
Eggertsville West Commercial Zoning Review

DRAFT Existing Conditions Report

Located in the southwest corner of the Town of Amherst adjacent to the City of Buffalo and Town of Tonawanda, the Eggertsville West commercial area is located in one of the Town's oldest neighborhoods. It contains an eclectic mix of uses: neighborhood and community retail, service, office, motor service, residential, and community facilities. It is defined by five arterial roadways with varying development patterns: Main Street, Kenmore Avenue, Bailey Avenue, Eggert Road, and Niagara Falls Boulevard. These roadways encompass a largely residential area with a mix of fairly dense housing types.

The Town has recently begun to examine its older commercial areas in order to apply custom zoning regulations that permit and encourage mixed-use and pedestrian-oriented redevelopment. Towards this end, the Town enacted a Traditional Business Zoning Overlay (-TNB) and rezoned commercial properties at the Main-Eggert and Harlem-Kensington centers. The intent of this project is to apply the -TNB regulations, adjusting as necessary, to Eggertsville West. The following summarizes existing conditions in the district, including information on demographics, land use, zoning, and transportation. This information will serve as a basis and inform the development of a customized -TNB zoning overlay.

1. District Boundaries

The focus of this project is the area bounded by Eggert Road to the north, Main Street / Kenmore Avenue to the south, Bailey Avenue to the east, and Niagara Falls Boulevard to the west (See Figure 1). This geography was identified by the Town Board (Resolution 2010-589) for application of the -TNB overlay. It includes all non-residential land uses and zoning along these identified corridors. While adjacent residential areas are not the focus of this study, they are important to the analysis. Residential uses are in close proximity to commercial uses and often share a property line. In such cases, adequate transitions and screening are important considerations. Any new development should also consider the context and scale of nearby residential areas to better fit with the neighborhood.

As the project will result in zoning changes specific to the Town of Amherst, the study area is located exclusively in the Town. Land use and

zoning in both the City of Buffalo and Town of Tonawanda, however, are important considerations, as two of the corridors serve as the Town's boundary with these municipalities.

2. Plan Review

Over the past several years, regional, town, and neighborhood plans have been completed that have relevance to the Egbertsville West area. These plans provide general policy guidance and a context for the more detailed planning being undertaken as part of this project.

A. Framework for Regional Growth

Completed in 2006, the Framework for Regional Growth establishes basic policies and principles to guide the future growth and development of the Erie-Niagara Region. A key recommendation of the Framework is the promotion of reinvestment in established neighborhoods. The stated goal for developed areas is to “spark reinvestment, attract new households and businesses, and improve the livability and economic vitality of existing neighborhoods¹.” It is recommended that this be done by supporting the conservation and stabilization of existing neighborhoods and by promoting new compact, pedestrian-oriented, mixed-use development.

B. Town of Amherst Bicentennial Comprehensive Plan

Adopted by the Amherst Town Board in January 2007, the Bicentennial Comprehensive Plan serves as a guide to the long-range development and redevelopment of the Town. In a marked departure from the past, the Plan emphasizes the importance of revitalizing established commercial centers and neighborhoods, instead of focusing solely on “greenfield” development occurring at the suburban-rural fringe. Revitalization is identified as one of four key initiatives as a focus for Town efforts. Guidance is also provided by the Conceptual Land Use Plan and a series of policy recommendations.

The entire Egbertsville West study area is identified on the Conceptual Future Land Use Plan as Mixed-Use. This classification is intended to provide flexibility for reuse and reinvestment in aging commercial areas and promote compact, higher-density, pedestrian-friendly development. Mixed-use may consist of housing, civic uses, and a variety of commercial uses, such as retail, restaurants, and offices.

The Main Street / Bailey Avenue / University Plaza area is identified as an urban mixed-use activity center. An activity center is an area that provides a

Key Initiative: Revitalization

To become a model for effective reinvestment and revitalization of older neighborhoods and commercial areas, through creative use of investment incentives targeted toward revitalization and reduced pressure for the development of raw land at the suburban-rural fringe.

¹ Framework for Regional Growth, Erie and Niagara Counties, New York, October 2006.

focus for surrounding neighborhoods, incorporating a wider range of uses and higher-densities than surrounding areas. This designation is intended to promote greater flexibility for a variety of complementary uses to ensure continued economic viability. The activity center is anchored by University Plaza, a community-scale commercial center. In contrast, other portions of the center along Main Street, Kenmore Avenue, and Bailey Avenue, are characterized by smaller lots. The Plan recommends traditional-scale commercial uses that complement surrounding residential areas.

In addition, the study area comprises a large portion of the Eggertsville Focal Area, an area given special attention in the Plan. The concept plan emphasizes the physical distinctiveness and social diversity of the community as strengths to build on for the future (See Figure 2). Specific recommendations for the study area include:

The Eggertsville Concept Plan emphasizes the physical distinctiveness and social diversity of the community as strengths to building on for the future.

- Encourage mixed-use development with a significant multi-family housing component along the south side of Eggert Road between Niagara Falls Boulevard and Bailey Avenue. Guidelines should be established to encourage this development to be pulled to the front property line with parking facilities located in the rear. Lower floors should be considered for community facilities, housing, and/or office space.
- Encourage increased residential development along Bailey Avenue, including live/work units, as additional housing would help support nearby commercial uses. Guidelines should be created to promote development that fits into the established neighborhood fabric (build-to lines, rear parking, etc.). Shared parking should be encouraged through more flexible standards that take advantage of the varying parking needs of residential, commercial, and other uses at different times of the day and week.
- Create a zoning classification to accommodate the distinct needs of small, mixed-use centers. Appropriate site design guidelines should be created to maintain and enhance the character of these areas, addressing issues such as build-to lines, shared parking provisions, landscaping requirements, signage, streetscape, lighting, and compatible architectural design.
- Working with the Amherst IDA, establish a mechanism and management entity to prepare potential redevelopment properties for reinvestment and future development. This mechanism could be used to accomplish such activities as assembling parcels, demolishing existing buildings, and obtaining required regulatory approvals.
- Initiate traffic calming initiatives for Bailey Avenue, Eggert Road, Grover Cleveland Highway, and Main Street.
- Encourage re-use or redevelopment of aging commercial properties along Niagara Falls Boulevard.
- Consider additional landscaping treatments for commercial uses along Niagara Falls Boulevard between Longmeadow and Eggert Roads to

buffer residences along Marion Road from visible loading and parking areas.

C. Egbertsville Action Plan

Prepared in 2000, the Egbertsville Action Plan identifies short-term actions to revitalize commercial areas within Egbertsville. The Plan identifies barriers to redevelopment that have constrained investment and provides recommendations for code amendments, capital projects, and financing options. Specific recommendations for corridors within the study area include:

Bailey Avenue Corridor

- Rezone to a new mixed-use classification that includes provisions for live-work structures on the west side of Bailey Avenue between Cambridge Boulevard and Betina Avenue.
- Consider acquisition and development of a “pocket park” between Ruth Avenue and Longmeadow Road, and between Fremont Street and Oxford Avenue.
- Rezone to a new “neighborhood business” classification at the Bailey Avenue/Grover Cleveland Highway commercial node.
- Consider financial incentives for property owners undertaking efforts to better define the street edge at the Bailey Avenue/Grover Cleveland intersection.
- Investigate the targeting of private lending pool resources towards the development and renovation of housing.

Niagara Falls Boulevard Corridor

- Rezone to a new neighborhood “office district” classification between Longmeadow Road and Eggert Road. The new district should include provisions designed to encourage office development that is a better fit to smaller parcels in a neighborhood setting.
- Work with Town of Tonawanda to determine if a compatible zoning treatment could be created for the Niagara Falls Boulevard corridor.

Main Street / Kenmore Avenue / Bailey Avenue Corridor

- Rezone Kenmore Avenue to a new “neighborhood business” classification.
- Rezone corner of Main Street and Bailey Avenue from GB to R-4.
- Promote the development of a “marquee” mixed-use project at the corner of Main Street and Bailey Avenue (see Figure 3).

Eggert Road Corridor

- Rezone GB from Bailey Avenue to Marion Road to MFR-5.

- Complete a streetscape enhancement program for Eggert Road between Bailey Avenue and Niagara Falls Boulevard.
- Consider incentives for property owners undertaking actions to improve the district streetscape.

The Egbertsville Action Plan also included an economic analysis. One of its main conclusions was the over-abundance of retail space and the potential for increased competition from nearby regional shopping centers. Overall strategies to ensure continued economic vitality included:

- Ensuring a stable base of homeowners in nearby neighborhoods
- Coordinating the resources of local business, such as through a community-wide business organization
- Tapping into the University at Buffalo's resources and considering opportunities for new university-related mixed use
- Providing the community with information on available incentive programs, such as 485-B
- Encouraging new uses that have low impacts on surrounding residential areas, such as live/work

The analysis stressed the importance of a multi-faceted approach to revitalization and not relying on zoning and design alone. It noted that overly restrictive zoning can act as a deterrent to future investment. An economic strength that may prove beneficial is the availability of inexpensive space in an alternative location still close to regional activity.

