



August 17, 2026

Urban Edge Properties
61-35 Junction Blvd
Rego Park, New York 11374

ATTN: Joseph DeGiorgio

RE: Amherst Commons
3050 Sheridan Drive
Town of Amherst, Erie County, NY
Trip Generation Letter

Dear Mr. DeGiorgio:

This letter summarizes the traffic analysis conducted to project the PM weekday and Saturday midday peak hour vehicle trips associated with the proposed redevelopment of an outparcel in Amherst Commons Shopping Plaza. The proposed development consists of a single four-unit retail strip plaza totaling 10,890 square feet.

Existing Site

The project site is currently occupied by a 20,000-square-foot Pep Boys store with frontage along Niagara Falls Boulevard (US Route 62).

The site is served by two existing driveways. One access point is located along the northern property line near the northwest corner of the parcel, while the second is located near the southwest corner along the western property line. Access to Niagara Falls Boulevard is provided via a partially controlled right-in/right-out unsignalized driveway.

Project Description

The proposed redevelopment includes demolition of the existing Pep Boys building and construction of a 10,890-square-foot retail strip plaza containing four tenant spaces. Existing driveway locations will remain and will be enhanced with improved site circulation and access delineation.

The site plan provides a total of 48 parking spaces, including four ADA-accessible spaces. Additional project details are provided in **Attachment A**.



Trip Generation

Trip generation estimates were developed using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition*. To represent the proposed retail development, trip generation rates for **Land Use Code (LUC) 822 – Strip Plaza (<40,000 SF)** were applied based on the proposed gross floor area. Where fitted curve equations were unavailable, average trip rates were used.

The projected trips for the proposed development are summarized below.

Table 1 – Trip Generation Summary (Land Use Code 822)

Land Use	Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
LUC 822 – 10,890 SF						
Primary Trips	41	40	81	37	36	73

Based on the ITE methodology, the proposed development is expected to generate approximately **81 trips during the weekday PM peak hour** (41 entering, 40 exiting) and **73 trips during the Saturday midday peak hour** (37 entering, 36 exiting). Supporting trip generation calculations are included in **Attachment B**.

To evaluate the redevelopment's traffic impact, trip generation estimates for the existing Pep Boys store were developed using **Land Use Code (LUC) 943 – Automobile Parts and Service Center** and compared to the proposed retail plaza.

Table 2: Trip Generation Comparison Summary Table

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Existing Development (Pep Boys) (LUC 943 – 20,000 sf)	16	25	41	*16	*25	*41
Proposed Development (LUC 822 - 10,890 sf)	<u>41</u>	<u>40</u>	<u>81</u>	<u>37</u>	<u>36</u>	<u>73</u>
Difference	+25	+15	+40	+21	+11	+32

* No Saturday trip generation is available; therefore PM Peak rates are used.

The proposed redevelopment is expected to generate **40 additional trips during the PM peak hour** and **32 additional trips during the Saturday midday peak hour** compared to the existing Pep Boys store.



Summary and Conclusions

Based on the trip generation analysis, the proposed 10,890-square-foot retail strip plaza is anticipated to result in additional traffic compared to the existing use of the site. Specifically, the redevelopment is projected to generate:

- **40 additional PM peak-hour trips** (25 more entering and 15 more exiting vehicles); and
- **32 additional Saturday midday peak-hour trips** (21 more entering and 11 more exiting vehicle).

Accordingly, the proposed redevelopment is expected to modestly increase PM and Saturday midday peak-hour traffic volumes at the site relative to current conditions.

If you have any questions or require additional information, please feel free to contact me.

Sincerely,
T. Y. Lin International, Engineering and Architecture, P.C.

A handwritten signature in blue ink that reads 'Christine Bianchi'.

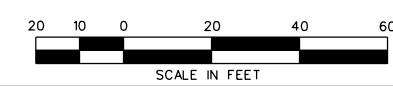
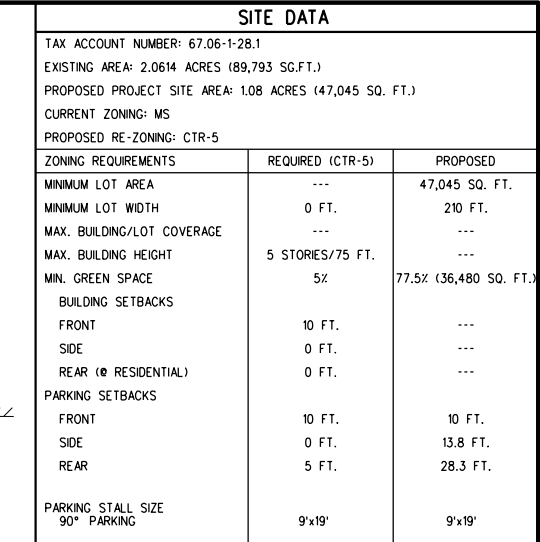
Christine Bianchi, PTP
Transportation Engineer
585.512.2051

