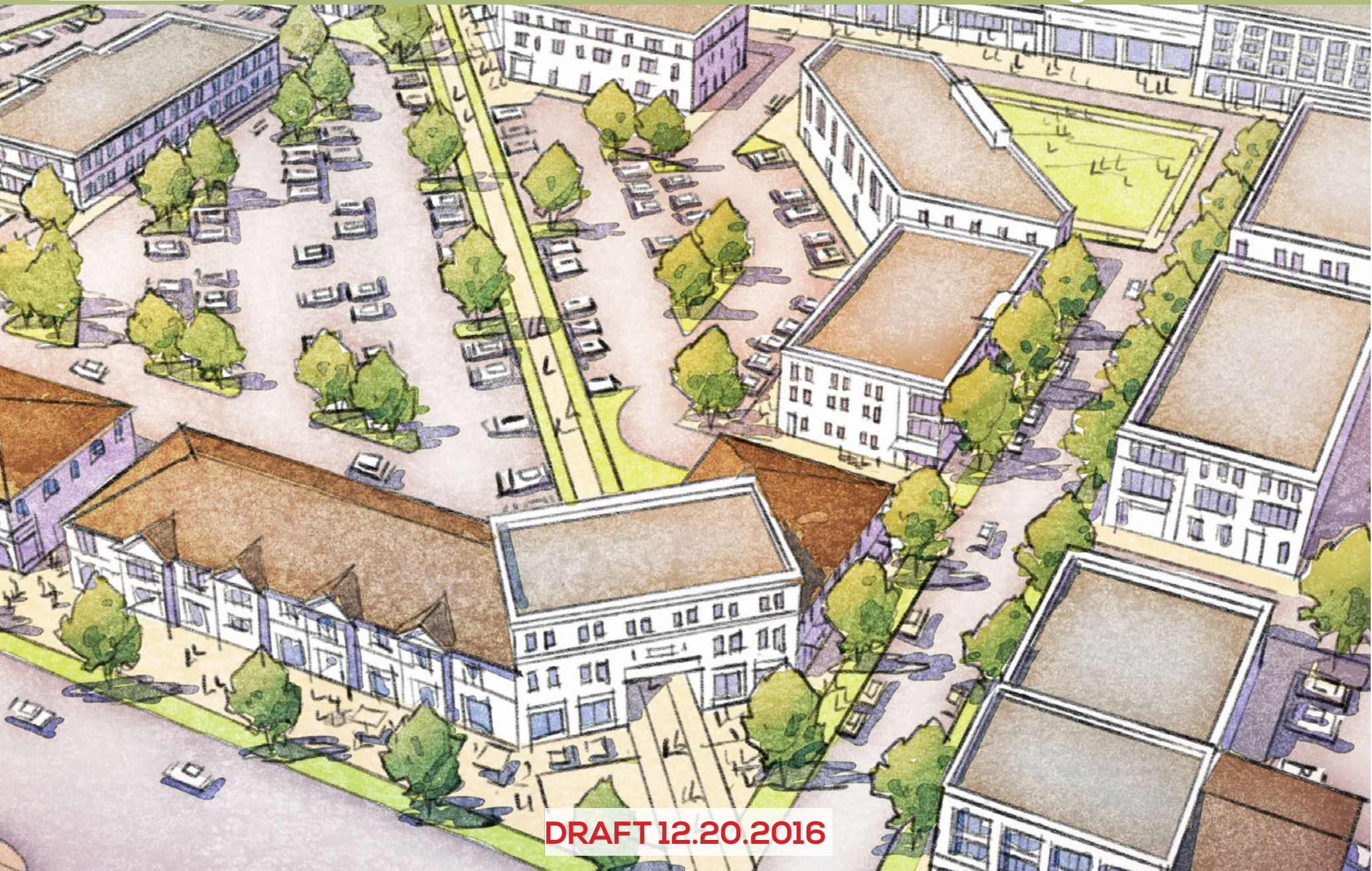




# CHARRETTE SUMMARY REPORT

## Mixed Use Activity Center Plan and Zoning



**DRAFT 12.20.2016**





NYSERDA provided \$161,250 towards the project through Governor Cuomo's Cleaner, Greener Communities program.

#### **AMHERST TOWN BOARD:**

Barry A. Weinstein, Supervisor  
Steven D. Sanders, Deputy Supervisor & Councilmember  
Ramona D. Popowich, Councilmember  
Deborah Bruch Bucki RN, PhD, Councilmember  
Francina J. Spoth, Councilmember

#### **PROJECT WORKING COMMITTEE:**

Planning Board (Committee Chair): Dal Guiliani  
Planning Board: Dan Ulatowski  
Planning Board: Steve Herberger  
Town Board Liaison: Ramona Popowich  
Amherst Conservation Advisory Council (ACAC): Ellen Banks  
Zoning Board of Appeals: Duncan Black  
Zoning Board of Appeals: Gary Palumbo  
Village of Williamsville: Brian Kulpa  
Homeowners Organization: Jane Woodward  
Homeowners Organization: Frank Pasztor  
Homeowners Organization: Jim Cwierley  
Small Business Owner: Bob White  
Developer: Carl Montante, Jr.  
Developer: David Chiazza

#### **TECHNICAL REVIEW COMMITTEE:**

Planning Director (Chair): Rick Gillert  
Assistant Planning Director: Gary Black  
Building Commissioner: Brian Andrzejewski  
Building Department: Bill Pidgeon  
Amherst Industrial Development Agency: David Mingoia  
GBNRTC: Kelly Dixon  
Erie County Dept. of Environment and Planning: Mark Rountree  
University at Buffalo Regional Institute (UBRI): Bart Roberts

#### **TOWN STAFF:**

Eric Gillert, Planning Director  
Gary Black, Assistant Planning Director  
Dan Howard, Associate Planner  
Kimberly Schueler, Assistant Planner  
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#### **CONSULTANT TEAM:**

Code Studio | Project Lead  
Common Ground Design | Urban Design  
Zanetta Illustration | Illustrations  
Home Run Creative | Public Outreach

#### **SPECIAL THANKS TO:**

Riverside Mens Shop, Audubon Association, Main Transit Fire Hall,  
Staff at the Harlem Road Community Center, the Amherst Industrial Development Agency

*....and all the people that participated during the charrette week!*



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# INTRODUCTION

1

PART





# BACKGROUND

## PROJECT HISTORY

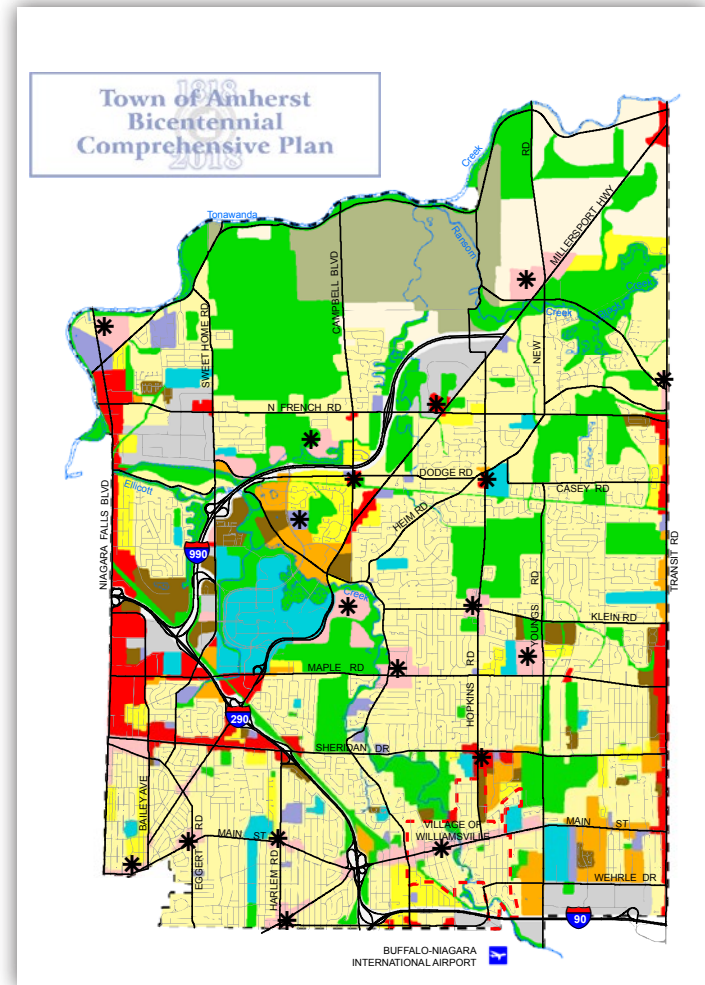
Imagine Amherst is a project to improve commercial and mixed use areas in the Town so that they work with the character of surrounding neighborhoods and encompass the vision that residents desire. The project aims to update the Town's Comprehensive Plan and Zoning Code, which are not capable of producing the type of mixed use development desired by the Town or its residents.

The Town of Amherst encompasses a spectrum of neighborhoods ranging from traditional first ring suburbs built around former streetcar lines on Main Street like Eggertsville, Snyder, and Williamsville, to more sprawling residential, commercial, office and campus developments. As the Town has continued to build out and the preferences of residents and employers change, the emphasis has turned from developing "greenfields" to redeveloping older, underutilized "greyfields" into mixed use, walkable centers that offer a live, work, learn and play environment.

This trend towards mixed use and walkable neighborhoods is heavily influenced by demographic trends and the emerging influences of younger residents, recent

regional planning initiatives such as One Region Forward that encourages investment and growth in developed areas, and by the development community who are increasingly investing in walkable neighborhoods. This is apparent regionally in the continued investment in Downtown Buffalo, Buffalo Niagara Medical Campus, Larkinville, Elmwood Village and many other locations. The recent influx of mixed use development along Sweet Home Road adjacent to the University of Buffalo and areas in and around Williamsville reflect this trend. Additional opportunities are sure to evolve throughout the Town as market conditions warrant, especially if Metro Rail or another new public transit option is extended into Amherst, creating transit-oriented development opportunities.

The Town has a long history of community planning dating from preparation of its first comprehensive plan in 1955 to the development of the Bicentennial Comprehensive Plan that was adopted in 2007. Since the first Plan was formed, the emphasis of development in the Town has shifted from undeveloped "greenfields" to the revitalization of existing commercial centers.



**Conceptual Land Use Plan.** Future character for the various types of commercial centers is not well described in the Bicentennial Plan. Center types are not well defined and the Plan does not describe the urban form of new development, or provide a vision for the future of centers beyond their land use.



The Bicentennial Comprehensive Plan sought to guide this trend through a vision and values that emphasized the importance of balancing quality-of-life and aesthetics with continued growth through high-quality forms of development. Following completion of a draft version of the Plan in 2003, the Town initiated a comprehensive review and update of its development regulations. The Town adopted significant revisions to the Zoning Code in 2006.

Since their adoption in 2006, the new regulations have been challenged by a development community whose projects require greater flexibility than the Zoning Code allows and has resulted in requests and approval for multiple variances from development regulations for a variety of projects. In addition they have fueled a growing “tension” between planning that allows for flexibility in land use and form, and regulations that ensure predictability and certainty of development and review processes.

Many have conceded that a number of recent approvals are out of character with local commercial areas and adjacent single-family

neighborhoods. To this end, refinements are needed to the Comprehensive Plan and the Zoning Code, especially as it relates to commercial areas where a “one size fits all” approach that applies a single zoning district anywhere in the Town needs replacement with regulations that are sensitive to the varying contexts of the community and the need for more successful transitions to nearby residential neighborhoods.

## WHAT IS A CHARRETTE?

To effectively engage the community in expressing their ideas and desired outcomes for the future of commercial and mixed use centers, a public participation charrette was held September 24 through 28, 2016 at the Harlem Road Community Center.

A charrette is a series of public workshops held on-site over a short period of time and includes a variety of stakeholders and participants. Charrettes offer a very effective way to focus citizen participation. The hands-on nature of a charrette, the opportunity to interact with differing perspectives and the short feedback loops allow issues to be identified and resolved early on in the process. When participants see their ideas

incorporated into conceptual designs, they recognize their concerns are being addressed and can take ownership in the concepts being developed. Participants often see their desires for their community are remarkably similar to those of other residents. In addition, a charrette provides an educational opportunity for all attendees. By spending a week in Amherst and hearing from local residents and business owners the consultant team is able to gain a clearer understanding of the community over a very short period of time.

This report is intended to document the charrette and present the vision and illustrative material prepared during the week. Following public consideration of this report, new Plan and Zoning Code recommendations will be prepared.

The Amherst Charrette provided stakeholders with a forum to introduce, refine, and discuss design concepts to help guide future development of commercial and mixed use centers. Amherst’s centers vary by scale and function. Their location also plays a significant role in shaping the size and character of buildings and parking areas. This is a reason that a “one size fits all”



zoning category is ineffective in providing satisfactory transition to surrounding areas. To organize the Charrette, the Project Committees and Consultant defined 5 types of commercial centers that are typical of those located within the Town and identified 5 existing centers that were representative of those types. The five centers were employed as pilot study areas; places to develop and test various physical design concepts within actual neighborhoods.

The designs presented on the following pages are not intended to represent plans for specific areas. They are intended to be used to model and present alternative ways that commercial centers throughout the Town might be redeveloped and better complement the surrounding neighborhood. In addition, the planning and zoning solutions developed for one type could be applied to similar centers elsewhere in the Town. The following are the Commercial Center types and characteristics.

**Deep/large parcels.** These areas include parcels over 250 feet in depth from the major roadway. The majority of these parcels are currently occupied by a combination of large footprint buildings (60,000+ square feet) and substantial expanses of parking lot. Examples include portions of Niagara Falls Boulevard, Sheridan Drive and Transit Road. Sites that

accommodate this scale of development are likely to be considered Regional Centers based on the current Plan designations.

**Shallow corridor parcels.** These areas include parcel depths under 250 feet, and the most challenging are around 150 feet in depth. In most cases, they are one-half block deep along a corridor. These sites often immediately abut residential areas along their rear lot line. Examples include Bailey Avenue, portions of Transit Road, portions of Niagara Falls Boulevard, portions of Sheridan Drive and Maple Road. These shallow parcels typically accommodate smaller structures and limited parking.

**Williamsville edge parcels.** These areas lie to the east and west of the Village along Main Street. They serve as a transition from the increasingly compact, urban "downtown" area and more auto-oriented and suburban forms of development. A consensus on the allowed heights in these areas, and their appropriate center type must be worked out in the course of this project. This challenge highlights the fact that the Comprehensive Plan should provide additional guidance regarding the character of these centers.

**Traditional node.** Traditional nodes are found in the older portions of the Town. Buildings are typically pulled up to the street, with

parking to the rear. Examples of these areas are included in the Comprehensive Plan, such as Eggertsville and Snyder (designated as Traditional Centers according to the current Plan).

**New (suburban) node.** These areas lie in the newer, central portion of the Town where development has occurred primarily since the 1970s. They are primarily focused on neighborhood- serving uses such as convenience retail. Examples include Clearfield Plaza, the center at Dodge and Hopkins Road and the Getzville Plaza on Millersport Highway. These areas are either Community Centers or Neighborhood Centers in the current Plan, depending on the size of their current tenants.

## SELECTED PILOT CENTERS

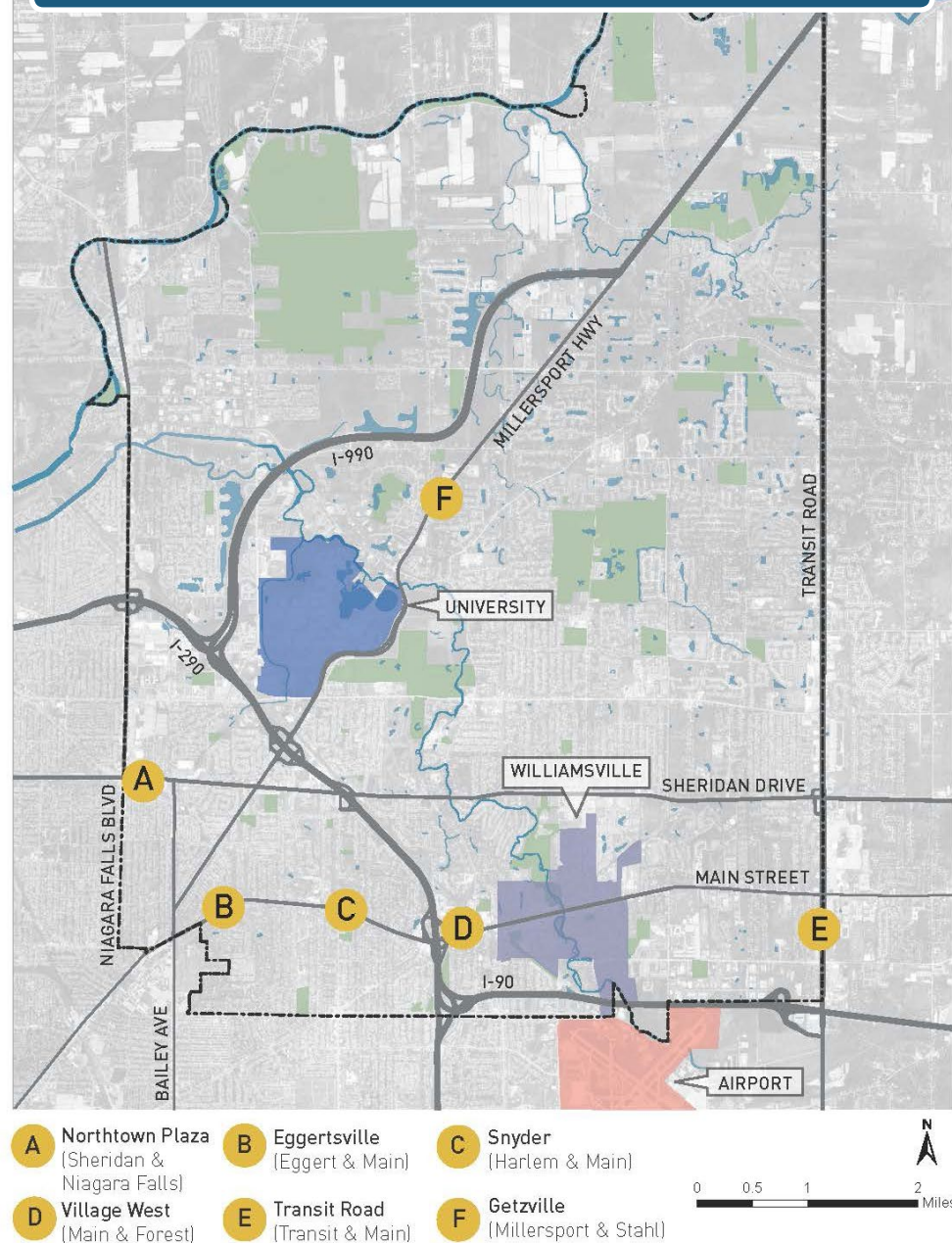
In order to be certain new planning and zoning concepts would work in a variety of commercial and mixed used settings throughout the Town, the Charrette focused on testing the center types on real sites. Testing included the preparation of a future land use plan, a physical master plan, and a “birds” eye illustrative concept for each selected site.

For the purposes of the Charrette, the following pilot centers were chosen as representative examples for each type.

- » Deep/large parcels: Northtown Plaza.
- » Shallow corridor parcels: Transit Road (south of Main Street).
- » Williamsville edge parcels: West of Village.
- » Traditional Node: Snyder, Eggertsville.
- » New (suburban) node. Getzville Plaza.

Amherst has over 50 commercial and mixed use centers located throughout the Town. The planning and zoning concepts developed for the center types and pilot centers will be used by planners and stakeholders to formulate new zoning provisions that can be applied in similar centers throughout the Town.

In order to be certain new planning and zoning concepts would work in a variety of commercial and mixed used settings throughout the Town, the Charrette focused on testing work on real sites in the community.





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# THE PROCESS

# 2

PART





# CHARRETTE OUTREACH

## PROJECT WEBSITE

A website, [www.imagineamherst.com](http://www.imagineamherst.com), was established at the onset of the project. The website is used to post documents, drawings and general information before, during and after key public events. Questions and comments can also be submitted on the website. In September, the website experienced 417 visits, averaging 3 minutes per visit.

## SOCIAL MEDIA

In addition to the website, project-specific Twitter and Facebook accounts were created:

» [@ImagineAmherst](https://twitter.com/ImagineAmherst)

» [facebook.com/ImagineAmherst](https://facebook.com/ImagineAmherst)

Social media is used to provide additional outreach to Twitter and Facebook users. Users also have the ability to comment and share posts. Currently, the project has 24 Twitter followers and 171 Facebook likes.

To date, the project has reached 17,926 people through Facebook and has a total of 1,629 post engagements.

## PROMOTIONAL MATERIAL

Promotional materials have been used in a variety of ways to solicit public input and participation, such as:

- » All property owners within 600 feet of each pilot center received a letter notifying them of key charrette events;
- » "Save the date" flyer's were distributed at numerous locations and events.
- » Posters and charrette schedules were distributed to local businesses within each pilot center.
- » Stakeholder and homeowner association groups received meeting announcements via emails;
- » A press release was written to inform local media outlets about the project and encourage them to cover the Charrette.

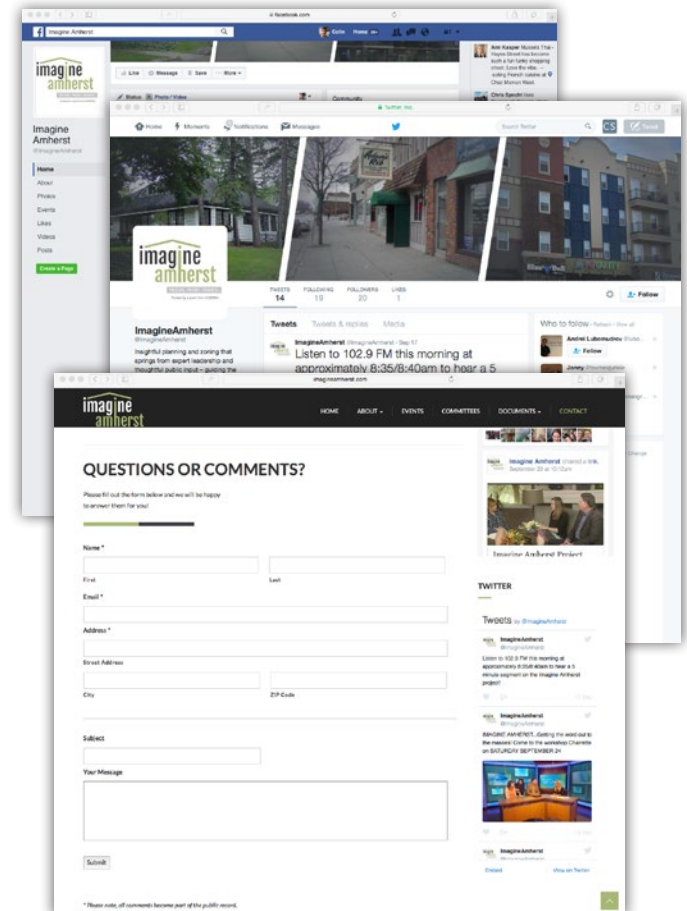
A number of media outlets covered the project. This coverage can be found on the project's Twitter and Facebook pages. News outlets and organizations that covered the project include:

- » AM Buffalo WKBW Channel 7;
- » "WNY Living" WGRZ Channel 2;
- » Amherst Bee; and
- » 102.9 FM.

## BUS TOUR

On July 20, 2016 Town staff and some Project Working Committee members conducted a bus tour of several commercial centers in the Town with Town residents. The

Town posted an open invitation to anyone who was interested in participating in the tour; 37 people took the tour, 28 were new to the project. An introductory video was developed to help orient participants to the architectural and bulk/yard characteristics of centers visited. Town staff functioned as tour guides. An important objective of the tour was to encourage and prepare community stakeholders for the Charrette.



# Save the Date.

» We need your input at the Charrette Event.

September 24-28

» The public is invited to provide input at a variety of workshops and events. Watch for upcoming details on our website.

For questions about the event call: **631-7051**

Join the Conversation  
ImagineAmherst.com

facebook twitter instagram

**imagine amherst**  
COMMUNITY PLANNING DEPARTMENT

Save the Date

## Charrette Event September 24-28

A "Charrette" is a hands-on neighborhood design workshop that consists of a presentation from the Town of Amherst's Planning Department, public input and the development of the recommendations for changes to the code to present to the Town Board. Facilitated by Code Studio, the project's leader, the workshop will focus on 4-6 pilot sites.

**The tentative schedule includes:**  
\*All locations are TBA, check the website for details

<b>Saturday 9/24</b> Hands-On Neighborhood Design Workshop 9:00am - 12:30pm	<b>Monday 9/26</b> Drop-In Open House 6:00 pm - 8:00 pm
<b>Sunday 9/25</b> Open Design Studio 9:00 am - 7:00 pm	<b>Tuesday 9/27</b> Open Design Studio 9:00 am - 7:00 pm
<b>Monday 9/26</b> Open Design Studio 9:00 am - 5:00 pm	<b>Tuesday 9/27</b> Lunch & Learn NOON - 1:00 pm
<b>Monday 9/26</b> Lunch & Learn NOON - 1:00 pm	<b>Wednesday 9/28</b> Work-In Progress Presentation 7:00 pm

Join the Conversation  
ImagineAmherst.com

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**imagine amherst**  
COMMUNITY PLANNING DEPARTMENT

## Have your say in the future of Amherst with the "ImagineAmherst" project

BY: Frank Pacella  
POSTED: 11:55 AM, Sep 18, 2016  
UPDATED: 10:29 AM, Sep 21, 2016  
TAGS: amherst | imagine amherst

**IMAGINE AMHERST PROJECT  
TOWN OF AMHERST PLANNING DEPARTMENT**

10:44

# Save the Date.

» We need your input at our Charette Event.

September 22-28

» Take an Amherst Imagineers Bus Tour

We're looking for community members, homeowners, and area business people to tell us how they imagine Amherst.

For more information call: **631-7051**

Join the Conversation  
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Think, know and contract a snowplow today. See this week's classifieds.

**SPORTS ■ Page 21**  
James McGuire has been appointed Village Glen's new 10-and-under director of tennis.

## By the numbers: factoring inflation, population, area salaries

by KEATON T. DEPREIST  
Associate Editor

The Town Board during its meeting on Sept. 8 was met with some public criticism after it approved a proposal to raise salaries for elected officials in the 2017 budget. (See editorial on page four). The proposed salary hikes are for the following positions:

- Supervisor, from \$75,000 to \$105,000
- Deputy supervisor, from \$32,000 to \$40,000
- Council member, from \$25,500 to \$35,000
- Town clerk, from \$65,000 to \$82,000
- Highway superintendent's total compensation, including stipends, from \$97,000 to \$100,000
- Town justice, from \$96,700 to \$102,000

As a result of the approval, the proposed salary figures will be included in the supervisor's preliminary 2017 budget, which should be released to the public by the end of the month. In an attempt to provide residents with as many facts surrounding the controversy as possible, The Bee re-

**ELECTED OFFICIALS 2016 PAY COMPARISONS**

Position	Amherst	Clarence	Cheektowaga	Town of Tonawanda
<b>COUNCILMEMBERS</b>				
TOWN OF TONAWANDA (4)	\$19,467			
CLARENCE (4)	\$23,436			
CHEEKTOWAGA (6)	\$20,680			
AMHERST (4)	\$25,500			
<b>TOWN CLERKS</b>				
TOWN OF TONAWANDA	\$66,900			
CLARENCE	\$60,887			
CHEEKTOWAGA	\$60,960			
AMHERST	\$65,000			
<b>SUPERVISORS</b>				
TOWN OF TONAWANDA	\$63,775			
CLARENCE	\$76,537			
CHEEKTOWAGA	\$75,140			
AMHERST	\$75,000			

2016 Salaries of Elected Officials

searched the inflation of the U.S. dollar from the point of elected officials' previous raise, the population of communities bordering Amherst and the 2016 salaries of elected officials in those communities. While all the raises are de-

tailed above, the below information centers on the proposed pay increases for supervisor, town clerk and the four council members in Amherst.

**Inflation adjustments**  
According to Robert McCarthy, director of human resources for the town, the last time the positions of supervisor, town clerk and council members received a raise was in 2004, which was 14 years after the previous wage increase.

The Bee researched the inflation of the U.S. dollar from 2004 to 2016 using a calculator on the U.S. Bureau of Labor's website.

Adjusted for inflation, the supervisor's 2004 salary of \$75,000 would have to be \$85,545 in 2016 to have the same buying power as 12 years ago.

As a result of the Town Board's proposed salary hike to \$105,000 for the supervisor post, the position would pay \$8,655 above the inflation adjustment.

For the town clerk position, which has had a salary

place to hear directly from the public at a series of workshops, called charrettes.

The charrette workshops will educate, guide discussions and help discover what's important to the community.

A project of this scope and magnitude comes around only once in a lifetime, and we all owe it to ourselves and future generations to give it the attention and energy it deserves," Planning Director Eric Gilbert said in the release, noting that rewriting the Comprehensive Plan and Zoning Code "may sound threatening to some people, because it seems like we are going to change things."

Gilbert added that with the project, the town is being



**SPECIAL DELIVERY** — As part of the annual Oktoberfest parade, the ceremonial keg of beer is transported along Main Street by a horse-drawn carriage. The parade was held Friday afternoon as a way to kick off the celebration, held throughout the weekend at Island Park in Williamsville.

Photo by David F. Sherman  
Purchase color photo at www.beehives.com

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# CHARRETTE WEEK

## Town of Amherst

Mixed Use Activity Center Plan and Zoning

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[www.facebook.com/ImagineAmherst](https://www.facebook.com/ImagineAmherst)



[www.twitter.com/ImagineAmherst](https://www.twitter.com/ImagineAmherst)



## Public Design Charrette Schedule

All events are open to the public. Come help us develop a future vision and better zoning for Amherst's commercial centers!