3. Demographic & Housing Profile

In order to gain an understanding of the neighborhood within and surrounding the Egbertsville West study area, U.S. Census Bureau data was obtained and reviewed. The data is from 2000, the latest information available at the block, or neighborhood level. Two areas are discussed: the neighborhood located within the study area (Census Tract 93.01: the "neighborhood"), and the neighborhood surrounding the study area (Fifteen block groups, including those in the City of Buffalo and Town of Tonawanda located approximately half a mile of the study area's boundaries: the "surrounding area").

A. Population and Households

The total population of the Egbertsville West neighborhood is 5,321; this represents approximately 4.6% of the Town's overall population. With a density averaging 11.2 persons per acre, the Egbertsville West neighborhood is much denser than the Town as a whole, which averages just 3.4 persons per acre. With a median age of 34.7, the Egbertsville West population is younger than the overall Town population, whose median age

is 39.6. The age segment with the greatest representation is 25 through 44, which accounts for 31% of the study area's population.

The total number of households is 2,345 and the average household size is 2.26. Despite the lower median age for the neighborhood as a whole, 25% of all households are headed by those aged 65 or older.

The Egbertsville West neighborhood is also more diverse than the Town as a whole: 70% of the population is White, 16% African American, 10% Asian, and 4% belong to Other groups.

The total population of the surrounding area is 14,356 and includes 5,290 households. Included in the neighborhood and area population are 1,292 in group quarters, largely associated with the on-campus housing at the University at Buffalo South Campus.

B. Income and Employment

The median household income of the Egbertsville West neighborhood is \$30,915 (1999 dollars). This is lower than the median household income of the Town as a whole, which is \$55,427. The surrounding area has a slightly higher median household income of \$42,563.

The Greater Buffalo Niagara Regional Transportation Council (GBNRTC) provides employment estimates and forecasts for each Traffic Analysis Zone (TAZ) in the region. The Egbertsville West neighborhood encompasses TAZ 137. It had a total employment in 2000 of 2,957 and is projected to increase to 3,138 by 2030.

C. Housing

There are a total of 2,451 housing units within the Egbertsville West neighborhood. Housing units are a mix of owner-occupied and renter-occupied, 56% and 44% respectively. This represents a higher concentration of renter-occupied housing than the Town as a whole, where 28% of housing is renter-occupied. In addition, housing is, on average, older than in the rest of the Town; 90% of housing in the neighborhood was built prior to 1970.

There are a total of 5,565 housing units in the surrounding area; 68% are owner-occupied units and 32% are renter-occupied.

4. Zoning and Land Use

A. Zoning

The Egbertsville West area contains a number of different zoning districts, which fall into the commercial, special purpose, and residential categories. Generally, nonresidential zoning fronts the area's arterial roadways: along Main Street and Kenmore Avenue, Niagara Falls Boulevard north of Longmeadow, Eggert Road, and the west side of Bailey Avenue, with a node at the intersection of Grover Cleveland Highway. This zoning results in a strip commercial development pattern. Both single-family and multi-family residential districts are immediately adjacent to nonresidential zoning. In addition, the neighborhood encompassed by the area's arterials is largely residential (see Figure 1).

The parcels under consideration are currently zoned one of five nonresidential classifications: Community Facilities (CF), General Business (GB), Motor Services (MS), Neighborhood Business (NB), and Office Building (OB). Following is a description of each of the zoning categories located in the Egbertsville West area. The specific regulations can be found in the Town of Amherst Zoning Ordinance, Chapter 203 of the Code of the Town of Amherst.

1. Commercial Districts

General Business (GB): This district is intended to provide for commercial uses that meet community-wide needs for general goods and services and comparison shopping. Such uses require larger land areas, generate large volumes of traffic, and may generate large amounts of evening activity. A variety of commercial uses are permitted in the GB district, such as retail, restaurants, and office uses. There is a minimum front yard setback of 60 feet for structures less than 30 feet and 75 feet for higher structures.

Motor Services (MS): This district provides for areas within the Town for the location of transportation-oriented commercial uses to serve the needs of motorists and other vehicular related needs. There is a minimum lot width of 100 feet and front yard setback of 60 feet. Commercial uses are limited to vehicle sales, repair, service stations, and associated uses.

Neighborhood Business (NB): This district provides for the location of commercial uses serving the convenient shopping, professional office and personal service needs of a neighborhood and to ensure the compatibility of such areas with surrounding residential development. These areas are primarily pedestrian-oriented with accommodations for automobiles. A variety of commercial uses are permitted, such as retail, restaurants, and

office. There is a maximum lot size of one acre, a minimum lot width of 50 feet, and a minimum front yard of 40 feet. Maximum building coverage is limited to 55% of the lot.

Shopping Center (SC): The purpose of the SC district is to provide regional centers within the Town that provide goods and services in full range and variety, drawing from a large population base. A variety of commercial uses are permitted, as well as attached and upper-story dwelling units. The district requires a minimum lot size of five acres and a front yard of 100 feet. There is also a maximum building height of 65 feet.

Office Building (OB): This district provides for areas within the town that are exclusively devoted offices. Commercial uses are limited to offices, banks, and training schools. There is no required lot area or width, however, there is a minimum front yard of 40 feet for structures up to 30 feet in height and 75 feet for higher structures.

2. Special Purpose District

Community Facilities (CF): This district is intended for the location of public and semi-public facilities, including governmental, religious, educational, protective and other civic facilities in order to insure the proper location of such facilities in relation to transportation and other land uses within the town, compatibility of such facilities with adjacent development and proper site design and land development. A variety of public and civic uses are allowed in the district, as well as some limited residential uses, such as senior citizen housing. The minimum front yard setback is 50 feet and the maximum height is 65 feet.

3. Residential Districts

Residential District Three (R-3): The R-3 district is intended to provide areas within the Town for low-density single-family detached residential development where each dwelling unit is located on an individual lot of at least 8,450 square feet. Maximum density averages 3.5 dwelling units per gross acre.

Residential District Four (R-4): This district is intended to provide areas within the Town for the development of attached or detached dwelling units within a single structure. There is a minimum lot area of 8,450 square feet for detached dwelling units and 5,850 square feet per dwelling for attached dwelling units. Maximum density averages 6 dwelling units per gross acre.

Multi-Family Residential District Five (MFR-5): The MFR-5 district is intended to provide areas within the Town for the development of both detached and attached medium-density multi-family development. The

minimum lot area per dwelling unit varies for detached (6,000 – 7,200 square feet) and attached units (3,630 square feet to 6,250 square feet) by the number of bedrooms per unit. The maximum density is approximately 8-12 dwelling units per gross acre.

B. Zoning Pattern and Summary

There are a total of 148 parcels comprising 55.5 acres in the Egbertsville West area that are zoned nonresidential.

Table 1. Egbertsville West Nonresidential Zoning Summary

| Zoning Category | Number of Parcels | Acreage | % of Total Acreage |
|------------------------|--------------------------|----------------|---------------------------|
| CF | 3 | 4.2 | 7.6% |
| GB | 132 | 47.3 | 85.3% |
| MS | 5 | 2.2 | 4.0% |
| NB | 1 | 0.4 | 0.7% |
| OB | 7 | 1.4 | 2.4% |
| Total | 148 | 55.5 | |

As shown in Table 1, the majority of nonresidential parcels are zoned General Business (GB). GB zoning is prevalent throughout the study area, totaling more than 47 acres. Both Office Building and Neighborhood Business zoning is limited to the Kenmore Avenue / Niagara Falls Boulevard intersection. Motor Service zoning, while limited, is distributed throughout the study area and is located at the following intersections: Eggert Road / Grover Cleveland Highway; Eggert Road / Bailey Avenue; Eggert Road / Niagara Falls Boulevard; and Niagara Falls Boulevard / Ruth Avenue. Community Facilities zoning occurs along both Niagara Falls Boulevard and Bailey Avenue.

Most commercial parcels in the study area abut residential parcels. This potentially impacts future development potential, as larger setbacks would be required, thereby reducing the amount of buildable square footage on the parcel. While R-3 is the most prevalent residential zoning in the Egbertsville West area, R-4 zoning also occurs, such as along Niagara Falls Boulevard south of Longmeadow Avenue. In addition, there are two large MRF-5 zoned housing developments.

The vast majority of parcels (95%) within the target area are less than one acre in size. Of the remaining parcels, five are less than two acres, one is less than three acres, and one parcel is eleven acres. Absent the merging of parcels, this small parcel size has implications for potential future

redevelopment. It also highlights the inconsistency of existing conditions with the intent of development in the General Business zoning category.

