INTRODUCTION

The State Environmental Quality Review Act (SEQRA) process has recently been initiated for a proposed action: Phase 1 of the proposed School of Medicine and Biomedical Sciences (SMBS), located on the new Downtown Campus of the University at Buffalo, State University of New York (SUNY). The University at Buffalo (UB), as part of their larger UB 2020 initiative, is proposing to construct new facilities for the SMBS at the expanding Buffalo Niagara Medical Campus (BNMC) as part of its new downtown campus. The medical school now resides on UB’s South Campus. In order to facilitate this move, UB is proposing to construct two new buildings (Phase 1 and 2 of the SMBS, see below) to house the SMBS on the BNMC, where the Buffalo General Medical Center, Gates Vascular Institute, Roswell Park Cancer Institute, Hauptman-Woodward Medical Research Institute, and other medical facilities are all currently located. The BNMC is located in downtown Buffalo, in the area generally circumscribed by Goodrich, Michigan, Virginia, and Ellicott Streets.

Phase 1 of the SMBS is proposed to be a 520,000 gross square-foot (GSF) building at the southeast corner of Main and High Streets. UB is currently in the process of negotiating to purchase and/or use the parcels involved from the current owners (HSBC Bank, Evergreen Real Estate, NFTA, and Roosevelt Housing Associates). Construction of Phase 1 will occur between September 2013 and August 2016. This building will integrate the existing Niagara Frontier Transportation Authority (NFTA) Metro Rail station at Main and Allen Streets to serve as a gateway to the BNMC and offer connections to the community and other University assets. A new pedestrian access station to the rail station access will be integrated into the proposed building. The proposed Phase 1 building will also include medical, laboratory, and educational facilities, and may include commercial retail and/or food service (accessible to the public) on the street level of the proposed building. The existing First Niagara Bank branch located at the Southeast corner of Main and High Streets and the existing NFTA Rail Allen St/Medical Campus Station along with associated surface parking will be demolished to accommodate this project.

Phase 2 of the SMBS is proposed to be an additional 305,000 GSF building (connected to Phase 1) at the southeast corner of High and Ellicott Streets to be designed between 2019 and 2021 and completed in 2023. Phase 1 is not structurally or programmatically dependent on the construction of Phase 2. Only Phase 1 is being
proposed at this time. Phase 2 is not considered to be part of the proposed project at this time (a separate SEQRA evaluation will be conducted for Phase 2 prior to construction of Phase 2).

A SEQRA review was previously conducted for the UB Comprehensive Physical Plan, which included the UB Downtown Campus (including the BNMC and proposed SMBS site) and included preparation of a Draft Generic Environmental Impact Statement (DGEIS) and Final Generic Environmental Impact Statement (FGEIS). The SEQRA evaluation for the SMBS will draw upon the information presented in the previous DGEIS and FGEIS for the UB Comprehensive Physical Plan. Locating the SMBS within the Downtown Campus will also draw from and contribute to the synergy of other efforts proposed in this area (not part of this project), such as the extension of Allen Street into the heart of the BNMC, and the anticipated relocation of the Women and Children’s Hospital to the BNMC on the Northeast corner of Main and High Streets.

PURPOSE OF THE FINAL SCOPING DOCUMENT IN SEQRA

The basic purpose of SEQRA is to incorporate the consideration of environmental factors into the existing planning, review and decision-making processes of State, regional, and local government agencies at the earliest possible time. To accomplish this goal, SEQRA requires a determination of whether a proposed action may have a significant impact on the environment, and if it is determined that the action may have a significant adverse impact, prepare or request an Environmental Impact Statement (EIS). It was the intention of the Legislature that the protection and enhancement of the environment, human and community resources should be given appropriate weight with social and economic considerations, and that those factors be considered together in reaching decisions on proposed actions. It is not the intention of SEQRA that environmental factors be the sole consideration in decision-making.

