

# **Appendix D1**

# **Potential Property Acquisitions**

# **Supplemental Information**



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## Acronyms and Abbreviations

BRT.....	Bus Rapid Transit
CFR.....	Code of Federal Regulations
EDPL.....	Eminent Domain Procedure Law
EIS.....	Environmental Impact Statement
GIS.....	Graphic Information System
FTA.....	Federal Transit Administration
LRT.....	Light Rail Transit
Metro.....	Niagara Frontier Transit Metro System, Inc.
Metro Rail.....	Metro Light Rail Transit System
NFTA.....	Niagara Frontier Transportation Authority
NYCRR.....	New York Codes, Rules, and Regulations
SEQR.....	State Environmental Quality Review Act
SUNY.....	State University of New York
USC.....	United States Code





## Appendix D. Potential Property Acquisitions Supplemental Information

Property acquisition and displacements occur when land and/or structures are needed to accommodate construction or the permanent footprint of the Project. This appendix describes the property acquisition and displacements impacts of the No Build Alternative, LRT Build Alternative, and BRT Build Alternative. Anticipated acquisitions include full and partial acquisitions and temporary and permanent easements. This appendix also describes the potential impacts associated with displacement of residents, businesses, and other uses. Table D.1-1 summarizes the property acquisition and displacements impact findings related to the Project. A full list of anticipated full and partial property acquisitions for both the LRT Build Alternative and BRT Build Alternative and detailed maps are provided in section D.4.

**Table D.1-1. Displacements and Relocation of Existing Uses - Impact Summary**

Alternative	Total Affected Properties	Full Acquisition of Property	Partial Acquisition of Property or Permanent Easement	Displacements	Permanent Impacts	Temporary Easement	Temporary Impacts
No Build Alternative	0	0	0	0	No effects	0	No effects
LRT Build Alternative	192	14	178	15	Adverse impacts with mitigation	3.83 acres	No adverse impacts after mitigation
BRT Build Alternative	178	14	164	15	Adverse impacts with mitigation	4.13 acres	No adverse impacts after mitigation

\*Note: total affected properties as a result of the LRT Build Alternative includes Gateway Park which is a permanent easement and is documented as a temporary occupancy in Chapter 5, "Section 4(f) Evaluation."

### D.1 REGULATORY CONTEXT AND METHODOLOGY

At the Federal level, acquisitions and displacements must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). The Uniform Act protects the rights of property owners and tenants of the property that is acquired in order to implement the Project. It intends to ensure that individuals do not suffer disproportionate injuries because of programs and projects designed for the benefit of the public as a whole, and to minimize the hardship of displacement on such persons. These statutes mandate that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced as a direct result of projects undertaken by a Federal agency or with Federal financial assistance. The Uniform Act establishes minimum standards for Federally

funded programs and projects that require the acquisition of real property and provides for uniform and equitable treatment for persons displaced from their homes and businesses.

At the State level, activities related to acquisitions and displacements must comply with the New York State Eminent Domain Procedure Law (EDPL). The EDPL seeks to establish the exclusive procedure by which property is acquired in New York State, to mandate opportunities for public participation in the planning of projects necessitating the exercise of eminent domain, to ensure a fair and equitable process, and to ensure every reasonable and expeditious effort to justly compensate persons for the taking of real property by negotiation and agreement.

NFTA's Guidelines for Acquisitions and Dispositions of Real Property<sup>1</sup> sets forth the policies and procedures to be followed by the Niagara Frontier Transportation Authority and the Niagara Frontier Transit Metro System, Inc. for the acquisition and/or disposition of real property.

While there are no specific NEPA thresholds for assessing displacement impacts, the Uniform Act and the Uniform Real Property Acquisition Policy (42 USC § 4651, et seq.) include provisions for uniform and equitable treatment of people displaced from their homes or businesses by establishing uniform and equitable land acquisition policies to address impacts.

#### **D.1.1 Identification of Affected Properties**

Implementation of both the LRT Build Alternative and the BRT Build Alternative would require the full and partial acquisition of parcels or property easements along the proposed corridor and would potentially result in the displacement of parcels with residential, commercial, industrial, and office uses. As preliminary and final design continues, Metro will coordinate with property owners to refine property needs. Of note, refinement of property needs has occurred and will continue to occur as compared to the previous Metro Transit Expansion Project's State Environmental Quality Review Act (SEQR) Draft EIS dated January 2020. This refinement is a result of continued Project design and in response to public comment. Property acquisitions will be further refined during preliminary and final design, which may result in less or more acquisition than identified in this Draft Environmental Impact Statement (EIS).

Identifying affected properties is based on the current level of the conceptual engineering plans for the LRT Build Alternative and the BRT Build Alternative. Properties that would be fully or partially acquired were identified based on the limits of disturbance for the LRT Build Alternative and the BRT Build Alternative. The limit of disturbance is the boundary within which Project construction, materials storage, grading, landscaping, and related activities would occur.

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<sup>1</sup> GUIDELINES FOR ACQUISITIONS AND DISPOSITIONS OF REAL PROPERTY. 2023. <https://www.nfta.com/about/public-information-center/guidelines-acquisitions-and-dispositions-real-property-policy>

Geographic information system (GIS) databases obtained from Erie County along with right-of-way property survey data (completed by Metro in 2023) were used to identify potential affected parcels. This appendix provides figures and a list of the anticipated full and partial property acquisitions, for both the LRT Build Alternative or the BRT Build Alternative.

This section discusses the following types of real estate transactions anticipated to be required by the Project:

- **Full Acquisition** occurs where an entire tax parcel is transferred to the public right-of-way, pursuant to applicable State and Federal laws and regulations, thereby dissolving the tax parcel's private ownership and potentially requiring relocation of the existing land use. A full acquisition includes the purchase of all land ownership rights in a property. The owner is compensated for their inconvenience, loss of value, or loss of access.
- **Displacement** results from full acquisitions and the conversion of the existing land use to a transportation use and public right-of-way, pursuant to applicable State and Federal laws and regulations. Displacements would occur if land and/or a structure were needed to accommodate construction or the permanent footprint (right-of-way) of the Project. Displacements are measured by housing unit or business, not tax parcel. For example, the acquisition of an apartment building on a single tax parcel with six units would result in six residential displacements.
- **Partial Acquisition** occurs where a portion of the property is transferred to the public right-of-way, pursuant to applicable State and Federal laws and regulations, thereby dissolving a portion of the tax parcel's private ownership and potentially requiring relocation of the existing land use. This would occur if the Build Alternative requires only a limited portion of the property, leaving the remainder of the site economically viable. Under a partial acquisition, the property owner would retain ownership of the remaining portion of the property. The owner is compensated for their inconvenience, loss of value, or loss of access.
- **Permanent Easement** provides for permanent use of a parcel for construction and operation of the Project, pursuant to applicable State and Federal laws and regulations. A permanent easement may be purchased from a property owner to permanently locate infrastructure without completely diminishing the property owner's use of the land. Examples of permanent easements include stormwater management, drainage channels or storm drains, utilities, slope/grading, and subsurface/tunnels. Permanent underground/subsurface easements would be required for the construction of the LRT Build Alternative tunnel and underground utilities associated with both Build Alternatives. The purchase of a permanent easement is accomplished through a one-time payment and an easement deed is recorded.
- **Temporary Easement** provides for temporary (during construction) use of a property for construction of the Project, pursuant to applicable State and Federal laws and regulations. A temporary easement may be purchased from a property owner for the purpose of storage of

materials and equipment, access to construction areas, construction staging, site grading, or other construction-related activities. Properties affected by temporary easements (to be identified during final design) are restored to an acceptable preconstruction condition, depending on the individual easement need and agreement.

As part of the methodology for identifying affected properties, a determination is made whether a partial acquisition affects the use of the property as currently designed and whether modifications to the property are required to maintain use. Considerations that affect the use of the property include determining if a reduction in parking meets local zoning codes, or proximity of limits of disturbance to the main access point to the building. If either of these considerations are not met, the parcel is considered a full acquisition.

Partial acquisition and permanent easements have been identified and grouped for the purposes of this Draft EIS. A determination as to whether the Project will acquire a portion of a property or pursue a permanent easement will be defined during final design and guided by final construction plans to be completed by the contractor procured to construct the Project.

## **D.2 ENVIRONMENTAL CONSEQUENCES OF THE ALTERNATIVES**

The following sections summarize the potential property acquisition and displacement needed to construct and operate each alternative, to identify Project impacts. Section 4.1.4 of the DEIS contains a full list of acquisitions and displacements with detailed maps.

### **D.2.1 No Build Alternative**

The No Build Alternative would not require any property acquisitions, and as a result no property owners, residents, or businesses would be impacted or displaced.

### **D.2.2 Build Alternatives**

The LRT Build Alternative and the BRT Build Alternative would be constructed primarily within existing transportation right-of-way. However, portions of the LRT Build Alternative and the BRT Build Alternative would be constructed in areas where there is insufficient right-of-way width, extending the limits of disturbance beyond the public right-of-way. As such, implementing the LRT Build Alternative and the BRT Build Alternative is anticipated to require acquiring property and, in some cases, would displace commercial and residential uses. Property acquisitions and displacements in this section have been determined based on the conceptual engineering performed to date, and they will be further refined as the Project moves into preliminary and final design. Of note, refinement of property needs has occurred and will continue to occur as compared to the previous Metro Transit Expansion Project's SEQR Draft EIS dated January 2020. This refinement is a result of continued Project design and in response to public comment.

A description of the LRT Build Alternative and BRT Build Alternative alignments is documented in Chapter 2, “Alternatives Considered.”

#### **D.2.2.1 Affected Property**

Table D.2-1 lists all property that would be affected by the operation of the LRT Build Alternative and the BRT Build Alternative.

**Table D.2-1. Build Alternatives Potential Full and Partial Property Acquisitions**

Build Alternative	Total Number of Parcels	Property impacted	Property Use	
LRT Build Alternative	192	542,436 square feet (12.5 acres)	16 Commercial 1 Emergency Services 1 Funeral Home (incl. admin.) 2 Institutional 3 Mixed-use (residential and commercial) 7 Office	3 Religious 97 Residential 55 Retail 1 Park 1 Utility 5 Vacant
BRT Build Alternative	178	498,644 square feet (11.5 acres)	16 Commercial 2 Emergency Services 1 Funeral Home (incl. admin.) 2 Institutional 1 Mixed-use (residential and commercial)	7 Office 95 Residential 48 Retail 6 Vacant

#### **UNIVERSITY AT BUFFALO**

Metro and the University at Buffalo (UB) have coordinated on all aspects related to the Project. Transportation easements are anticipated within the UB North Campus. These easements will allow for the construction, operation, and maintenance of the Project. Details will be outlined in a Memorandum of Agreement between Metro and the State University of New York (SUNY).

#### **BOULEVARD MALL AND JOHN JAMES AUDUBON PARKWAY**

Metro and the Town of Amherst have coordinated on aspects related to the Project. Transportation easements are anticipated within the former Boulevard Mall property and along John James Audubon Parkway. These easements will allow for the construction, operation, and maintenance of the Project.

#### **D.2.2.2 LRT Build Alternative**

Environmental Consequences of the LRT Build Alternative related to property acquisition and displacements are described below.

#### **POTENTIAL FULL PROPERTY ACQUISITIONS**

Table D.2-2 lists the full property acquisitions for the LRT Build Alternative, which include entire parcels that would be needed for the Project, or portions of parcels in which affecting that portion would impede its functional capabilities and future use. Such impacts would include removing or limiting access to a property or the removal of parking spaces, making its continued use no longer viable. Based on conceptual engineering, full property acquisition is anticipated to

impact 14 properties with a combined area of approximately 274,393 square feet (6.3 acres), resulting in 15 total displacements.

**Table D.2-2. LRT Build Alternative Full Acquisitions**

Address	Parcel ID	Land Use	Parcel Size* (Square Feet)	Displacements
135 Kenmore Avenue	79.31-3-21	One-Family Residential	7,815	1
165 Niagara Fall Boulevard	79.31-3-25	One-Family Residential	8,002	1
546 Niagara Falls Boulevard	67.71-3-1	Restaurant	3,861	1
861 Niagara Falls Boulevard	67.47-7-2.1	One-Family Residential	7,387	1
865 Niagara Falls Boulevard	67.47-7-19	Two-Family Residential	4,008	2
899 Niagara Falls Boulevard	67.39-5-2.11	Funeral Home	91,687	1
910 Niagara Falls Boulevard	67.39-2-6	Commercial	10,799	1
926 Niagara Falls Boulevard	67.39-2-4.1	Commercial	4,335	1
925 Niagara Falls Boulevard	67.39-5-1	Commercial	29,831	1
1061 Niagara Falls Boulevard	67.06-1-35	Commercial	10,437	1
1167 Niagara Falls Boulevard	67.06-1-39	Auto Body Shop	16,368	1
1250 Niagara Falls Boulevard	54.79-3-2.2	Retail	112	1
1269 Niagara Falls Boulevard	54.03-1-24.4	Retail	22,918	1
3893 Maple Road	54.03-1-13	Auto Body Shop	56,831	1
<i>Subtotal</i>			274,393	15

Source: Erie County; Town of Amherst, 2022 and 2023

\*Note: parcel size is rounded to whole numbers

#### POTENTIAL PARTIAL PROPERTY ACQUISITIONS OR PERMANENT EASEMENTS

Based on estimates from conceptual engineering, for the LRT Build Alternative, portions of 178 parcels are anticipated to require partial property acquisitions or permanent easements which are described in Table D.2-3. These partial acquisitions or easements would involve a strip of yard frontage to widen the right-of-way, along Niagara Falls Boulevard and Maple Road. In total, the impact of partial acquisitions or permanent easements would account for 268,043 square feet (6.2 acres). These partial property acquisitions would result in the removal of the following:

- Off-Street parking spaces
- Fixtures, such as business signage, lights, mailboxes, and fences
- Landscaping elements, including vegetation and hardscapes
- Other miscellaneous personal property

This initial assessment of property acquisition will be further refined during preliminary and final design. Specifically, engineering plans will consider changes to parking to ensure parking requirements would be compatible with the surrounding land uses and consistent with local land use policies and zoning code requirements. As part of this refinement, Metro will coordinate with the towns of Amherst and Tonawanda on how partial acquisitions would be affected by local zoning law including variances (exceptions to zoning that are made on a case-by-case basis), requirements for new developments to provide parking spaces, and setbacks (the minimum distance that buildings or structures must be from the street). Additionally, the LRT Build Alternative could require the relocation of signage, fences, and other personal property on



some properties that are within existing right-of-way, but do not need to be acquired. This will be determined during preliminary and final design.

A property owned by the Town of Amherst (Gateway Park located on the northeast corner of Niagara Falls Boulevard and Kenmore Avenue) would require a permanent easement for construction and operation of the LRT Build Alternative and is considered a Temporary Use related to the implementation of the Project. Further documentation is provided in Chapter 5, “Section 4(f) Evaluation.”

### TEMPORARY EASEMENTS

Temporary property acquisitions or easements that would result from the construction of the LRT Build Alternative are described in Table D.2-4. A temporary easement may be required for the purpose of storage of materials and equipment, access to construction areas, construction staging, site grading, or other construction-related activities. Properties impacted by temporary easements will be restored to an acceptable preconstruction condition, depending on the individual easement need and agreement. Identification of specific parcels impacted by a temporary easement will not be defined until final design and will be subject to final construction plans defined by a contractor. Therefore, an area of Project disturbance was defined. The Project’s area of disturbance is characterized by a buffer of 10-feet outside of the permanent Project alignment except for Niagara Falls Boulevard where a five-foot buffer was assumed; given the constrained existing transportation right-of-way.

**Table D.2-3. LRT Build Alternative Potential Partial Property Acquisitions or Permanent Easements**

Build Alternative	Property Acquisition Type	Total Number of Parcels	Total Proposed Acquisition
LRT Build Alternative	Partial or Permanent Easement	178	268,043 square feet (6.2 acres) <i>Average acquisition is 4.0 % of total property</i>

**Table D.2-4. LRT Build Alternative Potential Temporary Easements**

Build Alternative	Property Acquisition Type	Anticipated Acreage by Roadway Segment
LRT Build Alternative	Temporary Construction Easement	<ul style="list-style-type: none"> <li>1.64 acres along Niagara Falls Boulevard</li> <li>1.72 acres along Maple Road</li> <li>0.34 acres along Sweet Home Road</li> <li>0.13 acres along John James Audubon Parkway</li> </ul>
<i>Subtotal</i>		<i>3.83 acres</i>

### POTENTIAL DISPLACEMENTS

Real property that is anticipated to be acquired as a result of the LRT Build Alternative is approximately 6.3 acres. This represents 14 unique parcels which are anticipated to require displacements. As listed in Table D.2-2, these displacements include residential properties, mixed-use properties, and properties that provide goods and services, for a total of 15 possible displacements. Details regarding these LRT Build Alternative displacements are as follows:

- **Land uses that provide residential housing:** The tunnel cut-and-cover will displace one single-family home on Kenmore Avenue and one single family home on Niagara Falls Boulevard. The roadway widening on Niagara Falls Boulevard will displace one single-family home and one two-family home on Niagara Falls Boulevard. Erie County parcel data provided the single- and two-family status, and the number of households in the two-family home will be confirmed as preliminary and final design continues.

The United States Census Bureau, American Community Survey data for the year 2022, estimates that there are a total of 1,445 vacant housing units in the census tracts intersecting with and surrounding the Project corridor. Based on this estimate, the towns of Amherst, Tonawanda, and City of Buffalo have a sufficient supply of available properties to accommodate the households that will be displaced by the LRT Build Alternative.<sup>2</sup>

- **Land uses that provide goods and services:** The roadway widening on Niagara Falls Boulevard will displace 11 land uses that provide goods and services typical of the businesses in the Project Corridor:

- Four commercial uses
- Three retail businesses
- One restaurant
- Two automobile care businesses
- One funeral administration office

Available spaces of varying size and type are present within the towns of Amherst, Tonawanda, and City of Buffalo and would accommodate the variety of business types and number of employees that would be displaced as a result of the LRT Build Alternative. For more information refer to the Project mitigation description.

#### Loss of Tax Revenues

Table D.2-5 provides a preliminary estimate, subject to final appraisal and acquisition determination, of the potential loss of property tax revenue that would result from the displacement related to the LRT Build Alternative. Estimated school property tax revenue loss is preliminary and anticipated to be approximately \$5,852 annually for the Amherst Central School District and \$70,636 annually for the Sweet Home Central School District<sup>3</sup>. The total aggregate property tax loss under the LRT Build Alternative would be less than one percent annually and would result in an impact, but the impact would not be adverse.

**Table D.2-5. LRT Build Alternative Loss of Tax Revenues as a Result of Displacement**

Address	Parcel ID	Parcel Size * (Square Feet)	Loss in Tax Revenues (2023)
135 Kenmore Avenue	79.31-3-21	7,815	\$2,520.63

<sup>2</sup> U.S. Census Bureau. "Selected Housing Characteristics." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP04, 2022.

<sup>3</sup> Source: Erie County Real Property Tax Services and Town of Amherst Comprehensive Property Information, 2022



Address	Parcel ID	Parcel Size * (Square Feet)	Loss in Tax Revenues (2023)
165 Niagara Falls Boulevard	79.31-3-25	8,002	\$6,648.45
546 Niagara Falls Boulevard	67.71-3-1	3,861	\$3,242.19
861 Niagara Falls Boulevard	67.47-7-2.1	7,387	\$1,340.00
865 Niagara Falls Boulevard	67.47-7-19	4,008	\$1,875.50
899 Niagara Falls Boulevard	67.39-5-2.111	91,687	\$7,012.42
910 Niagara Falls Boulevard	67.39-2-6	10,799	\$6,835.06
926 Niagara Falls Boulevard	67.39-2-4.1	4,335	\$4,311.15
925 Niagara Falls Boulevard	67.39-5-1	29,831	\$3,559.24
1061 Niagara Falls Boulevard	67.06-1-35	10,437	\$5,530.53
1167 Niagara Falls Boulevard	67.06-1-39	16,368	\$6,935.88
1250 Niagara Falls Boulevard	54.79-3-2.2	112	\$35,416.64
1269 Niagara Falls Boulevard	54.03-1-24.4	22,918	\$856.04
3893 Maple Road	54.03-1-13	56,831	\$13,859.44
		<i>Subtotal</i>	<i>\$99,943.17</i>

Source: Erie County; Town of Amherst, 2022 and 2023

\*Note: parcel size is rounded to whole numbers

### D.2.2.3 BRT Build Alternative

Environmental Consequences of the BRT Build Alternative related to property acquisition and displacements are described below.

#### POTENTIAL FULL PROPERTY ACQUISITIONS

Table D.2-6 lists the full property acquisitions for the BRT Build Alternative, which include entire parcels that would be needed for the Project, or portions of parcels in which affecting that portion would impede its functional capabilities and future use. Such impacts would include removing or limiting access to a property or the removal of parking spaces, making its continued use no longer viable. Based on conceptual engineering, full property acquisition would impact 14 parcels with a combined area of approximately 296,038 square feet (6.8 acres). Each property would result in a total of 15 displacements.

**Table D.2-6. BRT Build Alternative Full Acquisitions**

Address	Parcel ID	Land Use	Parcel Size * (Square Feet)	Displacements
546 Niagara Falls Boulevard	67.71-3-1	Restaurant	3,861	1
861 Niagara Falls Boulevard	67.47-7-2.1	One-Family Residential	7,387	1
865 Niagara Falls Boulevard	67.47-7-19	Two-Family Residential	4,008	2
899 Niagara Falls Boulevard	67.39-5-2.11	Funeral Home	91,687	1
910 Niagara Falls Boulevard	67.39-2-6	Commercial	10,799	1
920 Niagara Falls Boulevard	67.39-2-5	Commercial	8,754	1
926 Niagara Falls Boulevard	67.39-2-4.1	Commercial	4,335	1
925 Niagara Falls Boulevard	67.39-5-1	Commercial	29,831	1
1061 Niagara Falls Boulevard	67.06-1-35	Commercial	10,437	1
1167 Niagara Falls Boulevard	67.06-1-39	Auto Body Shop	16,368	1
1250 Niagara Falls Boulevard	54.79-3-2.2	Retail	112	1
1269 Niagara Falls Boulevard	54.03-1-24.4	Retail	22,918	1
3893 Maple Road	54.03-1-13	Auto Body Shop	56,831	1
4265 Maple Road	54.74-3-13	Gas Station	28,708	1
		<i>Subtotal</i>	<i>296,038</i>	<i>15</i>

Source: Erie County; WSP, 2023

\*Note: parcel size is rounded to whole numbers

### POTENTIAL PARTIAL PROPERTY ACQUISITIONS OR PERMANENT EASEMENT

Based on estimates from conceptual engineering, for the BRT Build Alternative, parcels are anticipated to require partial property acquisitions or permanent easements. For the BRT Build Alternative, portions of 164 parcels are anticipated to require partial acquisitions that involve a strip of frontage to widen a right-of-way, particularly along Niagara Falls Boulevard and Maple Road (Table D.2-7). In total, partial acquisitions would account for 202,606 square feet (4.7 acres). These partial property acquisitions would result in the removal of the following:

- Off-Street parking spaces
- Fixtures, such as business signage, lights, mailboxes, and fences
- Landscaping elements, including vegetation and hardscapes
- Other miscellaneous personal property

This initial assessment of property acquisition will be further refined during preliminary and final design. Specifically, engineering plans will consider changes to parking to ensure parking requirements would be compatible with the surrounding land uses and consistent with local land use policies and zoning code requirements. As part of this refinement, Metro will coordinate with the towns of Amherst and Tonawanda on how partial acquisitions would be affected by local zoning law including variances (exceptions to zoning that are made on a case-by-case basis), requirements for new developments to provide parking spaces, and setbacks (the minimum distance that buildings or structures must be from the street). Additionally, the BRT Build Alternative could also require the relocation of signage, fences, and other personal property on some properties that are within existing right-of-way but do not need to be acquired. This will be determined during preliminary and final design.