For analysis purposes, the Eggertsville West area was divided into six areas. These areas were identified based on cohesiveness in physical design and function. Table 2 summarizes zoning by analysis area.

Table 2. Analysis Area Nonresidential Zoning Summary

| Area | Zoning Category | Number of Parcels | % of Total | Acres | % of Total |
|-----------------------------------|------------------|-------------------|------------|-------------|------------|
| Main Street / University Plaza | GB | 18 | 12% | 17.6 | 32% |
| | Sub Total | 18 | 12% | 17.6 | 32% |
| Kenmore Ave | GB | 7 | 5% | 1.1 | 2% |
| | NB | 1 | 1% | 0.4 | 1% |
| | OB | 7 | 5% | 1.4 | 2% |
| | Sub Total | 15 | 10% | 2.8 | 5% |
| Niagara Falls Boulevard | CF | 2 | 1% | 3.1 | 6% |
| | GB | 28 | 19% | 6.9 | 12% |
| | MS | 1 | 1% | 0.4 | 1% |
| | Sub Total | 31 | 21% | 10.3 | 19% |
| Eggert Road | GB | 24 | 16% | 8.5 | 15% |
| | MS | 2 | 1% | 1.5 | 3% |
| | Sub Total | 26 | 18% | 10.0 | 18% |
| Bailey Ave | CF | 1 | 1% | 1.2 | 2% |
| | GB | 22 | 15% | 7.5 | 13% |
| | Sub Total | 23 | 16% | 8.6 | 16% |
| Bailey Ave / Grover Cleveland Hwy | GB | 33 | 22% | 5.8 | 11% |
| | MS | 2 | 1% | 0.4 | 1% |
| | Sub Total | 35 | 24% | 6.2 | 11% |
| Total | | 148 | | 55.5 | |

C. Non-Conforming Structures

A legally non-conforming structure is a structure which complied with the zoning regulations at the time it was built, but due to subsequent changes in

regulations, does not comply with one or more current zoning requirements. Status as a non-conforming structure has the potential to negatively impact future redevelopment or reinvestment feasibility, as zoning variances would first be required before development could proceed. One of the most common types of non-conformities is incompliance with current setback requirements. Existing structures and setbacks were reviewed for compliance with current zoning; Table 3 summarizes the results of this analysis.

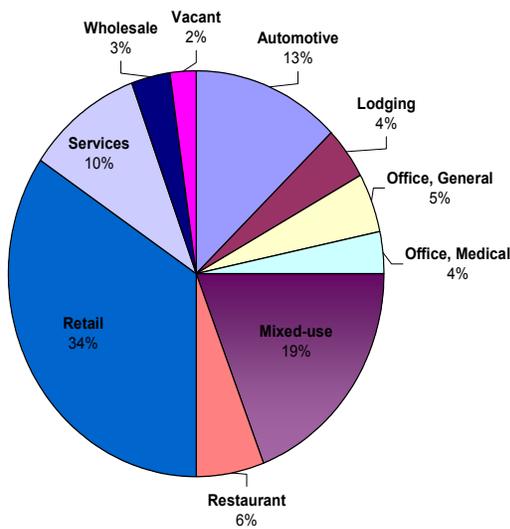
Table 3. Non-Conforming Setbacks

| Area | Non-Conforming Parcels | Parcels in Area | % of Parcels in Area | Front Setback | Rear Setback | Side Setback |
|---|------------------------|-----------------|----------------------|---------------|--------------|--------------|
| Main Street / University Plaza | 15 | 18 | 83.3% | 9 | 8 | 2 |
| Kenmore Avenue | 13 | 15 | 86.7% | 13 | 3 | 10 |
| Niagara Falls Boulevard | 22 | 31 | 71.0% | 22 | 9 | 2 |
| Egget Road | 26 | 26 | 100.0% | 26 | 10 | 1 |
| Bailey Avenue | 22 | 23 | 95.7% | 22 | 5 | 4 |
| Bailey Avenue / Grover Cleveland Hwy | 31 | 35 | 88.6% | 31 | 2 | 5 |
| Non-Conforming Setbacks | | | | 123 | 37 | 24 |
| Parcels with Non-Conforming Setbacks | 129 | 148 | 87.2% | | | |

As shown in Table 3, more than 87% of parcels have one or more non-conforming setbacks. The most common type of non-conformity is incompliance with the front yard setback.

D. Land Use

Consistent with a neighborhood / community center, the Egbertsville West area is characterized by a variety of land uses (see Figure 4 and Table 4). Following is a description of the existing land use pattern.



1. Commercial

Commercial uses dominate the Egbertsville West study area, accounting for 95 parcels and nearly 80% of the total acreage. There are a number of different commercial uses, including: automotive, lodging, office, mixed-use / commercial, restaurant, retail, services, and wholesale. Retail uses account for 30% of the total commercial acreage in the district and 34% of the commercial square footage. Mixed-uses account for 10% of the total commercial acreage and 19% of the commercial square footage. Automotive-related uses and restaurants are the next most common uses, each accounting for approximately 9% of commercial acreage. In total, there is approximately 502,565 gross square feet of commercial space in the Egbertsville West commercial area.

Table 4. Land Use Summary

| Land Use Category | Land Use | Number of Parcels | Acreage | % of Total Acreage |
|-------------------------|--------------------------------|-------------------|--------------|--------------------|
| Residential | Single-Family Residential | 28 | 4.1 | 7.4% |
| | Low-Density Residential | 11 | 1.4 | 2.5% |
| | Total Residential | 39 | 5.5 | 9.9% |
| Commercial | Automotive | 8 | 4.8 | 8.7% |
| | Lodging | 4 | 1.2 | 2.2% |
| | Office, General / Professional | 7 | 2.8 | 5.0% |
| | Office, Medical | 5 | 1.4 | 2.5% |
| | Mixed-use/Mixed Commercial | 18 | 5.7 | 10.3% |
| | Parking | 7 | 1.1 | 2.0% |
| | Restaurant | 9 | 4.8 | 8.6% |
| | Retail | 15 | 16.8 | 30.3% |
| | Services | 13 | 3.8 | 6.8% |
| | Wholesale | 3 | 0.9 | 1.6% |
| | Vacant Commercial | 6 | 0.7 | 1.3% |
| Total Commercial | 95 | 44 | 79.3% | |
| Public and Civic | Public / Semi-Public | 4 | 3.2 | 5.8% |
| | Utilities | 1 | 0.1 | 0.2% |
| | Total Public and Civic | 5 | 3.3 | 6.0% |
| Vacant | Vacant Land | 9 | 1.7 | 3.1% |

2. Public and Civic

Public and civic uses account for 6% of nonresidential acreage in the Egbertsville West area. This includes two churches and a community center. There are no parks or town recreation areas within the study area.

3. Residential

As shown in Table 3, there are a number of parcels zoned nonresidential that are in residential use, and as a result, are considered legally non-conforming uses. In addition, residential uses are in close proximity to commercial uses in the district, often abutting shallow commercial lots, or in the case of Bailey Avenue, are located across the street. Residential development consists of single-family residences, low-density residential units (such as two-family residences), and multi-family residential.

4. Vacant

Vacant land is potentially an attractive opportunity for new development, based on its relatively lower cost of site preparation as no demolition work is required. There is currently limited potential for development on vacant lots in the study area. There are nine vacant lots; combined, these total just under two acres. Of these nine lots, eight are zoned GB and one is zoned OB (see Table 5).

Table 5. Vacant Parcel Summary

| Zoning | Number of Parcels | Acreage | Main St / University Plaza | Kenmore Ave | Niagara Falls Blvd | Bailey Ave | Bailey Ave / Grover Cleveland Hwy |
|--------------|-------------------|-------------|----------------------------|-------------|--------------------|------------|-----------------------------------|
| GB | 8 | 1.44 | 0.42 | | 0.76 | 0.1 | 0.15 |
| OB | 1 | 0.23 | | 0.23 | | | |
| Total | 9 | 1.66 | 0.42 | 0.23 | 0.76 | 0.1 | 0.15 |

5. Non-Conforming Land Uses

A legally non-conforming land use is a use which was permitted by zoning at the time it was built, but, due to changes in zoning regulations, is currently not permitted by existing zoning. A non-conforming use may continue to operate, but cannot be enlarged or rebuilt.

The single most frequently occurring non-conforming land use is residential within a GB or OB zoning district. There are 40 parcels with a non-conforming residential land use. The majority of these are single-family housing units. The next most frequently occurring non-conforming land uses parking lots/ driveways with seven parcels. The remaining three non-conforming parcels are motor vehicle related uses (see Table 6).

