

**Full Environmental Assessment Form
Part 1 - Project and Setting**

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the project sponsor to verify that the information contained in Part 1 is accurate and complete.

A. Project and Sponsor Information.

| | | |
|---|--|--------------------|
| Name of Action or Project: MICHAELS GROUP - EAST GENESEE APARTMENTS | | |
| Project Location (describe, and attach a general location map): NORTH SIDE OF EAST GENESEE STREET BETWEEN WALNUT AVENUE & PINE STREET | | |
| Brief Description of Proposed Action (include purpose or need): CONSTRUCTION OF A 283 UNIT RESIDENTIAL APARTMENT BUILDING ON 1.7 ACRES. BUILDING WILL INCLUDE MULTI-LEVEL PARKING WITH 283 SPACES WITHIN THE BUILDING WITH ACCESS ON ASHWORTH PLACE. THE UNITS WILL BE A MIX OF TOWNHOMES, 1,2,3,4 & 5 BEDROOMS WITH THE MAJORITY OF THE UNITS CONTAINING 2 BEDROOMS OR LESS. THERE WILL BE APPROXIMATLEY 8,000 SF OF AMMENITY SPACE FRONTING ON EAST GENESEE STREET ALONG WITH A PUBLIC PLAZA. THERE WILL ALSO BE AN INTERNAL COURTYARD AREA WITH A SPA THAT IS ON TOP OF THE GARAGE. | | |
| Name of Applicant/Sponsor: NORTHSIDE GENESEE ASSOCIATES, LLC | Telephone: 704-576-8444 | |
| | E-Mail: SHILLEBRAND@THEMICHAELSORG.COM | |
| Address: 3 E. STOW ROAD SUITE 260 | | |
| City/PO: MARLTON | State: NJ | Zip Code: 08053 |
| Project Contact (if not same as sponsor; give name and title/role): STEVE HILLEBRAND | Telephone: 704-576-8444 | |
| | E-Mail: SHILLEBRAND@THEMICHAELSORG.COM | |
| Address: 3 E. STOW ROAD, SUITE 260 | | |
| City/PO: MARLTON | State: NJ | Zip Code: 08053 |
| Property Owner (if not same as sponsor): NORTHSIDE GENESEE ASSOCIATES, LLC | Telephone: 704-576-8444 | |
| | E-Mail: | |
| Address: 3 E. STOW ROAD, SUITE 260 | | |
| City/PO: MARLTON | State: NJ | Zip Code: 08053 |

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

| Government Entity | If Yes: Identify Agency and Approval(s) Required | Application Date (Actual or projected) |
|---|--|---|
| a. City Council, Town Board, or Village Board of Trustees <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | |
| b. City, Town or Village Planning Board or Commission <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | SUBDIVISION SITE PLAN REVIEW, SPECIAL USE PERMIT | 11/21/18 |
| c. City Council, Town or Village Zoning Board of Appeals <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | WAIVERS FOR DENSITY, SETBACKS, ZONING BOARD | 12/1/18 |
| d. Other local agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | SIDA, CITY SEWER DEPT. & WATER | 11/7/18 |
| e. County agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | ONONDAGA STORMWATER MANAGEMENT | 12/1/18 |
| f. Regional agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | |
| g. State agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | NYSDEC - SWPPP | 4/1/18 |
| h. Federal agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | |
| i. Coastal Resources. | | |
| i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| iii. Is the project site within a Coastal Erosion Hazard Area? | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? Yes No

- If Yes, complete sections C, F and G.
- If No, proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? Yes No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? Yes No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) Yes No

If Yes, identify the plan(s):

_____ MANSION CORRIDOR DISTRICT

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? Yes No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. Yes No
 If Yes, what is the zoning classification(s) including any applicable overlay district?
RB & RC

b. Is the use permitted or allowed by a special or conditional use permit? Yes No

c. Is a zoning change requested as part of the proposed action? Yes No
 If Yes,
 i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? SYRACUSE CITY SCHOOL DISTRICT

b. What police or other public protection forces serve the project site?
CITY OF SYRACUSE

c. Which fire protection and emergency medical services serve the project site?
CITY OF SYRACUSE

d. What parks serve the project site?
N/A

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? RESIDENTIAL

b. a. Total acreage of the site of the proposed action? 1.60 acres
 b. Total acreage to be physically disturbed? 1.60 acres
 c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 1.60 acres

c. Is the proposed action an expansion of an existing project or use? Yes No
 i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? Yes No
 If Yes,
 i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
SUBDIVISION TO FORM SINGLE LOT
 ii. Is a cluster/conservation layout proposed? Yes No
 iii. Number of lots proposed? 1
 iv. Minimum and maximum proposed lot sizes? Minimum 1.6 Maximum 1.6

e. Will proposed action be constructed in multiple phases? Yes No
 i. If No, anticipated period of construction: 18 months
 ii. If Yes:
 • Total number of phases anticipated _____
 • Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
 • Anticipated completion date of final phase _____ month _____ year
 • Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? Yes No
 If Yes, show numbers of units proposed.

| | <u>One Family</u> | <u>Two Family</u> | <u>Three Family</u> | <u>Multiple Family (four or more)</u> |
|---------------|-------------------|-------------------|---------------------|---------------------------------------|
| Initial Phase | | | | +/- 283 |
| At completion | | | | |
| of all phases | | | | +/- 283 |

g. Does the proposed action include new non-residential construction (including expansions)? Yes No
 If Yes,
 i. Total number of structures _____
 ii. Dimensions (in feet) of largest proposed structure: _____ height; _____ width; and _____ length
 iii. Approximate extent of building space to be heated or cooled: _____ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? Yes No
 If Yes,
 i. Purpose of the impoundment: _____
 ii. If a water impoundment, the principal source of the water: Ground water Surface water streams Other specify: _____
 iii. If other than water, identify the type of impounded/contained liquids and their source. _____
 iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres
 v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length
 vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) Yes No
 If Yes:
 i. What is the purpose of the excavation or dredging? EXCAVATION FOR GARAGE LEVELS
 ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?
 • Volume (specify tons or cubic yards): 30,000
 • Over what duration of time? 3-4 WEEKS
 iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.
SAND/GRAVEL & GLACIAL TILL
 iv. Will there be onsite dewatering or processing of excavated materials? Yes No
 If yes, describe. DEWATERING AS REQUIRED
 v. What is the total area to be dredged or excavated? _____ 1.4 acres
 vi. What is the maximum area to be worked at any one time? _____ 1.4 acres
 vii. What would be the maximum depth of excavation or dredging? _____ 24 feet
 viii. Will the excavation require blasting? Yes No
 ix. Summarize site reclamation goals and plan:
LITTLE AREA AVAILABLE ON-SITE FOR RECLAMATION.

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? Yes No
 If Yes:
 i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will proposed action cause or result in disturbance to bottom sediments? Yes No
 If Yes, describe: _____

iv. Will proposed action cause or result in the destruction or removal of aquatic vegetation? Yes No
 If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

c. Will the proposed action use, or create a new demand for water? Yes No
 If Yes:

i. Total anticipated water usage/demand per day: _____ 56,000 gallons/day

ii. Will the proposed action obtain water from an existing public water supply? Yes No
 If Yes:

- Name of district or service area: CITY OF SYRACUSE
- Does the existing public water supply have capacity to serve the proposal? Yes No
- Is the project site in the existing district? Yes No
- Is expansion of the district needed? Yes No
- Do existing lines serve the project site? Yes No

iii. Will line extension within an existing district be necessary to supply the project? Yes No
 If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? Yes No
 If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

vi. If water supply will be from wells (public or private), maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? Yes No
 If Yes:

i. Total anticipated liquid waste generation per day: _____ 50,000 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____
SANITARY WASTEWATER

iii. Will the proposed action use any existing public wastewater treatment facilities? Yes No
 If Yes:

- Name of wastewater treatment plant to be used: SYRACUSE METROPOLITAN WWTP
- Name of district: CITY OF SYRACUSE
- Does the existing wastewater treatment plant have capacity to serve the project? Yes No
- Is the project site in the existing district? Yes No
- Is expansion of the district needed? Yes No

• Do existing sewer lines serve the project site? Yes No
 • Will line extension within an existing district be necessary to serve the project? Yes No
 If Yes:
 • Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? Yes No
 If Yes:
 • Applicant/sponsor for new district: _____
 • Date application submitted or anticipated: _____
 • What is the receiving water for the wastewater discharge? _____
 v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge, or describe subsurface disposal plans):

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? Yes No
 If Yes:
 i. How much impervious surface will the project create in relation to total size of project parcel?
 _____ Square feet or _____ 1.4 acres (impervious surface)
 _____ Square feet or _____ 1.6 acres (parcel size)
 ii. Describe types of new point sources. STORMWATER DISCHARGE FROM ROOF DRAINS

 iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?
ON-SITE STORMWATER MANAGEMENT FACILITY

 • If to surface waters, identify receiving water bodies or wetlands: _____

 • Will stormwater runoff flow to adjacent properties? Yes No
 iv. Does proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? Yes No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? Yes No
 If Yes, identify:
 i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

 ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

 iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? Yes No
 If Yes:
 i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) Yes No
 ii. In addition to emissions as calculated in the application, the project will generate:
 • _____ Tons/year (short tons) of Carbon Dioxide (CO₂)
 • _____ Tons/year (short tons) of Nitrous Oxide (N₂O)
 • _____ Tons/year (short tons) of Perfluorocarbons (PFCs)
 • _____ Tons/year (short tons) of Sulfur Hexafluoride (SF₆)
 • _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflouorocarbons (HFCs)
 • _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? Yes No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? Yes No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? Yes No

If Yes:

i. When is the peak traffic expected (Check all that apply): Morning Evening Weekend
 Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of semi-trailer truck trips/day: _____

iii. Parking spaces: Existing +/- 20 Proposed 283 Net increase/decrease 263

iv. Does the proposed action include any shared use parking? Yes No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:
CURB CUTS ALONG EAST GENESEE & ASHWORTH REMOVED. TWO NEW CURB CUTS ON ASHWORTH. NONE ON EAST GENESEE.

vi. Are public/private transportation service(s) or facilities available within 1/2 mile of the proposed site? Yes No

vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? Yes No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? Yes No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? Yes No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): _____

iii. Will the proposed action require a new, or an upgrade to, an existing substation? Yes No

l. Hours of operation. Answer all items which apply.

| | | | |
|-------------------------|--------------------|------------------------|-------------------|
| i. During Construction: | | ii. During Operations: | |
| • Monday - Friday: | <u>7 AM - 5 PM</u> | • Monday - Friday: | <u>24 HRS/DAY</u> |
| • Saturday: | <u>7 AM - 5 PM</u> | • Saturday: | <u>24 HRS/DAY</u> |
| • Sunday: | <u>8 AM - 3 PM</u> | • Sunday: | <u>24 HRS/DAY</u> |
| • Holidays: | <u>N/A</u> | • Holidays: | <u>24 HRS/DAY</u> |

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? Yes No

If yes:

i. Provide details including sources, time of day and duration:
CONSTRUCTION EQUIPMENT & OPERATION FROM 7 AM - 5 PM ON WEEKDAYS 7 SATURDAY
8 AM - 3 PM ON SUNDAYS

ii. Will proposed action remove existing natural barriers that could act as a noise barrier or screen? Yes No
Describe: LIMITED REMOVAL OF TREES

n.. Will the proposed action have outdoor lighting? Yes No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:
BUILDING MOUNTED LED FIXTURES

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? Yes No
Describe: LIMITED TREE REMOVAL

o. Does the proposed action have the potential to produce odors for more than one hour per day? Yes No
If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? Yes No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally describe proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? Yes No

If Yes:

i. Describe proposed treatment(s): _____

ii. Will the proposed action use Integrated Pest Management Practices? Yes No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? Yes No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: _____
- Operation: _____

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: _____
- Operation: _____

s. Does the proposed action include construction or modification of a solid waste management facility? Yes No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? Yes No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? Yes No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility: _____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

- Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Aquatic Other (specify): _____

ii. If mix of uses, generally describe:

_____ MULTI STORY RESIDENTIAL TO SOUTH, SINGLE FAMILY HOMES TO NORTH, COMMERCIAL TO WEST AND EAST

b. Land uses and covertypes on the project site.

| Land use or Covertypes | Current Acreage | Acreage After Project Completion | Change (Acres +/-) |
|--|-----------------|----------------------------------|--------------------|
| • Roads, buildings, and other paved or impervious surfaces | 1.1 | 1.4 | +0.3 |
| • Forested | --- | --- | --- |
| • Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural) | --- | --- | --- |
| • Agricultural (includes active orchards, field, greenhouse etc.) | --- | --- | --- |
| • Surface water features (lakes, ponds, streams, rivers, etc.) | --- | --- | --- |
| • Wetlands (freshwater or tidal) | --- | --- | --- |
| • Non-vegetated (bare rock, earth or fill) | --- | --- | --- |
| • Other Describe: <u>LAWN</u> | 0.6 | 0.3 | -0.3 |

c. Is the project site presently used by members of the community for public recreation? Yes No
 i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? Yes No
 If Yes,
 i. Identify Facilities:
 DORA DAYCARE, NEW YORK HEART CENTER

e. Does the project site contain an existing dam? Yes No
 If Yes:
 i. Dimensions of the dam and impoundment:
 • Dam height: _____ feet
 • Dam length: _____ feet
 • Surface area: _____ acres
 • Volume impounded: _____ gallons OR acre-feet
 ii. Dam's existing hazard classification: _____
 iii. Provide date and summarize results of last inspection:

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? Yes No
 If Yes:
 i. Has the facility been formally closed? Yes No
 • If yes, cite sources/documentation: _____
 ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

 iii. Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? Yes No
 If Yes:
 i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? Yes No
 If Yes:
 i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: Yes No
 Yes – Spills Incidents database Provide DEC ID number(s): _____
 Yes – Environmental Site Remediation database Provide DEC ID number(s): _____
 Neither database
 ii. If site has been subject of RCRA corrective activities, describe control measures: _____
 iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? Yes No
 If yes, provide DEC ID number(s): B00075
 iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):
 INSTITUTIONAL CONTROLS

v. Is the project site subject to an institutional control limiting property uses? Yes No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? Yes No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? _____ +/- 10 feet

b. Are there bedrock outcroppings on the project site? Yes No
 If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ %

c. Predominant soil type(s) present on project site: URBAN FILL _____ 100 %
 _____ %
 _____ %

d. What is the average depth to the water table on the project site? Average: _____ >10' feet

e. Drainage status of project site soils: Well Drained: _____ % of site
 Moderately Well Drained: _____ % of site
 Poorly Drained _____ 100 % of site

f. Approximate proportion of proposed action site with slopes: 0-10%: _____ 65 % of site
 10-15%: _____ 22 % of site
 15% or greater: _____ 13 % of site

g. Are there any unique geologic features on the project site? Yes No
 If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? Yes No

ii. Do any wetlands or other waterbodies adjoin the project site? Yes No
 If Yes to either i or ii, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? Yes No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? Yes No
 If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? Yes No

j. Is the project site in the 100 year Floodplain? Yes No

k. Is the project site in the 500 year Floodplain? Yes No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? Yes No
 If Yes:
 i. Name of aquifer: _____

| | |
|--|-----------------------|
| m. Identify the predominant wildlife species that occupy or use the project site: _____ _____ | N/A _____ _____ |
| n. Does the project site contain a designated significant natural community? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes: | |
| i. Describe the habitat/community (composition, function, and basis for designation): _____ _____ | |
| ii. Source(s) of description or evaluation: _____ | |
| iii. Extent of community/habitat: | |
| <ul style="list-style-type: none"> • Currently: _____ acres • Following completion of project as proposed: _____ acres • Gain or loss (indicate + or -): _____ acres | |
| o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, give a brief description of how the proposed action may affect that use: _____ _____ | |
| E.3. Designated Public Resources On or Near Project Site | |
| a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, provide county plus district name/number: _____ | |
| b. Are agricultural lands consisting of highly productive soils present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No i. If Yes: acreage(s) on project site? _____ ii. Source(s) of soil rating(s): _____ | |
| c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes: | |
| i. Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> Geological Feature ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____ _____ | |
| d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes: | |
| i. CEA name: _____ ii. Basis for designation: _____ iii. Designating agency and date: _____ | |

| | |
|---|---|
| e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National Register of Historic Places? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| If Yes: | |
| <i>i.</i> Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> Historic Building or District | |
| <i>ii.</i> Name: _____ | |
| <i>iii.</i> Brief description of attributes on which listing is based: _____ | |
| f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| g. Have additional archaeological or historic site(s) or resources been identified on the project site? | |
| If Yes: | |
| <i>i.</i> Describe possible resource(s): _____ | |
| <i>ii.</i> Basis for identification: _____ | |
| h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| If Yes: | |
| <i>i.</i> Identify resource: _____ | |
| <i>ii.</i> Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____ | |
| <i>iii.</i> Distance between project and resource: _____ miles. | |
| i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| If Yes: | |
| <i>i.</i> Identify the name of the river and its designation: _____ | |
| <i>ii.</i> Is the activity consistent with development restrictions contained in 6NYCRR Part 666? | |
| <input type="checkbox"/> Yes <input type="checkbox"/> No | |

F. Additional Information

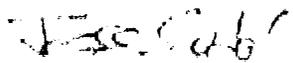
Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name JESS D. SUDOL, PE Date 3/1/10

Signature  Title VICE PRESIDENT

SEQRA Review

East Genesee Apartments

1. Consistency with Adapted Mansion Corridor District

The proposed project lies within the Adapted Mansion Corridor Character Area as defined by the City of Syracuse's Land Use and Development Plan 2040. The Land Use and Development Plan notes that the Corridor building forms are residential in nature and vary from medium to large residential buildings including "Apartment Blocks." Apartment Blocks are defined as "brick clad, block like building forms usually with flat roofs" and contain varying front setbacks with landscaping. The plan goes on to note that there should be no parking within the setbacks and building entrances should be orientated towards the street along major transportation corridors helping to facilitate pedestrian access. As depicted in the project plans and discussed in more detail below, those elements have been incorporated into the project design to ensure consistency with the Land Use and Development Plan.



From South Crouse to South Beech Street along the corridor there are a number of Apartment Block buildings ranging in height from 2 to 6 stories as outlined within the Land Use Plan and Development plan, most containing brick or some type of masonry façade including the 505 Walnut development which is six stories and directly across the street from the proposed project site.

The proposed project was designed in consideration of the aforementioned existing structures along with specifically following the parameters as outlined within the Land Use and Development Plan. While the proposed project has a continuous footprint, the architecture is segmented into separate and specific areas to provide architectural interest with varying mass and elevations to emulate the appearance of multiple buildings similar to the older mansions and other apartment buildings within the corridor. For

example, the public plaza and courtyard space creates the appearance of two separate buildings along East Genesee Street. The building is further broken down by extruding four and five level portions of the façade with varying materials and unique elevations. The western block of the proposed project includes store front glass at the amenity space to activate the streetscape and complement the commercial spaces on the south side of East Genesee Street. The building recess above the storefront is then treated with a small green roof. Continuing towards the eastern block, there are street level, individual entrance units with extruded brick façade, front porches and landscaped front yards facing East Genesee Street. The individual entry units are designed to function similar to a single-family dwelling and will drive pedestrian activity within the public right-of-way. The eastern most individual entry unit projects further East towards Pine Street to solidify this concept, activate the street corner and reduce the impact of the 6-story portion of the building.



A similar approach is used along Ashworth Place which also has individual and private entries at the street level but the overall building height is stepped down two stories along the entire North facing elevation to reduce the visual impact to properties north of the site.



Along both East Genesee Street and Ashworth Place, new sidewalks and tree lawns will be installed to replace the existing multitude of curb cuts, asphalt driveways and parking lots to create an inviting and continuous pedestrian experience with more greenspace for pedestrians walking or biking.

The parking for the proposed project will all be located within an access-controlled garage and not visible from the street as recommended in the Land Use and Development Plan. Access to the parking garage was intentionally positioned as a singular entrance along Ashworth Place to reduce curb cuts and potential conflict points on the more heavily traveled East Genesee Street.

The Land Use and Development Plan promotes residential density in areas such as the subject site in order to create more sustainable development. By locating the future residents within walking distance to many economic drivers (Downtown, SUNY Upstate, SUNY ESF, Crouse, Syracuse University, etc.) providing safe secure parking, reliance on individual vehicles is greatly reduced.