SATURDAY September 24	SUNDAY September 25	MONDAY September 26	TUESDAY September 27	WEDNESDAY September 28
<b>Hands-On Workshop</b> <b>9 am - 12:30 pm</b> @ Hyatt Place Buffalo/Amherst 5020 Main St.	<b>Open Design Studio</b> <b>9 am - 7 pm</b>	<b>Open Design Studio</b> <b>9 am - 3 pm</b>	<b>Open Design Studio</b> <b>9 am - 7 pm</b>	<b>Open Design Studio</b> <b>9 am - 2 pm</b>
<b>Open Design Studio</b> <b>1 - 7 pm</b>		<b>Lunch &amp; Learn</b> Form-Based Codes <b>12 - 1 pm</b>	<b>Lunch &amp; Learn</b> Market Analysis <b>12 - 1 pm</b>	
<b>Pilot Center Meetings</b> <b>1 - 2 pm</b> Village West <b>2:15 - 3:15 pm</b> Eggertsville/Snyder <b>3:30 - 4:30 pm</b> Northtown <b>4:45 - 5:45 pm</b> Getzville <b>6 - 7 pm</b> Transit Road		<b>Drop-In Open House</b> (for all centers) <b>3 - 6 pm</b> @ Wyndham 5195 Main St.		<b>Closed Design Studio</b> <b>2 - 7 pm</b>
		<b>Drop-In Open Houses</b> (each center separately) <b>6 - 8 pm</b> • Village West • Northtown • Eggertsville • Getzville • Snyder • Transit Road	<b>Working Committee</b> <b>7 - 8:30 pm</b>	<b>Work-In Progress Presentation</b> <b>7 - 8:30 pm</b> @ Amherst Town Hall 5583 Main St.

**Open Design Studio, Pilot Center Meetings, Lunch & Learns, Working Committee:** Harlem Road Community Center (HRCC), 4255 Harlem Road  
**Center-Specific Drop-In Open Houses:** See reverse page for locations

# Get Involved!



[www.ImagineAmherst.com](http://www.ImagineAmherst.com)



[www.facebook.com/ImagineAmherst](https://www.facebook.com/ImagineAmherst)



[www.twitter.com/ImagineAmherst](https://www.twitter.com/ImagineAmherst)

The charrette includes a variety of ways to provide input, share ideas and get involved. Come help us shape the future of Amherst!

## Hands-On Workshop

**Saturday, September 24, 9 am - 12:30 pm, @ Hyatt Place Buffalo/Amherst, 5020 Main Street**

Join us for a presentation about Amherst, the public input process and the development of the commercial centers and zoning code. After the presentation, break into small groups and draw your vision for the future, highlighting problems and identifying opportunities. Ideas from each group will be reported back to all participants.

## Open Design Studio

**Saturday, September 24 - Wednesday, September 28 (various hours), @ Harlem Road Community Center (HRCC), 4255 Harlem Road**

The design studio will be open to the public for most of the charrette, so stop in and see what the team is up to, share your ideas and check out the process. This is an opportunity to provide input as plans are evolving!

## Center-Specific Meetings

**Saturday, September 24, 1 pm - 7 pm, @ HRCC, 4255 Harlem Road**

Each center included in the project will have the opportunity to talk with the team about center issues and ideas. Come tell us about your center!

## Lunch and Learn

**Monday, September 26 and Tuesday, September 27, 12 - 1 pm, @ HRCC, 4255 Harlem Road**

Bring your lunch and watch a presentation on a specific aspect of the project. The presentation will focus on Form-Based Codes on Monday and Market Analysis on Tuesday.

## Drop-In Open Houses

**Monday, September 26, 3 - 6 pm, @ Wyndham, 5195 Main St.**

Stop by the open house to see work so far, ask questions and offer ideas. The event is informal, so drop by whenever you can that evening and comment on the progress! This open house will showcase work for all pilot centers.

**Monday, September 26, 6 - 8 pm, locations below**

There will also be separate open houses that showcase work for each pilot center in further detail.

- **Village West** @ Wyndham, 5195 Main St.
- **Egbertsville** @ Amherst IDA, 4287 Main St.
- **Snyder** @ Amherst IDA, 4287 Main St.
- **Northtown Plaza** @ Riverside Men's Shop, Northtown Plaza, 3063 Sheridan Drive
- **Getzville** @ Walton Pond Center, 700 Robin Rd.
- **Transit Road** @ Main Transit Fire Hall, 6777 Main St.

## Working Committee

**Tuesday, September 27, 7-8:30 pm, @ HRCC, 4255 Harlem Road**

The Town's Working Committee for the project will meet to discuss the charrette progress to date and offer their insights.

## Work-In Progress Presentation

**Wednesday, September 28, 7 pm, @ Amherst Town Hall, 5583 Main Street**

Attend the work-in progress presentation to see a summary of the charrette week, view progress so far and learn about next steps. After the presentation, check out project drawings around the room.





## TEAM TOUR

A team tour of the pilot centers was held the day before the Charrette on Friday, September 24. The consultant team and members of Town staff set out to explore each pilot center and the surrounding neighborhood, taking photographs and noting existing conditions. The tour made a lasting impression, some things that stood out to the consultant team are listed below.

### PROS

- » Residential neighborhoods, quality housing stock.
- » UB, Village of Williamsville, Daemen College.
- » Proximity to Buffalo and the airport;
- » Eggertsville and Synder.
- » Civic buildings - high schools, fire stations.

### CONS

- » The size and extent of the Town.
- » The number and size of arterial roadways that circulate through the Town.
- » Proximity of single-family housing to many of the centers.
- » The over-reliance on the automobile, lack of a unifying center.
- » Not enough urban amenities to attract future generations.



**SYNDER**



**NORTHTOWN PLAZA**



**TRANSIT ROAD**



**EGGERTSVILLE**



**GETZVILLE**



**WEST OF VILLAGE**

## HANDS-ON WORKSHOP

The public portion of the Charrette began Saturday morning when more than 40 community members gathered at the Hyatt Place to roll up their sleeves and become planners and designers for the morning. The workshop included a presentation and a breakout session where groups of citizens were prompted to draw on maps and then report back big ideas, providing the consultant team with important first-hand information about the pilot areas and the surrounding neighborhoods.

### PRESENTATION

The workshop began with a presentation that outlined the goals for the project, introduced the consultant team and walked through the Charrette highlighting and opportunities for input over the next few days, and emphasizing the importance of continuous public involvement throughout the process.

Also presented was “food for thought”—ideas and discussion points to help facilitate discussion at the breakout tables. A copy of the presentation is posted on the project website [www.imagineamherst.com](http://www.imagineamherst.com) along with a video recording.



On Saturday morning more than 40 community members gathered at the Hyatt Place to roll up their sleeves and become planners and designers for the morning.



## BREAKOUT SESSION

Following the presentation, attendees divided into 7 tables, broken up by pilot center. Due to their proximity and similarities, Snyder and Eggertsville were combined. Getzville, Northtown and Transit Road had one table each. West of Village and Snyder/Eggertsville had two tables each.

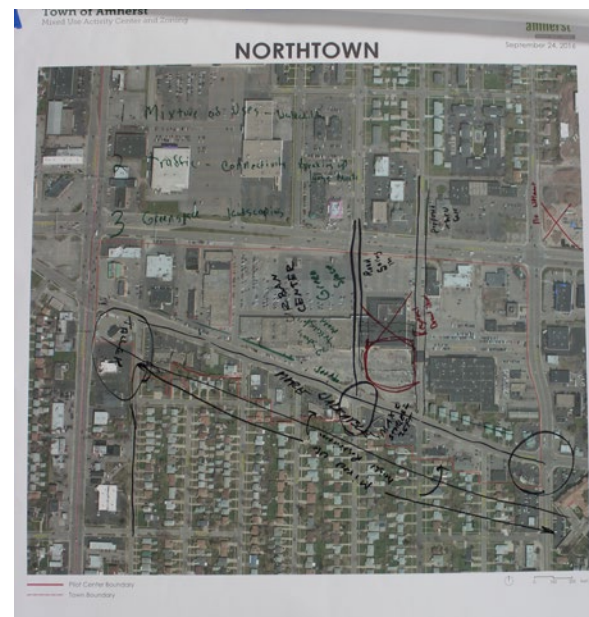
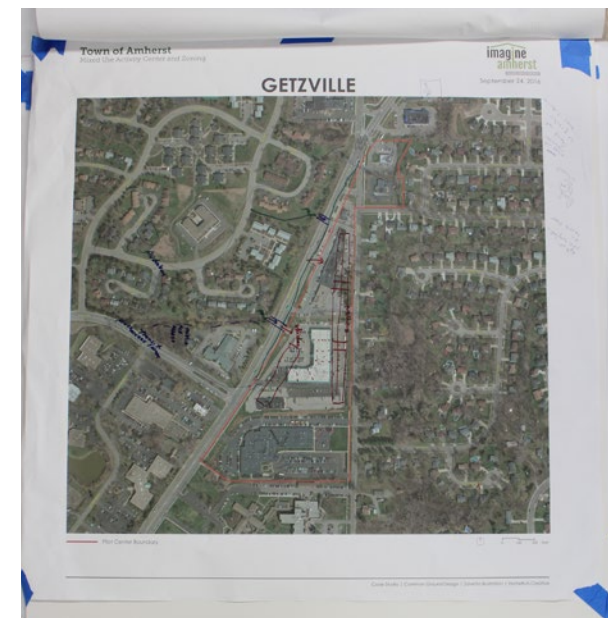
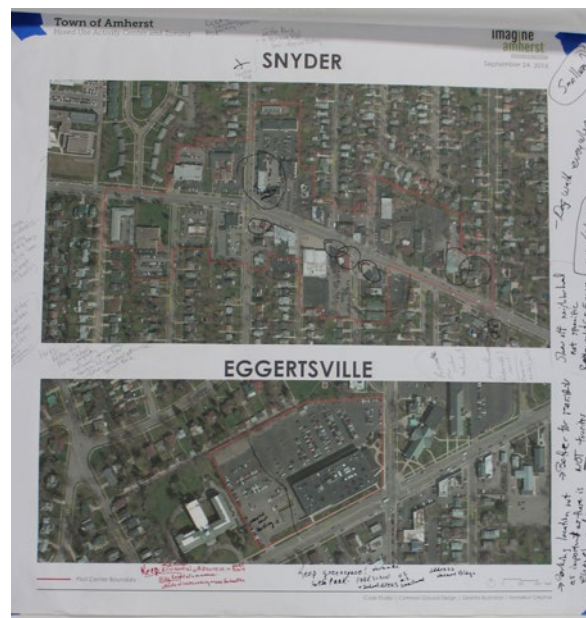
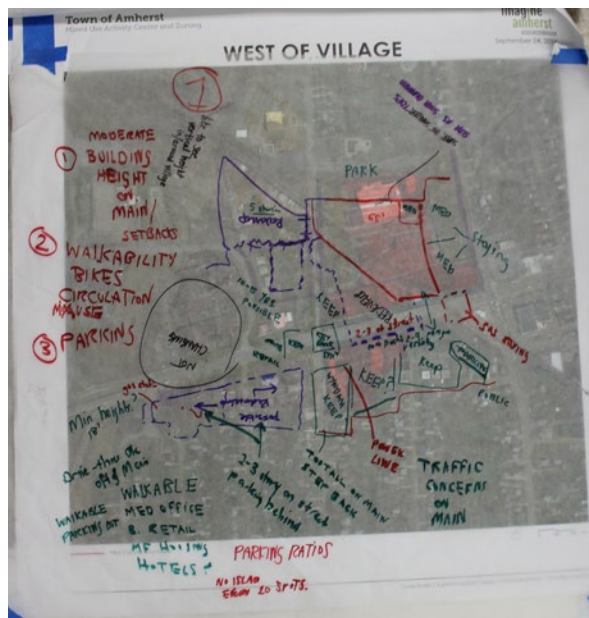
Each group included a trained facilitator that directed the conversation and recorded notes. A copy of the facilitator worksheet is included on pages 80-83. Each group had the following material at the table:

- » A Town-wide map of mixed use centers (see page 84);
- » A base map of the pilot center in question (see following page);
- » A series of analysis maps for the pilot center: Mobility, Topography, Floodplain, Figure Ground, Block Pattern, Zoning and Land Use (see pages 56-79);
- » A document identifying precedent mixed use centers around the country that could be used as representative examples for Amherst (posted on [www.imagineamherst.com](http://www.imagineamherst.com)).



Following the presentation, attendees divided into 7 tables, broken up by pilot center.





Each table worked on a large base map, drawing diagrams and sketches and providing ideas of desired future form and character for their center.



## REPORT BACK

At the conclusion of the breakout session, each group selected a spokesperson to present their ideas to all of the participants. Each group decided on three “big ideas” to share. The presentations allowed the entire audience to see common interests emerge and build consensus around ideas. During the presentation, it became clear that many groups shared similar concerns. Issues discussed during the report back included:

### Northtown

- » Need more green space
- » Reconnect the roads
- » Height transitions are important

### Snyder/Eggertsville

- » Maintain traditional neighborhood height
- » Traffic flow through area is a problem
- » Require buildings to be pulled up to street
- » Create rear buffers
- » Consider lower parking requirements
- » Improve quality of design

### West of Village

- » Improve placemaking, add public art, landscaping
- » Balance economic development and quality of life
- » Improve transitions to residential
- » Walkable, bikeable, parkable

### Transit Road

- » No commercial intrusion into residential (no zoning creep)
- » Improve transition to residential
- » Preserve residential character of neighborhood

### Getzville

- » Fix intersection of Millersport and Stahl/Campbell
- » Remain neighborhood scale, service nearby area
- » Improve pedestrian and bike access from neighborhoods







The workshop included a presentation and a breakout session where groups of citizens were prompted to draw on maps and then report back big ideas, providing the consultant team with important first-hand information about the pilot areas and the surrounding neighborhoods.



**imagine amherst**

### HANDS-ON WORKSHOP EXIT SURVEY

1. Of the many ideas you heard today which ones deserve further study and refinement? Why?

*pedestrian traffic controls*  
*bike lanes, bump outs, pedestrian*  
*bridge over heavy congested streets*

2. Are there any ideas that were missed today?

3. Do you have any additional comments and concerns?

*hold an educational session*  
*on urban planning aspects*  
*that this session focused on.*  
*\*too much head bobbing in my*  
*group → less time brainstorming*

FOR ADDITIONAL SPACE, PLEASE USE THE BACK OF THIS SHEET

---

**imagine amherst**

A few words that come to mind about the  
**AMHERST'S COMMERCIAL CENTERS**

Now: *INCREASE GREEN / PEDESTRIAN WALKABILITY*

and in my vision for the future:  
*KEEP MAINTAINING +*  
*OPERATING WHAT'S ALREADY THERE*

---

**imagine amherst**

A few words that come to mind about the  
**AMHERST'S COMMERCIAL CENTERS**

Now: *UNAPPEALING*

and in my vision for the future:  
*GREENOR / MIXED USE*

---

**imagine amherst**

A few words that come to mind about the  
**AMHERST'S COMMERCIAL CENTERS**

Now: *un-memorable*

and in my vision for the future:  
*focus on place-marking*

---

**imagine amherst**

A few words that come to mind about the  
**AMHERST'S COMMERCIAL CENTERS**

Now: *Not ped/bike friendly*

and in my vision for the future:  
*Complete streets regardless of commercial scale*

---

**imagine amherst**

A few words that come to mind about the  
**AMHERST'S COMMERCIAL CENTERS**

Now: *Existing buildings need revamping*

and in my vision for the future:  
*not infringing on residential areas but improving what exists*

---

**imagine amherst**

A few words that come to mind about the  
**AMHERST'S COMMERCIAL CENTERS**

Now: *Not suitable*

and in my vision for the future:  
*Greener, more flexible and economically viable.*

---

**Comment Card**

Charrette Event: *9/24 AM*

*Very good session 5/5*

*Need to look at 10 to 30 yr in future - types of*  
*transportation*  
*How different areas will be developed into zoning code - to be*

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**Comment Card**

Charrette Event: *Northtowns*

*Very informative.*

*Still concerned about what will*  
*happening to resident impact*  
*on rezoning issues.*

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---

**imagine amherst**

**Comment Card**

Charrette Event: *Amherst, NY 9/23/16*

*lively discussion, well moderated. Great ideas*  
*from Keith one dealing with "Concrete islands"*  
*in Northtowns*

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A variety of comments cards were made available to participants. Above and on the following page are some of the written comments received during the workshop.

## Comment Card



Charrette Event: \_\_\_\_\_

The hosting hotel was almost a slap in the face to Amherst residents who fought this project. Parking was scarce.

I found too many developers subliminally pushing height & more building no drainage issues. We need trees, buffers, green space birds chirping & walkable communities. No working about get run over by more traffic, from ugly, stage office parks that don't fill or put signs in the windows. Incentives should be limited to 1 per developer or tower! Start ups

For additional space, please use the back of this sheet →

## Comment Card



Charrette Event: \_\_\_\_\_

<sup>Snyder</sup>  
9/24 c. Hyatt  
Of great concern are instances where commercial zone about w/ residential zone as it relates to responsibility for managing quality of life issues (i.e., noise, vandalism, theft, etc.). Currently, there is no good method for holding commercial property owners responsible for how their patrons behave while shopping at their business. This is particularly concerning in the case where the business operates 24 hours/day, 365 days/yr. Better zoning/ordinances could address & vastly improve this situation

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## HANDS-ON WORKSHOP EXIT SURVEY



1. Of the many ideas you heard today, which ones deserve further study and refinement? Why?

Development affects traffic & traffic is a big issue, especially for residential areas, like Snyder. We don't want big businesses or tall buildings, we don't mind driving to other areas for shopping. We prefer to be a "bedroom community" with small, local businesses - not a destination

2. Are there any ideas that were missed today?

3. Do you have any additional comments and concerns?

Snyder is a Residential destination - NOT commercial or tourist

Residents need ability to keep providing input to ALL zoning changes.

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## CHARRETTE STUDIO

A temporary charrette studio was set up in the Harlem Road Community Center for the week. The charrette studio served as an on-site working space where consultant team members could analyze information, refine ideas and test conceptual scenarios. Working on-site throughout the week gave the consultant team easy access to the pilot centers, allowing the team to observe day-to-day activity, visit local businesses and experience everyday life in the Town.

The charrette studio was open to the public each day from 9 am to 9 pm. Throughout the week, more than 60 people stopped by at various times to view work, comment on the process and catch up on any events they may have missed. The charrette studio offered the community the flexibility to participate in the process on their own schedule, helping to gather the maximum amount of input. Pilot center meetings, stakeholder meetings and the daily lunch and learn events took place in the charrette studio.



The studio was open to the public each day from 9 am to 9 pm. Over 60 people stopped by to view work, comment on the process and catch up on any events they may have missed.

## PILOT CENTER MEETINGS

In order to dig deeper into ideas presented at the Saturday workshop, a series of meetings were held to focus specifically on each pilot center. On Saturday afternoon after the hands-on workshop, a handful of people dropped by the charrette studio to discuss their concerns, allowing individuals who felt their viewpoint was not heard at workshop, or who were unable to make the session, to provide input and comment in a more intimate setting.

## STAKEHOLDER MEETINGS

Stakeholder meetings were held throughout the week at the charrette studio. These meetings included the following groups:

- » Design professionals;
- » Environmental representatives;
- » Transportation representatives;
- » Developers/land owners;
- » Business owners;
- » Town staff;
- » Sustainable infrastructure;
- » Homeowners associations/neighborhood representatives; and
- » Young residents.



NORTHTOWN MEETING



DEVELOPER MEETING



STORMWATER MEETING

A series of pilot center and stakeholder meetings were held at the charrette studio to give people additional opportunities to provide input and comment on the work to date.



## LUNCH AND LEARNS

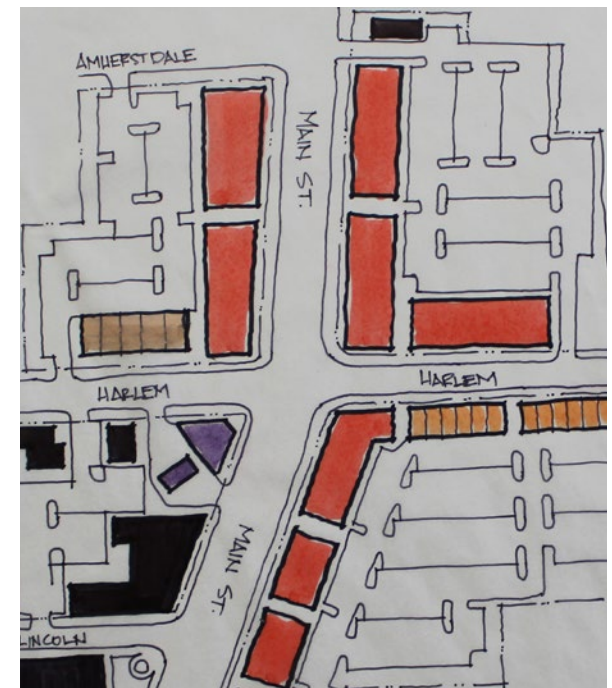
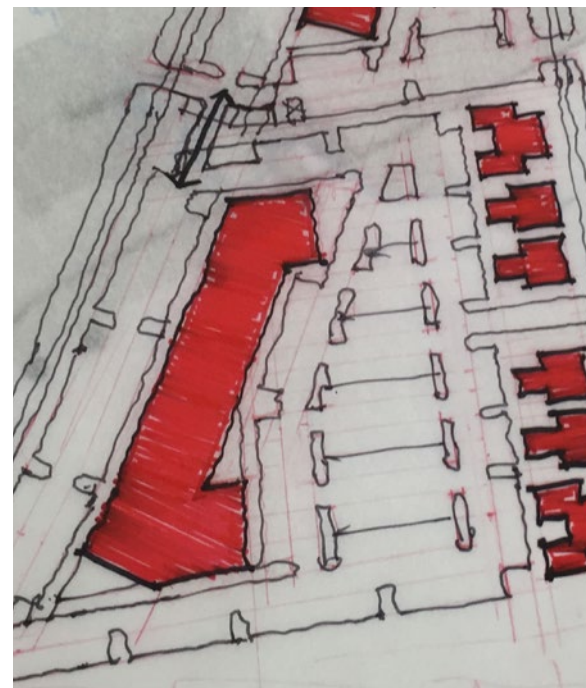
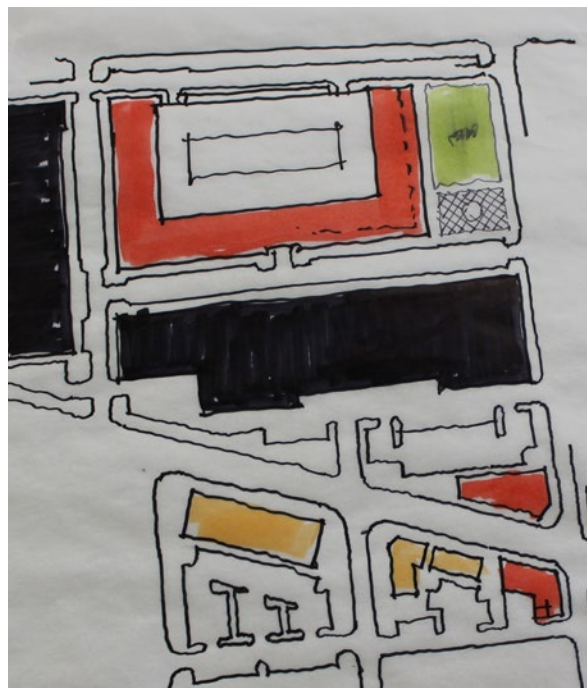
On Monday and Tuesday, “lunch and learn” presentations were given by consultant team members in the charrette studio. The presentations were open to the general public and served as a valuable educational opportunity, allowing attendees to have an informal discussion on the topic and ask questions. The two events attracted more than 30 people combined over the two days.

On Monday, the presentation explained form-based codes and on Tuesday, the presentation discussed future economic and market trends in the Town. Lee Einsweiler from Code Studio, gave the form-based code presentation and David Versel of Garner Economics gave the economics presentation. After each presentation, there was time for questions with each presenter.



On Monday and Tuesday, “lunch and learn” presentations were given by consultant team members.





During the week, a number of designs and concepts were developed and considered. Pictured above are just some of the initial concepts prepared by the consultant team in the design studio that were presented at the Monday open houses and Tuesday evening Committee meeting.



## DROP-IN OPEN HOUSES

On Monday, midway through the Charrette, a series of open houses were held where the general public could come check out the progress of the work. No formal presentation was given; participants could stop in at any time to view the work on display, meet with members of the consultant team, ask questions and offer additional ideas.

From 3 to 6 pm in the lobby at the Wyndham Hotel on Main St, material for all of the pilot centers was displayed. During the 3-hour event, about 10 people came by the open house. Several residents of the hotel also stopped to see what was going on.

Later that evening, (from 6 to 8pm) separate drop-in houses were conducted at each pilot center.

- » Village West @ Wyndham, 5195 Main St.
- » Eggertsville/ Snyder @ Amherst IDA, 4287 Main St.
- » Northtown Plaza @ Riverside Men's Shop, 3063 Sheridan Dr.
- » Getzville @ Walton Pond Center, 700 Robin Rd.
- » Transit Road @ Main Transit Fire Hall, 6777 Main St.

The open houses were very well attended, a number people stopped by throughout the evening events.



On Monday, midway through the charrette, a series of open houses were held where the general public could come check out the progress of the work

## WORKING COMMITTEE MEETING

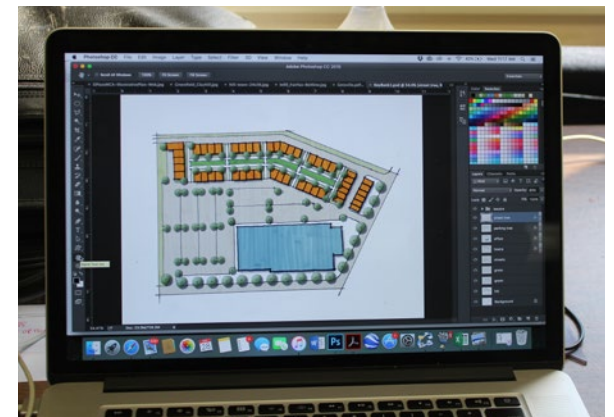
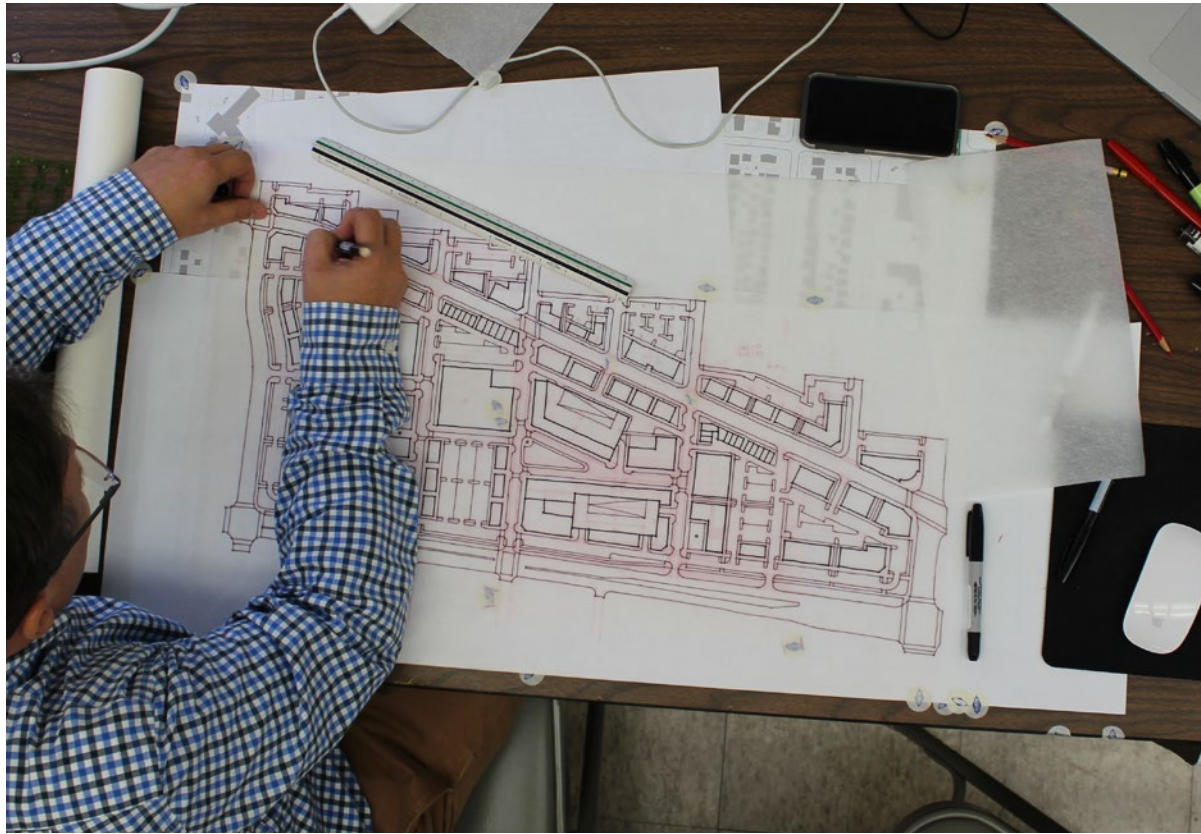
On Tuesday evening a special meeting for the Project Working Committee was held. This was an opportunity for the Committee to hear first from the consultant team about the proposed concepts and ideas prior to them being shared with the general public the next evening. David Versel talked to the Committee about key economic development issues facing the Town. The Committee was then walked through the character, form and height concepts for each of the pilot sites. Quick development scenarios were also shared.

Committee members then discussed several issues including:

- » Building height and placement;
- » Parking requirements and the economic feasibility of structured parking (ramps);
- » The importance of accessibility to centers and the role of transit; and
- » Transitions from residential and commercial uses.