Table 6. Non-Conforming Land Uses

| Zoning | Land Use | Total | Main St/ University Plaza | Kenmore Ave | Niagara Falls Blvd | Eggert Rd | Bailey Ave | Bailey Ave / Grover Cleveland Hwy |
|--------------|---------------------------------------|-----------|---------------------------------|----------------|-----------------------|--------------|---------------|--|
| GB | Single-Family Residential | 25 | 1 | 3 | 2 | 8 | 4 | 7 |
| GB | Low Density Residential | 10 | | | 3 | | 1 | 6 |
| GB | Parking Lots / Driveways | 7 | 1 | | 2 | | 1 | 3 |
| GB | Automotive | 2 | | | 1 | 1 | | |
| OB | Single-Family Residential | 3 | | 3 | | | | |
| OB | Low Density Residential | 1 | | 1 | | | | |
| OB | Commercial / Residential Mixed Use | 1 | | 1 | | | | |
| Total | | 49 | 2 | 8 | 8 | 9 | 6 | 16 |

The greatest number of non-conforming land uses is found in the Bailey Avenue / Grover Cleveland Highway area with a total of 16. The Main Street / University Plaza area has the lowest number of non-conforming land uses with two.

E. Land to Building Value Ratio

The ratio of land to building value indicates the potential economic feasibility of undertaking a redevelopment project. This occurs when the land is more valuable than the structure on the land; generally a building value ratio of greater than 2 to 1 indicates redevelopment potential. Within the Egbertsville West area, there are six parcels that exceed this ratio.

F. Vacant Non-Residential Square Footage

[Please note: Data to determine a vacancy rate is being verified; this information will be added to the report.]

5. Urban Design Analysis

A. Main Street / University Plaza

Main Street / University Plaza

Averages (Exclusive of University Plaza)

| | |
|--------------------|-------------|
| Parcel size | 0.31 acres |
| Front yard setback | 24 ft |
| Building size | 4,342 sq ft |

University Plaza

| | |
|--------------------|---------------|
| Parcel size | 14.5 acres |
| Front yard setback | 35 ft |
| Building size | 164,800 sq ft |

Land Uses

Retail, restaurants, lodging, parking,
vacant

Total Commercial Square Footage

199,500

The Main Street corridor is visually and functionally dominated by University Plaza, a community-scale shopping center containing a variety of retail and restaurant uses. It is one of the oldest shopping plazas in the region and includes the historic, Art Deco Amherst Theater. It contains more than 160,000 square feet of commercial space. While its scale and design is consistent with a more auto-orientated type of development, it is important to note that there is a significant walk-in clientele to the plaza, in part due to the presence of the Metro Rail Line and bus hub at South Campus, just south of University Plaza, as well as the University and a number of bus routes that serve the area.

Other commercial buildings in the corridor are one- or two-stories and generally contain less than 10,000 square feet.

Buildings are generally setback from the right-of-way with parking in front, and in some cases, with little distinction between parking and the sidewalk. There is some limited side and rear parking. In general, parking lots visually dominate the corridor, due in part to the University parking lot located along the south Main Street frontage in the City of Buffalo.

While some recently improved sites, such as University Plaza and Dunkin' Donuts at the northwest corner of Main Street and Bailey Avenue, have high-quality landscaping, a number of other sites have limited to no landscaping. Signage in the corridor is predominately fascia signs with variety of lighting methods or pole signs.

The recent reconstruction of Main Street featured a number of improvements, including a landscaped median, improved sidewalks and lighting standards. It also included a distinctive clock tower feature in front of University Plaza with seating and landscaping. It is a good example of a small-scale usable public space in a commercial setting.

There are several development opportunities in this corridor, including the vacant parcel adjacent to University Plaza. The Egbertsville Action Plan noted the possibility for a "marquee" development at the Main Street / Bailey Avenue intersection (see Figure 3), where parking currently dominates.



Front yard parking creates continuous pavement from the road to building façade.

B. Kenmore Avenue

The Kenmore Avenue corridor is dominated by small lots – typically less than 200 feet in depth and less than a quarter acre in size. Commercial uses include offices and personal services. There are also a number of single-family residences that are currently zoned commercial and are legally non-conforming uses.

The City of Buffalo side of Kenmore Avenue has a similar land use pattern: largely residential with some commercial uses, especially at the corner of Niagara Falls Boulevard and Kenmore Avenue. At this corner on the Amherst side is a vacant lot, which provides an important redevelopment opportunity that could make a positive impact on the neighborhood. A traditional-scaled building (two-stories, parking behind or to the side of the building) would help anchor this corner and provide a visual gateway to the Town.

Buildings in the Kenmore Avenue corridor are typically one and two-stories; commercial buildings contain an average of 15,700 square feet. While there is front yard parking at some of the commercial properties, parking is less prominent in this area, mainly as a result of the lawns and landscaping provided on the residential properties. Minimal landscaping is provided at most of the commercial properties. In contrast, adjacent residential neighborhoods contain a significant tree canopy and planted medians.

Signage is less prominent within this corridor, and includes awning and ground signs. This type of signage is more appropriate for a residential transition area and should be encouraged.

| Kenmore Avenue | |
|---|-------------|
| Averages | |
| Parcel size | 0.20 acres |
| Front yard setback | 27 ft |
| Building size | 2,624 sq ft |
| Land Uses | |
| Residential, office, personal service, vacant | |
| Total Commercial Square Footage | |
| 15,700 | |



Paving of front yards at single-family residences should be discouraged.



Example of landscaping that provides an appropriate transition to surrounding residential properties.



The vacant lot at the corner of Kenmore Avenue and Niagara Falls Boulevard presents a redevelopment opportunity.

C. Niagara Falls Boulevard

| | |
|--|-------------|
| Niagara Falls Boulevard | |
| Averages | |
| Parcel size | 0.33 acres |
| Front yard setback | 38 feet |
| Building size | 4,700 sq ft |
| Land Uses | |
| Retail, service, office, restaurant, motor service, lodging, residential, community facilities, vacant | |
| Total Commercial Square Footage | |
| 70,470 | |

The Niagara Falls Boulevard corridor defines the western boundary of the Town and is characterized by a mix of land uses and building types. This mix is also evident on the Town of Tonawanda side of the corridor.

A characteristic that sets this corridor apart from the others in the Egbertsville West study area is that commercial zoning does not directly abut residential uses along rear property lines, but is a full block-depth (depth approximately 200 feet). While this provides opportunities for redevelopment, it also presents challenges. Marion Road is a single-family residential street that runs behind commercial properties along the Boulevard. It is largely unbuffered from commercial uses, with numerous parking lots, loading areas, and the blank walls of buildings visible. In addition, there are several single-family residences interspersed within the commercial block.

Buildings are a mix of one- and two-stories in the corridor, with the exception of two church buildings, which are larger and more prominent features.



Example of berm and landscaping that help screen parking and commercial buildings from residences on Marion Road.

Buildings vary in their front yard setback, but generally have parking in the front. Apart from the lawns at the church properties, there is a very limited amount of landscaping, both on commercial properties and between the street and sidewalk. This contributes to an uneven streetscape appearance, and given the width of Niagara Falls Boulevard, an auto-orientation to the corridor. Sidewalks are generally continuous with parking areas, and in some areas are in poor condition. Signage is predominately pole and internally lit box signs.

Given that building coverage is low in this corridor, there may be opportunities for future redevelopment and parking consolidation.

D. Eggert Road

Numerous properties in the Eggert Road corridor have experienced recent reinvestment. This is a marked improvement from 2000, when the *Egbertsville Action Plan* concluded that the continued economic viability of this segment of Eggert Road as a commercial corridor was unlikely. The corridor contains a mix of commercial uses, including several office buildings. The north side of Eggert Road is comprised largely of the back of Northtown Plaza.

The corridor contains mainly single-story buildings and a few two-story buildings. Because of a larger front yard setback (average of 56 feet), prominent parking, and the larger distance between buildings, the area has a more suburban characteristic to it than some of the other corridors in the study area.

Parking is generally located either in front of or to the side of buildings. While parking may be in front, some of the properties do have a lawn / landscaped area separating the parking from the sidewalk. In general, the amount of landscaping varies, and some properties exhibit high-quality landscaping.

There have also been recent improvements to the Eggert Road streetscape. A large landscaped area was added along the north Eggert Road frontage, which helps screen the large parking areas and blank walls of the plaza and has greatly improved the visual appearance of the corridor.

Signage in the corridor consists mainly of pole signs. It should also be noted that there are some cases of extraneous signage, i.e. old signs with limited amounts of information that have not been removed. The consolidation of signage would improve the visual quality of the corridor.

| | |
|--|-------------|
| Eggert Road | |
| Averages | |
| Parcel size (exclusive of residential) | 0.5 acres |
| Front yard setback | 56 feet |
| Building size | 3,700 sq ft |
| Land Uses | |
| Office, retail, service, restaurant, motor service, residential | |
| Total Commercial Square Footage | |
| 63,000 | |

E. Bailey Avenue

Bailey Avenue

Averages

| | |
|--------------------|-------------|
| Parcel size | 0.37 acres |
| Front yard setback | 22 feet |
| Building size | 8,500 sq ft |

Land Uses

Retail, wholesale, service, restaurant, motor vehicle sales, residential, community facilities

Total Commercial Square Footage
127,800

The Bailey Avenue corridor is unique in that the east side contains single-family residential, while the west side of the corridor is largely commercial. This contributes to an uneven streetscape and the potential for conflicts between residential and commercial uses. Existing commercial uses vary and consist of: retail, wholesale / commercial service, restaurants, and motor vehicle sales.