Included within the Land Use and Development Plan there are a few sections in which The Adapted Mansion Corridor District is discussed and contemplated both historically and

forward looking. Chapter 1 provides a chart to outline appropriate measures for the area, which are outlined below along with feedback relative to the proposed project

Character Areas-Adapted Mansion Corridor

Use: Residential: Office

The proposed project is a multi-family residential building that will feature communal amenity space to allow for a "We Work" atmosphere for tenant use. With continued technological advancements more and more people are looking to work from home and seek services located within their own community.

Use: Low-impact services and small-scale retail, restaurants (no more than 1,500 square feet)

Current Zoning (RB/RC) does not allow for any retail component. That said, the proposed project has left approximately 1500 square feet of amenity space as undefined should the zoning remain in place not allowing any retail component the space will be utilized as a resident only feature. The multi space would be an attractive location for neighborhood scale service or retail. The multi family project located to the South recently opened a Coffee shop (Peaks Coffee Co) which has been very successful and well received within the neighborhood.

Use: Community Gardens and Green Space:

The proposed project has both a communal garden space and an internal resident only interior courtyard – with visible passthrough to create an interactive fluidity at the streetscape. The public spaces are designed to be an active, vibrant and engaging areas with seating and landscaping. The presence of this space along the East Genesee Street corridor will enhance the pedestrian experience for residents currently traveling from neighborhoods to the east towards destination points West and North of the site.

The proposed projects current site configuration provides no opportunity for public engagement and is not an inviting pedestrian route due to a dilapidated sidewalk, unmaintained landscaping and multiple curb cuts.

Form: Medium-to-large residential buildings in forms that mimic historic single-family homes

The proposed building when considered as a whole is a large residential structure. Please note that the specific character area description (Land Use and Development Plan 2040-Page 17) states "These corridors were developed as high-end residential enclaves with apartment blocks introduced in the early 1900s." Apartment Blocks, within the Land Use and Development plan are defined as: "**Apartment Block:** Typically found directly on historic streetcar line, these are large, often brick-clad block like building forms, usually with flat roofs. The windows are usually vertically oriented with dividing panes. The front entrance may be recessed into a courtyard or capped with canopy or awning. The façade and window spacing is symmetrically arranged. The front-yard setback varies, but these properties feature some landscaping." We believe the proposed project's architecture has been designed to account for having multiple building forms included – apartment

block inspired but also large scale residential with ground level individual entry units. The individual building masses, courtyard spaces, window configuration, flat roof, individual entry units along East Genesee Street and Ashworth Place, and recessed upper floors result in masses similar to the medium to large historic residential buildings in the corridor.

Form: Early 20th Century apartment buildings

The proposed project is new construction with design inspiration and modeling to honor older apartment buildings while featuring some efficiencies and improvements such as structured parking, energy efficiency and life safety systems.

Form: Office Buildings:

No office buildings are currently located within the proposed projects parcels and none are specifically proposed, however, the project would feature large communal spaces intended to provide a live, work, play environment for today's modern user.

Site Arrangement: Deep setbacks and landscaped front yards replicate historic residential pattern.

The proposed project has setbacks which are similar to all existing structures and will incorporate front yards in front of each "brownstone" elevation – the distance of setbacks is somewhat limited in order to facilitate screened parking. Because the parking structure is two stories both the Genesee Street and Ashworth Place elevation has parking "at ground level" however the proposed project has "wrapped" the parking deck with residential units to screen the parking from the street creating a more pedestrian friendly environment but also allowing for controlled access covered parking.

Site Arrangement: Large parking areas screened

The proposed project meets this requirement with an entirely "wrapped" parking structure along East Genesee Street and Ashworth Place, along with green space on the roof of the parking deck creating a private outdoor amenity deck for the tenants but also helping to solve for grade differences between East Genesee Street and Ashworth Place while allowing the public courtyard area to extend back in between building elevations along East Genesee St.

Site Arrangement: No parking in the setback

There will be parking in the setback as outlined above – this is an improvement from the current conditions on the site where individual driveways have access through the existing setbacks and sidewalks. The proposed project will have a singular vehicular access point along Ashworth Place reducing traffic concerns along the main transportation corridor of East Genesee Street. This aforementioned approach is supported throughout the Land Use and Development Plan.

Height: 2-6 Stories

The proposed project ranges from 4-6 stories and is proposed to be 5' shorter than the recently constructed building across the street to the South. The Roosevelt, which is currently located on the proposed project site is 4 stories with a gable roof along East Genesee and 5 stories with a gable roof along Ashworth place.

Setbacks: 25' to 50' In line with historic residential setbacks

The existing buildings are, for the most part, built up to the right of way line of East Genesee Street and Ashworth Place. This is largely a result of the wide right-of-way within the corridor and large green spaces (+/-30') between the curb line and right-of-way line which ultimately function as a front yard. For example, a more traditional right-of-way with only 15' of green space between the curb and right-of-way line would yield a compliant front yard setback (10') for the project as currently proposed. Not surprisingly, the vast majority of buildings, especially on the North side of East Genesee Street, from I-81 to the commercial use east of the project site are positioned on the right-way-line. Similarly, properties to the north on Ashworth and East Fayette Street (I.E. Copper Beech, Housing Visions) are positioned at the front property line, similar to the current proposal. The project setbacks are consistent with most other buildings in the corridor.

Street Pattern: These are generally high-traffic corridors with wide right-of-way

The project site is located directly on a major arterial, high traffic corridor. As previously noted, East Genesee Street has a wide ROW which allows buildings to maintain a significant front yard green space while being built close to the right-of-way line. Smart Growth principals consistently recommend the construction of dense and compact development on high-traffic corridors because of the multi-modal opportunities associated with public transportation, bicyclists and pedestrians. The infrastructure is currently in place to support the future residents associated with the proposal.

If density is not provided near urban areas, as the proposal is, then ultimately it is met in more remote underdeveloped areas which could lead to a decrease in green space and increased reliance on individual vehicular transportation.

Street Parking: Varies

There is currently parking along East Genesee street, Ashworth Place and Pine St, however, given the number of driveways and current curb cuts in place, the proposed project would actually facilitate more street parking should that be desired by the City.

Trees: Required

Currently there are a handful of mature trees along the frontage of East Genesee Street which provide little value. They are either overgrown evergreens in poor health or unmaintained deciduous trees that offer little in terms of canopy or aesthetics. There are no street trees along the Ashworth frontage.

The proposed project would include new landscaping and street trees conforming with City requirements will be provided along both frontages. The street trees, reduction in curb cuts, improved sidewalks and public gathering spaces will move the 1200 block of East Genesee taking it in the direction of a "complete street".

Sidewalks: 5'

Both the East Genesee Street and Ashworth Place frontage currently have portions of sidewalk which is broken up and interrupted by numerous curb cuts and loading areas. In some places, they do not have the minimum dimensional requirements for public sidewalks and in others, have deteriorated to a point where they are no longer considered accessible.

The proposed project would include all new sidewalks along both East Genesee Street and Ashworth Place which would not only meet, but in many cases, exceed local requirements. The new sidewalks will enhance the pedestrian experience for people traveling the corridor.

Furnishings Zone: Vegetation

The proposed project frontage includes individual entrances and porches associated with the individual entry units along East Genesee Street and Ashworth Place. In each case, new attractive and well-maintained landscaping and foundation plantings will be provided to emulate a single-family home. This approach will activate the streetscape and create an inviting project.

Curbs: Yes

The proposed project would replace all existing curbs while also drastically improving the appearance of the site by increasing the overall linear footage with the removal of existing curb cuts.

The proposed project meets this requirement – in fact, it would offer significant improvement from the existing structures as all driveway which intersect the setback and side or front parking lots/driveways, none in the rear of the structures.

Response to Office of Zoning Administration Letter dated February 8, 2019.

In the below section, as requested, we will address specific comments delivered via Heather Lamendola on behalf of The City of Syracuse Planning Commission via a January 28, 2019 public hearing. Several review comments are based around the "City's Comprehensive Plan 2040" more specifically the Syracuse Land Use and Development Plan 2040 to which we would like to address as a whole before doing so on individual comments. The Land Use and Development plan, as outlined within, is intended to serve the following purposes.

- Provide a valuable resource to guide evaluation of the merit and compliance of development projects
- Opens doors to public funding for development and capital improvement projects
- The plan can be used as a marketing tool to help stimulate investment into the City of Syracuse
- Provides the foundation upon which zoning revisions or a zoning ordinance re-write will be based

The plan goes on to identify guiding principles, character areas, goals and recommended actions, neighborhood specific recommendations and continually references Smart Growth Principles. Several guiding principles, character areas and neighborhood specific recommendations will be referred to below both from the Planning Commission comments but also in our responses to such, however, the Planning Commission did not reference Smart Growth Principles nor the overall intent of the Land Use and Development Plan. We do so, below:

Create Range of Housing Opportunities and Choices

Providing quality housing for people of all income levels is an integral component of any smart growth strategy

The proposed project would deliver Class A housing to a wide range of perspective tenants including offering 10% of the overall unit count at 80% AMI.

Create Walkable Neighborhoods

Walkable Communities are desirable places to live, work, learn, worship, and play and therefore a key component of smart growth

The proposed project is walkable to several of Syracuse's prominent business and retail districts – Downtown, Westcott and Marshall Street. Several major employers are also located within walking distance, including but not limited to: SUNY Upstate Medical University, SUNY ESF, Upstate Medical Biotech Center, Syracuse University and several hospitals.

Encourage Community and Stakeholder Collaboration

Growth can create great places to live, work and play – if it responds to a community's own sense of how and where it wants to grow

The Land Use Plan and Development Plan specifically calls for growth in the Eastside neighborhood and outlines that historically, vacancy rates have remained high for the area. Quality new housing stock and substantial investment can be a catalyst.

Foster Distinctive, Attractive Communities with a Strong Sense of Place

Smart growth encourages communities to craft a vision and set standards for development and construction which respond to community values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation.

The proposed project is a modern approach towards a 20th Century Apartment block design – with special focus being paid to enhancing pedestrian activity and a vibrant streetscape along both East Genesee Street and Ashworth place.

Make Development Decisions Predictable, Fair and Cost Effective

For a community to be successful in implementing smart growth, it must be embraced by the private sector

The proposed project is owned by a development group with a long track record of success in all areas of multi-family development and operations. Market research indicated this project will be successful and we are prepared to make a \$60+M investment towards a first-class design meant to fit the demand of today's marketplace and the near future.

Mix Land Uses

Smart growth supports the integration of mixed land uses into communities as a critical component of achieving better places to live

The proposed projects current zoning does not allow for retail use. That said, the project has a variety of uses surrounding it, predominately including retail, office and multi-family residential. The proposed project is almost exclusively studios, 1 bedroom and 2 bedroom units which will serve a market demand and demographic different than much of the recent development in the corridor which has been predominantly "purpose built student housing" and mostly 4 bedroom units.

Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas

Open space preservation supports smart growth goals by bolstering local economies, preserving critical environmental areas, improving our community's quality of life, and guiding new growth into existing communities.

The proposed project does not impact any current open space, farmland or critical environmental area. However, the project would be replacing existing multi-family which has reached the end of its usable life cycle. The proposed project utilizes a responsible building design which will promote social interaction through the use of several open spaces both public and private along with a vibrant, well lit street scape.

Provide a variety of Transportation Choices

Providing people with more choices in housing, shopping, communities, and transportation is a key aim of smart growth

The proposed project is located within 150' of a Centro Bus stop, .9 miles to Interstate 690 and has ample screened/covered parking for residents whom use their vehicle. The proposed project is within walking distance to many major economic drivers for the City of Syracuse, including the Downtown CBD and The Hill – home to several hospitals, universities and a myriad of retail/office space.

Strengthen and Direct Development Towards Existing Communities

Smart growth directs development towards existing communities already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer, and conserve open space and irreplaceable natural resources on the urban fringe.

Infrastructure is currently in place to serve the future residents of the project. As previously noted, the site is within walking distance of many large employers. Additionally, there are several retail offerings and services in the corridor to serve the project along with several new proposed locations opening closer to Interstate 690. The proposed project is located within a distressed census tract; however, the neighborhood is predominately multi-family rentals (to the South via “purpose-built Student Housing” and to the north by affordable housing. The proposed project would offer a conventional market rate option with an affordable component while utilizing existing infrastructure.

Take Advantage of Compact Building Design

Smart growth provides a means for communities to incorporate more compact building design as an alternative to conventional, land consumptive development

The proposed project replaces approximately 50 residential units with approximately 300 residential units while being able to offer indoor and outdoor amenity spaces sought after in today's market place, ample screened parking and interactive landscaped streetscapes.

Specific Responses to Zoning Administration Letter

1. The proposal is inconsistent with the City's Comprehensive Plan 2040, whereby the plan calls for focusing new housing development within and around existing anchors such as community centers, neighborhood business districts, and schools. The Commission stated that the proposal would encroach upon a residential neighborhood with single- and two-family wood-frame houses, and not be located near any such existing or proposed anchors.

Respectfully, we disagree with this assessment on how the Land Use Plan reads and what it calls for. The Land Use Plan (page 29) specifically calls to "Preserve and enhance Syracuse's existing land use patterns" and goes on to state "protect and enhance a sustainable, urban land use pattern that accommodates a mix of land uses, including retail offices, restaurants, and schools within proximity to residential areas" but no where does it state that new housing development should be focused within and around existing anchors. However, we the proposed most certainly is located nearby the aforementioned anchors. Examples are listed below:

Community Center- Syracuse Stage, Thornden Park, Forman Park

Neighborhood Business Districts – Downtown, The Hill (SU, Crouse, Upstate), Good Access to the interstate

Schools – Syracuse University, Update Medical School, SUNY ESF

| COMMUNITY SERVICES | | |
|--------------------------------------|------------------------------|---------------------------------------|
| COMMUNITY SERVICES | NAME | TRAVEL DISTANCE* FROM SITE (IN MILES) |
| MAJOR HIGHWAY(S) | I-690 | 0.9 |
| PUBLIC BUS STOP | Centro Bus Stop | 150 ft |
| SUBWAY/RAIL STATION | Syracuse Station - Amtrak | 3.6 |
| MAJOR EMPLOYERS / EMPLOYMENT CENTERS | Syracuse University | 0.9 |
| PHARMACY | Rite Aid | 0.1 |
| GROCERY: NEAREST MARKET | Price Rite | 0.7 |
| NEAREST LARGE MARKET | Price Chopper | 1.9 |
| DISCOUNT DEPARTMENT STORE | Family Dollar | 1 |
| SCHOOLS: | | |
| ELEMENTARY | Dr. King Elementary | 1.4 |
| MIDDLE / JUNIOR HIGH | Lincoln Middle | 1.8 |
| HIGH | Henninger High | 1.4 |
| HOSPITAL | Upstate University Hospital | 0.6 |
| URGENT CARE | Crouse Hospital Prompt Care | 0.6 |
| POLICE | Syracuse Police Dept | 0.4 |
| FIRE | Syracuse Fire Dept | 0.9 |
| POST OFFICE | U.S. Post Office | 0.4 |
| BANK | Chase Bank | 0.5 |
| SENIOR CENTER | Onondaga County Aging Office | 1 |
| DAY CARE | Learn As You Grow Child Care | 1.3 |
| RECREATIONAL FACILITIES | Thornden Park | 0.5 |
| LIBRARY | Petit Branch Library | 0.9 |

Furthermore, the site is not located within a primarily residential neighborhood. Aside from several dilapidated and in many cases abandoned homes along Ashworth Place, the project area consists of large-scale development to the North, Commercial and Multi-Family residential to the West, a six-story large scale residential building to the South (that was previously a 4-story office building with a surface parking lot) and multiple uses to the East.

2. The proposal is inconsistent with the Land Use Plan component of Comprehensive Plan, whereby the plan calls for preserving and enhancing Syracuse's land use patterns, as well as protecting and enhancing the character and "sense of place" of Syracuse's neighborhoods. The proposal instead involves substantial demolition of primarily small-scale buildings and their replacement with a single building having extraordinarily greater mass and scale. It does not enhance but rather contrasts with existing land use patterns, character and "sense of place" as advanced by the Plan. In addition, this area was identified as an "Adaptive Mansion Corridor" which calls for maintaining any existing large residential structures which characterize this neighborhood. The proposed building would be substantially larger than even the largest building currently within the proposed project site, inconsistent with the goals of the Adapted Mansion Corridor as noted in the Plan. The proposal appears instead to draw its inspiration from land use patterns and design cues from the far denser neighborhoods several blocks to the west.

In regards to the Land Use Plan (Adapted Mansion Corridor) specifically calling for "maintaining any existing large residential structures which characterize this neighborhood" – we respectfully disagree. In fact, there is no specific language within the Adapted Mansion Corridor sections which call for this. Within the underlying themes portion of the Land Use Plan – page 28, the plan states "Smart Growth as an urban planning approach is based on a set of principles meant to guide development, with emphasis on directing growth to locations where infrastructure already exists, reduced reliance on private vehicle transportation (through density), mixed land uses, and provision of a variety of housing options. Smart Growth is typically associated with New Urbanism and the SmartCode which emphasizes a return to traditional urban design patterns and building styles. Focusing growth in areas with existing infrastructure is meant to reduce sprawl, commute times, and greenhouse gas emissions, encourages reuse of existing buildings, and protect natural and agricultural areas of urbanization. Pedestrian activity is further encouraged by mixing land uses, encouraging density and creating engaging urban streetscapes."

The Development team of the proposed project is already a "resident" and participant within this very neighborhood as developer and owner of The 505 on Walnut. We are familiar with the variety of uses that are in place currently throughout the neighborhood which is very much in line with the description of uses outlined within the character area above – there is residential (existing structures and other multi-family projects), office (several medical, legal, etc.) retail (Rite Aid), a small restaurant (Peaks Coffee within The 505 on Walnut) and services (a day care center east of the proposed project). The

proposed project would simply enhance the character of this neighborhood through the delivery of new quality housing at a variety of price points and improve the overall population to support further growth to the north and downtown.

Adapted Mansion Corridor: This character area is found along major transportation corridors and retains a legacy of large, detached mansion-like residences. Examples include West Onondaga Street, part of East Genesee Street, and parts of West Genesee Street. Building forms are residential in origin although uses may include residential, office, retail, small restaurants, and services although commercial uses should not exceed 3,000 square feet. Some apartment block or row-house infill may be present. The streets retain a residential feel with landscaped front-yard setbacks. Parking should not be in the setback. Entrances should be orientated to the street to facilitate pedestrian access.

3. The Project Site Review and Special Permit reviews evaluate the surrounding salient characteristics of a neighborhood and compare those to a proposal. The Commission noted that the proposal would eliminate a significant portion of and encroach upon contiguous existing neighborhood fabric. With the exception of one medium scale brick apartment building, the remainder of the block consists of two-story, wood frame residential structures, on relatively narrow long lots with modest front yards and deep rear yards. The proposal's 283 dwelling units and parking garage, with virtually complete lot coverage, would create a concentration of high density inconsistent with the low-to medium density of the existing neighborhood. Additionally, the proposed building's mass, scale, and materials are detailing would stand in stark contrast to the salient characteristics of the subject neighborhood. Also, absent any definitive objective market study, and in light of several similar projects within +/- a half mile, it is unclear whether there is a demand for a development of this density in general and specifically at the proposed location.

Regarding a contiguous neighborhood fabric being solely residential, the proposed project block is not made up entirely of two story, wood frame residential structures. In fact, approximately ¼ of the block (western) is comprised of a one-story brick office building with surface (unscreened) parking along East Genesee and Ashworth Place. Directly to the East of the project is one story retail building (Rite-Aid) with surface parking exposed along both East Genesee and Pine Street. The existing structures located on the parcels associated with the proposed project are currently all multi-family rental properties and all but three of the properties to the north along Ashworth are either condemned, vacant land or multi-family dwellings. The latest version of Re-Zone Syracuse also indicates that the entire area north of Ashworth Place will be re-zoned to MX-4 or a considerably denser classification than the existing neighborhoods, including the subject re-development parcels.

