-wide Road Striping:** Striping of various Town roads. | 100 LD | 100 LD | 100 LD | 100 LD | 100 LD | 100 LD | $600,000 |

*Key:*

Funding Source
T – Tax
L – Bond
S – Surplus
E - Encumbered
I/M – I&I or Mitigation Funds
RF – Recreation Fund
OF – Open Space Fund
F/S – Federal or State Aid
X – Private Source
ARPA – American Rescue Plan

Funding Account
A – General Account
B – Part Town
C – Community Environment
D – Highway
F – Lighting
G – Sanitary Sewer District
H – Storm Drainage District
I – Water District
W – Water Pollution Control Facilit
# – Special District Number
NS – None Submitted

27

## INTRODUCTION / EXISTING CONDITIONS:

Funding under this CIP project is used for striping of various roads throughout the Town, and is used to supplement funding provided in the operating budget in account A3310.4331. The operating budget has not been funded sufficiently for all road striping needs since 2008, which resulted in capital funding being required. At that time, epoxy paint was $0.24/lf versus the current pricing of approximately $0.48/lf. Also, since 2008 there have been more commercial and residential developments to consider and additional road miles and traveling public.

## PROPOSED SCOPE:

This Project is to restripe all town roadways that are not compliant with MUTCD visibility requirements. Due to the lack of striping funds over time, many of the Town road markings are in need of a fresh coat of paint. We also receive calls regularly from the Police, Traffic/Safety and residents that are concerned about visibility issues and this project will help to alleviate these concerns.

It is anticipated that all of the above referenced activities will be completed by the end of 2025. Work may continue into 2026 if there are any unforeseen circumstances.

The project will be bonded against the Town of Amherst Highway Fund at a total project cost of $100,000. This project has a period of probable usefulness of 15 years.

Attachment: MPR 2025 H-3 Town-Wide Road Striping (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

**FINANCIAL SUMMARY:**

| | |
|---|---|
| Striping Improvements: | $99,500.00 |
| Legal/Admin Fees: | $500.00 |
| Total Project | $100,000.00 |

**TAXATION SUMMARY:**

| | |
|---|---|
| Total Bond Amount: | $100,000 (Highway Fund) |
| Bond Term: | 15 Years |
| Annual Tax Impacts: | $0.0005 per $1,000 AV at 100% Equalization |
| Typical Property Taxation Impact: | $0.1827 per $346,000 property at 100% Equalization |

**SEQR:**

See attached determination from the Amherst Planning Department.

Attachment: MPR 2025 H-3 Town-Wide Road Striping (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

Amherst

*Town of Amherst Planning Department* *Erie County, New York*

Brian J. Kulpa
Supervisor

Daniel C. Howard, AI
Planning Director

Daniel J. Ulatowski, AI
Assistant Planning Dire

*Transmitted electronically*

MEMORANDUM May 14, 2025

TO: Steven Floss, Highway Superintendent

FROM: Daniel J. Ulatowski, AICP, Assistant Planning Director

RE: SEQR Determination
Town – Wide Road Striping
2025-2030 C.I.P. Project H-3

The Planning Department has reviewed the Map, Plan & Report for the subject project and has determined it to be a Type II action under the provisions of SEQR according to Part 617.5 (c)(1) Therefore, no further environmental work is required.

Please contact our office if you have any questions.

X:\Special_Projects\SEQR_Engineering & Other TOA\Type_II_Actions_(PJ-2015-001)\05_14_2025_H-3_Town Wide Road Restriping.docx

cc:
Steve Bengart, Esq., Town Attorney
Daniel Howard, Planning Director

Attachment: MPR 2025 H-3 Town-Wide Road Striping (RES-2025-567 : Town-Wide Road Striping (Bond Resolution - $100,000))

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Attorney
Initiated by: **Steven B. Bengart**
Co-Sponsored by:

DOC ID: 30574 **RESOLUTION 2025-568** **ADOPTED**

# Consent to Formation of Sawyer's Landing Water Works Corporation (42-50 Dodge Road)

**AGENDA ITEM : JUNE 23RD, 2025**

**TO:** **Town Board**

**FROM:** **Steven B. Bengart, Esq., Town Attorney**

**DATE:** **June 17, 2025**

**RE:** **Consent To Formation of Sawyer's Landing Water Works Corporation (42-50 Dodge Road)**

Kindly adopt the following resolution with respect to the above matter:

**WHEREAS**, Brad F. Randaccio, 50 Fountain Plaza, Suite 1700, Buffalo, NY, 14202, is forming a water works corporation to be named Sawyer's Landing Water Works Corporation, under Article 10 – Section 40 of NY Transportation Corporations Law; and

**WHEREAS**, the purpose of this corporation is to engage in any lawful act or activity relating to sanitary sewer service for a mixed-use project at 42-50 Dodge Road, for which a water works corporation may be organized under NYS Transportation Corporations Law; and

**WHEREAS**, as a condition for the formation of the corporation, the controlling municipality needs to give its consent; and

**WHEREAS**, the Town Board of the Town of Amherst deems it is in the best interest of the Town to approve the formation of the Sawyer's Landing Water Works Corporation;

**NOW, THEREFORE BE IT RESOLVED**, that the Supervisor is hereby authorized to execute the Consent to Formation Letter, approving the formation of a water works corporation, to be known as the Sawyer's Landing Water Works Corporation, to engage in lawful acts or activities relating to water service for a mixed-use project to be located at 42-50 Dodge Road, which are allowed under Article 10 – Section 40 of NY Transportation Corporations Law.

SBB:nmb
c: Tim Koller, Deputy Town Clerk (**Agenda Item – June 23, 2025**)
Dan Howard, Director of Planning
Jeffrey S. Burroughs, PE, Town Engineer
Sean W. Hopkins, Esq. (***Via E-Mail***)

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

None for the purposes of this resolution.

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Attorney
Initiated by: **Steven B. Bengart**
Co-Sponsored by:

DOC ID: 30575 **RESOLUTION 2025-569** **ADOPTED**

# Consent to Formation of Sawyer's Landing Sewage Works Corporation (42-50 Dodge Road)

**AGENDA ITEM : JUNE 23RD, 2025**

**TO:** **Town Board**

**FROM:** **Steven B. Bengart, Esq., Town Attorney**

**DATE:** **June 17, 2025**

**RE:** **Consent To Formation of Sawyer's Landing Sewage Works Corporation (42-50 Dodge Road)**

Kindly adopt the following resolution with respect to the above matter:

**WHEREAS**, Brad F. Randaccio, 50 Fountain Plaza, Suite 1700, Buffalo, NY, 14202, is forming a sewage works corporation to be named Sawyer's Landing Sewage Works Corporation, under Article 10 – Section 115 of NY Transportation Corporations Law; and

**WHEREAS**, the purpose of this corporation is to engage in any lawful act or activity relating to sanitary sewer service for a mixed-use project at 42-50 Dodge Road, for which a sewage works corporation may be organized under NYS Transportation Corporations Law; and

**WHEREAS**, as a condition for the formation of the corporation, the controlling municipality needs to give its consent; and

**WHEREAS**, the Town Board of the Town of Amherst deems it is in the best interest of the Town to approve the formation of the Sawyer's Landing Sewage Works Corporation;

**NOW, THEREFORE BE IT RESOLVED**, that the Supervisor is hereby authorized to execute the Consent to Formation Letter, approving the formation of a sewage works corporation, to be known as the Sawyer's Landing Sewage Works Corporation, to engage in lawful acts or activities relating to sanitary sewer service for a mixed-use project to be located at 42-50 Dodge Road, which are allowed under Article 10 – Section 115 of NY Transportation Corporations Law.

SBB:nmb
c: Tim Koller, Deputy Town Clerk (Agenda Item – June 23, 2025)
Dan Howard, Director of Planning
Jeffrey S. Burroughs, PE, Town Engineer

Sean W. Hopkins, Esq. (***Via E-Mail***)

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

None for the purposes of this resolution.

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Attorney
Initiated by: **Steven B. Bengart**
Co-Sponsored by:

DOC ID: 30583 **RESOLUTION 2025-570** **ADOPTED**

# Consent to Formation of 4780 Sheridan Drive Water Works Corporation

**AGENDA ITEM : JUNE 23RD, 2025**

**TO:** **Town Board**

**FROM:** **Steven B. Bengart, Esq., Town Attorney**

**DATE:** **June 17, 2025**

**RE:** **Consent To Formation of 4780 Sheridan Drive Water Works Corporation**

Kindly adopt the following resolution with respect to the above matter:

**WHEREAS**, Sean Hopkins, Esq., 35 California Drive, Suite 100, Williamsville, NY 14221, is forming a water works corporation to be named 4780 Sheridan Drive Water Works Corporation, under Article 10 – Section 40 of NY Transportation Corporations Law, and

**WHEREAS**, the purpose of this corporation is to engage in any lawful act or activity relating to sanitary sewer service for a multifamily project to be located at 4780 Sheridan Drive, for which a water works corporation may be organized under NYS Transportation Corporations Law, and

**WHEREAS**, as a condition for the formation of the corporation, the controlling municipality needs to give its consent, and

**WHEREAS**, the Town Board of the Town of Amherst deems it is in the best interest of the Town to approve the formation of the 4780 Sheridan Drive Water Works Corporation,

**NOW, THEREFORE BE IT RESOLVED**, that the Supervisor is hereby authorized to execute the Consent to Formation Letter, approving the formation of a water works corporation, to be known as the 4780 Sheridan Drive Water Works Corporation, to engage in lawful acts or activities relating to sanitary sewer service for a multifamily project to be located at 4780 Sheridan Drive, which are allowed under Article 10 – Section 40 of NY Transportation Corporations Law.

SBB:nmb
c: Tim Koller, Deputy Town Clerk (**Agenda Item – June 23, 2025**)
Dan Howard, Director of Planning
Jeffrey S. Burroughs, PE, Town Engineer

Sean W. Hopkins, Esq. (***Via E-Mail***)

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

None for the purposes of this resolution.

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Attorney
Initiated by: **Steven B. Bengart**
Co-Sponsored by:

DOC ID: 30581 **RESOLUTION 2025-571** **ADOPTED**

# Consent to Formation of 4780 Sheridan Drive Sewage Works Corporation

**AGENDA ITEM : JUNE 23RD, 2025**

**TO:** **Town Board**

**FROM:** **Steven B. Bengart, Esq., Town Attorney**

**DATE:** **June 17, 2025**

**RE:** **Consent To Formation of 4780 Sheridan Drive Sewage Works Corporation**

Kindly adopt the following resolution with respect to the above matter:

**WHEREAS**, Sean Hopkins, Esq., 35 California Road, Suite 100, Williamsville, NY, 14221, is forming a sewage works corporation to be named 4780 Sheridan Drive Sewage Works Corporation, under Article 10 – Section 115 of NY Transportation Corporations Law; and

**WHEREAS**, the purpose of this corporation is to engage in any lawful act or activity relating to sanitary sewer service for a multifamily project to be located at 4780 Sheridan Drive, for which a sewage works corporation may be organized under NYS Transportation Corporations Law; and

**WHEREAS**, as a condition for the formation of the corporation, the controlling municipality needs to give its consent; and

**WHEREAS**, the Town Board of the Town of Amherst deems it is in the best interest of the Town to approve the formation of the 4780 Sheridan Drive Sewage Works Corporation;

**NOW, THEREFORE BE IT RESOLVED**, that the Supervisor is hereby authorized to execute the Consent to Formation Letter, approving the formation of a sewage works corporation, to be known as the 4780 Sheridan Drive Sewage Works Corporation, to engage in lawful acts or activities relating to sanitary sewer service for a proposed multifamily project to be located at 4780 Sheridan Drive, which are allowed under Article 10 – Section 115 of NY Transportation Corporations Law.

SBB:nmb
c: Tim Koller, Deputy Town Clerk (**Agenda Item – June 23, 2025**)
Dan Howard, Director of Planning

Jeffrey S. Burroughs, PE, Town Engineer
Sean W. Hopkins, Esq. (***Via E-Mail***)

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

None for the purposes of this resolution.

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Clerk
Initiated by: **Joanne A. Schultz**
Co-Sponsored by:

DOC ID: 30579 **RESOLUTION 2025-572** **ADOPTED**

# GRANICUS, LLC Meeting Management Software for MinuteTraq CRS #5659

Please authorize the Supervisor to sign the Service Agreement Renewal with Granicus, LLC for MinuteTraq Meeting Management Software.

The agreement is valid from 4/17/2025 to 9/30/2025. This is a prorated contract. Granicus is phasing out support for this version of MinuteTraq after this date. The Town is in the process of selecting an updated Meeting Management Software program.

Approval is pending successful completion of the Contract Routing System.

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

$5,109.30

Org 4011

Obj 4002

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

Docusign Envelope ID: A90D1292-0312-4277-BA06-03EC8DB09CD6



GRANICUS

**THIS IS NOT AN INVOICE**

Order Form
Prepared for
Amherst, NY

# Granicus Budgetary Proposal for Amherst, NY

## ORDER DETAILS

| | |
|---|---|
| **Prepared By:** | Mike Monroy |
| **Phone:** | |
| **Email:** | mike.monroy@granicus.com |
| **Order #:** | Q-438968 |
| **Prepared On:** | 05 Jun 2025 |
| **Expires On:** | 16 Jun 2025 |

## ORDER TERMS

| | |
|---|---|
| **Currency:** | USD |
| **Payment Terms:** | Net 30 (Payments for subscriptions are due at the beginning of the period of performance.) |
| **Current Subscription End Date:** | 16 Apr 2025 |
| **Period of Performance:** | 17 Apr 2025 - 30 Sep 2025 |

Attachment: Annual Maintenance Contract (RES-2025-572 : GRANICUS, LLC Meeting Management Software for MinuteTraq CRS #5659)

Docusign Envelope ID: A90D1292-0312-4277-BA06-03EC8DB09CD6



GRANICUS

Order Form
Amherst, NY

## PRICING SUMMARY

The pricing and terms within this Proposal are specific to the products and volumes contained within this Proposal.

| | | | | | |
|---|---|---|---|---|---|
| IQM2 - Agenda & Minutes | 17 Apr 2025 - 30 Sep 2025 | Annual | 1 Each | $11,228.67 | $5,109.30 |

Attachment: Annual Maintenance Contract (RES-2025-572 : GRANICUS, LLC Meeting Management Software for MinuteTraq CRS #5659)

Order #: Q-438968
Prepared: 05 Jun 2025

Docusign Envelope ID: A90D1292-0312-4277-BA06-03EC8DB09CD6



GRANICUS

Order Form
Amherst, NY

## TERMS & CONDITIONS

- This quote, and all products and services delivered hereunder are governed by the terms located at https://granicus.com/legal/licensing, including any product-specific terms included therein (the "License Agreement"). If your organization and Granicus has entered into a separate agreement or is utilizing a contract vehicle for this transaction, the terms of the License Agreement are incorporated into such separate agreement or contract vehicle by reference, with any directly conflicting terms and conditions being resolved in favor of the separate agreement or contract vehicle to the extent applicable.
- If submitting a Purchase Order, please include the following language: The pricing, terms and conditions of quote Q-438968 dated 05 Jun 2025 are incorporated into this Purchase Order by reference and shall take precedence over any terms and conditions included in this Purchase Order.
- This quote is exclusive of applicable state, local, and federal taxes, which, if any, will be included in the invoice. It is the responsibility of Amherst, NY to provide applicable exemption certificate(s).
- Any lapse in payment may result in suspension of service and will require the payment of a setup fee to reinstate the subscription.
- The terms and conditions set forth in the Agreement effective 17 Apr 2023 are incorporated herein by reference.

Attachment: Annual Maintenance Contract (RES-2025-572 : GRANICUS, LLC Meeting Management Software for MinuteTraq CRS #5659)

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Clerk
Initiated by: **Ashley Brownson**
Co-Sponsored by:

DOC ID: 30570 **RESOLUTION 2025-573** **ADOPTED**

# Amusement License - D'Avolio

Request by D'Avolio Inc., for a First-Class Amusement License to hold an outdoor event at 9570 Transit Road on June 24, 2025 from 6pm – 9pm.

Supervising Code Enforcement Officer recommends a fee of $25.00 per day.

The following conditions apply:

- That all fire lanes be kept clear at all times.
- For any tents in excess of 400 square feet being used, a fire prevention tent permit must be obtained.
- All temporary power must be code compliant.
- Bathroom facility must be made available & accessible.
- On site accessible parking must be maintained.
- Vehicle impact protection must be provided for the guest area.
- Fire Department access must be maintained at all times in the event of an emergency.
- Events with 1,000 guests or more will be require "Crowd Managers" that are in compliance with Chapter 4 of the 2020 FCNYS.
- The applicant must abide by Chapter 138 of the Town Of Amherst Code regarding noise.

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

Income for the Town

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**TOWN OF AMHERST**
BUILDING DEPARTMENT
INTER-DEPARTMENTAL CORRESPONDENCE
5583 MAIN STREET
WILLIAMSVILLE, NEW YORK 14221

PHONE: (716) 631-7080
FAX: (716) 631-7192

Mark S. Berke, P.E.
Commissioner of Building

# Agenda Item

**DATE:** June 17, 2025

**TO:** Town Board

**FROM:** Douglas Gesel, Supervising Code Enforcement Officer

**RE:** Amusement License for 9570 Transit Road, D'Avolio Inc.

In response to the Amusement License Application dated June 13, 2025 from Dan Gagliardo

I recommend the approval of his request for First Class outdoor events at the above noted address. The fee for such an event is set be the Town Board, the fee can be from $5.00 to $50.00 per day, or fraction thereof.

With the event being on June 24, 2025 from 6:00 pm until 9:00pm in the parking lot of the address noted above, I would recommend a fee of $25.00.

I would recommend that the following conditions be stated:

- That all fire lanes be kept clear at all times.
- For any tents in excess of 400 square feet being used, a fire prevention tent permit must be obtained.
- All temporary power must be code compliant.
- Bathroom facility must be made available & accessible.
- On site accessible parking must be maintained.
- Vehicle impact protection must be provided for the guest area.
- Fire Department access must be maintained at all times in the event of an emergency.
- Events with 1,000 guests or more will require "Crowd Managers" that are in compliance with Chapter 4 of the 2020 FCNYS.
- The applicant must abide by Chapter 138 of the Town of Amherst Code regarding noise.

Please contact me if you have any questions regarding this response.

Doug Gesel

Douglas Gesel, Supervising Code Enforcement Officer
cc: Fran Spoth, Town Clerk, Mark Berke P.E. Commissioner of Building, Bryan Parnell, Senior Fire Inspector

Attachment: DAvolio June 24-06172025091611 (RES-2025-573 : Amusement License - D'Avolio)

## Gesel, Doug

**From:** Brownson, Ashley
**Sent:** Friday, June 13, 2025 10:56 AM
**To:** Gesel, Doug; Parnell, Bryan; Chamberlin, Scott
**Subject:** FW: Amusement License Application: 27

**From:** burst@emailmeform.com <burst@emailmeform.com>
**Sent:** Friday, June 13, 2025 10:54 AM
**To:** Brownson, Ashley <abrownson@amherst.ny.us>
**Subject:** Amusement License Application: 27

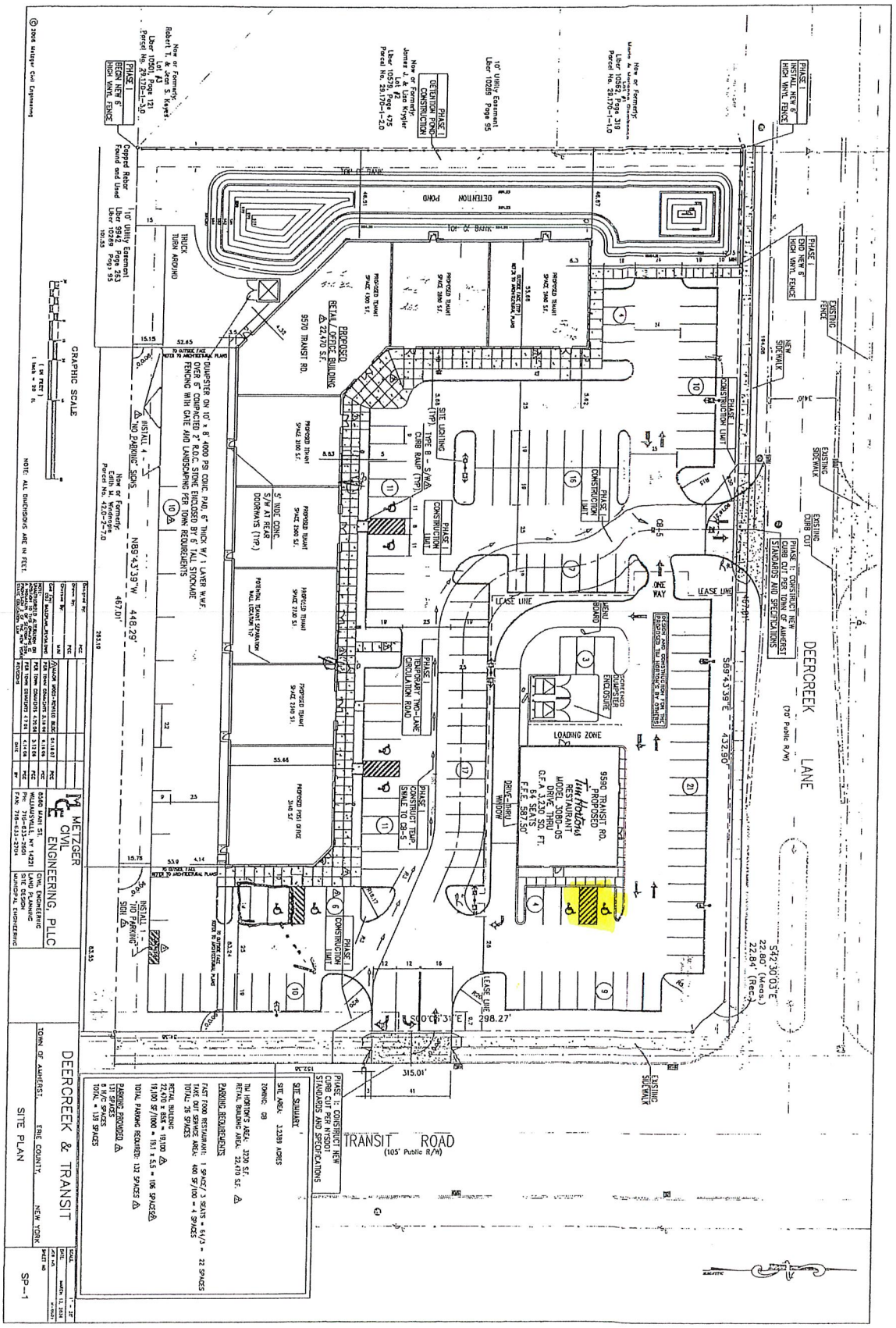
**CAUTION:** This email originated from outside of the organization.
Please do not click links or open attachments unless you recognize the sender and know the content is safe.

*For best security and privacy of your information, we recommend viewing this entry in the Data Manager*

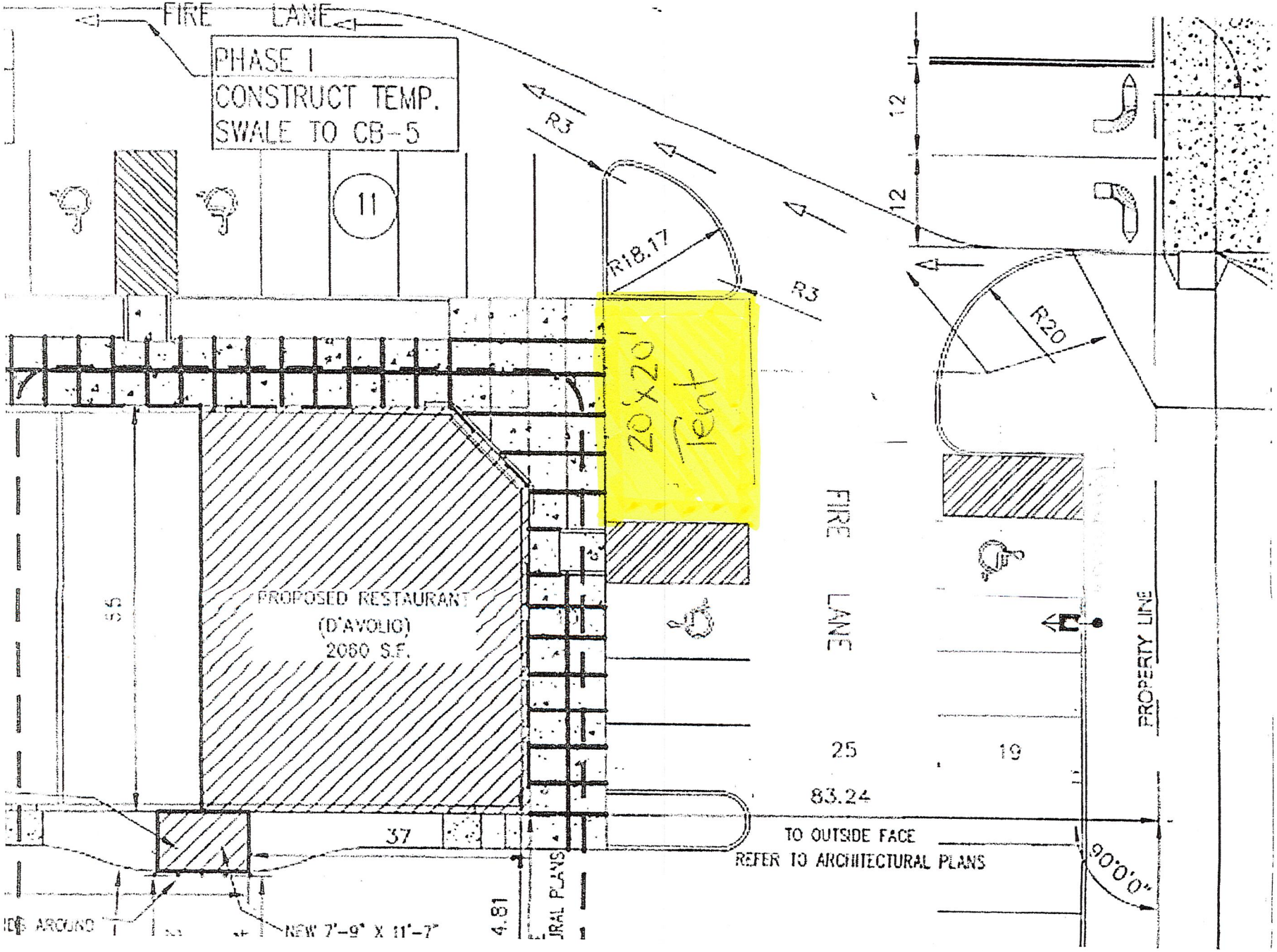
View Entry

| | |
|---|---|
| **Resident / Organization: *:** | Dan Gagliardo / D'Avolio |
| **Event Address*:** | 9570 Transit Road<br>East Amherst, NY 14051 |
| **Will alcohol be served? :** | Yes (include how it will be managed in description below) |
| **Describe Event*:** | Hosting a band, patrons will have the ability to purchase alcoholic beverages at our bar located inside the restaurant. |
| **List All Dates*:** | 6/24/25 |
| **Start Time*:** | 06:00 PM |
| **End Time*:** | 09:00 PM |
| **Please supply a site plan with designated area for the event with your application*:** | Building Layout for Band Permit.pdf |

Attachment: DAvolio June 24-06172025091611 (RES-2025-573 : Amusement License - D'Avolio)




Attachment: DAvolio June 24-0617202509161 1 (RES-2025-573 : Amusement License - D'Avolio)


FIRE LANE
PHASE I
CONSTRUCT TEMP.
SWALE TO CB-5
11
R3
R18.17
R3
20'x20'
Tent
12
12
R20
PROPOSED RESTAURANT
(D'AVOLIO)
2060 S.F.
FIRE LANE
PROPERTY LINE
25
19
83.24
37
TO OUTSIDE FACE
REFER TO ARCHITECTURAL PLANS
90°0'0"
4.81
NEW 7'-9" X 11'-7"

**Brownson, Ashley**

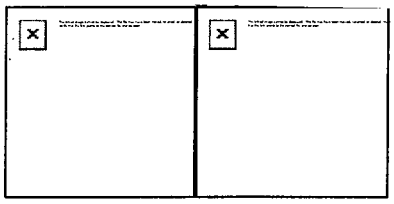
**From:** Scott Chamberlin <
**Sent:** Friday, June 13, 2025 11:18 AM
**To:** Brownson, Ashley
**Subject:** Re: FW: Amusement License Application: 27

**CAUTION:** This email originated from outside of the organization.
Please do not click links or open attachments unless you recognize the sender and know the content is safe.

We have no issue with this, as long as they comply with the Noise Ordinance.

Regards,

Scott P. Chamberlin
Chief of Police
Town of Amherst Police Department
500 John James Audubon Parkway
Amherst, NY 14228
(716) 689-1351



On Fri, Jun 13, 2025 at 10:55 AM Brownson, Ashley <abrownson@amherst.ny.us> wrote:

**From:** burst@emailmeform.com <burst@emailmeform.com>
**Sent:** Friday, June 13, 2025 10:54 AM
**To:** Brownson, Ashley <abrownson@amherst.ny.us>
**Subject:** Amusement License Application: 27

**CAUTION:** This email originated from outside of the organization.
Please do not click links or open attachments unless you recognize the sender and know the content is safe.

Attachment: DAvolio June 24-0617202509161 1 (RES-2025-573 : Amusement License - D'Avolio)

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Clerk
Initiated by: **Timothy Koller**
Co-Sponsored by:

DOC ID: 30561 **RESOLUTION 2025-574** **ADOPTED**

# New Firefighters for Getzville Fire Company

New firefighters for the Getzville Fire Company live in the Town of Amherst and reside within the Getzville fire district.

John Hagelberger
650 Heim Rd
Getzville, NY 14068

Alex Hopple
251 Randwood Dr
Williamsville, NY 14221

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

# TOWN OF AMHERST
# VOLUNTEER FIRE DEPARTMENT MEMBERSHIP
# RESIDENCY VERIFICATION FORM

Applicant Name: John Hagelberger

Applicant Home Address: 650 Heim Road Getzville NY 14068

Under penalty of perjury I, John Hagelberger affirm I am an applicant to be a member of the, Getzville (fire dept.) and my address of residence is listed above.

☒ My address is in the fire distract I've applied to or territory which is afforded protection by the fire department of the fire district or fire company pursuant to contract.

☐ My address is outside the district or territory that provides protection by the fire district or company, but is in the vicinity of my occupation, in which I will be able to render active service as a volunteer. My occupation address is:

_____

Signature of Applicant: [signature]

I have verified the applicant's address or employment, where applicable, by examining their driver's license or other suitable document such as a utility bill, lease or pay stub.

Signature: [signature]

Title: Corporate Sec

Date: 5-19-2025

**Submit this completed form to:**
Amherst Town Clerk
5583 Main Street
Williamsville, NY 14221

Attachment: 20250609180908352 (RES-2025-574 : New Firefightesr for Getzville Fire Company)

# TOWN OF AMHERST
# VOLUNTEER FIRE DEPARTMENT MEMBERSHIP
# RESIDENCY VERIFICATION FORM

Applicant Name: Alex Hopple

Applicant Home Address: 251 RANDWOOD DR 14221

Under penalty of perjury I, Alex Hopple affirm I am an applicant to be a member of the, GETZVILLE (fire dept.) and my address of residence is listed above.

☑ My address is in the fire distract I've applied to or territory which is afforded protection by the fire department of the fire district or fire company pursuant to contract.

☐ My address is outside the district or territory that provides protection by the fire district or company, but is in the vicinity of my occupation, in which I will be able to render active service as a volunteer. My occupation address is:

Signature of Applicant:

I have verified the applicant's address or employment, where applicable, by examining their driver's license or other suitable document such as a utility bill, lease or pay stub.

Signature:

Title: Corporate Secretary

Date: 6-10-2025

**Submit this completed form to:**
Amherst Town Clerk
5583 Main Street
Williamsville, NY 14221

Attachment: 20250616191929362 (RES-2025-574 : New Firefightesr for Getzville Fire Company)

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Central Alarm
Initiated by: **Thomas Merrill**
Co-Sponsored by:

DOC ID: 30582 **RESOLUTION 2025-575** **ADOPTED**

# Social Media for Central Fire Alarm Office

**WHEREAS**, the Amherst Central Fire Alarm Office plays a critical role in public safety communications, emergency notifications, and community outreach; and

**WHEREAS**, the use of social media has become a vital tool for real-time communication, public education, emergency alerts, and community engagement; and

**WHEREAS**, establishing official social media accounts sponsored by the Amherst Central Fire Alarm Office will enhance the dissemination of timely and accurate information to the public; and

**WHEREAS**, this will also allow for residents to be apprised of relevant and current activities, events and projects involving the Amherst Central Fire Alarm Office and the 16 Fire Companies/Departments served by the office, in addition to others agencies throughout the region that may be shared to the social media pages; and

**WHEREAS,** the social media platforms will be created and controlled by a select group of dispatchers with no cost to the town or the tax payers. Any messages relayed to the Amherst Central Fire Alarm Office through these platforms will be handled as soon as possible, with the public being made aware that they are not monitored 24/7. Some incidents may have comments restricted / turned off; and

**WHEREAS**, the links to the new accounts will be added to the Town's website under the Social Media link for ease of access and any resident interested in following the Amherst Central Fire Alarm Office can do so by searching on X, Facebook, Instagram or YouTube with the keywords: ***Amherst Central Fire Alarm Office.***

**BE IT RESOLVED**, in adhering to the Town of Amherst's Social Media Policy, the group of dispatchers responsible for these accounts will be acknowledged and sole administrators of the sites. This group will have an understanding of said policy and will direct followers to the Town Of Amherst Official page when appropriate and will mark the page as "official" or "government". In accordance with the Town of Amherst Social Media Policy, The Amherst Central Fire Alarm Office will register with the Towns Department of Information Technology.

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

None

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Comptroller
Initiated by: **Jennifer M. Adams**
Co-Sponsored by:

DOC ID: 30569 **RESOLUTION 2025-576** **ADOPTED**

# Budget Transfers and Amendments

**For June 23, 2025 Town Board Agenda**

To: Town Board
From: Office of Town Comptroller
Date: 06/17/2025
Re: Various Department Budget Transfers / Amendments

---

I have received the following request(s) requiring budget transfers and / or amendments. Based on my review, I ask that the Town Board approve the following list;

***BUDGET TRANSFERS – 2025***

| ***FROM:*** | ***TO:*** |
|---|---|
| A7255.4220 WY&F- Bldgs & Grounds $5,545.00 | A7255.9000 Interfund Transfers $5,545.00 |

*Requested per Department.*

***BUDGET AMENDMENTS – 2025***

| ***INCREASE:*** | ***INCREASE*** |
|---|---|
| KP1941.05031 5005 Sheridan- Interfund Transfer $5,545.00 | KP1941.4972 Construction Exp $5,545.00 |

*To recognize funds received from A7255 through interfund transfer.*

| | |
|---|---|
| N2444.02785 CHEEK HOME- PI $13,169.70 | N2444.4000 Contractual $13,169.70 |
| N2449.02785 HOME Admin- PI $1,463.30 | N2449.4003 10% Admin $1,463.30 |

*To recognize Community Development program income from 54 Randolph Ave, Cheektowaga.*

| | |
|---|---|
| D5112.03507 State Aid – CHIPS $829,193.14 | D5112.2800 CHIPS $829,193.14 |

*To adjust the budget for CHIPS funding, CHIPS $84,630.88, Pave NY 202,583.84, EWR $166,886.68, POP $135,055.89 and rollover amounts of $240,035.85.*

| | |
|---|---|
| N2440.02785 AMH HOME- PI $170.00 | N2440.4000 Contractual $170.00 |

*To recognize Community Development program income from 169 Hillcrest, Amherst.*

| | |
|---|---|
| N2423.02785 CDBG & VG- PI $12,625.92 | N2423.4000 Contractual $12,625.92 |
| N2430.02785 CDBG P/R- PI $3,156.48 | N2430.1000 Personal Svcs $2,932.17 |
| | N2430.8030 FICA $224.31 |

To recognize Community Development program income from 99 Margaret, Amherst.

| | |
|---|---|
| N2450.02785 TON Rehab- PI $4,500.00 | N2450.4000 Contractual $4,500.00 |
| N2453.02785 TON Admin- PI $500.00 | N2453.4003 10% Admin $500.00 |

*To recognize Community Development program income from 22 Claremont, Tonawanda.*

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

See above.

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Contract Compliance
Initiated by: **Lynda Juul**
Co-Sponsored by: **Supervisor Brian J. Kulpa**

DOC ID: 30562 **RESOLUTION 2025-577** **ADOPTED**

# Award Bid #2025023 ThermoLazer ProMelt Line Striping System & Driver - CRS #5654

**WHEREAS,** the Contract Compliance and Administration Department received bids on June 5, 2025 for ThermoLazer ProMelt Line Striping System & Driver; and

**WHEREAS,** the bid process resulted in responses from five (5) vendors as per the attached bid tabulation form;

**NOW, THEREFORE, BE IT RESOLVED,** the Town Board authorizes the Contract Compliance and Administration Department to award this bid to Aramsco, Inc.; and

**BE IT FURTHER RESOLVED,** The Town Board authorizes the Supervisor to sign the contract with Aramsco, Inc.; and

**BE IT FURTHER RESOLVED,** that approval is pending successful completion of the Contract Routing System due to the fact that the Highway Department is in need of the equipment.

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

A3310-2550 $30,177.16

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

| Bid #2025023 ThermoLazer ProMelt Line Striping System & Driver | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Low Bidder | | | Vendor Name: | The Sherwin-Williams Company | | D.T.M. Parts Supply, Inc. | | Mega Wholesale LLC | | Aramsco, Inc. | | Applied Industrial Technologies, Inc. | |
| Item # | QTY | U/M | | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price |
| | | | | | | | | | | | | | |
| 1 | 1 | EA | Graco ThermoLazer ProMelt System, 12 in SmartDie II, Graco part number 24R768 (or equivalent) | $24,831.00 | $24,831.00 | $24,800.00 | $24,800.00 | $24,760.00 | $24,760.00 | $21,865.20 | $21,865.20 | $27,254.64 | $27,254.64 |
| | | | | | | | | | | | | | |
| 2 | 1 | EA | Graco LineDriver HD Ride-On Attachment, Graco part number 262005 (or equivalent) | $8,465.00 | $8,465.00 | $9,750.00 | $9,750.00 | $8,950.00 | $8,950.00 | $8,311.96 | $8,311.96 | $10,360.74 | $10,360.74 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | **TOTAL COST** | | $33,296.00 | | $34,550.00 | | $33,710.00 | | $30,177.16 | | $37,615.38 |
| | | | | | | | | | | | | | |
| | | | **NO ADDITIONAL CHARGES WILL BE CONSIDERED** | | | | | | | | | | |
| | | | **DELIVERY TO BE INCLUDED IN THE PRICE ABOVE** | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Contract Compliance
Initiated by: **Lynda Juul**
Co-Sponsored by: **Supervisor Brian J. Kulpa**

DOC ID: 30506 **RESOLUTION 2025-578** **ADOPTED**

# Extension of Omnia Contract #EV2516 - Elevator Maintenance & Repair Services - CRS #5566

**WHEREAS,** KONE Inc. has agreed to extend their contract with the Town, which is a piggyback on Omnia Partners contract #EV2516, for Elevator Maintenance and Repair Services (original CRS #1478);

**NOW, THEREFORE, BE IT RESOLVED,** the Town Board approves an extension of the contract with KONE Inc. through November 30, 2029; and

**BE IT FURTHER RESOLVED,** the Town Board authorizes the Supervisor to sign the contract extension with KONE Inc.

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

Town Wide; Various Accounts; Amount TBD

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

TOWN OF
AMHERST
Erie County, New York

SUPERVISOR
Brian J. Kulpa
716-631-7032

DEPUTY
SUPERVISOR/COUNCILMEMBER
Shawn Lavin

COUNCILMEMBERS
Jacqualine Berger
Angela Marinucci
Michael Szukala

May 8, 2025

Kone Rochester
10 Pixley Industrial Parkway
Rochester, NY 14624
ATTN: Kaitlyn Shaughnessy

**Re: CRS 1478 – Omnia Contract #EV2516 Elevator Maintenance and Repair Services**

Dear Ms. Shaughnessy:

The Town of Amherst wishes to extend this agreement for an additional contract period, through November 30, 2029, under the same pricing structure, terms and conditions as the original agreement.

This offer is for your immediate consideration and acceptance. Please indicate below whether you agree to extend or do not wish to extend. Please respond **within seven days upon receipt of this request.**

If you wish to extend, please return three signed (3) originals to:
Town of Amherst Contract Compliance Department, ATTN: Karen Halton
5583 Main Street
Williamsville, NY 14221

After approval and execution by the Town of Amherst, a fully signed copy will be returned to you for your files.

---

X Yes, I agree to extend ____ No, I do not wish to extend

Company Name: KONE Elevator

Representative (Please print): Alesia Bousa Title: Sr. Sales Consultant

Signature: _____ Date: 5/19/25

Acceptance by the Town of Amherst:

_____

Brian Kulpa, Supervisor Date



Attachment: Signed extension Agreement (RES-2025-578 : Extension of Omnia Contract #EV2516 - Elevator Maintenance & Repair Services -

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Contract Compliance
Initiated by: **Lynda Juul**
Co-Sponsored by: **Supervisor Brian J. Kulpa**

DOC ID: 30566 **RESOLUTION 2025-579** **ADOPTED**

# Approve Contract with ChargePoint, Inc. - CRS #5438

**WHEREAS,** the Town currently has four (4) EV charging stations installed at various Town facilities; and

**WHEREAS,** a subscription and maintenance plan is required to support these charging stations;

**NOW, THEREFORE, BE IT RESOLVED,** that the contract with ChargePoint, Inc. is hereby approved; and

**BE IT FURTHER RESOLVED,** that approval is pending successful completion of the Contract Routing System due to the fact that we are currently without a contract.

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

A5183-4110; $4763,26 annually, subject to increase based on current rates and number of charging stations added to the network.

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

Attachment: ChargePoint_MSSA_NA_Eng_053024_NOS (RES-2025-579 : Approve Contract with ChargePoint, Inc. - CRS #5438)

# CHARGEPOINT®

## MASTER SERVICES AND SUBSCRIPTION AGREEMENT

**IMPORTANT: THIS MASTER SERVICES AND SUBSCRIPTION AGREEMENT IS A LEGAL AGREEMENT BETWEEN YOU OR THE CORPORATION, PARTNERSHIP OR OTHER LEGAL ENTITY YOU REPRESENT ("SUBSCRIBER") AND THE APPLICABLE CHARGEPOINT ENTITY OR ENTITIES ("CPI") WHICH CAN BE FOUND IN SECTION 11.4 BELOW. PLEASE READ IT CAREFULLY. BY USING ANY OF THE CHARGEPOINT SERVICES, YOU INDICATE YOUR ACCEPTANCE OF THIS AGREEMENT. IF YOU DO NOT AGREE WITH ANY OF THESE TERMS AND CONDITIONS, DO NOT USE ANY CHARGEPOINT SERVICES.**

**IF YOU ARE ENTERING INTO THIS AGREEMENT ON BEHALF OF A CORPORATION, PARTNERSHIP OR OTHER LEGAL ENTITY, THAT ENTITY REPRESENTS THAT YOU HAVE AUTHORITY TO BIND SUCH ENTITY TO THESE TERMS AND CONDITIONS. IF YOU DO NOT HAVE SUCH AUTHORITY TO BIND SUCH ENTITY TO THESE TERMS AND CONDITIONS, YOU MAY NOT ENTER INTO THIS AGREEMENT AND SUCH ENTITY MAY NOT USE THE CHARGEPOINT SERVICES.**

**1. AGREEMENT.**

**1.1 SCOPE OF AGREEMENT.** This Agreement governs the following activities:

(a) Provisioning of Subscriber's Charging Station(s), if any, on ChargePoint;

(b) Activation and use of the ChargePoint Services on Subscriber's Charging Station(s), if any;

(c) Subscriber's use of the APIs as part of the ChargePoint Services;

(d) Each grant of Rights by Subscriber; and

(e) Each grant of Rights by a third party to Subscriber.

**1.2 EXHIBITS AND PRIVACY POLICY.** This Agreement includes the CPI Privacy Policy, as amended from time to time, and the following Exhibits, which are made a part of, and are hereby incorporated into, this Agreement by reference.

Exhibit 1: Flex Billing Terms

Exhibit 2: API Terms
Exhibit 3: Terms Regarding Granting and Receipt of Rights

In the event of any conflict between the terms of this Agreement on the one hand, and the Privacy Policy or any Exhibit on the other hand, this Agreement shall govern. Capitalized terms not otherwise defined in any Exhibit or the Privacy Policy shall have the same meaning as in this Agreement.

**2. DEFINITIONS.** The following terms shall have the definitions set forth below when used in this Agreement:

**2.1** ***"Affiliate"*** means any entity which directly or indirectly controls, is controlled by, or is under common control with the subject entity. "Control", for purposes of this definition, means direct or indirect ownership or control of fifty percent (50%) or more of the voting interests of the subject entity.

**2.2** "***APIs***" means, individually or collectively, the application programming interfaces which are made available to Subscriber from time to time, as and when updated by CPI.

**2.3** ***"ChargePoint Connections"*** shall have the meaning ascribed to it in the applicable data sheet. The term ChargePoint Connections shall also mean any successor service provided by CPI.

Attachment: ChargePoint_MSSA_NA_Eng_053024_NOS (RES-2025-579 : Approve Contract with ChargePoint, Inc. - CRS #5438)

**2.4** "***ChargePoint®***" means the open-platform network of electric vehicle charging stations and the vehicle charging applications the network delivers, that is operated and maintained by CPI (as defined below) in order to provide various services to, among others, Subscriber and its employees.

**2.5** ***"ChargePoint Services"*** means, collectively, the various cloud services offerings (including, without limitation, APIs and application Cloud Plans) made available for subscription by CPI.

**2.6** ***"ChargePoint Application***" means any of the applications established and maintained by CPI which will allow Subscriber to access ChargePoint Services.

**2.7** "***Charging Station***" means the electric vehicle charging station(s) purchased by Subscriber, whether manufactured by CPI or by a CPI authorized entity, which are registered and activated on ChargePoint.

**2.8** "***Content***" means all data collected or maintained by CPI in connection with the operation of ChargePoint.

**2.9** **"*CPI Marks*"** means the various trademarks, service marks, trade names, logos, domain names, and other distinctive brand features and designations used in connection with ChargePoint and/or CPI manufactured Charging Stations, including without limitation, ChargePoint.

**2.10** "***CPI Property***" means (i) ChargePoint, (ii) the ChargePoint Services (including all Content), (iii) all data generated or collected by CPI in connection with the operation of ChargePoint and ChargePoint Services, (iv) the CPI Marks, (v) the ChargePoint Cards, and (vi) all other CPI-supplied material developed or provided by CPI for Subscriber use in connection with the ChargePoint Services.

**2.11** "***Documentation***" means written information (whether contained in user or technical manuals, product materials, specifications or otherwise) pertaining to ChargePoint Services and/or ChargePoint and made available from time to time by CPI to Subscriber in any manner (including on-line).

**2.12** ***"Effective Date"*** means the earliest of (a) the effective date of Subscriber's initial quote for the ChargePoint Station and/or ChargePoint Services associated with this Agreement; (b) the date that Subscriber electronically accepts this Agreement, or (c) the date of Subscriber's first use of the ChargePoint Services.

**2.13** "***Intellectual Property Rights***" means all intellectual property rights, including, without limitation, patents, patent applications, patent rights, trademarks, trademark applications, trade names, service marks, service mark applications, copyrights, copyright applications, franchises, licenses, inventories, know-how, trade secrets, Subscriber lists, proprietary processes and formulae, all source and object code, algorithms, architecture, structure, display screens, layouts, inventions, development tools and all documentation and media constituting, describing or relating to the above, including, without limitation, manuals, memoranda and records.

**2.14** ***"Malicious Code"*** means viruses, worms, time bombs, Trojan horses and all other forms of malicious code, including without limitation, malware, spyware, files, scripts, agents or programs.

**2.15** ***"Party"*** means each of CPI and Subscriber.

**2.16** ***"PII"*** means personally identifiable information regarding Subscriber or a User (e.g., name, address, email address, phone number or credit card number) that can be used to uniquely identify, contact or locate Subscriber or such User.

**2.17** ***"Provisioning"*** means activating Charging Stations, warrantees and Cloud Plans on ChargePoint.

**2.18** ***"Rights"*** means the rights, authorizations, privileges, actions, information and settings within the ChargePoint Services which a Rights Grantor grants to an Rights Grantee, to enable such Rights

Attachment: ChargePoint_MSSA_NA_Eng_053024_NOS (RES-2025-579 : Approve Contract with ChargePoint, Inc. - CRS #5438)

Grantee to access, obtain and use certain portions of the ChargePoint Services and certain information available therein in the course of providing services to or on behalf of such Rights Grantor in connection with one or more of the Rights Grantor's Charging Stations. A Rights Grantor shall be deemed to have granted Rights to the entity that will be responsible for creating Subscriber's account and Provisioning Subscriber's Charging Stations. Such deemed grant may be terminated by Subscriber at any time.

**2.19** ***"Cloud Plan(s)"*** means subscription plans to the ChargePoint Services which are offered and sold by CPI from time to time, which vary according to their features, privileges and pricing. Each Cloud Plan may be referred to as a "Subscription".

**2.20** ***"Subscriber Content and Services"*** means any content and/or services that a Subscriber provides or makes available to Users and/or the general public in connection with the ChargePoint Services, other than Content, ChargePoint Services and CPI Property.

**2.21** **"*Subscriber Marks*"** means the various trademarks, service marks, trade names, logos, domain names, and other distinctive brand features and designations used by Subscriber in connection with its business and/or Charging Stations.

**2.22** ***"Subscription Fees"*** means the fees payable by Subscriber for subscribing to any ChargePoint Services.

**2.23** ***"Taxes"*** shall mean all present and future taxes, imposts, levies, assessments, duties or charges of whatsoever nature including without limitation any withholding taxes, sales taxes, use taxes, service taxes, value added or similar taxes at the rate applicable for the time being imposed by any national or local government, taxing authority, regulatory agency or other entity together with any penalty payable in connection with any failure to pay or any delay in paying any of the same and any interest thereon.

**2.24** "***User***" means any person using a Charging Station.

**3.** **AVAILABLE CHARGEPOINT SERVICES & CLOUD PLANS.** A description of the various ChargePoint Services and Cloud Plans currently available for subscription is located on the CPI website. CPI may make other ChargePoint Services and/or Cloud Plans available from time to time, and may amend the features or benefits offered with respect to any ChargePoint Service or Cloud Plan at any time and from time to time. Subscription Fees are based on Subscriber's choice of Cloud Plan and not on actual usage of the Subscription.

**4.** **CPI'S RESPONSIBILITIES AND AGREEMENTS.**

**4.1** **OPERATION OF CHARGEPOINT.** CPI agrees to provide and shall be solely responsible for: (i) provisioning and operating, maintaining, administering and supporting ChargePoint and related infrastructure (other than Subscriber's Charging Stations and infrastructure for transmitting data from Charging Stations to any ChargePoint operations center); (ii) provisioning and operating, maintaining, administering and supporting the ChargePoint Applications; and (iii) operating ChargePoint in compliance with all applicable laws. CPI will protect the confidentiality and security of PII in accordance with all applicable laws and regulations and the CPI Privacy Policy and acknowledges that it is responsible for the security of "cardholder data" (as that term is defined for purposes of the Payment Card Industry – Data Security Standards), if any, that CPI possesses, otherwise stores, processes or transmits on behalf of Subscriber or for any impact, if any, on the security of Subscriber's cardholder data environment.

**4.2** **LIMITATIONS ON RESPONSIBILITY.** CPI shall not be responsible for, and makes no representation or warranty with respect to the following: (i) specific location(s) or number of Charging Stations now, or in the future, owned, operated and/or installed by persons other than Subscriber, or the total number of Charging Stations that comprise ChargePoint; (ii) continuous availability of electrical service to any of Subscriber's Charging Stations; (iii) continuous availability of any wireless or cellular



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communications network or Internet service provider network necessary for the continued operation by CPI of ChargePoint; (iv) availability of or interruption of the ChargePoint Network attributable to unauthorized intrusions; and/or (v) charging stations that are not registered with and activated on the ChargePoint Network.

**5. SUBSCRIBER'S RESPONSIBILITIES AND AGREEMENTS.**

**5.1 GENERAL.**

(a) All use of ChargePoint and ChargePoint Services by Subscriber, its employees and agents and its grantees of Rights shall comply with this Agreement and all of the rules, limitations and policies of CPI set forth in the Documentation. All ChargePoint Services account details, passwords, keys, etc. are granted to Subscriber solely for Subscriber's own use (and the use of its grantees of Rights), and Subscriber shall keep all such items secure and confidential. Subscriber shall prevent, and shall be fully liable to CPI for, any unauthorized access to or use of ChargePoint or ChargePoint Services via Subscriber's Charging Stations, ChargePoint Services account(s) or other equipment. Subscriber shall immediately notify CPI upon becoming aware of any such unauthorized use.

(b) Subscriber shall be solely responsible for: (i) Provisioning of its Charging Stations, if any; (ii) keeping Subscriber's contact information, email address for the receipt of notices hereunder, and billing address for invoices both accurate and up to date; (iii) updating on the applicable ChargePoint Application, within five (5) business days, the location to which any of Subscriber's Charging Stations are moved; (iv) the maintenance, service, repair and/or replacement of Subscriber's Charging Stations as needed, including informing CPI of the existence of any Charging Stations that are non-operational and not intended to be replaced or repaired by Subscriber; and (v) compliance with all applicable laws.

(c) Subscriber shall deliver in full all benefits promised to Users by Subscriber in exchange for such Users connecting with Subscriber using ChargePoint Connections.

**5.2 REPRESENTATIONS AND WARRANTIES OF SUBSCRIBER.** Subscriber represents and warrants to CPI that: (i) it has the power and authority to enter into and be bound by this Agreement and shall have the power and authority to install the Charging Stations and any other electrical vehicle charging products which are registered and activated on the ChargePoint Network); (ii) the electrical usage to be consumed by Subscriber's Charging Stations will not violate or otherwise conflict with the terms and conditions of any applicable electrical purchase or other agreement including, without limitation, any lease, to which Subscriber is a party; and (iii) it has not installed or attached and will not install or attach Charging Stations on or to infrastructure not owned by Subscriber without proper authority, or in a manner that will block any easement or right of way.

**5.3 CHARGEPOINT CARDS.** Subscriber may be permitted by CPI, in CPI's sole discretion, to obtain CPI-provisioned radio-frequency identification cards ("ChargePoint Cards") which enable the individual card recipients to access and use ChargePoint. Subscriber may distribute such ChargePoint Cards to individuals, and each individual ChargePoint Card recipient is responsible for activating his or her ChargePoint Card on ChargePoint directly with CPI on the CPI web site. In no event will Subscriber create any separate ChargePoint accounts for any ChargePoint Card recipients or other third parties, nor will Subscriber create anonymous ChargePoint accounts associated with any ChargePoint Card.

**5.4 USE RESTRICTIONS AND LIMITATIONS.** Subscriber shall not:

(a) sell, resell, license, rent, lease or otherwise transfer the ChargePoint Services or any Content therein to any third party;

Attachment: ChargePoint_MSSA_NA_Eng_053024_NOS (RES-2025-579 : Approve Contract with ChargePoint, Inc. - CRS #5438)

(b) interfere with or disrupt the ChargePoint Services, servers, or networks connected to the ChargePoint Services, or disobey any requirements, procedures, policies, or regulations of networks connected to the ChargePoint Services;

(c) restrict or inhibit any other user from using and enjoying the ChargePoint Services or any other CPI services;

(d) attempt to gain unauthorized access to the ChargePoint Network or the ChargePoint Services or related systems or networks or any data contained therein, or access or use ChargePoint or ChargePoint Services through any technology or means other than those provided or expressly authorized by CPI;

(e) create any ChargePoint Services user account by automated means or under false or fraudulent pretenses, or impersonate another person or entity on ChargePoint, or obtain or attempt to obtain multiple keys for the same URL;

(f) reverse engineer, decompile or otherwise attempt to extract the source code of the ChargePoint Services or any part thereof, or any Charging Station, except to the extent expressly permitted or required by applicable law;

(g) create derivative works based on any CPI Property;

(h) remove, conceal or cover the CPI Marks or any other markings, labels, legends, trademarks, or trade names installed or placed on the Charging Stations or any peripheral equipment for use in connection with Subscriber's Charging Stations;

(i) use or permit use, by an act or omission, ChargePoint's trademarks or other intellectual property in any manner that degrades, disparages or reflects adversely on ChargePoint or its business or reputation or that would be detrimental to the ChargePoint trademarks or their associated goodwill;

(j) except as otherwise expressly permitted by this Agreement or in any applicable data sheet relating to a ChargePoint Service, copy, frame or mirror any part of the ChargePoint Services or ChargePoint Content, other than copying or framing on Subscriber's own intranets or otherwise solely for Subscriber's own internal business use and purposes;

(k) access ChargePoint, any ChargePoint Application or the ChargePoint Services for the purpose of monitoring their availability, performance or functionality, or for any other benchmarking or competitive purpose, or for any improper purpose whatsoever, including, without limitation, in order to build a competitive product or service or copy any features, functions, interface, graphics or "look and feel;"

(l) use any robot, spider, site search/retrieval application, or other device to retrieve or index any portion of the ChargePoint Services or Content or collect information about ChargePoint users for any unauthorized purpose;

(m) upload, transmit or introduce any Malicious Code to ChargePoint or ChargePoint Services;

(n) use any of the ChargePoint Services if Subscriber is a person barred from such use under the laws of the United States, Canada, or of any other jurisdiction; or

(o) use the ChargePoint Services to upload, post, display, transmit or otherwise make available (A) any inappropriate, defamatory, obscene, or unlawful content; (B) any content that infringes any patent, trademark, copyright, trade secret or other proprietary right of any party; (C) any messages, communication or other content that promotes pyramid schemes, chain letters, constitutes disruptive commercial messages or advertisements, or is prohibited by applicable law, the Agreement or the Documentation.



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**5.5 CONTENT.**

(a) ChargePoint Content (including but not limited to Charging Station data and status) is provided for planning purposes only. Subscriber may find that various events may mean actual Charging Station conditions (such as availability or pricing) differ from what is set forth in the Content. In addition, certain Charging Station-related Content, including Charging Station name and use restrictions, is set by the Charging Station owner and is not verified by CPI. Subscriber should exercise judgment in Subscriber's use of the Content.

(b) Certain Content may be provided under license from third parties and is subject to copyright and other intellectual property rights of such third parties. Subscriber may be held liable for any unauthorized copying or disclosure of such third party-supplied Content. Subscriber's use of such Content may be subject to additional restrictions set forth in the Documentation.

(c) Subscriber shall not copy, modify, alter, translate, amend, or publicly display any of the Content except as expressly permitted by the Documentation. Subscriber shall not present any portion of the Content in any manner, that would (i) make such Content false, inaccurate or misleading, (ii) falsify or delete any author attributions or labels of the origin or source of Content, or (iii) indicate or suggest that the Charging Station locations provided as part of the Content are anything other than ChargePoint® Network Charging Stations.

(d) Subscriber shall not remove, obscure, or alter in any manner any proprietary rights notices (including copyright and trademark notices), warnings, links or other notifications that appear in the ChargePoint Service.

**6. SUBSCRIPTION FEES AND PAYMENT TERMS.**

**6.1 SUBSCRIPTION FEES.** If Subscriber is invoiced for the Services, Subscriber shall pay all Subscription Fees within thirty (30) days of its receipt of CPI's invoice. All payments shall be made in U.S. Dollars (or, if Subscriber is located in Canada, Canadian Dollars) by check, wire transfer, ACH payment system or other means approved by CPI or if applicable, as described in CPI's credit card policy. Customer may not offset any amounts due to CPI hereunder against amounts due to Customer under this Agreement or any other agreement. Subscription fees payable to CPI do not include any Taxes imposed thereon, and Subscriber is responsible for any and all such Taxes. All such Taxes shall be set forth on the invoice provided by CPI to Subscriber; provided that, CPI's failure to include any such Tax on an invoice shall not relieve Subscriber's liability therefor. Except as otherwise set forth in this Agreement, all payment obligations under this Agreement are non- cancelable and non-refundable.

**6.2 LATE PAYMENTS.** Late payments shall be subject to a charge equal to the lesser of (i) one and one-half percent (1.5%) per month or (ii) the maximum rate permitted by law. Subscriber will reimburse CPI for attorneys' fees and other expenses reasonably incurred by CPI in the collection of any late payments. If any amount owing by Subscriber under this Agreement is more than thirty (30) days overdue, CPI may, without otherwise limiting CPI's rights or remedies, (a) terminate this Agreement, (b) suspend the use by Subscriber of the ChargePoint Services until such amounts are paid in full, and/or (c) condition future ChargePoint Service renewals and other Subscriber purchases on payment terms other than those set forth herein; provided that CPI shall not exercise any such rights if Subscriber has reasonably disputed such charges and is cooperating diligently in good faith to resolve the dispute.

**7. INTELLECTUAL PROPERTY RIGHTS AND LICENSES.**

**7.1 CPI PROPERTY.** As between CPI and Subscriber, CPI retains and reserves all right, title and interest (including all related Intellectual Property Rights) in and to the CPI Property and any

Attachment: ChargePoint_MSSA_NA_Eng_053024_NOS (RES-2025-579 : Approve Contract with ChargePoint, Inc. - CRS #5438)

improvements thereto. No rights are granted to Subscriber in the CPI Property hereunder except as expressly set forth in this Agreement.

**7.2 SUBSCRIBER PROPERTY.** As between CPI and Subscriber, Subscriber retains and reserves all right, title and interest (including all related Intellectual Property Rights) in and to (i) all Subscriber Marks and (ii) all Subscriber Content and Services (collectively, the "Subscriber Property"). No rights are granted to CPI in the Subscriber Property hereunder except as expressly set forth in this Agreement.

**7.3 LIMITED LICENSE TO SUBSCRIBER.** CPI hereby grants to Subscriber a royalty-free, non-assignable, non-transferable, and non-exclusive license to use the CPI Property solely in accordance with the terms of this Agreement (including without limitation all limitations and restrictions on such use) to the extent necessary for Subscriber to access, use and receive the ChargePoint Services as permitted herein.

**7.4 LIMITED LICENSE TO CPI.** Subscriber hereby grants to CPI a non-assignable, non-transferable, and non-exclusive license to use the Subscriber Property solely in accordance with the terms of this Agreement (including without limitation all limitations and restrictions on such use) to the extent necessary for CPI to provide the ChargePoint Services. CPI may utilize the Subscriber Marks to advertise that Subscriber is using the ChargePoint Services. The foregoing license includes a perpetual and irrevocable right of CPI to reproduce, adapt, modify, translate, publicly perform, publicly display and distribute all Subscriber Content and Services submitted, posted or displayed by Subscriber in the ChargePoint Services, solely for the purpose of enabling CPI to operate, market and promote the ChargePoint Services, and to index and serve such Subscriber Content and Services as search results through ChargePoint Services. CPI shall have a royalty-free, worldwide, transferable, sublicensable, irrevocable perpetual license to use or incorporate in the ChargePoint Services any suggestions, enhancement requests, recommendations or other feedback provided by Subscriber or Subscriber Rights Grantees relating to the ChargePoint Services.

**7.5 ADDITIONAL TERMS REGARDING CPI MARKS.**

(a) **USE LIMITATIONS**. Subscriber shall display the CPI Marks in connection with Subscriber Charging Stations as required in this Agreement during the term of Subscriber's Cloud Plan. Subscriber shall not use any of the CPI Marks for or with any products other than its Charging Stations. From time to time, CPI may provide updated CPI Mark usage guidelines on the ChargePoint Application or elsewhere in the Documentation, and Subscriber shall thereafter comply with such updated guidelines. For any use of the CPI Mark not authorized by such guidelines, or if no such guidelines are provided, then for each initial use of the CPI Mark, Subscriber must obtain CPI's prior written consent, which shall not be unreasonably withheld or delayed, and after such consent is obtained, Subscriber may use the CPI Mark in the approved manner. All use by Subscriber of CPI's Marks (including any goodwill associated therewith) will inure to the benefit of CPI.

(b) **PROHIBITIONS.** Subscriber shall not use or display any CPI Mark (or any likeness of a CPI Mark):

(i) as a part of the name under which Subscriber's business is conducted or in connection with the name of a business of Subscriber or its Affiliates;

(ii) in any manner that (x) implies a relationship or affiliation with CPI other than as described under the Agreement, (y) implies any sponsorship or endorsement by CPI, or (z) can be reasonably interpreted to suggest that any Subscriber Content and Services has been authored by, or represents the views or opinions of CPI or CPI personnel;

Attachment: ChargePoint_MSSA_NA_Eng_053024_NOS (RES-2025-579 : Approve Contract with ChargePoint, Inc. - CRS #5438)

(iii) in any manner intended to disparage CPI, ChargePoint, or the ChargePoint Services, or in a manner that is misleading, defamatory, infringing, libelous, disparaging, obscene or otherwise objectionable to CPI;

(iv) in any manner that violates any law or regulation; or

(v) that is distorted or altered in any way (including squeezing, stretching, inverting, discoloring, etc.) from the original form provided by CPI; or

(vi) on any Charging Station that, after ten (10) days' written notice from ChargePoint, continues to malfunction or is otherwise improperly maintained in a manner that ChargePoint reasonably determines reflects poorly on ChargePoint or is likely to cause harm to ChargePoint's brand, reputation or business. If any Charging Station continues to malfunction or is otherwise improperly maintained as such, in addition to any other remedies available to it under this Agreement or under applicable law, ChargePoint shall have the right to have the Charging Station not discoverable or visible by the general public, including but not limited to ChargePoint account holders, on any interface (e.g., mobile application) that accesses the ChargePoint Network.

(c) **NO REGISTRATION OF CPI MARKS.** Subscriber shall not, directly or indirectly, register or apply for, or cause to be registered or applied for, any CPI Marks or any patent, trademark, service mark, copyright, trade name, domain name or registered design that is substantially or confusingly similar to a CPI Mark, patent, trademark, service mark, copyright, trade name, domain name or registered design of CPI, or that is licensed to, connected with or derived from confidential, material or proprietary information imparted to or licensed to Subscriber by CPI. At no time will Subscriber challenge or assist others to challenge the CPI Marks (except to the extent such restriction is prohibited by law) or the registration thereof by CPI.

(d) **REMOVAL OF CPI MARKS FROM SUBSCRIBER CHARGING STATIONS.** If at any time Subscriber fails to comply with any of the prohibitions set forth in Section 7.5(b) or any restrictions set forth in Section 5.4, ChargePoint shall have the right, in addition to any other remedies available to it under this Agreement or under applicable law, upon five (5) days' written notice to Subscriber, to itself or through a third-party representative, without notice to or additional permission from Subscriber, enter Subscriber's premises for the purpose of removing or covering any or all CPI Marks, which may include covering the Subscriber Charging Station in its entirety.

(e) **TERMINATION AND CESSATION OF USE OF CPI MARKS.** Upon termination of this Agreement, Subscriber will immediately discontinue all use and display of all CPI Marks.

**8. LIMITATIONS OF LIABILITY.**

**8.1 DISCLAIMER OF WARRANTIES.** CHARGEPOINT AND THE CHARGEPOINT SERVICES ARE PROVIDED "AS IS" AND "AS AVAILABLE" FOR SUBSCRIBER'S USE, WITHOUT WARRANTIES OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING ALL IMPLIED WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, TITLE AND NONINFRINGEMENT. WITHOUT LIMITING THE FOREGOING, CPI DOES NOT WARRANT THAT (A) SUBSCRIBER'S USE OF THE CHARGEPOINT SERVICES WILL BE UNINTERRUPTED, TIMELY, SECURE, FREE FROM ERROR, OR MEET SUBSCRIBER'S REQUIREMENTS; (B) ALL CONTENT AND OTHER INFORMATION OBTAINED BY SUBSCRIBER FROM OR IN CONNECTION WITH THE CHARGEPOINT SERVICES WILL BE ACCURATE AND RELIABLE; (C) ALL DEFECTS IN THE OPERATION OR FUNCTIONALITY OF THE CHARGEPOINT SERVICES WILL BE CORRECTED. ALL CONTENT OBTAINED THROUGH THE CHARGEPOINT SERVICES IS OBTAINED AT SUBSCRIBER'S OWN DISCRETION AND RISK, AND SUBSCRIBER



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WILL BE SOLELY RESPONSIBLE FOR ANY DAMAGE TO SUBSCRIBER'S COMPUTER SYSTEM OR OTHER DEVICE, LOSS OF DATA, OR ANY OTHER DAMAGE OR INJURY THAT RESULTS FROM THE DOWNLOAD OR USE OF ANY SUCH CONTENT.

**8.2 EXCLUSION OF CONSEQUENTIAL AND RELATED DAMAGES**. REGARDLESS OF WHETHER ANY REMEDY SET FORTH HEREIN FAILS OF ITS ESSENTIAL PURPOSE OR OTHERWISE, IN NO EVENT WILL CPI BE LIABLE FOR ANY LOST REVENUE OR PROFIT, LOST OR DAMAGED DATA, BUSINESS INTERRUPTION, LOSS OF CAPITAL, OR FOR SPECIAL, INDIRECT, CONSEQUENTIAL, INCIDENTAL OR PUNITIVE DAMAGES, HOWEVER CAUSED AND REGARDLESS OF THE THEORY OF LIABILITY OR WHETHER ARISING OUT OF THE USE OF OR INABILITY TO USE THE CHARGEPOINT NETWORK, ANY CHARGEPOINT SERVICES, THIS AGREEMENT, A GRANT OR RECEIPT OF RIGHTS OR OTHERWISE OR BASED ON ANY EXPRESSED, IMPLIED OR CLAIMED WARRANTIES BY SUBSCRIBER NOT SPECIFICALLY SET FORTH IN THIS AGREEMENT.

**8.3 ELECTRICAL, CELLULAR AND INTERNET SERVICE INTERRUPTIONS.** Neither CPI nor Subscriber shall have any liability whatsoever to the other with respect to damages caused by: (i) electrical outages, power surges, brown-outs, utility load management or any other similar electrical service interruptions, whatever the cause; (ii) interruptions in wireless or cellular service linking Charging Stations to ChargePoint; (iii) interruptions attributable to unauthorized ChargePoint Network intrusions; (iv) interruptions in services provided by any Internet service provider not affiliated with CPI; or (v) the inability of a Charging Station to access ChargePoint as a result of any change in product offerings (including, without limitation, the any network upgrade or introduction of any "next generation" services) by any wireless or cellular carrier. This includes the loss of data resulting from such electrical, wireless, cellular or Internet service interruptions.

**8.4 LIMITATION OF LIABILITY.** CPI's aggregate liability under this Agreement shall not exceed aggregate Subscription Fees paid by Subscriber to CPI in the twelve (12) calendar months prior to the event giving rise to the liability.

**8.5 CELLULAR CARRIER LIABILITY.** IN ORDER TO DELIVER THE CHARGEPONT SERVICES, CPI HAS ENTERED INTO CONTRACTS WITH ONE OR MORE UNDERLYING WIRELESS SERVICE CARRIERS (THE "UNDERLYING CARRIER"). SUBSCRIBER HAS NO CONTRACTUAL RELATIONSHIP WITH THE UNDERLYING CARRIER AND SUBSCRIBER IS NOT A THIRD PARTY BENEFICIARY OF ANY AGREEMENT BETWEEN CPI AND THE UNDERLYING CARRIER. SUBSCRIBER UNDERSTANDS AND AGREES THAT THE UNDERLYING CARRIER HAS NO LIABILITY OF ANY KIND TO SUBSCRIBER, WHETHER FOR BREACH OF CONTRACT, WARRANTY, NEGLIGENCE, STRICT LIABILITY IN TORT OR OTHERWISE. SUBSCRIBER AGREES TO INDEMNIFY AND HOLD HARMLESS THE UNDERLYING CARRIER AND ITS OFFICERS, EMPLOYEES, AND AGENTS AGAINST ANY AND ALL CLAIMS, INCLUDING WITHOUT LIMITATION CLAIMS FOR LIBEL, SLANDER, OR ANY PROPERTY DAMAGE, PERSONAL INJURY OR DEATH, ARISING IN ANY WAY, DIRECTLY OR INDIRECTLY, IN CONNECTION WITH USE, FAILURE TO USE, OR INABILITY TO USE THE WIRELESS SERVICES EXCEPT WHERE THE CLAIMS RESULT FROM THE UNDERLYING CARRIER'S GROSS NEGLIGENCE OR WILLFUL MISCONDUCT. THIS INDEMNITY WILL SURVIVE THE TERMINATION OF THE AGREEMENT. SUBSCRIBER HAS NO PROPERTY RIGHT IN ANY NUMBER ASSIGNED TO IT, AND UNDERSTANDS THAT ANY SUCH NUMBER CAN BE CHANGED. SUBSCRIBER UNDERSTANDS THAT CPI AND THE UNDERLYING CARRIER CANNOT GUARANTEE THE SECURITY OF WIRELESS TRANSMISSIONS, AND WILL NOT BE LIABLE FOR ANY LACK OF SECURITY RELATING TO THE USE OF THE CHARGEPOINT SERVICES.

**8.6 ADDITIONAL RIGHTS.** BECAUSE SOME STATES OR JURISDICITONS DO NOT ALLOW THE LIMITATION OR EXCLUSION OF CONSEQUENTIAL OR INCIDENTAL DAMAGES AND/OR THE DISCLAIMER OF IMPLIED WARRANTIES AS SET FORTH IN THIS SECTION 8, ONE OR MORE OF THE ABOVE LIMITATIONS MAY NOT APPLY; PROVIDED THAT, IN SUCH INSTANCES, CPI'S LIABILTY AND/OR IMPLIED WARRANTIES

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GRANTED IN SUCH CASES SHALL BE LIMITED TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW.

**9. TERM, RENEWAL AND TERMINATION.**

**9.1 TERM OF AGREEMENT**. This Agreement shall become effective on the Effective Date and shall continue until the expiration of all of Subscriber's Cloud Plans.

**9.2 CLOUD PLAN TERM.** Each Cloud Plan acquired by Subscriber shall commence as follows: Each Cloud Plan acquired for use with a new Charging Station will commence on ninety (90) days from the date the subscription plan is invoiced. Upon expiration of the original term, this Agreement will renew automatically for the successive term originally purchased at the list price applicable thereto, subject to increases and Subscriber's right to terminate below. Should the renewal be cancelled and subsequently be requested to be reinstated by Subscriber, reinstatement will be subject to the payment of Subscription Fees for any lapse period plus reasonable reinstatement fee. If, however, at any time after the original term Subscriber wishes to terminate a Cloud Plan that has been automatically renewed, Subscriber may do so by providing CPI thirty (30) days' written notice of cancellation and CPI will issue Subscriber a pro-rata refund of any funds paid for periods from the effective date of cancellation to the end of the auto-renewed term. Notwithstanding the foregoing, there shall no pro-rata refunds allowed on automatic renewals for plans of multiple years. Renewals of Cloud Plans will commence on the date of the expiration of the Subscription being renewed. Each Subscriber Cloud Plan shall continue for the applicable duration thereof, unless this Agreement is terminated earlier in accordance with its terms. If Subscriber has elected or is required, as the case may be, to pay by credit card as provided in this Agreement or if applicable, as described in CPI's credit card policy, the renewal will be charged to Subscriber's payment method (credit card) on file, which may include any payment method automatically updated by Subscriber's issuing bank. If Subscriber's credit card is declined, invalid, or payment is not made by the issuer of Subscriber's credit card on Subscriber's Subscription Date, without further notice CPI reserves the right to automatically recharge the payment method until payment is received, the payment method is updated, or the Service is discontinued for nonpayment.

**9.3 TERMINATION BY CPI.**

(a) This Agreement may be immediately terminated by CPI: (i) if Subscriber is in material breach of any of its obligations under this Agreement, and has not cured such breach within thirty (30) days (or within five (5) days in the case of any payment default) of Subscriber's receipt of written notice thereof; (ii) Subscriber becomes the subject of a petition in bankruptcy or any other proceeding related to insolvency, receivership, liquidation or an assignment for the benefit of creditors; (iii) upon the determination by any regulatory body that the subject matter of this Agreement is subject to any governmental regulatory authorization or review that imposes additional costs of doing business upon CPI; or (iv) as otherwise explicitly provided in this Agreement. Regardless of whether Subscriber is then in breach, CPI may, in its reasonable discretion, determine that it will not accept any renewal by Subscriber of its subscription to ChargePoint Services. In such case, this Agreement shall terminate upon the later of the expiration of all of Subscriber's subscriptions to ChargePoint Services.

(b) CPI may in its discretion suspend Subscriber's continuing access to the ChargePoint Services or any portion thereof if (A) Subscriber has breached any provision of this Agreement, or has acted in manner that indicates that Subscriber does not intend to, or is unable to, comply with any provision of this Agreement; (B) such suspension is required by law (for example, due to a change to the law governing the provision of the ChargePoint Services); or (c) providing the ChargePoint Services to Subscriber could create a security risk or material technical burden as reasonably determined by CPI.

**9.4 TERMINATION BY SUBSCRIBER.**



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This Agreement may be immediately terminated by Subscriber without prejudice to any other remedy of Subscriber at law or equity: (i) if CPI is in material breach of any of its obligations under this Agreement, and has not cured such breach within thirty (30) days of the date of its receipt of written notice thereof, (ii) CPI becomes the subject of a petition in bankruptcy or any other proceeding related to insolvency, receivership, liquidation or an assignment for the benefit of creditors, or (iii) upon providing thirty (30) days prior written notice.

**9.5 REFUND OR PAYMENT UPON TERMINATION.** Upon any termination of this Agreement for cause by Subscriber pursuant to Section 9.4(i)or by CPI pursuant to Section 9.3(a)(iii), CPI shall refund to Subscriber a pro-rata portion of any pre-paid Subscription Fees based upon the remaining Cloud Plan term. Upon any termination for any other reason, Subscriber shall not be entitled to any refund of any Subscription Fees as a result of such termination. Except as otherwise set forth in this Agreement, in no event shall any termination relieve Subscriber of any unpaid Subscription Fees due CPI for the Cloud Plan term in which the termination occurs or any prior Cloud Plan term.

**9.6 SURVIVAL.** Those provisions dealing with the Intellectual Property Rights of CPI, limitations of liability and disclaimers, restrictions of warranty, Applicable Law and those other provisions which by their nature or terms are intended to survive the termination of this Agreement will remain in full force and effect as between the Parties hereto regardless of the termination of this Agreement.

**10. INDEMNIFICATION.** Subscriber hereby agrees to indemnify, defend and hold CPI, its officers, directors, agents, affiliates, distribution partners, licensors and suppliers harmless from and against any and all claims, actions, proceedings, costs, liabilities, losses and expenses (including, but not limited to, reasonable attorneys' fees) (collectively, "Claims") suffered or incurred by such indemnified parties resulting from or arising out of Subscriber's actual or alleged use (directly, or through a grantee of Rights by Subscriber) of the ChargePoint Services, ChargePoint or Subscriber Content and Services. Subscriber will cooperate as fully as reasonably required in the defense of any claim. CPI reserves the right, at its own expense, to assume the exclusive defense and control of any matter subject to indemnification by Subscriber.

**11. GENERAL.**

**11.1 AMENDMENT OR MODIFICATION.** CPI reserves the right to modify this Agreement from time to time. CPI will provide notice of each such modification to Subscriber. Subscriber's continued use of the ChargePoint Services following such notice will constitute an acceptance of the modified Agreement.

**11.2 WAIVER.** The failure of either Party at any time to enforce any provision of this Agreement shall not be construed to be a waiver of the right of such Party to thereafter enforce that provision or any other provision or right.

**11.3 FORCE MAJEURE.** Except with respect to payment obligations, neither CPI nor Subscriber will be liable for failure to perform any of its obligations hereunder due to causes beyond such party's reasonable control and occurring without its fault or negligence, including but not limited to fire, flood, earthquake or other natural disaster (irrespective of such Party's condition of any preparedness therefore); war, embargo; riot; strike; labor action; any lawful order, decree, or other directive of any government authority that prohibits a Party from performing its obligations under this Agreement; material shortages; shortage of transport; and failures of suppliers to deliver material or components in accordance with the terms of their contracts.

**11.4 GOVERNING LAW, JURISDICTION AND DISPUTE RESOLUTION.** The ChargePoint entity entering into this Agreement, the address to which Subscriber should direct notices under this Agreement,



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the governing law, and place of jurisdiction, shall be determined according to where the Subscriber is domiciled:

| If Subscriber is domiciled in: | The CPI Entity entering into this Agreement is: | Notices should be addressed to: | Governing law is: | Place of jurisdiction: | Forum: |
|---|---|---|---|---|---|
| The United States of America | ChargePoint, Inc., a Delaware corporation | Attn: Legal Department ChargePoint, Inc. 254 E Hacienda Ave Campbell, CA 95008 | California and controlling United States federal law | Santa Clara, California, U.S.A. | Judicial Arbitration and Mediation Services, Inc. (JAMS) |
| Canada | ChargePoint Canada, Inc., a British Columbia corporation | Attn: Legal Department ChargePoint, Inc. 254 E Hacienda Ave Campbell, CA 95008 | British Columbia and controlling Canadian federal law | Vancouver, British Columbia, Canada | ADR Institute of Canada |

This Agreement, and any disputes related to this Agreement, will be governed by the applicable Governing Laws above, without regard to conflicts of laws rules or the United Nations Convention on the International Sale of Goods.

Except with respect to any matter relating to Subscriber's violation of the intellectual property rights of CPI, any disputes, actions, claims or causes of action arising out of or in connection with this Agreement shall be submitted to and finally settled by arbitration using the English language in accordance with the Arbitration Rules and Procedures of the applicable Forum above then in effect, by one or more commercial arbitrator(s) with substantial experience in the industry and in resolving complex commercial contract disputes. Judgment upon the award so rendered may be entered in a court having jurisdiction or application may be made to such court for judicial acceptance of any award and an order of enforcement, as the case may be. All claims shall be brought in the parties' individual capacity, and not as a plaintiff or class member in any purported class or representative proceeding. With respect to any matter relating to the intellectual property rights of CPI, such claim may be litigated in a court of competent jurisdiction. The prevailing party in any dispute arising out of this Agreement shall be entitled to reasonable attorneys' fees and costs.

Notwithstanding the foregoing, each party shall have the right to institute an action in any court of proper jurisdiction for injunctive relief.

**11.5 NOTICE REGARDING CLAIMS TO REGULATORY COMPLIANCE MECHANISMS**. The use of certain ChargePoint Charging Stations may be eligible to generate clean fuels credits, low-carbon fuel standard credits, renewable fuels credits, emissions reduction units, carbon offsets, allowances,

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renewable fuel and/or obligation certificates, or similar regulatory compliance instruments, collectively ("Regulatory Compliance Mechanisms"), used to comply with applicable federal, state, provincial, international or regional emissions, low-carbon fuel, and/or renewable fuel compliance programs. CPI and Subscriber may be eligible to claim title to Regulatory Compliance Mechanisms, however, only one Party can claim title. Should Subscriber choose to claim regulatory title, assuming Subscriber may be eligible to do so, Subscriber must opt-in to the applicable program and fulfill all ongoing administrative and reporting obligations required of program participants, including recurring verification and/or auditing requirements. CPI intends to claim title to applicable Regulatory Compliance Mechanisms, assuming CPI may be eligible to do so; however, CPI will not claim title to specific Regulatory Compliance Mechanisms that Subscriber has opted to claim. Subscriber agrees that it will provide CPI with written notice of its intent to claim specific Regulatory Compliance Mechanisms within ten (10) days of the Effective Date. If Subscriber does not currently intend to claim regulatory title, but desires to do so at any time in the future, Subscriber may, by providing written notice to CPI, elect to claim title to Regulatory Compliance Mechanisms resulting from the use of ChargePoint Charging Stations thirty (30) days or more after the date of such notice. Subscriber represents and warrants to CPI that, in the absence of providing written notice, Subscriber will not claim any Regulatory Compliance Mechanisms and hereby designates that right to CPI. All notices shall be provided by email to CPI at lcfsnotification@chargepoint.com.

**11.6 NOTICE REGARDING RIN DATA.** For Subscriber's located in the United States, CPI will participate in an application to the U.S. Environmental Protection Agency ("EPA") to permit vehicle charging data ("Charging Data") collected by CPI from centrally networked charging stations to be utilized in a process to generate Renewable Identification Numbers ("RIN)" under the Renewable Fuel Standard. CPI must establish its exclusive right to utilize the Charging Data and the associated environmental attributes underlying the charging events represented by the Charging Data (Charging Data and such environmental attributes referred to collectively as, the "RIN Data") for the purposes of RIN generation. Subscriber confirms that it will not pursue utilizing RIN Data for the purposes of RIN generation and that, as between Subscriber and CPI, CPI has the exclusive right to use the RIN Data for the purpose of RIN generation.

**11.7 NOTICES.** Other than the notices required in Sections 11.5 and 11.6, any notice required or permitted by this Agreement shall be sent (a) if by CPI, via electronic mail to the address indicated by Subscriber in Subscriber's ChargePoint Services account; or (b) if by Subscriber, via electronic mail to mssa@chargepoint.com.

**11.8 INJUNCTIVE RELIEF.** Subscriber acknowledges that damages for improper use of the ChargePoint Services may be irreparable; therefore, CPI is entitled to seek equitable relief, including but not limited to preliminary injunction and injunction, in addition to all other remedies.

**11.9 SEVERABILITY.** Except as otherwise specifically provided herein, if any term or condition of this Agreement or the application thereof to either Party will to any extent be determined jointly by the Parties or by any judicial, governmental or similar authority, to be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to this Agreement, the Parties or circumstances other than those as to which it is determined to be invalid or unenforceable, will not be affected thereby.

**11.10 ASSIGNMENT.** Subscriber may not assign any of its rights or obligations hereunder, whether by operation of law or otherwise, without the prior written consent of CPI (not to be unreasonably withheld). In the event of any purported assignment in breach of this Section, CPI shall be entitled, at its sole discretion, to terminate this Agreement upon written notice given to Subscriber. Subject to the foregoing, this Agreement shall bind and inure to the benefit of the parties, their respective



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successors and permitted assigns. CPI may assign its rights and obligations under this Agreement.

**11.11 NO AGENCY OR PARTNERSHIP.** CPI, in the performance of this Agreement, is an independent contractor. In performing its obligations under this Agreement, CPI shall maintain complete control over its employees, its subcontractors and its operations. No partnership, joint venture or agency relationship is intended by CPI and Subscriber to be created by this Agreement. Neither Party has any right or authority to assume or create any obligations of any kind or to make any representation or warranty on behalf of the other Party, whether express or implied, or to bind the other Party in any respect whatsoever.

**11.12 ENTIRE AGREEMENT.** This Agreement (including the attached Exhibits) contains the entire agreement between the Parties with respect to the subject matter hereof and supersedes and cancels all previous and contemporaneous agreements, negotiations, commitments, understandings, representations and writings. All purchase orders issued by Subscriber shall state that such purchase orders are subject to all of the terms and conditions of this Agreement, and contain no other term other than the type of Cloud Plan, the number of Charging Stations for which such Cloud Plan is ordered, the term of such Cloud Plans and applicable Subscription Fees. To the extent of any conflict or inconsistency between the terms and conditions of this Agreement and any purchase order, the Agreement shall prevail. Notwithstanding any language to the contrary therein, no terms or conditions stated in any other documentation shall be incorporated into or form any part of this Agreement, and all such purported terms and conditions shall be null and void.

**11.13 COPYRIGHT POLICIES.** It is CPI's policy to respond to notices of alleged copyright infringement that comply with applicable international intellectual property law (including, in the United States, the Digital Millennium Copyright Act) and to terminate the accounts of repeat infringers.

**11.14 THIRD PARTY RESOURCES**. The ChargePoint Services may include hyperlinks to other websites or resources. CPI has no control over any web sites or resources that are provided by companies or persons other than CPI. Subscriber acknowledges and agrees that CPI is not responsible for the availability of any such web sites or resources, CPI does not endorse any advertising, products or other materials on or available from such web sites or resources, and CPI is not liable for any loss or damage that may be incurred by Subscriber as a result of any reliance placed by Subscriber on the completeness, accuracy or existence of any advertising, products, or other materials on, or available from, such websites or resources.

**11.15 COUNTERPARTS.** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which, taken together, shall constitute but one and the same document.

**11.16 ENGLISH LANGUAGE AGREEMENT GOVERNS.** Where CPI has provided Subscriber with a translation of the English language version of this Agreement, Subscriber agrees that the translation is provided for Subscriber's convenience only and that the English language version of this Agreement governs Subscriber's relationship with CPI. If there is any conflict between the English language version of this Agreement. It is the express wish of the Parties that this Agreement and all related documents, including notices and other communications, be drawn up in the English language only. Il est la volonté expresse des parties que cette convention et tous les documents s'y rattachant, y compris les avis et les autres communications, soient rédigés et signés en anglais seulement.

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**EXHIBIT 1**

**FLEX BILLING TERMS**

**This Exhibit sets forth certain additional terms and conditions ("Flex Billing Terms") pursuant to which Subscriber may charge Users fees for the use of Subscriber's Charging Stations. In order to charge such fees, Subscriber must subscribe to a Cloud Plan that includes CPI's management, collection and/or processing services related to such fees ("Flex Billing").**

**1. DEFINITIONS.** The following additional defined terms shall apply to these Flex Billing Terms:

**1.1** ***"CPI Fees"*** means a fee, currently equal to ten percent (10%) of Session Fees, charged for a particular Session. CPI Fees are charged by CPI in exchange for its collection and processing of Session Fees on behalf of Subscriber. CPI will provide Subscriber with thirty (30) days prior written notice (which may include, without limitation, notice provided by CPI through its regular newsletter to Subscriber) of any increase in CPI Fees.

**1.2** ***"Net Session Fees"*** means the total amount of Session Fees collected on behalf of the Subscriber by CPI, less CPI Fees and Taxes, if any, required by law to be collected by CPI from Users in connection with the use of Charging Stations. Except as required by law, Subscriber shall be responsible for the payment of all Taxes incurred in connection with use of Subscriber's Charging Stations.

**1.3** ***"Session"*** or ***"Charging Session"*** means the period of time during which a User uses Subscriber's Charging Station to charge his or her electric vehicle for a continuous period of time not less than two (2) minutes commencing when a User has accessed such Charging Station and ending when such User has terminated such access.

**1.4** ***"Session Fees"*** means the fees set by the Subscriber for a Charging Session, inclusive of any applicable Taxes.

**2. FLEX-BILLING SERVICE FOR CHARGING STATIONS.**

**2.1. SESSION FEES.** Subscriber shall have sole authority to determine and set Session Fees. Subscriber shall be solely responsible for determining and charging Session Fees in compliance with all applicable laws and regulations (including without limitation any restriction on Subscriber's use of per-kWh pricing). Subscriber acknowledges that CPI is not responsible for informing Subscriber of applicable laws or changes thereto, and CPI will not be liable to Subscriber or any third party for any alleged or actual failure of Subscriber to comply with such applicable laws and regulations.

**2.2 DEDUCTIONS FROM SESSION FEES.** In exchange for CPI collecting Session Fees on behalf of the Subscriber, the Subscriber hereby authorizes CPI to deduct from all Session Fees collected: (i) CPI Fees and (ii) to the extent required by Section 3, applicable Taxes.

**2.3 PAYMENT TO SUBSCRIBER OF NET SESSION FEES.** Unless directed otherwise by Subscriber in writing (email will be sufficient) or electronic form, CPI will remit Net Session Fees to Subscriber, not less than monthly , provided that the amount due to Subscriber hereunder is at least fifty U.S. dollars (50) (or, if Subscriber is located in Canada fifty Canadian dollars). Notwithstanding, the foregoing, CPI shall remit any unpaid Net Session Fees, regardless of the amount, to Subscriber at least annually, unless directed otherwise by Subscriber in writing (email will be sufficient) or electronic form, and within thirty (30) days of the expiration or termination



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of this Agreement. All payments shall be made by electronic payment. In order to facilitate such payments, Subscriber agrees to maintain Subscriber's current bank information, into Subscriber's ChargePoint Services (customer facing portal), to enable electronic remittance of the Net Session Fees. If the Subscriber requests payment in a manner other than electronic payment (e.g., check), Subscriber agrees to bear the reasonable costs related to such request.

**3. TAXES.** If applicable, Subscriber is responsible for setting pricing on a Tax-inclusive basis. CPI is not responsible for remittance of any Taxes on behalf of Subscriber and Subscriber shall be responsible to report and remit any and all applicable Taxes assessable based on Charging Sessions whether state, federal, provincial or otherwise; provided that CPI is solely responsible for all Taxes assessable based on CPI's income, property and employees. Where CPI is required by law to collect and/or remit the Taxes for which Subscriber is responsible, the appropriate amount shall be invoiced to Subscriber and deducted by CPI from Session Fees, unless Subscriber has otherwise provided CPI with a valid tax or regulatory exemption certificate or authorization from the appropriate taxing or regulatory authority.

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**EXHIBIT 2**
**API TERMS**

This Exhibit sets forth certain additional terms and conditions ("API Terms") governing Subscriber's use of the APIs in connection with Subscriber's use of the ChargePoint Services. The API Terms are part of the Agreement, and all such use of the APIs remains subject to the Agreement terms.

**1. ADDITIONAL DEFINITIONS.** The following additional definitions shall apply to the API Terms.

**1.1** "***API Implementation***" means a Subscriber software application or website that uses any of the APIs to obtain and display Content in conjunction with Subscriber Content and Services.

**1.2** ***"API Documentation"*** means all Documentation containing instructions, restrictions or guidelines regarding the APIs or the use thereof, as amended and/or supplemented by CPI from time to time.

**1.3** ***"CPI Site Terms"*** means the Terms and Conditions displayed on CPI's website, governing use of CPI's website and the ChargePoint Services by visitors who are not Cloud Plan subscribers.

**2. API USE.** Subscriber may use the APIs as and to the extent permitted by Subscriber's Cloud Plan and the API Documentation, subject to the terms and conditions of the Agreement.

**2.1 AVAILABLE APIs AND FUNCTION CALLS.** The APIs give Subscriber access to information through a set of function calls. The particular APIs and API function calls made available by CPI from time to time (and the Content available through such APIs and function calls) will be limited by Subscriber's Cloud Plan, and Subscriber's particular Cloud Plan may not include all APIs and function calls then available from CPI.

**2.2 USE AND DISPLAY OF CONTENT.** Subscriber is permitted to access, use and publicly display the Content with Subscriber Content and Services in Subscriber's API Implementation, subject to the following requirements and limitations.

(a) All Charging Station locations provided to Subscriber as part of the Content shall be clearly identified by Subscriber in Subscriber's API Implementation as ChargePoint® Network Charging Stations and shall contain the Brand Identifiers required by the API Documentation. In no event shall Subscriber's API Implementation identify or imply that any Charging Station is a part of any network of charging stations other than ChargePoint.

(b) Subscriber shall keep the Content used by Subscriber's API Implementation current with Content obtained with the APIs to within every forty eight (48) hours.

(c) Content provided to Subscriber through the APIs may contain the trade names, trademarks, service marks, logos, domain names, and other distinctive brand features of CPI's business partners and/or other third party rights holders of Content indexed by CPI, which may not be deleted or altered in any manner.

(d) Subscriber shall not:

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(i) pre-fetch, cache, or store any Content, except that Subscriber may store limited amounts of Content for the purpose of improving the performance of Subscriber's API Implementation if Subscriber does so temporarily, securely, and in a manner that does not permit use of the Content outside of the ChargePoint Service;

(ii) hide or mask from CPI the identity of Subscriber's service utilizing the APIs, including by failing to follow the identification conventions listed in the API Documentation; or

(iii) defame, abuse, harass, stalk, threaten or otherwise violate the legal rights (such as rights of privacy and publicity) of others.

**2.3 REQUIRED INFORMATION.** Subscriber must:

(a) display to all viewers and users of Subscriber's API Implementation the link to the CPI Site Terms and Conditions as presented through the ChargePoint Services or described in the Documentation;

(b) explicitly state in the use terms governing Subscriber's API Implementation that, by using Subscriber's API Implementation, such viewers and users are agreeing to be bound by the CPI Site Terms; and

(c) include in Subscriber's API Implementation, and abide by, a privacy policy complying will all applicable laws; and

(d) comply with all applicable laws designed to protect the privacy and legal rights of users of Subscriber's API Implementation.

**2.4 REPORTING.** Subscriber must implement reporting mechanisms, if any, that CPI requires in the API Documentation.

**3. <u>CPI BRANDING REQUIREMENTS AND RESTRICTIONS</u>.**

**3.1 MANDATORY CPI BRANDING.** Subject to Section 3.2 below and the restrictions on use of CPI Marks set forth in the Agreement, Subscriber agrees that each page comprising Subscriber's API Implementation will include a ChargePoint logo and will state that Subscriber's application or website is provided, in part, through the ChargePoint Services.

**3.2 RESTRICTIONS**. Subscriber shall not:

(a) display any CPI Mark as the most prominent element on any page in Subscriber's API Implementation or Subscriber's website (except as used in connection with the display of Charging Stations); or

(b) display any CPI Mark anywhere in Subscriber's API Implementation or on Subscriber's website if Subscriber's API Implementation or website contains or displays adult content or promotes illegal activities, gambling, or the sale of tobacco or alcohol to persons under twenty-one (21) years of age.

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**EXHIBIT 3**
**TERMS REGARDING GRANTING OF RIGHTS**

This Exhibit sets forth certain additional terms and conditions applicable to Rights Grantors and Rights Grantees regarding the granting of Rights ("Rights Terms"). The Rights Terms are part of the Agreement, and all use of the ChargePoint Services permitted pursuant to the Rights Terms remains subject to the Agreement.

**1. ADDITIONAL DEFINITIONS.** The following additional definitions shall apply.

**1.1** ***"Rights Grantor"*** means Subscriber.

**1.2** ***"Rights Grantee"*** means any person to whom Subscriber has granted Rights. For purposes of this Agreement, a Subscriber shall be deemed to have granted Rights to the entity assisting Subscriber with creating its account and initiating Subscriber's access to Services.

**2. TERMS.** This Section governs Subscriber's granting of Rights as a Rights Grantor.

**2.1 LIMITED RIGHTS.** A Rights Grantee's right to access and use the ChargePoint Services for and on behalf of a Rights Grantor is limited to the specific Rights granted by such Rights Grantor to such Rights Grantee. Such Rights may be limited according to the Cloud Plan(s) subscribed to by Subscriber. Subscriber may revoke Rights, or any portion thereof, it has granted to a Rights Grantee at will and such Rights will thereafter by terminated with respect to such Rights Grantee. In no event may Subscriber grant Rights in excess of those provided to it through the Cloud Plan(s) to which it has subscribed.

**2.2 RESPONSIBILITY FOR AUTHORIZED USER.** All use of the ChargePoint Services by a Rights Grantee exercising Rights granted by Subscriber shall be subject to the terms and conditions of the Agreement (including without limitation Subscriber's indemnification obligation pursuant to Section 10 thereof). Subscriber shall be responsible for the actions, omissions, or performance of such Rights Grantee while exercising any such Rights, as if such action, omission or performance had been committed by Subscriber directly.

**2.3 NO AGREEMENT.** Subscriber acknowledges and agrees that the ChargePoint Services merely enable a Rights Grantor to extend Rights to Rights Grantees. The mere extension of such Rights by a Rights Grantor to a Rights Grantee does not constitute an agreement between Rights Grantor and the Rights Grantee with respect to the granted Rights or the exercise of such Rights by the Rights Grantee. CPI does not, either through the terms of the Agreement or the provision of ChargePoint Services undertake to provide any such agreement. It is the responsibility of the Rights Grantor and the Rights Grantee to enter into such an agreement on terms mutually acceptable to each. CPI expressly undertakes no liability with respect to such an agreement and Rights Grantor fully and unconditionally releases CPI from any liability arising out of such an agreement. Further Rights Grantor agrees to indemnify and hold CPI, its officers, directors, agents, affiliates, distribution partners, licensors and suppliers harmless from and against any and all claims, actions, proceedings, costs, liabilities, losses and expenses (including, but not limited to, reasonable attorneys' fees) (collectively, "Claims") suffered or incurred by such indemnified parties resulting from or arising out of such agreement.

Attachment: ChargePoint_MSSA_NA_Eng_053024_NOS (RES-2025-579 : Approve Contract with ChargePoint, Inc. - CRS #5438)

# ChargePoint Assure

## Industry-leading support, maintenance and warranty deliver peace of mind.

ChargePoint® Assure® is the most comprehensive EV station maintenance and management program. Assure covers everything needed to keep ChargePoint electric vehicle (EV) charging stations up and running. With Assure, ChargePoint takes responsibility for fixing hardware issues by providing parts, labor and orchestration of repairs by expert support specialists. Proactive monitoring, regular reports and unlimited changes to station policies are included with Assure, as well as 24/7 phone support 7 days per week, one business day response to requests, and a 98% annual uptime guarantee. You can also get professional guidance when configuring your stations to make the most of EV charging.

ChargePoint EV charging stations are the most advanced and reliable in the world, but site conditions can change, wear and tear occurs, and accidents or equipment failures can happen. High-quality service and support start with high-quality products, site preparation and installation, but these elements alone aren't enough. Assure is so much more than a warranty. It is the most comprehensive EV station maintenance and management program. With Assure, you don't have to spend time figuring out how to fix or maintain your station. It's always ready to charge so you get a good return on your investment.

## What Does Assure Include?

### Stay on Top of Operations with Proactive Monitoring

+ Find out about problems before your drivers do with remote monitoring

+ Get 98% annual station uptime with a non-performance penalty for outages caused by station hardware or software failures

+ Keep your stations up and running with proactive troubleshooting and dispatch services

+ Fix problems with on-site labor that ChargePoint dispatches and manages

+ Call us anytime with 24/7 expert support, 7 days per week

### Count On a Fast Fix with One-Business-Day Response Time

+ We respond to all issues within one business day

+ ChargePoint certified technicians will be onsite to repair your station within one business day of receiving any required parts

+ U.S.– based support specialists coordinate all repairs

### Rest Easy with the Industry's Leading Parts and Labor Warranty

+ We offer the EV charging industry's first and most comprehensive warranty for parts and on-site labor

+ We cover labor to repair issues that often aren't covered under warranty, such as vandalism, auto accidents and excessive wear and tear

### Optimize with Expert Advice and Unlimited Changes

+ U.S.–based EV charging experts advise you on best practices for station configuration and management in your region and industry

+ Our team makes unlimited station configuration and policy changes for you, so you can control access to your station, set charging rates and make adjustments based on driver behavior

Attachment: ChargePoint Assure Info (RES-2025-579 : Approve Contract with ChargePoint, Inc. - CRS #5438)

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Engineering Services
Initiated by: **Brian J. Armstrong**
Co-Sponsored by:

DOC ID: 30584 **RESOLUTION 2025-580** **ADOPTED**

# Change Order No. 1 – Concrete Applied Technologies Corp. N. Forest Road / W. Klein Road Intersection Pedestrian Improvements Town of Amherst Job # 930069A CRS #5660

We are requesting Town Board approval of Change Order No. 1, which provides for a contract time extension through July 27, 2025. Construction activities were delayed due to the need for coordination with Sunoco Pipeline.

There is no cost increase associated with this request. Approval is contingent upon successful completion of the contract review process.

Thank you for your consideration.

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

There is no cost increase associated with this request.

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

TOA Job# 930069A

| | | | AMOUNT |
|---|---|---|---|
| CHANGE ORDER NO: | 01 | INCREASE/(DECREASE), THIS CHANGE ORDER: | $ 0.00 |
| | | INCREASE/(DECREASE), PREVIOUS CHANGE ORDERS: | $ 0.00 |
| | | INCREASE/(DECREASE), ALL CHANGE ORDERS: | $ 0.00 |
| TOWN JOB NO: | 930069A | CONTRACT AWARD AMOUNT: | $ 132,570.00 |
| PIN: | N/A | AMENDED CONTRACT TOTAL: | $ 132,570.00 |

Job Designation: N Forest Rd (CR 294) / W Klein Rd Intersection Pedestrian Improvements

Contractor: Concrete Applied Technologies Corp, 1266 Townline Road, Alden, NY 14004

**DESCRIPTION OF WORK:**

1. Time Extension due to utility coordination with Sunoco Pipeline. 45 calendar day extension. All contract work must be substantially complete by 7/27/25. Final completion/close-out must be complete by 8/26/25.

**REASONS FOR THE WORK:**

1. Sunoco Pipeline has a main transmission line along the south side of W Klein. Unfortunately, this was not discovered until the contractor called in DigSafe. Additional coordination/approval is required from Sunoco Pipeline before proceeding with the work.

| **COST OF THE WORK:** | Unit | Unit Cost | Amount | Cost |
|---|---|---|---|---|
| ***Time Extension*** | - | - | - | **$0.00** |
| | **TOTAL, CHANGE ORDER NO. 01:** | | | **$0.00** |

ACCEPTED BY CONTRACTOR, Concrete Applied Technologies Corp, 1266 Townline Road, Alden, NY 14004

_____ DATE: _____
Signature

Micheal Salvadore
President

APPROVED BY TOWN OF AMHERST:

_____ DATE: _____
Signature

Brian Kulpa
Town Supervisor

Attachment: Change order attachment #1 (RES-2025-580 : Change Order No. 1 – Concrete Applied Technologies Corp.)

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Engineering Services
Initiated by: **Brian J. Armstrong**
Co-Sponsored by:

DOC ID: 30585 **RESOLUTION 2025-581** **ADOPTED**

# Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc. Town Job # 2023.036A /CRS ID #5661

The Town is currently under contract (set to expire on July 30, 2025) with a third-party utility locating company to provide underground mark-out services for the Town's street lighting system. These services are essential to respond to UDIG One Call ticket requests to locate and mark underground streetlight wiring.

A Request for Proposals/Qualifications was issued to seven (7) mark-out companies, seeking both qualifications and rates for a new two-year contract.

| Item # | **Section 4.1 Items** | **Year 1** | **Year 2** |
|---|---|---|---|
| 1 | Normal Business Hours Per ticket Rate (Field Response) | $15.00 | $15.38 |
| 2 | Normal Business Hours Emergency Ticket Rate (Field Response) | $18.00 | $18.45 |
| 3 | After Hour Emergency Ticket Rate (Field Response) | $70.00 | $71.75 |
| 4 | Ticket Review (Office - Clear Response) | $12.00 | $12.30 |
| 5 | Project Rate (as needed) - Per Hr. | $50.00 | $51.25 |
| 6 | Quarter Hour (as needed) | $12.50 | $12.81 |
| 7 | Non-At Fault Damage Investigation Fee (Each) | $100.00 | $102.50 |

Following a review of the four (4) proposals received (see attached tabulation), the Engineering Department recommends and requests approval of the rates shown below proposed by On The Mark Utility Locating Services, Inc. to provide the required utility mark-out services for Section 4.1, items 1-7 only.

This request is pending successful completion of the contract review process. Funding is available from accounts A5182-4110 & E9997-4110. Thank you for considering this request.

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

Item # Section 4.1 ItemsYear 1 Year 2

1 Normal Business Hours Per ticket Rate (Field Response) $15.00 $15.38

2 Normal Business Hours Emergency Ticket Rate (Field Response) $18.00 $18.45

3 After Hour Emergency Ticket Rate (Field Response) $70.00 $71.75

4 Ticket Review (Office - Clear Response) $12.00 $12.30

5 Project Rate (as needed) - Per Hr. $50.00 $51.25

6 Quarter Hour (as needed) $12.50 $12.81

7 Non-At Fault Damage Investigation Fee (Each) $100.00 $102.50

Following

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

# Proposal Tabulation

**TOA Job# 2023.036A**

**Ticket Costs for Sub-Surface Utility Mark-Out Services (Street Light wiring only)**

| | | OTM | | Ravi | | Southern Cross | | USIC | |
|---|---|---|---|---|---|---|---|---|---|
| Item # | Section 4.1 Items | Year 1 | Year 2 | Year 1 | Year 2 | Year 1 | Year 2 | Year 1 | Year 2 |
| 1 | Normal Business Hours Per ticket Rate (Field Response) | $15.00 | $15.38 | $25.00 | $27.00 | $31.74 | $32.69 | $20.78 | $21.82 |
| 2 | Normal Business Hours Emergency Ticket Rate (Field Response) | $18.00 | $18.45 | $50.00 | $53.00 | $48.30 | $49.75 | $49.48 | $52.48 |
| 3 | After Hour Emergency Ticket Rate (Field Response) | $70.00 | $71.75 | $132.00 | $140.00 | $125.00 | $128.75 | $70.85 | $74.35 |
| 4 | Ticket Review (Office - Clear Response) | $12.00 | $12.30 | $15.00 | $16.00 | $13.80 | $14.21 | $20.78 | $21.82 |
| 5 | Project Rate (as needed) - Per Hr. | $50.00 | $51.25 | $114.00 | $121.00 | $69.12 | $71.19 | N/A | N/A |
| 6 | Quarter Hour (as needed) | $12.50 | $12.81 | $29.00 | $31.00 | $69.12 | $71.19 | $20.78 | $21.82 |
| 7 | Non-At Fault Damage Investigation Fee (Each) | $100.00 | $102.50 | $114.00 per hour | $121.00 per hour | $51.84 | $53.40 | $386.51 | $386.51 |
| 8 | Damage Restoration Cap – amount paid to the Town when 3rd Party Mark-out Company is found to be at fault, Lump Sum dollar amount per incident | Reimbursement of repair costs labor & material incurred by the Town per invoice provided to OTM. Net 30 day payment terms. | Reimbursement of repair costs labor & material incurred by the Town per invoice provided to OTM. Net 30 day payment terms. | Negotiable | Negotiable | $3,000.00 | $3,000.00 | N/A | N/A |

| Extension Year | OTM | Ravi | Southern Cross | USIC |
|---|---|---|---|---|
| Year 3 (7/31/27 – 7/31/28) | 2.50% | 3% | 3% | 5% |
| Year 4 (7/31/28 – 7/31/29) | 2.50% | 3% | 3% | 5% |
| Year 5 (7/31/29 – 7/31/30) | 2.50% | 3% | 3% | 5% |





Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

Docusign Envelope ID: D7889DB2-6B38-44AF-8135-47240EA57B60



NEW YORK STATE OF OPPORTUNITY | Division of Minority and Women's Business Development

ON THE MARK UTILITY MANAGEMENT SERVICES ®

Protecting Life and Our Environment

June 5, 2025

Christopher P. Schregel
Project Manager
Town of Amherst Engineering Department

Subject: Proposal Enclosed – Provision of Professional Dig Safely New York Mark-Out and Mapping Services
RFP/Q: TOA Job #2023.036A

Dear Mr. Schregel:

On behalf of **On The Mark Utility Locating Services, Inc. (OTM)**, I am pleased to submit our proposal for the Provision of Professional Dig Safely New York Mark-Out and Utility Mapping Services for the Town of Amherst. OTM is a New York State-certified MBE/DBE utility locating firm with over a decade of experience delivering 811 One-Call compliance services, subsurface utility mapping, and private locating programs across upstate New York. We currently support municipalities such as the City of Niagara Falls, Town of Cheektowaga, and Buffalo Sewer Authority with high-volume mark-out programs—giving us a strong foundation for serving the Town of Amherst.

We understand that your top priorities are **accuracy, responsiveness, and reliability**. OTM meets these expectations by assigning a dedicated program team, ensuring all responses are handled by NY811-certified technicians trained specifically on streetlight infrastructure. Our proposed approach includes:

- A team of experienced field technicians based locally in Buffalo
- A real-time digital ticket management platform with Town access
- Video documentation of each field mark-out for transparency and accountability
- Guaranteed response timelines aligned with NY811 requirements
- Competitive, clearly itemized pricing with no hidden fees or escalation surprises

We are confident that OTM can meet and exceed the Town's expectations while contributing to excavation safety and infrastructure integrity. Enclosed is our full proposal, including qualifications, technical approach, required forms, and pricing.

We welcome the opportunity to partner with the Town of Amherst on this important work and are available at your convenience to answer any questions or provide additional information.

Sincerely,

Signed by:
John W. Bryant
033C7507D1304D6...

**John W. Bryant**
Partner / CFOO
On The Mark Utility Locating Services, Inc.

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

Docusign Envelope ID: D7889DB2-6B38-44AF-8135-47240EA57B60



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Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

## Company Overview

Founded in 2011, On The Mark Utility Locating Services, Inc. (OTM) is a privately held utility management company based in Rochester, New York. Serving clients across the state particularly in Rochester, Buffalo, and Syracuse, OTM specializes in underground utility locating and infrastructure management. The company was founded by four industry veterans with over 25 years of experience each in gas and utility services.

## Core Services

- **Private Utility Locating** using advanced Radio Frequency (RF) and Ground Penetrating Radar (GPR) to identify and map underground utilities.
- **811 Mark-Out Locating** for safe excavation in compliance with state regulations.
- **Utility Mapping and Verification** with precise GPS data and output formats including CAD and GIS.
- **Damage Prevention and Support Services** such as leak surveys, stray voltage testing, and infrastructure inspection.
- **Additional Services:** Including damage investigation, cathodic protection, cable fault locating, stray voltage testing, leak survey investigations, fire hydrant inspections, and infrastructure management .

## Comparable Professional Dig Safely New York Mark-Out Experience

On The Mark Utility Locating Services, Inc. (OTM) has over 10 years of experience providing professional Dig Safely New York (DSNY) mark-out services for major utility providers including National Fuel & Gas, Con Edison, Orange & Rockland Utilities, and Avangrid (RG&E and NYSEG).

We currently deliver DSNY mark-out services for a variety of clients, including:

- Buffalo Sewer Authority (sewer),
- Adesta NYS Thruway Authority (fiber),
- New York State Unified Court System (fiber),
- Town of Cheektowaga (streetlights), and
- City of Niagara Falls (streetlights)

These clients represent a mix of single-facility systems and mid-to-high-volume ticket programs, with several involving infrastructures such as streetlight electric systems.

## Commitment to Quality

At OTM, quality in Dig Safely New York mark-out services is defined by maintaining timely responses to dig requests and having no at-fault damages. This commitment and performance are core to our brand.

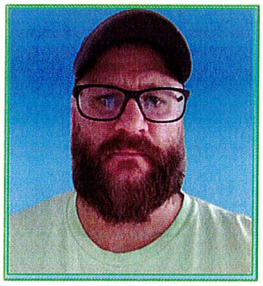
Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

For example, over the past five years, we have completed more than 75,000 DSNY dig requests (approx. 15,000 per year) for the Buffalo Sewer Authority with

- A delay ticket rate of 0.2%,
- Just 130 or 0.9% late tickets, and
- Only two (2) at-fault damages

This performance is not an exception. As detailed in Appendix E, our performance record across similar mark-out programs, including those comparable in scope and scale to the Town of Amherst, demonstrates consistently responsive, high-quality, reliable service.

## Brief Resumes of Utility Technicians to Support This Program



**Bruce Schwertfeger**

**Job Title:** 811 Mark-Out/Private Utility Locating Technician

**Location:** Buffalo, NY

**Locating Experience**

- Utility Technician – OTM (0.5 yrs) Buffalo, NY (Gas, Electric, Fiber)
- Utility Technician – USIC (2 yrs) Buffalo, NY (Gas, Electric, Water)

**Northeast Gas Association (NGA) Operator Qualifications:**

- CT21 – Line Locating and Mark-Out (New York)
- CT70 – Properties of Natural Gas and Abnormal Operating Conditions

**Daryl Burroughs**

**Job Title:** 811 Mark-Out/Private Utility Locating Technician

**Location:** Buffalo, NY

**Locating Experience**

- Utility Technician – OTM (0.5 yrs) Buffalo, NY (Gas, Electric)
- Utility Technician – USIC (1 yr) Buffalo, NY (Sewer, Gas, Electric, Fiber, Water, etc.)

**NGA Operator Qualifications:**

- CT21 – Line Locating and Mark-Out (New York)
- CT70 – Properties of Natural Gas and Abnormal Operating Conditions

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

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## Brief Resumes of Utility Technicians to Support This Program, cont'd

**Daniel Sasu**

**Job Title:** Private/811 Mark-Out Utility Locating Technician

**Location:** Rochester, NY

**Locating Experience:**

- 4+ years of experience in locating/supervising utility Technicians
- Experienced in GPR Technology
- GIS/KMZ Mapping
- 10 Hour OSHA Training for the Construction Industry

**NGA Operator Qualifications:**

- CT-21-Line Locating and Mark-Out (New York)
- CT-70-Basic Abnormal Operating Conditions and Properties of Natural Gas (Critical AOC)
- CT-85-Meter Assembly Abnormal Operating Conditions (Critical AOC)
- CT22B-Inspecting of 3rd Party Excavations for Damage Prevention
- CT23 & 24 Inspecting the Condition of Exposed Pipe
- CT71-Excavation & Backfill
- CT-06B-Inspecting for Atmospheric Corrosion, Excluding Measurement of Wall Loss

**Brandon Pyle**

**Job Title:** Private/811 Mark-Out Utility Locating Technician

**Location:** Rochester, NY

**Locating Experience:**

- 4+ yrs of experience in utility locating with OTM – gas, elec, water, sewer/san, fiber, etc.
- 10 Hour OSHA Training in the Construction Industry

**NGA Operator Qualifications:**

- CT-21-Line Locating and Mark-Out (New York)
- CT-70-Basic Abnormal Operating Conditions and Properties of Natural Gas (Critical AOC)
- CT-85-Meter Assembly Abnormal Operating Conditions (Critical AOC)
- CT22B-Inspecting of 3rd Party Excavations for Damage Prevention
- CT23 & 24 Inspecting the Condition of Exposed Pipe
- CT71-Excavation & Backfill
- CT-06B-Inspecting for Atmospheric Corrosion, Excluding Measurement of Wall Loss

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

## Brief Resumes of Utility Technicians to Support This Program, cont'd

**Adam Banks**

**Job Title:** Sr. Private/811 Mark-Out Utility Locating Technician

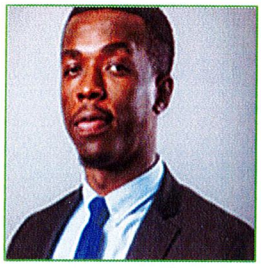
**Location:** Rochester, NY

**Locating Experience:**

- 9+ yrs experience in utility locating with OTM – gas, electric, water, sewer/sanitary, fiber, etc.
- Expert Technician of underground gas, electric, fiber and communications.
- Very experienced in GPR technology
- 10 Hour OSHA Training for the Construction Industry.

