

Residential Redevelopment Project 135 Evans Street Village of Williamsville Planning Board September 8, 2020

SITE DATA

TOTAL SITE AREA:	+5.285 ACRES (AC); 229,343-SF
AREA OF DISTURBANCE:	3.265-AC; 141,407-SF
DRAINAGE AREA:	+5.285-AC; 229,343-SF
IMPERVIOUS AREA:	
BUILDING:	3.21 AC
EXISTING FOOTPRINT:	0.57-AC; 24,790-SF
PROPOSED ADDITION:	0.817-AC; 757-SF (3R; 112-10)
PROPOSED FOOTPRINTS:	
NORTH BUILDING:	0.23-AC; 9,900-SF
CENTER BUILDING:	0.22-AC; 9,630-SF
SOUTH BUILDING:	0.21-AC; 9,418-SF
PAVEMENT:	3.42 AC
PARKING LOT:	1.08-AC; 46,880-SF
SIDEWALK:	0.34-AC; 15,000-SF
TOTAL GREENSPACE:	2.635 AC (50% OF SITE)
INTERIOR GREENSPACE:	5968 SF (12.8% OF PKG LOT)

PARKING DATA

SPACES REQUIRED:	1.5 SPA/DWELLING UNIT = 143
REGULAR:	98
HANDICAP:	10
VISITORS:	13
(VARIANCE #1)	108

ZONING DATA

CURRENT ZONING: NML, NEIGHBORHOOD MIXED-USE (112-17)
 PROPOSED USE: DWELLING, MULTI-FAMILY (A)(5)(a)(1-3)
 BUILDING SETBACKS:
 FRONT (EVANS): 0 TO 10', 20' WITH APPROVED PUBLIC OPEN SPACE (R)(2)(c)-(d)
 SIDE: 0 TO 20', 40' WITH DRIVEWAY (R)(2)(b)-(c)
 REAR: 20' MINIMUM (R)(2)(d)
 MIN. USABLE STORES: 2
 MAX. BLDG. HEIGHT: 36-FT (F)(2)(f)
 MAX. BLDG. COVERAGE: 10000 GROSS SF PER STORY (F)(2)(c-3)
 MAX. IMPERVIOUS COVER: 100%

RELOCATE stalls from south property line, ADD 1 stall; 10 spaces total

RELOCATE planter

REDUCE TOTAL UNIT COUNT BY (2) 1-BEDROOMS, THEREFORE 113 BEDS IN 95 UNITS

INCREASE setback to 50-ft 10-ft BEYOND Maximum Setback

Modify stair hall to remove "bump" RELOCATE driveway FURTHER North RELOCATE fence 10-ft away from PL

REVISED Setbacks are more closely related to the existing setbacks along East side of Evans

INCREASE Setback to 25-ft 5-ft BEYOND Maximum Setback

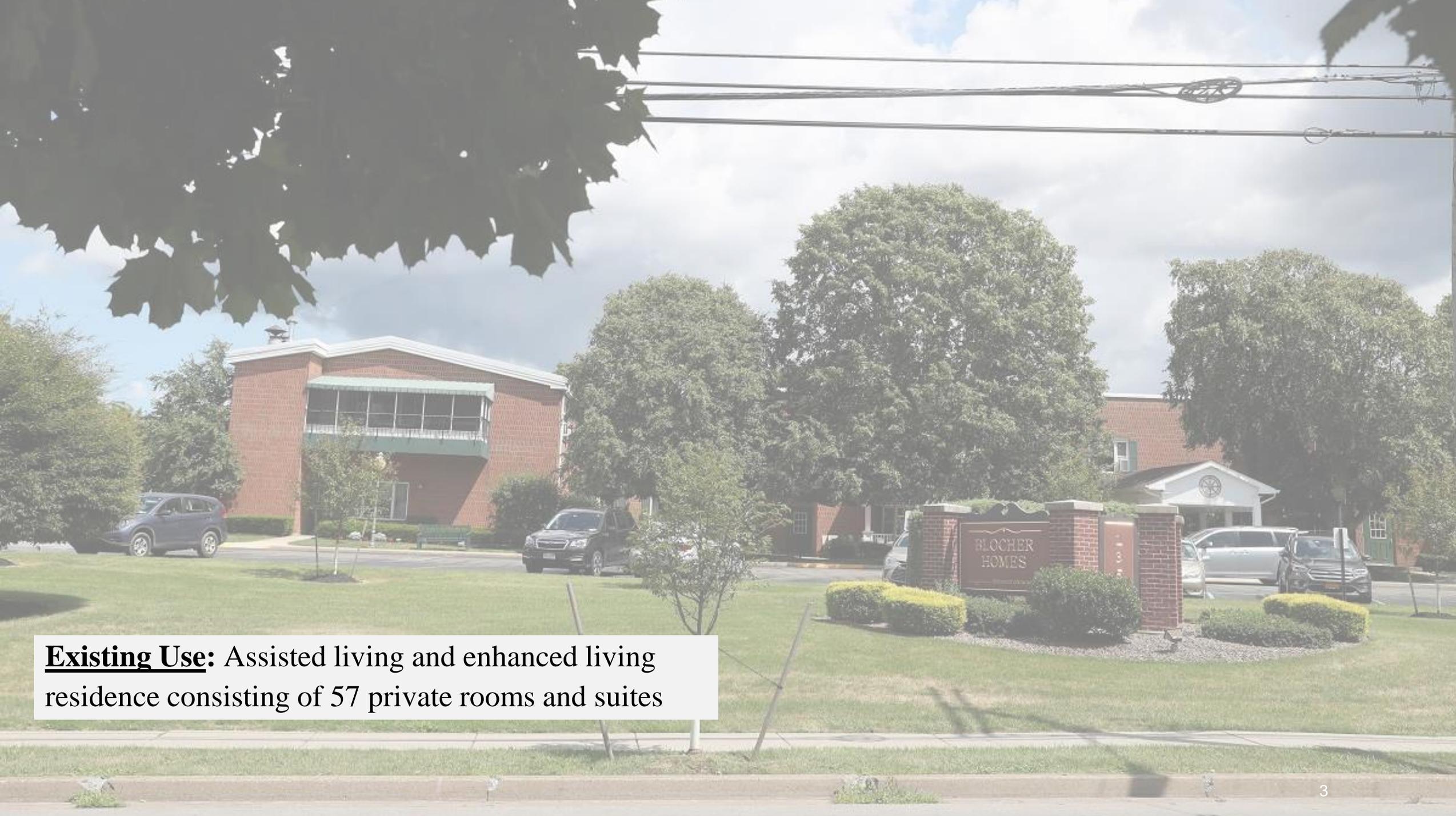
MAINTAIN setback at 14'-8"

INCREASE Setback to 20-ft Maximum Setback

All EXISTING homes are +/-29-FT from the CURB LINE on West side PROPOSED Buildings are all 29 TO 48-FT from the CURB LINE on the East side

Introduction and Project History:

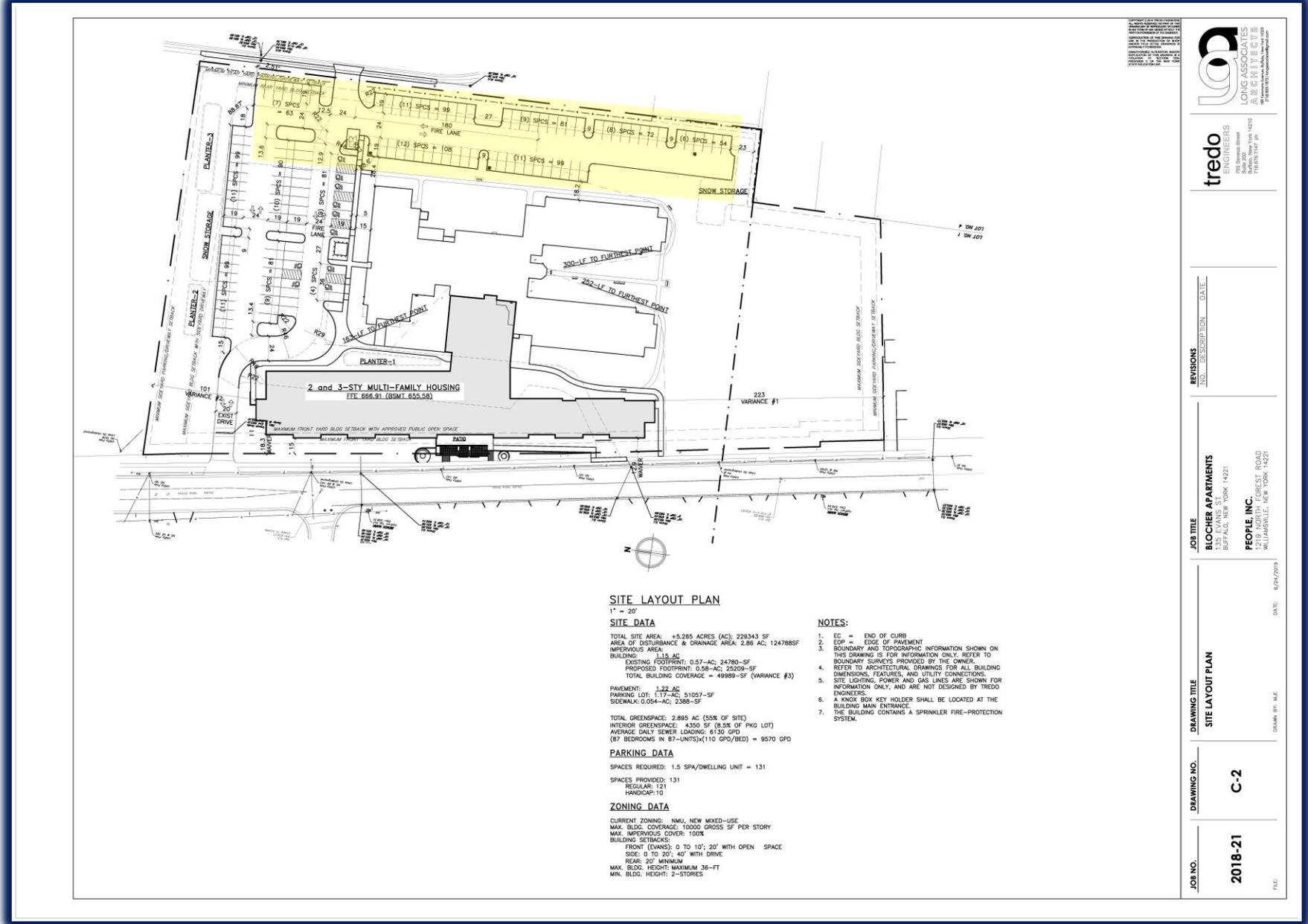
- People Inc. & The Blocher Homes
- The Project Site at 135 Evans has a size of approximately 5.26 acres and is zoned Neighborhood Mixed Use District (“NMU”) pursuant to the Zoning Map of the Village of Williamsville.
- Proposed Use: 93 mixed-income residential units [Ranging from 50% of median income to 90% of median income in the Buffalo-Niagara MSA] - 75 one-bedroom units and 18 two-bedroom units
 - 20 units will be designated for individuals who are both homeless and who are identified as having an unmet housing need and who have developmental disabilities and can live independently (“Supportive Units”)
 - Estimated project cost is \$31,503,632.00
- Multi-Family Dwellings are Expressly Permitted in the NMU zoning district pursuant to Section 112-17A(6)(a) of the Zoning Code.
- Zoning Board of Appeals granted an area variance to allow 110 parking spaces by a unanimous vote during its meeting on June 18th subject to one condition as follows:
 - “If any complaints are received regarding the parking of vehicles on site, that the Building Department will conduct a formal review of the situation and has the right to refer the application to any Village Review board deemed necessary to properly evaluate the parking requirements. This may also would include the applicant/property owner covering the cost of a parking study should this also be required.”
- Public Hearing held by the Planning Board on December 2, 2019
- Planning Board meetings August 5, 2019, October 7, 2019, November 4, 2019, December 2, 2019, January 6th, February 3rd, March 2nd, May 4th, May 18th and August 3rd [10 previous meetings]
- Planning Board issued a Negative Declaration pursuant to the State Environmental Quality Review Act (“SEQRA”) on May 18, 2020



Existing Use: Assisted living and enhanced living residence consisting of 57 private rooms and suites

- **Original Site Layout Plan:**

- Conversion of the 50,000± sq. ft. building into apartments along with new apartments in a proposed 2 and 3-story addition consisting of 65,000± sq. ft.
- 87 mixed-income apartments with 131 parking spaces
- The original layout required 3 area variances from the Zoning Board of Appeals



Project History:

- Updated Site Plan submission made on July 29th consisting of the following:
 - Updated Overall Site Plan prepared by Tredo Engineers dated July 27, 2020
 - Updated Large Scale North and South Site Plans prepared by Tredo Engineers dated July 27, 2020
 - Updated Landscape Plan and Planting Schedule prepared by Tredo Engineers dated July 27, 2020
 - Updated Elevation Plan for the North Building prepared by Long Associates Architects dated July 27, 2020
 - Overall Site Plan [Sheet C1-A] consisting of the current project layout with a color aerial photograph overlay depicting the properties, streets, etc. within 500 ft. of the Project Site
 - Headlight Study which depicts the minimum, average and maximum headlight angles for vehicles exiting the proposed southern driveway onto Evans Street and the property on the opposite of the driveway at 98 Evans Street
 - Southern Driveway Alignment Plan which depicts that the proposed 5 ft. relocation of the southern driveway to the north that resulted from increasing the distance of this driveway by 10 ft. [20 ft. proposed southern driveway side yard setback] from the residential parcel directly south of the Project Site at 81 Evans Street will not have any substantial adverse impacts on the property across the street at 98 Evans Street.
 - Updated project documentation as listed above presented to the Planning Board during its meeting on August 3rd

Updated Site Plan Submission dated September 1, 2020:

- Updated Site Plan submission dated September 1st consisting of the following:
- Updated Site Layout Plan [Drawing C-2] prepared by Tredo Engineers dated August 18, 2020;
- Updated Landscape Plan and Planting Schedule [Drawing L-1] prepared by Tredo Engineers dated August 18, 2020;
- Updated North Building Elevation Plan – West [Drawing A-201] prepared by Long Associates Architects dated August 18, 2020;
- Updated North Building Elevation Plan – North [Drawing A-202] prepared by Long Associates Architects dated August 18, 2020;
- North Building Color Elevation Plan – North and West [Drawing A-203] prepared by Long Associates Architects dated August 18, 2020;
- Updated Headlight Study Section Plan dated August 18, 2020 [11” x 17”]; and
- Headlight Study and Adjacent Building Heights Plan dated August 18, 2020 [11” x 17”]

Potential Driveway Connection to Village Pointe Lane:

- The Village of Williamsville Traffic & Safety Board (“Traffic & Safety Board”) reviewed the proposed project including the updated TIS prepared by SRF Associates Dated October 7, 2019 during its meeting on January 2, 2020.
- During its January 2nd meeting, the Traffic & Safety Board recommended that the Planning Board approve the project subject to the Planning Board and the Town of Amherst considering a driveway from the Project Site onto Village Pointe Lane.
- Village Pointe Lane is a Town of Amherst roadway
- Curb cut permit decisions fall within the jurisdiction of the Town’s Superintendent of Highways per Chapter 95 of the Town of Amherst Town Code
- Letter of Patrick Lucey, Superintendent of Highways, dated February 13, 2020

AMHERST HIGHWAY DEPARTMENT

1042 North Forest Road Williamsville, New York 14221

Patrick Lucey

Superintendent of Highways
plucey@amherst.ny.us



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Paul Anderson

Deputy Highway Superintendent
panderson@amherst.ny.us

Building/Planning
Village of Williamsville
5565 Main St.
Williamsville, NY, 14221

Date: February 13, 2020

Dear Village of Williamsville Building/Planning Board members,

I have looked into the curb cut permit request for 135 Evans St. which would be located in the right of way off Village Pointe Lane. I would like to explain why I am refusing to issue this curb cut permit and how I reached my decision. As many of the Board members already know numerous residents that live on Village Pointe Ln. object to a curb cut onto Village Pointe Ln. To date I have not heard from one resident that is in favor of a curb cut. I don't think a driveway that would allow access into the Blocher housing complex to/from Village Pointe Ln. is appropriate for this residential roadway. Not only would there be increased vehicular traffic on Village Pointe there would also be commercial traffic servicing the Blocher complex.