We have commissioned an independent market study which has identified a capture rate of approximately 7%. Generally, capture rate at less than 10% is indicative of strong market support. Key Demand Conclusions were as follows:

- Inclusion of only one and two-person households with one persons for studios and one bedrooms and a mix of one and two-persons for the two bedrooms. The target market will include young professionals, graduate student and residency students, and this may include roommate situations.
- Low end affordability set based on ability to afford 35% of income for rent. Use of a low-end affordability generally eliminates the local student population.
- Inclusion of existing renter households within the city, and use of a mobility (movement) factor to account for normal or typical tenant transition.
- Strong market support for Studios, 1 bedroom and 2 bedrooms within the market place and included within the income qualified bracket.

4.As noted above, the proposed Re-subdivision is inconsistent with the City's Re-subdivision regulations, whereby the surrounding characteristics of lots (as opposed to tax parcels that were not combined through a legal re-subdivision) are small and range from approximately 33 feet wide to approximately 66 feet wide. THE LUDP also states that lot width and setbacks are kept consistent with the desired character area. The proposal to combine a large number of lots into one is also not consistent with the goals and recommended actions of the Land Use Plan.

The Character of Existing Neighborhoods is contemplated heavily within the Land Use Plan and discusses several considerations and topics. Moreover, it refers to Chapter 3, Neighborhood Specific Recommendations. The neighborhood specific recommendations for the Eastside, where the proposed project is located goes on to describe the "connective corridor from Syracuse University to Downtown along University Avenue and Genesee Street, pulling offices and activity from the University Hill neighborhood northward toward Interstate 690 and rapidly evolving Near Eastside neighborhood." "Today this is one of the most pivotal areas of economic development opportunity for the City of Syracuse as the Center of Excellence has built their new regional facility here and Upstate Medical is currently building a new biotech facility."

"The near Eastside neighborhood uphill from Erie Boulevard faces similar vacancy challenges to those on the city's south and west sides and stagnant to decreasing property values." "Redevelopment of the area surrounding Upstate Biotech Center and the Center of Excellence should follow patterns described in the Urban Core character area. This should include pedestrian-heavy uses on the ground floor. Encourage a mix of residential and office/institutional uses upstairs to create a "24-hour neighborhood" which supports retail and services before and after, as well as during, regular business hours. This area represents a unique opportunity for reinvention and connectivity between Downtown and the University Hill."

As previously referenced Re-Zone Syracuse currently contemplates a large volume of MX4 due North and Northwest of the proposed project location. In order create a "24-hour neighborhood" there needs to be a good balance of uses, residential to support retail, retail to support residential, etc.

Our location is immediately east to the connective corridor and well located to all contemplated neighborhood centers described within the Eastside Neighborhood. Furthermore, our project provides ample parking relative to the total occupancy which has not been provided traditionally, through the conversion of homes into rental properties scattered throughout this overall neighborhood. We believe our proposal will enhance the overall neighborhood and provide a solution towards the greater vision of a "24-hour neighborhood" supporting previously completed projects such as Update Medical Biotech and the Center of Excellence but also help to spur future investments within the neighborhood.

Response to Office of Zoning Administration Letter dated February 25, 2019.

In the below section, as request, we will address specific comments delivered via Heather Lamendola on behalf of The City of Syracuse Board of Zoning Appeals public hearing held on February 14, 2019. As previously contemplated without our response to the Planning Commissions comments along with general compliance within the Syracuse Land Use and Development Plan 2040, we feel that our project is appropriate for the neighborhood however the current zoning doesn't take into account the Land Use and Development plan and that the comments from the board are focused on historic uses and not forward looking. The Adapted Mansion Corridor calls specific criteria and uses, most of which are either not in compliance with the zoning or would make existing uses non-conforming from a Planning Perspective. The reality is that the neighborhood, like most others, has evolved through the years to accommodate market demands and best use, this includes when The Roosevelt was originally constructed along side what were at the time single family homes. Rezone Syracuse has been an on-going process for quite some time and for the balance of the neighborhood with the exception of this block, it seems to facilitate and support smart growth principals by promoting dense developments and a variety of uses through an MX4 classification. Below are specific responses to the specific comments as provided;

1. Whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance.

The board stated that the proposal would change the character of the existing neighborhood, which includes traditional wood-frame residential dwellings on East Genesee Street and Ashworth Place. The proposal involves substantial demolition of primarily small-scale buildings and their replacement with a single building having a much larger mass and scale.

The requested variances are minimal when considering the facts and circumstances of this matter. The requested side and front setback variances will not materially change the setbacks that are present with the existing homes and buildings on the project site. The requested coverage variance is a function of the project's parking needs and is further minimized when taking into consideration the green space that will be created by the courtyard and public space area. It should be noted that the variances are consistent with the relief granted for other similar projects in the area (i.e., 505 Walnut, 1027-1029 E. Genesee, Peak Project).

The proposed project has been intentionally separated into individual building elements which will function and appear consistent with existing surrounding buildings, including those located along the corridor. The proposed project includes individual building blocks separated by a public plaza and individual entry units which will function similar to single

family or the existing multi-family structures which currently occupy the parcel. Part of what drives the necessity of "one building" from a code perspective is centered around parking – in order to provide ample and screened parking at the volume we propose, space is required. We feel we have done an appropriate job of solving this both practically from a volume perspective but also in line with the intentions of the Adapted Mansion Corridor relative to screening. The character of the project area is not residential as the site is surrounded by several large scale commercial and multi-family residential buildings. The proposed project will simply replace existing residential uses that have reached or are past their useful life with a new residential development. The requested variances will enable the applicant to address demand while also improving aesthetics and safety for residents and neighbors. Together, these improvements will enhance the character of the community.

2. Whether the benefit sought by the applicant can be achieved by some method feasible for the applicant to pursue, other than an area variance

The Board noted that by the nature of the proposal being new construction on vacant land that alternatives were open to the applicant so the requested variances are not necessary, or at least minimized.

Alternatives to the project as proposed could include several smaller scale residential buildings, however, this approach would not provide the density required to achieve the objectives, Goals and Policies of the Land Use and Development Plan nor the Adapted Mansion Corridor. For example, screened/covered parking, reduction of curb cuts and enhanced pedestrian experience would be sacrificed and high-quality attractive design is compromised given the inefficiencies and associated costs. The quality housing that is sought after in today's market is significantly different than 25+ years ago – residents are seeking functional amenities, high end finishes, structured parking and multi modal transportation options. The proposed project would feature secure bicycle storage, pickup and drop off access for shared ride services and shuttle access to various drop off points around the City of Syracuse.

Front Yard Setback: The proposed front setback is a direct result of the design of the building. It is intended to be close to the street to activate the East Genesee Street and Ashworth streetscapes. The units on the lowest level are townhomes with individual entrances, porches and stairs down to the sidewalks. On the East Genesee Street side, there is an oversized ROW which results in over 28 feet from the curb line to the Right of Way line. This area will be both well maintained landscaping and greenspace as well as a public plaza area in front of the storefront amenity space. The setback is also needed based on the building size which is designed to optimize parking and unit variety to best serve future residence of the development and the general housing need in the area. Complying with the required front setback would result in a loss of units, courtyard and amenity space with no significant benefit to the project. The proposed front

setback is also comparable to the adjacent properties and the existing buildings on the site.

Side Yard Setback: There is one side yard setback is 10.3 feet vs the 14' required by code. The building could be shifted further towards the east to meet the setback along the west property line; however, that would push the building closer to the two residential buildings along Pine Street. We felt it was appropriate to provide more than code requirement relative to the East set back and residential neighbors while tightening the space to the west which abuts a surface parking lot for an office building. It is more appropriate for the building to be closer to the existing commercial use and parking lot adjoining to the west. The width of the corridors has been designed to the minimum dimension possible which dictates the final size and shape of the building.

Coverage: The coverage is based on the size and geometry of the two-level parking garage. The garage width is a result of the layout and dimensions of the parking spaces and drive aisles. The impact of the coverage is mitigated by an outdoor courtyard which will be built on top of the garage and contain greenspaces and landscaping similar to the 505 Walnut project across the street. A reduction in the coverage would directly result in far less parking.

In addition, the substantiality of a particular variance cannot be measured solely by comparing the percentage deviation from established requirements. The overall effect of granting the relief is the relevant inquiry. For the reasons set forth herein and in the application materials generally, the requested variances are not substantial when evaluating the project in the context of the existing conditions and the anticipated improvements associated with the project.

3. Whether the area variance is substantial

The board noted that the variances necessary to construct this proposal are substantial. The maximum structural coverage allowed is 40% whereby the proposal occupies approximately 84% of the (proposed) property. The required front yards are 10' along Ashworth Place and Genesee Street, and 25' along Pine Street, whereby the proposal is 9'/1.7' and 10' respectively.

Front Yard Setback: The proposed front setback is mitigated by the oversized right of way along Genesee Street. By located the building closer to the sidewalk the streetscape will be activated by the storefront area and townhome entrances creating a far more vibrant and safer neighborhood. Similarly, along Ashworth the proximity of the building to the sidewalk will allow for interaction between the proposed townhome units and the reconstructed public sidewalk.

Side Yard Setback: The proposed side yard setback variance is not substantial in that it is within 4' of the zoning requirement. The setback along the western property line is a direct result of the desire to create a larger buffer area to the east adjacent to the single-family homes on Pine Street.

Coverage: The proposed coverage is significant when measuring the size of the garage as it relates to the parcel area. However, the proposal mitigates this impact through the use of the rooftop courtyard and greenspaces. However, when viewed from street level and taking into account the greenspace provided on top of the parking structure, the coverage is approximately 64% rather than 80%.

4. Whether the proposed variance will have an adverse impact on the physical or environmental conditions in the neighborhood or district.

The Board noted that the proposal to create a 76,656 square-foot lot, as opposed to the existing traditional urban residential building lots (the typical lot size within this block, with one or two exceptions, ranges from 3,300 square feet to 6,600 square feet), would result in the new construction of 283-unit apartment building, is in contrast to the existing physical character of the neighborhood. In addition, the proposed impervious coverage of 84% may have an adverse impact on storm water runoff as opposed to the current conditions.

The variance requests will not have an adverse effect or impact on the physical or environmental conditions in the neighborhood. The project site currently contains residential apartment buildings of varying sizes and designs. The building on the northwest corner of East Genesee and Walnut Avenue intersection, has similar side setbacks to the proposed building as does 505 Walnut across the street. In addition, the proposed side setback will be adjacent to a commercial use and will not have any impact on that use or the conditions of the neighborhood.

Further, the front setback is similar to other properties in the project area including the existing buildings on site. This is a direct result of the large ROW width of East Genesee Street. The setback will help make the front of the building more attractive and connect to the existing sidewalk activating East Genesee Street in a manner consistent with the Land Use and Development Plan. The proposed coverage and density are similar to other projects in the area and along the East Genesee Corridor.

The project will also include new green infrastructure and stormwater movement techniques which will treat runoff for both water quality and quantity. Currently, all stormwater from the site is uncontrolled. Improvements also include the replacement of portions of an existing sanitary sewer which will greatly reduce inflow and infiltration (I&I).

5. Whether the alleged difficulty was self-created, which consideration shall be relevant to the decision of the Board of Appeals but shall not preclude the granting of the area variance.

The board noted the proposal involves demolition and new construction, and therefore the alleged difficulty could be considered self-imposed.

The requested variances are largely requested due to the impending zoning change to a Mixed-Use district. The applicant has chosen to move forward with the project prior to the implementation of the new Mixed-Use Zoning which results in deviations from the current RB zoning district. The project as currently proposed serves to meet many of the objectives of the neighborhood by providing a variety of attractive housing serving a wide range of demographics.

The applicant purchased the rental properties comprising the project site with the intent of operating the properties as they have been. However, the condition of the buildings is no longer competitive with the inventory being brought online. The renovation costs associated with creating units that are desirable and competitive within the market make renovations of the existing properties impractical.

2. **Stormwater Management.**

The project currently includes 12 properties totaling approximately 1.7 acres. There are 11 existing multifamily structures, some with detached garages. There is currently no stormwater management for the site.

Under developed conditions, there will be a variety of stormwater practices which are designed to meet the State DEC and City requirements for runoff reduction, water quality and water quantity. The final design details of the practices will be provided in the Stormwater Pollution Prevention Plan (SWPPP).

At a minimum, the practices will include underground storage below the garage (as shown on the attached utility plan), green roofs, a courtyard with turf areas and landscaping including new street trees. Additionally, portions of the City's sewer system will be relined in accordance with City requirements to reduce inflow and infiltration (I&I). The project provides greatly enhanced management of storm water a result of the new treatment and I&I reduction.

3. **Rare, threatened and endangered species**

The site is fully developed and contains 12 multifamily buildings with subsequent infrastructure including parking. There is no habitat to support rare, threatened or endangered species.

4. **Historic and Archeological Resources.**

There will be no impact on historic or archaeological resources. Please refer to attached "No Impact" letter from NY Parks, Recreation and Historic Preservation.

5. **Gas and Electric**

Projected gas and electric demands are attached. Based on preliminary conversations with National Grid adequate capacity exists to service the project.

6. **Lighting**

Lighting will be contained on site and appropriate for residential use. Lighting will not impact adjacent properties and will be dark sky compliant. Fixtures will be 4,000k LED and primarily building mounted. There will also be low level landscape lighting in the courtyard area. There will be no large-scale commercial lighting. New lighting will result in a better lit and safer environment for pedestrians on East Genesee Street and Ashworth Place.

7. **Excavated Materials**

Excavation of soil will be required for the construction of the project as a result of the sub grade parking and the foundation system. Excavated materials will be hauled off site and disposed of in accordance with all applicable state and local regulations. The anticipated volume of excavation is approximately 30,000 cy's and will take place over a 3-4-week period.

8. **Solid Waste**

The volume of solid waste generated by the facility is estimated to be approximately 67 yards per week. The volume of recycled material generated by the project is estimated

to be 22 yards per week. Trash will be collected in a compactor located in the garage level which will have direct access to Ashworth for loading. The trash will be collected 1-2 times per week and disposed of at the landfill and recycling center.

9. Abatement Commitment

The developer is committed to perform any/all required abatement as prescribed in the asbestos survey(s) for each property. Abatement will be performed in accordance with all applicable local and state regulations.

EXHIBIT "B"

PARTS 2 AND 3 OF FULL EAF

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Agency Use Only [If applicable]

| | |
|-----------|-------------------------|
| Project : | East Genesee Apartments |
| Date : | March 14, 2019 |

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency and the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "Yes" to a numbered question, please complete all the questions that follow in that section.
- If you answer "No" to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

| | | | |
|---|------------------------------------|--------------------------------------|---|
| 1. Impact on Land | | | |
| Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1) | | <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES |
| <i>If "Yes", answer questions a - j. If "No", move on to Section 2.</i> | | | |
| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
| a. The proposed action may involve construction on land where depth to water table is less than 3 feet. | E2d | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. The proposed action may involve construction on slopes of 15% or greater. | E2f | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface. | E2a | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material. | D2a | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. The proposed action may involve construction that continues for more than one year or in multiple phases. | D1e | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides). | D2e, D2q | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. The proposed action is, or may be, located within a Coastal Erosion hazard area. | B1i | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h. Other impacts: _____ | | <input type="checkbox"/> | <input type="checkbox"/> |

2. Impact on Geological Features
 The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) NO YES
If "Yes", answer questions a - c. If "No", move on to Section 3.

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|-----------------------------|-------------------------------|------------------------------------|
| a. Identify the specific land form(s) attached: _____ _____ | E2g | <input type="checkbox"/> | <input type="checkbox"/> |
| b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____ | E3c | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Other impacts: _____ _____ | | <input type="checkbox"/> | <input type="checkbox"/> |

3. Impacts on Surface Water
 The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) NO YES
If "Yes", answer questions a - l. If "No", move on to Section 4.

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|--|-----------------------------|-------------------------------|------------------------------------|
| a. The proposed action may create a new water body. | D2b, D1h | <input type="checkbox"/> | <input type="checkbox"/> |
| b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water. | D2b | <input type="checkbox"/> | <input type="checkbox"/> |
| c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body. | D2a | <input type="checkbox"/> | <input type="checkbox"/> |
| d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body. | E2h | <input type="checkbox"/> | <input type="checkbox"/> |
| e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments. | D2a, D2h | <input type="checkbox"/> | <input type="checkbox"/> |
| f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water. | D2c | <input type="checkbox"/> | <input type="checkbox"/> |
| g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s). | D2d | <input type="checkbox"/> | <input type="checkbox"/> |
| h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies. | D2e | <input type="checkbox"/> | <input type="checkbox"/> |
| i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action. | E2h | <input type="checkbox"/> | <input type="checkbox"/> |
| j. The proposed action may involve the application of pesticides or herbicides in or around any water body. | D2q, E2h | <input type="checkbox"/> | <input type="checkbox"/> |
| k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities. | D1a, D2d | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | |
|----------------------------------|--|--------------------------|--------------------------|
| 1. Other impacts: _____ _____ | | <input type="checkbox"/> | <input type="checkbox"/> |
|----------------------------------|--|--------------------------|--------------------------|

4. Impact on groundwater
 The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. NO YES
 (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)
 If "Yes", answer questions a - h. If "No", move on to Section 5.

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|--|-----------------------------|-------------------------------|------------------------------------|
| a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells. | D2c | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____ | D2c | <input type="checkbox"/> | <input type="checkbox"/> |
| c. The proposed action may allow or result in residential uses in areas without water and sewer services. | D1a, D2c | <input type="checkbox"/> | <input type="checkbox"/> |
| d. The proposed action may include or require wastewater discharged to groundwater. | D2d, E2l | <input type="checkbox"/> | <input type="checkbox"/> |
| e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated. | D2c, E1f, E1g, E1h | <input type="checkbox"/> | <input type="checkbox"/> |
| f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer. | D2p, E2l | <input type="checkbox"/> | <input type="checkbox"/> |
| g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources. | E2h, D2q, E2l, D2c | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Other impacts: _____ _____ | | <input type="checkbox"/> | <input type="checkbox"/> |

5. Impact on Flooding
 The proposed action may result in development on lands subject to flooding. NO YES
 (See Part 1. E.2)
 If "Yes", answer questions a - g. If "No", move on to Section 6.

