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GRAND ISLAND
ENGINEERING DEPT.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
125 MAIN STREET
BUFFALO, NY 14203

ROBERT J. RUSSELL
REGIONAL DIRECTOR

JOSEPH H. BOARDMAN
COMMISSIONER

September 2, 1997

John Phillips, P. E., Town Engineer
Town of Grand Island
2255 Baseline Road
Grand Island, NY 14072-1710

RE: SEQR REVIEW
Southpointe Development
Town of Grand Island, Erie County

Dear Mr. Phillips:

We have reviewed the July, 1997 Final Environmental Impact Statement for the above project. We have previously reviewed the project and sent comments on January 24, 1996 and October 7, 1996.

The comments from both our prior letters have not been addressed in the FEIS. Our comments still apply and should be addressed in your SEQR Statement of Findings.

Please contact Joseph D. Buffamonte at 847-3251 if you have any questions regarding our review.

Very truly yours,

ROBERT J. RUSSELL, P.E.
Regional Director

Thomas E. Nowicki, P.E.
BY: E. J. NOWICKI, P.E.
for Planning & Program Manager

EJN/JDB/lis



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OCT 15 1996
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STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
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BUFFALO, N.Y. 14203

ROBERT J. RUSSELL
REGIONAL DIRECTOR

JOHN B. DALY
COMMISSIONER

October 7, 1996

John Phillips, P. E.
Town Engineer
Town of Grand Island
2255 Baseline Road
Grand Island, NY 14072-1710

RE: **SEQR REVIEW**
Southpointe Planned Community
South Parkway at Red Jacket Drive
Town of Grand Island, Erie County

Dear Mr. Phillips:

We have reviewed the July 1996 Draft Environmental Impact Statement (DEIS). Our comments are as follows:

- The comments noted in our previous letter of January 24, 1996 still apply. We have attached a copy of this letter for your reference.
- Intersection of Staley Road and Grand Island Boulevard: Phase I mitigation should also consist of a southbound right turn lane on Grand Island Boulevard. Phase III mitigation should consist of an eastbound right turn lane on Staley Road. We will investigate signal timing improvements to remedy the existing operational problem identified in the DEIS at this intersection.
- Intersection of South Parkway at Red Jacket Drive/Southpointe Boulevard: As stated in our prior letter, it is our policy not to approve the installation of traffic signals based on projected volumes. Based on our review of the projected traffic volumes it appears that the intersection would meet signal warrants once Phase I reaches full build out. The developer should study this intersection after Phase I is completed to determine if signalization is also warranted based on actual conditions. Phase III mitigation for the eastbound approach (Southpointe Boulevard) should consist of a left turn lane, a through lane and a right turn lane.

John Phillips, P.E.
Page 2

October 7, 1996

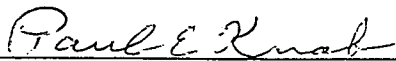
- We recommend that our Carl Road realignment proposal be advanced with this project.
- The conceptual intersection plans provided do not have as much detail as we would desire. If the rezoning is approved and the project is to be advanced, we request preliminary site plans of the intersection of South Parkway at Red Jacket Drive/ Southpointe Boulevard and Carl Road intersection realignment as soon as possible
- We concur with the remaining highway mitigation proposed in the DEIS.
- All highway mitigation would be required to be constructed in full by the developer.

Please send us a copy of your SEQR findings and rezoning determinations for this project.

If you have any questions or comments, please contact Joseph D. Buffamonte at 847-3241.

Very truly yours,

ROBERT J. RUSSELL, P.E.
Regional Director



~~BY:~~ ^{FOR} E. J. NOWICKI, P.E.
Planning & Program Manager

EJN/CPC/ILs

cc Edward Rutkowski, OPR&HP
Krehbiel Associates
TVGA
Wells & Associates, McLean, VA

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JAN 29 1996

**GRAND ISLAND
ENGINEERING DEPT.**



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
125 MAIN STREET
BUFFALO, N.Y. 14203

ROBERT J. RUSSELL
REGIONAL DIRECTOR

JOHN B. DALY
COMMISSIONER

January 24, 1996

John Phillips, P.E.
Town Engineer
Town of Grand Island
2255 Baseline Road
Grand Island, NY 14072-1710

**RE: SEQR Review
Southpointe Planned Community
South Parkway at Red Jacket Drive
Town of Grand Island, Erie County**

Dear Mr. Phillips:

We have reviewed the Traffic Impact Study (TIS) for the Southpointe Planned Community dated July 25, 1995, and subsequent information we received on September 19, 1995 and January 3, 1996. We would like to offer the following comments for your consideration.

- In Western New York State, all state-owned parkways are under ownership jurisdiction of the New York State Office of Parks, Recreation & Historic Preservation (OPR&HP). Current legislation dictates that the NYSDOT is responsible for maintenance of all parkways for the OPR&HP. As the underlying fee owner, the OPR&HP is responsible for all decisions regarding access and highway work permits for these Parkway.
- The Southpointe developer will need to obtain a Highway Work Permit from the OPR&HP to perform any work in the South Parkway right of way. The NYSDOT has an agreement with the OPR&HP where we will review all plans and documentation regarding any work permits along the South Parkway and transmit our recommendations on such to the OPR&HP.