Enclosures

Attachment A

Site Plan

TYLin

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Attachment B

Trip Generation Calculations

TYLin

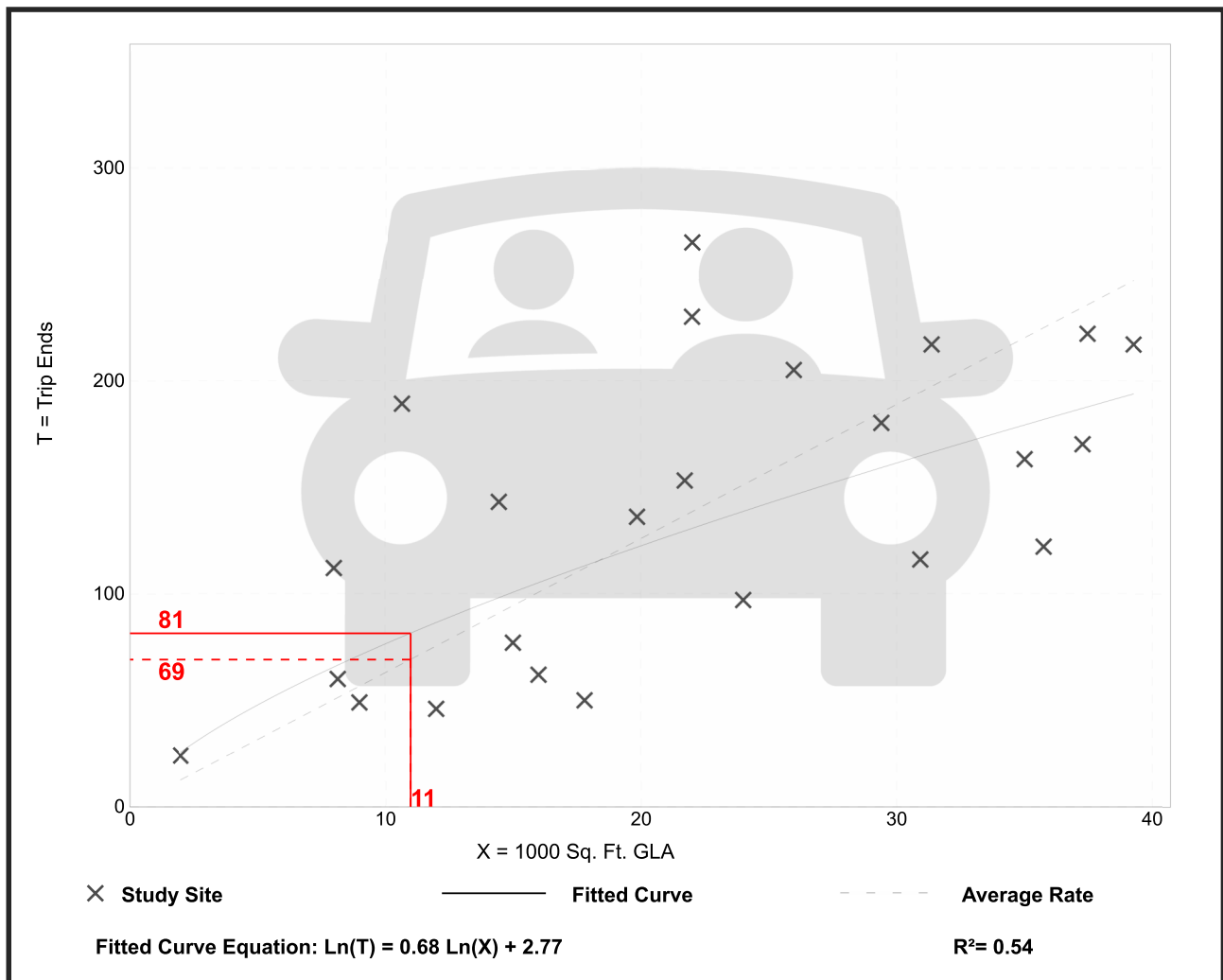
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 24
 Avg. 1000 Sq. Ft. GLA: 22
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2.81 - 17.72	3.02