The argument that access to Village Pointe would benefit residents traveling north on Essjay is also flawed. The amount of traffic currently on Essjay Rd and International Dr during daytime business hours is excessive. Exiting the complex on Evans St and traveling northbound would be more appropriate than traveling on Essjay Rd.

I have also reviewed past Village of Williamsville Board meeting minutes that were held in 1987, 1988, 1989 and 1990. At that time there was a general opposition from most of the elected officials and Village residents about the proposed Ciminelli Corp. project that was being planned on the northern end of Rinewalt and Academy Streets, the current location of Village Pointe Ln. At that time there was no interest in extending either Rinewalt or Academy into this proposed subdivision. Now over 30 years later accessing a Village housing complex located in the Village onto a Town roadway is a good idea! The decisions that were made in the late 1980's not to access Rinewalt or Academy were appropriate, and I feel the reasons for those decisions should also apply to Village Pointe.

Patrick Lucey



Superintendent of Highways

**Potential Driveway
Connection to
Village Pointe
Lane:**

- Formal request for curb cut submitted on September 2nd
- Meeting held with Highway Superintendent Lucey on September 3rd
- Formal denial letter dated September 8th

AMHERST HIGHWAY DEPARTMENT

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Paul Anderson
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Timothy Masters, Code Enforcement Officer
Village of Williamsville Planning Department
5565 Main St.
Williamsville, NY 14221

September 8, 2020

Re: Denial of Curb Cut Permit – Village Pointe Lane
135 Evans Street

Dear Williamsville Building/Planning Board members:

I reviewed the letter dated September 2, 2020 and documents submitted by Sean Hopkins, Esq. with a written request for a curb cut permit for a driveway that would connect from 135 Evans St. onto Village Pointe Lane. As discussed during the meeting with Mr. Hopkins and Mr. Masters on September 3rd, I issued a letter on February 13, 2020 for the purpose of denying a curb cut permit. My letter included an explanation for my decision including my review of past Village of Williamsville Board meeting minutes, and the opposition to the curb cut from residents on Village Pointe Ln.

My letter on February 13, 2020 was prepared to respond to the Village Traffic and Safety Board's recommendation requesting that both the Village Planning Board and the Town of Amherst consider a curb cut for a driveway connection to Village Pointe Ln.

This letter reiterates my formal decision denying the curb cut permit request for a driveway connection to Village Pointe Ln. In addition to the detailed explanation in my letter on February 13, 2020, my decision denying the curb cut is also supported by my review of the project documents that were referenced in the letter from Mr. Hopkins dated September 2, 2020.

The traffic documents included with letter from Mr. Hopkins including the traffic study prepared by SRF Associates supports my decision that the curb cut is not necessary. For example, on January 2, 2020 a letter was issued by Timothy Faulkner of Fisher Associates based on his review of the traffic study for the project prepared by SRF Associates stating, "We also reviewed the additional information provided by SRF Associates that included printouts of the capacity analysis for the study area intersections for the AM and PM peak hours for the access scenario that does not include a driveway to Village Pointe Lane. Without the additional driveway, site traffic will need to be redistributed to the proposed driveways on Evans Street. Traffic is projected to increase by 8 vehicles per hour (vph) at both the North and South Driveways during the AM peak hour and 9 vph during the PM peak hour. The additional capacity analyses shows that the increase in traffic utilizing the two driveways on Evans Street will have a negligible effect on operations and will not change movement delay or levels of service."

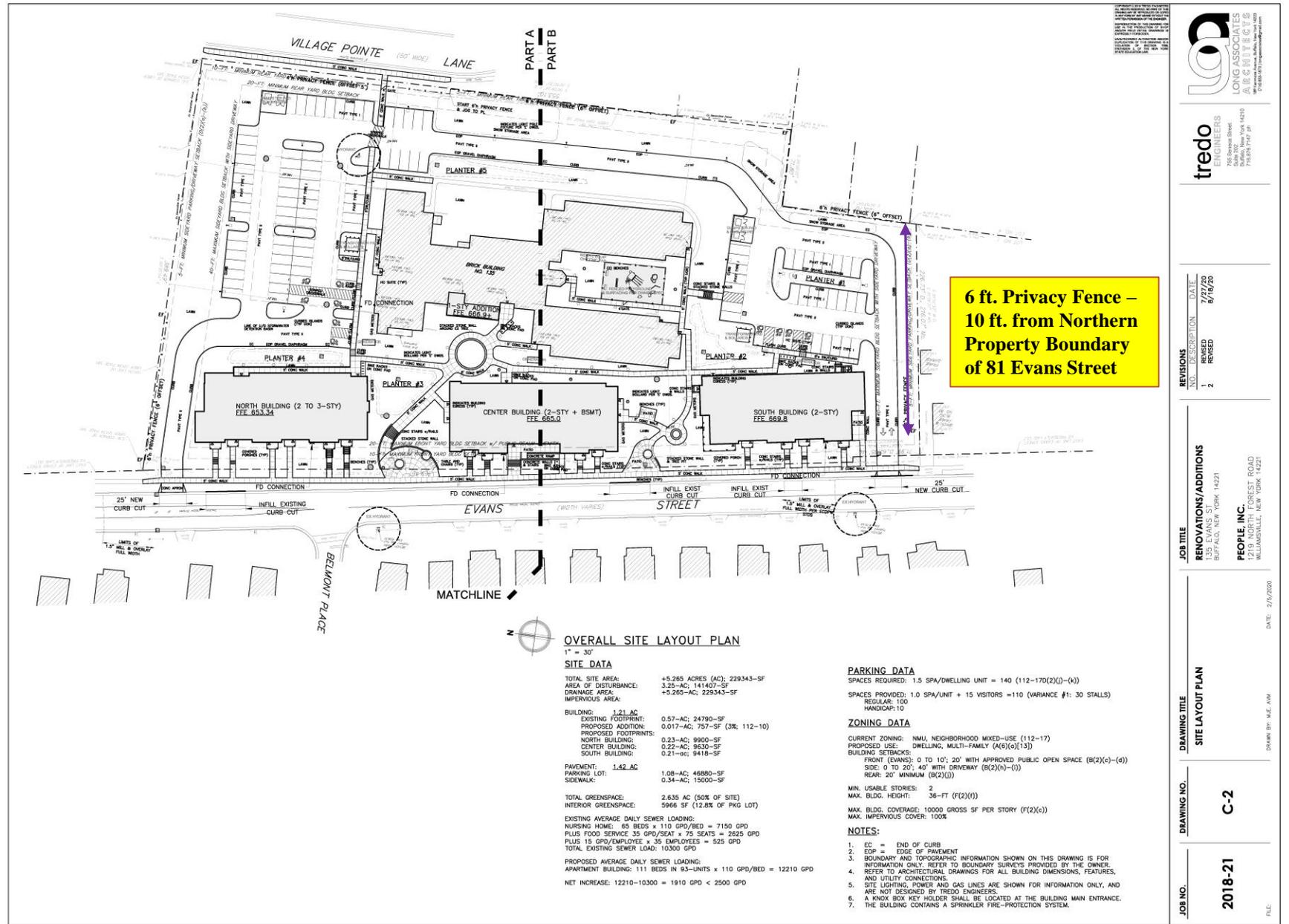
The review conducted by Fisher Associates, the independent traffic consultant retained by the Village, as well as the traffic study prepared by SRF Associates, demonstrate a driveway connection to Village Pointe Ln. is not needed for traffic management purposes. The current site plan for the proposed project shows two driveways from 135 Evans St. onto Evans Street which will both provide direct access for vehicles entering and existing the site.

Please provide the Planning Board with a copy of this letter and my previous letter dated February 13, 2020 for its consideration.

Patrick Lucey
Superintendent of Highways
Town of Amherst

• **Updated Site Layout Plan [Drawing C-2 – Revised: 09/08/20]:**

- In response to an e-mail from Christine and Daniel Hunt of 81 Evans Street earlier today, the updated Site Plan depicts the 6 ft. privacy fence as being entirely 10 ft. from the southern property line
- Owners of 81 Evans Street would need to be responsible for maintenance of greenspace on the southern side of the privacy fence



tredo ENGINEERS
125 Sherman Street
Buffalo, New York 14203
716.871.7471

REVISIONS

NO.	DESCRIPTION	DATE
1	REVISION	8/18/20
2	REVISION	

JOB TITLE
RENOVATIONS/ADDITIONS
135 EVANS ST.
BUFFALO, NEW YORK 14221

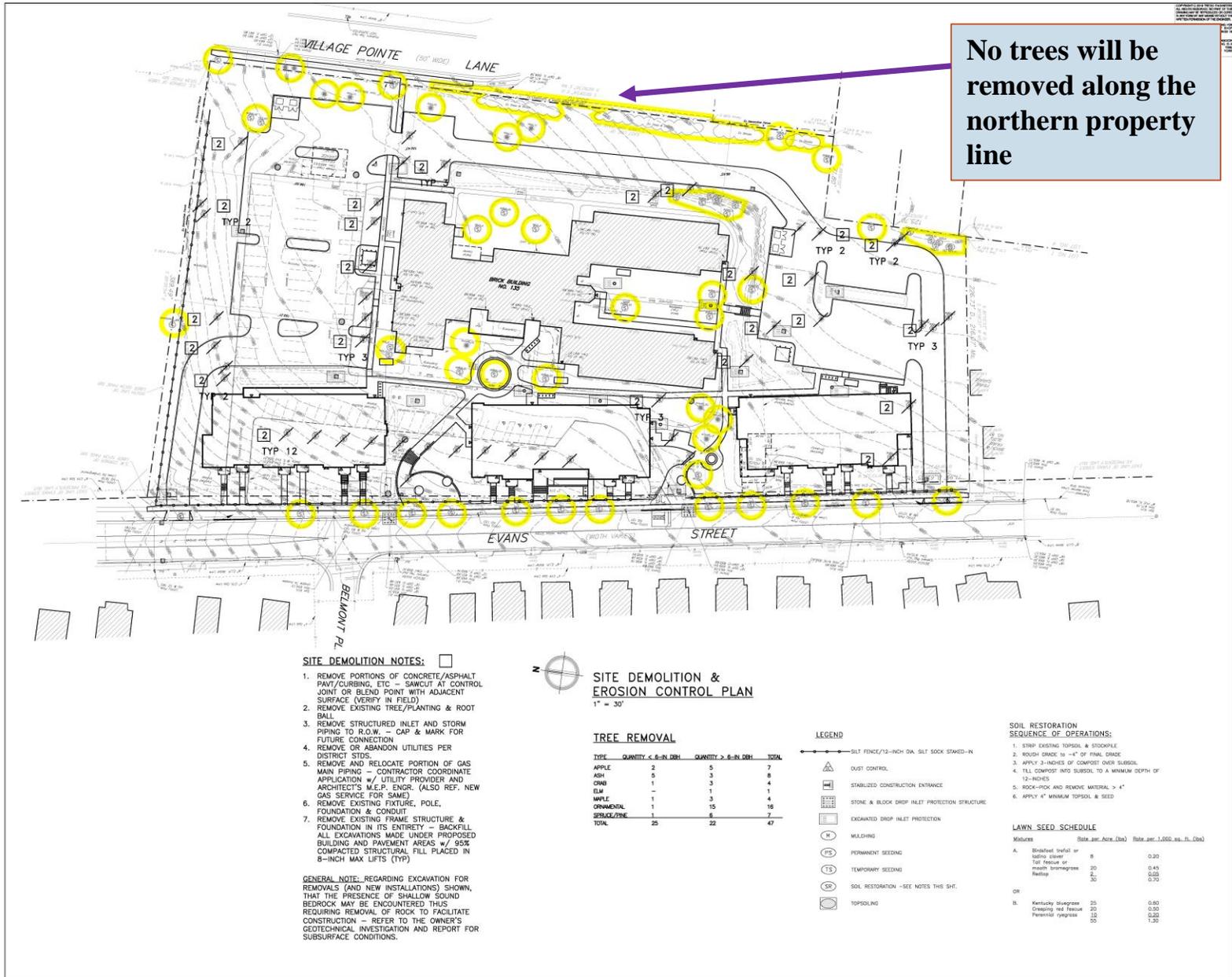
PEOPLE, INC.
1211 NORTH WOODSTOCK ROAD
WILMINGTON, NEW YORK 14221

DRAWING TITLE
SITE LAYOUT PLAN

DRAWING NO.
C-2

JOB NO.
2018-21

Site Demolition & Erosion Control Plan:



LONG ASSOCIATES ARCHITECTS
1750 Sherman Street
Buffalo, New York 14210
Tel: 716.835.1111
Fax: 716.835.1112

tredo ENGINEERS
1750 Sherman Street
Buffalo, New York 14210
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Fax: 716.835.1112