Public scoping represents an initial step in the review of potential environmental impacts under SEQRA for the proposed SMBS. The primary goals of scoping are to focus an EIS on potentially significant impacts and to eliminate consideration of those impacts that are irrelevant or non-significant. A draft scoping document was released for public and agency review and comment on October 9, 2012. The purpose of the draft scoping document is to provide an opportunity for involved agencies, interested agencies, and the public to review and comment on the identification of significant environmental conditions and resources, which may be affected by the proposed action, and the extent and quality of information necessary to address those issues during the SEQRA process. In addition, a public scoping meeting was held on October 22, 2012 at St. John Baptist Church, 184 Goodell Street in Buffalo and two scoping meetings were held relating specifically to the Traffic Assessment for the project (see below). This final scoping document incorporates all comments or input received during the comment period and at any of the various scoping meetings.

No written comments on the draft scoping document were received. The sign-in sheet at the public scoping meeting on October 22, 2012 indicated attendance by one person (other than representatives of the Lead Agency and their consultants). No individuals or organizations provided oral comments. A transcript of the public hearing is available in .pdf format on the following website maintained by the Lead Agency: http://www.sucf.suny.edu/project/environ.cfm.

Two scoping meetings were held specifically regarding the scope of the Traffic Assessment Report for the project. The first was a conference call held on November 9, 2012 with representatives from:

- New York State Department of Transportation
- State University Construction Fund
- University at Buffalo
- Buffalo Niagara Medical Campus
The second was held at the NYSDOT Offices on December 4, 2012 with representatives from:

- New York State Department of Transportation
- City of Buffalo
- State University Construction Fund
- University at Buffalo
- Fisher Associates

These two meetings provided an opportunity for these agencies to comment on the original Traffic Assessment Scope Outline dated September 10, 2012, which was appended to the draft scoping document. Based on input from these two meetings, a revised Traffic Assessment Scope Outline (dated December 11, 2012) was prepared. The revised Traffic Assessment Scope Outline details the scope of work for the project’s Traffic Assessment Report, which will be incorporated into and attached as an appendix to the DEIS. This revised Traffic Assessment Scope Outline is appended to this final scoping document.

Pursuant to New York State Environmental Conservation Law Article 8, SEQRA; and Part 617 of Chapter 6 of the New York Code of Rules and Regulations (NYCRR), and the adoption of a positive declaration by the Lead Agency, the State University Construction Fund (SUCF) intends to prepare a DEIS for Phase 1 of the proposed University at Buffalo SMBS. In accordance with SEQRA, the DEIS will address specific adverse environmental impacts which can reasonably be anticipated. This scoping document identifies the significant environmental conditions and resources that may be affected by the Project, and defines the extent and quality of information necessary to address those issues.

The DEIS will include all elements required by 6 NYCRR 617.9, including:

i. **DEIS Cover Sheet.** All draft and final EISs must be preceded by a cover sheet stating whether it is a draft or final EIS; the name or descriptive title of the action; the location (county and town, village or city) and street address, if applicable, of the action; the name and address of the Lead Agency and the name and telephone number of a person at the agency who can provide further information; the names of individuals or organizations that prepared the statement; the date of its acceptance by the lead agency; and in the case of a draft EIS, the date by which comments must be submitted.

ii. **DEIS Table of Contents.** The table of contents will include listings of DEIS sections, tables, figures, maps, appendices, attachments and any items that may be submitted under separate cover (and identified as such).

In addition, the DEIS shall include the following sections:

**1.0 EXECUTIVE SUMMARY**

The executive summary will include a brief description of the proposed action and a listing of potential environmental impacts and proposed mitigation measures. A summary will also be provided of the approvals and permits required, and the alternatives to the proposed action that are evaluated within the DEIS.

**2.0 DESCRIPTION OF THE PROPOSED ACTION**
As described in more detail in the following sections, this chapter of the DEIS will include a comprehensive description of the site and will provide a detailed discussion of the proposed development.

2.1 Site Description

This section of the DEIS will characterize the size, geographic boundaries, and physiographic characteristics of the Project site. The relationship of the proposed Project to residential areas, schools, parklands, historic properties, wetland areas, streams courses, or any other recognized or protected natural or man-made features will be described. The dominant land use within and adjacent to the Project site will also be discussed.