**Table D.2-7. BRT Build Alternative Potential Partial Property Acquisitions or Permanent Easements**

Build Alternative	Property Acquisition Type	Total Number of Parcels	Total Proposed Acquisition
BRT Build Alternative	Partial or Permanent Easement	164	202,606 square feet (4.7 acres) <i>Average acquisition is 4.2% of total property</i>

### TEMPORARY EASEMENTS

Temporary property acquisitions or easements that would result from the construction of the BRT Build Alternative are described in Table D.2-8. A temporary easement may be required for the purpose of storage of materials and equipment, access to construction areas, construction staging, site grading, or other construction-related activities. Properties impacted by temporary easements will be restored to an acceptable preconstruction condition, depending on the individual easement need and agreement. Identification of specific parcels impacted by a temporary easement will not be defined until final design and will be subject to final construction plans defined by a contractor. Therefore, an area of Project disturbance was defined. The

Project's area of disturbance is characterized by a buffer of 10-feet outside of the permanent Project alignment except for Niagara Falls Boulevard where a five-foot buffer was assumed; given the constrained existing transportation right-of-way.

**Table D.2-8. BRT Build Alternative Potential Temporary Property Acquisitions**

Build Alternative	Property Acquisition Type	Anticipated Acreage by Roadway Segment
BRT Build Alternative	Temporary Construction Easement	<ul style="list-style-type: none"> <li>1.55 acres along Niagara Falls Boulevard</li> <li>2.17 acres along Maple Road</li> <li>0.30 acres along Sweet Home Road</li> <li>0.11 acres along John James Audubon Parkway</li> </ul>
<i>Subtotal</i>		<i>4.13 acres</i>

### POTENTIAL DISPLACEMENTS

Of the approximately 11 acres of land that would be acquired as a result of the BRT Build Alternative, 6.8 acres may require displacements. These displacements would include two residential properties and 12 properties that provide goods and services, for a total of 15 displacements. Details regarding these BRT Build Alternative displacements are as follows:

- **Land uses that provide residential housing:** Roadway widening would displace one one-family home and one two-family home on Niagara Falls Boulevard. Erie County parcel data provided the one- and two-family status, and the number of households in the two-family home would be confirmed as preliminary and final design continues.

The United States Census Bureau, American Community Survey data for the year 2022, estimates that there are a total of 1,445 vacant housing units in the census tracts intersecting with and surrounding the Project corridor. Based on this estimate, the towns of Amherst, Tonawanda, and City of Buffalo have a sufficient supply of available properties to accommodate the households that will be displaced by the BRT Build Alternative.<sup>4</sup>

- **Land uses that provide goods and services:** Roadway widening would displace 12 businesses that provide goods and services typical of the businesses in the Project Corridor:
  - Five commercial uses
  - Two retail businesses
  - Three auto care businesses
  - One gas station
  - One funeral administration office

Available spaces of varying size and type are present within the Towns of Amherst, Tonawanda, and City of Buffalo and would accommodate the variety of business types and

<sup>4</sup> U.S. Census Bureau. "Selected Housing Characteristics." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP04, 2022.

number of employees that would be displaced as a result of the BRT Build Alternative. Reference the mitigation section (D.3) for more information.

### Loss of Tax Revenues

Table D.2-9 provides a preliminary estimate, subject to final appraisal and acquisition determination, of the potential loss of property tax revenue that would result from the displacement related to the BRT Build Alternative. Estimated school property tax revenue loss is preliminary and anticipated to be approximately \$89,503 annually for the Sweet Home Central School District<sup>5</sup>. The total aggregate property tax loss under the BRT Build Alternative would be less than one percent annually and would result in an impact, but the impact would not be adverse.

**Table D.2-9. BRT Build Alternative Loss of Tax Revenues as a Result of Displacement**

Address	Parcel ID	Parcel Size (Square Feet)	Loss in Tax Revenues (2023)
546 Niagara Falls Boulevard	67.71-3-1	3,861	\$3,242.19
861 Niagara Falls Boulevard	67.71-3-1	7,387	\$1,340.00
865 Niagara Falls Boulevard	67.47-7-2.1	4,008	\$1,875.50
899 Niagara Falls Boulevard	67.39-2-8	91,687	\$7,012.42
910 Niagara Falls Boulevard	67.39-5-2.111	10,799	\$6,835.06
920 Niagara Falls Boulevard	67.39-2-5	8,754	\$7,396.32
926 Niagara Falls Boulevard	67.39-2-5	4,335	\$4,311.15
925 Niagara Falls Boulevard	67.39-2-4.1	29,831	\$3,559.24
1061 Niagara Falls Boulevard	67.39-5-1	10,437	\$5,530.53
1167 Niagara Falls Boulevard	67.06-1-35	16,368	\$6,935.88
1250 Niagara Falls Boulevard	54.79-3-2.2	112	\$35,416.64
1269 Niagara Falls Boulevard	67.06-1-39	22,918	\$856.04
3893 Maple Road	54.03-1-24.4	56,831	\$13,859.44
4265 Maple Road	54.03-1-13	28,708	\$9,711.19
		<i>Subtotal</i>	<i>\$100,704.23</i>

Source: Erie County; Town of Amherst, 2022 and 2023

## **D.3 POTENTIAL MITIGATION MEASURES**

Efforts to avoid or minimize property acquisitions and displacements were made to the maximum extent practicable during the conceptual engineering of both Build Alternatives. Measures taken include reductions in the Project footprint, reducing the number of vehicular lanes on Niagara Falls Boulevard, and reducing the number of vehicular lanes on Maple Road for both Build Alternatives. In addition, the LRT Build Alternative alignment would travel below-grade at the intersection of Maple Road and Sweet Home Road to reduce the impacts to the properties surrounding the intersection. As preliminary and final design continues, Metro will coordinate with these property owners to refine property needs.

To address the impacts associated with the anticipated property acquisition and displacement needs related to the construction and operation of the Project, property acquisition activities,

<sup>5</sup> Source: Erie County Real Property Tax Services and Town of Amherst Comprehensive Property Information, 2022

including full and partial acquisition and displacement will be performed in accordance with the Uniform Act as amended and Federal Transit Administration (FTA) Circular 5010.1E, Grants Management Requirements, the NFTA's Guidelines for Acquisitions and Dispositions of Real Property, and all applicable New York State laws that establish the process through which Metro may acquire real property through a negotiated purchase or condemnation. In accordance with the Uniform Act, mitigation measures will include relocation assistance and just compensation, which establishes a policy for the fair and equitable treatment of persons displaced as a result of federal and federally assisted programs (49 CFR part 24.1). The Project proposes mitigation measures related property acquisition and displacement impacts through fair compensation and relocation assistance per the Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 USC § 4601, et seq.). The following mitigation measures and assurances regarding property acquisition will be made:

- As part of the preparation procedure for the Acquisition Stage Relocation Plan, site occupants will be interviewed to determine their specific relocation needs.
- The acquisition and relocation assistance program will be conducted in accordance with the requirements and standards of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended or as may be amended, as authorized by Section 30 of New York's Highway Law and implementing Rules and Regulations (Part 101, Title 17, and NYCRR).
- All site occupants will be furnished a copy of an information booklet and will be fully informed of all benefits to which they may be entitled.
- No site occupant will be required to move from his or her property without at least 90-day written notice.
- Comparable replacement housing will be offered to all residential occupants.

#### **D.3.1 Displacement Mitigation Measures**

To satisfy the requirements of the Uniform Act, Metro will provide advisory services for displaced persons. In addition to data listed below, the availability, characteristics, and cost of comparable replacement housing in the area, at the time of relocation, will be compared with the housing needs of the displaced households, and measures will be proposed to resolve special relocation needs. The following is a list of proposed mitigation measures:

- Relocation assistance and just compensation is appropriate as a mitigation measure in accordance with the Uniform Act, which establishes a policy for the fair and equitable treatment of persons displaced as a result of federal and federally assisted programs (49 CFR part 24.1).
- Relocation assistance will be offered to all relocated persons without discrimination.
- The relocation program will be carried out in an orderly, humane, and timely fashion.

- During relocation, care will be taken to move displaced businesses to a similar area in terms of traffic counts and demographics. Current Assessed Values (equalized) in the towns of Amherst and Tonawanda will provide a good basis to understand an order of magnitude value, though a Uniform Act compliant appraisal will be used for specific transactions. To minimize costs to acquire partial acquisitions and easements, care will be taken to minimize the effect on parking—specifically for retail/restaurants—as parking loss can significantly increase the fair market value of the offer presented to the property owner.

Under certain circumstances, mitigation beyond what is outlined in the Uniform Act may be appropriate. As necessary, Metro will also provide the following services for those impacted by Project displacements:

- Metro’s public outreach specialists will provide specific outreach to potentially displaced residents and/or businesses and will answer questions regarding relocation rights, requirements, processes, and anticipated timelines. Metro, in coordination with the Town of Amherst, will provide informational resources, permitting support, and points of contact for displaced business owners to find suitable sites for relocation.
- Metro will provide assistance at hours convenient to the relocated persons.
- Metro will provide transportation for displaced occupants to inspect housing to which they are referred.
- Metro will provide counseling related to the availability and eligibility requirements of government assisted housing programs.
- Metro will provide technical help to persons applying for such assistance.
- Metro will provide paratransit services or an ambulance to transport persons who are physically disabled.
- As part of efforts to mitigate the displacement caused by full and partial property acquisition, Metro will hire a compliant relocation agent to assist.
- Additional mitigation measures may be identified in connection with the public review of this Draft EIS and as the Project develops.

### **D.3.2 Special Relocation Needs and Services**

Metro conducted a relocation survey to better understand potential Project impacts on underserved and vulnerable populations throughout the Project corridor. The survey included obtaining information on special relocation needs and considerations, such as effects on minorities, the elderly, large families, and persons with disabilities. Inclusive of the mitigation measures listed above, Metro will also provide special relocation advisory services in cooperation with the appropriate social services agencies and organizations.



### **D.3.3 Relocation**

Based on current market conditions, the availability of replacement housing, commercial buildings, and vacant parcels within the adjacent markets (Amherst and Tonawanda) would allow displaced businesses and residents to relocate within the study area.

Based on current market conditions, adverse impacts on market values would be mitigated. The proposed Project stations would improve regional accessibility and help attract new development to the area, thereby reducing the long-term effects of displacements. A 2013 study commissioned by the American Public Transportation Association found that fixed guideway transit sheds in five locations outperformed their respective regions by 41.6% in terms of property values. Metro will coordinate with the towns of Amherst and Tonawanda on local economic development and community plans during future design phases.

#### ***D.3.3.1 Residential Relocation***

The United States Census Bureau, American Community Survey data for the year 2022, estimates that there are a total of 1,445 vacant housing units in the census tracts intersecting with and surrounding the Project corridor. Based on this estimate, the towns of Amherst, Tonawanda, and City of Buffalo have a sufficient supply of available properties to accommodate the households that would be displaced by either Build Alternative.

The Project's potential property acquisitions are primarily along Niagara Falls Boulevard and Maple Road and represent a mix of residential and commercial properties, primarily retail. As of November 2024, the multiple listing services (MLS) includes 106 listings in Amherst at a median price per square foot of \$208 and 68 listings in Tonawanda at a median price per square foot of \$165. Additionally, similar properties in Amherst have been identified for the residential properties that would be acquired with either Build Alternative.

#### ***D.3.3.2 Business Relocation***

Available spaces of varying size and type are present within the towns of Amherst, Tonawanda, and City of Buffalo and would accommodate the variety of business types and number of employees that would be displaced as a result of either Build Alternative.

The commercial properties being acquired by the Project would be primarily retail. Based on the CoStar Buffalo North submarket, which also includes the towns of North Tonawanda and Grand Island, there is a retail vacancy rate of 3.8%, and a total of 818,381 square feet on the market at an asking rent of \$15.02 per square feet as of November 2024. Approximately 377,483 square feet of this retail space is near Niagara Falls Boulevard and Maple Road across 21 listings of various types. Thus, based on market conditions per November 2024, it is anticipated that those displaced would be able to relocate within a similar area.

#### **D.4 SUPPORTING INFORMATION AND DOCUMENTATION**

The following provided detailed supporting information related to Project property acquisition and displacements documentation.



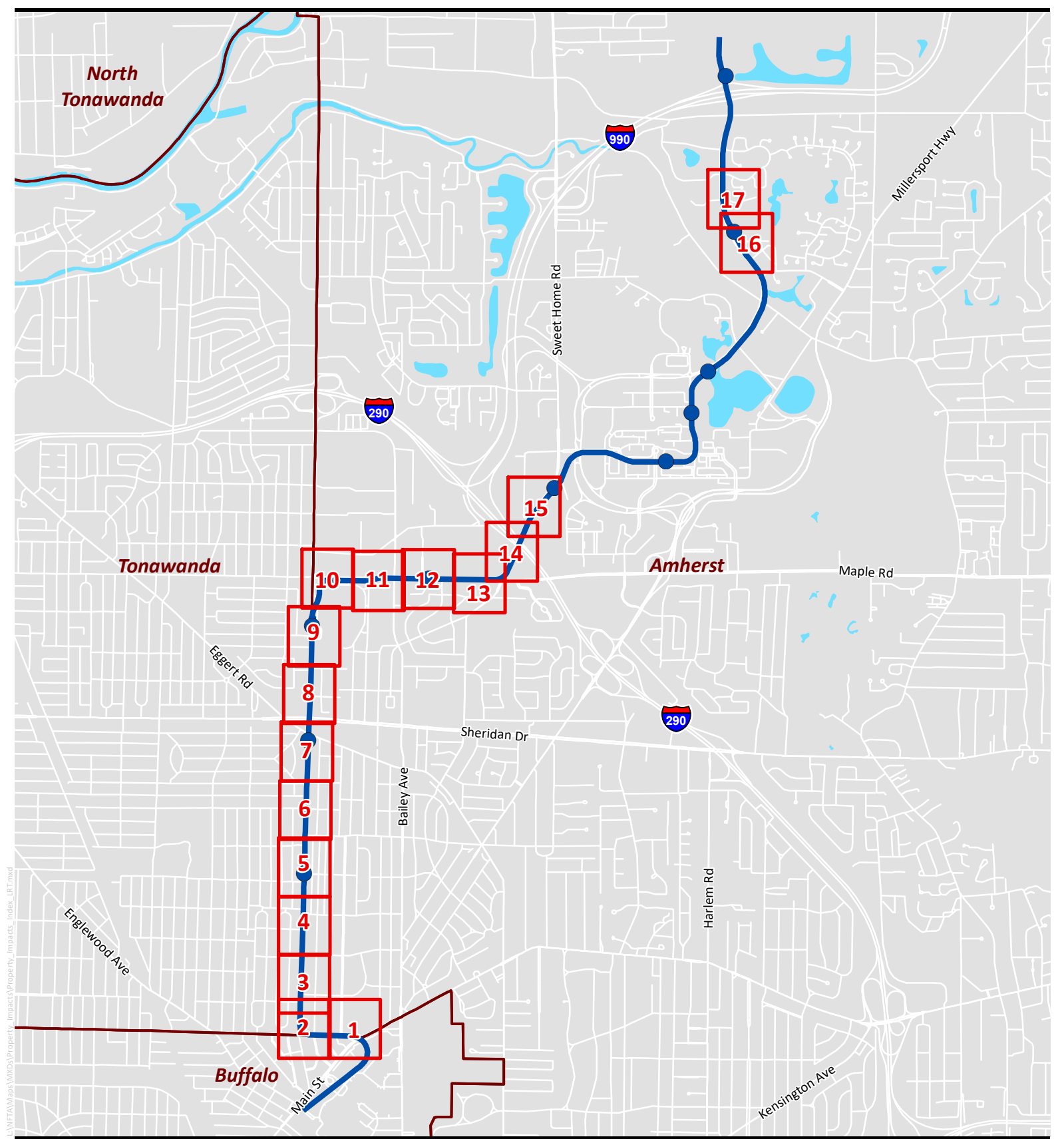
Parcel Information					LRT Build Alternative				BRT Build Alternative			
Parcel ID Number	Parcel Number	Street Address	Land Use Description	Area (Sq. Ft.)	LRT Acquisition (Sq. Ft.)	LRT Acquisition % of Total Area	LRT Impact Type	LRT Map Extent Number	BRT Acquisition (Sq. Ft.)	BRT Acquisition % of Total Area	BRT Impact Type	BRT Map Extent Number
	1	79.31-3-22.11	159 Niagara Falls Blvd.	Park	24,058	24,058	100.00% Permanent Easement	2	-	-	0.00% None	N/A
	2	79.31-3-21	135 Kenmore Ave.	Residential w/Commercial	7,815	7,815	100.00% Full Acquisition	2	-	-	0.00% None	N/A
	3	79.31-3-25	165 Niagara Falls Blvd.	1-Family Residential	8,002	8,002	100.00% Full Acquisition	2	-	-	0.00% None	N/A
	4	79.31-3-1	249 Niagara Falls Blvd.	2-Family Residential	8,868	-	0.00% None	N/A	-	-	0.00% None	1
	5	79.23-3-16	255 Niagara Falls Blvd.	2-Family Residential	8,745	-	0.00% None	3	1	-	0.01% Partial Acquisition or Permanent Easement	1
	6	79.23-2-25	258 Niagara Falls Blvd.	1-Family Residential	4,699	-	0.00% None	3	-	-	0.00% None	1
	7	79.23-2-24	262 Niagara Falls Blvd.	1-Family Residential	4,669	-	0.00% None	3	-	-	0.00% None	1
	8	79.23-2-23	268 Niagara Falls Blvd.	1-Family Residential	4,724	-	0.00% None	3	-	-	0.00% None	1
	9	79.23-3-17	261 Niagara Falls Blvd.	2-Family Residential	8,206	-	0.00% None	3	8	-	0.10% Partial Acquisition or Permanent Easement	1
	10	79.23-2-22	270 Niagara Falls Blvd.	1-Family Residential	4,716	-	0.00% None	3	-	-	0.00% None	1
	11	79.23-2-21	274 Niagara Falls Blvd.	1-Family Residential	4,705	-	0.00% None	3	-	-	0.00% None	1
	12	79.23-3-18	267 Niagara Falls Blvd.	2-Family Residential	8,234	0.4	0.01% Partial Acquisition or Permanent Easement	3	15	-	0.18% Partial Acquisition or Permanent Easement	1
	13	79.23-2-20	276 Niagara Falls Blvd.	2-Family Residential	4,670	-	0.00% None	3	-	-	0.00% None	1
	14	79.23-3-19	273 Niagara Falls Blvd.	2-Family Residential	8,378	6	0.07% Partial Acquisition or Permanent Easement	3	22	-	0.27% Partial Acquisition or Permanent Easement	1
	15	79.23-2-19	280 Niagara Falls Blvd.	1-Family Residential	4,717	-	0.00% None	3	-	-	0.00% None	1
	16	79.23-2-18	286 Niagara Falls Blvd.	1-Family Residential	4,726	13	0.28% Partial Acquisition or Permanent Easement	3	-	-	0.00% None	1
	17	79.23-3-20	279 Niagara Falls Blvd.	2-Family Residential	8,330	-	0.00% None	3	30	-	0.36% Partial Acquisition or Permanent Easement	1
	18	79.23-2-17	290 Niagara Falls Blvd.	2-Family Residential	4,711	-	0.00% None	3	-	-	0.00% None	1
	19	79.23-3-21	285 Niagara Falls Blvd.	2-Family Residential	8,391	21	0.25% Partial Acquisition or Permanent Easement	3	37	-	0.44% Partial Acquisition or Permanent Easement	1
	20	79.23-2-16	292 Niagara Falls Blvd.	1-Family Residential	4,688	-	0.00% None	3	-	-	0.00% None	1
	21	79.23-2-15	298 Niagara Falls Blvd.	1-Family Residential	4,710	-	0.00% None	3	-	-	0.00% None	1
	22	79.23-3-22	291 Niagara Falls Blvd.	2-Family Residential	8,310	41	0.49% Partial Acquisition or Permanent Easement	3	64	-	0.77% Partial Acquisition or Permanent Easement	1
	23	79.23-2-14	300 Niagara Falls Blvd.	1-Family Residential	4,674	-	0.00% None	3	-	-	0.00% None	1
	24	79.23-3-23	297 Niagara Falls Blvd.	2-Family Residential	8,237	214	2.60% Partial Acquisition or Permanent Easement	3	262	-	3.18% Partial Acquisition or Permanent Easement	1
	25	79.23-2-13	304 Niagara Falls Blvd.	1-Family Residential	4,730	-	0.00% None	3	-	-	0.00% None	1
	26	79.23-2-12	308 Niagara Falls Blvd.	1-Family Residential	4,714	-	0.00% None	3	-	-	0.00% None	1
	27	79.23-3-24	303 Niagara Falls Blvd.	2-Family Residential	8,266	496	6.00% Partial Acquisition or Permanent Easement	3	527	-	6.38% Partial Acquisition or Permanent Easement	1
	28	79.23-2-11	310 Niagara Falls Blvd.	1-Family Residential	4,755	-	0.00% None	3	-	-	0.00% None	1
	29	79.23-2-10	316 Niagara Falls Blvd.	1-Family Residential	4,712	-	0.00% None	3	-	-	0.00% None	1
	30	79.23-3-25	309 Niagara Falls Blvd.	2-Family Residential	8,240	546	6.62% Partial Acquisition or Permanent Easement	3	562	-	6.82% Partial Acquisition or Permanent Easement	1
	31	79.23-2-9	320 Niagara Falls Blvd.	1-Family Residential	4,713	-	0.00% None	3	-	-	0.00% None	1
	32	79.23-3-26	315 Niagara Falls Blvd.	2-Family Residential	8,298	553	6.66% Partial Acquisition or Permanent Easement	3	569	-	6.86% Partial Acquisition or Permanent Easement	1
	33	79.23-2-8	324 Niagara Falls Blvd.	1-Family Residential	4,713	-	0.00% None	3	-	-	0.00% None	1
	34	79.23-2-7	328 Niagara Falls Blvd.	1-Family Residential	4,608	-	0.00% None	3	-	-	0.00% None	1
	35	79.23-3-27	321 Niagara Falls Blvd.	2-Family Residential	8,108	560	6.91% Partial Acquisition or Permanent Easement	3	579	-	7.15% Partial Acquisition or Permanent Easement	1
	36	79.23-2-6	330 Niagara Falls Blvd.	1-Family Residential	4,630	-	0.00% None	3	-	-	0.00% None	1
	37	79.23-3-28	327 Niagara Falls Blvd.	2-Family Residential	8,300	567	6.84% Partial Acquisition or Permanent Easement	3	584	-	7.03% Partial Acquisition or Permanent Easement	1
	38	79.23-2-5	334 Niagara Falls Blvd.	2-Family Residential	4,568	-	0.00% None	3	-	-	0.00% None	1
	39	79.23-2-4	338 Niagara Falls Blvd.	1-Family Residential	4,584	-	0.00% None	3	-	-	0.00% None	1
	40	79.23-3-29	333 Niagara Falls Blvd.	2-Family Residential	8,258	575	6.96% Partial Acquisition or Permanent Easement	3	591	-	7.15% Partial Acquisition or Permanent Easement	1
	41	79.23-2-3	342 Niagara Falls Blvd.	1-Family Residential	4,560	-	0.00% None	3	-	-	0.00% None	1
	42	79.23-2-2	344 Niagara Falls Blvd.	Residential	4,314	-	0.00% None	3	-	-	0.00% None	1
	43	79.23-3-30	339 Niagara Falls Blvd.	2-Family Residential	8,333	575	6.89% Partial Acquisition or Permanent Easement	3	562	-	6.74% Partial Acquisition or Permanent Easement	1
	44	79.23-3-1	345 Niagara Falls Blvd.	2-Family Residential	8,773	453	5.17% Partial Acquisition or Permanent Easement	3	413	-	4.70% Partial Acquisition or Permanent Easement	1
	45	67.79-3-17	354 Niagara Falls Blvd.	Grocery Store	4,694	59	1.25% Partial Acquisition or Permanent Easement	3-4	32	-	0.67% Partial Acquisition or Permanent Easement	1-2
	46	67.79-3-15.1	358 Niagara Falls Blvd.	1-Family Residential	9,429	298	3.16% Partial Acquisition or Permanent Easement	3-4	252	-	2.67% Partial Acquisition or Permanent Easement	1-2
	47	67.79-3-14	362 Niagara Falls Blvd.	1-Family Residential	4,727	161	3.41% Partial Acquisition or Permanent Easement	4	157	-	3.33% Partial Acquisition or Permanent Easement	2
	48	67.79-5-18	363 Niagara Falls Blvd.	1-Family Residential	8,633	121	1.40% Partial Acquisition or Permanent Easement	4	131	-	1.52% Partial Acquisition or Permanent Easement	2
	49	67.79-3-13	370 Niagara Falls Blvd.	2-Family Residential	4,691	158	3.38% Partial Acquisition or Permanent Easement	4	155	-	3.30% Partial Acquisition or Permanent Easement	2
	50	67.79-5-19	369 Niagara Falls Blvd.	1-Family Residential	7,636	108	1.41% Partial Acquisition or Permanent Easement	4	123	-	1.61% Partial Acquisition or Permanent Easement	2
	51	67.79-5-20	373 Niagara Falls Blvd.	1-Family Residential	7,727	114	1.48% Partial Acquisition or Permanent Easement	4	130	-	1.68% Partial Acquisition or Permanent Easement	2
	52	67.79-3-11	382 Niagara Falls Blvd.	2-Family Residential	4,743	153	3.23% Partial Acquisition or Permanent Easement	4	149	-	3.15% Partial Acquisition or Permanent Easement	2
	53	67.79-3-10	386 Niagara Falls Blvd.	2-Family Residential	4,684	150	3.21% Partial Acquisition or Permanent Easement	4	147	-	3.13% Partial Acquisition or Permanent Easement	2
	54	67.79-5-21	383 Niagara Falls Blvd.	1-Family Residential	7,693	121	1.57% Partial Acquisition or Permanent Easement	4	136	-	1.77% Partial Acquisition or Permanent Easement	2
	55	67.79-3-9	390 Niagara Falls Blvd.	2-Family Residential	4,641	148	3.18% Partial Acquisition or Permanent Easement	4	144	-	3.10% Partial Acquisition or Permanent Easement	2
	56	67.79-5-22	389 Niagara Falls Blvd.	1-Family Residential	7,742	128	1.65% Partial Acquisition or Permanent Easement	4	143	-	1.85% Partial Acquisition or Permanent Easement	2
	57	67.79-3-8	394 Niagara Falls Blvd.	1-Family Residential	6,432	145	2.25% Partial Acquisition or Permanent Easement	4	141	-	2.20% Partial Acquisition or Permanent Easement	2
	58	67.79-5-23	395 Niagara Falls Blvd.	1-Family Residential	7,667	135	1.76% Partial Acquisition or Permanent Easement	4	144	-	1.88% Partial Acquisition or Permanent Easement	2
	59	67.79-3-7	396 Niagara Falls Blvd.	1-Family Residential	4,696	142	3.03% Partial Acquisition or Permanent Easement	4	139	-	2.95% Partial Acquisition or Permanent Easement	2
	60	67.79-3-6	398 Niagara Falls Blvd.	1-Family Residential	4,701	139	2.97% Partial Acquisition or Permanent Easement	4	136	-	2.89% Partial Acquisition or Permanent Easement	2
	61	67.79-3-5	406 Niagara Falls Blvd.	1-Family Residential	4,667	127	2.71% Partial Acquisition or Permanent Easement	4	125	-	2.68% Partial Acquisition or Permanent Easement	2
	62	67.79-5-24	399 Niagara Falls Blvd.	1-Family Residential	7,733	141	1.83% Partial Acquisition or Permanent Easement	4	157	-	2.02% Partial Acquisition or Permanent Easement	2
	63	67.79-3-4	410 Niagara Falls Blvd.	1-Family Residential	4,680	41	0.88% Partial Acquisition or Permanent Easement	4	44	-	0.95% Partial Acquisition or Permanent Easement	2
	64	67.79-5-25	405 Niagara Falls Blvd.	1-Family Residential	7,748	148	1.91% Partial Acquisition or Permanent Easement	4	163	-	2.11% Partial Acquisition or Permanent Easement	2
	65	67.79-3-3	414 Niagara Falls Blvd.	1-Family Residential	4,716	-	0.00% None	4	-	-	0.00% None	2
	66	67.79-5-26	409 Niagara Falls Blvd.	1-Family Residential	7,629	155	2.03% Partial Acquisition or Permanent Easement	4	170	-	2.23% Partial Acquisition or Permanent Easement	2
	67	67.79-3-2	418 Niagara Falls Blvd.	1-Family Residential	4,575	-	0.00% None	4	-	-	0.00% None	2
	68	67.79-5-27	415 Niagara Falls Blvd.	1-Family Residential	7,765	162	2.08% Partial Acquisition or Permanent Easement	4	177	-	2.28% Partial Acquisition or Permanent Easement	2
	69	67.79-3-1	422 Niagara Falls Blvd.	Office	8,076	-	0.00% None	4	-	-	0.00% None	2
	70	67.79-5-28	423 Niagara Falls Blvd.	1-Family Residential	7,636	168	2.20% Partial Acquisition or Permanent Easement	4	184	-	2.40% Partial Acquisition or Permanent Easement	2
	71	67.79-5-29	429 Niagara Falls Blvd.	1-Family Residential	7,814	175	2.24% Partial Acquisition or Permanent Easement	4	189	-	2.42% Partial Acquisition or Permanent Easement	2
	72	67.79-2-9	424 Niagara Falls Blvd.	Auto Body Shop	3,707	-	0.00% None	4	-	-	0.00% None	2
	73	67.79-5-30	435 Niagara Falls Blvd.	1-Family Residential	7,625	182	2.38% Partial Acquisition or Permanent Easement	4	186	-	2.44% Partial Acquisition or Permanent Easement	2
	74	67.79-2-7.1	440 Niagara Falls Blvd.	Commercial (Dance studio)	13,582	-	0.00% None	4	-	-	0.00% None	2
	75	67.79-5-31	443 Niagara Falls Blvd.	1-Family Residential	7,611	189	2.48% Partial Acquisition or Permanent Easement	4	170	-	2.23% Partial Acquisition or Permanent Easement	2
	76	67.79-2-6	446 Niagara Falls Blvd.	Multi-Family Residential	4,595	-	0.00% None	4	-	-	0.00% None	2
	77	67.79-5-32	453 Niagara Falls Blvd.	1-Family Residential	7,713	195	2.53% Partial Acquisition or Permanent Easement	4	141	-	1.83% Partial Acquisition or Permanent Easement	2
	78	67.79-2-5	450 Niagara Falls Blvd.	Office	9,177	-	0.00% None	4	-	-	0.00% None	2
	79	67.79-5-33	459 Niagara Falls Blvd.	1-Family Residential	7,634	202	2.65% Partial Acquisition or Permanent Easement	4	99	-	1.30% Partial Acquisition or Permanent Easement	2
	80	67.79-2-3.1	462 Niagara Falls Blvd.	Commercial (dog groomers)	9,250	-	0.00% None	4	-	-	0.00% None	2