Data Plot and Equation



Strip Retail Plaza (<40k)

(822)

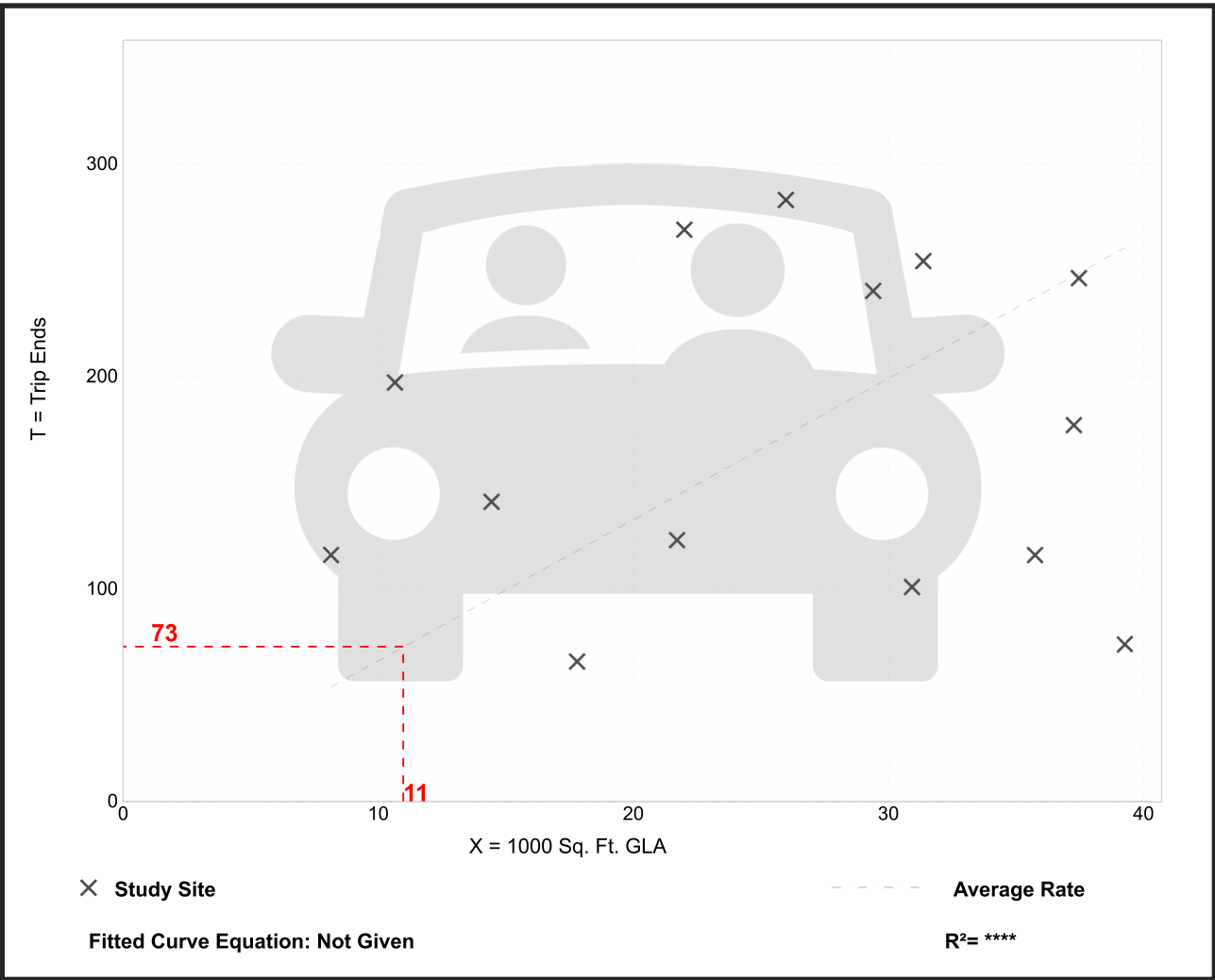
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GLA: 26
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.63	1.88 - 18.48	3.99

Data Plot and Equation



Automobile Parts and Service Center (943)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.06	0.32 - 13.54	1.97

Data Plot and Equation