On the following day, last minute adjustments were made based on the input from the Committee the night before. Drawings were inked, digitized and rendered for inclusion into the work-in progress presentation.



## WORK-IN PROGRESS PRESENTATION

On Wednesday evening over 30 people gathered at the Amherst Town Hall to watch the culminating event of the Charrette.

A summary of the Charrette was presented to meeting attendees, which included:

- » A recap of all the public events that occurred throughout the week;
- » A walk-through of proposed concepts for each pilot center including:
  - Existing conditions;
  - Future form and character recommendations with proposed maximum heights;
  - Representative form and character development scenarios; and
  - Before and after birds-eye illustrations.
- » The next steps in the project.

Before the conclusion of the presentation attendees were reminded that the work presented was a draft and that they must continue to offer input on the concepts and ideas. Everyone was encouraged to continue to send comments and to follow the project on-line. A copy of the presentation is posted on the project website [www.imagineamherst.com](http://www.imagineamherst.com) along with a video recording.



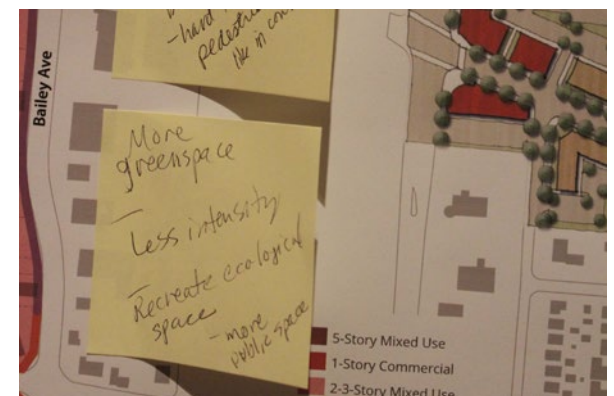
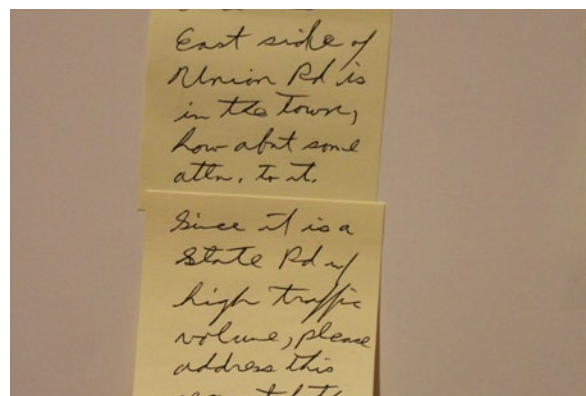
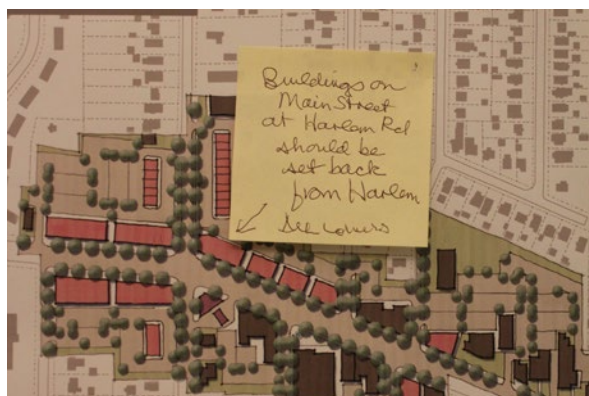
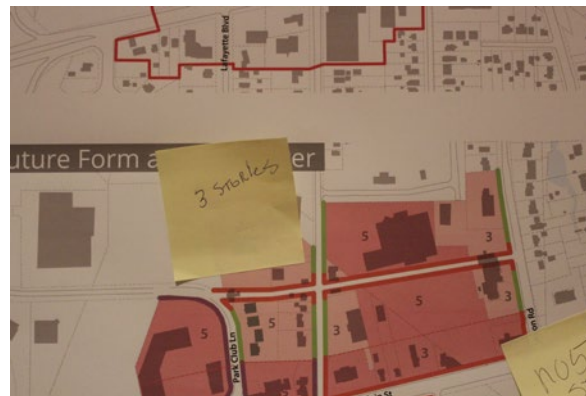
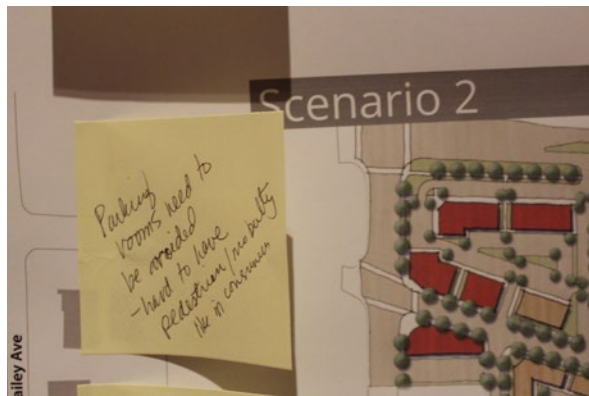
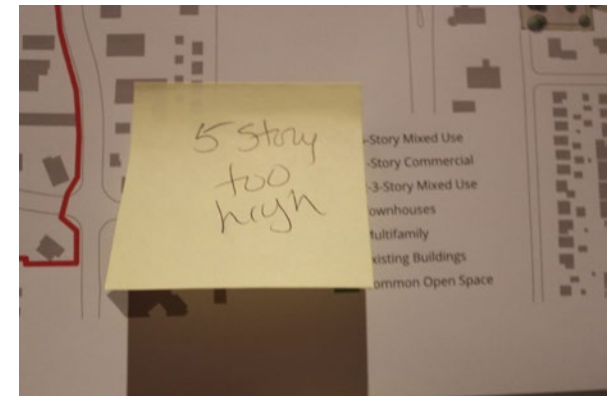
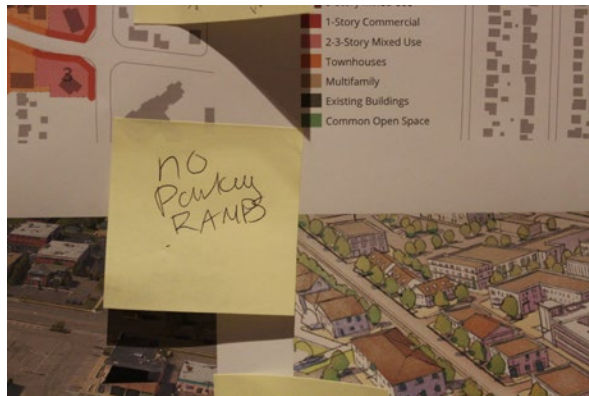
On Wednesday evening, over 30 people gathered at the Amherst Town Hall to watch the culminating event of the charrette.



After the presentation, participants were able to review the week's work that was on display throughout the room or in the nearby hallway. Post-it notes, comment cards and an exit survey were on-hand for attendees to fill-out. Missed ideas were noted, concepts that needed further study were highlighted and ideas that resonated were commented on. A sampling of comments are shown on the following pages.



After the presentation, participants were able to review the week's work that was on display throughout the room or in the nearby hallway. Post-it notes, comment cards and an exit survey were on-hand for attendees to fill-out.



A variety of comments were made on the draft concept posters using Post-it notes.



## GO Back to Texas Comment Card



Charrette Event:

Snyder / Eggertville  
Developer driven,  
Substantial increase of industrial  
area, Traffic increase substantial

this road should be removed and reduced  
to two lanes.

Reduce density don't increase populations.

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## EXIT SURVEY WORK-IN PROGRESS PRESENTATION



1. Have you attended any charrette events this past week? If so, which ones?

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Hands-On Workshop<br>Saturday, Sept. 24         | <input checked="" type="checkbox"/> Pilot Center Meeting<br>Saturday, Sept. 24     |
| <input type="checkbox"/> Lunch and Learn<br>Monday, Sept. 26, Tuesday, Sept. 27     | <input type="checkbox"/> Drop-In Open House<br>Monday, Sept. 26                    |
| <input type="checkbox"/> Stakeholder Meeting<br>Monday, Sept. 26, Tuesday, Sept. 27 | <input checked="" type="checkbox"/> Working Committee Meeting<br>Tuesday, Sept. 27 |

2. Of the many ideas you heard this evening, which ones deserve further study and refinement? Why?

CONCEPTS ARE SUPER

3. Are there any ideas that were missed tonight?

## EXIT SURVEY WORK-IN PROGRESS PRESENTATION



1. Have you attended any charrette events this past week? If so, which ones?

- |   |   |
|---|---|
| <input type="checkbox"/> Hands-On Workshop<br>Saturday, Sept. 24                    | <input type="checkbox"/> Pilot Center Meeting<br>Saturday, Sept. 24     |
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2. Of the many ideas you heard this evening, which ones deserve further study and refinement? Why?

Great Ideas. How do we motivate existing owners to change  
significantly

3. Are there any ideas that were missed tonight?

Paying for infrastructure improvements

## EXIT SURVEY WORK-IN PROGRESS PRESENTATION



1. Have you attended any charrette events this past week? If so, which ones?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Hands-On Workshop<br>Saturday, Sept. 24         | <input type="checkbox"/> Pilot Center Meeting<br>Saturday, Sept. 24     |
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2. Of the many ideas you heard this evening, which ones deserve further study and refinement? Why?

Snyder groups requested traditional building height, which at  
Herkum + Main is one or some two-story buildings - NOT 3  
STORIES! We don't want them. Our group did NOT request  
buildings be pulled up to the street, either. We asked that  
Snyder maintain its residential "bedroom community" status.  
I am not interested at all in a bunch of 3 story buildings  
adding to congestion in my  
neighborhood + overlooking home owner  
property.  
Parking spaces

## Comment Card



Charrette Event: \_\_\_\_\_

Keep current residential zoned

Areas residential.

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## EXIT SURVEY WORK-IN PROGRESS PRESENTATION



1. Have you attended any charrette events this past week? If so, which ones?

- |   |  |
|---|--|
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2. Of the many ideas you heard this evening, which ones deserve further study and refinement? Why?

- ① Selecting appropriate maximum height  
boardering SFR uses.
- ② 3 stories may be opposed by the public when abutting SFR.
- ~~3. Are there any ideas that were missed tonight?~~

## EXIT SURVEY WORK-IN PROGRESS PRESENTATION



1. Have you attended any charrette events this past week? If so, which ones?

- |   |  |
|---|--|
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2. Of the many ideas you heard this evening, which ones deserve further study and refinement? Why?

As an initial concept, the various Pilot Studies are excellent, as the program  
progresses more consideration should be given to green space and building height.

3. Are there any ideas that were missed tonight?

## EXIT SURVEY WORK-IN PROGRESS PRESENTATION



1. Have you attended any charrette events this past week? If so, which ones?

- |   |   |
|---|---|
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2. Of the many ideas you heard this evening, which ones deserve further study and refinement? Why?

Move 5 story buildings to Buffalo  
Do no harm to residential  
3 story too high for Main St Eggertville  
Shy dell Millenium

3. Are there any ideas that were missed tonight?

How does 5 stories @ waterfront all  
consistent w/ IRF?  
parking RAMP - really





## EXIT SURVEY WORK-IN PROGRESS PRESENTATION

### 1. Have you attended any charrette events this past week? If so, which ones?

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Hands-On Workshop<br>Saturday, Sept. 24                    | <input checked="" type="checkbox"/> Pilot Center Meeting<br>Saturday, Sept. 24     |
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### 2. Of the many ideas you heard this evening, which ones deserve further study and refinement? Why?

Traditional zone 3 story makes sense - however process needs to be in place for residents to request 2 story if lot not that big.

### 3. Are there any ideas that were missed tonight?



## EXIT SURVEY WORK-IN PROGRESS PRESENTATION

### 1. Have you attended any charrette events this past week? If so, which ones?

- |  |  |
|--|--|
| <input type="checkbox"/> Hands-On Workshop<br>Saturday, Sept. 24                           | <input type="checkbox"/> Pilot Center Meeting<br>Saturday, Sept. 24        |
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### 2. Of the many ideas you heard this evening, which ones deserve further study and refinement? Why?

Essence of and Snyder Williams vibe

increased density no need when you go back to Texas we have to live here. The Hyatt and Windom are a disaster.

### 3. Are there any ideas that were missed tonight?

You are proposing to continue the dissolution of the Premier neighborhoods of Amherst.



## EXIT SURVEY WORK-IN PROGRESS PRESENTATION

### 1. Have you attended any charrette events this past week? If so, which ones?

- |  |  |
|--|--|
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### 2. Of the many ideas you heard this evening, which ones deserve further study and refinement? Why?

- All - more intensity but no extra parking in already high traffic areas. Too much intensity for no reason
- More analysis needs to be done. We certainly don't need any residents on the street w/ any rail
- These are fantasies / drawings not to scale

### 3. Are there any ideas that were missed tonight?

- More green space!!!
- More bike / ped. connection to connecting neighborhoods
- Not intensifying just to intensify
- Creating rental properties is not the way to promote community identify or place making

### 4. Do you have any additional comments and concerns?

- Unhappy with all except reconfiguring Millersport / Stable.
- no basis to create Buffalo here
- no applicability to other sites in Amherst
- Don't need more office on Main
- need to revamp office parks to mixed use to meet NEIGHBORHOOD demands
- This allows building more intensive, but the same old crap.
- Transit not applicable

FOR ADDITIONAL SPACE, PLEASE USE THE BACK OF THIS SHEET  
because most don't have a roadway between uses.

www.ImagineAmherst.com www.facebook.com/ImagineAmherst www.twitter.com/ImagineAmherst

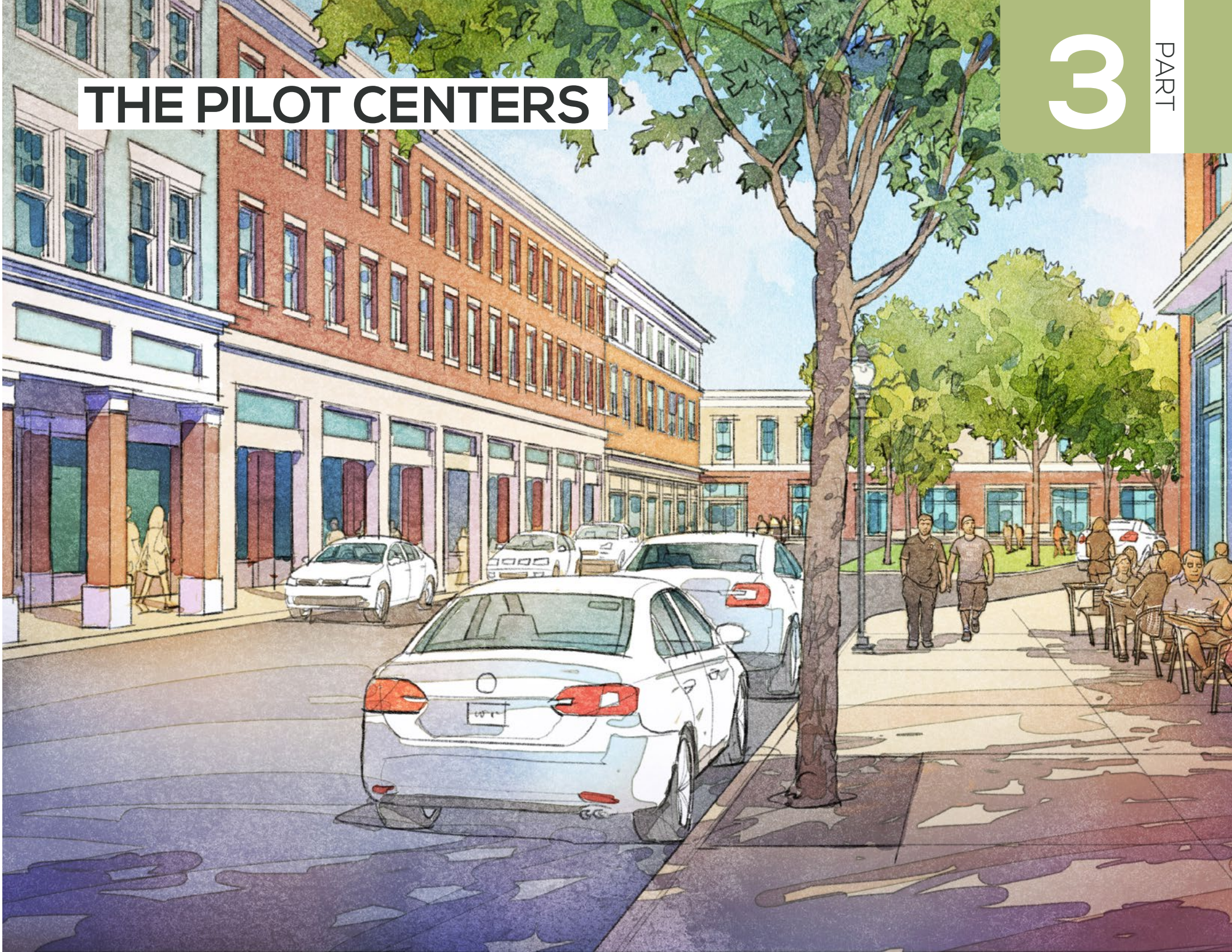
Don't need more multitenants housing!!!



# THE PILOT CENTERS

3

PART



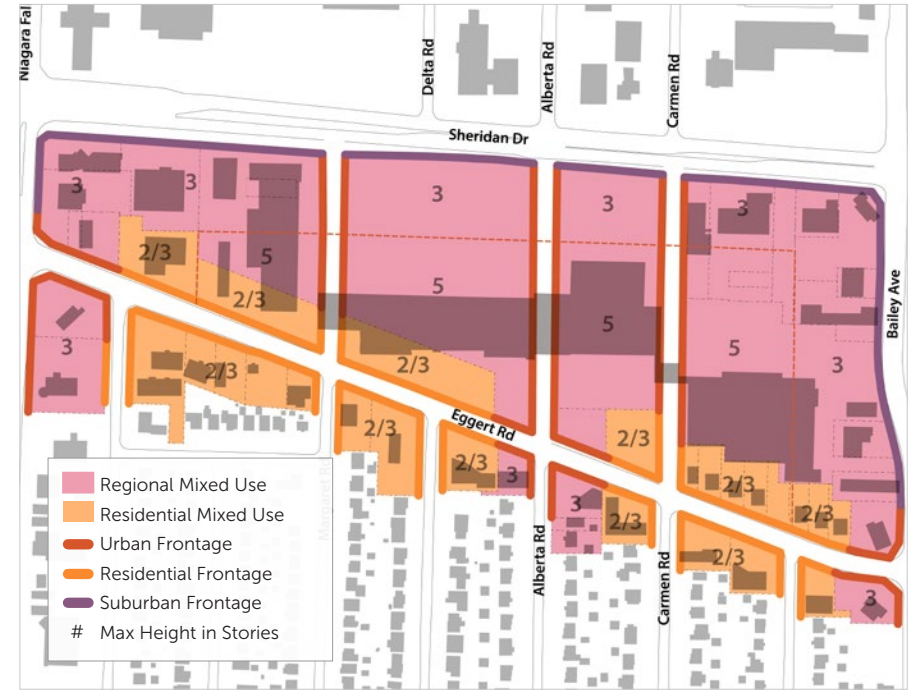


# NORTHTOWN

## EXISTING CONDITIONS



## PROPOSED FORM & CHARACTER



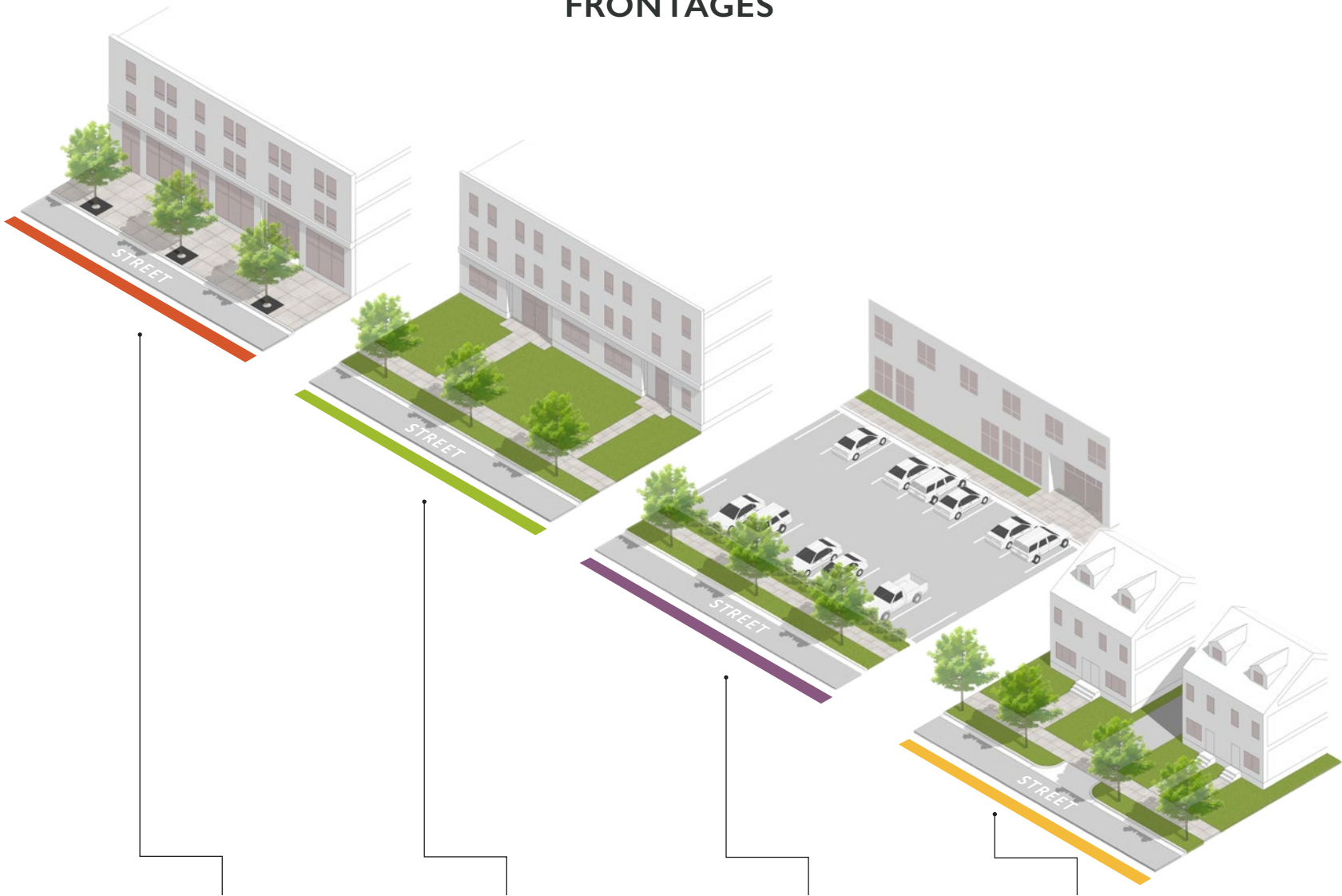
## SCENARIO ONE



## SCENARIO TWO: Northtown Plaza Replacement



# FRONTAGES



Urban/Village



Green



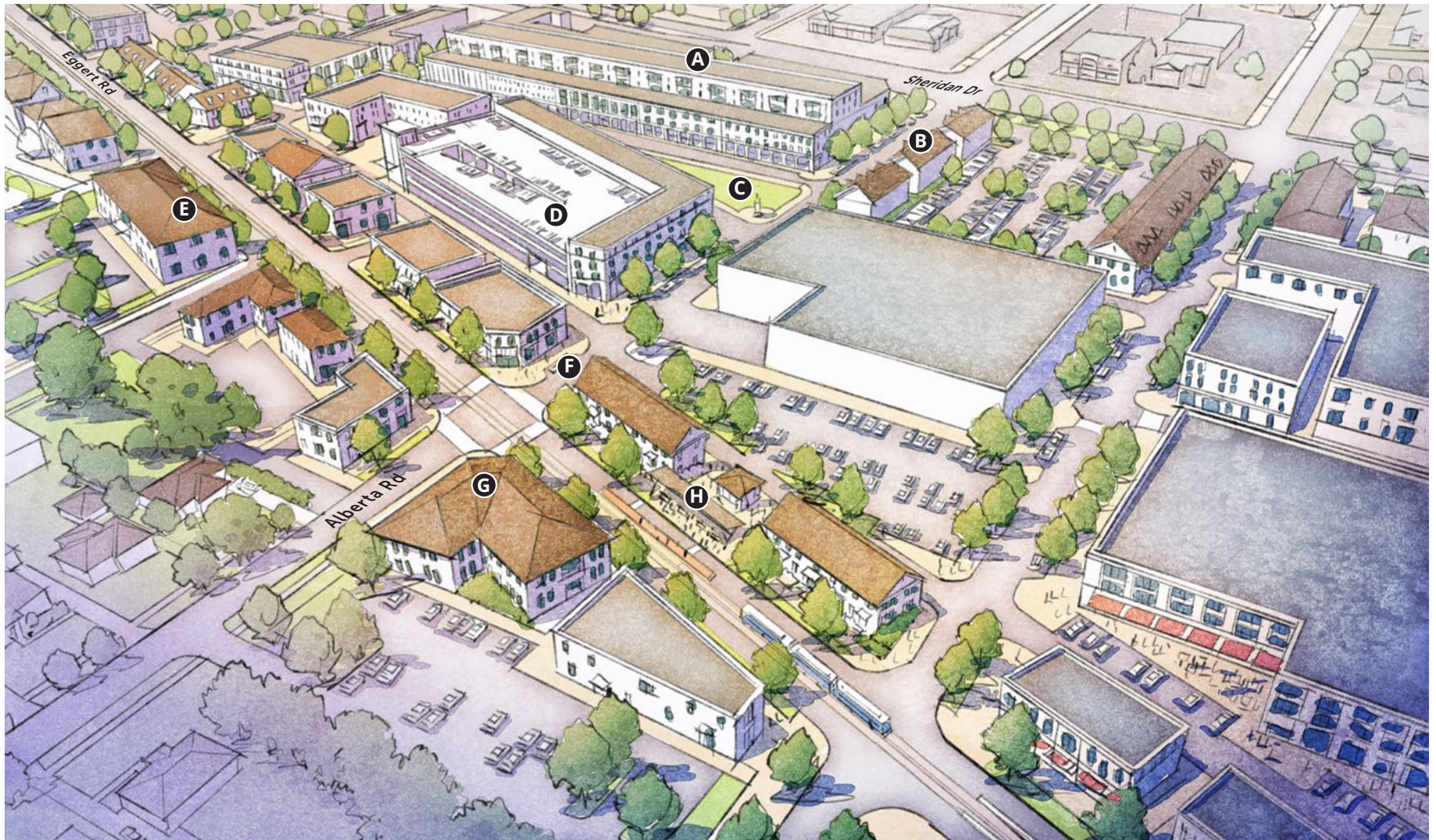
Suburban/Village Transition



Residential



# NORTHTOWN



- A** 4-story mixed use building fronts Sheridan.
- B** 2-story mixed use buildings line parking lot at Whole Foods.
- C** Public green serves as new gathering space.
- D** Parking garage lined with retail and upper-story residential or offices.
- E** 2-story office or residential buildings front Egert.
- F** New street through site allows neighborhood access to Sheridan.
- G** 2-story retail node at key intersections like Alberta.
- H** Possible transit service comes along Egert and continues to Niagara Falls.





# NORTHTOWN



- A** New parking garage lined with retail and upper-story residential or offices.
- B** Internal green provides public gathering space.
- C** On-street parking provides main street feel and protects pedestrians.
- D** Wide sidewalks allow outdoor dining.
- E** Alternate height, 5-story building with step back at 3 stories retains street feel of lower buildings.