- The two proposed entrance points along the South Parkway for the Southpointe Development appear to be in an area under the jurisdiction of the OPR&HP. The taper area for the right turn only entrance access appears to extend into right of way owned by the New York State Thruway Authority (NYSTA).
- The South Parkway is listed as a highway without access. This means that during the acquisition process, the government agency acquiring the property paid an additional amount to the affected landowner to mitigate the impact of not being allowed to have future access to the said highway from that parcel. It is NYSDOT procedure for highways under our jurisdiction to carefully consider any request to alter an existing highway without access. It is our policy that changes to highways without access only be granted approval when it is demonstrated by the applicant that it is in the public interest to do so. If approval is granted, it is in most instances accompanied with a fee paid by the developer to compensate for the public expenses previously spent to originally acquire the access control. The developer will need to acquire any access approval for entrance to the South Parkway from the OPR&HP.
- There is currently public access to the South Parkway at both Red Jacket Road and Carl Road in the vicinity of the desired access for Southpointe Boulevard. We suggest that an alternative be considered by the Town of Grand Island and the developer which would not increase the number of access points to the South Parkway. We propose that the existing Carl Road access to the South Parkway be closed and that the developer construct an extension road from Carl Road in the vicinity of Blackmon Drive, northward into Southpointe Boulevard. The reasons for this proposal are:
 - The total number of access points to the South Parkway would not be increased and the proposed access connection of Southpointe Boulevard to the South Parkway would appear to be justified based on a public need.
 - Existing residential traffic entering the South Parkway from the Carl Road subdivision would enter at Southpointe Boulevard. This traffic will help justify the need for an eventual traffic signal at the Red Jacket/Southpointe/South Parkway intersection.
 - The existing northbound left turn lane on the South Parkway at Carl Road could be removed. This removal would allow a proposed northbound left

turn lane to Southpointe Boulevard to be constructed with adequate storage length.

- The close proximity of both the existing Carl Road and proposed Southpointe Boulevard access points to the South Parkway may cause operational problems on the South Parkway in this area. Our proposal would appear to be in the best interests for public safety and mobility in this area.
- We have reviewed the acquisition maps for the parcels of the South Parkway along this development. These parcels were acquired in 1935 by the Niagara Frontier Bridge Commission with the maps prepared by the New York State Department of Public Works. These maps document that the South Parkway is a highway without access. The property was also acquired with a perpetual covenant regarding limitations on the adjacent land regarding signs placed on business property, advertising signs and devices of any kind being erected within 500 feet of the border of the parkway. Any request to change these covenants requires a permit from the Regional State Park Commission having jurisdiction over such lands, in this case the OPR&HP. We have enclosed copies of the related pages from these acquisition maps.

The following comments are based upon the developer receiving approval of a break in access for connection to the South Parkway.

- We will not allow the right turn entrance only driveway as proposed. The projected capacity analysis for the South Parkway/Southpointe Blvd./Red Jacket driveway shows that this intersection will be able to sufficiently handle the Phase 1 and Phase 2 traffic generated from the Southpointe Development with proper signalization. Elimination of the right turn entrance only driveway and reconnecting Carl Road with Southpointe Blvd. results in no net additional driveway locations to the South Parkway.
- We concur with the conceptual alignment for the South Parkway/Red Jacket/Southpointe Blvd. intersection. This includes northbound and southbound left turn lanes on the South Parkway and two approach lanes on Southpointe Blvd. We request that this proposed intersection be shown in greater detail for our review.
- The TIS justifies the need for a traffic signal at the South Parkway/Red Jacket/Southpointe Blvd. intersection on the basis of a failing capacity analysis for an

John Phillips, P.E.
January 24, 1996

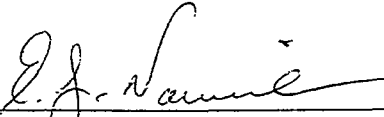
Page 4

unsignalized intersection. This analysis is not acceptable for this purpose. We request a signal warrant analysis be provided for existing and projected conditions using the eight highest hours of traffic. It is also our policy to not approve installation of traffic signals based on projected volumes from a TIS. We will require the developer to study this intersection after Phase 1 is operational to determine if signalization is warranted based on actual conditions. The developer will be required to install the traffic signal if and when it is warranted. The NYSDOT would maintain the signal if Southpointe Blvd. becomes a Town highway.

- We will require the developer to install overhead lane signage along the South Parkway to provide appropriate guidance for the new lane configurations in the vicinity of Southpointe Blvd. The signage will also need to safely direct parkway users through this new intersection and onto the Buffalo/Niagara Falls I-190 entrance ramps.

Any further questions may be directed to Joseph D. Buffamonte at 847-3241.
Very truly yours,

ROBERT J. RUSSELL, P.E.
Regional Director


BY: E. J. NOWICKI, P.E.
Planning & Program Manager

EJN/JDB/lis
Attach.

cc Edward Rutkowski, OPR&HP
Krehbiel Associates
TVGA
Wells & Associates, McLean, VA
William G. Leslie, NYSTA