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November 6, 2026

MEL Investors LLC
c/o Paul Bliss
6790 Main Street, Suite 100
Williamsville, NY 14221

Re: Multi-Family Development | Alternative Parking Plan
Joe McCarthy Drive, Amherst, NY
Project No: 20265416.0001

Dear Mr. Bliss,

The purpose of this technical letter is to provide a Parking Demand Assessment and Trip Generation analysis related to the proposed multi-family development project located at 220, 226, 232, 238, 244, 250, 262, 268, 274, and 292 Joe McCarthy Drive in connection with a request for the approval of an Alternate Parking Study per Section 7-1-7 of the Zoning Code. When evaluating the parking supply needs for the proposed project, our firm projected the parking demand using nationally accepted methodology developed by the Institute of Transportation Engineers (ITE) for similar developments, as documented by the ITE Parking Generation Manual (6th Edition) and a comparison to Town requirements, as set forth within Section 7-1-6A of the Town of Amherst's Zoning Code.

PROJECT DESCRIPTION

The project entails the construction of a multi-family development consisting of a 4-story, 48-unit multi-family building. All units are 2-bedroom. The site plan, dated April 20, 2026, provides 62 total parking spaces for the 48-unit building.

PARKING REQUIREMENTS PER MUNICIPAL CODE

Table 1 summarizes the municipal parking requirements (Section 7-1-6A). Code requirements suggest that while the townhomes satisfy municipal parking requirements, the 48-unit multi-family building has a deficit of 34 spaces.

Table 1: *Municipal Parking Requirements*

USE	SCHEDULE	BUILDING INFO	CALCULATION
Residential	2 per dwelling unit	48 units	96 spaces
Total			96 spaces

PARKING GENERATION

Parking generation rates published by the latest ITE *Parking Generation (6th Edition)* and ULI *Shared Parking (3rd Edition)* are typically used as the standard methodology to estimate baseline parking generation. **Table 2** summarizes the parking demand calculations based on Land Use Code (LUC) 221 – Multi-Family Housing – 2+ BR (Mid-Rise).

Table 2: *Parking Generation*

USE	SIZE	RATE	RESULT
Residential	48, 2-bed units	1.23	60
Total			60

The total anticipated parking demand based on the data presented in Table 2 is 60 spaces.

TRIP 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 (12th 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 AM and PM peak hours, represent a more critical volume when analyzing the capacity of the system; that interval will provide the basis of this analysis. The trip generation volumes were estimated using the number of dwelling units inside the 4-story multi-family building.

Table 3 shows the total site generated trips for full development of the site.

Table 3: *Site Generated Trips*

DESCRIPTION	SIZE	AM PEAK HOUR		PM PEAK HOUR	
		ENTER	EXIT	ENTER	EXIT
Multifamily Housing (Mid-Rise) (LUC 221)	48 units	3	10	13	7

The proposed project is expected to generate approximately 3 entering/10 exiting vehicle trips during the AM peak hour and 13 entering/7 exiting vehicle trips during the PM peak hour.

Considering the total supply of 60 spaces, it is Passero's professional opinion that there is adequate capacity to accommodate future needs.

Please contact me directly at (585) 314-5078 or via email at adake@passero.com if you have any questions or require additional information.

Sincerely,

Amy C. Dake

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

Attachments

7-1-6. Schedule of Parking Requirements.

A. Minimum Parking Requirements. Off-street parking facilities shall be provided in quantities not less than set forth in the following schedule:
[Amended 2-4-2008 by L.L. No. 1-2008]

Schedule of Parking Requirements	
OPEN USES	**Required Parking Spaces**
Agricultural use	1 per 2 employees on maximum shift
Resource extraction	1 per 2 employees on maximum shift
RESIDENTIAL USES	**Required Parking Spaces**
Attached dwelling	2 per dwelling unit
Dormitory, fraternity, sorority house	1 per 2 occupants
Manufactured home	2 per dwelling unit
Single-family detached dwelling	2 per dwelling unit, plus 1 per auxiliary unit
Two-family	2 per dwelling unit
PUBLIC AND CIVIC USES	**Required Parking Spaces**
Adult care facility	1 per employee, plus 1 per 3 units
Auditoriums, gymnasiums, theaters, public assembly not otherwise listed	1 per 3 seats or per 3 persons of posted capacity if permanent seats are not installed
Boardinghouse	1 per employee, plus 1 per bed
Cemetery, columbaria, mausoleum, memorial park	1 per 50 internment plots
Community residential facility, group home	1 per employee (minimum of 2 spaces for community residences and 5 for intermediate care facility), plus 2 per facility vehicles, plus 1 per client vehicle, plus 4 visitor spaces
Community service	1 per 200 sf
Convalescent or nursing home, dwellings for elderly persons (65 or older)	1 per 3 beds, plus 1 per employee
Day care center, child	1 per employee plus 1 per 8 persons of licensed capacity
Hospital	1 per bed, including emergency room and ambulatory surgery, plus 1 per employee
Medical/dental office or medical facility not otherwise listed [Amended 12-12-2022 by L.L. No. 22-2022]	1 per 150 sf of net floor area [Amended 1-16-2007 by L.L. No. 2-2007; 12-12-2022 by L.L. No. 22-2022]
Surgical Center/Treatment Facility [Added 12-12-2022 by L.L. No. 22-2022]	3.5 spaces per 1000 sf of net floor area
Parks or open space not otherwise listed	2 per acre, plus 1 per 250 sf of park building
Passenger terminal	1 per 300 sf