REVISIONS

NO.	DESCRIPTION	DATE
1	ENGR COMMENTS AT 6.26.20	
2	DEM CLARIFICATION 6.26.20	

JOB TITLE
RENOVATIONS/ADDITIONS
135 EVANS ST.
BUFFALO, NEW YORK 14221

PEOPLE, INC.
2711 CORTLAND STREET, SUITE 100
WILMINGTON, NEW YORK 14221

DRAWING TITLE
SITE DEMOLITION & EROSION CONTROL PLAN

DRAWING NO.
2018-21

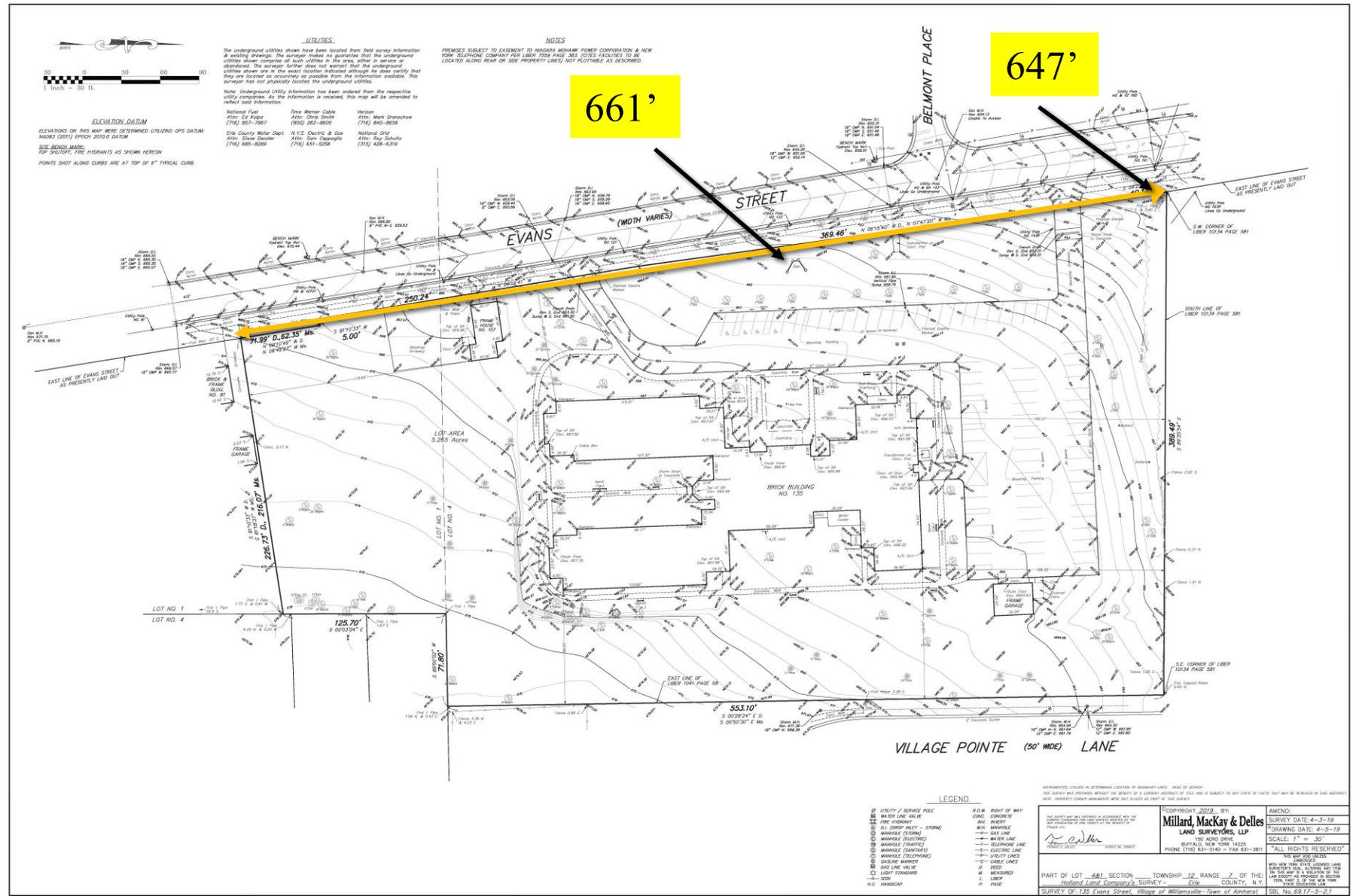
C-1

JOB NO.

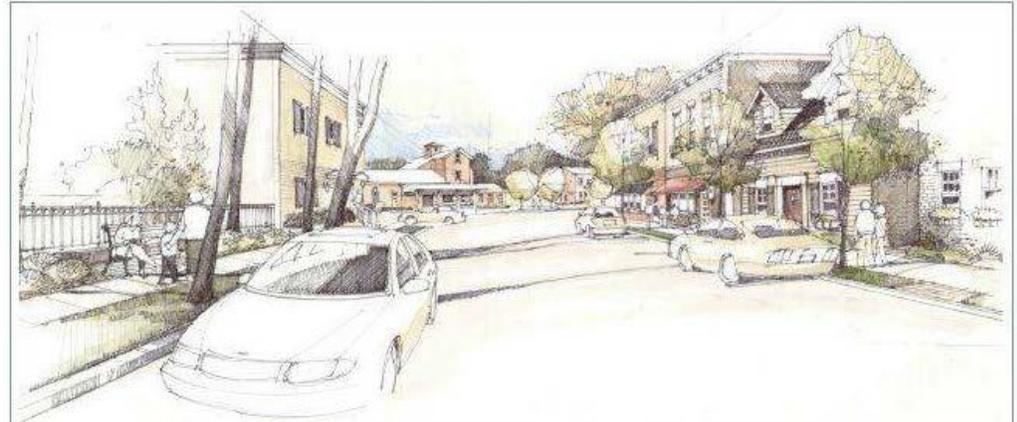
DATE: 2/6/2020

DRAWN BY: M.E. AM

- Topographic Survey of the Project Site
- Approximately 732 ft. of frontage on Evans Street
- Grade of the Project Site lower on the southwestern portion of the Project Site



- **Adopted Village of Williamsville Community Plan:**
- Board of Trustees held public hearings on the Draft Community Plan on June 23, 2008 and October 26, 2009
- The Board of Trustees adopted the Community Plan on April 12, 2010
- The Amended Community Plan was adopted on May 26, 2015



VILLAGE OF WILLIAMSVILLE

Accepted April 12, 2010
Amended May 26, 2015

Community Plan and Draft Generic Environmental Impact Statement

PREPARED BY



112 Spring Street, Suite 305
Saratoga Springs, NY 12866
p: 518-583-4335
f: 518-583-6970

with
SRF Associates, Inc.
Devonics, Inc.
Environmental Design & Research, P.C.

- Page 25 of the Comprehensive Plan adopted by the Board of Trustees sets forth information regarding the NMU District

Character:

- “Key characteristics of this area include multi-story buildings, a consistent building edge, inviting ground floor facades, and a mix of uses and architectural styles handed down to the Village through history. Another key characteristic is the area’s close proximity to established, residential neighborhoods. The NMU area of the Village contains a mix of spaces and uses, meant to evolve over time, at their own pace building-by-building, in response to changing lifestyles and needs.”
- “Areas of the Village classified as NMU consist of both existing higher density residential areas and areas that have been identified as appropriate for residential development in the future.”

2.2.2.b *Neighborhood Mixed-Use (NMU)*

Location

The Neighborhood Mixed-Use (NMU) land use classification roughly corresponds to the Village’s existing R-3M zoning district and existing multi-family developments, with the exception of the South Long Street area, which is zoned C-3 General Commercial. A key component of this land use classification conveys the important role that well designed, publicly accessible open spaces play in creating and organizing high quality higher density residential neighborhoods. Such spaces, be they a park or simply a well designed Village street that invites the public to stroll its length, can ensure that higher density housing is sensitively knitted to the larger fabric of the Village. As shown in the Conceptual Land Use Plan, the largest area of NMU classified lands are concentrate in the southwest and northeast portions of the Village.

Character

Key characteristics of this area include multi-story buildings, a consistent building edge, inviting ground floor facades, and a mix of uses and architectural styles handed down to the Village through history. Another key characteristic is the area’s close proximity to established, residential neighborhoods. The NMU area of the Village contains a mix of spaces and uses, meant to evolve over time, at their own pace building-by-building, in response to changing lifestyles and needs.

Areas of the Village classified as NMU consist of both existing higher density residential areas and areas that have been identified as appropriate for residential development in the future. Design guidelines and zoning should be in place to ensure that the form these new businesses take strengthens the charm and uniqueness of the Village.

Proposed Uses

The NMU is intended to be a true Mixed-use land use, allowing more than one type of use in a building. In planning zone terms, this can mean some combination of residential, with commercial, office, institutional. The NMU areas will ideally associated with public transit nodes in accordance with principles of transit-oriented development. The NMU land use will result in residential buildings with streetfront commercial space, with setbacks respecting those of neighboring buildings, to hold an even street face. Added off-street parking should be hidden from the street.

Proposed Density

Approximately 1 to 3 stories. A specific FAR appropriate to the NMU areas of the Village should be established as part of any future decision to implement this tool. Implementation would most likely come in the form of a zoning amendment. An appropriate FAR, or form-based design principles, will be one that yields development results that are consistent with community’s vision for the NMU areas of the Village, as expressed in this plan.

- The Board of Trustees adopted the NMU District Design Standards on May 26, 2015 and amendments on October 26, 2015



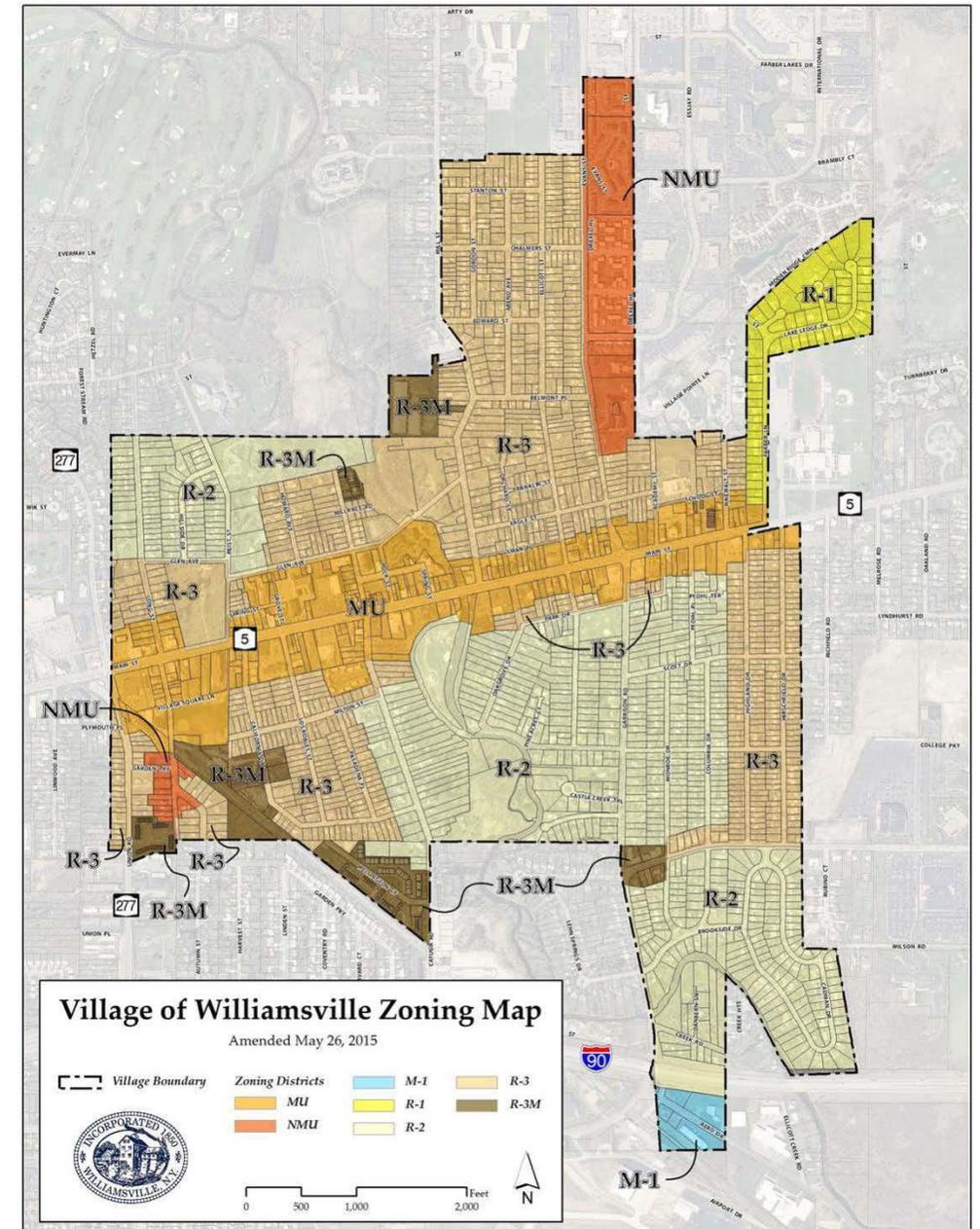
VILLAGE OF WILLIAMSVILLE

**NEIGHBORHOOD MIXED USE DISTRICT
DESIGN STANDARDS**
§ 112-17



ADOPTED MAY 26, 2015
REVISED OCTOBER 26, 2015

- Adopted Village of Williamsville Zoning Map
- Established the two areas in the Village that the Board of Trustees decided were appropriate for the NMU zoning district



- **Section 112-17A(1) of the NMU Design Standards – “Purpose of the Neighborhood Mixed Use District”**
- “Key characteristics of this area include multi-story buildings, a consistent building edge, inviting ground floor facades, and a mix of uses and architectural styles handed down to the Village through history.”
- “Another key characteristic is the area’s close proximity to established, residential neighborhoods.”
- “The NMU areas of the Village contain a mix of spaces and uses, meant to evolve over time, at their own pace building-by-building, in response to changing lifestyles and needs. Areas of the Village classified as NMU consist of both existing higher density residential areas and areas that have been identified as appropriate for residential and context-sensitive commercial development in the future.”

§ 112-17A INTRODUCTION

§ 112-17A(1) PURPOSE OF THE NEIGHBORHOOD MIXED USE DISTRICT

THE VILLAGE OF WILLIAMSVILLE’S 2010 COMMUNITY PLAN, as amended in 2015, recognizes the community’s desire to maintain its historic character, provide for enhanced walkability, and support a vibrant economic and neighborhood environment. The traditional community character presented within the Village is of paramount importance to the provision of these elements. The Neighborhood Mixed-Use (NMU) land use classification roughly corresponds to the Village’s former Restricted Commercial (C-2) zoning district along South Long Street and the properties east of Evans Street generally north of Eagle Street. A key component of this land use classification conveys the important role that well-designed, publicly accessible open spaces play in creating and organizing high quality higher density residential neighborhoods. Such spaces, be they a park or simply a well-designed Village street that invites the public to stroll its length, can ensure that higher density housing is sensitively knitted to the larger fabric of the Village. The NMU is intended to be a true mixed-use district, authorizing a combination of residential, commercial, office and institutional uses in appropriately designed and scaled buildings. As shown in the Conceptual Land Use Plan, the largest area of NMU classified lands are concentrate in the southwest and northeast portions of the Village.

The Design Objectives described in §112-17A(5) provides the desired state for the NMU classification and relates directly to those elements discussed in the 2010 Community Plan, as amended.

Key characteristics of this area include multi-story buildings, a consistent building edge, inviting ground floor facades, and a mix of uses and architectural styles handed down to the Village through history. Another key characteristic is the area’s close proximity to established, residential neighborhoods. The NMU areas of the Village contain a mix of spaces and uses, meant to evolve over time, at their own pace building-by-building, in response to changing lifestyles and needs. Areas of the Village classified as NMU consist of both existing higher density residential areas and areas that have been identified as appropriate for residential and context-sensitive commercial development in the future. Design guidelines and zoning should be in place to ensure that the form these new businesses take strengthens the charm and unique character of the Village.