**NGA Operator Qualifications:**

- CT-21-Line Locating and Mark-Out (New York)
- CT-70-Basic Abnormal Operating Conditions and Properties of Natural Gas (Critical AOC)
- CT-85-Meter Assembly Abnormal Operating Conditions (Critical AOC)
- CT22B-Inspecting of 3rd Party Excavations for Damage Prevention
- CT23 & 24 Inspecting the Condition of Exposed Pipe
- CT71-Excavation & Backfill
- CT-06B-Inspecting for Atmospheric Corrosion, Excluding Measurement of Wall Loss



**Austin Okwudili**

**Job Title:** 811 Mark-Out Program Manager/Single Point of Contact

**Location:** Rochester, NY

**Background & Experience:**

- Solutions Architect including systems design, architecture and support
- BSc. Computer Science and a Master of Business Administration with a concentration in Management Information Systems
- 3+ years of industry experience in the field of Information Technology and Management
- **5+ years' experience in 811 Mark-Out Program Management and current PM for all OTM 811 Mark-Out Programs including those noted in the Reference section of this proposal**

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

## References for Professional Dig Safely New York Services

The programs listed below are currently supported by all utility technicians listed in the section above.

### Buffalo Sewer Authority (BSA) 811 Mark-Out Services

| | |
|---|---|
| Address: | 1038 City Hall, 65 Niagara Square, Buffalo, NY 14202 |
| Scope of work: | Locating & marking underground sewer mains<br>15,000+ 811 UDIG NY request per year in Buffalo, NY |
| Dates: | 7+ years, March 2018 – Current |
| Contact: | Katie Walsh, GIS Specialist II, Buffalo Sewer Authority,<br>716-851-4664 x 4239, kwalsh@buffalosewer.org |

### Adesta, LLC/New York State Thruway Authority 811 Mark-Out Services

| | |
|---|---|
| Address: | 3440 Sojourn Dr., Suite 220, Carrollton, TX 75006 |
| Scope of work: | Locating & marking underground fiber optics across New York State<br>for the length of the New York State Thruway<br>21,000+ 811 UDIG NY request per year |
| Dates: | 2.5+ years, September 2022 – Current |
| Contact: | Derek Sanville, Sr. Contracts Manager, Allied Universal® Technology<br>Services/Adesta, LLC, 413-313-4779, Derek.Sanville@aus.com |

### Unified Court Systems (UCS) 811 Mark-Out Services

| | |
|---|---|
| Address: | UCS-NYS Office of Court Administration, 125 Jordan Rd., Troy, NY 12180 |
| Scope of work: | Locating & marking underground fiber optics<br>3,400+ 811 UDIG NY request per year in Buffalo, White Plains, and New York City |
| Dates: | 4+ years, July 2020 – Current |
| Contact: | Christopher Grimaldi, Network/Systems Engineer III, NYS Office of<br>Court Administration, 212-428-2554, CGRIMALD@nycourts.gov |

### Town of Cheektowaga 811 Mark-Out Services

| | |
|---|---|
| Address: | Town of Cheektowaga, 275 Alexander Ave., Cheektowaga, NY 14211 |
| Scope of work: | Locating & marking underground electric (streetlights)<br>6,500+ 811 UDIG NY request per year |
| Dates: | August 14, 2024 - Current |
| Contact: | Patrick Bowen, Town of Cheektowaga Engineering Department,<br>716-897-7288, pbowen@tocny.org |

### City of Niagara Falls 811 Mark-Out Services

| | |
|---|---|
| Address: | City of Niagara Falls, 745 Main St, PO Box 69, Niagara Falls, NY 14302 |
| Scope of work: | Locating & marking underground electric (streetlights)<br>4,000+ 811 UDIG NY request per year |
| Dates: | October 23, 2024 - Current |
| Contact: | Victoria Gemuend, City of Niagara Falls, Department of Engineering<br>716-286-4410, victoria.gemuend@niagarafallsny.gov |

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

## Our Winning Plan - NY811 Mark-Out Services (Street Light wiring only)

### Key Components

- OTM will deliver an 811 Mark-Out program per the requirements in Section 4 – Scope of Services of RFP/RFQ Provision of Professional Dig Safely New York Mark-Out & Utility Mapping Services (TOA Job #2023.036A).
- The utilities to be marked out include street lighting only.
- OTM will receive and respond to, as required, all Dig Safely New York excavation notices for the Town's Underground-fed Street Lighting Service Area (811 dig requests or tickets).
- OTM shall respond to each 811 tickets within the timeframe specified for the ticket type and shall provide such temporary markings and protection as may be required. Such protection shall include painting, flagging or staking the horizontal location of underground facilities in accordance with current marking standards listed in 16 NYCRR 753.
- All Mark-Outs will be videotaped, and the video will be attached to the completed ticket in OTM's ticket management system.
- Emergency tickets just as Regular tickets will be assigned to technicians, color coded in red highlight, and listed at the top of their ticket management system work screens indicating that they must respond within 2 hrs.
- OTM will establish a 2 – 3 person On-Call schedule where technicians will be 'on' every other or every third week. The after-hour emergency tickets will be automatically assigned to the On-Call technician, and he/she will receive both an automatic text message and phone call for notification. The technician will continue to receive text messages and phone calls until he/she acknowledges having received it. The Supervisor will receive a courtesy copy of all after-hour emergency tickets.
- OTM will utilize our irth Solutions DigTix Ticket Management System to receive 811 dig requests automatically and directly from the Dig Safely New York, Inc. One-Call Center. For each 811 ticket, OTM shall report the presence or absence of underground utilities directly to the One-Call System via Automated Positive Response (APR).
- Our ticket management system is capable of automatically identifying all ticket types including Design Tickets. These tickets will be auto assigned to a program administrator who will create .pdf maps of the appropriate areas to be emailed to requesters in accordance with NY811 procedures. The APR will be provided to UDIG NY just as is the case with 'Clears' or 'Mark-Outs'.
- The Town of Amherst (at no cost to the town) will be provided with facilities access (using a username & password to be provided) into OTM's ticket management system to access and download all tickets with ticket notes and video Mark-Outs at their leisure and per their discretion. FYI, all ticket data is achieved for a minimum of 7 years.
- The Town of Amherst will receive monthly invoices along with a complete listing of all 811 dig request ticket number, origination date, completion date, work location, excavator's name, close code (i.e., clear, marked, design, etc.), tech's name, etc. in both excel (.xls) and/or .pdf file formats.

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

## Staffing Plan

- OTM will stand up a **four (4) person program team**: one (1) Program Manager/Supervisor, one (1) administrative support person, and at least **two (2) underground utility technician located in the Buffalo, NY area.** We have other utility locating technicians to support these resources if and as needed as well as to provide other services noted in cost proposal Sections 4.2 & 4.3.
- All technicians will have **Dig Safely New York (DSNY) 811 Excavator training/certification.**
- Field technicians are paid competitive wages including a comprehensive set of benefits – health care, dental, life insurance, vision, 401K, etc. (Please see Appendix F for a full listing of current employee benefits). This is important in both attracting and, just as important in, retaining good talent. We want to employ not only employees with solid skills/capabilities but employees with the right behavioral traits such as humility, hunger, and smarts (see The Ideal Team Player by Patrick M. Lencioni).
- One of OTM's core values is Our People. We believe in work-life balance and the well-being of our employees. For example, we don't believe in or implement mandatory 10-hour workdays or 60+ hours work weeks. Also, we don't reduce hours during the low-ticket volume months or do work year end furloughs/layoffs.
- Our staffing strategy is to staff the program with enough resources so most, if not all, employees work a standard Monday through Friday, 40 hours per work week with minimal overtime for a full 52 weeks of the calendar year. Given this approach, our employees will not be expected to work much overtime and so their annual gross salary will be obtained by a higher base pay rate. We will also provide 1-week vacation and 1-week personal time for all new employees. More experienced or senior employees may receive up to 4 weeks of vacation/personal time.
- This staffing strategy demonstrates one of our key values, which is respect for our employees. This approach values them as well as helps them to manage their ever-increasing work life balance. It helps with overall employee satisfaction and retention, which in turn positively affects quality and productivity.

## Alternative Services & Innovation

Regarding services noted in Section 4.2 and 4.3 Items, OTM will design and implement an online form for the Town to use to submit requests for work. Please see a similar online form for the Onondaga - Water & Environmental Protection, Parks & Recreation, and Zoo (https://onthemark.wufoo.com/forms/ononodaga-work-request-form/). The Town will fill out this form to make a request for utility locating and/or mapping. This form is automatically sent to our private locating team, and the work will be scheduled. FYI, a courtesy copy of the form will be sent to the requester's email. OTM will create a work ticket similar in nature to an 811-dig request, and the private locating team will process this request by doing the work and documenting it with notes, video, and photos. Just as is the case for streetlight mark-out services, the Town will be given facilities access to OTM's private utility ticket management system and will be able to review all requests in terms of work done – ticket notes, videos, and photos. This data will be achieved for 7 years.

The Town will be invoiced for work done on a per hour basis according to the pricing shown in Sections 4.2 & 4.3.

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

Docusign Envelope ID: D7889DB2-6B38-44AF-8135-47240EA57B60



## List of Vehicles and Equipment

| Technician | Year | Make | Model | VIN No. | Locating Equipment |
|---|---|---|---|---|---|
| Bruce Schwertfeger | 2022 | Mitsubishi | Eclipse | JA4ATWAA0NZ056362 | Radiodetection RD 7000 Series RF locator |
| Daryl Burrough | 2022 | Mitsubishi | Eclipse | JA4ATUAA8NZ055948 | Radiodetection RD 7000 Series RF locator |
| Daniel Sasu | 2022 | Mitsubishi | Eclipse | JA4ATUAA2NZ053919 | RD 7000 Series RF Locator, Pipe horn |
| Brandon Pyle | 2021 | Ram | Promaster | ZFBHRFAB4M6V76210 | RD 7000 Series, Pipe horn,& MALÅ ProEx GPR |
| Adam Banks | 2025 | Ram | Promaster | 3C6LRVDG7SE523783 | RD 7000 Series, Pipe horn, MALÅ Ground Explorer (GX) GPR |

In addition to the above, OTM will provide all technicians with

- Personal Protective Equipment (PPE) – Company branded hard hat, safety vest, rotating lights, safety cones, etc.
- Metal detectors, picks, shovels, and other miscellaneous tools
- Windows (11) based laptop computer & tablets
- Unlimited data Android based cellular phones with photo/video functionality

## Safety/Risk Management

As stated in our Company's mission, we want to do what we do in a way that protects life and our environment. This means everything we do starts with Safety. Yes, we have safety policies and processes, safety training, PPE, and other things of this nature. However, more than this is the collective organizational mindset and culture of Safety First. This is what we are striving for and working towards every day with each employee. Below is a list of the key elements of our Control or Risk Management System:

1. OTM Safety Handbook including HSE Policy (can be provided upon request)
2. Background/DMV/D&AT Testing (of each employee as part of new employment/on-boarding) OTM utilizes DISA Global Solutions for our Background/DMV/and Drug & Alcohol Testing (D&AT). All personnel supporting the contract, office, and field will be put into this program which is compliance with D.O.T. drug testing requirements (Federal Specification 49 CFR 199.11 Subpart C). This program and records will be available to the Town of Amherst's auditing without prior notice.
3. Vehicle Safety Policy & Procedures:
   - NYS Defensive Driving online course
   - Annual review/sign-off on the following documents:
     - Employee Handbook which includes General Safety/Driving Safety
     - Safe Driving & Fleet Management Safety Program
     - Driver's General Information & Expectations
     - GPS Surveillance Policy
   - Issuance of Personal Protective Equipment (PPE) including hard hat, safety vest, vehicle rotating lights, vehicle safety cones, etc.
   - On-going monthly and random vehicle field inspections by field supervisors
4. GPS Monitoring of all vehicles:
   - Daily/weekly on-line review of vehicles by field supervisors
   - Auto email notifications to supervisor/fleet manager for:
     - Device disconnected



Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

## Safety/Risk Management, cont'd

- Work Time/Hours Geofencing (M-F, 6:30 am - 7:00 pm)
- Speeding (>10 mph above local speed limit; >80 mph)
- Braking, Accelerating, Cornering, etc.
- Policy based disciplinary action (e.g., verbal, written, time off without pay, and termination).

5. Maintenance & Repairs of Vehicles:
   - Monthly maintenance plans
   - Auto email notifications for oil change, tire rotation/replacement, std. check-ups, etc.
6. On-going Safety Communications: (incl. vehicle safety/safe driving) during weekly program meetings, newsletters, emails, etc.

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

# Appendix A - Cost Proposal

**NY811 Mark-out Services (Street Light wiring only)**

| Non Item # | Section 4.1 Items [1,2,3] | Non-Prevailing Wage ($) July 30, 2025 - July 30, 2026 | Non-Prevailing Wage ($) July 31, 2026 - July 30, 2027 |
|---|---|---|---|
| 1 | Normal Business Hours Per ticket Rate (Field Response) | $15.00 | $15.38 |
| 2 | Normal Business Hours Emergency Ticket Rate (Field Response) | $18.00 | $18.45 |
| 3 | After Hour Emergency Ticket Rate (Field Response)[4] | $70.00 | $71.75 |
| 4 | Ticket Review (Office - Clear Response) | $12.00 | $12.30 |
| 5 | Project Rate (as needed) - Per Hr. [5] | $50.00 | $51.25 |
| 6 | Quarter Hour (as needed)[5] | $12.50 | $12.81 |
| 7 | Non-At Fault Damage Investigation Fee (Each) | $100.00 | $102.50 |
| | | | |
| 8 | Damage Restoration Cap – amount paid to the Town when 3rd Party Mark-out Company is found to be at fault, Lump Sum dollar amount per incident | Reimbursement of repair costs labor & material incurred by the Town per invoice provided to OTM. Net 30 day payment terms. | Reimbursement of repair costs labor & material incurred by the Town per invoice provided to OTM. Net 30 day payment terms. |

**Town-Requested Utility Mark-Outs (Unrelated to NY811)**

| Non Item # | Section 4.2 Items | Non-Prevailing Wage ($) July 30, 2025 - July 30, 2026 | Non-Prevailing Wage ($) July 31, 2026 - July 30, 2027 |
|---|---|---|---|
| 9 | Electrical Lines per hour | $187.50 | $192.19 |
| 10 | Communication Lines (fiber) per hour | $187.50 | $192.19 |
| 11 | Waterline per hour | $270.00 | $276.75 |
| 12 | Sanitary Force Main per hour | $270.00 | $276.75 |
| 13 | Gravity Sanitary per hour | $270.00 | $276.75 |
| 14 | Storm Sewer per hour | $270.00 | $276.75 |

Note: Per hour rates is per person. Two (2) persons would be double the amount shown above. Scope of work dictates # of persons required and the Town's approval must be provided before any work is done.

**Subsurface Utility Mapping**

| Non Item # | Section 4.3 Items | Non-Prevailing Wage ($) July 30, 2025 - July 30, 2026 | Non-Prevailing Wage ($) July 31, 2026 - July 30, 2027 |
|---|---|---|---|
| 15 | Electrical Lines per hour | $85.00 | $87.13 |
| 16 | Communication Lines (fiber) per hour | $85.00 | $87.13 |
| 17 | Waterline per hour | $85.00 | $87.13 |
| 18 | Sanitary Force Main per hour | $85.00 | $87.13 |
| 19 | Gravity Sanitary per hour | $85.00 | $87.13 |
| 20 | Storm Sewer per hour | $85.00 | $87.13 |

| Extension Year Proposed Annual Price Escalation (%) | |
|---|---|
| Year 3 (7/31/27 – 7/31/28) | 2.5%* |
| Year 4 (7/31/28 – 7/31/29) | 2.5%* |
| Year 5 (7/31/29 – 7/31/30) | 2.5%* |

* OTM proposes a **tiered escalation structure**, with a cap of 2.5 % annually. Actual increases will be based on the CPI-U (Consumer Price Index for Urban Consumers) or an agreed inflation index, ensuring fairness for both parties.

Notes:

1. **Pricing in Section 4.1 is predicated on the Town of Amherst providing to OTM a complete set of .kmz files for all streetlights.**
2. **All 811 dig requests (tickets) provided to OTM from UDIG NY must be for streetlights only. No other Town facilites can be on 811 dig request tickets.**
3. **Pricing for NY811 Mark-Out Services (Section 4.1) is based on an estimated annual ticket volume of approximately 6,787, as referenced in proposal notes. Should actual volume vary significantly (e.g., due to partial award, reduced service area, or lower ticket frequency), OTM respectfully reserves the right to revisit unit pricing in good faith negotiation with the Town, in alignment with Section 4 and Section 8 of the RFP.**
4. **This priced item is based on a ticket where OTM is estimating an average work time per ticket. If billed on a per hour basis, price would be $58/hr.**
5. **Pricing for items 1- 4 above are for 'Single Address' tickets. If '0' Address or Project Tickets are submitted, they will be done per items 5 & 6.**
6. **OTM ensures that there will be no additional charges incurred without the Town of Amherst's prior written approval.**



Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

Docusign Envelope ID: D7889DB2-6B38-44AF-8135-47240EA57B60



## Appendix B - IRAN DIVESTMENT ACT CERTIFICATION

As a result of the Iran Divestment Act of 2012 (Act), Chapter 1 of the 2012 Laws of New York, a provision was added to the State Finance Law (SFL), Section 165-a, effective April 12, 2012. Under the Act, the Commissioner of the Office of General Services (OGS) will develop a list (prohibited entities list) of "persons" who are engaged in "investment activities in Iran" (both are defined terms in the law). This list is posted on the OGS website.

By submitting a response to this solicitation, or by assuming the responsibility under a Contract/Lease awarded hereunder, Bidder/Contractor/Vendor (or any assignee) certifies that it will not utilize on such Contract/Lease any subcontractor that is identified on the prohibited entities list.

Additionally, Bidder/Contractor/Vendor is advised that any Bidder/ Contractor/Vendor seeking to renew or extend a Contract/Lease (or assume responsibility of a Contract/Lease awarded must certify at the time the Contract/Lease is renewed, extended or assigned that it is not included on the prohibited entities list.

During the term of the Contract/Lease, should the Town of Amherst (Town) receive information that a person is in violation of the above-referenced certification, the Town will offer the person an opportunity to respond. If the person fails to demonstrate that it has ceased its engagement in the investment which is in violation of the Act within 90 days after the determination of such violation, then the Town shall take such action as appropriate including, but not limited to, imposing sanctions, seeking compliance, recovering damages or declaring the Bidder/Contractor/Vendor in default.

The Town reserves the right to reject any Contract/Lease or request for assignment for an entity that appears on the prohibited entities list prior to the award of a Contract/Lease, and to pursue a responsibility review with respect to any entity that is awarded a Contract/Lease and appears on the prohibited entities list after Contract/Lease award.

Company Name: On the Mark Utility Locating Services, Inc.

Signature: John W. Bryant

Print Name: John W. Bryant

Title: Partner/CFOO

Date: 6/4/2025

Revised 4.2017

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

# Appendix C – Certificate of Insurance

ACORD®

## CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 5/28/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

| | |
|---|---|
| **PRODUCER**<br>Arthur J. Gallagher Risk Management Services, LLC<br>30 Century Hill Drive<br>Suite 200<br>Latham NY 12110 | **CONTACT NAME:** Shannon K. Devane<br>**PHONE (A/C, No, Ext):** 518-556-3118 **FAX (A/C, No):**<br>**E-MAIL ADDRESS:** Shannon_Devane@ajg.com |
| **INSURED** ONTHEMA-05<br>On The Mark Utility Locating Services inc<br>21 Goodway Dr., Suite 171<br>Rochester NY 14623 | **INSURER(S) AFFORDING COVERAGE** — **NAIC #**<br>INSURER A : Fireman's Fund Insurance Company — 21873<br>INSURER B : American Automobile Insurance Company — 21849<br>INSURER C : Endurance American Specialty Ins Co — 41718<br>INSURER D : Houston Specialty Insurance Company — 12936<br>INSURER E :<br>INSURER F : |

**COVERAGES** **CERTIFICATE NUMBER:** 878251096 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

| INSR LTR | TYPE OF INSURANCE | ADDL INSD | SUBR WVD | POLICY NUMBER | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS | |
|---|---|---|---|---|---|---|---|---|
| A | X COMMERCIAL GENERAL LIABILITY<br>CLAIMS-MADE [X] OCCUR<br>GEN'L AGGREGATE LIMIT APPLIES PER:<br>POLICY [X] PRO-JECT [ ] LOC<br>OTHER: | Y | Y | USCD33319250 | 3/22/2025 | 3/22/2026 | EACH OCCURRENCE<br>DAMAGE TO RENTED PREMISES (Ea occurrence)<br>MED EXP (Any one person)<br>PERSONAL & ADV INJURY<br>GENERAL AGGREGATE<br>PRODUCTS - COMP/OP AGG | $ 1,000,000<br>$ 100,000<br>$ 5,000<br>$ 1,000,000<br>$ 2,000,000<br>$ 2,000,000 |
| B | AUTOMOBILE LIABILITY<br>X ANY AUTO<br>OWNED AUTOS ONLY<br>X HIRED AUTOS ONLY<br>SCHEDULED AUTOS<br>X NON-OWNED AUTOS ONLY | Y | Y | SCV0133542501 | 3/22/2025 | 3/22/2026 | COMBINED SINGLE LIMIT (Ea accident)<br>BODILY INJURY (Per person)<br>BODILY INJURY (Per accident)<br>PROPERTY DAMAGE (Per accident) | $ 1,000,000<br>$<br>$<br>$ |
| A C | X UMBRELLA LIAB X OCCUR<br>X EXCESS LIAB CLAIMS-MADE<br>DED X RETENTION $ 10,000 | Y | Y | USCD3221225U<br>ELD30049772702 | 3/22/2025<br>3/22/2025 | 3/22/2026<br>3/22/2026 | EACH OCCURRENCE<br>AGGREGATE | $ 2,000,000<br>$ 2,000,000 |
| B | WORKERS COMPENSATION AND EMPLOYERS' LIABILITY<br>ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N [N]<br>(Mandatory in NH)<br>If yes, describe under DESCRIPTION OF OPERATIONS below | N / A | | SCW0282412401 | 3/22/2025 | 3/22/2026 | X PER STATUTE [ ] OTH-ER<br>E.L. EACH ACCIDENT<br>E.L. DISEASE - EA EMPLOYEE<br>E.L. DISEASE - POLICY LIMIT | $ 1,000,000<br>$ 1,000,000<br>$ 1,000,000 |
| D | Professional E&O Liab | | | MEO-HS-0008171-00 | 5/20/2025 | 5/20/2026 | Each Claim | $3,000,000 |

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Town of Amherst is included as Additional Insured as respects General Liability (Both ongoing and completed operations), Automobile Liability and Umbrella Liability policies as required by written contract and only with respects to operations of the named insured, pursuant to and subject to the policy's terms, definitions, conditions and exclusions. The insurance provided in the General Liability policy is primary and noncontributory as required by written contract and only with respects to operations of the named insured pursuant to and subject to the policy's terms, definitions, conditions and exclusions. Waiver of Subrogation applies to additional insured, as respects General liability, Auto liability and Umbrella liability policies as required by written contract and only with respects to operations of the named insured, pursuant to and subject to the policy's terms, definitions, conditions and exclusions.

| CERTIFICATE HOLDER | CANCELLATION |
|---|---|
| Town of Amherst<br>5583 Main Street<br>Williamsville NY 14221 | SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.<br>AUTHORIZED REPRESENTATIVE |

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Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

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TOWN OF AMHERST ENGINEERING DEPARTMENT
ENGINEERING SERVICES DIVISION
BRIAN J. ARMSTRONG – DIRECTOR OF ENGINEERING SERVICES

**ADDENDUM NO. 1**
**Request for Proposal and Qualifications**
**Provision of Professional Dig Safely New York Mark-out & Utility Mapping Services**
**TOA Job # 2023.036A**
**Town of Amherst, NY**
**Dated: May 30, 2025**

In Accordance with Section 11 in the RFP/RFQ, this Addendum is issued to clarify questions received regarding the above-referenced RFP/RFQ.

The following questions were submitted by a prospective respondent. The Town's responses are provided below.

**Question 1:** How many street lights does the Town have?
***Town of Amherst Response 1:***
*Cobrahead: 2,927*
*Post Top: 6,598*

**Question 2:** Will the Town be able to provide the supplier with a complete set of .kmz files of their street lights (poles, underground lines, etc.)?
***Town of Amherst Response 2:*** *Yes, the Town of Amherst will provide a complete set of .kmz files for relevant street lighting infrastructure.*

**Question 3:** Does the Town have any historical data on number or % of office clears vs. field mark-outs? If not for the entire year, can a few months be provided to help the supplier understand field labor needs?
***Town of Amherst Response 3:*** *No, the Town of Amherst does not have historical data available on office clears versus field mark-outs.*

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**Question 4:** Does the Town have any historical data on number or % of after-hour emergency tickets?

***Town of Amherst Response 4:*** *The Town of Amherst provides the following data for after-hour emergency tickets (excludes business hour emergencies):*

*November 2024 – 2%*
*December 2024 – 8%*
*January 2025 – 11%*
*February 2025 – 6%*
*March 2025 – 5%*
*April 2025 – 11%*

**Question 5:** How much weight of the award decision will be based on pricing of Section 4.2 and 4.3 vs. 4.1?

***Town of Amherst Response 5:*** *No predetermined weighting has been assigned as of this Addendum. Proposals will be reviewed and scored by individual section. As noted in the RFP, the Town reserves the right to award Sections 4.1, 4.2, and 4.3 separately. Therefore, respondents who do not specialize in services outlined in Sections 4.2 or 4.3 may choose not to submit pricing for those sections and still be considered for award of Section 4.1—or any combination of sections, as applicable.*

**Acknowledgment of Receipt – Addendum No. 1**

The undersigned hereby acknowledges receipt of **Addendum No. 1** for:

**REQUEST FOR PROPOSAL AND QUALIFICATIONS**
**PROVISION OF PROFESSIONAL DIG SAFELY NEW YORK MARK-OUT & UTILITY MAPPING SERVICES**
**TOA Job # 2023.036A**

This acknowledgment must be signed by an authorized representative and **submitted with the final proposal package in accordance with Section 11.4 of the RFP**.

**NOTE:** Failure to include this signed acknowledgment with the proposal submission may result in disqualification.

**Signature:** Signed by: John W. Bryant 033C7507D1304D6...

**Printed Name:** John W. Bryant

**Title:** Partner/CFOO

**Company:** On The Mark Utility Locating Services, Inc.

**Date:** 6/4/2025

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

Docusign Envelope ID: D7889DB2-6B38-44AF-8135-47240EA57B60





TOWN OF AMHERST ENGINEERING DEPARTMENT
ENGINEERING SERVICES DIVISION
BRIAN J. ARMSTRONG – DIRECTOR OF ENGINEERING SERVICES

**ADDENDUM NO. 2**
**Request for Proposal and Qualifications**
**Provision of Professional Dig Safely New York Mark-out & Utility Mapping Services**
**TOA Job # 2023.036A**
**Town of Amherst, NY**
**Dated: June 3, 2025**

In Accordance with Section 11 in the RFP/RFQ, this Addendum is issued to clarify questions received regarding the above-referenced RFP/RFQ.

The following questions were submitted by a prospective respondent. The Town's responses are provided below.

**Question 1:** Are Late ticket classifications by the Amherst determined by UDigNY 811 Ticket Type Late notifications or solely based on original ticket due date?
***Town of Amherst Response 1:*** *Late tickets will be determined by UDigNY 811.*

**Question 2:** Can Amherst provide historical or estimated volumes for bid items in sections 4.2 and 4.3 (Town Requested Utility Mark-outs / Subsurface Utility Mapping)?
***Town of Amherst Response 2:*** *No. These are new services being requested. As such, there is no historical data.*

**Question 3:** Is there a historical average claims cost per Amherst streetlight damage? Can Amherst provide the historical number of damage investigations needed per month or annually?
***Town of Amherst Response 3:*** No.

**Question 4:** What is the required timeline for damage investigations returned to Amherst?
***Town of Amherst Response 4:*** *Damage investigations are around 2-3 per year.*

**Question 5:** What is the timeline for notifying the locate vendor about a utility damage that requires an investigation? Additionally, is there a post damage notification cutoff time that would relieve the locate vendor from the damage investigation requirement?
***Town of Amherst Response 5:*** *There is no specified time, but Town and Vendor can agree on a time. We normally authorize as soon as we find out that there is a claim from a contractor that there was potentially a mis-mark. We recognize that it is easiest for the 3rd party mark out vendor to investigate when the excavation is open. As such, notification is provided quickly.*





Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

**Acknowledgment of Receipt – Addendum No. 2**

The undersigned hereby acknowledges receipt of **Addendum No. 2** for:

**REQUEST FOR PROPOSAL AND QUALIFICATIONS**
**PROVISION OF PROFESSIONAL DIG SAFELY NEW YORK MARK-OUT & UTILITY MAPPING SERVICES**
**TOA Job # 2023.036A**

This acknowledgment must be signed by an authorized representative and **submitted with the final proposal package in accordance with Section 11.4 of the RFP**.

**NOTE:** Failure to include this signed acknowledgment with the proposal submission may result in disqualification.

**Signature:** Signed by: John W. Bryant 033C7507D1304D6...

**Printed Name:** John W. Bryant

**Title:** Partner/CFOO

**Company:** On The Mark Utility Locating Services, Inc.

**Date:** 6/4/2025

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

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TOWN OF AMHERST ENGINEERING DEPARTMENT
ENGINEERING SERVICES DIVISION
BRIAN J. ARMSTRONG – DIRECTOR OF ENGINEERING SERVICES

**ADDENDUM NO. 3**
**Request for Proposal and Qualifications**
**Provision of Professional Dig Safely New York Mark-out & Utility Mapping Services**
**TOA Job # 2023.036A**
**Town of Amherst, NY**
**Dated: June 3, 2025**

In Accordance with Section 11 in the RFP/RFQ, this Addendum is issued to clarify questions received regarding the above-referenced RFP/RFQ.

The following questions were submitted by a prospective respondent. The Town's responses are provided below.

**Question 1:** Will the Town accept exceptions to the contract and SOW?
***Town of Amherst Response 1:*** *The Town will review proposed exceptions on a case-by-case basis; however, significant deviations from the Scope of Work referenced in the RFP/RFQ may negatively impact the evaluation of the proposal. Respondents are encouraged to clearly identify and justify any exceptions.*

**Question 2:** Will the Town accept exceptions to the RFP documents? If yes, does that count towards our 10-page limit?
***Town of Amherst Response 2:*** *Yes, exceptions to the RFP documents may be submitted. Any exceptions and their justifications must be included within the 10-page proposal limit.*

**Question 3:** May the Bidder propose a contract template? If yes, does that count towards our 10-page limit?
***Town of Amherst Response 3:*** *Bidders may submit a proposed contract template as supplemental material. Such templates will not count toward the 10-page limit if included as an appendix and referenced appropriately within the proposal narrative.*

**Question 4:** Can we submit a template contract?
***Town of Amherst Response 4:*** *Yes, bidders may submit a template contract. However, please be advised that the Town is currently formulating its own Agreement based on the RFP/RFQ and its standard terms and conditions. While proposer templates may be reviewed for reference, it is highly unlikely that any bidder-provided contract will be used in place of the Town's final Agreement.*



Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

Docusign Envelope ID: D7889DB2-6B38-44AF-8135-47240EA57B60





The undersigned hereby acknowledges receipt of **Addendum No. 3** for:

**REQUEST FOR PROPOSAL AND QUALIFICATIONS**
**PROVISION OF PROFESSIONAL DIG SAFELY NEW YORK MARK-OUT & UTILITY MAPPING SERVICES**
**TOA Job # 2023.036A**

This acknowledgment must be signed by an authorized representative and **submitted with the final proposal package in accordance with Section 11.4 of the RFP**.

**NOTE:** Failure to include this signed acknowledgment with the proposal submission may result in disqualification.

**Signature:** Signed by: John W. Bryant 033C7507D1304D6...

**Printed Name:** John W. Bryant

**Title:** Partner/CFOO

**Company:** On The Mark Utility Locating Services, Inc.

**Date:** 6/4/2025

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

# Appendix E – Performance Data on OTM's Mark-Out Programs

**At-Fault Damages for OTM Mark-Out Programs**

| 811 One Call Program Name | Facility Type | Duration (Yrs) | Est. Ticket Volume | At-fault Damages |
|---|---|---|---|---|
| Buffalo Sewer Authority | Sewer | 5.0 | 75,070 | 2 |
| Adesta NYS Thruway Authority | Fiber | 3.0 | 31,152 | 1 |
| NYS Unified Court System | Fiber | 4.0 | 13,600 | 0 |
| ConEdison Electric | Electric | 2.0 | 5,700 | 0 |
| Town of Cheektowaga | Street lights (Electric) | 0.7 | 2,282 | 0 |
| City of Niagara Falls | Street lights (Electric) | 0.6 | 1,223 | 0 |

| | |
|---|---|
| 129,027 | 3 |

| | |
|---|---|
| Damage Ratio (Per 1K) | 0.023 |

**Buffalo Sewer Authority (Past 12 Months)**

| Month | Tickets | Delayed | Late (& -01s) | % Delayed | % Late | % Delayed & Late |
|---|---|---|---|---|---|---|
| Jun-24 | 1199 | 0 | 10 | 0.0% | 0.8% | 0.8% |
| Jul-24 | 1366 | 5 | 15 | 0.4% | 1.1% | 1.5% |
| Aug-24 | 1268 | 1 | 5 | 0.1% | 0.4% | 0.5% |
| Sep-24 | 1464 | 2 | 4 | 0.1% | 0.3% | 0.4% |
| Oct-24 | 1732 | 19 | 9 | 1.1% | 0.5% | 1.6% |
| Nov-24 | 871 | 2 | 7 | 0.2% | 0.8% | 1.0% |
| Dec-24 | 804 | 5 | 5 | 0.6% | 0.6% | 1.2% |
| Jan-25 | 883 | 0 | 8 | 0.0% | 0.9% | 0.9% |
| Feb-25 | 698 | 0 | 4 | 0.0% | 0.6% | 0.6% |
| Mar-25 | 1214 | 1 | 9 | 0.1% | 0.7% | 0.8% |
| Apr-25 | 1786 | 0 | 27 | 0.0% | 1.5% | 1.5% |
| May-25 | 1729 | 2 | 27 | 0.1% | 1.6% | 1.7% |
| Total | 15014 | 37 | 130 | 0.2% | 0.9% | 1.1% |

**Adesta NYS Thruway Authority (Past 12 Months)**

| Month | Tickets | Delayed | Late | % Delayed | % Late | % Delayed & Late |
|---|---|---|---|---|---|---|
| Jun-24 | 1280 | 6 | 8 | 0.5% | 0.6% | 1.1% |
| Jul-24 | 1426 | 1 | 16 | 0.1% | 1.1% | 1.2% |
| Aug-24 | 943 | 6 | 11 | 0.6% | 1.2% | 1.8% |
| Sep-24 | 753 | 3 | 17 | 0.4% | 2.3% | 2.7% |
| Oct-24 | 916 | 8 | 12 | 0.9% | 1.3% | 2.2% |
| Nov-24 | 667 | 2 | 2 | 0.3% | 0.3% | 0.6% |
| Dec-24 | 640 | 4 | 3 | 0.6% | 0.5% | 1.1% |
| Jan-25 | 492 | 1 | 1 | 0.2% | 0.2% | 0.4% |
| Feb-25 | 432 | 4 | 1 | 0.9% | 0.2% | 1.2% |
| Mar-25 | 870 | 6 | 6 | 0.7% | 0.7% | 1.4% |
| Apr-25 | 1013 | 2 | 1 | 0.2% | 0.1% | 0.3% |
| May-25 | 952 | 14 | 0 | 1.5% | 0.0% | 1.5% |
| Total | 10384 | 57 | 78 | 0.5% | 0.8% | 1.3% |

Note: OTM receives and manages all 811 dig requests but for mark-outs assigns to both OTM technicians and Adesta technicians. Ticket volume above is just tickets processed by OTM.

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

Docusign Envelope ID: D7889DB2-6B38-44AF-8135-47240EA57B60



# Appendix F – OTM Employee Benefits

NEW YORK STATE OF OPPORTUNITY | Division of Minority and Women's Business Development

ON THE MARK UTILITY MANAGEMENT SERVICES

**Protecting Life and Our Environment**

**2024 - 2025 Employee Benefits**

1. **Sick Time** – Per New York State law, up to 1 week (40 hours) for full time and part time employees
   - Starts immediately upon hire
   - Prorated to calendar year date (e.g., end of June hire would be prorated to 20 hours)
   - Renews (for 40 hours) at beginning of new calendar year

2. **Paid Time Off (PTO):**
   - **Exempt:** Unlimited
   - **Full Time Hourly:**
     - 1 week (for all new employees) up to 4 weeks
       - Starts after 3 month probation
       - Renews on work anniversary or hire date

3. **9 Paid Holidays:**
   1. New Year Day
   2. Juneteenth or Floating Holiday
   3. Memorial Day
   4. Independence Day
   5. Labor Day
   6. Thanksgiving Day
   7. Thanksgiving Day After or Floating Holiday
   8. Christmas Day
   9. Christmas Day After or Floating Holiday

4. **Medical Insurance: Excellus BCBS (New Rates effective 12/1/2024)**

   - OTM pays $312.90/mo. (single) - $486.65/mo. (Subscriber & or Family) towards medical coverage. Below are provider rates and (employee cost):

     - Single - $591.93/mo. (Employee's cost: $64.39/wk.)
     - Subscriber & Spouse - $1,183.86/mo. (Employee's cost: $160.89/wk.)
     - Subscriber & Child(ren) - $1,006.28/mo. (Employee's cost: $119.91/wk.)
     - Family - $1,687.00/mo. (Employee's cost: $277.00/wk.)

5. **Dental Insurance: Principal (New Rates effective 12/1/2024)**

   - OTM pays 50% towards dental coverage. Below are provider's rates and (employee's cost):

     - Employee - $30.74/mo. (Employee's cost = $3.55/wk.)
     - Employee + 1 - $62.39/mo. (Employee's cost = $7.20/wk.)
     - Employee + Child(ren) - $69.55/mo. (Employee's cost = $8.03/wk.)
     - Family - $105.85/mo. (Employee's cost = $2.21/wk.)

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

NEW YORK STATE OF OPPORTUNITY | Division of Minority and Women's Business Development

**Protecting Life and Our Environment**

**2024 - 2025 Employee Benefits**

Delta Dental: Add-On Coverage. Rates are based on which tier you choose. It is fully sponsored (paid for) by the employee.

6. **Vision: Davis Vision**

   - OTM pays 75% of each coverage.
   - Employee Only - $4.00/mo. - (Weekly cost - $0.23/wk.)
   - Employee + One - $7.20/mo. - (Weekly cost - $0.42/wk.)
   - Employee + Child(ren) - $7.61/mo. - (Weekly cost - $0.44/wk.)
   - Employee + Family - $12.00/mo. - (Weekly cost - $0.69/wk.)

7. **NYS Short Term & Long-Term Disability**

   - Cash benefits are 50% of a claimant's average weekly wage, but no more than the maximum benefit allowed, currently $170 per week

8. **Enhances Short & Long-Term Disability** (for supervisors/managers)

   - 60% of weekly wage up to $1200/wk. Company pays for this at no cost to employee

9. **Life Insurance: Principal**

   - OTM provides $20,000 of coverage for each full-time employee AT NO COST TO EMPLOYEE
   - Rates for additional coverage are based on age and are fully sponsored (paid for) by the employee

10. **401k: Charles Schwab**

    - OTM will make a matching contribution of 50% of the employee's contribution up to a total employee contribution of 10% (of weekly wages).
      - As an example, if you contribute 8%, OTM will contribute 4%. If you contribute 10%, OTM will contribute 5%. If however, you contribute 15%, OTM will contribute 5% (as this 5% is the OTM cap).

    - All employees are automatically enrolled at 4% but can change their enrollment percentage, up or down if they choose.

## Appendix G – Example OTM Vehicle

Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

# NEW YORK STATE
## MINORITY- AND WOMEN-OWNED BUSINESS ENTERPRISE ("MWBE")
## CERTIFICATION

Empire State Development's Division of Minority and Women's Business Development grants a

**Minority Business Enterprise (MBE)**

pursuant to New York State Executive Law, Article 15-A to:

**On The Mark Utility Locating Services, Inc.**

**Certification Awarded on:** September 13, 2021
**Expiration Date:** September 13, 2026
**File ID#:** 66049

NEW YORK STATE OF OPPORTUNITY. Division of Minority and Women's Business Development

A Division of Empire State Development

THIS CERTIFIES THAT

# On The Mark Utility Locating Services, Inc.

dba On The Mark Utility Locating Services, Inc.

NMSDC
National Minority Supplier Development Council

* Nationally certified by the: **NEW YORK & NEW JERSEY MINORITY SUPPLIER DEVELOPMENT COUNCIL**

*NAICS Code(s): 561990

* Description of their product/services as defined by the North American Industry Classification System (NAICS)

| | | |
|---|---|---|
| 03/06/2024 | | NY13146 |
| **Issued Date** | | **Certificate Number** |
| 02/28/2025 | **Ying McGuire**<br>**NMSDC CEO and President** | Terrence Clark |
| **Expiration Date** | | **Terrence Clark, President & CEO** |

By using your password (NMSDC issued only), authorized users may log into NMSDC Central to view the entire profile: http://nmsdc.org

Certify, Develop, Connect, Advocate.

* MBEs certified by an Affiliate of the National Minority Supplier Development Council, Inc.®









Attachment: On the Mark attachments (RES-2025-581 : Streetlighting Utility Mark-Out Services: on the Mark Utility Locating Services, Inc.)

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Human Resources
Initiated by: **Robert McCarthy**
Co-Sponsored by:

DOC ID: 30580 **RESOLUTION 2025-582** **ADOPTED**

# Laboratory Technician (Environmental Chemistry) Engineering/Plant #16

Please appoint a Laboratory Technician (Environmental Chemistry) to the Engineering/Plant #16 Department. Permanent, from list, pending satisfactory completion of a probationary term as set forth in the Civil Service Rule XIII. Effective June 24, 2025 at an annual salary of $48,267, Grade 10, Step B for Matthew Koeppel.

This is a promotion for an employee currently serving as a Cook.

Replacing an employee who retired.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Human Resources
Initiated by: **Robert McCarthy**
Co-Sponsored by:

DOC ID: 30586 **RESOLUTION 2025-583** **ADOPTED**

# Motor Equipment Operator/Engineering (2 Positions)

Please appoint two (2) Motor Equipment Operators to the Engineering-Sewer Maintenance Department. Permanent, pending satisfactory completion of a probationary term as set forth in the Civil Service Rule XIII. Effective June 24, 2025 at an hourly rate of $21.84, Grade III, Step 1 for Kevin Sullivan and Andrew Bezinque.

These are promotions for employees currently serving as Maintenance Workers.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Human Resources
Initiated by: **Robert McCarthy**
Co-Sponsored by:

DOC ID: 30587 **RESOLUTION 2025-584** **WITHDRAWN**

# Maintenance Worker/Engineering Department

Please appoint a Maintenance Worker to the Engineering-Sewer Maintenance Department. Permanent, pending satisfactory completion of a probationary term as set forth in the Civil Service Rule XIII. Effective June 24, 2025 at an hourly rate of $20.63, Grade II, Step 1.

Contingent upon completing all pre-employment requirements.

Replacing an employee who resigned.

| | |
|---|---|
| **RESULT:** | **WITHDRAWN** |

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Human Resources
Initiated by: **Robert McCarthy**
Co-Sponsored by:

DOC ID: 30590 **RESOLUTION 2025-585** **ADOPTED**

# Authorize Travel to NYSPELRA Annual Training Conference

Please approve travel to the 2025 NYSPELRA Annual Training Conference from July 8, 2025 through July 10, 2025 for Robert McCarthy, Director of Human Resources and Zachary Garlick, Deputy Director of Human Resources, for a total estimated cost not to exceed $3060.80. The training offered at this conference is not available locally. Funds are available in the Director of Human Resources budget for 2025.

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

A1430, Various Accounts; NTE $3060.80

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

Attachment: NYSPELRA 50th Annual Conference Brochure_20250502132612741 9 (RES-2025-585 : Authorize Travel to NYSPELRA Annual

# 50th Annual Training Conference

## July 8-10, 2025

**Holiday Inn**
**Saratoga Springs, NY**
**NYSPELRA.ORG**

# *Message from the President*

On behalf of the New York State Public Employer Relations Association (NYSPELRA), it is my pleasure to invite you to attend the 50th NYSPELRA Annual Training Conference, which is once again being held in historic Saratoga Springs, New York! The conference will take place Tuesday, July 8th through Thursday, July 10 and will feature numerous timely and informative training sessions addressing important issues our members, public officials and all those engaged in public sector personnel and labor relations matters encounter on a daily basis. I would like to thank Lori Alesio, NYSPELRA President-Elect, and the entire NYSPELRA Board of Directors, for their hard work and dedication in organizing a wonderful program for this year's conference. I am truly excited to attend this year's conference and encourage you to join us and your colleagues from across the state.

Enclosed you will find the conference agenda, hotel registration information and a registration link. The enclosed information is also available on **nyspelra.org**. Please note, we do offer a discounted conference rate for retired NYSPELRA members as well as an "early bird" registration rate. As we have in the past, we intend to apply for continuing legal education credits for attorneys who attend eligible sessions.

Any questions about the conference should be directed to Jack Kalinkewicz, at jjkperassoc@yahoo.com or 518-366-2952. I look forward to seeing you in Saratoga Springs for our milestone 50th conference!

Sincerely,
***Mary B. Scarpine***
NYSPELRA President

Attachment: NYSPELRA 50th Annual Conference Brochure_20250502132612741 9 (RES-2025-585 : Authorize Travel to NYSPELRA Annual

# *Conference FAQs*

Click NYSPELRA.ORG

| | |
|---|---|
| **Lodging**<br>Holiday Inn – Saratoga Springs<br>232 Broadway<br>Saratoga Springs, NY 12866<br>Click: **Online Reservation** | **Financial Hardship**<br>Application available for those needing support.<br>Click to Download |
| **Member Rate:**<br>• $405<br>• *$330 Early Registration ends June 7th*<br>***Click to Register*** | **Non-Member Rate:**<br>• $540<br>• *$480 Early Registration ends June 7th*<br>***Click to Register*** |
| **Retiree Rate**<br>• $100<br>• Must be a NYSPELRA Member<br>**Click to Register** | **Meals**<br>See Agenda below for provided conference meals. ***Dietary restrictions?*** Note limitations (*not preferences*) when completing online registration. |
| **Members Questions**<br>Connect with National PELRA team member Courtney Churchill. | **Online Registration Support**<br>Have questions or running into hiccups? Connect with National PELRA team member Kelsia Buxton. |

**Pre-Conference: July 7, 2025**

MONDAY

4:00 PM - 6:00 PM **Early Registration**

## Day 1: July 8, 2025

TUESDAY

**8:00 AM - 9:15 AM** **Registration Opens/Breakfast**

**9:15 AM - 9:30 AM** **Welcome & Introductions**

**9:30 AM - 11:00 AM** **Keynote Speaker**

**Energizing the Workforce**
Keynote Speaker: Elizabeth McCormick, President and Founder of Soar 2 International

Elizabeth McCormick, a Congressional Veteran Commendation recipient and a highly decorated retired Captain from the US Army, travels the globe and speaks to Fortune 500 companies and other organizations to share her stories, her experiences, and challenges she faced as an experienced Black Hawk helicopter pilot and Chief Warrant Officer to inspire the workforce and elevate team

Attachment: NYSPELRA 50th Annual Conference Brochure_20250502132612741 9 (RES-2025-585 : Authorize Travel to NYSPELRA Annual

performance. Elizabeth has the unique ability to energize an organization through "sneak attack lessons" that will empower and energize the audience.

**11:00 AM - 11:15 AM** **Break**

**11:15 AM - 12:30 PM** **Sex Stereotyping & Gender Identity: Best Practices Regarding Inclusivity and Gender Authenticity**

This session will focus on interesting case scenarios which will incorporate the recent Executive Orders, the EEOC's position on gender identity, and US Supreme Court transgender cases, such as *Bostock* and in the *Hopkins v. Price-Waterhouse* case sexual stereotyping, gender discrimination and other recent cases.

Through an interactive presentation, the participants will be better equipped to confront these issues, such as restroom and locker room usage, gay-bashing, sex stereotyping, inappropriate jokes, misgendering, slurs, sexual comments, inappropriate texts, emails and other electronic communications, etc.

Speaker: Michelle Phillips, Principal Attorney, Jackson Lewis, PC

**12:30 PM - 1:30 PM** **Lunch**

**1:30 PM - 2:45 PM** **Speech in the Workplace**

This session will focus on speech in the workplace that relates to violence. Its impact on the workplace, the changing nature of our work eH11ironment, what is acceptable speech under the First Amendment, and what is considered actionable speech.

Speakers**:** Howard Miller, Bond Shoeneck & King

**2:45 PM - 3:00 PM** **Break**

**3:00 PM - 4:00 PM** **Artificial Intelligence**

This session will focus on the impact Artificial Intelligence has on our work life.

Speaker: Nihla Sikkander, Assistant Counsel for Litigation and Labor, Office of General Counsel, SUNY

**4:30 PM - 5:00 PM** **First Timers Reception**

**5:00 PM – 7:30 PM** **Cocktail Party to Celebrate the 50th Anniversary Celebration**

Location: Canfield Casino

Attachment: NYSPELRA 50th Annual Conference Brochure_20250502132612741 9 (RES-2025-585 : Authorize Travel to NYSPELRA Annual

## Day 2: July 9, 2025

WEDNESDAY

**8:00 AM – 9:00 AM** **Part 2 of Historical Labor Relations Analysis: Parsons, Pinkertons, & Pullman: Industrial Warfare in the Gilded Age**

This follow up to "Combinations & Conspiracies" explores the development of labor law, the politics of organized labor, and labor relations in the late 19th century. The presentation will discuss the strategies employed by labor and capital in the fight for control over the workplace, specifically focusing on three major conflicts, the Haymarket Affair, the Homestead Lockout, and the Pullman Strike.

Speaker: Ben Leonard, Counsel for Labor and Employment Matters, Niagara Frontier Transportation Authority

**9:00 AM - 10:30 AM** **DEi-Recruitment and Retention Issues/ Internal Investigations**

This session will focus on best practices for agencies to successfully recruit, retain and promote diverse talent, including strategies to expand candidate pools, how to leverage underutilized and non-traditional hiring resources, the importance of mitigating hiring panel bias(es) and pointers for ensuring consistency in hiring and career advancement opportunities.
This session will also offer guidance on how to initiate, investigate and resolve a concern of workplace discrimination and harassment, including suggested techniques for developing an investigative plan, conducting interviews, avoiding blind spots, drafting an investigative report and making recommendations for administrative action.

Speaker: Harvey, Chief Diversity, Equity & Inclusion Officer from the New York Power Authority and Justin Pruyne, Director of EEO from the New York Power Authority

**10:30 AM - 10:45 AM** **Break**

**10:45 AM - 12:00 PM** **Annual PERB Update**

This session will provide an annual update to the latest PERB decisions and topics of interest.

Speaker: Tim Connick, Chairperson, NYS Public Employment Relations Board

**12:00 PM - 1:00 PM** **Lunch**

**1:00 PM - 2:15 PM** **Workplace Disability Issues**

This session will focus on difficult problems in reasonable accommodations area for employers by breaking down the analysis through real life examples, including highlighting relevant recent case law in the 2nd circuit and some general trends in the field.

This session will also touch upon requests for emotional support animals, request for a full-time ASL interpreter for a hearing-impaired individual and assisting employers analyze "back to work" for employees who have been telecommuting on a full-time basis.

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Speaker: Elaine Bartley, Director and Counsel of the Anti-Discrimination Investigations Division, New York State Office of Employee Relations

**2:15 PM - 2:30 PM** **Break**

**2:30 PM - 3:30 PM** **Legislative Update**

Every year new laws are introduced that could impact your work as a public sector human resources or labor relations professional. This session will provide you with the latest update out of Albany on new legislation related to labor relations.

Speaker: John Mancini, Counsel to the NYS Conference of Mayors and Municipal Officials (NYCOM)

**3:30 PM - 4:30 PM** **Arbitrator Review Panel**

A panel of seasoned labor attorneys will offer their valued opinions and experiences with various labor arbitrators and engage in an interactive discussion with the audience on their experiences or impressions oflabor arbitrators working in New York State.

Speakers: Terry O'Neil, Partner, Bond Shoeneck & King; Earl Redding, Partner, Roemer Wallens Gold & Mineaux LLP and Emily Middlebrook, Hancock Estabrook

**5:00 PM - 6:00 PM** **General Reception**

## Day 3: July 10, 2025

**8:00 AM - 9:00 AM** **Ethics and the Code of Conduct**

This presentation will provide an overview of the NYS Commission on Ethics and Lobbying in Government's (COELIG) authority with a focus on its administration of the Financial Disclosure Program and interpretative and enforcement activities involving the NYS Public Officers Law (POL) and COELIG regulations. It will also **cova** the conflict of interest provisions contained in the POL and identify practical scenarios where they arise in State agencies and authorities. These include outside activities and employment, gifts restrictions, negotiating future employment opportunities, nepotism, post-employment considerations and unwarranted privileges

Speaker: Joseph Gryzlo, Ethics & Compliance Officer from the New York Power Authority

Attachment: NYSPELRA 50th Annual Conference Brochure_20250502132612741 9 (RES-2025-585 : Authorize Travel to NYSPELRA Annual

**9:00 AM - 10:00 AM** **Foundations of Collective Bargaining**

This discussion will focus on the "how to" of collective bargaining negotiations. This presentation will include a review of current Agreements in preparation for design of bargaining proposals, to selection of the appropriate team members to sit at the table, to costing out union proposals. It will also include methods on how to reach a successor collective bargaining agreement and discuss impasse procedures when the parties are unable to reach an agreement.

Speakers: Elayne Gold, Partner, Roemer Wallens Gold & Mineaux LLP

**10:00 AM - 11:00 AM** **What Arbitrators Look for in Disciplinary Cases**

This presentation will discuss what seasoned arbitrators look for, and what they consider relevant and persuasive, when presenting a disciplinary matter.

Speakers: Arbitrators Robert Reden and Arbitrator Thomas Rinaldo

**11:15 AM - 11:30 AM** **Closing Remarks**

Speaker: Mary Scarpine

Attachment: NYSPELRA 50th Annual Conference Brochure_20250502132612741 9 (RES-2025-585 : Authorize Travel to NYSPELRA Annual

# TRAVEL EXPENSE APPROVAL / REIMBURSEMENT FORM

- [ ] Travel in New York State and under $750 - Department Head Approval
- [x] Travel in New York State $750 and over - Department Head Approval and Town Board Approval
- [ ] Travel out of New York State - Department Head Approval and Town Board Approval

| NAME | Employee # | Department | Phone Number |
|---|---|---|---|
| ROBERT McCARTHY | 5928 | HR | 716 631-7025 |

**Destination and Purpose of Trip**

| Date of Departure | Date of Return | Destination | Purpose/Justification |
|---|---|---|---|
| JULY 7, 2025 | JULY 10, 2025 | SARATOGA SPRINGS, NY | NYSPELRA ANNUAL CONFERENCE |

| Expenses | Estimated | Budget A/C # | Actual |
|---|---|---|---|
| Transportation: | | | |
| Mileage @ $0.~~67~~ .70 | 385.00 | A1430-4050 | |
| Tolls | 24.00 | A1430-4040 | |
| Parking | | | |
| Local Transportation (bus/taxi) | | | |
| Plane/Rail/Bus | | | |
| Lodging: | | | |
| 3 # nights @ $ 218.18 | 654.55 | A1430-4040 | |
| Meals: | | | |
| IRS Per Diem Per Day: | | | |
| 1st & Last Day of Travel @ 75% | 120.00 | A1430-4040 | |
| | | | |
| # Breakfasts @ $ | | | |
| # Lunches @ $ | | | |
| 2 # Dinners @ $ 33 | 66.00 | A1430-4040 | |
| # Incidentals @ $ 5 | 5.00 | A1430-4040 | |
| | | | |
| Registration/Conference Fee | 480.00 | A1430-4090 | |
| | | | |
| Other | | | |
| Subtotal | 1734.55 | | N/A |
| Contingency - 10% of subtotal or $200 | 173.45 | | N/A |
| TOTAL | 1908.00 | | |

**Request Approved By:**

**Department Head Signature**

6/17/25

**Date**

I hereby certify that I have expended the above itemized amounts for business purposes for the Town of Amherst. Required receipts are attached.

Employee Signature Date

Print Employee Name

Reimbursement Approved By:

Department Head Signature Date

Complete Shaded Area
For Expense Reimbursement

**Town Board :**

**Town Board Resolution & Date**

Attachment: Travel Expense Form - RPM NYSPELRA (RES-2025-585 : Authorize Travel to NYSPELRA Annual Training Conference)

# TRAVEL EXPENSE APPROVAL / REIMBURSEMENT FORM

☐ Travel in New York State and under $750 - Department Head Approval

☒ Travel in New York State $750 and over - Department Head Approval and Town Board Approval

☐ Travel out of New York State - Department Head Approval and Town Board Approval

| NAME | Employee # | Department | Phone Number |
|---|---|---|---|
| Zachary Garlick | 10014 | H.R. | 716-631-7025 |

**Destination and Purpose of Trip**

| Date of Departure | Date of Return | Destination | Purpose/Justification |
|---|---|---|---|
| July 7, 2025 | July 10, 2025 | Saratoga Springs, N.Y. | NYSPELRA Annual Conference |

| Expenses | Estimated | Budget A/C # | Actual |
|---|---|---|---|
| Transportation: | | | |
| Mileage @ $0.67 | | | |
| Tolls | | | |
| Parking | | | |
| Local Transportation (bus/taxi) | | | |
| Plane/Rail/Bus | | | |
| Lodging: | | | |
| 3 # nights @ $ 215.67 | 647.00 | A1430-4040 | |
| Meals: | | | |
| IRS Per Diem Per Day: | | | |
| 1st & Last Day of Travel @ 75% | | | |
| | | | |
| # Breakfasts @ $ | | | |
| # Lunches @ $ | | | |
| 2 # Dinners @ $ 33.00 | 66.00 | A1430-4040 | |
| # Incidentals @ $ 5.00 | 5.00 | A1430-4040 | |
| | | | |
| Registration/Conference Fee | 330.00 | A1430-4090 | |
| | | | |
| Other | | | |
| Subtotal | 1048.00 | | N/A |
| Contingency - 10% of subtotal or $200 | 104.80 | | N/A |
| TOTAL | 1152.80 | | |

**Request Approved By:**

**Department Head Signature**

6/17/25

**Date**

I hereby certify that I have expended the above itemized amounts for business purposes for the Town of Amherst. Required receipts are attached.

Employee Signature Date

Print Employee Name

Reimbursement Approved By:

Department Head Signature Date

**Town Board :**

**Town Board Resolution & Date**

Complete Shaded Area
For Expense Reimbursement

Attachment: Travel Expense Form - ZTG NYSPELRA (RES-2025-585 : Authorize Travel to NYSPELRA Annual Training Conference)

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Sewer/Plant 16
Initiated by: **Jeffrey S. Burroughs**
Co-Sponsored by:

DOC ID: 30573 **RESOLUTION 2025-586** **ADOPTED**

# Change Order No. 3 Tim Extension Progressive Roofing Inc. WPCF: Roof System Improvements T.O.A Project No. 2016.002B CRS #5655

The Engineering Department requests the Town Board approve the above referenced Change Order, which calls for a no cost time extension until September 30, 2025 for Progressive Roofing Inc. for the above-referenced project. There are no ancillary costs associated with this request.

This request is pending successful completion of the contract review process.

Thank you for considering this request.

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

N/A

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

Watts Architects &Engineers
95 Perry Street
Suite 300
Buffalo, NY 14203

June 12, 2025

Michael J. Poslinski, Principal Engineer Assistant
Town of Amherst Engineering
Water Pollution Control Facility
455 Tonawanda Creek Rd.
Amherst, NY 14228

**Re: Town of Amherst – Water Pollution Control Roof System Improvements**
**Contract Amendment NO. GC-03**
**Town of Amherst Project No. 2016.002B, Watts A&E Project 1907203**

Mr. Poslinski,

In discussions with the Town and with Progressive Roofing Inc in regards to the above referenced project, we recommend approval of a sixty-one (61) day project completion extension. This results in a new Substantial Completion date of September 30, 2025.

No change in cost is recommended in this letter.

If you have any questions regarding these recommendations, please contact me at your earliest convenience.

Sincerely,

Bradley L. Sendlak, PE
Principal

CC: Jeff Fick, Popli Design Group

Attachment: Watts Recomendation Letter (#016.002B) 2025-06-12 (RES-2025-586 : Change Order No. 3)

## *Change Order*

PROJECT: *(Name, address and Project File No.)*

**WPCF: Roof System Improvements**
Project No. **2016.002B**

CHANGE ORDER: **# 3**
DATE: 6-6-25

TO CONTRACTOR: *(Name and address)*
**Progressive Roofing Inc.**
331 Grote Street
Buffalo, NY 14207

The Contract is changed as follows:
(*Include, where applicable, any undisputed amount attributable to previously executed construction Change Directives*)

1. Requesting that the project substantial completion date of July 31, 2025 be extended to September 30, 2025.

   All other terms and conditions remain the same.

| | |
|---|---|
| The original (Contract Sum) (~~Guaranteed Maximum Price~~) was | $ 1,480,000.00 |
| The net change by previously authorized Change Orders | $ 74,729.00 |
| The (Contract Sum) (~~Guaranteed Maximum Price~~) prior to this Change Order was | $ 1,554,729.00 |
| The (Contract Sum) (~~Guaranteed Maximum Price~~) will be (~~increased~~) (~~decreased~~) (unchanged) by this Change Order in the amount of | $ 0.00 |
| The new (Contract Sum) (~~Guaranteed Maximum Price~~) including this Change Order will be | $ 1,554,729.00 |
| The Contract Time will be (increased) (~~decreased~~) (~~unchanged~~) by | ( 61 ) days |
| The date of Substantial Completion as of the date of this Change Order therefore is | September 30, 2025 |

*(Note: This change Order does not include changes in the Contract Sum, Contract Time or Guaranteed Maximum Price which have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive).*

**NOT VALID UNTIL SIGNED BY THE ENGINEER, CONTRACTOR AND OWNER.**

| ENGINEER (*Firm name*) | CONTRACTOR (*Firm name*) | OWNER (*Firm name*) |
|---|---|---|
| Watts Architecture & Engineering | Progressive Roofing Inc. | Town of Amherst |
| ADDRESS: 95 Perry Street, Suite 300 Buffalo, NY 14203 | ADDRESS: 331 Grote Street Buffalo, NY 14207 | ADDRESS: 5583 Main Street Williamsville, NY 14221 |
| BY (*Signature*) | BY (*Signature*) | BY (*Signature*) |
| (*Typed name*) | (*Typed name*) | (*Typed name*): Brian J. Kulpa |
| DATE | DATE | DATE |

Attachment: Change Order #3 Form - Progressive Roofing (#2016.002B) 06.06.25 (RES-2025-586 : Change Order No. 3)

IDENTIFY (INFORMATION MUST BE COMPLETED OR CONTRACT WILL BE RETURNED TO APPROPRIATE DEPARTMENT)

REQUESTED TOWN BOARD AGENDA DATE: June 23, 2025

Contract/Project Title: WPCF: Roof System Improvements (TOA Project #2016.002B)

Vendor: Progressive Roofing Inc.

ORG: KP1622, KP2136 & KP2347

OBJECT: 4972

Amount: No Cost Time Extension

Contract Period: Current: April 22, 2024 – July 31, 2025;

Extend Substantial Competition Date to September 30, 2025

Department contact: Michael J. Poslinski [ext #8045]

APPROVED AS TO CONTENT

_____

Department Head - Signature

Jeffrey S. Burroughs, P.E.

Department Head - Print Name

Date Approved: _____

Attachment: Contract Routing Sheet (#2016.002B) 06.13.25 (RES-2025-586 : Change Order No. 3)

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Sewer/Plant 16
Initiated by: **Jeffrey S. Burroughs**
Co-Sponsored by:

DOC ID: 30576 **RESOLUTION 2025-587** **ADOPTED**

# Certificate of Municipal Use or State Use NOCO Energy Corp. CRS No. 5565

The Engineering Department Water Pollution Control Facility is currently seeking Town Board approval for the Supervisor to sign the attached "Certificate of Municipal Use or State Use" with NOCO Energy Corp. This certificate is to verify that the fuel purchased during the period of January 1, 2025 through December 31, 2025 is only being utilized for municipal use. The NYSOGS contract to purchase gasoline and diesel fuel was previously approved under CRS-CMS #5203-4523, Res-2024-965 and #5340-4632, Res-2025-228.

There is no additional cost for this request.

Thank you for considering this request.

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

no additional cost

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

noco.com

Date: May 14, 2025

To Our Valued Government Customer:

The 2025 FET Certificate of Municipal Use or State Use is enclosed. Federal tax laws require us to keep a completed Certificate of Use on file for each year you buy gas or diesel fuel exempt from federal taxes from NOCO.

Your Buyer (Company) name, address, and account number are filled in; please complete the rest of the Certificate in its entirety.

Return the completed Certificate using one of the following methods:

- Scan and email to taxdept@noco.com
- Mail using the return envelope
- Fax to 716-833-3241 ATTN: Tax Dept

Please contact Kate Mooney at 716-614-1262 or kmooney@noco.com if you have any questions. Thank you for your attention to this matter.

Sincerely,
NOCO Tax Services

Attachment: DOC052225-052220251054 37 (RES-2025-587 : Certificate of Municipal Use or State Use)



2440 Sheridan Drive • Tonawanda, New York 14150 • Phone (716) 833-6626 • (800) 662-6776 • Fax (716) 874-7032

# CERTIFICATE OF MUNICIPAL USE OR STATE USE

**Issued to:**

**NOCO Energy Corp - 2440 Sheridan Drive - Tonawanda, NY 14150 - #16-0727383**

(Name, address, and employer identification number of vendor)

The undersigned buyer ("Buyer") hereby certifies the following under penalties of perjury:

Buyer will use the gasoline and diesel fuel to which this certificate relates for the exclusive use of a state or local government, or the District of Columbia.

This certificate applies to the following - check one and complete as applicable:

☐ This is a single purchase certificate

1. Invoice or Delivery Ticket #: _____
2. Number of gallons: _____

☒ This certificate covers all purchases under a specified account or order number:

1. Effective date: **January 1, 2025**
2. Expiration date: **December 31, 2025**
   (Period not to exceed 1 year after the effective date)
3. Buyer account or purchase order #: 17493

Buyer will provide a new certificate to the vendor if any information in this certificate changes.

If Buyer uses the gasoline or diesel fuel to which this certificate relates for a purpose other than stated in the certificate Buyer will be liable for tax.

Buyer understands that the fraudulent use of this certificate may subject Buyer and all parties making such fraudulent use of this certificate to a fine or imprisonment, or both, together with the costs of prosecution.

***Buyer (Customer) account #:*** 17493

***Name of Buyer :*** TOWN OF AMHERST WASTE WATER

***Address of Buyer :*** 455 TONAWANDA CREEK RD, BUFFALO, NY 14228

***Buyer's 9-digit EIN:*** 16-6002157

***Name of person signing** (please print):* Brian Kulpa

***Title of person signing** (please print):* Town Supervisor

***Signature:*** _____ ***Date:*** _____

Attachment: DOC052225-052220251054 37 (RES-2025-587 : Certificate of Municipal Use or State Use)

New York State Department of
TAXATION and FINANCE

OTPA Sales Tax Exempt Organizations Unit
Building 8 Room 425
W.A. Harriman Campus
Albany, NY 12227

February 23, 2005

Town of Amherst
5583 Main St
Williamsville, NY 14221

Dear Sir or Madam:

The Tax Law exempts New York State governmental entities such as your organization, Town of Amherst, from the payment of New York State sales and use taxes on their purchases. In order to make tax exempt purchases, a New York State governmental entity must present vendors with the entity's official purchase order or other documentation (e.g., payment voucher, contract of sale, Form AC 946, *Tax Exemption Certificate*, Form ST-129, *Exemption Certificate - Tax on occupancy of hotel rooms*, etc.) which indicates that the purchaser is a New York State governmental entity.

**Tax exemption numbers and Form ST-119.1, *Exempt Organization Exempt Purchase Certificate*, are not issued to New York State governmental entities.** If a vendor requests a tax exemption number or Form ST-119.1, *Exempt Organization Exempt Purchase Certificate*, from you, the Town of Amherst may give the vendor a copy of this letter. This will assure the vendor that a governmental purchase order, or other evidence that the Town of Amherst is the purchaser, is the only documentation the vendor needs in order to not collect sales tax.

New York State Department of Taxation and Finance
OTPA-Technical Services Bureau
Sales Tax - Exempt Organizations Unit
Building 8, Room 425
W.A. Harriman Campus
Albany, NY 12227
(518) 457-2782

Attachment: DOC052225-0522025105437 (RES-2025-587 : Certificate of Municipal Use or State Use)

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Sewer/Plant 16
Initiated by: **Jeffrey S. Burroughs**
Co-Sponsored by:

DOC ID: 30578 **RESOLUTION 2025-588** **ADOPTED**

# Purchase of Sanitary Sewer Manhole Filter Replacement Cartridges

The Engineering Department, Sewer Maintenance Division, is requesting Town Board approval to purchase 15 Sanitary Sewer manhole filter replacement cartridges for odor control not to exceed the amount of $3,875.

Funding for this purchase is available from budget code G9000-2600 which requires Town Board approval.

Thank you for considering this request.

**6/23/2025**
Consent

**FINANCIAL IMPACT:**

G9000-2600

| | |
|---|---|
| **RESULT:** | **ADOPTED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

ADVANCED CARBON SYSTEMS

# PROPOSAL

DATE: May 20, 2025

QUOTE#: Q052025A

CUSTOMER

Mike Lowe
Town of Amherst
Williamsville, New York
email: mlowe@amherst.ny.us
phone: (716) 631-7154

SCOPE OF WORK:

Provide twenty (20) NODOR Replacement Cartridges for $225. each. This price is 25% off of MSRP.

FREIGHT: Central Freight LTL, prepay and add, from our shop in South Cairo NY to Williamsville, NY - estimate is $400. - $500.

LEAD TIME: 4 weeks ARO, or sooner when possible

TERMS: Net 30 days or Visa/Mastercard
Price firm for 90 days

Signed: Cindy Heuckeroth

Cindy Heuckeroth

PO Box 51870, Myrtle Beach, SC 29579
Office. 845.247.9089 Fax. 845.247.0441

Attachment: Advanced Carbon Proposal (RES-2025-588 : Purchase of Sanitary Sewer Manhole Filter Replacement Cartridges)

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Clerk
DOC ID: 30555

**COMMUNICATION 2025-62** **APPROVED**

# St. John Maron Maronite Church Request for Fee Waiver

Letter from Father Dany Abi-Akar, St. John Maron Maronite Church, requesting fee waivers for the August 1-3, 2025, Annual Lebanese Festival. The Building Commissioner response is attached.

**6/23/2025**
Consent

| | |
|---|---|
| **RESULT:** | **APPROVED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

# St. John Maron Maronite Church

June 04, 2025

Town of Amherst
Building Department
5583 Main Street
Williamsville, NY 14221

To Whom It May Concern:

St. John Maron Church is once again planning a festival to be held on the Church grounds at 2040 Wehrle Drive. The festival is scheduled for August 1, 2, and 3, 2025. In order for us to proceed with plans for the 22nd Annual Lebanese Festival of Western New York, we must possess appropriate licenses and permits.

In previous years, we requested waivers for the Electrical, Music, Fire and other fees, and through the Town's kindness and generosity, it was granted mostly. As we apply for these permits through the Amherst Town Board, we do hope that you grant us the waivers for the 22nd Annual Lebanese Festival as in the past.

If the waivers are granted, please mail it to the parish address listed below. Your kindness and prompt response regarding these waivers is deeply appreciated.

Sincerely yours in Christ,

Father Dany Abi-Akar
Pastor

2040 Wehrle Drive, Williamsville, NY 14221 Ph: (716) 634-0669
Website: https: www.stjmaron.org E-mail: stjmaron@gmail.com

Attachment: st. john fee waiver request (COM-2025-62 : St. John Maron Maronite Church Request for Fee Waiver)

**TOWN OF AMHERST**
BUILDING DEPARTMENT
ERIE COUNTY, NEW YORK
5583 MAIN STREET
WILLIAMSVILLE, NEW YORK 14221

PHONE: (716) 631-7080
FAX: (716) 631-7192

Mark S. Berke, P.E.
Commissioner of Building

# Agenda Item

**DATE:** June 9, 2025

**TO:** Town Board

**FROM:** Mark S. Berke, P.E., Commissioner of Building

**RE:** Request for Waiver of Fire Prevention Permit and Electrical Permit Fees
2040 Wehrle Drive - St. John Maron Catholic Church
Twenty Second Annual Lebanese Festival – August 1-3, 2025

I have reviewed the letter dated June 4, 2025, from Father Dany Abi-Akar, Pastor, regarding the referenced matter. I hereby recommend the approval of this request to waive the fire prevention permit fee and to waive the electrical permit fee.

Please contact me if you have any questions regarding this matter.

Mark S. Berke, P.E.
Commissioner of Building

CC: Bryan Parnell, Sr. Fire Inspector
Francina J. Spoth, Town Clerk
Joe Hoehman, Sr. Electrical Inspector

Attachment: st. john fee waiver request (COM-2025-62 : St. John Maron Maronite Church Request for Fee Waiver)

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Clerk
DOC ID: 30589

**COMMUNICATION 2025-63**

**RECEIVED & FILED**

# Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive

Letter from Sean Hopkins, Esq. regarding the proposed multi-family project at 2190-2200 Wehrle Drive.

**6/23/2025**
Received & Filed

| | |
|---|---|
| **RESULT:** | **RECEIVED & FILED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

June 17, 2025

Brian J. Kulpa, Supervisor
Town of Amherst Town Board
5583 Main Street
Williamsville, NY 14221

Re: Comprehensive Plan Amendment [BCPA-2025-01]
Proposed Multi-Family Project
2190-2200 Wehrle Drive - Amherst, NY
Applicant/Project Sponsor: Young Development Inc.

Dear Supervisor Kulpa and Councilmembers:

This updated submission is being submitted on behalf of Young Development Inc. (the "Project Sponsor") in connection with its pending request to amend the Bicentennial Comprehensive Plan to accommodate the proposed multifamily project to be located at 2190-2200 Wehrle Drive ("Project Site").

The Project Site consists of approximately 24.9 acres that is currently zoned Office Building District ("OB"). [1] The Project Sponsor is requesting that Figure 6 of the Bicentennial Comprehensive Plan be amended to change the designation of the Project Site from "Commercial – Office" to "Medium Residential".

Attached is the following updated project documentation being submitted to the Town Board for its consideration:

- **Exhibit 1:** Resolution adopted by the Planning Board during its meeting on May 15, 2025 recommending that the Town Board approve the pending requested amendment to the Bicentennial Comprehensive Plan ("Comprehensive Plan")

- **Exhibit 2**: PowerPoint presentation given to the Planning Board during its meeting on May 15, 2025

- **Exhibit 3**: Memorandum of Roberta Rappoccio of the Planning Department dated May 7, 2025

[1] The current owner of the Project Site previously received Site Plan Approval from the Planning Board for the development of the Project Site as 182,700 sq. ft. of office space on February 17, 2022. A copy of the resolution adopted by the Planning Board during its meeting on February 17, 2022 granting Site Plan Approval for the previously proposed office building project is attached as Exhibit "10". The Planning Board also issued a Negative Declaration pursuant to the State Environmental Quality Review Act ("SEQRA") in connection with the previously approved office building project.

HOPKINS SORGI & MCCARTHY PLLC
Attorneys at Law
35 California Road, Suite 100 • Williamsville, New York 14221
Direct: 716-510-4338 • E-mail: shopkins@hsmlegal.com • www.hsmlegal.com

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

- **Exhibit 4**: Reduced-size copy of the updated Concept Site Plan prepared by Patrick Sheedy, Jr., P.E. of Carmina Wood Design [Drawing C-100 – Date: 06/16/25] [Note: A full-size copy of the updated Concept Site Plan is also enclosed]

- **Exhibit 5**: Amended Part 1 of the Full Environmental Assessment Form dated June 16, 2025 with Attachments "A" and "B" as follows:

  - **Attachment A**: Jurisdictional Determination issued by the United States Army Corps of Engineers ("USACE") dated January 22, 2021; and

  - **Attachment B**: No Impact Determination Letter issued by Nancy Herter of the NYS Office of Parks, Recreation and Historic Preservation dated October 4, 2005

- **Exhibit 6**: Updated Traffic Impact Report by Amy C. Dake, P.E. of Passero Associates dated June 9, 2025

- **Exhibit 7**: Downstream Sewer Capacity Analysis Report prepared by Carmina Wood Design dated June 2025

- **Exhibit 8**: Copy of correspondence from Joe Young to property owners dated June 9th regarding the informational meeting to be held on Thursday, June 19th at 6:00 p.m. at the Main-Transit Fill Hall located at 6777 Main Street

- **Exhibit 9**: Correspondence from Marc Romanowski, Esq. to the Planning Board dated May 15, 2025

- **Exhibit 10:** Resolution adopted by the Planning Board on February 17, 2022 granting Site Plan Approval for the previously proposed 182,700± sq. ft. office building project.

- **Exhibit 11:** Resolution No. 2018-1301 as adopted by the Town Board on December 10, 2018

## I. Planning Board's Review and Favorable Recommendation to the Town Board:

The Planning Board held a public hearing regarding the pending request to amend Figure 6 of the Comprehensive Plan to designate the Project Site as appropriate for "Medium Residential" use during its meeting on May 15, 2025. A copy of the PowerPoint presentation given to the Planning Board during the public hearing held on May 15, 2025 is provided at Exhibit "2".

During its meeting on May 15, 2025, the Planning Board adopted a resolution recommending that the Town Board amend Figure 6 in the Comprehensive Plan to designate the Project Site as appropriate for "Medium Residential" with the consideration for the inclusion of commercial/mixed-use and Recreation, Open Space and Greenways land uses on the subject parcel. A copy of the resolution adopted by the Planning Board during its meeting on May 15, 2025 is provided at Exhibit "1". The Planning Board issued detailed findings in support of its favorable recommendation to the Town Board as follows:

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

A. The proposed request is generally consistent with the Zoning Ordinance and with the following sections of the Comprehensive Plan and the goals and policies found therein:

- The Plan states that for both Medium and Mixed Residential areas, location criteria for higher density housing include proximity to high access corridors served by public transportation, areas near commercial centers and employment concentrations, areas next to educational campuses, and areas near community facilities.

- Chapter 3, Land Use and Development; as the location is ideally situated for the proposed land use as it is bordered by multi-family residential development along its northwest boundary and by single- family residential homes along its eastern boundary. Medium Residential is identified in the Comprehensive Plan as a good transitional land use category between commercial and single-family residential.

- Medium Residential is identified in the Comprehensive Plan as a good transitional land use category between commercial and single-family residential.

- Public transportation (NFTA Route #47) is available along Wehrle Drive to nearby economic centers, and Wehrle Drive itself is a minor arterial roadway with connections to Transit Road, Cayuga Road and Union Road.

- The location of the subject property is within walking distance to the SUNY Erie North campus and the YMCA Williamsville location.

- The amendment should include areas designated for mixed-use development to compliment and serve the residential development, and an area(s) for public recreation and open space.

B. The subject property is suitable for uses permitted by the current versus the proposed land use designation.

C. The proposed change does improve the balance of land uses, and does meet a specific demand in the Town.

D. The land surrounding the subject request is comprised of single-family housing, multi-family housing and offices developed according to the requirements of the R-3, MFR-5 and OB zoning districts.

The Planning Board's favorable recommendation to the Town Board on the requested amendment of the Comprehensive Plan was also supported by a detailed Memorandum prepared by Roberta Rappoccio of the Planning Department dated May 7, 2025. A copy of this Memorandum is

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

attached as Exhibit "3" and it contains relevant information providing justification for the requested "Medium Residential" designation including the following:

- The proposed parcels are currently zoned Office Building (OB). The property located at 2190 Wehrle Drive was rezoned from Single Family Residential (R-3) to Office Building (OB) as requested by the land owner and approved by the Town Board in 2021 (Res# 2021-456). However, since then the unprecedented effects of the COVID pandemic reduced the desirability and demand for additional or new office space (Amherst's office space vacancy rate is approximately 16.5%, according to CBRE Q4 2024 data). Therefore, with a change in use this property could be activated for infill housing development.

- The location is ideally situated for this use as it is bordered by multi-family residential development along its northwest boundary and by single-family residential homes along its eastern boundary. Medium Residential is identified in the Comprehensive Plan as a good transitional land use category between commercial and single-family residential. In addition, public transportation is available along Wehrle Drive to nearby economic centers, and Wehrle Drive itself is a minor arterial roadway with connections to Transit Road, Cayuga Road and Union Road. The proposed property is within walking distance to the SUNY Erie North campus and the YMCA Williamsville location.

## II. Modifications to the Project Layout and the Updated Concept Site Plan:

The project team attended meetings with the Planning Department staff on May 22nd and June 5th to discuss the project layout and the status of the requested amendment of the Comprehensive Plan. One of the topics discussed was whether the layout should include any commercial/mixed-use space. A decision was made that adding commercial/mixed-use space was not warranted given the location of the Project Site as well as the fact this would require a portion of the Project Site to be rezoned to a commercial designation.

Based on the discussions with the Planning Department staff, as well as input received during the public hearing held by the Planning Board on May 15, 2025 and meetings with residents, the project layout has been modified as depicted on the updated Concept Site Plan [Drawing C-100 – Date: 06/16/25] prepared by Patrick Sheedy Jr., P.E. of Carmina Wood Design. A reduced-size copy of the updated Concept Site Plan is attached as Exhibit "4" and a full-size copy is also enclosed. The updated Concept Plan [Drawing C-100 – Date: 06/16/25] depicts the following modifications to the project layout:

- The project density has been reduced from to 366 units to 332 units.

- The layout has been redesigned such that only two-story townhome buildings with attached garages will be located on the eastern and central portions of the Project Site.

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

This modification was made based on input received from homeowners on Bellingham Drive during an informational meeting held on March 11, 2025.[2]

- The rear yard setback of the two-story townhomes with attached garages has been increased from 55 ft. to 70 ft. High impact screening consisting of a solid six-foot fence and extensive landscaping will be provided along the eastern portion of the Project Site that is adjacent to the rear yards of the homes on the western side of Bellingham Drive.

- The number of four (4) story buildings has been reduced from five (5) to (3). The location of the four (4) story buildings has been moved to the westernmost portion of the Project Site that is directly contiguous with an 80 ft. wide National Grid Right-of-Way. By locating these buildings on the westernmost portion of the Project Site, the closest setback of these buildings from the eastern boundary of the Project Site will be approximately 500 ft., as compared to the 181.5 ft. setback for four (4) story buildings from the eastern boundary of the Project Site depicted on the Concept Site Plan presented to the Planning Board during the public hearing held on May 15, 2025.

- A linear greenspace corridor has been added to the central portion of the Project Site running in a north-south direction that will include a recreational trail connecting to the clubhouse and related amenities to be located along the Wehrle Drive frontage of the Project Site. The linear greenspace corridor includes

- A recreational trail connection has been added to the existing Garfield Road paved stub street that connects to the Project Site. The Project Sponsor is not proposing any driveway connection to the Garfield Road stub street.

- A potential off-site recreational trail within the National Grid Right-of-Way directly west of the Project Site has been added based on input received from the Planning Department that would connect from Wehrle Drive to Main Street. The on-site recreational trails would connect to this off-site recreational trail that would require approval of National Grid and potentially National Fuel, which has infrastructure located within this Right-of-Way.

- High impact screening has been added along the northern and western portion of the Project Site consisting a berm with extensive landscaping.

- The clubhouse layout has been updated to include a mail and package delivery area, fitness area, enclosed pickle ball courts, an outdoor pool and related amenities.

[2] The project team will be holding another informational meeting with property owners on Thursday, June 19th. A copy of the invite letter from Joe Young of Young Development Inc. to property owners dated June 9, 2025 is attached as Exhibit "8".

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

The modifications to the project layout described above demonstrate the concerted effort that has been made by the Project Sponsor to incorporate input received during the review process including the homeowners on Bellingham Drive.

## III. State Environmental Quality Review Act ("SEQRA"):

The Project Sponsor has previously provided the Town with documentation in support of its position that the Project will not result in any potentially significant adverse environmental impacts and that therefore the issuance of a Negative Declaration by the Town Board is justified.

This updated project submission includes the following documentation being submitted to assist the Town Board in taking a hard look at identified adverse environmental impacts:

- **Amended Part 1 of the Full Environmental Assessment Form dated June 16, 2025 with Attachments "A" and "B" as follows:**
  - **Attachment A**: Jurisdictional Determination issued by the United States Army Corps of Engineers ("USACE") dated January 22, 2021; and
  - **Attachment B**: No Impact Determination Letter issued by Nancy Herter of the NYS Office of Parks, Recreation and Historic Preservation dated October 4, 2005

The Amended Part 1 of the Full Environmental Assessment Form with Attachments "A" and "B" attached as Exhibit "5" is consistent with the modifications to the project layout described above in Part II of this letter. The Jurisdictional Determination issued by the United States Army Corps of Engineers ("USACE") on January 22, 2021 confirms there are not any federal wetlands located on the Project Site and the No Impact Determination Letter issued by Nancy Herter of the NYS Office of Parks, Recreation and Historic Preservation dated October 4, 2005 confirms the Project Site will not result in any adverse impacts on protected resources.

- **Updated Traffic Impact Report prepared by Amy C. Dake, P.E. of Passero Associates dated June 9, 2025**

A copy of the updated Traffic Impact Report prepared by Amy C. Dake, P.E. of Passero Associates is provided at Exhibit "6". The Project was reviewed by the Town's Traffic-Safety Board during its meeting on May 7, 2025. In connection with the coordinated environmental review of the Project pursuant to SEQRA, the Planning Department provided the Erie County Department of Public Works ("ECDPW") with a copy of the previously prepared Traffic Impact Report dated May 15, 2025 since Wehrle Drive is an Erie County Highway. On May 8, 2025, Christopher Schregel issued a Memorandum on behalf of the ATSB requesting updates to the Traffic Impact

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Report.[3] On May 9, 2025, Gina Wilkolaski, P.E. of the ECDPW issued a comment letter requesting updates to the Traffic Impact Report.[4]

The Traffic Impact Report prepared by Amy C. Dake of Passero Associates dated June 9, 2025 attached as Exhibit "6" was prepared based on the input received from the ATSB and the ECDPW to include the following intersections: 1. Wehrle Dr (CR 290) and Garrison Rd; 2. Wehrle Dr (CR 290) and Colonial Pkwy (Ingram Micro); 3. Wehrle Dr (CR 290) and Youngs Rd; 4. Wehrle Dr (CR 290) and Spindrift Dr; 5. Wehrle Dr (CR 290) and George Karl Blvd; and 6. Wehrle Dr (CR 290) and Transit Rd (NY-78). The updated Traffic Impact Report also includes an analysis of Oakwood Drive speed and volume based as requested by the ATSB during its meeting on May 7, 2025.[5]

The updated Traffic Impact Report provides the Town Board with detailed information demonstrating the Project will not result in any potentially significant adverse traffic impacts. Section 8 of the updated Traffic Impact Report consists of the "Conclusions and Recommendations" of Amy C. Dake of Passero Associates as follows:

> 1. Under full development, the proposed project is expected to generate approximately 30 entering/96 exiting vehicle trips during the AM peak hour and 103 entering/60 exiting vehicle trips during the PM peak hour.
>
> 2. All intersection/site driveway approaches generally operate at level of service "D" or better under all conditions during the AM and PM peak hours with the exception of the westbound left and westbound thru/right approaches at the Wehrle Dr/Garrison Rd intersection which operate at a LOS "E" and "F", respectively, during the PM peak hour under all conditions.

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[3] The four (4) comments contained in the Memorandum of Christopher Schregel dated May 8, 2025 on behalf of the ATSB were as follows: 1. Submitted Traffic Impact Study is not accurately depicting the site access driveways shown on the concept plan. Specifically, TIS shows a full-access connection to Limestone Drive instead of an emergency gated access. 2. Trip distribution and assignment figures are presented in a format that is atypical and difficult to comprehend. Revise to a format that is typically provided; 3. Expand study area to Wehrle/Garrison and Wehrle/Transit; and 4. Records indicate residents on Oakwood Drive report issues with speed and cut-through traffic. Provide a narrative or analysis to determine if this reported problem will be exacerbated after full-build out. Determine if off-site mitigation is necessary.

[4] The comment letter of Gina Wilkolaski, P.E. of the ECDPW dated May 8, 2025 contained two (2) comments as follows: 1. The TIS trip distribution accounts for access to the site via the Main Street and Limestone Drive intersection. However, the site plan shows that access from Limestone Drive will be restricted to a gated emergency access lane. The TIS must be revised to show that all access to the site will be via Wehrle Drive; and 2. Since all traffic will access the site via Wehrle Drive, the intersections of Wehrle Drive/Garrison Road and Wehrle Drive/Transit Road must also be analyzed.

[5] See Section 4.4 of the updated Traffic Impact Report dated June 9, 2025 attached as Exhibit "6".

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

3. No improvements are warranted nor recommended at any of the study intersections.

4. The detailed traffic analysis in this updated Traffic Impact Report provides the Town of Amherst Town Board and involved and interested agencies with detailed information regarding the identified potential traffic impacts of the project to enable a hard look at the identified potential traffic impacts in connection with the coordinated environmental review of the project pursuant to the State Environmental Quality Review Act (SEQRA).

5. Pursuant to the SEQRA, this detailed traffic analysis which incorporates input from both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board, demonstrates that the proposed project will not result in any potentially significant adverse traffic impacts.

- **Sanitary Sewer - Downstream Sewer Capacity Analysis Report prepared by Carmina Wood Design dated June 2025**

On May 15, 2025, Marc Romanowski, Esq. submitted a letter on behalf of Windsong Place Associates, LP, the owner of Windsong Apartments and Windsong Place Apartments located 25 Spring Meadow Court and 1 Spindrift Court expressing concerns regarding the requested amendment of the Comprehensive Plan.[6]

The Downstream Sewer Capacity Report ("DSCA Report") prepared by Carmina Wood Design based on testing conducted by TEC Smith during wet weather conditions. A copy of the DSCA Report is attached as Exhibit "7". The DSCA demonstrates there is adequate downstream sanitary sewer flow during wet weather conditions to provide sanitary sewer service for the Project.[7] It also important to mention that the Project Sponsor will be required to make a payment to the Town's I/I Sanitary Sewer Fund in the amount of $170,754.63.

Carmina Wood Design, the project engineering firm, is also in the process of evaluating available water pressure for both domestic and firefighting purposes. Once information requested from the Erie County Water Authority has been received, information addressing this identified potential adverse environmental impact will be provide to the Town.

---

[6] A copy of the letter from Marc Romanowski on behalf of the owner of the existing multifamily project to the west of the Project Site is attached as Exhibit "9". One of the concerns raised in this letter pertains to sewer system adequacy. It is important to mention that the existing nearby apartment project is designated as "Medium Residential" on Figure 6 of the Comprehensive Plan, the same designation being requested by the Project Sponsor.

[7] During the public hearing held by the Planning Board on May 15, 2025, a speaker mistakenly claimed that the development of the Project Site is precluded by a previous sanitary sewer connection moratorium. A copy of Resolution No. 2018-1301 as adopted by the Town Board on December 10, 2018 confirming the Project Site is not subject to a sanitary sewer connection moratorium is attached as Exhibit "11".

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

## IV. Conclusion:

The Project Sponsor looks forward to presenting the requested amendment to the Comprehensive Plan to the Town Board during the public hearing to be held on Monday, June 23rd.

Please contact me at 716.510-4338 or via e-mail if you have any questions regarding this updated project submission.

Sincerely,

HOPKINS SORGI & MCCARTHY PLLC

Sean W. Hopkins, Esq.

Enc.

cc: Jacqualine Berger, Councilmember
Shawn Lavin, Councilmember
Michael Szukala, Councilmember
Angela Marinucci, Councilmember
Francina J. Spoth, Town Clerk
Timothy J. Koller, Deputy Town Clerk
Daniel Howard, AICP, Planning Director, Town of Amherst Planning Department
Daniel J. Ulatowski, AICP, Assistant Planning Director/ZEO
Scott A. Marshall, Principal Planner
Christopher Schregel, Traffic Safety Coordinator
Steven Bengart, Esq., Town Attorney
Bryan Young, Young Development Inc.
Joe Young, Young Development Inc.
Dean W Gowen, RLA, Senior Landscape Architect/Urban Planner, Wendel
Amy C. Dake, P.E., Passero Associates
Patrick Sheedy, Jr., P.E., Carmina Wood Design
Christopher Wood, P.E., Carmina Wood Design
Marc Romanowski, Esq.

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# EXHIBIT 1

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

TOWN OF AMHERST
PLANNING BOARD
COMPREHENSIVE PLAN AMENDMENT
BCPA-2025-01

PETITIONER
Young Development, Inc.
c/o Sean Hopkins, Esq.
Hopkins Sorgi & McCarthy
35 California Drive, Suite 100
Williamsville, NY 14221

PROPERTY LOCATION
2190-2220 Wehrle Drive

MAY 23 2025 PM 5

WHEREAS the Town of Amherst Planning Board on Thursday, May 15, 2025 held a public hearing on the proposed amendment to the Bicentennial Comprehensive Plan, and

WHEREAS the Planning Board has reviewed the Town of Amherst Bicentennial Comprehensive Plan, and

WHEREAS the Planning Board has reviewed plans and other materials regarding the proposal, and

WHEREAS the materials and plans have been referred to the Town's various review agencies, and

WHEREAS the Planning Board finds that:

A. The proposed request is generally consistent with the Zoning Ordinance and with the following sections of the Comprehensive Plan and the goals and policies found therein:
- The Plan states that for both Medium and Mixed Residential areas, location criteria for higher density housing include proximity to high access corridors served by public transportation, areas near commercial centers and employment concentrations, areas next to educational campuses, and areas near community facilities.
- Chapter 3, Land Use and Development; as the location is ideally situated for the proposed land use as it is bordered by multi-family residential development along its northwest boundary and by single- family residential homes along its eastern boundary. Medium Residential is identified in the Comprehensive Plan as a good transitional land use category between commercial and single-family residential.
- Medium Residential is identified in the Comprehensive Plan as a good transitional land use category between commercial and single-family residential.
- Public transportation (NFTA Route #47) is available along Wehrle Drive to nearby economic centers, and Wehrle Drive itself is a minor arterial roadway with connections to Transit Road, Cayuga Road and Union Road.
- The location of the subject property is within walking distance to the SUNY Erie North campus and the YMCA Williamsville location.

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

TOWN OF AMHERST
PLANNING BOARD
COMPREHENSIVE PLAN AMENDMENT
BCPA-2025-01

PETITIONER
Young Development, Inc.

PROPERTY LOCATION
2190-2220 Wehrle Drive

MAY 23 2025 PM1

- The amendment should include areas designated for mixed-use development to compliment and serve the residential development, and an area(s) for public recreation and open space.

B. The subject property is suitable for uses permitted by the current versus the proposed land use designation.

C. The proposed change does improve the balance of land uses, and does meet a specific demand in the Town.

D. The land surrounding the subject request is comprised of single-family housing, multi-family housing and offices developed according to the requirements of the R-3, MFR-5 and OB zoning districts.

NOW THEREFORE BE IT RESOLVED that the Planning Board recommends to the Town Board in accordance with New York State Town Law §272-a Subsection 4, that the request to amend Figure 6 in the Bicentennial Comprehensive Plan to Medium Residential be approved with the consideration for the inclusion of commercial/mixed-use and Recreation, Open Space and Greenways land uses on the subject parcel.

The foregoing resolution was adopted by the Town of Amherst Planning Board, May 15, 2025; moved by Davis; seconded by O'Rourke; ayes 5; noes 1 (Penberthy); absent 1 (Gill).

Michael J. Chmiel, Planning Board Chair

5/22/25
Date

SM/ac
X:\Current_Planning\Files\Bicentennail Comp Plan Amends\2025\BCPA-2025-01_(2190-2200_Wehrle_Dr)_2025\BCPA-2025-01_resolution_051525.doc-
cc: Town Clerk
Commissioner of Building
Highway Superintendent
Town Engineer
Traffic/Safety Coordinator
ECDEP
ECDPW
NYSDOT
NYSDEC
ACAC
Sean Hopkins, Hopkins Sorgi & McCarthy, 5500 Main St., Suite 343, Williamsville, NY 14221
Patrick Sheedy, Jr., Carmina Wood Design, 80 Silo City Row, Buffalo, NY 14203

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# EXHIBIT 2

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# AGENDA ITEM #4– Comprehensive Plan Amendment

## Request to Amend Figure 6 of the Town of Amherst Bicentennial Comprehensive Plan from Commercial Office to Medium Residential for 24.9± Acres of Land

Address: 2190-2220 Wehrle Drive

Petitioner: Young Development Inc,

(BCPA-2025-01)



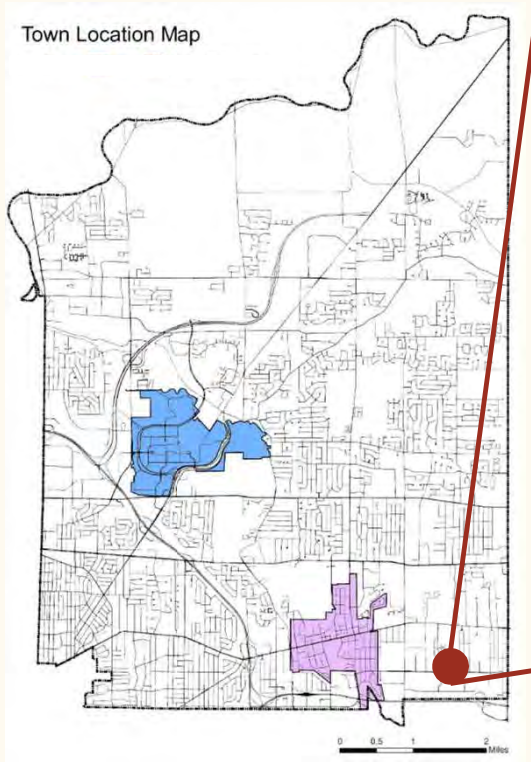
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

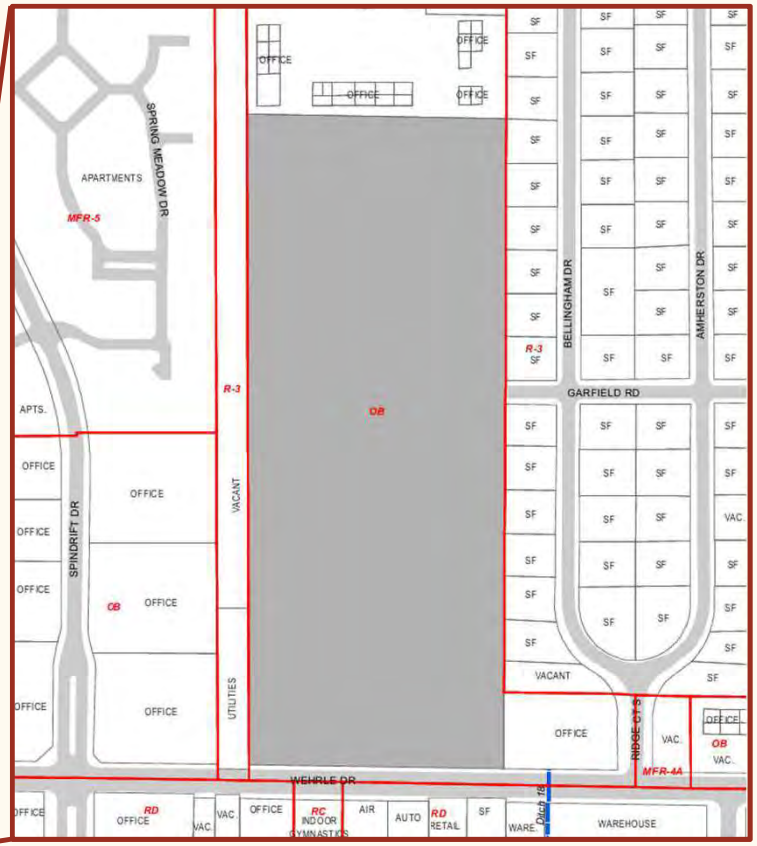
## Location:

- North side of Wehrle Drive, 390± ft. east of Spindrift Drive and 290± feet west of Ridge Court South

## Current Zoning:

- Office Business (OB)






Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

## Existing Development:

- Site is currently undeveloped with a meadow area and intermittent trees. The western portion of the parcel (formerly 2190 Wehrle Drive) was formerly occupied by a single-family home which has be demolished.

## Development Size:

- 24.9 ± acres
- 640 ± feet on Wehrle Drive
- 60 ± feet on Garfield Road

## Neighboring Uses:

- North: Office Buildings
- South: Commercial Office and Warehouse
- East: Single Family Residential
- West: Multi Family Residential and Commercial Office

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

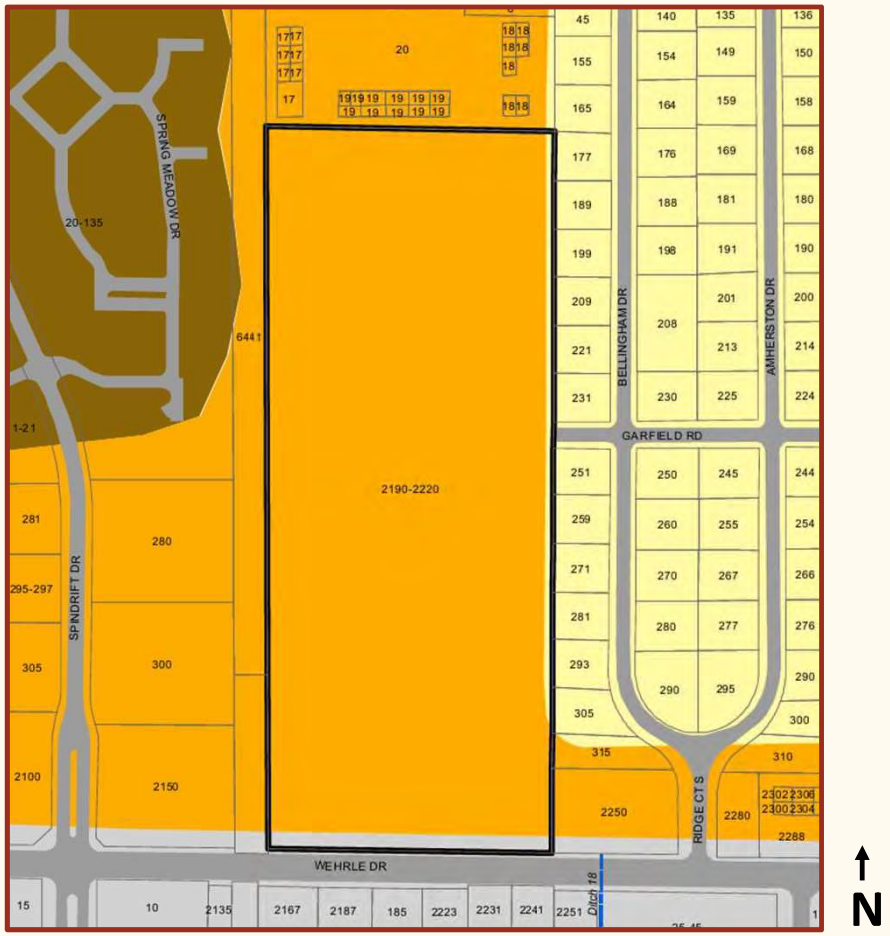
# Project Description

- To amend the Bicentennial Comprehensive Plan to change the land use designation on Figure 6 from “Commercial Office” to “Medium Residential” to allow for the potential future rezoning of the site to Multi-family Residential District-Six (MFR-6) and construction of a mixture of multifamily buildings containing 366 residential units, a large clubhouse building and all related site improvements including but not limited to vehicle use areas, stormwater management, landscaping, lighting, utility improvements and connections.



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# Comprehensive Plan - Figure 6







Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# Concept Plan

← N



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# Concept Illustrations

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# Proposed Building Elevations

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# Proposed Building Elevations

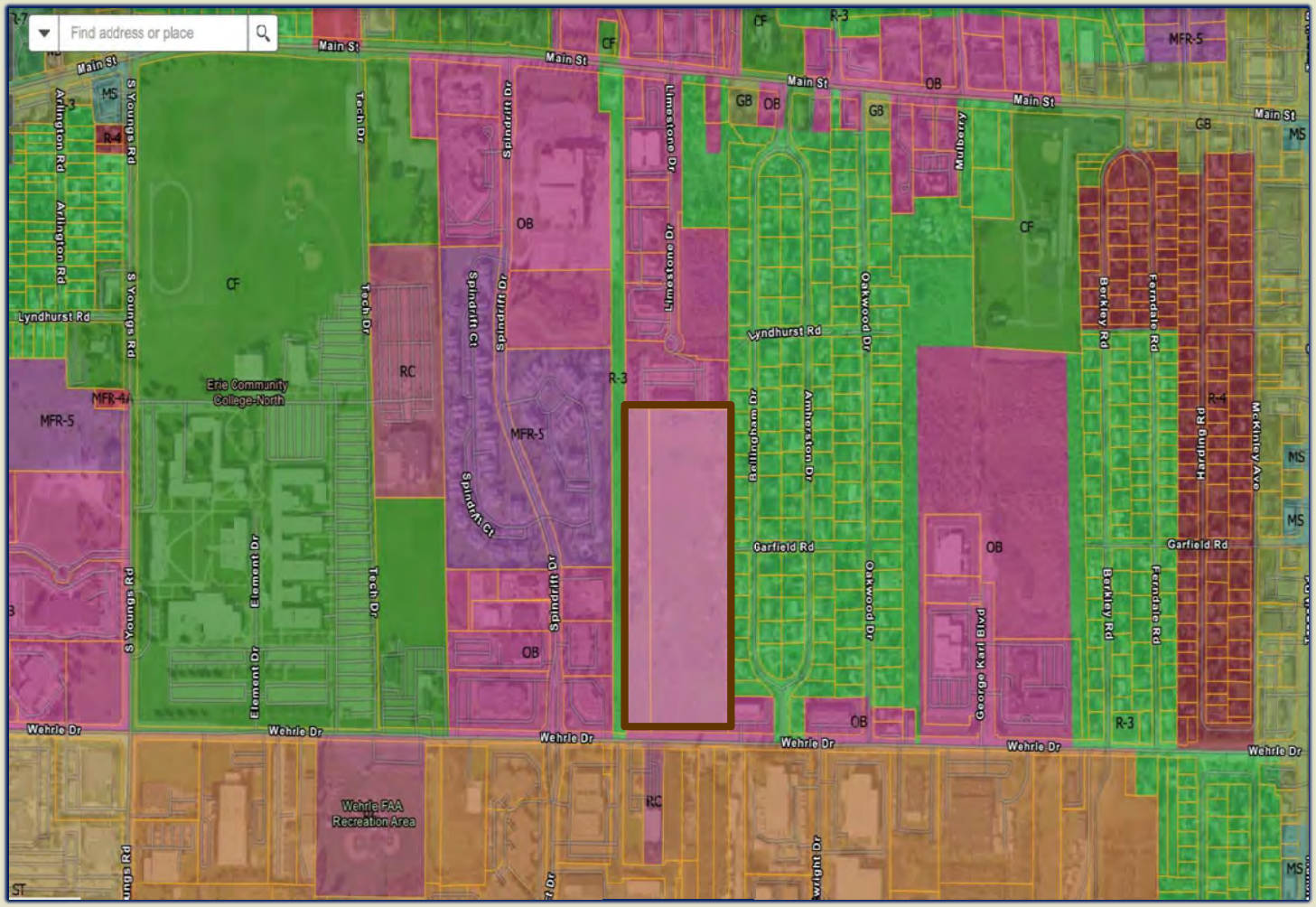
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

## Aerial Photograph of the Project Site:

- Request to amend the Bicentennial Comprehensive Plan to change the land use designation of the Project Site from “Commercial-Office” to “Commercial-Mixed-Use”.

## Zoning Map Excerpt:

- 2190-2200 Wehrle Drive
- Size of Project Site: 24.91 acres
- Requested Comp. Plan Amendment: Commercial Office to Medium Residential
- Current Zoning Classification: Office Building District ("OB")
- Rezoned to OB more than 20 years ago
- History of the Project Site
- If the Comprehensive Plan Amendment is approved by the Town Board then the Project Sponsor will be requesting that the Project Site be rezoned from OB to MFR-6








Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

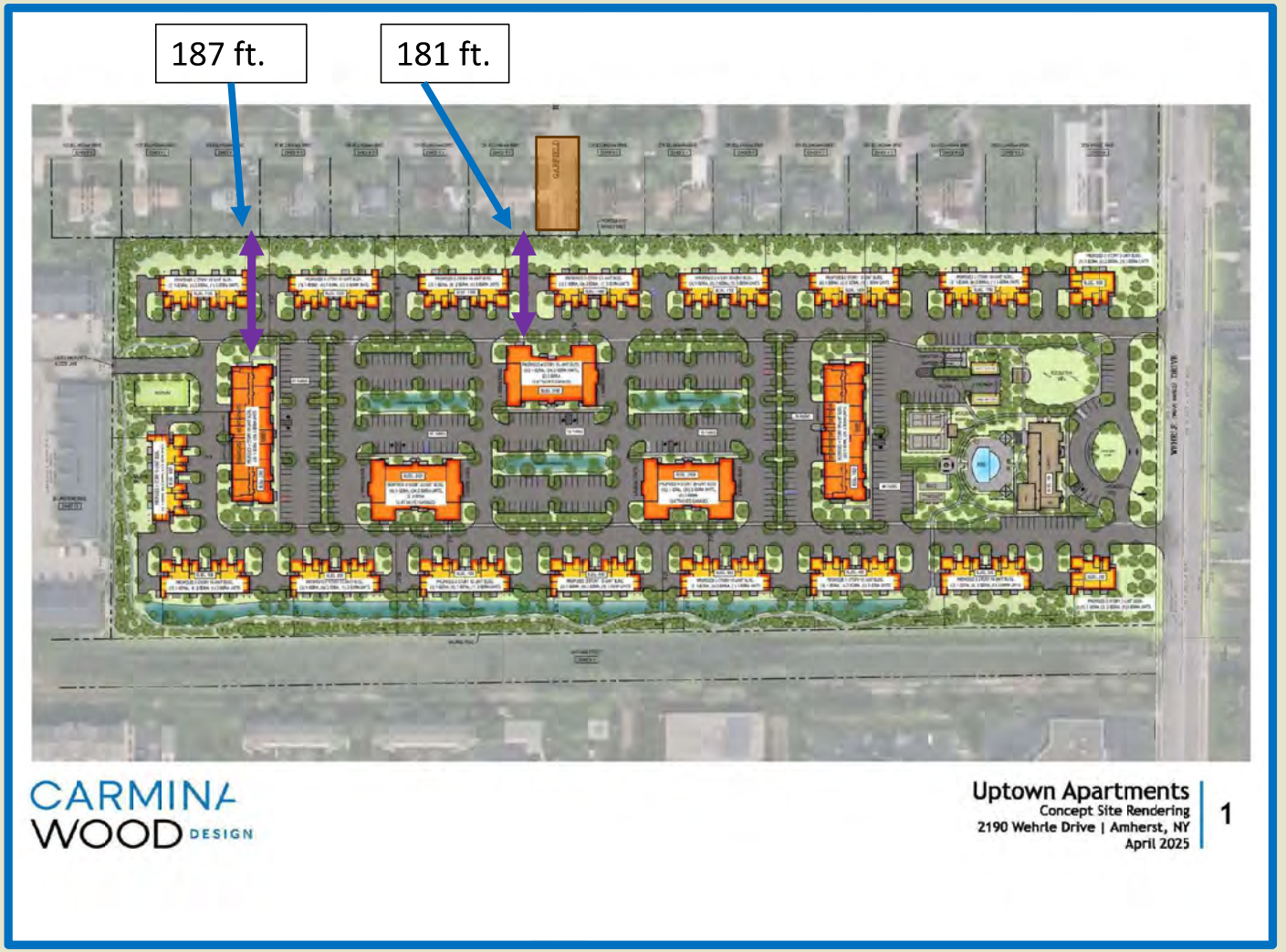
## Color Concept Plan:

- 366 units [3 building types
- 2-story townhome buildings with garages [5 units] – 2 buildings
- 2-story townhome buildings with garages [10 units] – 15 buildings
- 4-story building [36 units] – 3 buildings
- 4-story building [49 units] – 2 buildings
- Clubhouse – 1-story building – Approx. 7,800 sq. ft.
- Parking Spaces: 927 [688 surface and 239 garage spaces]

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

## Color Concept Plan:

- Recreational Trail on western portion of the Project Site adjacent to 80 ft. National Grid Right-of-Way
- Extensive Greenspace and Landscaping Plan
- High Impact Screening along west, east and northern sides
- Setback of 2-story buildings from east property boundary – 55 ft [53 ft. on west
- Low level lighting
- On-site stormwater management system compliant with stringent standards
- Water pressure testing in coordination with ECWA
- Gated emergency access connection to Limestone Drive
- No connection to Garfield Road






Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

## Color Conceptual Elevation Plan:

- Four-story buildings

Uptown Apartments
Young Development Inc.
Amherst, NY

Front Elevation
49-Unit Apartments

James Fahy Design Associates
Architecture & Engineering P.C.
Rochester, NY

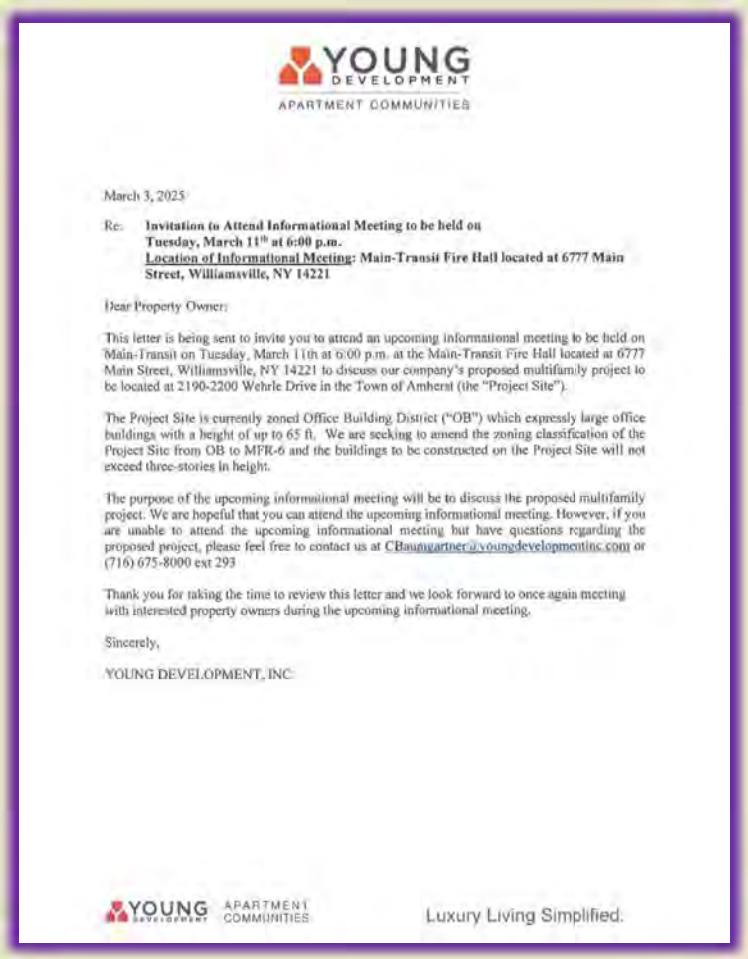
## Color Conceptual Elevation Plan:

- Four-story buildings

## Color Conceptual Elevation Plan:

- Two-story buildings

- Informational meeting held with interested property owners on May 11th at the Main Transit Fire Hall
- Invited property owners within within 600 ft. of to attend the informational meeting
- Interested property owners will be kept information regarding status of the proposed project



YOUNG DEVELOPMENT
APARTMENT COMMUNITIES

March 3, 2025

Re: **Invitation to Attend Informational Meeting to be held on Tuesday, March 11th at 6:00 p.m.**
**Location of Informational Meeting: Main-Transit Fire Hall located at 6777 Main Street, Williamsville, NY 14221**

Dear Property Owner:

This letter is being sent to invite you to attend an upcoming informational meeting to be held on Main-Transit on Tuesday, March 11th at 6:00 p.m. at the Main-Transit Fire Hall located at 6777 Main Street, Williamsville, NY 14221 to discuss our company's proposed multifamily project to be located at 2190-2200 Wehrle Drive in the Town of Amherst (the "Project Site").