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|--|-----------------------------|-------------------------------|------------------------------------|
| a. The proposed action may result in development in a designated floodway. | E2i | <input type="checkbox"/> | <input type="checkbox"/> |
| b. The proposed action may result in development within a 100 year floodplain. | E2j | <input type="checkbox"/> | <input type="checkbox"/> |
| c. The proposed action may result in development within a 500 year floodplain. | E2k | <input type="checkbox"/> | <input type="checkbox"/> |
| d. The proposed action may result in, or require, modification of existing drainage patterns. | D2b, D2e | <input type="checkbox"/> | <input type="checkbox"/> |
| e. The proposed action may change flood water flows that contribute to flooding. | D2b, E2i, E2j, E2k | <input type="checkbox"/> | <input type="checkbox"/> |
| f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade? | E1e | <input type="checkbox"/> | <input type="checkbox"/> |

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| g. Other impacts: _____ _____ | | <input type="checkbox"/> | <input type="checkbox"/> |
|----------------------------------|--|--------------------------|--------------------------|

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| 6. Impacts on Air The proposed action may include a state regulated air emission source. <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES (See Part 1. D.2.f., D.2.h, D.2.g) <i>If "Yes", answer questions a - f. If "No", move on to Section 7.</i> | | | |
| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
| a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: | | | |
| i. More than 1000 tons/year of carbon dioxide (CO ₂) | D2g | <input type="checkbox"/> | <input type="checkbox"/> |
| ii. More than 3.5 tons/year of nitrous oxide (N ₂ O) | D2g | <input type="checkbox"/> | <input type="checkbox"/> |
| iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs) | D2g | <input type="checkbox"/> | <input type="checkbox"/> |
| iv. More than .045 tons/year of sulfur hexafluoride (SF ₆) | D2g | <input type="checkbox"/> | <input type="checkbox"/> |
| v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions | D2g | <input type="checkbox"/> | <input type="checkbox"/> |
| vi. 43 tons/year or more of methane | D2h | <input type="checkbox"/> | <input type="checkbox"/> |
| b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants. | D2g | <input type="checkbox"/> | <input type="checkbox"/> |
| c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour. | D2f, D2g | <input type="checkbox"/> | <input type="checkbox"/> |
| d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above. | D2g | <input type="checkbox"/> | <input type="checkbox"/> |
| e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour. | D2s | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Other impacts: _____ _____ | | <input type="checkbox"/> | <input type="checkbox"/> |

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| 7. Impact on Plants and Animals The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES <i>If "Yes", answer questions a - j. If "No", move on to Section 8.</i> | | | |
| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
| a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site. | E2o | <input type="checkbox"/> | <input type="checkbox"/> |
| b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government. | E2o | <input type="checkbox"/> | <input type="checkbox"/> |
| c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site. | E2p | <input type="checkbox"/> | <input type="checkbox"/> |
| d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government. | E2p | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | |
|---|-----|--------------------------|--------------------------|
| e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect. | E3c | <input type="checkbox"/> | <input type="checkbox"/> |
| f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____ | E2n | <input type="checkbox"/> | <input type="checkbox"/> |
| g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site. | E2m | <input type="checkbox"/> | <input type="checkbox"/> |
| h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ | E1b | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides. | D2q | <input type="checkbox"/> | <input type="checkbox"/> |
| j. Other impacts: _____ | | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | |
|--|------------------------------------|--|---|
| 8. Impact on Agricultural Resources | | | |
| The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) | | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES |
| <i>If "Yes", answer questions a - h. If "No", move on to Section 9.</i> | | | |
| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
| a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System. | E2c, E3b | <input type="checkbox"/> | <input type="checkbox"/> |
| b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc). | E1a, E1b | <input type="checkbox"/> | <input type="checkbox"/> |
| c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land. | E3b | <input type="checkbox"/> | <input type="checkbox"/> |
| d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District. | E1b, E3a | <input type="checkbox"/> | <input type="checkbox"/> |
| e. The proposed action may disrupt or prevent installation of an agricultural land management system. | E1 a, E1b | <input type="checkbox"/> | <input type="checkbox"/> |
| f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland. | C2c, C3, D2c, D2d | <input type="checkbox"/> | <input type="checkbox"/> |
| g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan. | C2c | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Other impacts: _____ | | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | | | |
|--|------------------------------------|--|--|--|------------------------------|
| 9. Impact on Aesthetic Resources The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.) <i>If "Yes", answer questions a - g. If "No", go to Section 10.</i> | | | | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES |
| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur | | |
| a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource. | E3h | <input type="checkbox"/> | <input type="checkbox"/> | | |
| b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views. | E3h, C2b | <input type="checkbox"/> | <input type="checkbox"/> | | |
| c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round | E3h | <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> | | |
| d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities | E3h E2q, E1c | <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> | | |
| e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource. | E3h | <input type="checkbox"/> | <input type="checkbox"/> | | |
| f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile 1/2 -3 mile 3-5 mile 5+ mile | D1a, E1a, D1f, D1g | <input type="checkbox"/> | <input type="checkbox"/> | | |
| g. Other impacts: _____ _____ | | <input type="checkbox"/> | <input type="checkbox"/> | | |

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|---|------------------------------------|--------------------------------------|---|--|------------------------------|
| 10. Impact on Historic and Archeological Resources The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.) <i>If "Yes", answer questions a - e. If "No", go to Section 11.</i> | | | | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES |
| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur | | |
| a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places. | E3e | <input type="checkbox"/> | <input type="checkbox"/> | | |
| b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory. | E3f | <input type="checkbox"/> | <input type="checkbox"/> | | |
| c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____ | E3g | <input type="checkbox"/> | <input type="checkbox"/> | | |

| | | | |
|--|----------------------------|--------------------------|--------------------------|
| d. Other impacts: _____ _____ | | <input type="checkbox"/> | <input type="checkbox"/> |
| e. If any of the above (a-d) are answered "Moderate to large impact may occur", continue with the following questions to help support conclusions in Part 3: | | | |
| i. The proposed action may result in the destruction or alteration of all or part of the site or property. | E3e, E3g, E3f | <input type="checkbox"/> | <input type="checkbox"/> |
| ii. The proposed action may result in the alteration of the property's setting or integrity. | E3e, E3f, E3g, E1a, E1b | <input type="checkbox"/> | <input type="checkbox"/> |
| iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting. | E3e, E3f, E3g, E3h, C2, C3 | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | |
|---|------------------------------------|--|---|
| 11. Impact on Open Space and Recreation | | | |
| The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan. (See Part 1. C.2.c, E.1.c., E.2.q.) <i>If "Yes", answer questions a - e. If "No", go to Section 12.</i> | | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES |
| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
| a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat. | D2e, E1b, E2h, E2m, E2o, E2n, E2p | <input type="checkbox"/> | <input type="checkbox"/> |
| b. The proposed action may result in the loss of a current or future recreational resource. | C2a, E1c, C2c, E2q | <input type="checkbox"/> | <input type="checkbox"/> |
| c. The proposed action may eliminate open space or recreational resource in an area with few such resources. | C2a, C2c, E1c, E2q | <input type="checkbox"/> | <input type="checkbox"/> |
| d. The proposed action may result in loss of an area now used informally by the community as an open space resource. | C2c, E1c | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Other impacts: _____ _____ | | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | |
|--|------------------------------------|--|---|
| 12. Impact on Critical Environmental Areas | | | |
| The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d) <i>If "Yes", answer questions a - c. If "No", go to Section 13.</i> | | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES |
| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
| a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA. | E3d | <input type="checkbox"/> | <input type="checkbox"/> |
| b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA. | E3d | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Other impacts: _____ _____ | | <input type="checkbox"/> | <input type="checkbox"/> |

13. Impact on Transportation
 The proposed action may result in a change to existing transportation systems. NO YES
 (See Part 1. D.2.j)
 If "Yes", answer questions a - f. If "No", go to Section 14.

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|-----------------------------|-------------------------------------|------------------------------------|
| a. Projected traffic increase may exceed capacity of existing road network. | D2j | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. The proposed action may result in the construction of paved parking area for 500 or more vehicles. | D2j | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. The proposed action will degrade existing transit access. | D2j | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. The proposed action will degrade existing pedestrian or bicycle accommodations. | D2j | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. The proposed action may alter the present pattern of movement of people or goods. | D2j | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Other impacts: _____ | | <input type="checkbox"/> | <input type="checkbox"/> |

14. Impact on Energy
 The proposed action may cause an increase in the use of any form of energy. NO YES
 (See Part 1. D.2.k)
 If "Yes", answer questions a - e. If "No", go to Section 15.

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|--|-----------------------------|-------------------------------------|-------------------------------------|
| a. The proposed action will require a new, or an upgrade to an existing, substation. | D2k | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use. | D1f, D1q, D2k | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. The proposed action may utilize more than 2,500 MWhrs per year of electricity. | D2k | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed. | D1g | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Other Impacts: _____ | | <input type="checkbox"/> | <input type="checkbox"/> |

15. Impact on Noise, Odor, and Light
 The proposed action may result in an increase in noise, odors, or outdoor lighting. NO YES
 (See Part 1. D.2.m., n., and o.)
 If "Yes", answer questions a - f. If "No", go to Section 16.

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|--|-----------------------------|-------------------------------------|------------------------------------|
| a. The proposed action may produce sound above noise levels established by local regulation. | D2m | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home. | D2m, E1d | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. The proposed action may result in routine odors for more than one hour per day. | D2o | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | | |
|---|----------|-------------------------------------|--------------------------|
| d. The proposed action may result in light shining onto adjoining properties. | D2n | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions. | D2n, E1a | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Other impacts: _____ | | <input type="checkbox"/> | <input type="checkbox"/> |

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.)
 If "Yes", answer questions a - m. If "No", go to Section 17.

NO YES

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|-----------------------------|-------------------------------|------------------------------------|
| a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community. | E1d | <input type="checkbox"/> | <input type="checkbox"/> |
| b. The site of the proposed action is currently undergoing remediation. | E1g, E1h | <input type="checkbox"/> | <input type="checkbox"/> |
| c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action. | E1g, E1h | <input type="checkbox"/> | <input type="checkbox"/> |
| d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction). | E1g, E1h | <input type="checkbox"/> | <input type="checkbox"/> |
| e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health. | E1g, E1h | <input type="checkbox"/> | <input type="checkbox"/> |
| f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health. | D2t | <input type="checkbox"/> | <input type="checkbox"/> |
| g. The proposed action involves construction or modification of a solid waste management facility. | D2q, E1f | <input type="checkbox"/> | <input type="checkbox"/> |
| h. The proposed action may result in the unearthing of solid or hazardous waste. | D2q, E1f | <input type="checkbox"/> | <input type="checkbox"/> |
| i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste. | D2r, D2s | <input type="checkbox"/> | <input type="checkbox"/> |
| j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste. | E1f, E1g E1h | <input type="checkbox"/> | <input type="checkbox"/> |
| k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures. | E1f, E1g | <input type="checkbox"/> | <input type="checkbox"/> |
| l. The proposed action may result in the release of contaminated leachate from the project site. | D2s, E1f, D2r | <input type="checkbox"/> | <input type="checkbox"/> |
| m. Other impacts: _____ | | | |

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans.
 (See Part 1. C.1, C.2. and C.3.)
 If "Yes", answer questions a - h. If "No", go to Section 18.

NO YES

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|--|-----------------------------------|-------------------------------------|-------------------------------------|
| a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s). | C2, C3, D1a E1a, E1b | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%. | C2 | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. The proposed action is inconsistent with local land use plans or zoning regulations. | C2, C2, C3 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. The proposed action is inconsistent with any County plans, or other regional land use plans. | C2, C2 | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure. | C3, D1c, D1d, D1f, D1d, E1b | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure. | C4, D2c, D2d D2j | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action) | C2a | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h. Other: _____ | | <input type="checkbox"/> | <input type="checkbox"/> |

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character.
 (See Part 1. C.2, C.3, D.2, E.3)
 If "Yes", answer questions a - g. If "No", proceed to Part 3.

NO YES

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|--|--------------------------------|-------------------------------------|-------------------------------------|
| a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community. | E3e, E3f, E3g | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. The proposed action may create a demand for additional community services (e.g. schools, police and fire) | C4 | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing. | C2, C3, D1f D1g, E1a | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources. | C2, E3 | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. The proposed action is inconsistent with the predominant architectural scale and character. | C2, C3 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Proposed action is inconsistent with the character of the existing natural landscape. | C2, C3 E1a, E1b E2g, E2h | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Other impacts: _____ | | <input type="checkbox"/> | <input type="checkbox"/> |

PRINT FULL FORM

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

See Part 3 - Additional Information

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: Type 1 Unlisted
Identify portions of EAF completed for this Project: Part 1 Part 2 Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information
(See Part 3 - Additional Information)

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the
City of Syracuse Industrial Development Agency as lead agency that:

- A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.
- B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

- C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: East Genesee Apartments

Name of Lead Agency: City of Syracuse Industrial Development Agency

Name of Responsible Officer in Lead Agency: Honora Spillane

Title of Responsible Officer: Executive Director

Date: March 19, 2019

Signature of Responsible Officer in Lead Agency:

Date: March 19, 2019

Signature of Preparer (if different from Responsible Officer)

For Further Information:

Contact Person: Bryan A. Bayer, C&S Engineers, Inc.
 Address: 499 Col. Eileen Collins Boulevard, Syracuse, New York 13212
 Telephone Number: (315) 455-2000
 E-mail: bbayer@cscos.com

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
 Other involved agencies (if any)
 Applicant (if any)
 Environmental Notice Bulletin: <http://www.dec.ny.gov/enb/enb.html>

PRINT FULL FORM

City of Syracuse Industrial Development Agency
Michaels Group
East Genesee Apartments
FEAF Part 3 – Additional Information

1.) Impact on land – The proposed project will have a small impact on land. The total project area involves the disturbance of approximately 1.6 acres.

Excavation of soil will be required for the construction of the project as a result of the subgrade parking and the foundation system. Excavated materials will be hauled off site and disposed of in accordance with applicable state and local regulations. The anticipated volume of excavation is approximately 30,000 cubic yards and will take place over a 3-4-week period. On-site soils are identified as urban land, and therefore these soils are not considered natural material. The 3-4 week period for excavation is a relatively short duration. As such, the removal of soils associated with this project is not considered a significant environmental impact.

Lastly, the duration of the project is estimated at 18-months. Construction activities typically result in potential impacts associated with traffic, dust, stormwater, and noise. These potential impacts are minimized as a result of the following measures:

- The developer will be required to implement a maintenance and protection of traffic plan for use during construction. The plan will be reviewed and approved by the City of Syracuse.
- The developer will be required implement best management practices for dust control.
- Stormwater will be addressed by implementation of erosion and sediment controls during construction.
- The proposed project will cause a temporary increase in ambient noise levels from the operation of construction equipment. Measures to minimize noise impacts during construction will include adherence to local ordinances for working hours and inspection of equipment for proper muffling.

2.) Impact on geological features – The project site does not contain known unique or unusual land forms (e.g. cliffs, dunes, minerals, fossils, caves). No impact to significant geologic features will occur because of the proposed action.

3.) Impacts on surface water – The project will not involve impacts to surface waters. There are no surface waters within the project footprint. Potential impacts to nearby surface waters from construction will be avoided by implementation of appropriate soil erosion and sediment controls

4.) Impact on groundwater – The project is not located within the footprint of a sole source, primary, or principal aquifer. The project does not involve use or disposal of hazardous materials, bulk storage of petroleum or chemical products that could potentially contaminate local groundwater supplies

5.) Impact on flooding – The proposed project is located outside the regulated floodplain boundaries. No impacts to floodplains will occur as a result of this project.

FEAF Part 3 – Additional Information (Cont'd)

6.) Impacts on air – The USEPA, through the federal Clean Air Act (CAA), has established National Ambient Air Quality Standards (NAAQS) for six criteria pollutants: carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), particulate matter (PM₁₀ and PM_{2.5}), ozone, and lead. An area that violates a national primary or secondary NAAQS for one or more of the USEPA designated criteria pollutants is referred to as non-attainment. A maintenance area is one that has previously been in violation of the NAAQS but has since implemented an avoidance plan and has had no additional violations over an extended period of time.

The project is located in Onondaga County. According to the USEPA Green Book (current as of February 28, 2019), Onondaga County is currently in attainment for all criteria pollutants, except CO, which is listed as "maintenance". Based on a detailed review of the Green Book, Onondaga County was designated as a CO non-attainment area until 1992. Since 1993, the County has been in compliance (i.e., maintenance area) with the NAAQS for all criteria pollutants, including CO. An area that has remained in compliance with the NAAQS for an extended period of time is re-designated as "attainment".

According to both the NYSDEC and USEPA, Onondaga County is in full attainment with the CO NAAQS. Specifically, Onondaga County was designated as a maintenance area in 1993, and has not had any violations of the NAAQS since that time. NYSDEC met the requirements specified in two Maintenance Plans, each lasting a period of ten years. Therefore, the 20-year maintenance period is over and NYSDEC has met its obligations; Onondaga County is in attainment with the CO NAAQS.

Air emission sources require consistency with State and federal air quality standards. The New York air permitting program regulates sources of air pollution. The program is required under provisions set forth in the federal Clean Air Act and New York State regulation (6 NYCRR Part 201). NYSDEC Division of Air Resources administers the air program. The project does not include equipment that requires registration or permitting from New York State's air program.

7.) Impacts on plants and animals – The proposed project is located in an urban environment. Habitat availability is limited; wildlife occupying the existing project space are likely to re-occupy it post construction. No habitat exists for species considered rare, threatened, or endangered by federal or state regulations. No significant impact to plants and animals will occur as a result of this project.

8.) Impacts on agricultural resources – The project is not located in a New York State Agricultural District. No farmland soils occur within the proposed limits of disturbance. No significant impacts to agricultural resources will occur.

9.) Impacts on aesthetic resources – The project site does not contain, and is not located adjacent to, identified scenic/aesthetic resources. There are no officially designated federal, state, or local scenic or aesthetic resources within the vicinity of the property.

10.) Impacts on historical and archeological resources – Coordination with the New York State Historic Preservation Office (SHPO) is complete for the project. The SHPO indicated by letter on February 5, 2019 that the project will have no impact on archaeological and/or historic resources listed in or eligible for the New York State and National Registers of Historic Places. This letter is provided as Appendix A.

FEAF Part 3 – Additional Information (Cont'd)

11.) Impacts on open space and recreation – The proposed action will not result in a loss of recreational opportunities, and/or open space. There are no existing recreational opportunities on-site, and the site is not located in a designated municipal open space plan.

12.) Impacts on critical environmental areas – No designated critical environmental areas occur within or immediately adjacent to the property. The current action, as well as any future development, will not involve impacts to designated critical environmental areas.

13.) Impacts on transportation – Passero Associates completed the *Traffic Study, East Genesee Street, Syracuse, NY* report dated March 2019. The following excerpt is taken directly from the study provided as Appendix B:

The existing transportation infrastructure is adequate to support the East Genesee Apartments project without the need for mitigation at the studied intersections or at the project's entrance. This is a result of the low volume of traffic expected to be generated by the development in conjunction with the mature roadway network surrounding the site. The level of service of each intersection is "D" or above meaning that there is no detrimental impact on the adjacent road network. The proposed garage entrance is located on Ashworth Place, a residential street. This entrance location is off the main arterial of Genesee Street and therefore will not interfere with the heavier traffic roadway.

Proposed sidewalks will improve pedestrian access on Ashworth Place and East Genesee Street. These sidewalks will replace the old sidewalks on site and will meet City standards. In addition to the new sidewalks, the proposed garage entrance is situated so that it has minimal impact on the adjacent roadways. The proposed entrance to the parking garage is on Ashworth Place mainly to avoid creating conflicts along East Genesee Street. East Genesee Street experiences more traffic during the peak hour than Ashworth Place, Pine Street and Walnut Ave. Ashworth Place is a residential street with mostly rental apartments and the existing traffic is minimal in this corridor.

The traffic generation from the proposed project will have minimal impact on Ashworth Place since the existing traffic on the street is low and the traffic projections at full build are insignificant. Also, the north/south streets (Pine Street and Walnut Avenue) that are connected by Ashworth Place have insignificant thru traffic and ample gaps, meaning that cars will be able to turn off of Ashworth Place without having to wait for an extended period of time.

In conclusion, the proposed development does not have an adverse impact on the adjacent road networks and will improve the deteriorating sidewalks along East Genesee Street in the vicinity of the project¹.

¹ Passero Associates engineering architecture. Traffic Study, East Genesee Street, Syracuse, NY. March 2019. 90 pages.

FEAF Part 3 – Additional Information (Cont'd)

14.) Impacts on energy – Electricity and natural gas in the project location are supplied by National Grid. Water will be provided by the City of Syracuse's water system. Sewer service will be provided by the City of Syracuse and treated at the Syracuse Metropolitan Wastewater Treatment Plant.

Operation of the new facility will result in increased use of electricity, natural gas, and/or water resources as well as increased discharge of wastewater into the sewer collection and treatment system. The developer has coordinated with the local utility providers regarding supply and availability of necessary services. Operation of the facility is not be expected to exceed available natural resource or future energy supplies.

Additionally, construction and/or operation of the facilities would not involve a need for unusual materials or those in short supply. As with any construction project, there will be short-term increases in electrical and gasoline usage to power construction equipment and for worker travel.

15.) Impacts on noise, odor, and light

Noise - The proposed project will cause a temporary increase in ambient noise levels from the operation of construction equipment. Measures to minimize noise impacts during construction will include adherence to local ordinances for working hours and inspection of equipment for proper muffling. Noise levels will generally return to pre-construction levels following completion of the project.

Odors - The proposed project will not cause an increase in odors.

Light – Lighting will be contained on site and appropriate for residential use. Lighting will not impact adjacent properties and will be dark sky compliant. Fixtures will be 4,000k LED and primarily building mounted. There will also be low-level landscape lighting in the courtyard area. There will be no large-scale commercial lighting. New lighting will result in a better lit and safer environment for pedestrians on East Genesee Street and Ashworth Place.

16.) Impact on Human Health – The proposed project will not result in an impact to human health from exposure to new or existing sources of contaminants.

Synapse Property resources prepared a Phase I Environmental Site Assessment (ESA) for the project location dated February 2017. The report is consistent with the ASTM International Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process – E1527-13. The Phase I ESA concluded that there is no evidence of existing or historical Recognized Environmental Conditions (RECs) in connection with the site.

