

September 21, 2026

Attn: Christopher Schregel, LSIT
Project Manager/Traffic Safety Coordinator
Town of Amherst Engineering Dept.
1100 N. Forest Road
Williamsville, NY 14221

Re: 2190-2220 Wehrle Drive Residential Development – Town of Amherst, NY
Response to ATSB Approval Memo dated August 6, 2026
Project No: 20254133.0002

Dear Mr. Schregel:

This letter is being submitted on behalf of Young Development Inc. in response to your Memorandum dated August 6, 2026. The site plan has been revised to include a two-way vehicular connection between the proposed site and property to the north connecting to Limestone Drive and ultimately Main Street. Additionally, the site plan now provides for 270 apartment units which is significantly fewer units, and consequently considerably less traffic, than the original plan which included 366 apartment units.

Trip Generation Comparison

The initial Traffic Impact Report (TIR) dated March 14, 2025 evaluated a site plan that included a connection to Limestone Drive with 366 apartment units. The March 14, 2025 TIR evaluated the intersections of Main St/Limestone Dr, Wehrle Dr/Spindrift Dr, and the two proposed site driveways on Wehrle Dr.

Subsequently, the site plan was revised to eliminate the connection to Limestone Dr and the size of the development was reduced to 332 apartment units. The TIR was updated (June 24, 2025) and the scope of the study was expanded to include the Wehrle Dr intersections with Garrison Rd (CR 289), Colonial Pkwy (Ingram Micro), Youngs Rd (CR 554), Spindrift Dr, George Karl Blvd, and Transit Rd (NY-78).

As noted above, the site plan has been revised again and now includes a two-way vehicular connection between the proposed site and property to the north connecting to Limestone Drive and ultimately Main Street. Additionally, the site plan now provides for 270 apartment units which is significantly fewer units, and consequently considerably less traffic, than the original plan which included 366 apartment units. **Table 1** provides a comparison of the trip generation for the various iterations of the TIR and site plan.

Table 1: Site Generated Trips

DESCRIPTION	ITE LUC ¹	SIZE	AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Multi-Family Housing (Low-Rise) March 14, 2025 TIR	220	366 units	33	104	112	66
Multi-Family Housing (Low-Rise) June 24, 2025 TIR	220	332 units	30	96	103	60
Multi-Family Housing (Low-Rise) September 2026 Site Plan	220	270 units	26	81	86	51
Note:						
1. LUC = Land Use Code.						

Thresholds for the Requirement of a Traffic Impact Report

Traffic reviewing professionals and government agencies, including the NYSDOT and ECDPW use guidelines in determining whether a project warrants the preparation of a TIS. The applicable guideline is that if a proposed project is projected to add 100 or more site generated vehicles per hour (vph) to an adjacent intersection during either peak study period, then that intersection should be studied for potential traffic impacts. If the proposed project is projected to add less than 100 site generated vph, a TIS is not warranted.

The previously determined trip distribution indicated that 28% of the site generated traffic will travel to/from Main St via Limestone Dr and 72% will travel to/from Wehrle Dr. Based upon projected trip generation data and the noted trip distribution, 77(99) peak hour trips are distributed to the two site driveways on Wehrle Dr during the AM(PM) peak hours respectively. Traffic then further distributes to the east and west on Wehrle Dr such that fewer than 60 trips are added to a single adjacent intersection during the peak hours studied. Therefore, the proposed project does not warrant a TIS.

Wehrle Dr/Garrison Rd Intersection

As noted in our previous response letter dated September 19, 2025, the volume of traffic that will be added to the Wehrle Dr/Garrison Road/Lehn Springs Drive intersection during the weekday peak travel periods by the proposed project is very low, it is our opinion that any additional analysis of the intersection related to the existing operating conditions is beyond the scope of this project.

The proposed project proposes to add ± 22 trips to the intersection during the AM peak hour and ± 29 trips to the intersection during the PM peak hour. Given that the total intersection volumes are 1,961 vph during the AM peak hour and 2,258 vph during the PM peak hour, the increased traffic related to the proposed project amounts to an overall increase of 1.1% during the AM peak hour and 1.3% during the PM peak hour. These minor increases will not result in a discernable change to the existing conditions and the scope of our firm's Traffic Impact Report was previously already increased to account for additional identified intersections in the vicinity of the Project Site.

It is also important to mention that the intersection of Wehrle Dr/ Garrison Road/Lehn Springs Drive is not located in the vicinity of the Project Site and the project will not result in any potentially significant traffic impacts at this intersection.

We acknowledge there may be some improvements at this intersection that can be realized by revising the traffic signal timings and/or phasing at the intersection, it is not the responsibility of the Applicant for the proposed project to provide that level of analysis given the small relative impacts of the proposed project.

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Potential Cut-Through on Oakwood Drive

Given that the site plan now includes a connection to Main St via Limestone Drive, any potential for site generated traffic to use Oakwood Drive as a cut-through route has been virtually eliminated. It is highly unlikely that site traffic, which will be comprised primarily of residents, would use Oakwood Dr rather than accessing the site directly via Limestone Dr or one of the site driveways along Wehrle Dr.

Please feel free to contact me directly with any questions.

Sincerely,



Amy C. Dake, P.E., PTOE
Senior Managing Traffic Engineer
adake@passero.com • 585-314-5078

cc: Scott Marshall, Principal Planner
Bryan Young, Young Development Inc.
Sean Hopkins, Esq., Hopkins Sorgi & McCarthy PLLC
Patrick Sheedy Jr., P.E., Carmina Wood Design

PROJECT DETAILS	
Project Name:	Uptown Apartments - 2026
Project No:	Type of Project:
Country:	City:
Analyst Name:	Built-up Area(Sq.ft):
Date:	Clients Name:
State/Province:	ZIP/Postal Code:
Analysis Region:	No. of Scenarios: 2

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		26	81	107
Scenario - 1	PM Peak	1	1	0		86	51	137

Scenario - 1

Scenario Name: AM Peak

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic :

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	270	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	26	81	107
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	26	81	0	0	26	81
	107		0		107	

Scenario - 2

Scenario Name: PM Peak

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic :

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 Urban/Suburban	Dwelling Units	270	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	86	51	137
Data Source: Trip Generation Manual, 11th Ed					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	86	51	0	0	86	51
	137		0		137	