The Project Site is currently zoned Office Building District ("OB") which expressly large office buildings with a height of up to 65 ft. We are seeking to amend the zoning classification of the Project Site from OB to MFR-6 and the buildings to be constructed on the Project Site will not exceed three-stories in height.

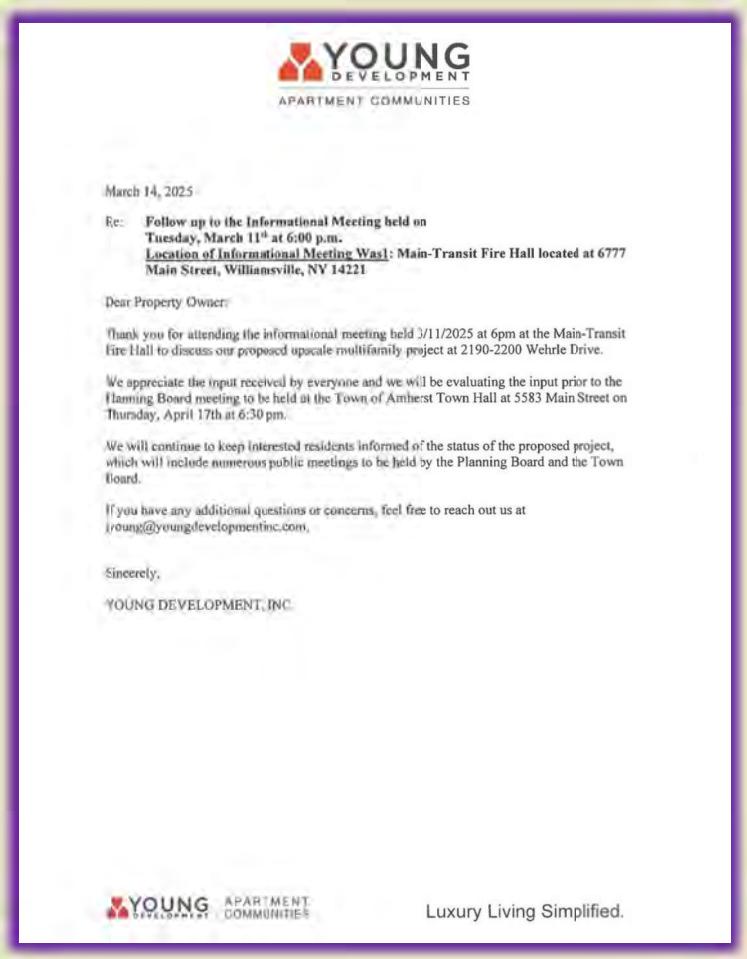
The purpose of the upcoming informational meeting will be to discuss the proposed multifamily project. We are hopeful that you can attend the upcoming informational meeting. However, if you are unable to attend the upcoming informational meeting but have questions regarding the proposed project, please feel free to contact us at CBaumgartner@youngdevelopmentinc.com or (716) 675-8000 ext 293

Thank you for taking the time to review this letter and we look forward to once again meeting with interested property owners during the upcoming informational meeting.

Sincerely,

YOUNG DEVELOPMENT, INC.

YOUNG APARTMENT COMMUNITIES Luxury Living Simplified.



YOUNG DEVELOPMENT
APARTMENT COMMUNITIES

March 14, 2025

Re: **Follow up to the Informational Meeting held on Tuesday, March 11th at 6:00 p.m.**
**Location of Informational Meeting Was1: Main-Transit Fire Hall located at 6777 Main Street, Williamsville, NY 14221**

Dear Property Owner:

Thank you for attending the informational meeting held 3/11/2025 at 6pm at the Main-Transit Fire Hall to discuss our proposed upscale multifamily project at 2190-2200 Wehrle Drive.

We appreciate the input received by everyone and we will be evaluating the input prior to the Planning Board meeting to be held at the Town of Amherst Town Hall at 5583 Main Street on Thursday, April 17th at 6:30 pm.

We will continue to keep interested residents informed of the status of the proposed project, which will include numerous public meetings to be held by the Planning Board and the Town Board.

If you have any additional questions or concerns, feel free to reach out us at jyoung@youngdevelopmentinc.com.

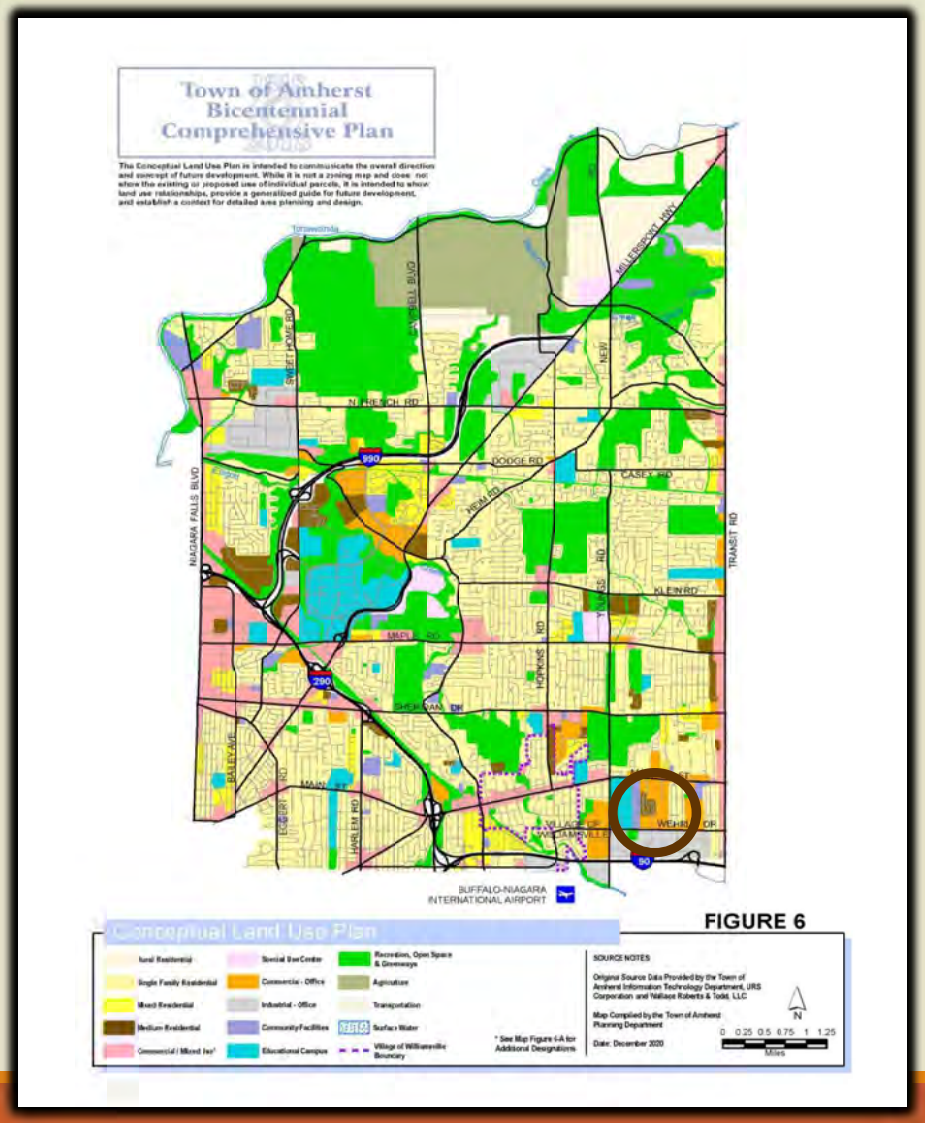
Sincerely,

YOUNG DEVELOPMENT, INC.

YOUNG APARTMENT COMMUNITIES Luxury Living Simplified.

## Figure 6 of the Comprehensive Plan:

- Pages 3-29 and 3-30 of the Comprehensive Plan state:
- "The Conceptual Land Plan is neither a zoning map nor is it meant to show the existing or proposed use of individual parcels of land. It is not meant to dictate land use, nor is it meant to show any phasing or timing of development.
- The Plan is intended to communicate the overall direction and concept of future development. While it is intended to present a composite picture of the Town at full development, the Plan is designed to be flexible, to show relationships, to provide a generalized guide for future development, and establish a context for detailed area planning and design.
- Over time the Plan may be amended by the Town Board to reflect changes in social, economic, and cultural trends, so that it remains a relevant guide to community development.



## Justification for Requested Comprehensive Plan Amendment:

- The six (6) Objectives for "Land Use and Development" as set forth in Section 3 of the Comprehensive Plan are as follows:
  - Promote the development/revitalization of walkable higher density, mixed-use centers surrounded by lower density development;
  - Implement context-sensitive zoning and incentives to improve the quality and appearance of non-residential development;
  - Encourage revitalization and reinvestment in older neighborhoods and commercial corridors in Amherst;
  - Target capital improvements to leverage private investment and enhance community appearance;
  - Establish a town-wide network of parks, open spaces, and greenway corridors; and
  - Improve the predictability and consistency of the development review and decision-making process
- Policy 3-9: Advance the redevelopment and revitalization of underutilized, obsolete, and vacant properties for economically viable uses.
  - The proposed Comprehensive Plan Amendment to accommodate a mixed-use project is consistent with Policy 3-9 since it will result in a mixed-use project on an underutilized site that remains vacant despite being approved for an office building project by the Planning Board pursuant to Site Plan approved in 2010



Packet Pg. 363

15.2.a

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

## Justification for Requested Comprehensive Plan Amendment:

- Section 8 of the Comprehensive Plan is titled "Housing and Neighborhoods"
  - Policy 8-2: Promote the development of a variety of housing types.
  - Text on Pages 8-3 and 8-4 of the Comprehensive Plan states as follows:
    - "Approximately two-thirds of Amherst's current housing stock consists of single-family detached homes, with the remainder comprised of a mix of duplexes, townhouses, apartments, and other living arrangements (e.g., dormitories and assisted living). Recent housing development has consisted mostly of multifamily units and single-family detached, suburban subdivisions. Demographic trends will reinforce the need for a more diverse housing stock to accommodate groups such as the elderly, empty nesters, and students. As previously noted, housing diversity enhances affordability and, if properly managed, can contribute to neighborhood stability and character."
    - The Town should encourage the proportional development of diverse housing types and price levels, including single-family detached (at a variety of lot sizes), **townhouses**, condominiums, **apartments**, and housing.
    - Higher density housing should be located to complement established residential areas through appropriate standards for location and design (see Policies 8-3 and 8-5)."



Packet Pg. 364

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

15.2.a

## State Environmental Quality Review Act ("SEQRA"):

- Completed Part 1 of the Full EAF prepared pursuant the SEQRA submitted with the BCPA Application
- 2 driveway connections to Wehrle Drive
- Building heights less than permitted by existing OB zoning classification [65 ft. permitted]
- 2-story buildings along eastern and western edges of the Project Site
- Very little existing vegetation – Extensive landscaping and High Impact Screening to be provided
- Project will comply with technical standards for stormwater management and required utility improvements
- Upscale architecture and high-quality building materials
- Negative declarations issued for previously approved office building projects
- The project will not result in any potentially significant environmental impacts



Packet Pg. 365

15.2.a

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

## Conclusion:

- Requesting that the Planning Board recommend issuance of a Negative Declaration pursuant to SEQRA and approval of the Comprehensive Plan Amendment by the Town Board
- Questions…



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# EXHIBIT 3

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Amherst

*Town of Amherst Planning Department* *Erie County, New York*

Brian J. Kulpa
Supervisor
Daniel C. Howard, AICP
Planning Director
Daniel Ulatowski, AICP
Assistant Planning Director

**MEMORANDUM**

**TO:** Scott Marshall, Principal Planner
**FROM:** Roberta Rappoccio, Associate Planner
**DATE:** May 7, 2025
**SUBJECT:** BCPA-2025-01 Bicentennial Comprehensive Plan Amendment Review
Proposed: Amend Comprehensive Plan to change land use from Commercial Office to Medium Residential
Property located at: 2190-2220 Wehrle Drive
Plans received: February 18, 2025

---

The subject request has been reviewed by staff with the following findings:

1. The proposed parcels are currently zoned Office Building (OB). The property located at 2190 Wehrle Drive was rezoned from Single Family Residential (R-3) to Office Building (OB) as requested by the land owner and approved by the Town Board in 2021 (Res# 2021-456). However, since then the unprecedented effects of the COVID pandemic reduced the desirability and demand for additional or new office space (Amherst's office space vacancy rate is approximately 16.5%, according to CBRE Q4 2024 data). Therefore, with a change in use this property could be activated for infill housing development.

2. The request to amend the Comprehensive Plan from Commercial – Office to Medium Residential could allow for a higher density residential development with density differences that include duplexes and/or townhouses as well as multi-story apartment buildings. The Plan states that for both Medium and Mixed Residential areas, location criteria for higher density housing include proximity to high access corridors served by public transportation, areas near commercial centers and employment concentrations, areas next to educational campuses, and areas near community facilities. The project site is located near compatible existing land uses which include the YMCA, the SUNY Erie Community College North Campus, Wehrle industrial park, other Medium Residential apartments, and single-family homes. The project site is also located along a public bus route on Wehrle Drive (NFTA Route #47), enabling connections to nearby economic centers on Main Street and Transit Road, many of which are also within walking/biking distance.

3. The subject parcels are included in the 2023 Strategic Economic Development Plan (SEDP) Airport Opportunity Area and described as property that can accommodate light industrial uses, including warehouse and distribution centers, similar to existing uses south of Wehrle Drive. The Airport Opportunity Area, as described in the SEDP, could be used to expand the live-play-create concept with a focus on light-production based uses integrated with lifestyle amenities and could also build off the proximity to SUNY Erie as an opportunity for collaboration. There have



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

been no recent inquiries for light industrial use developments in the area, and while the property is proposed for Median Residential, the location would give potential new residents access to the surrounding "lifestyle amenities" e.g. YMCA, SUNY Erie, as described in the Plan.

4. The Medium Residential land use category recommends having densities ranging from 12-60 units/acre and encompasses a wide variety of multi-family development types. A proposed concept plan submitted with the application includes 366 residential units on 24.9 acres of land. The calculation results in a density of 14.7 units/acre, within the lower range of the allowable density in the Medium Residential category. While the proposed concept plan complies with the recommended density, it is recommended that the concept plan consider the physical development to be denser allowing for additional open/green space for residents (maximum building coverage for MRF-6 zoning is 40%). Height of the proposed development should also consider surrounding land uses including adequate transitional space between the 1-story single-family homes on Bellingham Drive and 2/3 story apartments on Spring Meadow Drive.

**3.0 Land Use and Development**

The property to be developed is located on the north side of Wehrle Drive between Spindrift Drive to the west and Bellingham Drive to the east. The Conceptual Land Use Plan (Figure 6) in the Town's Comprehensive Plan identifies this area as Commercial – Office (orange). Adjacent properties include single-family homes to the east, apartment buildings to the northwest, and offices to the southwest and north. Commercial and office uses are located across Wehrle Drive both to the east and west of the proposed site.

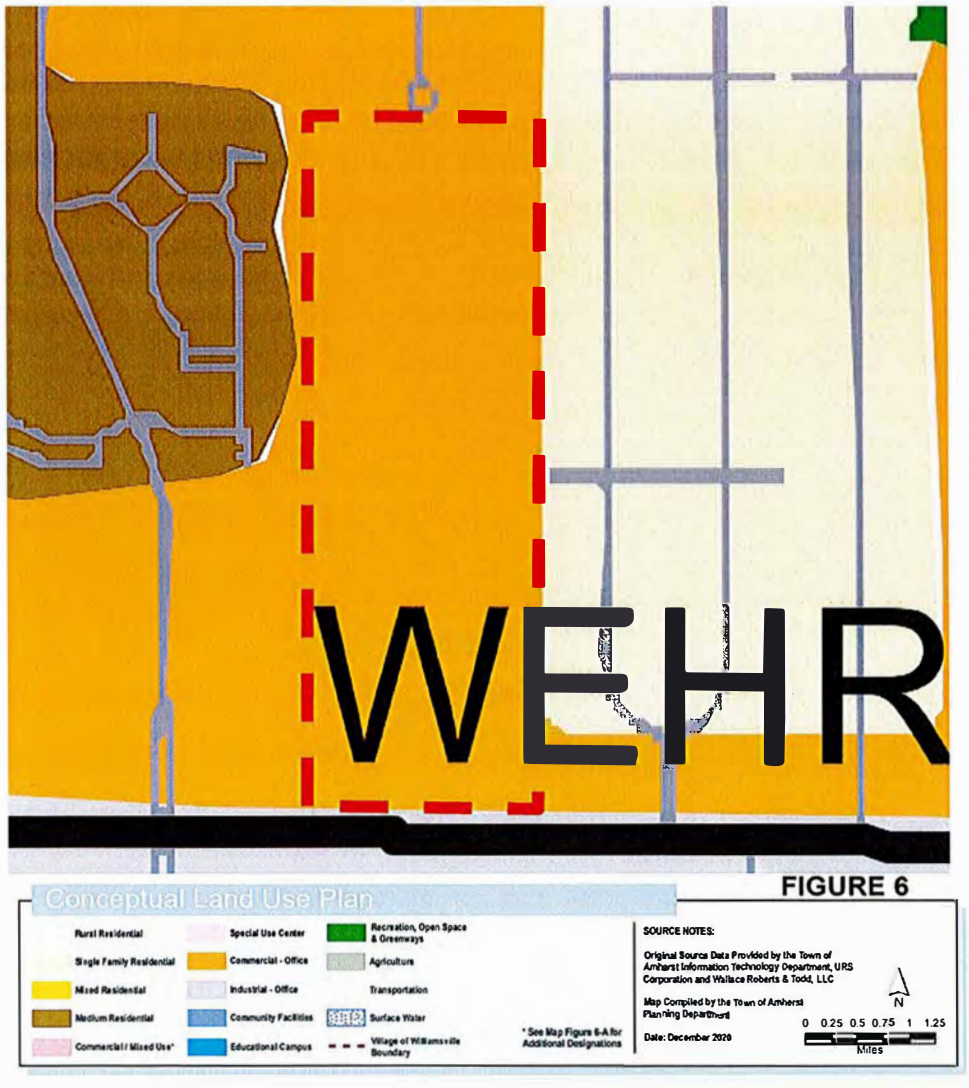



FIGURE 6

The location is ideally situated for this use as it is bordered by multi-family residential development along its northwest boundary and by single-family residential homes along its eastern boundary. Medium Residential is identified in the Comprehensive Plan as a good transitional land use category between commercial and single-family residential. In addition, public transportation is available along Wehrle Drive to nearby economic centers, and Wehrle Drive itself is a minor arterial roadway with connections to Transit Road, Cayuga Road and Union Road. The proposed property is within walking distance to the SUNY Erie North campus and the

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

YMCA Williamsville location.

Recommendation

This request to amend the Comprehensive Plan from Commercial – Office to Medium Residential is consistent with the goals of the Comprehensive Plan. The Plan recommends that new medium residential development be encouraged in areas where services and infrastructure/transportation already exist. The subject lands are well situated and suited for the proposed use.

Should you have questions regarding this review, please contact Roberta Rappoccio, Associate Planner at rrappoccio@amherst.ny.us.

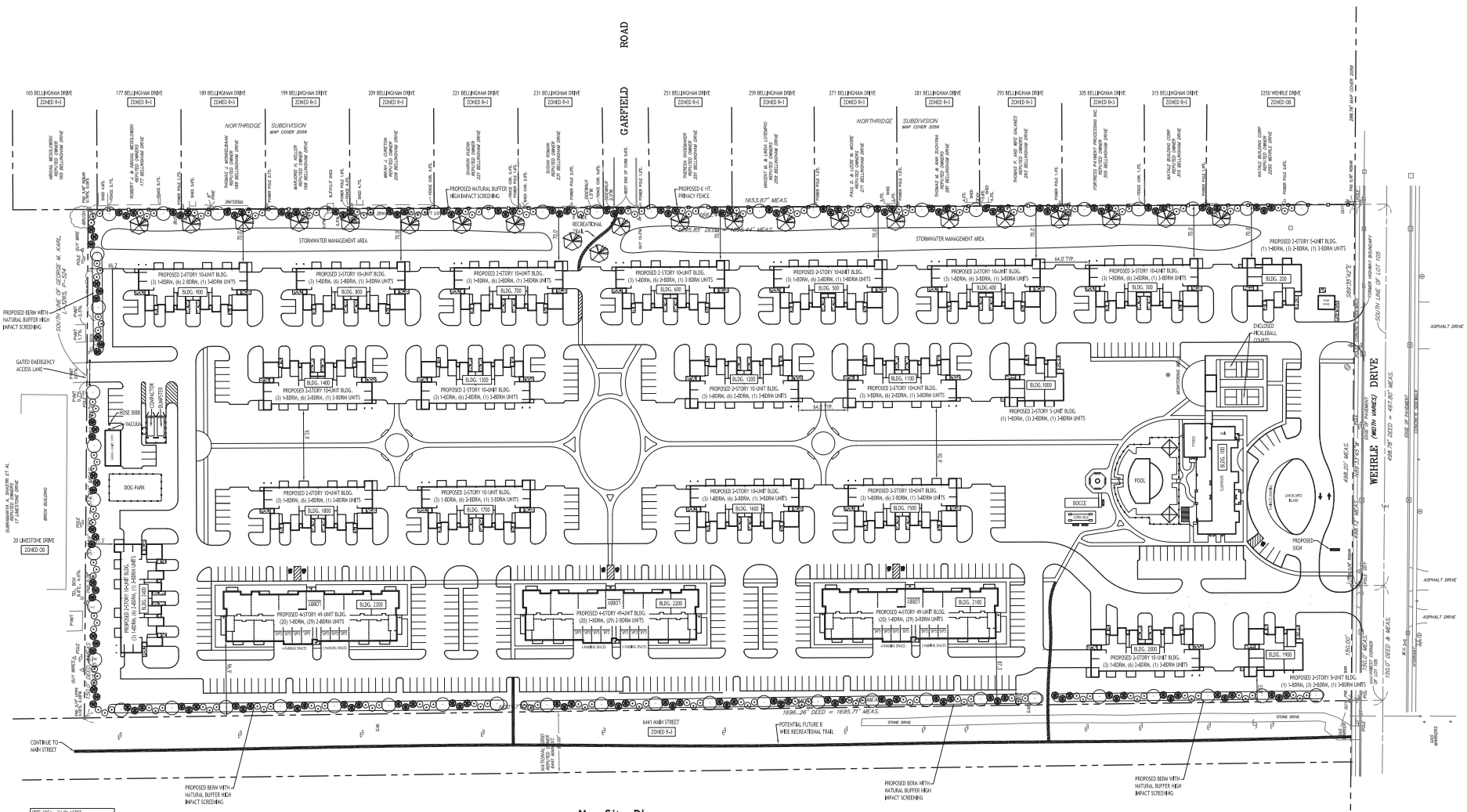
*This is a review only and does not constitute approval of the Request for Amendment to the Bicentennial Comprehensive Plan. Final approval or denial will occur after Town Board action on the request.*

DH/RR/KA
X:\Current_Planning\Files\Bicentennail Comp Plan Amends\2025\BCPA-2025-01_(2190-2200_Wehrle_Dr)_2025\Reviews\BCPA_2025-01_Long Range Review_022525.doc
cc: Sean W. Hopkins, Esq., Hopkins Sorgi & McCarthy PLLC, 5500 Main Street, Suite 343, Williamsville, NY 14221

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# EXHIBIT 4

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)




Site Plan
SCALE: 1" = 60'

SITE AREA = 24.91 ACRES
ZONING = OB, TO BE REZONED MFR-S

MFR ZONING SEPARATION AND SETBACK REQUIREMENTS:
- 49-unit BASED ON 48.5' MEDIAN BUILDING HEIGHT (4-story)
- 36-unit BASED ON 51.8' MEDIAN BUILDING HEIGHT (4-story)
- 5/10-unit BASED ON 27.3' MEDIAN BUILDING HEIGHT (2-story)
- COMMUNITY BLDG 25.3' (1-story)

BUILDING:

1. LONG WALL PARALLEL TO R.O.W. OR PROPERTY LINE: 2 x H = 97.0 FT (49-unit), 103.6 FT (36-unit), 54.6 FT (5/10-unit)
2. SHORT WALL PARALLEL TO R.O.W. OR PROPERTY LINE OR WALLS AT ANGLE BTWN 30 & 60 DEGREES: 1.5 x H = 72.75 FT (49-unit), 77.7 FT (36-unit), 40.95 FT (5/10-unit)
3. LONG WALLS OF BUILDINGS PARALLEL: * ((H1 + H2) / 2) x 1.66 = 80.5 FT (49-unit), 86.0 FT (36-unit), 45.3 FT (5/10-unit)
4. LONG WALL AND SHORT WALL PARALLEL OR 2 SHORT WALLS PARALLEL: * ((H1 + H2) / 2) x 1.5 = 72.75 FT (49-unit), 77.7 FT (36-unit), 40.95 FT (5/10-unit)
5. WALLS AT ANGLE BTWN. 30 & 60 DEGREES: * ((H1 + H2) / 2) x 1.5 = 72.75 FT (49-unit), 77.7 FT (36-unit), 40.95 FT (5/10-unit)

* 2 OF SAME BUILDING TYPES ADJACENT

PARKING REQUIRMENTS:
ATTACHED DWELLING UNIT: 2 PER DWELLING UNIT
REQD PARKING = 2 x 332 UNITS = 664 SPACES

PARKING PROVIDED:
226 GARAGES
(628) 9' x 19' SPACES
TOTAL PROVIDED = 854 SPACES

DENSITY REQUIRMENTS:
0 TO 1 BEDROOM - 2,562 SF LAND AREA REQUIRED PER UNIT
2 BEDROOMS - 2,904 SF LAND AREA REQUIRED PER UNIT
3 BEDROOMS - 3,630 SF LAND AREA REQUIRED PER UNIT

TOTAL AREA = 24.91 ACRES = 1,085,080 SF

PROPOSED UNITS = (114 1 bd x 2,562) + (198 2 bd x 2,904) + (20 3 bd x 3,630)
= 939,660 SF = 21.57 AC (332 UNITS)

MFR ZONING PARKING SETBACK REQUIREMENTS:

| | REQUIRED | PROVIDED |
|---|---|---|
| FRONT | 20 FT | >20 FT |
| SIDE/REAR | 5 FT | >5 FT |
| SIDE/REAR (ABUTTING R) | 10 FT | > 10 FT |
| FROM MAIN WALL | 15 FT | 15 FT MIN. |
| FROM END WALL | 10 FT | 10 FT MIN. |

BUILDING COVERAGE:

| REQUIRED BY CODE | PROVIDED |
|---|---|
| 40% MAX. (160,301 SF) | < 40% (X SF) |

INTERIOR PARKING GREENSPACE:

| REQUIRED BY CODE | PROVIDED |
|---|---|
| 5% (3,530 SF) | > 5% (X SF) |

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

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CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

Uptown Apartments
2190 Wehrle Drive
Amherst, New York

REVISIONS:
No. Description Date

PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING NAME:
Site Plan
Concept

Date: 6/16/26
Drawn By: C. Wood
Scale: As Noted

DRAWING NO.
C-100

Project No: 25-4008

# EXHIBIT 5

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

*Full Environmental Assessment Form*
*Part 1 - Project and Setting*

**Amended Part 1 of Full EAF with Attachments "A" and "B"**
**2190-2200 Wehrle Drive**
**Date: June 16, 2025**

## Instructions for Completing Part 1

**Part 1 is to be completed by the applicant or project sponsor.** 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; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

### A. Project and Applicant/Sponsor Information.

| | | |
|---|---|---|
| Name of Action or Project:<br>Uptown Apartments Project | | |
| Project Location (describe, and attach a general location map):<br>2190-2200 Wehrle Drive [SBL: 81.02-1-10.1] - Town of Amherst - Erie County | | |
| Brief Description of Proposed Action (include purpose or need):<br>The proposed project (the "action") consists of the development of 2190-2200 Wehrle Drive (the "Project Site") as a multifamily project consisting of 332 attached residential units for lease and all proposed site improvements and a potential future off-site recreational trail that would connect the Project Site and other nearby parcels to Main Street within the National Grid Right-of-Way directly west of the Project Site. The action has been defined broadly to include all required discretionary approvals and permits from the municipal boards of the Town of Amherst including but not limited to the pending requested amendment of the adopted Comprehensive Plan, a rezoning of a project site from OB to MFR-6 as well as all required approvals and permit from involved agencies as well as all proposed site improvements including multifamily buildings, a community building and recreational amenities, a dog park, internal access aisles and parking spaces, driveways onto Wehrle Drive and a gated emergency access only driveway connection to Limestone Drive, storm water improvements, landscaping, lighting, and all required utility improvements and connections. The action is a Type I action pursuant to the State Environmental Quality Review Act ("SEQRA") since it involves more than 250 residential units with sanitary sewer service. | | |
| Name of Applicant/Sponsor:<br>Young Development Inc. c/o Sean Hopkins | Telephone: 716.510-4338<br>E-Mail: shopkins@hsmlegal.com | |
| Address: 35 California Drive, Suite 100 | | |
| City/PO: Williamsville | State: NY | Zip Code: 14221 |
| Project Contact (if not same as sponsor; give name and title/role): | Telephone:<br>E-Mail: | |
| Address: | | |
| City/PO: | State: | Zip Code: |
| Property Owner (if not same as sponsor):<br>Acquest Wehrle Drive | Telephone:<br>E-Mail: | |
| Address:<br>5554 Main Street | | |
| City/PO: Williamsville | State: NY | Zip Code: 14221 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

**B. Government Approvals**

**B. Government Approvals, Funding, or Sponsorship.** ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

| Government Entity | If Yes: Identify Agency and Approval(s) Required | Application Date (Actual or projected) |
|---|---|---|
| a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No | Town Board - Comp. Plan Amendment & Rezoning from R-3 to OB | February 18, 2025 |
| b. City, Town or Village Planning Board or Commission ☑Yes ☐No | Planning Board - Site Plan Approval | To be Determined |
| c. City, Town or Village Zoning Board of Appeals ☑Yes ☐No | Zoning Board of Appeals - Area Variances | To be Determined |
| d. Other local agencies ☑Yes ☐No | AIDA - PILOT, etc. | To be Determined |
| e. County agencies ☑Yes ☐No | ECWA - Water; ECDPW - Highway Work Permit & ECHD | To be Determined |
| f. Regional agencies ☐Yes ☑No | | |
| g. State agencies ☑Yes ☐No | NYSDEC - DSCA & SPDES Permit | To be Determined |
| h. Federal agencies ☐Yes ☑No | | |

i. Coastal Resources.

*i.* Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

*ii.* Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☑Yes ☐No

*iii.* Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

**C. Planning and Zoning**

**C.1. Planning and zoning actions.**

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

**C.2. Adopted land use plans.**

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☑Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☑Yes ☐No

If Yes, identify the plan(s):

NYS Heritage Areas:West Erie Canal Corridor

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

**C.3. Zoning**

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Office Building District ("OB")

b. Is the use permitted or allowed by a special or conditional use permit? ☐ Yes ☑ No

c. Is a zoning change requested as part of the proposed action? ☑ Yes ☐ No
If Yes,
*i.* What is the proposed new zoning for the site? Multifamily Residential District 6 ("MFR-6")

**C.4. Existing community services.**

a. In what school district is the project site located? Williamsville Central School District

b. What police or other public protection forces serve the project site?
Town of Amherst Police Department

c. Which fire protection and emergency medical services serve the project site?
Main Transit Fire Department

d. What parks serve the project site?
There are various parks that are accessible from the project site in the Town of Amherst

**D. Project Details**

**D.1. Proposed and Potential Development**

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Multifamily residential.

b. a. Total acreage of the site of the proposed action? 24+ acres
b. Total acreage to be physically disturbed? 24.9 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 24.9 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
*i.* If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
*i.* Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
*ii.* Is a cluster/conservation layout proposed? ☐ Yes ☐ No
*iii.* Number of lots proposed? _____
*iv.* Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
*i.* If No, anticipated period of construction: 36 months
*ii.* If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

| | One Family | Two Family | Three Family | Multiple Family (four or more) |
|---|---|---|---|---|
| Initial Phase | | | | 332 |
| At completion of all phases | | | | 332 |

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

*i.* Total number of structures 1

*ii.* Dimensions (in feet) of largest proposed structure: 18 height; 60 width; and 150 length

*iii.* Approximate extent of building space to be heated or cooled: 9,000 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☑ Yes ☐ No

If Yes,

*i.* Purpose of the impoundment: Stormwater management

*ii.* If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☑ Other specify: Stormwater runoff

*iii.* If other than water, identify the type of impounded/contained liquids and their source.
Not applicable.

*iv.* Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

*v.* Dimensions of the proposed dam or impounding structure: _____ height; _____ length

*vi.* Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):
Dry stormwater pond

**D.2. Project Operations**

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☑ No

If Yes:

*i* .What is the purpose of the excavation or dredging? _____

*ii.* How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

*iii.* Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

_____

_____

*iv.* Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No

If yes, describe. _____

_____

*v.* What is the total area to be dredged or excavated? _____ acres

*vi.* What is the maximum area to be worked at any one time? _____ acres

*vii.* What would be the maximum depth of excavation or dredging? _____ feet

*viii.* Will the excavation require blasting? ☐ Yes ☐ No

*ix.* Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

*i.* Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

_____

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*ii.* Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

*iii.* Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes ☐No
If Yes, describe:

*iv.* Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes ☐No
If Yes:

- acres of aquatic vegetation proposed to be removed:
- expected acreage of aquatic vegetation remaining after project completion:
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):
- proposed method of plant removal:
- if chemical/herbicide treatment will be used, specify product(s):

*v.* Describe any proposed reclamation/mitigation following disturbance:

c. Will the proposed action use, or create a new demand for water? ☑Yes ☐No
If Yes:

*i.* Total anticipated water usage/demand per day: 62,700 gallons/day

*ii.* Will the proposed action obtain water from an existing public water supply? ☑Yes ☐No
If Yes:

- Name of district or service area: Erie County Water Authority
- Does the existing public water supply have capacity to serve the proposal? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No
- Do existing lines serve the project site? ☑Yes ☐No

*iii.* Will line extension within an existing district be necessary to supply the project? ☐Yes ☑No
If Yes:

- Describe extensions or capacity expansions proposed to serve this project:
- Source(s) of supply for the district:

*iv.* Is a new water supply district or service area proposed to be formed to serve the project site? ☐Yes ☐No
If, Yes:

- Applicant/sponsor for new district:
- Date application submitted or anticipated:
- Proposed source(s) of supply for new district:

*v.* If a public water supply will not be used, describe plans to provide water supply for the project:

*vi.* If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑Yes ☐No
If Yes:

*i.* Total anticipated liquid waste generation per day: 62,700 gallons/day

*ii.* Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):
sanitary wastewater

*iii.* Will the proposed action use any existing public wastewater treatment facilities? ☑Yes ☐No
If Yes:

- Name of wastewater treatment plant to be used: Town of Amherst WWTP
- Name of district: Town of Amherst
- Does the existing wastewater treatment plant have capacity to serve the project? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No

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- Do existing sewer lines serve the project site? ☑ Yes ☐ No
- Will a line extension within an existing district be necessary to serve the project? ☐ Yes ☑ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

*iv.* Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☐ No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

*v.* If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

*vi.* Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑ Yes ☐ No

If Yes:

*i.* How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or 15 acres (impervious surface)

_____ Square feet or 24.9 acres (parcel size)

*ii.* Describe types of new point sources. building roofs, parking areas

*iii.* Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

onsite stormwater management system

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐ Yes ☑ No

*iv.* Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑ Yes ☐ No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐ Yes ☑ No

If Yes, identify:

*i.* Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

*ii.* Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

*iii.* Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐ Yes ☑ No

If Yes:

*i.* Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐ Yes ☐ No

*ii.* In addition to emissions as calculated in the application, the project will generate:

- _____ Tons/year (short tons) of Carbon Dioxide ($CO_2$)
- _____ Tons/year (short tons) of Nitrous Oxide ($N_2O$)
- _____ Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____ Tons/year (short tons) of Sulfur Hexafluoride ($SF_6$)
- _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)



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h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

*i.* Estimate methane generation in tons/year (metric): _____

*ii.* Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? [See Updated Traffic Impact Report prepared by Amy Dake, P.E. of Passero Associates dated June 9, 2025.] ☐Yes ☑No

If Yes:

*i.* When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend ☐ Randomly between hours of _____ to _____.

*ii.* For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

*iii.* Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

*iv.* Does the proposed action include any shared use parking? ☐Yes ☑No

*v.* If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

*vi.* Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☑Yes ☐No

*vii* Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☑Yes ☐No

*viii.* Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☑Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

*i.* Estimate annual electricity demand during operation of the proposed action: Unknown at this time.

*ii.* Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): National Grid

*iii.* Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

*i.* During Construction:

- Monday - Friday: 7am to 5pm
- Saturday: as needed
- Sunday: n/a
- Holidays: n/a

*ii.* During Operations:

- Monday - Friday: Not Applicable
- Saturday: Not Applicable
- Sunday: Not Applicable
- Holidays: Not Applicable

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m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

*i.* Provide details including sources, time of day and duration:

Unavoidable noise generated during normal construction activities resulting from the use of construction equipment is a short term and unavoidable impact.

*ii.* Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe:

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

*i.* Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Site lighting to compliant with Town of Amherst lighting requirement specified in the Zoning Code. All lighting to be dark sky compliant.

*ii.* Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe:

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

*i.* Product(s) to be stored

*ii.* Volume(s) _____ per unit time _____ (e.g., month, year)

*iii.* Generally, describe the proposed storage facilities:

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☑ No

If Yes:

*i.* Describe proposed treatment(s):

*ii.* Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☑ No

If Yes:

*i.* Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

*ii.* Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction:
- Operation:

*iii.* Proposed disposal methods/facilities for solid waste generated on-site:

- Construction:
- Operation:

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s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

*i.* Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

*ii.* Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

*iii.* If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

*i.* Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

*ii.* Generally describe processes or activities involving hazardous wastes or constituents: _____

*iii.* Specify amount to be handled or generated _____ tons/month

*iv.* Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

*v.* Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

## E. Site and Setting of Proposed Action

### E.1. Land uses on and surrounding the project site

a. Existing land uses.

*i.* Check all uses that occur on, adjoining and near the project site.

☐ Urban ☑ Industrial ☑ Commercial ☑ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

*ii.* If mix of uses, generally describe:

Commercial, industrial, medical, office, single family residential and multifamily residential

b. Land uses and covertypes on the project site.

| Land use or Covertype | Current Acreage | Acreage After Project Completion | Change (Acres +/-) |
|---|---|---|---|
| • Roads, buildings, and other paved or impervious surfaces | 0.0 | 15.0 | + 15.0 |
| • Forested | 0.0 | 0.0 | 0.0 |
| • Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural) | 24.9 | 0.0 | - 24.9 |
| • Agricultural (includes active orchards, field, greenhouse etc.) | 0.0 | 0.0 | 0.0 |
| • Surface water features (lakes, ponds, streams, rivers, etc.) | 0.0 | 0.0 | 0.0 |
| • Wetlands (freshwater or tidal) | 0.0 | 0.0 | 0.0 |
| • Non-vegetated (bare rock, earth or fill) | 0.0 | 0.0 | 0.0 |
| • Other Describe: Greenspace & Landscaping | 0.0 | 9.9 | + 9.9 |



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c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☑ No
*i.* If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑ Yes ☐ No
If Yes,
*i.* Identify Facilities:
Childtime daycare on Spindrift Drive, DENT Neurological Institute and ECC North Campus

e. Does the project site contain an existing dam? ☐ Yes ☑ No
If Yes:
*i.* Dimensions of the dam and impoundment:
- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

*ii.* Dam's existing hazard classification: _____
*iii.* Provide date and summarize results of last inspection:

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No
If Yes:
*i.* Has the facility been formally closed? ☐ Yes ☐ No
- If yes, cite sources/documentation: _____

*ii.* Describe the location of the project site relative to the boundaries of the solid waste management facility:

*iii.* Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No
If Yes:
*i.* Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐ Yes ☑ No
If Yes:
*i.* Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☐ No

☐ Yes – Spills Incidents database — Provide DEC ID number(s): _____
☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____
☐ Neither database

*ii.* If site has been subject of RCRA corrective activities, describe control measures: _____

*iii.* Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐ Yes ☑ No
If yes, provide DEC ID number(s): _____
*iv.* If yes to (i), (ii) or (iii) above, describe current status of site(s):

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*v.* Is the project site subject to an institutional control limiting property uses? ☐ Yes ☐

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

**E.2. Natural Resources On or Near Project Site**

a. What is the average depth to bedrock on the project site? 6.5 feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ %

c. Predominant soil type(s) present on project site:

| | | |
|---|---|---|
| Illion silt loam | 34 % | |
| Liam loam | 10 % | |
| Newsteam loam | 10 % | Ovid silt loam, 46% |

d. What is the average depth to the water table on the project site? Average: 1 feet

e. Drainage status of project site soils:

| | | |
|---|---|---|
| ☐ Well Drained: | ____ % of site | |
| ☐ Moderately Well Drained: | ____ % of site | |
| ☑ Poorly Drained | 100 % of site | |

f. Approximate proportion of proposed action site with slopes:

| | | |
|---|---|---|
| ☑ 0-10%: | 100 % of site | |
| ☐ 10-15%: | ____ % of site | |
| ☐ 15% or greater: | ____ % of site | |

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

*i.* Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☑ Yes ☐ No

*ii.* Do any wetlands or other waterbodies adjoin the project site? ☑ Yes ☐ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

*iii.* Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑ Yes ☐ No

*iv.* For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name Federal Waters Approximate Size _____
- Wetland No. (if regulated by DEC) _____

*v.* Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

*i.* Name of aquifer: _____

[Note: A copy of the Jurisdictional Determination issued by the USACE on Janury 22, 2021 confirming there are not any jurisdictional wetlands on the Project Site is provided at Attachment "A".]



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m. Identify the predominant wildlife species that occupy or use the project site:
Typical suburban species

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
*i.* Describe the habitat/community (composition, function, and basis for designation):
*ii.* Source(s) of description or evaluation:
*iii.* Extent of community/habitat:
- Currently: acres
- Following completion of project as proposed: acres
- Gain or loss (indicate + or -): acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No
If Yes:
*i.* Species and listing (endangered or threatened):

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No
If Yes:
*i.* Species and listing:

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use:

**E.3. Designated Public Resources On or Near Project Site**

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number:

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
*i.* If Yes: acreage(s) on project site?
*ii.* Source(s) of soil rating(s):

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
*i.* Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
*ii.* Provide brief description of landmark, including values behind designation and approximate size/extent:

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
*i.* CEA name:
*ii.* Basis for designation:
*iii.* Designating agency and date:

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e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐ Yes ☑ No

If Yes:

*i.* Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

*ii.* Name: _____

*iii.* Brief description of attributes on which listing is based:

_____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No [Copy of SHPO Letter date October 4, 2024 at Attach ]

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

*i.* Describe possible resource(s): _____

*ii.* Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? [The proposed project will not result in any adverse impacts to Glen Park.] ☑ Yes ☐ No

If Yes:

*i.* Identify resource: Glen Park

*ii.* Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): local park

*iii.* Distance between project and resource: 2.3 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

*i.* Identify the name of the river and its designation: _____

*ii.* Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

**F. Additional Information**

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

**G. Verification**

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Young Development Inc. Date June 16, 2025

Signature Title Engineer for Project Sponsor

PRINT FORM



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# EAF Mapper Summary Report

Tuesday, February 11, 2025 9:02 PM

**Disclaimer:** The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

| | |
|---|---|
| B.i.i [Coastal or Waterfront Area] | No |
| B.i.ii [Local Waterfront Revitalization Area] | No |
| C.2.b. [Special Planning District] | Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook. |
| C.2.b. [Special Planning District - Name] | NYS Heritage Areas:West Erie Canal Corridor |
| E.1.h [DEC Spills or Remediation Site - Potential Contamination History] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.i [DEC Spills or Remediation Site - Listed] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.iii [Within 2,000' of DEC Remediation Site] | No |
| E.2.g [Unique Geologic Features] | No |
| E.2.h.i [Surface Water Features] | Yes |
| E.2.h.ii [Surface Water Features] | Yes |
| E.2.h.iii [Surface Water Features] | Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook. |
| E.2.h.iv [Surface Water Features - Wetlands Name] | Federal Waters |
| E.2.h.v [Impaired Water Bodies] | No |
| E.2.i. [Floodway] | No |
| E.2.j. [100 Year Floodplain] | No |
| E.2.k. [500 Year Floodplain] | No |
| E.2.l. [Aquifers] | No |
| E.2.n. [Natural Communities] | No |

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| | |
|---|---|
| E.2.o. [Endangered or Threatened Species] | No |
| E.2.p. [Rare Plants or Animals] | No |
| E.3.a. [Agricultural District] | No |
| E.3.c. [National Natural Landmark] | No |
| E.3.d [Critical Environmental Area] | No |
| E.3.e. [National or State Register of Historic Places or State Eligible Sites] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.3.f. [Archeological Sites] | Yes |
| E.3.i. [Designated River Corridor] | No |

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# Attachment A of Part 1 of the Full Environmental Assessment Form dated June 16, 2025

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, BUFFALO DISTRICT
1776 NIAGARA STREET
BUFFALO, NEW YORK 14207-3199

January 22, 2021

Regulatory Branch

SUBJECT: Jurisdictional Determination, Department of Army Processing No. LRB-2000-00680

Acquest Development, LLC
Omar Abu-Sitta
5554 Main St
Buffalo, NY 14221

Dear Mr. Abu-Sitta:

This pertains to your recent request for a jurisdictional determination for a 24.59-acre parcel of land located at 2220 and 2190 Wehrle Drive, in the Town of Amherst, Erie County, NY.

Section 404 of the Clean Water Act (CWA) establishes Corps of Engineers jurisdiction over the discharge of dredged or fill material into waters of the United States, including wetlands, as defined in 33 CFR Part 328.3.

I have evaluated your submitted wetland delineation map and have determined that the wetland and water boundaries shown on the map accurately represent on-site conditions. I am hereby verifying the wetland and water boundaries depicted on the attached wetland delineation map(s) with an Approved Jurisdictional Determination (AJD) as described below.

I have determined that the areas identified as Wetlands 1-5 and Ditches 1 and 2 on the parcel and on the AJD form are excluded waters as defined in the Navigable Waters Protection Rule. Therefore, these waters are not regulated under Section 404 of the CWA. Accordingly, you do not need Department of the Army authorization to commence work in these areas.

This verification will remain valid for a period of five (5) years from the date of this correspondence unless new information warrants revision of the delineation before the expiration. At the end of this period, a new wetland delineation will be required if a project has not been completed on this property or additional impacts are proposed for WOUS.

If you object to this AJD, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form. If you request to appeal the above JD, you must submit a completed RFA form within 60 days of the date on this letter to the Great Lakes/Ohio River Division Office at the following address:

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Suzanne Chubb
Regulatory Appeals Review Officer
US Army Corps of Engineers
Great Lakes and Ohio River Division
550 Main Street, Room 10-714
Cincinnati, Ohio 45202-3222
Phone: 513-684-7261 Fax: 513-684-2460

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 C.F.R. part 331.5, and that it has been submit an RFA form, it must be received at the above address by March 22, 2021.

It is not necessary to submit an RFA to the Division office if you do not object to the determination in this letter.

Lastly, the AJD has been conducted only to identify the limits of wetlands/waters that may be subject to Corps Clean Water Act or Rivers and Harbors Act jurisdiction. This delineation/determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985, as amended. If you or your tenant are United States Department of Agriculture (USDA) program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resource Conservation Service prior to starting work.

I encourage you to contact the appropriate state and local governmental officials to ensure that the proposed work complies with their requirements.

Questions pertaining to this matter should be directed to me at (716) 879-4314 by writing to the following address: U.S. Army Corps of Engineers Regulatory Branch 1776 Niagara Street, Buffalo, NY 14207 or by e-mail at: steven.v.metivier@usace.army.mil.

Sincerely,

Steven V. Metivier

Steven V. Metivier
Chief, NY Permit Evaluation Section

Enclosures
cc: Thomas Somerville (Earth Dimensions, Inc.)

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

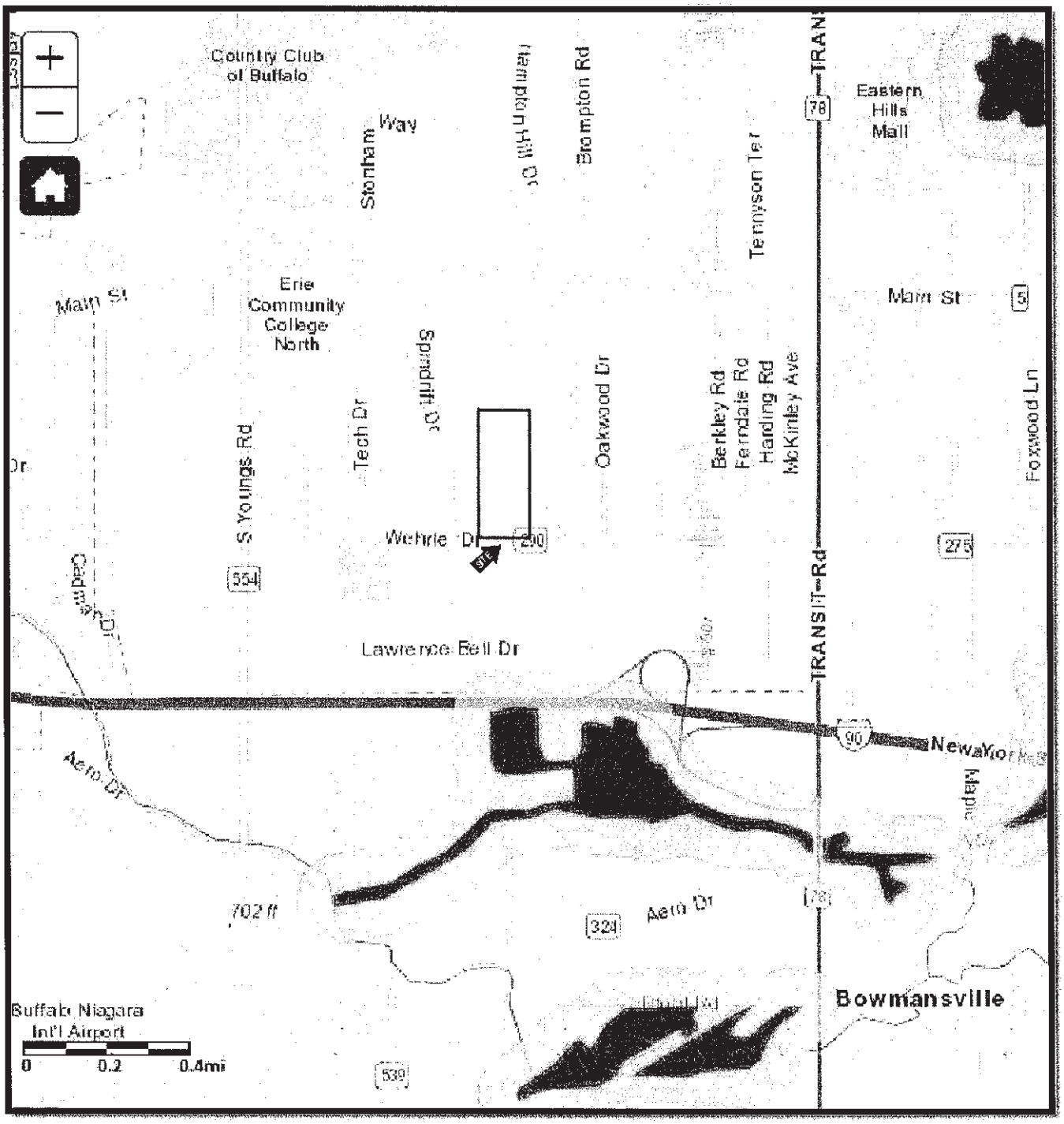



**FIGURE 4: NYSDEC ENVIRONMENTAL RESOURCE MAPPER**

http://www.dec.ny.gov/imsmaps/ERM/viewer.htm (Visited 10/31/18)

2190-2220 Wehrle Drive

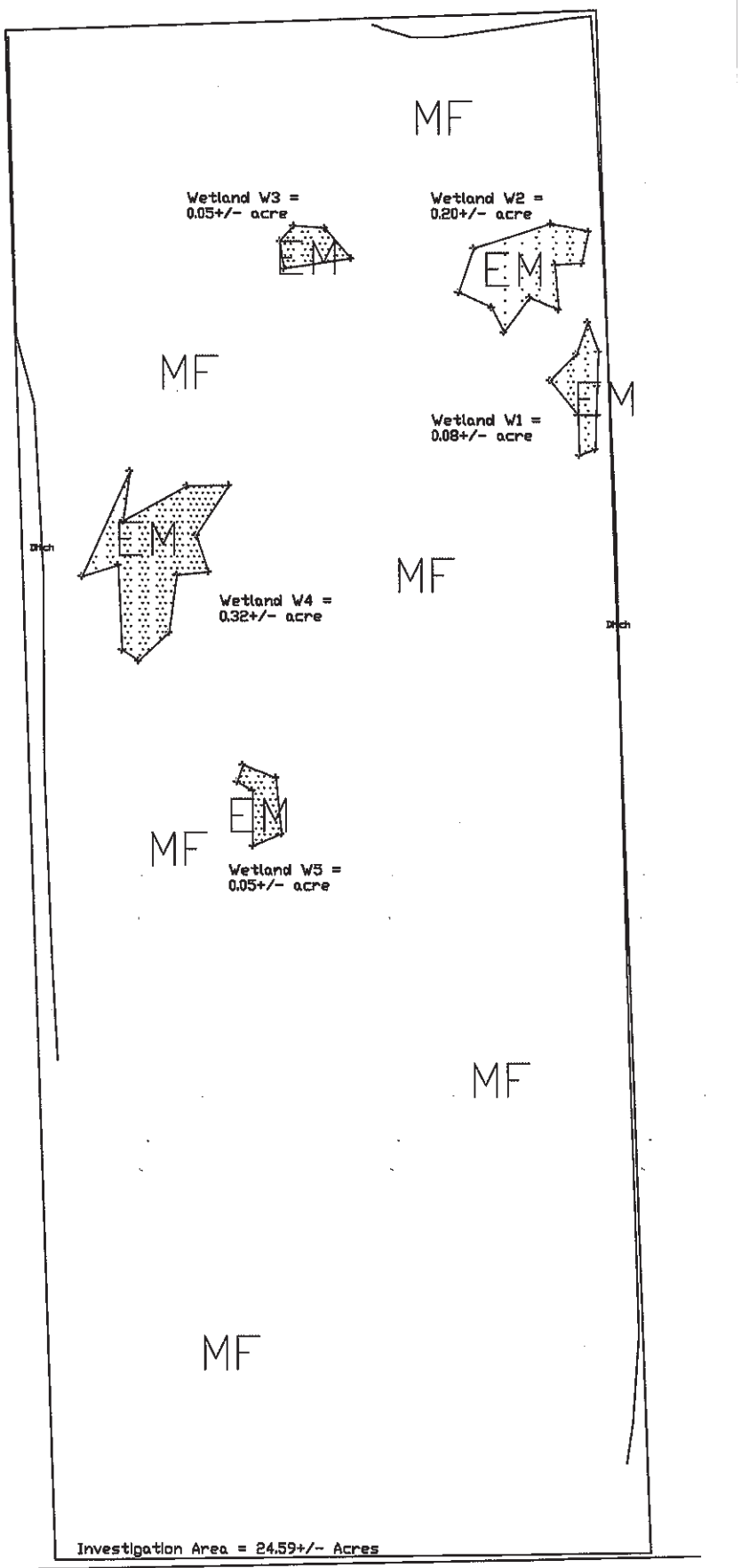
Town of Amherst, Erie County, New York

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# Figure 5 - General Vegetation Map

Town of Amherst Erie County, New York

EARTH DIMENSIONS, INC.
1091 Jamison Road • Elma New York 14059
(716) 655-1717 • Fax (716) 655-2915 • www.earthdimensions.com




2190-2220 Wehrle Drive

## LEGEND

- Limits of Investigation
- Community Boundary
- W1-1 Wetland Boundary Flag
- Wetland Area
- MF Mowed Field
- EM Emergent Marsh

Scale: 0 100' 200'

Map Date: October 31, 2018/ TJS for EDI
Revised:

Base Map Provided By: Trimble Geo 7X

File Name: Delineation map.dwg

EDI Project Code: W24K05d



Acquest 2190-2220 Wehrle Drive
DA Number 2000-0

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

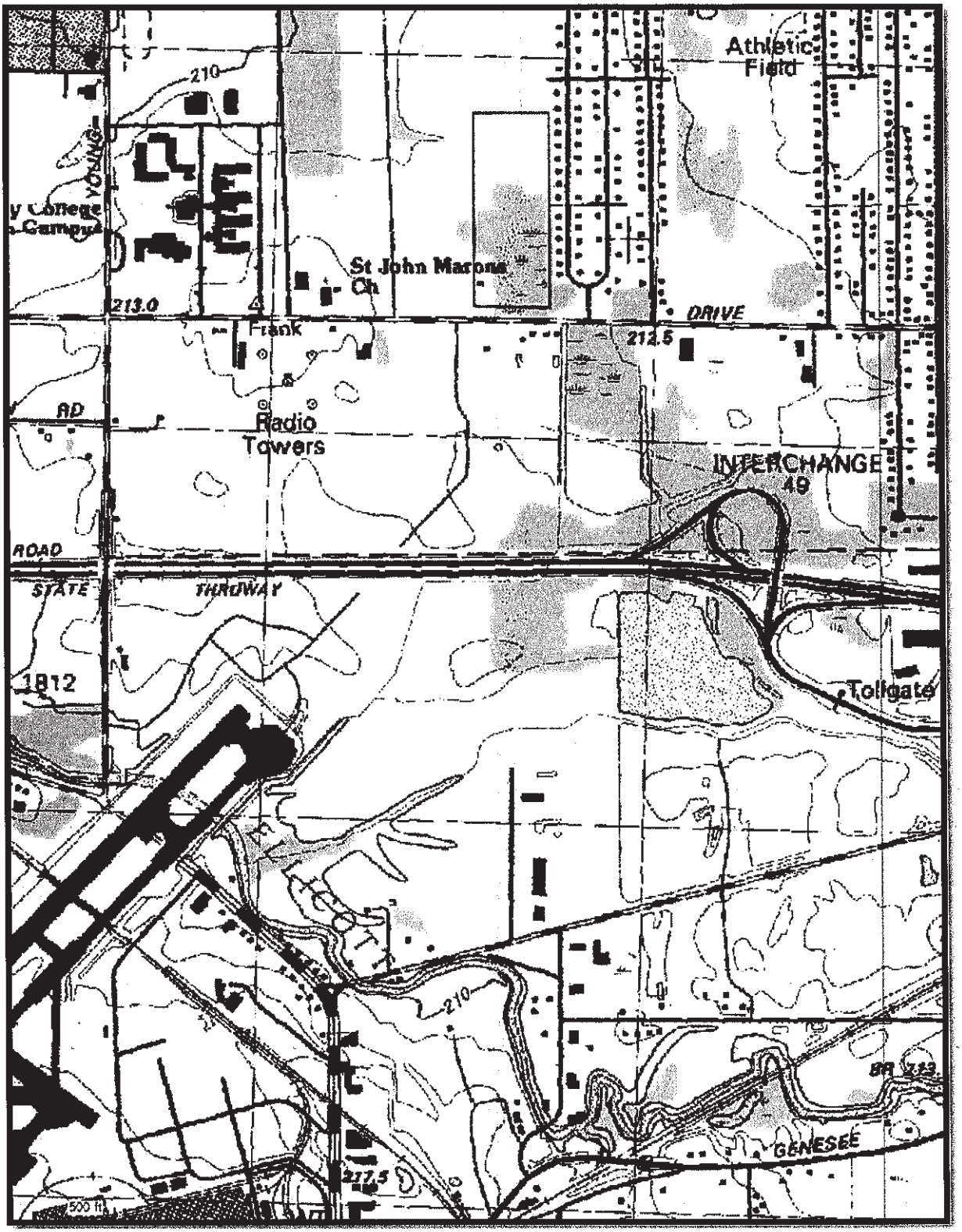



**FIGURE 7: DRAINAGE MAP**

Lancaster Quadrangle / 2002 DeLorme

2190-2220 Wehrle Drive

Town of Amherst, Erie County, New York



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL | | | |
|---|---|---|---|
| Applicant: Acquest Development, LLC | | File Number: LRB-2000-00680 | Date: January 22, 2021 |
| Attached is: | | | See Section below |
| | INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission) | | A |
| | PROFFERED PERMIT (Standard Permit or Letter of permission) | | B |
| | PERMIT DENIAL | | C |
| X | APPROVED JURISDICTIONAL DETERMINATION | | D |
| | PRELIMINARY JURISDICTIONAL DETERMINATION | | E |

**SECTION I** - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/CECW/Pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

**A: INITIAL PROFFERED PERMIT:** You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

**B: PROFFERED PERMIT:** You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

**C: PERMIT DENIAL:** You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

**D: APPROVED JURISDICTIONAL DETERMINATION:** You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.

- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

**E: PRELIMINARY JURISDICTIONAL DETERMINATION:** You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

**SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT**

**REASONS FOR APPEAL OR OBJECTIONS:** (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

**ADDITIONAL INFORMATION:** The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

**POINT OF CONTACT FOR QUESTIONS OR INFORMATION:**

| If you have questions regarding this decision and/or the appeal process you may contact: | If you only have questions regarding the appeal process you may also contact: |
|---|---|
| Steven Metivier<br>U.S. Army Corps of Engineers<br>1776 Niagara Street<br>Buffalo, New York 14207<br>Steven.V.Metivier@usace.army.mil<br>(716) 879-4314 | Suzanne Chubb<br>Regulatory Appeals Review Officer<br>US Army Corps of Engineers<br>Great Lakes and Ohio River Division<br>550 Main Street, Room 10-714<br>Cincinnati, Ohio 45202-3222<br>Phone: 513-684-7261 Fax: 513-684-2460 |

**RIGHT OF ENTRY:** Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

| | Date: | Telephone number: |
|---|---|---|
| _____<br>Signature of appellant or agent. | | |

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

U.S. ARMY CORPS OF ENGINEERS
REGULATORY PROGRAM
APPROVED JURISDICTIONAL DETERMINATION FORM (INTERIM)
NAVIGABLE WATERS PROTECTION RULE

## I. ADMINISTRATIVE INFORMATION

Completion Date of Approved Jurisdictional Determination (AJD): 22-JAN-2021
ORM Number: LRB-2000-00680
Associated JDs: Previous JDs under 2000-00680
Review Area Location[1]:
State/Territory: NY City: Amherst County/Parish/Borough: Erie County
Center Coordinates of Review Area: Latitude 42.959129 Longitude -78.711571

## II. FINDINGS

**A. Summary:** Check all that apply. At least one box from the following list MUST be selected. Complete the corresponding sections/tables and summarize data sources.

- ☐ The review area is comprised entirely of dry land (i.e., there are no waters or water features, including wetlands, of any kind in the entire review area). Rationale: N/A or describe rationale.
- ☐ There are "navigable waters of the United States" within Rivers and Harbors Act jurisdiction within the review area (complete table in section II.B).
- ☐ There are "waters of the United States" within Clean Water Act jurisdiction within the review area (complete appropriate tables in section II.C).
- ☒ There are waters or water features excluded from Clean Water Act jurisdiction within the review area (complete table in section II.D).

**B. Rivers and Harbors Act of 1899 Section 10 (§ 10)[2]**

| § 10 Name | § 10 Size | § 10 Criteria | Rationale for § 10 Determination |
|---|---|---|---|
| N/A | N/A | N/A | N/A |

**C. Clean Water Act Section 404**

Territorial Seas and Traditional Navigable Waters ((a)(1) waters)[3]

| (a)(1) Name | (a)(1) Size | (a)(1) Criteria | Rationale for (a)(1) Determination |
|---|---|---|---|
| N/A | N/A | N/A | N/A |

Tributaries ((a)(2) waters):

| (a)(2) Name | (a)(2) Size | (a)(2) Criteria | Rationale for (a)(2) Determination |
|---|---|---|---|
| N/A | N/A | N/A | N/A |

Lakes and ponds, and impoundments of jurisdictional waters ((a)(3) waters):

| (a)(3) Name | (a)(3) Size | (a)(3) Criteria | Rationale for (a)(3) Determination |
|---|---|---|---|
| N/A | N/A | N/A | N/A |

Adjacent wetlands ((a)(4) waters):

| (a)(4) Name | (a)(4) Size | (a)(4) Criteria | Rationale for (a)(4) Determination |
|---|---|---|---|
| N/A | N/A | N/A | N/A |

[1] Map(s)/Figure(s) are attached to the AJD provided to the requestor.
[2] If the navigable water is not subject to the ebb and flow of the tide or included on the District's list of Rivers and Harbors Act Section 10 navigable waters list, do NOT use this document to make the determination. The District must continue to follow the procedure outlined in 33 CFR part 329.14 to make a Rivers and Harbors Act Section 10 navigability determination.
[3] A stand-alone TNW determination is completed independently of a request for an AJD. A stand-alone TNW determination is conducted for a specific segment of river or stream or other type of waterbody, such as a lake, where independent upstream or downstream limits or lake borders are established. A stand-alone TNW determination should be completed following applicable guidance and should NOT be documented on the AJD form.
[4] Some excluded waters, such as (b)(2) and (b)(4), may not be specifically identified on the AJD form unless a requestor specifically asks a Corps district to do so. Corps Districts may, in case-by-case instances, choose to identify some or all of these waters within the review area.
[5] Because of the broad nature of the (b)(1) exclusion and in an effort to collect data on specific types of waters that would be covered by the (b)(1) exclusion, four sub-categories of (b)(1) exclusions were administratively created for the purposes of the AJD Form. These four sub-categories are not new exclusions, but are simply administrative distinctions and remain (b)(1) exclusions as defined by the NWPR.



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U.S. ARMY CORPS OF ENGINEERS
REGULATORY PROGRAM
APPROVED JURISDICTIONAL DETERMINATION FORM (INTERIM)
NAVIGABLE WATERS PROTECTION RULE

## D. Excluded Waters or Features

Excluded waters ((b)(1) – (b)(12))[4]:

| Exclusion Name | Exclusion Size | Exclusion[5] | Rationale for Exclusion Determination |
|---|---|---|---|
| Ditch 1 | 1805 feet | (b)(5) Ditch that is not an (a)(1) or (a)(2) water, and those portions of a ditch constructed in an (a)(4) water that do not satisfy the conditions of (c)(1) | Ditch feature was excavated in uplands. The ditch was excavated along the property boundary where there was no indication, based upon soils, USGS, and previous wetland mapping of any adjacent wetlands or potential a(2) waters. The ditch is located along the eastern property line along the back of the residential lots of Bellingham Drive. This area was identified as upland in previous wetland delineations, including the WRAP report produced by USACE in 2002 and utilized for the Special Case JD performed by USEPA in 2002. This ditch was excavated subsequent to the 2002 report. |
| Ditch 2 | 1106 feet | (b)(5) Ditch that is not an (a)(1) or (a)(2) water, and those portions of a ditch constructed in an (a)(4) water that do not satisfy the conditions of (c)(1) | Ditch feature was excavated in uplands. The ditch was excavated along the property boundary where there was no indication, based upon soils, USGS, and previous wetland mapping of any adjacent wetlands or potential a(2) waters. |
| Wetland 1 | 0.08 acres | (b)(1) Non-adjacent wetland | This is a small depressional wetland area within a grassed field. There is no proximal potential a(1-3) water. The nearest potential a(1-3) water is a perennial town ditch located south of Wehrle Drive. There is no indication that the town ditch would flood into the subject parcel in a typical year. The ditch is approximately 1000 linear feet away from Wetlands 1-5 and separated from the wetlands by a four-lane road and a parking lot. Hence, this wetland does not abut an a(1-3) water, is not |

[1] Map(s)/Figure(s) are attached to the AJD provided to the requestor.
[2] If the navigable water is not subject to the ebb and flow of the tide or included on the District's list of Rivers and Harbors Act Section 10 navigable waters list, do NOT use this document to make the determination. The District must continue to follow the procedure outlined in 33 CFR part 329.14 to make a Rivers and Harbors Act Section 10 navigability determination.
[3] A stand-alone TNW determination is completed independently of a request for an AJD. A stand-alone TNW determination is conducted for a specific segment of river or stream or other type of waterbody, such as a lake, where independent upstream or downstream limits or lake borders are established. A stand-alone TNW determination should be completed following applicable guidance and should NOT be documented on the AJD form.
[4] Some excluded waters, such as (b)(2) and (b)(4), may not be specifically identified on the AJD form unless a requestor specifically asks a Corps district to do so. Corps Districts may, in case-by-case instances, choose to identify some or all of these waters within the review area.
[5] Because of the broad nature of the (b)(1) exclusion and in an effort to collect data on specific types of waters that would be covered by the (b)(1) exclusion, four sub-categories of (b)(1) exclusions were administratively created for the purposes of the AJD Form. These four sub-categories are not new exclusions, but are simply administrative distinctions and remain (b)(1) exclusions as defined by the NWPR.



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

U.S. ARMY CORPS OF ENGINEERS
REGULATORY PROGRAM
APPROVED JURISDICTIONAL DETERMINATION FORM (INTERIM)
NAVIGABLE WATERS PROTECTION RULE

| | | | |
|---|---|---|---|
| | | | inundated by an a(1-3) water in a typical year, is not separated from a a(1-3) water by a natural berm or barrier, and is not separated from an a(1-3) water by a man made feature which allows for water exchange in a typical year. |
| Wetland 2 | 0.2 acres | (b)(1) Non-adjacent wetland | This is a small depressional wetland area within a grassed field. There is no proximal potential a(1-3) water. The nearest potential a(1-3) water is a perennial town ditch located south of Wehrle Drive. There is no indication that the town ditch would flood into the subject parcel in a typical year. The ditch is approximately 1000 linear feet away from Wetlands 1-5 and separated from the wetlands by a four-lane road and a parking lot. Hence, this wetland does not abut an a(1-3) water, is not inundated by an a(1-3) water in a typical year, is not separated from a a(1-3) water by a natural berm or barrier, and is not separated from an a(1-3) water by a man made feature which allows for water exchange in a typical year. |
| Wetland 3 | 0.05 acres | (b)(1) Non-adjacent wetland | This is a small depressional wetland area within a grassed field. There is no proximal potential a(1-3) water. The nearest potential a(1-3) water is a perennial town ditch located south of Wehrle Drive. There is no indication that the town ditch would flood into the subject parcel in a typical year. The ditch is approximately 1000 linear feet away from Wetlands 1-5 and separated from the wetlands by a four-lane road and a parking lot. Hence, this wetland does not abut an a(1-3) water, is not |

[1] Map(s)/Figure(s) are attached to the AJD provided to the requestor.
[2] If the navigable water is not subject to the ebb and flow of the tide or included on the District's list of Rivers and Harbors Act Section 10 navigable waters list, do NOT use this document to make the determination. The District must continue to follow the procedure outlined in 33 CFR part 329.14 to make a Rivers and Harbors Act Section 10 navigability determination.
[3] A stand-alone TNW determination is completed independently of a request for an AJD. A stand-alone TNW determination is conducted for a specific segment of river or stream or other type of waterbody, such as a lake, where independent upstream or downstream limits or lake borders are established. A stand-alone TNW determination should be completed following applicable guidance and should NOT be documented on the AJD form.
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NAVIGABLE WATERS PROTECTION RULE

| | | | |
|---|---|---|---|
| | | | inundated by an a(1-3) water in a typical year, is not separated from a a(1-3) water by a natural berm or barrier, and is not separated from an a(1-3) water by a man made feature which allows for water exchange in a typical year. |
| Wetland 4 | 0.32 acres | (b)(1) Non-adjacent wetland | This is a small depressional wetland area within a grassed field. There is no proximal potential a(1-3) water. The nearest potential a(1-3) water is a perennial town ditch located south of Wehrle Drive. There is no indication that the town ditch would flood into the subject parcel in a typical year. The ditch is approximately 1000 linear feet away from Wetlands 1-5 and separated from the wetlands by a four-lane road and a parking lot. Hence, this wetland does not abut an a(1-3) water, is not inundated by an a(1-3) water in a typical year, is not separated from a a(1-3) water by a natural berm or barrier, and is not separated from an a(1-3) water by a man made feature which allows for water exchange in a typical year. |
| Wetland 5 | 0.05 acres | (b)(1) Non-adjacent wetland | This is a small depressional wetland area within a grassed field. There is no proximal potential a(1-3) water. The nearest potential a(1-3) water is a perennial town ditch located south of Wehrle Drive. There is no indication that the town ditch would flood into the subject parcel in a typical year. The ditch is approximately 1000 linear feet away from Wetlands 1-5 and separated from the wetlands by a four-lane road and a parking lot. Hence, this wetland does not abut an a(1-3) water, is not |

[1] Map(s)/Figure(s) are attached to the AJD provided to the requestor.
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NAVIGABLE WATERS PROTECTION RULE

| | | | |
|---|---|---|---|
| | | | inundated by an a(1-3) water in a typical year, is not separated from a a(1-3) water by a natural berm or barrier, and is not separated from an a(1-3) water by a man made feature which allows for water exchange in a typical year. |

## III. SUPPORTING INFORMATION

**A. Select/enter all resources** that were used to aid in this determination and attach data/maps to this document and/or references/citations in the administrative record, as appropriate.

_X_ Information submitted by, or on behalf of, the applicant/consultant: Wetland and Waterbodies Delineation Report for 2190-2220 Wehrle Drive, November 15, 2018.
This information *is and is not* sufficient for purposes of this AJD.
Rationale: *The delineation represents on-the ground information accurately, but did not include discussion of previous work on the site. This additional information was supplied subsequently by the applicant.*

___ Data sheets prepared by the Corps: *Title(s) and/or date(s).*
___ Photographs: *(NA, aerial, other, aerial and other) Title(s) and/or date(s).*
_X_ Corps Site visit(s) conducted on: *December 23, 2020.*
_X_ Previous Jurisdictional Determinations (AJDs or PJDs): 2000-00680, Completed in 2000, USEPA Special Case JD completed in 2002.
___ Antecedent Precipitation Tool: *provide detailed discussion in Section III.B.*
___ USDA NRCS Soil Survey: *Title(s) and/or date(s).*
___ USFWS NWI maps: *Title(s) and/or date(s).*
___ USGS topographic maps: *Title(s) and/or date(s).*

**Other data sources used to aid in this determination:**

| Data Source (select) | Name and/or date and other relevant information |
|---|---|
| USGS Sources | N/A. |
| USDA Sources | N/A. |
| NOAA Sources | N/A. |
| USACE Sources | ORM Maps |
| State/Local/Tribal Sources | N/A. |
| Other Sources | N/A. |

**B. Typical year assessment(s):** N/A. The JD does not rely on any "point in time" resources which would necessitate the use of the Antecedent Precipitation Tool.

[1] Map(s)/Figure(s) are attached to the AJD provided to the requestor.
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APPROVED JURISDICTIONAL DETERMINATION FORM (INTERIM)
NAVIGABLE WATERS PROTECTION RULE

C. **Additional comments to support AJD:** This site has been the subject of much scrutiny, with a USEPA Special Case JD completed using information prepared by a Corps WRAP request. The WRAP request was completed in response to a lawsuit challenging a determination that wetlands on the site were isolated and not regulated in 2000. As a result of the lawsuit, the Corps JD was rescinded and the EPA took assumed responsibility for completing the JD, which was completed in 2002. No further JD was completed on the site between 2002 and 2020. Additional work, including the installation of the eastern property boundary drainage ditch was completed subsequent to the 2002 JD. The ditch was constructed in areas identified as uplands by the 2002 JD and appears to have modified the site hydrology such that the overall footprint of the wetlands on the site has been reduced. In accordance with the Navigable Waters Protection Rule, the Corps is evaluating conditions on the ground at the time of the current (2020) JD request. There are no potential a(1-3) waters on the site or in the vicinity of any of the existing wetlands. The closest potential a(2) water is a town ditch located south of Wehrle Drive. This ditch shows no indication that it floods during a typical year. The two ditches on the subject parcel are manmade and excavated in uplands.

[1] Map(s)/Figure(s) are attached to the AJD provided to the requestor.
[2] If the navigable water is not subject to the ebb and flow of the tide or included on the District's list of Rivers and Harbors Act Section 10 navigable waters list, do NOT use this document to make the determination. The District must continue to follow the procedure outlined in 33 CFR part 329.14 to make a Rivers and Harbors Act Section 10 navigability determination.
[3] A stand-alone TNW determination is completed independently of a request for an AJD. A stand-alone TNW determination is conducted for a specific segment of river or stream or other type of waterbody, such as a lake, where independent upstream or downstream limits or lake borders are established. A stand-alone TNW determination should be completed following applicable guidance and should NOT be documented on the AJD form.
[4] Some excluded waters, such as (b)(2) and (b)(4), may not be specifically identified on the AJD form unless a requestor specifically asks a Corps district to do so. Corps Districts may, in case-by-case instances, choose to identify some or all of these waters within the review area.
[5] Because of the broad nature of the (b)(1) exclusion and in an effort to collect data on specific types of waters that would be covered by the (b)(1) exclusion, four sub-categories of (b)(1) exclusions were administratively created for the purposes of the AJD Form. These four sub-categories are not new exclusions, but are simply administrative distinctions and remain (b)(1) exclusions as defined by the NWPR.



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

## 2190 Wehrle Drive Legal Description:

ALL THAT TRACT OR PARCEL OF LAND, situate in the Town of Amherst, County of Erie and State of New York, and being part of Lot No. 105, Township 12, Range 7 of the Holland Land Company's Survey, bounded and described as follows:

Beginning at a point in the southwest corner of Lot No. 105 in the center line of Wehrle Drive, a public highway (66 feet wide); thence northerly along the west line of said Lot No. 105, 1696.26 feet to the south line of lands owned by George N. Karl by deed recorded in the Erie County Clerk's Office in Liber 3265 of Deeds at page 524; thence easterly along said Karl's south line and parallel with the south line of Lot No. 105, 150 feet; thence southerly and parallel with the west line of Lot No. 105, 1696.26 feet to the center line of Wehrle Drive (66 feet wide); thence westerly along the center line of Wehrle Drive (66 feet wide) 150 feet to the place of beginning.

EXCEPTING from the above described premises that portion thereof conveyed to the County of Erie for widening of Wehrle Drive, as described in Deed recorded in Liber 11092 of Deeds at page 3872 on March 17, 2005.

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# Attachment B of Part 1 of the Full Environmental Assessment Form dated June 16, 2025

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

NEW YORK STATE OFFICE OF PARKS · RECREATION · HISTORIC PRESERVATION
Bernadette Castro
*Commissioner*

**New York State Office of Parks, Recreation and Historic Preservation**
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189 518-237-8643

October 4, 2005

RECEIVED
OCT 12 2005
PROJECT MANAGEMENT

Steven Doleski
Regional Permit Administrator
NYSDEC
270 Michigan Avenue
Buffalo, NY 14203-2999

Dear Mr. Doleski:

**Re:** DEC, CORPS 2000-00680 (1)
Proposed Acquest Office Park Development
2190 & 2220 Wehrle Drive/
2459 Hopkins Road Wetland Mitigation Site
Town of Amherst, Erie County
05PR3845

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). The SHPO has reviewed this project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended.

A review of SHPO records indicates that No Impact determinations were issued for 2190 Wehrle Drive in 2001, for 2220 Wehrle Drive in 1993 and for 2459 Hopkins Road in 2001. Therefore, it is the SHPO's opinion that project 05PR3845 will have **No Effect** upon historic properties in or eligible for inclusion in the State and National Registers of Historic Places.

The SHPO appreciates the opportunity to comment on this information. It should be noted that further consultation with the SHPO will be necessary if there are any changes to the project. Please telephone me at ext. 3280 with any questions you may have. Please also refer to the PR# above in any future correspondences for this project.

Sincerely,

Nancy Herter

Historic Preservation Program
Analyst, Archaeology

cc. Steven Metivier, CORPS
Gail Thompson, Seneca Nation THPO
Ashok Kapoor, Acquest Development (*faxed this day to 716-856-2288*)

An Equal Opportunity/Affirmative Action Agency
printed on recycled paper

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# EXHIBIT 6

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# TRAFFIC IMPACT REPORT

*March 14, 2025; Interim Update May 15, 2025; Update: June 9, 2025*

*20254133.0002*

# UPTOWN APARTMENTS

## 2190-2200 WEHRLE DRIVE - TOWN OF AMHERST, NY

**PREPARED FOR:**
Mr. Bryan Young
Young Development Inc.
1120 Bullis Road
Elma, NY 14059

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

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**APPENDIX E:** LOS CALCULATIONS – FULL BUILD CONDITIONS

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# 1.0 EXECUTIVE SUMMARY

The purpose of this updated Traffic Impact Report is to evaluate the potential traffic impacts related to the proposed Uptown Apartments Residential Development located at 2190-2200 Wehrle Drive in the Town of Amherst, Erie County, New York. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are evaluated. Mitigating measures are identified, if needed, based on whether the project generated traffic will result in potentially significant adverse traffic impacts. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. All figures and supporting calculations are included at the end of this report.

The traffic analysis has been updated to evaluate all traffic entering and exiting the site via the driveways on Wehrle Drive and additional study intersections have been added as requested by both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board. The original Traffic Impact Report dated March 14, 2025 inadvertently included traffic being projected to utilize the connection to Limestone Drive, which is only being provided for emergency access purposes. The driveway connection to Limestone Drive will consist of a gated emergency access only connection as depicted on the Concept Plan for the project.

### Project Location and Description

The project site is located at 2190-2200 Wehrle Drive in the Town of Amherst, Erie County, New York. The project comprises the following aspects:

- **Site Status:** The existing ±25 acre site is currently comprised of undeveloped lands.
- **Site Boundary:**
  - **North:** Limestone Commons.
  - **East:** Bellingham Drive and single-family homes.
  - **South:** Wehrle Drive.
  - **West:** Commercial development, Windsong Place Apartments, and Spindrift Drive.
- **Vicinity Land Uses:** There is a mix of residential, commercial, educational, and medical land uses.

The proposed development is comprised of the following components:

- **Proposed Land Use:**
  - ±332 apartment units
  - ±220 garage parking spaces and ±625 surface parking spaces
- **Access:** Provided via two proposed driveways on Wehrle Drive, one driveway located at the eastern end of the site, and one driveway located at the western end of the site. A gated emergency access only driveway will connect to Main Street at the north end of the site via Limestone Drive for emergency access.

The project will include a ±1,232 square foot (SF) fitness center with recreational amenities for residents to use. A clubhouse is also provided for use by the residents. There will be sidewalks on the site that will connect to Wehle Drive.

### Study Area

To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the Wehrle Dr (CR 290) and Spindrift Drive intersection. To ensure a comprehensive analysis of potential traffic impacts, and to satisfy comments from both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board, the study area evaluated consists of the following intersections:

1. Wehrle Dr (CR 290) and Garrison Rd
2. Wehrle Dr (CR 290) and Colonial Pkwy (Ingram Micro)

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3. Wehrle Dr (CR 290) and Youngs Rd
4. Wehrle Dr (CR 290) and Spindrift Dr
5. Wehrle Dr (CR 290) and George Karl Blvd
6. Wehrle Dr (CR 290) and Transit Rd (NY-78)

During the meeting of the Amherst Traffic Safety Board held on May 7, 2025, the Committee advised the Project Sponsor's representative that traffic counts for the intersection of Wehrle Drive and Garrison Rd were being requested for informational purposes to allow the Town to assess existing traffic conditions.

## Existing and Background Conditions

Turning movement traffic counts were collected by Passero Associates or the Town of Amherst on Wednesday, May 14, 2025, at the study intersection for the weekday AM and weekday PM peak hour periods. Traffic counts were conducted between 7:00-9:00 AM for the weekday AM peak period and 4:00-6:00 PM for the weekday PM peak period. The peak hour traffic periods occurred between 7:45-8:45 AM and 4:30-5:30 PM.

All turning movement count data was collected on a typical weekday while local schools and colleges were in session. No adverse weather conditions impacted the traffic counts. The traffic volumes were reviewed to confirm accuracy, seasonality, and relative balance between intersections.

The proposed project is anticipated to reach full build-out within approximately five years. The widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in the traffic analysis. Local municipal personnel were contacted at the Town of Amherst to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. No such projects were identified.

A review of available historical NYSDOT traffic volume data in the vicinity of the site indicates that traffic has decreased between 2015 and 2023. To account for normal increases in background traffic growth, including any unforeseen developments in the study area, a growth rate of 0.5% was applied to the existing traffic volumes for the five-year build-out period.

## Conclusions and Recommendations

This Uptown Apartments Residential Development located at 2190-2200 Wehrle Drive in the Town of Amherst, Erie County, New York. The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor traffic impacts to study area intersections.

The traffic analysis has been updated to evaluate all traffic entering and exiting the site via the driveways on Wehrle Drive and additional study intersections have been added as requested by both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board. The previously proposed Traffic Impact Report dated March 14, 2025 inadvertently included traffic being projected to utilize the connection to Limestone Drive, which is only being provided for emergency access purposes. The driveway connection to Limestone Drive will consist of a gated emergency access only connection as depicted on the Concept Plan for the project.

The following sets forth the conclusions and recommendations based upon the results of the analyses:

1. Under full development, the proposed project is expected to generate approximately 30 entering/96 exiting vehicle trips during the AM peak hour and 103 entering/60 exiting vehicle trips during the PM peak hour.

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2. All intersection/site driveway approaches generally operate at level of service "D" or better under all conditions during the AM and PM peak hours with the exception of the westbound left and westbound thru/right approaches at the Wehrle Dr/Garrison Rd intersection which operate at a LOS "E" and "F", respectively, during the PM peak hour under all conditions.
3. No improvements are warranted nor recommended at any of the study intersections.
4. The detailed traffic analysis in this updated Traffic Impact Report provides the Town of Amherst Town Board and involved and interested agencies with detailed information regarding the identified potential traffic impacts of the project to enable a hard look at the identified potential traffic impacts in connection with the coordinated environmental review of the project pursuant to the State Environmental Quality Review Act (SEQRA).
5. Pursuant to the SEQRA, this detailed traffic analysis which incorporates input from both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board, demonstrates that the proposed project will not result in any potentially significant adverse traffic impacts.

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# 2.0 INTRODUCTION

## 2.1 Study Purpose and Objectives

The purpose of this updated Traffic Impact Report is to evaluate the traffic potential traffic impacts related to the proposed Uptown Apartments Residential Development located at 2190-2200 Wehrle Drive in the Town of Amherst, Erie County, New York. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are evaluated. Mitigating measures are identified, if needed, based on whether the project generated traffic will result in potentially significant adverse traffic impacts. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. All figures and supporting calculations are included at the end of this report.

The traffic analysis has been updated to evaluate all traffic entering and exiting the site via the driveways on Wehrle Drive and additional study intersections have been added as requested by both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board. The original Traffic Impact Report dated March 14, 2025 inadvertently included traffic being projected to utilize the connection to Limestone Drive, which is only being provided for emergency access purposes. The driveway connection to Limestone Drive will consist of a gated emergency access only connection as depicted on the Concept Plan for the project.

## 2.2 Project Location

The project site is located at 2190-2200 Wehrle Drive in the Town of Amherst, Erie County, New York. The project comprises the following aspects:

- **Site Status:** The existing ±25 acre site is currently comprised of undeveloped lands.
- **Site Boundary:**
  - **North:** Limestone Commons.
  - **East:** Bellingham Drive and single-family homes.
  - **South:** Wehrle Drive.
  - **West:** Commercial development, Windsong Place Apartments, and Spindrift Drive.
- **Vicinity Land Uses:** There is a mix of residential, commercial, educational, and medical land uses.

## 2.3 Study Area

To ensure a comprehensive analysis of potential traffic impacts, and to satisfy comments from both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board, the study area evaluated consists of the following intersections:

1. Wehrle Dr (CR 290) and Garrison Rd (CR 289)
2. Wehrle Dr (CR 290) and Colonial Pkwy (Ingram Micro)
3. Wehrle Dr (CR 290) and Youngs Rd (CR 554)
4. Wehrle Dr (CR 290) and Spindrift Dr
5. Wehrle Dr (CR 290) and George Karl Blvd
6. Wehrle Dr (CR 290) and Transit Rd (NY-78)

**Figure 1** illustrates the study area and project site location.

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# 3.0 TRANSPORTATION SETTING

## 3.1 Description of Study Area Roadways

The information outlined in **Table 1** provides a description of the existing roadway network within the study area. The AADTs, in vehicles per day (vpd), shown in Table 1 reflect the most recently collected data obtained from the NYSDOT and Passero Associates (PA). **Figure 2** illustrates the lane geometry and traffic controls at each of the study intersections.

Functional classification of roadways is determined by the NYSDOT and the Federal Highway Administration (FHWA). Both the NYSDOT and FHWA groups roads, streets, and highways into different classes based on how they are used. This is called functional classification. Roads and streets do not work alone to move traffic. Instead, they form a network. Functional classification defines how each road or street fits into this network, how it provides access to nearby properties, and whether it is in an urban or rural area. In the study area, all the roadways are classified as urban.
The primary functional classifications within the study area:

- Principal Arterial – Other (Class 14)
- Minor Arterial (Class 16)
- Local (Class 19)

**Table 1:** *Existing Highway System*

| Roadway | Class[1] | Agency[2] | Speed | Typical Cross Section[3] | AADT | | |
|---|---|---|---|---|---|---|---|
| | | | | | Volume | Source | Year |
| Wehrle Drive (CR 290) | 16 | Erie County | 35/45 mph | 2/4-lane undivided | 13,356 | NYSDOT | 2023 |
| Garrison Rd (CR 289) | 16 | Erie County | 30 mph | 2-lane undivided | 7,357 | NYSDOT | 2022 |
| Youngs Rd (CR 554) | 16 | Erie County | 35 mph | 2-lane undivided | 12,692 | NYSDOT | 2023 |
| Spindrift Drive | 19 | Town of Amherst | 30 mph | 2-lane undivided | 5,526 | PA | 2025 |
| Earhart Drive | 19 | Town of Amherst | 30 mph | 2-lane undivided | 1,410 | PA | 2025 |
| George Karl Blvd | 19 | Town of Amherst | 30 mph | 2-lane undivided | 884 | PA | 2025 |
| Transit Rd (NY-78) | 14 | NYSDOT | 45 mph | 6-lane divided | 33,292 | NYSDOT | 2023 |

1. Functional Classification.
2. Roadway ownership.
3. Excludes turning lanes at intersections.

## 3.2 Description of Multimodal Network

**Table 2** summarizes the traffic controls, pedestrian, bicycle, and transit accommodations within the study area.

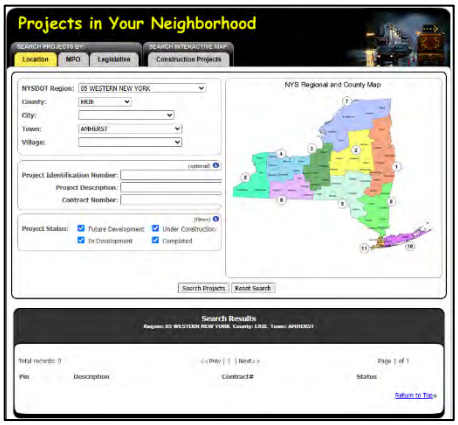
**Table 2:** *Multimodal Network*

| INTERSECTION | TRAFFIC CONTROL | PEDESTRIAN | | | BICYCLE | | TRANSIT |
|---|---|---|---|---|---|---|---|
| | | SIDEWALK | CROSSWALK | PED SIGNAL | LANE | OTHER | |
| Wehrle Dr (CR 290)/Garrison Rd (CR 289) | Signal | Some presence | Yes | Yes | No | In lane | No |

| INTERSECTION | TRAFFIC CONTROL | PEDESTRIAN | | | BICYCLE | | TRANSIT |
|---|---|---|---|---|---|---|---|
| | | SIDEWALK | CROSSWALK | PED SIGNAL | LANE | OTHER | |
| Wehrle Dr (CR 290)/College Pkwy (Ingram Micro) | Signal | Some presence | Yes | Yes | No | In lane | Bus Route 47 |
| Wehrle Dr (CR 290)/ Youngs Rd (CR 554) | Signal | Fully present | Yes | Yes | No | In lane | Bus Route 47 |
| Wehrle Dr (CR 290)/ Spindrift Dr | Signal | Some presence | Yes | Yes | No | In lane | Bus Routes 47 & 48 |
| Wehrle Dr (CR 290)/ George Karl Blvd | Signal | Some presence | Yes | Yes | No | In lane | Bus Route 47 |
| Wehrle Dr (CR 290)/ Transit Rd (NY-78) | Signal | Fully present | Yes | Yes | No | In lane | Bus Route 47 |

## 3.3 Planned/Programmed Highway Improvements

The NYSDOT *Projects in Your Neighborhood* web portal was reviewed and it was determined that there are no planned or ongoing projects within the study area.




# 4.0 EXISTING CONDITIONS ANALYSIS

## 4.1 Peak Intervals for Analysis

Given the functional characteristics of the corridors, adjacent land uses, and the proposed land use for the project site, the peak hours selected for analysis are the weekday morning (AM) and afternoon (PM) commuter peak periods. The combination of site traffic and adjacent street traffic produces the greatest demand during these time periods.

## 4.2 Existing Traffic Volume Data

Turning movement traffic counts were collected by Passero Associates or the Town of Amherst on Wednesday, May 14, 2025, at the study intersection for the weekday AM and weekday PM peak hour periods. Traffic counts were conducted between 7:00-9:00 AM for the weekday AM peak period and 4:00-6:00 PM for the weekday PM peak period. The peak hour traffic periods occurred between 7:45-8:45 AM and 4:30-5:30 PM.

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All turning movement count data was collected on a typical weekday while local schools and colleges were in session. No adverse weather conditions impacted the traffic counts. The traffic volumes were reviewed to confirm accuracy, seasonality, and relative balance between intersections. **Figures 3a and 3b** illustrate the 2025 existing base conditions for the AM and PM peak hours, respectively.

### 4.3 Field Observations

The study intersections were observed during peak intervals to assess current traffic operations. Signal timing and phasing information was obtained from the NYSDOT and Town of Amherst to determine peak hour phasing plans and phase durations during each interval at the signalized intersections. This information was used to support and/or calibrate capacity analysis models described in detail later in this report.

### 4.4 Oakwood Drive Speed and Volume

Oakwood Drive is a local town roadway that provides a direct connection between Wehrle Drive and Main St. The connection may be used as a cut-through route by non-residents.

The Town conducted a speed and volume study on Oakwood Drive on September 19, 2019. This data was then analyzed to determine the 85$^{th}$ percentile speeds in each direction. The 85$^{th}$ percentile speed means that 85% of all traffic is traveling at or below the measured speed, while 15% are traveling above that speed. The 85$^{th}$ percentile speeds are commonly used by governing transportation agencies, such as the NYSDOT, for evaluation, design, and speed setting purposes. **Table 3** shows the results of the speed data and daily traffic volume in each direction. The current area speed limit is posted at 30 mph.

**Table 3:** *Collected Speed & Traffic Volume Data*

| SPEED METRICS | NORTHBOUND | SOUTHBOUND |
|---|---|---|
| Daily Traffic Volume | 607 vpd | 423 vpd |
| 85$^{th}$ %-ile Speed | 32 mph | 32 mph |
| Minimum Speed | 6-10 mph | 6-10 mph |
| Maximum Speed | 41-45 mph | 51-55 mph |

Notes: 1. vpd = vehicles per day
2. mph = miles per hour

The data indicates that 8 vehicles were recorded traveling between 41-45 mph in the northbound direction. In the southbound direction, 7 vehicles were recorded traveling between 41-45 mph and 1 vehicle was recorded traveling between 51-55 mph. The majority of the speeding (speeds in excess of 41 mph) occurred between 5:00 PM and 9:00 PM.

The study does not indicate a significant speeding concern at this location.

## 5.0 BACKGROUND (NO BUILD) CONDITIONS

The proposed project is anticipated to reach full build-out within approximately five years. The widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in the traffic analysis. Local municipal personnel were contacted at the Town of Amherst to

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discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. No such projects were identified.

A review of available historical NYSDOT traffic volume data in the vicinity of the site indicates that traffic has decreased between 2015 and 2023. To account for normal increases in background traffic growth, including any unforeseen developments in the study area, a growth rate of 0.5% was applied to the existing traffic volumes for the five-year build-out period. **Figures 4a and 4b** depict the peak hour background traffic volumes for the AM and PM peak hours, respectively.

# 6.0 PROPOSED DEVELOPMENT CONDITIONS

## 6.1 Project Description

The proposed development is comprised of the following components:

- **Proposed Land Use:**
  - ±332 apartment units
  - ±220 garage parking spaces and ±625 surface parking spaces

- **Access:** Provided via two proposed driveways on Wehrle Drive, one located at the eastern end of the site, and one located at the western end of the site. A gated emergency access only driveway will connect to Main Street at the north end of the site via Limestone Drive for emergency access.

The project will also provide a a ±1,232 square foot (SF) fitness center and recreational amenities for residents to use. A clubhouse is also provided for use by the residents. There will be sidewalks on the site that will connect to Wehle Drive.

## 6.2 Proposed Traffic Generation

The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. *Trip Generation Manual (11th Edition)* published by the Institute of Transportation Engineers (ITE) is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of the adjacent street traffic and proposed land use, in this case, the weekday commuter AM and PM peak hours, represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis.

**Table 4:** *Site Generated Trips*

| DESCRIPTION | ITE LUC[1] | SIZE | AM PEAK HOUR | | PM PEAK HOUR | |
|---|---|---|---|---|---|---|
| | | | ENTER | EXIT | ENTER | EXIT |
| Multi-Family Housing (Low-Rise) | 220 | 332 units | 30 | 96 | 103 | 60 |

Note:
1. LUC = Land Use Code.

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Under full development, the proposed project is expected to generate approximately 30 entering/96 exiting vehicle trips during the AM peak hour and 103 entering/60 exiting vehicle trips during the PM peak hour.

### 6.3 Trip Distribution

The cumulative effect of site-generated traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the access drives serving the site. The proposed arrival and departure distribution of traffic generated by the proposed project is considered a function of several parameters, including:

- Residential and employment centers using US Census data.
- Proximity and access to main roadways.
- Site layout and access locations.
- Existing traffic patterns.
- Existing and future traffic conditions and controls.

**Figure 5** shows the anticipated inbound and outbound trip distribution pattern percentages. **Figures 6a and 6b** illustrate the peak hour project site-generated traffic during the AM and PM peak hours, respectively, based on the percentages in Figure 5. These traffic volumes are calculated by applying the percentages shown in Figure 5 to the site generated trips shown in Table 3 above for each peak hour.

### 6.4 Full Development Volumes

The proposed full build design hour traffic volumes are developed for the peak hours by combining the background traffic conditions (**Figures 4a and 4b**) and the new site-generated traffic volumes (**Figures 6a and 6b**) to yield the traffic volumes under full development conditions. **Figures 7a and 7b** illustrate the total peak hour volumes anticipated for the proposed project under full build-out conditions for the AM and PM peak hours, respectively.

## 7.0 TRAFFIC OPERATIONS AND ANALYSIS

### 7.1 Description of Capacity Analysis

Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the most amount of delay to motorists usually occurs at intersections, capacity analysis focuses on intersections, as opposed to highway segments.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the *Highway Capacity Manual (HCM) 7th Edition* published by the Transportation Research Board (TRB). Traffic analysis software, Synchro 12, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at study area intersections. The procedure yields a level of service based on the HCM as an indicator of how well intersections operate.

Six levels of service are defined for analysis purposes. They are assigned letter designations, from A to F, with LOS A representing the conditions with little to no delay, and LOS F conditions with very long delays. Suggested ranges of service capacity and an explanation of levels of service are included in the Appendices. LOS C or better is desirable, but LOS D for signalized locations and LOS E for unsignalized locations are generally thresholds of acceptable operation

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during peak periods so long as the volume to capacity ratio (v/c) is below 1.0. The v/c ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. It should be noted that the v/c ratio exceeds 1.0 at the Wehrle Dr/Garrison Rd intersection under all conditions during only the PM peak hour. Given that, SIMTraffic was utilized to analyze this intersection under all conditions during the PM peak hour, per NYSDOT Region 5 guidelines.

**Table 4** depicts level of service criteria for both signalized and unsignalized intersections and associated delays per vehicle in seconds.

Level of service for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15-minute analysis period. Level of service for unsignalized intersections, however, are different from a signalized intersection. The primary reason for this is driver expectation that a signalized intersection is designed to carry higher volumes than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals.

**Table 5:** *Level of Service Criteria*

| Level of Service | Signalized Control | Unsignalized Control |
|---|---|---|
| A | < 10 | < 10 |
| B | 10 – 20 | 10 – 15 |
| C | 20 – 35 | 15 – 25 |
| D | 35 – 55 | 25 – 35 |
| E | 55 – 80 | 35 – 50 |
| F | > 80 | > 50 |

## 7.2 Capacity Analysis Results

Existing and background operating conditions during the peak study periods are evaluated to determine a basis for comparison with the projected future conditions. The future traffic conditions generated by the project were analyzed to assess the operation of the study area intersections. Capacity results for existing, background, and full build conditions are listed in **Table 5**. The discussion following the table summarizes capacity conditions shown the table. The detailed Synchro capacity analysis worksheets are provided after this report.

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## **Table 6:** *Capacity Analysis Results*

| INTERSECTION | 2025 EXISTING BASE CONDITIONS | | | | 2030 BACKGROUND CONDITIONS | | | | 2030 FULL BUILD CONDITIONS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AM | | PM | | AM | | PM | | AM | | PM | |
| **1. Wehrle Dr @ Garrison Rd/Lehn Springs Dr (S)** | | | | | | | | | | | | |
| EB - Lehn Springs Dr | C | 26.0 | C | 27.4 | C | 26.2 | C | 27.2 | C | 26.7 | C | 28.8 |
| WB Left - Wehrle Dr | C | 23.2 | E | 63.2 | C | 23.5 | E | 62.9 | C | 23.9 | E | 64.8 |
| WB Thru/Right - Wehrle Dr | A | 4.3 | F | 164.8 | A | 4.2 | F | 172.2 | A | 4.0 | F | 188.5 |
| NB Left - Wehrle Dr | A | 0.0 | B | 16.9 | A | 0.0 | B | 14.3 | A | 0.0 | C | 20.7 |
| NB Thru - Wehrle Dr | C | 22.2 | C | 21.1 | C | 22.6 | C | 20.6 | C | 23.1 | C | 20.6 |
| NB Right - Wehrle Dr | A | 8.6 | A | 2.8 | A | 8.8 | A | 2.6 | A | 9.0 | A | 2.9 |
| SB Left - Garrison Rd | B | 14.8 | B | 11.1 | B | 15.5 | B | 12.0 | B | 16.3 | B | 11.9 |
| SB Thru/Right - Garrison Rd | B | 11.1 | B | 10.8 | B | 11.3 | B | 11.6 | B | 11.7 | B | 10.9 |
| **OVERALL LOS** | **B** | **14.0** | **D** | **48.2** | **B** | **14.3** | **D** | **49.8** | **B** | **14.7** | **D** | **49.9** |
| **v/c RATIO** | **0.78** | | **N/A** | | **0.78** | | **N/A** | | **0.79** | | **N/A** | |
| **2. Wehrle Dr @ College Pkwy (S)** | | | | | | | | | | | | |
| EB Left - Wehrle Dr | A | 2.0 | A | 6.1 | A | 2.0 | A | 6.1 | A | 2.0 | A | 6.1 |
| EB Thru/Right - Wehrle Dr | A | 5.7 | A | 8.8 | A | 5.7 | A | 8.9 | A | 5.7 | A | 9.0 |
| WB Left - Wehrle Dr | A | 2.1 | A | 6.0 | A | 2.2 | A | 6.5 | A | 2.2 | A | 6.3 |
| WB Thru/Right - Wehrle Dr | A | 5.0 | A | 9.9 | A | 4.9 | B | 10.1 | A | 5.0 | B | 10.2 |
| NB Left/Thru - College Pkwy | B | 15.1 | B | 17.8 | B | 15.4 | B | 18.2 | B | 15.4 | B | 18.4 |
| NB Right - College Pkwy | A | 0.1 | A | 1.6 | A | 0.1 | A | 1.6 | A | 0.1 | A | 1.7 |
| SB Left/Thru - College Pkwy | B | 15.3 | B | 15.5 | B | 15.6 | B | 15.7 | B | 15.6 | B | 16.0 |
| SB Right - College Pkwy | A | 0.1 | A | 5.1 | A | 0.1 | A | 5.1 | A | 0.1 | A | 5.1 |
| **OVERALL LOS** | **A** | **5.1** | **A** | **9.9** | **A** | **5.1** | **B** | **10.1** | **A** | **5.1** | **B** | **10.2** |
| **v/c RATIO** | **0.41** | | **0.47** | | **0.42** | | **0.48** | | **0.42** | | **0.49** | |
| **3. Wehrle Dr @ Youngs Rd (S)** | | | | | | | | | | | | |
| EB Left - Wehrle Dr | B | 17.5 | C | 26.3 | B | 18.0 | C | 28.4 | B | 18.6 | C | 29.6 |
| EB Thru/Right - Wehrle Dr | B | 19.5 | B | 19.5 | B | 19.6 | B | 19.8 | B | 19.6 | C | 20.1 |
| WB Left - Wehrle Dr | B | 13.7 | B | 15.0 | B | 14.0 | B | 15.6 | B | 14.2 | B | 16.4 |
| WB Thru - Wehrle Dr | B | 19.4 | C | 22.5 | B | 19.5 | C | 22.8 | B | 19.7 | C | 22.9 |
| WB Right - Wehrle Dr | A | 0.0 | A | 0.8 | A | 0.0 | A | 0.9 | A | 0.0 | A | 1.2 |
| NB Left - Youngs Rd | B | 11.1 | B | 12.3 | B | 11.2 | B | 12.4 | B | 11.5 | B | 12.6 |
| NB Thru/Right - Youngs Rd | B | 12.7 | B | 13.2 | B | 12.7 | B | 13.3 | B | 12.8 | B | 13.3 |
| SB Left - Youngs Rd | B | 14.3 | C | 20.8 | B | 14.7 | C | 22.1 | B | 15.2 | C | 23.9 |
| SB Thru - Youngs Rd | B | 19.6 | C | 22.2 | B | 19.8 | C | 22.4 | C | 20.1 | C | 22.7 |
| SB Right - Youngs Rd | A | 3.0 | A | 3.1 | A | 3.0 | A | 3.1 | A | 3.1 | A | 3.2 |
| **OVERALL LOS** | **B** | **15.7** | **B** | **18.1** | **B** | **15.9** | **B** | **18.5** | **B** | **16.1** | **B** | **18.9** |
| **v/c RATIO** | **0.46** | | **0.64** | | **0.47** | | **0.67** | | **0.49** | | **0.68** | |

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## **Table 6:** *Capacity Analysis Results*

| INTERSECTION | 2025 EXISTING BASE CONDITIONS | | | | 2030 BACKGROUND CONDITIONS | | | | 2030 FULL BUILD CONDITIONS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AM | | PM | | AM | | PM | | AM | | PM | |
| **4. Wehrle Dr @ Spindrift Dr/Earhart Dr (S)** | | | | | | | | | | | | |
| EB Left - Wehrle Dr | A | 6.3 | A | 7.0 | A | 6.4 | A | 8.0 | A | 6.2 | A | 8.1 |
| EB Thru/Right - Wehrle Dr | A | 7.4 | A | 8.6 | A | 7.4 | A | 9.7 | A | 7.2 | A | 9.8 |
| WB Left - Wehrle Dr | A | 4.6 | A | 6.2 | A | 4.6 | A | 6.3 | A | 4.5 | A | 6.2 |
| WB Thru/Right - Wehrle Dr | B | 11.0 | B | 12.5 | B | 11.1 | B | 14.3 | B | 10.7 | B | 14.3 |
| NB Left - Earhart Dr | B | 13.6 | B | 14.0 | B | 13.8 | B | 14.3 | B | 14.1 | B | 14.8 |
| NB Thru/Right - Earhart Dr | B | 11.1 | A | 6.5 | B | 11.2 | A | 6.7 | B | 11.5 | A | 6.9 |
| SB Left - Spindrift Dr | B | 14.9 | B | 17.6 | B | 15.1 | B | 19.3 | B | 15.5 | B | 19.9 |
| SB Thru/Right - Spindrift Dr | A | 6.5 | A | 4.6 | A | 6.5 | A | 5.0 | A | 6.8 | A | 5.1 |
| **OVERALL LOS** | **A** | **9.0** | **A** | **10.0** | **A** | **9.1** | **B** | **11.2** | **A** | **8.9** | **B** | **11.3** |
| **v/c RATIO** | **0.43** | | **0.39** | | **0.44** | | **0.54** | | **0.39** | | **0.55** | |
| **5. Wehrle Dr @ Proposed Westerly Driveway (U)** | | | | | | | | | | | | |
| EB Left - Wehrle Dr | N/A | | N/A | | N/A | | N/A | | A | 9.0 | A | 9.0 |
| SB - Proposed Westerly Driveway | | | | | | | | | B | 13.3 | B | 13.7 |
| **6. Wehrle Dr @ Proposed Easterly Driveway (U)** | | | | | | | | | | | | |
| EB Left - Wehrle Dr | N/A | | N/A | | N/A | | N/A | | A | 9.0 | A | 9.1 |
| SB - Proposed Westerly Driveway | | | | | | | | | B | 14.7 | C | 15.5 |
| **7. Wehrle Dr @ George Karl Blvd/NAPA Dwy (S)** | | | | | | | | | | | | |
| EB Left - Wehrle Dr | A | 2.2 | A | 3.6 | A | 2.2 | A | 3.6 | A | 2.3 | A | 3.5 |
| EB Thru/Right - Wehrle Dr | A | 4.0 | A | 5.8 | A | 4.0 | A | 5.9 | A | 4.0 | A | 5.9 |
| WB Left - Wehrle Dr | A | 2.4 | A | 3.5 | A | 2.5 | A | 3.5 | A | 2.5 | A | 3.5 |
| WB Thru/Right - Wehrle Dr | A | 6.8 | A | 5.0 | A | 6.8 | A | 5.0 | A | 6.9 | A | 5.0 |
| NB - NAPA Dwy | A | 0.1 | A | 0.1 | A | 0.2 | A | 0.2 | A | 0.2 | A | 0.2 |
| SB - George Karl Blvd | A | 0.2 | A | 3.6 | A | 0.2 | A | 3.7 | A | 0.2 | A | 3.9 |
| **OVERALL LOS** | **A** | **5.5** | **A** | **5.4** | **A** | **5.5** | **A** | **5.4** | **A** | **5.5** | **A** | **5.5** |
| **v/c RATIO** | **0.32** | | **0.40** | | **0.32** | | **0.41** | | **0.33** | | **0.42** | |
| **8. Wehrle Dr @ Transit Rd (S)** | | | | | | | | | | | | |
| EB Left - Wehrle Dr | C | 20.7 | C | 23.8 | C | 21.1 | C | 24.7 | C | 21.3 | C | 25.2 |
| EB Thru - Wehrle Dr | D | 35.7 | D | 43.8 | D | 36.3 | D | 45.3 | D | 36.7 | D | 46.1 |
| EB Right - Wehrle Dr | B | 11.3 | B | 16.7 | B | 11.3 | B | 18.6 | B | 10.9 | C | 20.4 |
| WB Left - Wehrle Dr | C | 22.3 | C | 25.9 | C | 22.8 | C | 27.0 | C | 22.8 | C | 27.6 |
| WB Thru - Wehrle Dr | D | 36.5 | D | 37.9 | D | 37.1 | D | 38.7 | D | 37.6 | D | 39.8 |
| WB Right - Wehrle Dr | A | 6.1 | A | 9.0 | A | 6.5 | A | 8.9 | A | 6.4 | A | 8.9 |
| NB Left - Transit Rd | B | 18.1 | B | 17.7 | B | 18.7 | B | 18.3 | B | 19.2 | B | 19.2 |
| NB Thru - Transit Rd | C | 27.9 | C | 32.0 | C | 28.2 | C | 32.2 | C | 28.5 | C | 32.2 |
| NB Right - Transit Rd | A | 2.4 | A | 5.5 | A | 2.3 | A | 6.1 | A | 2.4 | A | 6.4 |
| SB Left - Transit Rd | B | 14.4 | B | 17.3 | B | 14.6 | B | 17.9 | B | 14.9 | B | 18.3 |
| SB Thru - Transit Rd | C | 32.3 | C | 32.8 | C | 32.8 | C | 33.1 | C | 33.3 | C | 33.8 |
| SB Right - Transit Rd | A | 4.5 | A | 2.6 | A | 5.3 | A | 2.6 | A | 5.9 | A | 2.7 |
| **OVERALL LOS** | **C** | **25.0** | **C** | **27.1** | **C** | **25.5** | **C** | **27.8** | **C** | **25.7** | **C** | **28.3** |
| **v/c RATIO** | **0.75** | | **0.80** | | **0.76** | | **0.79** | | **0.76** | | **0.79** | |

A(2.8) = Level of Service (Delay in seconds per vehicle)

(S) = Signalized; (U) = Unsignalized

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

N/A = Approach does not exist and/or was not analyzed during this condition

Green shaded cells indicate low delays, yellow shaded cells indicate moderate delays, red shaded cells indicate long delays.

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**1. Wehrle Dr/Garrison Rd (Signalized)**

All approaches operate at LOS "C" or better under all conditions during both peak hours with the exception of the westbound left approach which operates at LOS "E" during the PM peak hour and the westbound thru/right approach which operates at LOS "F" during the PM peak hour. In between background and full build conditions, the northbound left approach is projected to change from LOS "B" to an acceptable LOS "C" during the PM peak hour. No other changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

**2. Wehrle Dr/College Pkwy (Signalized)**

All approaches operate at LOS "B" or better under all conditions during both peak hours. No changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

**3. Wehrle Dr/Youngs Rd (Signalized)**

All approaches operate at LOS "C" or better under all conditions during both peak hours. In between background and full build conditions, the southbound thru approach is projected to change from LOS "B" to LOS "C" during the AM peak hour, however, this is considered a borderline condition as the threshold between LOS "B" and "C" is 20.0 seconds per vehicle and the actual increase in delay projected is 0.3 seconds. Also, between background and full build conditions, the eastbound thru/right approach is projected to change from LOS "B" to LOS "C" during the PM peak hour, however, this is also considered a borderline condition as the threshold between LOS "B" and "C" is 20.0 seconds per vehicle and the actual increase in delay projected is 0.3 seconds. No other changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

**4. Wehrle Dr/Spindrift Dr (Signalized)**

All approaches operate at LOS "B" or better under all conditions during both peak hours. No changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

**5. Wehrle Dr/Proposed Westerly Driveway (Unsignalized)**

All approaches operate at LOS "B" or better during both peak hours. The proposed roadway should consist of one enter and one exit lane.

**6. Wehrle Dr/Proposed Easterly Driveway (Unsignalized)**

All approaches operate at LOS "C" or better during both peak hours. The proposed roadway should consist of one enter and one exit lane.

**7. Wehrle Dr/George Karl Blvd (Signalized)**

All approaches operate at LOS "A" under all conditions during both peak hours. No changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

**8. Wehrle Dr/Transit Rd (Signalized)**

All approaches operate at LOS "D" or better under all conditions during both peak hours. In between background and full build conditions, the eastbound right approach is projected to change from LOS "B" to LOS "C" during the PM peak hour, however, this is considered a borderline condition as the threshold between LOS "B" and "C" is 20.0 seconds per vehicle and the actual increase in delay projected is 1.8 seconds. No other changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

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# 8.0 CONCLUSIONS AND RECOMMENDATIONS

This Traffic Impact Study identified and evaluated the potential traffic impacts that can be expected from the proposed Uptown Apartments Residential Development located at 2190 Wehrle Drive in the Town of Amherst, Erie County, New York. The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor impacts to study area intersections.

*The traffic analysis has been corrected to evaluate all traffic entering and exiting the site via the driveways on Wehrle Drive and additional study intersections have been added as requested by both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board. The previously proposed Traffic Impact Report included traffic being projected to utilize the connection to Limestone Drive, which is only being provided for emergency access purposes. The driveway connection to Limestone Drive will consist of a gated emergency access only connection as depicted on the Concept Plan for the project.*

The following sets forth the conclusions and recommendations based upon the results of the analyses:

1. Under full development, the proposed project is expected to generate approximately 30 entering/96 exiting vehicle trips during the AM peak hour and 103 entering/60 exiting vehicle trips during the PM peak hour.
2. All intersection/site driveway approaches generally operate at level of service "D" or better under all conditions during the AM and PM peak hours with the exception of the westbound left and westbound thru/right approaches at the Wehrle Dr/Garrison Rd intersection which operate at a LOS "E" and "F", respectively, during the PM peak hour under all conditions.
3. No improvements are warranted nor recommended at any of the study intersections.
4. The detailed traffic analysis in this updated Traffic Impact Report provides the Town of Amherst Town Board and involved and interested agencies with detailed information regarding the identified potential traffic impacts of the project to enable a hard look at the identified potential traffic impacts in connection with the coordinated environmental review of the project pursuant to the State Environmental Quality Review Act (SEQRA).
5. Pursuant to the SEQRA, this detailed traffic analysis which incorporates input from both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board, demonstrates that the proposed project will not result in any potentially significant adverse traffic impacts

# 9.0 REFERENCES


- Synchro 12 Software. Cubic ITS.
- Highway Capacity Manual (7th Edition). Transportation Research Board (TRB). Washington, DC. 2022.
- Trip Generation Manual (11th Edition). Institute of Transportation Engineers (ITE). Washington, DC. 2021.
- Traffic Data Viewer. New York State Department of Transportation (NYSDOT). 2025.
- Highway Functional Classification Concepts, Criteria, and Procedures. Federal Highway Administration (FHWA). 2023.


# 10.0 FIGURES

Figures 1 through 7b are included on the following pages.