Parcel Information					LRT Build Alternative				BRT Build Alternative			
Parcel ID	Parcel Number	Street Address	Land Use Description	Area (Sq. Ft.)	LRT Acquisition (Sq. Ft.)				BRT Acquisition (Sq. Ft.)			
Number					LRT Acquisition % of Total Area				BRT Acquisition % of Total Area			
					LRT Impact Type				BRT Impact Type			
					LRT Map Extent Number				BRT Map Extent Number			
81	67.79-5-1	465 Niagara Falls Blvd.	1-Family Residential	8,573	205	2.39%	Partial Acquisition or Permanent Easement	4	47	0.54%	Partial Acquisition or Permanent Easement	2
82	67.79-2-2	466 Niagara Falls Blvd.	1-Family Residential	4,763	-	0.00%	None	4	-	0.00%	None	2
83	67.79-2-1	474 Niagara Falls Blvd.	Office	13,628	-	0.00%	None	4	-	0.00%	None	2
84	67.71-4-23	479 Niagara Falls Blvd.	Residential w/Commercial	8,643	228	2.64%	Partial Acquisition or Permanent Easement	4	-	0.00%	None	2
85	67.71-4-24	483 Niagara Falls Blvd.	1-Family Residential	7,759	172	2.22%	Partial Acquisition or Permanent Easement	4	-	0.00%	None	2
86	67.71-4-25	489 Niagara Falls Blvd.	1-Family Residential	7,716	124	1.61%	Partial Acquisition or Permanent Easement	4	-	0.00%	None	2
87	67.71-4-26	495 Niagara Falls Blvd.	1-Family Residential	7,730	70	0.90%	Partial Acquisition or Permanent Easement	4	-	0.00%	None	2
88	67.71-4-27	505 Niagara Falls Blvd.	1-Family Residential	7,833	26	0.33%	Partial Acquisition or Permanent Easement	4	-	0.00%	None	2
89	67.71-3-3.1	482 Niagara Falls Blvd.	Commercial	25,377	-	0.00%	None	4	329	1.30%	Partial Acquisition or Permanent Easement	2
90	67.71-4-28	513 Niagara Falls Blvd.	1-Family Residential	7,695	170	2.21%	Partial Acquisition or Permanent Easement	4	-	0.00%	None	2
91	67.71-4-29	519 Niagara Falls Blvd.	1-Family Residential	7,799	443	5.68%	Partial Acquisition or Permanent Easement	4	141	1.80%	Partial Acquisition or Permanent Easement	2-3
92	67.71-4-30	523 Niagara Falls Blvd.	1-Family Residential	7,743	545	7.04%	Partial Acquisition or Permanent Easement	4-5	246	3.18%	Partial Acquisition or Permanent Easement	2-3
93	67.71-4-31	529 Niagara Falls Blvd.	1-Family Residential	7,688	495	6.44%	Partial Acquisition or Permanent Easement	5	196	2.55%	Partial Acquisition or Permanent Easement	3
94	67.71-4-32	535 Niagara Falls Blvd.	1-Family Residential	7,870	441	5.60%	Partial Acquisition or Permanent Easement	5	142	1.80%	Partial Acquisition or Permanent Easement	3
95	67.71-4-33	543 Niagara Falls Blvd.	1-Family Residential	7,657	387	5.05%	Partial Acquisition or Permanent Easement	5	88	1.14%	Partial Acquisition or Permanent Easement	3
96	67.71-4-34	549 Niagara Falls Blvd.	1-Family Residential	7,653	332	4.34%	Partial Acquisition or Permanent Easement	5	47	0.62%	Partial Acquisition or Permanent Easement	3
97	67.71-4-35	553 Niagara Falls Blvd.	1-Family Residential	7,698	278	3.62%	Partial Acquisition or Permanent Easement	5	47	0.61%	Partial Acquisition or Permanent Easement	3
98	67.71-3-2.1	532 Niagara Falls Blvd.	Retail	50,819	5,556	10.93%	Partial Acquisition or Permanent Easement	5	528	1.04%	Partial Acquisition or Permanent Easement	3
99	67.71-3-1	546 Niagara Falls Blvd.	Restaurant	3,861	3,861	100.00%	Full Acquisition	5	3,861	100.00%	Full Acquisition	3
100	67.71-4-36	559 Niagara Falls Blvd.	1-Family Residential	7,732	233	3.01%	Partial Acquisition or Permanent Easement	5	72	0.93%	Partial Acquisition or Permanent Easement	3
101	67.71-4-37	563 Niagara Falls Blvd.	1-Family Residential	7,774	206	2.65%	Partial Acquisition or Permanent Easement	5	143	1.83%	Partial Acquisition or Permanent Easement	3
102	67.71-4-38	569 Niagara Falls Blvd.	1-Family Residential	7,668	182	2.38%	Partial Acquisition or Permanent Easement	5	166	2.16%	Partial Acquisition or Permanent Easement	3
103	67.63-2-15	564 Niagara Falls Blvd.	1-Family Residential	8,522	699	8.20%	Partial Acquisition or Permanent Easement	5	941	11.04%	Partial Acquisition or Permanent Easement	3
104	67.63-2-14	570 Niagara Falls Blvd.	1-Family Residential	7,670	626	8.16%	Partial Acquisition or Permanent Easement	5	838	10.93%	Partial Acquisition or Permanent Easement	3
105	67.71-4-39	579 Niagara Falls Blvd.	1-Family Residential	8,507	193	2.27%	Partial Acquisition or Permanent Easement	5	189	2.22%	Partial Acquisition or Permanent Easement	3
106	67.63-2-13	580 Niagara Falls Blvd.	1-Family Residential	7,481	632	8.45%	Partial Acquisition or Permanent Easement	5	836	11.17%	Partial Acquisition or Permanent Easement	3
107	67.63-2-12	588 Niagara Falls Blvd.	1-Family Residential	7,543	638	8.46%	Partial Acquisition or Permanent Easement	5	833	11.04%	Partial Acquisition or Permanent Easement	3
108	67.63-3-19	593 Niagara Falls Blvd.	Residential w/Commercial	8,601	178	2.07%	Partial Acquisition or Permanent Easement	5	193	2.24%	Partial Acquisition or Permanent Easement	3
109	67.63-2-11	594 Niagara Falls Blvd.	1-Family Residential	7,530	645	8.56%	Partial Acquisition or Permanent Easement	5	831	11.03%	Partial Acquisition or Permanent Easement	3
110	67.63-3-20	599 Niagara Falls Blvd.	1-Family Residential	7,941	157	1.97%	Partial Acquisition or Permanent Easement	5	93	1.17%	Partial Acquisition or Permanent Easement	3
111	67.63-2-10	600 Niagara Falls Blvd.	1-Family Residential	7,533	651	8.64%	Partial Acquisition or Permanent Easement	5	794	10.54%	Partial Acquisition or Permanent Easement	3
112	67.63-3-21	605 Niagara Falls Blvd.	1-Family Residential	8,031	149	1.86%	Partial Acquisition or Permanent Easement	5	-	0.00%	None	N/A
113	67.63-2-9	608 Niagara Falls Blvd.	1-Family Residential	8,676	750	8.65%	Partial Acquisition or Permanent Easement	5	680	7.84%	Partial Acquisition or Permanent Easement	3
114	67.63-3-22	613 Niagara Falls Blvd.	1-Family Residential	7,926	142	1.79%	Partial Acquisition or Permanent Easement	5	-	0.00%	None	N/A
115	67.63-2-8	616 Niagara Falls Blvd.	1-Family Residential	7,917	606	7.65%	Partial Acquisition or Permanent Easement	5	351	4.44%	Partial Acquisition or Permanent Easement	3
116	67.63-2-7	624 Niagara Falls Blvd.	1-Family Residential	8,696	356	4.10%	Partial Acquisition or Permanent Easement	5	90	1.03%	Partial Acquisition or Permanent Easement	3
117	67.63-2-1	654 Niagara Falls Blvd.	1-Family Residential	8,475	-	0.00%	None	5	-	0.00%	Partial Acquisition or Permanent Easement	3
118	67.55-2-15	664 Niagara Falls Blvd.	1-Family Residential	8,568	-	0.00%	None	5	-	0.00%	Partial Acquisition or Permanent Easement	3
119	67.63-3-32	665 Niagara Falls Blvd.	1-Family Residential	7,663	351	4.59%	Partial Acquisition or Permanent Easement	5	87	1.14%	Partial Acquisition or Permanent Easement	3
120	67.55-2-14	668 Niagara Falls Blvd.	1-Family Residential	7,633	-	0.00%	None	5	43	0.56%	Partial Acquisition or Permanent Easement	3-4
121	67.55-2-13	670 Niagara Falls Blvd.	1-Family Residential	7,458	40	0.54%	Partial Acquisition or Permanent Easement	5-6	290	2.40%	Partial Acquisition or Permanent Easement	4
122	67.55-2-12	674 Niagara Falls Blvd.	1-Family Residential	7,537	198	2.63%	Partial Acquisition or Permanent Easement	6	422	5.59%	Partial Acquisition or Permanent Easement	4
123	67.55-2-11	678 Niagara Falls Blvd.	1-Family Residential	7,582	293	3.86%	Partial Acquisition or Permanent Easement	6	496	6.54%	Partial Acquisition or Permanent Easement	4
124	67.55-8-5	681 Niagara Falls Blvd.	Restaurant	9,593	382	3.98%	Partial Acquisition or Permanent Easement	6	253	2.64%	Partial Acquisition or Permanent Easement	4
125	67.55-2-10	684 Niagara Falls Blvd.	1-Family Residential	7,523	307	4.08%	Partial Acquisition or Permanent Easement	6	504	6.69%	Partial Acquisition or Permanent Easement	4
126	67.55-8-6	695 Niagara Falls Blvd.	Vacant (Commerical)	7,913	117	1.48%	Partial Acquisition or Permanent Easement	6	70	0.89%	Partial Acquisition or Permanent Easement	4
127	67.55-2-9	688 Niagara Falls Blvd.	1-Family Residential	8,532	361	4.24%	Partial Acquisition or Permanent Easement	6	572	6.70%	Partial Acquisition or Permanent Easement	4
128	67.55-8-2	711 Niagara Falls Blvd.	Religious	94,184	211	0.22%	Partial Acquisition or Permanent Easement	6	-	0.00%	None	4
129	67.55-2-8	694 Niagara Falls Blvd.	1-Family Residential	8,014	335	4.18%	Partial Acquisition or Permanent Easement	6	522	6.51%	Partial Acquisition or Permanent Easement	4
130	67.55-2-7	698 Niagara Falls Blvd.	1-Family Residential	8,618	357	4.15%	Partial Acquisition or Permanent Easement	6	560	6.49%	Partial Acquisition or Permanent Easement	4
131	67.55-2-6	704 Niagara Falls Blvd.	1-Family Residential	8,028	320	3.99%	Partial Acquisition or Permanent Easement	6	511	6.36%	Partial Acquisition or Permanent Easement	4
132	67.55-2-5	710 Niagara Falls Blvd.	1-Family Residential	7,959	146	1.83%	Partial Acquisition or Permanent Easement	6	505	6.35%	Partial Acquisition or Permanent Easement	4
133	67.55-2-4	716 Niagara Falls Blvd.	1-Family Residential	8,102	-	0.00%	None	6	404	4.99%	Partial Acquisition or Permanent Easement	4
134	67.55-2-3	722 Niagara Falls Blvd.	1-Family Residential	8,516	-	0.00%	None	6	130	1.52%	Partial Acquisition or Permanent Easement	4
135	67.55-2-2	728 Niagara Falls Blvd.	1-Family Residential	7,000	-	0.00%	None	6	10	0.15%	Partial Acquisition or Permanent Easement	4
136	67.55-8-1	733 Niagara Falls Blvd.	Auto Body Shop	15,771	133	0.84%	Partial Acquisition or Permanent Easement	6	-	0.00%	None	4
137	67.55-2-1	738 Niagara Falls Blvd.	1-Family Residential	7,125	-	0.00%	None	6	4	0.05%	Partial Acquisition or Permanent Easement	4
138	67.55-3-2	751 Niagara Falls Blvd.	Retail	15,506	83	0.54%	Partial Acquisition or Permanent Easement	6	-	0.00%	None	4
139	67.47-5-18	748 Niagara Falls Blvd.	1-Family Residential	8,424	-	0.00%	None	6	19	0.22%	Partial Acquisition or Permanent Easement	4
140	67.47-5-17	758 Niagara Falls Blvd.	1-Family Residential	7,261	-	0.00%	None	6	25	0.35%	Partial Acquisition or Permanent Easement	4
141	67.55-3-1	765 Niagara Falls Blvd.	Religious	38,980	226	0.58%	Partial Acquisition or Permanent Easement	6	-	0.00%	None	4
142	67.47-5-16	770 Niagara Falls Blvd.	Office	14,873	-	0.00%	None	6	86	0.58%	Partial Acquisition or Permanent Easement	4
143	67.47-12-1	771-775 Niagara Falls Blvd.	Grocery Store	11,974	112	0.94%	Partial Acquisition or Permanent Easement	6	-	0.00%	None	4
144	67.47-12-6	785 Niagara Falls Blvd.	Hotel/Motel	19,442	60	0.31%	Partial Acquisition or Permanent Easement	6	-	0.00%	None	4
145	67.47-4-7	782 Niagara Falls Blvd.	Restaurant	12,176	-	0.00%	None	6	46	0.38%	Partial Acquisition or Permanent Easement	4
146	67.47-12-2	789 Niagara Falls Blvd.	Bar	8,075	48	0.60%	Partial Acquisition or Permanent Easement	6	-	0.00%	None	4
147	67.47-4-6	796 Niagara Falls Blvd.	Office	3,020	-	0.00%	None	6	-	0.00%	Partial Acquisition or Permanent Easement	4
148	67.47-4-5	800 Niagara Falls Blvd.	Office	3,017	-	0.00%	None	6	-	0.00%	None	4
149	67.47-12-3	797 Niagara Falls Blvd.	Bar	15,644	36	0.23%	Partial Acquisition or Permanent Easement	6	-	0.00%	None	4
150	67.47-4-4	804 Niagara Falls Blvd.	Retail	7,097	-	0.00%	None	6	-	0.00%	None	4
151	67.47-12-4	803 Niagara Falls Blvd.	Grocery Store	16,011	24	0.15%	Partial Acquisition or Permanent Easement	6	-	0.00%	None	4
152	67.47-3-5	820 Niagara Falls Blvd.	Gas Station	15,746	-	0.00%	None	6-7	-	0.00%	None	5
153	67.47-7-9.1	839 Niagara Falls Blvd.	Commercial	46,700	14	0.03%	Partial Acquisition or Permanent Easement	7	3	0.01%	Partial Acquisition or Permanent Easement	5
154	67.47-3-4	828 Niagara Falls Blvd.	Gas Station	11,096	-	0.00%	None	7	-	0.00%	None	5
155	67.47-7-15	843 Niagara Falls Blvd.	Commercial	3,935	8	0.21%	Partial Acquisition or Permanent Easement	7	54	1.36%	Partial Acquisition or Permanent Easement	5
156	67.47-7-16	845 Niagara Falls Blvd.	Retail	3,844	52	1.36%	Partial Acquisition or Permanent Easement	7	145	3.77%	Partial Acquisition or Permanent Easement	5
157	67.47-7-17	847 Niagara Falls Blvd.	Residential	5,456	208	3.81%	Partial Acquisition or Permanent Easement	7	397	7.28%	Partial Acquisition or Permanent Easement	5
158	67.47-3-2.1	838 Niagara Falls Blvd.	Grocery Store	19,187	-	0.00%	None	7	-	0.00%	None	5
159	67.47-7-5	849 Niagara Falls Blvd.	Vacant (Commercial)	4,038	119	2.96%	Partial Acquisition or Permanent Easement	7	188	4.66%	Partial Acquisition or Permanent Easement	5
160	67.47-7-3.1	853 Niagara Falls Blvd.	Retail	22,833	1,367	5.99%	Partial Acquisition or Permanent Easement	7	1,616	7.08%	Partial Acquisition or Permanent Easement	5