# WEST OF VILLAGE

EXISTING CONDITIONS



PROPOSED FORM & CHARACTER



SCENARIO ONE

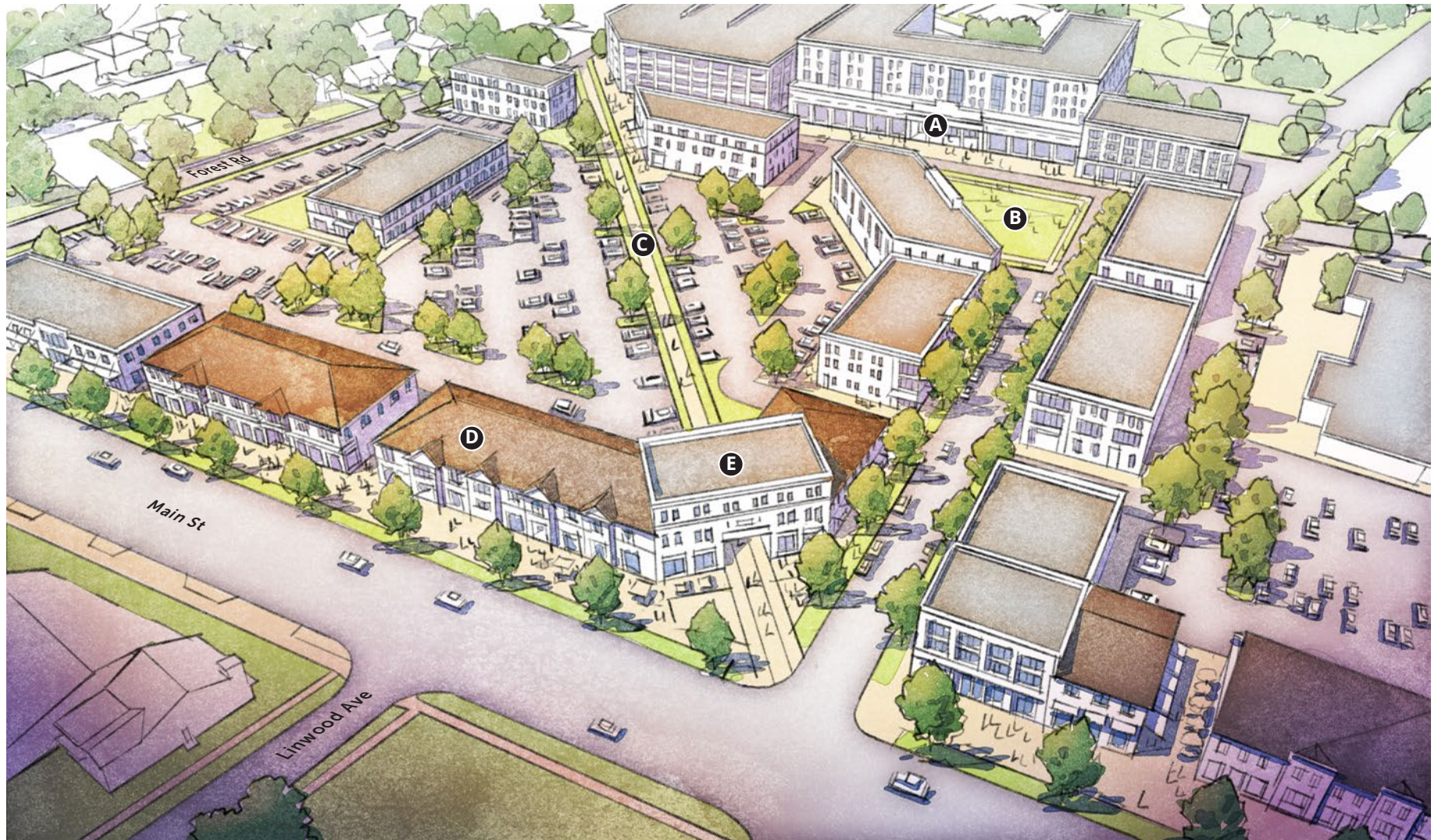


SCENARIO TWO: Center Replacement





## WEST OF VILLAGE



- A** Relocated grocery store in ground floor of new 4-story mixed use building.
- B** Public green serves as new gathering space.
- C** New multi-purpose trail created from old railroad line connecting Town/Village corridor.
- D** 2-story buildings front Main Street.
- E** 3-story building creates gateway to new multi-purpose trail.





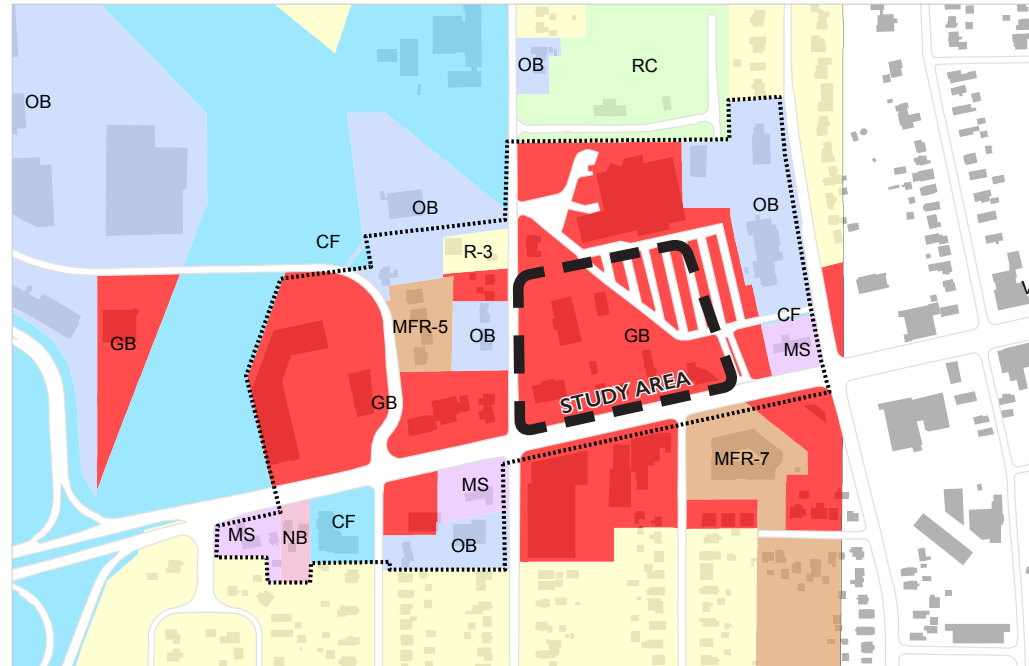
## Height Analysis

During the Charrette stakeholders commented about building height and desired locations for higher density buildings. Following the Charrette, the Project Working Committee asked the Consultant to do a comparative analysis of potential building height under the existing Zoning Code and the heights proposed in the concepts developed.

The West of Village site was selected for this analysis to see how the maximum height limits under the existing zoning compare to the proposed height limits. To do this, the maximum heights for the existing zoning and the proposed maximum heights were modeled using 3D computer software. The area selected for this additional analysis is shown on the map in the top right. This area is currently zoned General Business (GB) and it allows buildings to be a maximum of 65 feet (6 stories) in height. None of this area abuts any residential zoning and is therefore unaffected by the 3:1 transitional height requirement. The proposed maximum height allows for 3 stories (45 feet) along Main Street, with additional height, up to 5 stories (65 feet), allowed in areas 150 feet or more away from Main Street as shown on the map at the bottom right.

## WEST OF VILLAGE

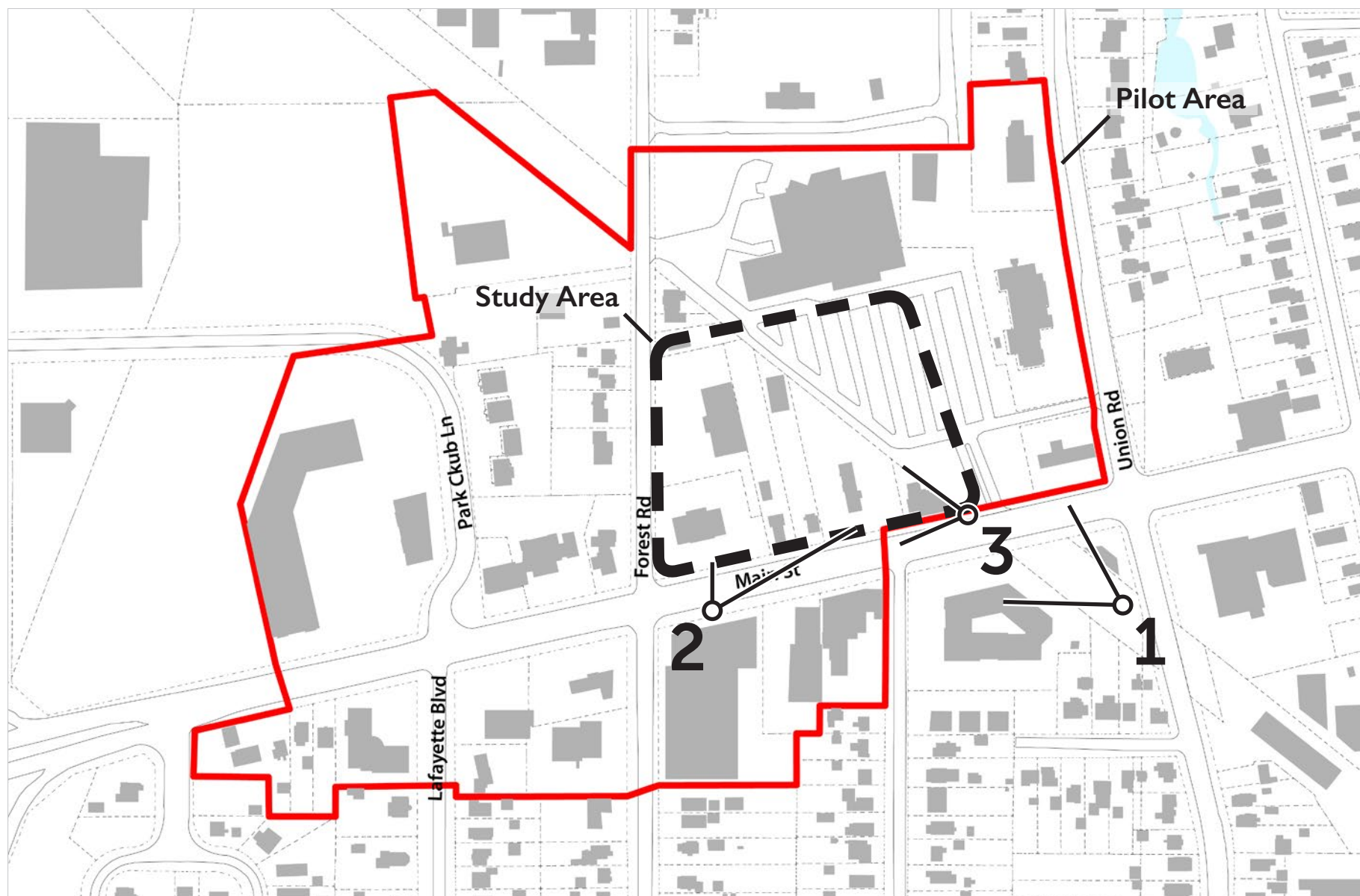
EXISTING ZONING



PROPOSED FORM & CHARACTER

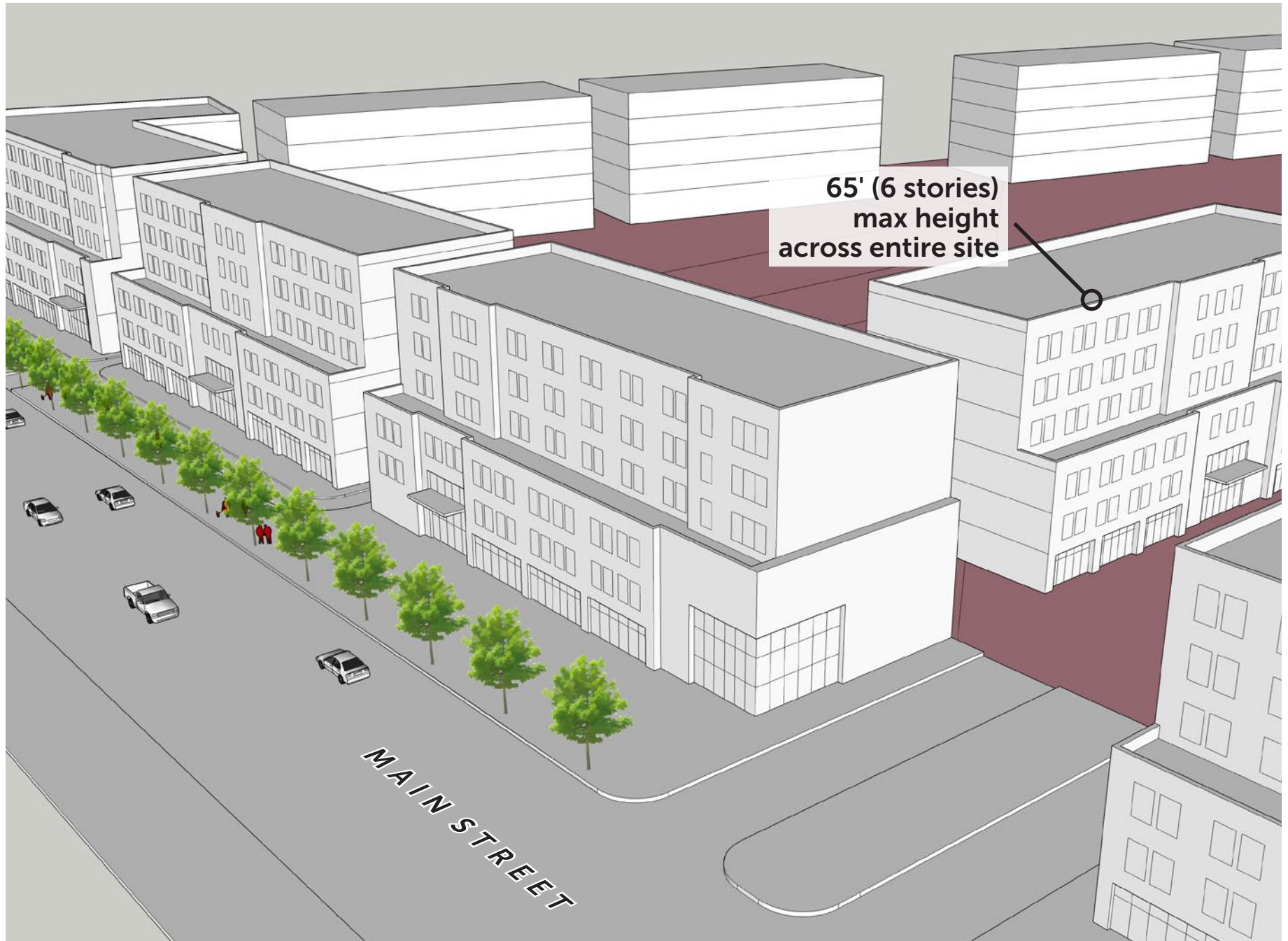


## WEST OF VILLAGE



The following pages compare the heights allowed under both the existing zoning and as proposed using 3D-models from the following 3 vantage points (as shown on the map above): 1) From the southern sidewalk on Main Street looking west; 2) From the air looking down into the site towards the northeast; and 3) From the northern sidewalk looking west along Main Street.



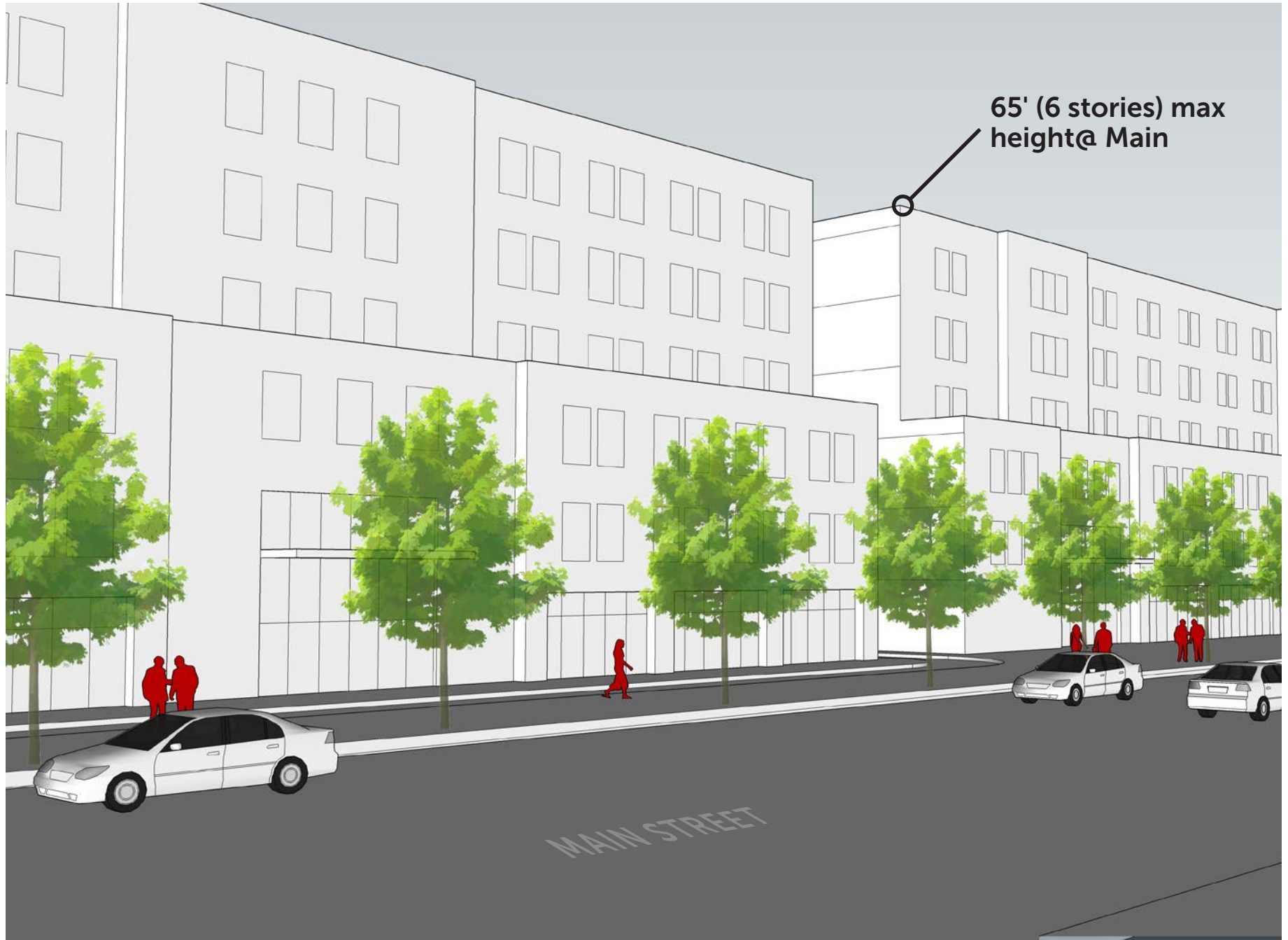


## View I Existing: General Business Zoning

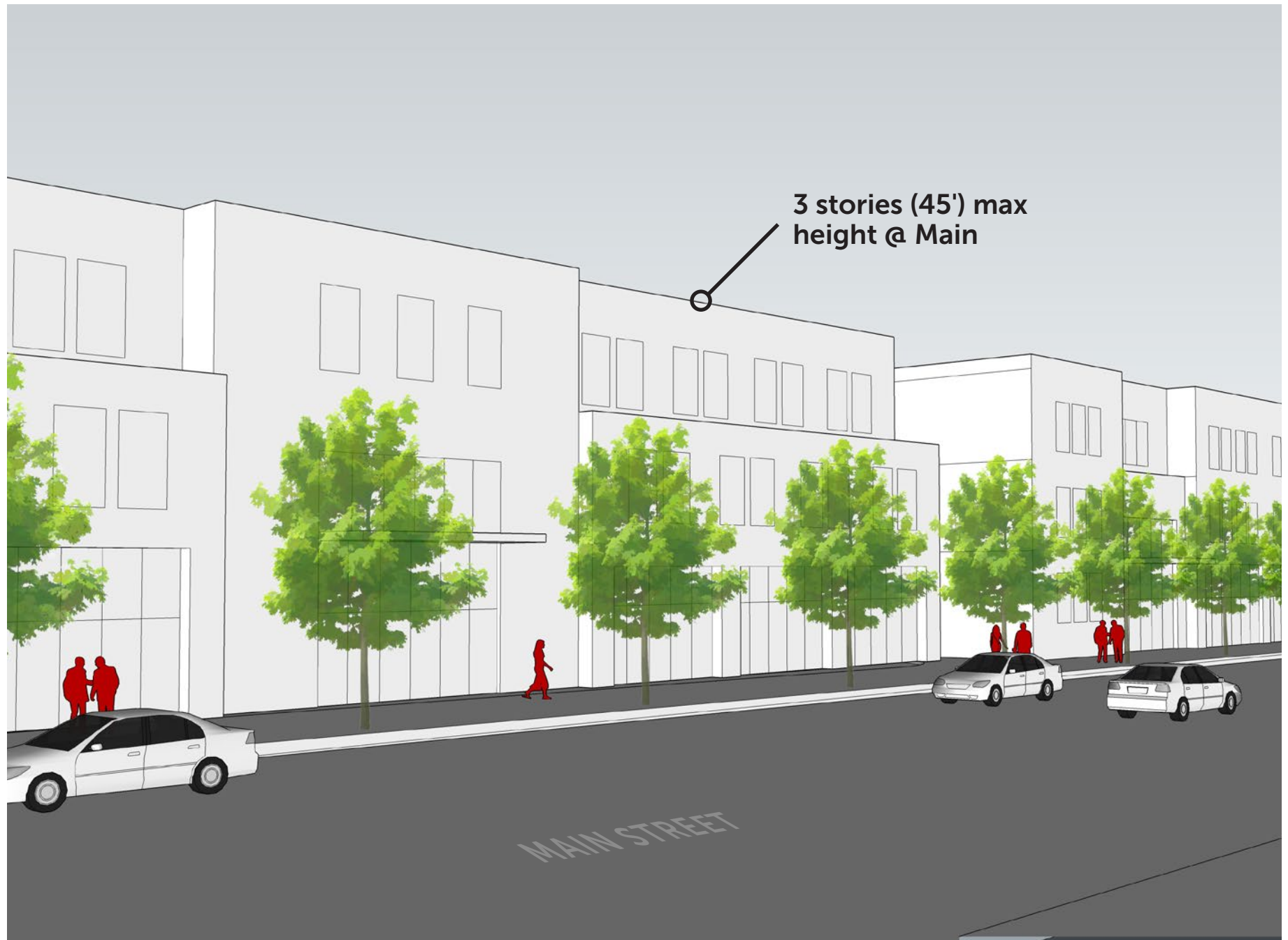


**View I Proposed:** Commercial Mixed Use



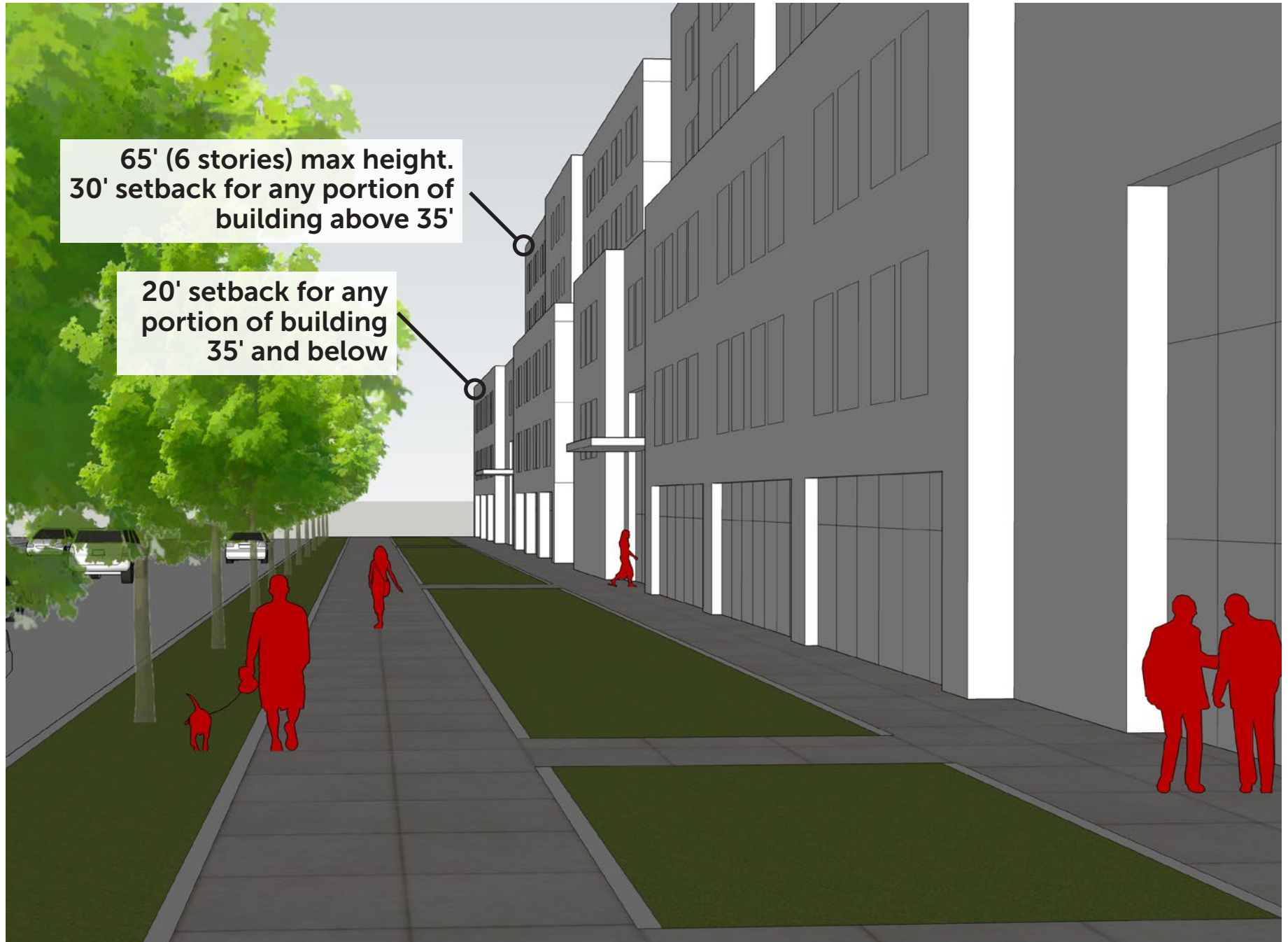


**View 2 Existing:** General Business Zoning



**View 2 Proposed:** Commercial Mixed Use





**View 3 Existing:** General Business Zoning

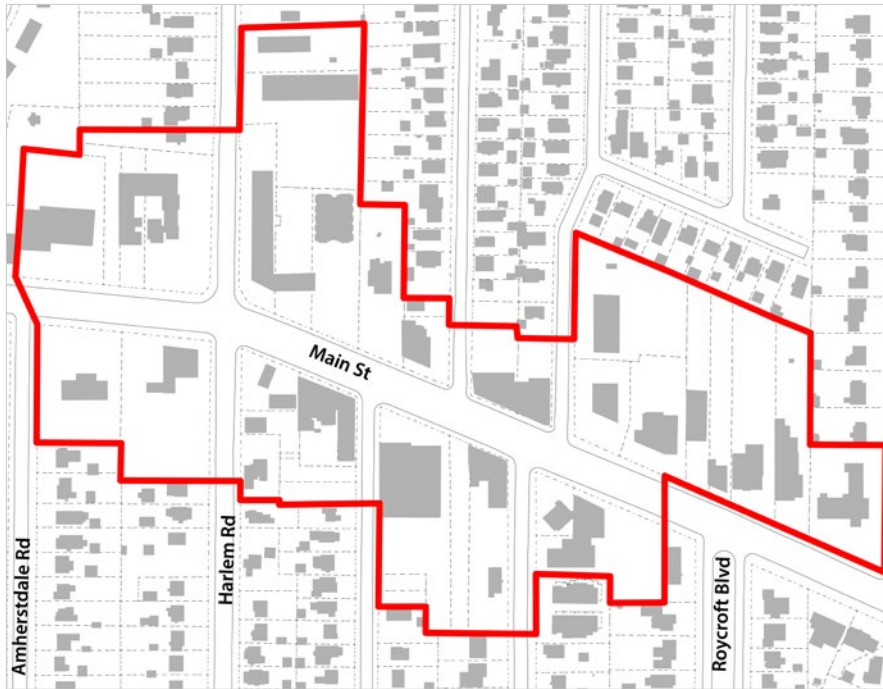


**View 3 Proposed:** Commercial Mixed Use



# SNYDER

## EXISTING CONDITIONS



## PROPOSED FORM & CHARACTER



## SCENARIO ONE



## SCENARIO TWO: Harlem Road Setback





# SNYDER



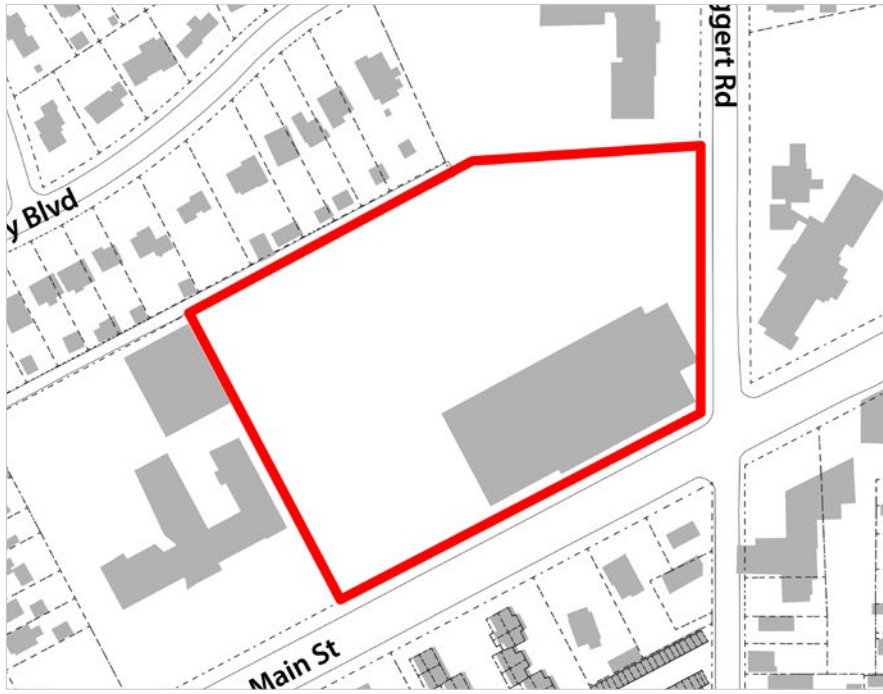
- A** 3-story steps down to 2 stories at the street to break up building and reduce the bulk and mass.
- B** Main Street character enhanced by buildings pulled up to the street.
- C** Pitched roof forms create transition to residential character.
- D** Convenience store and gas pumps in "gas backwards" design holds corner.





# EGGERSTVILLE

EXISTING CONDITIONS



PROPOSED FORM & CHARACTER



SCENARIO ONE



SCENARIO TWO: Replace Existing Building





# EGGERSTVILLE



- A** 3-story mixed use buildings front Main.
- B** Townhomes with internal green space buffers neighborhood from commercial activity.
- C** 3-story residential building abuts converted school.
- D** Public plaza provides new public gathering space for daytime and evening events.
- E** Corner building replaces parking area along street edge.