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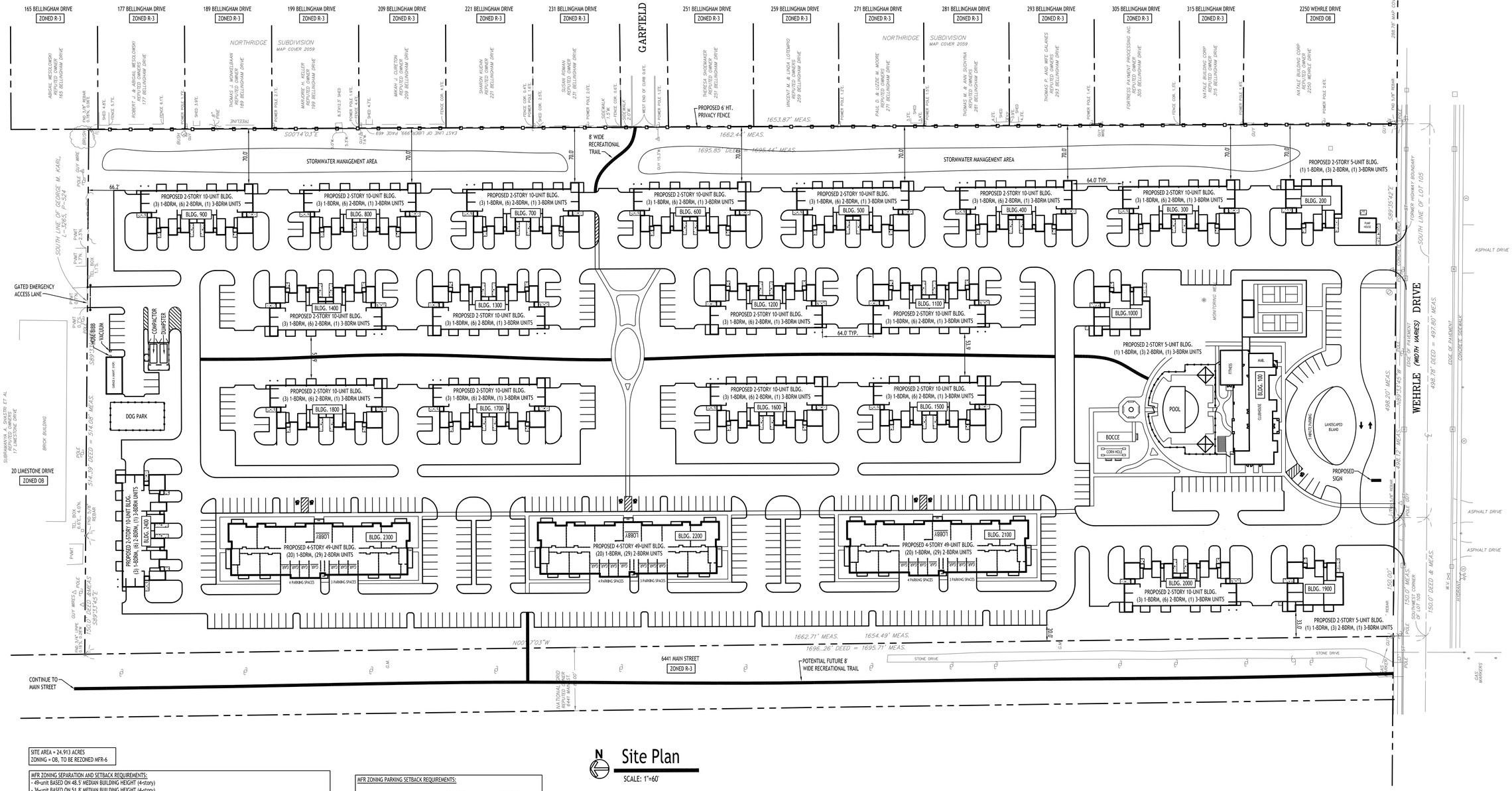


## Site Plan

SCALE: 1"=60'

SITE AREA = 24.913 ACRES
ZONING = OB, TO BE REZONED MFR-6

MFR ZONING SEPARATION AND SETBACK REQUIREMENTS:
- 49-unit BASED ON 48.5' MEDIAN BUILDING HEIGHT (4-story)
- 36-unit BASED ON 51.8' MEDIAN BUILDING HEIGHT (4-story)
- 5/10-unit BASED ON 27.3' MEDIAN BUILDING HEIGHT (2-story)
- COMMUNITY BLDG 25.3' (1-story)

BUILDING:

| | |
|---|---|
| 1. LONG WALL PARALLEL TO R.O.W. OR PROPERTY LINE: | 2 x H = 97.0 FT (49-unit), 103.6 FT (36-unit), 54.6 FT (5/10-unit) |
| 2. SHORT WALL PARALLEL TO R.O.W. OR PROPERTY LINE OR WALLS AT ANGLE BTWN 30 & 60 DEGREES: | 1.5 x H = 72.75 FT (49-unit), 77.7 FT (36-unit), 40.95 FT (5/10-unit) |
| 3. LONG WALLS OF BUILDINGS PARALLEL: * | ((H1 + H2) / 2) x 1.66 = 80.5 FT (49-unit), 86.0 FT (36-unit), 45.3 FT (5/10-unit) |
| 4. LONG WALL AND SHORT WALL PARALLEL OR 2 SHORT WALLS PARALLEL: * | ((H1 + H2) / 2) x 1.5 = 72.75 FT (49-unit), 77.7 FT (36-unit), 40.95 FT (5/10-unit) |
| 5. WALLS AT ANGLE BTWN. 30 & 60 DEGREES: * | ((H1 + H2) / 2) x 1.5 = 72.75 FT (49-unit), 77.7 FT (36-unit), 40.95 FT (5/10-unit) |

* 2 OF SAME BUILDING TYPES ADJACENT

PARKING REQUIRMENTS:
ATTACHED DWELLING UNIT: 2 PER DWELLING UNIT
REQD PARKING = 2 x 332 UNITS = 664 SPACES

PARKING PROVIDED:
220 GARAGES
(625) 9' x 19' SPACES
TOTAL PROVIDED = 845 SPACES

DENSITY REQUIRMENTS:

0 TO 1 BEDROOM - 2,562 SF LAND AREA REQUIRED PER UNIT
2 BEDROOMS - 2,904 SF LAND AREA REQUIRED PER UNIT
3 BEDROOMS - 3,630 SF LAND AREA REQUIRED PER UNIT

TOTAL AREA = 9.2 ACRES = 400,752 SF

PROPOSED UNITS = (117 x 2562) + (218 x 2904) + (23 x 3630) =
= 1,016,316 SF = 23.3 AC REQD

MFR ZONING PARKING SETBACK REQUIREMENTS:

| | REQUIRED | PROVIDED |
|---|---|---|
| FRONT | 20 FT | >20 FT |
| SIDE/REAR | 5 FT | >5 FT |
| SIDE/REAR (ABUTTING R) | 10 FT | > 10 FT |
| FROM MAIN WALL | 15 FT | 15 FT MIN. |
| FROM END WALL | 10 FT | 10 FT MIN. |

BUILDING COVERAGE:

| REQUIRED BY CODE | PROVIDED |
|---|---|
| 40% MAX. (160,301 SF) | < 40% (X SF) |

INTERIOR PARKING GREENSPACE:

| REQUIRED BY CODE | PROVIDED |
|---|---|
| 5% (3,530 SF) | > 5% (X SF) |

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

60 60 0 60 120Ft.

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# Uptown Apartments

2190 Wehrle Drive
Amherst, New York

REVISIONS:

| No. | Description | Date |
|---|---|---|

PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING NAME:
Site Plan Concept

Date: 6/4
Drawn By: C. W.
Scale: As No

DRAWING NO.
C-100

Project No: 25-4008

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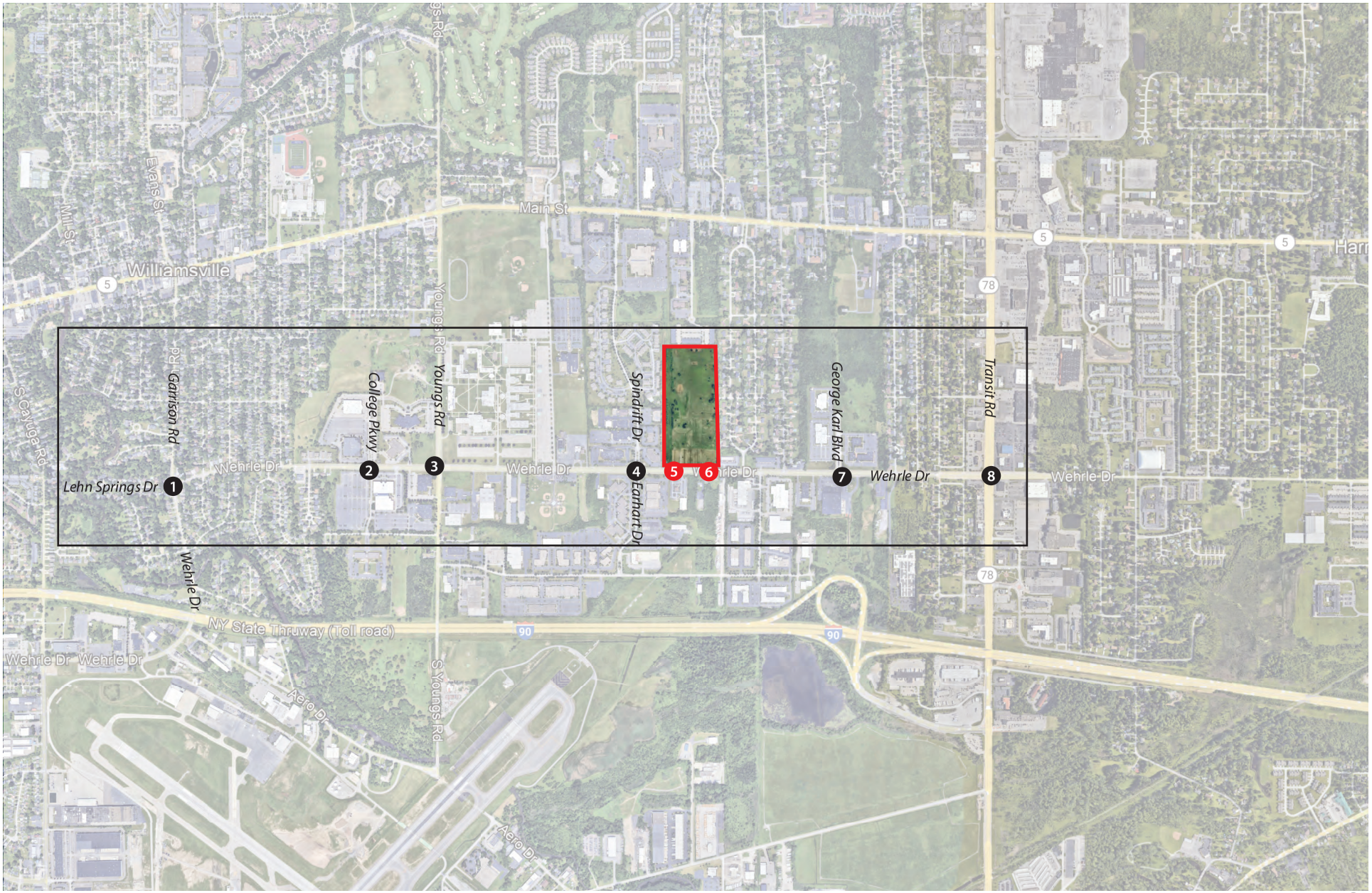
**Figure 1**

PASSERO
engineering architecture

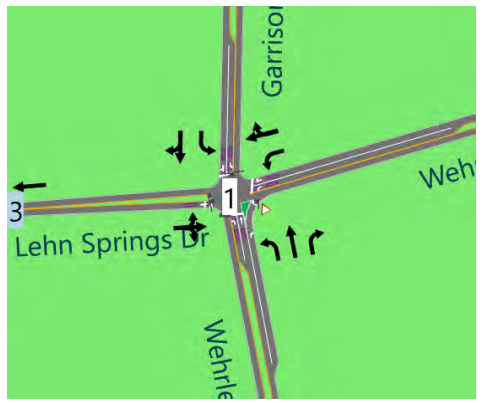


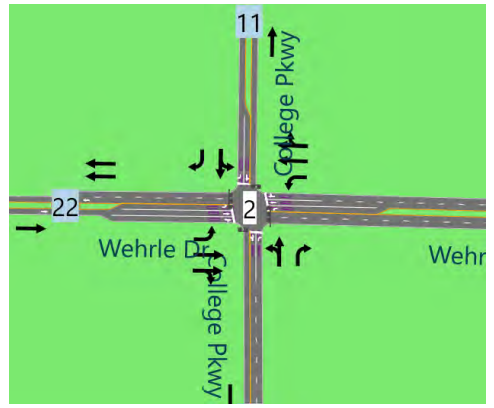

**Uptown Apartments** | Erie County, Town of Amherst, NY

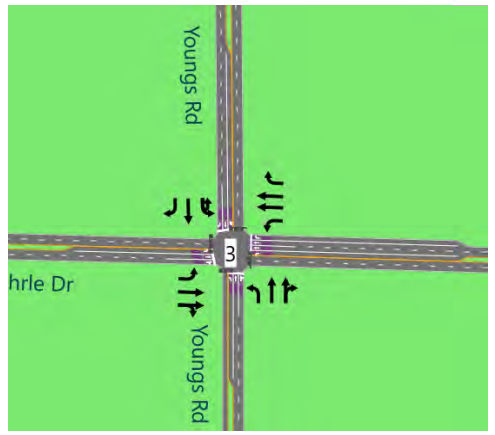
**Site Location and Study Area**

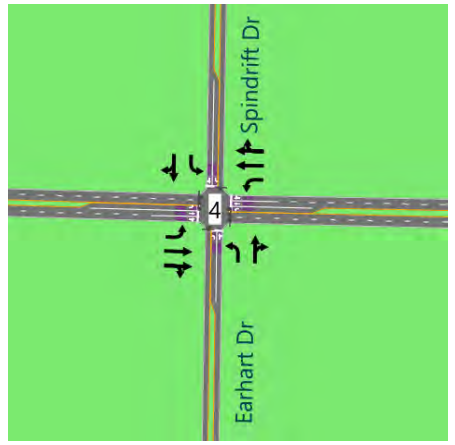
Key:
- Study Intersection
- Proposed Intersection
- Study Area

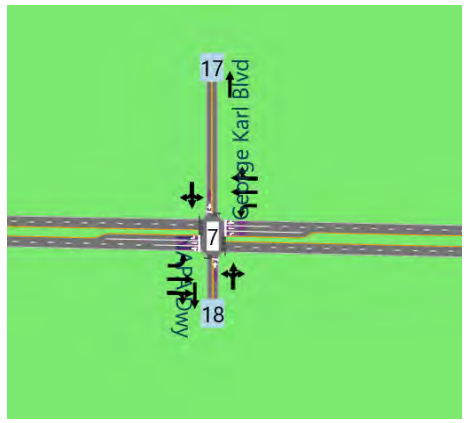
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

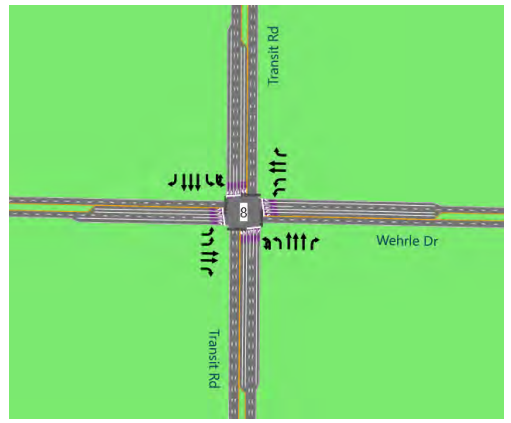



Study Area, Site Location, and Study Intersections

PASSERO engineering architecture

42 West Main Street, Suite 100
Rochester, NY 14614

**Lane Geometry and Traffic Controls**

## Uptown Apartments

Town of Amherst, NY

Notes:

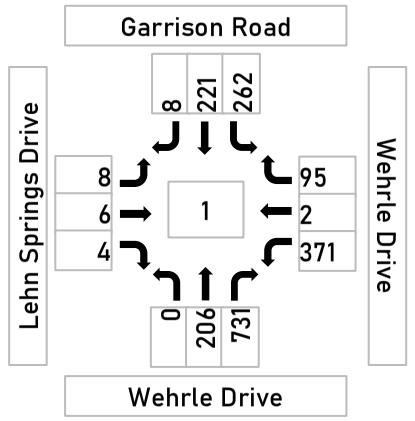
**Figure 2**

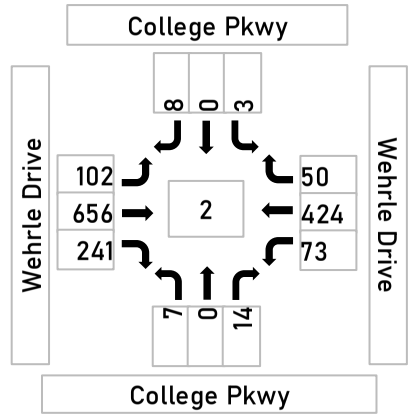
PN: 20254133.0002

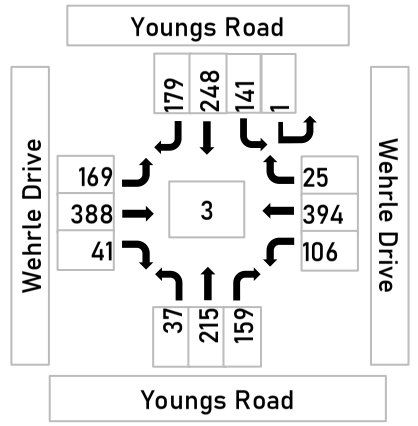


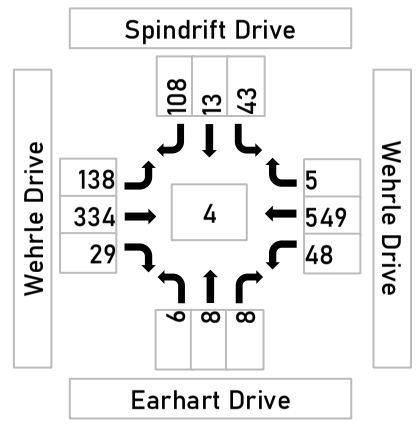


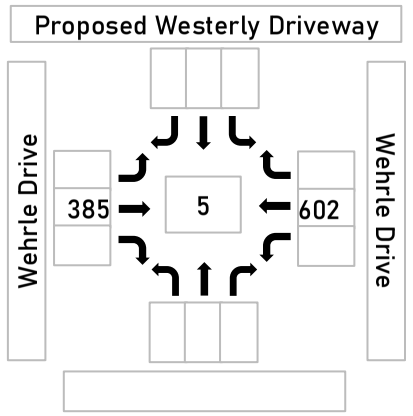
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

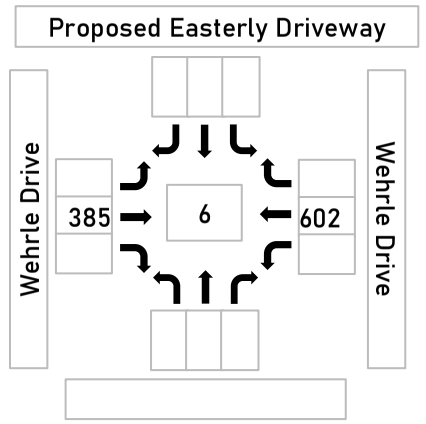


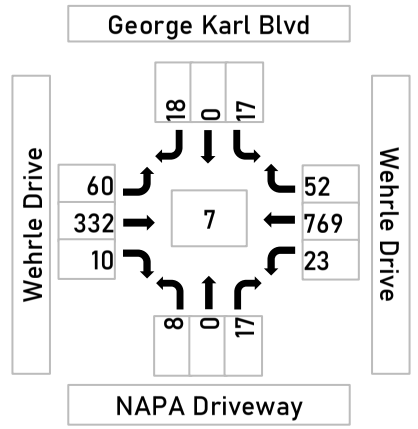



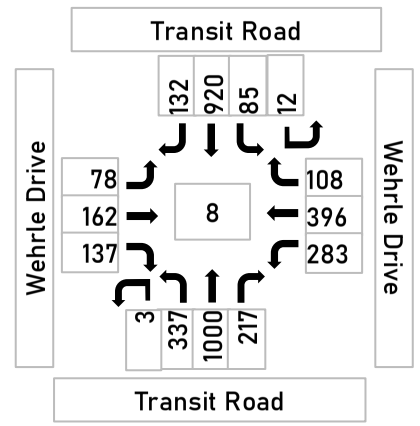




Study Area, Site Location, and Study Intersections

PASSERO engineering architecture

42 West Main Street, Suite 100
Rochester, NY 14614

**2025 Existing Conditions - Weekday AM Peak Hour**

## Uptown Apartments

Town of Amherst, NY

Notes:

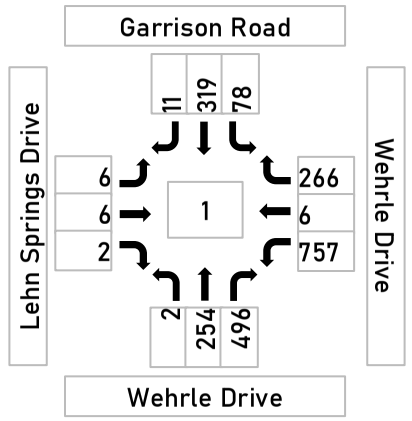
**Figure 3a**

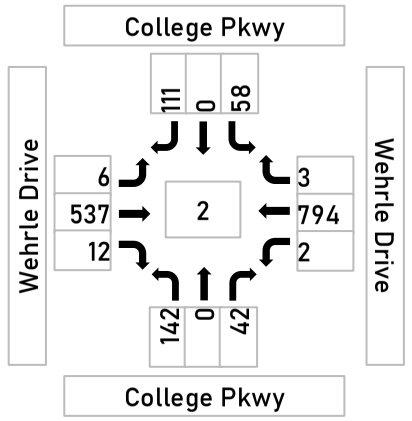
PN: 20254133.0002

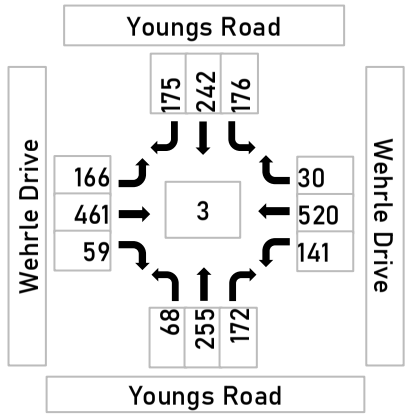


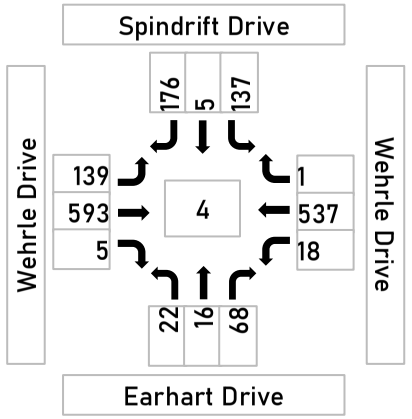


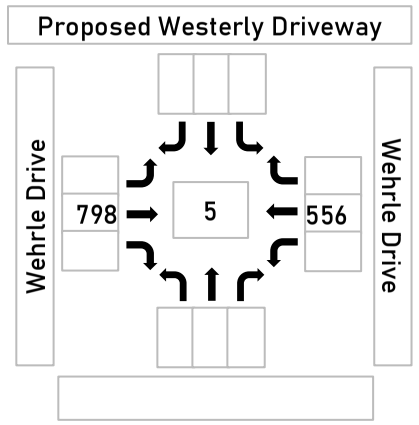
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

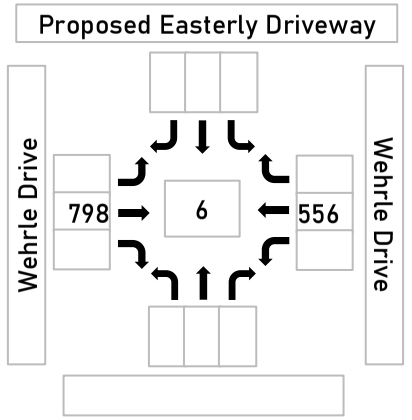


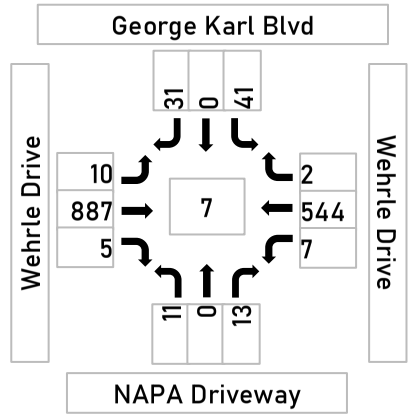



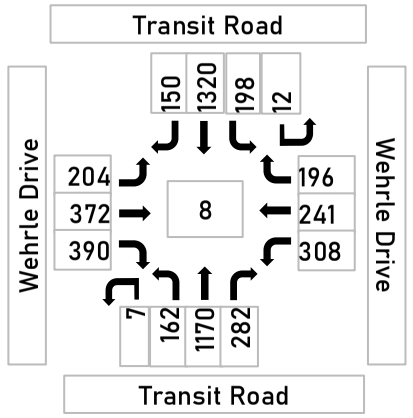




Study Area, Site Location, and Study Intersections

**2025 Existing Conditions - Weekday PM Peak Hour**

## Uptown Apartments

Town of Amherst, NY

Notes:

**Figure 3b**

PN: 20254133.0002

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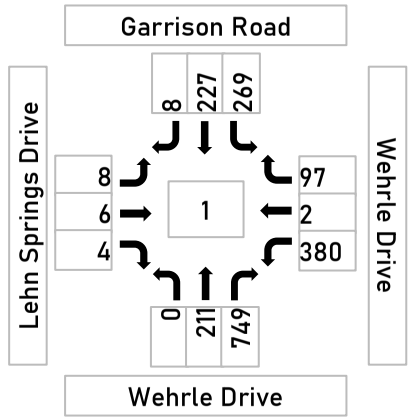


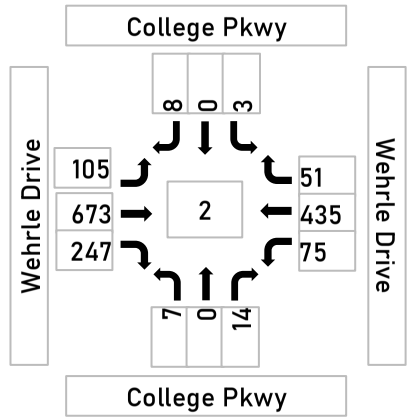


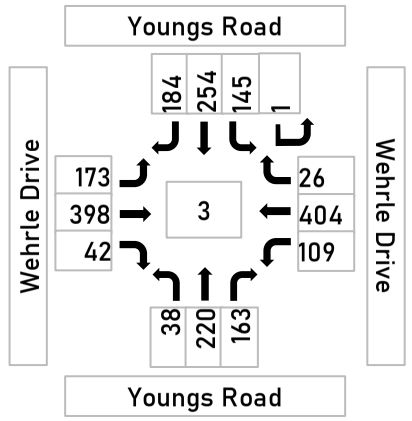


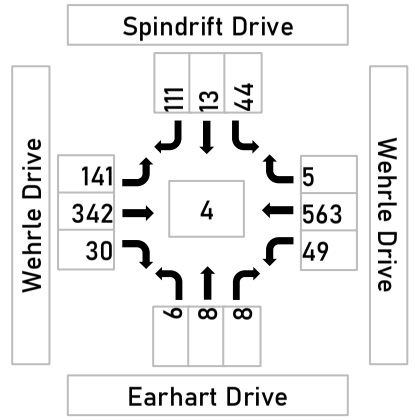


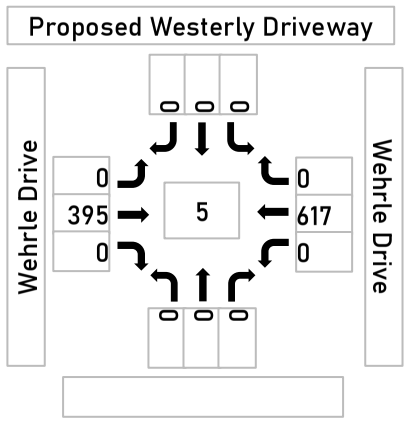


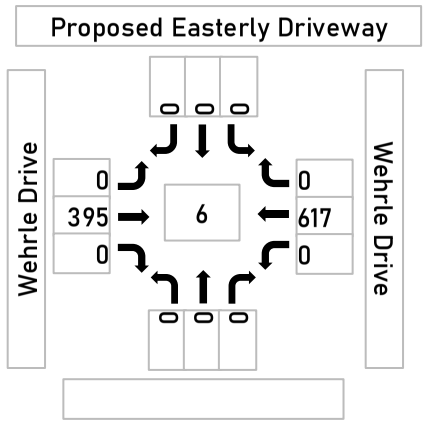


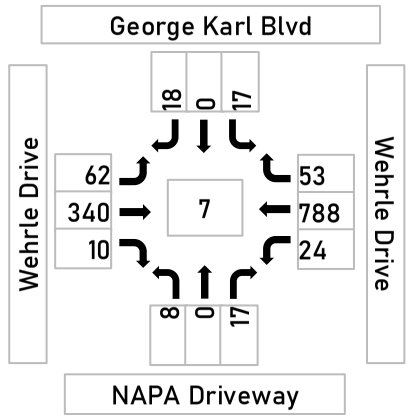


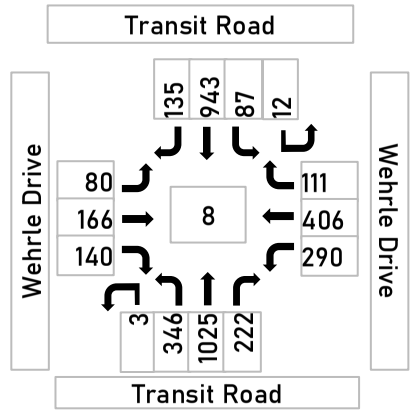


Study Area, Site Location, and Study Intersections

**2030 Background Conditions - Weekday AM Peak Hour**

## Uptown Apartments

Town of Amherst, NY

Notes:

**Figure 4a**

PN: 20254133.0002

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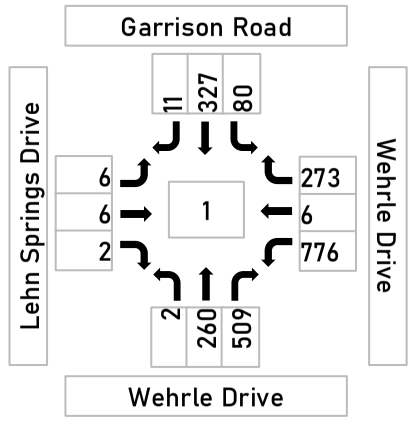
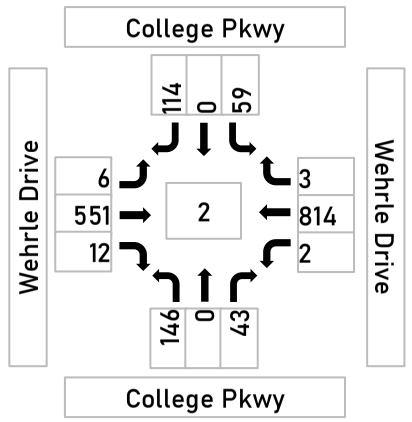
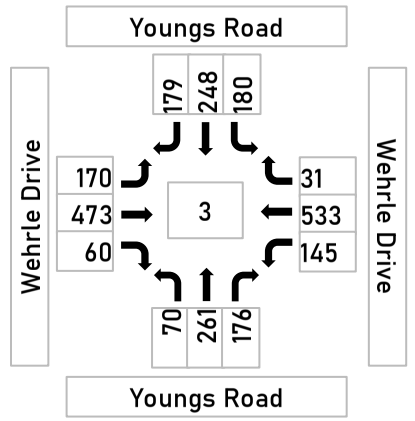
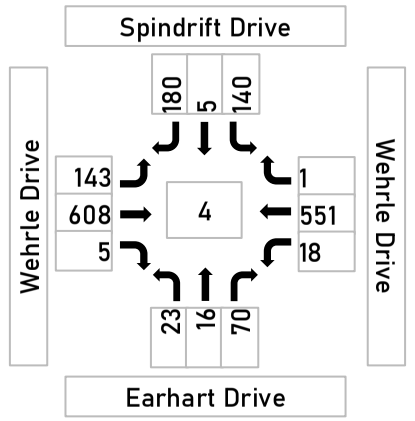
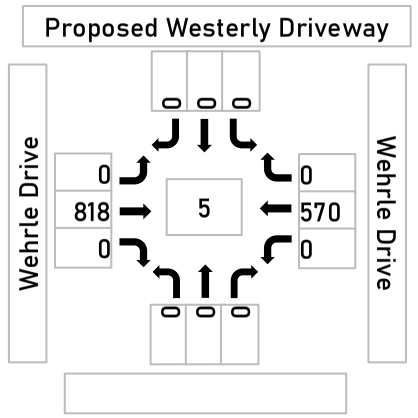
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

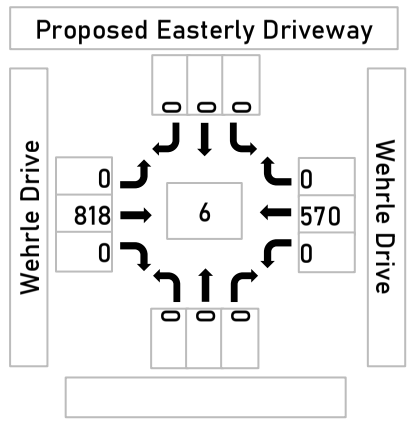


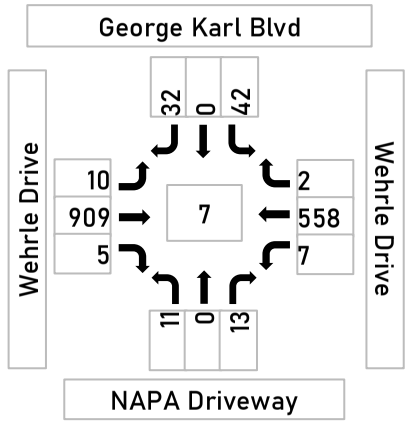



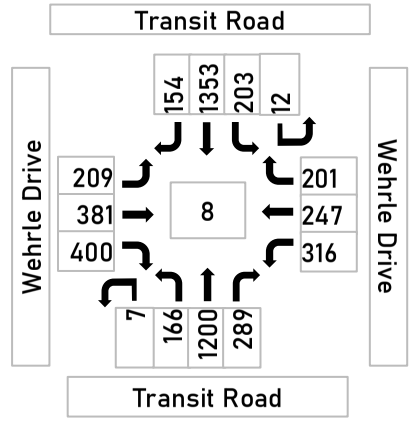




Study Area, Site Location, and Study Intersections

PASSERO engineering architecture

42 West Main Street, Suite 100
Rochester, NY 14614

**2030 Background Conditions - Weekday PM Peak Hour**

## Uptown Apartments

Town of Amherst, NY

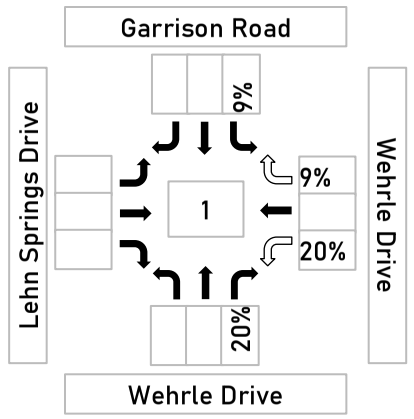
Notes:

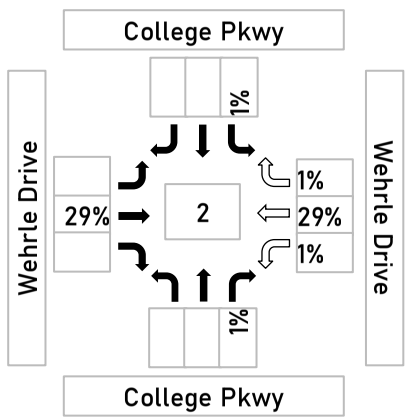
**Figure 4b**

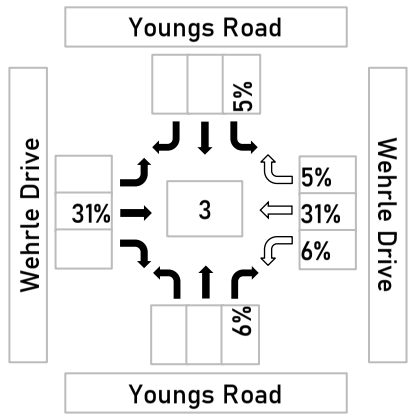
PN: 20254133.0002

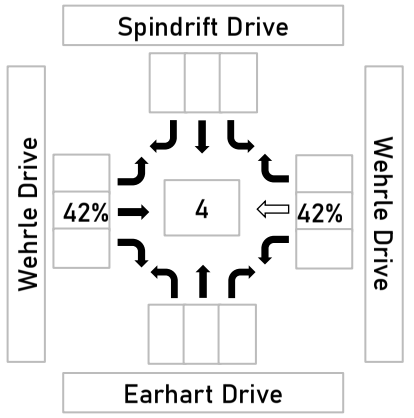


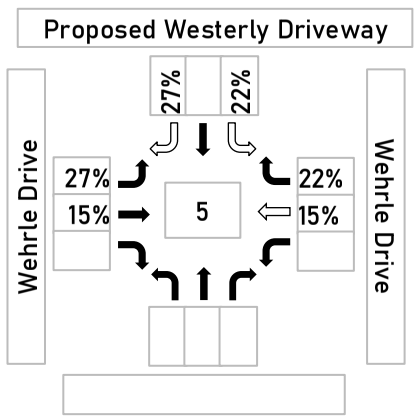
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

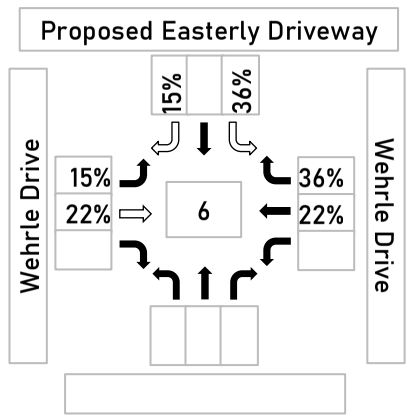


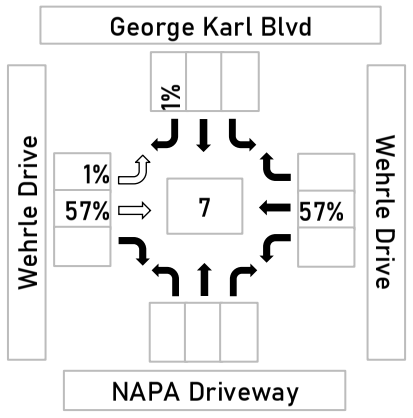



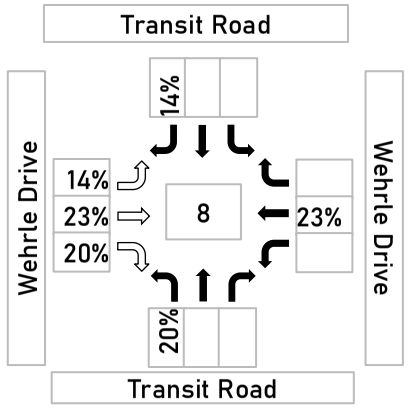




Study Area, Site Location, and Study Intersections

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**Trip Distribution**

## Uptown Apartments

Town of Amherst, NY

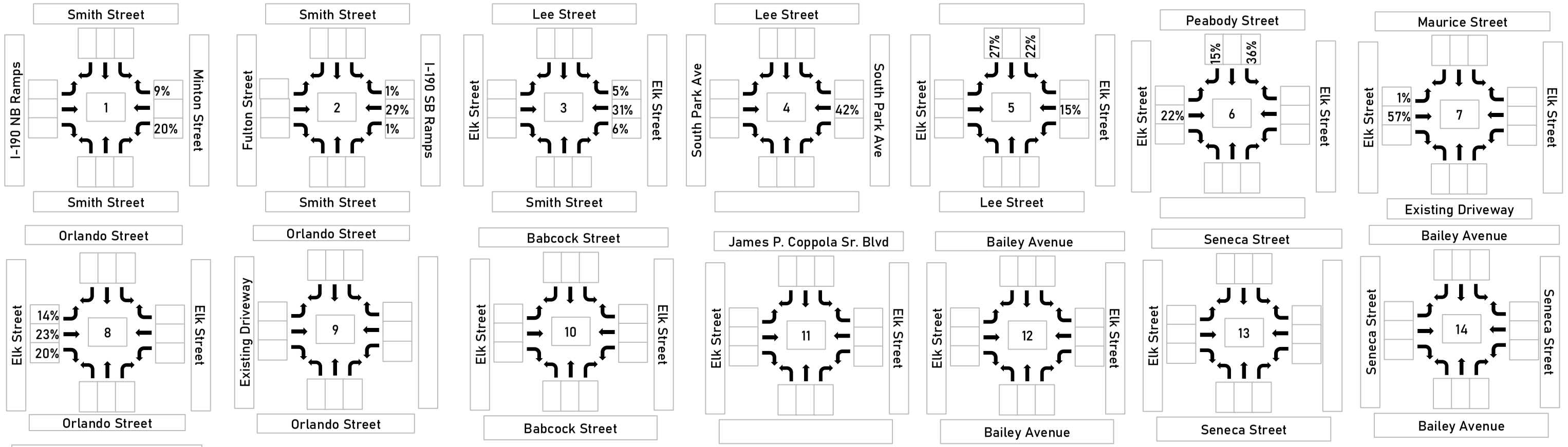
Notes:
- Entering Trip
- Exiting Trip

**Figure 5**

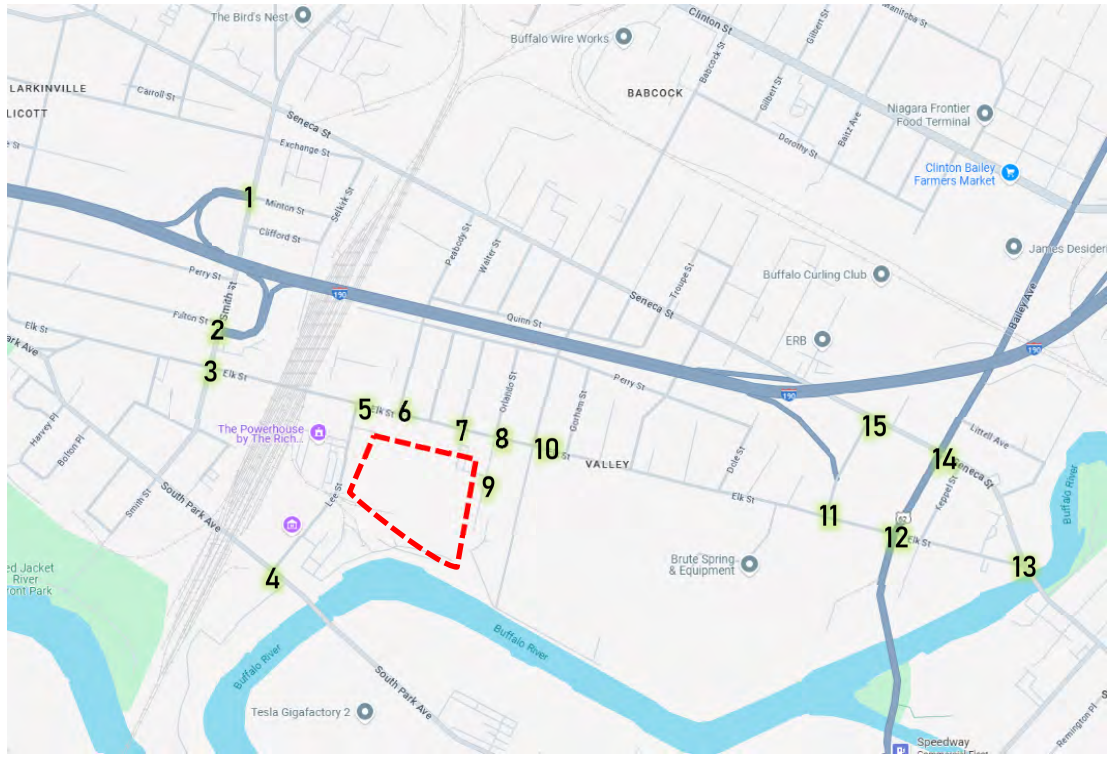
PN: 20254133.0002



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)




## Study Area, Site Location, and Study Intersections




**Outbound Trip Distribution**

# Uptown Apartments

Town of Amherst, NY

Notes:

Former Com Former Com

PN: 20254133.0002

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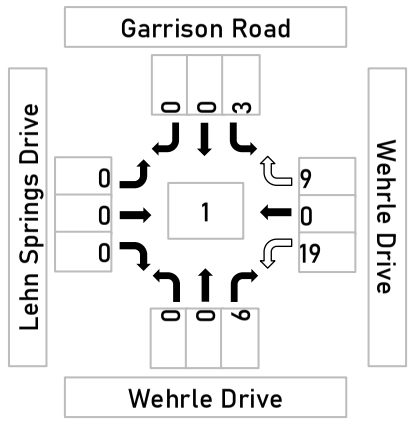
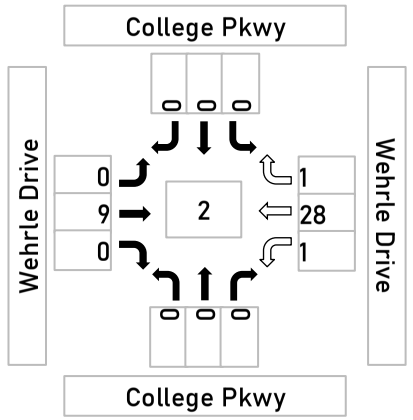
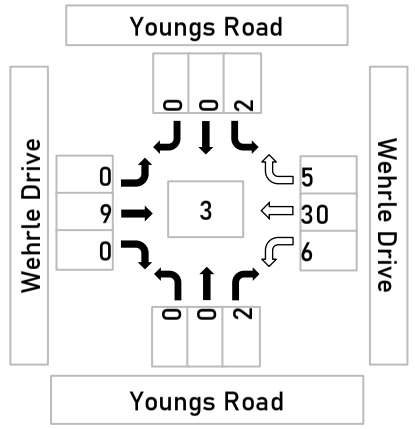
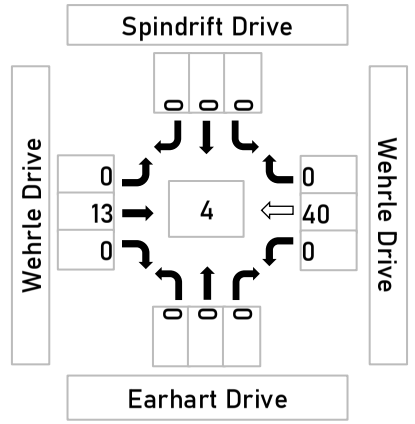
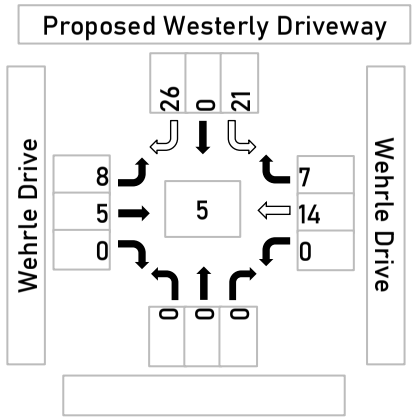
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

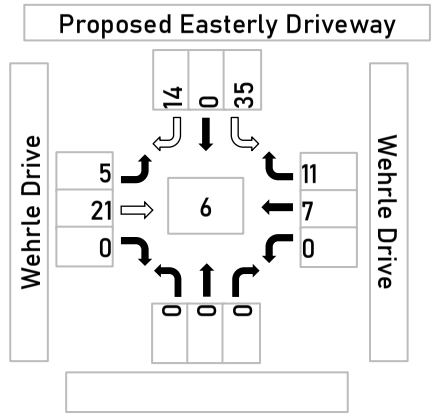


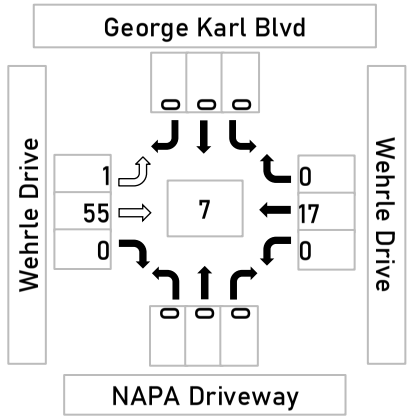



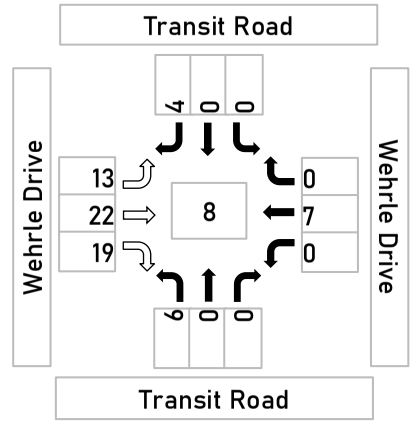




Study Area, Site Location, and Study Intersections

**Total Site Trip Assignment - Weekday AM Peak Hour**

## Uptown Apartments

Town of Amherst, NY

Notes:
- Entering Trip
- Exiting Trip

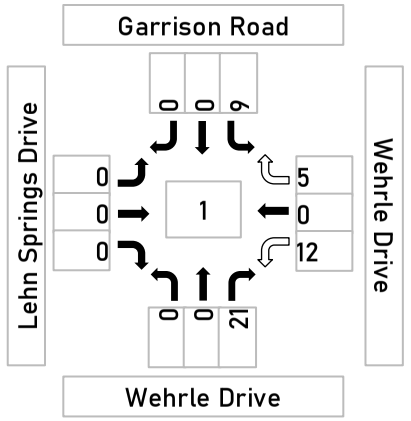
**Figure 6a**

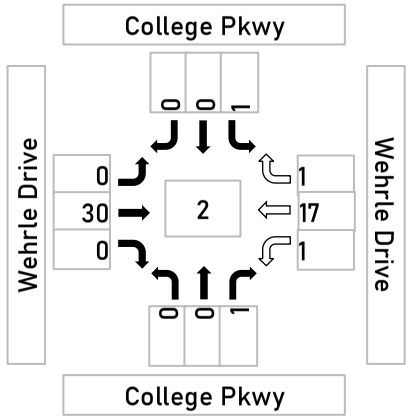
PN: 20254133.0002

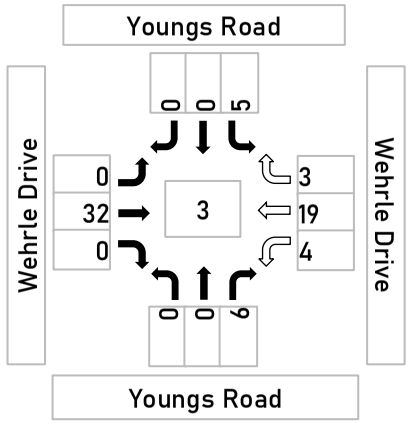
PASSERO engineering architecture
42 West Main Street, Suite 100
Rochester, NY 14614

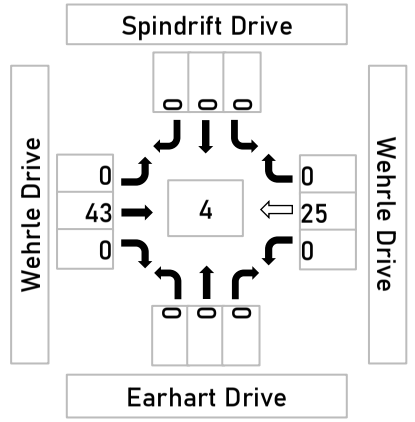


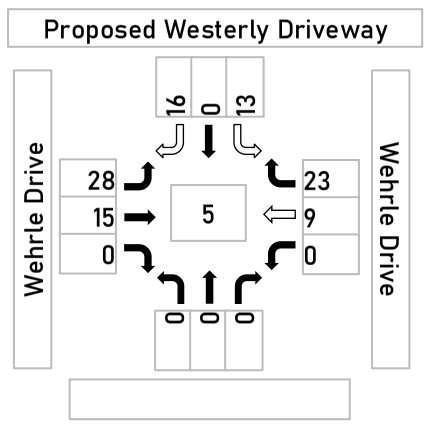
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

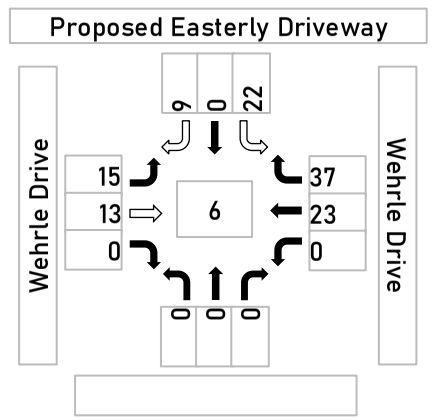


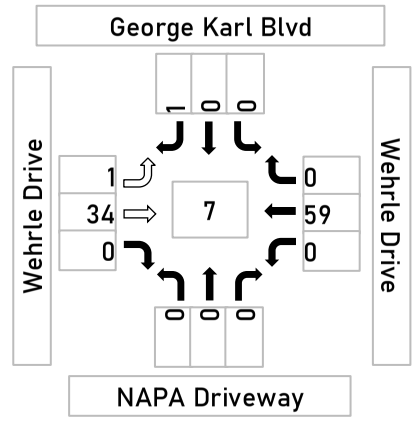



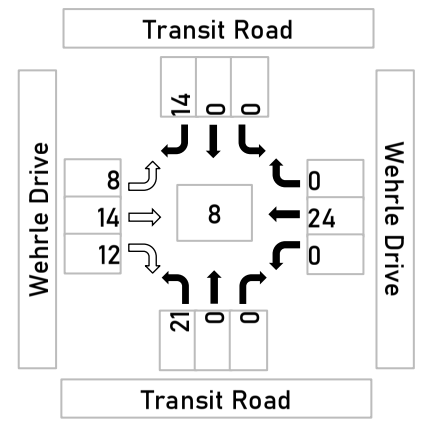




Study Area, Site Location, and Study Intersections

PASSERO engineering architecture
42 West Main Street, Suite 100
Rochester, NY 14614

**Total Site Trip Assignment - Weekday PM Peak Hour**

## Uptown Apartments

Town of Amherst, NY

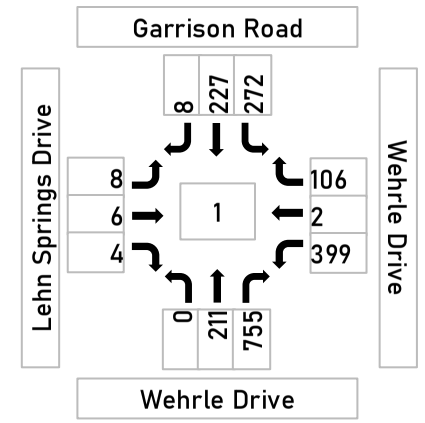
Notes:
- Entering Trip
- Exiting Trip

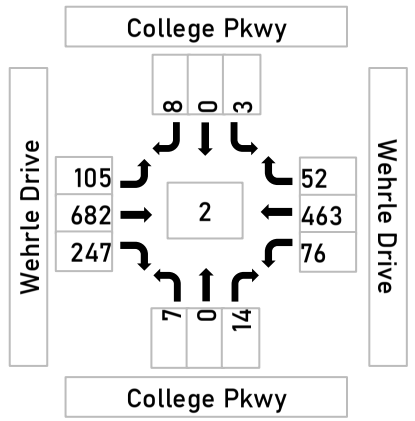
**Figure 6b**

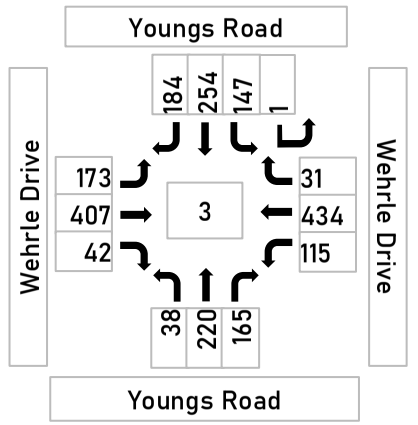
PN: 20254133.0002

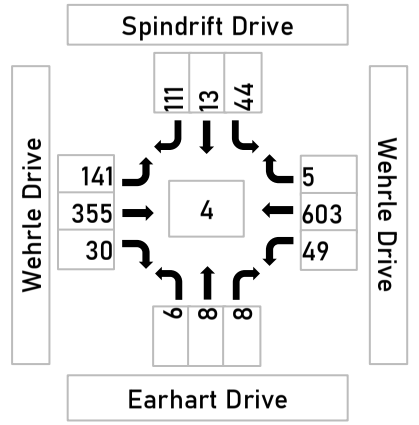


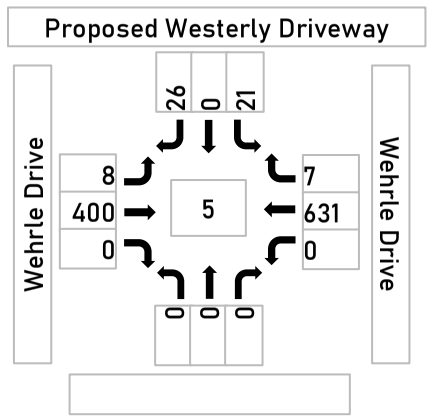
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

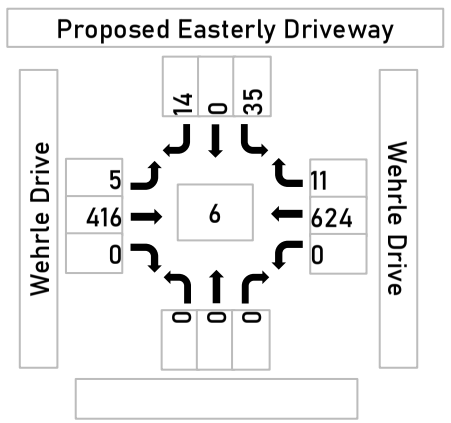


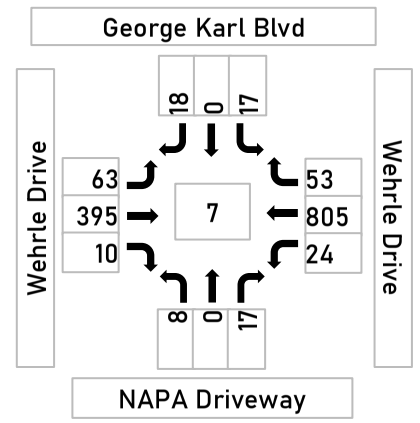



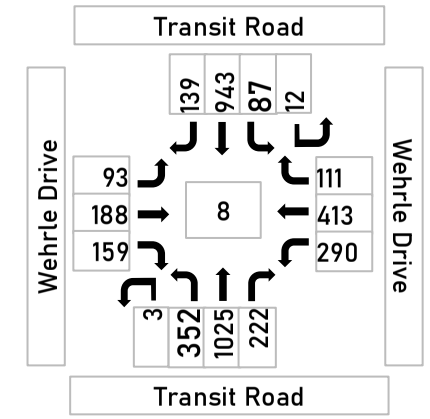




Study Area, Site Location, and Study Intersections

**2030 Full Build Conditions - Weekday AM Peak Hour**

## Uptown Apartments

Town of Amherst, NY

Notes:

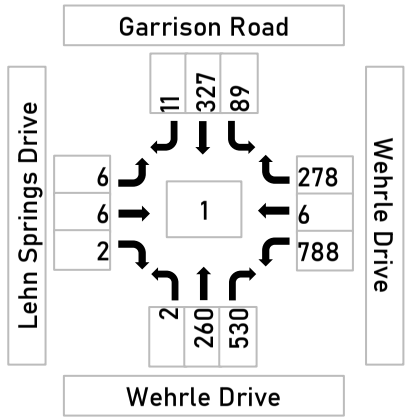
**Figure 7a**

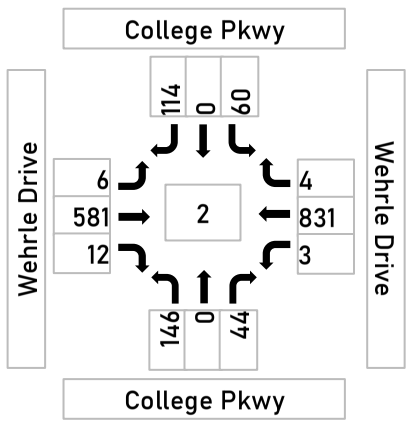
PN: 20254133.0002

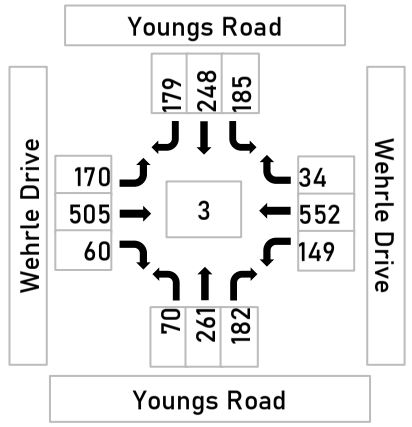
PASSERO engineering architecture
42 West Main Street, Suite 100
Rochester, NY 14614

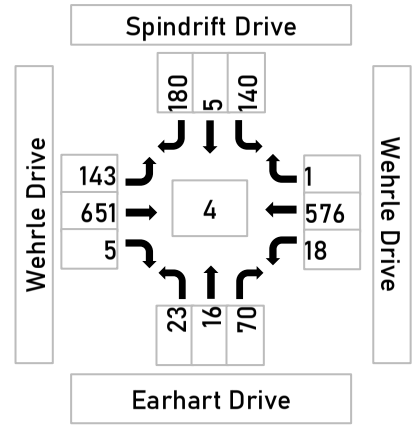


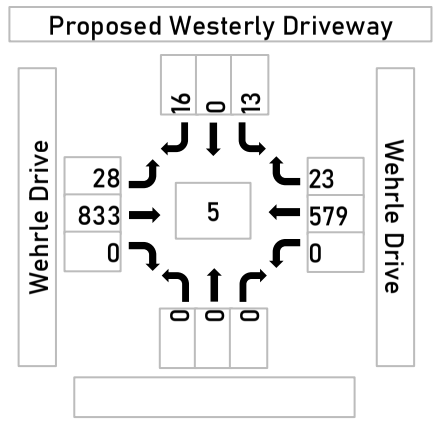
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

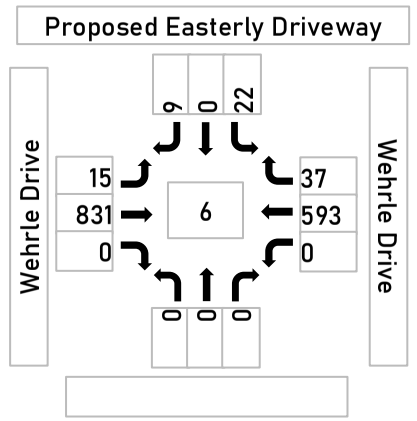


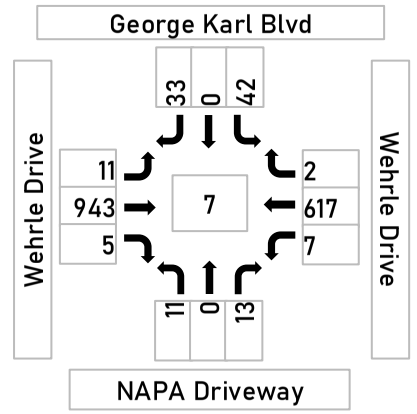



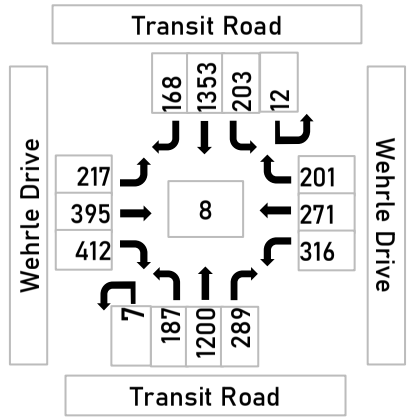




Study Area, Site Location, and Study Intersections

**2030 Full Build Conditions - Weekday PM Peak Hour**

## Uptown Apartments

Town of Amherst, NY

Notes:

**Figure 7b**

PN: 20254133.0002

PASSERO engineering architecture
42 West Main Street, Suite 100
Rochester, NY 14614





Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# APPENDICES

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# APPENDIX A: EXISTING TRAFFIC COUNT DATA

Summary

| | |
|---|---|
| Study Name | Wehrle Drive and Garrison Road/Lehn Springs Road |
| Project | |
| Project Code | |
| Legs and Movements | |
| Bin Size | 15 minutes |
| Time Zone | |
| Start Time | 2025-05-14 07:00:00 +0000 |
| End Time | 2025-05-15 09:00:00 +0000 |
| Location | Wehrle Drive and Garrison Road/Lehn Springs Road |
| Latitude and Longitude | 42.95605043,-78.73814858 |
| AM Peak | 7:45-8:45 |
| Midday Peak | |
| PM Peak (Overall Peak Hour) | |
| Custom ID | 371 |
| Tags | |

ArticulatedTruck

| Entry | Garrison Road | | | Wehrle Drive | | | Wehrle Drive | | | Lehn Springs Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bicycle

| Entry | Garrison Road | | | Wehrle Drive | | | Wehrle Drive | | | Lehn Springs Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bus

| Entry | Garrison Road | | | Wehrle Drive | | | Wehrle Drive | | | Lehn Springs Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | |
| 2025-05-14 07:45:00 +0000 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | |
| 2025-05-14 08:00:00 +0000 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | |
| 2025-05-14 08:15:00 +0000 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | |
| 2025-05-14 08:45:00 +0000 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| AM Peak | 2 | 3 | 0 | 10 | 0 | 3 | 0 | 6 | 9 | 0 | 1 | 0 | 0 |

Lights

| Entry | Garrison Road | | | Wehrle Drive | | | Wehrle Drive | | | Lehn Springs Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 20 | 28 | 1 | 65 | 0 | 8 | 0 | 27 | 86 | 0 | 1 | 1 | |
| 2025-05-14 07:15:00 +0000 | 32 | 44 | 0 | 52 | 1 | 14 | 1 | 44 | 120 | 1 | 4 | 1 | |
| 2025-05-14 07:30:00 +0000 | 34 | 54 | 0 | 97 | 0 | 17 | 0 | 48 | 125 | 3 | 2 | 1 | |
| 2025-05-14 07:45:00 +0000 | 47 | 62 | 1 | 92 | 1 | 19 | 0 | 55 | 177 | 1 | 2 | 1 | |
| 2025-05-14 08:00:00 +0000 | 65 | 55 | 3 | 95 | 0 | 30 | 0 | 54 | 166 | 2 | 2 | 1 | |
| 2025-05-14 08:15:00 +0000 | 85 | 50 | 0 | 80 | 0 | 24 | 0 | 54 | 168 | 1 | 0 | 1 | |
| 2025-05-14 08:30:00 +0000 | 62 | 47 | 4 | 91 | 1 | 17 | 0 | 37 | 207 | 4 | 1 | 1 | |
| 2025-05-14 08:45:00 +0000 | 61 | 48 | 1 | 83 | 0 | 26 | 0 | 60 | 172 | 1 | 0 | 0 | |
| AM Peak | 259 | 214 | 8 | 358 | 2 | 90 | 0 | 200 | 718 | 8 | 5 | 4 | 0 |

MotorizedVehicle

| Entry | Garrison Road | | | Wehrle Drive | | | Wehrle Drive | | | Lehn Springs Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SingleUnitTruck

| Entry | Garrison Road | | | Wehrle Drive | | | Wehrle Drive | | | Lehn Springs Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:45:00 +0000 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| 2025-05-14 08:00:00 +0000 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:45:00 +0000 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | |
| AM Peak | 1 | 4 | 0 | 3 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |

Total Vehicle Count

| Entry | North | | | East | | | South | | | West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Total | |
| 2025-05-14 07:00:00 +0000 | 20 | 28 | 1 | 66 | 0 | 8 | 0 | 32 | 88 | 1 | 1 | 1 | 246 | |
| 2025-05-14 07:15:00 +0000 | 32 | 48 | 0 | 53 | 1 | 14 | 2 | 45 | 121 | 1 | 4 | 1 | 322 | |
| 2025-05-14 07:30:00 +0000 | 34 | 56 | 0 | 99 | 0 | 17 | 1 | 51 | 128 | 3 | 2 | 1 | 392 | |
| 2025-05-14 07:45:00 +0000 | 47 | 64 | 1 | 93 | 1 | 20 | 0 | 57 | 183 | 1 | 2 | 1 | 470 | 1430 |
| 2025-05-14 08:00:00 +0000 | 67 | 56 | 3 | 96 | 0 | 31 | 0 | 55 | 169 | 2 | 3 | 1 | 483 | 1667 |
| 2025-05-14 08:15:00 +0000 | 86 | 51 | 0 | 86 | 0 | 25 | 0 | 57 | 170 | 1 | 0 | 1 | 477 | 1822 |
| 2025-05-14 08:30:00 +0000 | 62 | 50 | 4 | 96 | 1 | 19 | 0 | 37 | 209 | 4 | 1 | 1 | 484 | 1914 |
| 2025-05-14 08:45:00 +0000 | 62 | 55 | 1 | 84 | 0 | 26 | 0 | 62 | 174 | 1 | 0 | 0 | 465 | 1909 |
| AM Peak | 262 | 221 | 8 | 371 | 2 | 95 | 0 | 206 | 731 | 8 | 6 | 4 | 1914 | |
| HV % | 1.1% | 3.2% | 0.0% | 3.5% | 0.0% | 5.3% | #DIV/0! | 2.9% | 1.8% | 0.0% | 16.7% | 0.0% | PHF = | 0.99 |





Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Summary

| | |
|---|---|
| Study Name | Wehrle Drive and Garrison Road/Lehn Springs Road |
| Project | |
| Project Code | |
| Legs and Movements | |
| Bin Size | 15 minutes |
| Time Zone | |
| Start Time | 2025-05-14 16:00:00 +0000 |
| End Time | 2025-05-15 18:00:00 +0000 |
| Location | Wehrle Drive and Garrison Road/Lehn Springs Road |
| Latitude and Longitude | 42.95605043,-78.73814858 |

| | |
|---|---|
| AM Peak | |
| Midday Peak | |
| PM Peak (Overall Peak Hour) | 16:30-17:30 |
| Custom ID | 371 |
| Tags | |

ArticulatedTruck

| Entry | Garrison Road | | | Wehrle Drive | | | Wehrle Drive | | | Lehn Springs Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bicycle

| Entry | Garrison Road | | | Wehrle Drive | | | Wehrle Drive | | | Lehn Springs Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bus

| Entry | Garrison Road | | | Wehrle Drive | | | Wehrle Drive | | | Lehn Springs Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 16:15:00 +0000 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| PM Peak | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |

Lights

| Entry | Garrison Road | | | Wehrle Drive | | | Wehrle Drive | | | Lehn Springs Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 19 | 60 | 4 | 185 | 2 | 37 | 1 | 56 | 114 | 4 | 1 | 1 | |
| 2025-05-14 16:15:00 +0000 | 20 | 62 | 1 | 166 | 1 | 37 | 0 | 54 | 106 | 1 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 19 | 73 | 6 | 202 | 4 | 78 | 0 | 65 | 113 | 2 | 2 | 1 | |
| 2025-05-14 16:45:00 +0000 | 15 | 88 | 2 | 159 | 1 | 47 | 1 | 77 | 128 | 2 | 1 | 0 | |
| 2025-05-14 17:00:00 +0000 | 26 | 80 | 2 | 198 | 0 | 73 | 0 | 51 | 137 | 2 | 1 | 0 | |
| 2025-05-14 17:15:00 +0000 | 16 | 72 | 1 | 188 | 1 | 66 | 1 | 61 | 114 | 0 | 1 | 1 | |
| 2025-05-14 17:30:00 +0000 | 29 | 63 | 3 | 194 | 3 | 59 | 1 | 53 | 118 | 1 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 22 | 49 | 2 | 110 | 1 | 41 | 1 | 45 | 118 | 2 | 1 | 0 | |
| PM Peak | 76 | 313 | 11 | 747 | 6 | 264 | 2 | 254 | 492 | 6 | 5 | 2 | 0 |

MotorizedVehicle

| Entry | Garrison Road | | | Wehrle Drive | | | Wehrle Drive | | | Lehn Springs Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Pedestrian

| Entry | Garrison Road | | | Wehrle Drive | | | Wehrle Drive | | | Lehn Springs Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SingleUnitTruck

| Entry | Garrison Road | | | Wehrle Drive | | | Wehrle Drive | | | Lehn Springs Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | |
| PM Peak | 1 | 1 | 0 | 6 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |

Total Vehicle Count

| Entry | North | | | East | | | South | | | West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Total | |
| 2025-05-14 16:00:00 +0000 | 20 | 67 | 4 | 186 | 2 | 38 | 1 | 56 | 114 | 4 | 2 | 1 | 495 | |
| 2025-05-14 16:15:00 +0000 | 21 | 66 | 1 | 166 | 1 | 37 | 0 | 55 | 108 | 1 | 0 | 0 | 456 | |
| 2025-05-14 16:30:00 +0000 | 20 | 79 | 6 | 207 | 4 | 79 | 0 | 65 | 115 | 2 | 2 | 1 | 580 | |
| 2025-05-14 16:45:00 +0000 | 16 | 88 | 2 | 161 | 1 | 47 | 1 | 77 | 129 | 2 | 2 | 0 | 526 | 2057 |
| 2025-05-14 17:00:00 +0000 | 26 | 80 | 2 | 200 | 0 | 73 | 0 | 51 | 138 | 2 | 1 | 0 | 573 | 2135 |
| 2025-05-14 17:15:00 +0000 | 16 | 72 | 1 | 189 | 1 | 67 | 1 | 61 | 114 | 0 | 1 | 1 | 524 | 2203 |
| 2025-05-14 17:30:00 +0000 | 29 | 64 | 3 | 195 | 3 | 59 | 1 | 53 | 119 | 1 | 0 | 0 | 527 | 2150 |
| 2025-05-14 17:45:00 +0000 | 22 | 50 | 2 | 114 | 1 | 41 | 1 | 46 | 120 | 2 | 1 | 0 | 400 | 2024 |
| PM Peak | 78 | 319 | 11 | 757 | 6 | 266 | 2 | 254 | 496 | 6 | 6 | 2 | 2203 | |
| HV % | 2.6% | 1.9% | 0.0% | 1.3% | 0.0% | 0.8% | 0.0% | 0.0% | 0.8% | 0.0% | 16.7% | 0.0% | PHF = | 0.95 |





Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Summary

| | |
|---|---|
| Study Name | Wehrle Drive and Ingram Micro |
| Project | |
| Project Code | |
| Legs and Movements | |
| Bin Size | 15 minutes |
| Time Zone | |
| Start Time | 2025-05-14 07:00:00 +0000 |
| End Time | 2025-05-15 09:00:00 +0000 |
| Location | Wehrle Drive and Ingram Micro |
| Latitude and Longitude | 42.95669824,-78.7280742 |
| | |
| AM Peak | 7:45-8:45 |
| Midday Peak | |
| PM Peak (Overall Peak Hour) | |
| Custom ID | 695 |
| Tags | |

ArticulatedTruck

| Entry | Ingram Micro | | | Wehrle Drive | | | Ingram Micro | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bicycle

| Entry | Ingram Micro | | | Wehrle Drive | | | Ingram Micro | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bus

| Entry | Ingram Micro | | | Wehrle Drive | | | Ingram Micro | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| AM Peak | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 |

Lights

| Entry | Ingram Micro | | | Wehrle Drive | | | Ingram Micro | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 2 | 60 | 8 | 1 | 0 | 0 | 20 | 79 | 5 | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 5 | 66 | 7 | 0 | 0 | 0 | 18 | 130 | 13 | |
| 2025-05-14 07:30:00 +0000 | 1 | 0 | 0 | 5 | 99 | 12 | 1 | 0 | 0 | 17 | 131 | 12 | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 2 | 10 | 105 | 14 | 1 | 0 | 0 | 34 | 155 | 30 | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 4 | 21 | 105 | 18 | 3 | 0 | 6 | 31 | 153 | 54 | |
| 2025-05-14 08:15:00 +0000 | 1 | 0 | 1 | 19 | 98 | 8 | 2 | 0 | 3 | 19 | 152 | 72 | |
| 2025-05-14 08:30:00 +0000 | 2 | 0 | 0 | 23 | 100 | 8 | 1 | 0 | 5 | 18 | 181 | 85 | |
| 2025-05-14 08:45:00 +0000 | 1 | 0 | 5 | 11 | 98 | 10 | 4 | 0 | 0 | 17 | 157 | 51 | |
| AM Peak | 3 | 0 | 7 | 73 | 408 | 48 | 7 | 0 | 14 | 102 | 641 | 241 | 0 |





Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

MotorizedVehicle

| Entry | Ingram Micro | | | Wehrle Drive | | | Ingram Micro | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| StartTime | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Pedestrian

| Entry | Ingram Micro | | | Wehrle Drive | | | Ingram Micro | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| StartTime | Left | Crosswalk | Right | Left | Thru | Right | Left | Crosswalk | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |

SingleUnitTruck

| Entry | Ingram Micro | | | Wehrle Drive | | | Ingram Micro | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| StartTime | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM Peak | 0 | 0 | 1 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |

Total Vehicle Count

| Entry | North | | | East | | | South | | | West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | | |
| StartTime | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Total | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 2 | 61 | 8 | 1 | 0 | 0 | 20 | 81 | 5 | 178 | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 5 | 67 | 7 | 0 | 0 | 0 | 18 | 132 | 13 | 242 | |
| 2025-05-14 07:30:00 +0000 | 1 | 0 | 0 | 5 | 105 | 12 | 1 | 0 | 0 | 17 | 135 | 12 | 288 | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 2 | 10 | 108 | 14 | 1 | 0 | 0 | 34 | 160 | 30 | 359 | 1067 |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 4 | 21 | 106 | 20 | 3 | 0 | 6 | 31 | 158 | 54 | 403 | 1292 |
| 2025-05-14 08:15:00 +0000 | 1 | 0 | 2 | 19 | 105 | 8 | 2 | 0 | 3 | 19 | 155 | 72 | 386 | 1436 |
| 2025-05-14 08:30:00 +0000 | 2 | 0 | 0 | 23 | 105 | 8 | 1 | 0 | 5 | 18 | 183 | 85 | 430 | 1578 |
| 2025-05-14 08:45:00 +0000 | 1 | 0 | 5 | 11 | 101 | 10 | 4 | 0 | 0 | 17 | 158 | 51 | 358 | 1577 |
| AM Peak | 3 | 0 | 8 | 73 | 424 | 50 | 7 | 0 | 14 | 102 | 656 | 241 | 1578 | |
| HV % | 0.0% | #DIV/0! | 12.5% | 0.0% | 3.8% | 4.0% | 0.0% | #DIV/0! | 0.0% | 0.0% | 2.3% | 0.0% | PHF = | 0.92 |

Summary

| | |
|---|---|
| Study Name | Wehrle Drive and Ingram Micro |
| Project | |
| Project Code | |
| Legs and Movements | |
| Bin Size | 15 minutes |
| Time Zone | |
| Start Time | 2025-05-14 16:00:00 +0000 |
| End Time | 2025-05-15 18:00:00 +0000 |
| Location | Wehrle Drive and Ingram Micro |
| Latitude and Longitude | 42.95669824,-78.7280742 |
| AM Peak | |
| Midday Peak | |
| PM Peak (Overall Peak Hour) | 16:30-17:30 |
| Custom ID | 695 |
| Tags | |

ArticulatedTruck

| Entry | Ingram Micro | | Wehrle Drive | | | Ingram Micro | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bicycle

| Entry | Ingram Micro | | Wehrle Drive | | | Ingram Micro | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bus

| Entry | Ingram Micro | | Wehrle Drive | | | Ingram Micro | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | |
| PM Peak | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |

Lights

| Entry | Ingram Micro | | Wehrle Drive | | | Ingram Micro | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 14 | 30 | 0 | 197 | 3 | 16 | 9 | 3 | 123 | 1 | |
| 2025-05-14 16:15:00 +0000 | 13 | 20 | 1 | 159 | 0 | 17 | 2 | 2 | 114 | 3 | |
| 2025-05-14 16:30:00 +0000 | 16 | 40 | 1 | 222 | 1 | 26 | 9 | 2 | 120 | 2 | |
| 2025-05-14 16:45:00 +0000 | 13 | 17 | 0 | 173 | 0 | 24 | 7 | 3 | 117 | 5 | |
| 2025-05-14 17:00:00 +0000 | 24 | 31 | 0 | 207 | 0 | 54 | 18 | 0 | 161 | 2 | |
| 2025-05-14 17:15:00 +0000 | 5 | 23 | 1 | 182 | 2 | 38 | 8 | 1 | 134 | 3 | |
| 2025-05-14 17:30:00 +0000 | 10 | 9 | 2 | 164 | 2 | 79 | 41 | 2 | 129 | 1 | |
| 2025-05-14 17:45:00 +0000 | 4 | 9 | 0 | 119 | 0 | 27 | 12 | 1 | 122 | 3 | |
| PM Peak | 58 | 111 | 2 | 784 | 3 | 142 | 42 | 6 | 532 | 12 | 0 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

MotorizedVehicle

| Entry | Ingram Micro | | Wehrle Drive | | | Ingram Micro | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Pedestrian

| Entry | Ingram Micro | | Wehrle Drive | | | Ingram Micro | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SingleUnitTruck

| Entry | Ingram Micro | | Wehrle Drive | | | Ingram Micro | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | |
| PM Peak | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |

Total Vehicle Count

| Entry | North | | East | | | South | | West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | Total | | |
| 2025-05-14 16:00:00 +0000 | 14 | 30 | 0 | 199 | 3 | 16 | 9 | 3 | 125 | 1 | 400 | | |
| 2025-05-14 16:15:00 +0000 | 14 | 20 | 1 | 159 | 0 | 17 | 2 | 2 | 118 | 3 | 336 | | |
| 2025-05-14 16:30:00 +0000 | 16 | 40 | 1 | 229 | 1 | 26 | 9 | 2 | 123 | 2 | 449 | | |
| 2025-05-14 16:45:00 +0000 | 13 | 17 | 0 | 174 | 0 | 24 | 7 | 3 | 118 | 5 | 361 | 1546 | |
| 2025-05-14 17:00:00 +0000 | 24 | 31 | 0 | 208 | 0 | 54 | 18 | 0 | 162 | 2 | 499 | 1645 | |
| 2025-05-14 17:15:00 +0000 | 5 | 23 | 1 | 183 | 2 | 38 | 8 | 1 | 134 | 3 | 398 | 1707 | |
| 2025-05-14 17:30:00 +0000 | 10 | 9 | 2 | 165 | 2 | 79 | 41 | 2 | 131 | 1 | 442 | 1700 | |
| 2025-05-14 17:45:00 +0000 | 4 | 9 | 0 | 124 | 0 | 27 | 12 | 1 | 124 | 3 | 304 | 1643 | |
| PM Peak | 58 | 111 | 2 | 794 | 3 | 142 | 42 | 6 | 537 | 12 | 1707 | | |
| HV % | 0.0% | 0.0% | 0.0% | 1.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.9% | 0.0% | PHF = | | 0.86 |

Summary

| | |
|---|---|
| Study Name | Wehrle Drive and Youngs Road |
| Project | |
| Project Code | |
| Legs and Movements | |
| Bin Size | 15 minutes |
| Time Zone | |
| Start Time | 2025-05-14 07:00:00 +0000 |
| End Time | 2025-05-15 09:00:00 +0000 |
| Location | Wehrle Drive and Youngs Road |
| Latitude and Longitude | 42.9566575,-78.72463008 |
| | |
| AM Peak | 7:45-8:45 |
| Midday Peak | |
| PM Peak (Overall Peak Hour) | |
| Custom ID | 340 |
| Tags | |

ArticulatedTruck

| Entry | Youngs Road | | | | Wehrle Drive | | | Youngs Road | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | U-Turn | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| AM Peak | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bicycle

| Entry | Youngs Road | | | | Wehrle Drive | | | Youngs Road | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | U-Turn | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:45:00 +0000 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| AM Peak | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bus

| Entry | Youngs Road | | | | Wehrle Drive | | | Youngs Road | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | U-Turn | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 1 | 0 | |
| 2025-05-14 07:15:00 +0000 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | |
| 2025-05-14 07:45:00 +0000 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | |
| 2025-05-14 08:00:00 +0000 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | |
| 2025-05-14 08:30:00 +0000 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | |
| 2025-05-14 08:45:00 +0000 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| AM Peak | 0 | 5 | 5 | 0 | 1 | 4 | 0 | 1 | 4 | 0 | 3 | 6 | 2 | 0 |

Lights

| Entry | Youngs Road | | | | Wehrle Drive | | | Youngs Road | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | U-Turn | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 07:00:00 +0000 | 20 | 35 | 21 | 0 | 11 | 42 | 8 | 3 | 25 | 13 | 22 | 49 | 2 | |
| 2025-05-14 07:15:00 +0000 | 32 | 33 | 21 | 0 | 22 | 56 | 4 | 6 | 24 | 14 | 40 | 76 | 6 | |
| 2025-05-14 07:30:00 +0000 | 22 | 59 | 36 | 0 | 24 | 82 | 6 | 2 | 42 | 25 | 35 | 86 | 8 | |
| 2025-05-14 07:45:00 +0000 | 35 | 72 | 36 | 0 | 27 | 99 | 5 | 3 | 63 | 36 | 50 | 90 | 7 | |
| 2025-05-14 08:00:00 +0000 | 39 | 64 | 42 | 0 | 22 | 109 | 9 | 9 | 48 | 34 | 42 | 93 | 12 | |
| 2025-05-14 08:15:00 +0000 | 30 | 53 | 50 | 1 | 29 | 90 | 7 | 11 | 52 | 41 | 27 | 91 | 11 | |
| 2025-05-14 08:30:00 +0000 | 35 | 53 | 44 | 0 | 23 | 90 | 4 | 10 | 43 | 44 | 43 | 107 | 9 | |
| 2025-05-14 08:45:00 +0000 | 37 | 48 | 41 | 0 | 20 | 89 | 6 | 5 | 54 | 49 | 39 | 113 | 6 | |
| AM Peak | 139 | 242 | 172 | 1 | 101 | 388 | 25 | 33 | 206 | 155 | 162 | 381 | 39 | 0 |





Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

MotorizedVehicle

| Entry | Youngs Road | | | | Wehrle Drive | | | | Youngs Road | | | | Wehrle Drive | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | U-Turn | Left | Thru | Right | | Left | Thru | Right | | Left | Thru | Right | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |

Pedestrian

| Entry | Youngs Road | | | | Wehrle Drive | | | | Youngs Road | | | | Wehrle Drive | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | U-Turn | Left | Thru | Right | | Left | Thru | Right | | Left | Thru | Right | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |

SingleUnitTruck

| Entry | Youngs Road | | | | Wehrle Drive | | | | Youngs Road | | | | Wehrle Drive | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | U-Turn | Left | Thru | Right | | Left | Thru | Right | | Left | Thru | Right | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1 | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | | 0 | 0 | 1 | | 1 | 0 | 0 | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | | 1 | 1 | 1 | | 0 | 0 | 0 | | |
| 2025-05-14 07:45:00 +0000 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | | 1 | 1 | 0 | | 2 | 1 | 0 | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2 | 3 | 2 | | 2 | 0 | 0 | | |
| 2025-05-14 08:15:00 +0000 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | | 0 | 0 | 0 | | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | | 0 | 1 | 2 | | 0 | 1 | 0 | | |
| AM Peak | 2 | 1 | 2 | 0 | 2 | 2 | 0 | | 3 | 5 | 4 | | 4 | 1 | 0 | 0 | |

Total Vehicle Count

| Entry | North | | | | East | | | | South | | | | West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | U-Turn | Left | Thru | Right | | Left | Thru | Right | | Left | Thru | Right | Total | |
| 2025-05-14 16:00:00 +0000 | 20 | 36 | 21 | 0 | 11 | 42 | 8 | | 4 | 29 | 13 | | 23 | 50 | 3 | 260 | |
| 2025-05-14 16:15:00 +0000 | 32 | 35 | 21 | 0 | 23 | 57 | 4 | | 6 | 27 | 15 | | 40 | 77 | 6 | 343 | |
| 2025-05-14 16:30:00 +0000 | 22 | 59 | 37 | 0 | 26 | 85 | 6 | | 3 | 44 | 26 | | 35 | 87 | 9 | 439 | |
| 2025-05-14 16:45:00 +0000 | 36 | 73 | 37 | 0 | 28 | 100 | 5 | | 4 | 65 | 36 | | 52 | 93 | 7 | 536 | 1578 |
| 2025-05-14 17:00:00 +0000 | 39 | 67 | 43 | 0 | 22 | 109 | 9 | | 11 | 51 | 36 | | 45 | 95 | 13 | 540 | 1858 |
| 2025-05-14 17:15:00 +0000 | 31 | 54 | 53 | 1 | 32 | 92 | 7 | | 12 | 53 | 43 | | 29 | 92 | 11 | 510 | 2025 |
| 2025-05-14 17:30:00 +0000 | 35 | 54 | 46 | 0 | 24 | 93 | 4 | | 10 | 46 | 44 | | 43 | 108 | 10 | 517 | 2103 |
| 2025-05-14 17:45:00 +0000 | 37 | 57 | 42 | 0 | 20 | 91 | 6 | | 5 | 55 | 52 | | 39 | 115 | 6 | 525 | 2092 |
| AM Peak | 141 | 248 | 179 | 1 | 106 | 394 | 25 | | 37 | 215 | 159 | | 169 | 388 | 41 | 2103 | 2103 |
| HV % | 1.4% | 2.4% | 3.9% | 0.0% | 4.7% | 1.5% | 0.0% | | 10.8% | 4.2% | 2.5% | | 4.1% | 1.8% | 4.9% | PHF= | 0.97 |

Summary

| | |
|---|---|
| Study Name | Wehrle Drive and Youngs Road |
| Project | |
| Project Code | |
| Legs and Movements | |
| Bin Size | 15 minutes |
| Time Zone | |
| Start Time | 2025-05-14 16:00:00 +0000 |
| End Time | 2025-05-15 18:00:00 +0000 |
| Location | Wehrle Drive and Youngs Road |
| Latitude and Longitude | 42.9566575,-78.72463008 |
| AM Peak | |
| Midday Peak | |
| PM Peak (Overall Peak Hour) | 16:30-17:30 |
| Custom ID | 340 |
| Tags | |

ArticulatedTruck

| Entry | Youngs Road | | | Wehrle Drive | | | Youngs Road | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |

Bicycle

| Entry | Youngs Road | | | Wehrle Drive | | | Youngs Road | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bus

| Entry | Youngs Road | | | Wehrle Drive | | | Youngs Road | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 2025-05-14 16:15:00 +0000 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | |
| 2025-05-14 16:30:00 +0000 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | |
| PM Peak | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |

Lights

| Entry | Youngs Road | | | Wehrle Drive | | | Youngs Road | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 44 | 48 | 65 | 39 | 119 | 10 | 11 | 71 | 33 | 39 | 94 | 9 | |
| 2025-05-14 16:15:00 +0000 | 32 | 55 | 34 | 19 | 105 | 4 | 12 | 85 | 26 | 39 | 93 | 11 | |
| 2025-05-14 16:30:00 +0000 | 39 | 49 | 47 | 43 | 141 | 8 | 22 | 85 | 42 | 37 | 104 | 17 | |
| 2025-05-14 16:45:00 +0000 | 31 | 67 | 39 | 30 | 123 | 6 | 10 | 50 | 44 | 43 | 89 | 12 | |
| 2025-05-14 17:00:00 +0000 | 46 | 65 | 47 | 40 | 125 | 7 | 24 | 66 | 42 | 44 | 155 | 16 | |
| 2025-05-14 17:15:00 +0000 | 59 | 53 | 40 | 28 | 126 | 9 | 9 | 51 | 42 | 39 | 113 | 13 | |
| 2025-05-14 17:30:00 +0000 | 52 | 46 | 39 | 27 | 116 | 6 | 6 | 59 | 24 | 46 | 142 | 13 | |
| 2025-05-14 17:45:00 +0000 | 41 | 42 | 28 | 7 | 85 | 10 | 5 | 51 | 25 | 29 | 121 | 9 | |
| PM Peak | 175 | 234 | 173 | 141 | 515 | 30 | 65 | 252 | 170 | 163 | 461 | 58 | 0 |

MotorizedVehicle

| Entry | Youngs Road | | | Wehrle Drive | | | Youngs Road | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| StartTime | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Pedestrian

| Entry | Youngs Road | | | Wehrle Drive | | | Youngs Road | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| StartTime | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SingleUnitTruck

| Entry | Youngs Road | | | Wehrle Drive | | | Youngs Road | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| StartTime | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 1 | 0 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | |
| PM Peak | 1 | 1 | 1 | 0 | 5 | 0 | 3 | 1 | 1 | 2 | 0 | 1 | 0 |

Total Vehicle Count

| Entry | North | | | East | | | South | | | West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | | | |
| StartTime | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Total | | |
| 2025-05-14 16:00:00 +0000 | 44 | 52 | 67 | 40 | 119 | 10 | 11 | 72 | 34 | 39 | 94 | 11 | 593 | | |
| 2025-05-14 16:15:00 +0000 | 33 | 67 | 34 | 19 | 105 | 4 | 12 | 86 | 27 | 39 | 94 | 13 | 533 | | |
| 2025-05-14 16:30:00 +0000 | 40 | 54 | 48 | 43 | 145 | 8 | 24 | 85 | 42 | 38 | 104 | 18 | 649 | | |
| 2025-05-14 16:45:00 +0000 | 31 | 69 | 40 | 30 | 123 | 6 | 10 | 52 | 44 | 44 | 89 | 12 | 550 | 2325 | |
| 2025-05-14 17:00:00 +0000 | 46 | 66 | 47 | 40 | 126 | 7 | 24 | 67 | 43 | 45 | 155 | 16 | 682 | 2414 | |
| 2025-05-14 17:15:00 +0000 | 59 | 53 | 40 | 28 | 126 | 9 | 10 | 51 | 43 | 39 | 113 | 13 | 584 | 2465 | |
| 2025-05-14 17:30:00 +0000 | 52 | 47 | 40 | 27 | 117 | 6 | 6 | 59 | 24 | 46 | 143 | 13 | 580 | 2396 | |
| 2025-05-14 17:45:00 +0000 | 41 | 43 | 29 | 8 | 87 | 10 | 6 | 51 | 25 | 31 | 122 | 10 | 463 | 2309 | |
| PM Peak | 176 | 242 | 175 | 141 | 520 | 30 | 68 | 255 | 172 | 166 | 461 | 59 | 2465 | | |
| HV % | 0.6% | 3.3% | 1.1% | 0.0% | 1.0% | 0.0% | 4.4% | 1.2% | 1.2% | 1.8% | 0.0% | 1.7% | PHF = | | 0.90 |

Summary

| | |
|---|---|
| Study Name | Wehrle Drive and Spindrift Drive |
| Project | |
| Project Code | |
| Legs and Movements | |
| Bin Size | 15 minutes |
| Time Zone | |
| Start Time | 2025-05-14 07:00:00 +0000 |
| End Time | 2025-05-15 09:00:00 +0000 |
| Location | Wehrle Drive and Spindrift Drive |
| Latitude and Longitude | 42.9565672,-78.71464154 |
| | |
| AM Peak | 7:45-8:45 |
| Midday Peak | |
| PM Peak (Overall Peak Hour) | |
| Custom ID | 745 |
| Tags | |

ArticulatedTruck

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | |
| AM Peak | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bicycle

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 07:45:00 +0000 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | |
| AM Peak | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bus

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | |
| 2025-05-14 08:30:00 +0000 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | |
| AM Peak | 1 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 2 | 6 | 3 | 0 | 0 | 0 |

Lights

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| 2025-05-14 07:00:00 +0000 | 4 | 2 | 9 | 4 | 71 | 3 | 0 | 1 | 2 | 19 | 53 | 4 | | |
| 2025-05-14 07:15:00 +0000 | 14 | 2 | 15 | 9 | 88 | 2 | 1 | 0 | 2 | 29 | 75 | 7 | | |
| 2025-05-14 07:30:00 +0000 | 7 | 6 | 27 | 9 | 113 | 3 | 3 | 1 | 1 | 32 | 76 | 3 | | |
| 2025-05-14 07:45:00 +0000 | 12 | 6 | 16 | 11 | 140 | 0 | 2 | 2 | 2 | 31 | 81 | 4 | | |
| 2025-05-14 08:00:00 +0000 | 7 | 1 | 25 | 11 | 130 | 1 | 1 | 0 | 1 | 41 | 64 | 8 | | |
| 2025-05-14 08:15:00 +0000 | 7 | 4 | 24 | 18 | 129 | 3 | 0 | 3 | 1 | 28 | 90 | 9 | | |
| 2025-05-14 08:30:00 +0000 | 13 | 2 | 34 | 8 | 136 | 1 | 3 | 3 | 1 | 31 | 87 | 7 | | |
| 2025-05-14 08:45:00 +0000 | 9 | 0 | 19 | 4 | 159 | 6 | 2 | 3 | 5 | 31 | 88 | 5 | | |
| AM Peak | 39 | 13 | 99 | 48 | 535 | 5 | 6 | 8 | 5 | 131 | 322 | 28 | 0 | 0 |





Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

MotorizedVehicle

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Pedestrian

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SingleUnitTruck

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | | |
| 2025-05-14 08:00:00 +0000 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | | |
| 2025-05-14 08:30:00 +0000 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | | |
| AM Peak | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 1 | 9 | 1 | 0 | 0 |

Total Vehicle Count

| Entry | North | | | East | | | South | | | West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Total | |
| 2025-05-14 07:00:00 +0000 | 4 | 2 | 9 | 5 | 72 | 3 | 0 | 1 | 3 | 20 | 54 | 4 | 177 | |
| 2025-05-14 07:15:00 +0000 | 14 | 2 | 16 | 9 | 90 | 2 | 1 | 0 | 2 | 30 | 77 | 7 | 250 | |
| 2025-05-14 07:30:00 +0000 | 7 | 6 | 27 | 10 | 118 | 3 | 3 | 1 | 2 | 33 | 77 | 3 | 290 | |
| 2025-05-14 07:45:00 +0000 | 12 | 6 | 16 | 11 | 144 | 0 | 2 | 2 | 2 | 35 | 85 | 4 | 319 | 1036 |
| 2025-05-14 08:00:00 +0000 | 8 | 1 | 29 | 11 | 131 | 1 | 1 | 0 | 2 | 42 | 67 | 8 | 301 | 1160 |
| 2025-05-14 08:15:00 +0000 | 7 | 4 | 28 | 18 | 134 | 3 | 0 | 3 | 2 | 29 | 92 | 9 | 329 | 1239 |
| 2025-05-14 08:30:00 +0000 | 16 | 2 | 35 | 8 | 140 | 1 | 3 | 3 | 2 | 32 | 90 | 8 | 340 | 1289 |
| 2025-05-14 08:45:00 +0000 | 9 | 0 | 20 | 4 | 160 | 6 | 2 | 3 | 5 | 32 | 92 | 5 | 338 | 1308 |
| AM Peak | 43 | 13 | 108 | 48 | 549 | 5 | 6 | 8 | 8 | 138 | 334 | 29 | 1289 | |
| HV % | 9.3% | 0.0% | 8.3% | 0.0% | 2.6% | 0.0% | 0.0% | 0.0% | 37.5% | 5.1% | 3.6% | 3.4% | PHF= | 0.95 |

Summary

| | |
|---|---|
| Study Name | Wehrle Drive and Spindrift Drive |
| Project | |
| Project Code | |
| Legs and Movements | |
| Bin Size | 15 minutes |
| Time Zone | |
| Start Time | 2025-05-14 16:00:00 +0000 |
| End Time | 2025-05-15 18:00:00 +0000 |
| Location | Wehrle Drive and Spindrift Drive |
| Latitude and Longitude | 42.9565672,-78.71464154 |

AM Peak
Midday Peak
PM Peak (Overall Peak Hour) 16:30-17:30
Custom ID 745
Tags

ArticulatedTruck

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |

Bicycle

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bus

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 2025-05-14 16:30:00 +0000 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| PM Peak | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 0 |

Lights

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025-05-14 16:00:00 +0000 | 30 | 1 | 52 | 1 | 124 | 1 | 6 | 4 | 6 | 22 | 149 | 0 |
| 2025-05-14 16:15:00 +0000 | 19 | 1 | 33 | 1 | 107 | 2 | 0 | 5 | 5 | 27 | 113 | 2 |
| 2025-05-14 16:30:00 +0000 | 47 | 3 | 54 | 2 | 162 | 0 | 4 | 3 | 16 | 37 | 149 | 1 |
| 2025-05-14 16:45:00 +0000 | 28 | 1 | 35 | 4 | 119 | 0 | 2 | 6 | 18 | 36 | 110 | 1 |
| 2025-05-14 17:00:00 +0000 | 34 | 0 | 54 | 3 | 127 | 1 | 9 | 5 | 23 | 36 | 177 | 2 |
| 2025-05-14 17:15:00 +0000 | 27 | 1 | 32 | 7 | 125 | 0 | 7 | 2 | 9 | 28 | 153 | 0 |
| 2025-05-14 17:30:00 +0000 | 9 | 0 | 33 | 3 | 134 | 0 | 7 | 5 | 10 | 21 | 160 | 3 |
| 2025-05-14 17:45:00 +0000 | 23 | 0 | 15 | 2 | 112 | 2 | 2 | 1 | 4 | 21 | 126 | 0 |
| PM Peak | 136 | 5 | 175 | 16 | 533 | 1 | 22 | 16 | 66 | 137 | 589 | 4 |

MotorizedVehicle

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| StartTime | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Pedestrian

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| StartTime | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

SingleUnitTruck

| Entry | Spindrift Drive | | | Wehrle Drive | | | Earhart Dr | | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
| StartTime | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | |
| 2025-05-14 16:15:00 +0000 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | |

Total Vehicle Count

| Entry | North | | | East | | | South | | | West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | | | |
| StartTime | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Total | | |
| 2025-05-14 16:00:00 +0000 | 30 | 1 | 52 | 1 | 126 | 1 | 6 | 4 | 6 | 23 | 151 | 0 | 401 | | |
| 2025-05-14 16:15:00 +0000 | 20 | 1 | 34 | 2 | 107 | 2 | 0 | 5 | 6 | 29 | 114 | 2 | 322 | | |
| 2025-05-14 16:30:00 +0000 | 48 | 3 | 54 | 3 | 165 | 0 | 4 | 3 | 17 | 37 | 152 | 2 | 488 | | |
| 2025-05-14 16:45:00 +0000 | 28 | 1 | 35 | 4 | 119 | 0 | 2 | 6 | 18 | 37 | 110 | 1 | 361 | 1572 | |
| 2025-05-14 17:00:00 +0000 | 34 | 0 | 55 | 3 | 128 | 1 | 9 | 5 | 23 | 36 | 178 | 2 | 474 | 1645 | |
| 2025-05-14 17:15:00 +0000 | 27 | 1 | 32 | 8 | 125 | 0 | 7 | 2 | 10 | 29 | 153 | 0 | 394 | 1717 | |
| 2025-05-14 17:30:00 +0000 | 9 | 0 | 33 | 3 | 134 | 0 | 8 | 5 | 10 | 21 | 161 | 4 | 388 | 1617 | |
| 2025-05-14 17:45:00 +0000 | 23 | 0 | 15 | 2 | 115 | 2 | 2 | 1 | 5 | 21 | 126 | 0 | 312 | 1568 | |
| PM Peak | 137 | 5 | 176 | 18 | 537 | 1 | 22 | 16 | 68 | 139 | 593 | 5 | 1717 | | |
| HV % | 0.7% | 0.0% | 0.6% | 11.1% | 0.7% | 0.0% | 0.0% | 0.0% | 2.9% | 1.4% | 0.7% | 20.0% | PHF = | | 0.88 |

Summary

| | |
|---|---|
| Study Name | Wehrle Drive and George Karl Blvd |
| Project | |
| Project Code | |
| Legs and Movements | |
| Bin Size | 15 minutes |
| Time Zone | |
| Start Time | 2025-05-14 07:00:00 +0000 |
| End Time | 2025-05-15 09:00:00 +0000 |
| Location | Wehrle Drive and George Karl Blvd |
| Latitude and Longitude | 42.95647297,-78.70448133 |
| | |
| AM Peak | 7:45-8:45 |
| Midday Peak | |
| PM Peak (Overall Peak Hour) | |
| Custom ID | 1687 |
| Tags | |

ArticulatedTruck

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | | | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | | | |
| AM Peak | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |

Bicycle

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bus

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | | | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | | | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| AM Peak | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |

Lights

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | | | |
| 2025-05-14 07:00:00 +0000 | 0 | 1 | 5 | 121 | 6 | 2 | 0 | 11 | 46 | 3 | | | |
| 2025-05-14 07:15:00 +0000 | 1 | 1 | 2 | 154 | 10 | 3 | 1 | 14 | 61 | 3 | | | |
| 2025-05-14 07:30:00 +0000 | 0 | 1 | 2 | 163 | 11 | 0 | 2 | 14 | 63 | 2 | | | |
| 2025-05-14 07:45:00 +0000 | 4 | 5 | 5 | 203 | 13 | 1 | 3 | 18 | 58 | 4 | | | |
| 2025-05-14 08:00:00 +0000 | 2 | 6 | 6 | 192 | 15 | 3 | 5 | 8 | 78 | 1 | | | |
| 2025-05-14 08:15:00 +0000 | 6 | 3 | 7 | 185 | 10 | 2 | 4 | 16 | 82 | 4 | | | |
| 2025-05-14 08:30:00 +0000 | 5 | 4 | 4 | 167 | 14 | 2 | 5 | 16 | 85 | 1 | | | |
| 2025-05-14 08:45:00 +0000 | 7 | 8 | 8 | 192 | 5 | 2 | 1 | 21 | 77 | 2 | | | |
| AM Peak | 17 | 18 | 22 | 747 | 52 | 8 | 17 | 58 | 303 | 10 | 0 | 0 | 0 |

MotorizedVehicle

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Pedestrian

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2025-05-14 08:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SingleUnitTruck

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | | | |
| 2025-05-14 07:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | |
| 2025-05-14 07:15:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | | | |
| 2025-05-14 07:30:00 +0000 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | | | |
| 2025-05-14 07:45:00 +0000 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 0 | | | |
| 2025-05-14 08:00:00 +0000 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | | | |
| 2025-05-14 08:15:00 +0000 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | | | |
| 2025-05-14 08:30:00 +0000 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 4 | 0 | | | |
| 2025-05-14 08:45:00 +0000 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 4 | 0 | | | |
| AM Peak | 0 | 0 | 1 | 15 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 0 | 0 |

Total Vehicle Count

| Entry | North | | East | | | South | | West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | Total | | |
| 2025-05-14 07:00:00 +0000 | 0 | 1 | 5 | 123 | 6 | 2 | 0 | 11 | 50 | 3 | 201 | | |
| 2025-05-14 07:15:00 +0000 | 1 | 1 | 2 | 156 | 10 | 3 | 1 | 14 | 63 | 3 | 254 | | |
| 2025-05-14 07:30:00 +0000 | 0 | 1 | 2 | 171 | 11 | 0 | 2 | 14 | 69 | 2 | 272 | | |
| 2025-05-14 07:45:00 +0000 | 4 | 5 | 5 | 207 | 13 | 1 | 3 | 18 | 64 | 4 | 324 | 1051 | |
| 2025-05-14 08:00:00 +0000 | 2 | 6 | 6 | 198 | 15 | 3 | 5 | 8 | 85 | 1 | 329 | 1179 | |
| 2025-05-14 08:15:00 +0000 | 6 | 3 | 7 | 193 | 10 | 2 | 4 | 16 | 89 | 4 | 334 | 1259 | |
| 2025-05-14 08:30:00 +0000 | 5 | 4 | 5 | 171 | 14 | 2 | 5 | 18 | 94 | 1 | 319 | 1306 | |
| 2025-05-14 08:45:00 +0000 | 7 | 9 | 8 | 196 | 5 | 2 | 1 | 22 | 82 | 2 | 334 | 1316 | |
| AM Peak | 17 | 18 | 23 | 769 | 52 | 8 | 17 | 60 | 332 | 10 | 1306 | 4795 | 0 |
| HV % | 0.0% | 0.0% | 4.3% | 2.9% | 0.0% | 0.0% | 0.0% | 3.3% | 8.7% | 0.0% | PHF= | 0.98 | |

Summary

| | |
|---|---|
| Study Name | Wehrle Drive and George Karl Blvd |
| Project | |
| Project Code | |
| Legs and Movements | |
| Bin Size | 15 minutes |
| Time Zone | |
| Start Time | 2025-05-14 16:00:00 +0000 |
| End Time | 2025-05-15 18:00:00 +0000 |
| Location | Wehrle Drive and George Karl Blvd |
| Latitude and Longitude | 42.95647297,-78.70448133 |

| | |
|---|---|
| AM Peak | |
| Midday Peak | |
| PM Peak (Overall Peak Hour) | 16:30-17:30 |
| Custom ID | 1687 |
| Tags | |

ArticulatedTruck

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |

Bicycle

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bus

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| PM Peak | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 |

Lights

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right |
| 2025-05-14 16:00:00 +0000 | 31 | 24 | 5 | 104 | 4 | 8 | 4 | 4 | 199 | 1 |
| 2025-05-14 16:15:00 +0000 | 15 | 13 | 4 | 120 | 4 | 4 | 6 | 6 | 147 | 2 |
| 2025-05-14 16:30:00 +0000 | 20 | 17 | 2 | 136 | 0 | 3 | 6 | 3 | 239 | 1 |
| 2025-05-14 16:45:00 +0000 | 8 | 5 | 2 | 126 | 1 | 0 | 2 | 5 | 182 | 0 |
| 2025-05-14 17:00:00 +0000 | 9 | 4 | 1 | 139 | 0 | 1 | 2 | 1 | 262 | 3 |
| 2025-05-14 17:15:00 +0000 | 4 | 4 | 2 | 137 | 1 | 7 | 3 | 1 | 193 | 1 |
| 2025-05-14 17:30:00 +0000 | 11 | 2 | 1 | 124 | 1 | 2 | 4 | 0 | 188 | 0 |
| 2025-05-14 17:45:00 +0000 | 4 | 4 | 2 | 101 | 1 | 2 | 2 | 1 | 147 | 0 |
| PM Peak | 41 | 30 | 7 | 538 | 2 | 11 | 13 | 10 | 876 | 5 |

MotorizedVehicle

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Pedestrian

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

SingleUnitTruck

| Entry | George Karl Blvd | | Wehrle Drive | | | George Karl Blvd | | Wehrle Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | |
| 2025-05-14 16:00:00 +0000 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | |
| 2025-05-14 16:15:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | |
| 2025-05-14 16:30:00 +0000 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | |
| 2025-05-14 16:45:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 17:00:00 +0000 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | |
| 2025-05-14 17:15:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 2025-05-14 17:30:00 +0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2025-05-14 17:45:00 +0000 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | |

Total Vehicle Count

| Entry | North | | East | | | South | | West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Southbound | | Westbound | | | Northbound | | Eastbound | | | | | |
| Start Time | Left | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | Total | | |
| 2025-05-14 16:00:00 +0000 | 31 | 24 | 5 | 110 | 4 | 8 | 4 | 4 | 202 | 1 | 393 | | |
| 2025-05-14 16:15:00 +0000 | 15 | 13 | 4 | 122 | 4 | 4 | 6 | 6 | 150 | 2 | 326 | | |
| 2025-05-14 16:30:00 +0000 | 20 | 18 | 2 | 139 | 0 | 3 | 6 | 3 | 246 | 1 | 438 | | |
| 2025-05-14 16:45:00 +0000 | 8 | 5 | 2 | 127 | 1 | 0 | 2 | 5 | 183 | 0 | 333 | 1490 | |
| 2025-05-14 17:00:00 +0000 | 9 | 4 | 1 | 140 | 0 | 1 | 2 | 1 | 264 | 3 | 425 | 1522 | |
| 2025-05-14 17:15:00 +0000 | 4 | 4 | 2 | 138 | 1 | 7 | 3 | 1 | 194 | 1 | 355 | 1551 | |
| 2025-05-14 17:30:00 +0000 | 11 | 2 | 1 | 124 | 1 | 2 | 4 | 0 | 189 | 0 | 334 | 1447 | |
| 2025-05-14 17:45:00 +0000 | 4 | 4 | 2 | 104 | 1 | 2 | 2 | 1 | 148 | 0 | 268 | 1382 | |
| PM Peak | 41 | 31 | 7 | 544 | 2 | 11 | 13 | 10 | 887 | 5 | 1551 | | |
| HV % | 0.0% | 3.2% | 0.0% | 1.1% | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% | 0.0% | PHF = | 0.89 | |

# PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614


File Name : Transit & Wehrle AM
Site Code : 00200865
Start Date : 5/14/2025
Page No : 1

**Groups Printed- All Vehicles - Heavy Trucks**

| | Wehrle Dr From West | | | | | Wehrle Dr From East | | | | | Transit Rd From South | | | | | | Transit Rd From North | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Int. Total |
| 07:00 AM | 16 | 15 | 14 | 1 | 46 | 14 | 49 | 72 | 1 | 136 | 26 | 152 | 62 | 1 | 0 | 241 | 19 | 180 | 8 | 0 | 0 | 207 | 630 |
| 07:15 AM | 30 | 26 | 14 | 0 | 70 | 14 | 80 | 90 | 0 | 184 | 47 | 190 | 65 | 1 | 1 | 304 | 34 | 193 | 11 | 2 | 0 | 240 | 798 |
| 07:30 AM | 22 | 26 | 22 | 0 | 70 | 28 | 84 | 92 | 4 | 208 | 41 | 220 | 74 | 2 | 0 | 337 | 30 | 290 | 18 | 0 | 0 | 338 | 953 |
| 07:45 AM | 33 | 27 | 21 | 0 | 81 | 21 | 107 | 71 | 0 | 199 | 71 | 259 | 80 | 1 | 0 | 411 | 43 | 231 | 24 | 3 | 0 | 301 | 992 |
| Total | 101 | 94 | 71 | 1 | 267 | 77 | 320 | 325 | 5 | 727 | 185 | 821 | 281 | 5 | 1 | 1293 | 126 | 894 | 61 | 5 | 0 | 1086 | 3373 |
| 08:00 AM | 28 | 38 | 12 | 0 | 78 | 31 | 95 | 63 | 0 | 189 | 43 | 260 | 97 | 0 | 0 | 400 | 28 | 259 | 22 | 4 | 0 | 313 | 980 |
| 08:15 AM | 40 | 44 | 24 | 0 | 108 | 23 | 84 | 61 | 4 | 172 | 57 | 262 | 85 | 2 | 0 | 406 | 32 | 211 | 15 | 3 | 0 | 261 | 947 |
| 08:30 AM | 36 | 53 | 21 | 0 | 110 | 33 | 110 | 88 | 2 | 233 | 46 | 219 | 75 | 0 | 0 | 340 | 29 | 219 | 24 | 2 | 0 | 274 | 957 |
| 08:45 AM | 28 | 36 | 22 | 0 | 86 | 30 | 88 | 86 | 1 | 205 | 41 | 269 | 95 | 5 | 0 | 410 | 31 | 208 | 22 | 0 | 0 | 261 | 962 |
| Total | 132 | 171 | 79 | 0 | 382 | 117 | 377 | 298 | 7 | 799 | 187 | 1010 | 352 | 7 | 0 | 1556 | 120 | 897 | 83 | 9 | 0 | 1109 | 3846 |
| Grand Total | 233 | 265 | 150 | 1 | 649 | 194 | 697 | 623 | 12 | 1526 | 372 | 1831 | 633 | 12 | 1 | 2849 | 246 | 1791 | 144 | 14 | 0 | 2195 | 7219 |
| Apprch % | 35.9 | 40.8 | 23.1 | 0.2 | | 12.7 | 45.7 | 40.8 | 0.8 | | 13.1 | 64.3 | 22.2 | 0.4 | 0 | | 11.2 | 81.6 | 6.6 | 0.6 | 0 | | |
| Total % | 3.2 | 3.7 | 2.1 | 0 | 9 | 2.7 | 9.7 | 8.6 | 0.2 | 21.1 | 5.2 | 25.4 | 8.8 | 0.2 | 0 | 39.5 | 3.4 | 24.8 | 2 | 0.2 | 0 | 30.4 | |
| All Vehicles | 212 | 248 | 137 | 1 | 598 | 180 | 671 | 556 | 12 | 1419 | 331 | 1700 | 616 | 12 | 1 | 2660 | 235 | 1685 | 138 | 14 | 0 | 2072 | 6749 |
| % All Vehicles | 91 | 93.6 | 91.3 | 100 | 92.1 | 92.8 | 96.3 | 89.2 | 100 | 93 | 89 | 92.8 | 97.3 | 100 | 100 | 93.4 | 95.5 | 94.1 | 95.8 | 100 | 0 | 94.4 | 93.5 |
| Heavy Trucks | 21 | 17 | 13 | 0 | 51 | 14 | 26 | 67 | 0 | 107 | 41 | 131 | 17 | 0 | 0 | 189 | 11 | 106 | 6 | 0 | 0 | 123 | 470 |
| % Heavy Trucks | 9 | 6.4 | 8.7 | 0 | 7.9 | 7.2 | 3.7 | 10.8 | 0 | 7 | 11 | 7.2 | 2.7 | 0 | 0 | 6.6 | 4.5 | 5.9 | 4.2 | 0 | 0 | 5.6 | 6.5 |