Lots in the Bailey Avenue corridor are typically small and extremely shallow, averaging 123 feet in depth, and in some cases, have as little as 112 feet in depth. In addition to facing single-family residences, commercial properties also abut residential properties to the rear.

Front yard setbacks in the corridor vary, from as little as three feet to 50 feet. Parking is typically provided in front of buildings, with some parking located to the side or rear. Where front yard parking is located, there is typically no separation between the sidewalk and the parking area. Limited landscaping is provided on commercial properties and between the sidewalk and the street.



There are several visually dominating features in the corridor. The Harley-Davidson building is a large single-story building that takes up a majority of the block between Longmeadow Road and Freemont Avenue. Its lack of windows and large amount of blank walls limits its potential to contribute to a pedestrian-oriented environment. Other properties in the corridor contain overhead doors and/or loading areas that face the right-of-way. These also detract from a pedestrian-oriented environment.

A number of sign types are provided in the corridor, including pole and wall signs.

Distribution / warehousing uses are potentially in conflict with adjacent residential uses.



Bailey Avenue's split personality: commercial uses on west side, single-family residential on east side.



Parking is prominent in the Bailey Avenue corridor with little landscaping along the streetscape.

F. Bailey Avenue / Grover Cleveland Highway

The Bailey Avenue / Grover Cleveland Highway corridor serves as a connection between the North and South UB Campuses and as a result, is heavily traveled. It contains a mix of commercial uses. There are also a number of legally non-conforming single-family residences, especially south of Brant Avenue.

Buildings consist mainly of one- and two-stories. In addition, there are a number of older one-story, multi-tenant commercial buildings that are either partially or completely vacant.

Similar to the rest of Bailey Avenue, lots tend to be small and shallow. Lots average just 0.18 acres and have an average depth of 108 feet. In addition, front yard setbacks tend to be more shallow here than in the other corridors, averaging 19 feet.

Parking is generally located in front of or to the side of commercial buildings. There are also a number of parking lots located near the intersection of Bailey Avenue and Grover Cleveland Highway. There is a limited amount of landscaping. There are also a variety of signage types, including wall, window, and internally lit box signs.

| | |
|--|-------------|
| Bailey Avenue / Grover Cleveland Highway | |
| Averages | |
| Parcel size | 0.18 acres |
| Front yard setback | 19 feet |
| Building size | 3,100 sq ft |
| Land Uses | |
| Retail, service, restaurant, motor service, residential, office, parking, vacant | |
| Total Commercial Square Footage | |
| 52,000 | |

6. Traffic & Transportation

A. Road Network

The Eggertsville West study area is defined by five arterial roadways: Main Street, Kenmore Avenue, Niagara Falls Boulevard, Eggert Road, and Bailey Avenue.

Main Street, New York State Route 5, is classified as a principal arterial and is a major east-west commuter route connecting the City of Buffalo to Amherst and points east. The pavement width is 60 feet through the Eggertsville West study area (Kenmore Avenue to Bailey Avenue) and includes six travel lanes and a median. Main Street recently underwent reconstruction, including numerous streetscape and intersection improvements, such as upgraded sidewalks, lighting, and the addition of a landscaped median and public space in front of University Plaza.

Kenmore Avenue, County Route 307, is classified as a principal arterial. Through the study area, it consists of two travel lanes and has a total pavement width of 43 feet. A reconstruction project is planned for Kenmore Avenue and is currently scheduled to begin in 2012. While in the beginning stages of planning, the project will include repaving and curbing and may also include intersection and streetscape improvements.

Niagara Falls Boulevard, a State principal arterial, runs north-south and connects the City of Buffalo to Amherst. It consists of four travel lanes and has a pavement width of 68 feet through the study area. There are currently no short-term or long-term planned improvements for Niagara Falls Boulevard programmed in the Greater Buffalo Niagara Regional Transportation Council's (GBNRTC) 2011 – 2015 Transportation Improvement Program or 2035 Long Range Plan.

Eggert Road, County Route 130, is classified as a minor arterial. Through the study area, it consists of four travel lanes and has a pavement width of 49 feet. There are currently no short-term or long-term planned improvements for Eggert Road programmed in the 2011 – 2015 Transportation Improvement Program or 2035 Long Range Plan.

Bailey Avenue, New York State Route 62/County Route 152, is classified as a principal arterial south of Grover Cleveland Highway and as a minor arterial north of Grover Cleveland Highway. Also at Grover Cleveland Highway, the corridor transitions from four travel lanes to two. On-street parking is provided along the west side of Bailey Avenue from Grover Cleveland Highway to Eggert Road. Bailey Avenue acts as a north-south alternative to Niagara Falls Boulevard and the portion from Main Street to Grover Cleveland Highway also acts as the main connection between the University at Buffalo North and South campuses. There are currently no

short-term or long-term planned improvements for Bailey Avenue programmed in the 2011 – 2015 Transportation Improvement Program or 2035 Long Range Plan.

Other roadways within the study area are owned by the Town of Amherst and are classified as local streets.

Table 7 summarizes roadway volume by roadway segment.

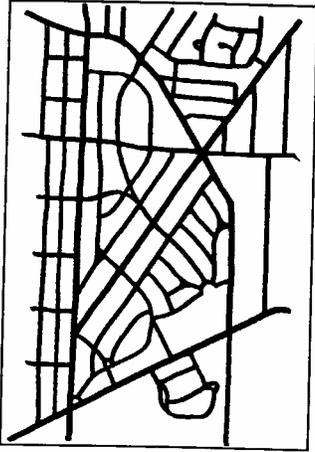
Table 7. Roadway Volume

| Roadway | Segment | Average Annual Daily Traffic (AADT) | Year Count Taken |
|-------------------------|---|-------------------------------------|------------------|
| Main Street | Kenmore Avenue to Bailey Avenue | 28,500 | 2007 |
| Kenmore Avenue | Niagara Falls Blvd to Main Street | 12,200 | 2008 |
| Niagara Falls Boulevard | Kenmore Avenue to Sheridan Drive | 22,025 | 2008 |
| Eggert Road | Bailey Avenue to Niagara Falls Blvd | 12,200 | 2008 |
| Bailey Avenue | Main Street to Grover Cleveland Highway | 16,000 | 2007 |
| Bailey Avenue | Grover Cleveland Highway to Eggert Road | 8,400 | 2008 |

B. Bicycle and Pedestrian Circulation

Increasing bicycle use and walking helps to achieve a number of goals, such as reducing wear and tear on roadways, alleviating traffic congestion, and improving air quality. The Egbertsville West area has several characteristics that contribute to the potential for increased pedestrian and bicycle activity. First, the area has a well-connected roadway network, which allows pedestrians to reach potential destinations by a more direct route. Second, there are a large number of potential pedestrians and bicyclists, as its residential neighborhoods are fairly dense and it has a location close to a university.

1. Pedestrian Network



Eggertsville's traditional walkable street pattern.

Interconnected sidewalks are generally provided along all arterials and local streets in the Eggertsville West study area. However, in several locations, pavement is continuous from street to building front. In other locations, sidewalks are not clearly demarcated or protected from parking areas. These conditions increase the risk of pedestrian-vehicle conflicts and likely decrease the district's attractiveness as a destination for pedestrians.

2. Bicycle Network

According to the Greater Buffalo Niagara Regional Transportation Council's (GBNRTC) *2008 Bicycle and Pedestrian Master Plan*, Main Street through the study area has been designated as an on-road bicycle route. It has a bicycle rating of "caution advised."

C. Public Transportation

The Niagara Frontier Transportation Authority's (NFTA) Metro Bus system provides public transit service in the Town of Amherst. The Eggertsville West area is well-served by existing public transit. Four metro bus routes traverse the area:

5 – Niagara: Connects the Town of Tonawanda and points west via Sheridan Drive with Northtown Plaza, Boulevard Mall and Niagara Falls Boulevard to Ridge Lea and Amherst Development Park on North Bailey; travels along Eggert Road between Bailey Avenue and Niagara Falls Boulevard.

30 – Kenmore: Provides service between South Campus Metro Rail Station and Buffalo Niagara International Airport via Main Street, Union Road, Wehrle Drive, ECC North, and Wehrle International Business Park.

34 – Niagara Falls Boulevard: Operates between Metro Rail South Campus Station and Audubon Industrial Park via Boulevard Mall and retail areas along Niagara Falls Boulevard; travels from South Campus, Kenmore Avenue, and Niagara Falls Boulevard.