More detailed descriptions of these resources and any potential impacts to them will be analyzed in detail in dedicated sections of Chapter 3.

2.2 Detailed Description of the Proposed Action

The purpose, size, and layout of the proposed Project will be described in this section of the DEIS. Maps, graphics, and/or plans will be provided showing the proposed location of the components of the SMBS facility including the building, site access, parking areas, and lawns/landscaping.

Changes to existing facilities (such as demolition of existing buildings, widening of existing or addition of new service roads, and modifications to drainage patterns) will also be described.

2.3 Project Purpose, Need and Benefits

A statement describing the purpose and need for the Project will be provided, along with background and history of the Project. This section will also include a brief overview of the environmental, social and/or economic benefits that are anticipated to result from the Project. This will include an estimate of employment opportunities (both temporary construction jobs and permanent staff jobs) that are anticipated to result from the Project.

2.4 Project Construction

The section of the DEIS will describe construction of the proposed Project, including construction schedule/duration, construction staging and parking, anticipated construction employment, construction sequencing, and routing of construction traffic along local roads. The construction schedule will be compliant with the State Pollutant Discharge Elimination System (SPDES) General Permit.

2.5 Reviews, Approvals and Other Compliance Determinations

Governmental agencies having approval over the Project will be listed in this section, with explanation of the nature of their jurisdiction and the specific approvals required from each listed entity.

3.0 EXISTING CONDITIONS, POTENTIAL IMPACTS, AND MITIGATION MEASURES

With respect to each issue (or set of issues) described below in the various resource sections, the corresponding section of the DEIS will identify in sequence: the existing environmental conditions; the potential impacts of the proposed Project; and anticipated measures to avoid, minimize, and/or mitigate those impacts, as appropriate. The impacts and mitigation measures presented in these sections will include those related to the proposed SMBS facility’s operation as well as its construction.
Where one of these sections identifies multiple related issues (e.g., Section 3.1; Geology, Soils, and Topography), the section will first describe the existing conditions regarding all of these multiple related issues before then describing the related potential impacts. The discussion of impacts related to the multiple issues included within the section will then be followed by a review and discussion of related mitigation measures.

The text of these sections will be supplemented with maps, graphics, agency correspondence, agency data/analyses, Geographic Information System (GIS) data, and completed support studies as necessary to convey the required information.

### 3.1 Geology, Soils, and Topography

This section will evaluate and describe topography, surface and subsurface soils, and bedrock conditions within the Project site. Potential impacts to soils could result from demolition of existing facilities, excavation and grading for construction of the new building, site restoration, and landscaping. Topographical concerns include changes in slope during or after Project implementation that could alter drainage patterns and potentially increase runoff. This section will also describe mitigation measures that will be used to avoid, minimize, or mitigate impacts to geology, soils, and topography, including an approved erosion and sediment control plan.

Descriptions of existing conditions will be based upon published data (e.g., the Soil Survey of Erie County, electronic data from the Natural Resources Conservation Service, topographic mapping from the U.S. Geological Service, and maps and files from the New York State Museum). In addition, site specific support studies will be prepared as follows:

- **Geotechnical Analysis:** A geotechnical investigation will be conducted for the proposed Project. The study will include subsurface exploration using test borings, geotechnical evaluation of subsurface conditions, and laboratory analyses of samples recovered from the borings. The borings will be conducted at various locations throughout the Project site. A report summarizing the results will be included as an Appendix to the DEIS.

### 3.2 Water Resources

This section of the DEIS will describe water resources at the Project site, including surface waters, groundwater, floodplains and floodways, and stormwater. Existing conditions, potential impacts and mitigation measures will be presented for each topic area. Concerns include potential water usage in excess of 20,000 gallons per day.