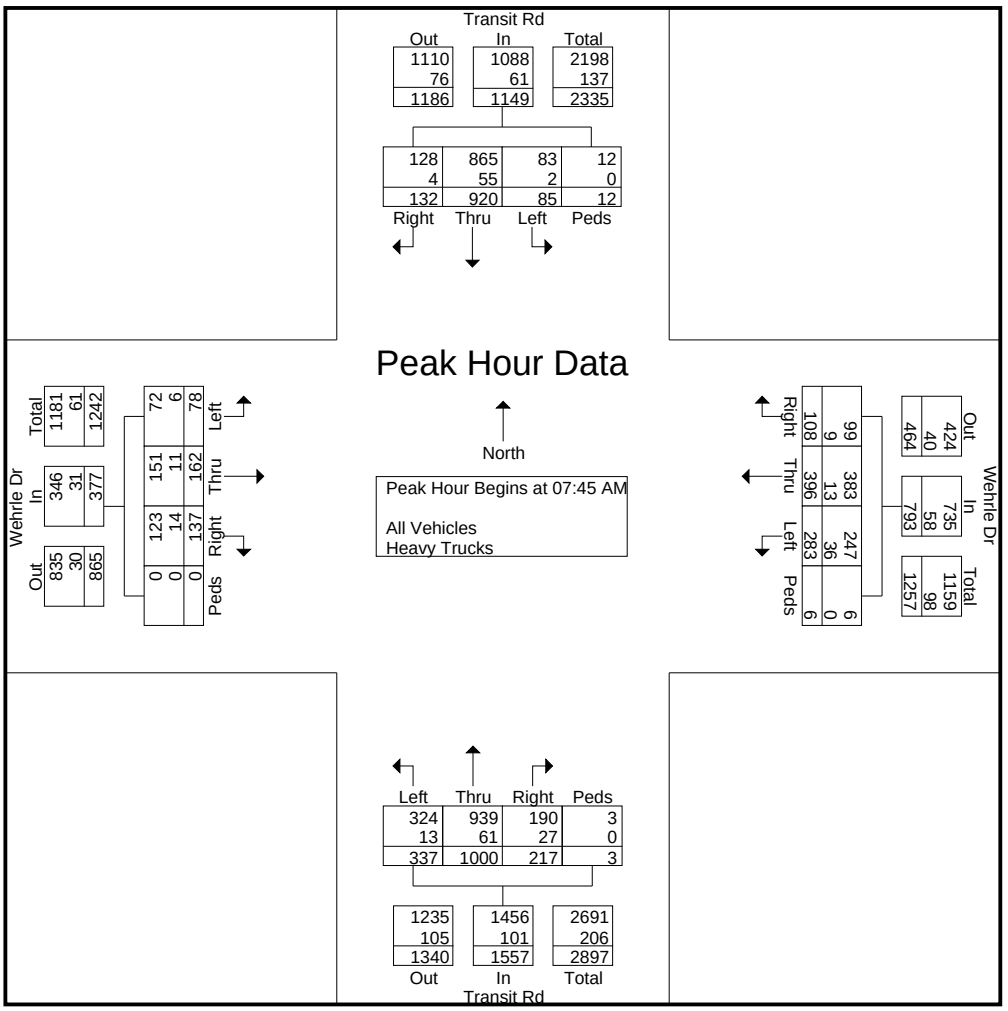
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Transit & Wehrle AM
Site Code : 00200865
Start Date : 5/14/2025
Page No : 2

| | Wehrle Dr From West | | | | | Wehrle Dr From East | | | | | Transit Rd From South | | | | | | Transit Rd From North | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 33 | 27 | 21 | 0 | 81 | 21 | 107 | 71 | 0 | 199 | **71** | 259 | 80 | 1 | 0 | **411** | **43** | 231 | **24** | 3 | 0 | 301 | **992** |
| 08:00 AM | 28 | 38 | 12 | 0 | 78 | 31 | 95 | 63 | 0 | 189 | 43 | 260 | **97** | 0 | 0 | 400 | 28 | **259** | 22 | **4** | 0 | **313** | 980 |
| 08:15 AM | **40** | 44 | **24** | 0 | 108 | 23 | 84 | 61 | **4** | 172 | 57 | **262** | 85 | **2** | 0 | 406 | 32 | 211 | 15 | 3 | 0 | 261 | 947 |
| 08:30 AM | 36 | **53** | 21 | 0 | **110** | **33** | **110** | **88** | 2 | **233** | 46 | 219 | 75 | 0 | 0 | 340 | 29 | 219 | 24 | 2 | 0 | 274 | 957 |
| Total Volume | 137 | 162 | 78 | 0 | 377 | 108 | 396 | 283 | 6 | 793 | 217 | 1000 | 337 | 3 | 0 | 1557 | 132 | 920 | 85 | 12 | 0 | 1149 | 3876 |
| % App. Total | 36.3 | 43 | 20.7 | 0 | | 13.6 | 49.9 | 35.7 | 0.8 | | 13.9 | 64.2 | 21.6 | 0.2 | 0 | | 11.5 | 80.1 | 7.4 | 1 | 0 | | |
| PHF | .856 | .764 | .813 | .000 | .857 | .818 | .900 | .804 | .375 | .851 | .764 | .954 | .869 | .375 | .000 | .947 | .767 | .888 | .885 | .750 | .000 | .918 | .977 |
| All Vehicles | 123 | 151 | 72 | 0 | 346 | 99 | 383 | 247 | 6 | 735 | 190 | 939 | 324 | 3 | 0 | 1456 | 128 | 865 | 83 | 12 | 0 | 1088 | 3625 |
| % All Vehicles | 89.8 | 93.2 | 92.3 | 0 | 91.8 | 91.7 | 96.7 | 87.3 | 100 | 92.7 | 87.6 | 93.9 | 96.1 | 100 | 0 | 93.5 | 97.0 | 94.0 | 97.6 | 100 | 0 | 94.7 | 93.5 |
| Heavy Trucks | 14 | 11 | 6 | 0 | 31 | 9 | 13 | 36 | 0 | 58 | 27 | 61 | 13 | 0 | 0 | 101 | 4 | 55 | 2 | 0 | 0 | 61 | 251 |
| % Heavy Trucks | 10.2 | 6.8 | 7.7 | 0 | 8.2 | 8.3 | 3.3 | 12.7 | 0 | 7.3 | 12.4 | 6.1 | 3.9 | 0 | 0 | 6.5 | 3.0 | 6.0 | 2.4 | 0 | 0 | 5.3 | 6.5 |




Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614


File Name : Transit & Wehrle PM
Site Code : 02008651
Start Date : 5/14/2025
Page No : 1

**Groups Printed- All Vehicles - Heavy Trucks**

| | Wehrle Dr From West | | | | | Wehrle Dr From East | | | | | Transit Rd From South | | | | | | Transit Rd From North | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Int. Total |
| 04:00 PM | 88 | 86 | 53 | 0 | 227 | 44 | 56 | 52 | 1 | 153 | 56 | 303 | 44 | 2 | 0 | 405 | 31 | 339 | 42 | 2 | 1 | 415 | 1200 |
| 04:15 PM | 60 | 78 | 53 | 0 | 191 | 34 | 50 | 62 | 2 | 148 | 80 | 300 | 43 | 4 | 0 | 427 | 39 | 297 | 43 | 5 | 2 | 386 | 1152 |
| 04:30 PM | 113 | 84 | 60 | 0 | 257 | 53 | 57 | 66 | 1 | 177 | 72 | 265 | 34 | 2 | 0 | 373 | 46 | 331 | 47 | 4 | 0 | 428 | 1235 |
| 04:45 PM | 87 | 89 | 46 | 0 | 222 | 46 | 55 | 84 | 0 | 185 | 73 | 307 | 47 | 4 | 0 | 431 | 30 | 321 | 49 | 2 | 0 | 402 | 1240 |
| Total | 348 | 337 | 212 | 0 | 897 | 177 | 218 | 264 | 4 | 663 | 281 | 1175 | 168 | 12 | 0 | 1636 | 146 | 1288 | 181 | 13 | 3 | 1631 | 4827 |
| 05:00 PM | 114 | 116 | 50 | 0 | 280 | 53 | 61 | 86 | 1 | 201 | 70 | 289 | 35 | 1 | 0 | 395 | 38 | 283 | 57 | 3 | 0 | 381 | 1257 |
| 05:15 PM | 76 | 83 | 48 | 0 | 207 | 44 | 68 | 72 | 0 | 184 | 67 | 309 | 46 | 0 | 0 | 422 | 36 | 385 | 45 | 3 | 0 | 469 | 1282 |
| 05:30 PM | 63 | 86 | 51 | 0 | 200 | 42 | 56 | 47 | 0 | 145 | 54 | 351 | 32 | 0 | 0 | 437 | 38 | 335 | 39 | 3 | 0 | 415 | 1197 |
| 05:45 PM | 56 | 86 | 52 | 0 | 194 | 46 | 52 | 55 | 0 | 153 | 68 | 283 | 32 | 2 | 0 | 385 | 37 | 253 | 44 | 4 | 0 | 338 | 1070 |
| Total | 309 | 371 | 201 | 0 | 881 | 185 | 237 | 260 | 1 | 683 | 259 | 1232 | 145 | 3 | 0 | 1639 | 149 | 1256 | 185 | 13 | 0 | 1603 | 4806 |
| Grand Total | 657 | 708 | 413 | 0 | 1778 | 362 | 455 | 524 | 5 | 1346 | 540 | 2407 | 313 | 15 | 0 | 3275 | 295 | 2544 | 366 | 26 | 3 | 3234 | 9633 |
| Apprch % | 37 | 39.8 | 23.2 | 0 | | 26.9 | 33.8 | 38.9 | 0.4 | | 16.5 | 73.5 | 9.6 | 0.5 | 0 | | 9.1 | 78.7 | 11.3 | 0.8 | 0.1 | | |
| Total % | 6.8 | 7.3 | 4.3 | 0 | 18.5 | 3.8 | 4.7 | 5.4 | 0.1 | 14 | 5.6 | 25 | 3.2 | 0.2 | 0 | 34 | 3.1 | 26.4 | 3.8 | 0.3 | 0 | 33.6 | |
| All Vehicles | 646 | 699 | 408 | 0 | 1753 | 357 | 449 | 510 | 5 | 1321 | 525 | 2372 | 303 | 15 | 0 | 3215 | 290 | 2457 | 365 | 26 | 3 | 3141 | 9430 |
| % All Vehicles | 98.3 | 98.7 | 98.8 | 0 | 98.6 | 98.6 | 98.7 | 97.3 | 100 | 98.1 | 97.2 | 98.5 | 96.8 | 100 | 0 | 98.2 | 98.3 | 96.6 | 99.7 | 100 | 100 | 97.1 | 97.9 |
| Heavy Trucks | 11 | 9 | 5 | 0 | 25 | 5 | 6 | 14 | 0 | 25 | 15 | 35 | 10 | 0 | 0 | 60 | 5 | 87 | 1 | 0 | 0 | 93 | 203 |
| % Heavy Trucks | 1.7 | 1.3 | 1.2 | 0 | 1.4 | 1.4 | 1.3 | 2.7 | 0 | 1.9 | 2.8 | 1.5 | 3.2 | 0 | 0 | 1.8 | 1.7 | 3.4 | 0.3 | 0 | 0 | 2.9 | 2.1 |

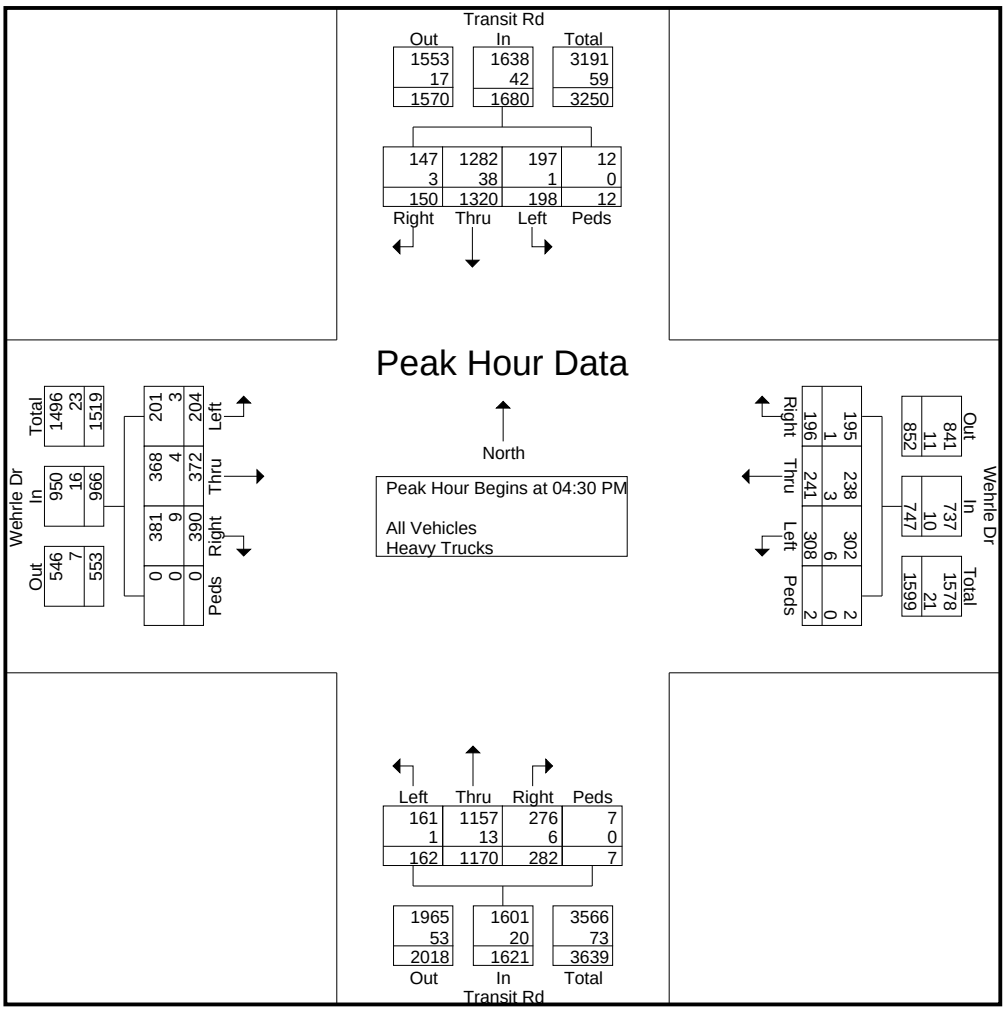
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Transit & Wehrle PM
Site Code : 02008651
Start Date : 5/14/2025
Page No : 2

| | Wehrle Dr From West | | | | | Wehrle Dr From East | | | | | Transit Rd From South | | | | | | Transit Rd From North | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 113 | 84 | **60** | 0 | 257 | **53** | 57 | 66 | **1** | 177 | 72 | 265 | 34 | 2 | 0 | 373 | **46** | 331 | 47 | **4** | 0 | 428 | 1235 |
| 04:45 PM | 87 | 89 | 46 | 0 | 222 | 46 | 55 | 84 | 0 | 185 | **73** | 307 | **47** | **4** | 0 | **431** | 30 | 321 | 49 | 2 | 0 | 402 | 1240 |
| 05:00 PM | **114** | **116** | 50 | 0 | **280** | 53 | 61 | **86** | 1 | **201** | 70 | 289 | 35 | 1 | 0 | 395 | 38 | 283 | **57** | 3 | 0 | 381 | 1257 |
| 05:15 PM | 76 | 83 | 48 | 0 | 207 | 44 | **68** | 72 | 0 | 184 | 67 | **309** | 46 | 0 | 0 | 422 | 36 | **385** | 45 | 3 | 0 | **469** | **1282** |
| Total Volume | 390 | 372 | 204 | 0 | 966 | 196 | 241 | 308 | 2 | 747 | 282 | 1170 | 162 | 7 | 0 | 1621 | 150 | 1320 | 198 | 12 | 0 | 1680 | 5014 |
| % App. Total | 40.4 | 38.5 | 21.1 | 0 | | 26.2 | 32.3 | 41.2 | 0.3 | | 17.4 | 72.2 | 10 | 0.4 | 0 | | 8.9 | 78.6 | 11.8 | 0.7 | 0 | | |
| PHF | .855 | .802 | .850 | .000 | .863 | .925 | .886 | .895 | .500 | .929 | .966 | .947 | .862 | .438 | .000 | .940 | .815 | .857 | .868 | .750 | .000 | .896 | .978 |
| All Vehicles | 381 | 368 | 201 | 0 | 950 | 195 | 238 | 302 | 2 | 737 | 276 | 1157 | 161 | 7 | 0 | 1601 | 147 | 1282 | 197 | 12 | 0 | 1638 | 4926 |
| % All Vehicles | 97.7 | 98.9 | 98.5 | 0 | 98.3 | 99.5 | 98.8 | 98.1 | 100 | 98.7 | 97.9 | 98.9 | 99.4 | 100 | 0 | 98.8 | 98.0 | 97.1 | 99.5 | 100 | 0 | 97.5 | 98.2 |
| Heavy Trucks | 9 | 4 | 3 | 0 | 16 | 1 | 3 | 6 | 0 | 10 | 6 | 13 | 1 | 0 | 0 | 20 | 3 | 38 | 1 | 0 | 0 | 42 | 88 |
| % Heavy Trucks | 2.3 | 1.1 | 1.5 | 0 | 1.7 | 0.5 | 1.2 | 1.9 | 0 | 1.3 | 2.1 | 1.1 | 0.6 | 0 | 0 | 1.2 | 2.0 | 2.9 | 0.5 | 0 | 0 | 2.5 | 1.8 |



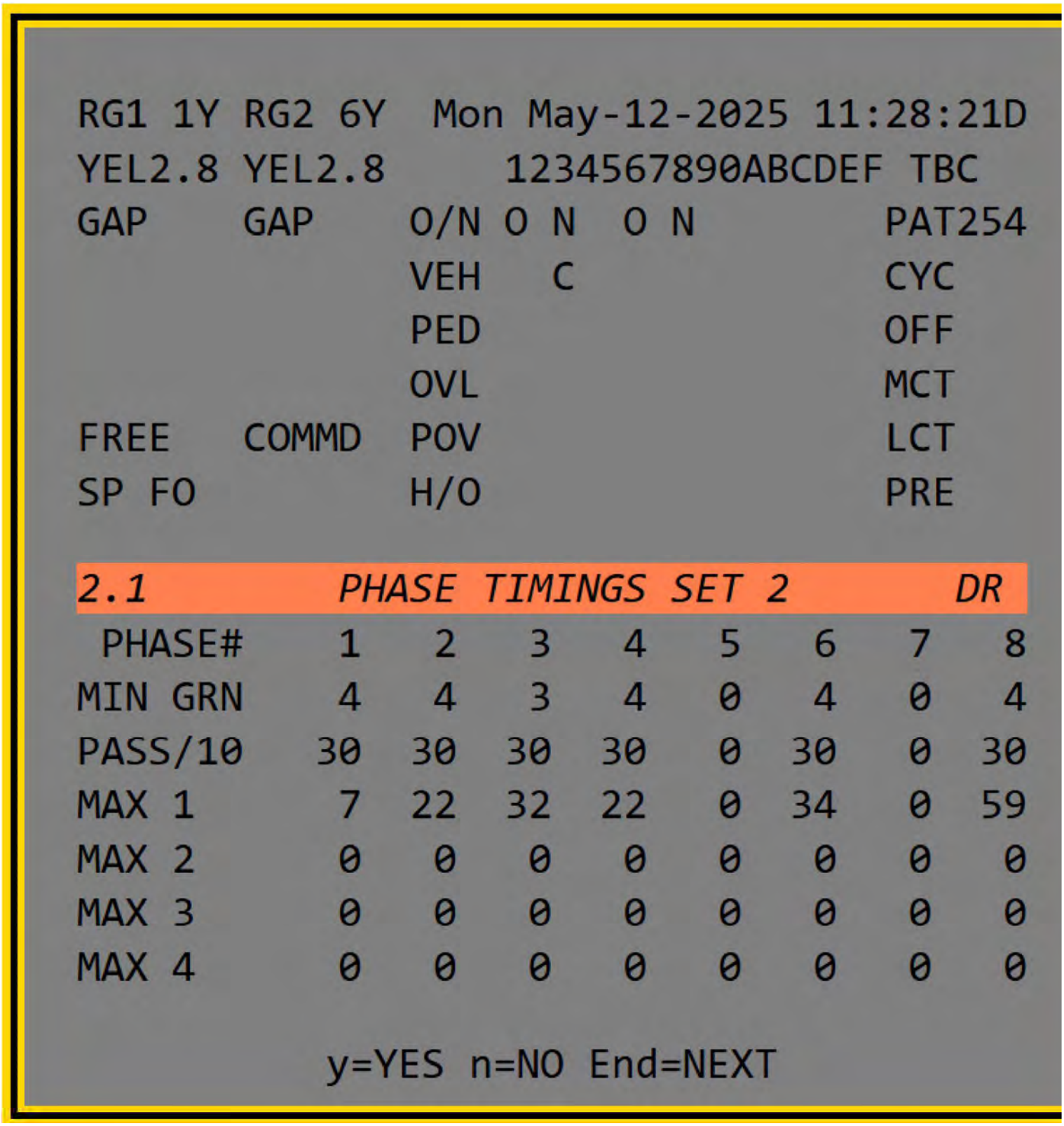

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# APPENDIX B: MISCELLANEOUS CALCULATIONS

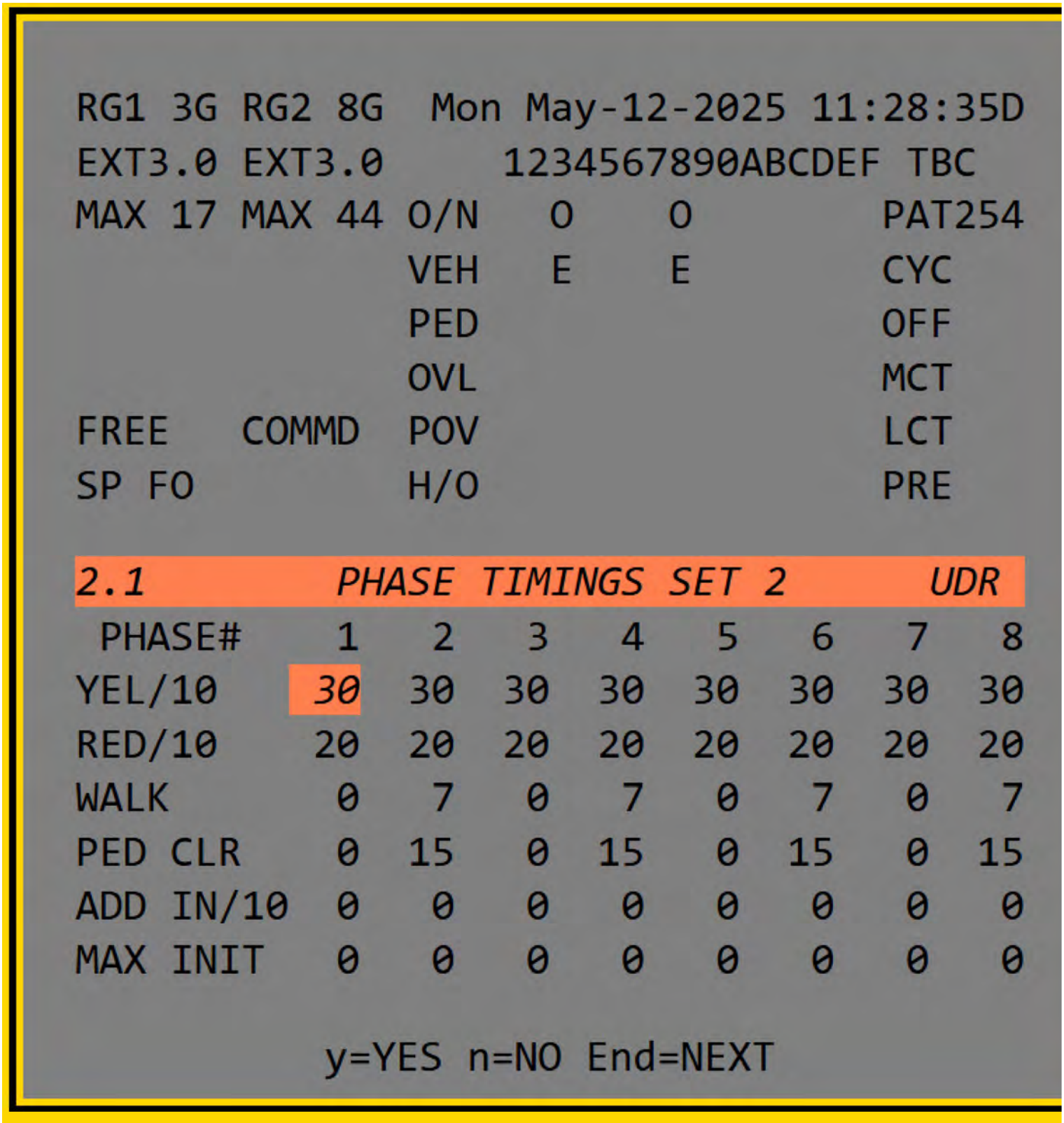
# Wehrle Rd/Garrison Rd Signal Timings

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)



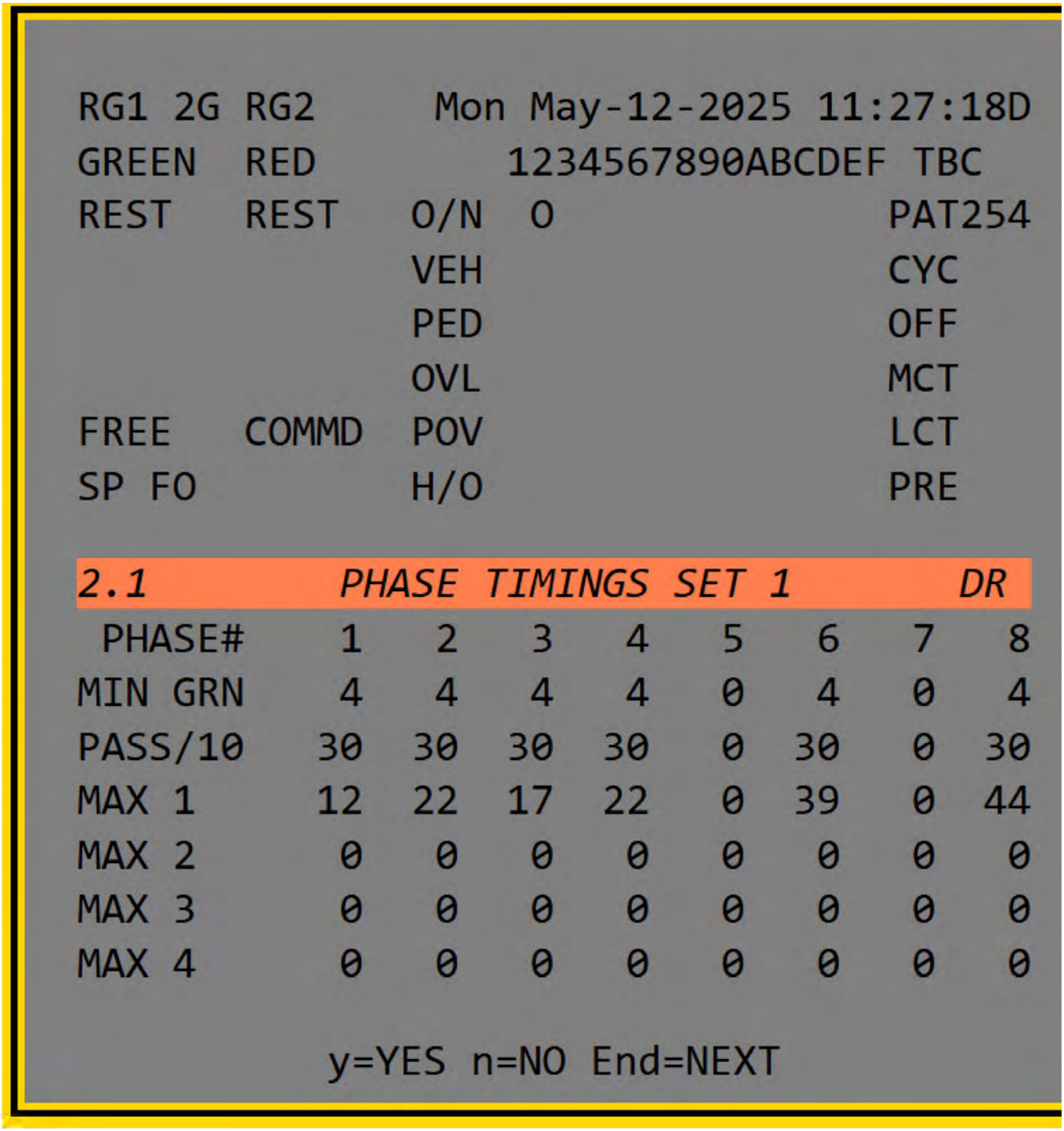
```
RG1 1Y RG2 6Y  Mon May-12-2025 11:28:21D
YEL2.8 YEL2.8     1234567890ABCDEF TBC
GAP    GAP    O/N O N  O N          PAT254
              VEH   C               CYC
              PED                   OFF
              OVL                   MCT
FREE   COMMD  POV                   LCT
SP FO         H/O                   PRE

2.1          PHASE TIMINGS SET 2          DR
 PHASE#    1   2   3   4   5   6   7   8
MIN GRN    4   4   3   4   0   4   0   4
PASS/10   30  30  30  30   0  30   0  30
MAX 1      7  22  32  22   0  34   0  59
MAX 2      0   0   0   0   0   0   0   0
MAX 3      0   0   0   0   0   0   0   0
MAX 4      0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)



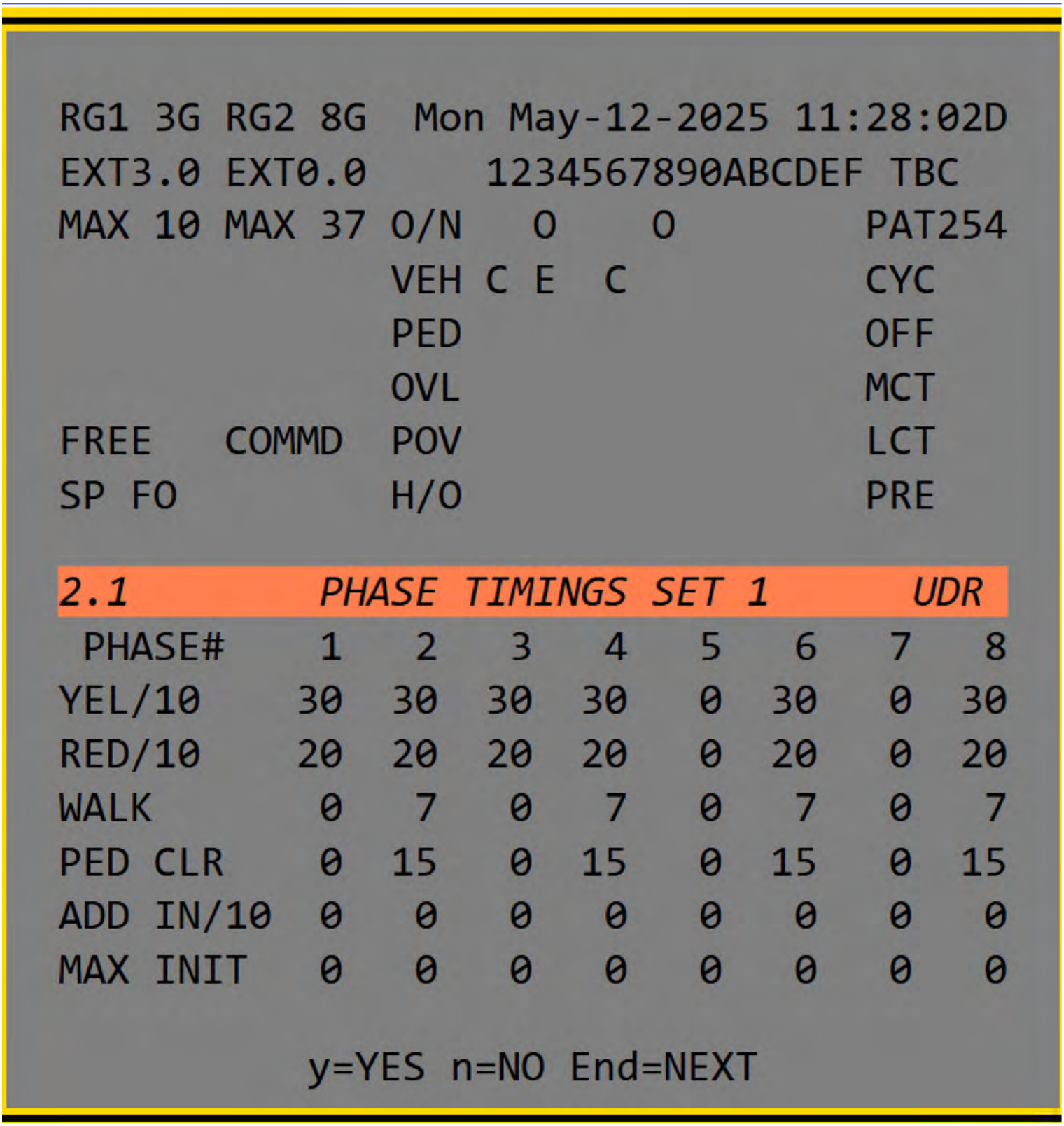
```
RG1 3G RG2 8G  Mon May-12-2025 11:28:35D
EXT3.0 EXT3.0      1234567890ABCDEF TBC
MAX 17 MAX 44 O/N    O     O          PAT254
                  VEH    E     E          CYC
                  PED                     OFF
                  OVL                     MCT
FREE    COMMD     POV                     LCT
SP FO             H/O                     PRE

2.1          PHASE TIMINGS SET 2          UDR
 PHASE#     1   2   3   4   5   6   7   8
YEL/10     30  30  30  30  30  30  30  30
RED/10     20  20  20  20  20  20  20  20
WALK        0   7   0   7   0   7   0   7
PED CLR     0  15   0  15   0  15   0  15
ADD IN/10   0   0   0   0   0   0   0   0
MAX INIT    0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)



```
RG1 2G RG2       Mon May-12-2025 11:27:18D
GREEN  RED          1234567890ABCDEF TBC
REST   REST   O/N  O                PAT254
              VEH                   CYC
              PED                   OFF
              OVL                   MCT
FREE   COMMD  POV                   LCT
SP FO         H/O                   PRE

2.1          PHASE TIMINGS SET 1          DR
 PHASE#    1   2   3   4   5   6   7   8
MIN GRN    4   4   4   4   0   4   0   4
PASS/10   30  30  30  30   0  30   0  30
MAX 1     12  22  17  22   0  39   0  44
MAX 2      0   0   0   0   0   0   0   0
MAX 3      0   0   0   0   0   0   0   0
MAX 4      0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

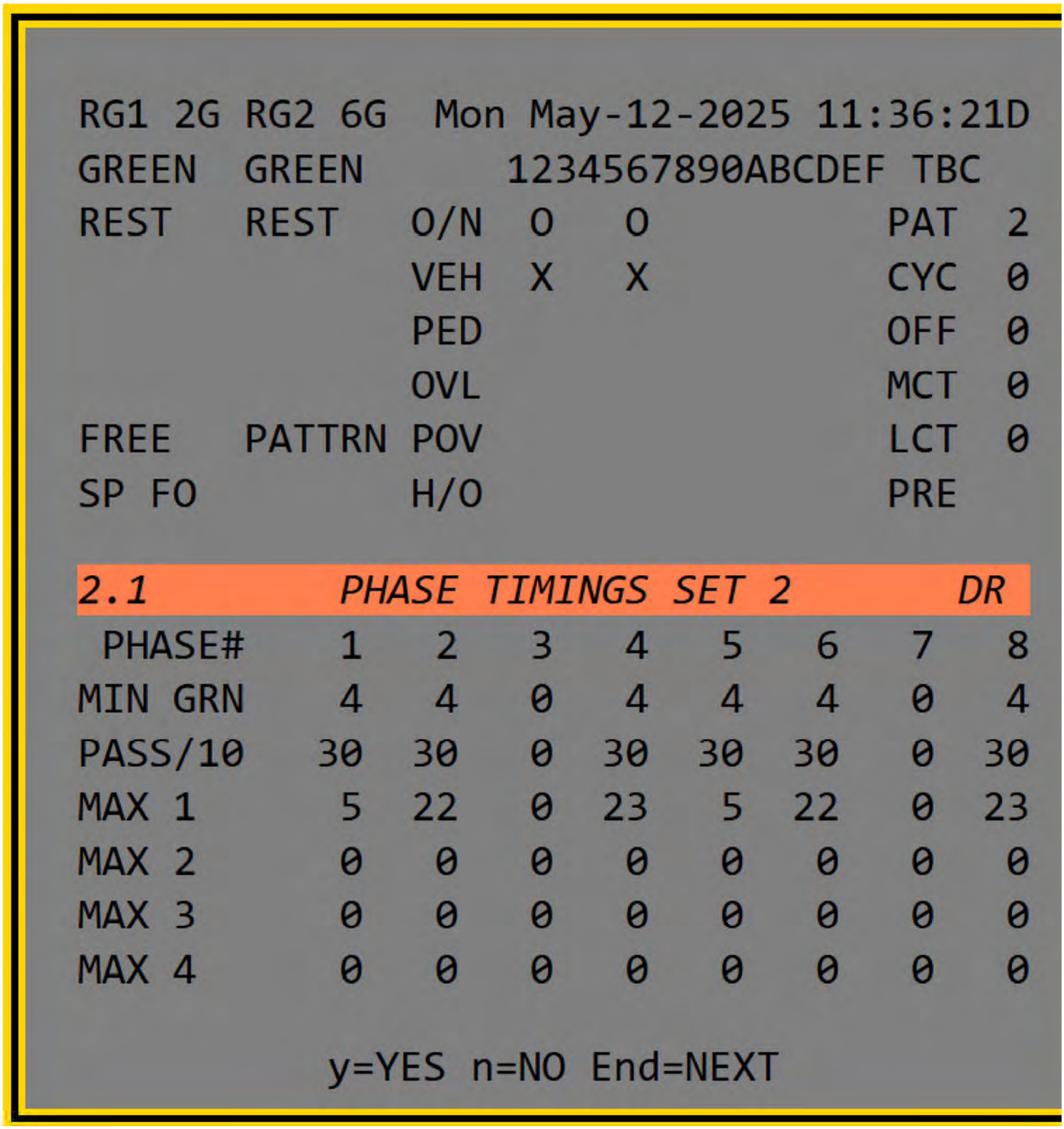


```
RG1 3G RG2 8G  Mon May-12-2025 11:28:02D
EXT3.0 EXT0.0      1234567890ABCDEF TBC
MAX 10 MAX 37 O/N    O     O          PAT254
                  VEH C E   C          CYC
                  PED                  OFF
                  OVL                  MCT
FREE    COMMD     POV                  LCT
SP FO             H/O                  PRE

2.1          PHASE TIMINGS SET 1          UDR
 PHASE#     1    2    3    4    5    6    7    8
YEL/10     30   30   30   30    0   30    0   30
RED/10     20   20   20   20    0   20    0   20
WALK        0    7    0    7    0    7    0    7
PED CLR     0   15    0   15    0   15    0   15
ADD IN/10   0    0    0    0    0    0    0    0
MAX INIT    0    0    0    0    0    0    0    0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

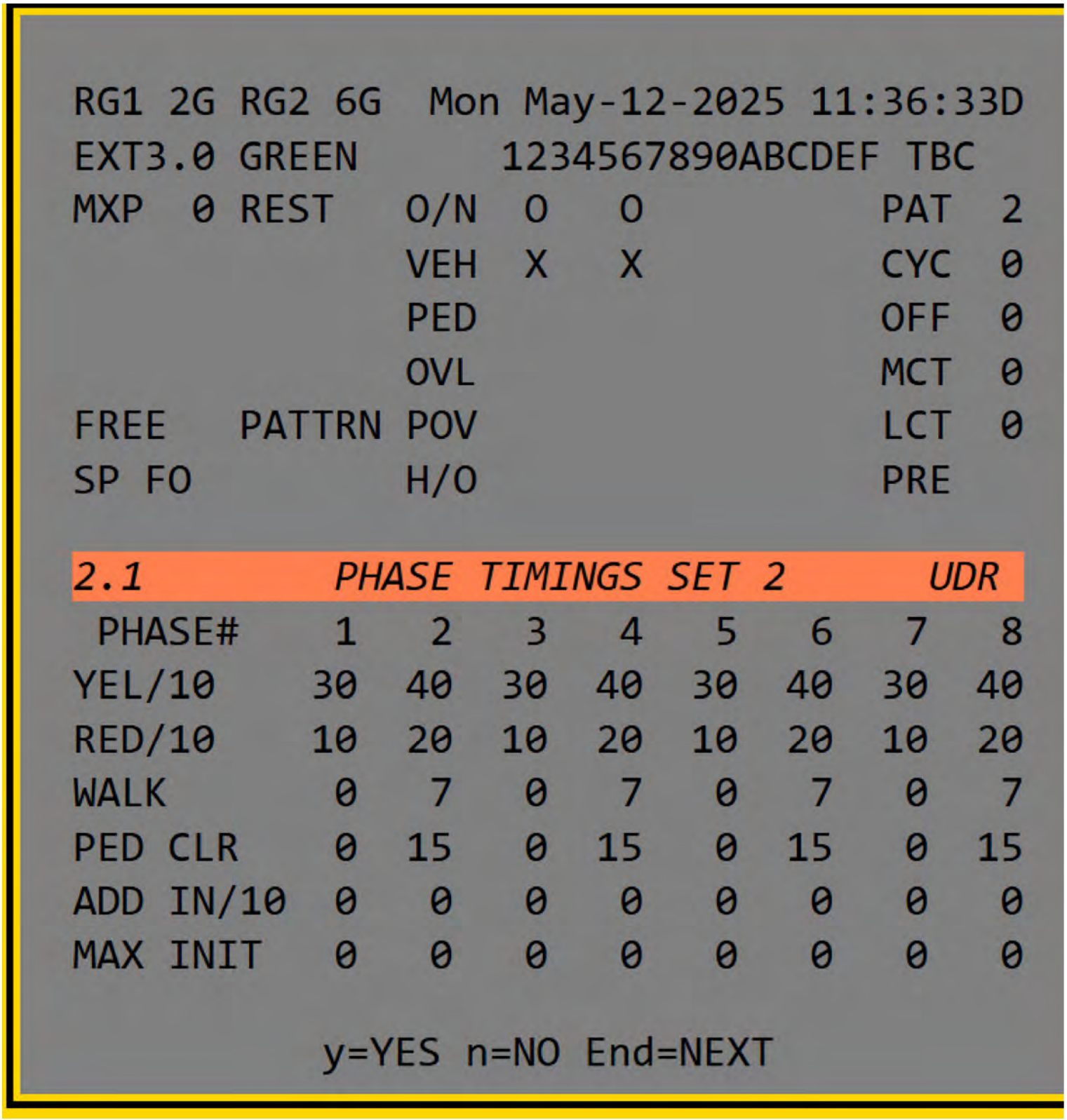
# Wehrle Rd/College Pkwy Signal Timings

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)



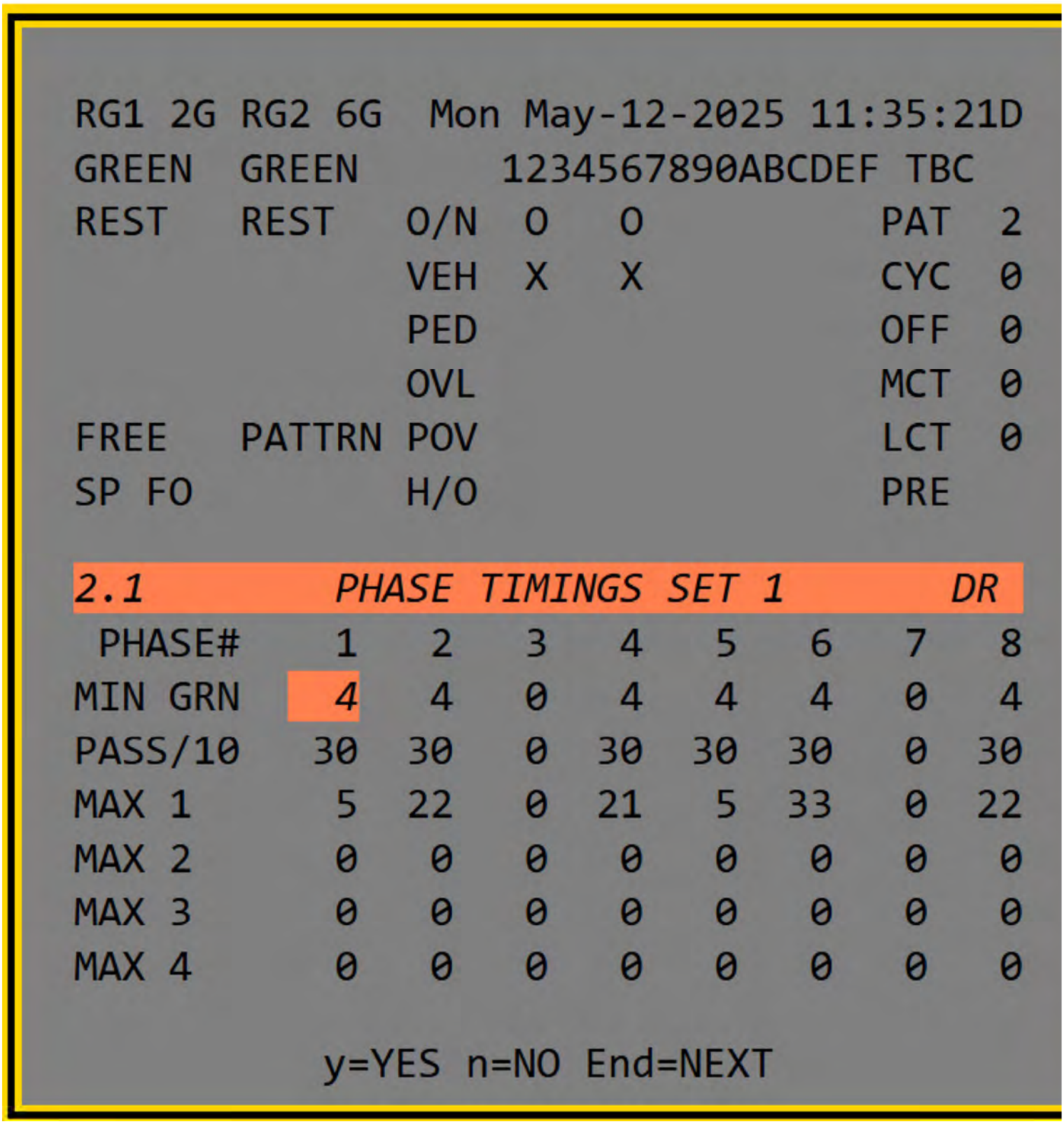
```
RG1 2G RG2 6G   Mon May-12-2025 11:36:21D
GREEN  GREEN       1234567890ABCDEF TBC
REST   REST    O/N  O   O            PAT  2
               VEH  X   X            CYC  0
               PED                   OFF  0
               OVL                   MCT  0
FREE   PATTRN  POV                   LCT  0
SP FO          H/O                   PRE

2.1          PHASE TIMINGS SET 2          DR
 PHASE#    1   2   3   4   5   6   7   8
MIN GRN    4   4   0   4   4   4   0   4
PASS/10   30  30   0  30  30  30   0  30
MAX 1      5  22   0  23   5  22   0  23
MAX 2      0   0   0   0   0   0   0   0
MAX 3      0   0   0   0   0   0   0   0
MAX 4      0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)



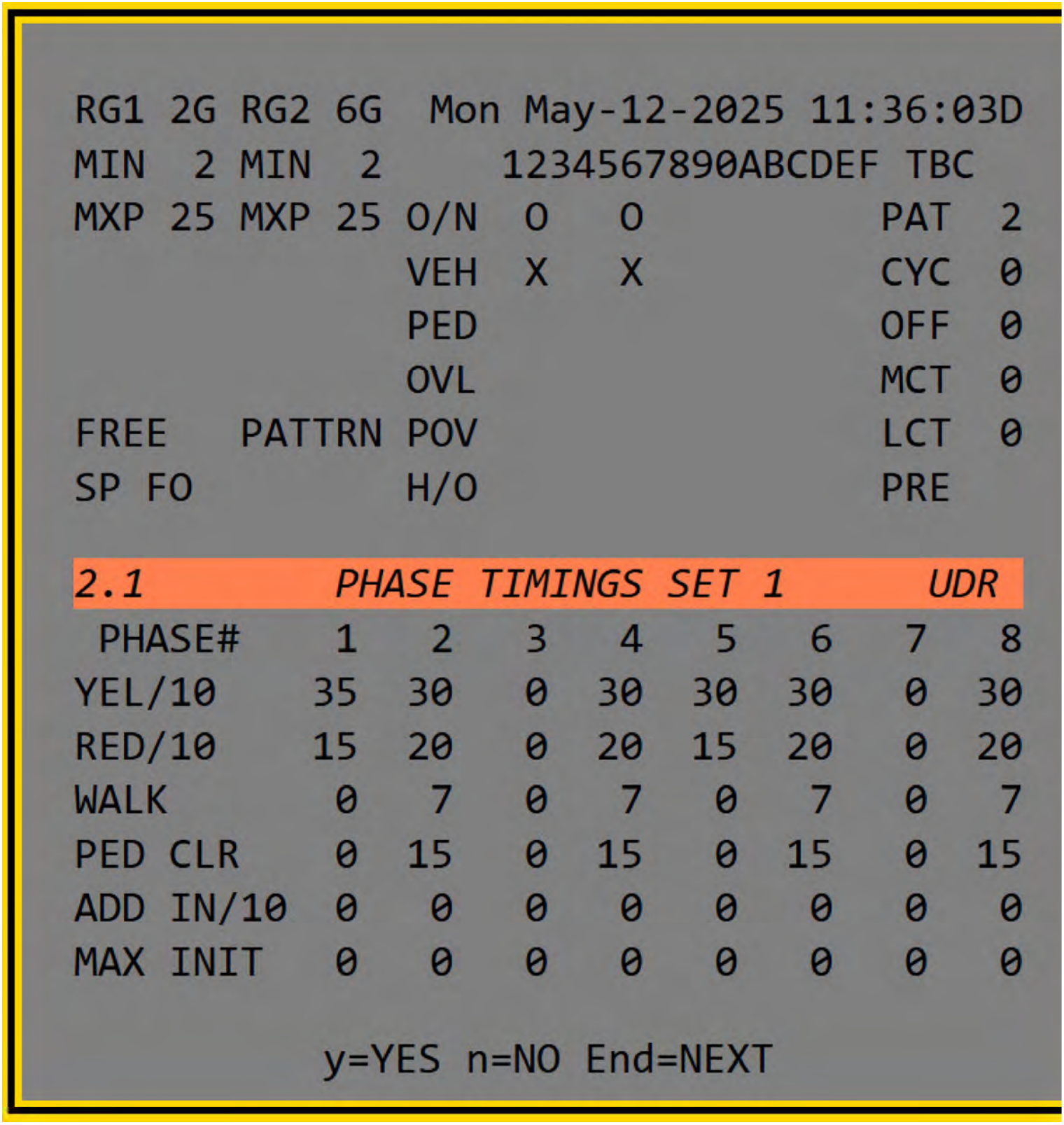
```
RG1 2G RG2 6G  Mon May-12-2025 11:36:33D
EXT3.0 GREEN       1234567890ABCDEF TBC
MXP  0 REST    O/N  O    O            PAT  2
               VEH  X    X            CYC  0
               PED                    OFF  0
               OVL                    MCT  0
FREE    PATTRN POV                    LCT  0
SP FO          H/O                    PRE

2.1          PHASE TIMINGS SET 2          UDR
 PHASE#     1   2   3   4   5   6   7   8
YEL/10     30  40  30  40  30  40  30  40
RED/10     10  20  10  20  10  20  10  20
WALK        0   7   0   7   0   7   0   7
PED CLR     0  15   0  15   0  15   0  15
ADD IN/10   0   0   0   0   0   0   0   0
MAX INIT    0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)



```
RG1 2G RG2 6G  Mon May-12-2025 11:35:21D
GREEN  GREEN       1234567890ABCDEF TBC
REST   REST   O/N  O   O            PAT  2
              VEH  X   X            CYC  0
              PED                   OFF  0
              OVL                   MCT  0
FREE   PATTRN POV                   LCT  0
SP FO         H/O                   PRE

2.1          PHASE TIMINGS SET 1          DR
 PHASE#    1   2   3   4   5   6   7   8
MIN GRN    4   4   0   4   4   4   0   4
PASS/10   30  30   0  30  30  30   0  30
MAX 1      5  22   0  21   5  33   0  22
MAX 2      0   0   0   0   0   0   0   0
MAX 3      0   0   0   0   0   0   0   0
MAX 4      0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

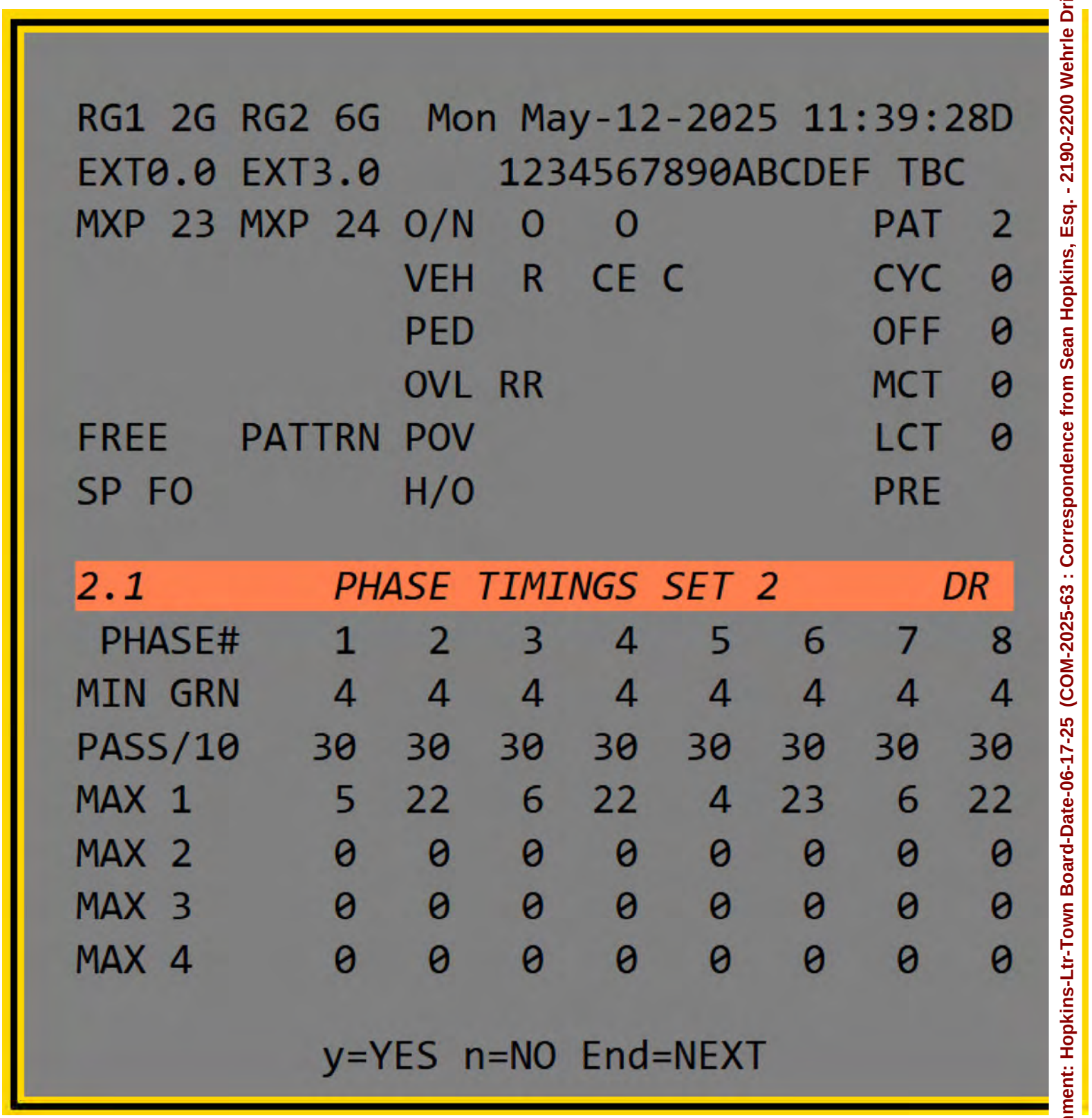


```
RG1 2G RG2 6G  Mon May-12-2025 11:36:03D
MIN  2 MIN  2      1234567890ABCDEF TBC
MXP 25 MXP 25 O/N  O    O            PAT  2
              VEH  X    X            CYC  0
              PED                    OFF  0
              OVL                    MCT  0
FREE   PATTRN POV                    LCT  0
SP FO         H/O                    PRE

2.1          PHASE TIMINGS SET 1        UDR
 PHASE#     1   2   3   4   5   6   7   8
YEL/10     35  30   0  30  30  30   0  30
RED/10     15  20   0  20  15  20   0  20
WALK        0   7   0   7   0   7   0   7
PED CLR     0  15   0  15   0  15   0  15
ADD IN/10   0   0   0   0   0   0   0   0
MAX INIT    0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

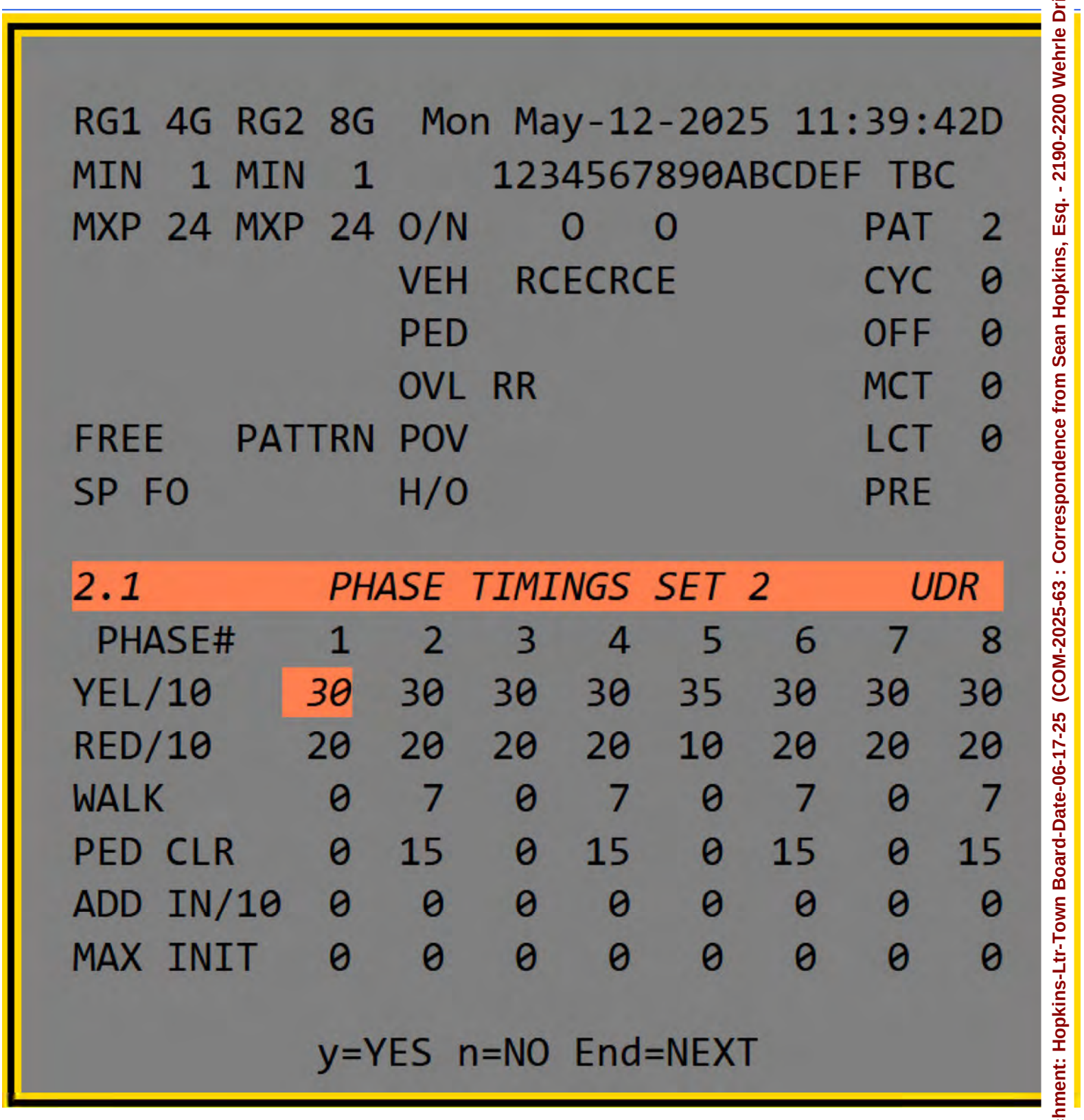
# Wehrle Rd/Youngs Rd Signal Timings

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)



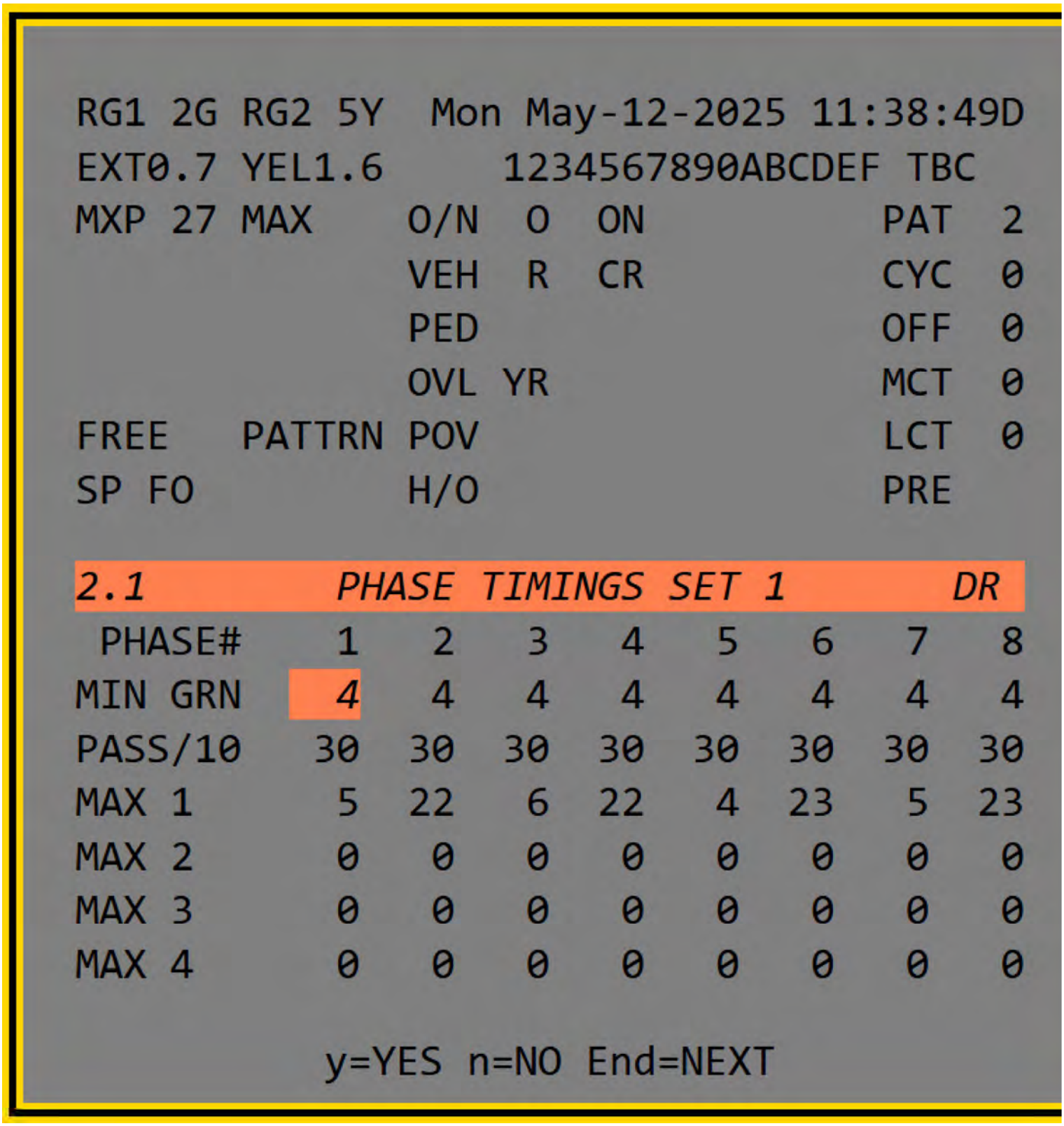
```
RG1 2G RG2 6G  Mon May-12-2025 11:39:28D
EXT0.0 EXT3.0      1234567890ABCDEF TBC
MXP 23 MXP 24 O/N  O    O              PAT  2
              VEH  R   CE C              CYC  0
              PED                        OFF  0
              OVL RR                     MCT  0
FREE    PATTRN POV                        LCT  0
SP FO        H/O                        PRE

2.1          PHASE TIMINGS SET 2            DR
 PHASE#    1   2   3   4   5   6   7   8
MIN GRN    4   4   4   4   4   4   4   4
PASS/10   30  30  30  30  30  30  30  30
MAX 1      5  22   6  22   4  23   6  22
MAX 2      0   0   0   0   0   0   0   0
MAX 3      0   0   0   0   0   0   0   0
MAX 4      0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

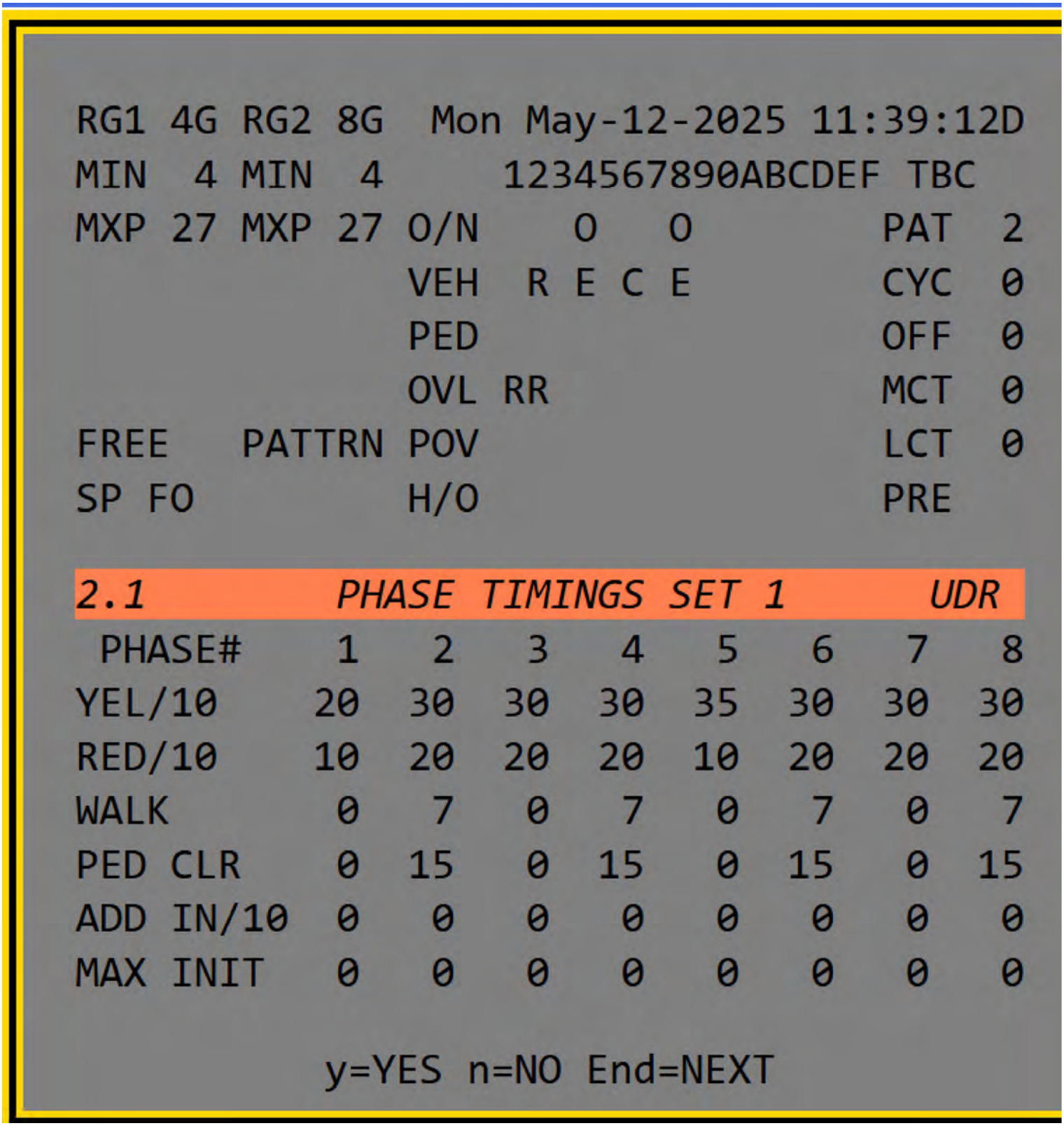


```
RG1 4G RG2 8G  Mon May-12-2025 11:39:42D
MIN  1 MIN  1     1234567890ABCDEF TBC
MXP 24 MXP 24 O/N    0   0          PAT  2
              VEH  RCECRCE          CYC  0
              PED                   OFF  0
              OVL RR                MCT  0
FREE   PATTRN POV                   LCT  0
SP FO         H/O                   PRE

2.1          PHASE TIMINGS SET 2          UDR
 PHASE#    1   2   3   4   5   6   7   8
YEL/10    30  30  30  30  35  30  30  30
RED/10    20  20  20  20  10  20  20  20
WALK       0   7   0   7   0   7   0   7
PED CLR    0  15   0  15   0  15   0  15
ADD IN/10  0   0   0   0   0   0   0   0
MAX INIT   0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)




Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

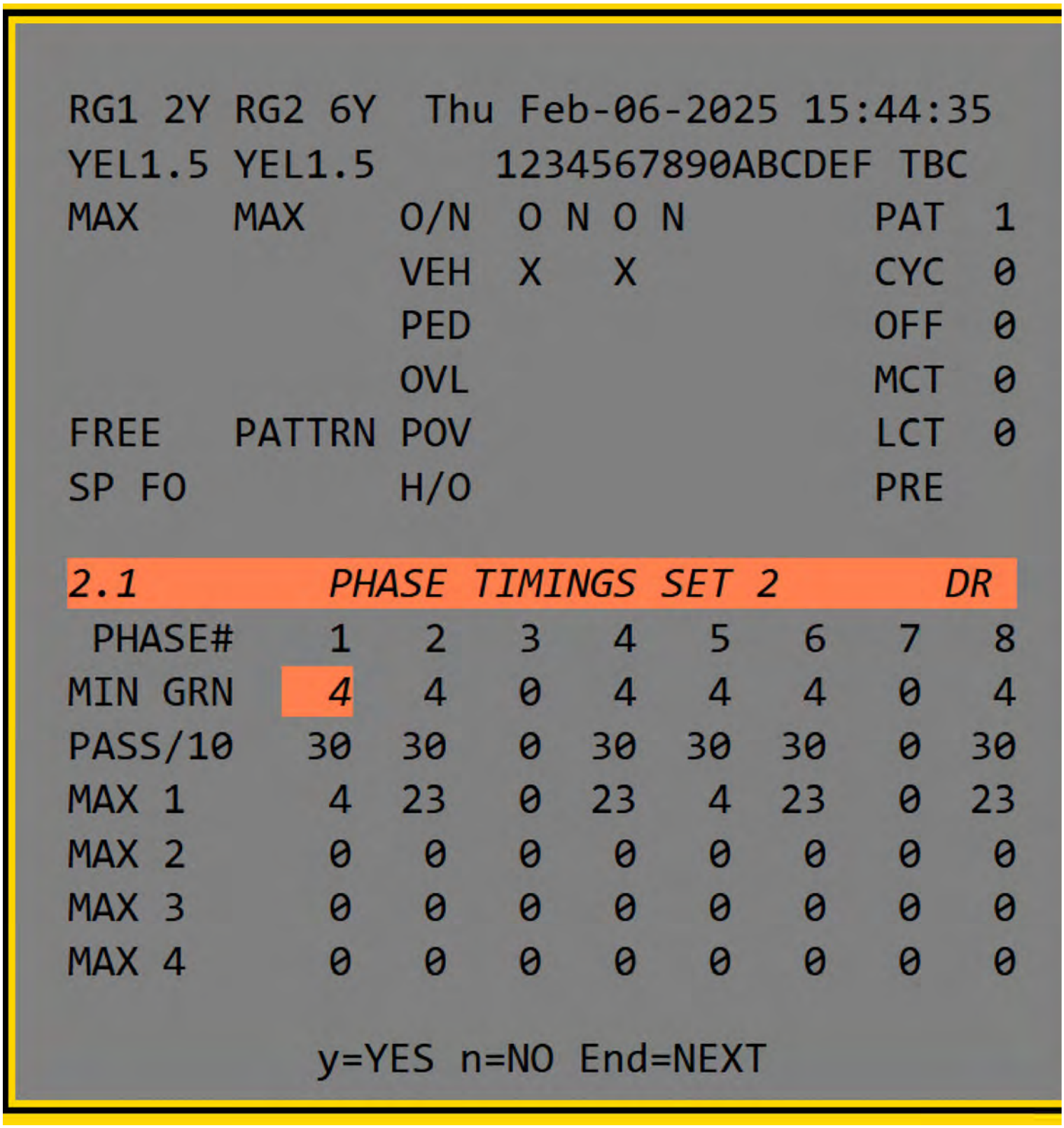


```
RG1 4G RG2 8G  Mon May-12-2025 11:39:12D
MIN  4 MIN  4      1234567890ABCDEF TBC
MXP 27 MXP 27 O/N     O   O          PAT  2
                VEH  R E C E         CYC  0
                PED                  OFF  0
                OVL RR               MCT  0
FREE   PATTRN   POV                  LCT  0
SP FO           H/O                  PRE

2.1          PHASE TIMINGS SET 1          UDR
 PHASE#     1   2   3   4   5   6   7   8
YEL/10     20  30  30  30  35  30  30  30
RED/10     10  20  20  20  10  20  20  20
WALK        0   7   0   7   0   7   0   7
PED CLR     0  15   0  15   0  15   0  15
ADD IN/10   0   0   0   0   0   0   0   0
MAX INIT    0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# Wehrle Rd/Spindrift Dr Signal Timings

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

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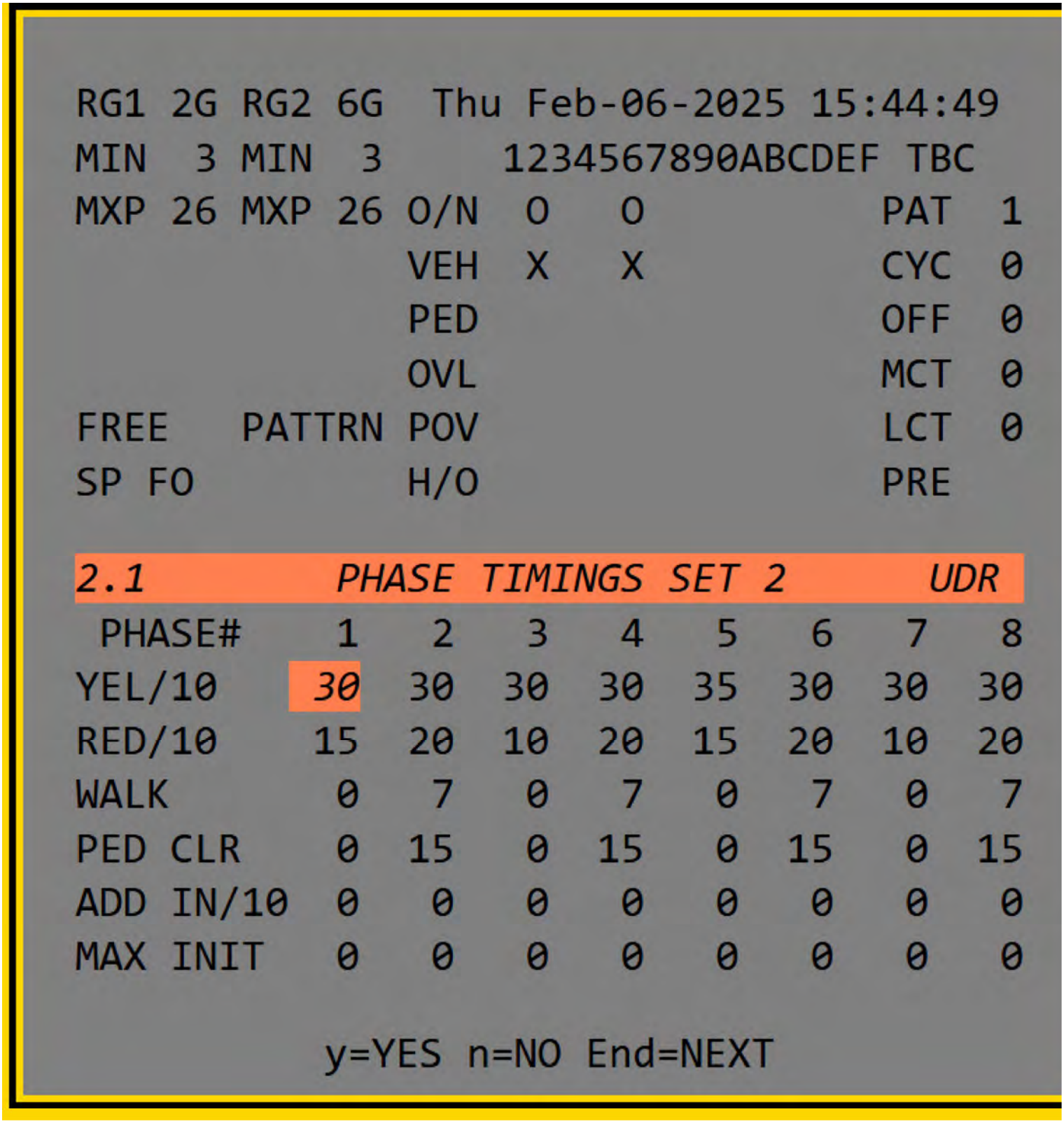
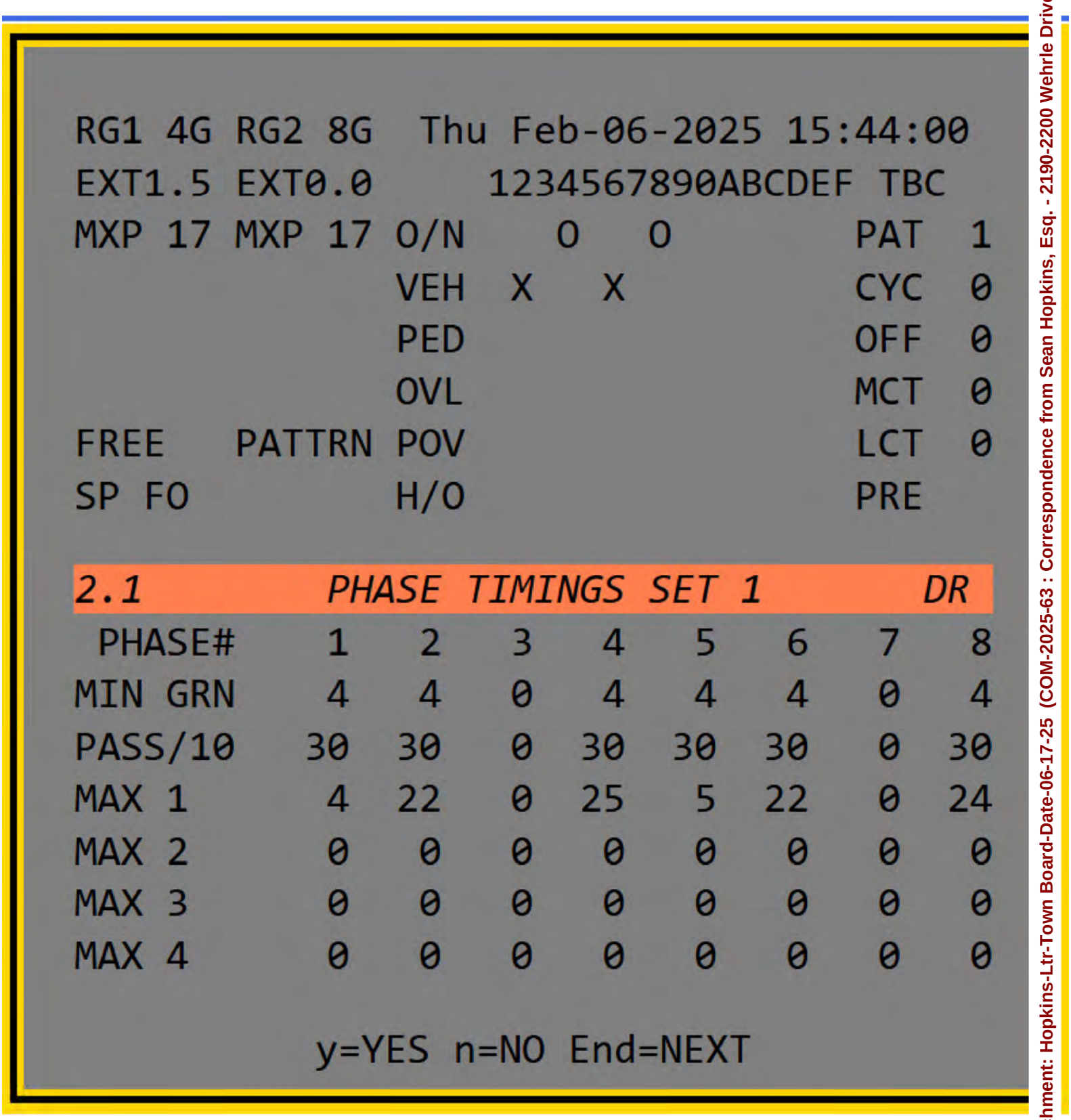


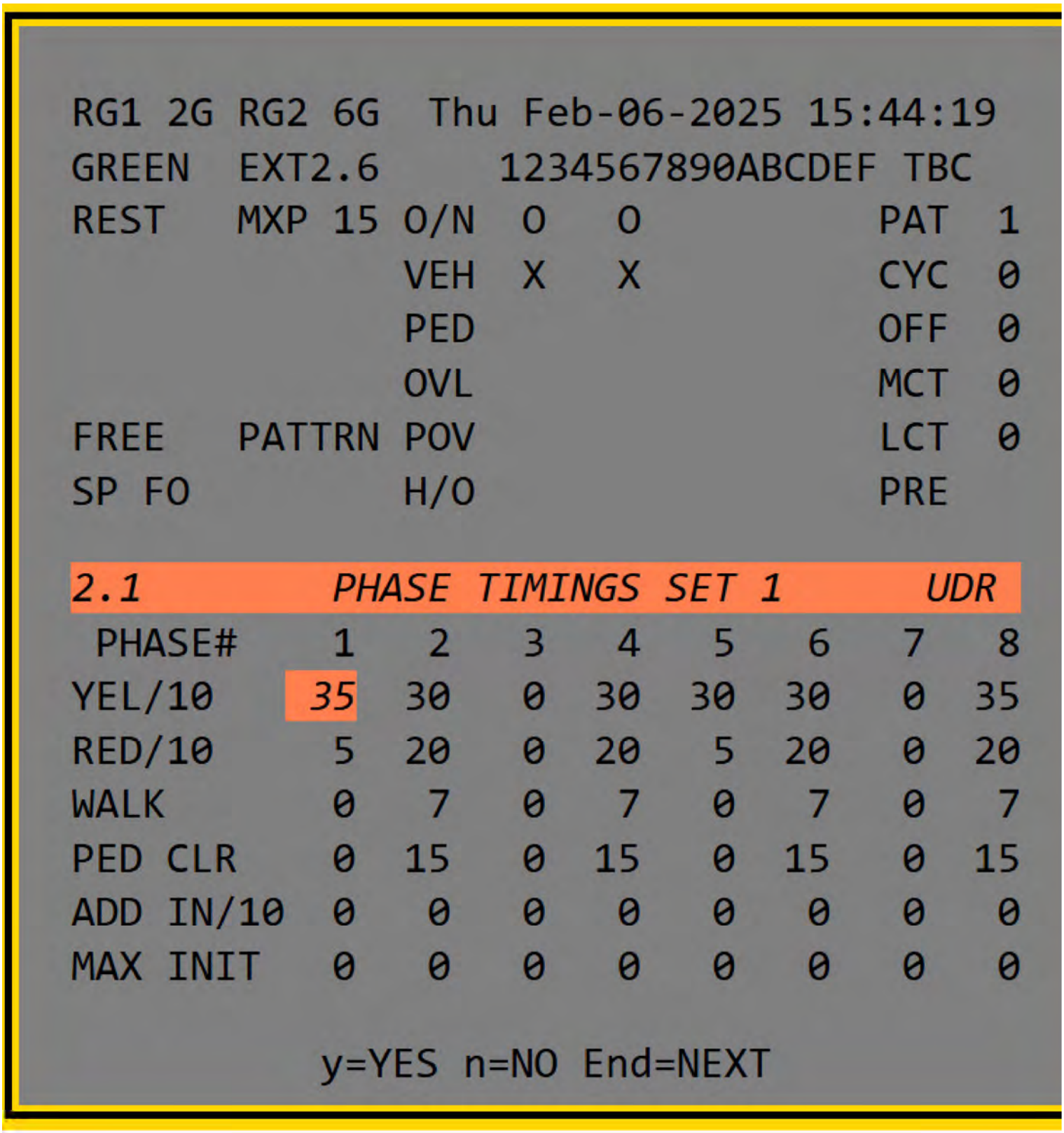
```
RG1 2G RG2 6G  Thu Feb-06-2025 15:44:49
MIN  3 MIN  3      1234567890ABCDEF TBC
MXP 26 MXP 26 O/N  O    O            PAT  1
              VEH  X    X            CYC  0
              PED                    OFF  0
              OVL                    MCT  0
FREE   PATTRN POV                    LCT  0
SP FO         H/O                    PRE

2.1          PHASE TIMINGS SET 2          UDR
 PHASE#    1   2   3   4   5   6   7   8
YEL/10    30  30  30  30  35  30  30  30
RED/10    15  20  10  20  15  20  10  20
WALK       0   7   0   7   0   7   0   7
PED CLR    0  15   0  15   0  15   0  15
ADD IN/10  0   0   0   0   0   0   0   0
MAX INIT   0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)



```
RG1 4G RG2 8G  Thu Feb-06-2025 15:44:00
EXT1.5 EXT0.0      1234567890ABCDEF TBC
MXP 17 MXP 17 O/N     O    O          PAT  1
              VEH   X    X          CYC  0
              PED                   OFF  0
              OVL                   MCT  0
FREE    PATTRN POV                  LCT  0
SP FO        H/O                    PRE

2.1          PHASE TIMINGS SET 1          DR
 PHASE#     1    2    3    4    5    6    7    8
MIN GRN     4    4    0    4    4    4    0    4
PASS/10    30   30    0   30   30   30    0   30
MAX 1       4   22    0   25    5   22    0   24
MAX 2       0    0    0    0    0    0    0    0
MAX 3       0    0    0    0    0    0    0    0
MAX 4       0    0    0    0    0    0    0    0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

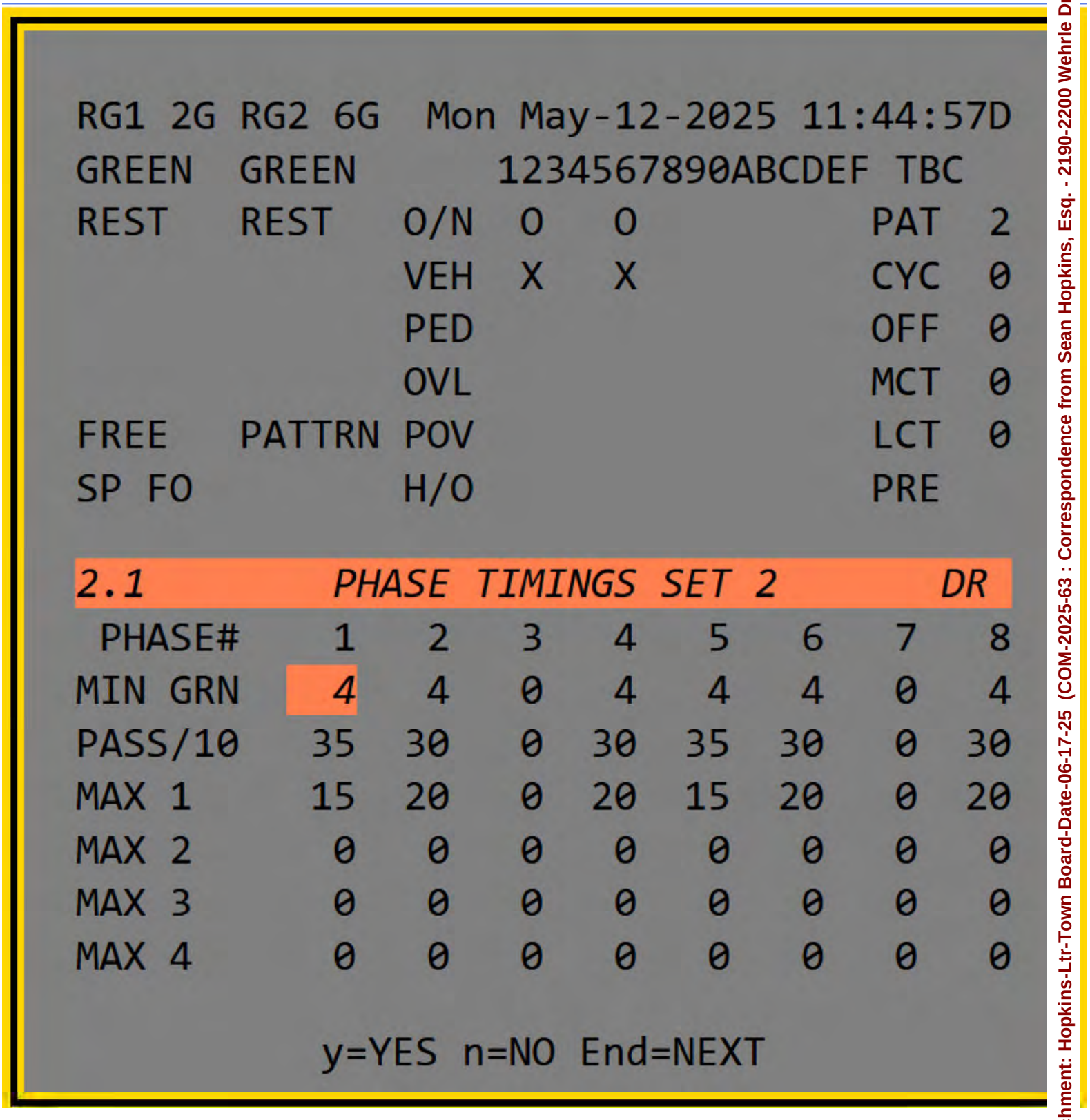


```
RG1 2G RG2 6G   Thu Feb-06-2025 15:44:19
GREEN  EXT2.6      1234567890ABCDEF TBC
REST   MXP 15 O/N   O    O          PAT  1
                VEH   X    X          CYC  0
                PED                  OFF  0
                OVL                  MCT  0
FREE   PATTRN   POV                  LCT  0
SP FO           H/O                  PRE

2.1          PHASE TIMINGS SET 1        UDR
 PHASE#     1    2    3    4    5    6    7    8
YEL/10     35   30    0   30   30   30    0   35
RED/10      5   20    0   20    5   20    0   20
WALK        0    7    0    7    0    7    0    7
PED CLR     0   15    0   15    0   15    0   15
ADD IN/10   0    0    0    0    0    0    0    0
MAX INIT    0    0    0    0    0    0    0    0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

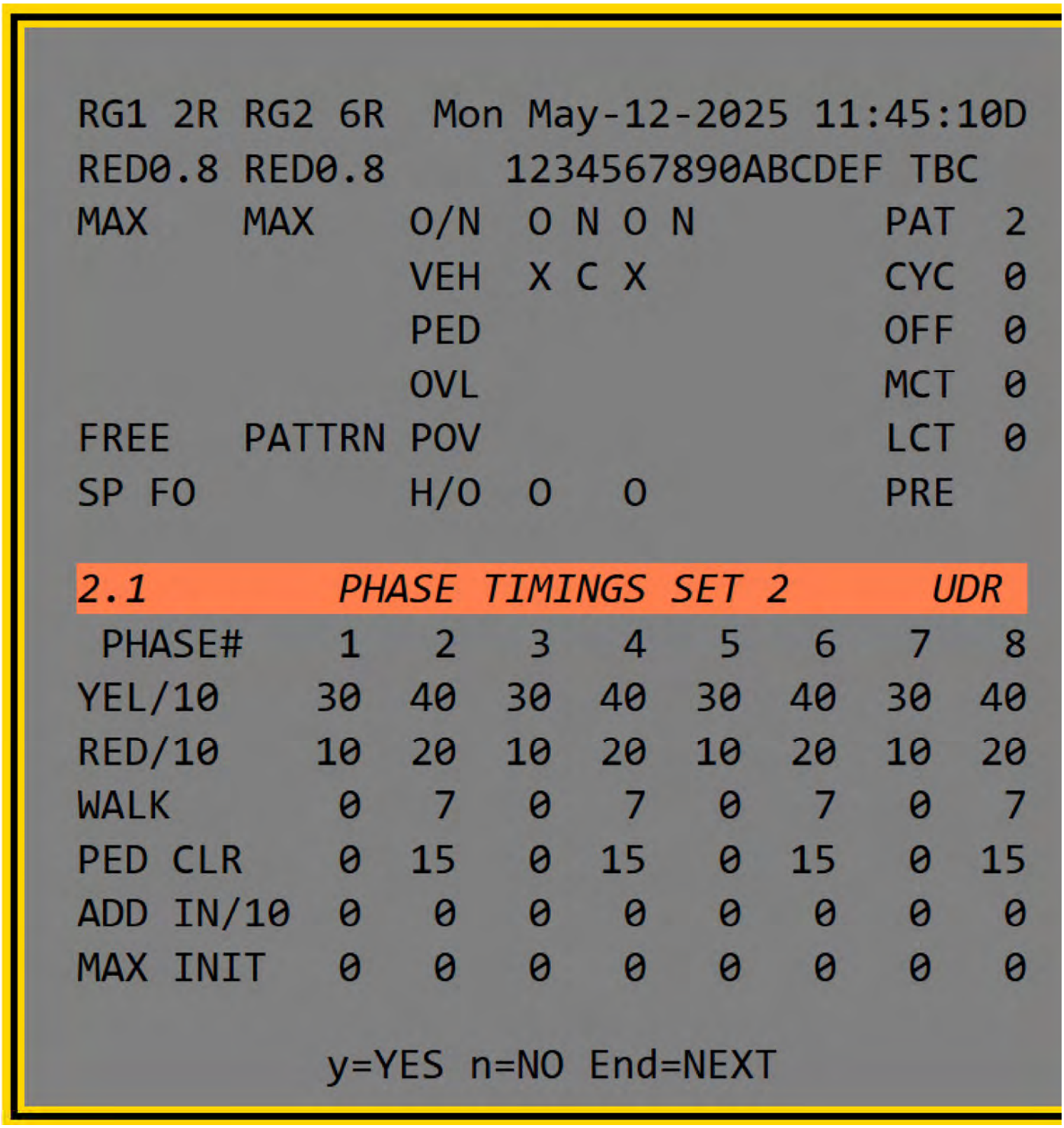
# Wehrle Rd/George Karl Blvd Signal Timings

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)



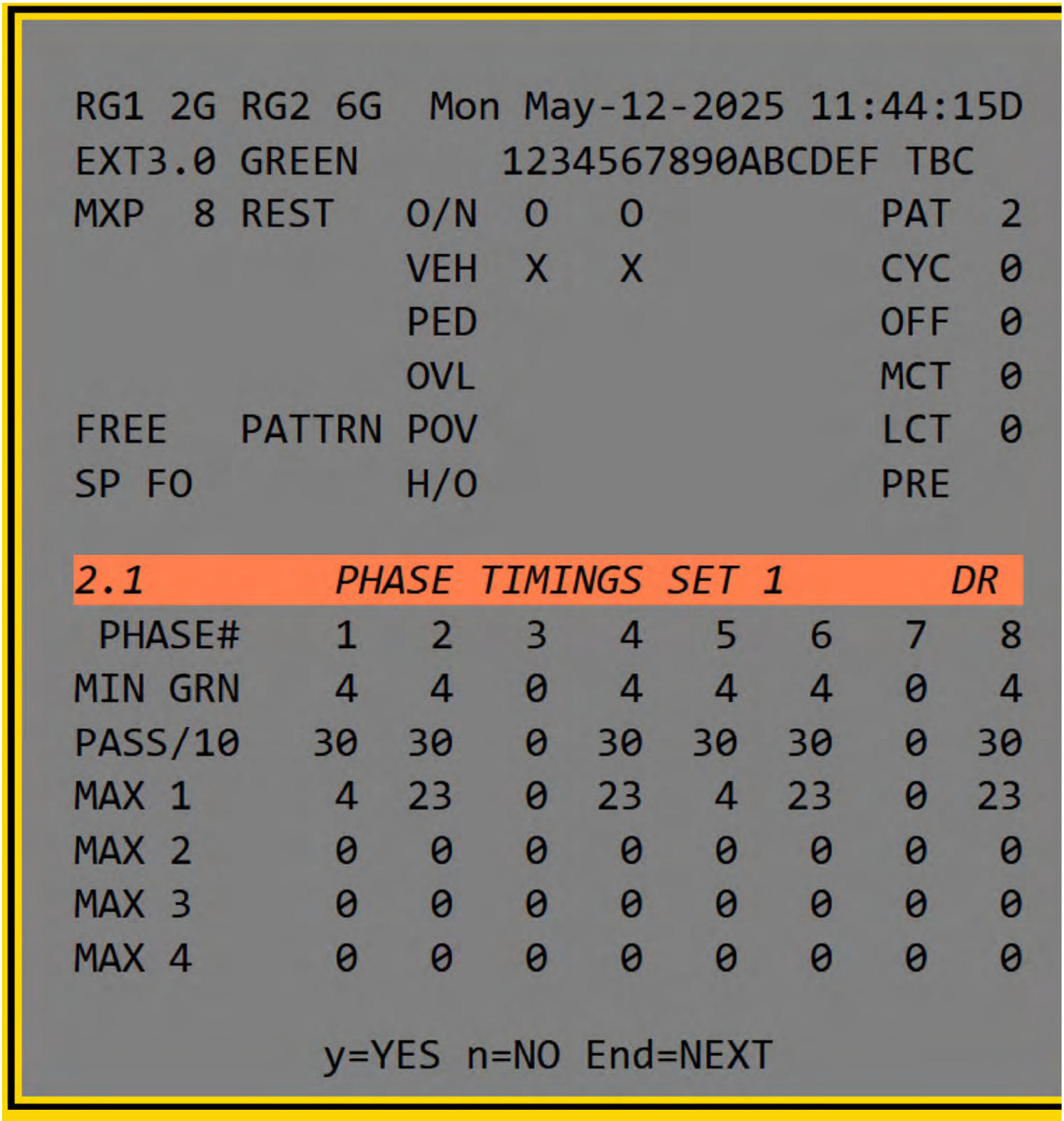
```
RG1 2G RG2 6G   Mon May-12-2025 11:44:57D
GREEN  GREEN       1234567890ABCDEF TBC
REST   REST    O/N  O   O            PAT  2
               VEH  X   X            CYC  0
               PED                   OFF  0
               OVL                   MCT  0
FREE   PATTRN  POV                   LCT  0
SP FO          H/O                   PRE

2.1          PHASE TIMINGS SET 2          DR
 PHASE#    1   2   3   4   5   6   7   8
MIN GRN    4   4   0   4   4   4   0   4
PASS/10   35  30   0  30  35  30   0  30
MAX 1     15  20   0  20  15  20   0  20
MAX 2      0   0   0   0   0   0   0   0
MAX 3      0   0   0   0   0   0   0   0
MAX 4      0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)



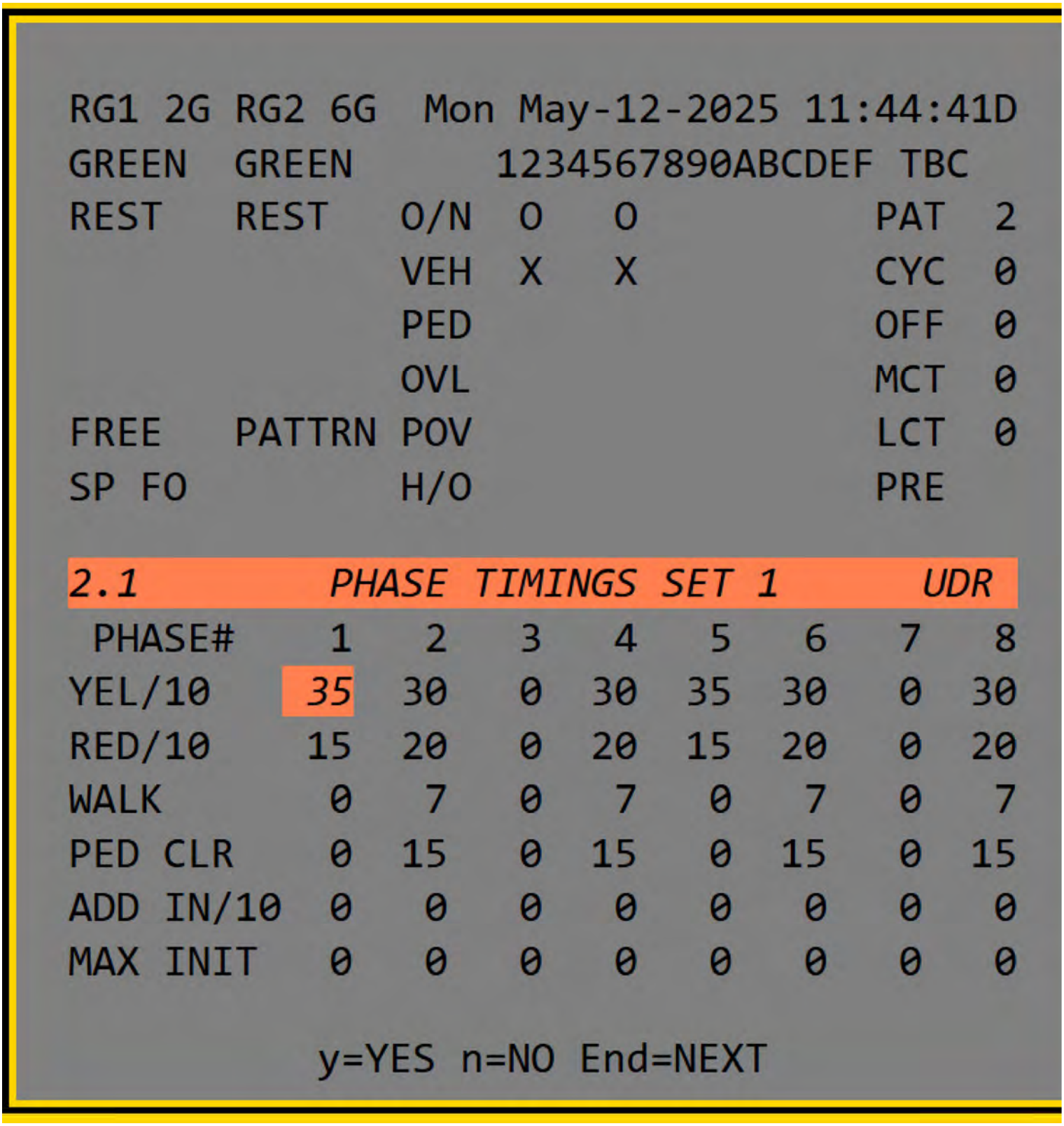
```
RG1 2R RG2 6R  Mon May-12-2025 11:45:10D
RED0.8 RED0.8      1234567890ABCDEF TBC
MAX    MAX     O/N  O N O N          PAT  2
               VEH  X C X            CYC  0
               PED                   OFF  0
               OVL                   MCT  0
FREE   PATTRN  POV                   LCT  0
SP FO          H/O  O   O            PRE

2.1          PHASE TIMINGS SET 2          UDR
 PHASE#     1   2   3   4   5   6   7   8
YEL/10     30  40  30  40  30  40  30  40
RED/10     10  20  10  20  10  20  10  20
WALK        0   7   0   7   0   7   0   7
PED CLR     0  15   0  15   0  15   0  15
ADD IN/10   0   0   0   0   0   0   0   0
MAX INIT    0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)



```
RG1 2G RG2 6G   Mon May-12-2025 11:44:15D
EXT3.0 GREEN        1234567890ABCDEF TBC
MXP  8 REST    O/N  O    O            PAT  2
               VEH  X    X            CYC  0
               PED                    OFF  0
               OVL                    MCT  0
FREE    PATTRN POV                    LCT  0
SP FO          H/O                    PRE

2.1          PHASE TIMINGS SET 1          DR
 PHASE#     1   2   3   4   5   6   7   8
MIN GRN     4   4   0   4   4   4   0   4
PASS/10    30  30   0  30  30  30   0  30
MAX 1       4  23   0  23   4  23   0  23
MAX 2       0   0   0   0   0   0   0   0
MAX 3       0   0   0   0   0   0   0   0
MAX 4       0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)



```
RG1 2G RG2 6G  Mon May-12-2025 11:44:41D
GREEN  GREEN      1234567890ABCDEF TBC
REST   REST   O/N  O   O           PAT  2
              VEH  X   X           CYC  0
              PED                  OFF  0
              OVL                  MCT  0
FREE   PATTRN POV                  LCT  0
SP FO         H/O                  PRE

2.1          PHASE TIMINGS SET 1        UDR
 PHASE#    1   2   3   4   5   6   7   8
YEL/10    35  30   0  30  35  30   0  30
RED/10    15  20   0  20  15  20   0  20
WALK       0   7   0   7   0   7   0   7
PED CLR    0  15   0  15   0  15   0  15
ADD IN/10  0   0   0   0   0   0   0   0
MAX INIT   0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# Wehrle Rd/Transit Rd Signal Timings

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

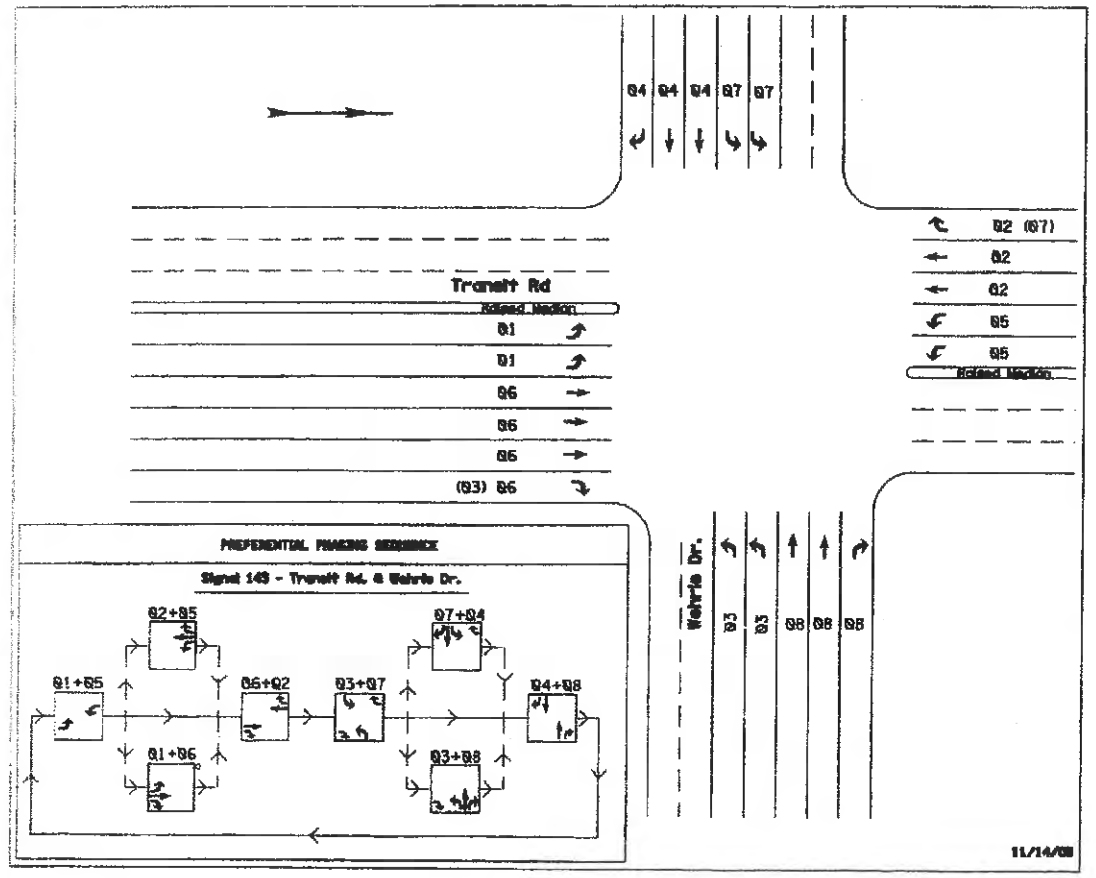
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

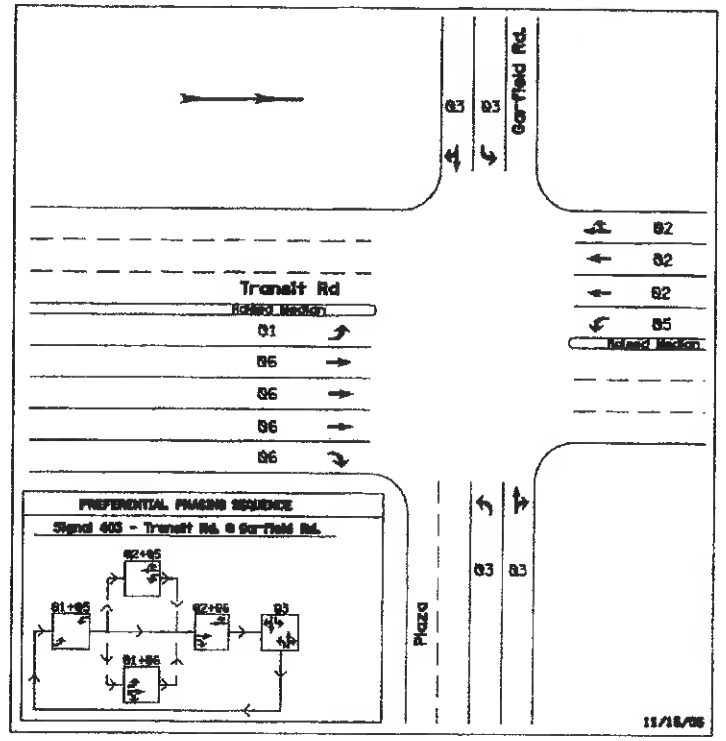


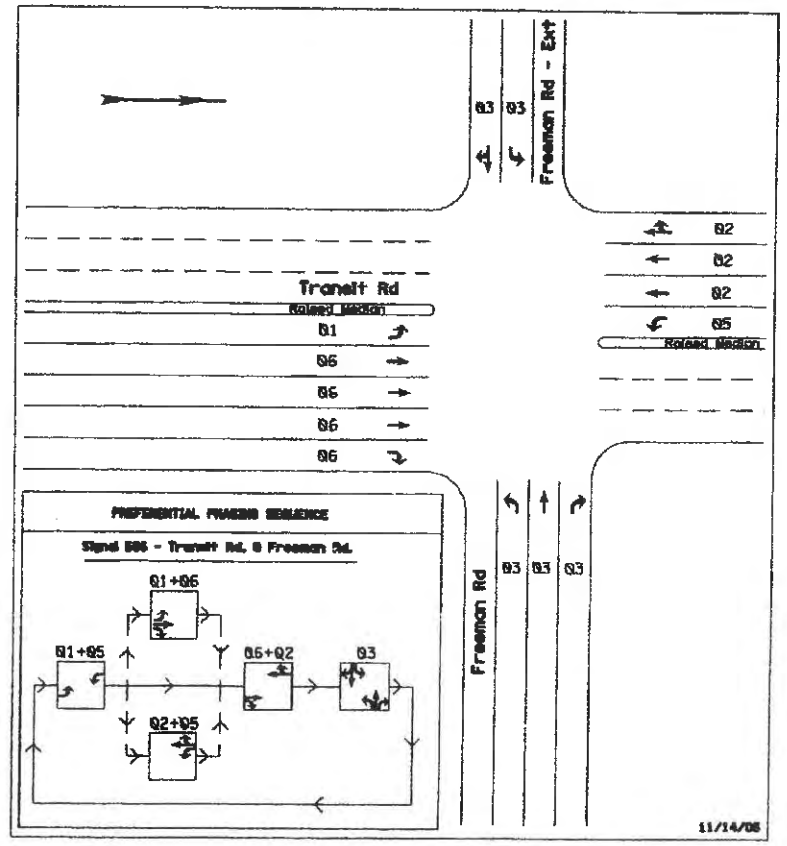


| FED ROAD REG. NO. | STATE | CONTRACT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 1 | N.Y. | D260326 | 411 | 485 |

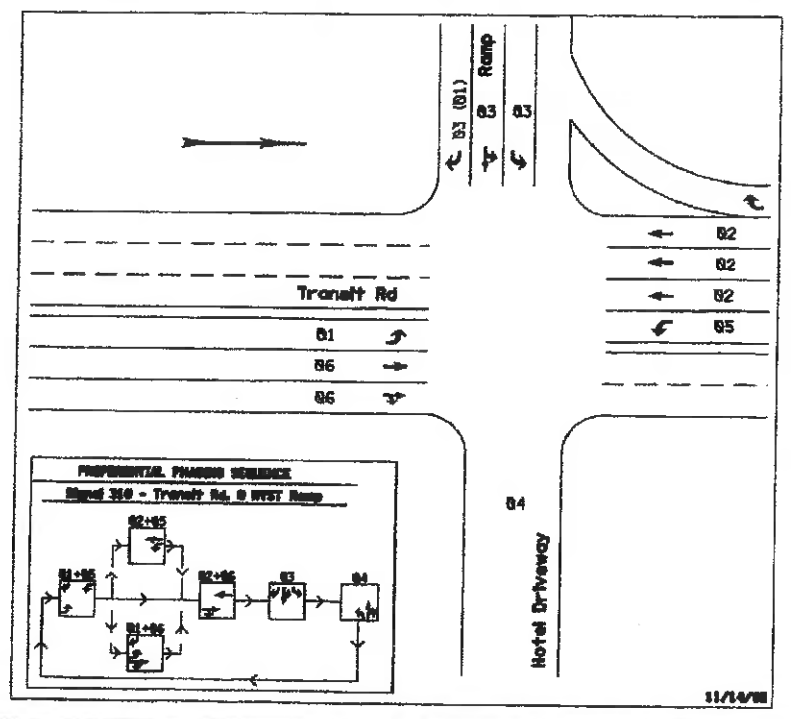
TRANSIT ROAD, PART 4, SH 1334
NY ROUTE 78 FROM AERO DRIVE
TO NY ROUTE 5, MAIN STREET
ERIE COUNTY
P.I.N. 5209.40 | B.I.N.

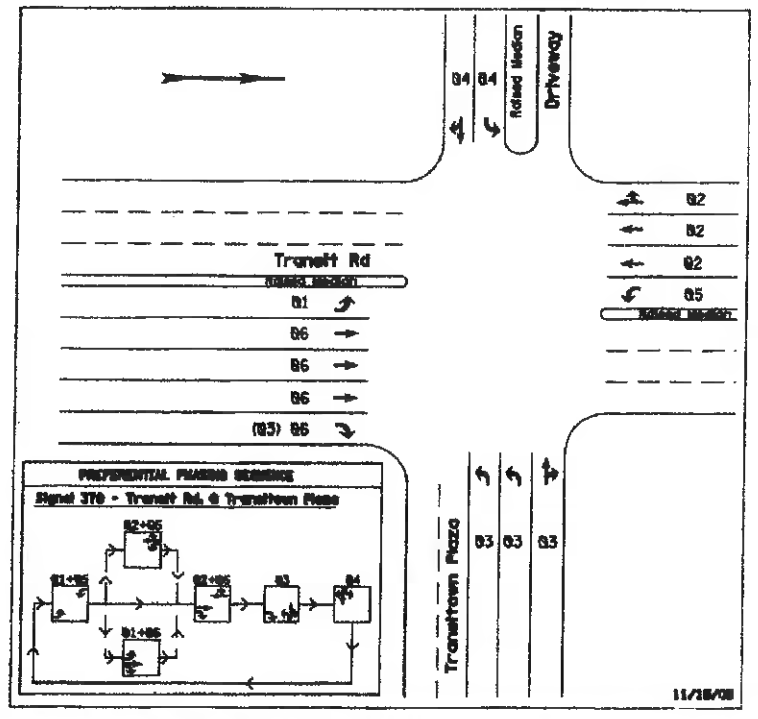



THESE PREFERENTIAL PHASING SEQUENCE DIAGRAMS HAVE BEEN PROVIDED BY THE NYSDOT REGION 5, REGIONAL TRAFFIC ENGINEER'S OFFICE. INPUT AND OUTPUT WIRING TABLES ARE AVAILIABLE THROUGH THE SAME OFFICE.