Section 112-17A(2) of the NMU Design Standards – “Neighborhood Mixed Use Zoning District Established

- “The regulations described herein establish the desired development pattern, form, massing, density, site layout and architectural detailing for the NMU District. Given the varied context of the surrounding neighborhoods, there is a need for clear standards that meet the goals and objectives of the community while allowing for flexibility and creativity. These regulations provide the necessary framework for high-quality development and flexible design alternatives.”
- Residential redevelopment project has been designed to comply with the objective standards in the NMU District

§ 112-17A(2) NEIGHBORHOOD MIXED USE ZONING DISTRICT ESTABLISHED

THE VILLAGE OF WILLIAMSVILLE NEIGHBORHOOD MIXED USE (NMU) ZONING DISTRICT is hereby established as depicted on the Village’s zoning map (see attached map on Page iii). The regulations described herein establish the desired development pattern, form, massing, density, site layout and architectural detailing for the NMU District. Given the varied context of the surrounding neighborhoods, there is a need for clear standards that meet the goals and objectives of the community while allowing for flexibility and creativity. These regulations provide the necessary framework for high-quality development and flexible design alternatives.

§ 112-17A(3) CONFLICTS AND COMPLIANCE WITH OTHER REGULATIONS

ALL DEVELOPMENT MUST CONTINUE TO MAINTAIN compliance with all applicable codes and regulations, including, but not limited to, the Building Code of New York State which shall supersede where conflicts exist with the NMU District. These regulations shall supersede where conflicts exist with the remaining chapters of the Code of the Village of Williamsville .

§ 112-17A(4) APPLICABILITY, REVIEW, APPROVAL AND PERMIT PROCESS

THE NMU DISTRICT REGULATIONS SHALL APPLY, IN WHOLE OR IN RELEVANT PART, to all applications commenced from the date of adoption of this section by the Village of Williamsville Board of Trustees.

- (a) These regulations shall apply to all proposed actions within the NMU District which include one or more of the following activities:
- [1] New building construction;
 - [2] Installation of new curb cuts on any public street;
 - [3] An increase of the gross building square footage of the lesser of 30 percent or 500 square feet;
 - [4] A change or addition of façade materials and/or design greater than 200 square feet (only §112-17F and §112-17G shall be applicable);
 - [5] Installation of new signage (only §112-17H shall be applicable);
 - [6] Any expansion, substantial modification or substantial reconstruction of parking lot or driveway footprint (only §112-17D shall be applicable);
 - [7] Changes to parking, loading and service arrangements or access management such as entry/exit, cross access, or circulation (only §112-17B and §112-17D shall be applicable);
 - [8] Installation of landscaping features (only §112-17E shall be applicable);
 - [9] Installation of above-grade utilities (only §112-17C(4) shall be applicable); and
- (b) Existing single-family & two-family structures within the NMU District are not required to adhere to these Design Standards.
- (c) Operation of a home occupation within the NMU district (see §112-17A(6)) shall conform to § 112-11A(2)(b).
- (d) The review and approval of applications under these Design Standards shall conform to § 112-23.

- **Section 112-17A(5) of the NMU Design Standards (“Design Objectives”)** [Same as Design Principles for NMU zoning district listed on :Page 26 of the Comprehensive Plan adopted by the Board of Trustees]
- (a) Culs-de-sac are prohibited where connections between streets can be made, except where such connections cannot be reasonably made or do not serve the overall public good of the Village.
- (b) Housing should be provided in concert with well defined, functional public spaces. Such spaces can vary in size and function from a park to a street, but should clearly address the public realm.
- (c) New development should be sensitively integrated into the fabric of the existing Village, rather than consisting of isolated and self contained pods surrounded by surface parking.
- (d) Parking facilities associated with higher density housing should be provided and hidden behind or under buildings, and adjacent public streets should be available for on-street parking.
- (e) Transitions from existing lower density housing to higher density housing should be gradual.
- (f) Structures fronting along public streets should include “public” components that actively address the street and public realm such as porches.

**§ 112-17A(5)
DESIGN OBJECTIVES**

THE DESIGN OBJECTIVES PRESENTED BELOW WERE derived from the Village’s Community Plan, and are included to assist with the interpretation and administration of the regulations described in § 112-17 (B) through (L).

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> (a) Culs-de-sac are prohibited where connections between streets can be made, except where such connections cannot be reasonably made or do not serve the overall public good of the Village. The public good served by connecting streets includes, but is not limited to: 1) The safety and convenience conferred on pedestrians and drivers by providing more connectivity and options for movement through the Village; and 2) by building on the established character of the Village, which derives in large part from an interconnected street grid. (b) Housing should be provided in concert with well defined, functional public spaces. Such spaces can vary in size and function from a park to a street, but should clearly address the public realm. (c) New development should be sensitively integrated into the fabric of the existing Village, rather than consisting of | <ul style="list-style-type: none"> isolated and self contained pods surrounded by surface parking. (d) Parking facilities associated with higher density housing should be provided and hidden behind or under buildings, and adjacent public streets should be available for on-street parking. (e) Transitions from existing lower density housing to higher density housing should be gradual. (f) Structures fronting along public streets should include “public” components that actively address the street and public realm such as porches. (g) Traditional parking and circulation techniques, such as alleyways, should be encouraged, to enable parking to be provided in the rear of residential structures. (h) New streets laid out in connection with higher density housing should blend with the character and scale of existing | <ul style="list-style-type: none"> Village streets. (i) All new overhead utilities should be buried. When opportunities present themselves, existing overhead utilities should also be buried. (j) Setback of structures should be consistent from lot to lot, and maximum permitted setbacks should be employed to ensure that buildings respect and strengthen the streetwall. However, greater setbacks may be entertained in order to widen inadequate sidewalks and provide a larger pedestrian realm. (k) The circulation network should strike a balance between pedestrian and automobile needs, and tip the scale strongly in favor of pedestrians. |
|--|--|--|

- **Section 112-17A(5) of the NMU Design Standards (“Design Objectives”):**
- (g) Traditional parking and circulation techniques, such as alleyways, should be encouraged, to enable parking to be provided in the rear
- (h) New streets laid out in connection with higher density housing should blend with the character and scale of existing Village streets.
- (i) All new overhead utilities should be buried. When opportunities present themselves, existing overhead utilities should also be buried.
- (j) Setback of structures should be consistent from lot to lot, and maximum permitted setbacks should be employed to ensure that buildings respect and strengthen the streetwall. However, greater setbacks may be entertained in order to widen inadequate sidewalks and provide a larger pedestrian realm.
- (k) The circulation network should strike a balance between pedestrian and automobile needs, and tip the scale strongly in favor of pedestrians.
- It is important to mention that Items (a) to (k) are “Design Objectives” and not objective standards.

**§ 112-17A(5)
DESIGN OBJECTIVES**

THE DESIGN OBJECTIVES PRESENTED BELOW WERE derived from the Village’s Community Plan, and are included to assist with the interpretation and administration of the regulations described in § 112-17 (B) through (L).

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> (a) Culs-de-sac are prohibited where connections between streets can be made, except where such connections cannot be reasonably made or do not serve the overall public good of the Village. The public good served by connecting streets includes, but is not limited to: 1) The safety and convenience conferred on pedestrians and drivers by providing more connectivity and options for movement through the Village; and 2) by building on the established character of the Village, which derives in large part from an interconnected street grid. (b) Housing should be provided in concert with well defined, functional public spaces. Such spaces can vary in size and function from a park to a street, but should clearly address the public realm. (c) New development should be sensitively integrated into the fabric of the existing Village, rather than consisting of | <ul style="list-style-type: none"> isolated and self contained pods surrounded by surface parking. (d) Parking facilities associated with higher density housing should be provided and hidden behind or under buildings, and adjacent public streets should be available for on-street parking. (e) Transitions from existing lower density housing to higher density housing should be gradual. (f) Structures fronting along public streets should include “public” components that actively address the street and public realm such as porches. (g) Traditional parking and circulation techniques, such as alleyways, should be encouraged, to enable parking to be provided in the rear of residential structures. (h) New streets laid out in connection with higher density housing should blend with the character and scale of existing | <ul style="list-style-type: none"> Village streets. (i) All new overhead utilities should be buried. When opportunities present themselves, existing overhead utilities should also be buried. (j) Setback of structures should be consistent from lot to lot, and maximum permitted setbacks should be employed to ensure that buildings respect and strengthen the streetwall. However, greater setbacks may be entertained in order to widen inadequate sidewalks and provide a larger pedestrian realm. (k) The circulation network should strike a balance between pedestrian and automobile needs, and tip the scale strongly in favor of pedestrians. |
|--|--|--|

Compliance with Parking Standards:

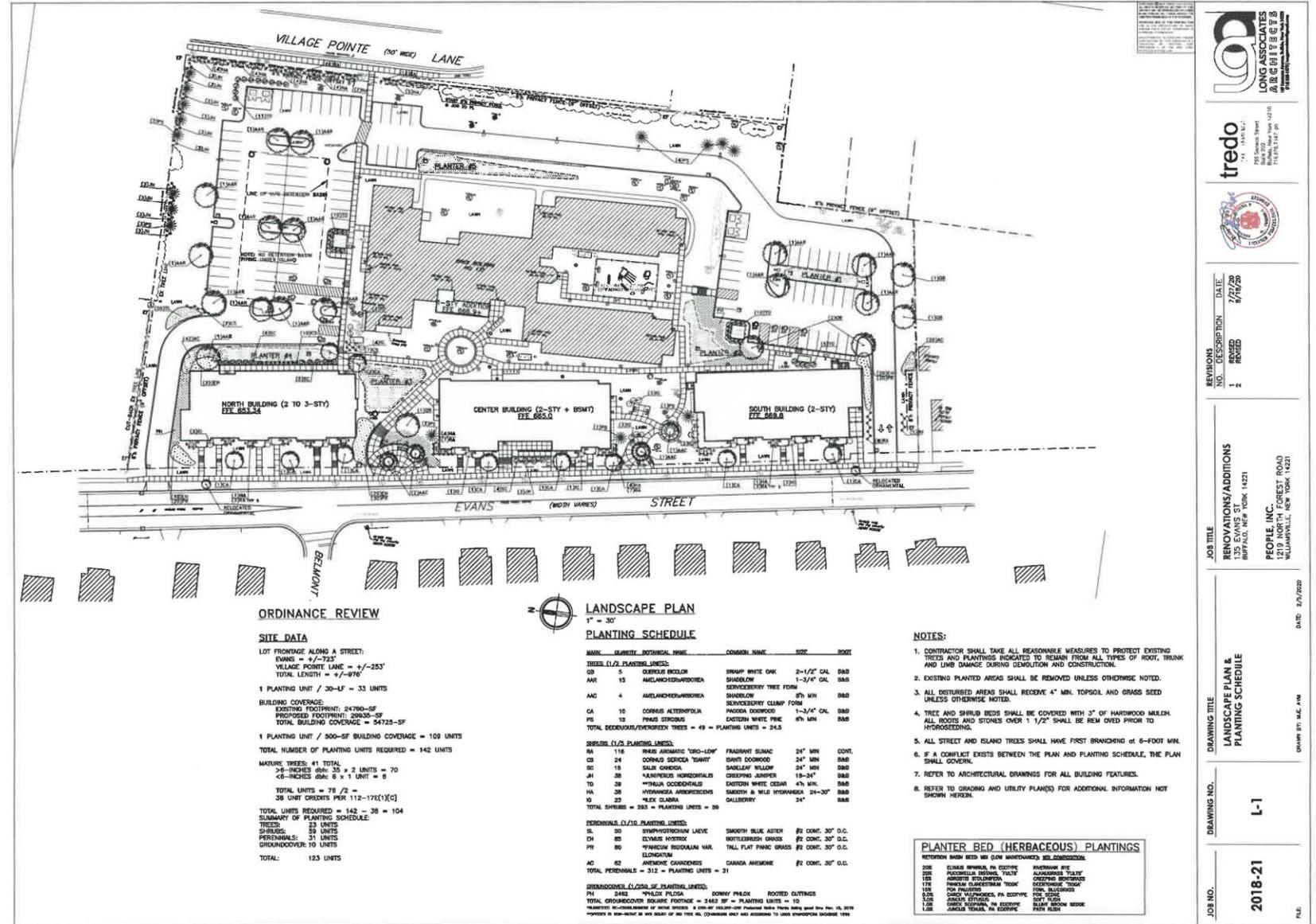
- Section 112-17D(2) - [Pg. 18-19]
 - Located in rear yard of the buildings
 - Area Variance granted by the ZBA on June 17th
 - Site Plan previously presented demonstrating the ability to provide 143 parking spaces on the Project Site but not necessary to satisfy the peak parking demand [110 parking spaces proposed]

Compliance with Landscaping Standards:

- Section 112-17E(1) – Landscaping required and landscaping locations [Pgs. 20-21]
- Section 112-17E(2) – Foundation Landscape Treatments [Pg. 22]
- Section 112-17E(3) – Buffers and Screens [Pg. 22]

Landscape Plan:

- Extensive landscaping as required per Section 112-17E of the NMU Design Guidelines
- 49 trees [5 types]
- 293 shrubs [7 types]
- 312 perennials [4 types]
- 2642 groundcovers



redo
 1155 1st Street
 Buffalo, NY 14203
 716.875.1421



REVISIONS

NO.	DESCRIPTION	DATE
1	REVISED	2/7/2020

JOB TITLE
 RENOVATIONS/ADDITIONS
 135 EVANS ST
 BUFFALO, NEW YORK 14201

PEOPLE, INC.
 100 WEST ROAD
 WILLIAMSVILLE, NEW YORK 14223

DATE: 2/7/2020
 DRAWN BY: M.E. AVE

DRAWING TITLE
 LANDSCAPE PLAN &
 PLANTING SCHEDULE

L-1

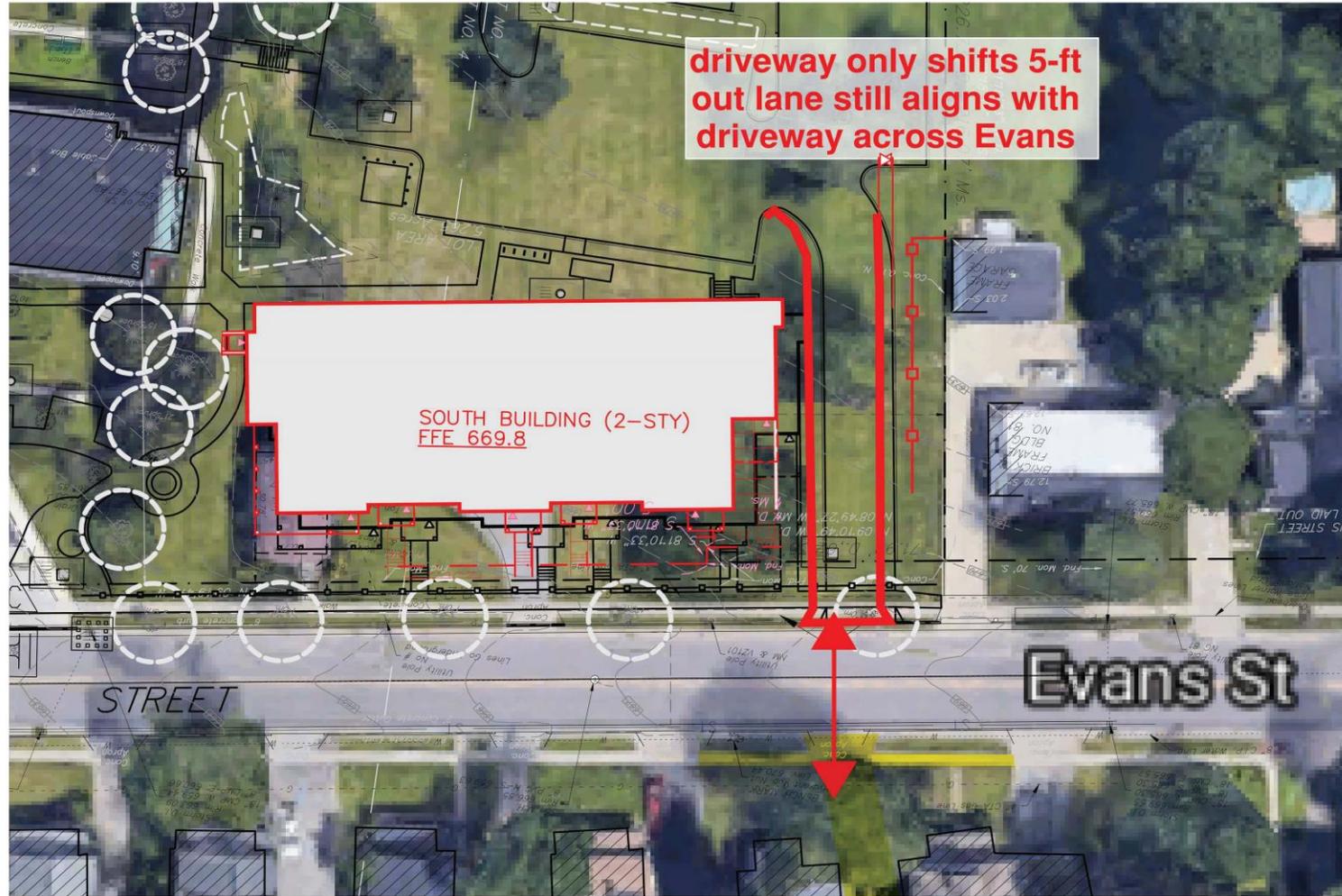
JOB NO.:
 2018-21

FILE:

- Existing Use of the Project Site: Assisted living and enhanced living residence consisting of 57 private rooms and suites
- Various uses in the vicinity of the Project Site:
 - Traditional single-family homes to the west, south and southeast
 - Large homes on parcels directly north and to the east on Village of Pointe Lane
 - Attached townhome project and multifamily projects on parcels to the north zoned NMU on the east side of Evans Street
 - Centerpointe Office Park to the northeast [350,000 sq. ft. office space]

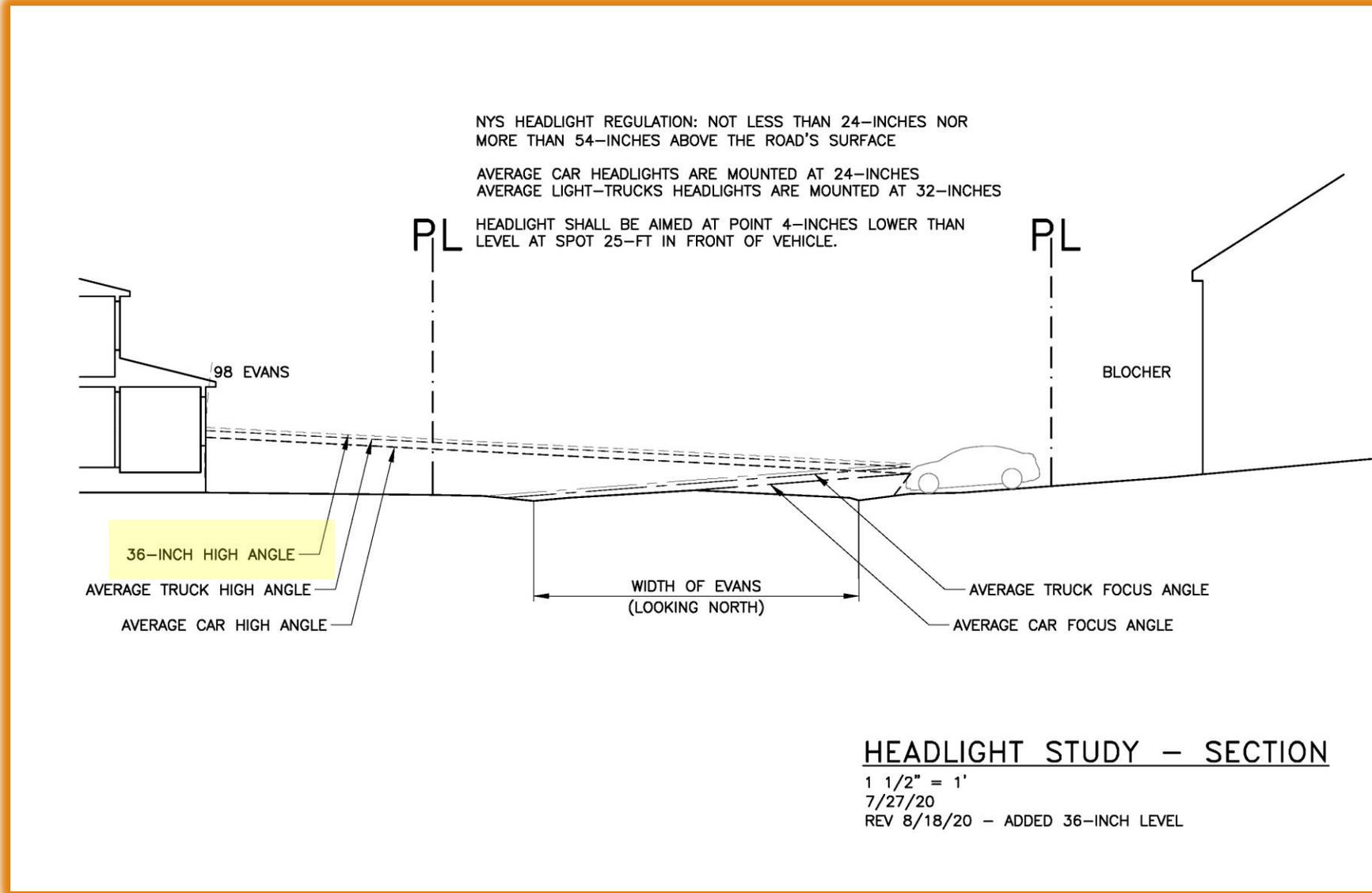
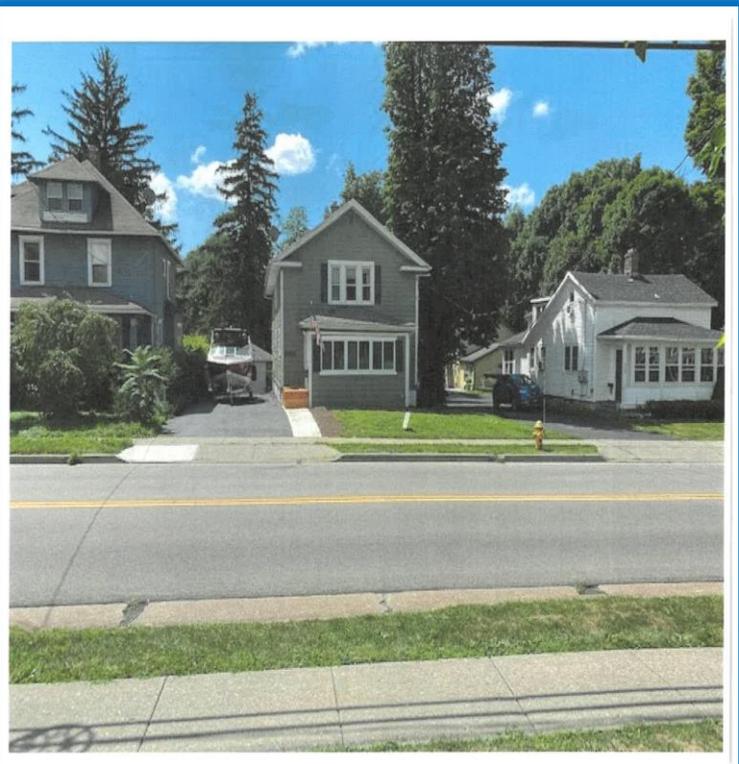


- Relocation of Southern Driveway



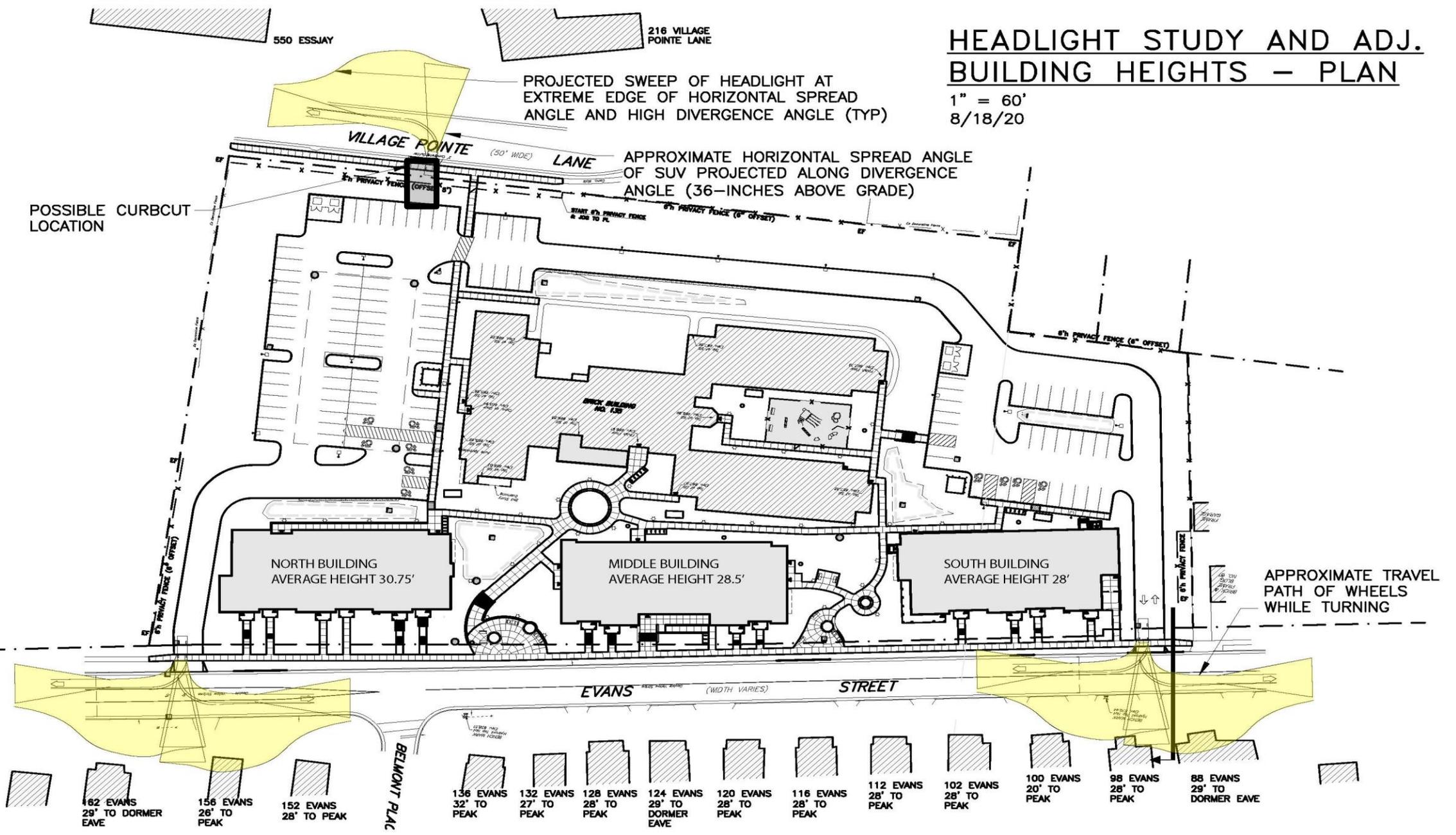
BLOCHER APARTMENTS PLANNING SUBMISSION - SOUTH DRIVEWAY ALIGNMENT - C-SK-002
1:30 MAY 19, 2020

• Headlight Diagram – Southern Driveway



HEADLIGHT STUDY AND ADJ. BUILDING HEIGHTS – PLAN

1" = 60'
8/18/20



PROJECTED SWEEP OF HEADLIGHT AT EXTREME EDGE OF HORIZONTAL SPREAD ANGLE AND HIGH DIVERGENCE ANGLE (TYP)

APPROXIMATE HORIZONTAL SPREAD ANGLE OF SUV PROJECTED ALONG DIVERGENCE ANGLE (36-INCHES ABOVE GRADE)

POSSIBLE CURBCUT LOCATION

NORTH BUILDING
AVERAGE HEIGHT 30.75'

MIDDLE BUILDING
AVERAGE HEIGHT 28.5'

SOUTH BUILDING
AVERAGE HEIGHT 28'

APPROXIMATE TRAVEL PATH OF WHEELS WHILE TURNING

EVANS STREET (WIDTH VARIES)