Parcel Information					LRT Build Alternative				BRT Build Alternative			
Parcel ID	Parcel Number	Street Address	Land Use Description	Area (Sq. Ft.)	LRT Acquisition (Sq. Ft.)	LRT Acquisition % of Total Area	LRT Impact Type	LRT Map Extent Number	BRT Acquisition (Sq. Ft.)	BRT Acquisition % of Total Area	BRT Impact Type	BRT Map Extent Number
Number												
161	67.47-3-1	860 Niagara Falls Blvd.	Retail	16,802	515	3.07% Partial Acquisition or Permanent Easement	7		481	2.86% Partial Acquisition or Permanent Easement	5	
162	67.47-7-2.1	861 Niagara Falls Blvd.	1-Family Residential	7,387	7,387	100.00% Full Acquisition	7		7,387	100.00% Full Acquisition	5	
163	67.47-7-19	865 Niagara Falls Blvd.	2-Family Residential	4,008	4,008	100.00% Full Acquisition	7		4,008	100.00% Full Acquisition	5	
164	67.39-2-8	874 Niagara Falls Blvd.	Auto Body Shop	23,999	2,968	12.37% Partial Acquisition or Permanent Easement	7		2,988	12.45% Partial Acquisition or Permanent Easement	5	
165	67.39-2-7	900 Niagara Falls Blvd.	Office	26,398	4,867	18.44% Partial Acquisition or Permanent Easement	7		4,908	18.59% Partial Acquisition or Permanent Easement	5	
166	67.39-5-2.111	899 Niagara Falls Blvd.	Funeral Home	91,687	91,687	100.00% Full Acquisition	7		91,687	100.00% Full Acquisition	5	
167	67.39-2-6	910 Niagara Falls Blvd.	Commercial	10,799	10,799	100.00% Full Acquisition	7		10,799	100.00% Full Acquisition	5	
168	67.39-2-5	920 Niagara Falls Blvd.	Commercial	8,754	1,888	21.57% Partial Acquisition or Permanent Easement	7		8,754	100.00% Full Acquisition	5	
169	67.39-2-4.1	926 Niagara Falls Blvd.	Commercial	4,335	4,335	100.00% Full Acquisition	7		4,335	100.00% Full Acquisition	5	
170	67.39-2-1.1	934 Niagara Falls Blvd.	Restaurant	18,217	1,382	7.59% Partial Acquisition or Permanent Easement	7		1,402	7.70% Partial Acquisition or Permanent Easement	5	
171	67.39-5-1	925 Niagara Falls Blvd.	Commerical	29,831	29,831	100.00% Full Acquisition	7		29,831	100.00% Full Acquisition	5	
172	67.10-1-9	951 Niagara Falls Blvd.	Restaurant	36,939	1,212	3.28% Partial Acquisition or Permanent Easement	7		2,246	6.08% Partial Acquisition or Permanent Easement	5-6	
173	67.31-2-1	2965 Sheridan Dr.	Commercial	51,534	4,783	9.28% Partial Acquisition or Permanent Easement	7-8		4,527	8.78% Partial Acquisition or Permanent Easement	5-6	
174	67.10-1-1	2991 Sheridan Dr.	Retail	20,186	21	0.11% Partial Acquisition or Permanent Easement	7-8		432	2.14% Partial Acquisition or Permanent Easement	5-6	
175	67.06-1-27	1009 Niagara Falls Blvd.	Bar	23,509	1	0.00% Partial Acquisition or Permanent Easement	8		53	0.23% Partial Acquisition or Permanent Easement	6	
176	67.06-1-25.1	995 Niagara Falls Blvd.	Auto Body Shop	41,738	-	0.00% None	8		-	0.00% None	6	
177	67.31-1-4	2980 Sheridan Dr.	Medical Center	46,133	648	1.40% Partial Acquisition or Permanent Easement	8		837	1.82% Partial Acquisition or Permanent Easement	6	
178	67.30-3-3	2309 Eggert Rd.	Commercial	394,058	195	0.05% Partial Acquisition or Permanent Easement	8		303	0.08% Partial Acquisition or Permanent Easement	6	
179	67.31-1-2.1	1016 Niagara Falls Blvd.	Commercial	26,990	61	0.23% Partial Acquisition or Permanent Easement	8		190	0.70% Partial Acquisition or Permanent Easement	6	
180	67.06-1-28.1	1025 Niagara Falls Blvd.	Auto Body Shop	89,690	1,401	1.56% Partial Acquisition or Permanent Easement	8		1,701	1.90% Partial Acquisition or Permanent Easement	6	
181	67.31-1-1.1	1030 Niagara Falls Blvd.	Retail	49,322	340	0.69% Partial Acquisition or Permanent Easement	8		664	1.35% Partial Acquisition or Permanent Easement	6	
182	67.06-1-35	1061 Niagara Falls Blvd.	Commercial	10,437	10,437	100.00% Full Acquisition	8		10,437	100.00% Full Acquisition	6	
183	67.23-2-18.1	1060 Niagara Falls Blvd.	Retail	70,710	728	1.03% Partial Acquisition or Permanent Easement	8		521	0.74% Partial Acquisition or Permanent Easement	6	
184	67.06-1-32.1	1089 Niagara Falls Blvd.	Retail	81,813	2,670	3.26% Partial Acquisition or Permanent Easement	8		2,972	3.63% Partial Acquisition or Permanent Easement	6	
185	67.23-2-17	1090 Niagara Falls Blvd.	Retail	52,668	-	0.00% None	8		-	0.00% None	N/A	
186	67.06-1-38	1101 Niagara Falls Blvd.	Commercial	24,669	831	3.37% Partial Acquisition or Permanent Easement	8		947	3.84% Partial Acquisition or Permanent Easement	6	
187	67.23-1-10.11	1150 Niagara Falls Blvd.	Retail	16,808	-	0.00% None	8		-	0.00% None	N/A	
188	67.23-1-9	1154 Niagara Falls Blvd.	Retail	25,915	-	0.00% None	8		-	0.00% None	7	
189	54.79-4-9	1172 Niagara Falls Blvd.	Bank	14,077	188	1.34% Partial Acquisition or Permanent Easement	9		1,148	8.16% Partial Acquisition or Permanent Easement	7	
190	67.06-1-39	1167 Niagara Falls Blvd.	Auto Body Shop	16,368	16,368	100.00% Full Acquisition	9		16,368	100.00% Full Acquisition	7	
191	67.06-1-1.111	1261 Niagara Falls Blvd.	Retail	638,560	8,937	1.40% Partial Acquisition or Permanent Easement	8-9		7,130	1.12% Partial Acquisition or Permanent Easement	7	
192	54.79-4-8	1188 Niagara Falls Blvd.	Bank	27,091	961	3.55% Partial Acquisition or Permanent Easement	9		1,413	5.22% Partial Acquisition or Permanent Easement	7	
193	54.03-1-17	1205 Niagara Falls Blvd.	Bank	40,279	3,366	8.36% Partial Acquisition or Permanent Easement	9		4,477	11.12% Partial Acquisition or Permanent Easement	7	
194	54.79-3-2.1	1200 Niagara Falls Blvd.	Commercial	102,957	7,317	7.11% Partial Acquisition or Permanent Easement	9		7,472	7.26% Partial Acquisition or Permanent Easement	7	
195	54.79-3-2.2	1250 Niagara Falls Blvd.	Retail	112	112	100.00% Full Acquisition	9		112	100.00% Full Acquisition	7	
196	54.79-3-1	1270 Niagara Falls Blvd.	Retail	24,828	1,430	5.76% Partial Acquisition or Permanent Easement	9-10		1,409	5.67% Partial Acquisition or Permanent Easement	8	
197	54.71-2-13.1	1280 Niagara Falls Blvd.	Auto Body Shop	26,237	1,539	5.87% Partial Acquisition or Permanent Easement	10		1,401	5.34% Partial Acquisition or Permanent Easement	8	
198	54.71-2-12.12	1308 Niagara Falls Blvd.	Commercial	51,073	2,940	5.76% Partial Acquisition or Permanent Easement	10		798	1.56% Partial Acquisition or Permanent Easement	8	
199	54.71-2-11.1	1330 Niagara Falls Blvd.	Commercial	30,734	163	0.53% Partial Acquisition or Permanent Easement	10		-	0.00% None	N/A	
200	54.71-2-8	1335 Brighton Rd.	1-Family Residential	7,195	-	0.00% None	10		-	0.00% None	8	
201	54.71-2-9	1343 Brighton Rd.	Vacant (Residential)	7,339	207	2.82% Partial Acquisition or Permanent Easement	10		202	2.75% Partial Acquisition or Permanent Easement	8	
202	54.71-2-10	1346 Niagara Falls Blvd.	Auto Body Shop	12,378	414	3.35% Partial Acquisition or Permanent Easement	10		406	3.28% Partial Acquisition or Permanent Easement	8	
203	54.63-4-10	1330 Brighton Rd.	1-Family Residential	4,722	-	0.00% None	10		69	1.45% Partial Acquisition or Permanent Easement	8	
204	54.63-4-9	1336 Brighton Rd.	1-Family Residential	9,467	10	0.11% Partial Acquisition or Permanent Easement	10		10	0.11% Partial Acquisition or Permanent Easement	8	
205	54.63-4-5.1	1350 Niagara Falls Blvd.	Office	25,635	120	0.47% Partial Acquisition or Permanent Easement	10		120	0.47% Partial Acquisition or Permanent Easement	8	
206	54.63-4-4.2	1376 Niagara Falls Blvd.	Retail	17,997	-	0.00% None	10		-	0.00% None	8	
207	54.63-4-4.1	1378 Niagara Falls Blvd.	Hotel/Motel	37,020	-	0.00% None	10		-	0.00% None	8	
208	54.63-4-3	1400 Niagara Falls Blvd.	Restaurant	15,730	-	0.00% None	10		-	0.00% None	8	
209	54.03-1-24.4	1269 Niagara Falls Blvd.	Retail	22,918	22,918	100.00% Full Acquisition	10		22,918	100.00% Full Acquisition	8	
210	54.14-2-5.11	1355 Niagara Falls Blvd.	Gas Station	186,417	3,457	1.85% Partial Acquisition or Permanent Easement	10		3,307	1.93% Partial Acquisition or Permanent Easement	8-9	
211	54.03-1-24.21	1265 Niagara Falls Blvd.	Retail	1,813,957	-	0.00% Partial Acquisition or Permanent Easement	9-11		-	11.64% Partial Acquisition or Permanent Easement	6-9	
212	54.14-2-7.111	3900-3904 Maple Rd.	Retail	263,858	875	0.33% Partial Acquisition or Permanent Easement	10-11		875	0.00% Partial Acquisition or Permanent Easement	9	
213	54.03-1-7	3920 Maple Rd.	Restaurant	62,197	1,273	2.05% Partial Acquisition or Permanent Easement	11		1,273	1.92% Partial Acquisition or Permanent Easement	9	
214	54.03-1-13	3893 Maple Rd.	Auto Body Shop	56,831	56,831	100.00% Full Acquisition	11		56,831	100.00% Full Acquisition	9	
215	54.03-1-8	3950 Maple Rd.	Grocery Store	30,944	2,229	7.20% Partial Acquisition or Permanent Easement	11		2,229	15.53% Partial Acquisition or Permanent Easement	9	
216	54.03-1-25	3951 Maple Rd.	Restaurant	115,017	7,190	6.25% Partial Acquisition or Permanent Easement	11		6,987	10.07% Partial Acquisition or Permanent Easement	9-10	
217	54.03-1-11.1	3999 Maple Rd.	Restaurant (Vacant)	41,503	1,975	4.76% Partial Acquisition or Permanent Easement	11		1,949	6.25% Partial Acquisition or Permanent Easement	10	
218	54.03-1-9.11	3980 Maple Rd.	Grocery Store	341,869	2,257	0.66% Partial Acquisition or Permanent Easement	11		2,331	0.74% Partial Acquisition or Permanent Easement	9-10	
219	54.04-1-17.1	4010 Maple Rd.	Restaurant	78,982	3,304	0.73% Partial Acquisition or Permanent Easement	11		3,366	3.38% Partial Acquisition or Permanent Easement	10	
220	54.04-1-16.212	4001 Maple Rd.	Retail	64,814	7,221	11.14% Partial Acquisition or Permanent Easement	11-12		7,213	8.18% Partial Acquisition or Permanent Easement	10	
221	54.04-1-2.1	4030 Maple Rd.	Grocery Store	92,197	1,915	2.08% Partial Acquisition or Permanent Easement	11-12		1,944	2.11% Partial Acquisition or Permanent Easement	10	
222	54.04-1-16.211	4003 Maple Rd.	Restaurant	45,670	3,337	7.31% Partial Acquisition or Permanent Easement	11		3,381	7.40% Partial Acquisition or Permanent Easement	10	
223	54.04-1-3.12	4050 Maple Rd.	Restaurant	53,384	1,299	2.43% Partial Acquisition or Permanent Easement	12		1,320	2.47% Partial Acquisition or Permanent Easement	10	
224	54.04-1-3.11	4060 Maple Rd.	Restaurant	100,031	1,743	1.74% Partial Acquisition or Permanent Easement	12		1,774	1.77% Partial Acquisition or Permanent Easement	10	
225	54.04-1-3.31	4080-4120 Maple Rd.	Commercial	354,335	4,185	1.18% Partial Acquisition or Permanent Easement	12		3,041	0.86% Partial Acquisition or Permanent Easement	10-11	
226	54.73-1-1.111	4043-4053 Maple Rd.	Office	277,580	17,846	6.43% Partial Acquisition or Permanent Easement	12		15,468	5.57% Partial Acquisition or Permanent Easement	10-11	
227	54.74-3-14	4125 Maple Rd.	Restaurant	93,080	14,526	15.61% Partial Acquisition or Permanent Easement	12-13		9,567	10.28% Partial Acquisition or Permanent Easement	11	
228	54.74-3-15	4185 Maple Rd.	Restaurant	35,235	4,921	13.97% Partial Acquisition or Permanent Easement	13		2,661	7.55% Partial Acquisition or Permanent Easement	11	
229	54.04-1-5	4150 Maple Rd.	School	1,430,580	20,334	1.42% Partial Acquisition or Permanent Easement	12-13		15,322	1.07% Partial Acquisition or Permanent Easement	11-12	
230	54.04-1-11.11	4220 Maple Rd.	Retail	182,770	80	0.00 Partial Acquisition or Permanent Easement	N/A		1,128	0.62% Partial Acquisition or Permanent Easement	11-12	
231	54.74-3-12	4235 Maple Rd.	Office	68,021	3,961	5.82% Partial Acquisition or Permanent Easement	13		8,409	12.36% Partial Acquisition or Permanent Easement	11	
232	54.04-1-9.111	4224 Maple Rd.	Commercial	488,986	13,439	2.75% Partial Acquisition or Permanent Easement	13-14		3,036	0.62% Partial Acquisition or Permanent Easement	11-12	
233	54.74-3-13	4265 Maple Rd.	Gas Station	28,708	1,381	4.81% Partial Acquisition or Permanent Easement	13		28,708	100.00% Full Acquisition	11	
234	54.74-1-23.11	1012 Sweet Home Rd.	1-Family Residential	17,228	2,456	14.26% Partial Acquisition or Permanent Easement	13		2,456	14.26% Partial Acquisition or Permanent Easement	11	
235	54.19-1-28	995 Sweet Home Rd.	Emergency Services	12,652	-	0.00% None	13		96	0.76% Partial Acquisition or Permanent Easement	11	
236	54.19-1-3	1005 Sweet Home Rd.	1-Family Residential	7,522	-	0.00% None	13		6	0.07% Partial Acquisition or Permanent Easement	11	
237	54.04-2-1.13	N/A	Vacant (Public Utility)	113,447	156	0.14% Partial Acquisition or Permanent Easement	13		82	0.07% Partial Acquisition or Permanent Easement	11-12	
238	54.04-2-17	4291 Maple Rd.	Gas Station	28,176	-	0.00% None	13		-	0.00% Partial Acquisition or Permanent Easement	11-12	
239	54.04-2-18.14	4300 Maple Rd.	Restaurant	73,343	-	0.00% None	N/A		3,723	5.08% Partial Acquisition or Permanent Easement	11-12	
240	54.04-2-18.151	4330 Maple Rd.	Office	71,061	181	0.25% Partial Acquisition or Permanent Easement	14		-	0.00% None	12	

Parcel Information					LRT Build Alternative				BRT Build Alternative			
Parcel ID	Parcel Number	Street Address	Land Use Description	Area (Sq. Ft.)	LRT Acquisition (Sq. Ft.)	LRT Acquisition % of Total Area	LRT Impact Type	LRT Map Extent Number	BRT Acquisition (Sq. Ft.)	BRT Acquisition % of Total Area	BRT Impact Type	BRT Map Extent Number
Number												
241	54.04-2-1.11	N/A	Vacant (Public Utility)	1,051,036	20,624		1.96% Partial Acquisition or Permanent Easement	14-15	18,703		1.78% Partial Acquisition or Permanent Easement	12-13
242	54.04-2-5.11	1185 Sweet Home Rd.	Apartment	556,223	-		0.00% None	N/A	-		0.00% None	13
243	54.04-2-6.1	1201 Sweet Home Rd.	Utility	289,000	24		0.01% Partial Acquisition or Permanent Easement	15	-		0.00% None	N/A
244	54.12-1-26.11	1260 Sweet Home Rd.	Office	46,134	-		0.00% None	15	-		0.00% None	13
245	54.12-1-23.11	1265 Sweet Home Rd.	Apartment	101,575	1,408		0.01 Partial Acquisition or Permanent Easement	15	385		0.38% Partial Acquisition or Permanent Easement	13
246	55.01-1-20	2402 N. Forest Rd.	Apartment	349,024	-		0.00% None	16	-		0.00% None	14
247	55.01-1-22	2410 N. Forest Rd.	Office	166,526	-		0.00% None	16	-		0.00% None	N/A
248	41.03-1-97	10 John James Audubon Pkwy.	Office	44,689	-		0.00% None	16	-		0.00% None	N/A
249	41.03-1-74.1	140 John James Audubon Pkwy.	Office	356,682	-		0.00% None	N/A	-		0.00% None	15
250	41.03-1-74.2	200 John James Audubon Pkwy.	Office	221,168	1,198		0.54% Partial Acquisition or Permanent Easement	16	-		0.00% None	N/A
251	41.03-1-66	350-500 John James Audubon Pkwy.	Emergency Services	1,312,791	12,296		0.94% Partial Acquisition or Permanent Easement	16	1,806		0.14% Partial Acquisition or Permanent Easement	14-15
252	79.32-2-24	3500 Main Street	Shopping Center	483,840	22		0.00% Partial Acquisition or Permanent Easement	1	-		0.00% None	N/A
253	79.32-2-23	39 Kenmore Ave.	Church	4,370	22		0.50% Partial Acquisition or Permanent Easement	1	-		0.00% None	N/A
254	79.32-2-22	43 Kenmore Ave.	Converted Residence	4,900	16		0.32% Partial Acquisition or Permanent Easement	1	-		0.00% None	N/A
255	79.32-2-21	47 Kenmore Ave.	Restaurant	4,883	6		0.12% Partial Acquisition or Permanent Easement	1	-		0.00% None	N/A
256	79.31-4-27	101 Allenhurst Rd.	1-Family Residential	9,268	697		7.52% Partial Acquisition or Permanent Easement	2	-		0.00% None	N/A
257	79.31-3-26	171 Niagara Falls Blvd.	2-Family Residential	7,975	55		0.69% Partial Acquisition or Permanent Easement	2	-		0.00% None	N/A
258	67.79-3-12	378 Niagara Falls Blvd.	1-Family Residential	4,674	156		3.33% Partial Acquisition or Permanent Easement	4	152		3.25% Partial Acquisition or Permanent Easement	2
259	67.63-3-24	625 Niagara Falls Blvd.	1-Family Residential	7,714	123		1.60% Partial Acquisition or Permanent Easement	5	-		0.00% None	3
260	67.63-2-6	628 Niagara Falls Blvd.	1-Family Residential	7,581	58		0.76% Partial Acquisition or Permanent Easement	5	-		0.00% None	3
261	67.63-3-25	633 Niagara Falls Blvd.	1-Family Residential	7,714	45		0.59% Partial Acquisition or Permanent Easement	5	-		0.00% None	3
262	67.63-3-31	663 Niagara Falls Blvd.	1-Family Residential	7,714	234		3.04% Partial Acquisition or Permanent Easement	5	-		0.00% None	3
263	67.63-3-33	669 Niagara Falls Blvd.	1-Family Residential	7,714	309		4.01% Partial Acquisition or Permanent Easement	5-6	84		1.09% Partial Acquisition or Permanent Easement	3
264	67.63-3-34	673 Niagara Falls Blvd.	2-Family Residential	8,645	298		3.45% Partial Acquisition or Permanent Easement	6	54		0.62% Partial Acquisition or Permanent Easement	3-4
265	54.14-2-22	3906 Maple Rd.	Retail	59,100	678		1.15% Partial Acquisition or Permanent Easement	10-11	678		1.15% Partial Acquisition or Permanent Easement	8-9
266	54.73-1-1.112	4955 N Bailey Ave.	Office Building	103,673	863		0.83% Partial Acquisition or Permanent Easement	11-12	863		0.83% Partial Acquisition or Permanent Easement	9-10





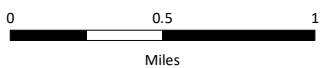
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Sources: Erie County 2023;  
U.S. Census Bureau 2021

- Proposed Station
- Proposed LRT Alternative Alignment
- ▭ City/Town Boundary
- ▭ Map Extent

**LRT Alternative Potential Impacts:  
Map Extent Index**



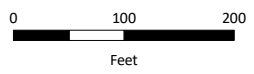
Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion



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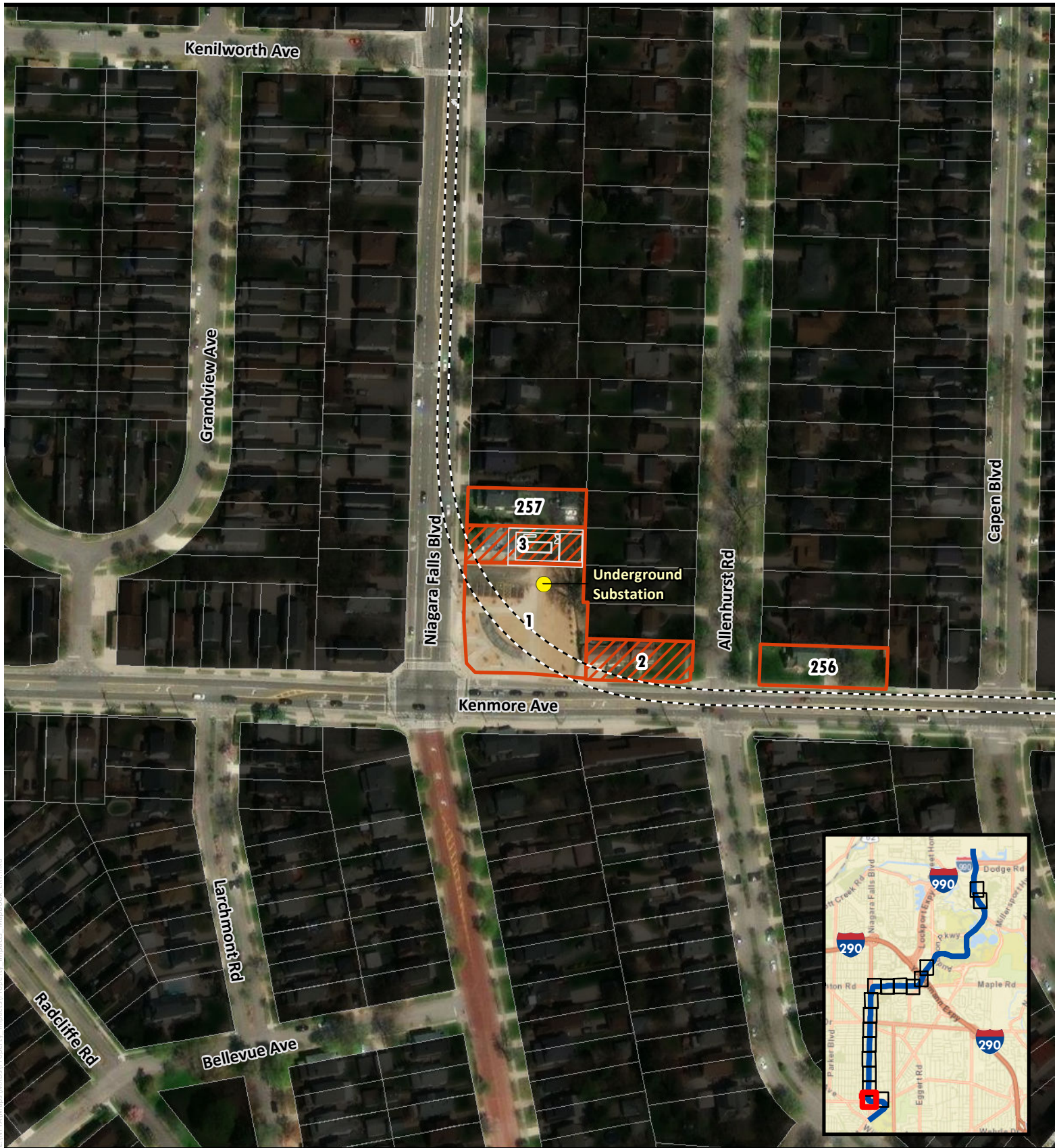
Sources: Erie County 2023;  
U.S. Census Bureau 2021