AS BUILT REVISIONS

SIGNATURE | DATE

PREFERENTIAL PHASING SEQUENCE DIAGRAMS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| FILENAME | REGION | DATE | DRAWING NO. |
|---|---|---|---|
| SIGTIMA.DGN | 5 | 11-18-05 | SIG-13 |

DESIGN SUPERVISOR J. BARNACK JOB MANAGER D. SOBOL DESIGNED BY E. THOMSEN CHECKED BY
DRAFTED BY CADD CHECKED BY
ESTIMATED BY
FILE NAME = d:\PW_Workarea\cdpcorpa\dms288441\signal summaA.dgn
DATE/TIME = 11-AUG-2008 13:37
USER = fdpcorpa

# 53143

## Phase Times [1.1.1]

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Min Green | 3 | 10 | 3 | 6 | 3 | 10 | 3 | 6 |
| Gap, Ext | 1.3 | 1.1 | 1.3 | 1.1 | 1.3 | 1.1 | 1.3 | 1.1 |
| Max 1 | 25 | 40 | 20 | 30 | 25 | 40 | 20 | 30 |
| Max 2 | | | | | | | | |
| Yel Clearance | 4.3 | 4.3 | 3.9 | 3.9 | 4.3 | 4.3 | 3.9 | 3.9 |
| Red Clearance | 3.3 | 3.2 | 3.4 | 3.4 | 3.2 | 3.3 | 3.4 | 3.4 |
| Walk | | 7 | | 7 | | 7 | | 7 |
| Ped Clearance | | 29 | | 32 | | 27 | | 32 |
| Red Revert | | | | | | | | |
| Add Initial | | | | | | | | |
| Max Initial | | | | | | | | |
| Time B4 Reduct | | | | | | | | |
| Cars B4 Reduct | | | | | | | | |
| Time To Reduce | | | | | | | | |
| Reduce By | | | | | | | | |
| Min Gap | | | | | | | | |
| DyMaxLim | | | | | | | | |
| Max Step | | | | | | | | |

## Options [1.1.2]

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Enable | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall | | ON | | | | ON | | |
| Max Recall | | | | | | | | |
| Ped Recall | | | | | | | | |
| Soft Recall | | | | | | | | |
| Lock Calls | | | | | | | | |
| Auto Flash Entry | | | | | | | | |
| Auto Flash Exit | | | | | | | | |
| Dual Entry | | ON | | ON | | ON | | ON |
| Enable Simul Gap | ON | ON | ON | ON | ON | ON | ON | ON |
| Gaurantee Passage | | | | | | | | |
| Rest In Walk | | ON | | | | ON | | |
| Conditon Service | | | | | | | | |
| Non-Actuated 1 | | | | | | | | |
| Non-Actuated 2 | | | | | | | | |
| Add Init Calc | | | | | | | | |

## Options+ [1.1.3]

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Reservice | | | | | | | | |
| PedClr Thru Yel | | | | | | | | |
| Skip Red No Call | | | | | | | | |
| Red Rest | | | | | | | | |
| Max II | | | | | | | | |
| Call Phase | | | | | | | | |
| Conflicting Phase | | | | | | | | |
| Omit Yellow | | | | | | | | |
| Ped Delay | | | | | | | | |
| Grn/Ped Delay | | | | | | | | |

53143 78 (Transit) @ Wehrle Dr

## Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

| Pat# | Cyc | Off | Split | Seq | Pat# | Cyc | Off | Split | Seq | Pat# | Cyc | Off | Split | Seq | Pat# | Cyc | Off | Split | Seq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 1 | 1 | 13 | 0 | 0 | 13 | 1 | 25 | 0 | 0 | 0 | 1 | 37 | 0 | 0 | 0 | 1 |
| 2 | 0 | 0 | 2 | 1 | 14 | 0 | 0 | 14 | 1 | 26 | 0 | 0 | 0 | 1 | 38 | 0 | 0 | 0 | 1 |
| 3 | 0 | 0 | 3 | 1 | 15 | 0 | 0 | 15 | 1 | 27 | 0 | 0 | 0 | 1 | 39 | 0 | 0 | 0 | 1 |
| 4 | 0 | 0 | 4 | 1 | 16 | 0 | 0 | 16 | 1 | 28 | 0 | 0 | 0 | 1 | 40 | 0 | 0 | 0 | 1 |
| 5 | 0 | 0 | 5 | 1 | 17 | 0 | 0 | 17 | 1 | 29 | 0 | 0 | 0 | 1 | 41 | 0 | 0 | 0 | 1 |
| 6 | 0 | 0 | 6 | 1 | 18 | 0 | 0 | 18 | 1 | 30 | 0 | 0 | 0 | 1 | 42 | 0 | 0 | 0 | 1 |
| 7 | 0 | 0 | 7 | 1 | 19 | 0 | 0 | 19 | 1 | 31 | 0 | 0 | 0 | 1 | 43 | 0 | 0 | 0 | 1 |
| 8 | 0 | 0 | 8 | 1 | 20 | 0 | 0 | 20 | 1 | 32 | 0 | 0 | 0 | 1 | 44 | 0 | 0 | 0 | 1 |
| 9 | 0 | 0 | 9 | 1 | 21 | 0 | 0 | 21 | 1 | 33 | 0 | 0 | 0 | 1 | 45 | 0 | 0 | 0 | 1 |
| 10 | 0 | 0 | 10 | 1 | 22 | 0 | 0 | 22 | 1 | 34 | 0 | 0 | 0 | 1 | 46 | 0 | 0 | 0 | 1 |
| 11 | 0 | 0 | 11 | 1 | 23 | 0 | 0 | 23 | 1 | 35 | 0 | 0 | 0 | 1 | 47 | 0 | 0 | 0 | 1 |
| 12 | 0 | 0 | 12 | 1 | 24 | 0 | 0 | 24 | 1 | 36 | 0 | 0 | 0 | 1 | 48 | 0 | 0 | 0 | 1 |

| Split | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Split | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Coor | 35 | 50 | 30 | 45 | 35 | 50 | 30 | 45 | 13 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NON | NON | NON | NON | NON | NON | NON | NON | | | NON | NON | NON | NON | NON | NON | NON | NON |
| 2 | Coor | 30 | 45 | 30 | 40 | 30 | 45 | 30 | 40 | 14 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NON | NON | NON | NON | NON | NON | NON | NON | | | NON | NON | NON | NON | NON | NON | NON | NON |
| 3 | Coor | 35 | 55 | 30 | 45 | 35 | 55 | 30 | 45 | 15 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NON | NON | NON | NON | NON | NON | NON | NON | | | NON | NON | NON | NON | NON | NON | NON | NON |
| 4 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NON | NON | NON | NON | NON | NON | NON | NON | | | NON | NON | NON | NON | NON | NON | NON | NON |
| 5 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NON | NON | NON | NON | NON | NON | NON | NON | | | NON | NON | NON | NON | NON | NON | NON | NON |
| 6 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NON | NON | NON | NON | NON | NON | NON | NON | | | NON | NON | NON | NON | NON | NON | NON | NON |
| 7 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NON | NON | NON | NON | NON | NON | NON | NON | | | NON | NON | NON | NON | NON | NON | NON | NON |
| 8 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NON | NON | NON | NON | NON | NON | NON | NON | | | NON | NON | NON | NON | NON | NON | NON | NON |
| 9 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NON | NON | NON | NON | NON | NON | NON | NON | | | NON | NON | NON | NON | NON | NON | NON | NON |
| 10 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NON | NON | NON | NON | NON | NON | NON | NON | | | NON | NON | NON | NON | NON | NON | NON | NON |
| 11 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NON | NON | NON | NON | NON | NON | NON | NON | | | NON | NON | NON | NON | NON | NON | NON | NON |
| 12 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | Coor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NON | NON | NON | NON | NON | NON | NON | NON | | | NON | NON | NON | NON | NON | NON | NON | NON |

| Page# | |
|---|---|
| 1 | 8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param |
| 1A&1B | 16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param |
| 2 | Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day) |
| 3 | Detection; Sample Time and Unit Parameters related to detection |
| 4 | Preemption and Alternate Phase Time and Phase Options |
| 5 | Annual Schedule |
| 6 | Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day) |
| 7 | Communications; Secutiry; I/O Setup |
| 8 | Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param |

## Ring/Startup [1.1.4]

| Phs | Ring | Start | Ena |
|---|---|---|---|
| 1 | 1 | Green | O |
| 2 | 1 | Red | O |
| 3 | 1 | Red | O |
| 4 | 1 | Red | O |
| 5 | 2 | Green | O |
| 6 | 2 | Red | O |
| 7 | 2 | Red | O |
| 8 | 2 | Red | O |

## Coord Modes [2.1]

| | |
|---|---|
| Test OpMode | 0 |
| Correction | SHRT/LNG |
| Maximum | MAX 1 |
| Force-Off | Float |
| Closed Loop | ON |
| Stop-in-Walk | ON |
| Auto Reset | ON |
| Expand Splt | |
| Ped Recycle | NO_RECYCLE |
| Before | TIMED |
| After | TIMED |

## Auto Flash [1.4.1]

| | |
|---|---|
| Auto Flash | PH_OVLP |
| Flash Yel | 45 |
| Flash Red | 20 |

## Unit Params [1.2.1]

| | |
|---|---|
| Phase Mode | STD8 |
| IO Mode | User |
| Loc Flsh Start | Red |
| Start Flash(s) | 0 |
| Start AllRed(s) | 6 |
| Yellow < 3" | OFF |
| Display Time | 20 |
| Red Revert | 3 |
| MCE Timeout | 0 |
| Feature Profile | |
| Free Ring Seq | 1 |
| Auxswitch | STOPTM |
| SDLC Retry | 0 |
| TS2 Det Faults | ON |
| Auto Ped Clear | OFF |
| SDLC Retry | 0 |

05/15

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins,

## Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

| Overlap Conflict Lock | OFF | Overlap Lock Inhibit | OFF | Parent Ph Clearance | ON | Extra Included Ph | OFF |
|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Included Ø | | | | | | | | | Type | NORMAL | | Included Ø | | | | | | | | | Type | NORMAL |
| 1 | Modifier Ø | | | | | | | | | Grn | | 9 | Modifier Ø | | | | | | | | | Grn | |
| | Conflict Ø | | | | | | | | | Yel | 3.5 | | Conflict Ø | | | | | | | | | Yel | 3.5 |
| A | Conflict Olap | | | | | | | | | Red | 1.5 | I | Conflict Olap | | | | | | | | | Red | 1.5 |
| | Conflict Ped | | | | | | | | | LG | | | Conflict Ped | | | | | | | | | LG | |
| | Included Ø | 3 | | | | | | | | Type | NORMAL | | Included Ø | | | | | | | | | Type | NORMAL |
| 2 | Modifier Ø | | | | | | | | | Grn | | 10 | Modifier Ø | | | | | | | | | Grn | |
| | Conflict Ø | | | | | | | | | Yel | 3.5 | | Conflict Ø | | | | | | | | | Yel | 3.5 |
| B | Conflict Olap | | | | | | | | | Red | 1.5 | J | Conflict Olap | | | | | | | | | Red | 1.5 |
| | Conflict Ped | | | | | | | | | LG | | | Conflict Ped | | | | | | | | | LG | |
| | Included Ø | | | | | | | | | Type | NORMAL | | Included Ø | | | | | | | | | Type | NORMAL |
| 3 | Modifier Ø | | | | | | | | | Grn | | 11 | Modifier Ø | | | | | | | | | Grn | |
| | Conflict Ø | | | | | | | | | Yel | 3.5 | | Conflict Ø | | | | | | | | | Yel | 3.5 |
| C | Conflict Olap | | | | | | | | | Red | 1.5 | K | Conflict Olap | | | | | | | | | Red | 1.5 |
| | Conflict Ped | | | | | | | | | LG | | | Conflict Ped | | | | | | | | | LG | |
| | Included Ø | | | | | | | | | Type | NORMAL | | Included Ø | | | | | | | | | Type | NORMAL |
| 4 | Modifier Ø | | | | | | | | | Grn | | 12 | Modifier Ø | | | | | | | | | Grn | |
| | Conflict Ø | | | | | | | | | Yel | 3.5 | | Conflict Ø | | | | | | | | | Yel | 3.5 |
| D | Conflict Olap | | | | | | | | | Red | 1.5 | L | Conflict Olap | | | | | | | | | Red | 1.5 |
| | Conflict Ped | | | | | | | | | LG | | | Conflict Ped | | | | | | | | | LG | |
| | Included Ø | | | | | | | | | Type | NORMAL | | Included Ø | | | | | | | | | Type | NORMAL |
| 5 | Modifier Ø | | | | | | | | | Grn | | 13 | Modifier Ø | | | | | | | | | Grn | |
| | Conflict Ø | | | | | | | | | Yel | 3.5 | | Conflict Ø | | | | | | | | | Yel | 3.5 |
| E | Conflict Olap | | | | | | | | | Red | 1.5 | M | Conflict Olap | | | | | | | | | Red | 1.5 |
| | Conflict Ped | | | | | | | | | LG | | | Conflict Ped | | | | | | | | | LG | |
| | Included Ø | 7 | | | | | | | | Type | NORMAL | | Included Ø | | | | | | | | | Type | NORMAL |
| 6 | Modifier Ø | | | | | | | | | Grn | | 14 | Modifier Ø | | | | | | | | | Grn | |
| | Conflict Ø | | | | | | | | | Yel | 3.5 | | Conflict Ø | | | | | | | | | Yel | 3.5 |
| F | Conflict Olap | | | | | | | | | Red | 1.5 | N | Conflict Olap | | | | | | | | | Red | 1.5 |
| | Conflict Ped | | | | | | | | | LG | | | Conflict Ped | | | | | | | | | LG | |
| | Included Ø | | | | | | | | | Type | NORMAL | | Included Ø | | | | | | | | | Type | NORMAL |
| 7 | Modifier Ø | | | | | | | | | Grn | | 15 | Modifier Ø | | | | | | | | | Grn | |
| | Conflict Ø | | | | | | | | | Yel | 3.5 | | Conflict Ø | | | | | | | | | Yel | 3.5 |
| G | Conflict Olap | | | | | | | | | Red | 1.5 | O | Conflict Olap | | | | | | | | | Red | 1.5 |
| | Conflict Ped | | | | | | | | | LG | | | Conflict Ped | | | | | | | | | LG | |
| | Included Ø | | | | | | | | | Type | NORMAL | | Included Ø | | | | | | | | | Type | NORMAL |
| 8 | Modifier Ø | | | | | | | | | Grn | | 16 | Modifier Ø | | | | | | | | | Grn | |
| | Conflict Ø | | | | | | | | | Yel | 3.5 | | Conflict Ø | | | | | | | | | Yel | 3.5 |
| H | Conflict Olap | | | | | | | | | Red | 1.5 | P | Conflict Olap | | | | | | | | | Red | 1.5 |
| | Conflict Ped | | | | | | | | | LG | | | Conflict Ped | | | | | | | | | LG | |

### Channel Settings [1.8.1]

| .....Channel ->> | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phase / Olap # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 2 | | 6 | | 2 | 4 | 6 | 8 | | | | | | | | |
| Channel Type | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | OLP | VEH | OLP | VEH | PED | PED | PED | PED | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH |
| Channel Flash | Red | Red | Red | Red | Red | Red | Red | Red | DRK | Red | DRK | Red | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK |
| Alt Hz | | | | | | | | | | | | | | | | | | | | | | | | |

### Channel+ Settings [1.8.4]

| .....Channel ->> | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flash Red+ | | | | | | | | | | | | | | | | | | | | | | | | |
| Flash Yellow+ | | | | | | | | | | | | | | | | | | | | | | | | |
| Flash Green+ | | | | | | | | | | | | | | | | | | | | | | | | |
| Flash Inh Red+ | | | | | | | | | | | | | | | | | | | | | | | | |
| Olap Ovrd | | | | | | | | | | | | | | | | | | | | | | | | |

## Coord Transition, CoorPhs [2.5]

| Pat# | Short | Long | Dwell | No Shortway Ø | | | | E-Yld | Offset | RetHld | Float | Min Veh Perm | Min Ped Perm |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12 | 22 | | | | | | | EndGRN | | | | |
| 2 | 12 | 22 | | | | | | | EndGRN | | | | |
| 3 | 12 | 22 | | | | | | | EndGRN | | | | |
| 4 | 12 | 22 | | | | | | | EndGRN | | | | |
| 5 | 12 | 22 | | | | | | | EndGRN | | | | |
| 6 | 12 | 22 | | | | | | | EndGRN | | | | |
| 7 | 12 | 22 | | | | | | | EndGRN | | | | |
| 8 | 12 | 22 | | | | | | | EndGRN | | | | |
| 9 | 12 | 22 | | | | | | | EndGRN | | | | |
| 10 | 12 | 22 | | | | | | | EndGRN | | | | |
| 11 | 12 | 22 | | | | | | | EndGRN | | | | |
| 12 | 12 | 22 | | | | | | | EndGRN | | | | |
| 13 | 12 | 22 | | | | | | | EndGRN | | | | |
| 14 | 12 | 22 | | | | | | | EndGRN | | | | |
| 15 | 12 | 22 | | | | | | | EndGRN | | | | |
| 16 | 12 | 22 | | | | | | | EndGRN | | | | |
| 17 | 12 | 22 | | | | | | | EndGRN | | | | |
| 18 | 12 | 22 | | | | | | | EndGRN | | | | |
| 19 | 12 | 22 | | | | | | | EndGRN | | | | |
| 20 | 12 | 22 | | | | | | | EndGRN | | | | |
| 21 | 12 | 22 | | | | | | | EndGRN | | | | |
| 22 | 12 | 22 | | | | | | | EndGRN | | | | |
| 23 | 12 | 22 | | | | | | | EndGRN | | | | |
| 24 | 12 | 22 | | | | | | | EndGRN | | | | |
| 25 | | | | | | | | | BegGRN | | | | |
| 26 | | | | | | | | | BegGRN | | | | |
| 27 | | | | | | | | | BegGRN | | | | |
| 28 | | | | | | | | | BegGRN | | | | |
| 29 | | | | | | | | | BegGRN | | | | |
| 30 | | | | | | | | | BegGRN | | | | |
| 31 | | | | | | | | | BegGRN | | | | |
| 32 | | | | | | | | | BegGRN | | | | |
| 33 | | | | | | | | | BegGRN | | | | |
| 34 | | | | | | | | | BegGRN | | | | |
| 35 | | | | | | | | | BegGRN | | | | |
| 36 | | | | | | | | | BegGRN | | | | |
| 37 | | | | | | | | | BegGRN | | | | |
| 38 | | | | | | | | | BegGRN | | | | |
| 39 | | | | | | | | | BegGRN | | | | |
| 40 | | | | | | | | | BegGRN | | | | |
| 41 | | | | | | | | | BegGRN | | | | |
| 42 | | | | | | | | | BegGRN | | | | |
| 43 | | | | | | | | | BegGRN | | | | |
| 44 | | | | | | | | | BegGRN | | | | |
| 45 | | | | | | | | | BegGRN | | | | |
| 46 | | | | | | | | | BegGRN | | | | |
| 47 | | | | | | | | | BegGRN | | | | |
| 48 | | | | | | | | | BegGRN | | | | |

### Channel Params[1.8.3]

| C1 IO Mode | User | Single BIU Map | DEFAULT | Invert Rail Input | OFF |
|---|---|---|---|---|---|



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins,

## Veh Par 1-64 [5.1]

| Det # | Call Ø | Swi Ø | Dlay | Ext | Que | No Act | Max Pres | Err Cnt | Fail Time |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | | | | | | 45 | 50 | 20 |
| 2 | 6 | | | | | | 45 | 50 | 40 |
| 3 | 6 | | | | | | | | |
| 4 | 6 | | | | | | | | |
| 5 | 5 | | | | | | 45 | 50 | 20 |
| 6 | 2 | | | | | | 45 | 50 | 40 |
| 7 | 2 | | | | | | | | |
| 8 | 2 | | | | | | | | |
| 9 | 3 | | 5 | | | | 45 | 50 | 20 |
| 10 | 8 | | 5 | | | | 45 | 50 | 30 |
| 11 | 8 | | 10 | | | | 45 | 50 | 30 |
| 12 | 8 | | 5 | | | | | | |
| 13 | 7 | | 5 | | | | 45 | 50 | 20 |
| 14 | 4 | | 5 | | | | 45 | 50 | 30 |
| 15 | 4 | | 10 | | | | 45 | 50 | 30 |
| 16 | 4 | | 5 | | | | | | |
| 17 | 1 | | | | | | 45 | 50 | 2 |
| 18 | 1 | | | | | | 45 | 50 | 2 |
| 19 | 6 | | | | | | 45 | 50 | |
| 20 | 6 | | | | | | 45 | 50 | |
| 21 | 6 | | | | | | 45 | 50 | |
| 22 | 6 | | | | | | 45 | 50 | |
| 23 | 6 | | | | | | 45 | 50 | |
| 24 | 6 | | | | | | 45 | 50 | |
| 25 | 5 | | | | | | 45 | 50 | |
| 26 | 5 | | | | | | 45 | 50 | |
| 27 | 2 | | | | | | 45 | 50 | |
| 28 | 2 | | | | | | 45 | 50 | |
| 29 | 2 | | | | | | 45 | 50 | |
| 30 | 2 | | | | | | 45 | 50 | |
| 31 | 2 | | | | | | 45 | 50 | |
| 32 | 2 | | | | | | 45 | 50 | |

## Veh Par 1-64 [5.1]

| Det # | Call Ø | Swi Ø | Dlay | Ext | Que | No Act | Max Pres | Err Cnt | Fail Time |
|---|---|---|---|---|---|---|---|---|---|
| 33 | | | | | | | 45 | 50 | |
| 34 | | | | | | | 45 | 50 | |
| 35 | | | | | | | 45 | 50 | |
| 36 | | | | | | | 45 | 50 | |
| 37 | | | | | | | 45 | 50 | |
| 38 | | | | | | | 45 | 50 | |
| 39 | | | | | | | 45 | 50 | |
| 40 | | | | | | | 45 | 50 | |
| 41 | | | | | | | 45 | 50 | |
| 42 | | | | | | | 45 | 50 | |
| 43 | | | | | | | 45 | 50 | |
| 44 | | | | | | | 45 | 50 | |
| 45 | | | | | | | 45 | 50 | |
| 46 | | | | | | | 45 | 50 | |
| 47 | | | | | | | 45 | 50 | |
| 48 | | | | | | | 45 | 50 | |
| 49 | 1 | | | | | | | | |
| 50 | 6 | | | | | | | | |
| 51 | 6 | | | | | | | | |
| 52 | 5 | | | | | | | | |
| 53 | 2 | | | | | | | | |
| 54 | 2 | | | | | | | | |
| 55 | 3 | | | | | | | | |
| 56 | 8 | | | | | | | | |
| 57 | 8 | | | | | | | | |
| 58 | 7 | | | | | | | | |
| 59 | 4 | | | | | | | | |
| 60 | 4 | | | | | | | | |
| 61 | | | | | | | 45 | 50 | |
| 62 | | | | | | | 45 | 50 | |
| 63 | | | | | | | 45 | 50 | |
| 64 | | | | | | | 45 | 50 | |

## Vehicle Options 1-64 [5.2]

| Det # | Call | Ext | Que | Add Init | Red Lock | Yell Lock | occ | vol |
|---|---|---|---|---|---|---|---|---|
| 1 | ON | ON | | ON | | | | |
| 2 | ON | ON | | ON | | | | |
| 3 | ON | ON | | ON | | | | |
| 4 | ON | ON | | ON | | | | |
| 5 | ON | ON | | ON | | | | |
| 6 | ON | ON | | ON | | | | |
| 7 | ON | ON | | ON | | | | |
| 8 | ON | ON | | ON | | | | |
| 9 | ON | ON | | ON | | | | |
| 10 | ON | ON | | ON | | | | |
| 11 | ON | ON | | ON | | | | |
| 12 | ON | ON | | ON | | | | |
| 13 | ON | ON | | ON | | | | |
| 14 | ON | ON | | ON | | | | |
| 15 | ON | ON | | ON | | | | |
| 16 | ON | ON | | ON | | | | |
| 17 | ON | ON | | ON | | | | |
| 18 | ON | ON | | ON | | | | |
| 19 | ON | ON | | ON | | | | |
| 20 | ON | ON | | ON | | | | |
| 21 | ON | ON | | ON | | | | |
| 22 | ON | ON | | ON | | | | |
| 23 | ON | ON | | ON | | | | |
| 24 | ON | ON | | ON | | | | |
| 25 | ON | ON | | ON | | | | |
| 26 | ON | ON | | ON | | | | |
| 27 | ON | ON | | ON | | | | |
| 28 | ON | ON | | ON | | | | |
| 29 | ON | ON | | ON | | | | |
| 30 | ON | ON | | ON | | | | |
| 31 | ON | ON | | ON | | | | |
| 32 | ON | ON | | ON | | | | |

## Vehicle Options 1-64 [5.2]

| Det # | vol | occ | Yell Lock | Red Lock | Ext | Add Init | Que | Call |
|---|---|---|---|---|---|---|---|---|
| 33 | | | | | ON | ON | | ON |
| 34 | | | | | ON | ON | | ON |
| 35 | | | | | ON | ON | | ON |
| 36 | | | | | ON | ON | | ON |
| 37 | | | | | ON | ON | | ON |
| 38 | | | | | ON | ON | | ON |
| 39 | | | | | ON | ON | | ON |
| 40 | | | | | ON | ON | | ON |
| 41 | | | | | ON | ON | | ON |
| 42 | | | | | ON | ON | | ON |
| 43 | | | | | ON | ON | | ON |
| 44 | | | | | ON | ON | | ON |
| 45 | | | | | ON | ON | | ON |
| 46 | | | | | ON | ON | | ON |
| 47 | | | | | ON | ON | | ON |
| 48 | | | | | ON | ON | | ON |
| 49 | | | | | ON | ON | | ON |
| 50 | | | | | ON | ON | | ON |
| 51 | | | | | ON | ON | | ON |
| 52 | | | | | ON | ON | | ON |
| 53 | | | | | ON | ON | | ON |
| 54 | | | | | ON | ON | | ON |
| 55 | | | | | ON | ON | | ON |
| 56 | | | | | ON | ON | | ON |
| 57 | | | | | ON | ON | | ON |
| 58 | | | | | ON | ON | | ON |
| 59 | | | | | ON | ON | | ON |
| 60 | | | | | ON | ON | | ON |
| 61 | | | | | ON | ON | | ON |
| 62 | | | | | ON | ON | | ON |
| 63 | | | | | ON | ON | | ON |
| 64 | | | | | ON | ON | | ON |

## Parameters+ 1-64 [5.3]

| Det # | oc G | oc Y | oc R | Dlay 1 | Dlay 2 | Type | Src |
|---|---|---|---|---|---|---|---|
| 1 | | | | | | NORM | |
| 2 | | | | | | NORM | |
| 3 | | | | | | NORM | |
| 4 | | | | | | NORM | |
| 5 | | | | | | NORM | |
| 6 | | | | | | NORM | |
| 7 | | | | | | NORM | |
| 8 | | | | | | NORM | |
| 9 | | | | | | NORM | |
| 10 | | | | | | NORM | |
| 11 | | | | | | NORM | |
| 12 | | | | | | NORM | |
| 13 | | | | | | NORM | |
| 14 | | | | | | NORM | |
| 15 | | | | | | NORM | |
| 16 | | | | | | NORM | |
| 17 | | | | | | NORM | |
| 18 | | | | | | NORM | |
| 19 | | | | | | NORM | |
| 20 | | | | | | NORM | |
| 21 | | | | | | NORM | |
| 22 | | | | | | NORM | |
| 23 | | | | | | NORM | |
| 24 | | | | | | NORM | |
| 25 | | | | | | NORM | |
| 26 | | | | | | NORM | |
| 27 | | | | | | NORM | |
| 28 | | | | | | NORM | |
| 29 | | | | | | NORM | |
| 30 | | | | | | NORM | |
| 31 | | | | | | NORM | |
| 32 | | | | | | NORM | |

## Parameters+ 1-64 [5.3]

| Det # | occ Grn | occ Yell | occ Red | Dlay 1 | Dlay 2 | Type | Src |
|---|---|---|---|---|---|---|---|
| 33 | | | | | | NORM | |
| 34 | | | | | | NORM | |
| 35 | | | | | | NORM | |
| 36 | | | | | | NORM | |
| 37 | | | | | | NORM | |
| 38 | | | | | | NORM | |
| 39 | | | | | | NORM | |
| 40 | | | | | | NORM | |
| 41 | | | | | | NORM | |
| 42 | | | | | | NORM | |
| 43 | | | | | | NORM | |
| 44 | | | | | | NORM | |
| 45 | | | | | | NORM | |
| 46 | | | | | | NORM | |
| 47 | | | | | | NORM | |
| 48 | | | | | | NORM | |
| 49 | | | | | | NORM | |
| 50 | | | | | | NORM | |
| 51 | | | | | | NORM | |
| 52 | | | | | | NORM | |
| 53 | | | | | | NORM | |
| 54 | | | | | | NORM | |

| Det # | occ Grn | occ Yell | occ Red | Dlay 1 | Dlay 2 | Type | Src |
|---|---|---|---|---|---|---|---|
| 55 | | | | | | NORM | |
| 56 | | | | | | NORM | |
| 57 | | | | | | NORM | |
| 58 | | | | | | NORM | |
| 59 | | | | | | NORM | |
| 60 | | | | | | NORM | |
| 61 | | | | | | NORM | |
| 62 | | | | | | NORM | |
| 63 | | | | | | NORM | |
| 64 | | | | | | NORM | |

#### 78 (Transit) @ Wehrle Dr

## Ped Det Parms [5.4]

| Det # | Call Ø | No Act | Max Pres | Err Cnt |
|---|---|---|---|---|
| 1 | 2 | | 15 | |
| 2 | 4 | | 15 | |
| 3 | 6 | | 15 | |
| 4 | 8 | | 15 | |
| 5 | | | 15 | |
| 6 | | | 15 | |
| 7 | | | 15 | |
| 8 | | | 15 | |

## Unit Paramters [1.2.1]

| | |
|---|---|
| TS2 Det Faults | ON |

### Vol/Occ Report Parm [1.5.8]

| | |
|---|---|
| Vol/Occ Period Minutes | 0 |
| Vol/Occ Period Minutes | 15 |



Packet Pg. 492

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

15.2.a

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins,

Annual Schedule [4.3]

| | Month of Year | | | | | | | | | | | | Day of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | Plan |
| 1 | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | | ON | ON | ON | ON | ON | | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | 1 |
| 2 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | | | | | | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | 1 |
| 3 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 6 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 7 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 8 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 9 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 10 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 11 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 12 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 13 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 14 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 15 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 16 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 17 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 18 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 19 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 20 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 21 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 22 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 23 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 24 | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |

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Day Plans [4.4]

| | Day Plan 1 | | | | Day Plan 2 | | | | Day Plan 3 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Hour | Min | Act | | Hour | Min | Act | | Hour | Min | Act | |
| 1 | 7 | 0 | 1 | 9 | 0 | 0 | 0 | 1 | 9 | 0 | 2 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| 2 | 9 | 0 | 2 | 10 | 0 | 0 | 0 | 2 | 11 | 0 | 3 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| 3 | 15 | 0 | 3 | 11 | 0 | 0 | 0 | 3 | 14 | 0 | 2 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| 4 | 20 | 0 | 25 | 12 | 0 | 0 | 0 | 4 | 19 | 0 | 25 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |

| | Day Plan 4 | | | | Day Plan 5 | | | | Day Plan 6 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Hour | Min | Act | | Hour | Min | Act | | Hour | Min | Act | |
| 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |

| | Day Plan 7 | | | | Day Plan 8 | | | | Day Plan 9 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Hour | Min | Act | | Hour | Min | Act | | Hour | Min | Act | |
| 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |

| | Day Plan 10 | | | | Day Plan 11 | | | | Day Plan 12 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Hour | Min | Act | | Hour | Min | Act | | Hour | Min | Act | |
| 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |

| | Day Plan 13 | | | | Day Plan 14 | | | | Day Plan 15 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Hour | Min | Act | | Hour | Min | Act | | Hour | Min | Act | |
| 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |

Action Table [4.5]

| Act# | Pat# | A1 | A2 | A3 | S1 | S2 | S3 | S4 | S5 | S6 | S7 | S8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | | | | | | | | | | | |
| 2 | 2 | | | | | | | | | | | |
| 3 | 3 | | | | | | | | | | | |
| 4 | 4 | | | | | | | | | | | |
| 5 | 5 | | | | | | | | | | | |
| 6 | 6 | | | | | | | | | | | |
| 7 | 7 | | | | | | | | | | | |
| 8 | 8 | | | | | | | | | | | |
| 9 | 9 | | | | | | | | | | | |
| 10 | 10 | | | | | | | | | | | |
| 11 | 11 | | | | | | | | | | | |
| 12 | 12 | | | | | | | | | | | |
| 13 | 13 | | | | | | | | | | | |
| 14 | 14 | | | | | | | | | | | |
| 15 | 15 | | | | | | | | | | | |
| 16 | 16 | | | | | | | | | | | |
| 17 | 17 | | | | | | | | | | | |
| 18 | 18 | | | | | | | | | | | |
| 19 | 19 | | | | | | | | | | | |
| 20 | 20 | | | | | | | | | | | |
| 21 | 21 | | | | | | | | | | | |
| 22 | 22 | | | | | | | | | | | |
| 23 | 23 | | | | | | | | | | | |
| 24 | 24 | | | | | | | | | | | |
| 25 | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | |
| 31 | | | | | | | | | | | | |
| 32 | | | | | | | | | | | | |
| 33 | | | | | | | | | | | | |
| 34 | | | | | | | | | | | | |
| 35 | | | | | | | | | | | | |
| 36 | | | | | | | | | | | | |
| 37 | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | |
| 39 | | | | | | | | | | | | |
| 40 | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| 48 | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| 98 | | | | | | | | | | | | |
| 99 | | | | | | | | | | | | |
| 100 | 255 | | | | | | | | | | | |

Coord Alternate Tables - Pat+ [2.6]

| | | | | | | | | Overlap Off | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pat# | ØOpt | ØTime | DetG | Call Inh | CIC | CNA1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Dia | Max2 |
| 1 | | | | | | | | | | | | | | | DFT | |
| 2 | | | | | | | | | | | | | | | DFT | |
| 3 | | | | | | | | | | | | | | | DFT | |
| 4 | | | | | | | | | | | | | | | DFT | |
| 5 | | | | | | | | | | | | | | | DFT | |
| 6 | | | | | | | | | | | | | | | DFT | |
| 7 | | | | | | | | | | | | | | | DFT | |
| 8 | | | | | | | | | | | | | | | DFT | |
| 9 | | | | | | | | | | | | | | | DFT | |
| 10 | | | | | | | | | | | | | | | DFT | |
| 11 | | | | | | | | | | | | | | | DFT | |
| 12 | | | | | | | | | | | | | | | DFT | |
| 13 | | | | | | | | | | | | | | | DFT | |
| 14 | | | | | | | | | | | | | | | DFT | |
| 15 | | | | | | | | | | | | | | | DFT | |
| 16 | | | | | | | | | | | | | | | DFT | |
| 17 | | | | | | | | | | | | | | | DFT | |
| 18 | | | | | | | | | | | | | | | DFT | |
| 19 | | | | | | | | | | | | | | | DFT | |
| 20 | | | | | | | | | | | | | | | DFT | |
| 21 | | | | | | | | | | | | | | | DFT | |
| 22 | | | | | | | | | | | | | | | DFT | |
| 23 | | | | | | | | | | | | | | | DFT | |
| 24 | | | | | | | | | | | | | | | DFT | |
| 25 | | | | | | | | | | | | | | | DFT | |
| 26 | | | | | | | | | | | | | | | DFT | |
| 27 | | | | | | | | | | | | | | | DFT | |
| 28 | | | | | | | | | | | | | | | DFT | |
| 29 | | | | | | | | | | | | | | | DFT | |
| 30 | | | | | | | | | | | | | | | DFT | |
| 31 | | | | | | | | | | | | | | | DFT | |
| 32 | | | | | | | | | | | | | | | DFT | |
| 33 | | | | | | | | | | | | | | | DFT | |
| 34 | | | | | | | | | | | | | | | DFT | |
| 35 | | | | | | | | | | | | | | | DFT | |
| 36 | | | | | | | | | | | | | | | DFT | |
| 37 | | | | | | | | | | | | | | | DFT | |
| 38 | | | | | | | | | | | | | | | DFT | |
| 39 | | | | | | | | | | | | | | | DFT | |
| 40 | | | | | | | | | | | | | | | DFT | |
| 41 | | | | | | | | | | | | | | | DFT | |
| 42 | | | | | | | | | | | | | | | DFT | |
| 43 | | | | | | | | | | | | | | | DFT | |
| 44 | | | | | | | | | | | | | | | DFT | |
| 45 | | | | | | | | | | | | | | | DFT | |
| 46 | | | | | | | | | | | | | | | DFT | |
| 47 | | | | | | | | | | | | | | | DFT | |
| 48 | | | | | | | | | | | | | | | DFT | |

53143 78 (Transit) @ Wehrle Dr



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins,

engineering architecture

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins,

## town Apartments, Amherst, NY

umentation of Ambient Traffic Volume Growth

| dway | Segment starts at | Segment end at | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | Annual Growth |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| n St (NY5) | Klein/Roll Rds | North French Rd | | 24,519 | 23,262 | | | 22,536 | | 19,638 | | | -2.09% |
| ırle Dr (CR290) | Youngs Rd | Transit Rd | | | | 16,639 | | | 7,693 | | | 13,356 | -3.60% |
| | | | | | | | | | | | | **AVERAGE** | **-2.84%** |

Project: Uptown Apartments
Location: Town of Amherst, NY
Peak Hour: Weekday AM
Condition: Proposed Action

| Figure: | | 3a | 4a | 5 | | | | 6 | 7 |
|---|---|---|---|---|---|---|---|---|---|
| | | | # of Years | | | | | | |
| | | | 5 | | | | | | |
| Location Number | Intersection | 2025 Collected Volumes | No-Build Volumes 0.50% | Trip Generation and Distribution | | | | Total Site Trips | Full Build Volumes |
| | | | | Enter Dist. % | Exit Dist. % | Trips IN 30 | Trips OUT 96 | | |
| 1 | Wehrle Dr/ Garrison Rd/Lehn Springs Dr | | | | | | | | |
| | SR | 8 | 8 | | | | | 0 | 8 |
| | ST | 221 | 227 | | | | | 0 | 227 |
| | SL | 262 | 269 | 9% | | 3 | | 3 | 272 |
| | WR | 95 | 97 | | 9% | | 9 | 9 | 106 |
| | WT | 2 | 2 | | | | | 0 | 2 |
| | WL | 371 | 380 | | 20% | | 19 | 19 | 399 |
| | NR | 731 | 749 | 20% | | 6 | | 6 | 755 |
| | NT | 206 | 211 | | | | | 0 | 211 |
| | NL | 0 | 0 | | | | | 0 | 0 |
| | ER | 4 | 4 | | | | | 0 | 4 |
| | ET | 6 | 6 | | | | | 0 | 6 |
| | EL | 8 | 8 | | | | | 0 | 8 |
| 2 | Wehrle Dr/ College Pkwy | | | | | | | | |
| | SR | 8 | 8 | | | | | 0 | 8 |
| | ST | 0 | 0 | | | | | 0 | 0 |
| | SL | 3 | 3 | 1% | | 0 | | 0 | 3 |
| | WR | 50 | 51 | | 1% | | 1 | 1 | 52 |
| | WT | 424 | 435 | | 29% | | 28 | 28 | 463 |
| | WL | 73 | 75 | | 1% | | 1 | 1 | 76 |
| | NR | 14 | 14 | 1% | | 0 | | 0 | 14 |
| | NT | 0 | 0 | | | | | 0 | 0 |
| | NL | 7 | 7 | | | | | 0 | 7 |
| | ER | 241 | 247 | | | | | 0 | 247 |
| | ET | 656 | 673 | 29% | | 9 | | 9 | 682 |
| | EL | 102 | 105 | | | | | 0 | 105 |
| 3 | Wehrle Dr/ Youngs Rd | | | | | | | | |
| | SR | 179 | 184 | | | | | 0 | 184 |
| | ST | 248 | 254 | | | | | 0 | 254 |
| | SL | 141 | 145 | 5% | | 2 | | 2 | 147 |
| | SU | 1 | 1 | | | | | 0 | 1 |
| | WR | 25 | 26 | | 5% | | 5 | 5 | 31 |
| | WT | 394 | 404 | | 31% | | 30 | 30 | 434 |
| | WL | 106 | 109 | | 6% | | 6 | 6 | 115 |
| | NR | 159 | 163 | 6% | | 2 | | 2 | 165 |
| | NT | 215 | 220 | | | | | 0 | 220 |
| | NL | 37 | 38 | | | | | 0 | 38 |
| | ER | 41 | 42 | | | | | 0 | 42 |
| | ET | 388 | 398 | 31% | | 9 | | 9 | 407 |
| | EL | 169 | 173 | | | | | 0 | 173 |
| 4 | Wehrle Dr/ Spindrift Dr | | | | | | | | |
| | SR | 108 | 111 | | | | | 0 | 111 |
| | ST | 13 | 13 | | | | | 0 | 13 |
| | SL | 43 | 44 | | | | | 0 | 44 |
| | WR | 5 | 5 | | | | | 0 | 5 |
| | WT | 549 | 563 | | 42% | | 40 | 40 | 603 |
| | WL | 48 | 49 | | | | | 0 | 49 |
| | NR | 8 | 8 | | | | | 0 | 8 |
| | NT | 8 | 8 | | | | | 0 | 8 |
| | NL | 6 | 6 | | | | | 0 | 6 |
| | ER | 29 | 30 | | | | | 0 | 30 |
| | ET | 334 | 342 | 42% | | 13 | | 13 | 355 |
| | EL | 138 | 141 | | | | | 0 | 141 |
| 5 | Wehrle Dr/ Proposed Westerly Driveway | | | | | | | | |
| | SR | | | | 27% | | 26 | 26 | 26 |
| | ST | | | | | | | 0 | 0 |
| | SL | | | | 22% | | 21 | 21 | 21 |
| | WR | | | 22% | | 7 | | 7 | 7 |
| | WT | 602 | 617 | | 15% | | 14 | 14 | 631 |
| | WL | | | | | | | 0 | 0 |
| | NR | | | | | | | 0 | 0 |
| | NT | | | | | | | 0 | 0 |
| | NL | | | | | | | 0 | 0 |
| | ER | | | | | | | 0 | 0 |
| | ET | 385 | 395 | 15% | | 5 | | 5 | 400 |
| | EL | | | 27% | | 8 | | 8 | 8 |
| 6 | Wehrle Dr/ Proposed Easterly Driveway | | | | | | | | |
| | SR | | 0 | | 15% | | 14 | 14 | 14 |
| | ST | | 0 | | | | | 0 | 0 |
| | SL | | 0 | | 36% | | 35 | 35 | 35 |
| | WR | | 0 | 36% | | 11 | | 11 | 11 |
| | WT | 602 | 617 | 22% | | 7 | | 7 | 624 |
| | WL | | 0 | | | | | 0 | 0 |
| | NR | | 0 | | | | | 0 | 0 |
| | NT | | 0 | | | | | 0 | 0 |
| | NL | | 0 | | | | | 0 | 0 |
| | ER | | 0 | | | | | 0 | 0 |
| | ET | 385 | 395 | | 22% | | 21 | 21 | 416 |
| | EL | | 0 | 15% | | 5 | | 5 | 5 |

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Project: Uptown Apartments
Location: Town of Amherst, NY
Peak Hour: Weekday AM
Condition: Proposed Action

Figure:

| | | 3a | 4a | 5 | | | | 6 | 7 |
|---|---|---|---|---|---|---|---|---|---|
| | | | # of Years | | | | | | |
| | | | 5 | | | | | | |
| Location Number | Intersection | 2025 Collected Volumes | No-Build Volumes 0.50% | Trip Generation and Distribution | | | | Total Site Trips | Full Build Volumes |
| | | | | Enter Dist. % | Exit Dist. % | Trips IN 30 | Trips OUT 96 | | |
| 7 | Wehrle Dr/ George Karl Blvd | | | | | | | | |
| | SR | 18 | 18 | 1% | | 0 | | 0 | 18 |
| | ST | 0 | 0 | | | | | 0 | 0 |
| | SL | 17 | 17 | | | | | 0 | 17 |
| | WR | 52 | 53 | | | | | 0 | 53 |
| | WT | 769 | 788 | 57% | | 17 | | 17 | 805 |
| | WL | 23 | 24 | | | | | 0 | 24 |
| | NR | 17 | 17 | | | | | 0 | 17 |
| | NT | 0 | 0 | | | | | 0 | 0 |
| | NL | 8 | 8 | | | | | 0 | 8 |
| | ER | 10 | 10 | | | | | 0 | 10 |
| | ET | 332 | 340 | | 57% | | 55 | 55 | 395 |
| | EL | 60 | 62 | | 1% | | 1 | 1 | 63 |
| 8 | Wehrle Dr/ Transit Rd | | | | | | | | |
| | SR | 132 | 135 | 14% | | 4 | | 4 | 139 |
| | ST | 920 | 943 | | | | | 0 | 943 |
| | SL | 85 | 87 | | | | | 0 | 87 |
| | SU | 12 | 12 | | | | | 0 | 12 |
| | WR | 108 | 111 | | | | | 0 | 111 |
| | WT | 396 | 406 | 23% | | 7 | | 7 | 413 |
| | WL | 283 | 290 | | | | | 0 | 290 |
| | NR | 217 | 222 | | | | | 0 | 222 |
| | NT | 1000 | 1025 | | | | | 0 | 1025 |
| | NL | 337 | 346 | 20% | | 6 | | 6 | 352 |
| | NU | 3 | 3 | | | | | 0 | 3 |
| | ER | 137 | 140 | | 20% | | 19 | 19 | 159 |
| | ET | 162 | 166 | | 23% | | 22 | 22 | 188 |
| | EL | 78 | 80 | | 14% | | 13 | 13 | 93 |

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Project: Uptown Apartments
Location: Town of Amherst, NY
Peak Hour: Weekday PM
Condition: Proposed Action

Figure: 3b 4b 5 7

# of Years: 5

| Location Number | Intersection | 2025 Collected Volumes | No-Build Volumes 0.50% | Trip Generation and Distribution: Enter Dist. % | Exit Dist. % | Trips IN 103 | Trips OUT 60 | Total Site Trips | Full Build Volumes |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Wehrle Dr/ Garrison Rd/Lehn Springs Dr | | | | | | | | |
| | SR | 11 | 11 | | | | | 0 | 11 |
| | ST | 319 | 327 | | | | | 0 | 327 |
| | SL | 78 | 80 | 9% | | 9 | | 9 | 89 |
| | WR | 266 | 273 | | 9% | | 5 | 5 | 278 |
| | WT | 6 | 6 | | | | | 0 | 6 |
| | WL | 757 | 776 | | 20% | | 12 | 12 | 788 |
| | NR | 496 | 509 | 20% | | 21 | | 21 | 530 |
| | NT | 254 | 260 | | | | | 0 | 260 |
| | NL | 2 | 2 | | | | | 0 | 2 |
| | ER | 2 | 2 | | | | | 0 | 2 |
| | ET | 6 | 6 | | | | | 0 | 6 |
| | EL | 6 | 6 | | | | | 0 | 6 |
| 2 | Wehrle Dr/ College Pkwy | | | | | | | | |
| | SR | 111 | 114 | | | | | 0 | 114 |
| | ST | 0 | 0 | | | | | 0 | 0 |
| | SL | 58 | 59 | 1% | | 1 | | 1 | 60 |
| | WR | 3 | 3 | | 1% | | 1 | 1 | 4 |
| | WT | 794 | 814 | | 29% | | 17 | 17 | 831 |
| | WL | 2 | 2 | | 1% | | 1 | 1 | 3 |
| | NR | 42 | 43 | 1% | | 1 | | 1 | 44 |
| | NT | 0 | 0 | | | | | 0 | 0 |
| | NL | 142 | 146 | | | | | 0 | 146 |
| | ER | 12 | 12 | | | | | 0 | 12 |
| | ET | 537 | 551 | 29% | | 30 | | 30 | 581 |
| | EL | 6 | 6 | | | | | 0 | 6 |
| 3 | Wehrle Dr/ Youngs Rd | | | | | | | | |
| | SR | 175 | 179 | | | | | 0 | 179 |
| | ST | 242 | 248 | | | | | 0 | 248 |
| | SL | 176 | 180 | 5% | | 5 | | 5 | 185 |
| | WR | 30 | 31 | | 5% | | 3 | 3 | 34 |
| | WT | 520 | 533 | | 31% | | 19 | 19 | 552 |
| | WL | 141 | 145 | | 6% | | 4 | 4 | 149 |
| | NR | 172 | 176 | 6% | | 6 | | 6 | 182 |
| | NT | 255 | 261 | | | | | 0 | 261 |
| | NL | 68 | 70 | | | | | 0 | 70 |
| | ER | 59 | 60 | | | | | 0 | 60 |
| | ET | 461 | 473 | 31% | | 32 | | 32 | 505 |
| | EL | 166 | 170 | | | | | 0 | 170 |
| 4 | Wehrle Dr/ Spindrift Dr | | | | | | | | |
| | SR | 176 | 180 | | | | | 0 | 180 |
| | ST | 5 | 5 | | | | | 0 | 5 |
| | SL | 137 | 140 | | | | | 0 | 140 |
| | WR | 1 | 1 | | | | | 0 | 1 |
| | WT | 537 | 551 | | 42% | | 25 | 25 | 576 |
| | WL | 18 | 18 | | | | | 0 | 18 |
| | NR | 68 | 70 | | | | | 0 | 70 |
| | NT | 16 | 16 | | | | | 0 | 16 |
| | NL | 22 | 23 | | | | | 0 | 23 |
| | ER | 5 | 5 | | | | | 0 | 5 |
| | ET | 593 | 608 | 42% | | 43 | | 43 | 651 |
| | EL | 139 | 143 | | | | | 0 | 143 |
| 5 | Wehrle Dr/ Proposed Westerly Driveway | | | | | | | | |
| | SR | | | | 27% | | 16 | 16 | 16 |
| | ST | | | | | | | 0 | 0 |
| | SL | | | | 22% | | 13 | 13 | 13 |
| | WR | | | 22% | | 23 | | 23 | 23 |
| | WT | 556 | 570 | | 15% | | 9 | 9 | 579 |
| | WL | | | | | | | 0 | 0 |
| | NR | | | | | | | 0 | 0 |
| | NT | | | | | | | 0 | 0 |
| | NL | | | | | | | 0 | 0 |
| | ER | | | | | | | 0 | 0 |
| | ET | 798 | 818 | 15% | | 15 | | 15 | 833 |
| | EL | | | 27% | | 28 | | 28 | 28 |
| 6 | Wehrle Dr/ Proposed Easterly Driveway | | | | | | | | |
| | SR | | 0 | | 15% | | 9 | 9 | 9 |
| | ST | | 0 | | | | | 0 | 0 |
| | SL | | 0 | | 36% | | 22 | 22 | 22 |
| | WR | | 0 | 36% | | 37 | | 37 | 37 |
| | WT | 556 | 570 | 22% | | 23 | | 23 | 593 |
| | WL | | 0 | | | | | 0 | 0 |
| | NR | | 0 | | | | | 0 | 0 |
| | NT | | 0 | | | | | 0 | 0 |
| | NL | | 0 | | | | | 0 | 0 |
| | ER | | 0 | | | | | 0 | 0 |
| | ET | 798 | 818 | | 22% | | 13 | 13 | 831 |
| | EL | | 0 | 15% | | 15 | | 15 | 15 |

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Project: Uptown Apartments
Location: Town of Amherst, NY
Peak Hour: Weekday PM
Condition: Proposed Action

Figure: 3b 4b 5 7

# of Years: 5

| Location Number | Intersection | 2025 Collected Volumes | No-Build Volumes 0.50% | Trip Generation and Distribution | | | | Total Site Trips | Full Build Volumes |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Enter Dist. % | Exit Dist. % | Trips IN 103 | Trips OUT 60 | | |
| 7 | Wehrle Dr/ George Karl Blvd | | | | | | | | |
| | SR | 31 | 32 | 1% | | 1 | | 1 | 33 |
| | ST | 0 | 0 | | | | | 0 | 0 |
| | SL | 41 | 42 | | | | | 0 | 42 |
| | WR | 2 | 2 | | | | | 0 | 2 |
| | WT | 544 | 558 | 57% | | 59 | | 59 | 617 |
| | WL | 7 | 7 | | | | | 0 | 7 |
| | NR | 13 | 13 | | | | | 0 | 13 |
| | NT | 0 | 0 | | | | | 0 | 0 |
| | NL | 11 | 11 | | | | | 0 | 11 |
| | ER | 5 | 5 | | | | | 0 | 5 |
| | ET | 887 | 909 | | 57% | | 34 | 34 | 943 |
| | EL | 10 | 10 | | 1% | | 1 | 1 | 11 |
| 8 | Wehrle Dr/ Transit Rd | | | | | | | | |
| | SR | 150 | 154 | 14% | | 14 | | 14 | 168 |
| | ST | 1320 | 1353 | | | | | 0 | 1353 |
| | SL | 198 | 203 | | | | | 0 | 203 |
| | SU | 12 | 12 | | | | | 0 | 12 |
| | WR | 196 | 201 | | | | | 0 | 201 |
| | WT | 241 | 247 | 23% | | 24 | | 24 | 271 |
| | WL | 308 | 316 | | | | | 0 | 316 |
| | NR | 282 | 289 | | | | | 0 | 289 |
| | NT | 1170 | 1200 | | | | | 0 | 1200 |
| | NL | 162 | 166 | 20% | | 21 | | 21 | 187 |
| | NU | 7 | 7 | | | | | 0 | 7 |
| | ER | 390 | 400 | | 20% | | 12 | 12 | 412 |
| | ET | 372 | 381 | | 23% | | 14 | 14 | 395 |
| | EL | 204 | 209 | | 14% | | 8 | 8 | 217 |

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

## PROJECT DETAILS

| | | | |
|---|---|---|---|
| Project Name: | Uptown Apartments | Type of Project: | |
| Project No: | | City: | |
| Country: | | Built-up Area(Sq.ft): | |
| Analyst Name: | Amy Dake | Clients Name: | |
| Date: | 3/4/2025 | ZIP/Postal Code: | |
| State/Province: | | No. of Scenarios: | 2 |
| Analysis Region: | | | |

## SCENARIO SUMMARY

| Scenarios | Name | No. of Land Uses | Phases of Development | No. of Years to Project Traffic | User Group | Estimated New Vehicle Trips | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Entry | Exit | Total |
| Scenario - 1 | AM Peak | 1 | 1 | 0 | | 30 | 96 | 126 |
| Scenario - 1 | PM Peak | 1 | 1 | 0 | | 103 | 60 | 163 |



Packet Pg. 500
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)
15.2.a

## Scenario - 1

Scenario Name: AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

## VEHICLE TRIPS BEFORE REDUCTION

| Land Use & Data Source | Location | IV | Size | Time Period | Method | Entry | Exit | Total |
|---|---|---|---|---|---|---|---|---|
| | | | | | Rate/Equation | Split% | Split% | |
| 220 - Multifamily Housing (Low-Rise) - Not Close | General Urban/Suburban | Dwelling Units | 332 | Weekday, Peak Hour of Adjacent Street Traffic, | Best Fit (LIN) | 30 | 96 | 126 |
| Data Source: Trip Generation Manual, 11th Ed | | | | | T = 0.31(X) + 22.85 | 24% | 76% | |

## VEHICLE TO PERSON TRIP CONVERSION

**BASELINE SITE VEHICLE CHARACTERISTICS:**

| Land Use | Baseline Site Vehicle Mode Share | | Baseline Site Vehicle Occupancy | | Baseline Site Vehicle Directional Split | |
|---|---|---|---|---|---|---|
| | Entry (%) | Exit (%) | Entry | Exit | Entry (%) | Exit (%) |
| 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit | 100 | 100 | 1 | 1 | 24 | 76 |

**ESTIMATED BASELINE SITE PERSON TRIPS:**

| Land Use | Baseline Site Vehicle Mode Share | | Baseline Site Vehicle Occupancy | | Baseline Site Vehicle Directional Split | |
|---|---|---|---|---|---|---|
| | Entry (%) | Exit (%) | Entry | Exit | Entry (%) | Exit (%) |
| 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit | 30 | 96 | 0 | 0 | 30 | 96 |
| | 126 | | 0 | | 126 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

## Scenario - 2

Scenario Name: PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

## VEHICLE TRIPS BEFORE REDUCTION

| Land Use & Data Source | Location | IV | Size | Time Period | Method | Entry | Exit | Total |
|---|---|---|---|---|---|---|---|---|
| | | | | | Rate/Equation | Split% | Split% | |
| 220 - Multifamily Housing (Low-Rise) - Not | General | Dwelling Units | 332 | Weekday, Peak Hour of | Best Fit (LIN) | 103 | 60 | 163 |
| Data Source: Trip Generation Manual, 11th Ed | Urban/Suburban | | | Adjacent Street Traffic, | T = 0.43(X) + 20.55 | 63% | 37% | |

## VEHICLE TO PERSON TRIP CONVERSION

**BASELINE SITE VEHICLE CHARACTERISTICS:**

| Land Use | Baseline Site Vehicle Mode Share | | Baseline Site Vehicle Occupancy | | Baseline Site Vehicle Directional Split | |
|---|---|---|---|---|---|---|
| | Entry (%) | Exit (%) | Entry | Exit | Entry (%) | Exit (%) |
| 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit | 100 | 100 | 1 | 1 | 63 | 37 |

**ESTIMATED BASELINE SITE PERSON TRIPS:**

| Land Use | Baseline Site Vehicle Mode Share | | Baseline Site Vehicle Occupancy | | Baseline Site Vehicle Directional Split | |
|---|---|---|---|---|---|---|
| | Entry (%) | Exit (%) | Entry | Exit | Entry (%) | Exit (%) |
| 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit | 103 | 60 | 0 | 0 | 103 | 60 |
| | 163 | | 0 | | 163 | |



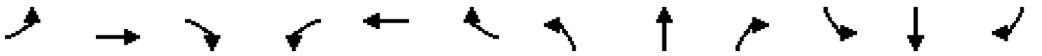
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# APPENDIX C: LOS CALCULATIONS – EXISTING CONDITIONS

Lanes, Volumes, Timings
1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Uptown Apartments
2025 Existing AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 8 | 6 | 4 | 371 | 2 | 95 | 0 | 206 | 731 | 262 | 221 | 8 |
| Future Volume (vph) | 8 | 6 | 4 | 371 | 2 | 95 | 0 | 206 | 731 | 262 | 221 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 365 | | 0 | 85 | | 275 | 225 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.970 | | | 0.853 | | | | 0.850 | | 0.995 | |
| Flt Protected | | 0.978 | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1706 | 0 | 1736 | 1545 | 0 | 1900 | 1845 | 1583 | 1787 | 1837 | 0 |
| Flt Permitted | | | | 0.667 | | | | | | 0.437 | | |
| Satd. Flow (perm) | 0 | 1744 | 0 | 1219 | 1545 | 0 | 1900 | 1845 | 1583 | 822 | 1837 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 96 | | | | 738 | | 2 | |
| Link Speed (mph) | | 30 | | | 35 | | | 35 | | | 30 | |
| Link Distance (ft) | | 393 | | | 870 | | | 613 | | | 563 | |
| Travel Time (s) | | 8.9 | | | 16.9 | | | 11.9 | | | 12.8 | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Heavy Vehicles (%) | 0% | 17% | 0% | 4% | 0% | 5% | 0% | 3% | 2% | 1% | 3% | 0% |
| Adj. Flow (vph) | 8 | 6 | 4 | 375 | 2 | 96 | 0 | 208 | 738 | 265 | 223 | 8 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 18 | 0 | 375 | 98 | 0 | 0 | 208 | 738 | 265 | 231 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| Detector Template | Left | | | | | | | | | | | |
| Leading Detector (ft) | 20 | 49 | | 49 | 49 | | 49 | 49 | 49 | 49 | 49 | |
| Trailing Detector (ft) | 0 | -1 | | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | |
| Detector 1 Position(ft) | 0 | -1 | | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 29 | | 29 | 29 | | 29 | 29 | 29 | 29 | 29 | |
| Detector 2 Size(ft) | | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | |
| Detector 2 Type | | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | | 1 | 6 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

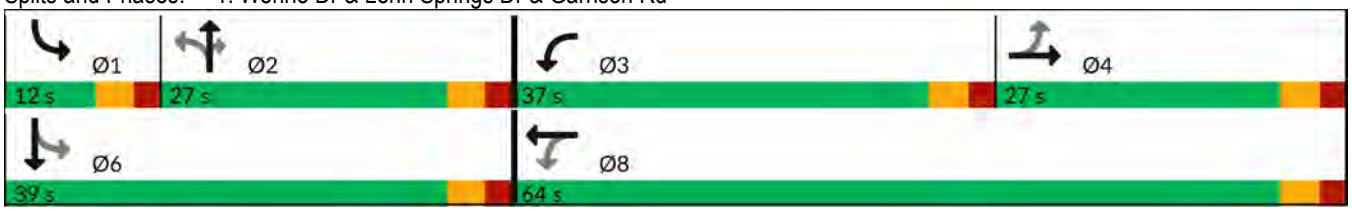
Lanes, Volumes, Timings
1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Uptown Apartments
2025 Existing AM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 2 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 9.0 | | 8.0 | 9.0 | | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | |
| Total Split (s) | 27.0 | 27.0 | | 37.0 | 64.0 | | 27.0 | 27.0 | 27.0 | 12.0 | 39.0 | |
| Total Split (%) | 26.2% | 26.2% | | 35.9% | 62.1% | | 26.2% | 26.2% | 26.2% | 11.7% | 37.9% | |
| Maximum Green (s) | 22.0 | 22.0 | | 32.0 | 59.0 | | 22.0 | 22.0 | 22.0 | 7.0 | 34.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | Yes | Yes | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | None | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | | 15.0 | | 15.0 | 15.0 | 15.0 | | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | 0 | 0 | 0 | | 0 | |
| Act Effct Green (s) | | 6.4 | | 17.6 | 17.6 | | | 13.8 | 13.8 | 26.6 | 26.6 | |
| Actuated g/C Ratio | | 0.12 | | 0.32 | 0.32 | | | 0.25 | 0.25 | 0.49 | 0.49 | |
| v/c Ratio | | 0.08 | | 0.69 | 0.17 | | | 0.44 | 0.77 | 0.50 | 0.25 | |
| Control Delay (s/veh) | | 26.0 | | 23.2 | 4.3 | | | 22.2 | 8.6 | 14.8 | 11.1 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 26.0 | | 23.2 | 4.3 | | | 22.2 | 8.6 | 14.8 | 11.1 | |
| LOS | | C | | C | A | | | C | A | B | B | |
| Approach Delay (s/veh) | | 26.0 | | | 19.3 | | | 11.7 | | | 13.1 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 103 | | | |
| Actuated Cycle Length: 54.8 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.78 | | | |
| Intersection Signal Delay (s/veh): 14.0 | | Intersection LOS: B | |
| Intersection Capacity Utilization 75.6% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

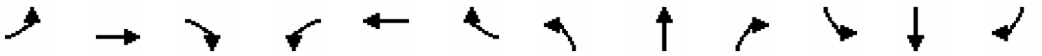





Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
2: College Pkwy & Wehrle Dr

Uptown Apartments
2025 Existing AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 102 | 656 | 241 | 73 | 424 | 50 | 7 | 0 | 14 | 3 | 0 | 8 |
| Future Volume (vph) | 102 | 656 | 241 | 73 | 424 | 50 | 7 | 0 | 14 | 3 | 0 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 230 | 210 | | 0 | 0 | | 0 | 135 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.960 | | | 0.984 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.950 | | | 0.950 | |
| Satd. Flow (prot) | 1805 | 3416 | 0 | 1805 | 3416 | 0 | 0 | 1805 | 1615 | 0 | 1805 | 1429 |
| Flt Permitted | 0.462 | | | 0.262 | | | | | | | | |
| Satd. Flow (perm) | 878 | 3416 | 0 | 498 | 3416 | 0 | 0 | 1900 | 1615 | 0 | 1900 | 1429 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 85 | | | 20 | | | | 116 | | | 116 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 362 | | | 932 | | | 421 | | | 370 | |
| Travel Time (s) | | 5.5 | | | 14.1 | | | 9.6 | | | 8.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 2% | 0% | 0% | 4% | 4% | 0% | 0% | 0% | 0% | 0% | 13% |
| Adj. Flow (vph) | 111 | 713 | 262 | 79 | 461 | 54 | 8 | 0 | 15 | 3 | 0 | 9 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 111 | 975 | 0 | 79 | 515 | 0 | 0 | 8 | 15 | 0 | 3 | 9 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 1 | 2 | 2 | 1 | 2 | 2 |
| Detector Template | | | | | | | Left | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 20 | 49 | 49 | 20 | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | -1 | 0 | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | -1 | 0 | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | | 29 | 29 | | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | | 20 | 20 | | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | 8 | 4 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 10.0 | | 8.0 | 10.0 | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Total Split (s) | 9.0 | 28.0 | | 9.0 | 28.0 | | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 |
| Total Split (%) | 13.6% | 42.4% | | 13.6% | 42.4% | | 43.9% | 43.9% | 43.9% | 43.9% | 43.9% | 43.9% |
| Maximum Green (s) | 5.0 | 22.0 | | 5.0 | 22.0 | | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 |
| Yellow Time (s) | 3.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 2.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 6.0 | | 4.0 | 6.0 | | | 6.0 | 6.0 | | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | | None | None | None | None | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | 20.4 | 19.7 | | 20.4 | 19.7 | | | 6.8 | 6.8 | | 6.7 | 6.7 |
| Actuated g/C Ratio | 0.71 | 0.69 | | 0.71 | 0.69 | | | 0.24 | 0.24 | | 0.23 | 0.23 |
| v/c Ratio | 0.13 | 0.40 | | 0.12 | 0.21 | | | 0.01 | 0.03 | | 0.00 | 0.02 |
| Control Delay (s/veh) | 2.0 | 5.7 | | 2.1 | 5.0 | | | 15.1 | 0.1 | | 15.3 | 0.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay (s/veh) | 2.0 | 5.7 | | 2.1 | 5.0 | | | 15.1 | 0.1 | | 15.3 | 0.1 |
| LOS | A | A | | A | A | | | B | A | | B | A |
| Approach Delay (s/veh) | | 5.4 | | | 4.6 | | | 5.4 | | | 3.9 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 66 | | | |
| Actuated Cycle Length: 28.6 | | | |
| Natural Cycle: 40 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.41 | | | |
| Intersection Signal Delay (s/veh): 5.1 | | Intersection LOS: A | |
| Intersection Capacity Utilization 49.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: College Pkwy & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
3: Youngs Rd & Wehrle Dr

Uptown Apartments
2025 Existing AM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 169 | 388 | 41 | 106 | 394 | 25 | 37 | 215 | 159 | 1 | 141 | 248 |
| Future Volume (vph) | 169 | 388 | 41 | 106 | 394 | 25 | 37 | 215 | 159 | 1 | 141 | 248 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 310 | | 0 | 475 | | 475 | 245 | | 200 | | 405 | |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | | 1 | |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.986 | | | | 0.850 | | 0.936 | | | | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1736 | 3480 | 0 | 1719 | 3539 | 1615 | 1626 | 3262 | 0 | 0 | 1736 | 1863 |
| Flt Permitted | 0.492 | | | 0.456 | | | 0.601 | | | | 0.425 | |
| Satd. Flow (perm) | 899 | 3480 | 0 | 825 | 3539 | 1615 | 1029 | 3262 | 0 | 0 | 777 | 1863 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | |
| Satd. Flow (RTOR) | | 15 | | | | 95 | | 164 | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 35 | | | | 35 |
| Link Distance (ft) | | 932 | | | 2674 | | | 517 | | | | 767 |
| Travel Time (s) | | 14.1 | | | 40.5 | | | 10.1 | | | | 14.9 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 2% | 5% | 5% | 2% | 0% | 11% | 4% | 3% | 0% | 4% | 2% |
| Adj. Flow (vph) | 174 | 400 | 42 | 109 | 406 | 26 | 38 | 222 | 164 | 1 | 145 | 256 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 174 | 442 | 0 | 109 | 406 | 26 | 38 | 386 | 0 | 0 | 146 | 256 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | R NA | Left | Left |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | | 12 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 9 | 15 | |
| Number of Detectors | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | 1 | 2 | 2 |
| Detector Template | | | | | | | | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | 49 | 49 | 49 | | 20 | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | | 0 | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | | 0 | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | 29 | 29 | 29 | | | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | | | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | | custom | pm+pt | NA |
| Protected Phases | 5 | 2 | | 1 | 6 | 7! | 3 | 8 | | | 7 | 4 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (vph) | 179 |
| Future Volume (vph) | 179 |
| Ideal Flow (vphpl) | 1900 |
| Storage Length (ft) | 0 |
| Storage Lanes | 1 |
| Taper Length (ft) | |
| Lane Util. Factor | 1.00 |
| Frt | 0.850 |
| Flt Protected | |
| Satd. Flow (prot) | 1599 |
| Flt Permitted | |
| Satd. Flow (perm) | 1599 |
| Right Turn on Red | Yes |
| Satd. Flow (RTOR) | 185 |
| Link Speed (mph) | |
| Link Distance (ft) | |
| Travel Time (s) | |
| Peak Hour Factor | 0.97 |
| Heavy Vehicles (%) | 1% |
| Adj. Flow (vph) | 185 |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | 185 |
| Enter Blocked Intersection | No |
| Lane Alignment | Right |
| Median Width(ft) | |
| Link Offset(ft) | |
| Crosswalk Width(ft) | |
| Two way Left Turn Lane | |
| Headway Factor | 1.00 |
| Turning Speed (mph) | 9 |
| Number of Detectors | 2 |
| Detector Template | |
| Leading Detector (ft) | 49 |
| Trailing Detector (ft) | -1 |
| Detector 1 Position(ft) | -1 |
| Detector 1 Size(ft) | 20 |
| Detector 1 Type | Cl+Ex |
| Detector 1 Channel | |
| Detector 1 Extend (s) | 0.0 |
| Detector 1 Queue (s) | 0.0 |
| Detector 1 Delay (s) | 0.0 |
| Detector 2 Position(ft) | 29 |
| Detector 2 Size(ft) | 20 |
| Detector 2 Type | Cl+Ex |
| Detector 2 Channel | |
| Detector 2 Extend (s) | 0.0 |
| Turn Type | pm+ov |
| Protected Phases | 5 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 7! | 4 | |
| Detector Phase | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 7 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 9.0 | | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | | 9.0 | 9.0 | 9.0 |
| Total Split (s) | 8.5 | 27.0 | | 10.0 | 28.5 | 11.0 | 11.0 | 27.0 | | 11.0 | 11.0 | 27.0 |
| Total Split (%) | 11.3% | 36.0% | | 13.3% | 38.0% | 14.7% | 14.7% | 36.0% | | 14.7% | 14.7% | 36.0% |
| Maximum Green (s) | 4.0 | 22.0 | | 5.0 | 23.5 | 6.0 | 6.0 | 22.0 | | 6.0 | 6.0 | 22.0 |
| Yellow Time (s) | 3.5 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | | Lead | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | None | None | None | | None | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | | 7.0 |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | | 15.0 | | | | 15.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | | 0 |
| Act Effct Green (s) | 18.5 | 15.0 | | 18.8 | 13.5 | 25.1 | 15.9 | 11.5 | | | 18.0 | 16.0 |
| Actuated g/C Ratio | 0.35 | 0.28 | | 0.36 | 0.26 | 0.48 | 0.30 | 0.22 | | | 0.34 | 0.30 |
| v/c Ratio | 0.45 | 0.44 | | 0.28 | 0.44 | 0.03 | 0.10 | 0.46 | | | 0.38 | 0.45 |
| Control Delay (s/veh) | 17.5 | 19.5 | | 13.7 | 19.4 | 0.0 | 11.1 | 12.7 | | | 14.3 | 19.6 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay (s/veh) | 17.5 | 19.5 | | 13.7 | 19.4 | 0.0 | 11.1 | 12.7 | | | 14.3 | 19.6 |
| LOS | B | B | | B | B | A | B | B | | | B | B |
| Approach Delay (s/veh) | | 19.0 | | | 17.4 | | | 12.6 | | | | 13.1 |
| Approach LOS | | B | | | B | | | B | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 75 | | | |
| Actuated Cycle Length: 52.7 | | | |
| Natural Cycle: 50 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.46 | | | |
| Intersection Signal Delay (s/veh): 15.7 | | Intersection LOS: B | |
| Intersection Capacity Utilization 55.4% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |
| ! Phase conflict between lane groups. | | | |

Splits and Phases: 3: Youngs Rd & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBR |
|---|---|
| Permitted Phases | 4 |
| Detector Phase | 5 |
| Switch Phase | |
| Minimum Initial (s) | 4.0 |
| Minimum Split (s) | 8.5 |
| Total Split (s) | 8.5 |
| Total Split (%) | 11.3% |
| Maximum Green (s) | 4.0 |
| Yellow Time (s) | 3.5 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | 0.0 |
| Total Lost Time (s) | 4.5 |
| Lead/Lag | Lead |
| Lead-Lag Optimize? | Yes |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | 25.5 |
| Actuated g/C Ratio | 0.48 |
| v/c Ratio | 0.21 |
| Control Delay (s/veh) | 3.0 |
| Queue Delay | 0.0 |
| Total Delay (s/veh) | 3.0 |
| LOS | A |
| Approach Delay (s/veh) | |
| Approach LOS | |

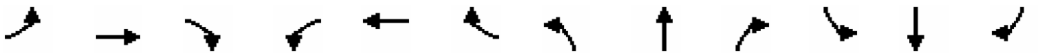
| Intersection Summary |
|---|



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
4: Earhart Dr/Spindrift Dr & Wehrle Dr

Uptown Apartments
2025 Existing AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 138 | 334 | 29 | 48 | 549 | 5 | 6 | 8 | 8 | 43 | 13 | 108 |
| Future Volume (vph) | 138 | 334 | 29 | 48 | 549 | 5 | 6 | 8 | 8 | 43 | 13 | 108 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 230 | | 0 | 175 | | 0 | 155 | | 0 | 230 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.988 | | | 0.999 | | | 0.925 | | | 0.866 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1719 | 3432 | 0 | 1805 | 3502 | 0 | 1805 | 1477 | 0 | 1656 | 1536 | 0 |
| Flt Permitted | 0.364 | | | 0.525 | | | 0.800 | | | 0.800 | | |
| Satd. Flow (perm) | 659 | 3432 | 0 | 998 | 3502 | 0 | 1520 | 1477 | 0 | 1394 | 1536 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 16 | | | 1 | | | 8 | | | 114 | |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 2674 | | | 2699 | | | 660 | | | 533 | |
| Travel Time (s) | | 40.5 | | | 40.9 | | | 15.0 | | | 12.1 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 5% | 4% | 3% | 0% | 3% | 0% | 0% | 0% | 38% | 9% | 0% | 8% |
| Adj. Flow (vph) | 145 | 352 | 31 | 51 | 578 | 5 | 6 | 8 | 8 | 45 | 14 | 114 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 145 | 383 | 0 | 51 | 583 | 0 | 6 | 16 | 0 | 45 | 128 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 2 | 2 | | 2 | 2 | |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 49 | 49 | | 49 | 49 | |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | -1 | -1 | | -1 | -1 | |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | -1 | -1 | | -1 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | 29 | 29 | | 29 | 29 | |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 9.0 | | 8.5 | 9.0 | | 9.0 | 9.0 | | 9.0 | 9.0 | |
| Total Split (s) | 9.0 | 28.5 | | 8.5 | 28.0 | | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Split (%) | 13.8% | 43.8% | | 13.1% | 43.1% | | 43.1% | 43.1% | | 43.1% | 43.1% | |
| Maximum Green (s) | 4.0 | 23.5 | | 4.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | |
| Yellow Time (s) | 3.5 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.5 | 2.0 | | 1.5 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 4.5 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 16.0 | 16.1 | | 14.3 | 12.9 | | 8.7 | 8.7 | | 8.7 | 8.7 | |
| Actuated g/C Ratio | 0.48 | 0.48 | | 0.43 | 0.39 | | 0.26 | 0.26 | | 0.26 | 0.26 | |
| v/c Ratio | 0.29 | 0.23 | | 0.09 | 0.42 | | 0.01 | 0.04 | | 0.12 | 0.26 | |
| Control Delay (s/veh) | 6.3 | 7.4 | | 4.6 | 11.0 | | 13.6 | 11.1 | | 14.9 | 6.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 6.3 | 7.4 | | 4.6 | 11.0 | | 13.6 | 11.1 | | 14.9 | 6.5 | |
| LOS | A | A | | A | B | | B | B | | B | A | |
| Approach Delay (s/veh) | | 7.1 | | | 10.6 | | | 11.8 | | | 8.7 | |
| Approach LOS | | A | | | B | | | B | | | A | |

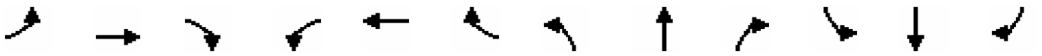
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 33.3 | | | |
| Natural Cycle: 40 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.43 | | | |
| Intersection Signal Delay (s/veh): 9.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 44.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Earhart Dr/Spindrift Dr & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
7: NAPA Dwy/George Karl Blvd & Wehrle Dr

Uptown Apartments
2025 Existing AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 332 | 10 | 23 | 769 | 52 | 8 | 0 | 17 | 17 | 0 | 18 |
| Future Volume (vph) | 60 | 332 | 10 | 23 | 769 | 52 | 8 | 0 | 17 | 17 | 0 | 18 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 0 | 175 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.996 | | | 0.991 | | | 0.908 | | | 0.931 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.984 | | | 0.976 | |
| Satd. Flow (prot) | 1752 | 3307 | 0 | 1736 | 3480 | 0 | 0 | 1698 | 0 | 0 | 1726 | 0 |
| Flt Permitted | 0.309 | | | 0.542 | | | | | | | | |
| Satd. Flow (perm) | 570 | 3307 | 0 | 990 | 3480 | 0 | 0 | 1725 | 0 | 0 | 1769 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 10 | | | 108 | | | 108 | |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 2699 | | | 2030 | | | 176 | | | 384 | |
| Travel Time (s) | | 40.9 | | | 30.8 | | | 4.0 | | | 8.7 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 3% | 9% | 0% | 4% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 61 | 339 | 10 | 23 | 785 | 53 | 8 | 0 | 17 | 17 | 0 | 18 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 61 | 349 | 0 | 23 | 838 | 0 | 0 | 25 | 0 | 0 | 35 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | | | | | | | Left | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 20 | 49 | | 20 | 49 | |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | | 0 | -1 | |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | | 0 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | | 29 | | | 29 | |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | | 20 | | | 20 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 10.0 | | 8.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 19.0 | 26.0 | | 19.0 | 26.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (%) | 26.8% | 36.6% | | 26.8% | 36.6% | | 36.6% | 36.6% | | 36.6% | 36.6% | |
| Maximum Green (s) | 15.0 | 20.0 | | 15.0 | 20.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Yellow Time (s) | 3.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 2.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 4.0 | 6.0 | | 4.0 | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.5 | 3.0 | | 3.5 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 21.4 | 24.3 | | 20.3 | 22.7 | | | 7.4 | | | 7.4 | |
| Actuated g/C Ratio | 0.72 | 0.82 | | 0.68 | 0.76 | | | 0.25 | | | 0.25 | |
| v/c Ratio | 0.07 | 0.12 | | 0.02 | 0.31 | | | 0.04 | | | 0.06 | |
| Control Delay (s/veh) | 2.2 | 4.0 | | 2.4 | 6.8 | | | 0.1 | | | 0.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 2.2 | 4.0 | | 2.4 | 6.8 | | | 0.1 | | | 0.2 | |
| LOS | A | A | | A | A | | | A | | | A | |
| Approach Delay (s/veh) | | 3.8 | | | 6.7 | | | 0.2 | | | 0.2 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 71 | | | |
| Actuated Cycle Length: 29.8 | | | |
| Natural Cycle: 40 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.32 | | | |
| Intersection Signal Delay (s/veh): 5.5 | | Intersection LOS: A | |
| Intersection Capacity Utilization 42.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: NAPA Dwy/George Karl Blvd & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
8: Transit Rd & Wehrle Dr

Uptown Apartments
2025 Existing AM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 78 | 162 | 137 | 283 | 396 | 108 | 3 | 337 | 1000 | 217 | 12 | 85 |
| Future Volume (vph) | 78 | 162 | 137 | 283 | 396 | 108 | 3 | 337 | 1000 | 217 | 12 | 85 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 450 | | 510 | 600 | | 600 | | 560 | | 550 | | 525 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | | 2 | | 1 | | 2 |
| Taper Length (ft) | 25 | | | 25 | | | | 25 | | | | 25 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.91 | 0.97 | 0.91 | 1.00 | 0.91 | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | | | 0.850 | | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.950 | | | | 0.950 |
| Satd. Flow (prot) | 3242 | 3374 | 1468 | 3099 | 3505 | 1495 | 0 | 3368 | 4893 | 1442 | 0 | 3441 |
| Flt Permitted | 0.514 | | | 0.489 | | | | 0.169 | | | | 0.225 |
| Satd. Flow (perm) | 1754 | 3374 | 1468 | 1595 | 3505 | 1495 | 0 | 599 | 4893 | 1442 | 0 | 815 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | |
| Satd. Flow (RTOR) | | | 140 | | | 133 | | | | 221 | | |
| Link Speed (mph) | | 45 | | | 45 | | | | 45 | | | |
| Link Distance (ft) | | 2030 | | | 1089 | | | | 988 | | | |
| Travel Time (s) | | 30.8 | | | 16.5 | | | | 15.0 | | | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 8% | 7% | 10% | 13% | 3% | 8% | 0% | 4% | 6% | 12% | 0% | 2% |
| Adj. Flow (vph) | 80 | 165 | 140 | 289 | 404 | 110 | 3 | 344 | 1020 | 221 | 12 | 87 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 80 | 165 | 140 | 289 | 404 | 110 | 0 | 347 | 1020 | 221 | 0 | 99 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | R NA | Left | Left | Right | R NA | Left |
| Median Width(ft) | | 24 | | | 24 | | | | 24 | | | |
| Link Offset(ft) | | 0 | | | 0 | | | | 0 | | | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 9 | 15 | | 9 | 9 | 15 |
| Number of Detectors | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 2 |
| Detector Template | | | | | | | Left | | | | Left | |
| Leading Detector (ft) | 49 | 49 | 49 | 49 | 49 | 49 | 20 | 49 | 49 | 49 | 20 | 49 |
| Trailing Detector (ft) | -1 | -1 | -1 | -1 | -1 | -1 | 0 | -1 | -1 | -1 | 0 | -1 |
| Detector 1 Position(ft) | -1 | -1 | -1 | -1 | -1 | -1 | 0 | -1 | -1 | -1 | 0 | -1 |
| Detector 1 Size(ft) | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | 29 | 29 | 29 | 29 | | 29 | 29 | 29 | | 29 |
| Detector 2 Size(ft) | 20 | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 | | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | custom | pm+pt | NA | pm+ov | custom | pm+pt |
| Protected Phases | 7 | 4 | | 3 | 8 | | | 1 | 6 | 3 | | 5 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBT | SBR |
|---|---|---|
| Lane Configurations | ↑↑↑ | ↱ |
| Traffic Volume (vph) | 920 | 132 |
| Future Volume (vph) | 920 | 132 |
| Ideal Flow (vphpl) | 1900 | 1900 |
| Storage Length (ft) | | 585 |
| Storage Lanes | | 1 |
| Taper Length (ft) | | |
| Lane Util. Factor | 0.91 | 1.00 |
| Frt | | 0.850 |
| Flt Protected | | |
| Satd. Flow (prot) | 4893 | 1568 |
| Flt Permitted | | |
| Satd. Flow (perm) | 4893 | 1568 |
| Right Turn on Red | | Yes |
| Satd. Flow (RTOR) | | 123 |
| Link Speed (mph) | 45 | |
| Link Distance (ft) | 1053 | |
| Travel Time (s) | 16.0 | |
| Peak Hour Factor | 0.98 | 0.98 |
| Heavy Vehicles (%) | 6% | 3% |
| Adj. Flow (vph) | 939 | 135 |
| Shared Lane Traffic (%) | | |
| Lane Group Flow (vph) | 939 | 135 |
| Enter Blocked Intersection | No | No |
| Lane Alignment | Left | Right |
| Median Width(ft) | 24 | |
| Link Offset(ft) | 0 | |
| Crosswalk Width(ft) | 16 | |
| Two way Left Turn Lane | | |
| Headway Factor | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 |
| Number of Detectors | 2 | 2 |
| Detector Template | | |
| Leading Detector (ft) | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | |
| Detector 1 Extend (s) | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | |
| Detector 2 Extend (s) | 0.0 | 0.0 |
| Turn Type | NA | pm+ov |
| Protected Phases | 2 | 7 |

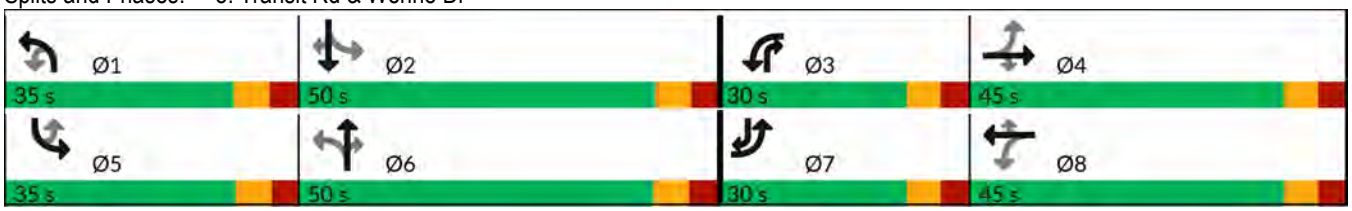


Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | 4 | 8 | | 8 | 1 | 6 | | 6 | 5 | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 1 | 1 | 6 | 3 | 5 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 12.3 | 46.3 | 46.3 | 12.3 | 46.3 | 46.3 | 12.6 | 12.6 | 41.6 | 12.3 | 12.5 | 12.5 |
| Total Split (s) | 30.0 | 45.0 | 45.0 | 30.0 | 45.0 | 45.0 | 35.0 | 35.0 | 50.0 | 30.0 | 35.0 | 35.0 |
| Total Split (%) | 18.8% | 28.1% | 28.1% | 18.8% | 28.1% | 28.1% | 21.9% | 21.9% | 31.3% | 18.8% | 21.9% | 21.9% |
| Maximum Green (s) | 22.7 | 37.7 | 37.7 | 22.7 | 37.7 | 37.7 | 27.4 | 27.4 | 42.4 | 22.7 | 27.5 | 27.5 |
| Yellow Time (s) | 3.9 | 3.9 | 3.9 | 3.9 | 3.9 | 3.9 | 4.3 | 4.3 | 4.3 | 3.9 | 4.3 | 4.3 |
| All-Red Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.4 | 3.4 | 3.3 | 3.3 | 3.3 | 3.4 | 3.2 | 3.2 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | | 7.6 | 7.6 | 7.3 | | 7.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 1.3 | 1.1 | 1.1 | 1.3 | 1.1 | 1.1 | 1.3 | 1.3 | 1.1 | 1.3 | 1.3 | 1.3 |
| Recall Mode | None | None | None | None | None | None | None | None | None | None | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | | |
| Flash Dont Walk (s) | | 32.0 | 32.0 | | 32.0 | 32.0 | | | 27.0 | | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | | 0 | | | |
| Act Effct Green (s) | 16.9 | 11.1 | 11.1 | 24.1 | 14.7 | 14.7 | | 33.9 | 24.4 | 41.6 | | 26.6 |
| Actuated g/C Ratio | 0.21 | 0.14 | 0.14 | 0.30 | 0.18 | 0.18 | | 0.42 | 0.30 | 0.51 | | 0.33 |
| v/c Ratio | 0.16 | 0.35 | 0.43 | 0.44 | 0.63 | 0.29 | | 0.60 | 0.69 | 0.26 | | 0.21 |
| Control Delay (s/veh) | 20.7 | 35.7 | 11.3 | 22.3 | 36.5 | 6.1 | | 18.1 | 27.9 | 2.4 | | 14.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Delay (s/veh) | 20.7 | 35.7 | 11.3 | 22.3 | 36.5 | 6.1 | | 18.1 | 27.9 | 2.4 | | 14.4 |
| LOS | C | D | B | C | D | A | | B | C | A | | B |
| Approach Delay (s/veh) | | 23.7 | | | 27.3 | | | | 22.3 | | | |
| Approach LOS | | C | | | C | | | | C | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 81 | | | |
| Natural Cycle: 115 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.75 | | | |
| Intersection Signal Delay (s/veh): 25.0 | | Intersection LOS: C | |
| Intersection Capacity Utilization 68.8% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 8: Transit Rd & Wehrle Dr






Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBT | SBR |
|---|---|---|
| Permitted Phases | | 2 |
| Detector Phase | 2 | 7 |
| Switch Phase | | |
| Minimum Initial (s) | 10.0 | 3.0 |
| Minimum Split (s) | 43.5 | 12.3 |
| Total Split (s) | 50.0 | 30.0 |
| Total Split (%) | 31.3% | 18.8% |
| Maximum Green (s) | 42.5 | 22.7 |
| Yellow Time (s) | 4.3 | 3.9 |
| All-Red Time (s) | 3.2 | 3.4 |
| Lost Time Adjust (s) | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.3 |
| Lead/Lag | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes |
| Vehicle Extension (s) | 1.1 | 1.3 |
| Recall Mode | None | None |
| Walk Time (s) | 7.0 | |
| Flash Dont Walk (s) | 29.0 | |
| Pedestrian Calls (#/hr) | 0 | |
| Act Effct Green (s) | 20.8 | 34.3 |
| Actuated g/C Ratio | 0.26 | 0.42 |
| v/c Ratio | 0.74 | 0.18 |
| Control Delay (s/veh) | 32.3 | 4.5 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay (s/veh) | 32.3 | 4.5 |
| LOS | C | A |
| Approach Delay (s/veh) | 27.7 | |
| Approach LOS | C | |

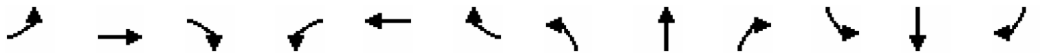
| Intersection Summary |
|---|



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Uptown Apartments
2025 Existing PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 6 | 2 | 757 | 6 | 266 | 2 | 254 | 496 | 78 | 319 | 11 |
| Future Volume (vph) | 6 | 6 | 2 | 757 | 6 | 266 | 2 | 254 | 496 | 78 | 319 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 365 | | 0 | 85 | | 275 | 225 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.981 | | | 0.853 | | | | 0.850 | | 0.995 | |
| Flt Protected | | 0.979 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1701 | 0 | 1787 | 1605 | 0 | 1805 | 1900 | 1599 | 1752 | 1855 | 0 |
| Flt Permitted | | | | 0.656 | | | 0.552 | | | 0.355 | | |
| Satd. Flow (perm) | 0 | 1737 | 0 | 1234 | 1605 | 0 | 1049 | 1900 | 1599 | 655 | 1855 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | 280 | | | | 522 | | 2 | |
| Link Speed (mph) | | 30 | | | 35 | | | 35 | | | 30 | |
| Link Distance (ft) | | 393 | | | 870 | | | 613 | | | 563 | |
| Travel Time (s) | | 8.9 | | | 16.9 | | | 11.9 | | | 12.8 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 17% | 0% | 1% | 0% | 1% | 0% | 0% | 1% | 3% | 2% | 0% |
| Adj. Flow (vph) | 6 | 6 | 2 | 797 | 6 | 280 | 2 | 267 | 522 | 82 | 336 | 12 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 14 | 0 | 797 | 286 | 0 | 2 | 267 | 522 | 82 | 348 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| Detector Template | Left | | | | | | | | | | | |
| Leading Detector (ft) | 20 | 49 | | 49 | 49 | | 49 | 49 | 49 | 49 | 49 | |
| Trailing Detector (ft) | 0 | -1 | | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | |
| Detector 1 Position(ft) | 0 | -1 | | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 29 | | 29 | 29 | | 29 | 29 | 29 | 29 | 29 | |
| Detector 2 Size(ft) | | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | |
| Detector 2 Type | | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | | 1 | 6 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

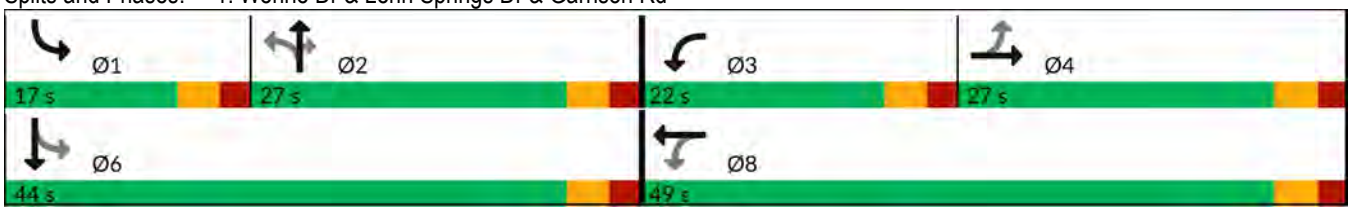
Lanes, Volumes, Timings
1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Uptown Apartments
2025 Existing PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 2 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 27.0 | 27.0 | | 8.0 | 27.0 | | 9.0 | 9.0 | 9.0 | 9.0 | 27.0 | |
| Total Split (s) | 27.0 | 27.0 | | 22.0 | 49.0 | | 27.0 | 27.0 | 27.0 | 17.0 | 44.0 | |
| Total Split (%) | 29.0% | 29.0% | | 23.7% | 52.7% | | 29.0% | 29.0% | 29.0% | 18.3% | 47.3% | |
| Maximum Green (s) | 22.0 | 22.0 | | 17.0 | 44.0 | | 22.0 | 22.0 | 22.0 | 12.0 | 39.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | Yes | Yes | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | None | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | | 15.0 | | 15.0 | 15.0 | 15.0 | | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | 0 | 0 | 0 | | 0 | |
| Act Effct Green (s) | | 6.4 | | 19.8 | 19.8 | | 14.3 | 14.3 | 14.3 | 23.6 | 23.6 | |
| Actuated g/C Ratio | | 0.12 | | 0.37 | 0.37 | | 0.27 | 0.27 | 0.27 | 0.44 | 0.44 | |
| v/c Ratio | | 0.06 | | 1.25 | 0.37 | | 0.00 | 0.53 | 0.64 | 0.18 | 0.42 | |
| Control Delay (s/veh) | | 25.7 | | 149.4 | 4.0 | | 17.0 | 22.8 | 6.4 | 9.8 | 12.0 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 25.7 | | 149.4 | 4.0 | | 17.0 | 22.8 | 6.4 | 9.8 | 12.0 | |
| LOS | | C | | F | A | | B | C | A | A | B | |
| Approach Delay (s/veh) | | 25.8 | | | 111.1 | | | 12.0 | | | 11.6 | |
| Approach LOS | | C | | | F | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 93 | | | |
| Actuated Cycle Length: 53.9 | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.25 | | | |
| Intersection Signal Delay (s/veh): 58.3 | | Intersection LOS: E | |
| Intersection Capacity Utilization 81.9% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

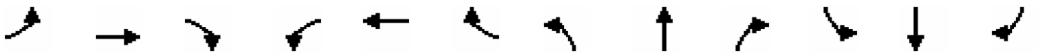





Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
2: College Pkwy & Wehrle Dr

Uptown Apartments
2025 Existing PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 537 | 12 | 2 | 794 | 3 | 142 | 0 | 42 | 58 | 0 | 111 |
| Future Volume (vph) | 6 | 537 | 12 | 2 | 794 | 3 | 142 | 0 | 42 | 58 | 0 | 111 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 230 | 210 | | 0 | 0 | | 0 | 135 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.997 | | | | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.950 | | | 0.950 | |
| Satd. Flow (prot) | 1805 | 3564 | 0 | 1805 | 3574 | 0 | 0 | 1805 | 1615 | 0 | 1805 | 1615 |
| Flt Permitted | 0.254 | | | 0.387 | | | | 0.713 | | | 0.653 | |
| Satd. Flow (perm) | 483 | 3564 | 0 | 735 | 3574 | 0 | 0 | 1355 | 1615 | 0 | 1241 | 1615 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 1 | | | | 95 | | | 129 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 362 | | | 932 | | | 421 | | | 370 | |
| Travel Time (s) | | 5.5 | | | 14.1 | | | 9.6 | | | 8.4 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 7 | 624 | 14 | 2 | 923 | 3 | 165 | 0 | 49 | 67 | 0 | 129 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 7 | 638 | 0 | 2 | 926 | 0 | 0 | 165 | 49 | 0 | 67 | 129 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 1 | 2 | 2 | 1 | 2 | 2 |
| Detector Template | | | | | | | Left | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 20 | 49 | 49 | 20 | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | -1 | 0 | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | -1 | 0 | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | | 29 | 29 | | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | | 20 | 20 | | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
2: College Pkwy & Wehrle Dr

Uptown Apartments
2025 Existing PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | 8 | 4 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 27.0 | | 9.0 | 27.0 | | 27.0 | 27.0 | 27.0 | 9.0 | 9.0 | 9.0 |
| Total Split (s) | 9.5 | 37.5 | | 10.0 | 38.0 | | 27.0 | 27.0 | 27.0 | 26.0 | 26.0 | 26.0 |
| Total Split (%) | 12.8% | 50.3% | | 13.4% | 51.0% | | 36.2% | 36.2% | 36.2% | 34.9% | 34.9% | 34.9% |
| Maximum Green (s) | 5.0 | 32.5 | | 5.0 | 33.0 | | 22.0 | 22.0 | 22.0 | 21.0 | 21.0 | 21.0 |
| Yellow Time (s) | 3.0 | 3.0 | | 3.5 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.5 | 2.0 | | 1.5 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | | None | None | None | None | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | 20.2 | 21.4 | | 19.6 | 21.5 | | | 12.0 | 12.0 | | 11.4 | 11.4 |
| Actuated g/C Ratio | 0.52 | 0.55 | | 0.50 | 0.55 | | | 0.31 | 0.31 | | 0.29 | 0.29 |
| v/c Ratio | 0.01 | 0.32 | | 0.00 | 0.46 | | | 0.39 | 0.08 | | 0.18 | 0.22 |
| Control Delay (s/veh) | 6.1 | 8.8 | | 6.0 | 9.9 | | | 17.8 | 1.6 | | 15.5 | 5.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay (s/veh) | 6.1 | 8.8 | | 6.0 | 9.9 | | | 17.8 | 1.6 | | 15.5 | 5.1 |
| LOS | A | A | | A | A | | | B | A | | B | A |
| Approach Delay (s/veh) | | 8.8 | | | 10.0 | | | 14.2 | | | 8.7 | |
| Approach LOS | | A | | | A | | | B | | | A | |

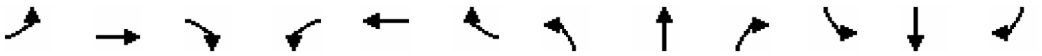
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 74.5 | | | |
| Actuated Cycle Length: 38.9 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.47 | | | |
| Intersection Signal Delay (s/veh): 9.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 49.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: College Pkwy & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
3: Youngs Rd & Wehrle Dr

Uptown Apartments
2025 Existing PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 166 | 461 | 59 | 141 | 520 | 30 | 68 | 255 | 172 | 176 | 242 | 175 |
| Future Volume (vph) | 166 | 461 | 59 | 141 | 520 | 30 | 68 | 255 | 172 | 176 | 242 | 175 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 310 | | 0 | 475 | | 475 | 245 | | 200 | 405 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.983 | | | | 0.850 | | 0.940 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3541 | 0 | 1805 | 3574 | 1615 | 1736 | 3360 | 0 | 1787 | 1845 | 1599 |
| Flt Permitted | 0.293 | | | 0.380 | | | 0.570 | | | 0.370 | | |
| Satd. Flow (perm) | 546 | 3541 | 0 | 722 | 3574 | 1615 | 1041 | 3360 | 0 | 696 | 1845 | 1599 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 20 | | | | 73 | | 191 | | | | 194 |
| Link Speed (mph) | | 45 | | | 45 | | | 35 | | | 35 | |
| Link Distance (ft) | | 932 | | | 2674 | | | 517 | | | 767 | |
| Travel Time (s) | | 14.1 | | | 40.5 | | | 10.1 | | | 14.9 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 2% | 0% | 2% | 0% | 1% | 0% | 4% | 1% | 1% | 1% | 3% | 1% |
| Adj. Flow (vph) | 184 | 512 | 66 | 157 | 578 | 33 | 76 | 283 | 191 | 196 | 269 | 194 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 184 | 578 | 0 | 157 | 578 | 33 | 76 | 474 | 0 | 196 | 269 | 194 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | 49 | 49 | 49 | | 49 | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | | -1 | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | | -1 | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | 29 | 29 | 29 | | 29 | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 27.0 | | 7.0 | 27.0 | 9.0 | 9.0 | 27.0 | | 9.0 | 9.0 | 8.5 |
| Total Split (s) | 8.5 | 28.5 | | 8.0 | 28.0 | 10.0 | 11.0 | 28.0 | | 10.0 | 27.0 | 8.5 |
| Total Split (%) | 11.4% | 38.3% | | 10.7% | 37.6% | 13.4% | 14.8% | 37.6% | | 13.4% | 36.2% | 11.4% |
| Maximum Green (s) | 4.0 | 23.5 | | 5.0 | 23.0 | 5.0 | 6.0 | 23.0 | | 5.0 | 22.0 | 4.0 |
| Yellow Time (s) | 3.5 | 3.0 | | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.5 |
| All-Red Time (s) | 1.0 | 2.0 | | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 5.0 | | 3.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 4.5 |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | None | None | None | | None | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | | 15.0 | | | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 21.3 | 17.7 | | 22.3 | 15.1 | 25.4 | 19.4 | 13.3 | | 20.4 | 17.7 | 27.0 |
| Actuated g/C Ratio | 0.37 | 0.31 | | 0.39 | 0.26 | 0.44 | 0.34 | 0.23 | | 0.35 | 0.31 | 0.47 |
| v/c Ratio | 0.63 | 0.52 | | 0.41 | 0.61 | 0.04 | 0.18 | 0.51 | | 0.57 | 0.47 | 0.22 |
| Control Delay (s/veh) | 26.3 | 19.5 | | 15.0 | 22.5 | 0.8 | 12.3 | 13.2 | | 20.8 | 22.2 | 3.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 26.3 | 19.5 | | 15.0 | 22.5 | 0.8 | 12.3 | 13.2 | | 20.8 | 22.2 | 3.1 |
| LOS | C | B | | B | C | A | B | B | | C | C | A |
| Approach Delay (s/veh) | | 21.2 | | | 20.1 | | | 13.1 | | | 16.2 | |
| Approach LOS | | C | | | C | | | B | | | B | |

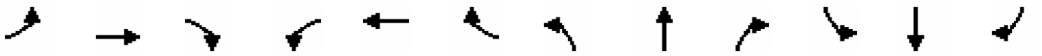
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 74.5 | | | |
| Actuated Cycle Length: 57.8 | | | |
| Natural Cycle: 75 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.64 | | | |
| Intersection Signal Delay (s/veh): 18.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 62.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: Youngs Rd & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
4: Earhart Dr/Spindrift Dr & Wehrle Dr

Uptown Apartments
2025 Existing PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 139 | 593 | 5 | 18 | 537 | 1 | 22 | 16 | 68 | 137 | 5 | 176 |
| Future Volume (vph) | 139 | 593 | 5 | 18 | 537 | 1 | 22 | 16 | 68 | 137 | 5 | 176 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 230 | | 0 | 175 | | 0 | 155 | | 0 | 230 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.999 | | | | | | 0.878 | | | 0.854 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3565 | 0 | 1626 | 3574 | 0 | 1805 | 1629 | 0 | 1787 | 1607 | 0 |
| Flt Permitted | 0.355 | | | 0.393 | | | 0.629 | | | 0.695 | | |
| Satd. Flow (perm) | 668 | 3565 | 0 | 673 | 3574 | 0 | 1195 | 1629 | 0 | 1307 | 1607 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | | | | 77 | | | 200 | |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 2674 | | | 2699 | | | 660 | | | 533 | |
| Travel Time (s) | | 40.5 | | | 40.9 | | | 15.0 | | | 12.1 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 1% | 1% | 20% | 11% | 1% | 0% | 0% | 0% | 3% | 1% | 0% | 1% |
| Adj. Flow (vph) | 158 | 674 | 6 | 20 | 610 | 1 | 25 | 18 | 77 | 156 | 6 | 200 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 158 | 680 | 0 | 20 | 611 | 0 | 25 | 95 | 0 | 156 | 206 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 2 | 2 | | 2 | 2 | |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 49 | 49 | | 49 | 49 | |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | -1 | -1 | | -1 | -1 | |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | -1 | -1 | | -1 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | 29 | 29 | | 29 | 29 | |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |

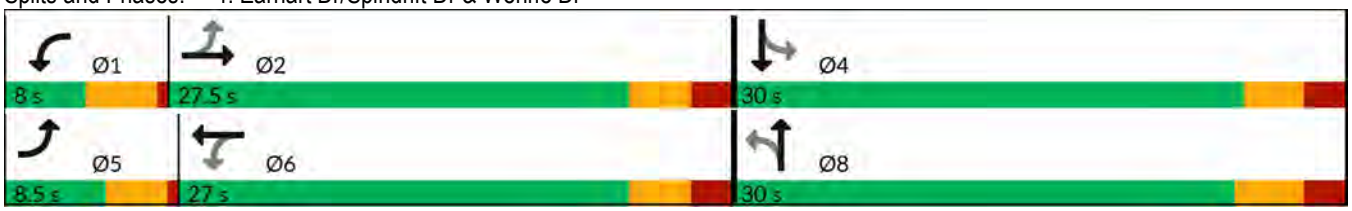


Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 27.0 | | 8.0 | 27.0 | | 27.5 | 27.5 | | 27.0 | 27.0 | |
| Total Split (s) | 8.5 | 27.5 | | 8.0 | 27.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (%) | 13.0% | 42.0% | | 12.2% | 41.2% | | 45.8% | 45.8% | | 45.8% | 45.8% | |
| Maximum Green (s) | 5.0 | 22.5 | | 4.0 | 22.0 | | 24.5 | 24.5 | | 25.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.5 | 3.0 | | 3.5 | 3.5 | | 3.0 | 3.0 | |
| All-Red Time (s) | 0.5 | 2.0 | | 0.5 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 5.0 | | 4.0 | 5.0 | | 5.5 | 5.5 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 22.2 | 22.6 | | 18.8 | 17.7 | | 11.2 | 11.2 | | 12.0 | 12.0 | |
| Actuated g/C Ratio | 0.57 | 0.58 | | 0.48 | 0.45 | | 0.29 | 0.29 | | 0.31 | 0.31 | |
| v/c Ratio | 0.27 | 0.32 | | 0.04 | 0.37 | | 0.07 | 0.18 | | 0.38 | 0.32 | |
| Control Delay (s/veh) | 7.0 | 8.6 | | 6.2 | 12.5 | | 14.0 | 6.5 | | 17.6 | 4.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 7.0 | 8.6 | | 6.2 | 12.5 | | 14.0 | 6.5 | | 17.6 | 4.6 | |
| LOS | A | A | | A | B | | B | A | | B | A | |
| Approach Delay (s/veh) | | 8.3 | | | 12.4 | | | 8.2 | | | 10.2 | |
| Approach LOS | | A | | | B | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65.5 | | | |
| Actuated Cycle Length: 39 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.39 | | | |
| Intersection Signal Delay (s/veh): 10.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 52.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Earhart Dr/Spindrift Dr & Wehrle Dr






Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
7: NAPA Dwy/George Karl Blvd & Wehrle Dr

Uptown Apartments
2025 Existing PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 887 | 5 | 7 | 544 | 2 | 11 | 0 | 13 | 41 | 0 | 31 |
| Future Volume (vph) | 10 | 887 | 5 | 7 | 544 | 2 | 11 | 0 | 13 | 41 | 0 | 31 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 0 | 175 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.999 | | | | | | 0.925 | | | 0.942 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.978 | | | 0.972 | |
| Satd. Flow (prot) | 1805 | 3571 | 0 | 1805 | 3574 | 0 | 0 | 1719 | 0 | 0 | 1717 | 0 |
| Flt Permitted | 0.420 | | | 0.256 | | | | | | | | |
| Satd. Flow (perm) | 798 | 3571 | 0 | 486 | 3574 | 0 | 0 | 1758 | 0 | 0 | 1767 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | 1 | | | 117 | | | 117 | |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 2699 | | | 2030 | | | 176 | | | 384 | |
| Travel Time (s) | | 40.9 | | | 30.8 | | | 4.0 | | | 8.7 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 3% |
| Adj. Flow (vph) | 11 | 997 | 6 | 8 | 611 | 2 | 12 | 0 | 15 | 46 | 0 | 35 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 11 | 1003 | 0 | 8 | 613 | 0 | 0 | 27 | 0 | 0 | 81 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | | | | | | | Left | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 20 | 49 | | 20 | 49 | |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | | 0 | -1 | |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | | 0 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | | 29 | | | 29 | |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | | 20 | | | 20 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 27.0 | | 9.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 9.0 | 28.0 | | 9.0 | 28.0 | | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Split (%) | 13.8% | 43.1% | | 13.8% | 43.1% | | 43.1% | 43.1% | | 43.1% | 43.1% | |
| Maximum Green (s) | 4.0 | 23.0 | | 4.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | |
| Yellow Time (s) | 3.5 | 3.0 | | 3.5 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.5 | 2.0 | | 1.5 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 16.1 | 19.6 | | 16.1 | 19.6 | | | 7.1 | | | 7.1 | |
| Actuated g/C Ratio | 0.57 | 0.70 | | 0.57 | 0.70 | | | 0.25 | | | 0.25 | |
| v/c Ratio | 0.01 | 0.40 | | 0.01 | 0.24 | | | 0.05 | | | 0.15 | |
| Control Delay (s/veh) | 3.6 | 5.8 | | 3.5 | 5.0 | | | 0.1 | | | 3.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 3.6 | 5.8 | | 3.5 | 5.0 | | | 0.1 | | | 3.6 | |
| LOS | A | A | | A | A | | | A | | | A | |
| Approach Delay (s/veh) | | 5.9 | | | 5.0 | | | 0.2 | | | 3.6 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 28.1 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.40 | | | |
| Intersection Signal Delay (s/veh): 5.4 | | Intersection LOS: A | |
| Intersection Capacity Utilization 38.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: NAPA Dwy/George Karl Blvd & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
8: Transit Rd & Wehrle Dr

Uptown Apartments
2025 Existing PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 204 | 372 | 390 | 308 | 241 | 196 | 7 | 162 | 1170 | 282 | 12 | 198 |
| Future Volume (vph) | 204 | 372 | 390 | 308 | 241 | 196 | 7 | 162 | 1170 | 282 | 12 | 198 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 450 | | 510 | 600 | | 600 | | 560 | | 550 | | 525 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | | 2 | | 1 | | 2 |
| Taper Length (ft) | 25 | | | 25 | | | | 25 | | | | 25 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.91 | 0.97 | 0.91 | 1.00 | 0.91 | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | | | 0.850 | | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.950 | | | | 0.950 |
| Satd. Flow (prot) | 3433 | 3574 | 1583 | 3433 | 3574 | 1599 | 0 | 3468 | 5136 | 1583 | 0 | 3469 |
| Flt Permitted | 0.599 | | | 0.415 | | | | 0.133 | | | | 0.126 |
| Satd. Flow (perm) | 2165 | 3574 | 1583 | 1500 | 3574 | 1599 | 0 | 486 | 5136 | 1583 | 0 | 460 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | |
| Satd. Flow (RTOR) | | | 339 | | | 200 | | | | 198 | | |
| Link Speed (mph) | | 45 | | | 45 | | | | 45 | | | |
| Link Distance (ft) | | 2030 | | | 1089 | | | | 988 | | | |
| Travel Time (s) | | 30.8 | | | 16.5 | | | | 15.0 | | | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 2% | 1% | 2% | 2% | 1% | 1% | 0% | 1% | 1% | 2% | 0% | 1% |
| Adj. Flow (vph) | 208 | 380 | 398 | 314 | 246 | 200 | 7 | 165 | 1194 | 288 | 12 | 202 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 208 | 380 | 398 | 314 | 246 | 200 | 0 | 172 | 1194 | 288 | 0 | 214 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | R NA | Left | Left | Right | R NA | Left |
| Median Width(ft) | | 24 | | | 24 | | | | 24 | | | |
| Link Offset(ft) | | 0 | | | 0 | | | | 0 | | | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 9 | 15 | | 9 | 9 | 15 |
| Number of Detectors | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 2 |
| Detector Template | | | | | | | Left | | | | Left | |
| Leading Detector (ft) | 49 | 49 | 49 | 49 | 49 | 49 | 20 | 49 | 49 | 49 | 20 | 49 |
| Trailing Detector (ft) | -1 | -1 | -1 | -1 | -1 | -1 | 0 | -1 | -1 | -1 | 0 | -1 |
| Detector 1 Position(ft) | -1 | -1 | -1 | -1 | -1 | -1 | 0 | -1 | -1 | -1 | 0 | -1 |
| Detector 1 Size(ft) | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | 29 | 29 | 29 | 29 | | 29 | 29 | 29 | | 29 |
| Detector 2 Size(ft) | 20 | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 | | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | custom | pm+pt | NA | pm+ov | custom | pm+pt |
| Protected Phases | 7 | 4 | | 3 | 8 | | | 1 | 6 | 3 | | 5 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBT | SBR |
|---|---|---|
| Lane Configurations | ↑↑↑ | ↱ |
| Traffic Volume (vph) | 1320 | 150 |
| Future Volume (vph) | 1320 | 150 |
| Ideal Flow (vphpl) | 1900 | 1900 |
| Storage Length (ft) | | 585 |
| Storage Lanes | | 1 |
| Taper Length (ft) | | |
| Lane Util. Factor | 0.91 | 1.00 |
| Frt | | 0.850 |
| Flt Protected | | |
| Satd. Flow (prot) | 5036 | 1583 |
| Flt Permitted | | |
| Satd. Flow (perm) | 5036 | 1583 |
| Right Turn on Red | | Yes |
| Satd. Flow (RTOR) | | 153 |
| Link Speed (mph) | 45 | |
| Link Distance (ft) | 1053 | |
| Travel Time (s) | 16.0 | |
| Peak Hour Factor | 0.98 | 0.98 |
| Heavy Vehicles (%) | 3% | 2% |
| Adj. Flow (vph) | 1347 | 153 |
| Shared Lane Traffic (%) | | |
| Lane Group Flow (vph) | 1347 | 153 |
| Enter Blocked Intersection | No | No |
| Lane Alignment | Left | Right |
| Median Width(ft) | 24 | |
| Link Offset(ft) | 0 | |
| Crosswalk Width(ft) | 16 | |
| Two way Left Turn Lane | | |
| Headway Factor | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 |
| Number of Detectors | 2 | 2 |
| Detector Template | | |
| Leading Detector (ft) | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | |
| Detector 1 Extend (s) | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | |
| Detector 2 Extend (s) | 0.0 | 0.0 |
| Turn Type | NA | pm+ov |
| Protected Phases | 2 | 7 |

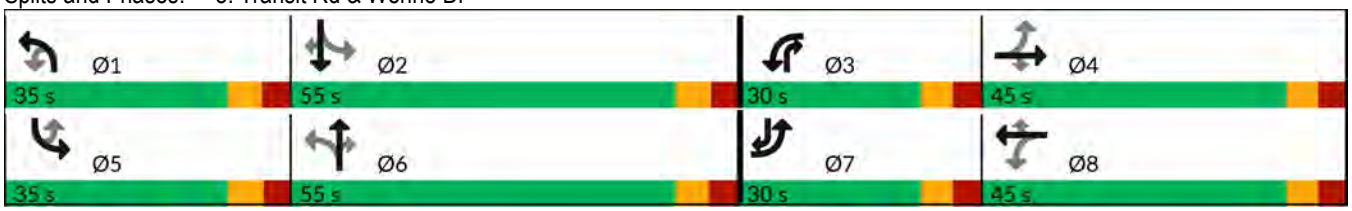


Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | 4 | 8 | | 8 | 1 | 6 | | 6 | 5 | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 1 | 1 | 6 | 3 | 5 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 12.3 | 46.3 | 46.3 | 12.3 | 46.3 | 46.3 | 12.6 | 12.6 | 41.6 | 12.3 | 12.5 | 12.5 |
| Total Split (s) | 30.0 | 45.0 | 45.0 | 30.0 | 45.0 | 45.0 | 35.0 | 35.0 | 55.0 | 30.0 | 35.0 | 35.0 |
| Total Split (%) | 18.2% | 27.3% | 27.3% | 18.2% | 27.3% | 27.3% | 21.2% | 21.2% | 33.3% | 18.2% | 21.2% | 21.2% |
| Maximum Green (s) | 22.7 | 37.7 | 37.7 | 22.7 | 37.7 | 37.7 | 27.4 | 27.4 | 47.4 | 22.7 | 27.5 | 27.5 |
| Yellow Time (s) | 3.9 | 3.9 | 3.9 | 3.9 | 3.9 | 3.9 | 4.3 | 4.3 | 4.3 | 3.9 | 4.3 | 4.3 |
| All-Red Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.4 | 3.4 | 3.3 | 3.3 | 3.3 | 3.4 | 3.2 | 3.2 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | | 7.6 | 7.6 | 7.3 | | 7.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 1.3 | 1.1 | 1.1 | 1.3 | 1.1 | 1.1 | 1.3 | 1.3 | 1.1 | 1.3 | 1.3 | 1.3 |
| Recall Mode | None | None | None | None | None | None | None | None | None | None | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | | |
| Flash Dont Walk (s) | | 32.0 | 32.0 | | 32.0 | 32.0 | | | 27.0 | | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | | 0 | | | |
| Act Effct Green (s) | 24.7 | 15.5 | 15.5 | 26.6 | 16.5 | 16.5 | | 36.9 | 30.1 | 48.0 | | 40.3 |
| Actuated g/C Ratio | 0.26 | 0.16 | 0.16 | 0.28 | 0.17 | 0.17 | | 0.39 | 0.32 | 0.51 | | 0.43 |
| v/c Ratio | 0.30 | 0.64 | 0.73 | 0.49 | 0.39 | 0.45 | | 0.42 | 0.73 | 0.31 | | 0.46 |
| Control Delay (s/veh) | 23.8 | 43.8 | 16.7 | 25.9 | 37.9 | 9.0 | | 17.7 | 32.0 | 5.5 | | 17.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Delay (s/veh) | 23.8 | 43.8 | 16.7 | 25.9 | 37.9 | 9.0 | | 17.7 | 32.0 | 5.5 | | 17.3 |
| LOS | C | D | B | C | D | A | | B | C | A | | B |
| Approach Delay (s/veh) | | 28.7 | | | 25.4 | | | | 25.9 | | | |
| Approach LOS | | C | | | C | | | | C | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 165 | | | |
| Actuated Cycle Length: 94.6 | | | |
| Natural Cycle: 115 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.80 | | | |
| Intersection Signal Delay (s/veh): 27.1 | | Intersection LOS: C | |
| Intersection Capacity Utilization 88.0% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 8: Transit Rd & Wehrle Dr






Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBT | SBR |
|---|---|---|
| Permitted Phases | | 2 |
| Detector Phase | 2 | 7 |
| Switch Phase | | |
| Minimum Initial (s) | 10.0 | 3.0 |
| Minimum Split (s) | 43.5 | 12.3 |
| Total Split (s) | 55.0 | 30.0 |
| Total Split (%) | 33.3% | 18.2% |
| Maximum Green (s) | 47.5 | 22.7 |
| Yellow Time (s) | 4.3 | 3.9 |
| All-Red Time (s) | 3.2 | 3.4 |
| Lost Time Adjust (s) | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.3 |
| Lead/Lag | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes |
| Vehicle Extension (s) | 1.1 | 1.3 |
| Recall Mode | None | None |
| Walk Time (s) | 7.0 | |
| Flash Dont Walk (s) | 29.0 | |
| Pedestrian Calls (#/hr) | 0 | |
| Act Effct Green (s) | 31.8 | 48.6 |
| Actuated g/C Ratio | 0.34 | 0.51 |
| v/c Ratio | 0.79 | 0.17 |
| Control Delay (s/veh) | 32.8 | 2.6 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay (s/veh) | 32.8 | 2.6 |
| LOS | C | A |
| Approach Delay (s/veh) | 28.2 | |
| Approach LOS | C | |

| Intersection Summary |
|---|



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

SimTraffic Performance Report
2025 Existing PM

05/29/2025

## 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd Performance by lane

| Lane | EB | WB | WB | NB | NB | NB | SB | SB | All |
|---|---|---|---|---|---|---|---|---|---|
| Movements Served | LTR | L | TR | L | T | R | L | TR | |
| Denied Delay (hr) | | | | | | | | | 4.1 |
| Denied Del/Veh (s) | | | | | | | | | 6.8 |
| Total Delay (hr) | 0.1 | 12.3 | 13.7 | 0.0 | 1.5 | 0.4 | 0.3 | 1.0 | 29.2 |
| Total Del/Veh (s) | 27.4 | 63.2 | 164.8 | 16.9 | 21.1 | 2.8 | 11.1 | 10.8 | 48.2 |
| Stop Delay (hr) | 0.1 | 10.8 | 10.9 | 0.0 | 0.9 | 0.1 | 0.2 | 0.7 | 23.6 |
| Stop Del/Veh (s) | 25.3 | 55.6 | 130.7 | 15.8 | 12.3 | 0.6 | 9.2 | 7.0 | 38.9 |

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Queuing and Blocking Report
2025 Existing PM

05/29/2025

## Intersection: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

| Movement | EB | WB | WB | B16 | B22 | B22 | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LTR | L | TR | T | T | | L | T | R | L | TR |
| Maximum Queue (ft) | 49 | 390 | 892 | 1511 | 376 | 306 | 24 | 186 | 161 | 71 | 179 |
| Average Queue (ft) | 14 | 383 | 787 | 949 | 132 | 28 | 1 | 92 | 48 | 31 | 78 |
| 95th Queue (ft) | 42 | 432 | 1154 | 1994 | 385 | 164 | 12 | 154 | 130 | 59 | 143 |
| Link Distance (ft) | 360 | | 796 | 1416 | 294 | 294 | | 580 | | | 517 |
| Upstream Blk Time (%) | | | 56 | 40 | 6 | 0 | | | | | |
| Queuing Penalty (veh) | | | 587 | 401 | 28 | 2 | | | | | |
| Storage Bay Dist (ft) | | 365 | | | | | 85 | | 275 | 225 | |
| Storage Blk Time (%) | | 63 | 0 | | | | | 8 | | | 0 |
| Queuing Penalty (veh) | | 170 | 2 | | | | | 39 | | | 0 |

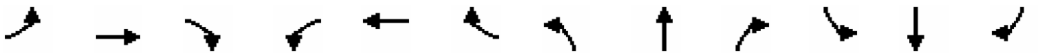
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# APPENDIX D: LOS CALCULATIONS – BACKGROUND CONDITIONS

Lanes, Volumes, Timings
1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Uptown Apartments
2030 Background AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 8 | 6 | 4 | 380 | 2 | 97 | 0 | 211 | 749 | 269 | 227 | 8 |
| Future Volume (vph) | 8 | 6 | 4 | 380 | 2 | 97 | 0 | 211 | 749 | 269 | 227 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 365 | | 0 | 85 | | 275 | 225 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.970 | | | 0.853 | | | | 0.850 | | 0.995 | |
| Flt Protected | | 0.978 | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1706 | 0 | 1736 | 1545 | 0 | 1900 | 1845 | 1583 | 1787 | 1837 | 0 |
| Flt Permitted | | | | 0.656 | | | | | | 0.430 | | |
| Satd. Flow (perm) | 0 | 1744 | 0 | 1198 | 1545 | 0 | 1900 | 1845 | 1583 | 809 | 1837 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 98 | | | | 757 | | 2 | |
| Link Speed (mph) | | 30 | | | 35 | | | 35 | | | 30 | |
| Link Distance (ft) | | 393 | | | 870 | | | 613 | | | 563 | |
| Travel Time (s) | | 8.9 | | | 16.9 | | | 11.9 | | | 12.8 | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Heavy Vehicles (%) | 0% | 17% | 0% | 4% | 0% | 5% | 0% | 3% | 2% | 1% | 3% | 0% |
| Adj. Flow (vph) | 8 | 6 | 4 | 384 | 2 | 98 | 0 | 213 | 757 | 272 | 229 | 8 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 18 | 0 | 384 | 100 | 0 | 0 | 213 | 757 | 272 | 237 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| Detector Template | Left | | | | | | | | | | | |
| Leading Detector (ft) | 20 | 49 | | 49 | 49 | | 49 | 49 | 49 | 49 | 49 | |
| Trailing Detector (ft) | 0 | -1 | | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | |
| Detector 1 Position(ft) | 0 | -1 | | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 29 | | 29 | 29 | | 29 | 29 | 29 | 29 | 29 | |
| Detector 2 Size(ft) | | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | |
| Detector 2 Type | | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | | 1 | 6 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

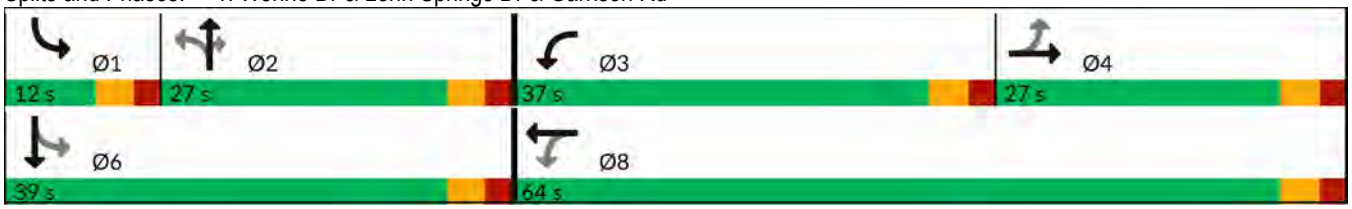
Lanes, Volumes, Timings
1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Uptown Apartments
2030 Background AM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 2 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 9.0 | | 8.0 | 9.0 | | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | |
| Total Split (s) | 27.0 | 27.0 | | 37.0 | 64.0 | | 27.0 | 27.0 | 27.0 | 12.0 | 39.0 | |
| Total Split (%) | 26.2% | 26.2% | | 35.9% | 62.1% | | 26.2% | 26.2% | 26.2% | 11.7% | 37.9% | |
| Maximum Green (s) | 22.0 | 22.0 | | 32.0 | 59.0 | | 22.0 | 22.0 | 22.0 | 7.0 | 34.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | Yes | Yes | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | None | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | | 15.0 | | 15.0 | 15.0 | 15.0 | | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | 0 | 0 | 0 | | 0 | |
| Act Effct Green (s) | | 6.5 | | 18.0 | 18.0 | | | 14.0 | 14.0 | 26.7 | 26.7 | |
| Actuated g/C Ratio | | 0.12 | | 0.33 | 0.33 | | | 0.25 | 0.25 | 0.48 | 0.48 | |
| v/c Ratio | | 0.08 | | 0.70 | 0.17 | | | 0.45 | 0.78 | 0.52 | 0.26 | |
| Control Delay (s/veh) | | 26.2 | | 23.5 | 4.2 | | | 22.6 | 8.8 | 15.5 | 11.3 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 26.2 | | 23.5 | 4.2 | | | 22.6 | 8.8 | 15.5 | 11.3 | |
| LOS | | C | | C | A | | | C | A | B | B | |
| Approach Delay (s/veh) | | 26.3 | | | 19.6 | | | 11.9 | | | 13.6 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 103 | | | |
| Actuated Cycle Length: 55.3 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.78 | | | |
| Intersection Signal Delay (s/veh): 14.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 77.1% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

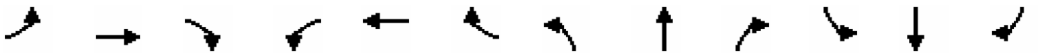





Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
2: College Pkwy & Wehrle Dr

Uptown Apartments
2030 Background AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 105 | 673 | 247 | 75 | 435 | 51 | 7 | 0 | 14 | 3 | 0 | 8 |
| Future Volume (vph) | 105 | 673 | 247 | 75 | 435 | 51 | 7 | 0 | 14 | 3 | 0 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 230 | 210 | | 0 | 0 | | 0 | 135 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.960 | | | 0.984 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.950 | | | 0.950 | |
| Satd. Flow (prot) | 1805 | 3416 | 0 | 1805 | 3416 | 0 | 0 | 1805 | 1615 | 0 | 1805 | 1429 |
| Flt Permitted | 0.456 | | | 0.251 | | | | | | | | |
| Satd. Flow (perm) | 866 | 3416 | 0 | 477 | 3416 | 0 | 0 | 1900 | 1615 | 0 | 1900 | 1429 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 85 | | | 20 | | | | 116 | | | 116 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 362 | | | 932 | | | 421 | | | 370 | |
| Travel Time (s) | | 5.5 | | | 14.1 | | | 9.6 | | | 8.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 2% | 0% | 0% | 4% | 4% | 0% | 0% | 0% | 0% | 0% | 13% |
| Adj. Flow (vph) | 114 | 732 | 268 | 82 | 473 | 55 | 8 | 0 | 15 | 3 | 0 | 9 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 114 | 1000 | 0 | 82 | 528 | 0 | 0 | 8 | 15 | 0 | 3 | 9 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 1 | 2 | 2 | 1 | 2 | 2 |
| Detector Template | | | | | | | Left | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 20 | 49 | 49 | 20 | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | -1 | 0 | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | -1 | 0 | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | | 29 | 29 | | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | | 20 | 20 | | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | 8 | 4 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 10.0 | | 8.0 | 10.0 | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Total Split (s) | 9.0 | 28.0 | | 9.0 | 28.0 | | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 |
| Total Split (%) | 13.6% | 42.4% | | 13.6% | 42.4% | | 43.9% | 43.9% | 43.9% | 43.9% | 43.9% | 43.9% |
| Maximum Green (s) | 5.0 | 22.0 | | 5.0 | 22.0 | | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 |
| Yellow Time (s) | 3.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 2.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 6.0 | | 4.0 | 6.0 | | | 6.0 | 6.0 | | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | | None | None | None | None | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | 20.9 | 20.2 | | 20.9 | 20.2 | | | 6.7 | 6.7 | | 6.7 | 6.7 |
| Actuated g/C Ratio | 0.72 | 0.69 | | 0.72 | 0.69 | | | 0.23 | 0.23 | | 0.23 | 0.23 |
| v/c Ratio | 0.14 | 0.41 | | 0.13 | 0.22 | | | 0.01 | 0.03 | | 0.00 | 0.02 |
| Control Delay (s/veh) | 2.0 | 5.7 | | 2.2 | 4.9 | | | 15.4 | 0.1 | | 15.6 | 0.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay (s/veh) | 2.0 | 5.7 | | 2.2 | 4.9 | | | 15.4 | 0.1 | | 15.6 | 0.1 |
| LOS | A | A | | A | A | | | B | A | | B | A |
| Approach Delay (s/veh) | | 5.4 | | | 4.6 | | | 5.5 | | | 4.0 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 66 | | | |
| Actuated Cycle Length: 29.1 | | | |
| Natural Cycle: 40 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.42 | | | |
| Intersection Signal Delay (s/veh): 5.1 | | Intersection LOS: A | |
| Intersection Capacity Utilization 49.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: College Pkwy & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
3: Youngs Rd & Wehrle Dr

Uptown Apartments
2030 Background AM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 173 | 398 | 42 | 109 | 404 | 26 | 38 | 220 | 163 | 1 | 145 | 254 |
| Future Volume (vph) | 173 | 398 | 42 | 109 | 404 | 26 | 38 | 220 | 163 | 1 | 145 | 254 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 310 | | 0 | 475 | | 475 | 245 | | 200 | | 405 | |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | | 1 | |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.986 | | | | 0.850 | | 0.936 | | | | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1736 | 3480 | 0 | 1719 | 3539 | 1615 | 1626 | 3262 | 0 | 0 | 1736 | 1863 |
| Flt Permitted | 0.482 | | | 0.445 | | | 0.597 | | | | 0.417 | |
| Satd. Flow (perm) | 881 | 3480 | 0 | 805 | 3539 | 1615 | 1022 | 3262 | 0 | 0 | 762 | 1863 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | |
| Satd. Flow (RTOR) | | 15 | | | | 95 | | 168 | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 35 | | | | 35 |
| Link Distance (ft) | | 932 | | | 2674 | | | 517 | | | | 767 |
| Travel Time (s) | | 14.1 | | | 40.5 | | | 10.1 | | | | 14.9 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 2% | 5% | 5% | 2% | 0% | 11% | 4% | 3% | 0% | 4% | 2% |
| Adj. Flow (vph) | 178 | 410 | 43 | 112 | 416 | 27 | 39 | 227 | 168 | 1 | 149 | 262 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 178 | 453 | 0 | 112 | 416 | 27 | 39 | 395 | 0 | 0 | 150 | 262 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | R NA | Left | Left |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | | 12 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 9 | 15 | |
| Number of Detectors | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | 1 | 2 | 2 |
| Detector Template | | | | | | | | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | 49 | 49 | 49 | | 20 | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | | 0 | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | | 0 | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | 29 | 29 | 29 | | | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | | | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | | custom | pm+pt | NA |
| Protected Phases | 5 | 2 | | 1 | 6 | 7! | 3 | 8 | | | 7 | 4 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (vph) | 184 |
| Future Volume (vph) | 184 |
| Ideal Flow (vphpl) | 1900 |
| Storage Length (ft) | 0 |
| Storage Lanes | 1 |
| Taper Length (ft) | |
| Lane Util. Factor | 1.00 |
| Frt | 0.850 |
| Flt Protected | |
| Satd. Flow (prot) | 1599 |
| Flt Permitted | |
| Satd. Flow (perm) | 1599 |
| Right Turn on Red | Yes |
| Satd. Flow (RTOR) | 190 |
| Link Speed (mph) | |
| Link Distance (ft) | |
| Travel Time (s) | |
| Peak Hour Factor | 0.97 |
| Heavy Vehicles (%) | 1% |
| Adj. Flow (vph) | 190 |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | 190 |
| Enter Blocked Intersection | No |
| Lane Alignment | Right |
| Median Width(ft) | |
| Link Offset(ft) | |
| Crosswalk Width(ft) | |
| Two way Left Turn Lane | |
| Headway Factor | 1.00 |
| Turning Speed (mph) | 9 |
| Number of Detectors | 2 |
| Detector Template | |
| Leading Detector (ft) | 49 |
| Trailing Detector (ft) | -1 |
| Detector 1 Position(ft) | -1 |
| Detector 1 Size(ft) | 20 |
| Detector 1 Type | Cl+Ex |
| Detector 1 Channel | |
| Detector 1 Extend (s) | 0.0 |
| Detector 1 Queue (s) | 0.0 |
| Detector 1 Delay (s) | 0.0 |
| Detector 2 Position(ft) | 29 |
| Detector 2 Size(ft) | 20 |
| Detector 2 Type | Cl+Ex |
| Detector 2 Channel | |
| Detector 2 Extend (s) | 0.0 |
| Turn Type | pm+ov |
| Protected Phases | 5 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 7! | 4 | |
| Detector Phase | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 7 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 9.0 | | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | | 9.0 | 9.0 | 9.0 |
| Total Split (s) | 8.5 | 27.0 | | 10.0 | 28.5 | 11.0 | 11.0 | 27.0 | | 11.0 | 11.0 | 27.0 |
| Total Split (%) | 11.3% | 36.0% | | 13.3% | 38.0% | 14.7% | 14.7% | 36.0% | | 14.7% | 14.7% | 36.0% |
| Maximum Green (s) | 4.0 | 22.0 | | 5.0 | 23.5 | 6.0 | 6.0 | 22.0 | | 6.0 | 6.0 | 22.0 |
| Yellow Time (s) | 3.5 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | | Lead | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | None | None | None | | None | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | | 7.0 |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | | 15.0 | | | | 15.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | | 0 |
| Act Effct Green (s) | 18.7 | 15.2 | | 19.0 | 13.7 | 25.3 | 16.1 | 11.6 | | | 18.2 | 16.2 |
| Actuated g/C Ratio | 0.35 | 0.29 | | 0.36 | 0.26 | 0.48 | 0.30 | 0.22 | | | 0.34 | 0.31 |
| v/c Ratio | 0.46 | 0.44 | | 0.29 | 0.45 | 0.03 | 0.10 | 0.46 | | | 0.39 | 0.46 |
| Control Delay (s/veh) | 18.0 | 19.6 | | 14.0 | 19.5 | 0.0 | 11.2 | 12.7 | | | 14.7 | 19.8 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay (s/veh) | 18.0 | 19.6 | | 14.0 | 19.5 | 0.0 | 11.2 | 12.7 | | | 14.7 | 19.8 |
| LOS | B | B | | B | B | A | B | B | | | B | B |
| Approach Delay (s/veh) | | 19.2 | | | 17.5 | | | 12.6 | | | | 13.3 |
| Approach LOS | | B | | | B | | | B | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 75 | | | |
| Actuated Cycle Length: 53.1 | | | |
| Natural Cycle: 50 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.47 | | | |
| Intersection Signal Delay (s/veh): 15.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 56.4% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |
| ! Phase conflict between lane groups. | | | |

Splits and Phases: 3: Youngs Rd & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBR |
|---|---|
| Permitted Phases | 4 |
| Detector Phase | 5 |
| Switch Phase | |
| Minimum Initial (s) | 4.0 |
| Minimum Split (s) | 8.5 |
| Total Split (s) | 8.5 |
| Total Split (%) | 11.3% |
| Maximum Green (s) | 4.0 |
| Yellow Time (s) | 3.5 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | 0.0 |
| Total Lost Time (s) | 4.5 |
| Lead/Lag | Lead |
| Lead-Lag Optimize? | Yes |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | 25.7 |
| Actuated g/C Ratio | 0.48 |
| v/c Ratio | 0.21 |
| Control Delay (s/veh) | 3.0 |
| Queue Delay | 0.0 |
| Total Delay (s/veh) | 3.0 |
| LOS | A |
| Approach Delay (s/veh) | |
| Approach LOS | |

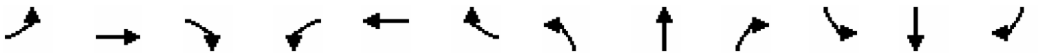
| Intersection Summary |
|---|



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
4: Earhart Dr/Spindrift Dr & Wehrle Dr

Uptown Apartments
2030 Background AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 141 | 342 | 30 | 49 | 563 | 5 | 6 | 8 | 8 | 44 | 13 | 111 |
| Future Volume (vph) | 141 | 342 | 30 | 49 | 563 | 5 | 6 | 8 | 8 | 44 | 13 | 111 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 230 | | 0 | 175 | | 0 | 155 | | 0 | 230 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.988 | | | 0.999 | | | 0.925 | | | 0.866 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1719 | 3432 | 0 | 1805 | 3502 | 0 | 1805 | 1477 | 0 | 1656 | 1536 | 0 |
| Flt Permitted | 0.360 | | | 0.520 | | | 0.784 | | | 0.784 | | |
| Satd. Flow (perm) | 651 | 3432 | 0 | 988 | 3502 | 0 | 1490 | 1477 | 0 | 1367 | 1536 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 16 | | | 1 | | | 8 | | | 117 | |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 2674 | | | 2699 | | | 660 | | | 533 | |
| Travel Time (s) | | 40.5 | | | 40.9 | | | 15.0 | | | 12.1 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 5% | 4% | 3% | 0% | 3% | 0% | 0% | 0% | 38% | 9% | 0% | 8% |
| Adj. Flow (vph) | 148 | 360 | 32 | 52 | 593 | 5 | 6 | 8 | 8 | 46 | 14 | 117 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 148 | 392 | 0 | 52 | 598 | 0 | 6 | 16 | 0 | 46 | 131 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 2 | 2 | | 2 | 2 | |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 49 | 49 | | 49 | 49 | |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | -1 | -1 | | -1 | -1 | |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | -1 | -1 | | -1 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | 29 | 29 | | 29 | 29 | |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 9.0 | | 8.5 | 9.0 | | 9.0 | 9.0 | | 9.0 | 9.0 | |
| Total Split (s) | 9.0 | 28.5 | | 8.5 | 28.0 | | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Split (%) | 13.8% | 43.8% | | 13.1% | 43.1% | | 43.1% | 43.1% | | 43.1% | 43.1% | |
| Maximum Green (s) | 4.0 | 23.5 | | 4.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | |
| Yellow Time (s) | 3.5 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.5 | 2.0 | | 1.5 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 4.5 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 16.2 | 16.2 | | 14.5 | 13.1 | | 8.7 | 8.7 | | 8.7 | 8.7 | |
| Actuated g/C Ratio | 0.48 | 0.48 | | 0.43 | 0.39 | | 0.26 | 0.26 | | 0.26 | 0.26 | |
| v/c Ratio | 0.30 | 0.23 | | 0.09 | 0.43 | | 0.01 | 0.04 | | 0.12 | 0.26 | |
| Control Delay (s/veh) | 6.4 | 7.4 | | 4.6 | 11.1 | | 13.8 | 11.2 | | 15.1 | 6.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 6.4 | 7.4 | | 4.6 | 11.1 | | 13.8 | 11.2 | | 15.1 | 6.5 | |
| LOS | A | A | | A | B | | B | B | | B | A | |
| Approach Delay (s/veh) | | 7.2 | | | 10.6 | | | 11.9 | | | 8.8 | |
| Approach LOS | | A | | | B | | | B | | | A | |

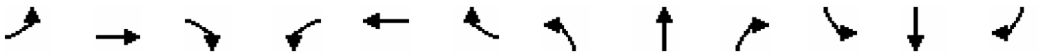
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 33.5 | | | |
| Natural Cycle: 40 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.44 | | | |
| Intersection Signal Delay (s/veh): 9.1 | | Intersection LOS: A | |
| Intersection Capacity Utilization 45.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Earhart Dr/Spindrift Dr & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
7: NAPA Dwy/George Karl Blvd & Wehrle Dr

Uptown Apartments
2030 Background AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 62 | 340 | 10 | 24 | 788 | 53 | 8 | 0 | 17 | 17 | 0 | 18 |
| Future Volume (vph) | 62 | 340 | 10 | 24 | 788 | 53 | 8 | 0 | 17 | 17 | 0 | 18 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 0 | 175 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.996 | | | 0.991 | | | 0.908 | | | 0.931 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.984 | | | 0.976 | |
| Satd. Flow (prot) | 1752 | 3306 | 0 | 1736 | 3480 | 0 | 0 | 1698 | 0 | 0 | 1726 | 0 |
| Flt Permitted | 0.299 | | | 0.538 | | | | | | | | |
| Satd. Flow (perm) | 552 | 3306 | 0 | 983 | 3480 | 0 | 0 | 1725 | 0 | 0 | 1769 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 10 | | | 108 | | | 108 | |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 2699 | | | 2030 | | | 176 | | | 384 | |
| Travel Time (s) | | 40.9 | | | 30.8 | | | 4.0 | | | 8.7 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 3% | 9% | 0% | 4% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 63 | 347 | 10 | 24 | 804 | 54 | 8 | 0 | 17 | 17 | 0 | 18 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 63 | 357 | 0 | 24 | 858 | 0 | 0 | 25 | 0 | 0 | 35 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | | | | | | | Left | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 20 | 49 | | 20 | 49 | |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | | 0 | -1 | |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | | 0 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | | 29 | | | 29 | |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | | 20 | | | 20 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 10.0 | | 8.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 19.0 | 26.0 | | 19.0 | 26.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (%) | 26.8% | 36.6% | | 26.8% | 36.6% | | 36.6% | 36.6% | | 36.6% | 36.6% | |
| Maximum Green (s) | 15.0 | 20.0 | | 15.0 | 20.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Yellow Time (s) | 3.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 2.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 4.0 | 6.0 | | 4.0 | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.5 | 3.0 | | 3.5 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 21.6 | 24.5 | | 20.5 | 22.8 | | | 7.3 | | | 7.3 | |
| Actuated g/C Ratio | 0.72 | 0.82 | | 0.68 | 0.76 | | | 0.24 | | | 0.24 | |
| v/c Ratio | 0.08 | 0.13 | | 0.02 | 0.32 | | | 0.04 | | | 0.06 | |
| Control Delay (s/veh) | 2.2 | 4.0 | | 2.5 | 6.8 | | | 0.2 | | | 0.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 2.2 | 4.0 | | 2.5 | 6.8 | | | 0.2 | | | 0.2 | |
| LOS | A | A | | A | A | | | A | | | A | |
| Approach Delay (s/veh) | | 3.8 | | | 6.7 | | | 0.2 | | | 0.3 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 71 | | | |
| Actuated Cycle Length: 30 | | | |
| Natural Cycle: 40 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.32 | | | |
| Intersection Signal Delay (s/veh): 5.5 | | Intersection LOS: A | |
| Intersection Capacity Utilization 43.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: NAPA Dwy/George Karl Blvd & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
8: Transit Rd & Wehrle Dr

Uptown Apartments
2030 Background AM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 80 | 166 | 140 | 290 | 406 | 111 | 3 | 346 | 1025 | 222 | 12 | 87 |
| Future Volume (vph) | 80 | 166 | 140 | 290 | 406 | 111 | 3 | 346 | 1025 | 222 | 12 | 87 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 450 | | 510 | 600 | | 600 | | 560 | | 550 | | 525 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | | 2 | | 1 | | 2 |
| Taper Length (ft) | 25 | | | 25 | | | | 25 | | | | 25 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.91 | 0.97 | 0.91 | 1.00 | 0.91 | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | | | 0.850 | | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.950 | | | | 0.950 |
| Satd. Flow (prot) | 3242 | 3374 | 1468 | 3099 | 3505 | 1495 | 0 | 3368 | 4893 | 1442 | 0 | 3441 |
| Flt Permitted | 0.509 | | | 0.484 | | | | 0.160 | | | | 0.215 |
| Satd. Flow (perm) | 1737 | 3374 | 1468 | 1579 | 3505 | 1495 | 0 | 567 | 4893 | 1442 | 0 | 779 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | |
| Satd. Flow (RTOR) | | | 143 | | | 133 | | | | 227 | | |
| Link Speed (mph) | | 45 | | | 45 | | | | 45 | | | |
| Link Distance (ft) | | 2030 | | | 1089 | | | | 988 | | | |
| Travel Time (s) | | 30.8 | | | 16.5 | | | | 15.0 | | | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 8% | 7% | 10% | 13% | 3% | 8% | 0% | 4% | 6% | 12% | 0% | 2% |
| Adj. Flow (vph) | 82 | 169 | 143 | 296 | 414 | 113 | 3 | 353 | 1046 | 227 | 12 | 89 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 82 | 169 | 143 | 296 | 414 | 113 | 0 | 356 | 1046 | 227 | 0 | 101 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | R NA | Left | Left | Right | R NA | Left |
| Median Width(ft) | | 24 | | | 24 | | | | 24 | | | |
| Link Offset(ft) | | 0 | | | 0 | | | | 0 | | | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 9 | 15 | | 9 | 9 | 15 |
| Number of Detectors | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 2 |
| Detector Template | | | | | | | Left | | | | Left | |
| Leading Detector (ft) | 49 | 49 | 49 | 49 | 49 | 49 | 20 | 49 | 49 | 49 | 20 | 49 |
| Trailing Detector (ft) | -1 | -1 | -1 | -1 | -1 | -1 | 0 | -1 | -1 | -1 | 0 | -1 |
| Detector 1 Position(ft) | -1 | -1 | -1 | -1 | -1 | -1 | 0 | -1 | -1 | -1 | 0 | -1 |
| Detector 1 Size(ft) | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | 29 | 29 | 29 | 29 | | 29 | 29 | 29 | | 29 |
| Detector 2 Size(ft) | 20 | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 | | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | custom | pm+pt | NA | pm+ov | custom | pm+pt |
| Protected Phases | 7 | 4 | | 3 | 8 | | | 1 | 6 | 3 | | 5 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBT | SBR |
|---|---|---|
| Lane Configurations | ↑↑↑ | ↱ |
| Traffic Volume (vph) | 943 | 135 |
| Future Volume (vph) | 943 | 135 |
| Ideal Flow (vphpl) | 1900 | 1900 |
| Storage Length (ft) | | 585 |
| Storage Lanes | | 1 |
| Taper Length (ft) | | |
| Lane Util. Factor | 0.91 | 1.00 |
| Frt | | 0.850 |
| Flt Protected | | |
| Satd. Flow (prot) | 4893 | 1568 |
| Flt Permitted | | |
| Satd. Flow (perm) | 4893 | 1568 |
| Right Turn on Red | | Yes |
| Satd. Flow (RTOR) | | 115 |
| Link Speed (mph) | 45 | |
| Link Distance (ft) | 1053 | |
| Travel Time (s) | 16.0 | |
| Peak Hour Factor | 0.98 | 0.98 |
| Heavy Vehicles (%) | 6% | 3% |
| Adj. Flow (vph) | 962 | 138 |
| Shared Lane Traffic (%) | | |
| Lane Group Flow (vph) | 962 | 138 |
| Enter Blocked Intersection | No | No |
| Lane Alignment | Left | Right |
| Median Width(ft) | 24 | |
| Link Offset(ft) | 0 | |
| Crosswalk Width(ft) | 16 | |
| Two way Left Turn Lane | | |
| Headway Factor | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 |
| Number of Detectors | 2 | 2 |
| Detector Template | | |
| Leading Detector (ft) | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | |
| Detector 1 Extend (s) | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | |
| Detector 2 Extend (s) | 0.0 | 0.0 |
| Turn Type | NA | pm+ov |
| Protected Phases | 2 | 7 |

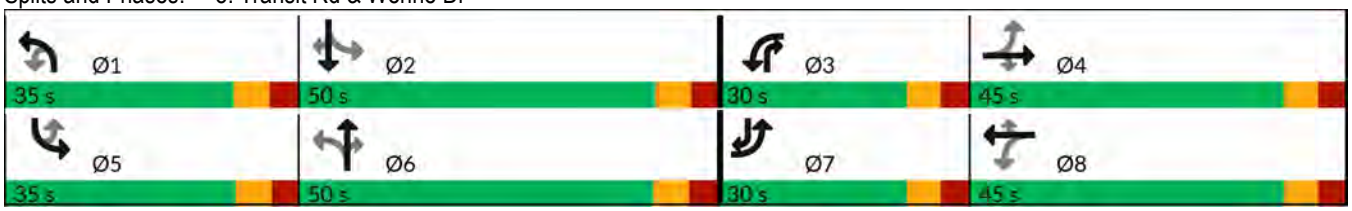


Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | 4 | 8 | | 8 | 1 | 6 | | 6 | 5 | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 1 | 1 | 6 | 3 | 5 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 12.3 | 46.3 | 46.3 | 12.3 | 46.3 | 46.3 | 12.6 | 12.6 | 41.6 | 12.3 | 12.5 | 12.5 |
| Total Split (s) | 30.0 | 45.0 | 45.0 | 30.0 | 45.0 | 45.0 | 35.0 | 35.0 | 50.0 | 30.0 | 35.0 | 35.0 |
| Total Split (%) | 18.8% | 28.1% | 28.1% | 18.8% | 28.1% | 28.1% | 21.9% | 21.9% | 31.3% | 18.8% | 21.9% | 21.9% |
| Maximum Green (s) | 22.7 | 37.7 | 37.7 | 22.7 | 37.7 | 37.7 | 27.4 | 27.4 | 42.4 | 22.7 | 27.5 | 27.5 |
| Yellow Time (s) | 3.9 | 3.9 | 3.9 | 3.9 | 3.9 | 3.9 | 4.3 | 4.3 | 4.3 | 3.9 | 4.3 | 4.3 |
| All-Red Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.4 | 3.4 | 3.3 | 3.3 | 3.3 | 3.4 | 3.2 | 3.2 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | | 7.6 | 7.6 | 7.3 | | 7.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 1.3 | 1.1 | 1.1 | 1.3 | 1.1 | 1.1 | 1.3 | 1.3 | 1.1 | 1.3 | 1.3 | 1.3 |
| Recall Mode | None | None | None | None | None | None | None | None | None | None | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | | |
| Flash Dont Walk (s) | | 32.0 | 32.0 | | 32.0 | 32.0 | | | 27.0 | | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | | 0 | | | |
| Act Effct Green (s) | 17.4 | 11.4 | 11.4 | 24.8 | 15.1 | 15.1 | | 34.9 | 25.3 | 42.7 | | 27.3 |
| Actuated g/C Ratio | 0.21 | 0.14 | 0.14 | 0.30 | 0.18 | 0.18 | | 0.42 | 0.31 | 0.52 | | 0.33 |
| v/c Ratio | 0.17 | 0.36 | 0.43 | 0.45 | 0.64 | 0.29 | | 0.62 | 0.69 | 0.26 | | 0.22 |
| Control Delay (s/veh) | 21.1 | 36.3 | 11.3 | 22.8 | 37.1 | 6.5 | | 18.7 | 28.2 | 2.3 | | 14.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Delay (s/veh) | 21.1 | 36.3 | 11.3 | 22.8 | 37.1 | 6.5 | | 18.7 | 28.2 | 2.3 | | 14.6 |
| LOS | C | D | B | C | D | A | | B | C | A | | B |
| Approach Delay (s/veh) | | 24.1 | | | 27.8 | | | | 22.6 | | | |
| Approach LOS | | C | | | C | | | | C | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 82.5 | | | |
| Natural Cycle: 115 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.76 | | | |
| Intersection Signal Delay (s/veh): 25.5 | | Intersection LOS: C | |
| Intersection Capacity Utilization 69.9% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 8: Transit Rd & Wehrle Dr






Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBT | SBR |
|---|---|---|
| Permitted Phases | | 2 |
| Detector Phase | 2 | 7 |
| Switch Phase | | |
| Minimum Initial (s) | 10.0 | 3.0 |
| Minimum Split (s) | 43.5 | 12.3 |
| Total Split (s) | 50.0 | 30.0 |
| Total Split (%) | 31.3% | 18.8% |
| Maximum Green (s) | 42.5 | 22.7 |
| Yellow Time (s) | 4.3 | 3.9 |
| All-Red Time (s) | 3.2 | 3.4 |
| Lost Time Adjust (s) | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.3 |
| Lead/Lag | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes |
| Vehicle Extension (s) | 1.1 | 1.3 |
| Recall Mode | None | None |
| Walk Time (s) | 7.0 | |
| Flash Dont Walk (s) | 29.0 | |
| Pedestrian Calls (#/hr) | 0 | |
| Act Effct Green (s) | 21.5 | 35.1 |
| Actuated g/C Ratio | 0.26 | 0.43 |
| v/c Ratio | 0.75 | 0.18 |
| Control Delay (s/veh) | 32.8 | 5.3 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay (s/veh) | 32.8 | 5.3 |
| LOS | C | A |
| Approach Delay (s/veh) | 28.2 | |
| Approach LOS | C | |

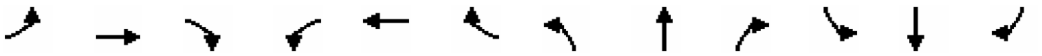
| Intersection Summary |
|---|



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Uptown Apartments
2030 Background PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 6 | 2 | 776 | 6 | 273 | 2 | 260 | 509 | 80 | 327 | 11 |
| Future Volume (vph) | 6 | 6 | 2 | 776 | 6 | 273 | 2 | 260 | 509 | 80 | 327 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 365 | | 0 | 85 | | 275 | 225 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.981 | | | 0.853 | | | | 0.850 | | 0.995 | |
| Flt Protected | | 0.979 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1701 | 0 | 1787 | 1605 | 0 | 1805 | 1900 | 1599 | 1752 | 1855 | 0 |
| Flt Permitted | | | | 0.656 | | | 0.548 | | | 0.347 | | |
| Satd. Flow (perm) | 0 | 1737 | 0 | 1234 | 1605 | 0 | 1041 | 1900 | 1599 | 640 | 1855 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | 287 | | | | 536 | | 2 | |
| Link Speed (mph) | | 30 | | | 35 | | | 35 | | | 30 | |
| Link Distance (ft) | | 393 | | | 870 | | | 613 | | | 563 | |
| Travel Time (s) | | 8.9 | | | 16.9 | | | 11.9 | | | 12.8 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 17% | 0% | 1% | 0% | 1% | 0% | 0% | 1% | 3% | 2% | 0% |
| Adj. Flow (vph) | 6 | 6 | 2 | 817 | 6 | 287 | 2 | 274 | 536 | 84 | 344 | 12 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 14 | 0 | 817 | 293 | 0 | 2 | 274 | 536 | 84 | 356 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| Detector Template | Left | | | | | | | | | | | |
| Leading Detector (ft) | 20 | 49 | | 49 | 49 | | 49 | 49 | 49 | 49 | 49 | |
| Trailing Detector (ft) | 0 | -1 | | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | |
| Detector 1 Position(ft) | 0 | -1 | | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 29 | | 29 | 29 | | 29 | 29 | 29 | 29 | 29 | |
| Detector 2 Size(ft) | | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | |
| Detector 2 Type | | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | | 1 | 6 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

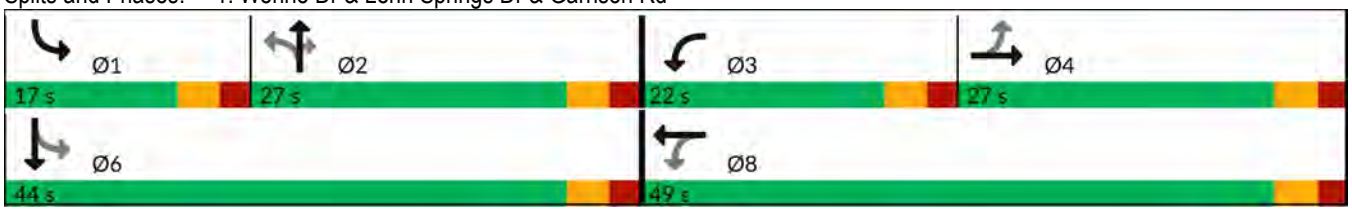
Lanes, Volumes, Timings
1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Uptown Apartments
2030 Background PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 2 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 27.0 | 27.0 | | 8.0 | 27.0 | | 9.0 | 9.0 | 9.0 | 9.0 | 27.0 | |
| Total Split (s) | 27.0 | 27.0 | | 22.0 | 49.0 | | 27.0 | 27.0 | 27.0 | 17.0 | 44.0 | |
| Total Split (%) | 29.0% | 29.0% | | 23.7% | 52.7% | | 29.0% | 29.0% | 29.0% | 18.3% | 47.3% | |
| Maximum Green (s) | 22.0 | 22.0 | | 17.0 | 44.0 | | 22.0 | 22.0 | 22.0 | 12.0 | 39.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | Yes | Yes | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | None | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | | 15.0 | | 15.0 | 15.0 | 15.0 | | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | 0 | 0 | 0 | | 0 | |
| Act Effct Green (s) | | 6.4 | | 19.8 | 19.8 | | 14.5 | 14.5 | 14.5 | 23.7 | 23.7 | |
| Actuated g/C Ratio | | 0.12 | | 0.37 | 0.37 | | 0.27 | 0.27 | 0.27 | 0.44 | 0.44 | |
| v/c Ratio | | 0.06 | | 1.28 | 0.38 | | 0.00 | 0.54 | 0.65 | 0.19 | 0.43 | |
| Control Delay (s/veh) | | 25.8 | | 164.2 | 4.0 | | 17.0 | 22.9 | 6.4 | 9.8 | 12.1 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 25.8 | | 164.2 | 4.0 | | 17.0 | 22.9 | 6.4 | 9.8 | 12.1 | |
| LOS | | C | | F | A | | B | C | A | A | B | |
| Approach Delay (s/veh) | | 25.8 | | | 121.9 | | | 12.1 | | | 11.7 | |
| Approach LOS | | C | | | F | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 93 | | | |
| Actuated Cycle Length: 54.1 | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.29 | | | |
| Intersection Signal Delay (s/veh): 63.4 | | Intersection LOS: E | |
| Intersection Capacity Utilization 83.4% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

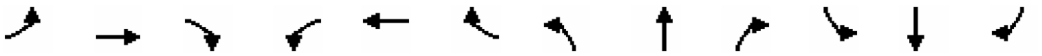





Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
2: College Pkwy & Wehrle Dr

Uptown Apartments
2030 Background PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 551 | 12 | 2 | 814 | 3 | 146 | 0 | 43 | 59 | 0 | 114 |
| Future Volume (vph) | 6 | 551 | 12 | 2 | 814 | 3 | 146 | 0 | 43 | 59 | 0 | 114 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 230 | 210 | | 0 | 0 | | 0 | 135 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.997 | | | | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.950 | | | 0.950 | |
| Satd. Flow (prot) | 1805 | 3564 | 0 | 1805 | 3574 | 0 | 0 | 1805 | 1615 | 0 | 1805 | 1615 |
| Flt Permitted | 0.243 | | | 0.376 | | | | 0.712 | | | 0.650 | |
| Satd. Flow (perm) | 462 | 3564 | 0 | 714 | 3574 | 0 | 0 | 1353 | 1615 | 0 | 1235 | 1615 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 1 | | | | 95 | | | 133 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 362 | | | 932 | | | 421 | | | 370 | |
| Travel Time (s) | | 5.5 | | | 14.1 | | | 9.6 | | | 8.4 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 7 | 641 | 14 | 2 | 947 | 3 | 170 | 0 | 50 | 69 | 0 | 133 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 7 | 655 | 0 | 2 | 950 | 0 | 0 | 170 | 50 | 0 | 69 | 133 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 1 | 2 | 2 | 1 | 2 | 2 |
| Detector Template | | | | | | | Left | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 20 | 49 | 49 | 20 | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | -1 | 0 | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | -1 | 0 | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | | 29 | 29 | | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | | 20 | 20 | | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
2: College Pkwy & Wehrle Dr

Uptown Apartments
2030 Background PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | 8 | 4 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 27.0 | | 9.0 | 27.0 | | 27.0 | 27.0 | 27.0 | 9.0 | 9.0 | 9.0 |
| Total Split (s) | 9.5 | 37.5 | | 10.0 | 38.0 | | 27.0 | 27.0 | 27.0 | 26.0 | 26.0 | 26.0 |
| Total Split (%) | 12.8% | 50.3% | | 13.4% | 51.0% | | 36.2% | 36.2% | 36.2% | 34.9% | 34.9% | 34.9% |
| Maximum Green (s) | 5.0 | 32.5 | | 5.0 | 33.0 | | 22.0 | 22.0 | 22.0 | 21.0 | 21.0 | 21.0 |
| Yellow Time (s) | 3.0 | 3.0 | | 3.5 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.5 | 2.0 | | 1.5 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | | None | None | None | None | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | 20.7 | 21.9 | | 20.1 | 22.0 | | | 12.3 | 12.3 | | 11.7 | 11.7 |
| Actuated g/C Ratio | 0.52 | 0.55 | | 0.51 | 0.55 | | | 0.31 | 0.31 | | 0.29 | 0.29 |
| v/c Ratio | 0.01 | 0.33 | | 0.00 | 0.47 | | | 0.40 | 0.08 | | 0.18 | 0.23 |
| Control Delay (s/veh) | 6.1 | 8.9 | | 6.5 | 10.1 | | | 18.2 | 1.6 | | 15.7 | 5.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay (s/veh) | 6.1 | 8.9 | | 6.5 | 10.1 | | | 18.2 | 1.6 | | 15.7 | 5.1 |
| LOS | A | A | | A | B | | | B | A | | B | A |
| Approach Delay (s/veh) | | 9.0 | | | 10.2 | | | 14.4 | | | 8.7 | |
| Approach LOS | | A | | | B | | | B | | | A | |

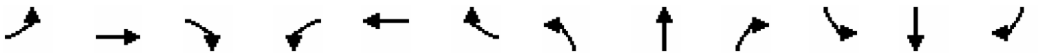
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 74.5 | | | |
| Actuated Cycle Length: 39.7 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.48 | | | |
| Intersection Signal Delay (s/veh): 10.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 50.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: College Pkwy & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
3: Youngs Rd & Wehrle Dr

Uptown Apartments
2030 Background PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 170 | 473 | 60 | 145 | 533 | 31 | 70 | 261 | 176 | 180 | 248 | 179 |
| Future Volume (vph) | 170 | 473 | 60 | 145 | 533 | 31 | 70 | 261 | 176 | 180 | 248 | 179 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 310 | | 0 | 475 | | 475 | 245 | | 200 | 405 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.983 | | | | 0.850 | | 0.940 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3541 | 0 | 1805 | 3574 | 1615 | 1736 | 3360 | 0 | 1787 | 1845 | 1599 |
| Flt Permitted | 0.284 | | | 0.367 | | | 0.560 | | | 0.357 | | |
| Satd. Flow (perm) | 529 | 3541 | 0 | 697 | 3574 | 1615 | 1023 | 3360 | 0 | 672 | 1845 | 1599 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 19 | | | | 73 | | 196 | | | | 199 |
| Link Speed (mph) | | 45 | | | 45 | | | 35 | | | 35 | |
| Link Distance (ft) | | 932 | | | 2674 | | | 517 | | | 767 | |
| Travel Time (s) | | 14.1 | | | 40.5 | | | 10.1 | | | 14.9 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 2% | 0% | 2% | 0% | 1% | 0% | 4% | 1% | 1% | 1% | 3% | 1% |
| Adj. Flow (vph) | 189 | 526 | 67 | 161 | 592 | 34 | 78 | 290 | 196 | 200 | 276 | 199 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 189 | 593 | 0 | 161 | 592 | 34 | 78 | 486 | 0 | 200 | 276 | 199 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | 49 | 49 | 49 | | 49 | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | | -1 | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | | -1 | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | 29 | 29 | 29 | | 29 | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 27.0 | | 7.0 | 27.0 | 9.0 | 9.0 | 27.0 | | 9.0 | 9.0 | 8.5 |
| Total Split (s) | 8.5 | 28.5 | | 8.0 | 28.0 | 10.0 | 11.0 | 28.0 | | 10.0 | 27.0 | 8.5 |
| Total Split (%) | 11.4% | 38.3% | | 10.7% | 37.6% | 13.4% | 14.8% | 37.6% | | 13.4% | 36.2% | 11.4% |
| Maximum Green (s) | 4.0 | 23.5 | | 5.0 | 23.0 | 5.0 | 6.0 | 23.0 | | 5.0 | 22.0 | 4.0 |
| Yellow Time (s) | 3.5 | 3.0 | | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.5 |
| All-Red Time (s) | 1.0 | 2.0 | | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 5.0 | | 3.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 4.5 |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | None | None | None | | None | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | | 15.0 | | | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 21.6 | 18.0 | | 22.6 | 15.4 | 25.7 | 19.7 | 13.6 | | 20.7 | 18.0 | 27.3 |
| Actuated g/C Ratio | 0.37 | 0.31 | | 0.39 | 0.26 | 0.44 | 0.34 | 0.23 | | 0.35 | 0.31 | 0.47 |
| v/c Ratio | 0.66 | 0.53 | | 0.43 | 0.62 | 0.04 | 0.18 | 0.52 | | 0.59 | 0.48 | 0.23 |
| Control Delay (s/veh) | 28.4 | 19.8 | | 15.6 | 22.8 | 0.9 | 12.4 | 13.3 | | 22.1 | 22.4 | 3.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 28.4 | 19.8 | | 15.6 | 22.8 | 0.9 | 12.4 | 13.3 | | 22.1 | 22.4 | 3.1 |
| LOS | C | B | | B | C | A | B | B | | C | C | A |
| Approach Delay (s/veh) | | 21.9 | | | 20.4 | | | 13.2 | | | 16.7 | |
| Approach LOS | | C | | | C | | | B | | | B | |

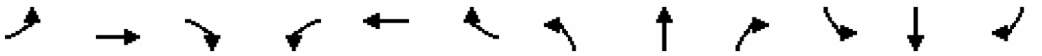
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 74.5 | | | |
| Actuated Cycle Length: 58.4 | | | |
| Natural Cycle: 75 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.67 | | | |
| Intersection Signal Delay (s/veh): 18.5 | | Intersection LOS: B | |
| Intersection Capacity Utilization 63.2% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: Youngs Rd & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
4: Earhart Dr/Spindrift Dr & Wehrle Dr

Uptown Apartments
2030 Background PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 143 | 608 | 5 | 18 | 551 | 1 | 23 | 16 | 70 | 140 | 5 | 180 |
| Future Volume (vph) | 143 | 608 | 5 | 18 | 551 | 1 | 23 | 16 | 70 | 140 | 5 | 180 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 230 | | 0 | 175 | | 0 | 155 | | 0 | 230 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.999 | | | | | | 0.878 | | | 0.854 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3565 | 0 | 1626 | 3574 | 0 | 1805 | 1628 | 0 | 1787 | 1607 | 0 |
| Flt Permitted | 0.327 | | | 0.387 | | | 0.626 | | | 0.694 | | |
| Satd. Flow (perm) | 615 | 3565 | 0 | 662 | 3574 | 0 | 1189 | 1628 | 0 | 1306 | 1607 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | | | | 80 | | | 205 | |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 2674 | | | 2699 | | | 660 | | | 533 | |
| Travel Time (s) | | 40.5 | | | 40.9 | | | 15.0 | | | 12.1 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 1% | 1% | 20% | 11% | 1% | 0% | 0% | 0% | 3% | 1% | 0% | 1% |
| Adj. Flow (vph) | 163 | 691 | 6 | 20 | 626 | 1 | 26 | 18 | 80 | 159 | 6 | 205 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 163 | 697 | 0 | 20 | 627 | 0 | 26 | 98 | 0 | 159 | 211 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 2 | 2 | | 2 | 2 | |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 49 | 49 | | 49 | 49 | |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | -1 | -1 | | -1 | -1 | |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | -1 | -1 | | -1 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | 29 | 29 | | 29 | 29 | |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |

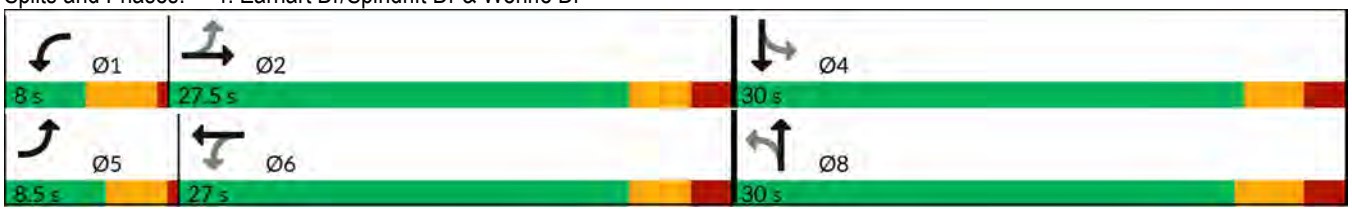


Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 27.0 | | 8.0 | 27.0 | | 27.5 | 27.5 | | 27.0 | 27.0 | |
| Total Split (s) | 8.5 | 27.5 | | 8.0 | 27.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (%) | 13.0% | 42.0% | | 12.2% | 41.2% | | 45.8% | 45.8% | | 45.8% | 45.8% | |
| Maximum Green (s) | 5.0 | 22.5 | | 4.0 | 22.0 | | 24.5 | 24.5 | | 25.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.5 | 3.0 | | 3.5 | 3.5 | | 3.0 | 3.0 | |
| All-Red Time (s) | 0.5 | 2.0 | | 0.5 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 5.0 | | 4.0 | 5.0 | | 5.5 | 5.5 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 21.1 | 18.8 | | 17.7 | 13.6 | | 10.5 | 10.5 | | 11.1 | 11.1 | |
| Actuated g/C Ratio | 0.50 | 0.45 | | 0.42 | 0.33 | | 0.25 | 0.25 | | 0.27 | 0.27 | |
| v/c Ratio | 0.35 | 0.43 | | 0.05 | 0.53 | | 0.08 | 0.20 | | 0.46 | 0.36 | |
| Control Delay (s/veh) | 8.0 | 9.7 | | 6.3 | 14.3 | | 14.3 | 6.7 | | 19.3 | 5.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 8.0 | 9.7 | | 6.3 | 14.3 | | 14.3 | 6.7 | | 19.3 | 5.0 | |
| LOS | A | A | | A | B | | B | A | | B | A | |
| Approach Delay (s/veh) | | 9.5 | | | 14.1 | | | 8.4 | | | 11.2 | |
| Approach LOS | | A | | | B | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65.5 | | | |
| Actuated Cycle Length: 41.8 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.54 | | | |
| Intersection Signal Delay (s/veh): 11.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 54.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Earhart Dr/Spindrift Dr & Wehrle Dr






Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
7: NAPA Dwy/George Karl Blvd & Wehrle Dr

Uptown Apartments
2030 Background PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 909 | 5 | 7 | 558 | 2 | 11 | 0 | 13 | 42 | 0 | 32 |
| Future Volume (vph) | 10 | 909 | 5 | 7 | 558 | 2 | 11 | 0 | 13 | 42 | 0 | 32 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 0 | 175 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.999 | | | | | | 0.925 | | | 0.941 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.978 | | | 0.972 | |
| Satd. Flow (prot) | 1805 | 3571 | 0 | 1805 | 3574 | 0 | 0 | 1719 | 0 | 0 | 1716 | 0 |
| Flt Permitted | 0.413 | | | 0.247 | | | | | | | | |
| Satd. Flow (perm) | 785 | 3571 | 0 | 469 | 3574 | 0 | 0 | 1758 | 0 | 0 | 1765 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | 1 | | | 117 | | | 117 | |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 2699 | | | 2030 | | | 176 | | | 384 | |
| Travel Time (s) | | 40.9 | | | 30.8 | | | 4.0 | | | 8.7 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 3% |
| Adj. Flow (vph) | 11 | 1021 | 6 | 8 | 627 | 2 | 12 | 0 | 15 | 47 | 0 | 36 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 11 | 1027 | 0 | 8 | 629 | 0 | 0 | 27 | 0 | 0 | 83 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | | | | | | | Left | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 20 | 49 | | 20 | 49 | |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | | 0 | -1 | |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | | 0 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | | 29 | | | 29 | |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | | 20 | | | 20 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 27.0 | | 9.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 9.0 | 28.0 | | 9.0 | 28.0 | | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Split (%) | 13.8% | 43.1% | | 13.8% | 43.1% | | 43.1% | 43.1% | | 43.1% | 43.1% | |
| Maximum Green (s) | 4.0 | 23.0 | | 4.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | |
| Yellow Time (s) | 3.5 | 3.0 | | 3.5 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.5 | 2.0 | | 1.5 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 16.6 | 20.0 | | 16.6 | 20.0 | | | 7.0 | | | 7.0 | |
| Actuated g/C Ratio | 0.58 | 0.70 | | 0.58 | 0.70 | | | 0.24 | | | 0.24 | |
| v/c Ratio | 0.01 | 0.41 | | 0.01 | 0.25 | | | 0.05 | | | 0.15 | |
| Control Delay (s/veh) | 3.6 | 5.9 | | 3.5 | 5.0 | | | 0.2 | | | 3.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 3.6 | 5.9 | | 3.5 | 5.0 | | | 0.2 | | | 3.7 | |
| LOS | A | A | | A | A | | | A | | | A | |
| Approach Delay (s/veh) | | 5.9 | | | 5.0 | | | 0.2 | | | 3.8 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 28.6 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.41 | | | |
| Intersection Signal Delay (s/veh): 5.4 | | Intersection LOS: A | |
| Intersection Capacity Utilization 39.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: NAPA Dwy/George Karl Blvd & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
8: Transit Rd & Wehrle Dr

Uptown Apartments
2030 Background PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 209 | 381 | 400 | 316 | 247 | 201 | 7 | 166 | 1200 | 289 | 12 | 203 |
| Future Volume (vph) | 209 | 381 | 400 | 316 | 247 | 201 | 7 | 166 | 1200 | 289 | 12 | 203 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 450 | | 510 | 600 | | 600 | | 560 | | 550 | | 525 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | | 2 | | 1 | | 2 |
| Taper Length (ft) | 25 | | | 25 | | | | 25 | | | | 25 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.91 | 0.97 | 0.91 | 1.00 | 0.91 | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | | | 0.850 | | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.950 | | | | 0.950 |
| Satd. Flow (prot) | 3433 | 3574 | 1583 | 3433 | 3574 | 1599 | 0 | 3468 | 5136 | 1583 | 0 | 3469 |
| Flt Permitted | 0.596 | | | 0.390 | | | | 0.124 | | | | 0.118 |
| Satd. Flow (perm) | 2154 | 3574 | 1583 | 1409 | 3574 | 1599 | 0 | 453 | 5136 | 1583 | 0 | 431 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | |
| Satd. Flow (RTOR) | | | 335 | | | 205 | | | | 188 | | |
| Link Speed (mph) | | 45 | | | 45 | | | | 45 | | | |
| Link Distance (ft) | | 2030 | | | 1089 | | | | 988 | | | |
| Travel Time (s) | | 30.8 | | | 16.5 | | | | 15.0 | | | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 2% | 1% | 2% | 2% | 1% | 1% | 0% | 1% | 1% | 2% | 0% | 1% |
| Adj. Flow (vph) | 213 | 389 | 408 | 322 | 252 | 205 | 7 | 169 | 1224 | 295 | 12 | 207 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 213 | 389 | 408 | 322 | 252 | 205 | 0 | 176 | 1224 | 295 | 0 | 219 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | R NA | Left | Left | Right | R NA | Left |
| Median Width(ft) | | 24 | | | 24 | | | | 24 | | | |
| Link Offset(ft) | | 0 | | | 0 | | | | 0 | | | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 9 | 15 | | 9 | 9 | 15 |
| Number of Detectors | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 2 |
| Detector Template | | | | | | | Left | | | | Left | |
| Leading Detector (ft) | 49 | 49 | 49 | 49 | 49 | 49 | 20 | 49 | 49 | 49 | 20 | 49 |
| Trailing Detector (ft) | -1 | -1 | -1 | -1 | -1 | -1 | 0 | -1 | -1 | -1 | 0 | -1 |
| Detector 1 Position(ft) | -1 | -1 | -1 | -1 | -1 | -1 | 0 | -1 | -1 | -1 | 0 | -1 |
| Detector 1 Size(ft) | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | 29 | 29 | 29 | 29 | | 29 | 29 | 29 | | 29 |
| Detector 2 Size(ft) | 20 | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 | | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | custom | pm+pt | NA | pm+ov | custom | pm+pt |
| Protected Phases | 7 | 4 | | 3 | 8 | | | 1 | 6 | 3 | | 5 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBT | SBR |
|---|---|---|
| Lane Configurations | ↑↑↑ | ↱ |
| Traffic Volume (vph) | 1353 | 154 |
| Future Volume (vph) | 1353 | 154 |
| Ideal Flow (vphpl) | 1900 | 1900 |
| Storage Length (ft) | | 585 |
| Storage Lanes | | 1 |
| Taper Length (ft) | | |
| Lane Util. Factor | 0.91 | 1.00 |
| Frt | | 0.850 |
| Flt Protected | | |
| Satd. Flow (prot) | 5036 | 1583 |
| Flt Permitted | | |
| Satd. Flow (perm) | 5036 | 1583 |
| Right Turn on Red | | Yes |
| Satd. Flow (RTOR) | | 157 |
| Link Speed (mph) | 45 | |
| Link Distance (ft) | 1053 | |
| Travel Time (s) | 16.0 | |
| Peak Hour Factor | 0.98 | 0.98 |
| Heavy Vehicles (%) | 3% | 2% |
| Adj. Flow (vph) | 1381 | 157 |
| Shared Lane Traffic (%) | | |
| Lane Group Flow (vph) | 1381 | 157 |
| Enter Blocked Intersection | No | No |
| Lane Alignment | Left | Right |
| Median Width(ft) | 24 | |
| Link Offset(ft) | 0 | |
| Crosswalk Width(ft) | 16 | |
| Two way Left Turn Lane | | |
| Headway Factor | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 |
| Number of Detectors | 2 | 2 |
| Detector Template | | |
| Leading Detector (ft) | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | |
| Detector 1 Extend (s) | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | |
| Detector 2 Extend (s) | 0.0 | 0.0 |
| Turn Type | NA | pm+ov |
| Protected Phases | 2 | 7 |

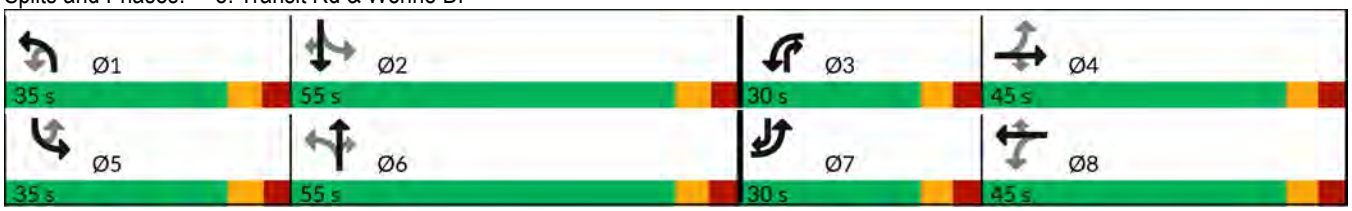


Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | 4 | 8 | | 8 | 1 | 6 | | 6 | 5 | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 1 | 1 | 6 | 3 | 5 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 12.3 | 46.3 | 46.3 | 12.3 | 46.3 | 46.3 | 12.6 | 12.6 | 41.6 | 12.3 | 12.5 | 12.5 |
| Total Split (s) | 30.0 | 45.0 | 45.0 | 30.0 | 45.0 | 45.0 | 35.0 | 35.0 | 55.0 | 30.0 | 35.0 | 35.0 |
| Total Split (%) | 18.2% | 27.3% | 27.3% | 18.2% | 27.3% | 27.3% | 21.2% | 21.2% | 33.3% | 18.2% | 21.2% | 21.2% |
| Maximum Green (s) | 22.7 | 37.7 | 37.7 | 22.7 | 37.7 | 37.7 | 27.4 | 27.4 | 47.4 | 22.7 | 27.5 | 27.5 |
| Yellow Time (s) | 3.9 | 3.9 | 3.9 | 3.9 | 3.9 | 3.9 | 4.3 | 4.3 | 4.3 | 3.9 | 4.3 | 4.3 |
| All-Red Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.4 | 3.4 | 3.3 | 3.3 | 3.3 | 3.4 | 3.2 | 3.2 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | | 7.6 | 7.6 | 7.3 | | 7.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 1.3 | 1.1 | 1.1 | 1.3 | 1.1 | 1.1 | 1.3 | 1.3 | 1.1 | 1.3 | 1.3 | 1.3 |
| Recall Mode | None | None | None | None | None | None | None | None | None | None | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | | |
| Flash Dont Walk (s) | | 32.0 | 32.0 | | 32.0 | 32.0 | | | 27.0 | | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | | 0 | | | |
| Act Effct Green (s) | 25.6 | 16.2 | 16.2 | 28.0 | 17.5 | 17.5 | | 39.2 | 32.3 | 50.6 | | 42.6 |
| Actuated g/C Ratio | 0.26 | 0.17 | 0.17 | 0.29 | 0.18 | 0.18 | | 0.40 | 0.33 | 0.52 | | 0.43 |
| v/c Ratio | 0.31 | 0.65 | 0.75 | 0.51 | 0.39 | 0.45 | | 0.45 | 0.72 | 0.32 | | 0.48 |
| Control Delay (s/veh) | 24.7 | 45.3 | 18.6 | 27.0 | 38.7 | 8.9 | | 18.3 | 32.2 | 6.1 | | 17.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Delay (s/veh) | 24.7 | 45.3 | 18.6 | 27.0 | 38.7 | 8.9 | | 18.3 | 32.2 | 6.1 | | 17.9 |
| LOS | C | D | B | C | D | A | | B | C | A | | B |
| Approach Delay (s/veh) | | 30.2 | | | 26.1 | | | | 26.3 | | | |
| Approach LOS | | C | | | C | | | | C | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 165 | | | |
| Actuated Cycle Length: 98.1 | | | |
| Natural Cycle: 115 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.79 | | | |
| Intersection Signal Delay (s/veh): 27.8 | | Intersection LOS: C | |
| Intersection Capacity Utilization 89.6% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 8: Transit Rd & Wehrle Dr






Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBT | SBR |
|---|---|---|
| Permitted Phases | | 2 |
| Detector Phase | 2 | 7 |
| Switch Phase | | |
| Minimum Initial (s) | 10.0 | 3.0 |
| Minimum Split (s) | 43.5 | 12.3 |
| Total Split (s) | 55.0 | 30.0 |
| Total Split (%) | 33.3% | 18.2% |
| Maximum Green (s) | 47.5 | 22.7 |
| Yellow Time (s) | 4.3 | 3.9 |
| All-Red Time (s) | 3.2 | 3.4 |
| Lost Time Adjust (s) | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.3 |
| Lead/Lag | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes |
| Vehicle Extension (s) | 1.1 | 1.3 |
| Recall Mode | None | None |
| Walk Time (s) | 7.0 | |
| Flash Dont Walk (s) | 29.0 | |
| Pedestrian Calls (#/hr) | 0 | |
| Act Effct Green (s) | 34.0 | 51.0 |
| Actuated g/C Ratio | 0.35 | 0.52 |
| v/c Ratio | 0.79 | 0.17 |
| Control Delay (s/veh) | 33.1 | 2.6 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay (s/veh) | 33.1 | 2.6 |
| LOS | C | A |
| Approach Delay (s/veh) | 28.5 | |
| Approach LOS | C | |

| Intersection Summary |
|---|



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

SimTraffic Performance Report
2030 Background PM

05/29/2025

## 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd Performance by lane

| Lane | EB | WB | WB | NB | NB | NB | SB | SB | All |
|---|---|---|---|---|---|---|---|---|---|
| Movements Served | LTR | L | TR | L | T | R | L | TR | |
| Denied Delay (hr) | | | | | | | | | 2.8 |
| Denied Del/Veh (s) | | | | | | | | | 4.6 |
| Total Delay (hr) | 0.1 | 12.6 | 14.7 | 0.0 | 1.5 | 0.4 | 0.2 | 1.1 | 30.6 |
| Total Del/Veh (s) | 27.2 | 62.9 | 172.2 | 14.3 | 20.6 | 2.6 | 12.0 | 11.6 | 49.8 |
| Stop Delay (hr) | 0.1 | 11.1 | 11.6 | 0.0 | 0.8 | 0.0 | 0.2 | 0.7 | 24.6 |
| Stop Del/Veh (s) | 25.2 | 55.2 | 135.4 | 13.1 | 11.8 | 0.3 | 10.2 | 7.8 | 40.0 |

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Queuing and Blocking Report
2030 Background PM

05/29/2025

## Intersection: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

| Movement | EB | WB | WB | B16 | B22 | B22 | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LTR | L | TR | T | T | | L | T | R | L | TR |
| Maximum Queue (ft) | 60 | 390 | 896 | 1521 | 378 | 294 | 29 | 190 | 183 | 81 | 175 |
| Average Queue (ft) | 13 | 389 | 848 | 1107 | 164 | 30 | 2 | 84 | 39 | 28 | 85 |
| 95th Queue (ft) | 43 | 398 | 1005 | 1996 | 416 | 162 | 12 | 149 | 117 | 61 | 149 |
| Link Distance (ft) | 360 | | 796 | 1416 | 294 | 294 | | 580 | | | 517 |
| Upstream Blk Time (%) | | | 61 | 46 | 7 | 0 | | | | | |
| Queuing Penalty (veh) | | | 654 | 491 | 36 | 2 | | | | | |
| Storage Bay Dist (ft) | | 365 | | | | | 85 | | 275 | 225 | |
| Storage Blk Time (%) | | 66 | 0 | | | | | 7 | 0 | | 0 |
| Queuing Penalty (veh) | | 184 | 2 | | | | | 36 | 0 | | 0 |



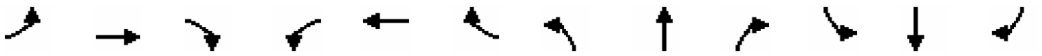
Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# **APPENDIX E:** LOS CALCULATIONS – FULL BUILD CONDITIONS

Lanes, Volumes, Timings
1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Uptown Apartments
2030 Full Build AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 8 | 6 | 4 | 399 | 2 | 106 | 0 | 211 | 755 | 272 | 227 | 8 |
| Future Volume (vph) | 8 | 6 | 4 | 399 | 2 | 106 | 0 | 211 | 755 | 272 | 227 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 365 | | 0 | 85 | | 275 | 225 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.970 | | | 0.853 | | | | 0.850 | | 0.995 | |
| Flt Protected | | 0.978 | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1706 | 0 | 1736 | 1545 | 0 | 1900 | 1845 | 1583 | 1787 | 1837 | 0 |
| Flt Permitted | | | | 0.656 | | | | | | 0.428 | | |
| Satd. Flow (perm) | 0 | 1744 | 0 | 1198 | 1545 | 0 | 1900 | 1845 | 1583 | 805 | 1837 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 107 | | | | 763 | | 2 | |
| Link Speed (mph) | | 30 | | | 35 | | | 35 | | | 30 | |
| Link Distance (ft) | | 393 | | | 870 | | | 613 | | | 563 | |
| Travel Time (s) | | 8.9 | | | 16.9 | | | 11.9 | | | 12.8 | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Heavy Vehicles (%) | 0% | 17% | 0% | 4% | 0% | 5% | 0% | 3% | 2% | 1% | 3% | 0% |
| Adj. Flow (vph) | 8 | 6 | 4 | 403 | 2 | 107 | 0 | 213 | 763 | 275 | 229 | 8 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 18 | 0 | 403 | 109 | 0 | 0 | 213 | 763 | 275 | 237 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| Detector Template | Left | | | | | | | | | | | |
| Leading Detector (ft) | 20 | 49 | | 49 | 49 | | 49 | 49 | 49 | 49 | 49 | |
| Trailing Detector (ft) | 0 | -1 | | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | |
| Detector 1 Position(ft) | 0 | -1 | | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 29 | | 29 | 29 | | 29 | 29 | 29 | 29 | 29 | |
| Detector 2 Size(ft) | | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | |
| Detector 2 Type | | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | | 1 | 6 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

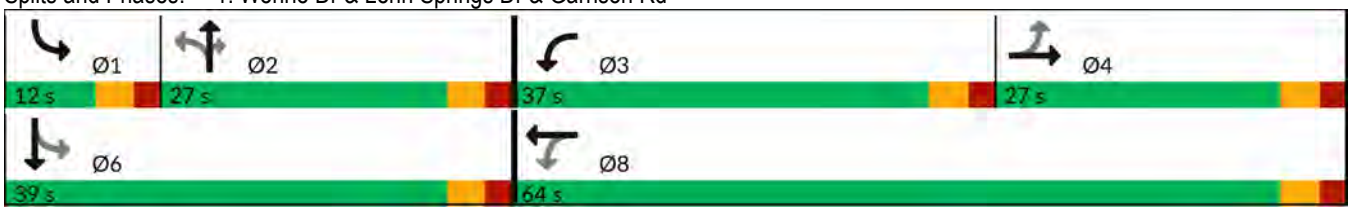
Lanes, Volumes, Timings
1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Uptown Apartments
2030 Full Build AM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 2 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 9.0 | | 8.0 | 9.0 | | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | |
| Total Split (s) | 27.0 | 27.0 | | 37.0 | 64.0 | | 27.0 | 27.0 | 27.0 | 12.0 | 39.0 | |
| Total Split (%) | 26.2% | 26.2% | | 35.9% | 62.1% | | 26.2% | 26.2% | 26.2% | 11.7% | 37.9% | |
| Maximum Green (s) | 22.0 | 22.0 | | 32.0 | 59.0 | | 22.0 | 22.0 | 22.0 | 7.0 | 34.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | Yes | Yes | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | None | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | | 15.0 | | 15.0 | 15.0 | 15.0 | | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | 0 | 0 | 0 | | 0 | |
| Act Effct Green (s) | | 6.5 | | 18.7 | 18.7 | | | 14.0 | 14.0 | 26.8 | 26.8 | |
| Actuated g/C Ratio | | 0.12 | | 0.33 | 0.33 | | | 0.25 | 0.25 | 0.48 | 0.48 | |
| v/c Ratio | | 0.08 | | 0.71 | 0.18 | | | 0.46 | 0.78 | 0.53 | 0.27 | |
| Control Delay (s/veh) | | 26.7 | | 23.9 | 4.0 | | | 23.1 | 9.0 | 16.3 | 11.7 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 26.7 | | 23.9 | 4.0 | | | 23.1 | 9.0 | 16.3 | 11.7 | |
| LOS | | C | | C | A | | | C | A | B | B | |
| Approach Delay (s/veh) | | 26.8 | | | 19.7 | | | 12.1 | | | 14.2 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 103 | | | |
| Actuated Cycle Length: 56.1 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.79 | | | |
| Intersection Signal Delay (s/veh): 14.7 | | Intersection LOS: B | |
| Intersection Capacity Utilization 77.7% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

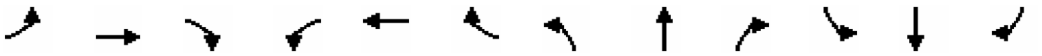





Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
2: College Pkwy & Wehrle Dr

Uptown Apartments
2030 Full Build AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 105 | 682 | 247 | 76 | 463 | 52 | 7 | 0 | 14 | 3 | 0 | 8 |
| Future Volume (vph) | 105 | 682 | 247 | 76 | 463 | 52 | 7 | 0 | 14 | 3 | 0 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 230 | 210 | | 0 | 0 | | 0 | 135 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.960 | | | 0.985 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.950 | | | 0.950 | |
| Satd. Flow (prot) | 1805 | 3415 | 0 | 1805 | 3419 | 0 | 0 | 1805 | 1615 | 0 | 1805 | 1429 |
| Flt Permitted | 0.442 | | | 0.248 | | | | | | | | |
| Satd. Flow (perm) | 840 | 3415 | 0 | 471 | 3419 | 0 | 0 | 1900 | 1615 | 0 | 1900 | 1429 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 83 | | | 20 | | | | 116 | | | 116 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 362 | | | 932 | | | 421 | | | 370 | |
| Travel Time (s) | | 5.5 | | | 14.1 | | | 9.6 | | | 8.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 2% | 0% | 0% | 4% | 4% | 0% | 0% | 0% | 0% | 0% | 13% |
| Adj. Flow (vph) | 114 | 741 | 268 | 83 | 503 | 57 | 8 | 0 | 15 | 3 | 0 | 9 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 114 | 1009 | 0 | 83 | 560 | 0 | 0 | 8 | 15 | 0 | 3 | 9 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 1 | 2 | 2 | 1 | 2 | 2 |
| Detector Template | | | | | | | Left | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 20 | 49 | 49 | 20 | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | -1 | 0 | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | -1 | 0 | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | | 29 | 29 | | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | | 20 | 20 | | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | 8 | 4 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 10.0 | | 8.0 | 10.0 | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Total Split (s) | 9.0 | 28.0 | | 9.0 | 28.0 | | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 |
| Total Split (%) | 13.6% | 42.4% | | 13.6% | 42.4% | | 43.9% | 43.9% | 43.9% | 43.9% | 43.9% | 43.9% |
| Maximum Green (s) | 5.0 | 22.0 | | 5.0 | 22.0 | | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 |
| Yellow Time (s) | 3.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 2.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 6.0 | | 4.0 | 6.0 | | | 6.0 | 6.0 | | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | | None | None | None | None | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | 21.1 | 20.4 | | 21.1 | 20.4 | | | 6.7 | 6.7 | | 6.7 | 6.7 |
| Actuated g/C Ratio | 0.72 | 0.70 | | 0.72 | 0.70 | | | 0.23 | 0.23 | | 0.23 | 0.23 |
| v/c Ratio | 0.14 | 0.41 | | 0.13 | 0.23 | | | 0.01 | 0.03 | | 0.00 | 0.02 |
| Control Delay (s/veh) | 2.0 | 5.7 | | 2.2 | 5.0 | | | 15.4 | 0.1 | | 15.6 | 0.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay (s/veh) | 2.0 | 5.7 | | 2.2 | 5.0 | | | 15.4 | 0.1 | | 15.6 | 0.1 |
| LOS | A | A | | A | A | | | B | A | | B | A |
| Approach Delay (s/veh) | | 5.4 | | | 4.6 | | | 5.5 | | | 4.0 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 66 | | | |
| Actuated Cycle Length: 29.3 | | | |
| Natural Cycle: 40 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.42 | | | |
| Intersection Signal Delay (s/veh): 5.1 | | Intersection LOS: A | |
| Intersection Capacity Utilization 50.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: College Pkwy & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
3: Youngs Rd & Wehrle Dr

Uptown Apartments
2030 Full Build AM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 173 | 407 | 42 | 115 | 434 | 31 | 38 | 220 | 165 | 1 | 147 | 254 |
| Future Volume (vph) | 173 | 407 | 42 | 115 | 434 | 31 | 38 | 220 | 165 | 1 | 147 | 254 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 310 | | 0 | 475 | | 475 | 245 | | 200 | | 405 | |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | | 1 | |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.986 | | | | 0.850 | | 0.936 | | | | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1736 | 3480 | 0 | 1719 | 3539 | 1615 | 1626 | 3262 | 0 | 0 | 1736 | 1863 |
| Flt Permitted | 0.451 | | | 0.436 | | | 0.597 | | | | 0.415 | |
| Satd. Flow (perm) | 824 | 3480 | 0 | 789 | 3539 | 1615 | 1022 | 3262 | 0 | 0 | 758 | 1863 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | |
| Satd. Flow (RTOR) | | 15 | | | | 95 | | 170 | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 35 | | | | 35 |
| Link Distance (ft) | | 932 | | | 2674 | | | 517 | | | | 767 |
| Travel Time (s) | | 14.1 | | | 40.5 | | | 10.1 | | | | 14.9 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 2% | 5% | 5% | 2% | 0% | 11% | 4% | 3% | 0% | 4% | 2% |
| Adj. Flow (vph) | 178 | 420 | 43 | 119 | 447 | 32 | 39 | 227 | 170 | 1 | 152 | 262 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 178 | 463 | 0 | 119 | 447 | 32 | 39 | 397 | 0 | 0 | 153 | 262 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | R NA | Left | Left |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | | 12 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 9 | 15 | |
| Number of Detectors | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | 1 | 2 | 2 |
| Detector Template | | | | | | | | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | 49 | 49 | 49 | | 20 | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | | 0 | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | | 0 | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | 29 | 29 | 29 | | | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | | | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | | custom | pm+pt | NA |
| Protected Phases | 5 | 2 | | 1 | 6 | 7! | 3 | 8 | | | 7 | 4 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (vph) | 184 |
| Future Volume (vph) | 184 |
| Ideal Flow (vphpl) | 1900 |
| Storage Length (ft) | 0 |
| Storage Lanes | 1 |
| Taper Length (ft) | |
| Lane Util. Factor | 1.00 |
| Frt | 0.850 |
| Flt Protected | |
| Satd. Flow (prot) | 1599 |
| Flt Permitted | |
| Satd. Flow (perm) | 1599 |
| Right Turn on Red | Yes |
| Satd. Flow (RTOR) | 190 |
| Link Speed (mph) | |
| Link Distance (ft) | |
| Travel Time (s) | |
| Peak Hour Factor | 0.97 |
| Heavy Vehicles (%) | 1% |
| Adj. Flow (vph) | 190 |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | 190 |
| Enter Blocked Intersection | No |
| Lane Alignment | Right |
| Median Width(ft) | |
| Link Offset(ft) | |
| Crosswalk Width(ft) | |
| Two way Left Turn Lane | |
| Headway Factor | 1.00 |
| Turning Speed (mph) | 9 |
| Number of Detectors | 2 |
| Detector Template | |
| Leading Detector (ft) | 49 |
| Trailing Detector (ft) | -1 |
| Detector 1 Position(ft) | -1 |
| Detector 1 Size(ft) | 20 |
| Detector 1 Type | Cl+Ex |
| Detector 1 Channel | |
| Detector 1 Extend (s) | 0.0 |
| Detector 1 Queue (s) | 0.0 |
| Detector 1 Delay (s) | 0.0 |
| Detector 2 Position(ft) | 29 |
| Detector 2 Size(ft) | 20 |
| Detector 2 Type | Cl+Ex |
| Detector 2 Channel | |
| Detector 2 Extend (s) | 0.0 |
| Turn Type | pm+ov |
| Protected Phases | 5 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 7! | 4 | |
| Detector Phase | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 7 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 9.0 | | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | | 9.0 | 9.0 | 9.0 |
| Total Split (s) | 8.5 | 27.0 | | 10.0 | 28.5 | 11.0 | 11.0 | 27.0 | | 11.0 | 11.0 | 27.0 |
| Total Split (%) | 11.3% | 36.0% | | 13.3% | 38.0% | 14.7% | 14.7% | 36.0% | | 14.7% | 14.7% | 36.0% |
| Maximum Green (s) | 4.0 | 22.0 | | 5.0 | 23.5 | 6.0 | 6.0 | 22.0 | | 6.0 | 6.0 | 22.0 |
| Yellow Time (s) | 3.5 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | | Lead | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | None | None | None | | None | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | | 7.0 |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | | 15.0 | | | | 15.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | | 0 |
| Act Effct Green (s) | 19.2 | 15.6 | | 19.4 | 14.1 | 25.8 | 16.2 | 11.7 | | | 18.3 | 16.4 |
| Actuated g/C Ratio | 0.36 | 0.29 | | 0.36 | 0.26 | 0.48 | 0.30 | 0.22 | | | 0.34 | 0.31 |
| v/c Ratio | 0.48 | 0.45 | | 0.31 | 0.48 | 0.03 | 0.10 | 0.46 | | | 0.40 | 0.46 |
| Control Delay (s/veh) | 18.6 | 19.6 | | 14.2 | 19.7 | 0.0 | 11.5 | 12.8 | | | 15.2 | 20.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay (s/veh) | 18.6 | 19.6 | | 14.2 | 19.7 | 0.0 | 11.5 | 12.8 | | | 15.2 | 20.1 |
| LOS | B | B | | B | B | A | B | B | | | B | C |
| Approach Delay (s/veh) | | 19.3 | | | 17.6 | | | 12.8 | | | | 13.6 |
| Approach LOS | | B | | | B | | | B | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 75 | | | |
| Actuated Cycle Length: 53.7 | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.49 | | | |
| Intersection Signal Delay (s/veh): 16.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 57.4% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |
| ! Phase conflict between lane groups. | | | |

Splits and Phases: 3: Youngs Rd & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBR |
|---|---|
| Permitted Phases | 4 |
| Detector Phase | 5 |
| Switch Phase | |
| Minimum Initial (s) | 4.0 |
| Minimum Split (s) | 8.5 |
| Total Split (s) | 8.5 |
| Total Split (%) | 11.3% |
| Maximum Green (s) | 4.0 |
| Yellow Time (s) | 3.5 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | 0.0 |
| Total Lost Time (s) | 4.5 |
| Lead/Lag | Lead |
| Lead-Lag Optimize? | Yes |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | 25.9 |
| Actuated g/C Ratio | 0.48 |
| v/c Ratio | 0.21 |
| Control Delay (s/veh) | 3.1 |
| Queue Delay | 0.0 |
| Total Delay (s/veh) | 3.1 |
| LOS | A |
| Approach Delay (s/veh) | |
| Approach LOS | |

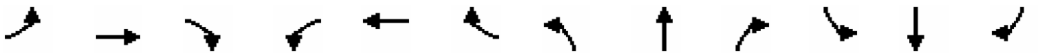
| Intersection Summary |
|---|



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
4: Earhart Dr/Spindrift Dr & Wehrle Dr

Uptown Apartments
2030 Full Build AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 141 | 355 | 30 | 49 | 603 | 5 | 6 | 8 | 8 | 44 | 13 | 111 |
| Future Volume (vph) | 141 | 355 | 30 | 49 | 603 | 5 | 6 | 8 | 8 | 44 | 13 | 111 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 230 | | 0 | 175 | | 0 | 155 | | 0 | 230 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.988 | | | 0.999 | | | 0.925 | | | 0.866 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1719 | 3432 | 0 | 1805 | 3502 | 0 | 1805 | 1477 | 0 | 1656 | 1536 | 0 |
| Flt Permitted | 0.353 | | | 0.513 | | | 0.784 | | | 0.784 | | |
| Satd. Flow (perm) | 639 | 3432 | 0 | 975 | 3502 | 0 | 1490 | 1477 | 0 | 1367 | 1536 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 15 | | | 1 | | | 8 | | | 117 | |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 2674 | | | 537 | | | 660 | | | 533 | |
| Travel Time (s) | | 40.5 | | | 8.1 | | | 15.0 | | | 12.1 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 5% | 4% | 3% | 0% | 3% | 0% | 0% | 0% | 38% | 9% | 0% | 8% |
| Adj. Flow (vph) | 148 | 374 | 32 | 52 | 635 | 5 | 6 | 8 | 8 | 46 | 14 | 117 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 148 | 406 | 0 | 52 | 640 | 0 | 6 | 16 | 0 | 46 | 131 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 2 | 2 | | 2 | 2 | |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 49 | 49 | | 49 | 49 | |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | -1 | -1 | | -1 | -1 | |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | -1 | -1 | | -1 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | 29 | 29 | | 29 | 29 | |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
4: Earhart Dr/Spindrift Dr & Wehrle Dr

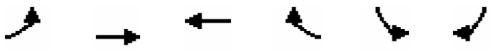
Uptown Apartments
2030 Full Build AM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 9.0 | | 8.5 | 9.0 | | 9.0 | 9.0 | | 9.0 | 9.0 | |
| Total Split (s) | 9.0 | 28.5 | | 8.5 | 28.0 | | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Split (%) | 13.8% | 43.8% | | 13.1% | 43.1% | | 43.1% | 43.1% | | 43.1% | 43.1% | |
| Maximum Green (s) | 4.0 | 23.5 | | 4.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | |
| Yellow Time (s) | 3.5 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.5 | 2.0 | | 1.5 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 4.5 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 17.9 | 19.6 | | 16.5 | 16.0 | | 8.4 | 8.4 | | 8.4 | 8.4 | |
| Actuated g/C Ratio | 0.52 | 0.57 | | 0.48 | 0.47 | | 0.24 | 0.24 | | 0.24 | 0.24 | |
| v/c Ratio | 0.29 | 0.20 | | 0.08 | 0.39 | | 0.01 | 0.04 | | 0.13 | 0.28 | |
| Control Delay (s/veh) | 6.2 | 7.2 | | 4.5 | 10.7 | | 14.1 | 11.5 | | 15.5 | 6.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 6.2 | 7.2 | | 4.5 | 10.7 | | 14.1 | 11.5 | | 15.5 | 6.8 | |
| LOS | A | A | | A | B | | B | B | | B | A | |
| Approach Delay (s/veh) | | 7.0 | | | 10.3 | | | 12.3 | | | 9.1 | |
| Approach LOS | | A | | | B | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 34.3 | | | |
| Natural Cycle: 40 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.39 | | | |
| Intersection Signal Delay (s/veh): 8.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 46.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Earhart Dr/Spindrift Dr & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 8 | 400 | 631 | 7 | 21 | 26 |
| Future Volume (vph) | 8 | 400 | 631 | 7 | 21 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | 0.998 | | 0.926 | |
| Flt Protected | 0.950 | | | | 0.978 | |
| Satd. Flow (prot) | 1770 | 3471 | 3498 | 0 | 1687 | 0 |
| Flt Permitted | 0.950 | | | | 0.978 | |
| Satd. Flow (perm) | 1770 | 3471 | 3498 | 0 | 1687 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 537 | 437 | | 336 | |
| Travel Time (s) | | 8.1 | 6.6 | | 7.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 4% | 3% | 2% | 2% | 2% |
| Adj. Flow (vph) | 9 | 435 | 686 | 8 | 23 | 28 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 9 | 435 | 694 | 0 | 51 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 27.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 400 | 631 | 7 | 21 | 26 |
| Future Vol, veh/h | 8 | 400 | 631 | 7 | 21 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 4 | 3 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 435 | 686 | 8 | 23 | 28 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 693 | 0 | - | 0 | 924 | 347 |
| Stage 1 | - | - | - | - | 690 | - |
| Stage 2 | - | - | - | - | 235 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 898 | - | - | - | 268 | 649 |
| Stage 1 | - | - | - | - | 459 | - |
| Stage 2 | - | - | - | - | 782 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 898 | - | - | - | 266 | 649 |
| Mov Cap-2 Maneuver | - | - | - | - | 369 | - |
| Stage 1 | - | - | - | - | 455 | - |
| Stage 2 | - | - | - | - | 782 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0.18 | 0 | 13.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 898 | - | - | - | 485 |
| HCM Lane V/C Ratio | 0.01 | - | - | - | 0.105 |
| HCM Control Delay (s/veh) | 9 | - | - | - | 13.3 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.4 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 5 | 416 | 624 | 11 | 35 | 14 |
| Future Volume (vph) | 5 | 416 | 624 | 11 | 35 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | 0.997 | | 0.962 | |
| Flt Protected | 0.950 | | | | 0.965 | |
| Satd. Flow (prot) | 1770 | 3471 | 3495 | 0 | 1729 | 0 |
| Flt Permitted | 0.950 | | | | 0.965 | |
| Satd. Flow (perm) | 1770 | 3471 | 3495 | 0 | 1729 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 437 | 1724 | | 326 | |
| Travel Time (s) | | 6.6 | 26.1 | | 7.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 4% | 3% | 2% | 2% | 2% |
| Adj. Flow (vph) | 5 | 452 | 678 | 12 | 38 | 15 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 5 | 452 | 690 | 0 | 53 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 27.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 416 | 624 | 11 | 35 | 14 |
| Future Vol, veh/h | 5 | 416 | 624 | 11 | 35 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 4 | 3 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 452 | 678 | 12 | 38 | 15 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 690 | 0 | - | 0 | 921 | 345 |
| Stage 1 | - | - | - | - | 684 | - |
| Stage 2 | - | - | - | - | 237 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 900 | - | - | - | 270 | 651 |
| Stage 1 | - | - | - | - | 462 | - |
| Stage 2 | - | - | - | - | 780 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 900 | - | - | - | 268 | 651 |
| Mov Cap-2 Maneuver | - | - | - | - | 372 | - |
| Stage 1 | - | - | - | - | 459 | - |
| Stage 2 | - | - | - | - | 780 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0.11 | 0 | 14.71 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 900 | - | - | - | 424 |
| HCM Lane V/C Ratio | 0.006 | - | - | - | 0.126 |
| HCM Control Delay (s/veh) | 9 | - | - | - | 14.7 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.4 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
7: NAPA Dwy/George Karl Blvd & Wehrle Dr

Uptown Apartments
2030 Full Build AM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 63 | 395 | 10 | 24 | 805 | 53 | 8 | 0 | 17 | 17 | 0 | 18 |
| Future Volume (vph) | 63 | 395 | 10 | 24 | 805 | 53 | 8 | 0 | 17 | 17 | 0 | 18 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 0 | 175 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.996 | | | 0.991 | | | 0.908 | | | 0.931 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.984 | | | 0.976 | |
| Satd. Flow (prot) | 1752 | 3305 | 0 | 1736 | 3480 | 0 | 0 | 1698 | 0 | 0 | 1726 | 0 |
| Flt Permitted | 0.292 | | | 0.510 | | | | | | | | |
| Satd. Flow (perm) | 539 | 3305 | 0 | 932 | 3480 | 0 | 0 | 1725 | 0 | 0 | 1769 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 9 | | | 108 | | | 108 | |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1724 | | | 2030 | | | 176 | | | 384 | |
| Travel Time (s) | | 26.1 | | | 30.8 | | | 4.0 | | | 8.7 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 3% | 9% | 0% | 4% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 64 | 403 | 10 | 24 | 821 | 54 | 8 | 0 | 17 | 17 | 0 | 18 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 64 | 413 | 0 | 24 | 875 | 0 | 0 | 25 | 0 | 0 | 35 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | | | | | | | Left | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 20 | 49 | | 20 | 49 | |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | | 0 | -1 | |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | | 0 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | | 29 | | | 29 | |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | | 20 | | | 20 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 10.0 | | 8.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 19.0 | 26.0 | | 19.0 | 26.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (%) | 26.8% | 36.6% | | 26.8% | 36.6% | | 36.6% | 36.6% | | 36.6% | 36.6% | |
| Maximum Green (s) | 15.0 | 20.0 | | 15.0 | 20.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Yellow Time (s) | 3.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 2.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 4.0 | 6.0 | | 4.0 | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.5 | 3.0 | | 3.5 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 21.9 | 24.7 | | 20.9 | 23.1 | | | 7.2 | | | 7.2 | |
| Actuated g/C Ratio | 0.72 | 0.82 | | 0.69 | 0.76 | | | 0.24 | | | 0.24 | |
| v/c Ratio | 0.08 | 0.15 | | 0.02 | 0.33 | | | 0.05 | | | 0.06 | |
| Control Delay (s/veh) | 2.3 | 4.0 | | 2.5 | 6.9 | | | 0.2 | | | 0.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 2.3 | 4.0 | | 2.5 | 6.9 | | | 0.2 | | | 0.2 | |
| LOS | A | A | | A | A | | | A | | | A | |
| Approach Delay (s/veh) | | 3.8 | | | 6.8 | | | 0.2 | | | 0.3 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 71 | | | |
| Actuated Cycle Length: 30.3 | | | |
| Natural Cycle: 40 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.33 | | | |
| Intersection Signal Delay (s/veh): 5.5 | | Intersection LOS: A | |
| Intersection Capacity Utilization 44.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: NAPA Dwy/George Karl Blvd & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
8: Transit Rd & Wehrle Dr

Uptown Apartments
2030 Full Build AM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 93 | 188 | 159 | 290 | 413 | 111 | 3 | 352 | 1025 | 222 | 12 | 87 |
| Future Volume (vph) | 93 | 188 | 159 | 290 | 413 | 111 | 3 | 352 | 1025 | 222 | 12 | 87 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 450 | | 510 | 600 | | 600 | | 560 | | 550 | | 525 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | | 2 | | 1 | | 2 |
| Taper Length (ft) | 25 | | | 25 | | | | 25 | | | | 25 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.91 | 0.97 | 0.91 | 1.00 | 0.91 | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | | | 0.850 | | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.950 | | | | 0.950 |
| Satd. Flow (prot) | 3242 | 3374 | 1468 | 3099 | 3505 | 1495 | 0 | 3368 | 4893 | 1442 | 0 | 3441 |
| Flt Permitted | 0.506 | | | 0.492 | | | | 0.157 | | | | 0.216 |
| Satd. Flow (perm) | 1727 | 3374 | 1468 | 1605 | 3505 | 1495 | 0 | 557 | 4893 | 1442 | 0 | 782 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | |
| Satd. Flow (RTOR) | | | 162 | | | 133 | | | | 227 | | |
| Link Speed (mph) | | 45 | | | 45 | | | | 45 | | | |
| Link Distance (ft) | | 2030 | | | 1089 | | | | 988 | | | |
| Travel Time (s) | | 30.8 | | | 16.5 | | | | 15.0 | | | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 8% | 7% | 10% | 13% | 3% | 8% | 0% | 4% | 6% | 12% | 0% | 2% |
| Adj. Flow (vph) | 95 | 192 | 162 | 296 | 421 | 113 | 3 | 359 | 1046 | 227 | 12 | 89 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 95 | 192 | 162 | 296 | 421 | 113 | 0 | 362 | 1046 | 227 | 0 | 101 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | R NA | Left | Left | Right | R NA | Left |
| Median Width(ft) | | 24 | | | 24 | | | | 24 | | | |
| Link Offset(ft) | | 0 | | | 0 | | | | 0 | | | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 9 | 15 | | 9 | 9 | 15 |
| Number of Detectors | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 2 |
| Detector Template | | | | | | | Left | | | | Left | |
| Leading Detector (ft) | 49 | 49 | 49 | 49 | 49 | 49 | 20 | 49 | 49 | 49 | 20 | 49 |
| Trailing Detector (ft) | -1 | -1 | -1 | -1 | -1 | -1 | 0 | -1 | -1 | -1 | 0 | -1 |
| Detector 1 Position(ft) | -1 | -1 | -1 | -1 | -1 | -1 | 0 | -1 | -1 | -1 | 0 | -1 |
| Detector 1 Size(ft) | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | 29 | 29 | 29 | 29 | | 29 | 29 | 29 | | 29 |
| Detector 2 Size(ft) | 20 | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 | | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | custom | pm+pt | NA | pm+ov | custom | pm+pt |
| Protected Phases | 7 | 4 | | 3 | 8 | | | 1 | 6 | 3 | | 5 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBT | SBR |
|---|---|---|
| Lane Configurations | ↑↑↑ | ↱ |
| Traffic Volume (vph) | 943 | 139 |
| Future Volume (vph) | 943 | 139 |
| Ideal Flow (vphpl) | 1900 | 1900 |
| Storage Length (ft) | | 585 |
| Storage Lanes | | 1 |
| Taper Length (ft) | | |
| Lane Util. Factor | 0.91 | 1.00 |
| Frt | | 0.850 |
| Flt Protected | | |
| Satd. Flow (prot) | 4893 | 1568 |
| Flt Permitted | | |
| Satd. Flow (perm) | 4893 | 1568 |
| Right Turn on Red | | Yes |
| Satd. Flow (RTOR) | | 110 |
| Link Speed (mph) | 45 | |
| Link Distance (ft) | 1053 | |
| Travel Time (s) | 16.0 | |
| Peak Hour Factor | 0.98 | 0.98 |
| Heavy Vehicles (%) | 6% | 3% |
| Adj. Flow (vph) | 962 | 142 |
| Shared Lane Traffic (%) | | |
| Lane Group Flow (vph) | 962 | 142 |
| Enter Blocked Intersection | No | No |
| Lane Alignment | Left | Right |
| Median Width(ft) | 24 | |
| Link Offset(ft) | 0 | |
| Crosswalk Width(ft) | 16 | |
| Two way Left Turn Lane | | |
| Headway Factor | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 |
| Number of Detectors | 2 | 2 |
| Detector Template | | |
| Leading Detector (ft) | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | |
| Detector 1 Extend (s) | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | |
| Detector 2 Extend (s) | 0.0 | 0.0 |
| Turn Type | NA | pm+ov |
| Protected Phases | 2 | 7 |

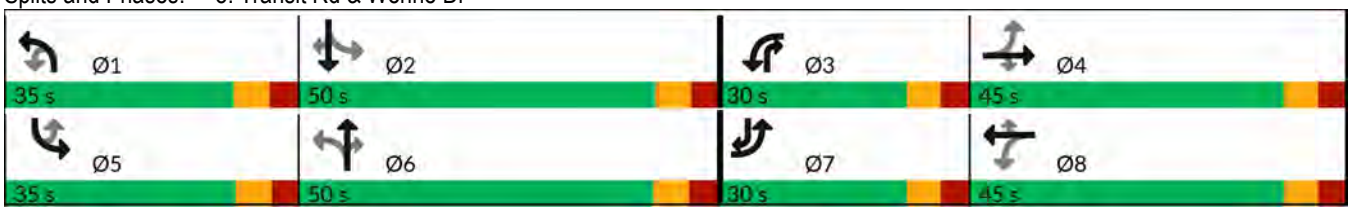


Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | 4 | 8 | | 8 | 1 | 6 | | 6 | 5 | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 1 | 1 | 6 | 3 | 5 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 12.3 | 46.3 | 46.3 | 12.3 | 46.3 | 46.3 | 12.6 | 12.6 | 41.6 | 12.3 | 12.5 | 12.5 |
| Total Split (s) | 30.0 | 45.0 | 45.0 | 30.0 | 45.0 | 45.0 | 35.0 | 35.0 | 50.0 | 30.0 | 35.0 | 35.0 |
| Total Split (%) | 18.8% | 28.1% | 28.1% | 18.8% | 28.1% | 28.1% | 21.9% | 21.9% | 31.3% | 18.8% | 21.9% | 21.9% |
| Maximum Green (s) | 22.7 | 37.7 | 37.7 | 22.7 | 37.7 | 37.7 | 27.4 | 27.4 | 42.4 | 22.7 | 27.5 | 27.5 |
| Yellow Time (s) | 3.9 | 3.9 | 3.9 | 3.9 | 3.9 | 3.9 | 4.3 | 4.3 | 4.3 | 3.9 | 4.3 | 4.3 |
| All-Red Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.4 | 3.4 | 3.3 | 3.3 | 3.3 | 3.4 | 3.2 | 3.2 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | | 7.6 | 7.6 | 7.3 | | 7.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 1.3 | 1.1 | 1.1 | 1.3 | 1.1 | 1.1 | 1.3 | 1.3 | 1.1 | 1.3 | 1.3 | 1.3 |
| Recall Mode | None | None | None | None | None | None | None | None | None | None | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | | |
| Flash Dont Walk (s) | | 32.0 | 32.0 | | 32.0 | 32.0 | | | 27.0 | | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | | 0 | | | |
| Act Effct Green (s) | 18.3 | 12.0 | 12.0 | 25.1 | 15.4 | 15.4 | | 35.6 | 25.7 | 43.2 | | 27.6 |
| Actuated g/C Ratio | 0.22 | 0.14 | 0.14 | 0.30 | 0.18 | 0.18 | | 0.43 | 0.31 | 0.52 | | 0.33 |
| v/c Ratio | 0.19 | 0.39 | 0.46 | 0.45 | 0.65 | 0.29 | | 0.63 | 0.69 | 0.26 | | 0.22 |
| Control Delay (s/veh) | 21.3 | 36.7 | 10.9 | 22.8 | 37.6 | 6.4 | | 19.2 | 28.5 | 2.4 | | 14.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Delay (s/veh) | 21.3 | 36.7 | 10.9 | 22.8 | 37.6 | 6.4 | | 19.2 | 28.5 | 2.4 | | 14.9 |
| LOS | C | D | B | C | D | A | | B | C | A | | B |
| Approach Delay (s/veh) | | 24.2 | | | 28.2 | | | | 22.8 | | | |
| Approach LOS | | C | | | C | | | | C | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 83.6 | | | |
| Natural Cycle: 115 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.76 | | | |
| Intersection Signal Delay (s/veh): 25.7 | | Intersection LOS: C | |
| Intersection Capacity Utilization 71.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 8: Transit Rd & Wehrle Dr






Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBT | SBR |
|---|---|---|
| Permitted Phases | | 2 |
| Detector Phase | 2 | 7 |
| Switch Phase | | |
| Minimum Initial (s) | 10.0 | 3.0 |
| Minimum Split (s) | 43.5 | 12.3 |
| Total Split (s) | 50.0 | 30.0 |
| Total Split (%) | 31.3% | 18.8% |
| Maximum Green (s) | 42.5 | 22.7 |
| Yellow Time (s) | 4.3 | 3.9 |
| All-Red Time (s) | 3.2 | 3.4 |
| Lost Time Adjust (s) | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.3 |
| Lead/Lag | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes |
| Vehicle Extension (s) | 1.1 | 1.3 |
| Recall Mode | None | None |
| Walk Time (s) | 7.0 | |
| Flash Dont Walk (s) | 29.0 | |
| Pedestrian Calls (#/hr) | 0 | |
| Act Effct Green (s) | 21.7 | 35.6 |
| Actuated g/C Ratio | 0.26 | 0.43 |
| v/c Ratio | 0.75 | 0.19 |
| Control Delay (s/veh) | 33.3 | 5.9 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay (s/veh) | 33.3 | 5.9 |
| LOS | C | A |
| Approach Delay (s/veh) | 28.6 | |
| Approach LOS | C | |

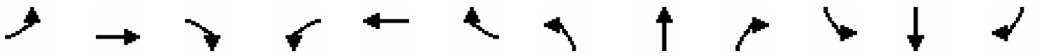
| Intersection Summary |
|---|



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Uptown Apartments
2030 Full Build PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 6 | 2 | 788 | 6 | 278 | 2 | 260 | 530 | 89 | 327 | 11 |
| Future Volume (vph) | 6 | 6 | 2 | 788 | 6 | 278 | 2 | 260 | 530 | 89 | 327 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 365 | | 0 | 85 | | 275 | 225 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.981 | | | 0.853 | | | | 0.850 | | 0.995 | |
| Flt Protected | | 0.979 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1701 | 0 | 1787 | 1605 | 0 | 1805 | 1900 | 1599 | 1752 | 1855 | 0 |
| Flt Permitted | | | | 0.656 | | | 0.548 | | | 0.347 | | |
| Satd. Flow (perm) | 0 | 1737 | 0 | 1234 | 1605 | 0 | 1041 | 1900 | 1599 | 640 | 1855 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | 293 | | | | 558 | | 2 | |
| Link Speed (mph) | | 30 | | | 35 | | | 35 | | | 30 | |
| Link Distance (ft) | | 393 | | | 870 | | | 613 | | | 563 | |
| Travel Time (s) | | 8.9 | | | 16.9 | | | 11.9 | | | 12.8 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 17% | 0% | 1% | 0% | 1% | 0% | 0% | 1% | 3% | 2% | 0% |
| Adj. Flow (vph) | 6 | 6 | 2 | 829 | 6 | 293 | 2 | 274 | 558 | 94 | 344 | 12 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 14 | 0 | 829 | 299 | 0 | 2 | 274 | 558 | 94 | 356 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| Detector Template | Left | | | | | | | | | | | |
| Leading Detector (ft) | 20 | 49 | | 49 | 49 | | 49 | 49 | 49 | 49 | 49 | |
| Trailing Detector (ft) | 0 | -1 | | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | |
| Detector 1 Position(ft) | 0 | -1 | | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 29 | | 29 | 29 | | 29 | 29 | 29 | 29 | 29 | |
| Detector 2 Size(ft) | | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | |
| Detector 2 Type | | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | | 1 | 6 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

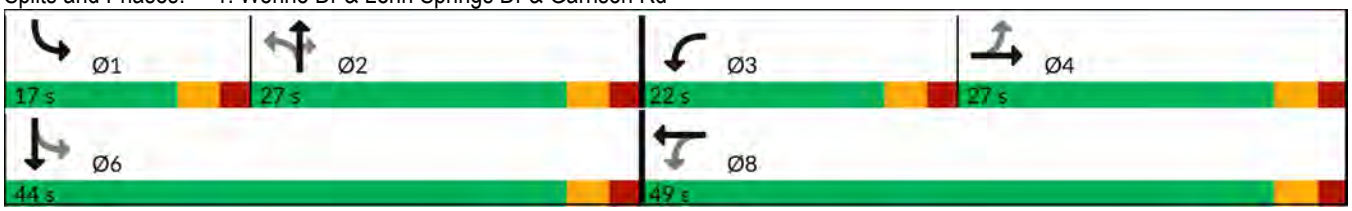
Lanes, Volumes, Timings
1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Uptown Apartments
2030 Full Build PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 2 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 27.0 | 27.0 | | 8.0 | 27.0 | | 9.0 | 9.0 | 9.0 | 9.0 | 27.0 | |
| Total Split (s) | 27.0 | 27.0 | | 22.0 | 49.0 | | 27.0 | 27.0 | 27.0 | 17.0 | 44.0 | |
| Total Split (%) | 29.0% | 29.0% | | 23.7% | 52.7% | | 29.0% | 29.0% | 29.0% | 18.3% | 47.3% | |
| Maximum Green (s) | 22.0 | 22.0 | | 17.0 | 44.0 | | 22.0 | 22.0 | 22.0 | 12.0 | 39.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | Yes | Yes | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | None | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | | 15.0 | | 15.0 | 15.0 | 15.0 | | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | 0 | 0 | 0 | | 0 | |
| Act Effct Green (s) | | 6.4 | | 19.8 | 19.8 | | 14.5 | 14.5 | 14.5 | 23.9 | 23.9 | |
| Actuated g/C Ratio | | 0.12 | | 0.36 | 0.36 | | 0.27 | 0.27 | 0.27 | 0.44 | 0.44 | |
| v/c Ratio | | 0.06 | | 1.31 | 0.38 | | 0.00 | 0.54 | 0.66 | 0.21 | 0.43 | |
| Control Delay (s/veh) | | 26.0 | | 174.2 | 4.1 | | 17.5 | 23.0 | 6.6 | 9.9 | 12.0 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 26.0 | | 174.2 | 4.1 | | 17.5 | 23.0 | 6.6 | 9.9 | 12.0 | |
| LOS | | C | | F | A | | B | C | A | A | B | |
| Approach Delay (s/veh) | | 26.0 | | | 129.1 | | | 12.1 | | | 11.6 | |
| Approach LOS | | C | | | F | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 93 | | | |
| Actuated Cycle Length: 54.3 | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.31 | | | |
| Intersection Signal Delay (s/veh): 66.5 | | Intersection LOS: E | |
| Intersection Capacity Utilization 84.0% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

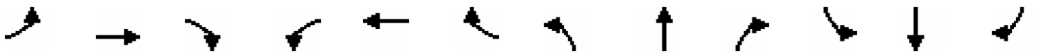





Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
2: College Pkwy & Wehrle Dr

Uptown Apartments
2030 Full Build PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 581 | 12 | 3 | 831 | 4 | 146 | 0 | 44 | 60 | 0 | 114 |
| Future Volume (vph) | 6 | 581 | 12 | 3 | 831 | 4 | 146 | 0 | 44 | 60 | 0 | 114 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 230 | 210 | | 0 | 0 | | 0 | 135 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.997 | | | 0.999 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.950 | | | 0.950 | |
| Satd. Flow (prot) | 1805 | 3564 | 0 | 1805 | 3571 | 0 | 0 | 1805 | 1615 | 0 | 1805 | 1615 |
| Flt Permitted | 0.234 | | | 0.356 | | | | 0.711 | | | 0.650 | |
| Satd. Flow (perm) | 445 | 3564 | 0 | 676 | 3571 | 0 | 0 | 1351 | 1615 | 0 | 1235 | 1615 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 1 | | | | 95 | | | 133 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 362 | | | 932 | | | 421 | | | 370 | |
| Travel Time (s) | | 5.5 | | | 14.1 | | | 9.6 | | | 8.4 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 7 | 676 | 14 | 3 | 966 | 5 | 170 | 0 | 51 | 70 | 0 | 133 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 7 | 690 | 0 | 3 | 971 | 0 | 0 | 170 | 51 | 0 | 70 | 133 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 1 | 2 | 2 | 1 | 2 | 2 |
| Detector Template | | | | | | | Left | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 20 | 49 | 49 | 20 | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | -1 | 0 | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | -1 | 0 | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | | 29 | 29 | | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | | 20 | 20 | | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
2: College Pkwy & Wehrle Dr

Uptown Apartments
2030 Full Build PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | 8 | 4 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 27.0 | | 9.0 | 27.0 | | 27.0 | 27.0 | 27.0 | 9.0 | 9.0 | 9.0 |
| Total Split (s) | 9.5 | 37.5 | | 10.0 | 38.0 | | 27.0 | 27.0 | 27.0 | 26.0 | 26.0 | 26.0 |
| Total Split (%) | 12.8% | 50.3% | | 13.4% | 51.0% | | 36.2% | 36.2% | 36.2% | 34.9% | 34.9% | 34.9% |
| Maximum Green (s) | 5.0 | 32.5 | | 5.0 | 33.0 | | 22.0 | 22.0 | 22.0 | 21.0 | 21.0 | 21.0 |
| Yellow Time (s) | 3.0 | 3.0 | | 3.5 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.5 | 2.0 | | 1.5 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | | None | None | None | None | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | 21.0 | 22.3 | | 20.5 | 22.3 | | | 12.4 | 12.4 | | 11.8 | 11.8 |
| Actuated g/C Ratio | 0.52 | 0.56 | | 0.51 | 0.56 | | | 0.31 | 0.31 | | 0.29 | 0.29 |
| v/c Ratio | 0.01 | 0.34 | | 0.00 | 0.48 | | | 0.40 | 0.09 | | 0.19 | 0.23 |
| Control Delay (s/veh) | 6.1 | 9.0 | | 6.3 | 10.2 | | | 18.4 | 1.7 | | 16.0 | 5.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay (s/veh) | 6.1 | 9.0 | | 6.3 | 10.2 | | | 18.4 | 1.7 | | 16.0 | 5.1 |
| LOS | A | A | | A | B | | | B | A | | B | A |
| Approach Delay (s/veh) | | 9.1 | | | 10.2 | | | 14.6 | | | 8.9 | |
| Approach LOS | | A | | | B | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 74.5 | | | |
| Actuated Cycle Length: 40.1 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.49 | | | |
| Intersection Signal Delay (s/veh): 10.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 50.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: College Pkwy & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
3: Youngs Rd & Wehrle Dr

Uptown Apartments
2030 Full Build PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 170 | 505 | 60 | 149 | 552 | 34 | 70 | 261 | 182 | 185 | 248 | 179 |
| Future Volume (vph) | 170 | 505 | 60 | 149 | 552 | 34 | 70 | 261 | 182 | 185 | 248 | 179 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 310 | | 0 | 475 | | 475 | 245 | | 200 | 405 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.984 | | | | 0.850 | | 0.938 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3545 | 0 | 1805 | 3574 | 1615 | 1736 | 3353 | 0 | 1787 | 1845 | 1599 |
| Flt Permitted | 0.272 | | | 0.339 | | | 0.557 | | | 0.350 | | |
| Satd. Flow (perm) | 507 | 3545 | 0 | 644 | 3574 | 1615 | 1018 | 3353 | 0 | 658 | 1845 | 1599 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 18 | | | | 73 | | 202 | | | | 197 |
| Link Speed (mph) | | 45 | | | 45 | | | 35 | | | 35 | |
| Link Distance (ft) | | 932 | | | 2674 | | | 517 | | | 767 | |
| Travel Time (s) | | 14.1 | | | 40.5 | | | 10.1 | | | 14.9 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 2% | 0% | 2% | 0% | 1% | 0% | 4% | 1% | 1% | 1% | 3% | 1% |
| Adj. Flow (vph) | 189 | 561 | 67 | 166 | 613 | 38 | 78 | 290 | 202 | 206 | 276 | 199 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 189 | 628 | 0 | 166 | 613 | 38 | 78 | 492 | 0 | 206 | 276 | 199 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | 49 | 49 | 49 | | 49 | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | | -1 | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | -1 | -1 | -1 | | -1 | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | 29 | 29 | 29 | | 29 | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 27.0 | | 7.0 | 27.0 | 9.0 | 9.0 | 27.0 | | 9.0 | 9.0 | 8.5 |
| Total Split (s) | 8.5 | 28.5 | | 8.0 | 28.0 | 10.0 | 11.0 | 28.0 | | 10.0 | 27.0 | 8.5 |
| Total Split (%) | 11.4% | 38.3% | | 10.7% | 37.6% | 13.4% | 14.8% | 37.6% | | 13.4% | 36.2% | 11.4% |
| Maximum Green (s) | 4.0 | 23.5 | | 5.0 | 23.0 | 5.0 | 6.0 | 23.0 | | 5.0 | 22.0 | 4.0 |
| Yellow Time (s) | 3.5 | 3.0 | | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.5 |
| All-Red Time (s) | 1.0 | 2.0 | | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 5.0 | | 3.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 4.5 |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | None | None | None | | None | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | | 15.0 | | | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 22.0 | 18.4 | | 23.0 | 15.8 | 26.1 | 19.7 | 13.6 | | 20.7 | 18.0 | 27.3 |
| Actuated g/C Ratio | 0.37 | 0.31 | | 0.39 | 0.27 | 0.44 | 0.34 | 0.23 | | 0.35 | 0.31 | 0.46 |
| v/c Ratio | 0.68 | 0.56 | | 0.47 | 0.63 | 0.05 | 0.18 | 0.52 | | 0.62 | 0.48 | 0.23 |
| Control Delay (s/veh) | 29.6 | 20.1 | | 16.4 | 22.9 | 1.2 | 12.6 | 13.3 | | 23.9 | 22.7 | 3.2 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 29.6 | 20.1 | | 16.4 | 22.9 | 1.2 | 12.6 | 13.3 | | 23.9 | 22.7 | 3.2 |
| LOS | C | C | | B | C | A | B | B | | C | C | A |
| Approach Delay (s/veh) | | 22.3 | | | 20.6 | | | 13.3 | | | 17.4 | |
| Approach LOS | | C | | | C | | | B | | | B | |