Demolition of existing structures will occur during construction. Pre-demolition asbestos surveys are completed for each structure slated for demolition. Asbestos containing materials (ACM) are identified; the developer is committed to perform any/all required abatement as prescribed in the asbestos survey(s) for each property. Abatement will be performed in accordance with all applicable local and state regulations.

FEAF Part 3 – Additional Information (Cont'd)

In addition, the project operation does not use or produce materials considered hazardous substances, and therefore will not create a condition increasing the adjacent public's exposure to harmful materials.

17.) Consistency with community plans – The action will not result in population growth in the City of Syracuse that exceeds 5%, and will not result in increasing density that will impact existing infrastructure. The project is not consistent with existing zoning and land use. As such, a detailed analysis is provided to identify the potential significance of the project relative to both land use and zoning. The project developer has provided rationale depicting the project's consistency with each in the SEQRA Review, East Genesee Apartments attached as Appendix C. The rationale explains measures proposed to accommodate consistency with both zoning and land use criteria. In addition, the document provides justification in support of necessary zoning approvals. This includes prior precedence of similar approvals for adjacent projects. Refer to Appendix C for detailed discussion regarding zoning and land use.

18.) Consistency with community character – The proposed action is located in the Approved Mansion Corridor and is consistent with the built and natural environment of the Approved Mansion Corridor. The structure immediately south of the project known as The 505 on Walnut is a large six-story building of similar scale and character. The Roosevelt, which is currently located on the project site, is a 4-story structure with a gable roof along East Genesee and five stories with a gable roof along Ashworth Place. As discussed in detail in the SEQRA Review, attached as Appendix C, and taking into consideration, among other things, the Smart Growth principles and other goals articulated in the City's Land Use and Development Plan 2040 and the ongoing rezoning initiative, the proposed action is consistent with future expectations for how the community will function and use services, facilities and improvements in the Approved Mansion Corridor.

The project will not result in the replacement or elimination of historic facilities or structures, in an increased demand for community services (e.g. schools, police, fire), in displacement of affordable or low-income housing or interfere with public resources. The project involves construction of a large structure that will replace several smaller structures. The developer intends to minimize impacts associated with scale by implementing the following design measures as provided by the developer within the SEQRA Review, East Genesee Apartments document submitted to SIDA and provided as Appendix C:

- The architecture is segmented into separate and specific areas to provide architectural interest with varying mass and elevations to emulate the appearance of multiple buildings similar to the older mansions and other apartment buildings within the Approved Mansion Corridor.
- The building is further broken down by extruding four and five level portions of the façade with varying materials and unique elevations.
- The western block of the proposed project includes store front glass at the amenity space to activate the streetscape and complement the commercial spaces on the south side of East Genesee Street.
- Continuing towards the eastern block, there are street level, individual entrance units with extruded brick façade, front porches and landscaped front yards facing East Genesee Street. The

FEAF Part 3 – Additional Information (Cont'd)

individual entry units are designed to function similar to a single-family dwelling and will drive pedestrian activity within the public right-of-way.

- The eastern most individual entry unit projects further East towards Pine Street to solidify this concept, activate the street corner and reduce the impact of the 6-story portion of the building.
- A similar approach is used along Ashworth Place which also has individual and private entries at the street level but the overall building height is stepped down two stories along the entire North facing elevation to reduce the visual impact to properties north of the site.

Accordingly, no significant impact on community character will result from the proposed action.

Appendix A
SHPO Letter



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

February 05, 2019

Mr. Tim Harris
Senior Project Engineer
Passero Associates
242 West Main Street
Suite 100
Rochester, NY 14614

Re: SEQRA
East Genesee Apartments
12 parcels between Ashworth Place and East Genesee Street, City of Syracuse,
Onondaga County, NY
19PR00763

Dear Mr. Harris:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6 NYCRR Part 617).

Based upon this review, it is the New York State Office of Parks, Recreation and Historic Preservation's opinion that your project will have no impact on archaeological and/or historic resources listed in or eligible for the New York State and National Registers of Historic Places.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

Michael F. Lynch, P.E., AIA
Director, Division for Historic Preservation

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com

Appendix B
Traffic Study

Traffic Study

EAST GENESEE STREET

Syracuse, NY

March 2019

Prepared for:

Northside Genesee Associates

3 East Stow Road

P.O. Box 994

Marlton, NJ 08053

P.N. 20172421.0004



PASSERO ASSOCIATES
engineering architecture

Traffic Study

East Genesee Street – Syracuse, NY

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APPENDICES

| | |
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| APPENDIX B. | Existing Traffic Volumes |
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| APPENDIX D. | Trip Generation and Distribution |
| APPENDIX E. | 2021 Developed Traffic Volumes |
| APPENDIX F. | Synchro 10 Analysis |

Traffic Study

East Genesee Street – Syracuse, NY

1.0 INTRODUCTION

This report is being prepared to assess the traffic impacts associated with the proposed development of currently developed land into a mid-rise multifamily housing building totaling 283 apartment units and 283 parking spaces. The site is located on the north side of East Genesee Street between Walnut Avenue and Pine Street, and includes 1219-1323 East Genesee Street, 208 and 212 Ashworth Place.

2.0 EXECUTIVE SUMMARY

The project includes the development of a 283-unit apartment building, Institute of Traffic Engineers (I.T.E.) land use group 221 “Multifamily Housing (Mid-Rise)”. The project will provide one driveway connection to Ashworth Place which will be the entrance to the parking garage.

In accordance with the NYSDOT Traffic Analysis Guidelines, this report will analyze:

- The intersections of:
 - East Genesee Street and Walnut Avenue
 - East Genesee Street and Comstock Avenue
 - East Genesee Street and Pine Street
 - Ashworth Place and Walnut Avenue
 - Ashworth Place and Pine Street

3.0 EXISTING CONDITIONS

East Genesee Street (NYSDOT RT 92) is a two lane road generally oriented east-west and is classified as a principal arterial road which is owned by New York State but maintained by the City of Syracuse and has an AADT (2013) of 6794 vehicles/day (vpd). East Genesee Street begins in the City limits near US Route 11 and terminates at the City of Syracuse/Dewitt border. The posted speed limit near the proposed project is 30 miles per hour in the vicinity of the project (85th percentile speed = ±33 mph). East Genesee Street provides direct access from the site to I-81 and downtown city destinations.

Walnut Avenue is a north-south oriented city owned street and classified as a “local road”. Its terminus points are Canal Street to the north and Waverly Avenue to the south. The posted speed limit in the vicinity of the project is 30 mph.

Traffic Study

East Genesee Street – Syracuse, NY

Comstock Avenue is a local road that runs between East Genesee Street and Jamesville Avenue to the south. The speed limit in the project area is 30 mph.

Pine Street runs between East Genesee Street and East Erie Boulevard. The speed limit in the project area is 30 mph

Ashworth Place runs between Walnut avenue and Pine Street. The speed limit in the project area is 15 mph

4.0 METHODOLOGY

A. Passero Associates conducted field observations and traffic counts at several intersections in the study area during the AM and PM peak hours as part of the East Genesee Apartments Traffic Impact Study on November 13th 2018. In addition to counting traffic volumes, the signal timings/phasing were observed at the Walnut Avenue and East Genesee Street intersection to be used in the traffic analysis software. As part of that study the following time periods were determined to be the peak hour:

- A. AM – 7:45-8:45
- B. PM - 4:30-5:30

See appendix for traffic count volumes.

B. A growth rate factor (GRF) of 2.0% applied annually for 3 years was used to develop the background 2021 traffic volumes. Background volumes are reflected in the developed conditions. The GRF of 2% is very conservative considering much of this portion of the City is built out, leaving little to no opportunity for development. However, based on recent trends, redevelopment of existing sites is more likely.

C. Using the Institute of Traffic Engineers Trip Generation Manual, 10th Edition Multifamily Housing (Mid-Rise) (Land Use 221). The trip generations for this project were determined as seen in the table below using 283 dwelling units:

Multifamily Housing (Mid-Rise) (ITE Use 221): X = 283 Persons

| Condition | Formula | Total | Entering | Exiting |
|----------------------|---------------------|-------|----------|----------|
| Peak Hour - 7 - 9 AM | Average Rate (0.36) | 102 | 26 (24%) | 76 (76%) |
| Peak Hour - 4 - 6 PM | Average Rate (0.44) | 125 | 76 (61%) | 49 (39%) |

**Note that the project will only provide 283 parking spaces on site.*

Traffic Study

East Genesee Street – Syracuse, NY

- D. We determined the trip distribution patterns based on the traffic count data collected, engineering knowledge and judgement of the area. The main destination from the site will be west towards downtown Syracuse and I-81. As other local destination points are within walking distance.
- E. The existing traffic volumes were modeled using Synchro10 traffic software to determine the current Levels of Service (LOS) for the studied intersections. LOS is an engineering standard gauge used to measure the operation of functionality of an intersection. A LOS of “A” represents a “best case” scenario with little to no traffic delays. A LOS of “F” represents a failure or unacceptable scenario. A “D” level of service is considered an acceptable level of service for individual intersections.
- F. A comparison of the intersection Levels of Service is provided to demonstrate any difference in the operation of the studied intersections under three different scenarios during both the AM and PM peak hour.
 - 1. Existing Conditions (2018)
 - 2. Background Conditions (2021)
 - 3. Developed Conditions (2021) → Sum of background conditions and trip generations

5.0 SIGHT DISTANCE EVALUATION

Sight distance was measured the proposed parking garage entrance using the NYSDOT criteria of a 42” instrument and object height with a 15 mile per hour speed limit. The results are defined below.

| <u>Intersection</u> | <u>speed limit</u> | <u>Recommended Sight distance (L/R)</u> | <u>Actual sight distance (L/R)</u> |
|---------------------|--------------------|---|---|
| Entrance | 15 mph | 170'/145' | 700' to intersection/450' to intersection |

There is ample site distance at the project entrance.

Traffic Study

East Genesee Street – Syracuse, NY

6.0 CAPACITY ANALYSIS RESULTS

The following is a compilation of the levels of service, delay, v/c ratio, and queue lengths for the studied primary intersections.

**Table 5-1
East Genesee Street and Walnut Avenue**

| Approach | Existing (2018) Level of Service | | Background (2021) Level of Service | | Developed (2021) Level of Service | |
|---------------------------------------|----------------------------------|------|------------------------------------|------|-----------------------------------|------|
| | AM | PM | AM | PM | AM | PM |
| Eastbound | | | | | | |
| Left/ Thru/ Right | A | B | A | B | A | B |
| Delay (sec.) | 8.3 | 13.3 | 8.2 | 14.1 | 8.4 | 15.1 |
| v/c ratio | 0.25 | 0.57 | 0.26 | 0.61 | 0.28 | 0.65 |
| Queue Length (ft) (95 th) | 79 | 227 | 83 | 250 | 89 | 270 |
| Westbound | | | | | | |
| Left/ Thru/ Right | B | B | B | B | B | B |
| Delay (sec.) | 17.9 | 10.9 | 19.2 | 11.3 | 19.3 | 11.2 |
| v/c ratio | 0.76 | 0.43 | 0.80 | 0.45 | 0.80 | 0.45 |
| Queue Length (ft) (95 th) | 344 | 148 | 380 | 160 | 382 | 158 |
| Northbound | | | | | | |
| Left/ Thru/ Right | B | B | B | B | B | B |
| Delay (sec.) | 15.4 | 16.1 | 17.6 | 16.7 | 18.3 | 18.3 |
| v/c ratio | 0.14 | 0.41 | 0.17 | 0.43 | 0.18 | 0.46 |
| Queue Length (ft) (95 th) | 52 | 106 | 64 | 114 | 69 | 130 |
| Southbound | | | | | | |
| Left/ Thru/ Right | B | B | C | B | B* | B |
| Delay (sec.) | 19.9 | 15.7 | 21.4 | 15.9 | 18.9 | 15.4 |
| v/c ratio | 0.13 | 0.12 | 0.14 | 0.13 | 0.24 | 0.17 |
| Queue Length (ft) (95 th) | 57 | 41 | 63 | 43 | 87 | 53 |
| Overall LOS | B | B | B | B | B | B |

*Note that the level of service improves from the background level, even though there have been added trips (this is due to the amount of right and left turn trips at the intersection). To be conservative this approach will be treated as a "C" level of service, which is still equal to the background level.

Traffic Study

East Genesee Street – Syracuse, NY

**Table 5-2
East Genesee Street and Comstock Avenue**

| Approach | Existing (2018) Level of Service | | Background (2021) Level of Service | | Developed (2021) Level of Service | |
|---------------------------------------|----------------------------------|------|------------------------------------|------|-----------------------------------|------|
| | AM | PM | AM | PM | AM | PM |
| Eastbound | | | | | | |
| Right/ Thru | - | - | - | - | - | - |
| Delay (sec.) | 0 | 0 | 0 | 0 | 0 | 0 |
| v/c ratio | 0.13 | 0.41 | 0.13 | 0.43 | 0.13 | 0.43 |
| Queue Length (ft) (95 th) | 0 | 0 | 0 | 0 | 0 | 0 |
| Westbound | | | | | | |
| Left/ Thru | A | A | A | A | A | A |
| Delay (sec.) | 1 | 1.4 | 1.1 | 1.5 | 1.1 | 1.5 |
| v/c ratio | 0.04 | 0.04 | 0.04 | 0.05 | 0.04 | 0.05 |
| Queue Length (ft) (95 th) | 3 | 3 | 3 | 4 | 3 | 4 |
| Northbound | | | | | | |
| Left/ Right | B | C | C | C | C | C |
| Delay (sec.) | 14.9 | 19.4 | 15.6 | 22.1 | 15.6 | 22.1 |
| v/c ratio | 0.11 | 0.35 | 0.12 | 0.40 | 0.12 | 0.40 |
| Queue Length (ft) (95 th) | 9 | 39 | 10 | 47 | 10 | 47 |
| Overall LOS | B | B | B | B | B | B |

Traffic Study

East Genesee Street – Syracuse, NY

**Table 5-3
East Genesee Street and Pine Street**

| Approach | Existing (2018) Level of Service | | Background (2021) Level of Service | | Developed (2021) Level of Service | |
|---------------------------------------|----------------------------------|------|------------------------------------|------|-----------------------------------|------|
| | AM | PM | AM | PM | AM | PM |
| Eastbound | | | | | | |
| Left/ Thru | A | A | A | A | A | A |
| Delay (sec.) | 1.6 | 1.5 | 1.6 | 1.7 | 1.6 | 1.7 |
| v/c ratio | 0.03 | 0.06 | 0.04 | 0.07 | 0.04 | 0.07 |
| Queue Length (ft) (95 th) | 3 | 5 | 3 | 5 | 3 | 5 |
| Westbound | | | | | | |
| Left/ Thru | - | - | - | - | - | - |
| Delay (sec.) | 0 | 0 | 0 | 0 | 0 | 0 |
| v/c ratio | 0.44 | 0.21 | 0.47 | 0.23 | 0.47 | 0.24 |
| Queue Length (ft) (95 th) | 0 | 0 | 0 | 0 | 0 | 0 |
| Southbound | | | | | | |
| Left/ Right | C | D | C | D | C | E |
| Delay (sec.) | 17.7 | 26.5 | 19.4 | 33.0 | 20.7 | 41.3 |
| v/c ratio | 0.22 | 0.31 | 0.26 | 0.38 | 0.30 | 0.49 |
| Queue Length (ft) (95 th) | 21 | 31 | 25 | 42 | 30 | 60 |
| Overall LOS | A | C | A | C | A | D |

Traffic Study
 East Genesee Street – Syracuse, NY

Table 5-4
 Ashworth Place and Walnut Avenue

| Approach | Existing (2018) Level of Service | | Background (2021) Level of Service | | Developed (2021) Level of Service | |
|---------------------------------------|----------------------------------|------|------------------------------------|------|-----------------------------------|------|
| | AM | PM | AM | PM | AM | PM |
| Eastbound | | | | | | |
| Left/ Thru/ Right | A | A | A | A | A | A |
| Delay (sec.) | 9.2 | 9 | 9.3 | 9 | 9.7 | 9.6 |
| v/c ratio | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 |
| Queue Length (ft) (95 th) | 0 | 1 | 0 | 1 | 1 | 1 |
| Westbound | | | | | | |
| Left/ Thru/ Right | A | A | A | A | B | B |
| Delay (sec.) | 9.5 | 9.3 | 9.6 | 9.3 | 10.1 | 10.2 |
| v/c ratio | 0 | 0 | 0.01 | 0 | 0.09 | 0.05 |
| Queue Length (ft) (95 th) | 0 | 0 | 0 | 0 | 8 | 4 |
| Northbound | | | | | | |
| Left/ Thru/ Right | A | A | A | A | A | A |
| Delay (sec.) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| v/c ratio | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Length (ft) (95 th) | 0 | 0 | 0 | 0 | 0 | 0 |
| Southbound | | | | | | |
| Left/ Thru/ Right | A | A | A | A | A | A |
| Delay (sec.) | 0 | 0.1 | 0 | 0.1 | 0.4 | 1.0 |
| v/c ratio | 0 | 0 | 0 | 0 | 0 | 0.01 |
| Queue Length (ft) (95 th) | 0 | 0 | 0 | 0 | 0 | 0 |
| Overall LOS | A | A | A | A | A | A |

Traffic Study

East Genesee Street – Syracuse, NY

**Table 5-5
Ashworth Place and Pine Street**

| Approach | Existing (2018) Level of Service | | Background (2021) Level of Service | | Developed (2021) Level of Service | |
|---------------------------------------|----------------------------------|-----|------------------------------------|-----|-----------------------------------|------|
| | AM | PM | AM | PM | AM | PM |
| Eastbound | | | | | | |
| Left/ Thru/ Right | A | A | A | A | A | A |
| Delay (sec.) | 8.7 | 8.6 | 9.6 | 9.7 | 9.2 | 9.3 |
| v/c ratio | 0 | 0 | 0 | 0 | 0.02 | 0.03 |
| Queue Length (ft) (95 th) | 0 | 0 | 0 | 0 | 2 | 2 |
| Westbound | | | | | | |
| Left/ Thru/ Right | A | A | A | A | A | A |
| Delay (sec.) | 0 | 0 | 0 | 0 | 0 | 0 |
| v/c ratio | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Length (ft) (95 th) | 0 | 0 | 0 | 0 | 0 | 0 |
| Northbound | | | | | | |
| Left/ Thru/ Right | A | A | A | A | A | A |
| Delay (sec.) | 0 | 0 | 0.1 | 0.1 | 0.2 | 1.1 |
| v/c ratio | 0 | 0 | 0 | 0 | 0 | 0.01 |
| Queue Length (ft) (95 th) | 0 | 0 | 0 | 0 | 0 | 1 |
| Southbound | | | | | | |
| Left/ Thru/ Right | A | A | A | A | A | A |
| Delay (sec.) | 0 | 0 | 0 | 0 | 0 | 0 |
| v/c ratio | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Length (ft) (95 th) | 0 | 0 | 0 | 0 | 0 | 0 |
| Overall LOS | A | A | A | A | A | A |

Traffic Study

East Genesee Street – Syracuse, NY

7.0 FINDINGS & OBSERVATIONS

7.1. *Intersection Capacity*

As can be seen from the previous LOS tables, the proposed project will not negatively impact the existing road network. All intersections under developed conditions, will operate at a LOS of “D” or better (“D” being an acceptable level of service). The proposed project causes a decrease in approach level of services (the lowest being a LOS of E), but if an approach is not at an F level of service the intersection will operate properly. Additionally all v/c ratios are well under 1.0. Using a 2% GRF also provides a very conservative analysis for background growth of traffic.

7.2. *Proposed Entrance Location*

The proposed entrance to the projects underground parking garage is designed to perpendicular to Ashworth Place. This location provides ample site distance and does not create a conflict with other roads or driveways. There is a second proposed driveway on Ashworth Place, however this will be used for trash pickup only, which will be scheduled for two times a week.

Traffic Study

East Genesee Street – Syracuse, NY

CONCLUSIONS

The existing transportation infrastructure is adequate to support the East Genesee Apartments project without the need for mitigation at the studied intersections or at the project's entrance. This is a result of the low volume of traffic expected to be generated by the development in conjunction with the mature roadway network surrounding the site. The level of service of each intersection is "D" or above meaning that there is no detrimental impact on the adjacent road network. The proposed garage entrance is located on Ashworth Place, a residential street. This entrance location is off the main arterial of Genesee Street and therefore will not interfere with the heavier traffic roadway.