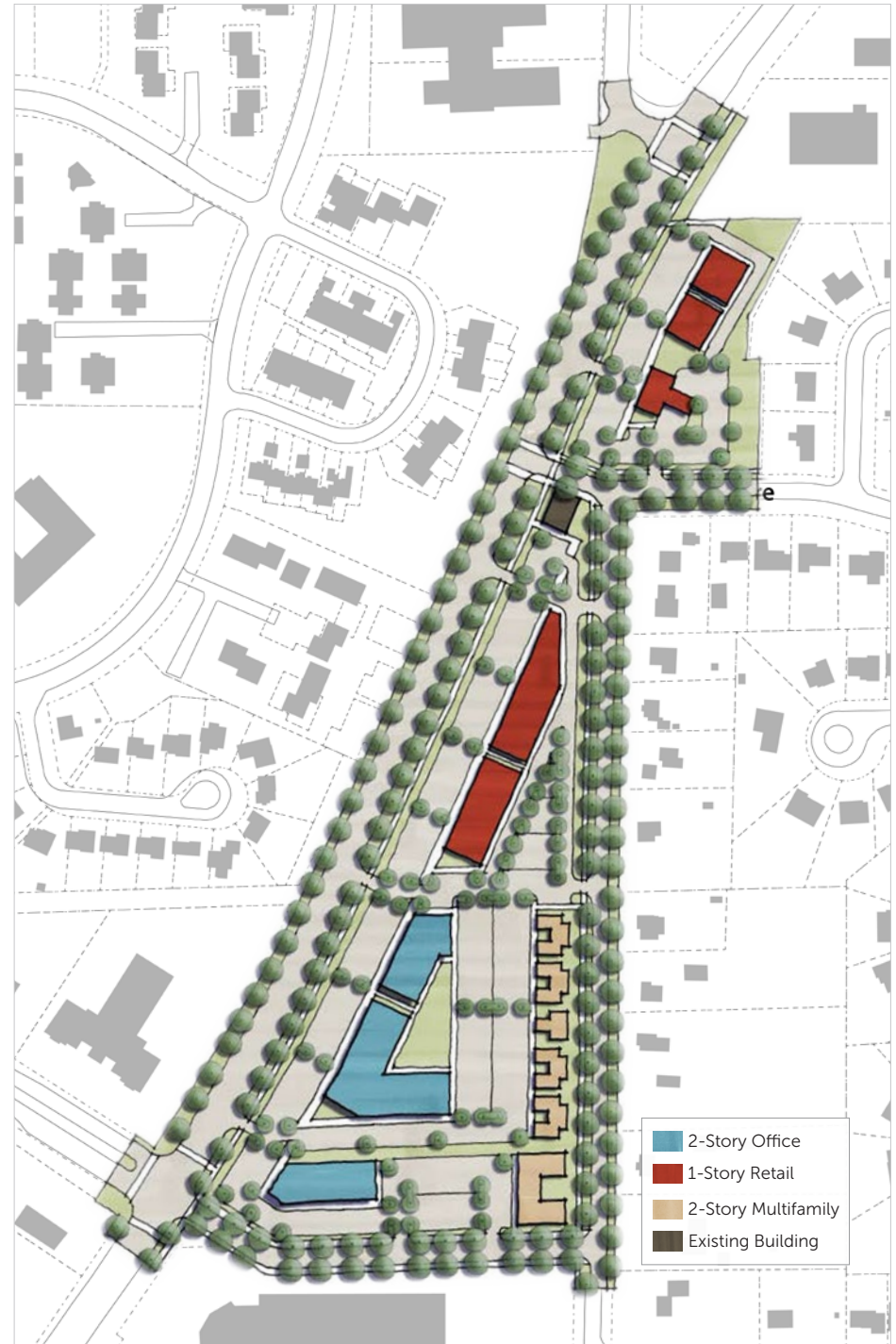


# GETZVILLE

## EXISTING CONDITIONS



## DEVELOPMENT SCENARIO



## PROPOSED FORM & CHARACTER





# GETZVILLE



- A** Reconfigured intersection at Stahl/ Millersport.
- B** Single-story retail center.
- C** Additional landscaping screens parking area for residential neighborhood to the east.
- D** 2-story office buildings.
- E** Parking acts as slip street to provide internal access.
- F** Buildings with feel of large residential homes provide for multifamily buffer to commercial area.



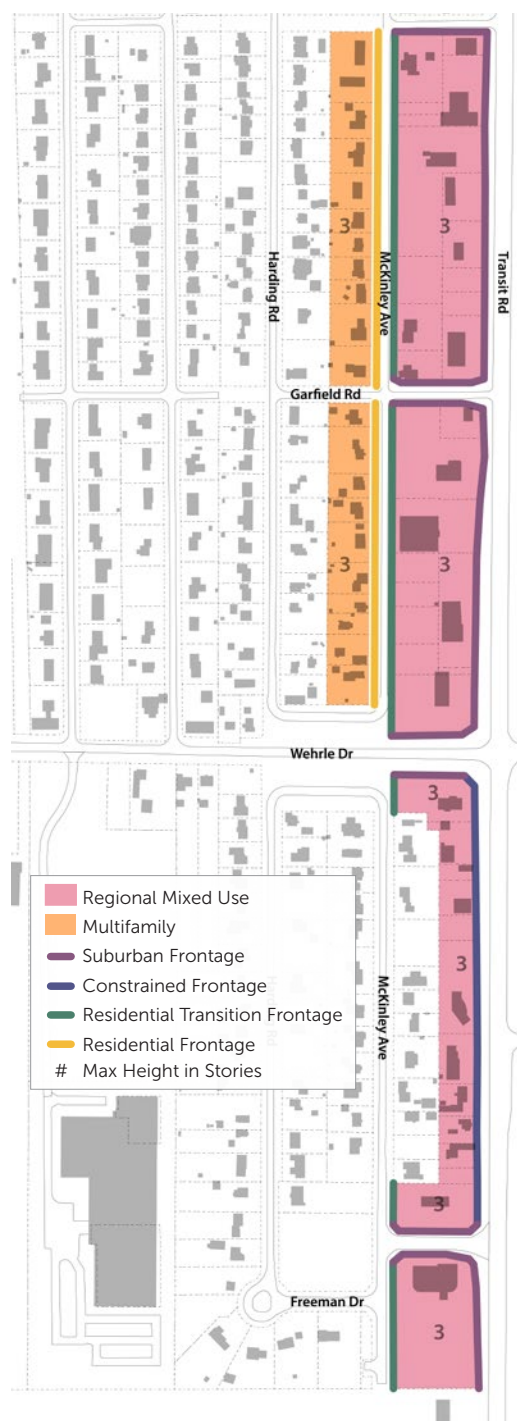


# TRANSIT ROAD

## EXISTING CONDITIONS



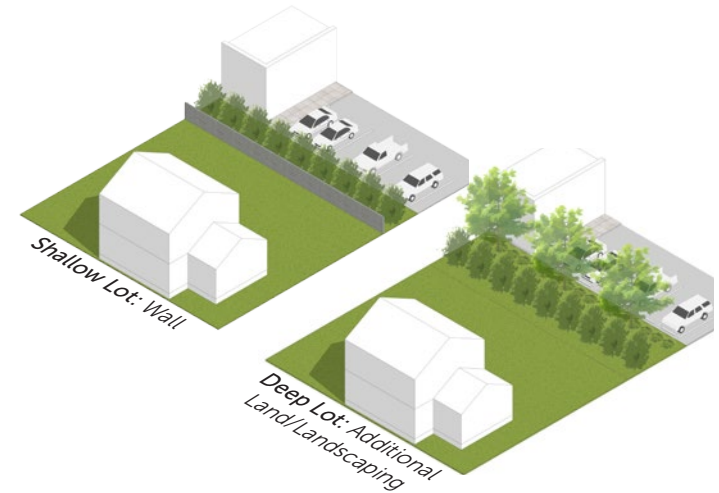
## PROPOSED FORM & CHARACTER



## DEVELOPMENT SCENARIO



## BUFFER EXAMPLES

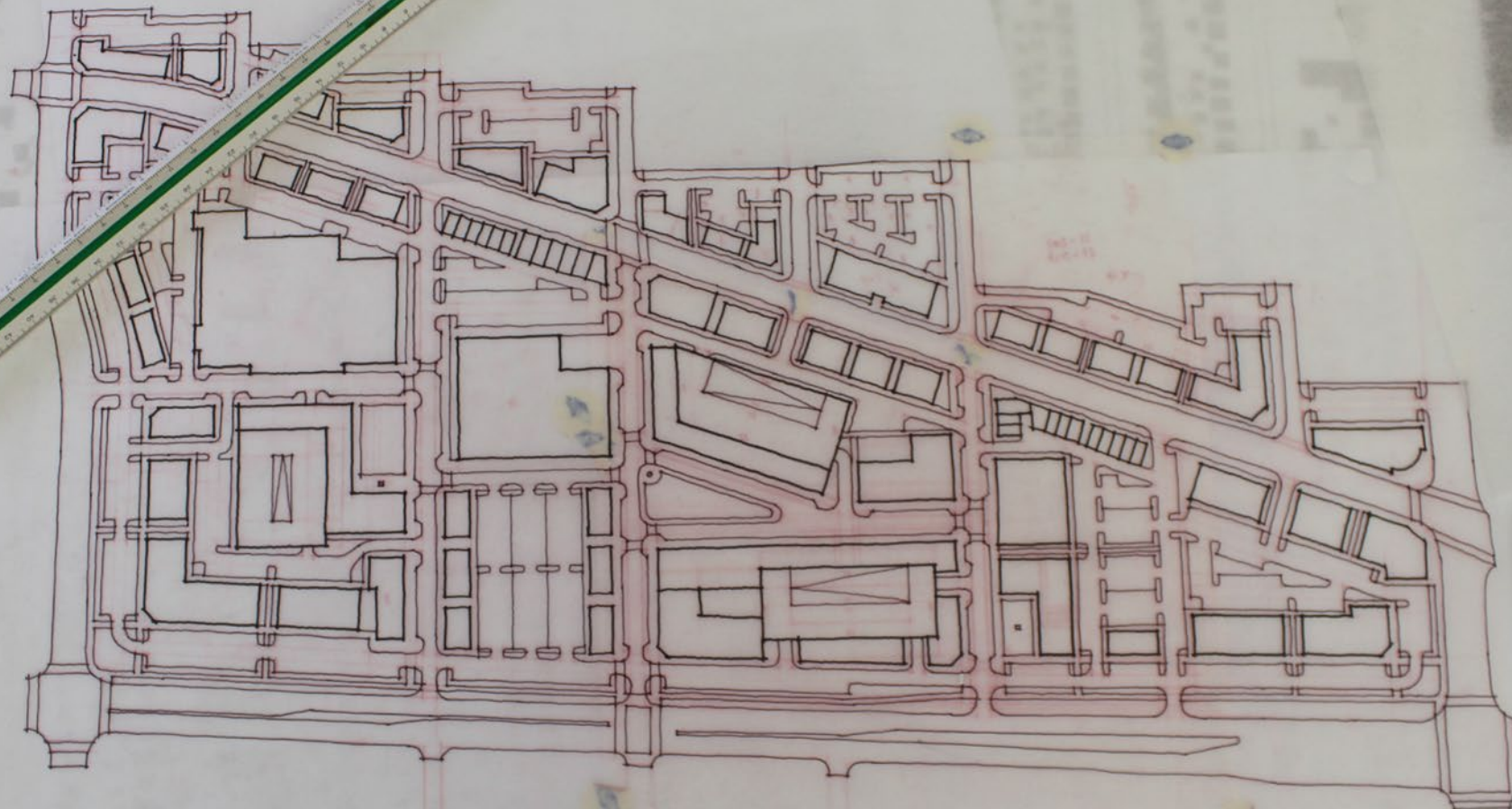
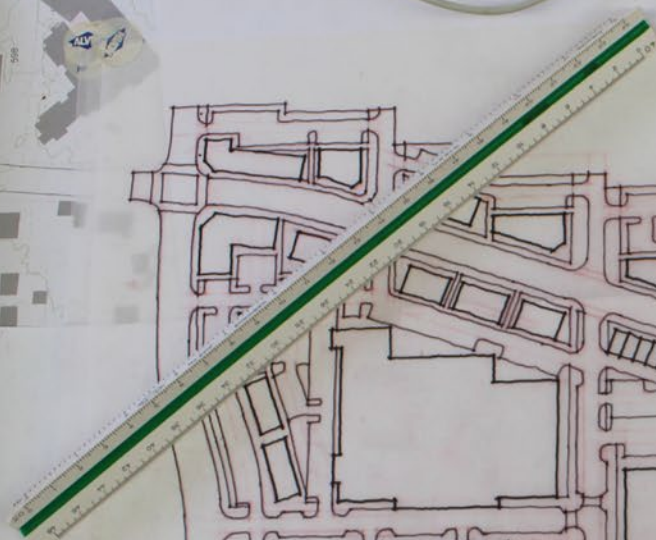




# APPENDIX

# 4

PART





## CENTER BOUNDARY



This map illustrates the Niagara Falls Transit Center area, showing the Pilot Center Boundary, Buildings, Sidewalks, Pavement, Bus Routes and Bus Stops, Bike Path, and Express Route. The map includes a scale bar indicating 0, 200, and 400 feet.

**Legend:**

- Pilot Center Boundary (Red line)
- Buildings (Grey shapes)
- Sidewalks (Thin grey lines)
- Pavement (Light grey areas)
- Bus Routes and Bus Stops (Black dots)
- Bike Path (Pink dashed line)
- Express Route (Orange line)

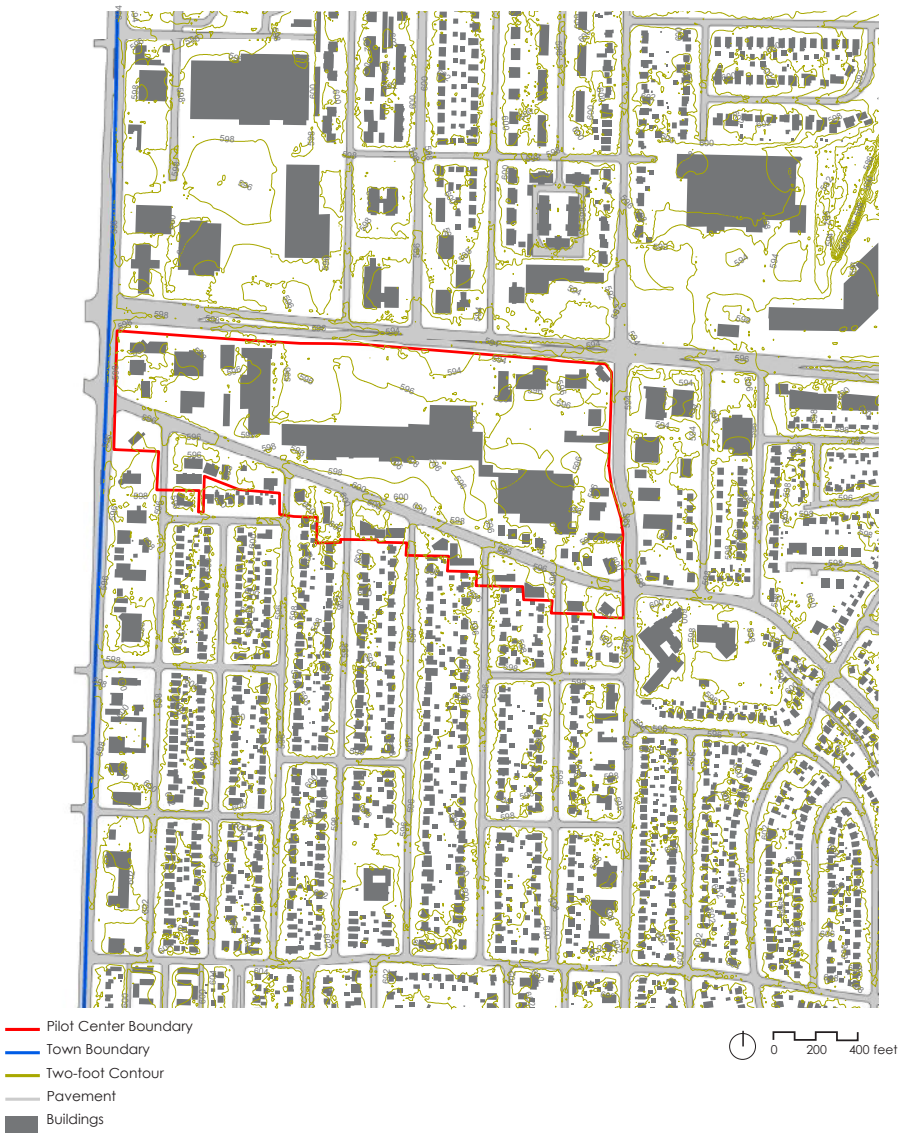
**Streets and Landmarks:**

- Streets:** ALMEDA, MARION, DELTA, ALBERTA, HENEL, GARMEN, EMERSON, COSTIN, CLIFFORD, SHERIDAN, EGOERT, GRACE, BETINA, LEONORE, MARGARET, CHARLOTTE, ALBERTA, GARMEN, BETINA, RUTH, EMERSON, LONGMEADOW, WILEY, DYNE, MAYNARD, ROSEDALE, MANWING, VIOLET, TRELLIS, MYSTIC, EISS, SWEET HOME.
- Landmarks:** NIAGARA FALLS, ALMEDA, MARION, DELTA, ALBERTA, HENEL, GARMEN, EMERSON, COSTIN, CLIFFORD, SHERIDAN, EGOERT, GRACE, BETINA, LEONORE, MARGARET, CHARLOTTE, ALBERTA, GARMEN, BETINA, RUTH, EMERSON, LONGMEADOW, WILEY, DYNE, MAYNARD, ROSEDALE, MANWING, VIOLET, TRELLIS, MYSTIC, EISS, SWEET HOME.

**Scale:** 0 200 400 feet

# NORTHTOWN

## TOPOGRAPHY



## FLOODPLAIN





# NORTHTOWN

FIGURE GROUND

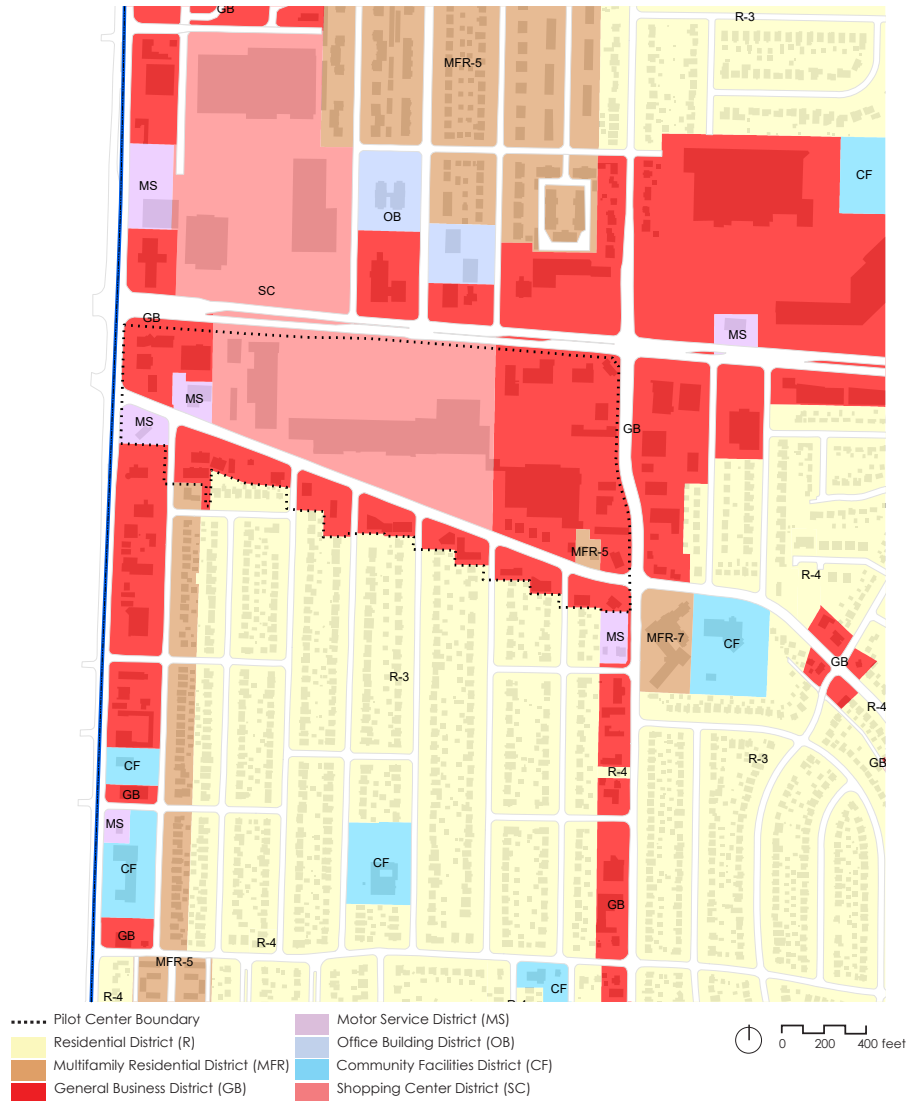


BLOCK PATTERN

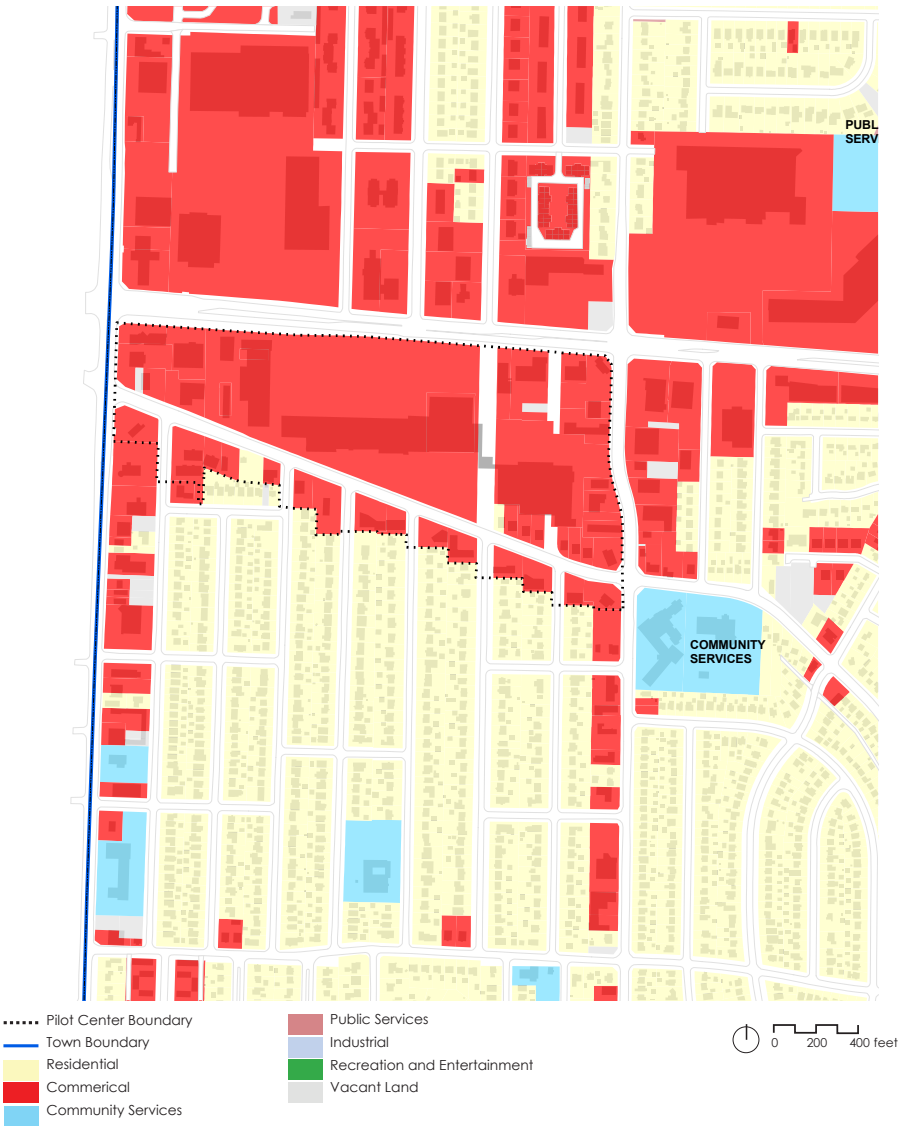


# NORTHTOWN

## EXISTING ZONING



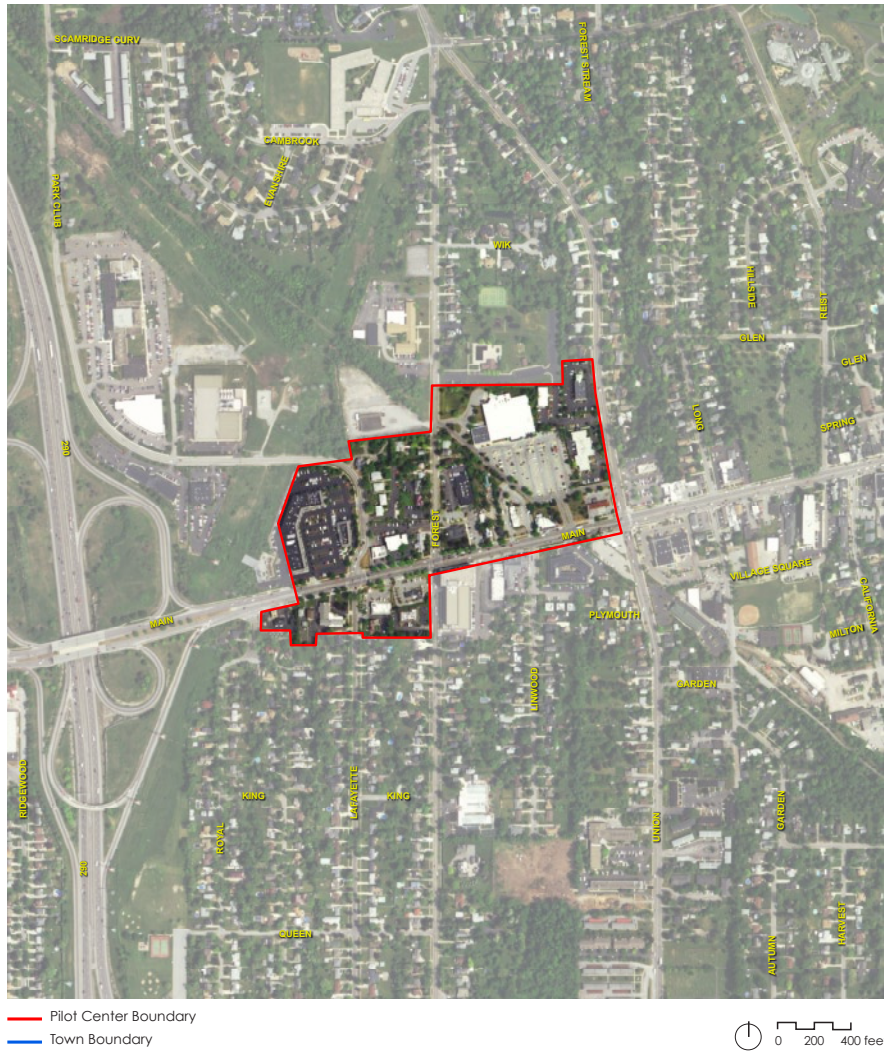
## EXISTING LAND USE





# WEST OF VILLAGE

## CENTER BOUNDARY



## MOBILITY

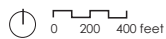


# WEST OF VILLAGE

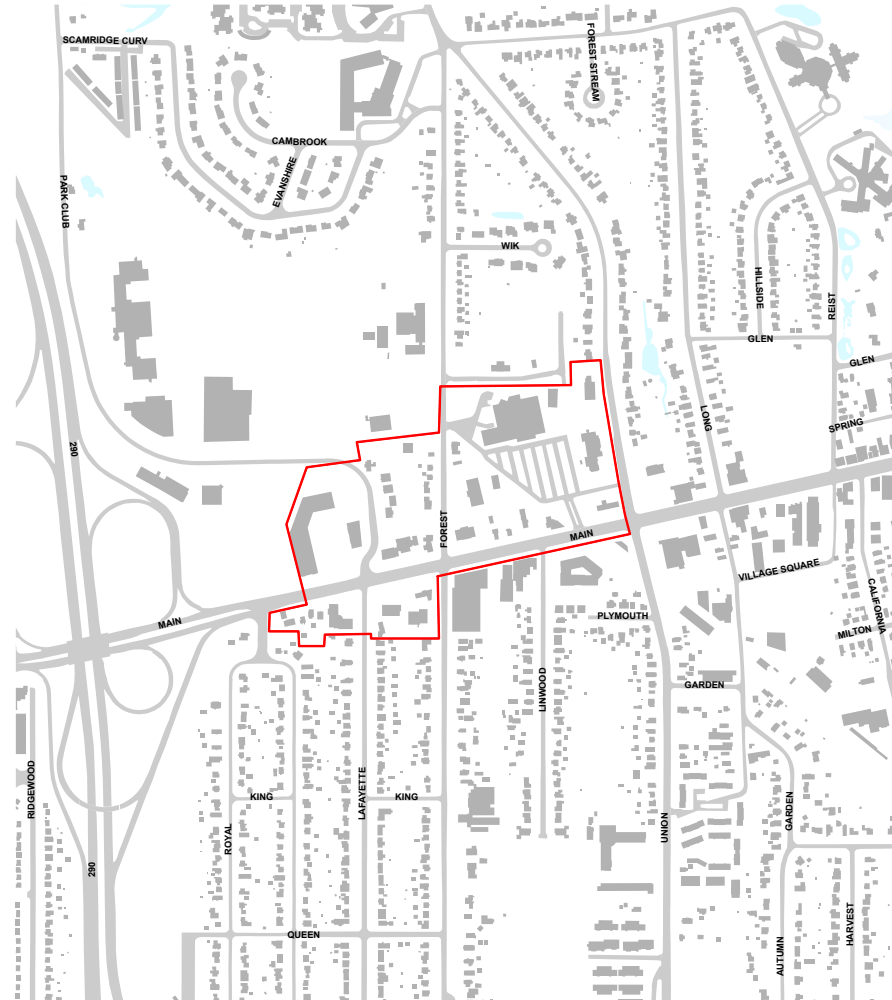
## TOPOGRAPHY



- Pilot Center Boundary
- Town Boundary
- Two-foot Contour
- Pavement
- Buildings