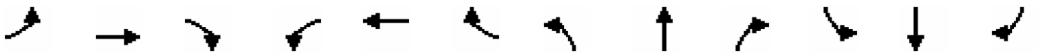
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 74.5 | | | |
| Actuated Cycle Length: 58.8 | | | |
| Natural Cycle: 75 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.68 | | | |
| Intersection Signal Delay (s/veh): 18.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 64.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: Youngs Rd & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
4: Earhart Dr/Spindrift Dr & Wehrle Dr

Uptown Apartments
2030 Full Build PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 143 | 651 | 5 | 18 | 576 | 1 | 23 | 16 | 70 | 140 | 5 | 180 |
| Future Volume (vph) | 143 | 651 | 5 | 18 | 576 | 1 | 23 | 16 | 70 | 140 | 5 | 180 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 230 | | 0 | 175 | | 0 | 155 | | 0 | 230 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.999 | | | | | | 0.878 | | | 0.854 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3565 | 0 | 1626 | 3574 | 0 | 1805 | 1628 | 0 | 1787 | 1607 | 0 |
| Flt Permitted | 0.313 | | | 0.368 | | | 0.626 | | | 0.694 | | |
| Satd. Flow (perm) | 589 | 3565 | 0 | 630 | 3574 | 0 | 1189 | 1628 | 0 | 1306 | 1607 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | | | | 80 | | | 205 | |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 2674 | | | 561 | | | 660 | | | 533 | |
| Travel Time (s) | | 40.5 | | | 8.5 | | | 15.0 | | | 12.1 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 1% | 1% | 20% | 11% | 1% | 0% | 0% | 0% | 3% | 1% | 0% | 1% |
| Adj. Flow (vph) | 163 | 740 | 6 | 20 | 655 | 1 | 26 | 18 | 80 | 159 | 6 | 205 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 163 | 746 | 0 | 20 | 656 | 0 | 26 | 98 | 0 | 159 | 211 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 2 | 2 | | 2 | 2 | |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 49 | 49 | | 49 | 49 | |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | -1 | -1 | | -1 | -1 | |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | -1 | -1 | | -1 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | 29 | 29 | | 29 | 29 | |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |

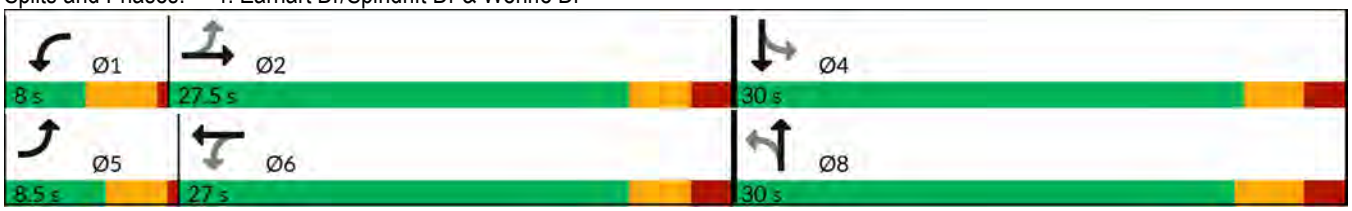


Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 27.0 | | 8.0 | 27.0 | | 27.5 | 27.5 | | 27.0 | 27.0 | |
| Total Split (s) | 8.5 | 27.5 | | 8.0 | 27.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (%) | 13.0% | 42.0% | | 12.2% | 41.2% | | 45.8% | 45.8% | | 45.8% | 45.8% | |
| Maximum Green (s) | 5.0 | 22.5 | | 4.0 | 22.0 | | 24.5 | 24.5 | | 25.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.5 | 3.0 | | 3.5 | 3.5 | | 3.0 | 3.0 | |
| All-Red Time (s) | 0.5 | 2.0 | | 0.5 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 5.0 | | 4.0 | 5.0 | | 5.5 | 5.5 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 21.8 | 19.5 | | 18.4 | 14.3 | | 10.6 | 10.6 | | 11.2 | 11.2 | |
| Actuated g/C Ratio | 0.51 | 0.46 | | 0.43 | 0.34 | | 0.25 | 0.25 | | 0.26 | 0.26 | |
| v/c Ratio | 0.35 | 0.45 | | 0.05 | 0.54 | | 0.08 | 0.21 | | 0.46 | 0.36 | |
| Control Delay (s/veh) | 8.1 | 9.8 | | 6.2 | 14.3 | | 14.8 | 6.9 | | 19.9 | 5.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 8.1 | 9.8 | | 6.2 | 14.3 | | 14.8 | 6.9 | | 19.9 | 5.1 | |
| LOS | A | A | | A | B | | B | A | | B | A | |
| Approach Delay (s/veh) | | 9.6 | | | 14.1 | | | 8.6 | | | 11.5 | |
| Approach LOS | | A | | | B | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65.5 | | | |
| Actuated Cycle Length: 42.6 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.55 | | | |
| Intersection Signal Delay (s/veh): 11.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 54.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Earhart Dr/Spindrift Dr & Wehrle Dr






Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 28 | 833 | 579 | 23 | 13 | 16 |
| Future Volume (vph) | 28 | 833 | 579 | 23 | 13 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | 0.994 | | 0.926 | |
| Flt Protected | 0.950 | | | | 0.978 | |
| Satd. Flow (prot) | 1770 | 3574 | 3551 | 0 | 1687 | 0 |
| Flt Permitted | 0.950 | | | | 0.978 | |
| Satd. Flow (perm) | 1770 | 3574 | 3551 | 0 | 1687 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 561 | 340 | | 372 | |
| Travel Time (s) | | 8.5 | 5.2 | | 8.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 1% | 1% | 2% | 2% | 2% |
| Adj. Flow (vph) | 30 | 905 | 629 | 25 | 14 | 17 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 30 | 905 | 654 | 0 | 31 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 33.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 28 | 833 | 579 | 23 | 13 | 16 |
| Future Vol, veh/h | 28 | 833 | 579 | 23 | 13 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 1 | 1 | 2 | 2 | 2 |
| Mvmt Flow | 30 | 905 | 629 | 25 | 14 | 17 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 654 | 0 | - | 0 | 1155 | 327 |
| Stage 1 | - | - | - | - | 642 | - |
| Stage 2 | - | - | - | - | 514 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 929 | - | - | - | 190 | 669 |
| Stage 1 | - | - | - | - | 486 | - |
| Stage 2 | - | - | - | - | 565 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 929 | - | - | - | 184 | 669 |
| Mov Cap-2 Maneuver | - | - | - | - | 317 | - |
| Stage 1 | - | - | - | - | 470 | - |
| Stage 2 | - | - | - | - | 565 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0.29 | 0 | 13.67 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 929 | - | - | - | 447 |
| HCM Lane V/C Ratio | 0.033 | - | - | - | 0.071 |
| HCM Control Delay (s/veh) | 9 | - | - | - | 13.7 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.2 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 15 | 831 | 593 | 37 | 22 | 9 |
| Future Volume (vph) | 15 | 831 | 593 | 37 | 22 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | 0.991 | | 0.960 | |
| Flt Protected | 0.950 | | | | 0.966 | |
| Satd. Flow (prot) | 1770 | 3574 | 3540 | 0 | 1727 | 0 |
| Flt Permitted | 0.950 | | | | 0.966 | |
| Satd. Flow (perm) | 1770 | 3574 | 3540 | 0 | 1727 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 340 | 1798 | | 378 | |
| Travel Time (s) | | 5.2 | 27.2 | | 8.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 1% | 1% | 2% | 2% | 2% |
| Adj. Flow (vph) | 16 | 903 | 645 | 40 | 24 | 10 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 16 | 903 | 685 | 0 | 34 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 33.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 831 | 593 | 37 | 22 | 9 |
| Future Vol, veh/h | 15 | 831 | 593 | 37 | 22 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 1 | 1 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 903 | 645 | 40 | 24 | 10 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 685 | 0 | - | 0 | 1149 | 342 |
| Stage 1 | - | - | - | - | 665 | - |
| Stage 2 | - | - | - | - | 484 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 905 | - | - | - | 192 | 654 |
| Stage 1 | - | - | - | - | 473 | - |
| Stage 2 | - | - | - | - | 585 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 905 | - | - | - | 188 | 654 |
| Mov Cap-2 Maneuver | - | - | - | - | 321 | - |
| Stage 1 | - | - | - | - | 465 | - |
| Stage 2 | - | - | - | - | 585 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0.16 | 0 | 15.51 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 905 | - | - | - | 376 |
| HCM Lane V/C Ratio | 0.018 | - | - | - | 0.09 |
| HCM Control Delay (s/veh) | 9.1 | - | - | - | 15.5 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
7: NAPA Dwy/George Karl Blvd & Wehrle Dr

Uptown Apartments
2030 Full Build PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 11 | 943 | 5 | 7 | 617 | 2 | 11 | 0 | 13 | 42 | 0 | 33 |
| Future Volume (vph) | 11 | 943 | 5 | 7 | 617 | 2 | 11 | 0 | 13 | 42 | 0 | 33 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 0 | 175 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.999 | | | | | | 0.925 | | | 0.941 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.978 | | | 0.973 | |
| Satd. Flow (prot) | 1805 | 3571 | 0 | 1805 | 3574 | 0 | 0 | 1719 | 0 | 0 | 1717 | 0 |
| Flt Permitted | 0.387 | | | 0.240 | | | | | | | | |
| Satd. Flow (perm) | 735 | 3571 | 0 | 456 | 3574 | 0 | 0 | 1758 | 0 | 0 | 1765 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | | | | 117 | | | 117 | |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1798 | | | 2030 | | | 176 | | | 384 | |
| Travel Time (s) | | 27.2 | | | 30.8 | | | 4.0 | | | 8.7 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 3% |
| Adj. Flow (vph) | 12 | 1060 | 6 | 8 | 693 | 2 | 12 | 0 | 15 | 47 | 0 | 37 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 12 | 1066 | 0 | 8 | 695 | 0 | 0 | 27 | 0 | 0 | 84 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | | | | | | | Left | | | Left | | |
| Leading Detector (ft) | 49 | 49 | | 49 | 49 | | 20 | 49 | | 20 | 49 | |
| Trailing Detector (ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | | 0 | -1 | |
| Detector 1 Position(ft) | -1 | -1 | | -1 | -1 | | 0 | -1 | | 0 | -1 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 20 | | 20 | 20 | | 20 | 20 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 29 | 29 | | 29 | 29 | | | 29 | | | 29 | |
| Detector 2 Size(ft) | 20 | 20 | | 20 | 20 | | | 20 | | | 20 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 27.0 | | 9.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 9.0 | 28.0 | | 9.0 | 28.0 | | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Split (%) | 13.8% | 43.1% | | 13.8% | 43.1% | | 43.1% | 43.1% | | 43.1% | 43.1% | |
| Maximum Green (s) | 4.0 | 23.0 | | 4.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | |
| Yellow Time (s) | 3.5 | 3.0 | | 3.5 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.5 | 2.0 | | 1.5 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 17.1 | 20.5 | | 17.1 | 20.5 | | | 7.0 | | | 7.0 | |
| Actuated g/C Ratio | 0.59 | 0.70 | | 0.59 | 0.70 | | | 0.24 | | | 0.24 | |
| v/c Ratio | 0.01 | 0.42 | | 0.01 | 0.27 | | | 0.05 | | | 0.16 | |
| Control Delay (s/veh) | 3.5 | 5.9 | | 3.5 | 5.0 | | | 0.2 | | | 3.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 3.5 | 5.9 | | 3.5 | 5.0 | | | 0.2 | | | 3.9 | |
| LOS | A | A | | A | A | | | A | | | A | |
| Approach Delay (s/veh) | | 6.0 | | | 5.1 | | | 0.2 | | | 3.9 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 29.1 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.42 | | | |
| Intersection Signal Delay (s/veh): 5.5 | | Intersection LOS: A | |
| Intersection Capacity Utilization 40.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: NAPA Dwy/George Karl Blvd & Wehrle Dr

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Lanes, Volumes, Timings
8: Transit Rd & Wehrle Dr

Uptown Apartments
2030 Full Build PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 217 | 395 | 412 | 316 | 271 | 201 | 7 | 187 | 1200 | 289 | 12 | 203 |
| Future Volume (vph) | 217 | 395 | 412 | 316 | 271 | 201 | 7 | 187 | 1200 | 289 | 12 | 203 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 450 | | 510 | 600 | | 600 | | 560 | | 550 | | 525 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | | 2 | | 1 | | 2 |
| Taper Length (ft) | 25 | | | 25 | | | | 25 | | | | 25 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.91 | 0.97 | 0.91 | 1.00 | 0.91 | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | | | 0.850 | | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.950 | | | | 0.950 |
| Satd. Flow (prot) | 3433 | 3574 | 1583 | 3433 | 3574 | 1599 | 0 | 3468 | 5136 | 1583 | 0 | 3469 |
| Flt Permitted | 0.581 | | | 0.377 | | | | 0.119 | | | | 0.121 |
| Satd. Flow (perm) | 2100 | 3574 | 1583 | 1362 | 3574 | 1599 | 0 | 434 | 5136 | 1583 | 0 | 442 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | |
| Satd. Flow (RTOR) | | | 334 | | | 205 | | | | 183 | | |
| Link Speed (mph) | | 45 | | | 45 | | | | 45 | | | |
| Link Distance (ft) | | 2030 | | | 1089 | | | | 988 | | | |
| Travel Time (s) | | 30.8 | | | 16.5 | | | | 15.0 | | | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 2% | 1% | 2% | 2% | 1% | 1% | 0% | 1% | 1% | 2% | 0% | 1% |
| Adj. Flow (vph) | 221 | 403 | 420 | 322 | 277 | 205 | 7 | 191 | 1224 | 295 | 12 | 207 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 221 | 403 | 420 | 322 | 277 | 205 | 0 | 198 | 1224 | 295 | 0 | 219 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | R NA | Left | Left | Right | R NA | Left |
| Median Width(ft) | | 24 | | | 24 | | | | 24 | | | |
| Link Offset(ft) | | 0 | | | 0 | | | | 0 | | | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 9 | 15 | | 9 | 9 | 15 |
| Number of Detectors | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 2 |
| Detector Template | | | | | | | Left | | | | Left | |
| Leading Detector (ft) | 49 | 49 | 49 | 49 | 49 | 49 | 20 | 49 | 49 | 49 | 20 | 49 |
| Trailing Detector (ft) | -1 | -1 | -1 | -1 | -1 | -1 | 0 | -1 | -1 | -1 | 0 | -1 |
| Detector 1 Position(ft) | -1 | -1 | -1 | -1 | -1 | -1 | 0 | -1 | -1 | -1 | 0 | -1 |
| Detector 1 Size(ft) | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 | 29 | 29 | 29 | 29 | | 29 | 29 | 29 | | 29 |
| Detector 2 Size(ft) | 20 | 20 | 20 | 20 | 20 | 20 | | 20 | 20 | 20 | | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | custom | pm+pt | NA | pm+ov | custom | pm+pt |
| Protected Phases | 7 | 4 | | 3 | 8 | | | 1 | 6 | 3 | | 5 |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBT | SBR |
|---|---|---|
| Lane Configurations | ↑↑↑ | ↱ |
| Traffic Volume (vph) | 1353 | 168 |
| Future Volume (vph) | 1353 | 168 |
| Ideal Flow (vphpl) | 1900 | 1900 |
| Storage Length (ft) | | 585 |
| Storage Lanes | | 1 |
| Taper Length (ft) | | |
| Lane Util. Factor | 0.91 | 1.00 |
| Frt | | 0.850 |
| Flt Protected | | |
| Satd. Flow (prot) | 5036 | 1583 |
| Flt Permitted | | |
| Satd. Flow (perm) | 5036 | 1583 |
| Right Turn on Red | | Yes |
| Satd. Flow (RTOR) | | 171 |
| Link Speed (mph) | 45 | |
| Link Distance (ft) | 1053 | |
| Travel Time (s) | 16.0 | |
| Peak Hour Factor | 0.98 | 0.98 |
| Heavy Vehicles (%) | 3% | 2% |
| Adj. Flow (vph) | 1381 | 171 |
| Shared Lane Traffic (%) | | |
| Lane Group Flow (vph) | 1381 | 171 |
| Enter Blocked Intersection | No | No |
| Lane Alignment | Left | Right |
| Median Width(ft) | 24 | |
| Link Offset(ft) | 0 | |
| Crosswalk Width(ft) | 16 | |
| Two way Left Turn Lane | | |
| Headway Factor | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 |
| Number of Detectors | 2 | 2 |
| Detector Template | | |
| Leading Detector (ft) | 49 | 49 |
| Trailing Detector (ft) | -1 | -1 |
| Detector 1 Position(ft) | -1 | -1 |
| Detector 1 Size(ft) | 20 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | |
| Detector 1 Extend (s) | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 |
| Detector 2 Position(ft) | 29 | 29 |
| Detector 2 Size(ft) | 20 | 20 |
| Detector 2 Type | Cl+Ex | Cl+Ex |
| Detector 2 Channel | | |
| Detector 2 Extend (s) | 0.0 | 0.0 |
| Turn Type | NA | pm+ov |
| Protected Phases | 2 | 7 |

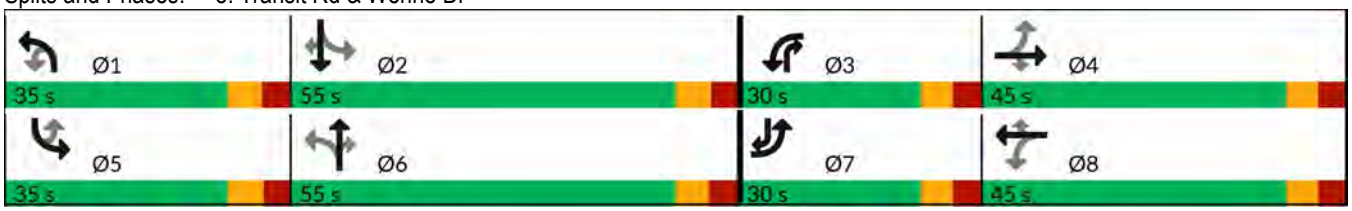


Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | 4 | 8 | | 8 | 1 | 6 | | 6 | 5 | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 1 | 1 | 6 | 3 | 5 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 12.3 | 46.3 | 46.3 | 12.3 | 46.3 | 46.3 | 12.6 | 12.6 | 41.6 | 12.3 | 12.5 | 12.5 |
| Total Split (s) | 30.0 | 45.0 | 45.0 | 30.0 | 45.0 | 45.0 | 35.0 | 35.0 | 55.0 | 30.0 | 35.0 | 35.0 |
| Total Split (%) | 18.2% | 27.3% | 27.3% | 18.2% | 27.3% | 27.3% | 21.2% | 21.2% | 33.3% | 18.2% | 21.2% | 21.2% |
| Maximum Green (s) | 22.7 | 37.7 | 37.7 | 22.7 | 37.7 | 37.7 | 27.4 | 27.4 | 47.4 | 22.7 | 27.5 | 27.5 |
| Yellow Time (s) | 3.9 | 3.9 | 3.9 | 3.9 | 3.9 | 3.9 | 4.3 | 4.3 | 4.3 | 3.9 | 4.3 | 4.3 |
| All-Red Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.4 | 3.4 | 3.3 | 3.3 | 3.3 | 3.4 | 3.2 | 3.2 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | | 7.6 | 7.6 | 7.3 | | 7.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 1.3 | 1.1 | 1.1 | 1.3 | 1.1 | 1.1 | 1.3 | 1.3 | 1.1 | 1.3 | 1.3 | 1.3 |
| Recall Mode | None | None | None | None | None | None | None | None | None | None | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | | |
| Flash Dont Walk (s) | | 32.0 | 32.0 | | 32.0 | 32.0 | | | 27.0 | | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | | 0 | | | |
| Act Effct Green (s) | 26.5 | 16.9 | 16.9 | 28.7 | 18.0 | 18.0 | | 40.9 | 33.5 | 52.0 | | 43.3 |
| Actuated g/C Ratio | 0.26 | 0.17 | 0.17 | 0.29 | 0.18 | 0.18 | | 0.41 | 0.33 | 0.52 | | 0.43 |
| v/c Ratio | 0.32 | 0.66 | 0.77 | 0.52 | 0.43 | 0.45 | | 0.49 | 0.71 | 0.32 | | 0.48 |
| Control Delay (s/veh) | 25.2 | 46.1 | 20.4 | 27.6 | 39.8 | 8.9 | | 19.2 | 32.2 | 6.4 | | 18.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Delay (s/veh) | 25.2 | 46.1 | 20.4 | 27.6 | 39.8 | 8.9 | | 19.2 | 32.2 | 6.4 | | 18.3 |
| LOS | C | D | C | C | D | A | | B | C | A | | B |
| Approach Delay (s/veh) | | 31.4 | | | 27.1 | | | | 26.3 | | | |
| Approach LOS | | C | | | C | | | | C | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 165 | | | |
| Actuated Cycle Length: 100.2 | | | |
| Natural Cycle: 115 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.79 | | | |
| Intersection Signal Delay (s/veh): 28.3 | | Intersection LOS: C | |
| Intersection Capacity Utilization 91.0% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 8: Transit Rd & Wehrle Dr






Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Lane Group | SBT | SBR |
|---|---|---|
| Permitted Phases | | 2 |
| Detector Phase | 2 | 7 |
| Switch Phase | | |
| Minimum Initial (s) | 10.0 | 3.0 |
| Minimum Split (s) | 43.5 | 12.3 |
| Total Split (s) | 55.0 | 30.0 |
| Total Split (%) | 33.3% | 18.2% |
| Maximum Green (s) | 47.5 | 22.7 |
| Yellow Time (s) | 4.3 | 3.9 |
| All-Red Time (s) | 3.2 | 3.4 |
| Lost Time Adjust (s) | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.3 |
| Lead/Lag | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes |
| Vehicle Extension (s) | 1.1 | 1.3 |
| Recall Mode | None | None |
| Walk Time (s) | 7.0 | |
| Flash Dont Walk (s) | 29.0 | |
| Pedestrian Calls (#/hr) | 0 | |
| Act Effct Green (s) | 34.7 | 52.0 |
| Actuated g/C Ratio | 0.35 | 0.52 |
| v/c Ratio | 0.79 | 0.18 |
| Control Delay (s/veh) | 33.8 | 2.7 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay (s/veh) | 33.8 | 2.7 |
| LOS | C | A |
| Approach Delay (s/veh) | 29.0 | |
| Approach LOS | C | |

| Intersection Summary |
|---|



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

SimTraffic Performance Report
2030 Full Build PM

06/09/2025

## 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd Performance by lane

| Lane | EB | WB | WB | NB | NB | NB | SB | SB | All |
|---|---|---|---|---|---|---|---|---|---|
| Movements Served | LTR | L | TR | L | T | R | L | TR | |
| Denied Delay (hr) | | | | | | | | | 3.0 |
| Denied Del/Veh (s) | | | | | | | | | 4.9 |
| Total Delay (hr) | 0.1 | 12.7 | 14.9 | 0.0 | 1.5 | 0.4 | 0.3 | 1.0 | 30.9 |
| Total Del/Veh (s) | 28.8 | 64.8 | 188.5 | 20.7 | 20.6 | 2.9 | 11.9 | 10.9 | 49.9 |
| Stop Delay (hr) | 0.1 | 11.2 | 12.0 | 0.0 | 0.8 | 0.1 | 0.2 | 0.7 | 25.2 |
| Stop Del/Veh (s) | 26.6 | 57.0 | 152.6 | 19.7 | 11.5 | 0.6 | 10.1 | 7.2 | 40.7 |

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Queuing and Blocking Report
2030 Full Build PM

06/09/2025

## Intersection: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

| Movement | EB | WB | WB | B16 | B22 | B22 | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LTR | L | TR | T | T | | L | T | R | L | TR |
| Maximum Queue (ft) | 54 | 390 | 902 | 1440 | 300 | 219 | 12 | 164 | 173 | 78 | 160 |
| Average Queue (ft) | 14 | 389 | 847 | 1005 | 167 | 20 | 1 | 87 | 50 | 33 | 81 |
| 95th Queue (ft) | 42 | 399 | 1036 | 2022 | 425 | 135 | 10 | 145 | 132 | 64 | 140 |
| Link Distance (ft) | 360 | | 796 | 1416 | 294 | 294 | | 580 | | | 517 |
| Upstream Blk Time (%) | | | 61 | 48 | 7 | 0 | | | | | |
| Queuing Penalty (veh) | | | 672 | 524 | 38 | 1 | | | | | |
| Storage Bay Dist (ft) | | 365 | | | | | 85 | | 275 | 225 | |
| Storage Blk Time (%) | | 67 | 0 | | | | | 7 | | | |
| Queuing Penalty (veh) | | 191 | 3 | | | | | 38 | | | |

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# EXHIBIT 7

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

CARMINAWOOD
DESIGN

# DOWNSTREAM SANITARY SEWER CAPACITY ANALYSIS REPORT

for

## Uptown Apartments

2190-2200 Wehrle Drive
Town of Amherst, Erie County, New York

Prepared for

## Young Development Inc.

1120 Bullis Road
Elma, New York 14059

Prepared by


Carmina Wood Design

487 Main Street, Suite 500
Buffalo, NY 14203

Telephone: (716) 842-3165
Fax: (716) 842-0263


June 2025

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Project Description

This project is a development of a 24.9 acre site located at 2190 & 2200 Wehrle Drive in the Town of Amherst. Construction will consist of mixture of two or four story multi-family building totaling 332 units, with attached garage buildings, associated utility, lighting and landscaping improvements.

An existing 8" public sanitary sewer main is located along Wehrle Drive and will be utilized for this project. A new 8" PVC private sanitary sewer lateral will be installed and connected to this existing sewer.

Wastewater from the proposed project will flow east on Wehrle Drive, north to Sheridan Drive, then west Sheridan Drive, and then north along Youngs Road. Flows are then conveyed west through the 60" Peanut Line sewer, and ultimately north to the Town of Amherst Wastewater Treatment Facility. Refer to the sewer routing map located in the TECSmith monitoring section of this downstream sewer capacity analysis report.

Node 1 - Ferndale Rd & Wehrle Dr (8"):

| | |
|---|---|
| Existing Peak Flow measured (wet weather event) | = 0.011 cfs (0.007 mgd)* |
| Proposed Multi-Family Peak Flow | = 0.380 cfs** |
| Proposed Total Peak Flow | = 0.391 cfs |

Theoretical capacity of existing 8" PVC pipe @ 0.36% = 0.856 cfs

Conclusion: The proposed total peak flow is less than the capacity of the 8" PVC pipe, therefore there is sufficient capacity. At no time during the monitoring period did flow depth exceed the pipe diameter at Node 1 of the downstream monitoring points during the rain events monitored.

Node 2 - Main St & Brompton Rd (12"):

| | |
|---|---|
| Existing Peak Flow measured (wet weather event) | = 1.374 cfs (0.888 mgd)* |
| Proposed Multi-Family Peak Flow | = 0.380 cfs** |
| Proposed Total Peak Flow | = 1.754 cfs |

Theoretical capacity of existing 12" PVC pipe @ 0.22% = 1.973 cfs

Conclusion: The proposed total peak flow is less than the capacity of the 12" PVC pipe, therefore there is sufficient capacity. At no time during the monitoring period did flow depth exceed the pipe diameter at Node 2 of the downstream monitoring points during the rain events monitored.

Node 3 - Peanut Line (60"):

| | |
|---|---|
| Existing Peak Flow measured (wet weather event) | = 56.466 cfs (36.50 mgd)* |
| Proposed Uptown Apartments Peak Flow | = 0.265 cfs** |
| Proposed Total Peak Flow | = 56.731 cfs |

Capacity of existing 60" Peanut Line sewer = 88.798 cfs (57.4 mgd)

Conclusion: The proposed total peak flow is less than the capacity of the 60" Peanut Line sewer, therefore there is sufficient capacity.

Foot Notes:

Downstream capacity node information provided by Town of Amherst Engineering Department

*Converted from measurements in TECSmith report dated 4/9/25

**See Sanitary Sewage Demand Calculations

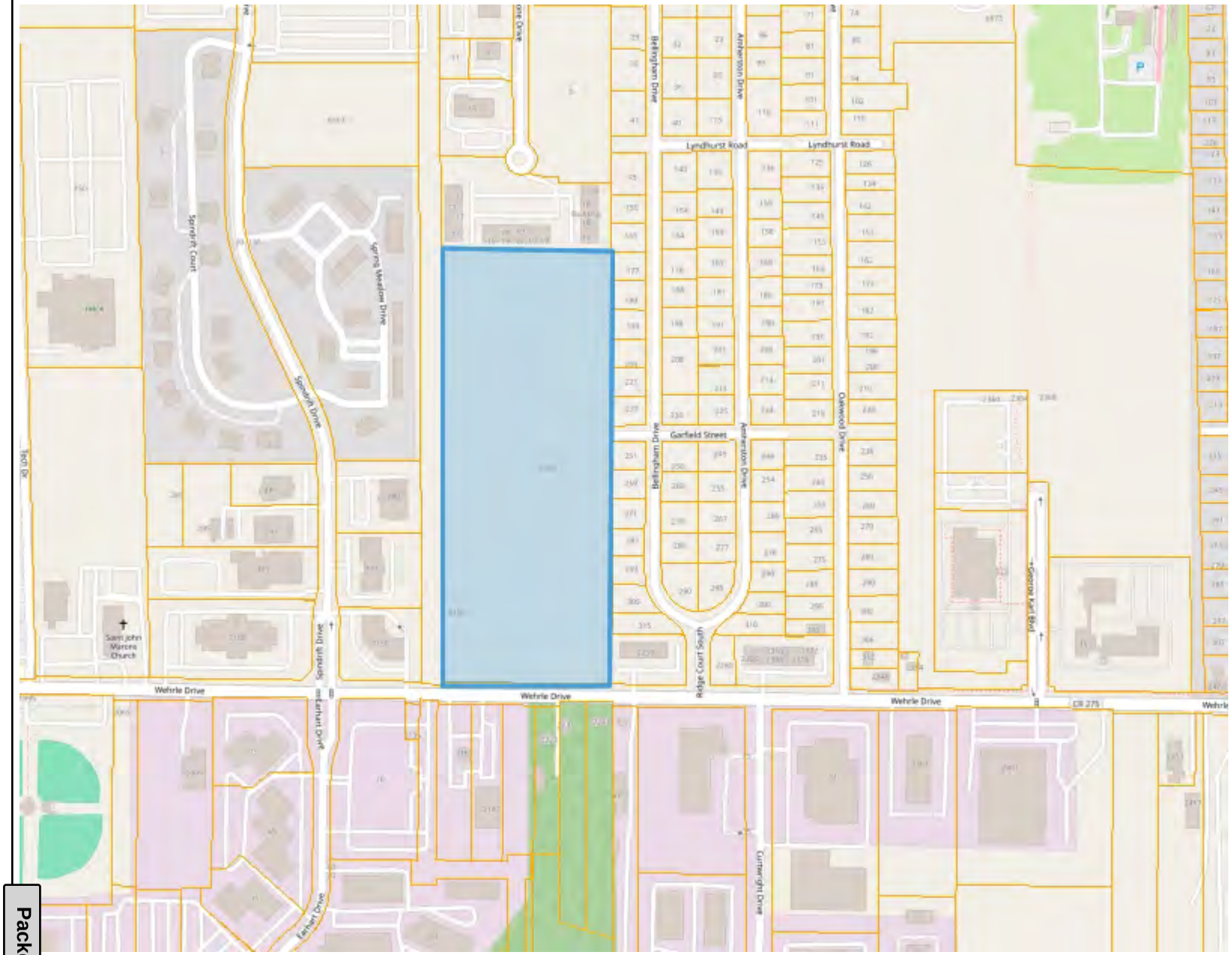


Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# Location Map

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# Erie County On-Line Mapping Application



**Legend**

- Parcels

0.14 0.3 Miles

VGS_1984_Web_Mercator_Auxiliary_Sphere

HIS MAP IS NOT TO BE USED FOR NAVIGATION

**ERIE COUNTY**
**DEPARTMENT OF ENVIRONMENT & PLANNING**
**OFFICE OF GIS**

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

1: 9,028

# Sanitary Demand Calculations

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

CARMINA WOOD DESIGN
80 SILO CITY ROW, SUITE 100
BUFFALO, NEW YORK, 14203
(716) 842-3165
FAX (716) 842-0263

Project No.: 25-4006 Date: 6/9/2025
Project Name: Uptown Apartments
Project Address: 2190-2200 Wehrle Drive Amherst, NY
Subject: Sanitary Sewer & Water Demand Calcs
Sheet: 1 of 2

## Sanitary Sewage Demand Calculations:

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 110 | gal/d/unit | x | 114 | unit | = | 12,540 | gpd | *use 110 gallons per unit per day (1 bdrm) |
| 220 | gal/d/unit | x | 198 | unit | = | 43,560 | gpd | *use 220 gallons per unit per day (2 bdrm) |
| 330 | gal/d/unit | x | 20 | unit | = | 6,600 | gpd | *use 330 gallons per unit per day (3 bdrm) |

Total Site Sanitary Demand: = 62,700 gpd

## Find Peak Sanitary Demand:

Peaking Factor based on Population:

Total demand: 62,700 gpd / 100 gpcd = 627 per capita

Population (P) = 627 people

Peaking Factor : (18 +√P) / (4 + √P ) where P is in thousands

Peaking Factor = 3.92

Peak Sanitary Demand = 62,700 x 3.92 = 245,887 gpd
= 0.246 MGD
= 0.380 cfs

## Required Infiltration and Inflow Mitigation:

Peak Sanitary Flow = 245,887 gpd = 170.75 gpm

4:1 offset flow per NYSDEC requirements = 170.75 x 4 = 683.02 gpm req'd

Mitigation Credit = $250 / gpm

Mitigation Agreement Amount = $170,754.63

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# TECSmith Monitoring Report

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

| Date | Node 1 | | | Node 2 | | | Rain |
|---|---|---|---|---|---|---|---|
| | Ferndale Rd & Wehrle Dr (8") | | | Main St & Brompton Rd (12") | | | |
| | FLOW (GAL x 1,000) | PEAK FLOW (MGD) | PEAK LEVEL (IN) | FLOW (GAL x 1,000) | PEAK FLOW (MGD) | PEAK LEVEL (IN) | (inches) |
| 3/6/2025 | 3.190 | 0.009 | 3.353 | 250.390 | 0.883 | 9.023 | *0* |
| 3/7/2025 | 7.170 | 0.008 | 3.127 | 467.359 | 0.807 | 8.796 | *0* |
| 3/8/2025 | 6.927 | 0.007 | 2.902 | 410.805 | 0.723 | 8.552 | *0* |
| 3/9/2025 | 6.996 | 0.007 | 2.902 | 361.424 | 0.673 | 8.935 | *0* |
| 3/10/2025 | 6.888 | 0.009 | 3.296 | 353.179 | 0.747 | 8.608 | *0* |
| 3/11/2025 | 6.713 | 0.008 | 3.184 | 370.404 | 0.744 | 8.458 | *0* |
| 3/12/2025 | 6.800 | 0.008 | 2.959 | 326.065 | 0.661 | 8.315 | *0* |
| 3/13/2025 | 6.870 | 0.008 | 3.015 | 250.580 | 0.693 | 8.326 | *0* |
| 3/14/2025 | 6.870 | 0.008 | 3.015 | 260.516 | 0.723 | 8.392 | *0* |
| 3/15/2025 | 6.760 | 0.007 | 2.779 | 218.171 | 0.710 | 8.010 | *0.03* |
| 3/16/2025 | 6.625 | 0.007 | 2.902 | 249.974 | 0.787 | 8.634 | *0.3* |
| 3/17/2025 | 6.875 | 0.007 | 2.913 | 266.733 | 0.701 | 8.210 | *0.04* |
| 3/18/2025 | 6.736 | 0.008 | 3.197 | 266.140 | 0.756 | 8.336 | *0* |
| 3/19/2025 | 6.446 | 0.008 | 3.088 | 252.990 | 0.699 | 8.390 | *0* |
| 3/20/2025 | 6.446 | 0.007 | 2.870 | 240.724 | 0.762 | 9.012 | *0* |
| 3/21/2025 | 6.612 | 0.007 | 2.945 | 219.384 | 0.653 | 8.213 | *0* |
| 3/22/2025 | 6.532 | 0.007 | 2.925 | 203.180 | 0.641 | 8.210 | *0.09* |
| 3/23/2025 | 6.535 | 0.007 | 2.703 | 205.250 | 0.728 | 8.728 | *0.02* |
| 3/24/2025 | 6.346 | 0.007 | 2.655 | 236.652 | 0.774 | 8.740 | *0* |
| 3/25/2025 | 5.690 | 0.007 | 2.621 | 201.267 | 0.621 | 7.813 | *0* |
| 3/26/2025 | 5.428 | 0.008 | 3.071 | 216.208 | 0.623 | 8.243 | *0.03* |
| 3/27/2025 | 5.434 | 0.007 | 2.677 | 207.866 | 0.638 | 8.755 | *0* |
| 3/28/2025 | 5.470 | 0.007 | 2.677 | 222.267 | 0.659 | 8.655 | *0.23* |
| 3/29/2025 | 5.468 | 0.006 | 2.508 | 225.624 | 0.762 | 8.299 | *0.23* |
| 3/30/2025 | 5.865 | 0.006 | 2.628 | 263.182 | 0.730 | 8.314 | *0.25* |
| 3/31/2025 | 6.299 | 0.007 | 2.790 | 305.824 | 0.797 | 9.021 | *0.02* |
| 4/1/2025 | 6.243 | 0.007 | 2.902 | 284.003 | 0.729 | 8.070 | *0* |
| 4/2/2025 | 6.315 | 0.007 | 2.733 | 373.197 | 0.888 | 9.042 | *0.82* |
| 4/3/2025 | 4.003 | 0.007 | 2.846 | 293.288 | 0.895 | 9.201 | *0.3* |
| --- | --- | --- | --- | --- | --- | --- | *2.36* |

# TECsmith

TECSMITH, Inc.
PO Box 95
Clarence, NY 14031
716-462-0382

Date: April 9, 2025

**SANITARY SEWER FLOW CAPACITY STUDY – Summary Review**

**Prepared For:** 2190 Wehrle - Downstream Monitoring Capacity Analysis.

Patrick Sheedy Jr., P.E.
CARMINAWOOD DESIGN
80 Silo City Row
Buffalo, New York 14203

**Project Name:** 2190 Wehrle - Downstream Monitoring Capacity Analysis.

**Flow Monitoring Period:** March 6, 2025 to April 3, 2025

**Rain Events (> 0.5-inches) Monitored:** April 2 (0.82")

**Number of Monitoring Nodes:** Two (2) downstream manholes

**Node Locations and Descriptions:**

- Node 1 Ferndale Rd & Wehrle Dr (8")
- Node 2 Main St & Brompton Rd (12")

## Summary Conclusion:

Based on the data presented in this report, specifically the flow depth measurements recorded (see graphs below)

- At no time did the flow depth exceed pipe diameter at any of the downstream monitoring points during the wet weather vents monitored.
- At no time during the monitoring period did the flow at any point slow or stall which would have caused a backup or flooding at the manhole.

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

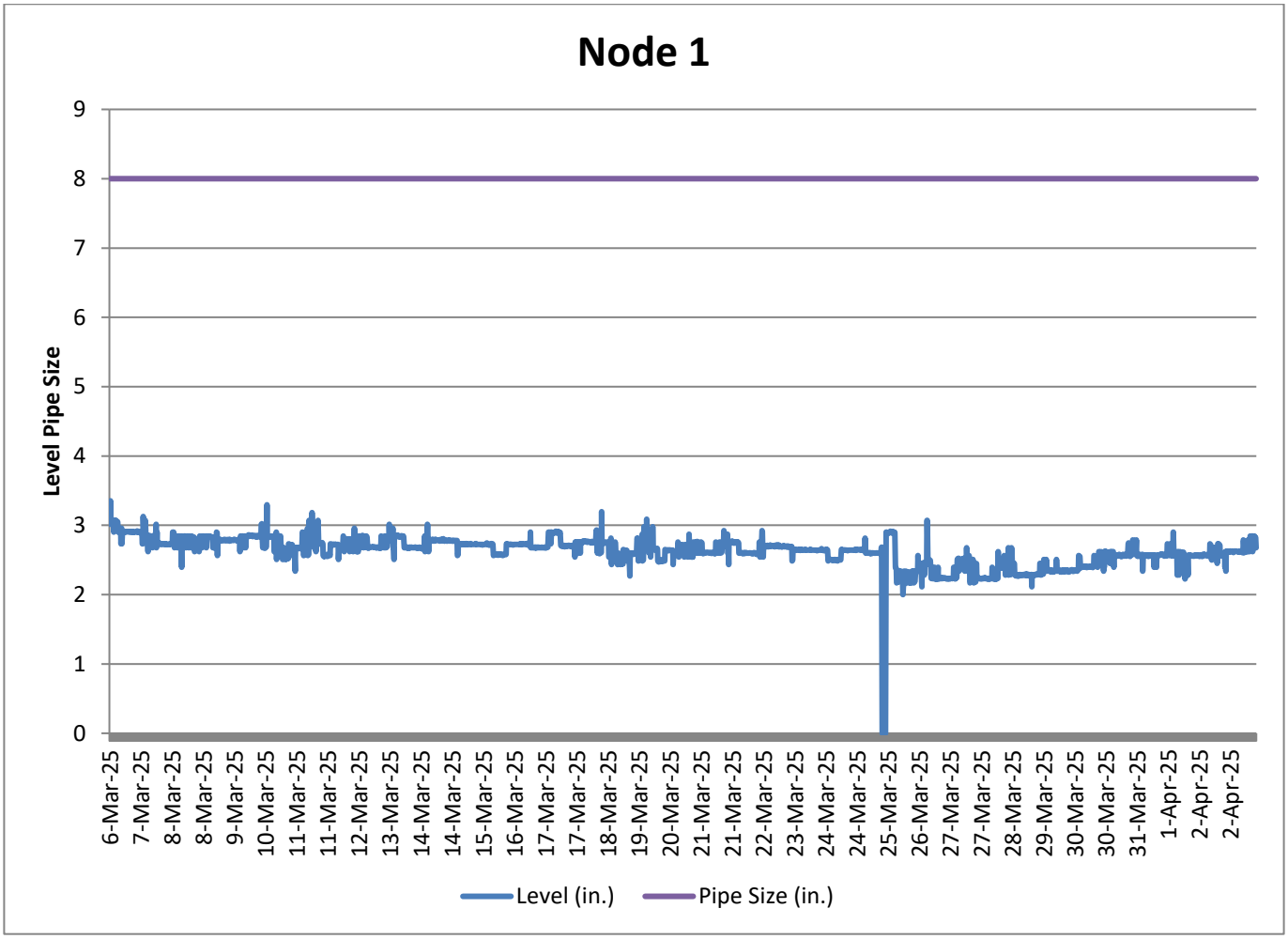
TECsmith

TECSMITH, Inc.
PO Box 95
Clarence, NY 14031
716-462-0382

**Depth of Flow Capacity Summary:**

*Depth of flow capacity is based on diameter of pipe. See graphs below.*

- At no time during the monitoring period did depth of flow exceed pipe diameter at Node

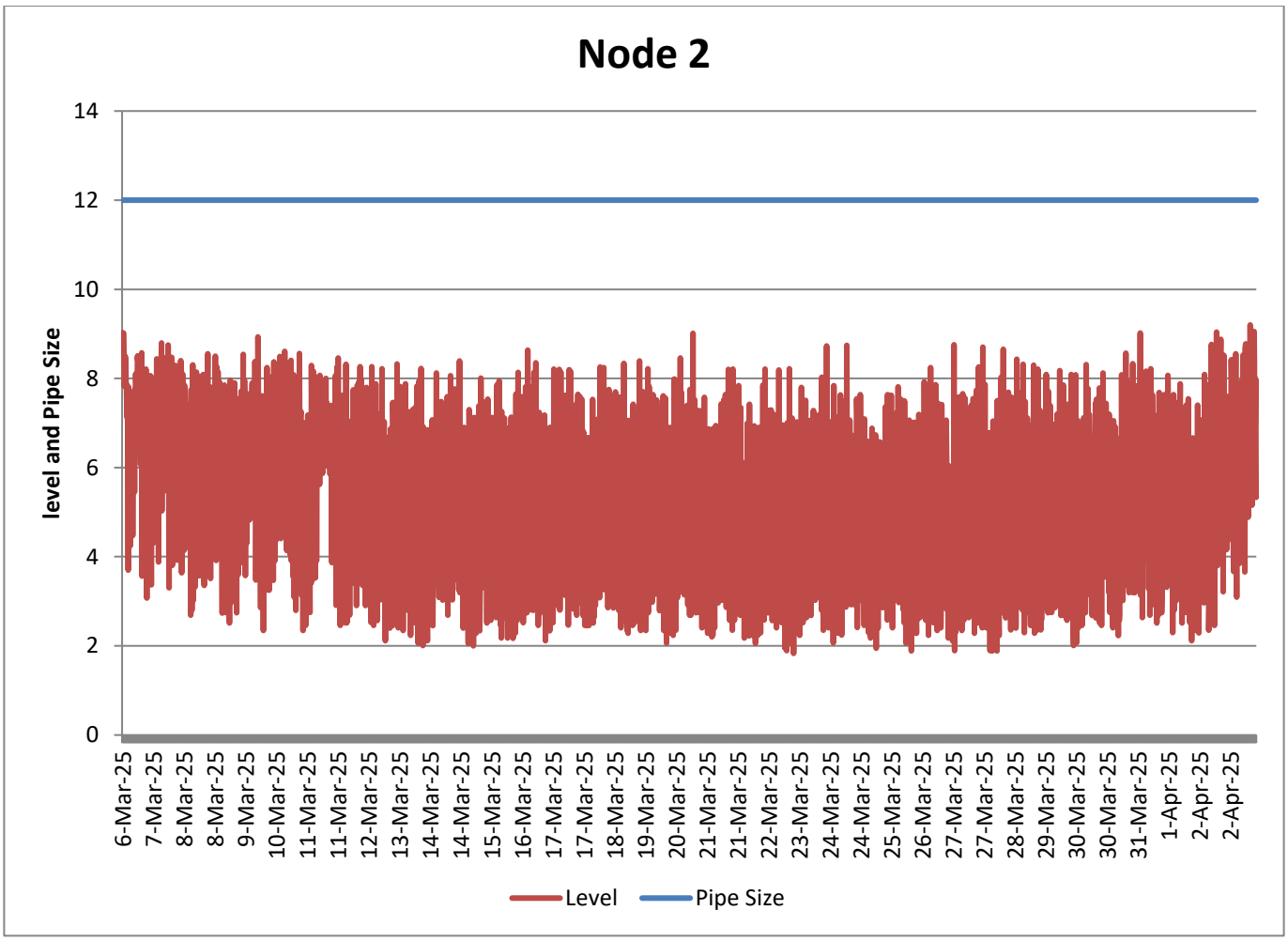



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

TECsmith

TECSMITH, Inc.
PO Box 95
Clarence, NY 14031
716-462-0382

- At no time during the monitoring period did depth of flow exceed pipe diameter at Node 2




Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

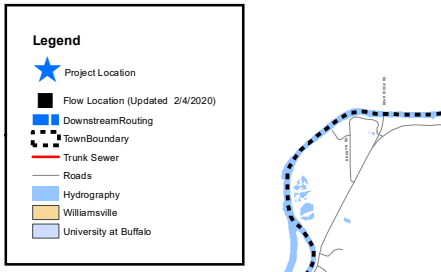
# Town of Amherst Sanitary Sewer Downstream Routing Maps

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# TOWN OF AMHERST
Erie County, New York

**Downstream Sewer Routing**
**2190 Wehrle Drive**

1 0.5 0 1
Miles




60-inch Peanut Line
Capacity: 57.4 mgd
8.37 mgd Avg. Daily Flow
11.55 mgd Daily Peak Flow
36.60 mgd 2yr.-6hr. Flow

N

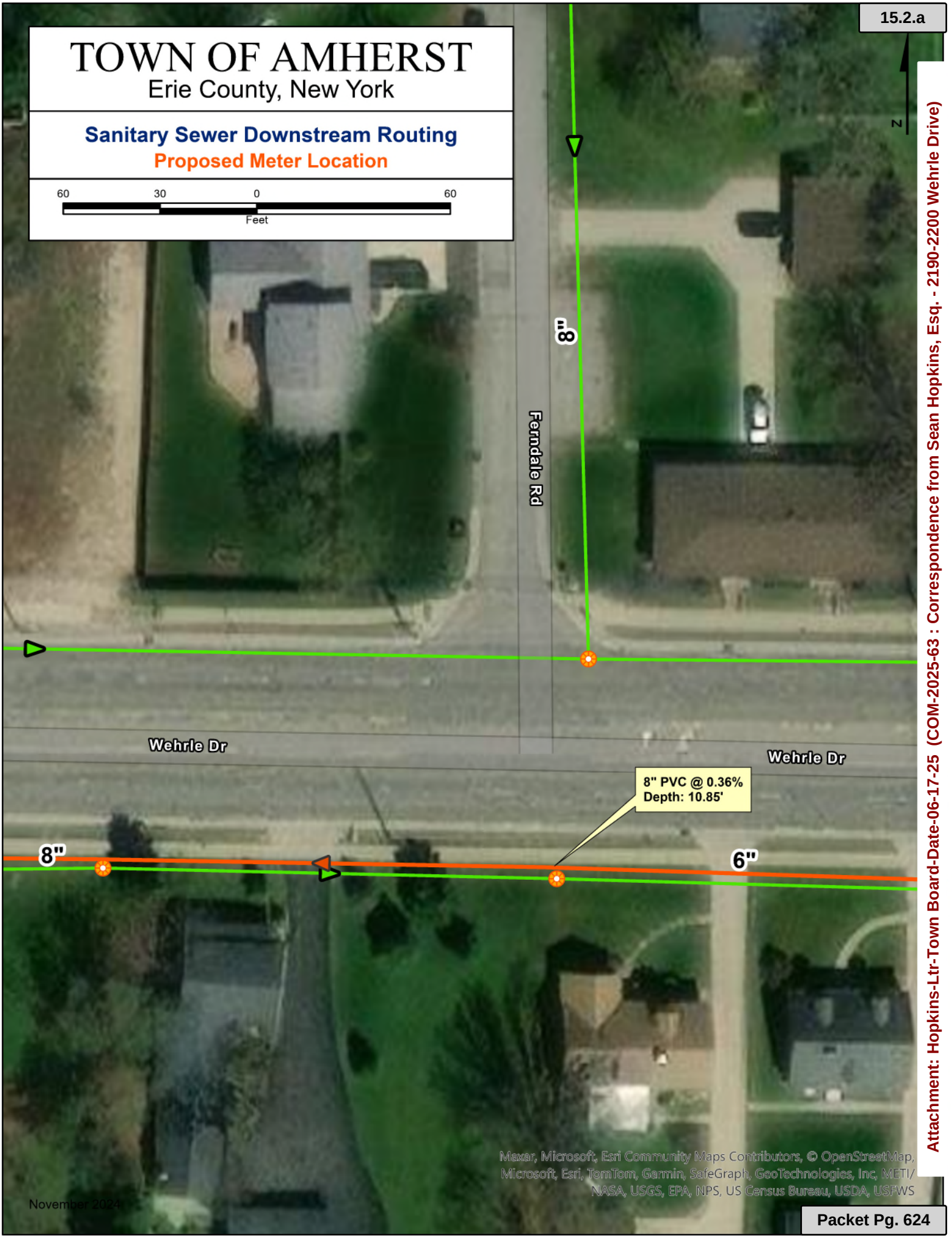
February 2025

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# TOWN OF AMHERST
Erie County, New York

## Sanitary Sewer Downstream Routing
Proposed Meter Location

60 30 0 60
Feet




November 2024

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# TOWN OF AMHERST
Erie County, New York

## Sanitary Sewer Downstream Routing
### Proposed Meter Location

100 50 0 100
Feet

November 2024

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# EXHIBIT 8

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

YOUNG DEVELOPMENT
APARTMENT COMMUNITIES

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

June 9, 2025

Re: **Invitation to Attend Informational Meeting to be held on Thursday, June 19th at 6:00 p.m.**
**Location of Informational Meeting: Main-Transit Fill Hall located at 6777 Main Street, Williamsville, NY 14221**

Dear Property Owner:

This letter is being sent to invite you to attend an upcoming informational meeting to be held on Main-Transit on Thursday, June 19th at 6:00 p.m. at the Main-Transit Fill Hall located at 6777 Main Street, Williamsville, NY 14221 to discuss our company's proposed multifamily project to be located at 2190-2200 Wehrle Drive in the Town of Amherst (the "Project Site"). An informational meeting was previously held on March 11th and the project team has evaluated the input received during the previous informational meeting.

The project layout has been recently updated based on input received from the residents to the east of the Project Site during the informational meeting held on March 11th and during the public hearing held by the Planning Board on May 15th as well as input received from the Planning Department and we will be presenting the updated project layout during the informational meeting to be held on Thursday, June 19th.

The proposed project was reviewed by the Planning Board on May 15th in connection with the pending request to amend the Comprehensive Plan and the Planning Board recommended approval by the Town Board. The Town Board will be holding a public hearing in connection with its review of the requested amendment of the Comprehensive Plan on Monday, June 23rd at 7:00 p.m. We are not requesting that the Town Board issue a decision on the pending request to amend the Comprehensive Plan during its meeting on June 23rd.

We are hopeful that you can attend the upcoming informational meeting. However, if you are unable to attend the upcoming informational meeting but have questions regarding the proposed project, please feel free to contact me via e-mail at jyoung@youngdevelopmentinc.com.

Thank you for taking the time to review this letter and we look forward to once again meeting with interested property owners during the upcoming informational meeting.

Sincerely,

YOUNG DEVELOPMENT, INC

# EXHIBIT 9

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Rupp Pfalzgraf LLC
People at law®

1600 Liberty Building, 424 Main Street, Buffalo, New York 14202
P 716.854.3400 www.RuppPfalzgraf.com

MARC A. ROMANOWSKI
PARTNER
romanowski@RuppPfalzgraf.com

May 15, 2025

**Via E-Mail and Hand Delivery**

Town of Amherst Planning Board
Municipal Building (Town Hall)
5583 Main Street
Williamsville, New York 14221

Town of Amherst Town Board
Municipal Building (Town Hall)
5583 Main Street
Williamsville, New York 14221

ATTN: Scott Marshall, Principal Planner

Re: Request for Bicentennial Comprehensive Plan Amendment from Commercial-Office to Medium Residential for 2190-2200 Wehrle Drive, Amherst, NY (SBL No. 81.02-1-10.1)

Ladies and Gentlemen:

On behalf of Windsong Place Associates, LP, the owner of Windsong Apartments and Windsong Place Apartments ("Windsong"), we are submitting this letter to express concerns regarding the proposed Bicentennial Comprehensive Plan Amendment for 2190-2200 Wehrle Drive, Amherst, New York 14221 (the "Project" or "Project Site"). Windsong neighbors the Project Site on its western side located at 25 Spring Meadow Drive and 1 Spindrift Court.

Windsong acknowledges that the Planning Board is currently reviewing only a request to amend the Bicentennial Comprehensive Plan ("Plan") from Commercial-Office to Medium Residential designation. The Project Site is indicated with a red star in Figure 6 of the Plan below.

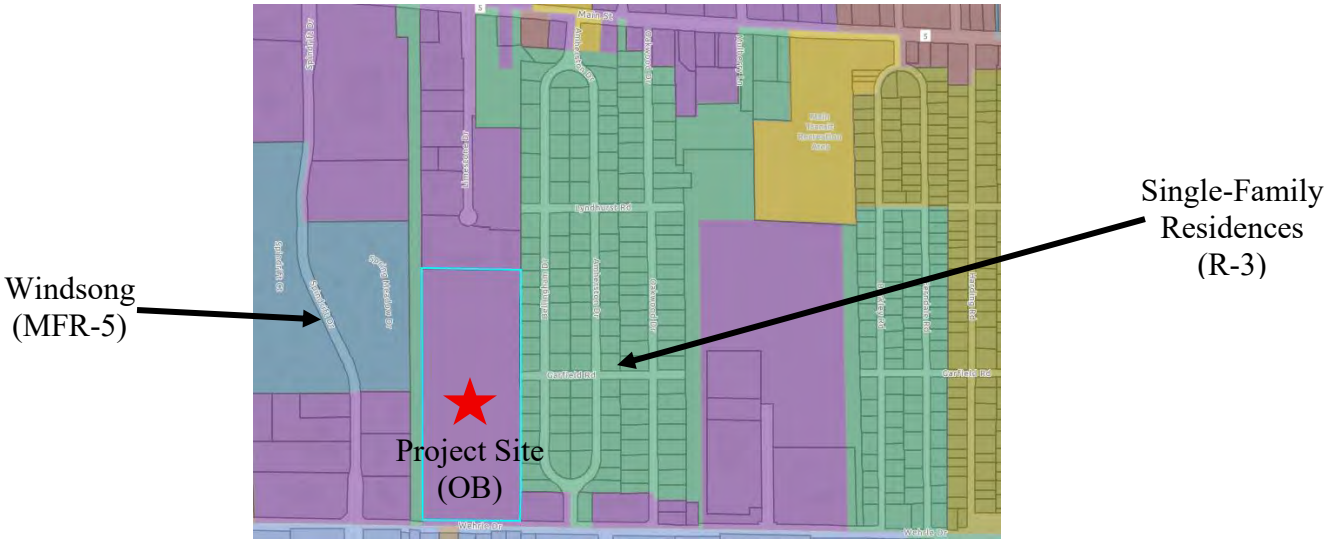
However, we respectfully emphasize that this proposed amendment represents the critical first step that will enable subsequent rezoning of the Site to accommodate the Project's proposed higher density development.



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

We urge the Board to consider the full implications of the proposed amendment, as it will directly pave the way for rezoning that raises substantial concerns regarding infrastructure capacity, including water pressure limitations, sewer system adequacy, and increased traffic congestion on our local roadways. While the amendment alone is before you today, its approval will inevitably trigger density-related challenges that warrant careful consideration at this preliminary stage.

As shown on the Town of Amherst Zoning Map reproduced below, the Project Site is currently zoned Office Building District ("OB") and abuts a single-family residential neighborhood to the east, zoned Residential District Three ("R-3"), with the Windsong development to the west, zoned Multifamily Residential District Five ("MFR-5").




Ultimately, the Project seeks to rezone the Project Site to Multifamily Residential District Six ("MFR-6"). The MFR-6 district is inconsistent with the existing surrounding residential areas and will likely pose difficulties, such as the ones discussed above, to residents as a result of the higher density. Please see a chart comparing the bulk requirements of these zoning districts attached as **Exhibit A**.

While we recognize that the Planning Board is currently reviewing only the Plan amendment, we respectfully urge the Board to consider the broader implications of its recommendation. We ask that these downstream impacts be carefully weighed in your deliberations on the proposed amendment, as they represent real challenges that will directly affect community wellbeing and quality of life once rezoning follows this amendment's approval.

Very truly yours,

Marc A. Romanowski

/mjd
Enclosure

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# EXHIBIT A of Letter of Marc Romanowski, Esq. dated May 15, 2025

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

**Comparison of Bulk Requirements for Zoning Districts in Area Surrounding 2190-2200 Wehrle Drive**

| **Bulk Requirement** | **OB** Code § 4-2-2-B | **R-3** Code § 3-6-2-B | **MFR-5** Code § 3-11-2-B(2) | **MFR-6** Code § 3-12-2-B(3) |
|---|---|---|---|---|
| **Min. lot area (SF)** | None. | 8,450 SF (interior lot)<br><br>9,750 SF (corner lot) | • 3,630 (0-1 BR)<br>• 4,356 (2 BR)<br>• 5,445 (3 BR)<br>• 6,250 (4 BR) | • 2,562 (0-1 BR)<br>• 2,904 (2 BR)<br>• 3,630 (3 BR)<br>• 4,356 (4 BR) |
| **Min. lot width** | None. | 65’ (interior lot)<br>75’ (corner lot) | 150’ | 200’ |
| **Min. building separation** | 30’ | N/A | Calculated per § 3-15-5. | Calculated per § 3-15-5. |
| **Min. front yard** | 20’ (for bldg. height up to 35’)<br><br>30’ (for bldg. height 35’+) | 30’ | Calculated per § 3-15-5. | Calculated per § 3-15-5. |
| **Min. rear yard** | Calculated per § 2-5-4-B(3). | 30’ | Calculated per § 3-15-5. | Calculated per § 3-15-5. |
| **Min. side yard** | Calculated per § 2-5-4-B(3). | 5’<br>10’ (combined) | Calculated per § 3-15-5. | Calculated per § 3-15-5. |
| **Max. height** | 65’ | 2 stories<br>35’ | 35’ | 65’ |
| **Max. building coverage** | None. | 35% | 40% | 40% |
| **Min. floor area** | N/A | 1,000 SF (under 2 stories)<br><br>1,200 SF (2+ stories) | • 400 SF (0 BR)<br>• 640 SF (1 BR)<br>• 760 SF (2 BR)<br>• 1,000 SF (3 BR)<br>• 1,200 SF (4 BR) | • 400 SF (0 BR)<br>• 640 SF (1 BR)<br>• 760 SF (2 BR)<br>• 1,000 SF (3 BR)<br>• 1,200 SF (4 BR) |

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# EXHIBIT 10

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

TOWN OF AMHERST
PLANNING BOARD
SITE PLAN RESOLUTION
SP-2021-23

FEB24'22 PM 4:50 RCVD

PETITIONER

Acquest Wehrle LLC
5554 Main Street
Williamsville, NY 14221

PROPERTY LOCATION

2190 & 2220 Wehrle Drive

WHEREAS, the Town of Amherst Planning Board on Thursday, January 13 and February 17, 2022 held public hearings on a Site Plan for a 182,700± sq. ft. of office building and associated accessory structures and a 1,750± lineal foot private roadway and

WHEREAS, the Planning Board reviewed the plans and specifications for the proposed project, and

WHEREAS, the Site Plan was referred to the Town's various review agencies, and

WHEREAS, in accordance with Section 8-7-9 of the Zoning Ordinance, the Planning Board finds that:

A. The proposed site plan is consistent with the development plan if one is required.

B. The proposed site plan is consistent with the purpose and specific requirements of the Zoning Ordinance and generally consistent with the policies of the Comprehensive Plan.

C. Adequate services and utilities will be available prior to occupancy.

D. The site plan is consistent with all other applicable laws.

E. Pursuant to Local Law #3-82, as amended, the Planning Board has determined that the requirements of SEQR are complete and that the subject proposal is not expected to have a significant adverse effect on the environment.

F. Under Section 404 of the Clean Water Act, the US Army Corps of Engineers has determined that it has no jurisdiction.

NOW THEREFORE BE IT RESOLVED that in accordance with 6 NYCRR, Part 617 and Local Law #3-82, as amended, the Planning Board has issued a Negative Declaration attached hereto, and

NOW THEREFORE BE IT FURTHER RESOLVED that the Planning Board, in accordance with Section 8-7 of the Zoning Ordinance approves said Site Plan subject to the following conditions:

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

TOWN OF AMHERST
PLANNING BOARD
SITE PLAN RESOLUTION
SP-2021-23

FEB24'22 PM 4:50 RCVD

| PETITIONER | PROPERTY LOCATION |
|---|---|
| Acquest Wehrle LLC | 2190 & 2220 Wehrle Drive |

1. That no building permits for the proposed building 'C' be issued by the Town of Amherst Building Commissioner until it can be determined by the Zoning Enforcement Officer the proposed use of building 'C' is a permitted by §203-4-2-2 of Town Code.

2. That the accessory structures (garage, security booth and maintenance facility) be reduced to conform to the requirements §203-6-8-1 B of Town Code.

3. That the "Banked Parking" indicated on the site plan be constructed with the development as it is required to meet the requirements of §203-7-2-5 of Town Code.

4. That the parcels located a 2190 and 2220 be merged into a single parcel as required in the Town Assessors Office memorandum dated December 30, 2021.

5. That a filed copy of a reciprocal access and maintenance agreement to allow for vehicular ingress and egress to the existing office development site north of the subject be provided to the Planning Department.

6. That the Town's Landscape Architects comments in the Planning Department letter dated February 9, 2022 be satisfactorily addressed.

7. That the petitioner and or his/her contractor comply with any requirements of and obtain any required permits from the Erie County Department of Public Division of Highway for any work within the Wehrle Drive right-of-way.

8. That any modification to Town owned and maintained traffic signals at Wehrle Drive and Youngs Road and at Wehrle Drive and Spindrift Drive resulting from this development be paid for by the petitioner.

9. That the petitioner and or his/her contractor contact the Buffalo Niagara International Airport prior to commencement of construction and comply with any requirements of that agency.

10. That the consideration of signs is specifically excluded from this approval as they require a separate review and approval by the Town.

11. That all dumpsters/trash containers and all mechanical equipment, utility structures, multiple meter boards, generators, and similar appurtenances, including those which are mounted on any part of a primary structure shall be appropriately screened with a fence, wall, and/or landscaping. Provide gate on dumpster enclosure that shall be closed whenever dumpster is not being serviced, enclosure shall be high enough to screen the dumpster(s) within.

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

TOWN OF AMHERST
PLANNING BOARD
SITE PLAN RESOLUTION
SP-2021-23

FEB24'22 PM 4:50 BCVD

| PETITIONER | PROPERTY LOCATION |
|---|---|
| Acquest Wehrle LLC | 2190 & 2220 Wehrle Drive |

12. That as-built record drawings, including location of utilities, be provided to the Engineering Department prior to issuance of a Certificate of Occupancy by the Building Department.

The foregoing resolution was adopted by the Town of Amherst Planning Board, February 17, 2022; moved by – Giuliani, seconded by - Chmiel ayes 6, noes 0; absent 1 (Gill).

Robert J. Gilmour, Chair — Date 2-24-22

SM/ac
X:\Current_Planning\Files\Site Plans\2021\SP-2021-23_(2190_&_2220_Wehrle_Dr)_2021\SP-2021-23_resolution_021722.doc_

cc: Amherst Town Clerk
Commissioner of Building
Town Engineer
Fire Chiefs
Traffic/Safety
Highway Superintendent
ECDEP
NYSDOT
NYSDEC
Omar Abu-Sitta, Acquest Wehrle LLC, 5554 Main Street, Williamsville, NY 14221
Jason Utzig, C & S Engineers, 141 Elm Street, Suite 100, Buffalo, NY 14203

Approved Plan: C&S Companies
Received: January 31, 2022

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

# EXHIBIT 11

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Amherst Town Board
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Jeffery C Zeplowitz
Town Clerk

Meeting: 12/10/18 07:00 PM
Department: Town Attorney
Initiated by: Stanley J. Sliwa
Co-Sponsored by:

DOC ID: 19712 RESOLUTION 2018-1301 ADOPTED

# Property Located at 2190 and 2220 Wehrle Drive - Acquest Wehrle

AGENDA ITEM - DECEMBER 10TH, 2018

TO: Town Board

FROM: Stanley J. Sliwa, Esq., Town Attorney

DATE: December 5, 2018

RE: Property Located At 2190 and 2220 Wehrle Drive (Acquest Wehrle)

Kindly adopt the following resolution with respect to the above matter:

WHEREAS, in July of 1983, the Town of Amherst accepted a construction grant from the Environmental Protection Agency ("USEPA") and the New York State Department of Environmental Conservation ("NYSDEC") to assist with the construction of the Youngs Road Interceptor and Collector Sewer Project for Southeast Amherst ("Sewer Project"); and

WHEREAS, in furtherance of the Sewer Project and as a condition of receiving the approximate $5.8 million grant, the Town of Amherst entered into a Grant Agreement with the USEPA that contained a 50-year prohibition on sewer hook-ups that would allow wastewater discharge from any development on a parcel of land within any wetland; and

WHEREAS, on approximately July 5, 1983, the Town of Amherst passed a resolution enacting a "fifty-year moratorium on development of properties which are located wholly or partially within state or federal designated wetlands and which are tributary to sanitary sewers in which there will be NYSDEC or USEPA financial participation under this project known as Federal Project Number C-36-1225-02" (the "Moratorium"); and

WHEREAS, the Town of Amherst subsequently failed to record the Grant Agreement or Moratorium in the Town Clerk's Office or other public record as an encumbrance on properties in the Town; and

WHEREAS, in 1997, Acquest (or an affiliate thereof) purchased property in the Town located at 2220 Wehrle Drive (the "Property") without knowledge of the Grant Agreement or Moratorium; and

WHEREAS, over several years that followed, Acquest pursued its project at the Property and obtained from the Town of Amherst, as Lead Agency, several Negative Declarations under the New York State Environmental Quality Review Act ("SEQRA"); and

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

WHEREAS, in June of 2005, Acquest purchased property in the Town of Amherst at 2190 Wehrle Drive located adjacent to 2220 Wehrle Drive; and

WHEREAS, on March 20, 2006, the Town of Amherst held a meeting during which the Town Board voted and passed a resolution terminating Acquest's commercial project; and

WHEREAS, on January 16, 2007, the Town of Amherst passed a resolution reaffirming the Moratorium, specifically identifying 2220 Wehrle Drive as being subject to the Moratorium, and declaring it "the policy of the Town of Amherst to honor and enforce the 50-year moratorium previously approved, adopted and implemented by the Amherst Town Board on July 5, 1983, which applies to all the properties which are located, in part or whole, within State or Federal designated wetlands, which are tributary to sanitary sewers in which construction there was State or Federal financial participation, including the [Sewer Project], which includes the property commonly known as 2220 Wehrle Dr. and to seek no waiver or variance there from,"; and

WHEREAS, in July of 2009, the United States commenced litigation against Acquest Wehrle, LLC (and later Acquest Development, LLC and William L. Huntress) alleging that the USEPA had jurisdiction over the Property and that Acquest had committed alleged violations of the fill and stormwater provisions of Clean Water Act (the "Federal Action"); and

WHEREAS, in August of 2009, Acquest Wehrle, LLC commenced an action in the New York State Supreme Court alleging the Town of Amherst, among other things, committed violations of Acquest's constitutional rights against a taking of property without just compensation, of due process, and of equal protection (the "State Action"); and

WHEREAS, Acquest ultimately obtained a judgment against the Town of Amherst in the amount of $3,941,967.64. The Town of Amherst then paid Acquest $63,220.24 in additional attorneys' fees, costs, and disbursements, resulting in a total payment to Acquest in excess of $4,000,000.00 in the State Action; and

WHEREAS, Acquest vigorously defended the allegations in the Federal Action, at all times disputing that either 2220 or 2190 Wehrle Drive contained any NYSDEC or USEPA regulated wetlands or any Waters of the United States, until, the United States abandoned the Federal Action by voluntarily dismissing it. The Court subsequently entered a Decision and Order on November 1, 2017 dismissing the Federal Action, with prejudice (the "Dismissal Order"); and

WHEREAS, the Dismissal Order made clear that the dismissal of the Federal Action was with prejudice, and that all that was or could have been litigated in the Federal Action was over once and for all; and

WHEREAS, upon information and belief, having taken a hard look at the Property, having considered the results of the State Action and the voluntary dismissal, with prejudice, of the Federal Action, that neither property owned by Acquest Wehrle, LLC (or any affiliate thereof) located in the Town of Amherst at 2190 and 2220 Wehrle Drive contain any New York State or Federal designated or regulated wetlands or Waters of the United States; and

WHEREAS, considering the history of this matter and the history of 2190 and 2220 Wehrle Drive, the Town of Amherst desires to declare that neither 2190 or 2220 Wehrle Drive are any longer subject to the Moratorium or the Grant Agreement; and

NOW THEREFORE, BE IT RSOLVED, that neither 2190 Wehrle Drive nor 2220 Wehrle Drive in the Town of Amherst are subject to the Moratorium, the Resolution passed by the Town on July 5, 1983, nor the Grant Agreement; and

BE IT FURTHER RESOLVED, that the Resolution passed by the Town on March 20, 2006, insofar as it purported to terminate Acquest's commercial project, hereby is rescinded and withdrew, and is null & void. Acquest's property rights shall no longer be encumbered by said Resolution in any way; and

BE IT FURTHER RESOLVED, that neither 2190 Wehrle Drive nor 2220 Wehrle Drive are subject to the Resolution passed by the Town on January 16, 2007, and that to the extent that Resolution purports to state that 2220 Wehrle Drive contains State or Federal designated wetlands, the same no longer holds true.

SJS:nmb
c: Kathleen Cooper, Deputy Town Clerk
(Agenda Item - December 10, 2018)

12/10/2018
Consent

FINANCIAL IMPACT:

None for the purposes of this resolution.

| | |
|---|---|
| RESULT: | ADOPTED [UNANIMOUS] |
| MOVER: | Brian Kulpa, Supervisor |
| SECONDER: | Deborah Bruch Bucki, Councilmember |
| AYES: | Kulpa, Spoth, Bucki, Berger, Lavin |



Attachment: Hopkins-Ltr-Town Board-Date-06-17-25 (COM-2025-63 : Correspondence from Sean Hopkins, Esq. - 2190-2200 Wehrle Drive)

**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Clerk
DOC ID: 30560

**COMMUNICATION 2025-64**

**REFERRED**

# Notice of Claim: Jacqayla Petteway Vs. Town of Amherst Et Al.

**6/23/2025**
Referred to Town Attorney

| | |
|---|---|
| **RESULT:** | **REFERRED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

STATE OF NEW YORK
SUPREME COURT: COUNTY OF ERIE
**********

JACQAYLA PETTEWAY

Claimant, **NOTICE OF CLAIM**

v.

TOWN OF AMHERST
TOWN OF AMHERST HIGHWAY DEPARTMENT
AMHERST HIGHWAY DEPARTMENT
NICHOLAS SPECHT

Respondents.

**********

JUN 10 2025 AM 11:5

**PLEASE TAKE NOTICE,** that the above named claimant, JACQAYLA PETTEWAY claims and demands from the TOWN OF AMHERST and TOWN OF AMHERST HIGHWAY DEPARTMENT and or AMHERSTHIGHWAY DEPARTMENT and NICHOLAS SPECHT recompense for personal injuries sustained by claimant by reason of the wrongful, unlawful, negligent and careless acts and omissions of respondents, their agents, servants or employees and in support thereof, claimant states:

1. The address of the claimant is:

2. The claimant is represented by JASON C. LUNA, PLLC, 4535 Southwestern Blvd., Suite 804B, Hamburg, New York 14075.

Attachment: DOC061125-06112025084217 (COM-2025-64 : Notice of Claim: Jacqayla Petteway Vs. Town of Amherst Et Al.)

3. At all times herein-relevant, claimant JAQYALA PETTEWAY has been a resident of the County of Erie, State of New York.

4. At all times herein-relevant TOWN OF AMHERST was and still is municipal corporation organized under and by virtue of the laws of the State of New York with offices for the transaction of business located at 5583 Main Street, Williamsville, New York 14221, located within the Town of Amherst, County of Erie and State of New York and is authorized by law to maintain the Town of Amherst Highway Department, and or Amherst Highway Department which acts as its agent in the area of maintenance of the roads, streets and thoroughfares within the Town of Amherst and for which it is ultimately responsible.

5. That upon information and belief and at all times hereinafter mentioned, the respondent TOWN OF AMHERST HIGHWAY DEPARTMENT and or AMHERST HIGHWAY DEPARTMENT was and still is a Highway Department organized under and by virtue of the laws of the State of New York with headquarters located at 1042 North Forest Road in the Village of Williamsville, in the Town of Amherst, County of Erie and State of New York, and was still is a department and/or subdivision subject to the control of the Respondent, Town of Amherst.

6. That upon information and belief, NICHOLS SPECHT, was a resident of the County of Erie and has all times hereinafter mentioned been an employee of the Town of Amherst and or Town of Amherst Highway Department, and/or

Attachment: DOC061125-06112025084217 (COM-2025-64 : Notice of Claim: Jacqayla Petteway Vs. Town of Amherst Et Al.)

Amherst Highway Department, including on the date of the collision, April 21, 2025.

7. That upon information and belief and at all times hereinafter mentioned and on or about the 21st day of April, the respondent, Town of Amherst, and or Town of Amherst Highway Department, and or Amherst Highway Department, its departments and/or divisions thereof, was the titled and registered owner of a certain 2015 Ford bearing New York State License Plate Number AM2073.

8. That on or about the 21st day of April, 2025, Jacqayla Petteway was the operator of a 2023 Land Rover , bearing New York Reg LLT5971 hereinafter referred to as the "Petteway vehicle".

9. That on or about the 21st day of April 2025, Jacqayla Petteway operated the 2023 Land Rover, the Petteway vehicle bearing NYS Reg LLT5971 on Wehrle Drive at or near 1144 Wehrle Drive in the Town of Amherst, New York.

10. That on or about the 21st day of April 2025, NICHOLAS SPECHT was the operator of a 2015 Ford, bearing NY Reg AM2073 hereinafter referred to as the "Town of Amherst vehicle".

11. That on or about the 21st day of April 2025, the respondents, TOWN OF AMHERST, TOWN OF AMHERST HIGHWAY DEPARTMENT and or AMHERST HIGHWAY DEPARTMENT owned a 2015 Chevrolet bearing NY Reg AM2073.

12. That on or about the 21st day of April 2025, NICHOLAS SPECHT operated the Town of Amherst vehicle, a 2015 Ford bearing NY Reg AM2073

Attachment: DOC061125-06112025084217 (COM-2025-64 : Notice of Claim: Jacqayla Petteway Vs. Town of Amherst Et Al.)

hereinafter referred to as the "Town of Amherst vehicle" with the knowledge, permission and consent of the respondent owner(s), Town of Amherst; Town of Amherst Highway Department and or Amherst Highway Department.

13. That at all times hereinafter mentioned and on the 21st day of April 2025, at approximately 1:54 p.m., the Claimant Jacqayla Petteway was operating the aforementioned Petteway, on Wehrle Drive at or near 1144 Wehrle Drive, in the Town of Amherst, County of Erie, State of New York.

14. That upon information and belief, at all times hereinafter mentioned, and on or about the 21st day of April 2025, at approximately 1:54 p.m., the respondent vehicle, a 2015 Ford operated by NICHOLAS SPECHT, which was owned by respondents Town of Amherst; Town of Amherst Highway Department and or Amherst Highway Department and or its divisions thereof, Nicholas Specht operated said vehicle on Wehrle Drive at or near 1144 Wehrle Drive, in the Town of Amherst, County of Erie, and State of New York.

15. That at the time and place aforementioned, the 21st day of April 2025 Nicholas Specht was employed by respondents Town of Amherst, Town of Amherst Highway Department and or Amherst Highway Department and during the course and scope of his employment with respondents the Town of Amherst, and or Town of Amherst Highway Department and or Amherst Highway Department, Nicholas Specht operated the Town of Amherst vehicle, a 2015 Ford bearing New York State license plate AM2073 owned by respondents.

Attachment: DOC061125-06112025084217 (COM-2025-64 : Notice of Claim: Jacqayla Petteway Vs. Town of Amherst Et Al.)

16. That on or about the 21st day of April 2025 the Town of Amherst vehicle a 2015 Ford owned by respondents Town of Amherst and or Town of Amherst Highway Department and or Amherst Highway Department and operated by Nicholas Specht came into contact with the Petteway vehicle, a 2015 Ford bearing NY Reg AM2073 that was operated by Jacqayla Petteway.

17. That upon information and belief at the time and place aforementioned on April 21, 2025 the respondents vehicle, a 2015 Ford was operated by Nicholas Specht with the knowledge, permission and consent of respondents, and said consent was express or implied.

18. That upon information and belief at the time and place aforementioned, the respondents, Town of Amherst ; Town of Amherst Highway; Amherst Highway Department and Nicholas Specht acted as as an agent, servant and or employee of respondents who were negligent, careless, reckless, willful and wanton in operating the aforementioned motor vehicle, to wit a 2015 Ford bearing NYS license plate number AM2073 in operating the aforementioned motor vehicle on Wehrle Drive near Aero Drive in the Town of Amherst, County of Erie, State of New York and circumstances present at the time and place aforementioned, in failing to keep said vehicle under control at all times; in failing to keep a sufficient lookout; in changing lanes unsafely; in failing to yield the right of way to JACQAYLA PETTEWAY, in failing to perceive, recognize, mitigate and eliminate the unacceptably high risk and likelihood of harm and danger presented to motorists on Wehrle Drive at or near Aero Drive; in making an illegal, unlawful and unsafe entry into the lane already

Attachment: DOC061125-06112025084217 (COM-2025-64 : Notice of Claim: Jacqayla Petteway Vs. Town of Amherst Et Al.)

occupied by Claimaint, JACQAYLA PETTEWAY; in failing to use reasonable care in controlling the operating and direction of said motor vehicle; in failing to properly use a turn signal; in operating said respondent vehicle with an obstructed view: to wit, the operator Nicholas Specht's view was obstructed by large orange construction cones yet he pulled into the lane occupied by claimant anyway without ensuring it was safe to do so thereby causing the collision; in failing to operate said motor vehicle within the properly designated lane of traffic; in failing to obey the traffic control devices, signs and/or pavement markings provided for motor vehicle traffic at or near the scene of this collision giving rise to the subject litigation; in failing to yield the right of way to Jacqayla Petteway; in failing to observe motor vehicle traffic prior to entering the aforesaid intersection; in failing to perceive the vehicle operated by Jacqayla Petteway vehicle prior to entering the lane she occupied; in operating said vehicle with an obstructed view; in admitting to claimant that his view was obstructed by large orange construction cones located on his vehicle that blocked his view of oncoming traffic which included her vehicle yet he elected to pull into her lane without ensuring it was safe and after disregarding known risks of harm; in entering the subject lane Jacqayla Petteway occupied when said respondents, their agents, servants and or employees knew or should have known that it was unsafe to do so; in entering the subject lane without warning motorists traveling on Wehrle Drive at or near where the respondent's vehicle struck the claimant, Jacqayla Petteway's vehicle; in failing to observe the aforementioned motor vehicle being operated

Attachment: DOC061125-06112025084217 (COM-2025-64 : Notice of Claim: Jacqayla Petteway Vs. Town of Amherst Et Al.)

by Claimant, Jacqayla Petteway on Wehrle Drove at or near Aero Drive, the manner and condition as it then and there existed at the time this accident occurred; in failing to take any evasive action in the operation and direction of said motor vehicle to avoid collision with the motor vehicle being operated by the Claimant Jacqayla Petteway in failing to provide the Claimant with any warning of the approach of said motor vehicle and the proximity of same to that of the motor vehicle the claimant was operating; in failing to make necessary observations, to take proper precautions, and or to give adequate warnings to the claimant and those similarly situated; in failing to obey the traffic control devices which govern the intersection; in failing to take necessary precautions and/or actions to avoid collision with the aforementioned motor vehicle operated by claimant; in failing to take any evasive action in the operation and direction of said motor vehicle to avoid collision with the claimant; in failing to properly and adequately maintain said motor vehicle while driving the same upon the highways of the State of New York; in failing to take necessary precautions and/or actions to avoid collision with the claimant; in maintaining and operating said motor vehicle while the same was defective, unsafe, unfit, in a state of disrepair; and/or lacking the proper, necessary and lawfully required equipment for the safe operation and use of motor vehicle upon the roadways of the State of New York; in operating said motor vehicle in such a manner that it unreasonably interfered with the free and proper use of the public highway or unreasonably endangered users of the public highway; in operating said motor vehicle recklessly and in gross

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disregard for the safety and welfare of other users of the public highway; in failing to perceive the substantial and unjustifiable risks associated with the aforesaid negligence thereby constituting deviation from the standard of care that a reasonable operator of said respondent vehciel would have observed under the same or similar circumstances; in operating said motor vehicle in violation of the Vehicle and Traffic Laws of the State of New York; in violating New York State Vehicle and Traffic Law section 1129A; in failing to slow down and/or stop when approaching and/or entering the subject lane as was necessary for the safe operation of the subject motor vehicle; in failing to stop prior to entering the subject lane occupied by claimant Jacqayla Petteway as was necessary for the safe operation of the subject motor vehicle ; in recklessly disregarding regulations governing direction of movement or travel on the roadway and when entering a lane already occupied by other vehicles, including the vehicle operated by Claimant Jacqayla Petteway; in failing to operate the subject motor vehicle, to wit a 2015 Ford with audible signals engaged and sounded by bell, horn, siren, electronic device or exhaust whistle as was reasonable necessary under the circumstances then and there existing; in failing to operate the subject motor vehicle, with due regard for the safety of others including the claimant and others similarly situated; in operating the subject motor vehicle in reckless disregard for the safety of others including the claimant and those similarly situated; in failing to use due care in the operation of the subject motor vehicle; in failing to engage the emergency siren on the subject motor vehicle; in negligently and recklessly

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failing to exercise due regard for the safety of the claimant and those similarly situated; in failing to operate the subject motor vehicle cautiously, at a reasonable and prudent speed, and while maintaining control of said vehicle at all times; in approaching and entering the lane occupied by claimant Jacqayla Petteway of Wehrle Drive in the Town of Amherst, New York without first stopping the subject motor vehicle and/or slowing the vehicle to check to make sure traffic had safely passed thereby making sure it was safe to continue; in operating the subject motor vehicle in a reckless manner; in entering the subject intersection against the flow of traffic without slowing and/or stopping while the respondent's visibility and sight lines were reduced and/or obstructed without first determining it was safe to do so with conscious indifference to the outcome, including said respondents own safety and the safety of the claimant and others similarly situated; in operating the subject motor vehicle to wit the respondent vehicle, a 2015 Ford negligently and/or recklessly outside the scope of the privilege granted by New York State Vehicle and Traffic Law thereby resulting in the injuries sustained by the claimant; in operating the subject motor vehicle outside of and beyond the scope of privilege granted under NYS Vehicle and Traffic Law; in operating the subject motor vehicle in a manner not privileged by NYS Vehicle and traffic law section and/or alternatively operating said motor vehicle within one or more of the four categories of privileged conduct prescribed under NYS Vehicle and Traffic Law without due regard for the safety of others in a reckless disregard for the safety of others including claimant and those

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similarly situated; in operating the subject motor vehicle in violation of the Town of Amherst Highway Department and/or Amherst Highway Department and/or Town of Amherst Manual of Policies and Procedures regarding the operation of motor vehicles, to wit highway department and or Town owned vehicles including those vehicles used for signal maintenance; in blindly entering an intersection against the flow of traffic without first stopping and/or slowing; and with knowledge there existed other vehicular traffic properly traveling with the correct flow of traffic on Wehrle Drive at or near its intersection with Aero that foreseeably could and would continue to enter the lane the claimant was traveling at the time of the subject collision; in failing to see and or properly observe claimant's vehicle, in failing to exercise proper care, supervision, instruction, control and guidance of said respondents their supervisors, agents, servants and/or employees in the course and scope of their employment; in negligently employing, engaging, hiring, directing, controlling and/or supervising agents, servants and/or employees who lacked the requisite knowledge, experience, training, instruction, skill and ability to adequately, properly, and safely maintain and operate the aforementioned motor vehicle upon the highways, thereby creating an inherently dangerous and hazardous condition; and were otherwise negligent, reckless, careless, willful and wanton in said collision and the resulting injuries to the claimant Jacqayla Petteway as hereinafter alleged.

19. That as a result of the negligence, recklessness, carelessness and willful and wanton conduct of the respondents, NICHOLAS SPECHT, Town of Amherst

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Highway Department and or Amherst Highway Department and Town of Amherst, the claimant was injured externally, internally and permanently in and about the head, back, neck, upper extremities; lower extremities; left hip body, limbs and nervous system so that she became and will continue to be partially disabled and will continue to suffer pain, discomfort, disfigurement and distress. Claimant Jacqayla Petteway was required to receive medical treatment due to the nature and extent of her injuries. That by reason of the aforesaid injuries said claimant required the services of physicians, surgeons, nurses, hospitals, therapy, manipulations and medicines and will continue to incur such expenses in the future; that as a result of the aforesaid injuries and resulting partial disabilities, said claimant has been partially incapacitated from her usual and customary activities and will continue to be incapacitated in the future as a result of the aforesaid injuries and permanent disabilities the future earing capacity, profession, livelihood, and social and personal endeavors, hobbies and activities of said claimant will be partially and/or permanently impaired, and as a result of all of the aforesaid the claimant, Jacqayla Petteway has otherwise been damaged in a sum which exceeds the jurisdictional limits of all lower Courts which would otherwise have jurisdiction and as may be awarded by the trier of facts herein.

20. Claimant Jacqayla Petteway suffered various injuries as a result of the collision on April 21, 2025, which included but not limited to cervical spine; thoracic spine; lumbar spine; upper extremities; lower extremities etc.

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21. On or about April 21, 2025 at approximately 1:54 p.m. Nicholas Specht acted within the course and scope of his duties of the TOWN OF AMHERST HIGHWAY DEPARTMENT AND OR AMHERST HIGHWAY DEPARTMENT AND TOWN OF AMHERST and acted an agent, servant and/or employee of the TOWN OF AMHERST HIGHWAY DEPARTMENT AND OR AMHERST HIGHWAY DEPARTMENT AND TOWN OF AMHERST.

22. The incident in which personal injuries were sustained by the claimant, JACQAYLA PETTEWAY, occurred on or about April 21, 2025, when the claimant JACQAYLA PETTEWAY was injured as the result of a motor vehicle collision that occurred on April 21, 2025 on Wehrle Drive near its intersection with Aero (approximately 270 feet away from), located within the Town of Amherst, County of Erie, State of New York at approximately 1:54 p.m. on April 21, 2025.

23. At all times herein relevant, NICHOLAS SPECHT acted within the course and scope of his duties of the TOWN OF AMHERST HIGHWAY DEPARTMENT AND OR AMHERST HIGHWAY DEPARTMENT AND TOWN OF AMHERST and acted an agent, servant, employee OF TOWN OF AMHERST HIGHWAY DEPARTMENT AND OR AMHERST HIGHWAY DEPARTMENT AND TOWN OF AMHERST.

24. On or about April 21, 2025, NICHOLAS SPECHT was the operator of the respondent vehicle, a certain motor vehicle, 2015 Ford.

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25. On or about April 21, 2025, NICHOLAS SPECHT while acting as an agent, servant, employee, contractor and/or the direction of the TOWN OF AMHERST HIGHWAY DEPARTMENT AND OR AMHERST HIGHWAY DEPARTMENT AND TOWN OF AMHERST was the operator of the respondent vehicle, 2015 Ford with the knowledge, permission and consent of the respondent owners.

26. On or about April 21, 2025 at approximately 1:54 p.m., claimant JACAYLA PETTEWAYoperated the claimant vehicle, a2023 Land Rover bearing New York State license plate number LLT5971 on Wehrle Drive at or near its intersection with Aero Drive , in the Town of Amherst, County of Erie, State of New York.

27. On or about April 21, 2025 at approximately 1:54 p.m. NICHOLAS SPECHT operated a Town of Amherst vehicle, a 2015 Ford on Wehrle Drive at or near its intersection with Aero, in the Town ofAmherst, County of Erie, State of New York.

28. On or about April 21, 2025, at approximately 1:54 p.m. the Town of Amherst vehicle, a 2015 Ford operated by NICHOLAS SPECHT, came into contact with the claimant vehicle, a 2023 Land Rover bearing New York State license plate number LLT5971 operated by claimant JACQAYLA PETTEWAY while on Wehrle Drive at or nearits intersection with Aero Drive in the Town of Amherst, County of Erie, State of New York.

29. The incident described above, including but not limited to Paragraphs 16 and 28 above occurred solely as a result of the negligence or recklessness

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of respondents TOWN OF AMHERST HIGHWAY DEPARTMENT and/or AMHERST HIGHWAY DEPARTMENT and or TOWN OF AMHERST and/or NICHOLAS SPECHT without any negligence attributable in any measure to claimant.

30. As a result of the incident described in paragraphs 16 and 28 claimant JACQAULA PETTEWAY has sustained a loss in excess of the Basic Economic Loss as defined by the New York State Insurance Law.

31. Claimant JACQAYLA PETTEWAY has suffered a "serious injury" within the meaning of the Insurance Law of the State of New York.

32. As a result of the accident described in paragraphs 16 and 28 claimant JACQAYLA PETTEWAY sustained serious injuries which necessitated various, significant medical treatments.

33. The limitations on liability set forth in CPLR Article 16 do not apply herein; one or more of the exemptions set forth in CPLR §1602 applies.

34. As a result of the negligence and/or recklessness of respondents as alleged above, claimant JACQAYLA PETTEWAY was injured, and has suffered damages in the amount which exceeds the monetary jurisdictional limits of all lower Courts of the State of New York.

35. Upon information and belief, claimant will be obligated to incur further medical expenses including drugs, medicines, possible surgeries, and medical treatment and care, the amount of which cannot be reasonably calculated at this time.

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TAKE NOTICE that claimant demands payment of his claim as set forth above.

DATED: Hamburg, New York
June 9, 2025

Yours, etc.

JASON C. LUNA, PLLC

By: _____
JASON C. LUNA, ESQ.
Attorneys for Claimant
4535 Southwestern Blvd, Suite 804B
Hamburg, New York 14075

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**Amherst Town Board**
5583 Main Street
Williamsville, NY 14221
**www.amherst.ny.us**

Francina J. Spoth
Town Clerk

Meeting: 06/23/25 07:00 PM
Department: Town Clerk
DOC ID: 30563

**COMMUNICATION 2025-65** **REFERRED**

# Attorney Affirmation in Support of Opposition to Respondents Cross-Motion and in Reply: Chad Sleiman Vs. Town of Amherst Et Al.

**6/23/2025**
Referred to Town Attorney

| | |
|---|---|
| **RESULT:** | **REFERRED [UNANIMOUS]** |
| **MOVER:** | Brian J. Kulpa, Supervisor |
| **SECONDER:** | Jacqualine Berger, Councilmember |
| **AYES:** | Kulpa, Lavin, Berger, Szukala, Marinucci |

SUPREME COURT OF THE STATE OF NEW YORK
COUNTY OF ERIE

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In the Matter of the Application of
CHAD SLEIMAN

Petitioner,

- against -

AMHERST POLICE DEPARTMENT and
TOWN OF AMHERST,

Respondents,

For a Judgment Pursuant to Article 78
of the Civil Practice Law and Rules:

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Index No.: 81502312024

Assigned Judge:
Hon. Charles J. Siragusa, J.S.C.

**ATTORNEY AFFIRMATION IN SUPPORT OF OPPOSITION TO RESPONDENTS' CROSS-MOTION AND IN REPLY**

Return Date: June 17, 2025

KELIANN M. ARGY, ESQ., an attorney duly admitted to practice law in the State of New York, does hereby affirm under penalties of perjury:

1. I represent the Petitioner, CHAD SLEIMAN ("Petitioner"). I make this affirmation based upon my review of pertinent files and records maintained in this office, and in opposition to Respondents', AMHERST POLICE DEPARTMENT ("Police") and TOWN OF AMHERST, ("Town") (collectively "Respondents") cross-motion to dismiss the Petition brought against them upon the grounds that there was a deficiency in the initial papers submitted to commence the proceeding and that such a deficiency in the filing is a nonwaivable, jurisdictional defect not subject to correction.

2. Petitioner asserts that a special proceeding is commenced by the filing of a petition alone pursuant to CPLR § 304 and, therefore, the Respondents' motion to dismiss must be denied

JUN 11 2025 AM 11:5

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in its entirety because the Respondents' argument rests solely on the absence of a notice of petition in the initial filing.

**BRIEF STATEMENT OF FACTS**

3. Petitioner timely filed an Article 78 Verified Petition with Exhibits and Petitioner Affirmation along with a Request for Judicial Intervention on October 11, 2024. Petitioner paid the filing fee. Attached hereto as **Exhibit A** is the email confirmation of filing, the NYSCEF filing confirmation, and the paid receipt all dated October 11, 2024.

4. Petitioner emailed a courtesy copy of his Article 78 pleadings filed on October 11, 2024, to the Town of Amherst Town Attorney, Sam Alba ("Alba"). Attached hereto as **Exhibit B** is the courtesy copy email communication between your affiant and Alba.

5. Petitioner mailed a copy of the filed pleadings to the Amherst Town Clerk, Town of Amherst c/o Town Attorney, and the Amherst Police Department on October 11, 2024. (NYSCEF Doc. No. 8).

6. On October 17, 2024, your affiant received the following NYSCEF email notifications separately: 1) notice of added control number; 2) notice of index number assigned and service instructions; 3) notice of Supreme Court Justice assigned; and 4) notice of returned Petitioner Affirmation for correction. The Petitioner refiled the corrected Petitioner Affirmation pursuant to the NYSCEF email instruction on the same day, October 17, 2024.

7. Petitioner then served by mail the stamped filed pleadings with Index number assigned, notification of e-filing on the Amherst Town Clerk, the Town of Amherst Town Attorney, and the Amherst Police Department on October 17, 2024. Petitioner e-filed his Affirmation of Service on October 17, 2024. (NYSCEF Doc. No. 8).



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8. On or about October 31, 2024, following a brief telephone conversation with the court, it was brought to your affiant's attention that a Notice of Petition was not filed with the Petition on October 11, 2024.

9. On or about November 12, 2024, your affiant received an email notification from the court that the Article 78 was scheduled to be heard on January 9, 2025. Upon receiving notice of the return date, your affiant filed a notice to cure the alleged defect in filing to include a notice of petition. The motion to cure was then served upon the Town Clerk, the Police and Town by way of Alba. On November 14, 2024, Alba consented to representation on NYSCEF.

10. On or about December 20, 2024, your affiant received an email notification that this matter was reassigned to a different Justice of the Supreme Court, thereby rescheduling the matter to be heard at a later date. On February 4, 2025, the reassigned Justice voluntarily recused himself due to a possible conflict with the Petitioner. (NYSCEF Doc. No. 17).

11. On or about March 31, 2025, an email correspondence was received indicating that this matter was reassigned back to this Court and was rescheduled to be heard on June 17, 2024. Respondents, thereafter, filed this Cross-Motion to Dismiss the Petition based on the lack of a notice of petition being filed with the initial pleadings. Respondents filed this Cross-Motion to Dismiss, pre-Answer, on May 27, 2025, more than seven (7) months from the date of commencement. Petitioner alleges that, if any prejudice exists, it is the Petitioner who has been prejudiced by the lack of Answer and Respondents' delayed filing of its Cross-Motion, regardless of Judge assignment. Indeed, Respondents should be precluded from Answering which is within the discretion of the Court. (CPLR 404[a]).

12. Petitioner now responds herein to the Respondents' Cross-Motion and replies to Respondents' opposition to the Petitioner's Motion to Cure.



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## LEGAL STANDARDS

13. "A respondent in a CPLR article 78 proceeding may assert an objection in point of law in either an answer or a pre-answer motion to dismiss" (*see* CPLR 7804[f]; *Matter of Lally v. Johnson City Cent. Sch. Dist.,* 105 A.D.3d 1129, 1130, 962 N.Y.S.2d 508 [3d Dept. 2013]). "An objection in point of law is not any legal issue raised in the proceeding, but is limited to threshold objections of the kind listed in CPLR 3211(a) which are capable of disposing of the case without reaching the merits" (*Matter of Hull–Hazard, Inc. v. Roberts,* 129 A.D.2d 348, 350, 517 N.Y.S.2d 824 [3d Dept. 1987] [citation omitted], *affd* 72 N.Y.2d 900, 532 N.Y.S.2d 748, 528 N.E.2d 1221 [1988]; *see Matter of G & G Shops, Inc. v. New York City Loft Bd.,* 193 A.D.2d 405, 405, 597 N.Y.S.2d 65 [1st Dept. 1993]). (*Bd. of Educ. of Newburgh Enlarged City Sch. Dist. v Pub. Emp. Rels. Bd.,* 213 AD3d 1186 [3rd Dept 2023]).

14. "…[W]here a motion to dismiss a petition is denied, " 'the court [may] permit the respondent to answer, upon such terms as may be just' (CPLR 7804[f]), and 'leave to serve [and file] an answer should be refused only if it clearly appear[s] that no issue exist[s] which might be raised by answer concerning the merits of the petitioner's application' …" (*Matter of Julicher v. Town of Tonawanda,* 34 A.D.3d 1217 [4th Dept. 2006]). (*Buffalo Council of Supervisors & Adm'r s, Loc. #10 by Barton v Cash*, 174 AD3d 1462 [4th Dept 2019]).

15. Pursuant to CPLR 404(a), "[l]eave to submit an answer following the denial of a motion to dismiss a special proceeding is discretionary (*internal citations omitted*). (*SRW Equities, LLC v Nussen*, 221 AD3d 607 [2nd Dept 2023]).

16. In response to the Respondents' Cross-Motion, it is axiomatic that CPLR § 304 governs commencement of an action. "In the Supreme Court, pursuant to CPLR 304, an action is ordinarily commenced "by filing a summons and complaint or summons with notice," and a special



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proceeding is ordinarily commenced "by filing a petition" (CPLR 304 [a]). The failure to file the papers necessary to institute an action or a proceeding constitutes a nonwaivable, jurisdictional defect, rendering the action or proceeding a nullity" (*see O'Brien v. Contreras,* 126 AD3d 958 [2nd Dept 2015]; *Matter of Peterkin v Marcy Houses,* 87 AD3d 649 [2nd Dept 2011]; *Matter of Miller v Waters,* 51 AD3d 113 [3rd Dept 2008]) *Wesco Ins. Co. v Vinson*, 137 AD3d 1114 [2nd Dept 2016]).

17. In 1992 the Legislature converted civil practice in the Supreme Court and the County Courts from a commencement-by-service system to a commencement-by-filing system (*see* L. 1992, ch. 216, §§ 4, 27). In 2005 the Legislature did the same with respect to civil practice in the New York City Civil Courts, the District Courts, and the City Courts (*see* L. 2005, ch. 452, §§ 1, 4, 7). With respect to this change to commencement of a special proceeding, the Court of Appeal's explained in *Goldenberg v Westchester Cnty. Health Care Corp.*, 16 NY3d 323 (2011), "[w]hen the commencement-by-filing system was first adopted, the filing of a petition in a special proceeding had to be accompanied by a notice of petition or an order to show cause. Because notices of petition and orders to show cause must include return dates (CPLR 403), which were not readily acquired before the petition was filed, this created a logistical problem. As a result, **the Legislature amended the CPLR to provide for commencement of a special proceeding by the filing of a petition alone** (*see* L. 2001, ch. 473)."

18. The Fourth Department has noted "that CPLR 304 permits commencement of a special proceeding by filing the petition alone, and [has even invited] the Legislature to consider amending RPTL 704 to permit commencement of a tax certiorari proceeding in the same manner." (*Nat'l Gypsum Co. v Assessor of Town of Tonawanda*, 8 AD3d 953 [4th Dept 2004], certified question answered, order aff'd, 4 NY3d 680 [2005]) (see, *Garth v Bd. of Assessment Rev. for Town of Richmond*, 52 AD3d 1261 [2008], rev'd, 13 NY3d 176 [4th Dept 2009]: where the Fourth



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Department "...previously "invite[d] the Legislature to consider amending RPTL 704 to permit commencement of a tax certiorari proceeding in the same manner" as that permitted for commencing a special proceeding pursuant to CPLR 304, by filing the petition alone ...".) (see also, *K & M Motors, Inc. v Dep't of Motor Vehicles*, 232 AD3d 1264 [4th Dept 2024]: "As an initial matter, we note that petitioner's **failure to file a petition** (*see* CPLR 304 [a]; 7804 [a]; emphasis added) was a defect in personal jurisdiction...". (*Goldenberg v Westchester County Health Care Corp.*, 16 NY3d 323 [2011]).

19. Notwithstanding the fact that a special proceeding may be commenced by the filing of a petition alone, as to CPLR § 2001, "effective August 15, 2007, [it] was amended to provide as follows: "At any stage of an action, *including the filing of a summons with notice, summons and complaint or petition to commence an action,* the court may permit a mistake, omission, defect or irregularity, *including the failure to purchase or acquire an index number or other mistake in the filing process,* to be corrected, upon such terms as may be just, or, if a substantial right of a party is not prejudiced, the mistake, omission, defect or irregularity shall be disregarded, *provided that any applicable fees shall be paid* " (CPLR 2001 [emphasis added]). (*MacLeod v Cnty. of Nassau,* 75 AD3d 57 [2nd 2010]).

## LEGAL ARGUMENT

20. Respondents argue that the Petition must be dismissed as defective because the absence of a Notice of Petition is a non-waivable jurisdictional defect. (NYSCEF Doc. No. 21, page 4 [1][a][i]).

21. Respondents' argument fails in light of the Court of Appeals explanation in *Goldenberg v Westchester Cnty. Health Care Corp.*, 16 NY3d 323, *supra* that the Legislature amended the CPLR to provide for commencement of a special proceeding by the filing of a petition



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alone. (*see* L. 2001, ch. 473). Because Petitioner properly commenced this Article 78 proceeding with the appropriate initial pleadings pursuant to CPLR 304, no non-waivable jurisdictional defect in the filing exists. In fact, the lack of notice of petition is not necessarily a defect at all.

22. However, Petitioner filed the Motion to Cure out of an abundance of caution and respectfully requests that this Court grant Petitioner's motion to file a late notice of petition. If the motion is granted, the Petitioner also requests a date and time set by the court in which the notice of petition may be filed with pursuant to CPLR 403. (*Goldenberg v Westchester Cnty. Health Care Corp.*, 16 NY3d 323, *supra*).

23. In their Cross-Motion to Dismiss, Respondents cite to various case law that tend to confuse the legal issue; that is, Petitioner commenced the action by the filing of the Petition and the lack of notice of petition bears no effect on the filing. (CPLR § 304). For example, Respondents cite to the Fourth Department's decision in *Dejoy v Ehmann*, 114 AD3d 1288 [4th Dept 2014] in support of its claim that Petitioner's filing was a non-waivable jurisdictional defect. However, Respondent's reliance on *Dejoy* is misplaced. *Dejoy's* motion to dismiss is granted for failure to file a summons and complaint, not for failure to file a Petition in a special proceeding. (CPLR § 304; *Nat'l Gypsum Co. v Assessor of Town of Tonawanda*, 8 AD3d 953, *supra*; *Garth v Bd. of Assessment Rev. for Town of Richmond*, 52 AD3d 1261, *supra*; *Goldenberg v Westchester Cnty. Health Care Corp.*, 16 NY3d 323, *supra*). Respondents cite to *West v Polizzi*, 166 AD3d 1158 [3rd Dept 2018]) as "strikingly similar" to the instant matter. (NYSCEF Doc. No. 21, pages 4-5). There is no similarity though. In *Polizzi*, the Clerk rejected the petition because certain of the submitted papers referenced a different County as the county of jurisdiction. By the time the correction was made, the Statute of Limitations passed. Here, Petitioner timely filed the proper papers to commence the Article 78 proceeding. (See, Exhibit A). Respondents' reliance on *K & M Motors,*



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*Inc. v Dep't of Motor Vehicles*, 232 AD3d 1264, *supra*, is misleading. *K & M Motors* does not support the Respondents' argument that filing without a notice of petition is a non-waivable jurisdictional defect. *K & M Motors* supports Petitioner's argument herein that it is the filing without the "Petition", not the notice of petition, that created the defect in personal jurisdiction. (See, CPLR 304 [a]; 7804 [a]). Finally, Respondents' reliance on *Ennis v Annucci*, 160 AD3d 1321 [3d Dept 2018] is also misplaced. The filing was deemed defective because the petitioner did not submit the "petition" and related documentation in proper form until after the four-month statutory period had expired. In addition, the Court found that the initial filing contained unsigned, undated, and non-original documents. Respondents' case law cited are all contrary to the instant matter.

24. Respondents also introduce case law of failing to effectuate proper service as an example of similar reasons in this matter to obtain jurisdiction (*Nelson v NYS DMV*, 188 AD3d 692 [2d Dept 2020]). (NYSCEF Doc. No. 21, pages 5-6). However, Petitioner submits that Respondents have not claimed ineffective service in this action and, therefore, this case law is irrelevant to the instant matter.

25. Here, Petitioner filed his Article 78 pleadings on October 11, 2024, within the Statute of Limitations, albeit the last day, but nonetheless properly filed with a purchased index number and a request for judicial intervention. The filing date is confirmed in Petitioner's Exhibit A. Petitioner served the Respondents with a courtesy copy via email on October 11, 2024 (Exhibit B), via mail dated October 11, 2024 (NYSCEF Doc. No. 8), and again upon receipt of the index number with notifications of e-filing on October 17, 2024. (NYSCEF Doc. No. 8). Importantly, Petitioner filed the proper initial papers, namely, the Petition. (See, *Goldenberg v Westchester Cnty. Health Care Corp.*, 16 NY3d 323, *supra*; where the Legislature amended the CPLR to provide for commencement of a special proceeding by the filing of a petition alone. (L. 2001, ch. 473).



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Accordingly, Respondents' motion to dismiss the Petition must be denied and Petitioner should be granted his motion to cure the mistake and file a late notice of petition.

26. Moreover, Respondents allege that CPLR § 2001 does not apply in this matter. Respondents assert this allegation with the conclusory statement that Petitioner failed to file the "proper initiatory papers" with the proper clerk within the Statute of Limitations. (NYSCEF Doc. No. 21, page 6). However, Respondents fail to define the initiatory papers other than to allege that a notice of petition was not included and, therefore, the filing was jurisdictionally defective. Respondents do not address the absolute fact that the filing of the "Petition" commences the action. (CPLR § 304). The failure to file the notice of petition is simply an inadvertent mistake that may be corrected or disregarded at the Court's discretion. Petitioner submits that, despite not filing the notice of petition, Petitioner's filing was a proper and complete set of initial papers filed with the proper clerk within the Statute of Limitations and that this inadvertent mistake is not a defect at all and is not fatal to Petitioner's filing. Thus, the Court may, in its discretion, grant Petitioner's request to file the late notice of petition.

27. Respondents extend their conclusory assertions by claiming that "[i]n every case example where CPLR 2001 has salvaged minor technical errors, the Notice of the Petition or Notice of Claim were duly filed and served-not absent." (NYSCEF Doc. No. 21, page 7). Petitioner contests this conclusion as it is inflated and highly misleading. First, Respondents confuse the issue in their cited case law as described above in ¶¶ 23, 24 and 26. Second, Respondents have not cited "*every* case example where CPLR 2001 has salvaged minor technical errors" revealing that the absence of a notice of petition is more than a minor technical error.

28. Respondents further extend their conclusory assertions by claiming that "[t]he complete absence of the Notice of Petition is a serious fundamental defect that is prejudicial to the



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Respondents' inalienable right to be noticed of the action. Additionally, the Court is divested of jurisdiction to hear the suit since there is no complete initiatory papers." (NYSCEF Doc. No. 21, page 7). For all the reasons Petitioner has already stated above, no serious fundamental defect exists because a petition alone commences the action. Therefore, Respondents cannot claim prejudice or that Respondents have been denied their indisputable right to be noticed. However, Respondents cannot argue that the lack of a notice of petition denied Respondents right to be noticed. To the contrary, Petitioner establishes that the Respondents received notice of the filing of this action on three occasions. First, Petitioner emailed a courtesy copy to Alba who responded to Petitioner's email noting receipt of the action but that the Town does not accept service by email. Second, Petitioner mailed the filed copies to the Respondents on October 11, 2024. (NYSCEF Doc. No. 8). Petitioner then mailed a third set of the papers upon receipt of the index number and instructions for service to include notification of e-filing. (NYSCEF Doc. No. 8). Out of an abundance of caution, Petitioner made certain Respondents received notice of the filing.

29. Assuming *arguendo* that this Court considers that the Respondents have been prejudiced nonetheless, Petitioner contends that "[p]rejudice is more than the mere exposure of [a] party to greater liability. Rather, there must be some indication that the party has been hindered in the preparation of [its] case or has been prevented from taking some measure in support of its position" (*Kimso Apts., LLC v. Gandhi,* 24 NY3d 403 [2014]). (*Lilley v Greene Cent. Sch. Dist.*, 187 AD3d 1384 [3rd Dept 2020]). Petitioner submits that actual prejudice is noticeably omitted from Respondents' papers because Respondents cannot provide an indication that they have not been able to prepare or have been prevented from taking some measure in support of their position. (*Id.*). Respondents make conclusory statements concerning prejudice and that Respondents have rights accordingly, but nowhere in the opposition is specific prejudice explained. Where



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Respondents state they may be deprived of a Statute of Limitations defense without the filing of a notice of petition, Petitioner again represents to this Court that the required initiatory papers, namely the Petition, was filed pursuant to CPLR 304, timely on October 11, 2024. (Exhibit A). Petitioner contends that the Respondents have not been hindered in preparing their case or taking any measure in support of their position and that blanket conclusory statements are not factual underpinnings showing that Respondents have been prejudiced or will be prejudiced because a notice of petition was not filed as part of the commencement. (NYSCEF Doc. No. 19, ¶ 7; NYSCEF Doc. No. 21, page 7).

30. In reply to Respondents' arguments opposing Petitioner's motion to cure, Respondents allege that your affiant has attempted to "revise" and remodel the initiatory papers while totally disregarding set rules of procedure for commencement or amendment by committing some egregious or impermissible act. This argument also fails. There is no disparity between what was filed and what was served when the subject of the Petitioner's motion to cure, the notice of petition, was never filed and never served upon Respondents. It is nonsensical. Your affiant explains in the motion that your affiant revised the notice of petition exhibit to a "proposed" notice of petition with the return date received at the time. This does not demonstrate an attempt to extend the statute of limitations nor is the Respondents' argument relevant because the "Petition" was properly filed on October 11, 2024. (CPLR § 304). Respondents also admit and concede that October 11, 2024 was the date upon which the filing occurred and, therefore, Petitioner commenced the herein action timely. (NYSCEF Doc. No. 21, page 10). Lastly, your affiant submitted a "proposed" notice to the extent that it may require changes should Petitioner's motion be granted. This is not an egregious act. This is a proposed document subject to change if, and only

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if, the Court grants the Petitioner's motion and orders the document to be submitted as is or changed, which would then be properly served upon Respondents.

31. Also, in reply to the Respondents' opposition to Petitioner's motion to cure, the Respondents set forth that there is no personal jurisdiction in this case, again, because the notice of petition was not included with the initial papers. (NYSCEF Doc. No. 21, page 9). Respondents mistakenly present condescending analogies misrepresenting to the Court that the Petitioner cannot have his day in court based on Respondents' misinterpretation that a notice of petition is required to commence the special proceeding. Contrary to Respondents' impression that "Cinderella never even made it to the ball" or that Petitioner "blew out a tire before the race started", the Court of Appeals has indicated that the failure to comply with CPLR 304 is a waivable defect relating to personal jurisdiction. (See *Goldenberg v. Westchester Cnty. Health Care Corp.*, 16 NY3d 323, *supra*; noting, "[a]s an initial matter," that defendant had not waived its objection to plaintiff's filing errors; *Harris v Niagara Falls Bd. of Educ.*, 6 NY3d 155 [2006]: "[A] defect in compliance with the commencement-by-filing system does not deprive a court of subject matter jurisdiction and, accordingly, is waived absent a timely objection by the responding party."). To allow commencement of a special proceeding when the index number is purchased and the petition filed, the Legislature eliminated the requirement that a notice of petition or order to show cause be filed with the petition. (L. 2001 ch. 473). The requirement that the summons (or summons with notice) be filed at commencement was retained, and this filing still has jurisdictional significance.

32. Petitioner relies on the instruction of CPLR § 304 which states: "A special proceeding is commenced by filing a petition ... Filing shall mean ... the delivery of the petition to the clerk of the court in the county in which the ... special proceeding is brought ... together with any fee required as specified in rule 2102 of this chapter for filing." (*Lynch v Betts*, 12 Misc 3d



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295 [Sup Ct 2006]). Petitioner submits that he complied with the commencement instruction. Petitioner delivered the "petition" to the clerk of Erie County through NYSCEF filing and paid the fee required. (See, Exhibit A). Therefore, Petitioner's motion to cure the alleged defect should be granted and a notice of petition filed per the Court's instruction. Alternatively, although not stated relief in his notice of motion, Petitioner requests that this Court disregard the notice of petition as not necessary to this properly and timely commenced action.

## CONCLUSION

33. Moreover, Respondents' motion to dismiss must be denied in its entirety because Respondents have failed to prove that the lack of notice of petition supersedes the filing of the required commencement document in a special proceeding, namely the "petition." Respondents have failed to demonstrate that they were prejudiced by not receiving the notice of petition, and Respondents have failed to demonstrate that, without the notice of petition, Respondents were deprived of notice of the action. Most important, Respondents have not demonstrated that Petitioner failed to commence the Article 78 properly or timely.

**WHEREFORE**, the Petitioner, Chad Sleiman, respectfully requests an Order denying in all respects the Respondents' Motion to Dismiss the action, together with such other and further and different relief as to this Court seems just and proper.

DATED: Orchard Park, NY
June 9, 2025

Respectfully Submitted,

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