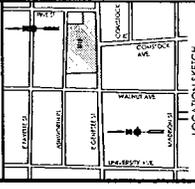
Proposed sidewalks will improve pedestrian access on Ashworth Place and East Genesee Street. These sidewalks will replace the old sidewalks on site and will meet City standards. In addition to the new sidewalks, the proposed garage entrance has been situated so that it has minimal impact on the adjacent roadways. The proposed entrance to the parking garage is on Ashworth Place mainly to avoid creating conflicts along East Genesee Street. East Genesee Street experiences more traffic during the peak hour than Ashworth Place, Pine Street and Walnut Ave. Ashworth Place is a residential street with mostly rental apartments and the existing traffic is minimal in this corridor. The traffic generation from the proposed project will have minimal impact on Ashworth Place since the existing traffic on the street is low and the traffic projections at full build are insignificant. Also, the north/south streets (Pine Street and Walnut Avenue) that are connected by Ashworth Place have insignificant thru traffic and ample gaps, meaning that cars will be able to turn off of Ashworth Place without having to wait for an extended period of time.

In conclusion, the proposed development does not have an adverse impact on the adjacent road networks and will improve the deteriorating sidewalks along East Genesee Street in the vicinity of the project.

Traffic Study
East Genesee Street – Syracuse, NY

APPENDIX A. SITE PLAN

Client: **NORTHSIDE GENESEE ASSOCIATES, LLC**
3 East Stow Road
Mantoloking, NJ

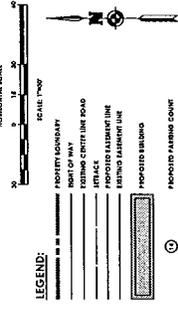


Project: **PASSERO ASSOCIATES**
Project Manager: **John D. Passero, P.E.**
Design: **John D. Passero, P.E.**



| | |
|--------------|------------------|
| Property No. | 20172421.0004 |
| County | Camden, Delaware |
| Owner No. | C.103 |
| Scale | 1" = 30' |
| Date | FEBRUARY 2019 |

SITE PLAN
MICHAELS ORGANIZATION
EAST GENESEE APARTMENTS
283 UNITS
283 PARKING SPACES

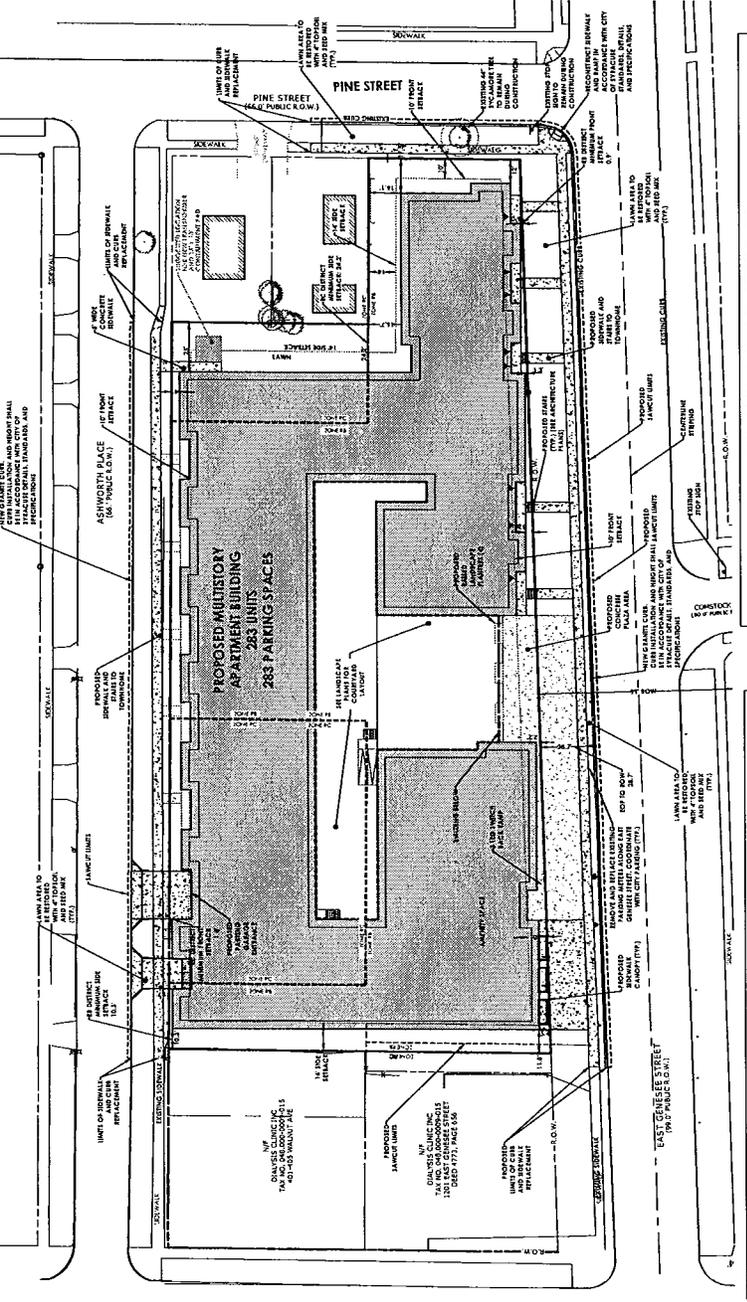


SITE DATA

- EXISTING BUILDING, RESIDENTIAL DISTRICT CLASS C AND CLASS C
- EXISTING USE: MULTIFAMILY HOMES
- EXISTING LOT AREA: 10,000 SQ. FT.
- EXISTING ZONING: RESIDENTIAL DISTRICT CLASS C AND CLASS C
- EXISTING SETBACKS: FRONT 10 FT., SIDE 5 FT., REAR 10 FT.
- EXISTING EASEMENTS: 10 FT. EASEMENT TO ADJACENT LOT.
- EXISTING UTILITIES: WATER, SEWER, GAS, ELECTRIC, TELEPHONE.
- EXISTING DRIVEWAYS: 10 FT. DRIVEWAY TO ADJACENT LOT.
- EXISTING PARKING: 10 SPACES.
- EXISTING LANDSCAPE: 10 FT. LANDSCAPE STRIP.
- EXISTING CONCRETE DRIVEWAY: 10 FT. CONCRETE DRIVEWAY.

GENERAL NOTES:

- CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CAMDEN AND THE STATE OF DELAWARE.
- CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CAMDEN AND THE STATE OF DELAWARE.
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- CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CAMDEN AND THE STATE OF DELAWARE.



ZONING ANALYSIS - RESIDENTIAL DISTRICT CLASS C

| PROVIDED | REQUIRED |
|------------------------------------|---|
| MAXIMUM BUILDING HEIGHT: 4 STORIES | NO BUILDING OR STRUCTURE SHALL BE ERECTED OR STRUCTURALLY ALTERED TO EXCEED A HEIGHT OF TWO (2) STORIES EXCEPT STORIES USED EXCLUSIVELY FOR PARKING. PARKING STRUCTURES SHALL BE CONSIDERED AS PART OF THE BUILDING HEIGHT. |
| FRONT YARD SETBACK: 10 FT. | FRONT YARD SETBACK SHALL BE 10 FEET. |
| REAR YARD SETBACK: 10 FT. | REAR YARD SETBACK SHALL BE 10 FEET. |
| MAXIMUM LOT COVERAGE: 40% | THE MAXIMUM LOT COVERAGE SHALL BE 40% OF THE TOTAL AREA OF THE LOT. |
| MINIMUM LOT AREA: 10,000 SQ. FT. | THE MINIMUM LOT AREA SHALL BE 10,000 SQUARE FEET. |
| MINIMUM PARKING SPACES: 283 | ONE (1) PARKING SPACE SHALL BE PROVIDED FOR EACH DWELLING UNIT - 283 SPACES. |
| MINIMUM STREET SETBACK: 10 FT. | MINIMUM STREET SETBACK SHALL BE 10 FEET. |
| MINIMUM FRONT SETBACK: 10 FT. | MINIMUM FRONT SETBACK SHALL BE 10 FEET. |
| MINIMUM REAR SETBACK: 10 FT. | MINIMUM REAR SETBACK SHALL BE 10 FEET. |
| MINIMUM SIDE SETBACK: 5 FT. | MINIMUM SIDE SETBACK SHALL BE 5 FEET. |
| MINIMUM FRONT SETBACK: 10 FT. | MINIMUM FRONT SETBACK SHALL BE 10 FEET. |
| MINIMUM REAR SETBACK: 10 FT. | MINIMUM REAR SETBACK SHALL BE 10 FEET. |
| MINIMUM SIDE SETBACK: 5 FT. | MINIMUM SIDE SETBACK SHALL BE 5 FEET. |
| MINIMUM FRONT SETBACK: 10 FT. | MINIMUM FRONT SETBACK SHALL BE 10 FEET. |
| MINIMUM REAR SETBACK: 10 FT. | MINIMUM REAR SETBACK SHALL BE 10 FEET. |
| MINIMUM SIDE SETBACK: 5 FT. | MINIMUM SIDE SETBACK SHALL BE 5 FEET. |

ZONING ANALYSIS - RESIDENTIAL DISTRICT CLASS B

| PROVIDED | REQUIRED |
|------------------------------------|---|
| MAXIMUM BUILDING HEIGHT: 4 STORIES | NO BUILDING OR STRUCTURE SHALL BE ERECTED OR STRUCTURALLY ALTERED TO EXCEED A HEIGHT OF TWO (2) STORIES EXCEPT STORIES USED EXCLUSIVELY FOR PARKING. PARKING STRUCTURES SHALL BE CONSIDERED AS PART OF THE BUILDING HEIGHT. |
| FRONT YARD SETBACK: 10 FT. | FRONT YARD SETBACK SHALL BE 10 FEET. |
| REAR YARD SETBACK: 10 FT. | REAR YARD SETBACK SHALL BE 10 FEET. |
| MAXIMUM LOT COVERAGE: 40% | THE MAXIMUM LOT COVERAGE SHALL BE 40% OF THE TOTAL AREA OF THE LOT. |
| MINIMUM LOT AREA: 10,000 SQ. FT. | THE MINIMUM LOT AREA SHALL BE 10,000 SQUARE FEET. |
| MINIMUM PARKING SPACES: 283 | ONE (1) PARKING SPACE SHALL BE PROVIDED FOR EACH DWELLING UNIT - 283 SPACES. |
| MINIMUM STREET SETBACK: 10 FT. | MINIMUM STREET SETBACK SHALL BE 10 FEET. |
| MINIMUM FRONT SETBACK: 10 FT. | MINIMUM FRONT SETBACK SHALL BE 10 FEET. |
| MINIMUM REAR SETBACK: 10 FT. | MINIMUM REAR SETBACK SHALL BE 10 FEET. |
| MINIMUM SIDE SETBACK: 5 FT. | MINIMUM SIDE SETBACK SHALL BE 5 FEET. |
| MINIMUM FRONT SETBACK: 10 FT. | MINIMUM FRONT SETBACK SHALL BE 10 FEET. |
| MINIMUM REAR SETBACK: 10 FT. | MINIMUM REAR SETBACK SHALL BE 10 FEET. |
| MINIMUM SIDE SETBACK: 5 FT. | MINIMUM SIDE SETBACK SHALL BE 5 FEET. |



Client:
NORTSIDE GENESEE ASSOCIATES, LLC
3 East Slow Road
Marlton, NJ

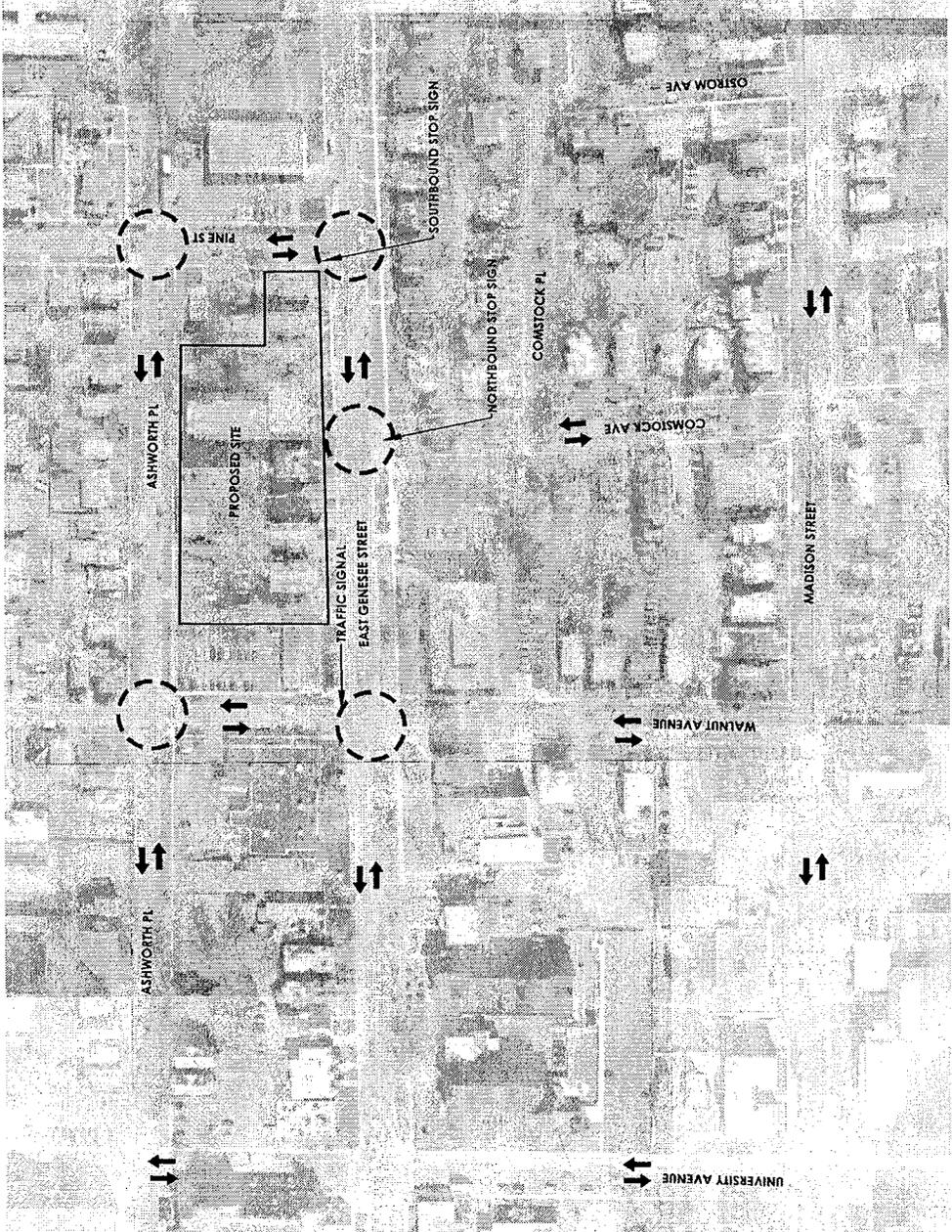
PASSERO ASSOCIATES
2000 W. 10th Street
Philadelphia, PA 19104
Phone: 215-381-1100
Fax: 215-381-1101
www.passero.com
Prepared by: James B. Sartin, E.I.T.



| NO. | DATE | DESCRIPTION |
|-----|-----------|-------------|
| 1 | 1/24/2019 | Site Plan |

TRAFFIC STUDY LOCATIONS
MICHAELS ORGANIZATION
EAST GENESEE APARTMENTS

| | |
|-------------|---------------|
| Project No. | 20172421.0004 |
| Drawing No. | A |
| Sheet No. | 1 |
| Scale | NOT TO SCALE |
| Date | FEBRUARY 2019 |



APPENDIX B. EXISTING TRAFFIC VOLUMES

EAST GENESEE APARTMENTS

| TIME AM | East Genesee and Walnut | | | | | | | | | | | | | | | Total of all Approaches | | | | | |
|-------------|-------------------------|------|-------|-------|--|------------|------|-------|-------|--|-----------|------|-------|-------|--|-------------------------|-----------|------|-------|-------|--|
| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | | Westbound | | | | |
| | Left | Thru | Right | TOTAL | | Left | Thru | Right | TOTAL | | Left | Thru | Right | TOTAL | | | Left | Thru | Right | TOTAL | |
| | | | | | | | | | | | | | | | | | | | | | |
| 7:00-7:15 | 1 | 4 | 0 | 5 | | 0 | 6 | 0 | 6 | | 1 | 5 | 2 | 8 | | 2 | 51 | 2 | 55 | 74 | |
| 7:15-7:30 | 1 | 3 | 4 | 8 | | 0 | 7 | 2 | 9 | | 0 | 19 | 3 | 22 | | 7 | 84 | 2 | 93 | 132 | |
| 7:30-7:45 | 2 | 5 | 4 | 11 | | 4 | 2 | 2 | 8 | | 2 | 43 | 1 | 46 | | 14 | 126 | 5 | 145 | 210 | |
| 7:45-8:00 | 0 | 13 | 5 | 18 | | 3 | 10 | 0 | 13 | | 3 | 44 | 2 | 49 | | 18 | 135 | 5 | 158 | 238 | |
| 8:00-8:15 | 2 | 12 | 6 | 20 | | 3 | 10 | 1 | 14 | | 4 | 49 | 5 | 58 | | 16 | 147 | 10 | 173 | 265 | |
| 8:15-8:30 | 1 | 10 | 5 | 16 | | 2 | 16 | 2 | 20 | | 2 | 56 | 5 | 63 | | 15 | 168 | 8 | 191 | 290 | |
| 8:30-8:45 | 4 | 8 | 8 | 20 | | 2 | 9 | 2 | 13 | | 2 | 44 | 2 | 48 | | 14 | 125 | 4 | 143 | 224 | |
| 8:45-9:00 | 4 | 12 | 6 | 22 | | 0 | 8 | 3 | 11 | | 6 | 47 | 2 | 55 | | 16 | 146 | 7 | 169 | 257 | |
| Peak HR | 7 | 43 | 24 | | | 10 | 45 | 5 | | | 11 | 193 | 14 | | | 63 | 575 | 27 | | | |
| BG Peak HR | 7 | 46 | 25 | | | 11 | 48 | 5 | | | 12 | 205 | 15 | | | 67 | 610 | 29 | | | |
| TIME PM | | | | | | | | | | | | | | | | | | | | | |
| 4:00-4:15 | 5 | 11 | 20 | 135 | | 4 | 1 | 3 | 74 | | 5 | 102 | 4 | 9 | | 6 | 68 | 3 | 9 | 227 | |
| 4:15-4:30 | 8 | 10 | 17 | 143 | | 3 | 7 | 1 | 102 | | 2 | 98 | 0 | 7 | | 6 | 75 | 5 | 20 | 272 | |
| 4:30-4:45 | 2 | 19 | 15 | 116 | | 3 | 11 | 2 | 81 | | 0 | 137 | 0 | 15 | | 4 | 73 | 6 | 43 | 255 | |
| 4:45-5:00 | 3 | 15 | 19 | 126 | | 1 | 8 | 0 | 115 | | 0 | 123 | 0 | 9 | | 4 | 86 | 7 | 57 | 307 | |
| 5:00-5:15 | 5 | 22 | 35 | 157 | | 2 | 10 | 4 | 117 | | 4 | 127 | 2 | 8 | | 5 | 81 | 6 | 50 | 332 | |
| 5:15-5:30 | 8 | 25 | 34 | 146 | | 1 | 13 | 1 | 105 | | 0 | 112 | 3 | 8 | | 5 | 79 | 8 | 40 | 299 | |
| 5:30-5:45 | 3 | 22 | 14 | 111 | | 1 | 5 | 2 | 120 | | 1 | 89 | 0 | 10 | | 5 | 65 | 3 | 37 | 278 | |
| 5:45-6:00 | 1 | 8 | 8 | 121 | | 2 | 5 | 1 | 80 | | 0 | 101 | 3 | 10 | | 8 | 75 | 4 | 51 | 262 | |
| Peak HR | 18 | 81 | 103 | | | 7 | 42 | 7 | | | 4 | 499 | 5 | | | 18 | 319 | 27 | | | |
| BG Peak HR | 19 | 86 | 109 | | | 8 | 45 | 8 | | | 5 | 529 | 6 | | | 19 | 339 | 28 | | | |
| TIME SAT | | | | | | | | | | | | | | | | | | | | | |
| 11:30-11:45 | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 | |
| 11:45-12:00 | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 | |
| 12:00-12:15 | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 | |
| 12:15-12:30 | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 | |
| 12:30-12:45 | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 | |
| 12:45-1:00 | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 | |
| 1:00-1:15 | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 | |
| 1:15-1:30 | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 | |
| Peak HR | | | | | | | | | | | | | | | | | | | | | |
| BG Peak HR | | | | | | | | | | | | | | | | | | | | | |