- - - Alignment Feature, Below Grade
- 100 Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**LRT Alternative Potential Impacts:**  
**Map 1 of 17**



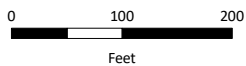


- Approximate Substation Location
- Alignment Feature, Above Grade
- Alignment Feature, Below Grade

**100** Parcel ID Number

- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

Sources: Erie County 2023;  
U.S. Census Bureau 2021



**LRT Alternative Potential Impacts:  
Map 2 of 17**

Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion

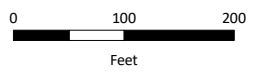




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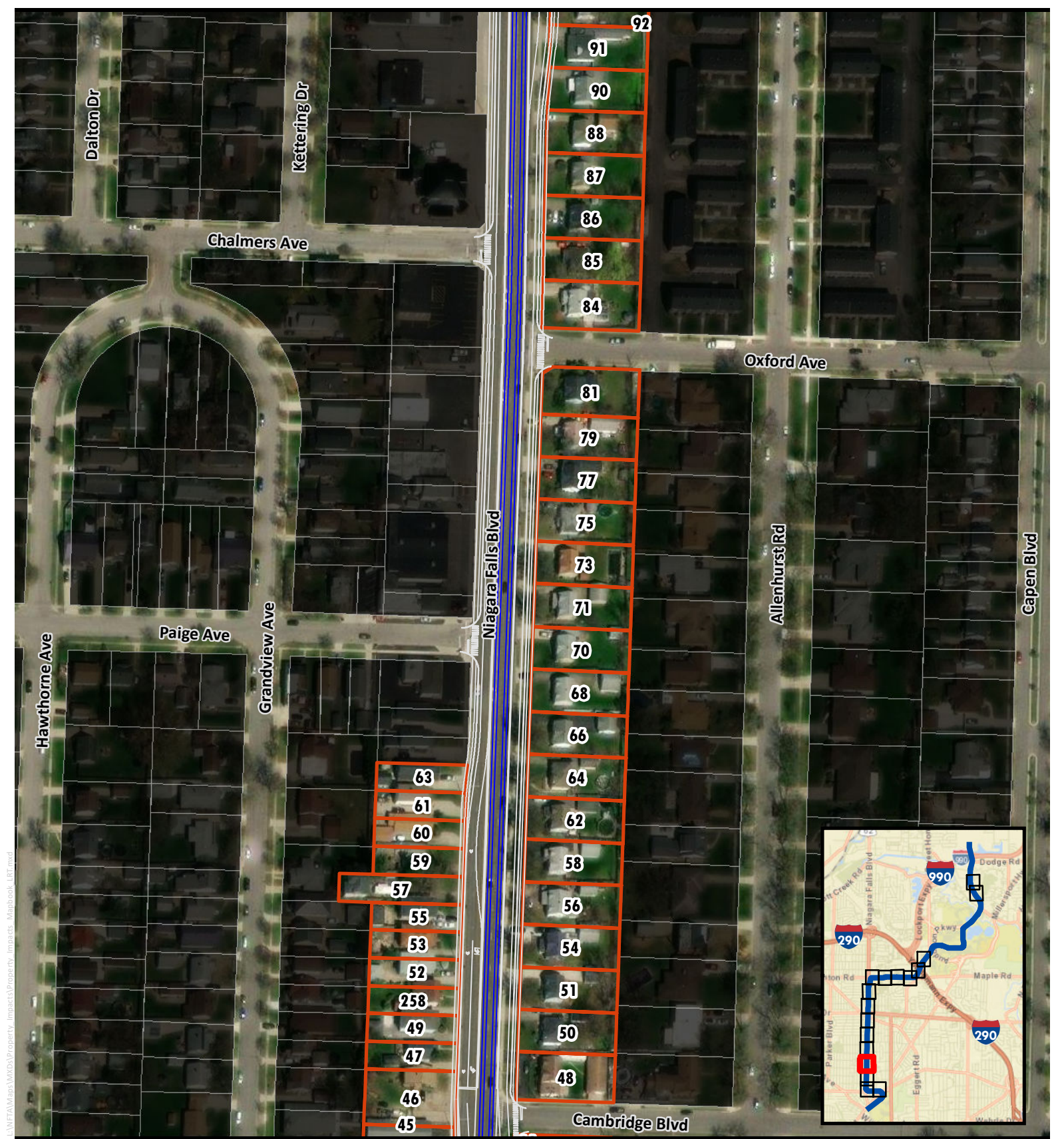
Sources: Erie County 2023;  
U.S. Census Bureau 2021



- Track Alignment
- Alignment Feature, Above Grade
- Alignment Feature, Below Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**LRT Alternative Potential Impacts:  
Map 3 of 17**



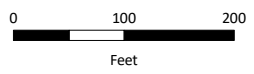


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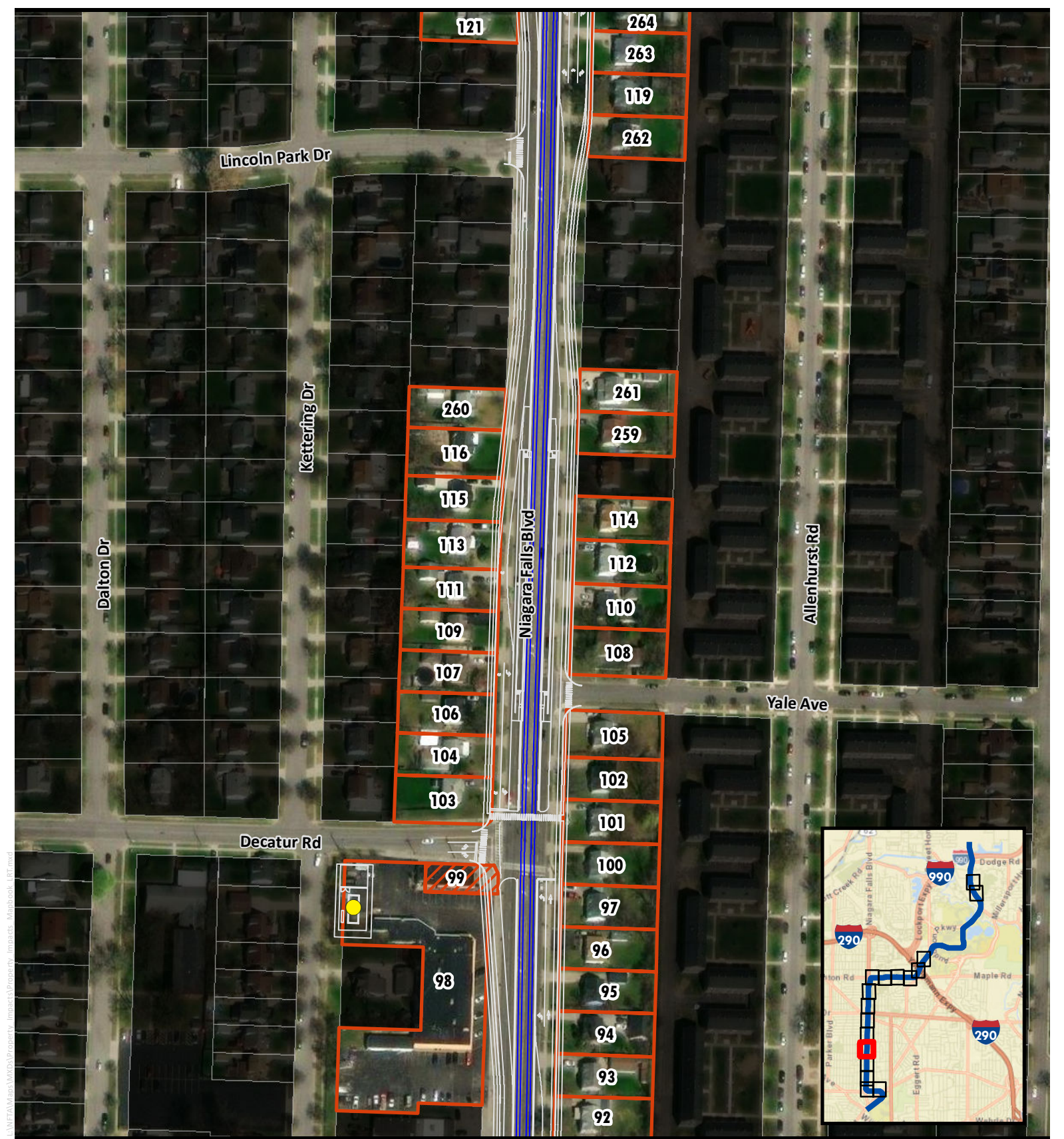
- Track Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

Sources: Erie County 2023;  
U.S. Census Bureau 2021



**LRT Alternative Potential Impacts:  
Map 4 of 17**

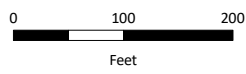




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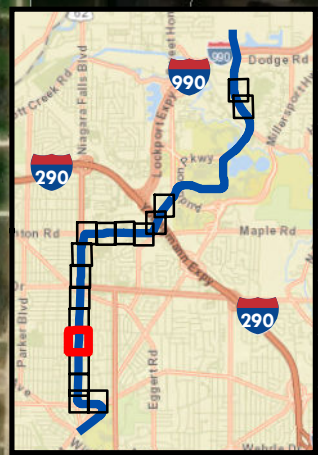


Sources: Erie County 2023;  
U.S. Census Bureau 2021



- Approximate Substation Location
- Track Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**LRT Alternative Potential Impacts:  
Map 5 of 17**



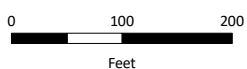


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- Track Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

Sources: Erie County 2023;  
U.S. Census Bureau 2021



LRT Alternative Potential Impacts:  
Map 6 of 17

Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion

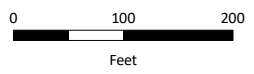




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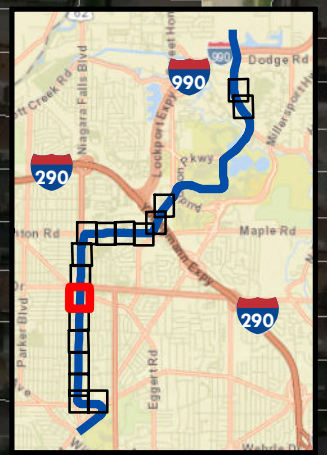


Sources: Erie County 2023;  
U.S. Census Bureau 2021

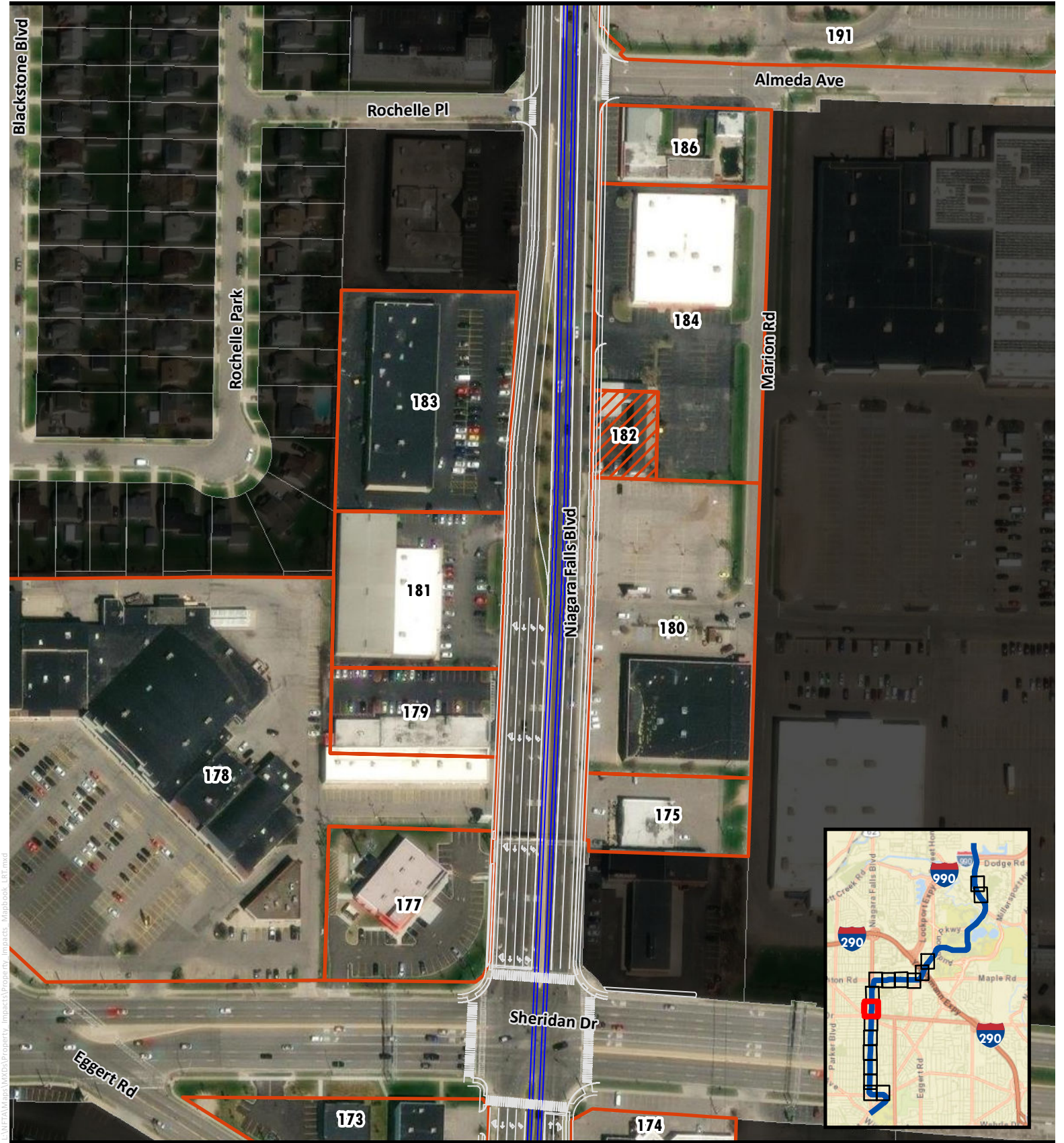


- Approximate Substation Location
- Track Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**LRT Alternative Potential Impacts:  
Map 7 of 17**

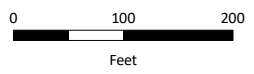






- Track Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

Sources: Erie County 2023;  
U.S. Census Bureau 2021



### LRT Alternative Potential Impacts: Map 8 of 17

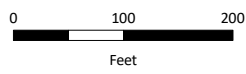




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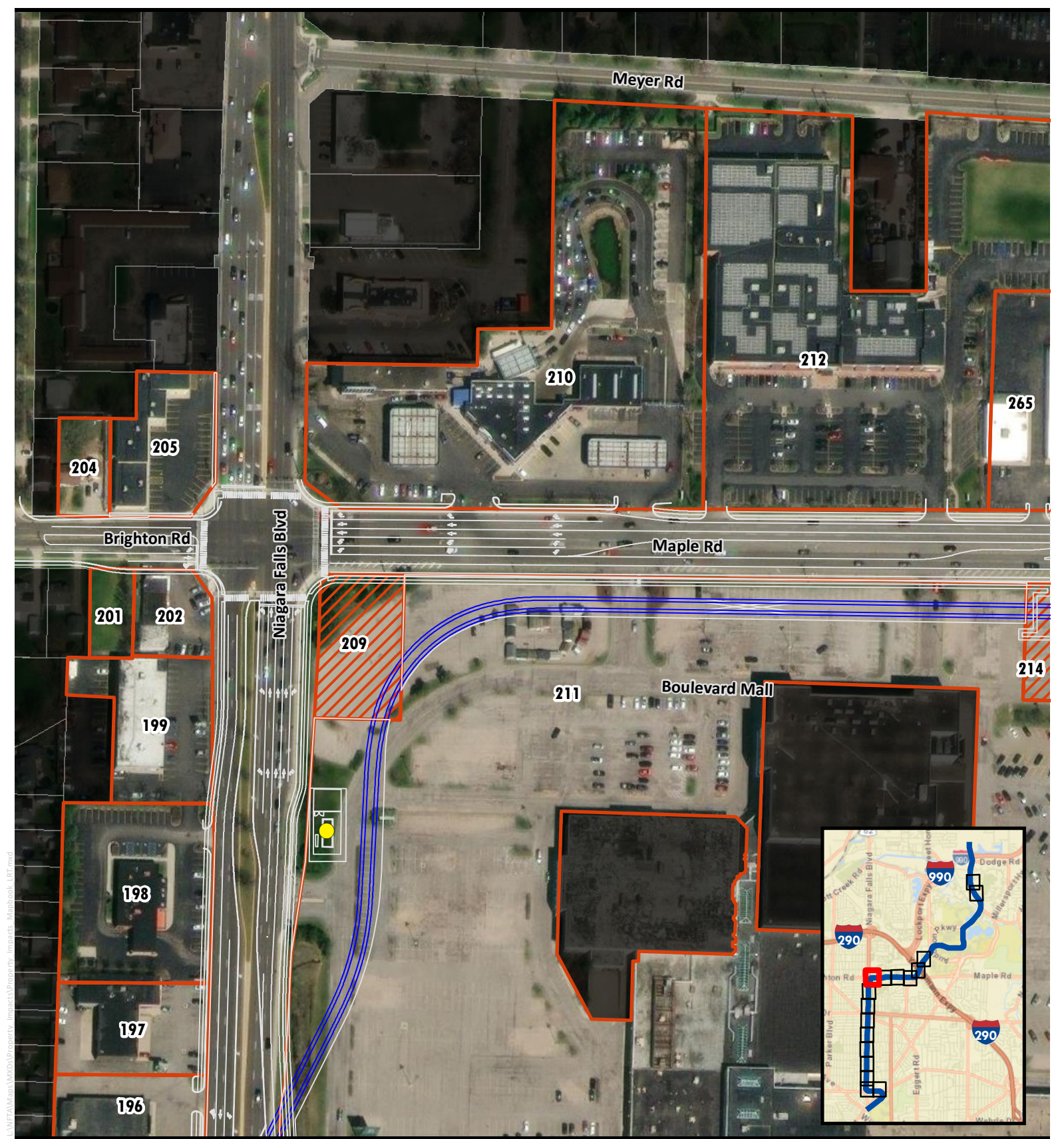
Sources: Erie County 2023;  
U.S. Census Bureau 2021



- Track Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**LRT Alternative Potential Impacts:  
Map 9 of 17**

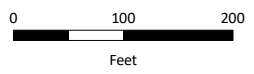




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Sources: Erie County 2023;  
U.S. Census Bureau 2021

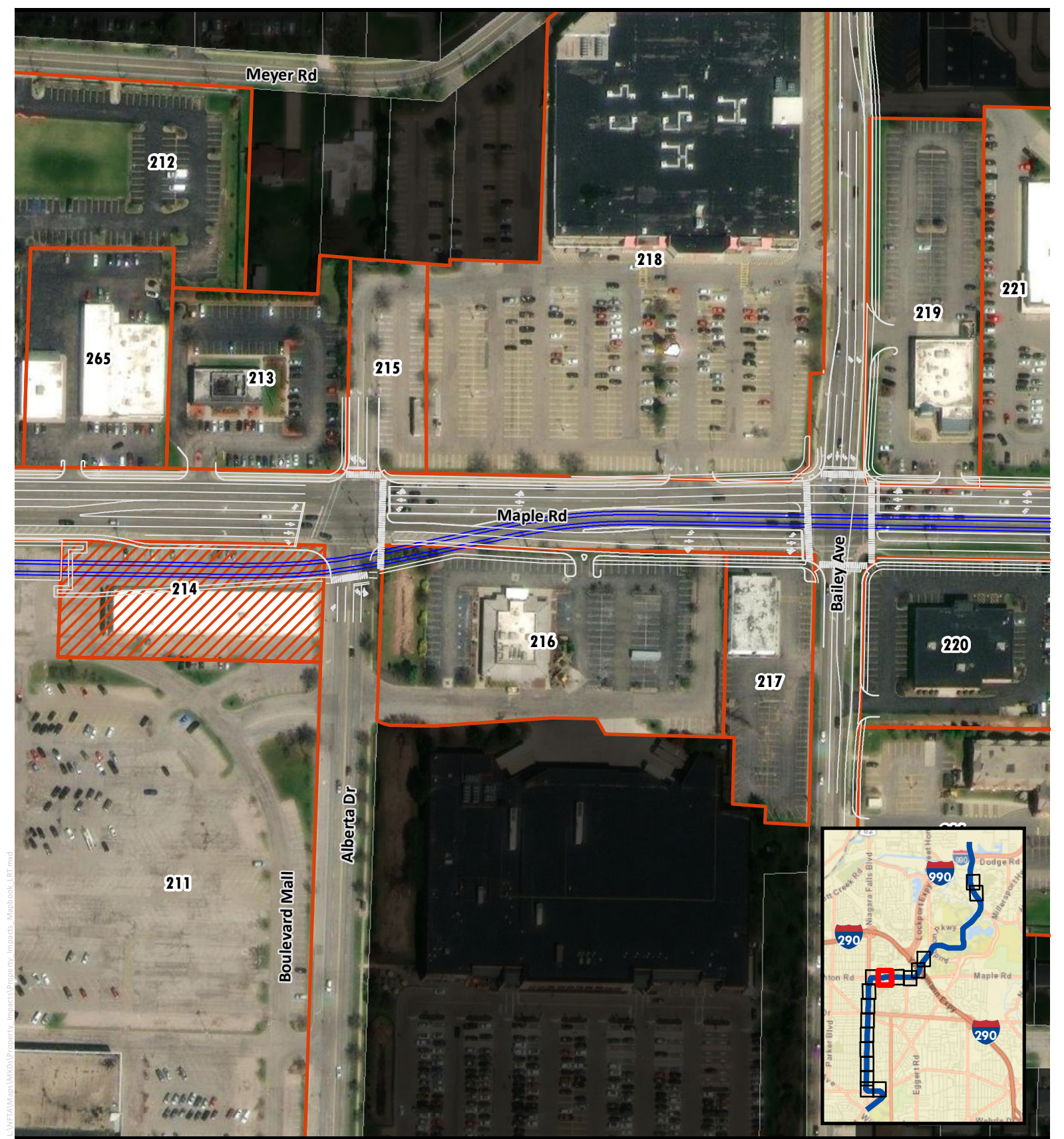


- Approximate Substation Location
- Track Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

### LRT Alternative Potential Impacts: Map 10 of 17

Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion

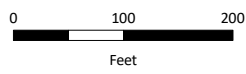




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Sources: Erie County 2023;  
U.S. Census Bureau 2021