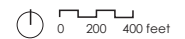


## FLOODPLAIN



- Pilot Center Boundary
- Town Boundary
- Water
- Floodway
- 100-Year Floodplain

- Buildings
- Pavement



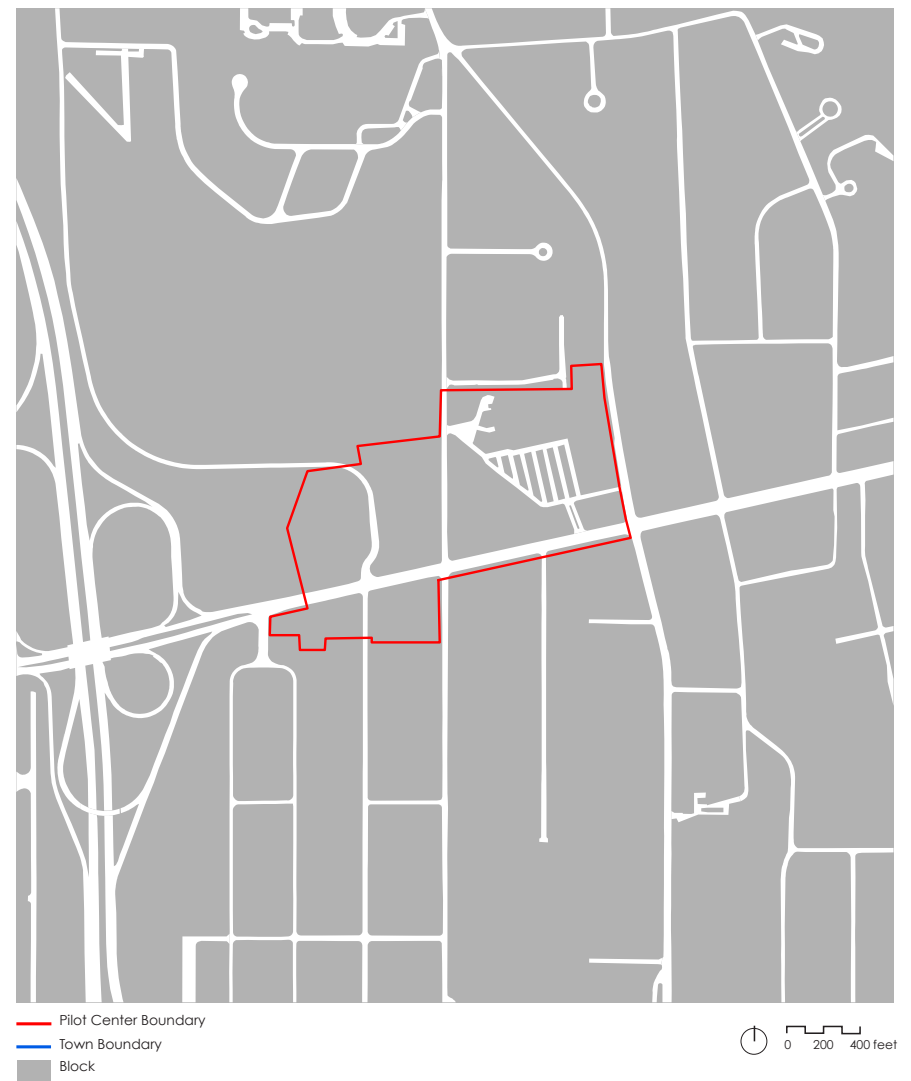


## WEST OF VILLAGE

FIGURE GROUND

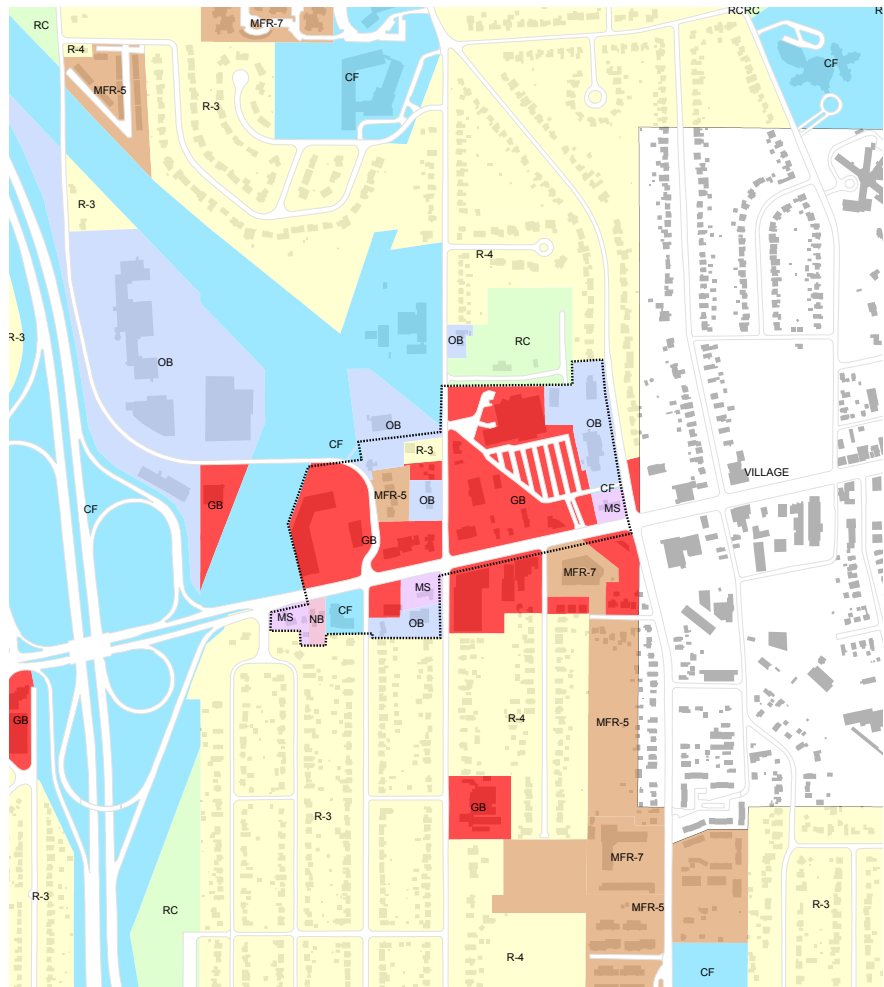


BLOCK PATTERN



# WEST OF VILLAGE

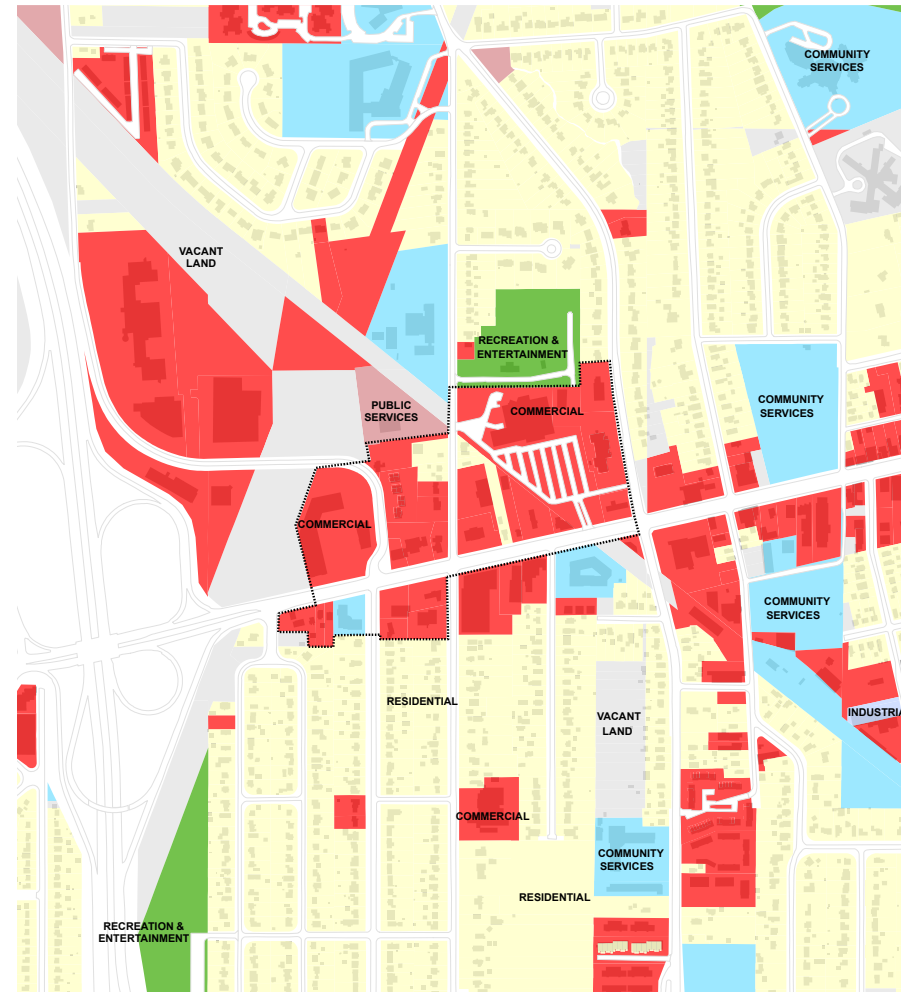
## EXISTING ZONING



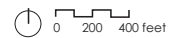
- ..... Pilot Center Boundary
- Residential District (R)
- Multifamily Residential District (MFR)
- Neighborhood Business District (NB)
- General Business District (GB)
- Motor Service District (MS)
- Office Building District (OB)
- Community Facilities District (CF)



## EXISTING LAND USE



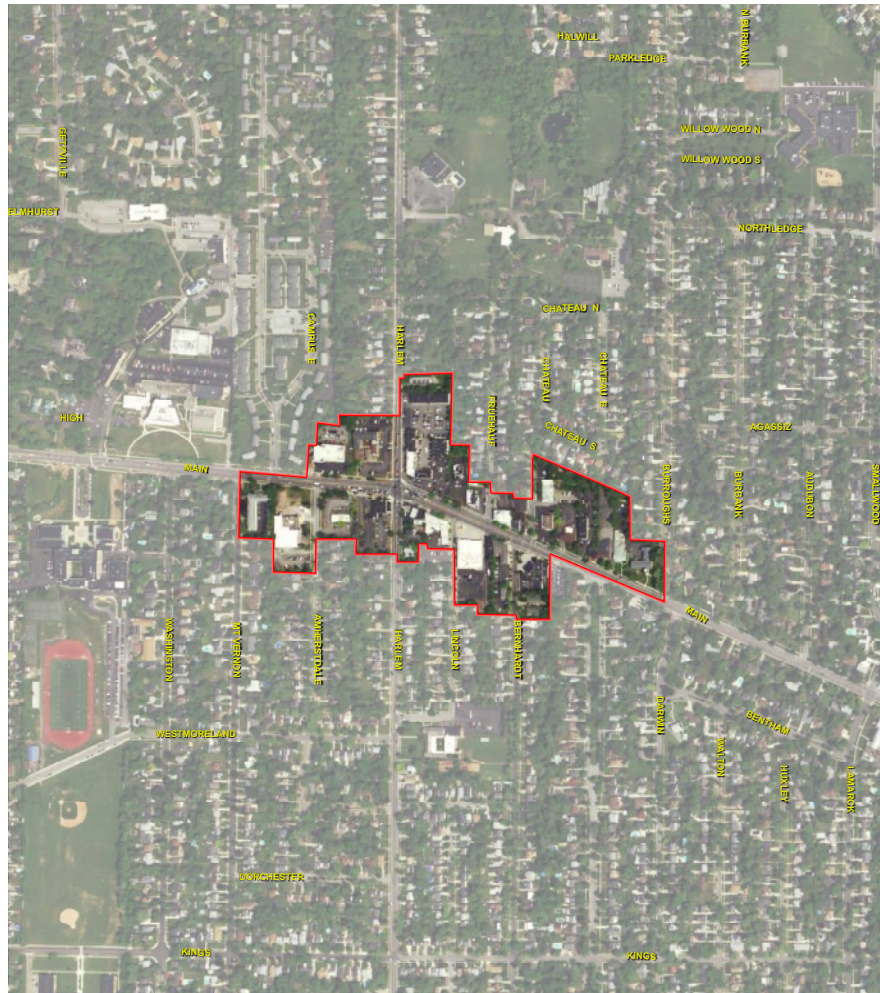
- ..... Pilot Center Boundary
- Town Boundary
- Residential
- Commercial
- Community Services
- Public Services
- Industrial
- Recreation and Entertainment
- Vacant Land





# SNYDER

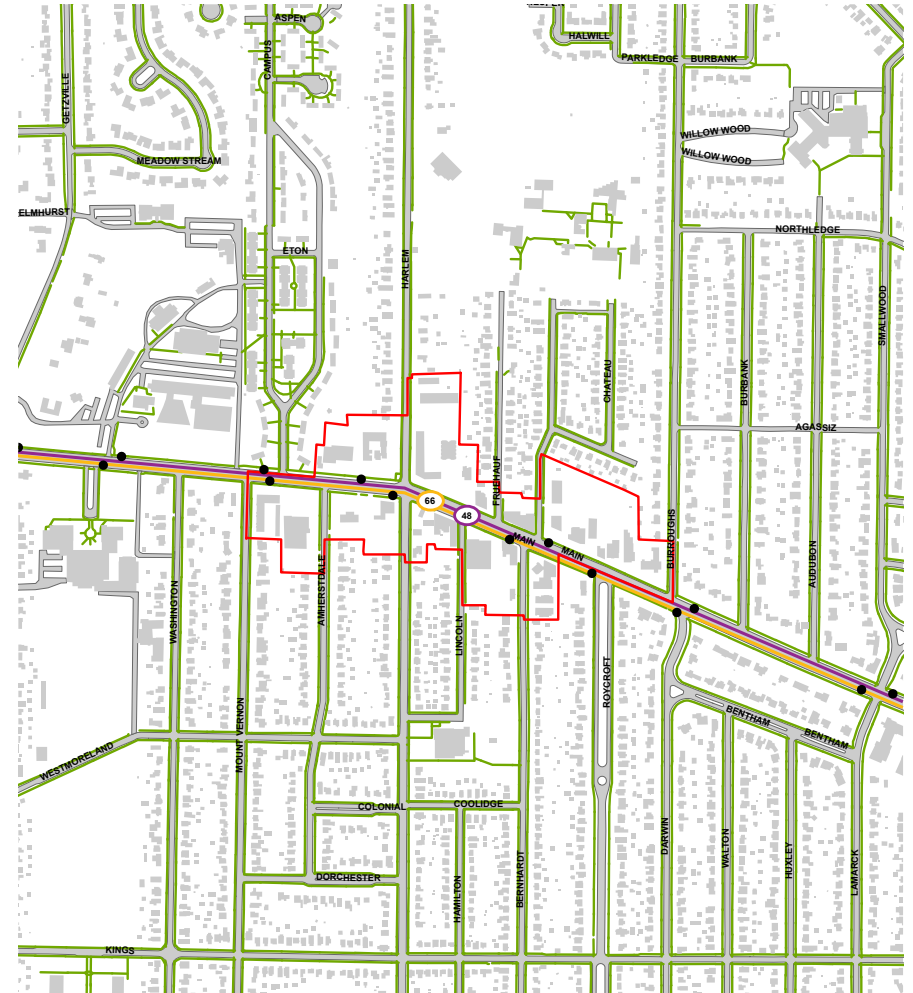
## CENTER BOUNDARY



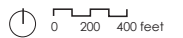
- Pilot Center Boundary
- Town Boundary



## MOBILITY

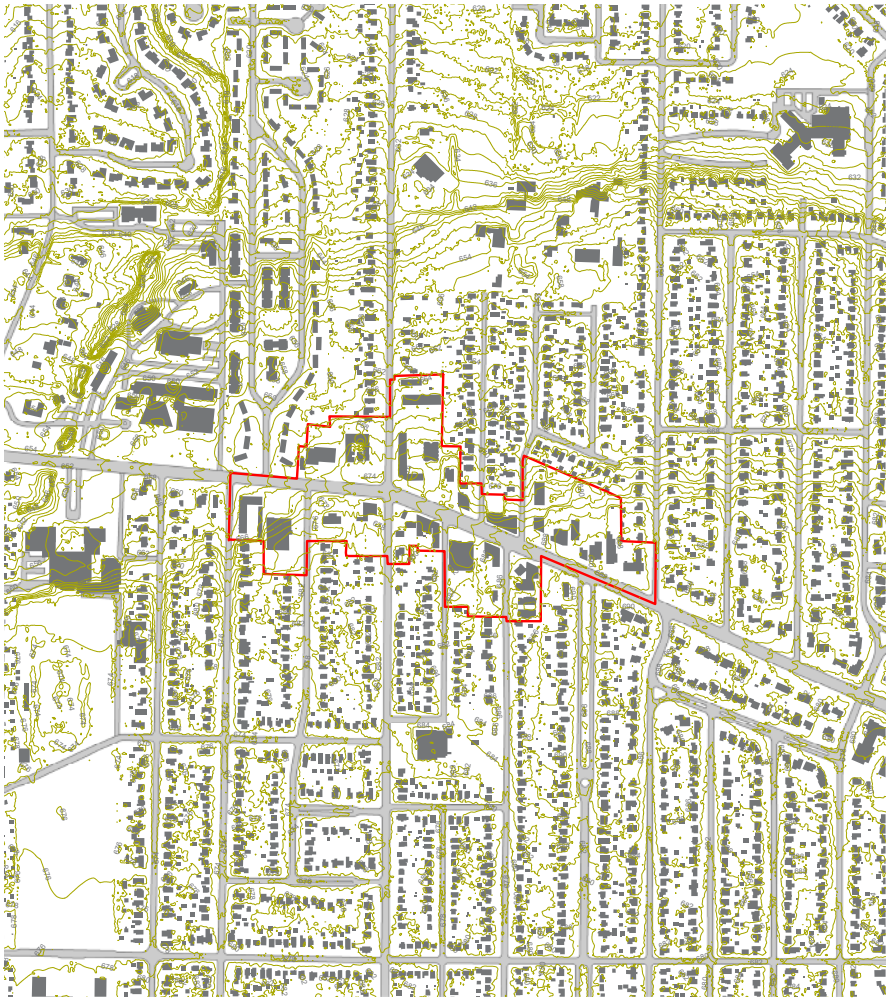


- Pilot Center Boundary
- Sidewalks
- Pavement
- Bus Routes and Bus Stops
- Buildings
- Bike Path
- Express Route

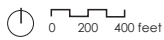


# SNYDER

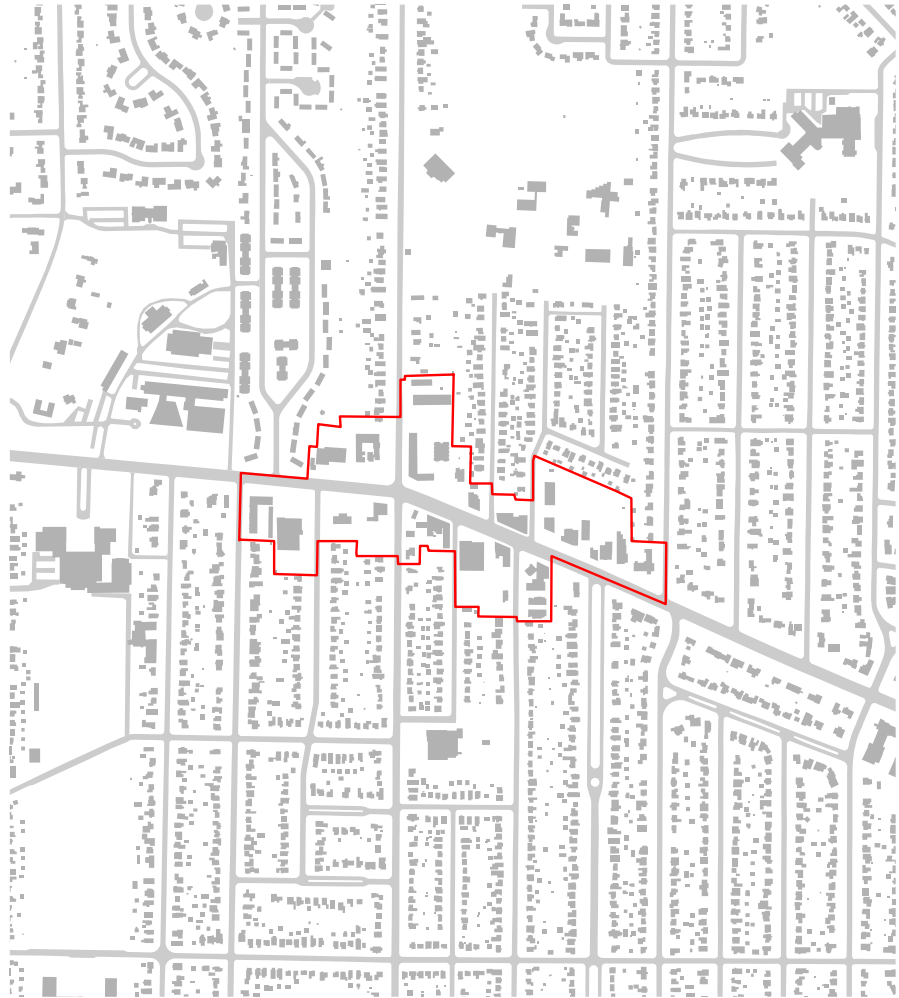
## TOPOGRAPHY



- Pilot Center Boundary
- Town Boundary
- Two-foot Contour
- Pavement
- Buildings



## FLOODPLAIN



- Pilot Center Boundary
- Town Boundary
- Water
- Floodway
- 100-Year Floodplain

- Buildings
- Pavement



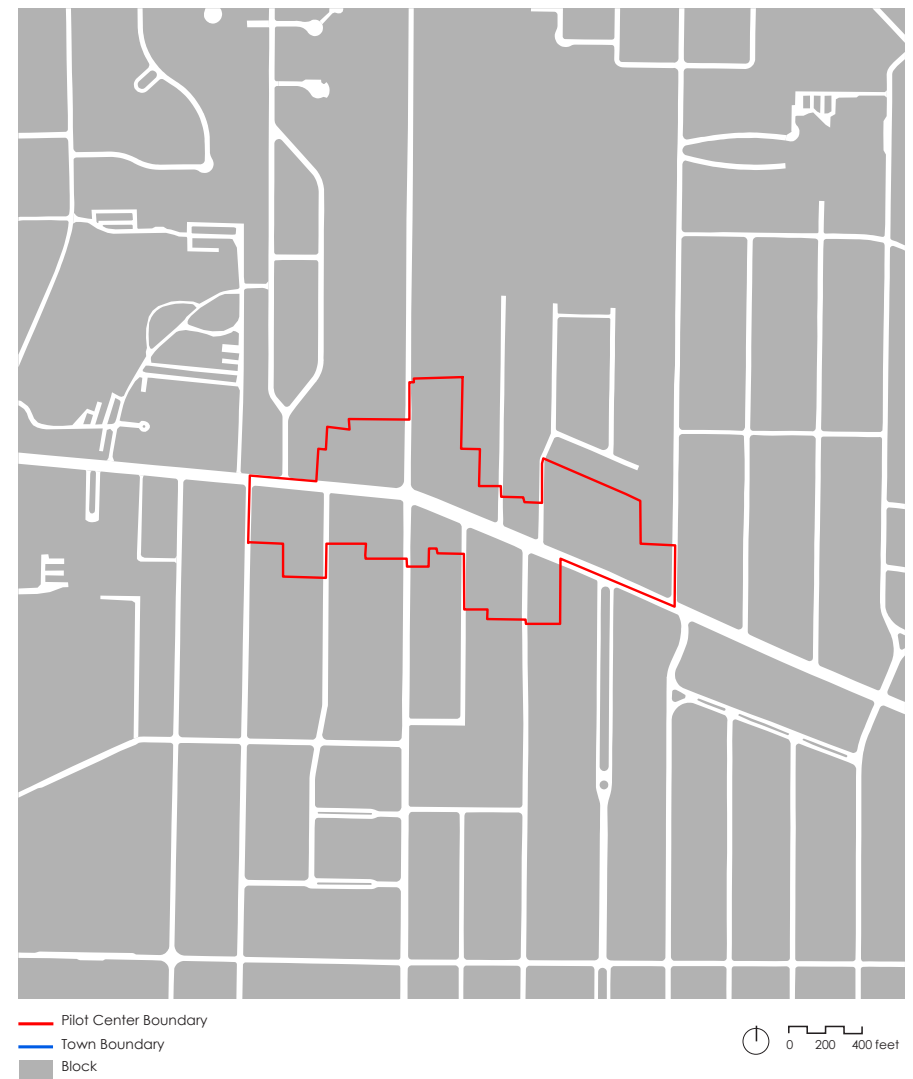


# SNYDER

FIGURE GROUND

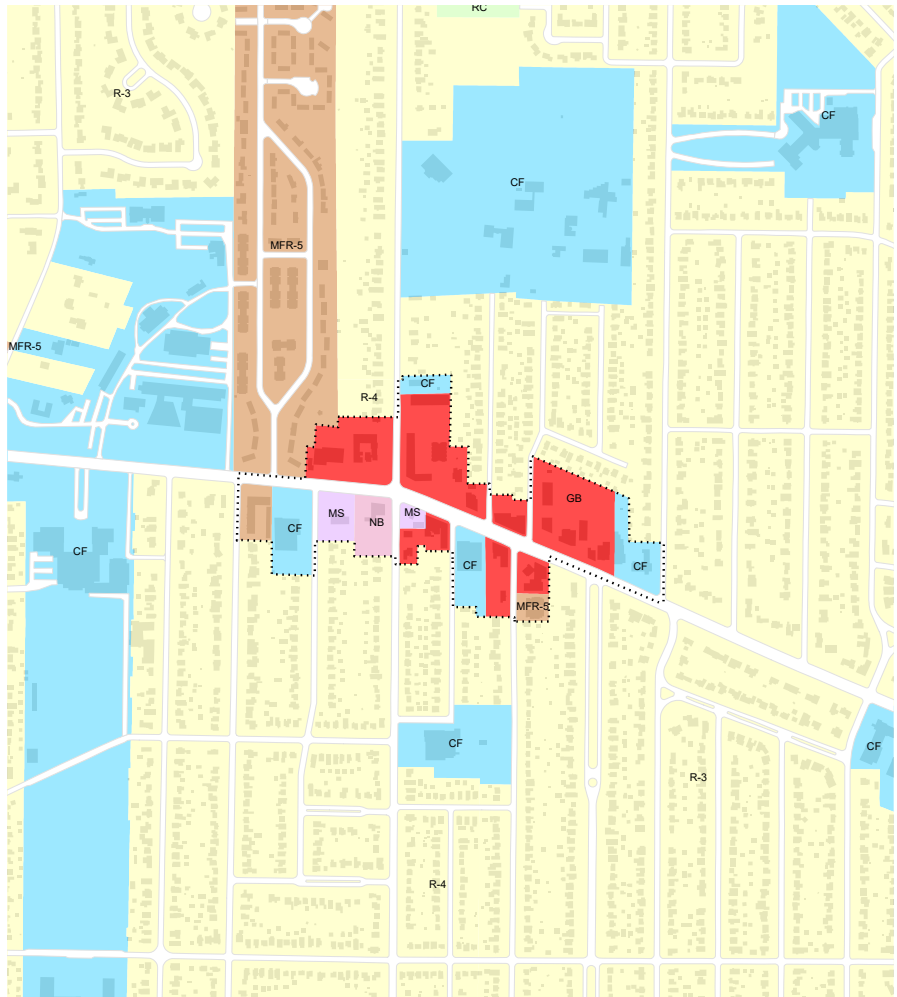


BLOCK PATTERN



# SNYDER

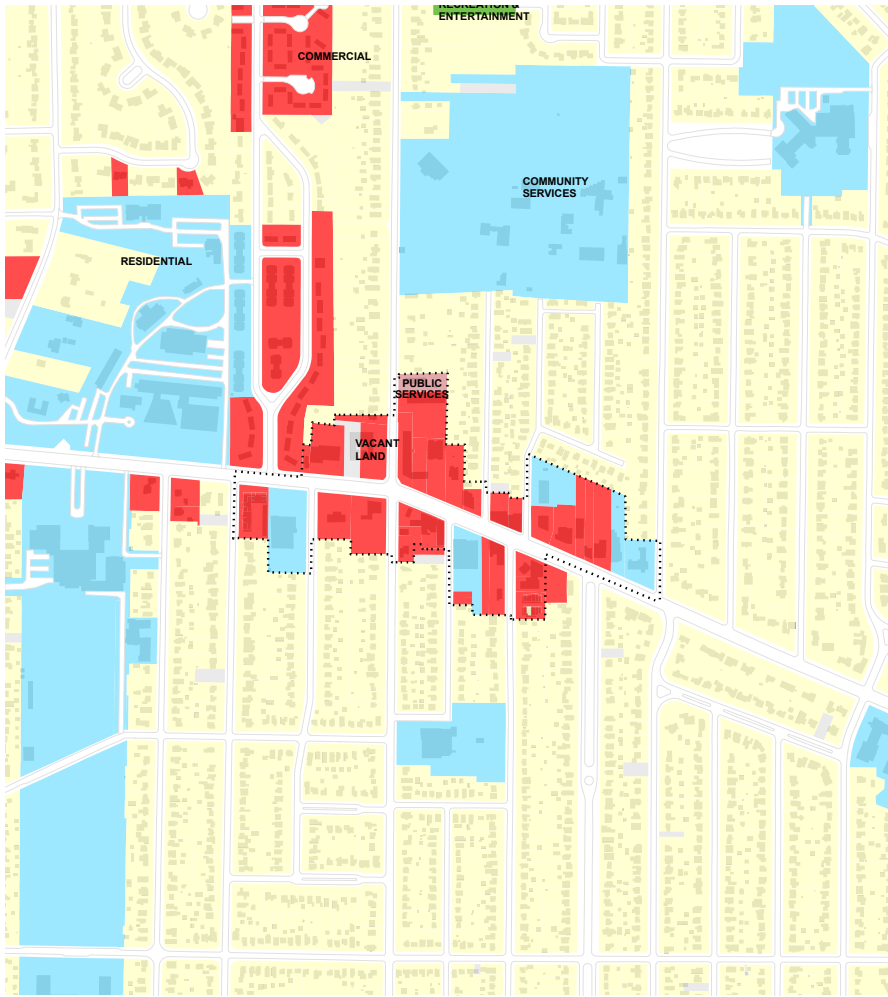
## EXISTING ZONING



- ..... Pilot Center Boundary
- Residential District (R)
- Multifamily Residential District (MFR)
- Neighborhood Business District (NB)
- General Business District (GB)
- Motor Service District (MS)
- Community Facilities District (CF)