Schedule of Parking Requirements	
Place of worship	1 per 3 seats or per 3 persons of posted capacity if permanent seats are not installed
Public and semi-public buildings	1 per 200 sf floor area devoted to office use
School, nursery or primary	2 per classroom or as required for assembly areas, whichever is higher
School, post-secondary	1 per 2 classroom seats, plus spaces required for assembly area
School, secondary	1 per classroom, plus spaces required for assembly area
Social service institution	1 per 2 employees on maximum shift, plus 1 per 3 beds
Taxi dispatch center	1 per employee, plus 2 visitor spaces
Telecommunication facility	1 per service vehicle
Utility, minor	None
Utility not otherwise listed	1 per facility, plus 1 per 250 sf, plus 1 per fleet vehicle
COMMERCIAL USES	**Required Parking Spaces**
Athletic, swim or health club	1 per 2 persons of posted maximum capacity
Bowling alley	6 spaces per alley
Call center	1 per 100 sf
Car wash	1 space per 3 employees on maximum shift, plus 3 spaces per stall
Conservation, archery and gun clubs	Minimum 10 spaces
Dance, art, music or photo studio or classroom	1 per 75 sf of gross floor area devoted to activity
Funeral home or mortuary	20 per parlor
Go-cart track	2 per cart plus 1 per 60 sf of waiting area
Golf course	3 per hole, minimum 10 spaces
Golf driving range	1 per driving stall, plus spaces as required for retail activities
Hair, tanning, and other personal care services	2 per chair or operating station
Hotels, motels, tourist houses	1 space per room, plus 1 per 6 seats in restaurant/bar area, plus 1 per 5 persons of posted capacity in conference or meeting room
Indoor recreation not otherwise listed	1 per 250 sf of floor area devoted to activity, plus 1 per 3 seats or 3 persons of posted capacity if there are no seats
Miniature golf	1 per hole, plus spaces required for assembly space
Office, professional or not otherwise listed	1 per 200 sf of net floor area

Schedule of Parking Requirements	
Outdoor recreation fields (Football, soccer, baseball, bocce ball, etc.)	1 per 3 seats or per 3 recreation participants
Parking, commercial	1 space per employee on the maximum shift
Restaurant, take-out only	1 per 10 sf of take-out floor area [Amended 4-12-2010 by L.L. No. 2-2010]
Restaurant, bar, banquet hall, and dining area	1 per 3 seats, plus 1 per 100 sf for customer area or takeout
Retail sales and service not otherwise listed, not exceeding 2,000 square feet	7 per 1,000 sf of net floor area, minimum 5 spaces
Retail sales and service not otherwise listed, over 2,000 but less than 25,000 square feet	5.5 per 1,000 sf of net floor area
Shopping center and retail sales and service not otherwise listed (25,000 to 200,000 square feet)	5 per 1,000 sf of net floor area, plus 1 per 5 seats in sit-down restaurants and theaters
Shopping center and retail sales and service not otherwise listed (200,000 to 600,000 square feet)	5 per 1,000 sf of net floor area, plus 1 per 5 seats in theaters
Shopping center and retail sales and service not otherwise listed (over 600,000 square feet)	5.5 per 1,000 sf of net floor area
Swimming pool, club or spa	1 per 50 sf of gross floor area and pool area devoted to activity
Tennis club	3 per court
Self-service storage	1 per 5,000 sf of area devoted to storage
Vehicle repair	5 spaces per bay plus 1 space per employee
Vehicles sales or rental	2 per 300 sf of gross floor area plus 1 per 2 employees on maximum shift
Vehicle service, limited (Automobile collision and repair shop)	2 spaces per bay, rack, stall or pit with a minimum of 6 spaces
Vehicle sales and service not otherwise listed	1 per employee, plus 1 per 200 sf
INDUSTRIAL USES	**Required Parking Spaces**
Automobile junkyard	1 space per 2 employees on the maximum shift plus 10 spaces for customer parking
Industrial, heavy	1 space per employee
Industrial service, light	1 space per employee
Warehouse and storage occupancies	1 per 1,000 sf of gross floor area or 1 space per employee, whichever is greater
Waste-related service not otherwise listed	1 space per 2 employees plus 1 space per vehicle used in operation
Wholesale trade	1 space per employee