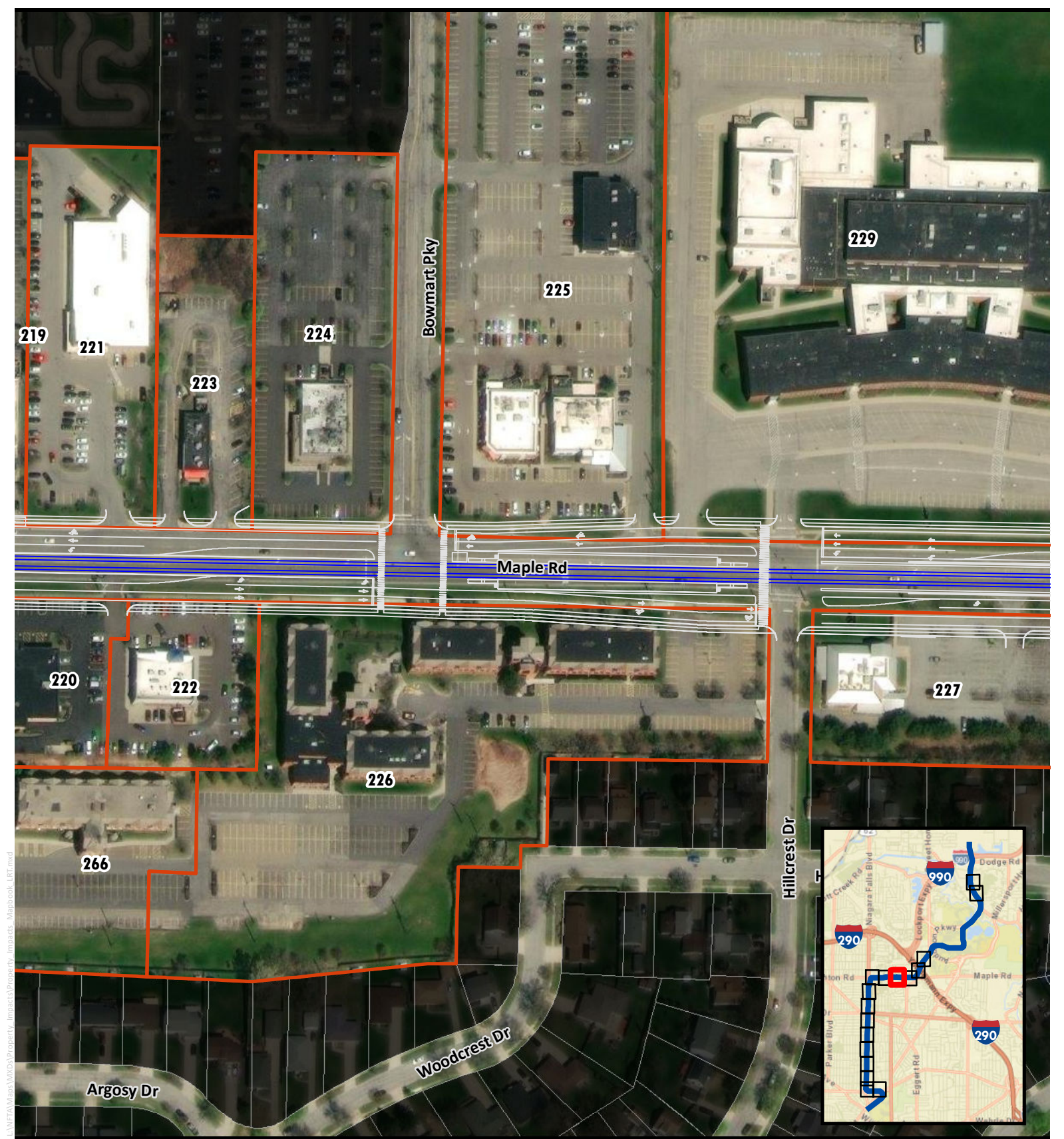


- Track Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**LRT Alternative Potential Impacts:**  
**Map 11 of 17**

Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion

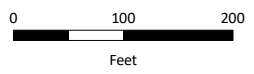




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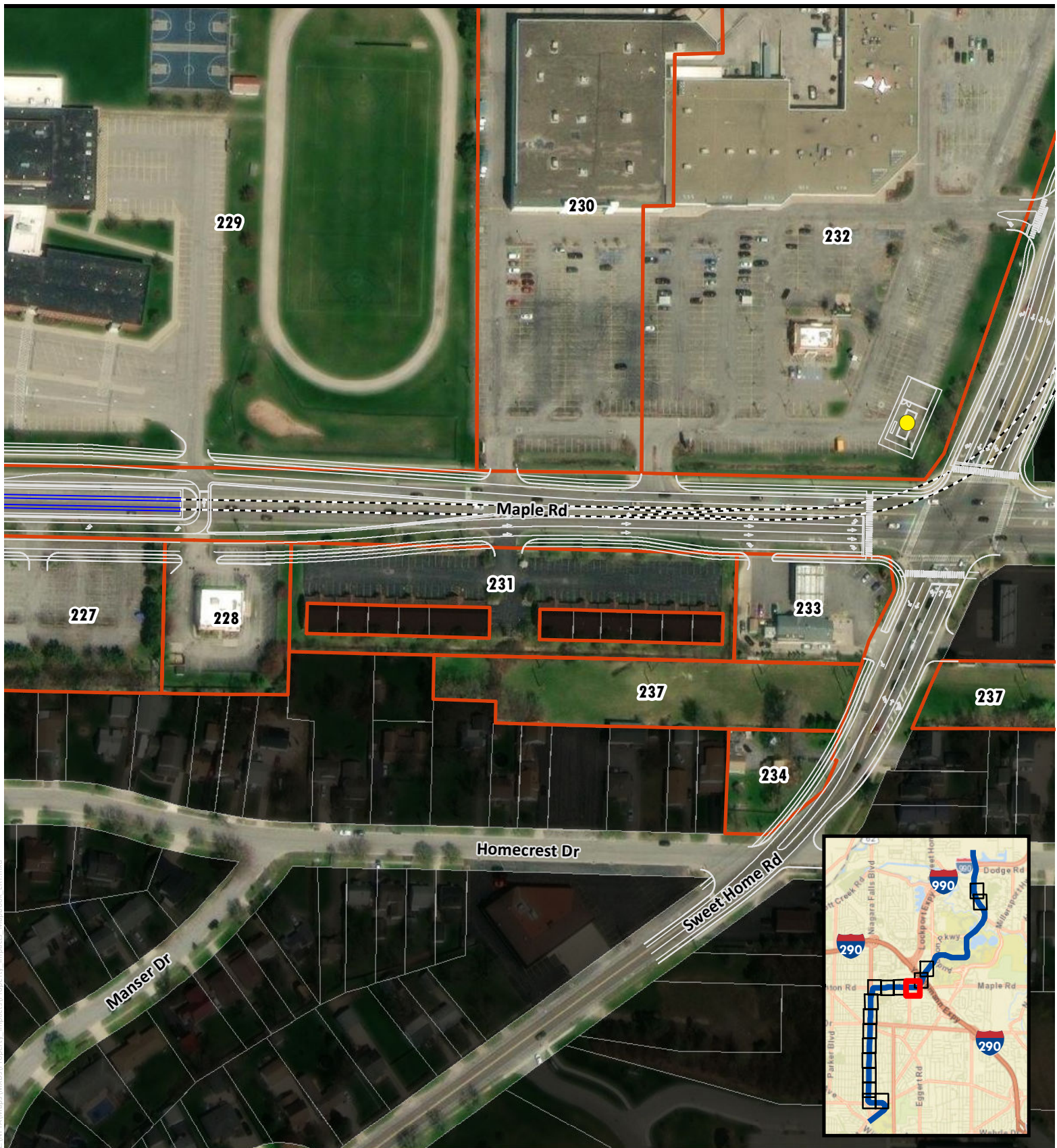
Sources: Erie County 2023;  
U.S. Census Bureau 2021



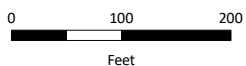
- Track Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**LRT Alternative Potential Impacts:**  
**Map 12 of 17**





Sources: Erie County 2023;  
U.S. Census Bureau 2021

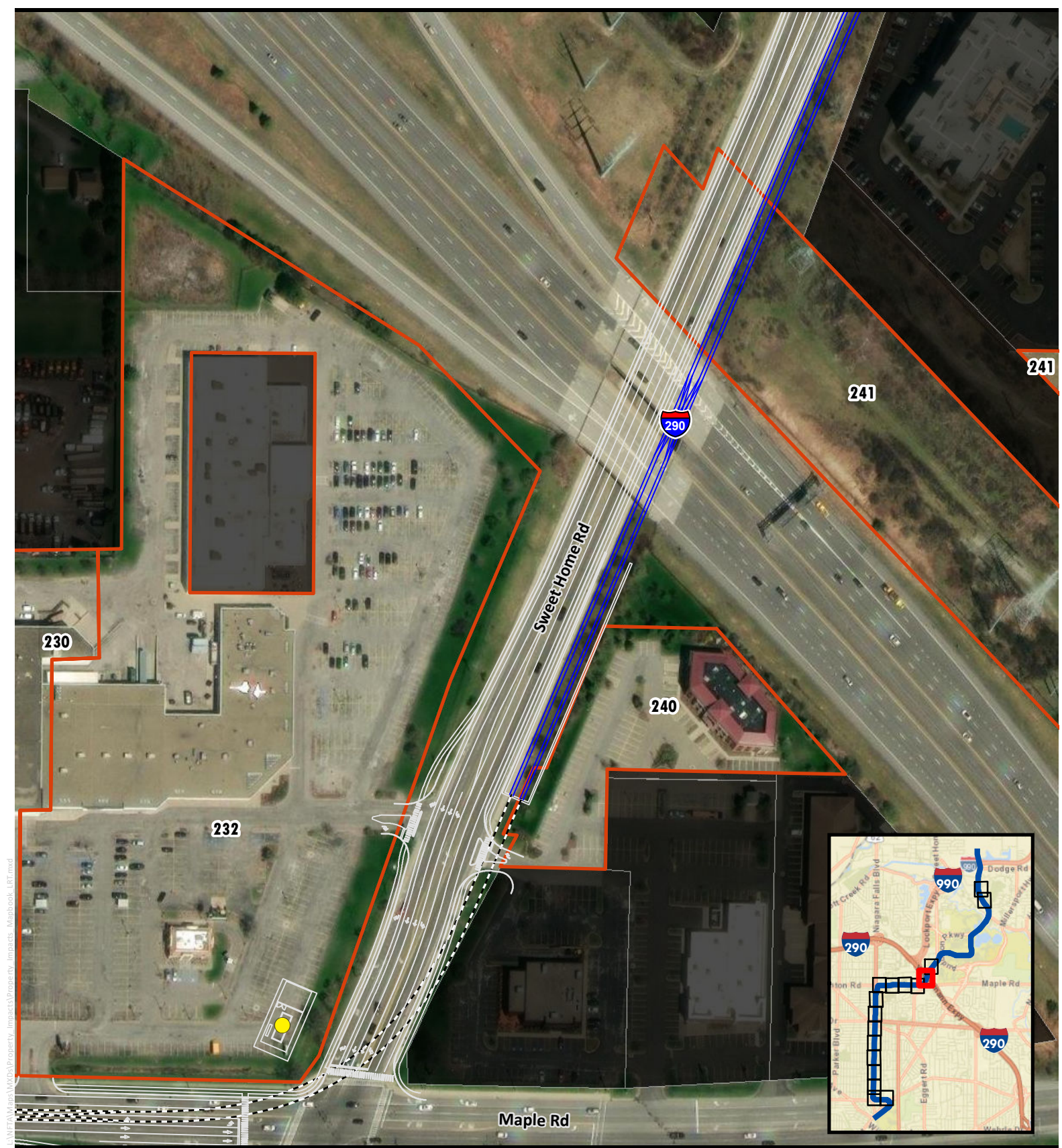


- Approximate Substation Location
- Track Alignment
- Alignment Feature, Above Grade
- - - Alignment Feature, Below Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

## LRT Alternative Potential Impacts: Map 13 of 17

Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion

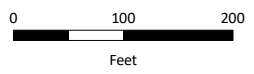




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Sources: Erie County 2023;  
U.S. Census Bureau 2021



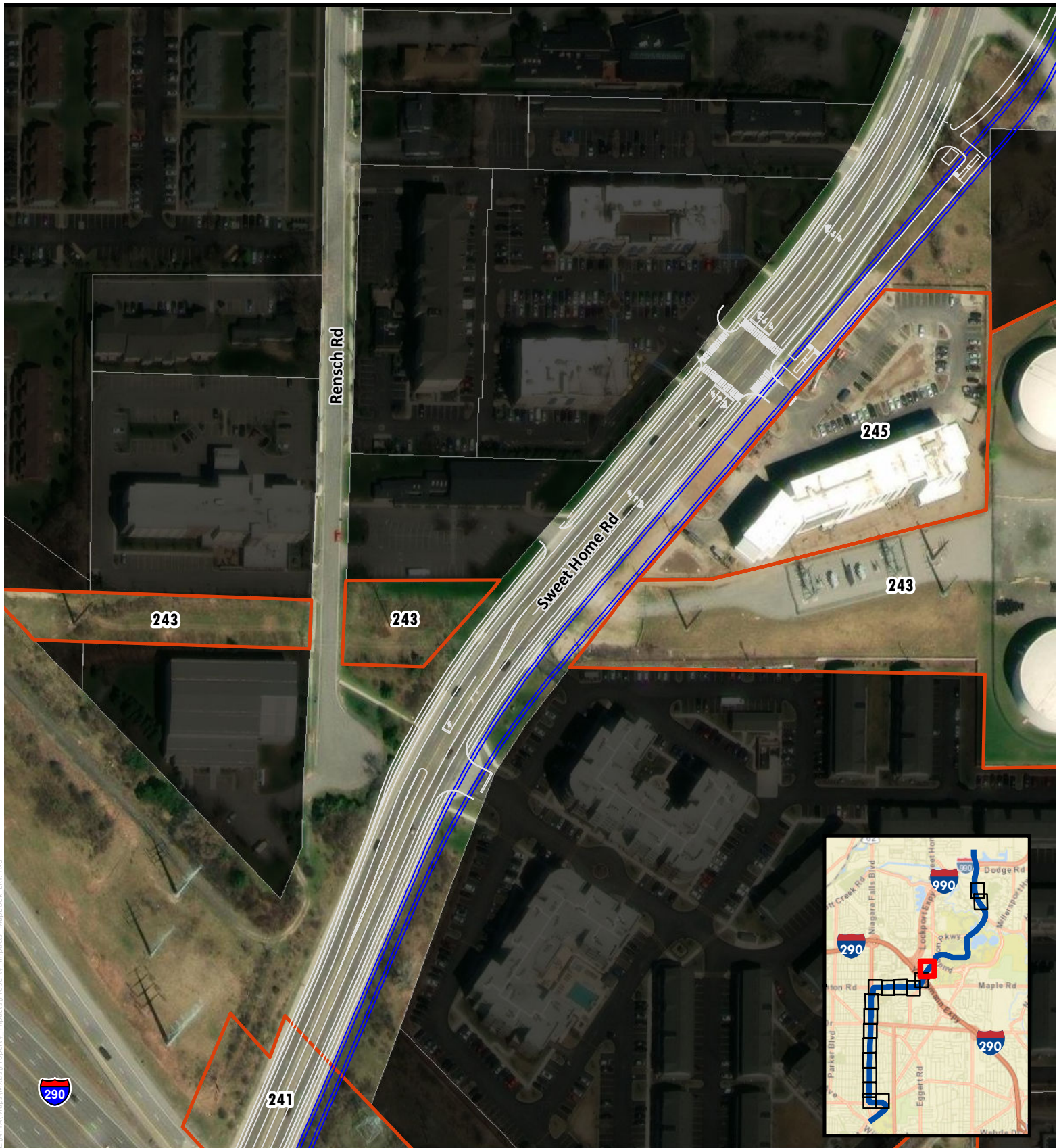
- Approximate Substation Location
- Track Alignment
- Alignment Feature, Above Grade
- Alignment Feature, Below Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**LRT Alternative Potential Impacts:  
Map 14 of 17**

Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion

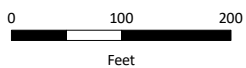


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- Track Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

Sources: Erie County 2023;  
U.S. Census Bureau 2021

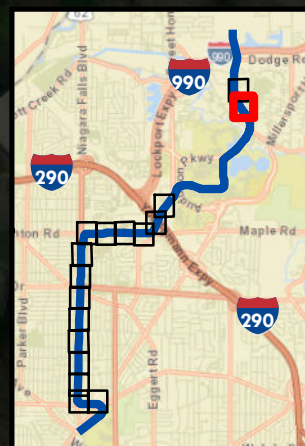







**LRT Alternative Potential Impacts:  
Map 15 of 17**

Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion

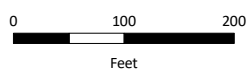


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-  Approximate Substation Location
-  Track Alignment
-  Alignment Feature, Above Grade
- 100** Parcel ID Number
-  Parcel Boundary, Partial Acquisition or Permanent Easement
-  Parcel Boundary, Undisturbed

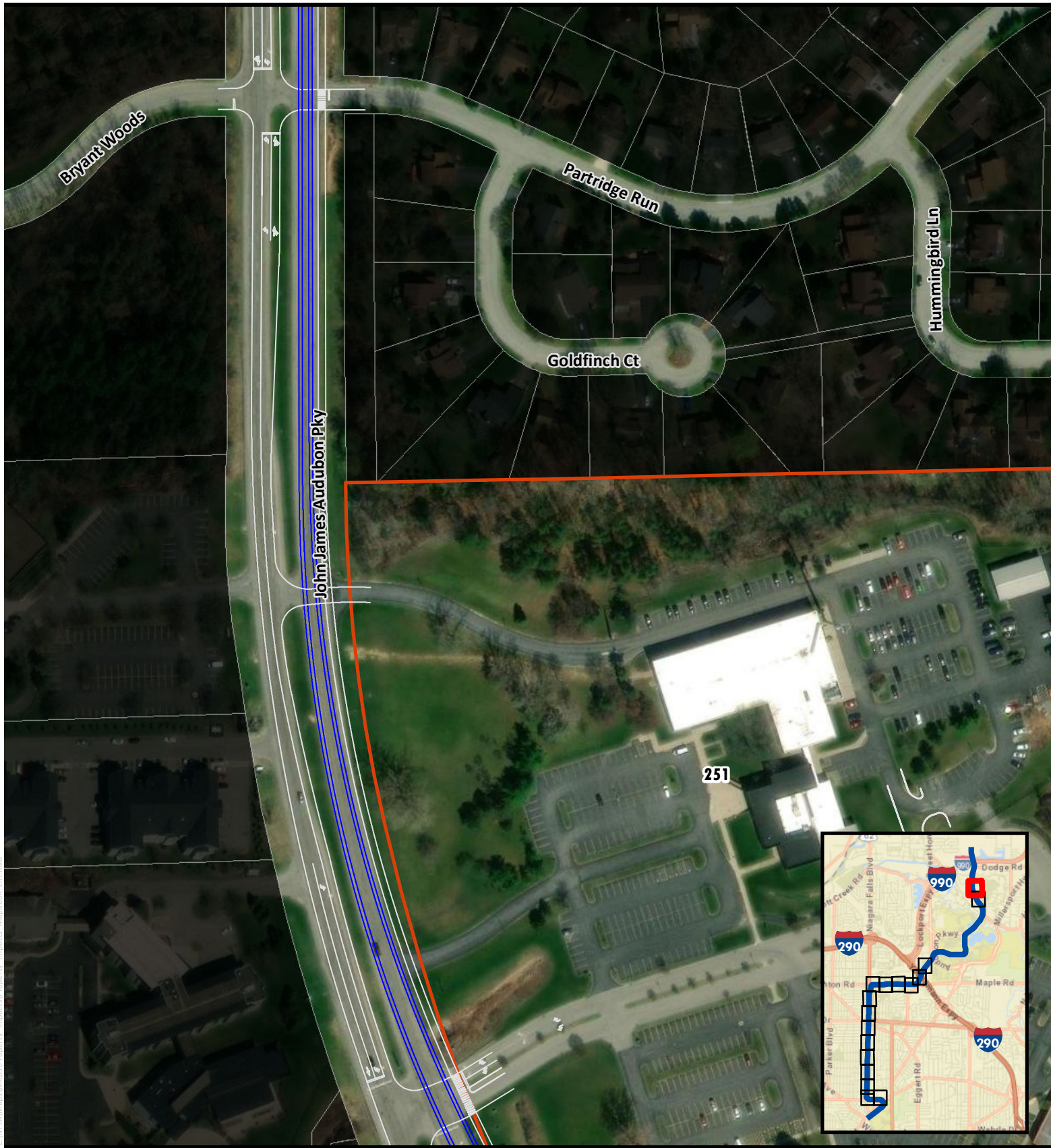
Sources: Erie County 2023;  
U.S. Census Bureau 2021



**LRT Alternative Potential Impacts:  
Map 16 of 17**

Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion





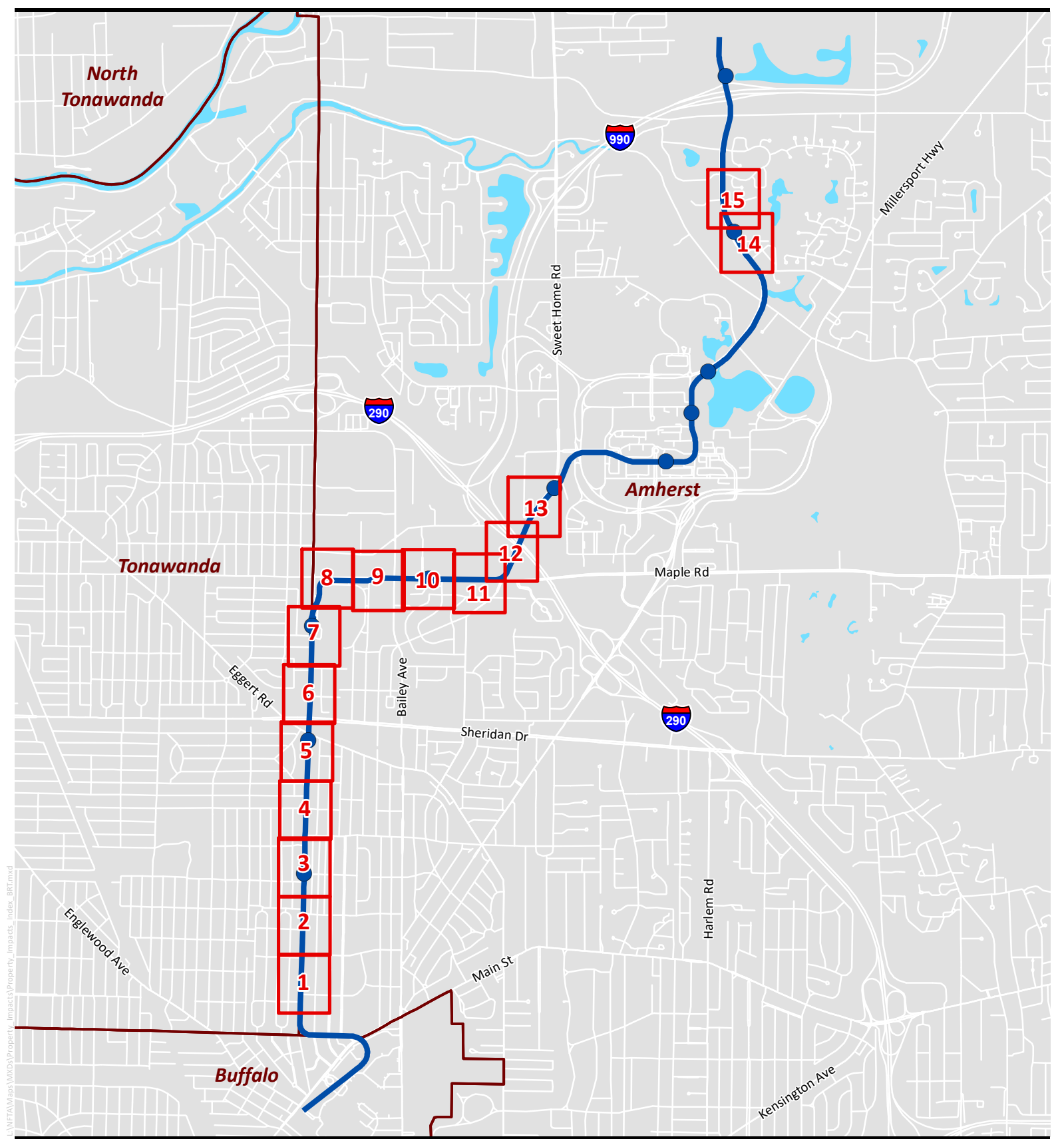
- Track Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**LRT Alternative Potential Impacts:  
Map 17 of 17**