44 – Lockport: Operates between Metro Rail South Campus Station and City of Lockport via Millersport Highway, UB North Campus and CrossPoint Development Park; travels along Bailey Avenue to Millersport Highway.

In addition, the Metro Rail (Light Rail Rapid Transit) system operates between downtown Buffalo and the University at Buffalo's South Campus, which is located within walking distance of the southern edge of the study area. A park and ride service lot is located at the South Campus. In

addition, the South Campus station serves as a hub to the Metro Bus system.

D. Parking

The majority of available parking in the Egbertsville West study area is located in off-street parking lots. On-street parking is provided on the west side of Bailey Avenue between Grover Cleveland Highway and Eggert Road.

Parking lots tend to be located in front of or to the side of existing buildings and are generally not screened from the public right-of-way or separated from sidewalks. As a result, parking lots tend to be a major visual presence in the commercial corridors.

Based upon multiple field visits, there does not appear to be evidence of shared parking lots in the study area. Shared parking, in which parking spaces are shared by more than one use, allows parking facilities to be used more efficiently and is an important tool in creating pedestrian-friendly business districts.

8. Historic Resources

The Town of Amherst completed a Reconnaissance Level Survey of Historic Resources in 1997² and an Intensive Level Survey in 1998. Following are descriptions of the historic resources identified in the Egbertsville West study area:

3500 Main Street, Amherst Theater; ca. 1941; Art Deco style theater. The Amherst Theater is the only surviving historic theater in the Town and is located in Amherst's earliest shopping plaza. While there has been some alteration to the front of the building, it retains its distinctive angled illuminated marquee. Due in part to its neon lettering and its Main Street location, the Amherst Theater is an established visual feature of the Town.

Capen Street, between Cambridge Boulevard and Kenmore Avenue

This residential neighborhood was identified as a potential historic district; it is an intact example of an early twentieth-century (1920's) middle-class trolley car neighborhood with a variety of architectural styles, including Colonial Revival, Spanish Eclectic, Tudor Revival, Bungalow, Craftsman, and American Foursquare. The neighborhood also features a central street mall, street tress, and distinctive streetlight fixtures. Two residences were specially called out in the report:



Amherst Theater

² Bero Associates Architects, Reconnaissance Level Survey of Historic Resources, Town of Amherst, NY, 1997.

127 Capen Street; ca. 1928. Spanish Eclectic house featuring decorative brickwork in the entrance pavilion, elaborate stone trim at windows and door, and the original clay tile roof.

320 Capen Street; ca. 1930. Bungalow with Tudor Revival influences, stone walls and chimney at the first story, stucco walls above, and the original tile roof.

9. Development History

A review was undertaken of site plans filed within the past ten years. Table 8 and Figure 5 summarize the results of this review.

Since 2000, a total of twelve site plans have been submitted and approved. The majority of these are considered minor site plans, which typically involve a small addition, new accessory structure, such as a generator or shed, or changes to parking or landscaping.

A review was also undertaken of recent variances. The majority of these were for a temporary use permit, which is an authorization, on a temporary basis, for a use that is not permitted within the zoning district. There were also several applications for variances, which is a request to vary from one or more requirements of the Zoning Code.

The example of variances granted for 1924 Eggert Road is illustrative of the types of problems that can be experienced when minor additions or improvements are made to properties under current zoning regulations. A site plan was submitted (site plan #6 in Table 8) for a building expansion of 225 square feet, an addition of approximately 11% of existing floor area. The building sits on a corner lot with dimensions of 115 feet in width and 105 feet in depth. Under current regulations for the General Business zone, a 60 foot front yard setback is required. This requirement dictates that 57% of the front yard be dedicated to setback. Because the site would only have a front yard setback of 51 feet, a variance was required from the Zoning Board of Appeals before the site plan could be approved. In addition, because the expansion resulted in the loss of three parking spaces, the site no longer complied with the required amount of parking, requiring the granting of a second variance.

The need for variance approval typically adds one to three months to the approval process and adds uncertainty to the process, as it introduces the need for a discretionary approval.

Table 8. Eggertsville West Site Plans (2000 – 2010)

| Map Number | Address | Type of Site Plan | Name | Description | Approval Date |
|------------|------------------------|-------------------|---|---|---------------|
| 1 | 3962 Bailey Ave | Minor | Restaurant – Cooler Addition | Cooler addition to the north side of the existing restaurant, eliminating one parking space | 3/17/2009 |
| 2 | 4110 Bailey Ave | Minor | Eggertsville Community Center | Addition of a new entrance canopy along Bailey Ave., new storage shed, walkways, and patio | 8/4/2008 |
| 3 | 4450 Bailey Ave | Original | Used automotive sales facility | Reuse of existing building, drainage, and landscaping improvements | 4/18/2002 |
| 4 | 4450 Bailey Ave | Minor | Used automotive sales facility | 740 square foot storage shed | 11/24/2004 |
| 5 | 1924 Eggert Rd | Minor | Restaurant – cooler and generator additions | 252 square foot cooler addition and generator addition | 10/11/2007 |
| 6 | 1924 Eggert Rd | Minor | Restaurant – building expansion | 225 square foot building expansion (kitchen and bathrooms) | 5/4/2009 |
| 7 | 2032 Eggert Rd | Minor | Retail – storage building | Addition of storage building | 8/29/2005 |
| 8 | 2076 Eggert Rd | Minor | Shoe store – parking expansion | Demolish one of existing buildings and provide additional parking | 8/14/2001 |
| 9 | 3500 Main St | Minor | University Plaza – parking lot relocation | Relocate existing loading dock | 6/11/2002 |
| 10 | 885 Niagara Falls Blvd | Original | Lombardo Funeral Home | Construct 2 parlor single-story funeral home | 6/28/2001 |
| 11 | 885 Niagara Falls Blvd | Minor | Lombardo Funeral Home – Addition and Canopy | Addition of garage standing area and canopy at building entrance | 8/7/2002 |
| 12 | 885 Niagara Falls Blvd | Minor | Lombardo Funeral Home – Generator | Addition of generator | 11/21/2008 |

10. Findings

- The revitalization of older commercial centers and the promotion of mixed-use, pedestrian-oriented development are key priorities of the Town's Comprehensive Plan. This focus on established centers is also a critical component of the regional planning strategy.
- The *Eggertsville Action Plan* identified a multi-faceted approach to revitalization, including code amendments and targeted capital projects. In addition, specific code changes and land use considerations were identified for each of the corridors in the Eggertsville West area.
- The Eggertsville West neighborhood is characterized by a density and diversity unique to a suburban location. Compared to the Town as a whole, its population is also younger. The lower average household income than that of the Town as a whole can partly be attributed to the higher percentage of renters and smaller household sizes and its proximity to the South Campus.
- Housing is some of the oldest in the Town; efforts should continue to focus on reinvestment in existing single-family structures and ensuring a stable base of homeowners.
- The close proximity of residential neighborhoods to the commercial district creates a strong foundation for a pedestrian-oriented neighborhood. However, it also presents challenges, as the potential impacts of commercial development, including noise, traffic, and lighting, need to be considered. Context, scale, and screening should be taken into account to ensure new development is a good fit with nearby residential areas. This is of particular concern along Bailey Avenue, where one side of the street is in residential use, and the other in commercial use.
- Existing zoning permits development that is out of scale with traditional-scale development and is of concern because of the prevalence of GB zoning. The GB district is intended for community-scale, automobile-oriented developments. Setbacks and other requirements, such as a front yard setback of 60 feet, make redevelopment at an appropriate scale and form difficult without extensive variances. This is especially true for small lots, which are prevalent throughout Eggertsville West.
- There are numerous parcels in residential use that are zoned commercial and are therefore considered legally non-conforming uses. These should be considered for rezoning to an appropriate residential district.
- Because residential use is in close proximity to commercial use, redevelopment – especially at a higher density – could prove problematic without adequate transitions and screening. This is especially evident along Marion Road, where commercial parcels span the full block depth and the transition to a single-family residential neighborhood is abrupt.

- Given the scale and character of nearby neighborhoods, accessibility to transit, and the area's location between the South and North campuses, opportunities may exist for new mixed-use development.
- Opportunities should be pursued to consolidate and remove unnecessary signage where possible. New signage should also be appropriately scaled and consistent with the neighborhood context.
- In order to maximize parking efficiency, shared parking opportunities should be pursued where possible.
- The aesthetics of the commercial corridors could be greatly improved through the addition of appropriately-scaled urban forms of landscaping, such as planters, trellises, and hanging baskets. Improved landscaping could also serve to screen parking areas and help ease the transition from residential neighborhoods to commercial areas.
- In cases where modifications are being made to existing buildings, improvements should be sought that address the visual and pedestrian deficiencies of the area, such as: screening of parking areas, clear definition of sidewalks and pedestrian pathways, improved signage and building materials, and additional landscaping.