162 EVANS
29' TO DORMER EAVE

156 EVANS
26' TO PEAK

152 EVANS
28' TO PEAK

BELMONT PLAC

136 EVANS
32' TO PEAK

132 EVANS
27' TO PEAK

128 EVANS
28' TO PEAK

124 EVANS
29' TO DORMER EAVE

120 EVANS
28' TO PEAK

116 EVANS
28' TO PEAK

112 EVANS
28' TO PEAK

102 EVANS
28' TO PEAK

100 EVANS
20' TO PEAK

98 EVANS
28' TO PEAK

88 EVANS
29' TO DORMER EAVE



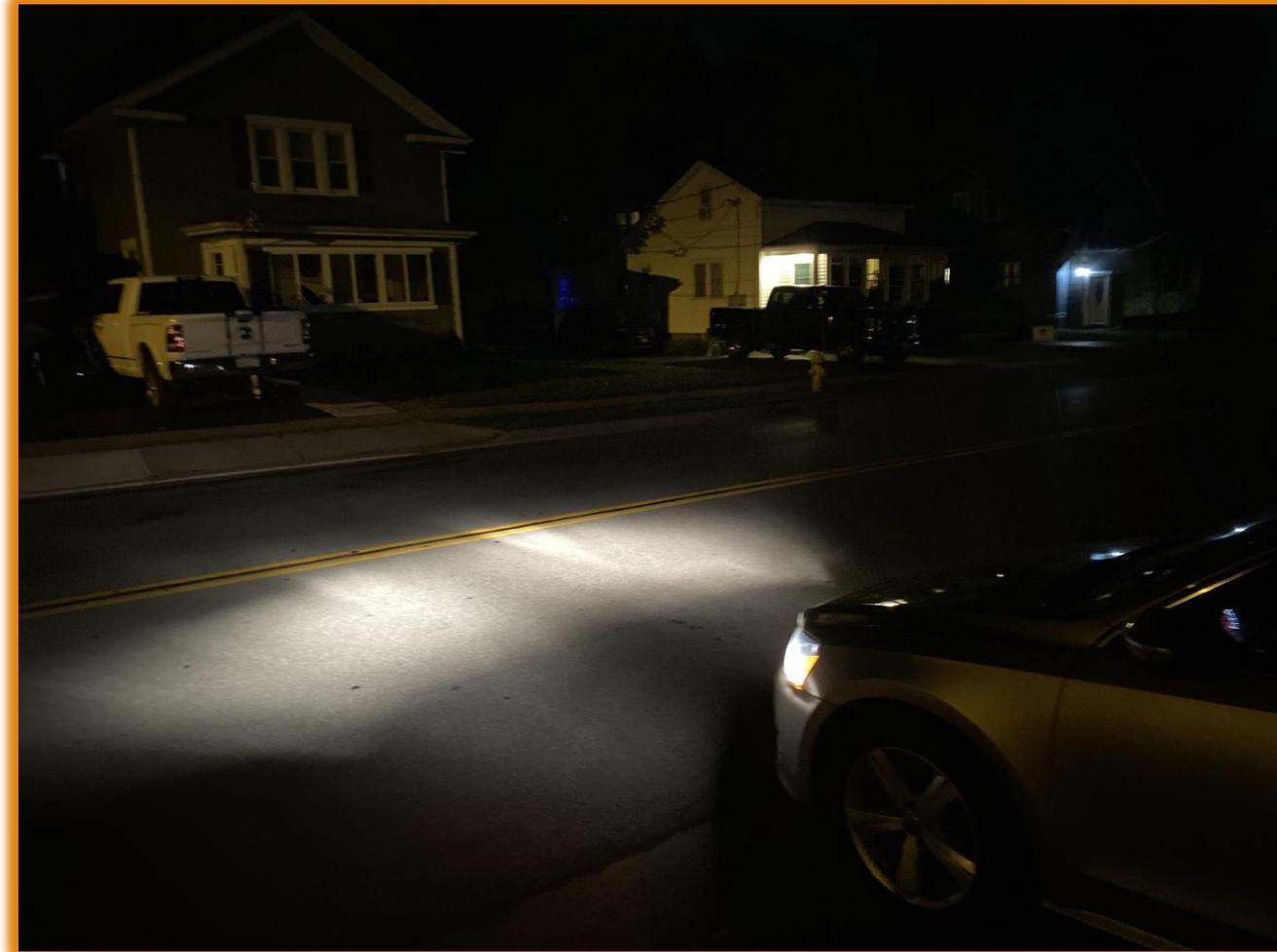
Lighting Levels on Evans Street





88 and 98 Evans Street





**Vehicle Lighting at Southern Driveway
[2012 Volkswagen Passat]**



**Vehicle Lighting at Southern Driveway
[2020 Hyundai Palisade Limited]**

- **Elevation Plan for North Building Presented to the Planning Board during its Meeting on August 3, 2020:**

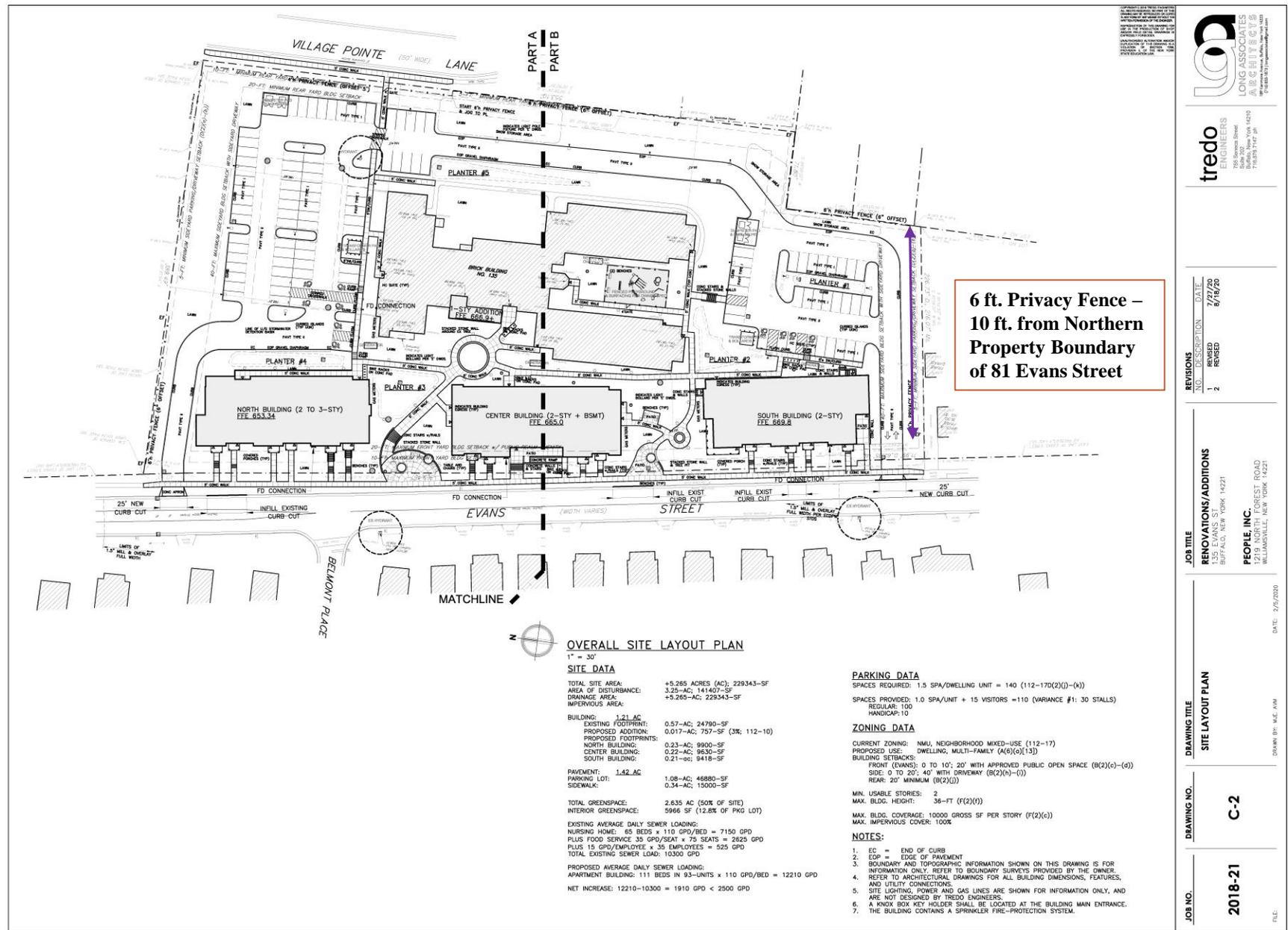
- Replaced 3-story North Building with a height of 36 ft. as measured from grade, with a building consisting of 2 stories for the northern and southern portions of the building and a middle segment consisting of 3 stories.



- **Updated Site Layout Plan [Drawing C-2 – Revised: 09/08/20]:**

- In response to an e-mail from Christine and Daniel Hunt of 81 Evans Street earlier today, the updated Site Plan depicts the 6 ft. privacy fence as being entirely 10 ft. from the southern property line

- Owners of 81 Evans Street would need to be responsible for maintenance of greenspace on the southern side of the privacy fence



tredo
ENGINEERS

122 Sherman Street
Buffalo, New York 14203
716.871.7471

REVISIONS	NO.	DESCRIPTION	DATE
	1	REVISION	8/18/20
	2	REVISION	

JOB TITLE
RENOVATIONS/ADDITIONS

135 EVANS ST.
BUFFALO, NEW YORK 14221

PEOPLE, INC.
1211 SOUTH WOODS FOST ROAD
WILMINGTON, NEW YORK 14221

DRAWING TITLE
SITE LAYOUT PLAN

DRAWING NO.
C-2

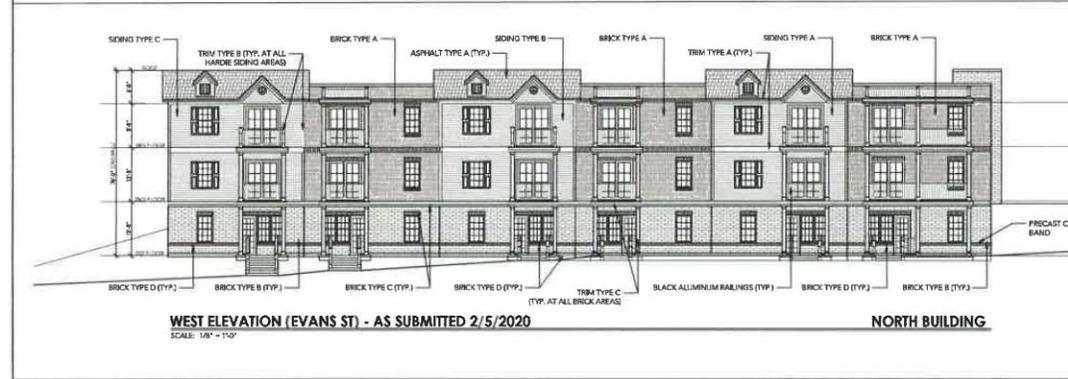
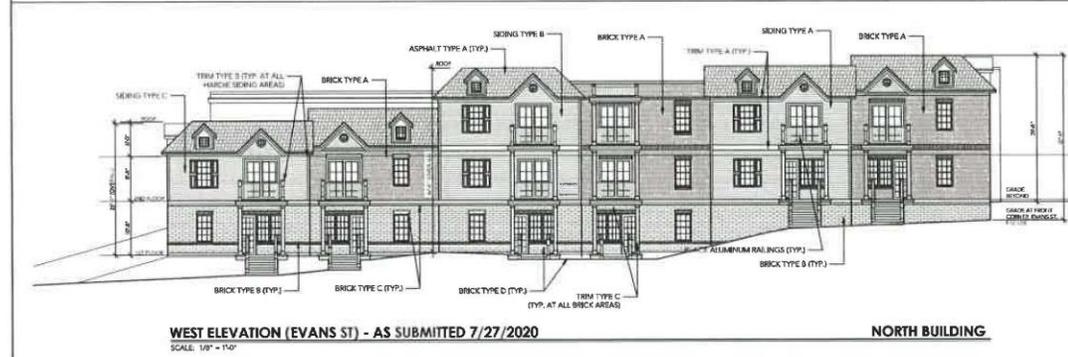
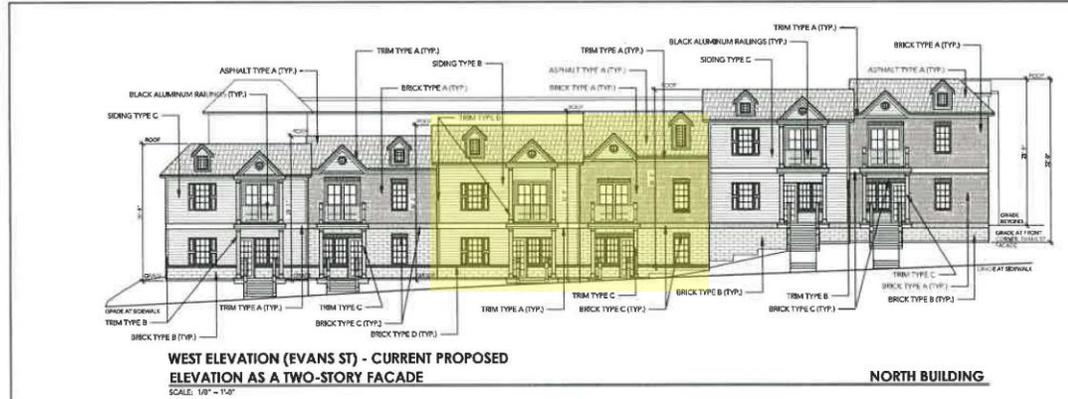
JOB NO.
2018-21

DATE: 9/6/2020

DRAWN BY: M.E. AN

FILE:

- **Updated Elevation Plan for North Building:**
- Entire North Building consists of 2-stories
- Maximum height to peak of 32' 8" from grade along Evans Street
- At Bays 1 and 3 (beginning on the left hand side of updated front elevation for the North Building), the siding has been lowered to the water table line.
- This change assists to differentiate the bays of the west façade of the North Building.



MATERIAL CALLOUTS	
BRICK TYPE	NAME AND COLOR
A	ADMIRAL RED VELOUR
B	LANDMARK GRAY VELOUR
C	GRAY - MAYO CLEAR (BRICK HEADERS & HORIZONTAL BAND) MANUFACTURER : BELDEN BRICK
D	PRECAST CONC. ACCENT PEWTER STONE MANUFACTURER : CUSTOM CAST STONE
HARDIE SIDING	
NAME AND COLOR	
A	DEEP OCEAN (BLUE)
B	EVENING BLUE
C	MOUNTAIN SAGE (GREEN) MANUFACTURER : JAMES HARDIE
HARDIE TRIM	
NAME AND COLOR	
A	ARCTIC WHITE
B	KHAKI BROWN
C	TIMBER BARK SHUTTERS TO MATCH ADJ. TRIM AT ALL AREAS MANUFACTURER : JAMES HARDIE
ASPHALT SHINGLES	
NAME AND COLOR	
A	OYSTER GRAY MANUFACTURER : GAF TIMBERLINE HD
WINDOWS	
ALL WINDOWS TO BE WEATHER SHIELD CRAFTSMAN BRONZE	

LONG ASSOCIATES ARCHITECTS
1219 NORTH FOREST ROAD
WILLIAMSBURG, VIRGINIA 23185
TEL: 757-338-1100

REVISIONS

NO.	DESCRIPTION	DATE
1	REVISED	7/27/20
2	REVISED	9/16/20

JOE TITLE
REVISIONS / ADDITIONS
1219 NORTH FOREST ROAD
WILLIAMSBURG, VIRGINIA 23185
PEOPLE INC.
1219 NORTH FOREST ROAD
WILLIAMSBURG, VIRGINIA 23185
DATE: 9/16/2020
DRAWN BY: VLL

DRAWING TITLE
NORTH BUILDING - REVISED 2 STORY WEST ELEVATION (EVANS STREET)

DRAWING NO.
A - 201

JOB NO.
2018-21

FILE

- **Updated West and North Elevation Plan for North Building:**

- The materials on the right side of the northern façade have been reworked to reflect the siding change for Bay 1 of the front elevation of the North Building
- More detail has been added in the background demonstrating the various roof lines and conditions depicted on Evans Street

NORTH ELEVATION - CURRENT PROPOSED ELEVATION NORTH BUILDING
SCALE: 1/8" = 1'-0"

NORTH ELEVATION - AS SUBMITTED 7/27/2020 NORTH BUILDING
SCALE: 1/8" = 1'-0"

NORTH ELEVATION - AS SUBMITTED 7/27/2020 NORTH BUILDING
SCALE: 1/8" = 1'-0"

MATERIAL CALLOUTS	
BRICK TYPE	NAME AND COLOR
A	ADMIRAL RED VELOUR
B	LANDMARK GRAY VELOUR
C	GRAY - MAYO CLEAR (BRICK HEADERS & HORIZONTAL BAND) MANUFACTURER: BELDEN BRICK
D	PRECAST CONC. ACCENT PEWTER STONE MANUFACTURER: CUSTOM CAST STONE
HARDIE SIDING	
NAME AND COLOR	
A	DEEP OCEAN (BLUE)
B	EVENING BLUE
C	MOUNTAIN SAGE (GREEN)
MANUFACTURER: JAMES HARDIE	
HARDIE TRIM	
NAME AND COLOR	
A	ARCTIC WHITE
B	KHAKI BROWN
C	TIMBER BARK
SHUTTERS TO MATCH ADJ. TRIM AT ALL AREAS MANUFACTURER: JAMES HARDIE	
ASPHALT SHINGLES	
NAME AND COLOR	
A	OYSTER GRAY MANUFACTURER: GAF TIMBERLINE HD
WINDOWS	
NAME AND COLOR	
ALL WINDOWS TO BE WEATHER SHIELD CRAFTSMAN BRONZE	