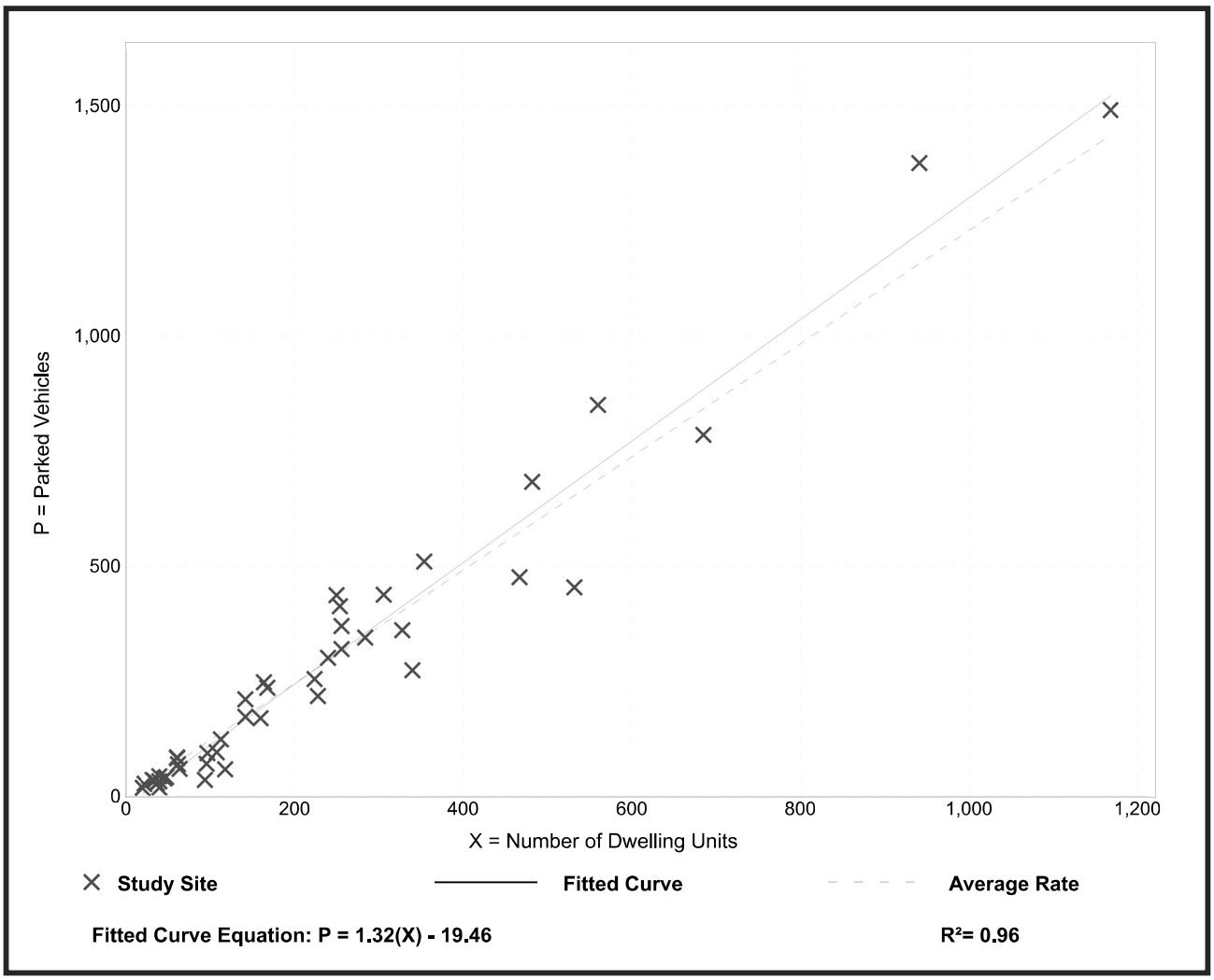
Multifamily Housing - 2+ BR (Mid-Rise) - Not Close to Rail Transit
(221)

Peak Period Parking Demand vs: **Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
Avg. Num. of Dwelling Units: 231

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.23	0.39 - 1.75	0.98 / 1.45	1.15 - 1.31	0.27 (22%)

Data Plot and Equation



Parking Generation Manual, 6th Edition ● Institute of Transportation Engineers

PROJECT DETAILS

Project Name:	Joe McCarthy Drive	Type of Project:	Multi-Family Development
Project No:	20265416.0001	City:	Amherst
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Amy Dake	Clients Name:	
Date:	11/5/2026	ZIP/Postal Code:	
State/Province:	**New York**	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 Hour	1	1	0		3	10	13
Scenario - 2	PM Peak Hour	1	1	0		13	7	20

Scenario - 1

Scenario Name: AM Peak Hour
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%	
221 - Multifamily Housing (Mid-Rise) - Not Close	General	Dwelling Units	48	Weekday, Peak Hour of	Best Fit (LIN)	3	10	13
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.42(X) - 7.77	23%	77%	

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 (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	100	100	1	1	23	77

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 (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	3	10	0	0	3	10
	13		0		13	

Scenario - 2

Scenario Name: PM Peak Hour
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%	
221 - Multifamily Housing (Mid-Rise) - Not Close	General	Dwelling Units	48	Weekday, Peak Hour of	Best Fit (LIN)	13	7	20
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.36(X) + 3.07	64%	36%	

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 (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	100	100	1	1	64	36

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 (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	13	7	0	0	13	7
	20		0		20	