**Surface Waters**

The section will describe surface waters (i.e., wetlands, streams, rivers, lakes, and ponds) within and adjacent to the Project site (if any), including their respective state and federal classifications. If relevant and applicable, the DEIS will identify the need for any Article 24 Freshwater Wetlands permits and/or Article 15 Stream Disturbance Permits, or approvals required under Sections 401 and 404 of the Clean Water Act. Any Project-related impacts to surface water resources will be described, along with proposed measures to avoid, minimize and/or mitigate such impacts.

**Groundwater**

This section will describe existing groundwater resources (based primarily on the results of the Geotechnical Analysis) and evaluate potential impacts to groundwater resources that may be caused by Project implementation, and will identify and characterize proposed means of avoiding or mitigating such impacts.

**Floodplains and Floodways**
This section will identify any FEMA-regulated floodplain or floodway areas (as well as any local data), and provide an assessment of potential Project-related impacts to floodplains or floodways (if any). The section will also identify and describe mitigation activities in relation to such impacts.

**Stormwater**

The DEIS will describe any construction related impacts to drainage, stormwater runoff, and consequent effects upon water quality in the vicinity of the construction site. This section will be informed by the site specific Preliminary Storm Water Pollution Prevention Plan (SWPPP), to be developed and approved prior to construction, which will include the following:

- **Preliminary SWPPP:** This document will describe measures for controlling runoff and pollutants from the Project site during and after construction activities. Typical components of SWPPPs include measures that reduce or eliminate erosion and sedimentation, control volume and peak rate of stormwater runoff, and maintain stormwater controls during and after completion of construction. A Preliminary SWPPP will be included as an Appendix to the DEIS.

### 3.3 Climate, Air Quality, and Odor

This section will describe the existing air quality status in the vicinity of the Project site based on publicly available data, and discuss the potential impacts that could occur during Project construction or operation. Mitigation measures designed to minimize these impacts will be described in this section of the DEIS. Concerns are primarily related to emissions from construction vehicles and dust generated during earth-moving activities.

### 3.4 Biological, Terrestrial, and Aquatic Ecology

The section will describe the dominant plant species, ecological communities, wildlife species, and available habitat within the Project site. In addition, any known occurrences of state- or federally-listed plant or animal species (or available habitat for such species) will be identified. The extent to which the proposed Project would affect these resources will then be evaluated. Proposed measures to avoid, minimize, or mitigate for any impacts to ecological resources will also be included.

Agency correspondence related to state- or federally-listed plant or animal species will be included in an Appendix to the DEIS.

### 3.5 Documented Environmental Conditions

This section will describe recognized environmental conditions at the Project site, with respect to the range of contaminants within the scope of Comprehensive Environmental Response, Compensation and Liability Act (42 U.S.C. §9601) and petroleum products. Potential impacts associated with the Project within or in the vicinity of such recognized environmental conditions will be identified, and mitigation measures recommended as appropriate. The analysis in this section of the DEIS will be based on a site specific study, which will include the following:

- **Phase I Environmental Site Assessment:** A Phase I Environmental Site Assessment will be conducted for the Project site in accordance with the American Society for Testing and Materials Standard E 1527-05. The assessment will include a field inspection, interviews with persons knowledgeable about the Project site, agency correspondence, searches of state/federal databases of reported spills, and review of historical maps, photographs, and real estate documentation. The Phase I Environmental Site Assessment report will be included as an Appendix to the DEIS.
3.6 **Aesthetic/Visual Resources**

This section will describe the existing visual character in the vicinity of the Project site, evaluate visual impacts associated with construction and operation of the proposed SMBS facility, and recommend measures to avoid, minimize, or mitigate any adverse impacts to aesthetic resources. Descriptions of existing conditions will be based upon a site specific support study, which will include the following:

- **Visual Assessment:** A visual assessment will be conducted that will include identification of visually sensitive sites and/or critical views within 0.5 mile of the proposed SMBS facility. Photographs will be taken to document existing conditions. In addition, computer-generated visual simulations will be prepared to depict the appearance of the completed Project and assist in the evaluation of visual impacts. The Visual Assessment report will be included as an Appendix to the DEIS.