REVISIONS NO.	DESCRIPTION	DATE
1	REVISED	7/27/20
2	REVISED	8/19/20

JOB TITLE
RENOVATIONS / ADDITIONS
135 EVANS STREET
WILLIAMSBURG, NEW YORK 13297

DATE
8/19/2020

PEOPLE INC.
100 HANCOCK STREET
WILLIAMSBURG, NEW YORK 13297

DRAWING TITLE
NORTH BUILDING - REVISED
NORTH ELEVATION

DATE
8/19/2020

DRAWING NO.
A - 202

JOB NO.
2018-21

Updated Color Elevation Plan for North Building:



COLORED CURRENT TWO-STORY WEST ELEVATION (EVANS ST) NORTH BUILDING
SCALE: 3/8" = 1'-0"



COLORED CURRENT NORTH ELEVATION NORTH BUILDING
SCALE: 3/8" = 1'-0"



REVISIONS	NO.	DESCRIPTION	DATE
	1	ISSUED	7/27/08
	2	REVISED	9/18/08

JOB TITLE
RENOVATIONS / ADDITIONS
 138 EVANS STREET
 WILLAMSBURG, NEW YORK 11221
PEOPLE INC.
 1275 NORTH FOREST ROAD
 WILLAMSBURG, NEW YORK 11221

DRAWING TITLE
 NORTH BUILDING - COLORED NORTH
 AND WEST ELEVATIONS
DATE: 9/18/08
 DRAWN BY: DK

DRAWING NO.
A - 203

JOB NO.
2018-21

- Color rendering submitted with Letter from Elizabeth Holmes, Esq. dated August 3rd
- Page 6 of Letter: “Above and enclosed herein is a massing analysis which highlights the shocking discord between the proposed Project and the modest single-family residences on the west side of Evans Street which will bear the brunt of the demonstrated adverse impact of this development. The construction of the three proposed structures along Evans will create a wall and tunnel-like aesthetic along this portion of the Village.



Color Rendering prepared
by Matt Long



135 Evans St. Height Study

West Side of Evans

**Approx. measurements within half foot*

162 Evans	29' to dormer eave
156 Evans	26' to peak
152 Evans	28' to peak
136 Evans	32' to peak
132 Evans	27' to peak
128 Evans	28' to peak
124 Evans	29' to dormer eave
120 Evans	28' to peak
116 Evans	28' to peak
112 Evans	28' to peak
102 Evans	28' to peak
100 Evans	20' to peak
98 Evans	28' to peak
88 Evans	29' to dormer eave

East Side of Evans

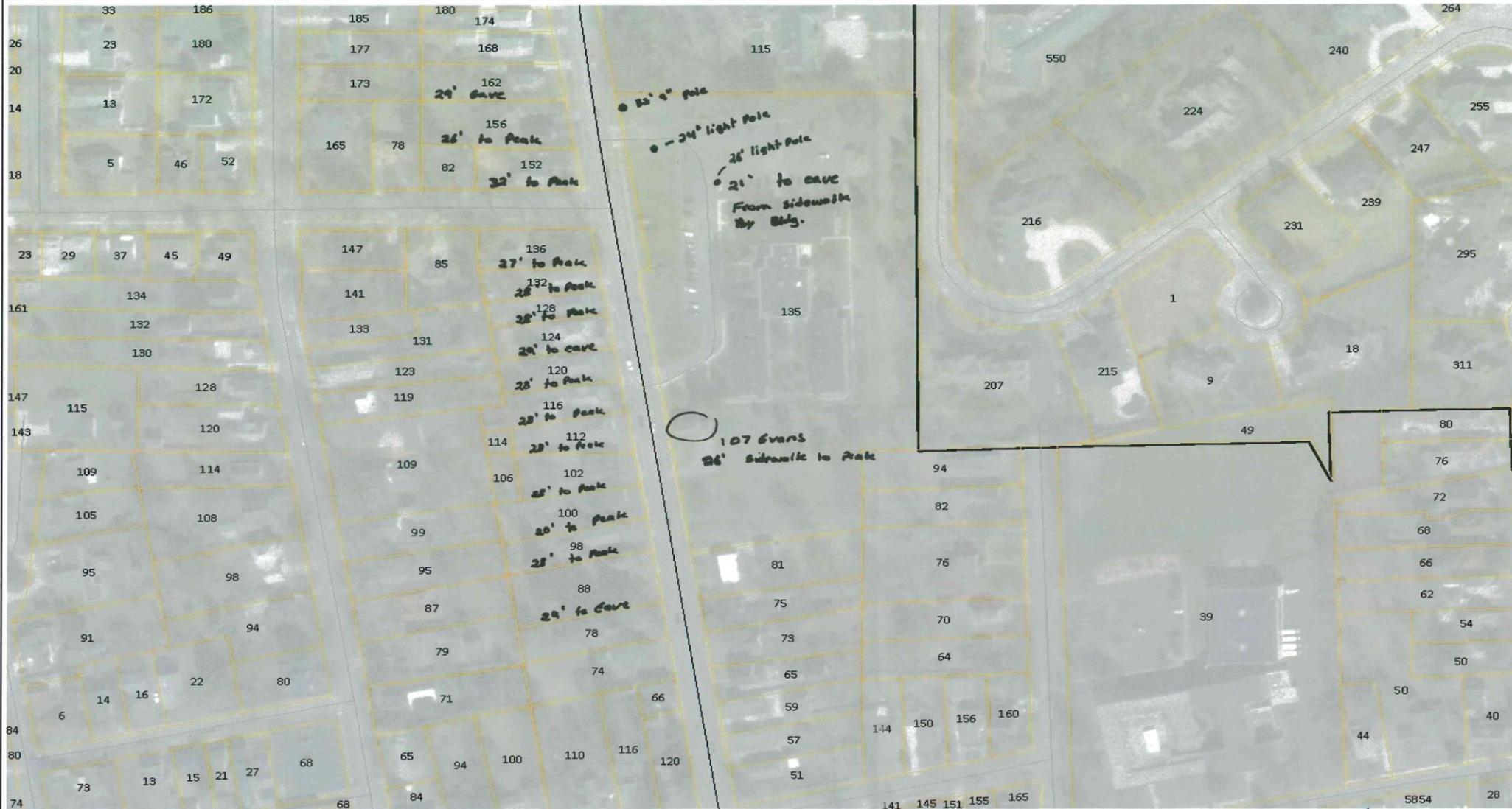
Utility Pole NW corner of property by driveway	33' 9" to top of pole
Light Pole by North Driveway Entrance	24' to top of pole from curb
Light pole by NW Corner of 135 Evans Building	26' to top of light pole from grade
135 Evans Building	21' to eave from adjacent sidewalk
107 Evans	26' from sidewalk to peak

Essjay

630 Essjay	36' to peak
640 Essjay	36' to peak

Height measurements of Surrounding Buildings

Erie County On-Line Mapping Application



Legend

- Parcels
- Streets and Highways**
 - Interstate
 - Primary State Road
 - Secondary State Road
 - County Road
 - Local Road

0.1 0 0.04 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere
THIS MAP IS NOT TO BE USED FOR NAVIGATION

**ERIE COUNTY
DEPARTMENT OF ENVIRONMENT & PLANNING
OFFICE OF GIS**

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

1: 2,257



- Figure 67 – Page 28 of NMU Design Standards
- Appropriate Residential Buildings



- Figure 68 – Page 28 of NMU Design Standards
- Inappropriate Residential Buildings
- “The structure in Figure 68 does a poor job of addressing the street, and building entrances are not pronounced. This building does not evoke a residential appearance, and provides a stark building wall against the street line [§ 112-16F(4)(d)]. The architectural style of this building is also not appropriate for Williamsville.”



Site Plan Criteria [Section 112-23E(3) of the Zoning Code]:

- In acting on any proposed site plan development, the Planning/Architectural Review Board shall take into consideration the following:
 - (a) The requirements of any Village Development Plan, Comprehensive Plan and/or the Official Map as the same may have been adopted.
 - (b) The proposed location of principal and accessory buildings and any other site improvements. **[Location and size of the principal buildings and all improvements depicted on the fully engineered plans prepared by Tredo Engineers]**
 - (c) The relation to one another of traffic circulation within the site, height and bulk of buildings, provisions for offstreet parking space, provision of buffer areas and other open spaces on the site so that any development will adequately handle pedestrian and vehicle traffic within the site and in relation to the street system adjoining. **[Traffic Impact Study prepared by SRF Associates was reviewed by Timothy R. Faulkner, P.E. of Fisher Associates, the independent traffic engineer required by the Planning Board – Mr. Faulkner’s comment letter dated January 2, 2020 stated, “Based on all the information provided that included the initial Traffic Impact Study, the comment response letter and the additional capacity analyses provided by SRF Associates, it is our opinion that that the results of the analyses and the conclusions that were reached adequately represent the anticipated impacts of the proposed Blocher Apartments development.”]**
 - (d) Snow removal provisions. **[Snow storage areas depicted on the Site Plan]**
 - (e) Location of permanent signage. **[Not seeking approval of signage with the Site Plan]**
 - (f) Adequate off-street parking, where applicable. **[Area Variance granted by the Zoning Board of Appeals on June 17th to allow 110 parking spaces]**
 - (g) Proper drainage and stormwater management pursuant to § 112-28 of this Code, road alignment, and other aspects which may require review by engineering authorities. **[Fully engineered plans, Engineer’s Report and SWPPP prepared by Tredo Engineers] - On February 3, 2020, Edward Schiller, P.E. of Wm. Schutt & Associates issued a letter stating: “All drawings have been revised and corrections made in accordance with our comments; SWPPP Report: The responses pertaining to the SWPPP comments are acceptable; and Water and Sanitary Sewer: Based on correspondence with the NYSDEC and Town of Amherst, Sanitary Sewer and I&I issues have been addressed.”**

- Letter from Bruce Benson dated August 2, 2020 expressing concerns regarding drainage impacts of the project on Rosewood Villas Condominiums at 630 and 640 Essjay Road
 - Mr. Benson is not a licensed engineer
- There is not currently a stormwater management system that complies with the current stringent storm water quality and stormwater quantity standards of the New York State Department of Environmental Conservation and the Village of Williamsville
- E-mail from Edward Schiller, P.E. of Wm. Schutt & Associates to Timothy Masters on August 20, 2020:
 - “We have reviewed the submission you provided. Overall the plans are acceptable.”
 - “Regarding the drainage concern of the property to the north, one could argue this project may help.”
 - “Currently the north side of the site sheet flows to the north across the lawns. The proposed development is installing a parking area and a driveway on the north side of the property. Both the parking area and driveway are curbed which will collect the runoff and direct it to the site stormwater system. This will decrease what had been sheet flowing to the north.”

B. Benson Construction

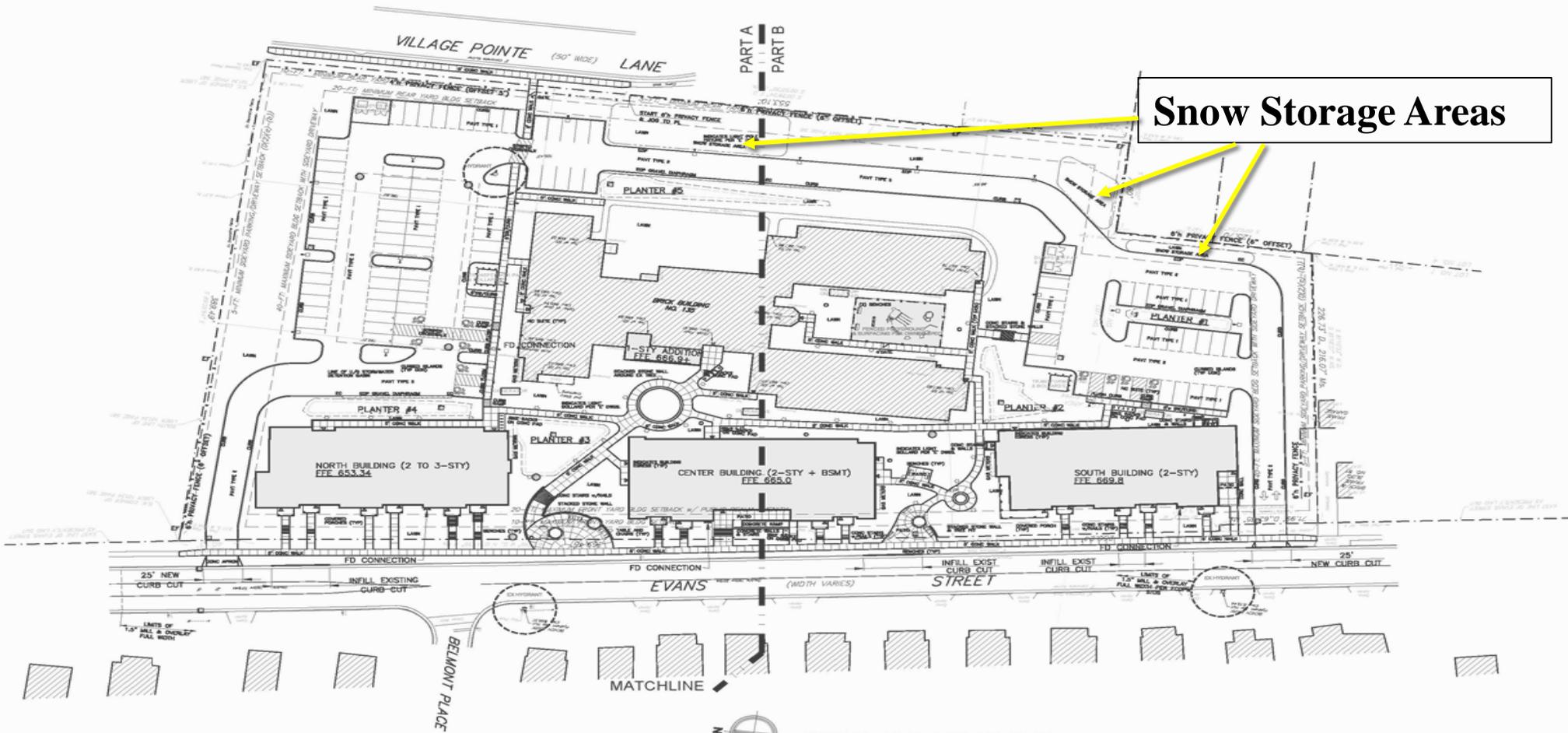
Design & Construction Services

August 2, 2020

To whom it may concern:

As builder and co developer of Rosewood Villa Condominiums located 630 and 640 Essjay Rd. at the corner of Evans St. and Essjay Rd. in the Village of Williamsville, I have been asked by the home owners association to address the storm water drainage concerns they have with the addition of paving and hard scape, and the deletion of green space associated with the project on the Blocher Home property. Rosewood Villas are approximately 40 feet downgrade from the Blocher property. I have provided a copy of the site drainage blueprint as built during construction. In addition to what was installed as per plan, it became evident during construction that additional drainage would be necessary due to water runoff from upgrade. Additional drainage pipe was installed along the entire south side of the property. Even with the original and added drainage systems, during rain events, the south side of the property still is very wet due to water runoff from the escarpment. The association has concerns that the changes made to the Blocher property may increase the volume of water runoff and be detrimental to their homes. I will make myself available to discuss the drainage systems installed at 630 and 640 Essjay if the need arises.