Sources: Erie County 2023;  
U.S. Census Bureau 2021

0 100 200  
Feet

Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion



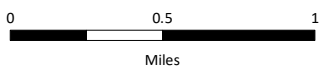
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Sources: Erie County 2023;  
U.S. Census Bureau 2021

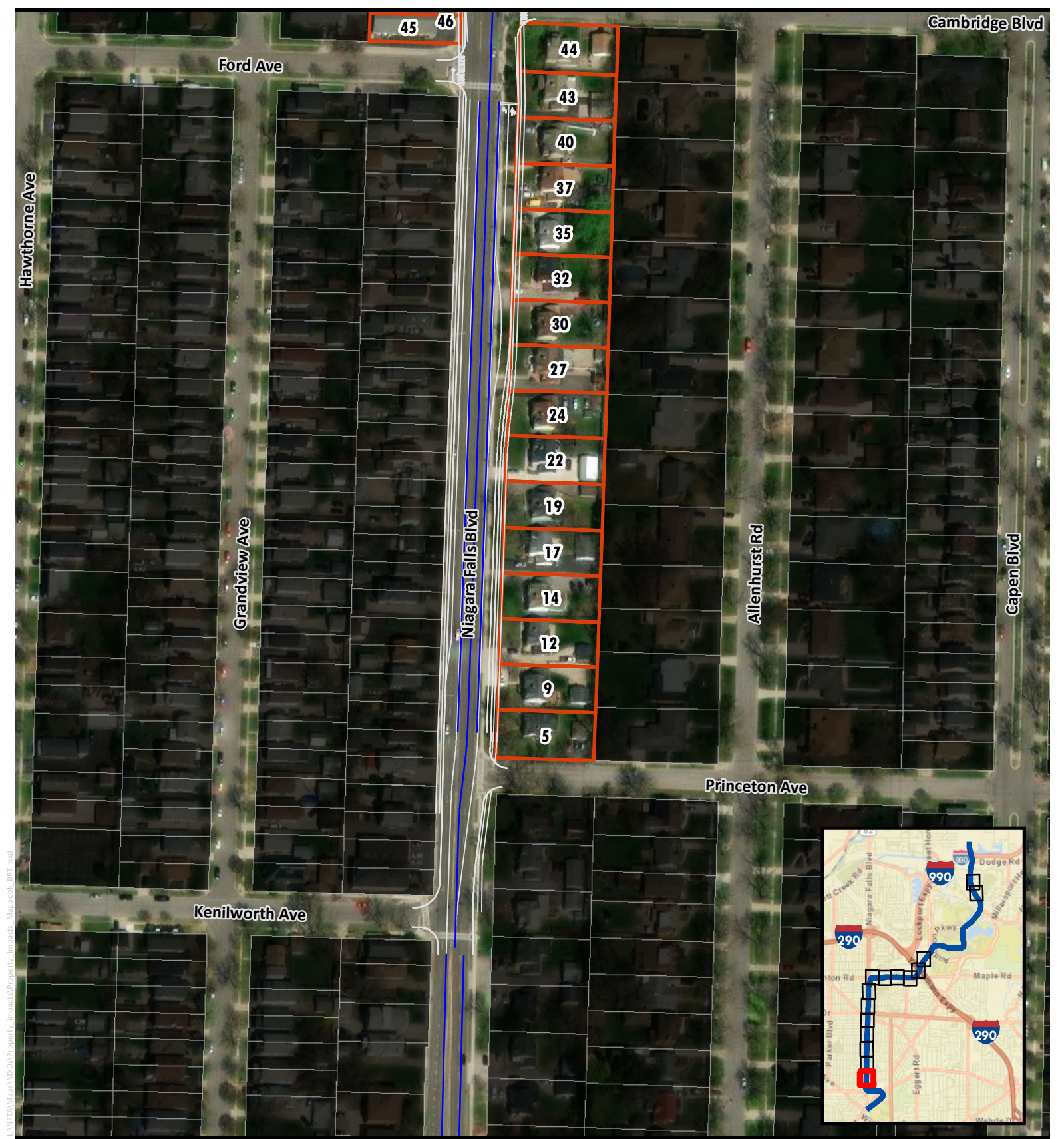
- Proposed Station
- Proposed BRT Alternative Alignment
- City/Town Boundary
- Map Extent

### BRT Alternative Potential Impacts: Map Extent Index



Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion

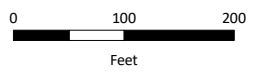




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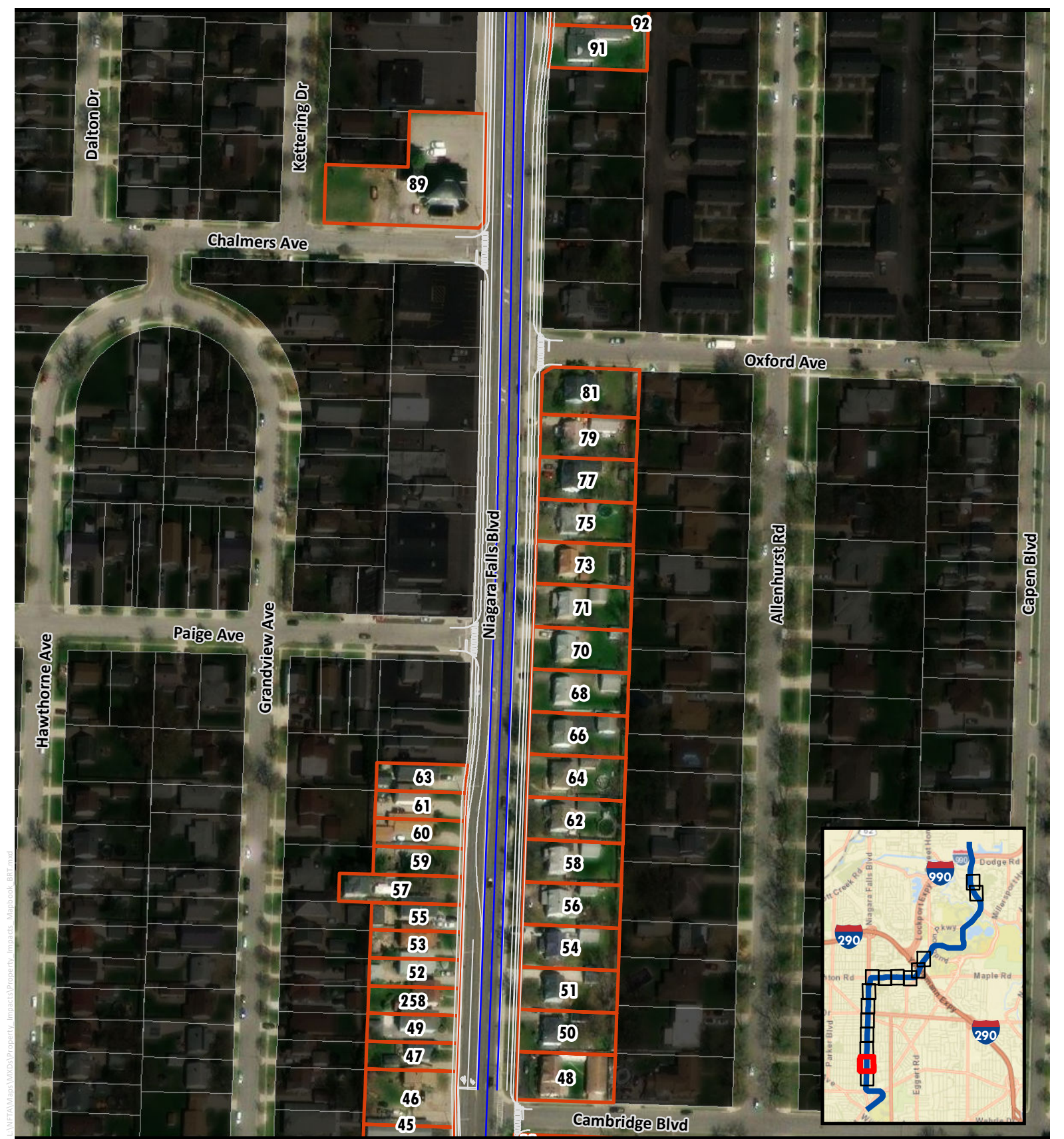
Sources: Erie County 2023;  
U.S. Census Bureau 2021



- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**BRT Alternative Potential Impacts:  
Map 1 of 15**

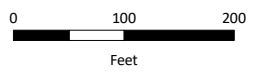




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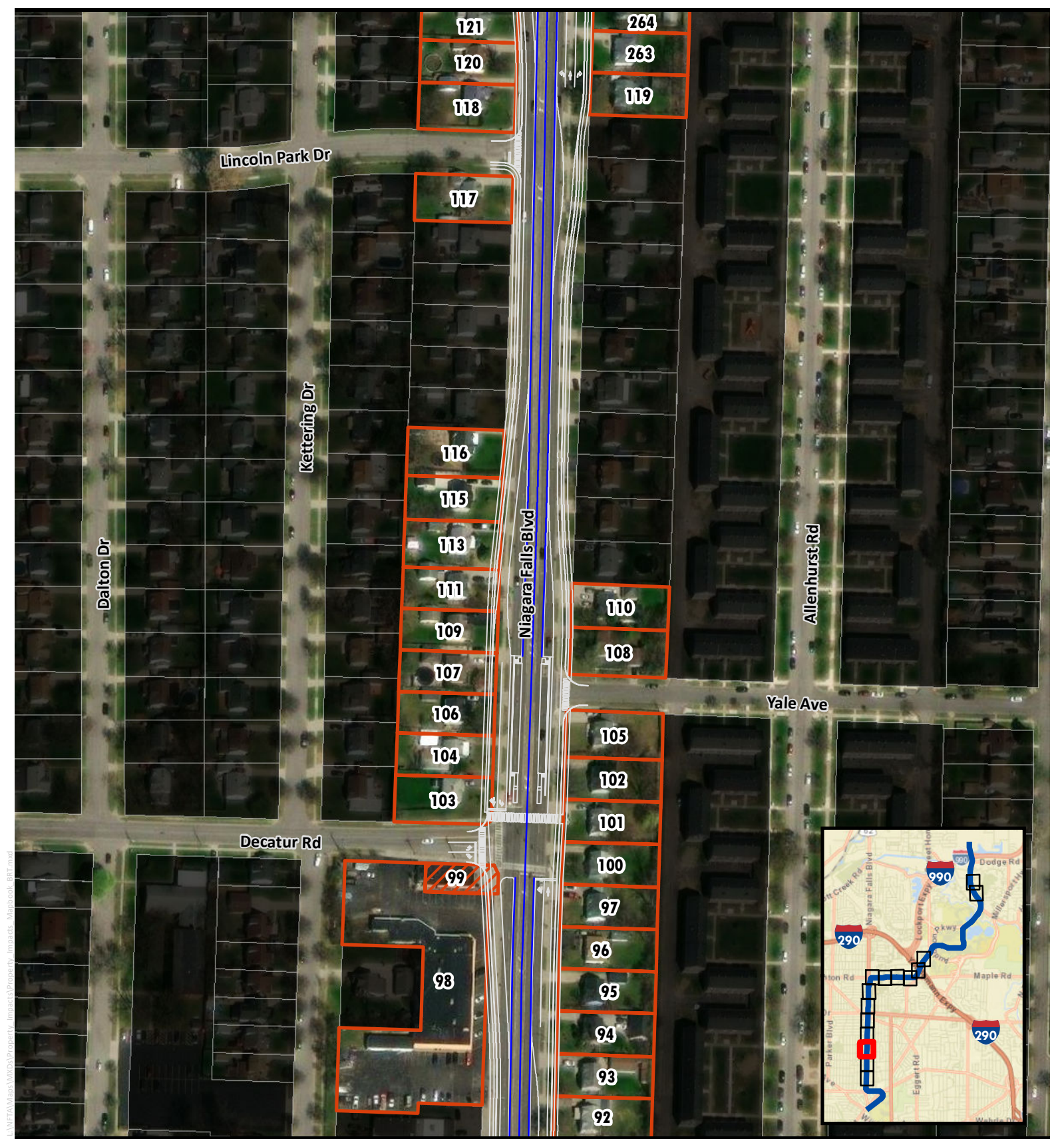
Sources: Erie County 2023;  
U.S. Census Bureau 2021



- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**BRT Alternative Potential Impacts:  
Map 2 of 15**

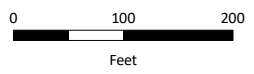




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Sources: Erie County 2023;  
U.S. Census Bureau 2021



- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**BRT Alternative Potential Impacts:  
Map 3 of 15**





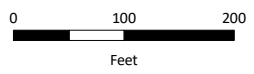
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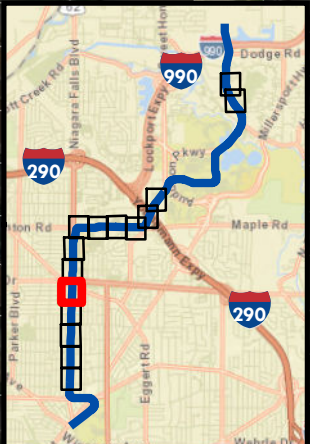
- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**BRT Alternative Potential Impacts:**  
**Map 4 of 15**

Sources: Erie County 2023;  
U.S. Census Bureau 2021



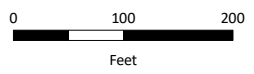




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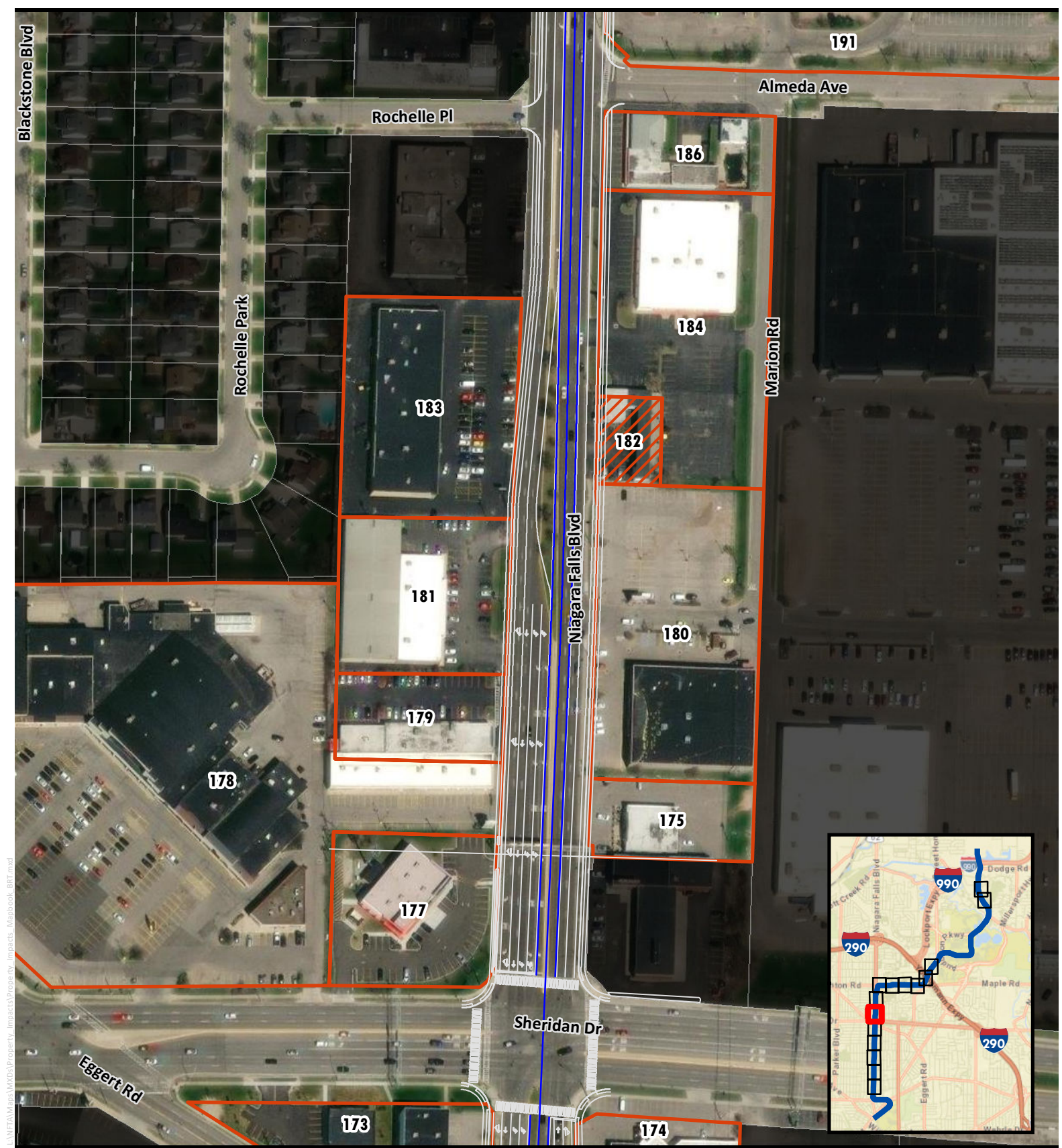
Sources: Erie County 2023;  
U.S. Census Bureau 2021



- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**BRT Alternative Potential Impacts:  
Map 5 of 15**

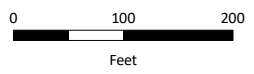




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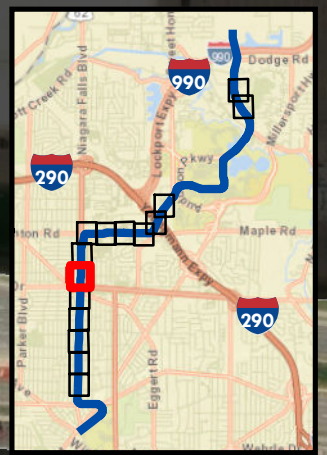


Sources: Erie County 2023;  
U.S. Census Bureau 2021



- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**BRT Alternative Potential Impacts:  
Map 6 of 15**



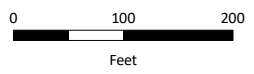




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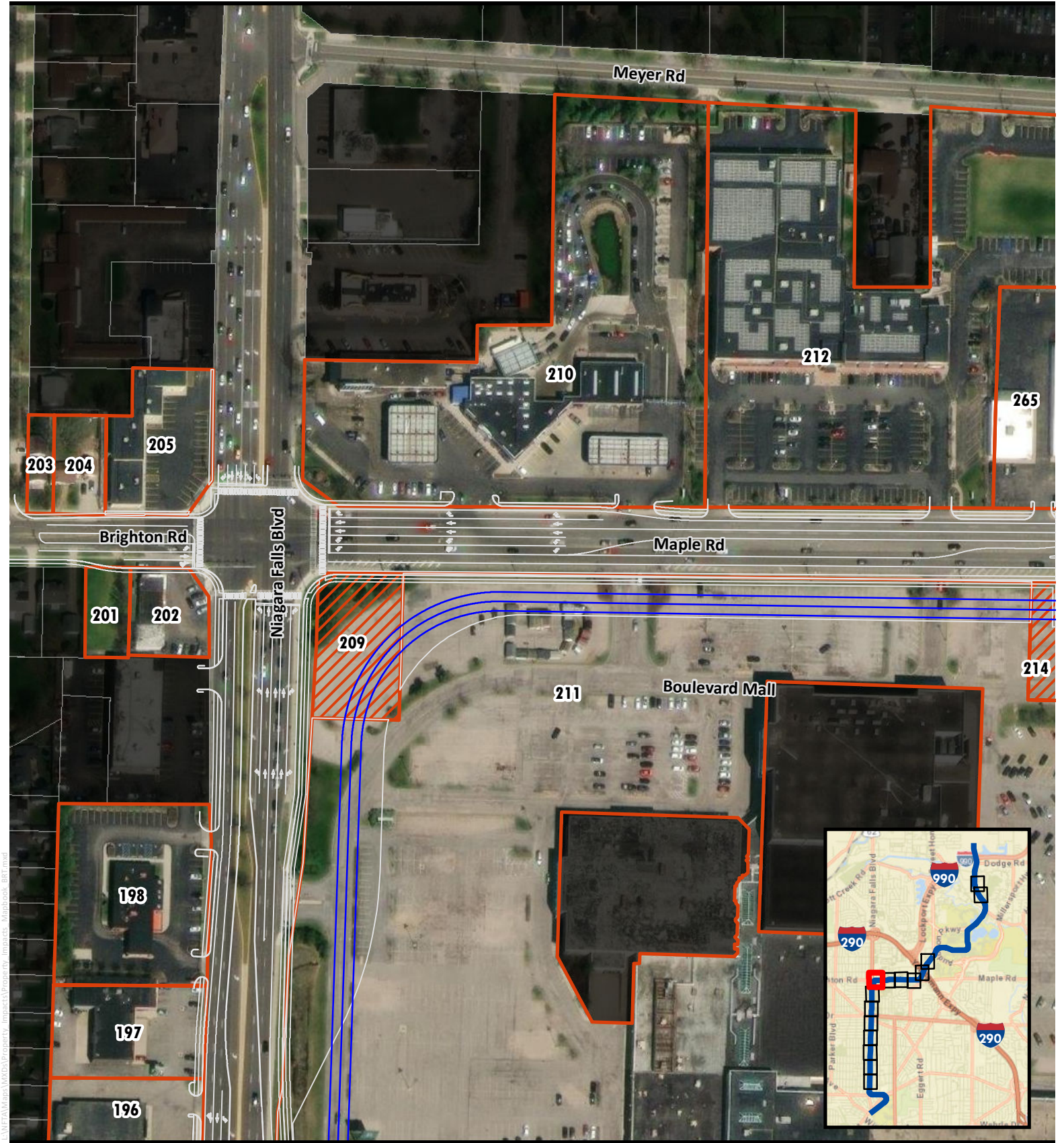
Sources: Erie County 2023;  
U.S. Census Bureau 2021



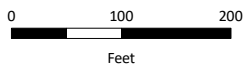
- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**BRT Alternative Potential Impacts:  
Map 7 of 15**