3.7 **Historic, Cultural, and Archaeological Resources**

The section will identify sites, structures, and districts with significant historic and archaeological value within a 0.5-mile radius of the Project site, evaluate potential adverse impacts on historic and archaeological resources, and recommend measures to avoid, minimize, or mitigate any adverse impacts to cultural resources. The analysis contained in the DEIS will be based on site specific support studies, which will include the following:

- **Site Specific Archeological Sensitivity Assessment:** A Phase 1A Cultural Resources Survey was previously prepared for the UB Comprehensive Physical Plan (including the Project site), which was included in the DGEIS and revised for inclusion in the FGEIS for the UB Comprehensive Physical. The previously prepare Phase 1A and DGEIS/FGEIS provide an archeological sensitivity assessment for the Downtown Campus area, which includes a map that differentiates areas with high, medium and low potential to include undisturbed archeological sites. Based on this previous assessment, the Project site includes areas of both medium and low potential for archeological sites to be present. A site-specific archaeological sensitivity assessment will be prepared based on the protocol outlined in the DGEIS to determine whether specific development sites require further (Phase 1B) Archaeological Resources Investigation. A Site Specific Archeological Sensitivity Assessment report for the Project site will be included as an Appendix to the DEIS.

- **Historic Resources Assessment:** Building upon the information presented in the Phase 1A Cultural Resources Survey for the UB Comprehensive Physical Plan (as described above), a site-specific Historic Resources Assessment will be prepared. The assessment will include evaluation of the Project’s potential impact on adjacent and nearby historic properties (within 0.5-mile), as well as more general considerations of the Project’s potential effect on the architectural and visual character of the adjacent neighborhood(s). This will include properties listed and/or previously determined eligible for listing on the National Register of Historic Places (NRHP), as well as properties that have been designated Landmarks and/or Preservation Districts by the City of Buffalo Historic Preservation Board. A Historic Resources Assessment report will be included as an Appendix to the DEIS.

3.8 **Open Space and Recreation**

The section will document the current use of the Project site in terms of open space and recreation, and describe the anticipated effects upon such use in the area.
3.9 Traffic and Transportation

This section of the DEIS will document existing pedestrian and vehicular use of the Project site and vicinity, describe the anticipated effects of the proposed Project on transportation-related use and infrastructure, and recommend measures to avoid, minimize, or mitigate any adverse impacts. The discussion will be largely based on a site specific traffic assessment, which will include the following:

- Traffic Assessment: A traffic study will be conducted for the vicinity of the Project site. Components of the study will include analysis of baseline conditions and projected growth of traffic volume for both the proposed Project and for a null condition (i.e., projected growth in traffic volume without the proposed SMBS). The study area for the analysis will include intersections inside the area circumscribed by Best Street, Main Street, Tupper Street, and Michigan Avenue. Additionally, the study will include a review of the parking needs for the proposed Project. A report summarizing the results and findings of the Traffic Assessment will be included as an Appendix to the DEIS.

A more detailed proposed outline/scope for the Traffic Assessment is included as Attachment 1 to this Final Scoping Document.

3.10 Noise

This section will generally describe existing conditions at the Project site (based on publicly available data) relative to noise, evaluate associated Project impacts, and discuss measures to avoid, minimize, or mitigate any such impacts.

3.11 Public Health and Safety

This section will generally describe existing conditions at the Project site relative to public health and safety, evaluate associated Project impacts, and discuss mitigation measures to minimize any such impacts. Specific concerns include pedestrian safety during construction, which is anticipated to last approximately 3 years.

3.12 Land Use and Community Character

This section will describe the existing character of the Project site and adjacent community and review relevant planning documents that have been previously prepared and adopted for the project vicinity. It is anticipated that these will include the Buffalo Niagara Medical Campus Master Plan (2010), The UB Comprehensive Physical Plan, Queen City in the 21st Century (Buffalo’s Comprehensive Plan), Queen City Hub: A Regional Action Plan for Downtown Buffalo, and the Fruit Belt Neighborhood Strategy and Allentown Neighborhood Strategy Plans. In addition, this section will evaluate potential impacts regarding the proposed Project’s compatibility with surrounding land uses and (relevant) previously approved plans, and discuss measures to avoid, minimize, or mitigate any Project-related impacts.