EAST GENESEE APARTMENTS

| TIME AM | East Genesee and Comstock | | | | | | | | | | | | | | | Total of all Approaches | | | | | |
|-------------------|---------------------------|----------|------------|-------|----------|------------|----------|----------|----------|------------|-----------|------|-----------|------------|----------|-------------------------|-----------|------|-------|-------|--|
| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | | Westbound | | | | |
| | Left | Thru | Right | TOTAL | | Left | Thru | Right | TOTAL | | Left | Thru | Right | TOTAL | | | Left | Thru | Right | TOTAL | |
| | | | | | | | | | | | | | | | | | | | | | |
| 7:00-7:15 | 2 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 22 | 2 | 46 | 0 | 48 | 77 | | | |
| 7:15-7:30 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 23 | 3 | 102 | 0 | 105 | 133 | | | | |
| 7:30-7:45 | 5 | 0 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 37 | 1 | 38 | 8 | 107 | 0 | 115 | 162 | | | | |
| 7:45-8:00 | 3 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 47 | 3 | 50 | 15 | 161 | 0 | 176 | 234 | | | | |
| 8:00-8:15 | 5 | 0 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 44 | 3 | 47 | 11 | 141 | 0 | 152 | 209 | | | | |
| 8:15-8:30 | 2 | 0 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 47 | 5 | 52 | 15 | 164 | 0 | 179 | 240 | | | | |
| 8:30-8:45 | 8 | 0 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 40 | 4 | 44 | 7 | 155 | 0 | 162 | 218 | | | | |
| 8:45-9:00 | 7 | 0 | 12 | 19 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | 40 | 7 | 125 | 0 | 132 | 191 | | | | |
| Peak HR | 18 | 0 | 21 | | 0 | 0 | 0 | 0 | 0 | 179 | 15 | | 48 | 621 | 0 | 132 | | | | | |
| BG Peak HR | 19 | 0 | 23 | | 0 | 0 | 0 | 0 | 0 | 190 | 16 | | 51 | 659 | 0 | | | | | | |
| TIME PM | | | | | | | | | | | | | | | | | | | | | |
| 4:00-4:15 | 7 | 0 | 13 | 20 | 0 | 0 | 0 | 0 | 0 | 124 | 11 | 135 | 10 | 79 | 0 | 89 | 244 | | | | |
| 4:15-4:30 | 8 | 0 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 111 | 3 | 114 | 7 | 76 | 0 | 83 | 215 | | | | |
| 4:30-4:45 | 6 | 0 | 24 | 30 | 0 | 0 | 0 | 0 | 0 | 139 | 7 | 146 | 10 | 64 | 0 | 74 | 250 | | | | |
| 4:45-5:00 | 6 | 0 | 23 | 29 | 0 | 0 | 0 | 0 | 0 | 159 | 7 | 166 | 8 | 74 | 0 | 82 | 277 | | | | |
| 5:00-5:15 | 4 | 0 | 27 | 31 | 0 | 0 | 0 | 0 | 0 | 156 | 5 | 161 | 7 | 80 | 0 | 87 | 279 | | | | |
| 5:15-5:30 | 8 | 0 | 22 | 30 | 0 | 0 | 0 | 0 | 0 | 141 | 9 | 150 | 8 | 75 | 0 | 83 | 263 | | | | |
| 5:30-5:45 | 7 | 0 | 16 | 23 | 0 | 0 | 0 | 0 | 0 | 115 | 6 | 121 | 8 | 86 | 0 | 94 | 238 | | | | |
| 5:45-6:00 | 2 | 0 | 25 | 27 | 0 | 0 | 0 | 0 | 0 | 96 | 7 | 103 | 8 | 76 | 0 | 84 | 214 | | | | |
| Peak HR | 24 | 0 | 96 | | 0 | 0 | 0 | 0 | 0 | 595 | 28 | | 33 | 293 | 0 | | | | | | |
| BG Peak HR | 26 | 0 | 101 | | 0 | 0 | 0 | 0 | 0 | 632 | 29 | | 35 | 311 | 0 | | | | | | |
| TIME SAT | | | | | | | | | | | | | | | | | | | | | |
| 11:30-11:45 | | | | 0 | | | | | | | | | | | | | 0 | 0 | | | |
| 11:45-12:00 | | | | 0 | | | | | | | | | | | | | 0 | 0 | | | |
| 12:00-12:15 | | | | 0 | | | | | | | | | | | | | 0 | 0 | | | |
| 12:15-12:30 | | | | 0 | | | | | | | | | | | | | 0 | 0 | | | |
| 12:30-12:45 | | | | 0 | | | | | | | | | | | | | 0 | 0 | | | |
| 12:45-1:00 | | | | 0 | | | | | | | | | | | | | 0 | 0 | | | |
| 1:00-1:15 | | | | 0 | | | | | | | | | | | | | 0 | 0 | | | |
| 1:15-1:30 | | | | 0 | | | | | | | | | | | | | 0 | 0 | | | |
| Peak HR | | | | | | | | | | | | | | | | | | | | | |
| BG Peak HR | | | | | | | | | | | | | | | | | | | | | |

EAST GENESEE APARTMENTS

| TIME AM | East Genesee and Pine | | | | | | | | | | | | | | | | | | Total of all Approaches | | | | | | |
|----------------|-----------------------|---|-------|---|-------|---|------------|---|-------|----|-------|-----|-----------|-----|-------|-----|-------|-----|-------------------------|-----------|------|-------|-----|-------|---|
| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | Westbound | | | | | |
| | Left | | Right | | TOTAL | | Left | | Right | | TOTAL | | Left | | Right | | TOTAL | | | Left | | Right | | TOTAL | |
| | Thru | 0 | 0 | 0 | 0 | 0 | Thru | 0 | 0 | 0 | 0 | 0 | Thru | 0 | 0 | 0 | 0 | 0 | | 0 | Thru | 0 | 0 | 0 | 0 |
| 7:00-7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 8 | 4 | 28 | 0 | 32 | 0 | 55 | 7 | 62 | 0 | 55 | 7 | 62 | 102 | | |
| 7:15-7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 10 | 4 | 21 | 0 | 25 | 0 | 97 | 4 | 101 | 0 | 97 | 4 | 101 | 136 | | |
| 7:30-7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 10 | 4 | 37 | 0 | 41 | 0 | 117 | 10 | 127 | 0 | 117 | 10 | 127 | 178 | | |
| 7:45-8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 18 | 22 | 3 | 50 | 0 | 53 | 0 | 161 | 13 | 174 | 0 | 161 | 13 | 174 | 249 | | |
| 8:00-8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 14 | 3 | 45 | 0 | 48 | 0 | 139 | 11 | 150 | 0 | 139 | 11 | 150 | 212 | | |
| 8:15-8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 14 | 20 | 11 | 45 | 0 | 56 | 0 | 181 | 16 | 197 | 0 | 181 | 16 | 197 | 273 | | |
| 8:30-8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 7 | 17 | 10 | 36 | 0 | 46 | 0 | 143 | 8 | 151 | 0 | 143 | 8 | 151 | 214 | | |
| 8:45-9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 10 | 7 | 44 | 0 | 51 | 0 | 131 | 15 | 146 | 0 | 131 | 15 | 146 | 207 | | |
| Peak HR | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 51 | 73 | 27 | 177 | 0 | 204 | 0 | 624 | 51 | 228 | 0 | 624 | 51 | 228 | | | |
| Peak HR | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 54 | 78 | 28 | 188 | 0 | 206 | 0 | 662 | 54 | 234 | 0 | 662 | 54 | 234 | | | |
| BG Peak HR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| TIME PM | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:00-4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 9 | 20 | 9 | 122 | 0 | 131 | 0 | 77 | 5 | 82 | 0 | 77 | 5 | 82 | 233 | | |
| 4:15-4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 4 | 12 | 16 | 100 | 0 | 116 | 0 | 81 | 8 | 89 | 0 | 81 | 8 | 89 | 217 | | |
| 4:30-4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 10 | 24 | 19 | 158 | 0 | 177 | 0 | 76 | 6 | 82 | 0 | 76 | 6 | 82 | 283 | | |
| 4:45-5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 15 | 12 | 159 | 0 | 171 | 0 | 66 | 8 | 74 | 0 | 66 | 8 | 74 | 260 | | |
| 5:00-5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 16 | 19 | 165 | 0 | 184 | 0 | 70 | 8 | 78 | 0 | 70 | 8 | 78 | 278 | | |
| 5:15-5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 11 | 16 | 172 | 0 | 188 | 0 | 85 | 8 | 93 | 0 | 85 | 8 | 93 | 292 | | |
| 5:30-5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 15 | 14 | 112 | 0 | 126 | 0 | 82 | 6 | 88 | 0 | 82 | 6 | 88 | 229 | | |
| 5:45-6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 9 | 23 | 9 | 117 | 0 | 126 | 0 | 75 | 4 | 79 | 0 | 75 | 4 | 79 | 228 | | |
| Peak HR | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 27 | 66 | 66 | 654 | 0 | 720 | 0 | 297 | 30 | 315 | 0 | 297 | 30 | 315 | | | |
| Peak HR | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 28 | 70 | 70 | 694 | 0 | 764 | 0 | 315 | 32 | 347 | 0 | 315 | 32 | 347 | | | |
| BG Peak HR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| TIME SAT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11:30-11:45 | | | | | | | | | | 0 | | | | 0 | | | | | 0 | | | | 0 | | |
| 11:45-12:00 | | | | | | | | | | 0 | | | | 0 | | | | | 0 | | | | 0 | | |
| 12:00-12:15 | | | | | | | | | | 0 | | | | 0 | | | | | 0 | | | | 0 | | |
| 12:15-12:30 | | | | | | | | | | 0 | | | | 0 | | | | | 0 | | | | 0 | | |
| 12:30-12:45 | | | | | | | | | | 0 | | | | 0 | | | | | 0 | | | | 0 | | |
| 12:45-1:00 | | | | | | | | | | 0 | | | | 0 | | | | | 0 | | | | 0 | | |
| 1:00-1:15 | | | | | | | | | | 0 | | | | 0 | | | | | 0 | | | | 0 | | |
| 1:15-1:30 | | | | | | | | | | 0 | | | | 0 | | | | | 0 | | | | 0 | | |
| Peak HR | | | | | | | | | | 0 | | | | 0 | | | | | 0 | | | | 0 | | |
| Peak HR | | | | | | | | | | 0 | | | | 0 | | | | | 0 | | | | 0 | | |
| BG Peak HR | | | | | | | | | | 0 | | | | 0 | | | | | 0 | | | | 0 | | |

EAST GENESEE APARTMENTS

| | | Ashworth and Walnut | | | | | | | | | | | | | | | | | | Total of all Approaches | | | | | | |
|-------------------|----------|---------------------|----------|-------|------|----------|-----------|------------|-------|----------|----------|----------|-------|-----------|----------|----------|----------|----------|----------|-------------------------|-----------|-------|-------|--|--|--|
| | | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | Westbound | | | | | |
| | | Thru | | Right | | TOTAL | | Left | | Thru | | Right | | TOTAL | | Left | | Thru | | | Right | | TOTAL | | | |
| | | Left | Right | TOTAL | Left | Right | TOTAL | Left | Right | TOTAL | Left | Right | TOTAL | Left | Right | TOTAL | Left | Right | TOTAL | | Left | Right | TOTAL | | | |
| TIME AM | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00-7:15 | 0 | 5 | 0 | 0 | 5 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | | | |
| 7:15-7:30 | 0 | 3 | 0 | 0 | 3 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | | | |
| 7:30-7:45 | 0 | 16 | 0 | 0 | 16 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | | | |
| 7:45-8:00 | 1 | 15 | 1 | 17 | 17 | 0 | 12 | 0 | 12 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 31 | | | |
| 8:00-8:15 | 0 | 25 | 1 | 26 | 26 | 0 | 18 | 2 | 20 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 49 | | | |
| 8:15-8:30 | 0 | 20 | 0 | 20 | 20 | 0 | 19 | 1 | 20 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 43 | | | |
| 8:30-8:45 | 0 | 17 | 0 | 17 | 17 | 0 | 8 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 28 | | | |
| 8:45-9:00 | 0 | 10 | 0 | 10 | 10 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | | | |
| Peak HR | 1 | 77 | 2 | | | 0 | 57 | 5 | | 2 | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 1 | | | | | |
| BG Peak HR | 1 | 82 | 2 | | | 0 | 60 | 5 | | 2 | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 1 | | | | | |
| TIME PM | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:00-4:15 | 0 | 10 | 0 | 10 | 10 | 0 | 5 | 2 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | | | |
| 4:15-4:30 | 0 | 16 | 0 | 16 | 16 | 0 | 9 | 1 | 10 | 1 | 0 | 2 | 3 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 31 | | | |
| 4:30-4:45 | 0 | 26 | 0 | 26 | 26 | 0 | 9 | 3 | 12 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 42 | | | |
| 4:45-5:00 | 2 | 30 | 1 | 33 | 33 | 0 | 11 | 1 | 12 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | | | |
| 5:00-5:15 | 0 | 23 | 0 | 23 | 23 | 1 | 10 | 2 | 13 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 38 | | | |
| 5:15-5:30 | 0 | 27 | 2 | 29 | 29 | 0 | 15 | 2 | 17 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | | | |
| 5:30-5:45 | 0 | 20 | 0 | 20 | 20 | 0 | 10 | 1 | 11 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | | | |
| 5:45-6:00 | 0 | 11 | 0 | 11 | 11 | 0 | 9 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 23 | | | |
| Peak HR | 2 | 106 | 3 | | | 1 | 45 | 8 | | 3 | 0 | 5 | | 3 | 0 | 5 | | 0 | 0 | 1 | 2 | | | | | |
| BG Peak HR | 2 | 112 | 3 | | | 1 | 48 | 8 | | 3 | 0 | 5 | | 3 | 0 | 5 | | 0 | 0 | 1 | 2 | | | | | |
| TIME SAT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11:30-11:45 | | | | | | | | | | | | | | | | | | | | | | | 0 | | | |
| 11:45-12:00 | | | | | | | | | | | | | | | | | | | | | | | 0 | | | |
| 12:00-12:15 | | | | | | | | | | | | | | | | | | | | | | | 0 | | | |
| 12:15-12:30 | | | | | | | | | | | | | | | | | | | | | | | 0 | | | |
| 12:30-12:45 | | | | | | | | | | | | | | | | | | | | | | | 0 | | | |
| 12:45-1:00 | | | | | | | | | | | | | | | | | | | | | | | 0 | | | |
| 1:00-1:15 | | | | | | | | | | | | | | | | | | | | | | | 0 | | | |
| 1:15-1:30 | | | | | | | | | | | | | | | | | | | | | | | 0 | | | |
| Peak HR | | | | | | | | | | | | | | | | | | | | | | | 0 | | | |
| BG Peak HR | | | | | | | | | | | | | | | | | | | | | | | 0 | | | |

EAST GENESEE APARTMENTS

| TIME AM | Ashworth and Pine | | | | | | | | | | | | | | | | Total of all Approaches |
|-------------------|-------------------|------------|----------|------------|------------|-----------|----------|-----------|-----------|----------|----------|----------|-----------|----------|----------|----------|-------------------------|
| | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | |
| | Left | Thru | Right | TOTAL | Left | Thru | Right | TOTAL | Left | Thru | Right | TOTAL | Left | Thru | Right | TOTAL | |
| | | | | | | | | | | | | | | | | | |
| 7:00-7:15 | 0 | 4 | 0 | 4 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:15-7:30 | 0 | 5 | 0 | 5 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:30-7:45 | 0 | 10 | 0 | 10 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:45-8:00 | 0 | 15 | 0 | 15 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 8:00-8:15 | 0 | 21 | 0 | 21 | 0 | 19 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 8:15-8:30 | 0 | 23 | 0 | 23 | 0 | 15 | 0 | 15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 39 |
| 8:30-8:45 | 0 | 19 | 0 | 19 | 0 | 21 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 8:45-9:00 | 0 | 10 | 0 | 10 | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| Peak HR | 0 | 78 | 0 | 78 | 0 | 72 | 0 | 72 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | |
| BG Peak HR | 0 | 83 | 0 | 83 | 0 | 76 | 0 | 76 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | |
| TIME PM | | | | | | | | | | | | | | | | | |
| 4:00-4:15 | 0 | 8 | 0 | 8 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:15-4:30 | 0 | 12 | 0 | 12 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 4:30-4:45 | 0 | 18 | 0 | 18 | 0 | 12 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 4:45-5:00 | 0 | 27 | 0 | 27 | 0 | 21 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 5:00-5:15 | 1 | 23 | 0 | 24 | 0 | 18 | 0 | 18 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 43 |
| 5:15-5:30 | 0 | 28 | 0 | 28 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 5:30-5:45 | 0 | 19 | 0 | 19 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 5:45-6:00 | 0 | 15 | 0 | 15 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| Peak HR | 1 | 96 | 0 | 96 | 0 | 65 | 1 | 66 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| BG Peak HR | 1 | 102 | 0 | 102 | 0 | 69 | 1 | 70 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| TIME SAT | | | | | | | | | | | | | | | | | |
| 11:30-11:45 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 |
| 11:45-12:00 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 |
| 12:00-12:15 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 |
| 12:15-12:30 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 |
| 12:30-12:45 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 |
| 12:45-1:00 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 |
| 1:00-1:15 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 |
| 1:15-1:30 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 |
| Peak HR | | | | | | | | | | | | | | | | | |
| BG Peak HR | | | | | | | | | | | | | | | | | |

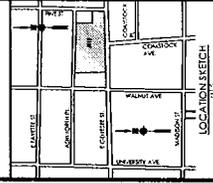
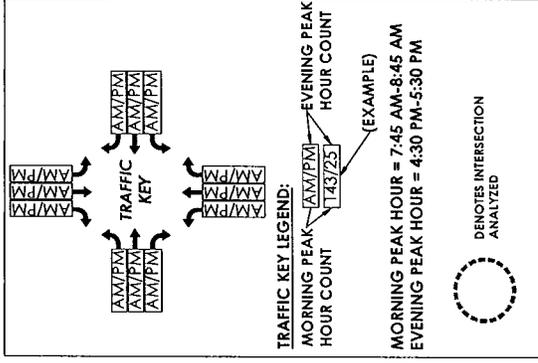
Traffic Study
East Genesee Street – Syracuse, NY

APPENDIX C. BACKGROUND TRAFFIC VOLUMES

SITE GENERATED TRIPS PER ITE MANUAL - ITE USE 221

| TOTAL | ENTERING | EXITING |
|-------|----------|---------|
| 102 | 26(24%) | 76(76%) |
| 125 | 76(61%) | 49(39%) |

AM PEAK HOUR: 7 - 9 AM
PM PEAK HOUR: 4 - 6 PM



CLIENT:
NORTHSIDE GENESEE
ASSOCIATES, LLC
3 East Slow Road
Morriston, NJ

PASSERO ASSOCIATES
Professional Engineer
John D. Passero, P.E.
Professional Engineer
Joseph B. Passero, E.I.T.



| | |
|-----------|-------------|
| DATE | DESCRIPTION |
| 1/28/2019 | PRELIMINARY |
| 2/1/2019 | REVISED |

2021 BACKGROUND
TRAFFIC

MICHAELS ORGANIZATION
EAST GENESEE
APARTMENTS

| | |
|-------------|---------------|
| PROJECT NO. | 20172421.0004 |
| DATE | 2/1/2019 |
| SCALE | NOT TO SCALE |
| DRAWN BY | PA |
| CHECKED BY | PA |