## EXISTING LAND USE



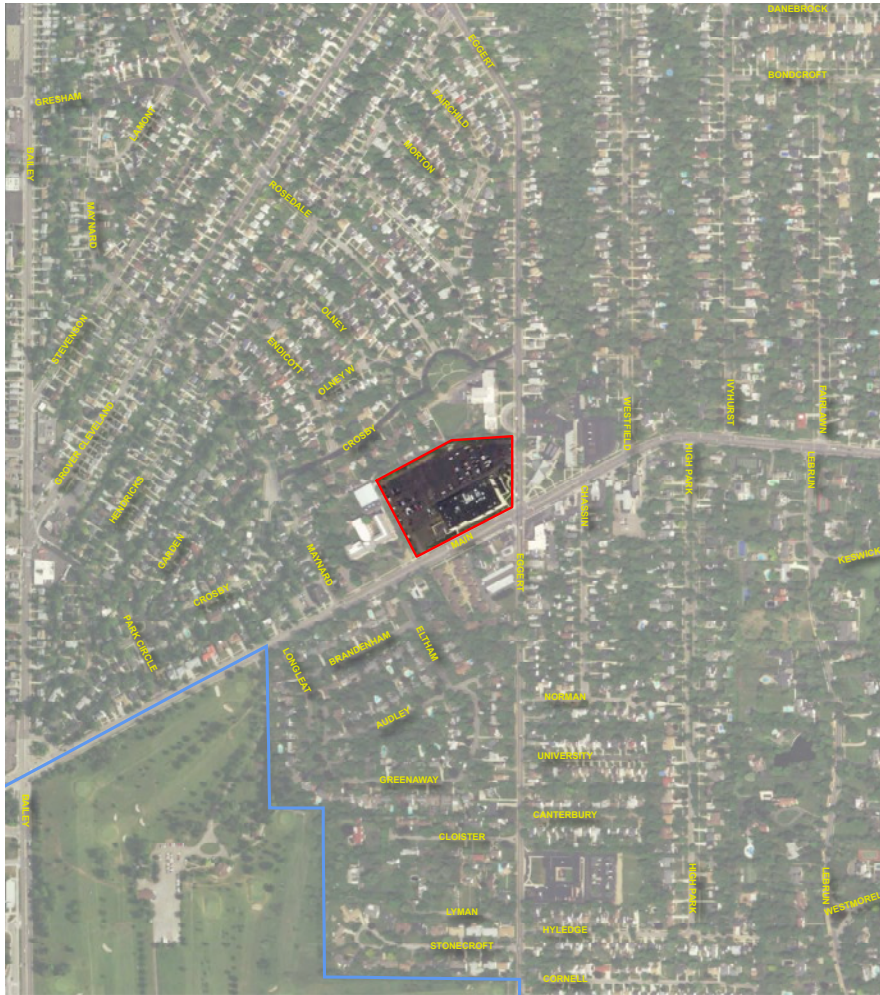
- ..... Pilot Center Boundary
- Town Boundary
- Residential
- Commercial
- Community Services
- Public Services
- Industrial
- Recreation and Entertainment
- Vacant Land





# EGGERTSVILLE

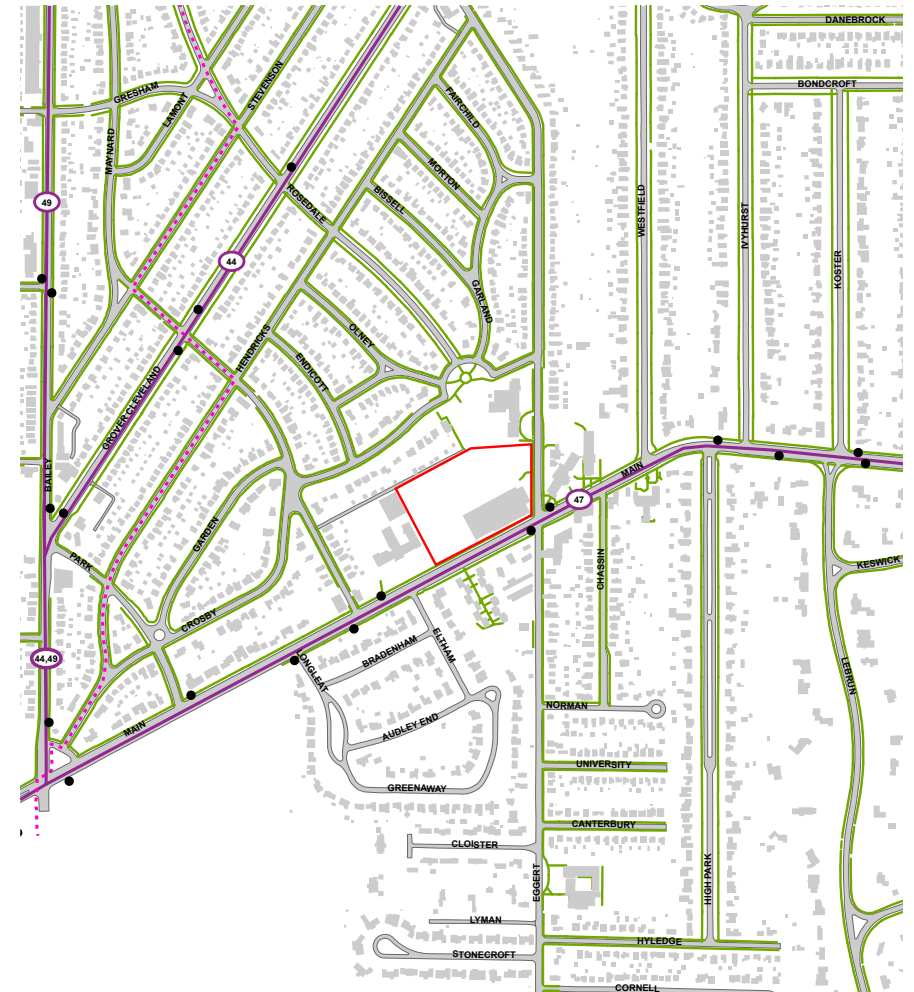
## CENTER BOUNDARY



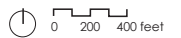
- Pilot Center Boundary
- Town Boundary



## MOBILITY



- Pilot Center Boundary
- Sidewalks
- Pavement
- Bus Routes and Bus Stops
- Buildings
- Bike Path
- Express Route



# EGGERTSVILLE

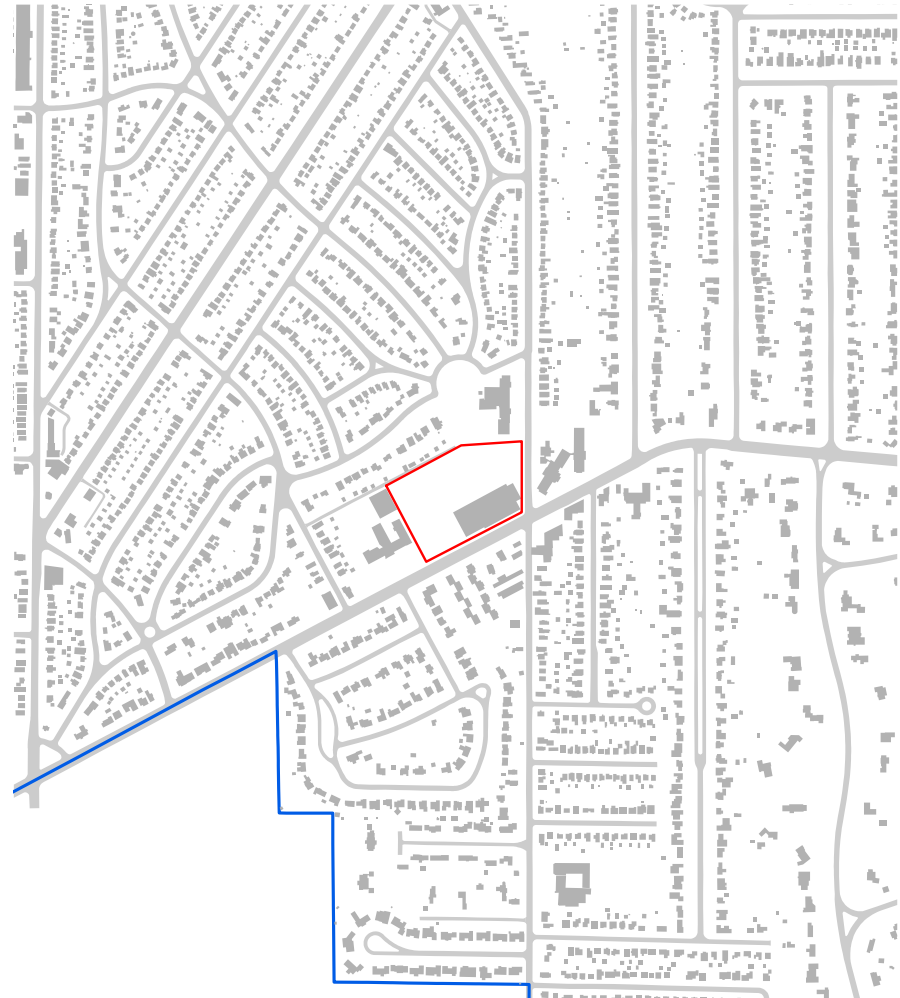
## TOPOGRAPHY



- Pilot Center Boundary
- Town Boundary
- Two-foot Contour
- Pavement
- Buildings



## FLOODPLAIN



- Pilot Center Boundary
- Town Boundary
- Water
- Floodway
- 100-Year Floodplain

- Buildings
- Pavement



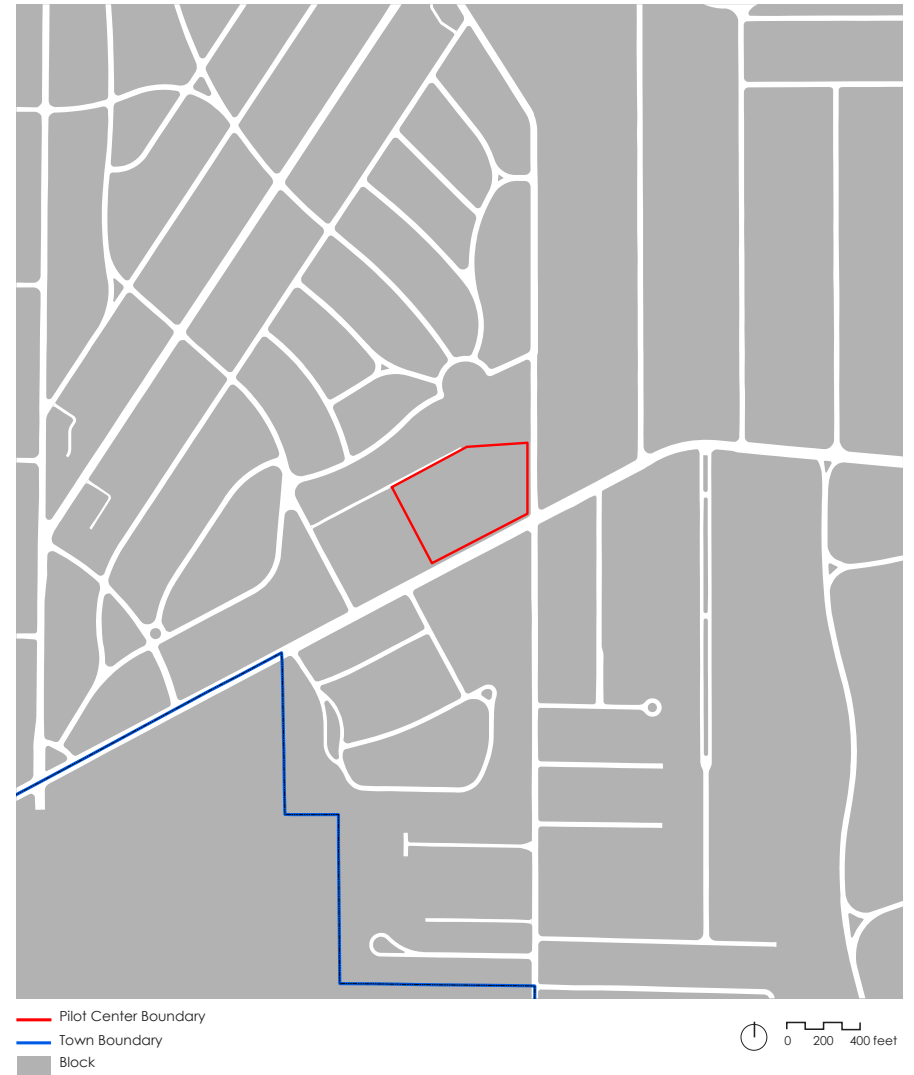


# EGGERTSVILLE

## FIGURE GROUND

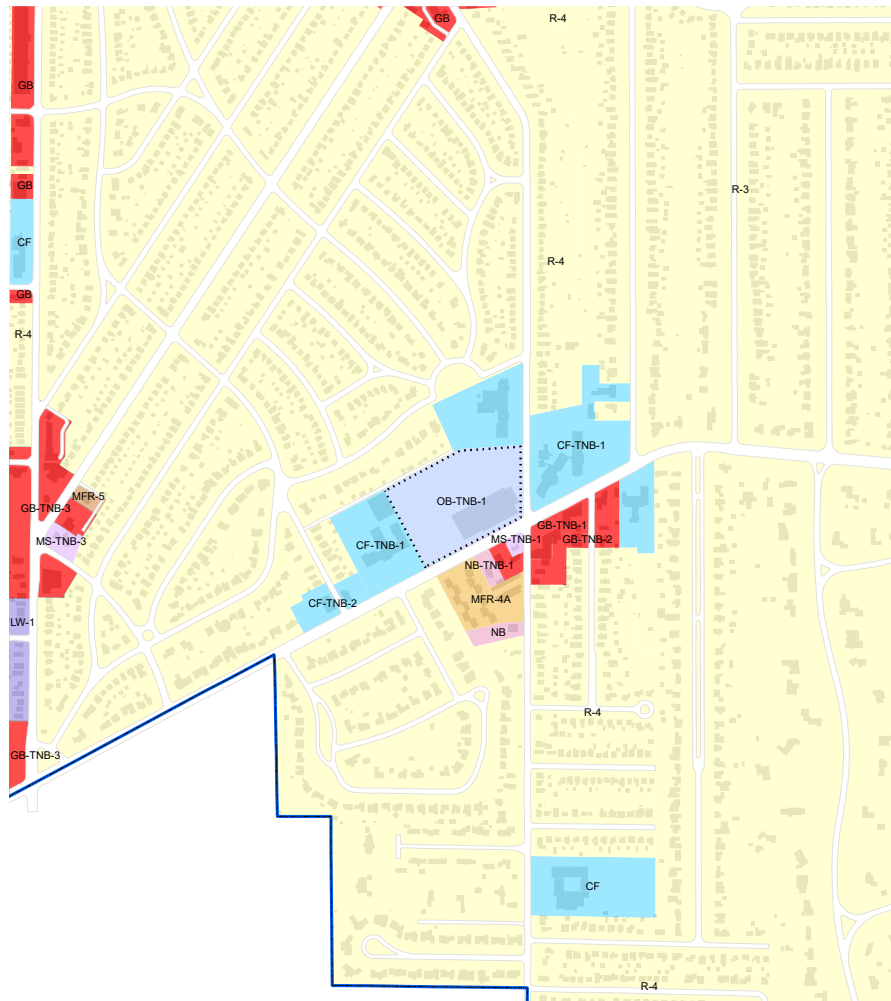


## BLOCK PATTERN



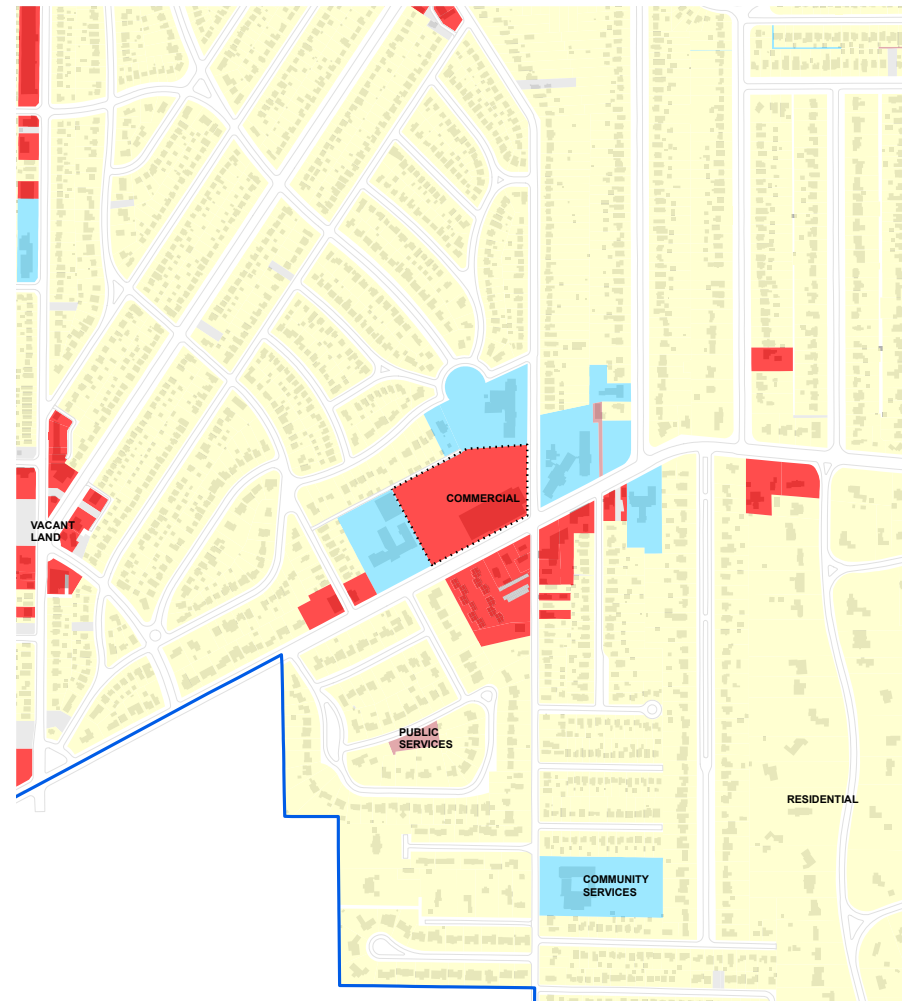
# EGGERTSVILLE

## EXISTING ZONING



- ..... Pilot Center Boundary
- Residential District (R)
- Multifamily Residential District (MFR)
- Neighborhood Business District (NB)
- General Business District (GB)
- Motor Service District (MS)
- Office Building District (OB)
- Live/Work (LW)

## EXISTING LAND USE

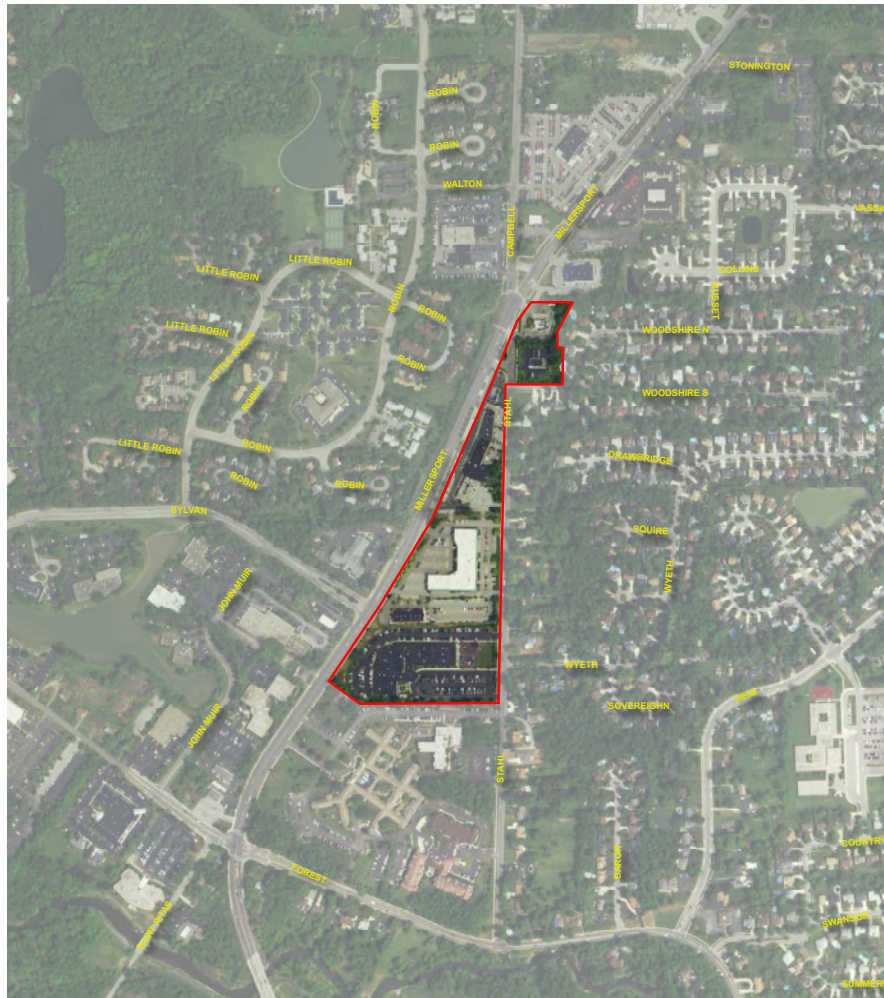


- ..... Pilot Center Boundary
- ..... Town Boundary
- Residential
- Commercial
- Community Services
- Public Services
- Industrial
- Recreation and Entertainment
- Vacant Land



# GETZVILLE

## CENTER BOUNDARY



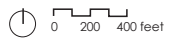
- Pilot Center Boundary
- Town Boundary



## MOBILITY

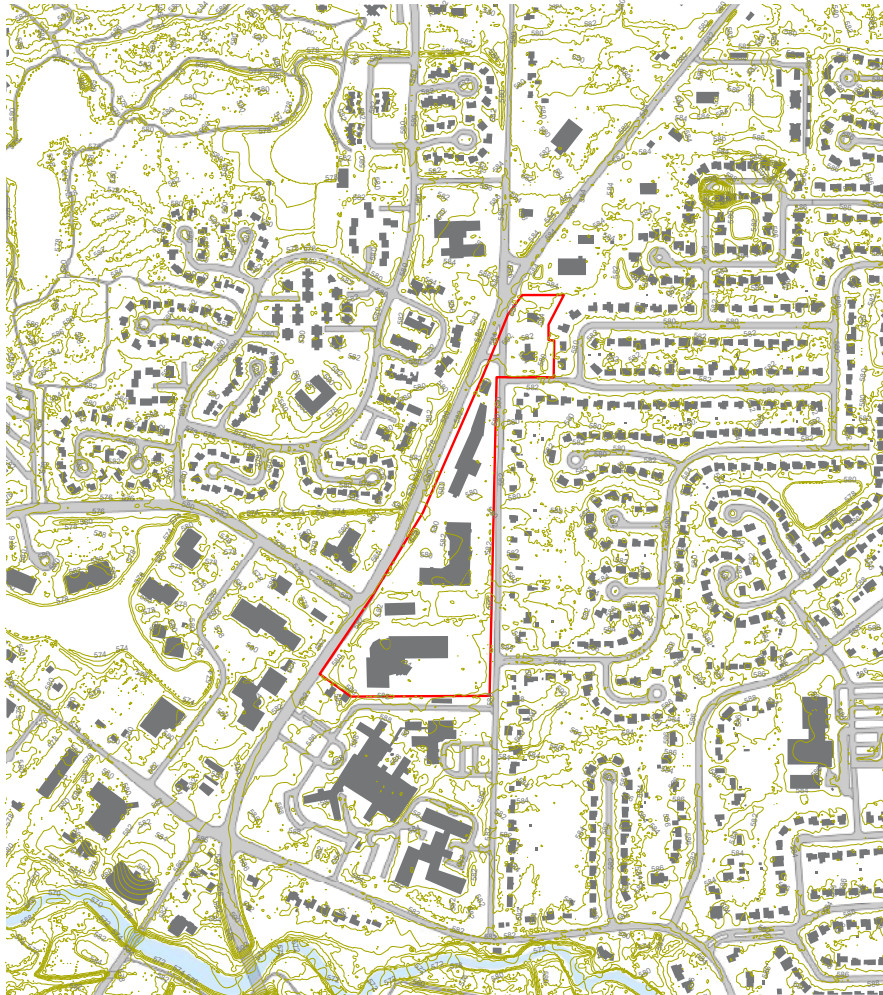


- Pilot Center Boundary
- Sidewalks
- Pavement
- Bus Routes and Bus Stops
- Buildings
- Bike Path
- Express Route



# GETZVILLE

## TOPOGRAPHY



- Pilot Center Boundary
- Town Boundary
- Two-foot Contour
- Pavement
- Buildings

## FLOODPLAIN



- Pilot Center Boundary
- Town Boundary
- Water
- Floodway
- 100-Year Floodplain
- Buildings
- Pavement