3.13 Community Facilities and Services

The DEIS will describe existing community services, including local police, fire and, emergency service departments. Information will be based on publicly available data, personal communications with service providers, and/or review and confirmation of pertinent literature. The DEIS will identify how the proposed Project may impact these services, and mitigation measures will be identified, as needed.

4.0 UNAVOIDABLE ADVERSE IMPACTS
This section of the DEIS will identify impacts that are likely to occur despite mitigation measures, and will compare these unavoidable impacts to Project-related benefits. This section will also identify general avoidance and mitigation measures (e.g., adherence to applicable regulatory requirements), and specific mitigation measures (e.g., development of a SWPPP).

5.0 ALTERNATIVES ANALYSIS

The DEIS will include a description and evaluation of the range of reasonable alternatives to the proposed action. Alternatives to be considered will include the “no action” alternative as well as alternatives that would rely upon alternate Project location, alternate Project layout, or alternate Project scale/extent to either reduce or eliminate potential impacts.

6.0 IRREVERSIBLE AND IRRERTRIEVABLE COMMITMENT OF RESOURCES

This section of the DEIS will identify those natural and man-made resources consumed, converted, or otherwise made unavailable for future use as a consequence of the proposed Project.

7.0 CUMULATIVE IMPACTS

The DEIS will evaluate the potential cumulative impact of the proposed Project, along with other campus construction projects developed or proposed in the area.

8.0 GROWTH INDUCING ASPECTS

This section of the DEIS will describe potential growth-inducing aspects the proposed SMBS facility may have with respect to additional development in the vicinity of the Project site.

9.0 EFFECTS ON THE USE AND CONSERVATION OF ENERGY RESOURCES

This section of the DEIS will describe the effect of the proposed Project on the use and conservation of energy.

10.0 REFERENCES

This section of the DEIS will list any sources of information cited directly within the narrative text.

APPENDICES TO ACCOMPANY DEIS

At a minimum, and as described in more detail in the previous sections, the following materials will be included to supplement the information presented within the narrative:

- Relevant maps and figures
- Project plans, specifications, and/or construction information
- Geotechnical Analysis
- Preliminary Stormwater Pollution Prevention Plan (SWPPP)
- Relevant agency correspondence
- Phase I Environmental Site Assessment
- Visual Assessment
- Archaeological Sensitivity Assessment
- Historic Resources Assessment
Traffic Assessment

Two scoping meetings have been conducted to assist with developing the Traffic Assessment Scope of work for Phase I of the University at Buffalo School of Medicine & Biomedical Sciences project.

The first scoping meeting was a conference call held on November 9, 2012 with representatives from the:

- New York State Department of Transportation
- State University Construction Fund
- University at Buffalo
- Buffalo Niagara Medical Campus
- Greater Buffalo Niagara Regional Transportation Council
- Niagara Frontier Transportation Authority
- Fisher Associates

A second scoping meeting was held on December 4, 2012 at NYSDOT offices with representatives from:

- New York State Department of Transportation
- City of Buffalo
- State University Construction Fund
- University at Buffalo
- Fisher Associates

These meetings provided an opportunity for comment and input on the original Traffic Assessment Scope Outline dated September 10, 2012.

Based on provided input a revised Traffic Assessment Scope Outline follows. This Traffic Assessment Scope Outline will form the basis of the detailed scope of work for the traffic assessment to be included in the Draft Environmental Impact Statement (DEIS) for Phase I of the University at Buffalo School of Medicine & Biomedical Sciences.

**Traffic Assessment Scope Outline**

The traffic assessment will be conducted to commonly accepted standards and practices for insertion into the project’s DEIS by others. The assessment’s focus is vehicular impacts and potential mitigation, if any.
University at Buffalo School of Medicine & Biomedical Sciences  
Phase I – Traffic Assessment Scope Outline  
December 11, 2012  
Page 2

I. The overall study area is generally defined by:

- Tupper Street to the South
- Best Street to the North
- Main Street to the West
- Michigan Avenue to the East

Specific study intersections are identified on Figure 1. These study intersections were identified through field investigations, preliminary trip generation and distribution considerations as well as based on provided input from the scoping meetings.