Town of Tonawanda

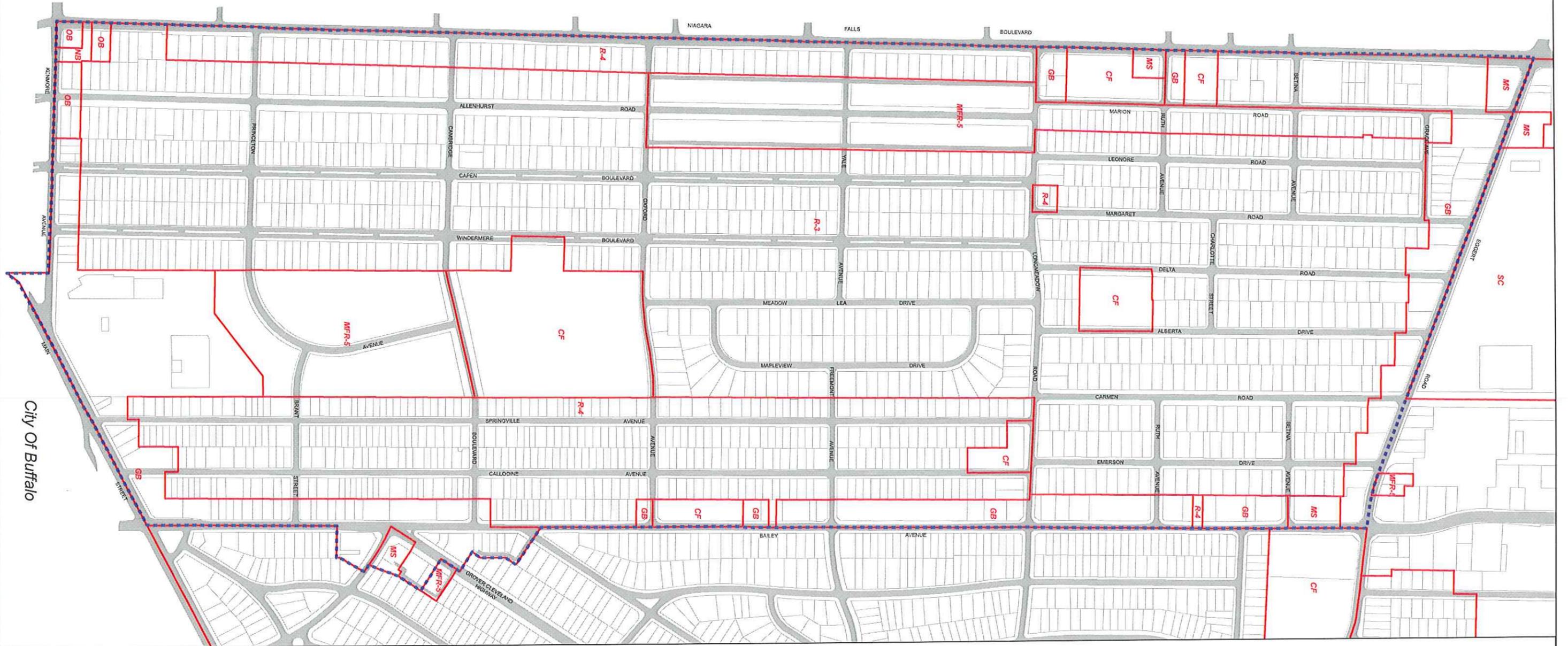


Figure 1

- Legend**
-  Project Boundary
 -  Existing Zoning
 -  Existing Parcels

EGGERSTVILLE - WEST
Commercial Zoning Review
Project Location & Existing Zoning

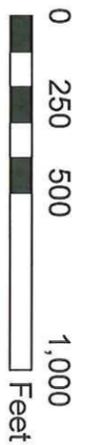
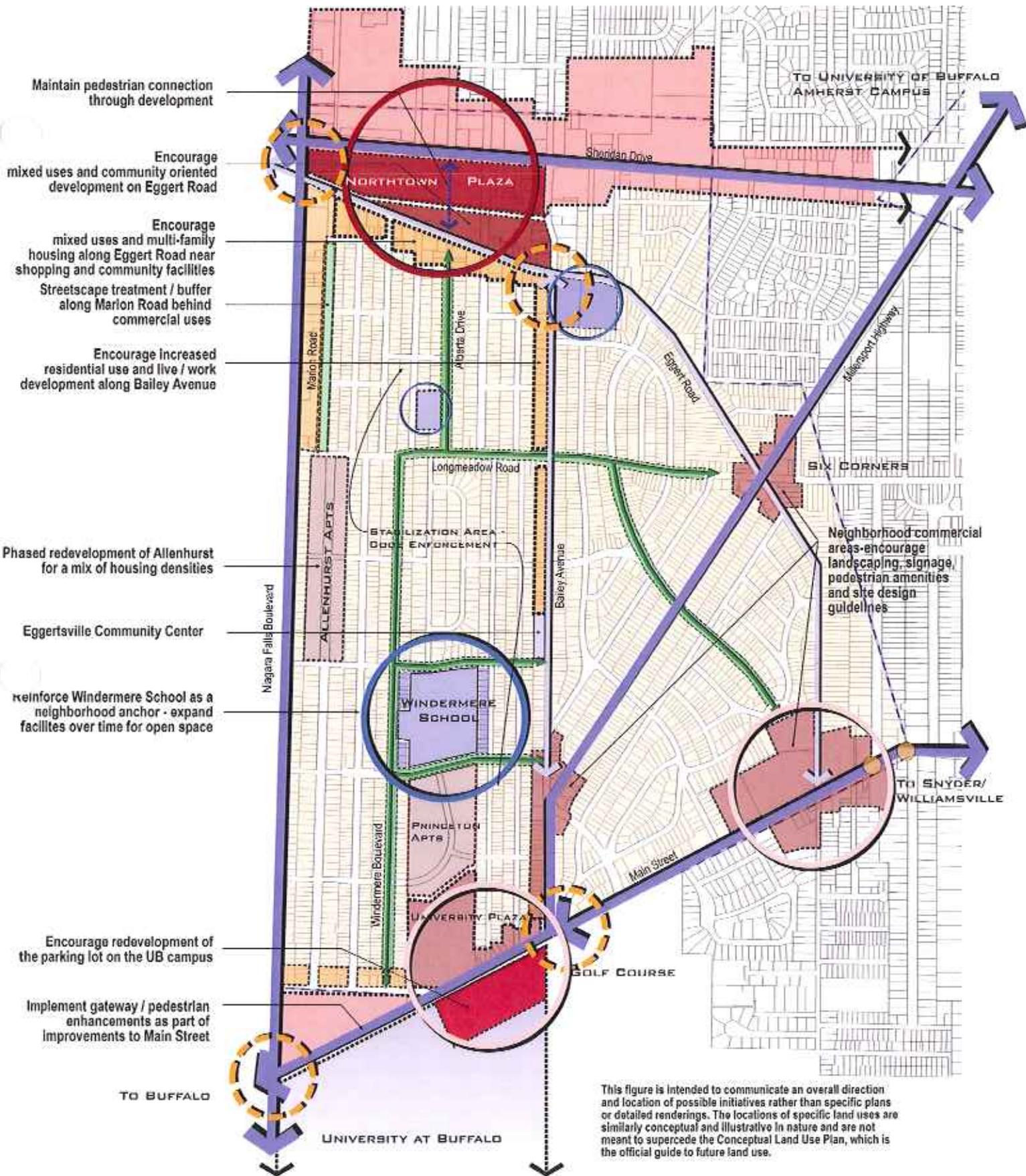


Figure 2

Eggertsville Focal Area Plan

Town of Amherst Bicentennial Comprehensive Plan



EGGERTSVILLE FOCAL PLANNING AREA - CONCEPT PLAN

March 2009

Figure 24

OWN OF AMHERST BI-CENTENNIAL COMPREHENSIVE PLAN

LEGEND

- Major arterial
- Minor arterial
- Neighborhood connector
- Multi-family residential
- Mixed-use

- Commercial development / mixed-uses
- Neighborhood commercial core / mixed-use
- Stabilize and maintain existing residential fabric
- Business / commercial area
- School / community facility
- Park / green space

- Gateway
- Neighborhood anchor / community service
- Regional commercial center
- Urban / "village" center
- Historic gates - restore where applicable & create lighting plan for Main Street