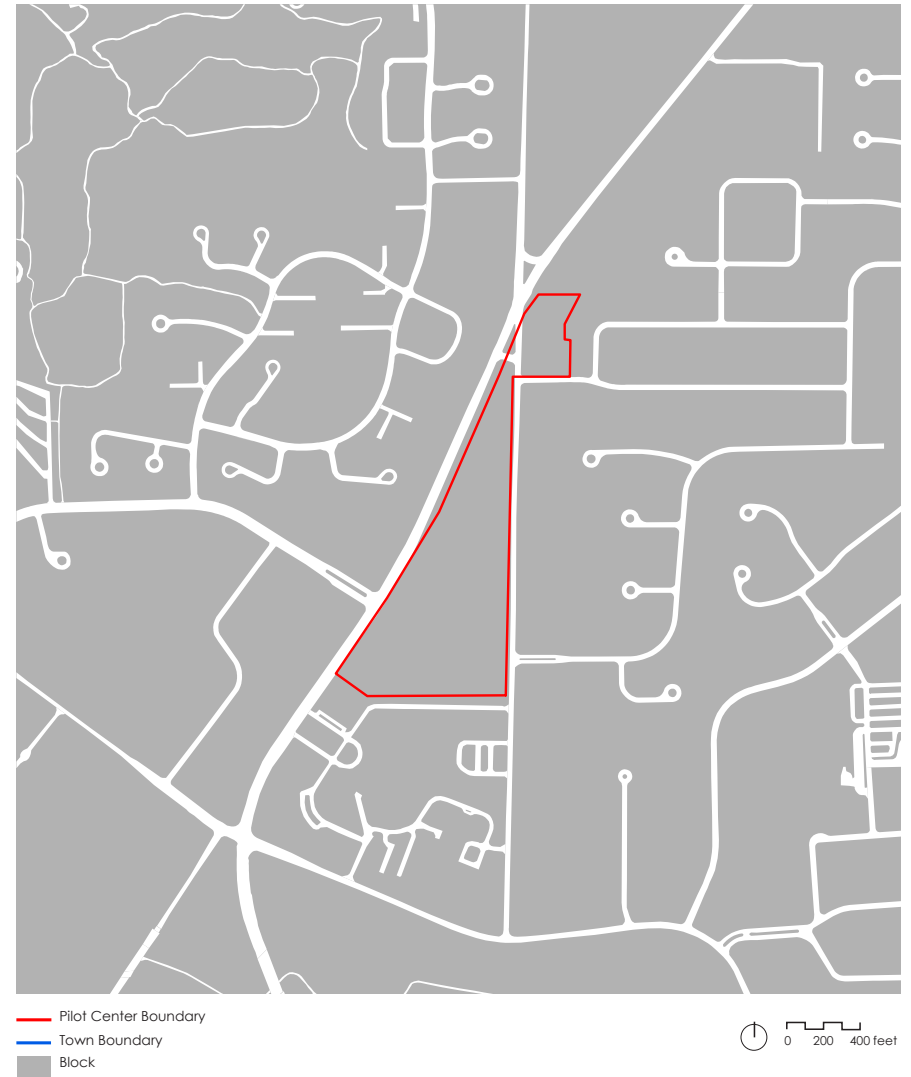


# GETZVILLE

## FIGURE GROUND

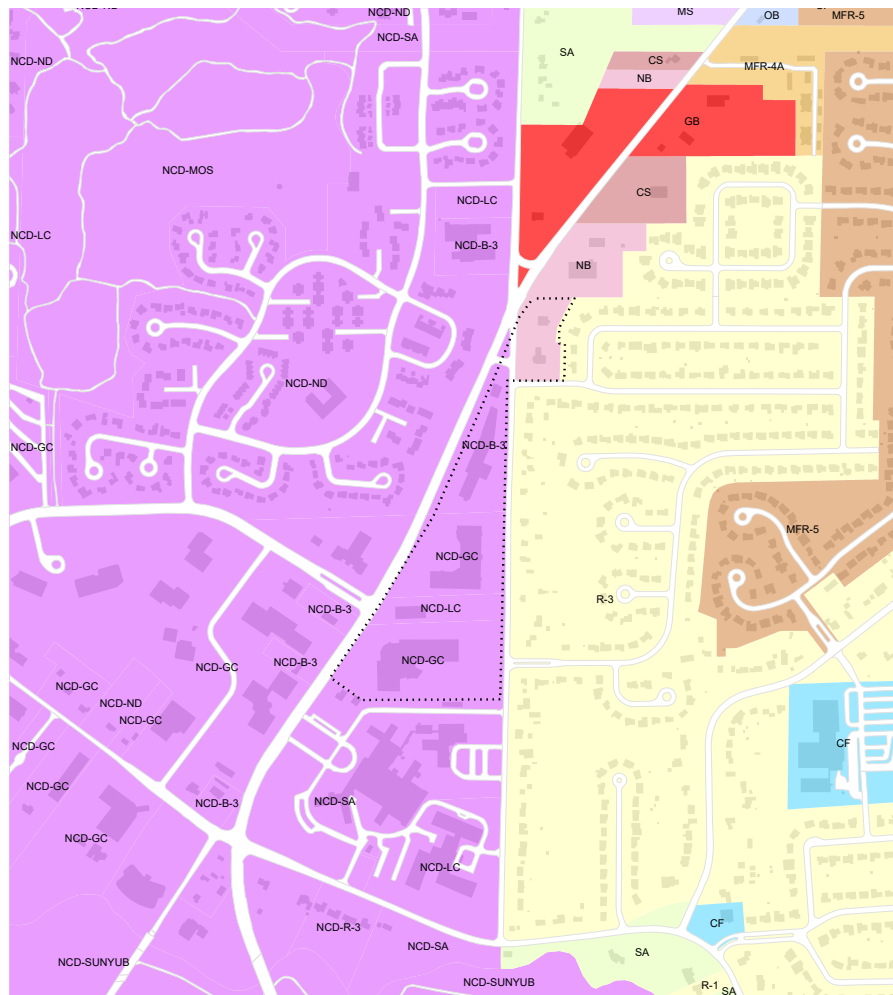


## BLOCK PATTERN



# GETZVILLE

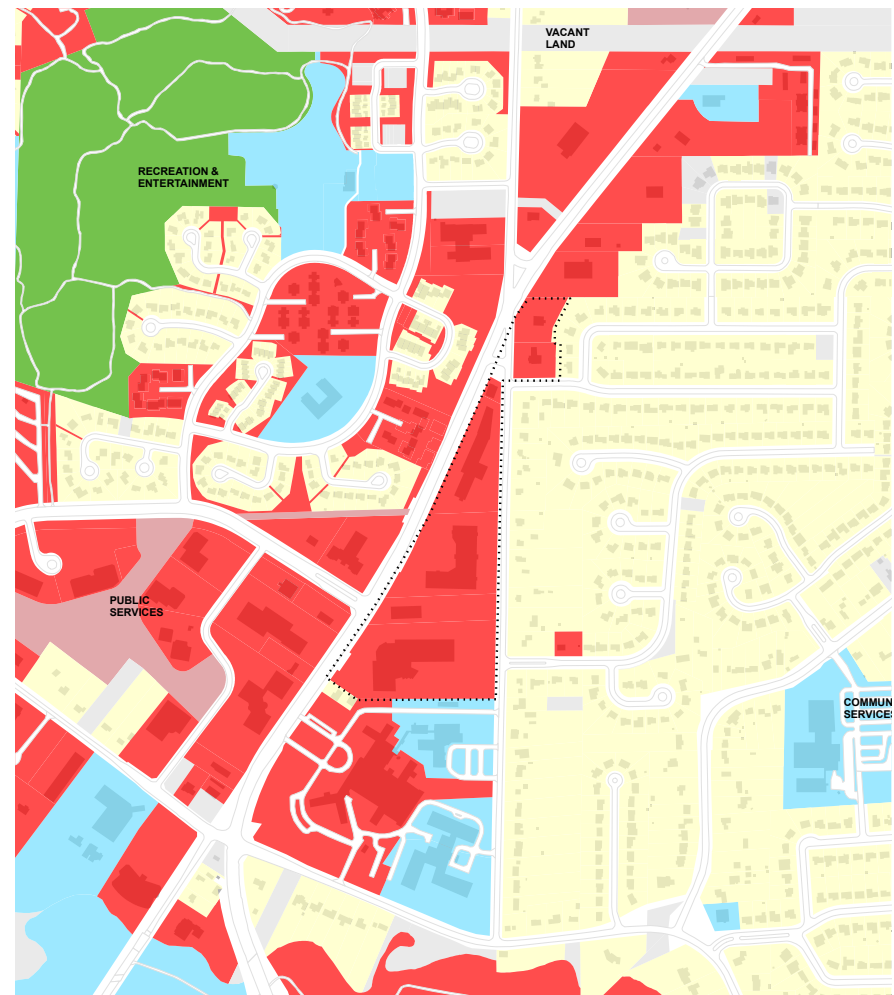
## EXISTING ZONING



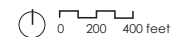
- |       |  |  |                                    |
|-------|--|--|------------------------------------|
| ..... | Pilot Center boundary                  |  | Motor Service District (MS)        |
|       | Residential District (R)               |  | Office Building District (OB)      |
|       | Multifamily Residential District (MFR) |  | Community Facilities District (CF) |
|       | Neighborhood Business District (NB)    |  | New Community District (NCD)       |
|       | General Business District (GB)         |  |                                    |



## EXISTING LAND USE



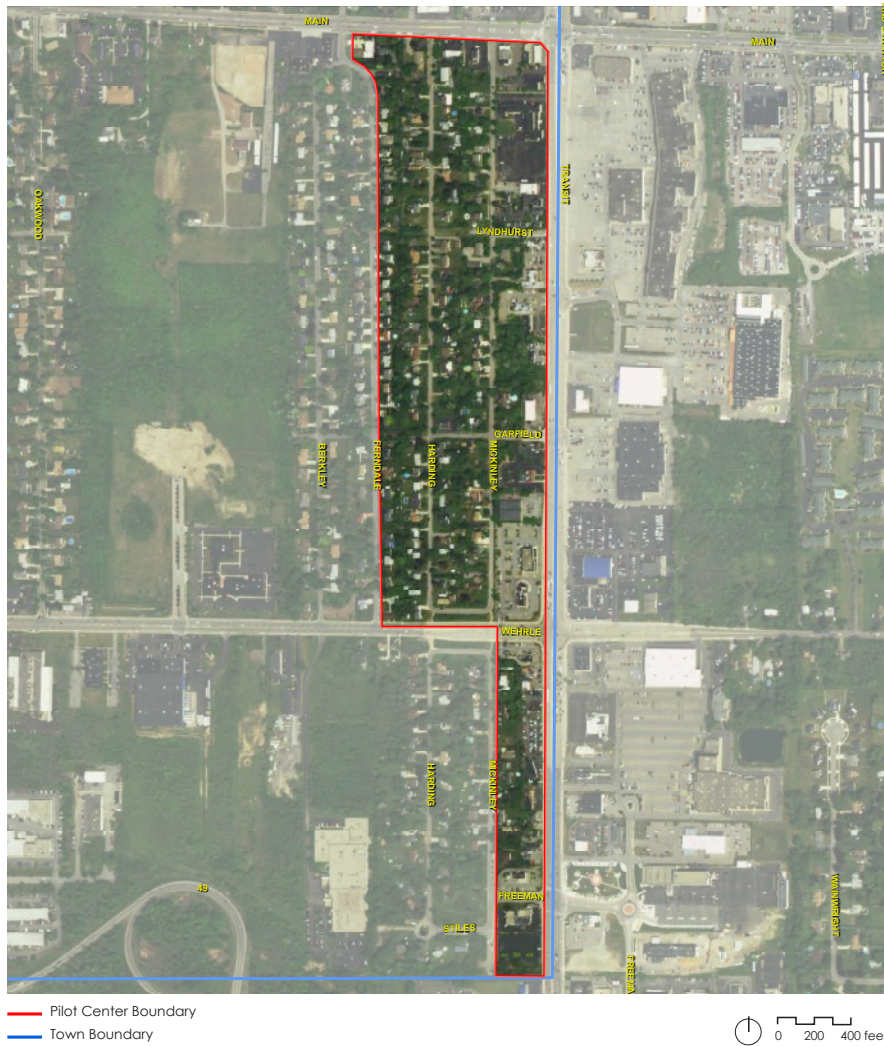
- ..... Pilot Center Boundary  
 — Town Boundary  
 Residential  
 Commercial  
 Community Services  
 Public Services  
 Industrial  
 Recreation and Entertainment  
 Vacant Land





# TRANSIT ROAD

## CENTER BOUNDARY

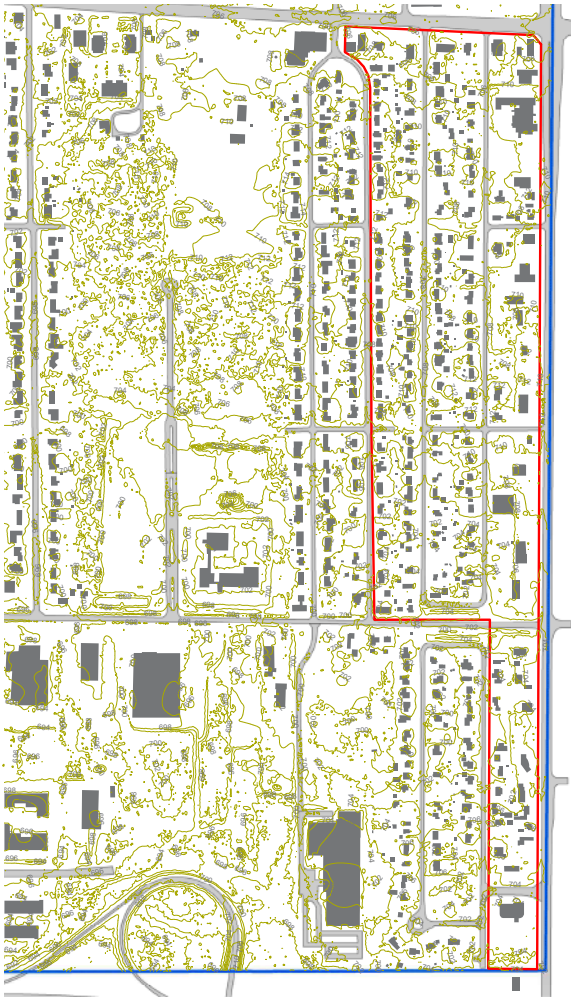


## MOBILITY

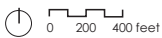


# TRANSIT ROAD

TOPOGRAPHY



- Pilot Center Boundary
- Town Boundary
- Two-foot Contour
- Pavement
- Buildings

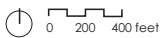


FLOODPLAIN



- Pilot Center Boundary
- Town Boundary
- Water
- Floodway
- 100-Year Floodplain

- Buildings
- Pavement



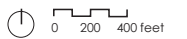
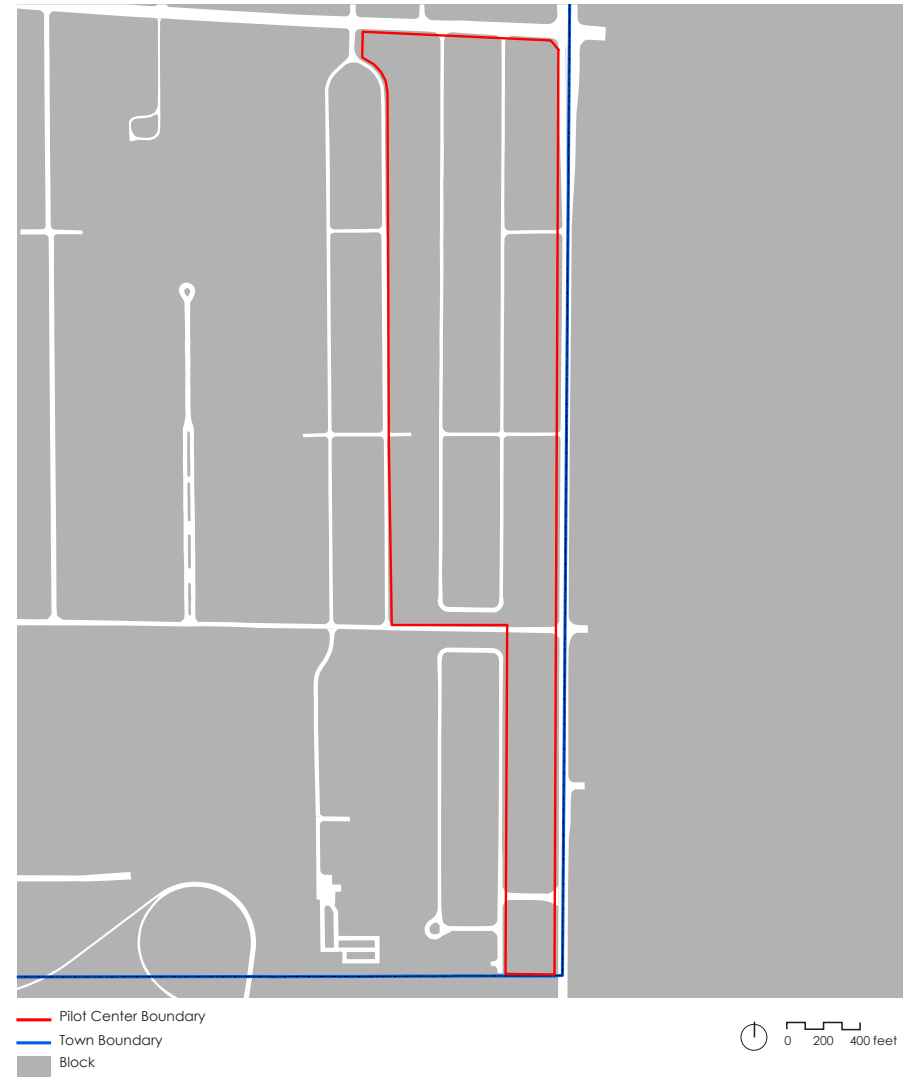


# TRANSIT ROAD

FIGURE GROUND

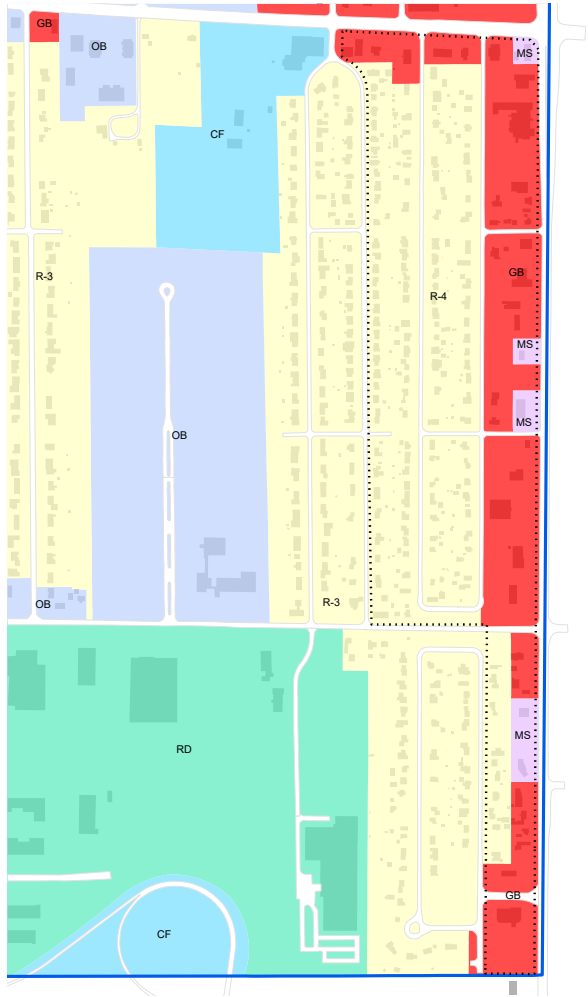


BLOCK PATTERN



# TRANSIT ROAD

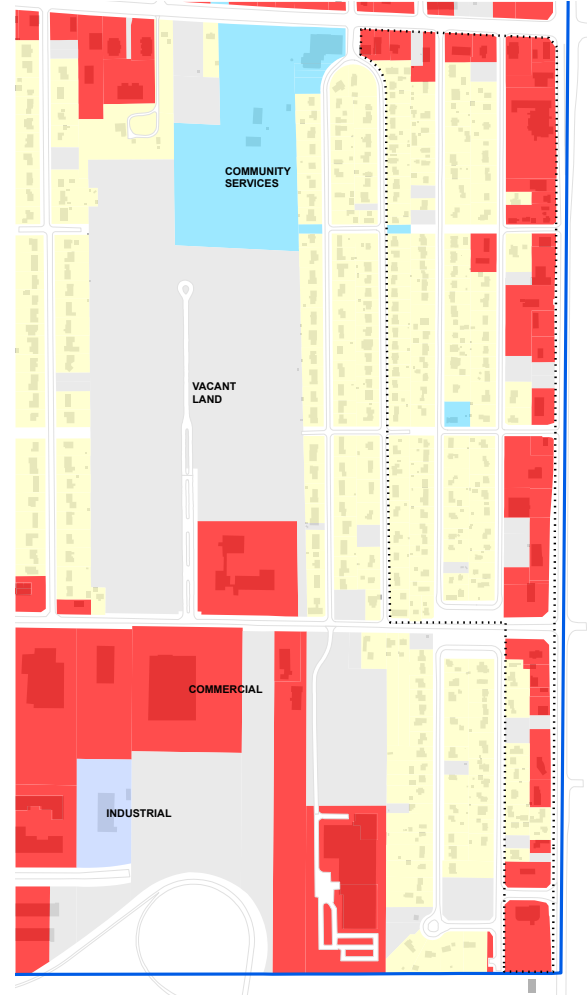
## EXISTING ZONING



- ..... Pilot Center Boundary
- Residential District (R)
- Community Facilities District (CF)
- General Business District (GB)
- Motor Service District (MS)
- Office Building District (OB)
- Research & Development District (RD)



## EXISTING LAND USE



- ..... Pilot Center Boundary
- Town Boundary
- Residential
- Commercial
- Community Services
- Public Services
- Industrial
- Recreation and Entertainment
- Vacant Land





# FACILITATOR'S GUIDE



Pilot Center \_\_\_\_\_ Table #: \_\_\_\_\_

## Facilitator Guide

**Goal:** Get participants to communicate with PENS - a picture is worth 1,000 words!  
What are the possibilities - not the obstacles!  
We don't need 100% consensus, and it's easier to move from the general to the specific

**Remember:** Mark your table number on any trace you add to your map  
Ask for a volunteer spokesperson early -- this spokesperson will present the table's ideas to the larger group at the end of the session  
DRAW !! DRAW !! DRAW!! We need to mark all of the places people talk about  
Take notes when issues are discussed that are not drawn on the map. Use the space provided below and then the back of the page if you need additional space.

### 1. TOWN-WIDE EXERCISE

#### Ice-Breaker 9:45 am (15 minutes)

Get the table oriented with the map

- » Have everyone introduce themselves. Why did they come to the session this morning?
- » Get the pens in their hands -- mark the general location of their home and business interests in the Town.
- » Mark places they shop, dine, work, recreate or visit.

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#### Center Hierarchy 10:00 am (30 minutes)

Get your table to think about the types of commercial and mixed use centers. Think about how the 6 pilot centers might operate in the future.

- » Look at all of the types of centers on the map, Town-wide. Orient everyone by pointing out UB, the Village of Williamsville and the 6 pilot centers.
- » Consider the 6 pilot centers:
  - Do they seem similar to other centers that are colored the same way? If not, then why not?
  - Are some centers that ARE similar colored differently? If so, which ones?
- » In conducting this exercise, think about:
  - Uses (mixed use, commercial, office, automotive)
  - Building placement (at the sidewalk, behind limited parking, behind lots of parking?)
  - Parking location (to the side or rear? in front?)
  - Building height (in stories)
  - Size of adjacent streets (lanes, speed, traffic)
  - Surrounding development (especially residential)

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## 2. PILOT CENTER EXERCISE

### Pilot Center Orientation 10:30 am (10 minutes)

*Get the table oriented with the map*

- » Get everyone acquainted with the pilot center map. What is their interest in this specific pilot center?
- » Do they live or work in the pilot center -- if so, where? Do they shop, dine, recreate or visit -- if so, where?
- » Do they live or work nearby -- if so, where? Do they drive, bike or walk through the area on a regular basis?

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### Think about NOW 10:40 am (20 minutes)

*Encourage your table to think about the existing character of the pilot center*

- » Is there a place in the center you would show on a postcard? A place you take visitors?
- » What makes this center different from other centers in the Town? What is special here?
- » Are there places you really enjoy? Places you avoid?
- » Are there areas you would like to see preserved or enhanced? Are there areas that should be transformed?
- » Are there specific buildings you would like to see replicated, or buildings that you would like to see protected? What do you like about those buildings?
- » Are there specific buildings that you would not like to see built again? What do you dislike about those buildings? Too tall, too big, in the wrong place, too close to the street, out of character?
- » Is parking a problem? If so, why and where?
- » How do you typically get to this center -- bus, car, bicycle or on foot? What businesses do you frequent and how do you get to them? Where is the closest park? Mark key routes on the map.
- » Is the center walkable? Is it easy to get around on a bike? Mark key pedestrian and bike routes on the map.
- » Are there streets that are more appropriate for cars? If so, which streets? Are there streets that should remain more pedestrian-oriented? Which ones?

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### Create the FUTURE 11:00 am (20 minutes)

*Encourage everyone to draw what they'd like to see and where!*

- » Is there a great place from somewhere you've visited or elsewhere that should be replicated? If so, what is it and where should it be located?
- » What is missing -- shops, services, housing, parks, jobs? Where should they be located?
- » Are there underutilized sites that should be redeveloped -- if so, where? What would you put on the site -- how tall, setbacks, parked how and where?
- » Should more intense residential options be allowed (townhouses, apartments, condos, live-work, cottage courts?) If so, where? How tall, and in what relationship to streets?
- » Should more commercial activity be encouraged?
- » Mark areas on the map where taller buildings should be allowed and describe how tall they should be.
- » Is the area missing any type of open or recreational space (pocket parks, trails, greenways, community gardens)? If needed, where would you like to see this type of space?
- » Are there key pedestrian, bike or vehicular connections missing? If so, where?
- » How could the area become more walkable and bikeable? Are there streets that need better sidewalks? Are there streets that need shared bike lanes or protected bike lanes? Mark them on the map.
- » What "green" or sustainable features should be part of the pilot center as it develops?
- » What would attract more young families to the pilot center? More seniors?
- » Are there elements in the pilot center that should disappear or not be repeated?

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### Big Ideas 11:20 am (10 minutes)

*\*\* If you don't have a table spokesperson, pick a "volunteer" now \*\**

- » Have the table compile the 3 most important ideas they came up with.
- » Each table spokesperson will have approximately 3 minutes to tell the room about their table's "Big Ideas."
- » "Finalize" the table drawings and your notes on the Facilitator Guide so that ideas are clearly expressed through the map or other images. **!!!!!!MAKE SURE THE 3 BIG IDEAS ARE WRITTEN ON YOUR MAP OR MAP!!!!**
- » Post your table map in the designated spot.

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### Group Report Back 11:30 am (3 minutes per table)

*Each table spokesperson will report on their "3 Big Ideas" for Amherst's centers*

#### REMEMBER

- » Mark your table number on any sheets of trace you added to your map! Mark your table number and the name of the pilot center on this Facilitator Guide. Give the Facilitator Guide to **Colin** when you are done.

**THANK YOU FOR YOUR HELP!**

Notes: \_\_\_\_\_

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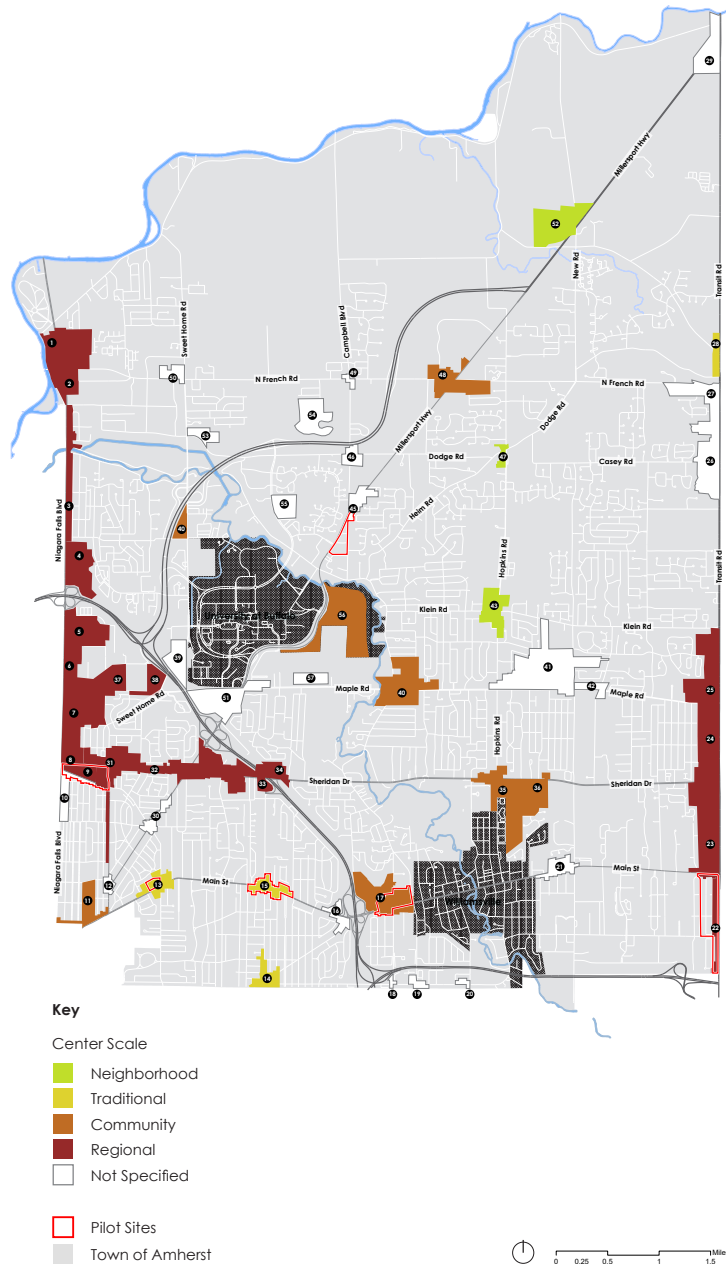
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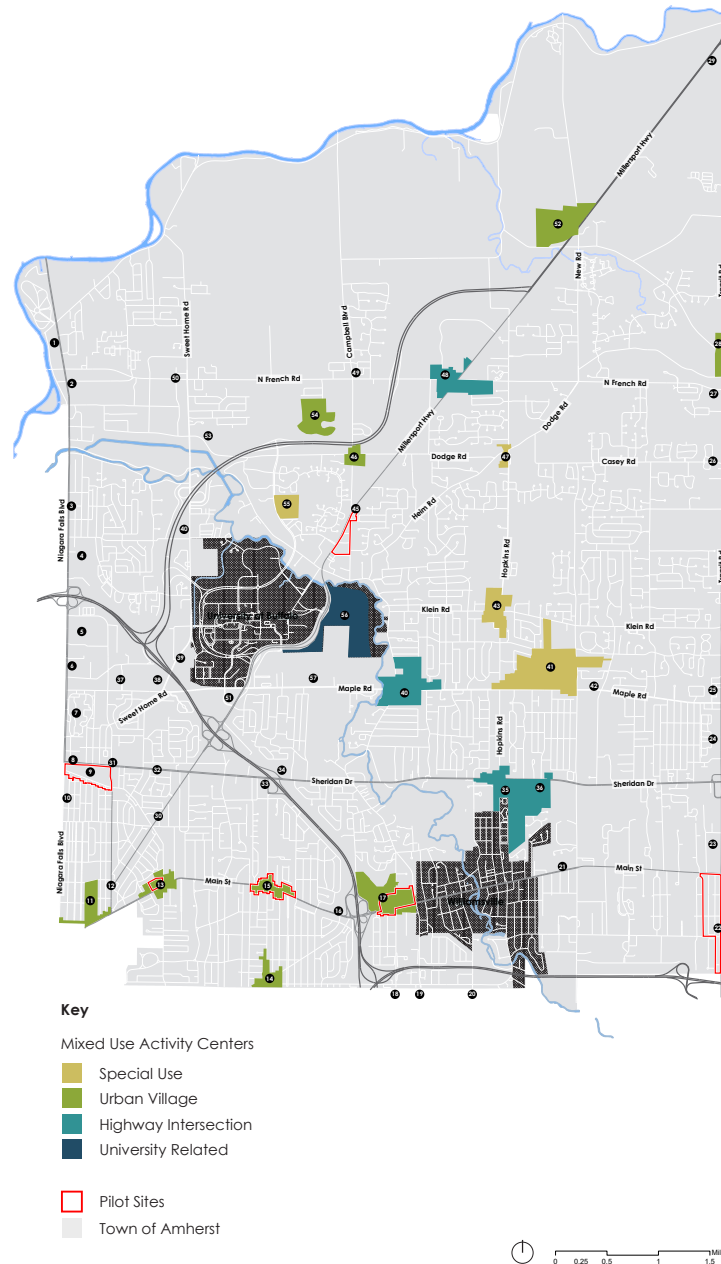


# CENTERS MAP

## ALL CENTERS BY SCALE



## MIXED USE CENTERS BY TYPE



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