Sincerely,
Bruce Benson
B.Benson Construction



OVERALL SITE LAYOUT PLAN

1" = 30'

SITE DATA

TOTAL SITE AREA:	+5.265 ACRES (AC); 229343-SF
AREA OF DISTURBANCE:	3.25-AC; 141407-SF
DRAINAGE AREA:	+5.265-AC; 229343-SF
IMPERVIOUS AREA:	
BUILDING:	1.21 AC
EXISTING FOOTPRINT:	0.57-AC; 24790-SF
PROPOSED ADDITION:	0.017-AC; 757-SF (3%; 112-10)
PROPOSED FOOTPRINTS:	
NORTH BUILDING:	0.23-AC; 9900-SF
CENTER BUILDING:	0.22-AC; 9830-SF
SOUTH BUILDING:	0.21-AC; 9418-SF
PAVEMENT:	1.42 AC
PARKING LOT:	1.08-AC; 46880-SF
SIDEWALK:	0.34-AC; 15000-SF
TOTAL GREENSPACE:	2.635 AC (50% OF SITE)
INTERIOR GREENSPACE:	5966 SF (12.8% OF PKG LOT)
EXISTING AVERAGE DAILY SEWER LOADING:	
NURSING HOME:	65 BEDS x 110 GPD/BED = 7150 GPD
PLUS FOOD SERVICE:	35 GPD/SEAT x 75 SEATS = 2625 GPD
PLUS 15 GPD/EMPLOYEE x 35 EMPLOYEES =	525 GPD
TOTAL EXISTING SEWER LOAD:	10300 GPD
PROPOSED AVERAGE DAILY SEWER LOADING:	
APARTMENT BUILDING:	115 BEDS IN 97-UNITS x 110 GPD/BED = 12650 GPD
NET INCREASE:	12650-10300 = 2350 GPD < 2500 GPD

PARKING DATA

SPACES REQUIRED: 1.5 SPA/DWELLING UNIT = 143 (112-17D(2)(i)-(d))
 REGULAR: 100
 HANDICAP: 10

ZONING DATA

CURRENT ZONING: NMU, NEIGHBORHOOD MIXED-USE (112-17)
 PROPOSED USE: DWELLING, MULTI-FAMILY (A(6)(a)(13))
 BUILDING SETBACKS:
 FRONT (EVANS): 0 TO 10'; 20' WITH APPROVED PUBLIC OPEN SPACE (B(2)(c)-(d))
 SIDE: 0 TO 20'; 40' WITH DRIVEWAY (B(2)(h)-(i))
 REAR: 20' MINIMUM (B(2)(j))

MIN. USABLE STORIES: 2
 MAX. BLDG. HEIGHT: 36-FT (F(2)(f))
 MAX. BLDG. COVERAGE: 10000 GROSS SF PER STORY (F(2)(c))
 MAX. IMPERVIOUS COVER: 100%

NOTES:

1. EC = END OF CURB
2. EOP = EDGE OF PAVEMENT
3. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN ON THIS DRAWING IS FOR INFORMATION ONLY. REFER TO BOUNDARY SURVEYS PROVIDED BY THE OWNER. REFER TO ARCHITECTURAL DRAWINGS FOR ALL BUILDING DIMENSIONS, FEATURES, AND UTILITY CONNECTIONS.
4. SITE LIGHTING, POWER AND GAS LINES ARE SHOWN FOR INFORMATION ONLY, AND ARE NOT DESIGNED BY TREDO ENGINEERS.
5. A KNOX BOX KEY HOLDER SHALL BE LOCATED AT THE BUILDING MAIN ENTRANCE.
6. THE BUILDING CONTAINS A SPRINKLER FIRE-PROTECTION SYSTEM.



LONG ASSOCIATES
ARCHITECTS
191 Avenue of the Americas, 14th Floor, New York, NY 10036
212.693.1100 | longassociates.com



tredo
ENGINEERS
755 Seneca Street
Suite 202
Buffalo, NY 14203
716.879.7447 | PA



REVISIONS

NO.	DESCRIPTION	DATE
1	REVISED	7/27/20

JOB TITLE
RENOVATIONS/ADDITIONS

JOB NO.
135 EVANS ST
BUFFALO, NEW YORK 14221

DRAWING NO.
SITE LAYOUT PLAN

DRAWING TITLE
SITE LAYOUT PLAN

DATE: 2/2/2020

DESIGNER: M.J.C. JMW

PEOPLE, INC.
1219 NORTH FOREST ROAD
WILLIAMSBURG, NEW YORK 14221

2018-21

C-2

Site Plan Criteria [Section 112-23E(3) of the Zoning Code]:

- In acting on any proposed site plan development, the Planning/Architectural Review Board shall take into consideration the following:
 - (h) Lighting. [**Lighting Plan prepared by Tredo Engineers demonstrating compliance – 0 footcandles at property lines and “Dark Sky” lighting fixtures**]
 - (i) Lot surface. [**Greenspace: 2.635 acres or 50% of the Project Site**]
 - (j) *(Reserved)*
 - (k) Landscaping. [**Landscaping Plan demonstrating compliance with applicable landscaping standards**]
 - (l) *(Reserved)*
 - (m) With respect to any application relating to a lot or lots within the R-3M District, conformance with the applicable Multiple-Dwelling Residential District design standards set forth in § 112-15. [**Not Applicable**]
 - (n) With respect to any application relating to a lot or lots within the MU District, conformance with the applicable Mixed Use District design standards set forth in § 112-16. [**Not Applicable**]
 - (o) With respect to any application relating to a lot or lots within the NMU District, conformance with the applicable Neighborhood Mixed Use District design standards set forth in § 112-17. [**The Applicant has demonstrated compliance with the NMU District Design Standards**]

Compliance with NMU Site Plan and Design Standards:

- Section 112-17B(2) – Building Orientation and Setback [Pg. 8]
 - Front yard setback of North Building increased to 25 ft. and south side yard driveway setback increased to 50 ft.
- Section 112-17B(3) – Lots with Multiple Buildings [Pg. 9]
- Section 112-17B(4) – Building Entry [Pg. 10]
- Section 112-17B(5) – Sidewalks [Pg. 11]
- Section 112-17B(6) – Driveways and Access [Pg. 12]
- Section 112-17B(5) – Sidewalks [Pg. 11]

Compliance with NMU Site Infrastructure and Facilities Standards:

- Section 112-17C(2) – Loading, Service, Maintenance and Refuse Facilities [Pg. 14]
- Section 112-17C(3) – Storm Water and Green Infrastructure Facilities [Pg. 15]
 - Project also complies with the Stormwater Management standards in Section 112-28 of the Village Code
- Section 112-17C(4) – Utilities [Pg. 16]

Compliance with Parking Standards:

- Section 112-17D(2) - [Pg. 18-19]
 - Parking located in rear yard of the buildings
 - Area Variance for number of parking spaces granted by the ZBA on June 17th
 - Alternate Site Plan previously presented demonstrating the ability to provide 143 parking spaces on the Project Site but not necessary to satisfy the peak parking demand [110 parking spaces proposed]

Compliance with Landscaping Standards:

- Section 112-17E(1) – Landscaping required and landscaping locations [Pgs. 20-21]
- Section 112-17E(2) – Foundation Landscape Treatments [Pg. 22]
- Section 112-17E(3) – Buffers and Screens [Pg. 22]

Compliance with Architectural Consistency Standards:

- Section 112-17F(2) – Building Form and Massing [Pgs. 24-25]
 - Maximum footprint of 10,000 sq. ft.
 - Minimum of 2 usable stories with overall maximum height of 36 ft.
- Section 112-17F(4) – Residential Building Character [Pg. 28]

Compliance with Architectural Details Standards:

- Section 112-17G(2) – Building Base and Foundations [Pg. 30]
- Section 112-17G(3) – Windows [Pg. 31]
- Section 112-17G(4) – Roofs, Cornices, Eaves, Overhangs and Parapets [Pgs. 32-33]
- Section 112-17G(5) – Building Doors and Entries [Pg. 34]
- Section 112-17G(6) – Building Materials [Pg. 35]

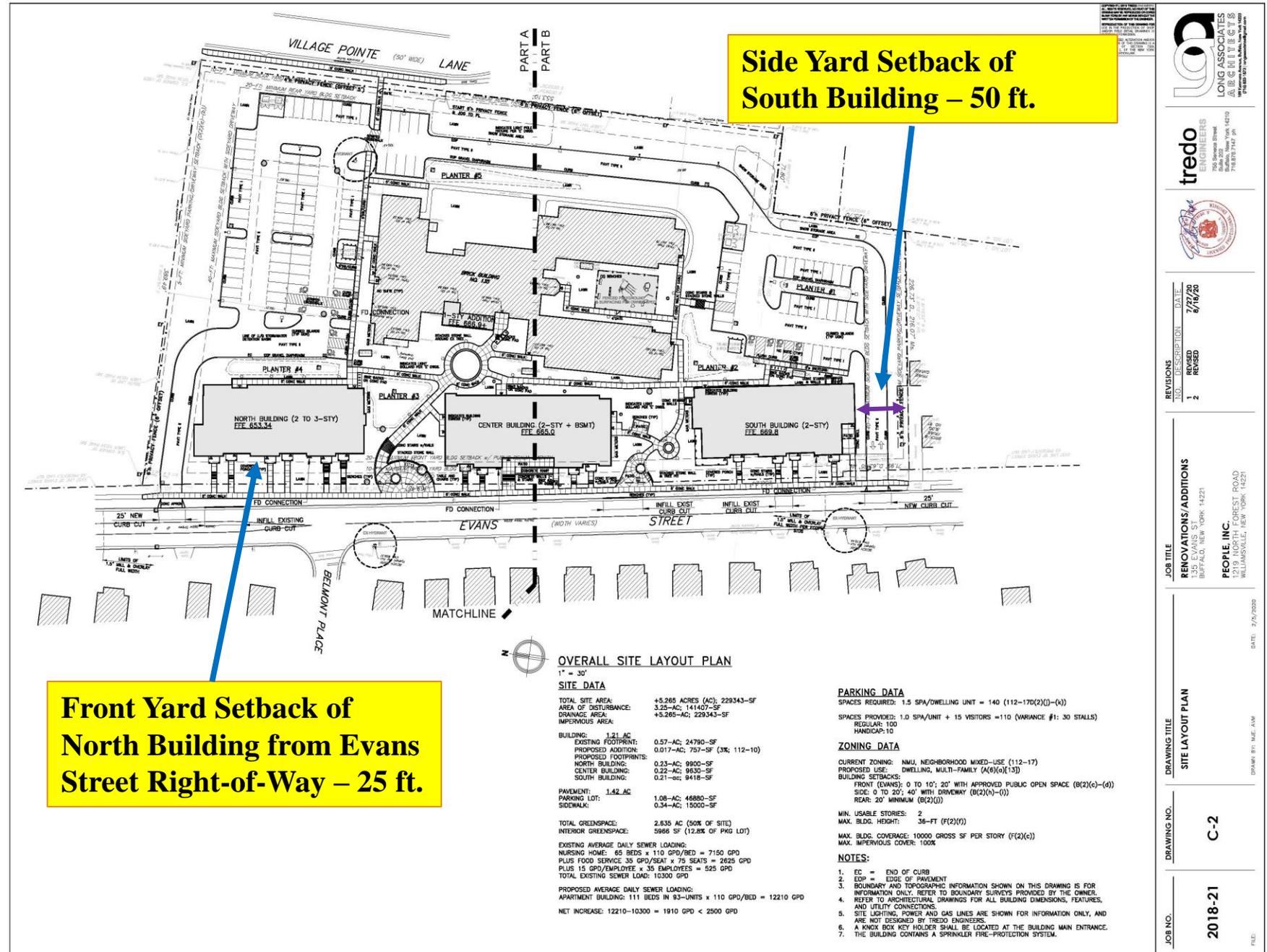
Compliance with Lighting Standards:

- Section 112-17I(2) – Site Lighting [Pg. 40]
- Section 112-17I(3) – Building Lighting [Pg. 40]
- Section 112-17I(4) – Accent Lighting [Pg. 40]

Waivers – Section 112-23H of the Village Code:

- Two waivers are being sought based on the modifications to the project layout as depicted on the current Site Plan as previously requested by the Planning Board
 - **1. South side yard setback of the South Building is 50 ft. [10 ft. greater than permitted]**
 - The south side yard setback of the South Building was increased to provide a greater setback for the driveway and to add greenspace on the southern portion of the Project Site
 - **2. Front yard setback of the North Building is 25 ft. [5 ft. greater than permitted]**
 - The front yard setback of the North Building was increased from 20 ft. to 25 ft. based on input received from the Planning Board

- **Requested Waivers:**
- **50 ft. Side Yard Setback for South Building:**
- Allowed setback of southern driveway to be increased from 10 ft. to 20 ft.
- **25 ft. Front Yard Setback for North Building:**
- Allows North Building to be located further back from Evans Street Right-of-Way
- **North Building:** Front setback from curb line ranging from 44 to 48 ft.
- **Middle Building:** Front setback from curb line ranging from 29 to 33.25 ft.
- **South Building:** Front setback from curb line ranging from 33.5 to 33.42 ft.



Waivers – Section 112-23H of the Village Code:

- **H. Waivers or deviation from requirements.**
 - (1) Except as provided herein, whenever the Planning/Architectural Review Board shall determine, pursuant to evidence and documentation submitted by an applicant, that strict conformance to the design standards governing such application is impractical or impossible, the Planning Board may, in its discretion, waive or vary the provisions set forth in such design standards provided that the applicant shall, to the maximum extent practicable, mitigate any adverse consequences associated with such failure to adhere to said design standards.
 - (2) In exercising its authority hereunder, under no circumstances shall the Planning Board grant any waiver or deviation from any applicable dimensional requirement by more than 50%.
 - (3) The authority granted under this section is not be mandatory on the Planning Board, and if the Planning Board shall not allow such deviation, the sole remedy of the applicant shall be pursuit of a variance, if otherwise available pursuant to § 112-24 of the Code and/or New York State Village Law Section 7-712-b, by the Zoning Board of Appeals.
 - (4) Notwithstanding the provisions of Subsection H(1) above or any other provision herein, the Planning Board is not authorized to grant such a waiver or deviation from any dimensional requirement related to the overall height, or minimum or maximum number of stories, of any building or structure; the minimum number of parking spaces required; or the location of parking lots or spaces in relation to any buildings or structures.
- The granting of the 2 requested waivers is justified by the Planning Board’s input and as such strict conformance with the applicable 40 ft. side yard setback for the South Building and 20 ft. front yard setback for the North Building is impractical
- There are not any “adverse consequences” associated with the 2 waivers

Conclusion:

- Requesting Site Plan and Architectural Approval for the Redevelopment Project
- Questions...