II. From discussions with the State University Construction Fund and University at Buffalo, Phase I of the University at Buffalo School of Medicine & Biomedical Sciences building will be operational by 2016; therefore, this is will be the Future Build year for the traffic assessment.

III. Only impacts on the 2016 Null Condition from Phase I of the University at Buffalo School of Medicine & Biomedical Sciences will be evaluated in this traffic assessment.

IV. It was confirmed that existing morning and evening intersection traffic volume data is available for all of the study intersections depicted in Figure 1, except North Street & Franklin Street, through the Greater Buffalo Niagara Regional Transportation Council. Intersection count data at North Street & Elmwood Avenue, North Street & Delaware Avenue and Oak Street & Genesee Street is 2010 or older.

It is assumed that intersection turning movement counts will be collected at these four intersections:

- North Street & Elmwood Avenue
- North Street & Delaware Avenue
- North Street & Franklin Street
- Oak Street & Genesee Street

V. This study will utilize existing roadway conditions (intersection geometry, signals, etc.) as a basis when conducting capacity analysis for Existing, Null and Future No-Build Conditions.
VI. 2016 Null Condition traffic volumes will be derived by applying a 1.0% growth rate to the Existing Conditions’ volumes and then adding the trips from the following approved developments:

- Children’s Hospital of Buffalo
- Medical Office Building

VII. Trip generation for University at Buffalo School of Medicine & Biomedical Sciences Phase I project will be based on peak hour parking data contained in the *UB School of Medicine & Biomedical Sciences Parking Study* dated October 2012. Trips for this project are summarized in Table 1.

### Table 1
#### Trip Generation

<table>
<thead>
<tr>
<th>Trip Type</th>
<th>Weekday AM</th>
<th></th>
<th>Weekday PM</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Enter</td>
<td>Exit</td>
<td>Total</td>
<td>Enter</td>
</tr>
<tr>
<td>Student</td>
<td>509</td>
<td>75</td>
<td>584</td>
<td>75</td>
</tr>
<tr>
<td>Faculty/Staff/Visitors</td>
<td>595</td>
<td>90</td>
<td>685</td>
<td>90</td>
</tr>
<tr>
<td><strong>Total Trip Generation</strong></td>
<td><strong>1104</strong></td>
<td><strong>165</strong></td>
<td><strong>1269</strong></td>
<td><strong>165</strong></td>
</tr>
</tbody>
</table>

The trip generation for this project is divided into two categories assuming each will have a unique travel pattern to and from the overall project area. Additionally, the Institute of Transportation Engineers Trip Generation Manual indicates an 85/15 split of entering and exit traffic is possible for research type facilities during commuter peak periods. Therefore, this enter/exit split was applied to the trip generation estimates to arrive at the overall entering and exiting trip distributions in Table 1.

VIII. Overall, trip distributions to and from the study area will be based on population distribution data provided by University at Buffalo for both Students and Faculty/Staff/Visitors. *Figure 2* and *Figure 3* present the overall entering/exiting trip distributions for the Students and Faculty, respectively. Specific distributions at each of the study intersections will be based on parking locations identified in *UB School of Medicine & Biomedical Sciences Parking Study* dated October 2012 as well as proximity of the project location to expressway access.
IX. Distributed new trips will be applied to the 2016 Null Conditions traffic volumes to derive 2016 Future Conditions traffic volumes.

X. Given the urban environment this project is located within and the confined network of study intersections, intersection capacity analyses will be conducted using SYNCHRO traffic software for Base 2013, 2016 Null and 2016 Future Conditions for one weekday morning and one weekday afternoon/evening study period.

XI. Analysis and findings will be summarized into a traffic assessment report for inclusion in the DEIS document(s).