WALLACE ROBERTS & TODD, LLC

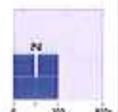
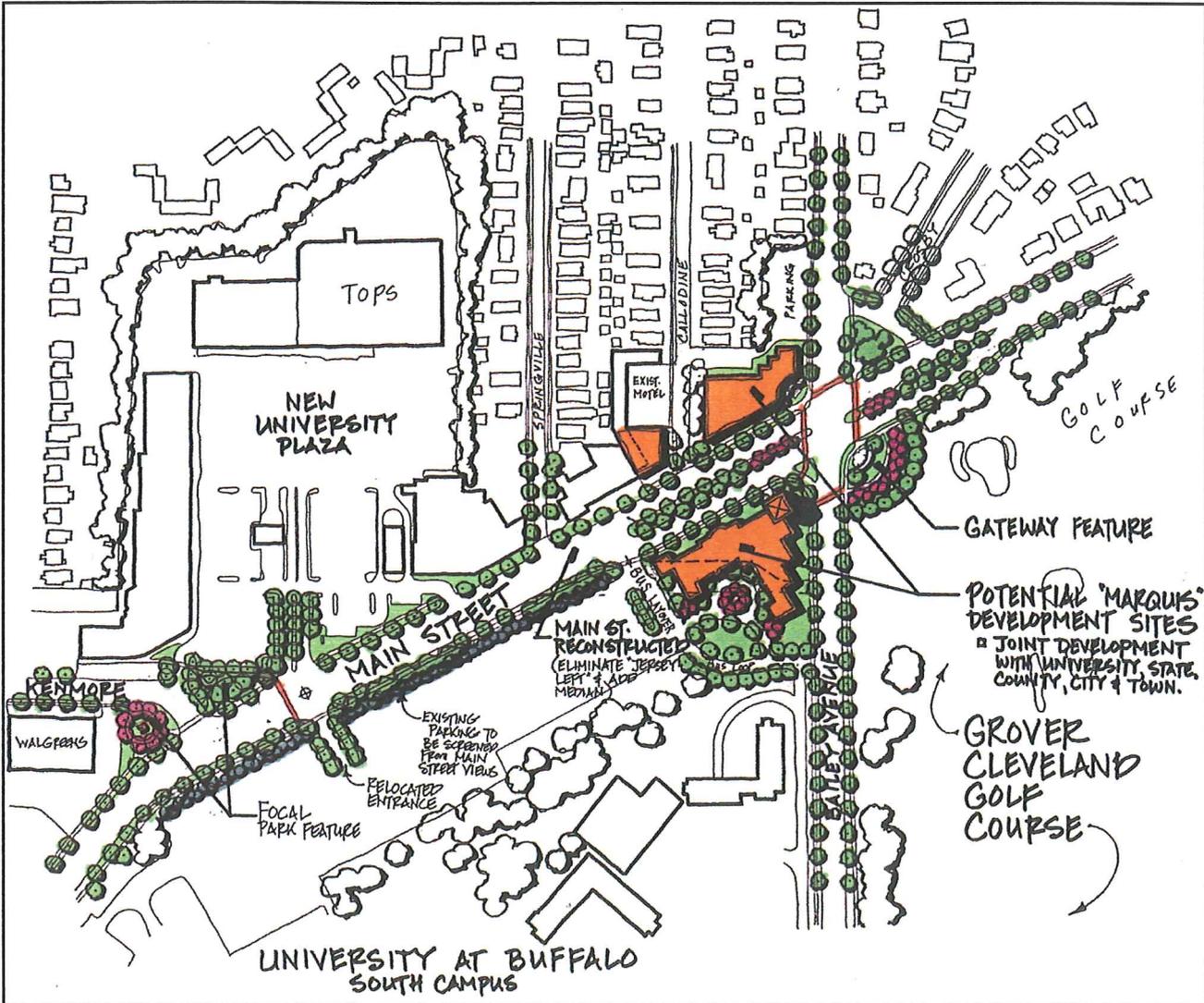


Figure 3

Main / Kenmore / Bailey Corridor Concept Plan

Eggertsville Action Plan



TOPS

NEW UNIVERSITY PLAZA

MAIN STREET

MAIN ST. RECONSTRUCTED
ELIMINATE JERSEY
LEFT & ADD
MEDIAN

EXISTING
PARKING TO
BE SCREENED
FROM MAIN
STREET VIEWS

RELOCATED
ENTRANCE

FOCAL
PARK FEATURE

UNIVERSITY AT BUFFALO
SOUTH CAMPUS

CALLAGHINE

PARKING

BUS LAGER

EATON AVENUE

GOLF COURSE

GATEWAY FEATURE

POTENTIAL 'MARKUS'
DEVELOPMENT SITES
□ JOINT DEVELOPMENT
WITH UNIVERSITY, STATE,
COUNTY, CITY & TOWN.

GROVER
CLEVELAND
GOLF
COURSE

WALGREENS

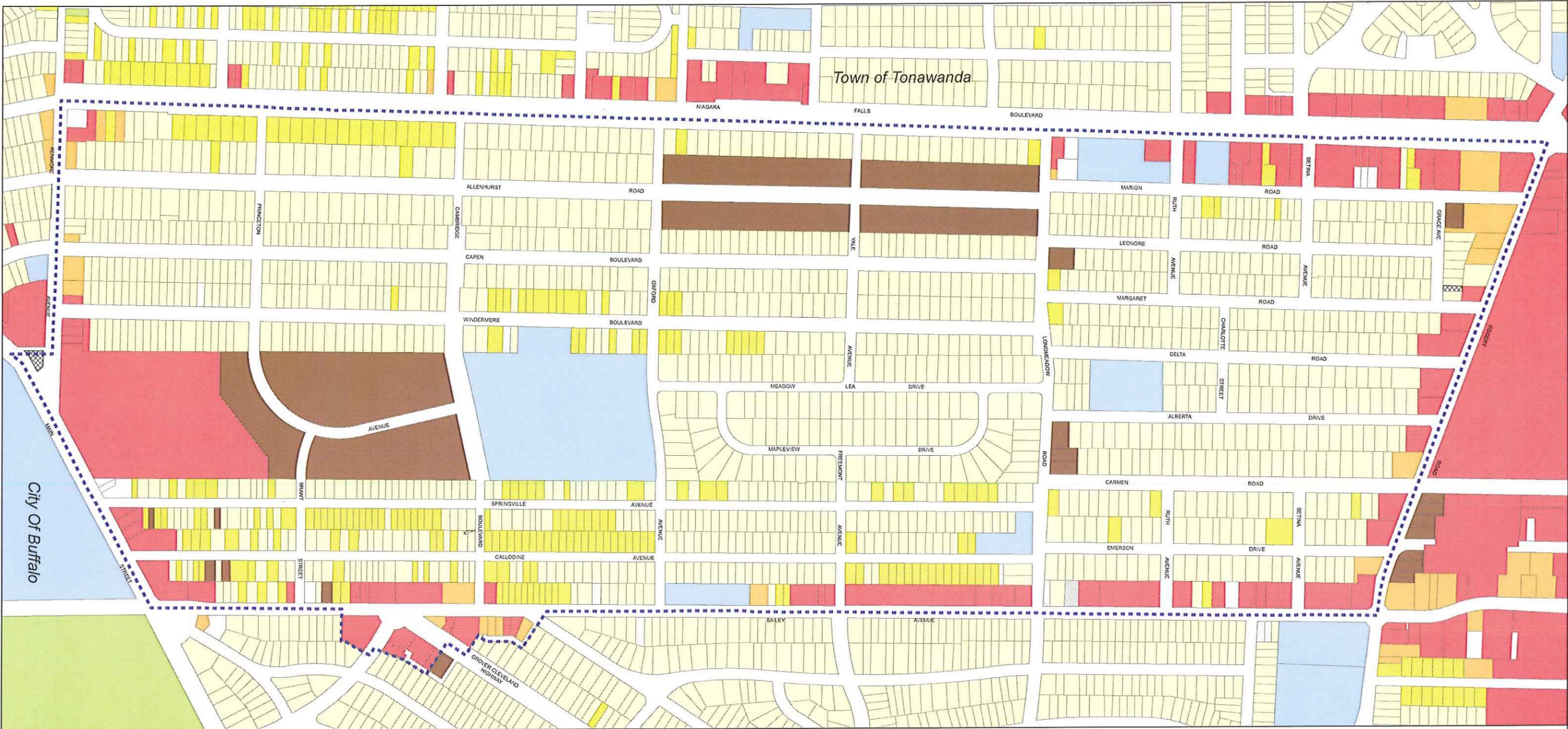


Figure 4

Legend

Project Boundary

Landuse

- Single-Family Residential
- Low Density Residential
- Medium Density Residential
- Office
- Commercial
- Industrial
- Public/Semi-Public
- Recreation and Open Space
- Utilities
- Vacant Land

EGGERSTVILLE - WEST
Commercial Zoning Review
Existing Land Use

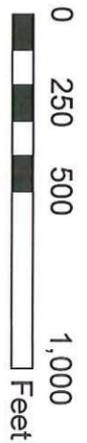




Figure 5

Legend
 Project Boundary
 Site Plan Location & Number

EGGERSTVILLE - WEST
Commercial Zoning Review
Recent Site Plan History



0 250 500 1,000 Feet

Prepared by the Town of Amherst Planning Department - October 2010