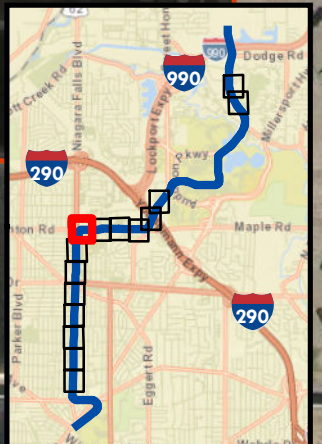


Sources: Erie County 2023;  
U.S. Census Bureau 2021

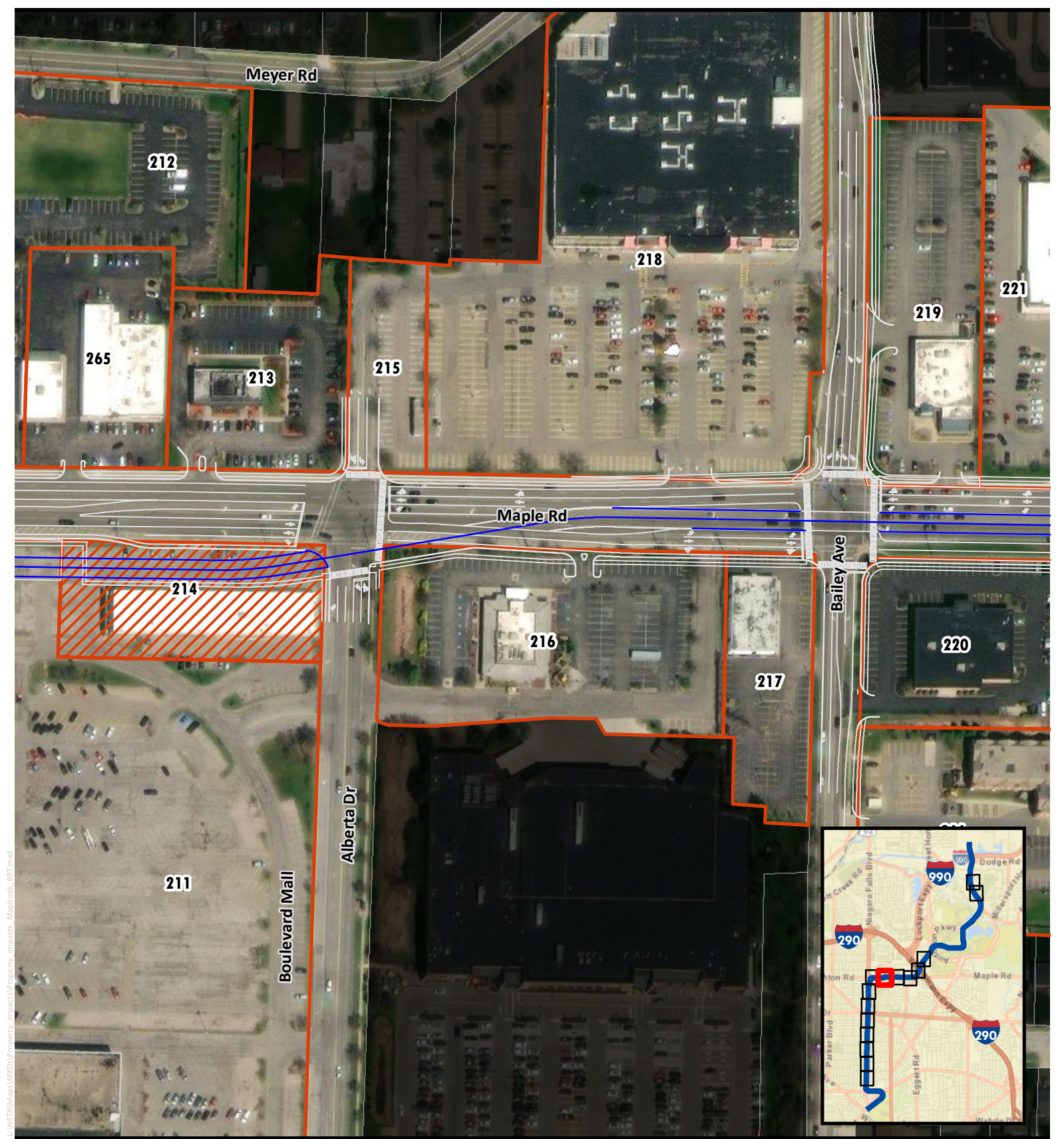


- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

### BRT Alternative Potential Impacts: Map 8 of 15



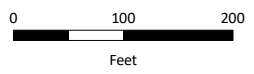




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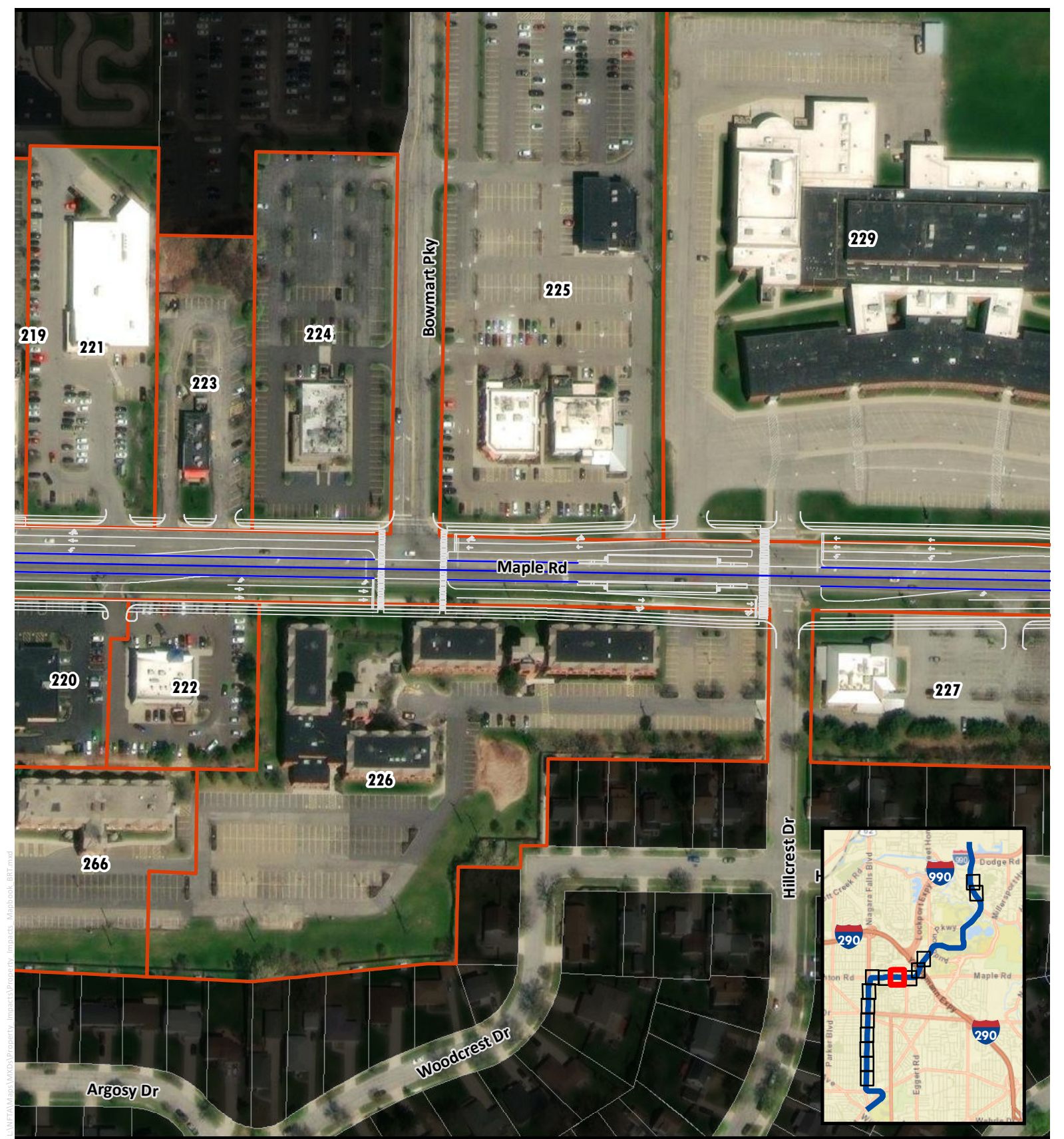
Sources: Erie County 2023;  
U.S. Census Bureau 2021



- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**BRT Alternative Potential Impacts:  
Map 9 of 15**

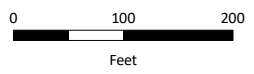




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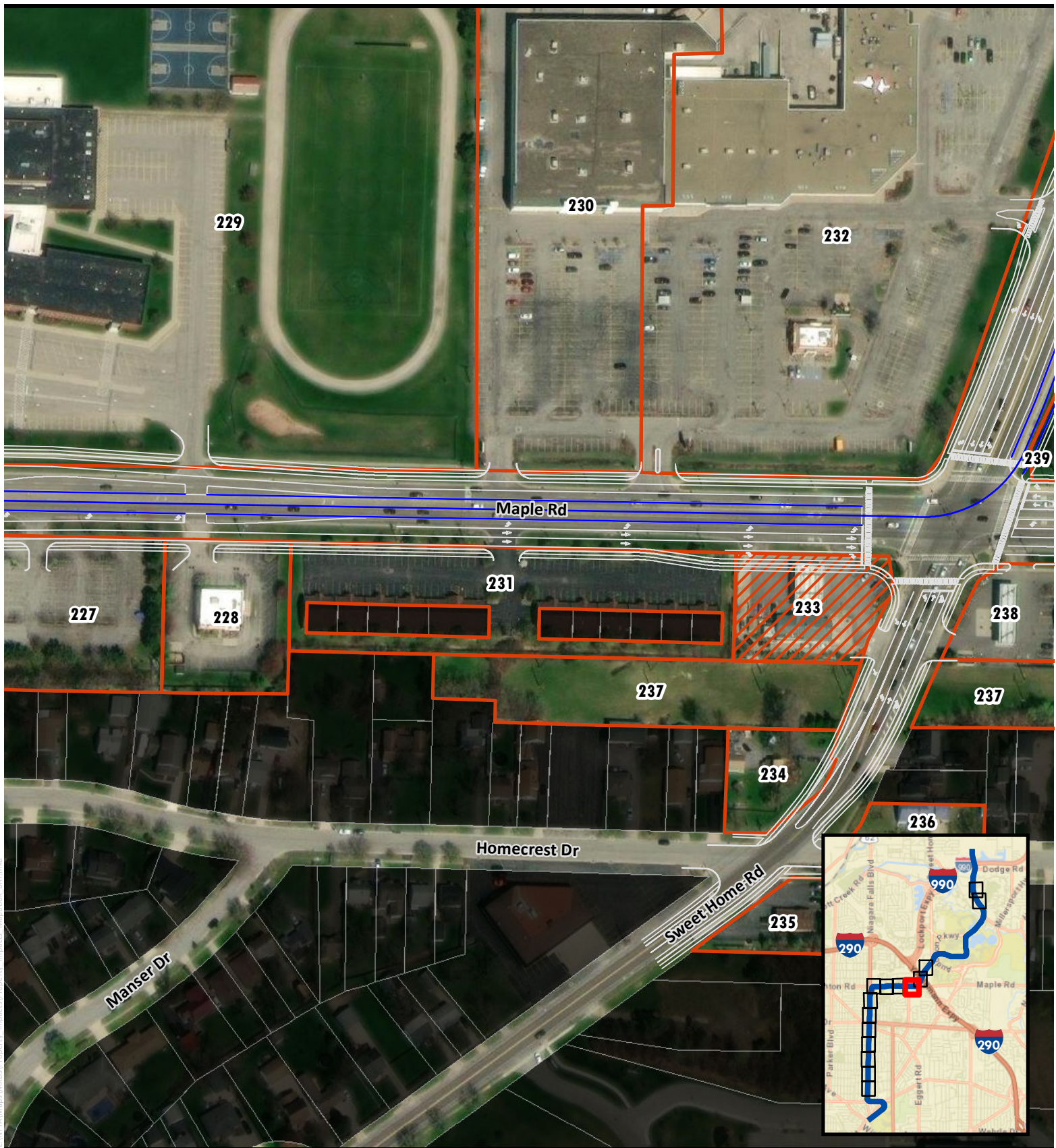
Sources: Erie County 2023;  
U.S. Census Bureau 2021



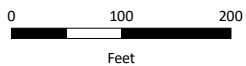
- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**BRT Alternative Potential Impacts:**  
**Map 10 of 15**





Sources: Erie County 2023;  
U.S. Census Bureau 2021

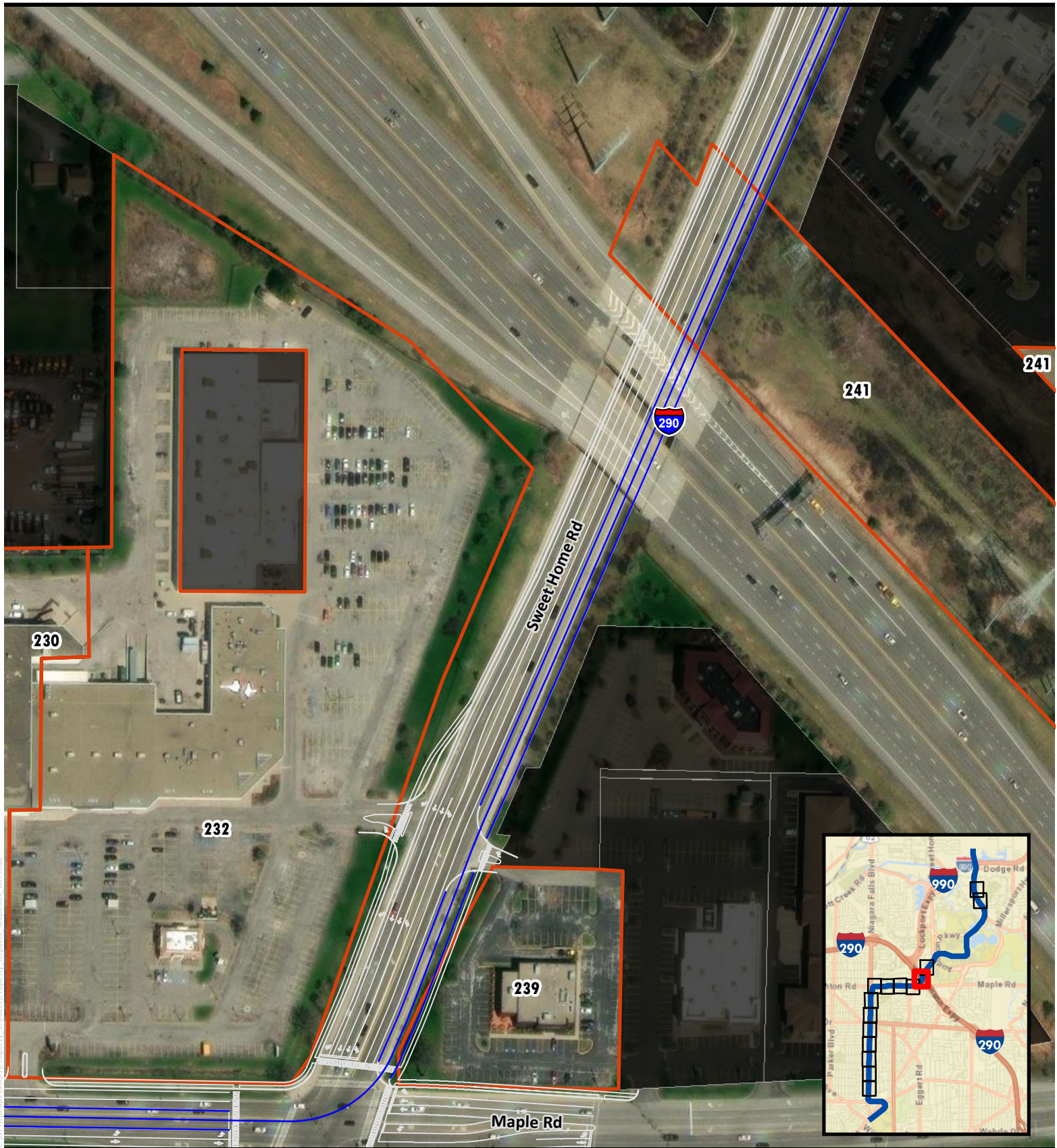


- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Full Acquisition
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**BRT Alternative Potential Impacts:**  
**Map 11 of 15**

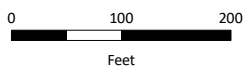
Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion





- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

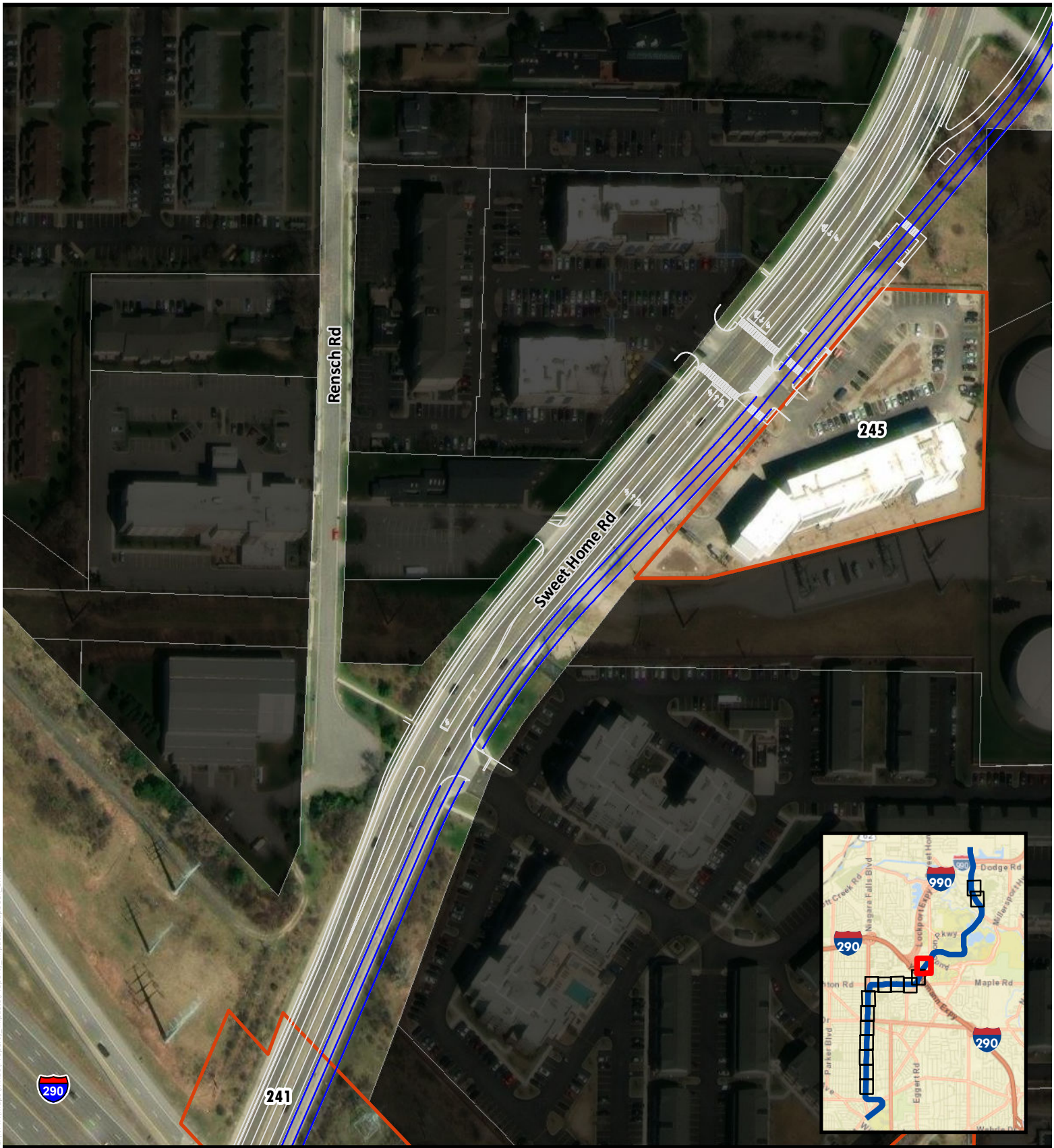
Sources: Erie County 2023;  
U.S. Census Bureau 2021



**BRT Alternative Potential Impacts:  
Map 12 of 15**

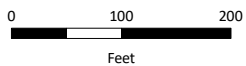
Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion





- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

Sources: Erie County 2023;  
U.S. Census Bureau 2021



**BRT Alternative Potential Impacts:**  
**Map 13 of 15**

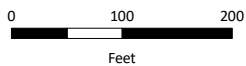
Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion



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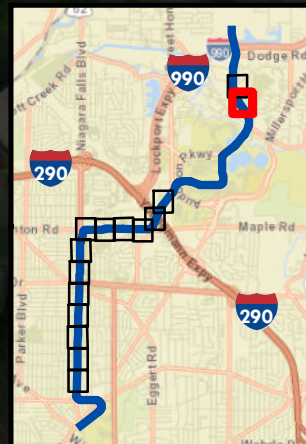


Sources: Erie County 2023;  
U.S. Census Bureau 2021



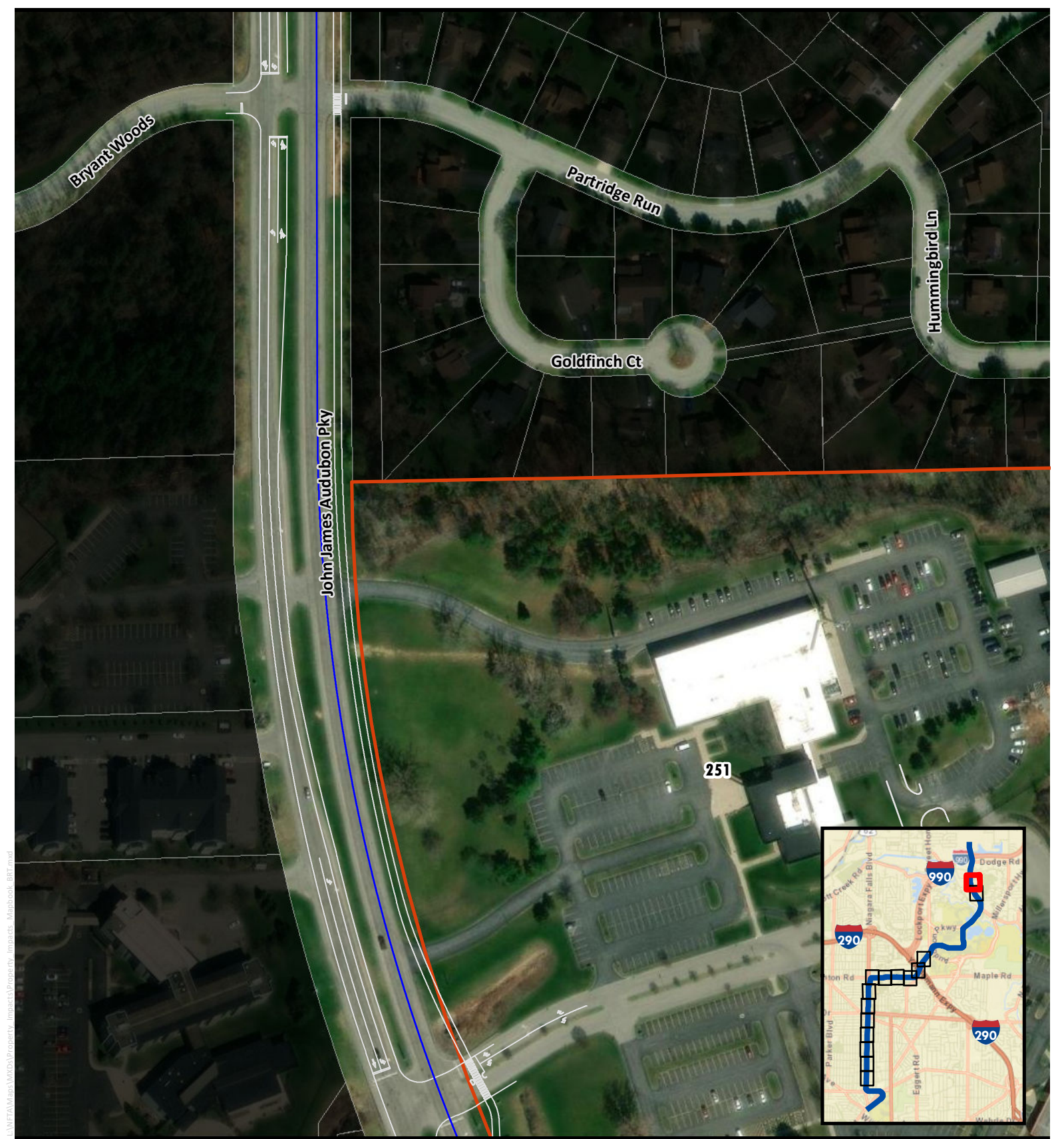
- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

**BRT Alternative Potential Impacts:**  
**Map 14 of 15**



Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion



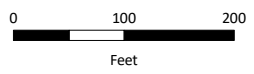


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- Busway Alignment
- Alignment Feature, Above Grade
- 100** Parcel ID Number
- Parcel Boundary, Partial Acquisition or Permanent Easement
- Parcel Boundary, Undisturbed

Sources: Erie County 2023;  
U.S. Census Bureau 2021



**BRT Alternative Potential Impacts:**  
**Map 15 of 15**

Buffalo-Amherst-Tonawanda  
Corridor Transit Expansion