FEBRUARY 2019

NOT FOR CONSTRUCTION

APPENDIX D. TRIP GENERATION AND DISTRIBUTION



CLIENT:
 NORTHSHORE GENESSEE
 ASSOCIATES, LLC
 3 East Slow Road
 Morriston, NJ

PASSERO ASSOCIATES
 1000 University Avenue
 Suite 200
 Buffalo, NY 14202
 Phone: 716.871.1111
 Fax: 716.871.1112
 www.passeroassociates.com
 Prepared by:
 JOHN A. PASSERO, P.E.
 JOHN C. SERRI, E.I.T.



| | |
|---------|-------------------|
| DATE | DESCRIPTION |
| 1/20/19 | TRIP DISTRIBUTION |

TRIP DISTRIBUTION

MICHAELS ORGANIZATION
 EAST GENESSEE
 APARTMENTS

PROJECT NO: 20172421.0004

DATE: 1/20/19

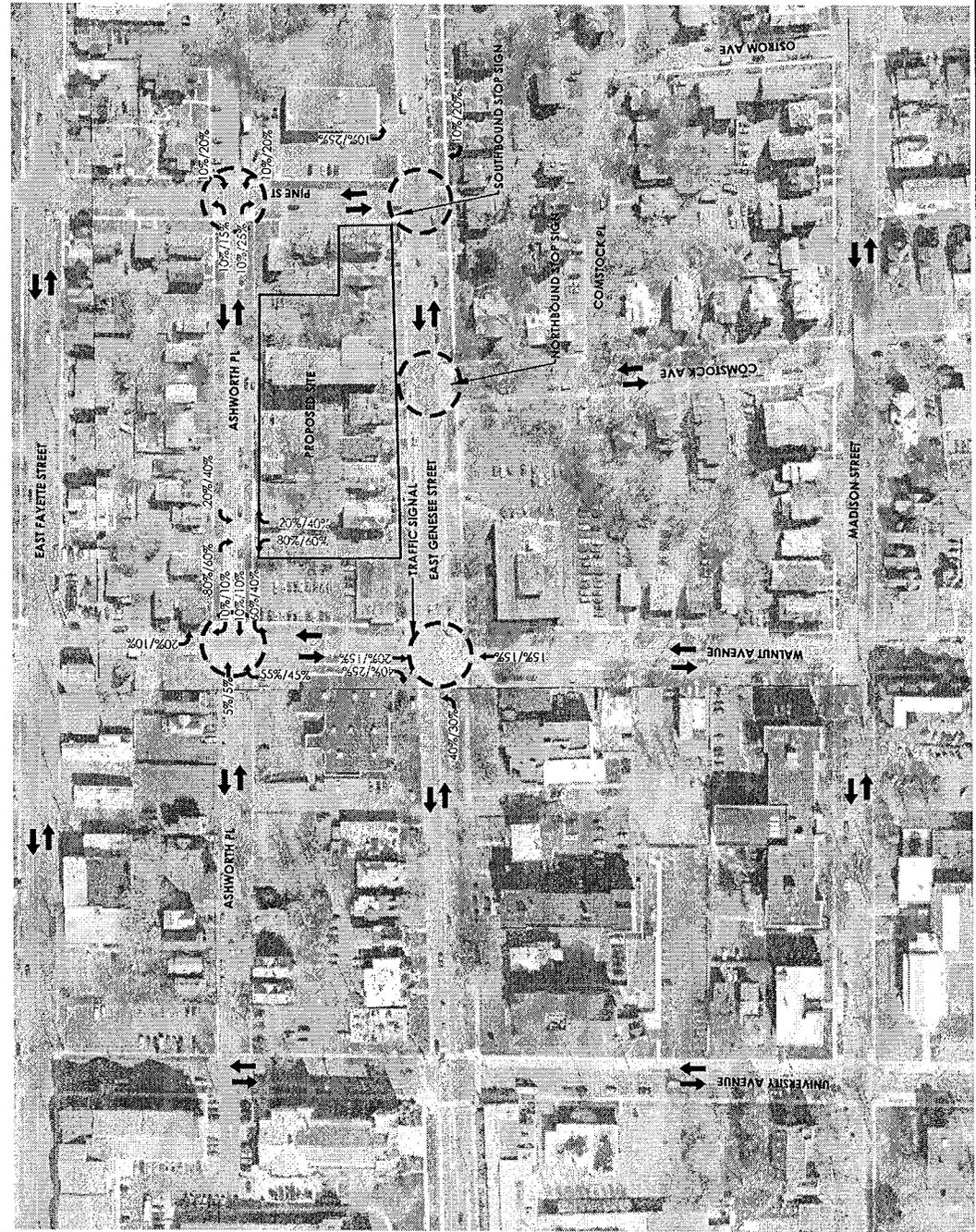
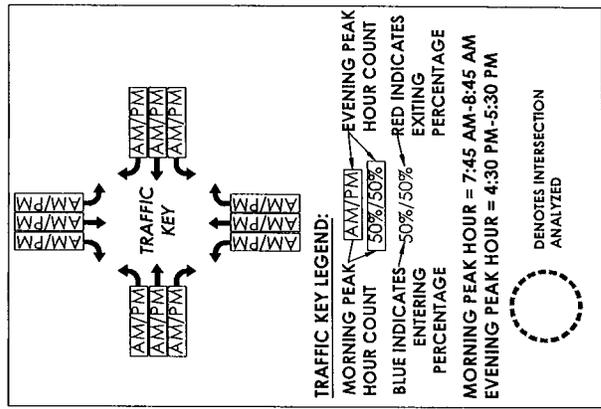
SCALE: NOT TO SCALE

DATE: FEBRUARY 2019

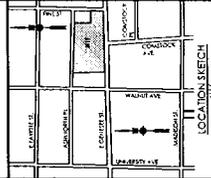
SITE GENERATED TRIPS PER ITE MANUAL - ITE USE 221

| | | |
|-------|----------|---------|
| TOTAL | ENTERING | EXITING |
| 102 | 26(24%) | 76(76%) |
| 125 | 76(61%) | 49(39%) |

AM PEAK HOUR: 7 - 9 AM
 PM PEAK HOUR: 4 - 6 PM



APPENDIX E. 2021 DEVELOPED TRAFFIC VOLUMES



NORTHSIDE GENESEE ASSOCIATES, LLC
3 East Slow Road
Middletown, NJ

PASSERO ASSOCIATES
250 North 10th Street
New York, NY 10017
Project Manager: James D. Passero, P.E.
Engineer: James D. Passero, P.E.

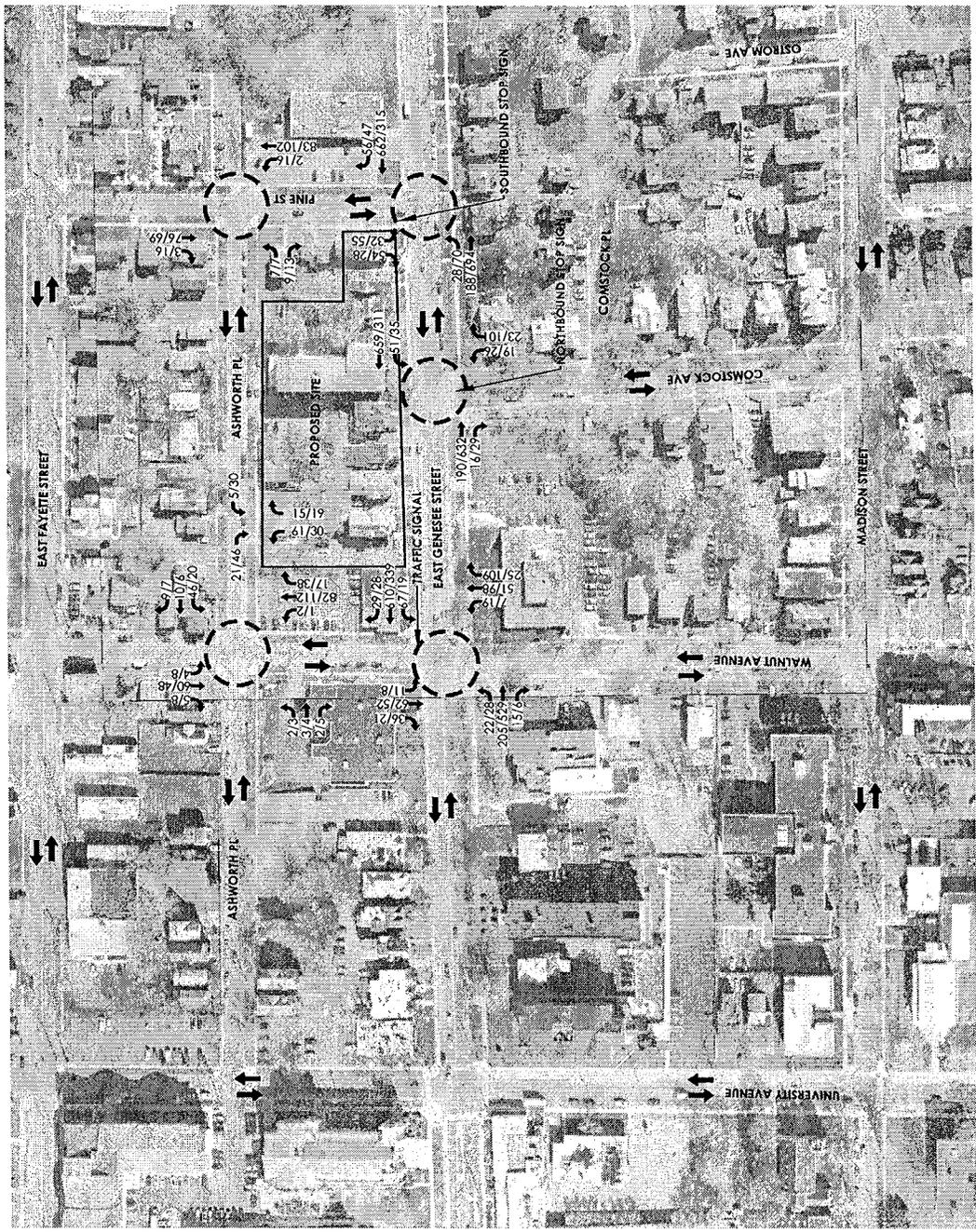


| |
|--|
| 2021 DEVELOPED TRAFFIC |
| MICHAELS ORGANIZATION EAST GENESEE APARTMENTS |
| Project No: 20172421.0004 |
| Scale: E 1 |
| Date: NOT TO SCALE |
| Month: FEBRUARY 2019 |

SITE GENERATED TRIPS PER ITE MANUAL - ITE USE 221

| | | |
|-------|----------|---------|
| TOTAL | ENTERING | EXITING |
| 102 | 26(24%) | 76(76%) |
| 125 | 76(61%) | 49(39%) |

AM PEAK HOUR: 7 - 9 AM
PM PEAK HOUR: 4 - 6 PM



APPENDIX F. SYNCHRO 10 ANALYSIS

East Genesee Apartments
 1: Walnut Ave/Walnut Ave. & East Genesee St

Existing AM.syn
 03/04/2019



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↕ | | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 11 | 193 | 14 | 63 | 575 | 27 | 1 | 42 | 24 | 10 | 45 | 5 |
| Future Volume (vph) | 11 | 193 | 14 | 63 | 575 | 27 | 1 | 42 | 24 | 10 | 45 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.991 | | | 0.995 | | | 0.951 | | | 0.988 | |
| Flt Protected | | 0.998 | | | 0.995 | | | 0.999 | | | 0.992 | |
| Satd. Flow (prot) | 0 | 1842 | 0 | 0 | 1844 | 0 | 0 | 1770 | 0 | 0 | 1826 | 0 |
| Flt Permitted | | 0.963 | | | 0.946 | | | 0.998 | | | 0.959 | |
| Satd. Flow (perm) | 0 | 1778 | 0 | 0 | 1753 | 0 | 0 | 1768 | 0 | 0 | 1765 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | 5 | | | 27 | | | 5 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 593 | | | 356 | | | 584 | | | 282 | |
| Travel Time (s) | | 13.5 | | | 8.1 | | | 13.3 | | | 6.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 12 | 214 | 16 | 70 | 639 | 30 | 1 | 47 | 27 | 11 | 50 | 6 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 242 | 0 | 0 | 739 | 0 | 0 | 75 | 0 | 0 | 67 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | CI+Ex | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |

East Genesee Apartments
 1: Walnut Ave/Walnut Ave. & East Genesee St

Existing AM.syn
 03/04/2019

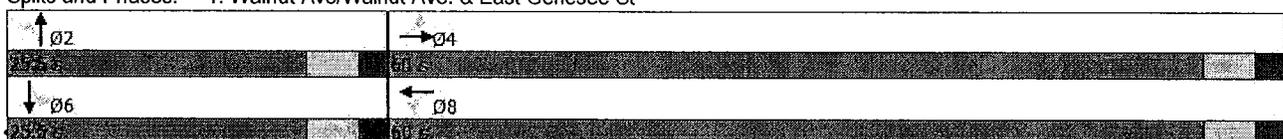


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Minimum Split (s) | 40.5 | 40.5 | | 40.5 | 40.5 | | 25.5 | 25.5 | | 25.5 | 25.5 | |
| Total Split (s) | 60.0 | 60.0 | | 60.0 | 60.0 | | 25.5 | 25.5 | | 25.5 | 25.5 | |
| Total Split (%) | 70.2% | 70.2% | | 70.2% | 70.2% | | 29.8% | 29.8% | | 29.8% | 29.8% | |
| Maximum Green (s) | 54.5 | 54.5 | | 54.5 | 54.5 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.5 | | | 5.5 | | | 5.5 | | | 5.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 38.6 | | | 38.6 | | | 20.1 | | | 20.1 | |
| Actuated g/C Ratio | | 0.55 | | | 0.55 | | | 0.29 | | | 0.29 | |
| v/c Ratio | | 0.25 | | | 0.76 | | | 0.14 | | | 0.13 | |
| Control Delay | | 8.3 | | | 17.9 | | | 15.4 | | | 19.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 8.3 | | | 17.9 | | | 15.4 | | | 19.9 | |
| LOS | | A | | | B | | | B | | | B | |
| Approach Delay | | 8.3 | | | 17.9 | | | 15.4 | | | 19.9 | |
| Approach LOS | | A | | | B | | | B | | | B | |
| Queue Length 50th (ft) | | 47 | | | 220 | | | 14 | | | 18 | |
| Queue Length 95th (ft) | | 79 | | | 344 | | | 52 | | | 57 | |
| Internal Link Dist (ft) | | 513 | | | 276 | | | 504 | | | 202 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1399 | | | 1379 | | | 529 | | | 512 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.17 | | | 0.54 | | | 0.14 | | | 0.13 | |

Intersection Summary

Area Type: Other
 Cycle Length: 85.5
 Actuated Cycle Length: 69.8
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 15.8
 Intersection Capacity Utilization 80.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 1: Walnut Ave/Walnut Ave. & East Genesee St





| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|-------|-------|------|-------|-------|-------|
| Lane Configurations | ↕ | | | ↕ | ↕ | |
| Traffic Volume (vph) | 179 | 15 | 48 | 621 | 18 | 21 |
| Future Volume (vph) | 179 | 15 | 48 | 621 | 18 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.989 | | | | 0.928 | |
| Flt Protected | | | | 0.996 | 0.977 | |
| Satd. Flow (prot) | 1842 | 0 | 0 | 1855 | 1689 | 0 |
| Flt Permitted | | | | 0.996 | 0.977 | |
| Satd. Flow (perm) | 1842 | 0 | 0 | 1855 | 1689 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 356 | | | 261 | 240 | |
| Travel Time (s) | 8.1 | | | 5.9 | 5.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 199 | 17 | 53 | 690 | 20 | 23 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 216 | 0 | 0 | 743 | 43 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 59.0% ICU Level of Service B
 Analysis Period (min) 15



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↔ | | | ↔ | ↔ | |
| Traffic Volume (veh/h) | 179 | 15 | 48 | 621 | 18 | 21 |
| Future Volume (Veh/h) | 179 | 15 | 48 | 621 | 18 | 21 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 199 | 17 | 53 | 690 | 20 | 23 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | 356 | | | | | |
| pX, platoon unblocked | | | 0.98 | | 0.98 | 0.98 |
| vC, conflicting volume | | | 216 | | 1004 | 208 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 185 | | 992 | 177 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 92 | 97 |
| cM capacity (veh/h) | | | 1357 | | 256 | 846 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|------------------------|------|------|------|
| Volume Total | 216 | 743 | 43 |
| Volume Left | 0 | 53 | 20 |
| Volume Right | 17 | 0 | 23 |
| cSH | 1700 | 1357 | 408 |
| Volume to Capacity | 0.13 | 0.04 | 0.11 |
| Queue Length 95th (ft) | 0 | 3 | 9 |
| Control Delay (s) | 0.0 | 1.0 | 14.9 |
| Lane LOS | | A | B |
| Approach Delay (s) | 0.0 | 1.0 | 14.9 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 1.4 | |
| Intersection Capacity Utilization | | 59.0% | ICU Level of Service |
| Analysis Period (min) | | 15 | B |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (vph) | 27 | 177 | 624 | 51 | 22 | 51 |
| Future Volume (vph) | 27 | 177 | 624 | 51 | 22 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.990 | | 0.905 | |
| Flt Protected | | 0.993 | | | 0.985 | |
| Satd. Flow (prot) | 0 | 1850 | 1844 | 0 | 1660 | 0 |
| Flt Permitted | | 0.993 | | | 0.985 | |
| Satd. Flow (perm) | 0 | 1850 | 1844 | 0 | 1660 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 261 | 385 | | 252 | |
| Travel Time (s) | | 5.9 | 8.8 | | 5.7 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 30 | 197 | 693 | 57 | 24 | 57 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 227 | 750 | 0 | 81 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 47.0% ICU Level of Service A
 Analysis Period (min) 15

East Genesee Apartments
3: East Genesee St & Pine St.

Existing AM.syn
03/04/2019



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Volume (veh/h) | 27 | 177 | 624 | 51 | 22 | 51 |
| Future Volume (Veh/h) | 27 | 177 | 624 | 51 | 22 | 51 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 30 | 197 | 693 | 57 | 24 | 57 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | 617 | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 750 | | | | 978 | 722 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 750 | | | | 978 | 722 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 91 | 87 |
| cM capacity (veh/h) | 859 | | | | 268 | 427 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 227 | 750 | 81 |
| Volume Left | 30 | 0 | 24 |
| Volume Right | 0 | 57 | 57 |
| cSH | 859 | 1700 | 363 |
| Volume to Capacity | 0.03 | 0.44 | 0.22 |
| Queue Length 95th (ft) | 3 | 0 | 21 |
| Control Delay (s) | 1.6 | 0.0 | 17.7 |
| Lane LOS | A | | C |
| Approach Delay (s) | 1.6 | 0.0 | 17.7 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 1.7 | |
| Intersection Capacity Utilization | | 47.0% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

Existing AM.syn
03/04/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 77 | 2 | 0 | 57 | 5 |
| Future Volume (vph) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 77 | 2 | 0 | 57 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.946 | | | 0.966 | | | 0.997 | | | 0.988 | |
| Flt Protected | | 0.980 | | | 0.988 | | | 0.999 | | | | |
| Satd. Flow (prot) | 0 | 1727 | 0 | 0 | 1778 | 0 | 0 | 1855 | 0 | 0 | 1840 | 0 |
| Flt Permitted | | 0.980 | | | 0.988 | | | 0.999 | | | | |
| Satd. Flow (perm) | 0 | 1727 | 0 | 0 | 1778 | 0 | 0 | 1855 | 0 | 0 | 1840 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 349 | | | 1290 | | | 681 | | | 148 | |
| Travel Time (s) | | 7.9 | | | 29.3 | | | 15.5 | | | 3.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 86 | 2 | 0 | 63 | 6 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 89 | 0 | 0 | 69 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 15.0% ICU Level of Service A

Analysis Period (min) 15

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

Existing AM.syn
03/04/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 77 | 2 | 0 | 57 | 5 |
| Future Volume (Veh/h) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 77 | 2 | 0 | 57 | 5 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 86 | 2 | 0 | 63 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | 681 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 157 | 156 | 66 | 158 | 158 | 87 | 69 | | | 88 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 157 | 156 | 66 | 158 | 158 | 87 | 69 | | | 88 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 806 | 735 | 998 | 806 | 734 | 971 | 1532 | | | 1508 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 5 | 4 | 89 | 69 | | | | | | | | |
| Volume Left | 2 | 1 | 1 | 0 | | | | | | | | |
| Volume Right | 2 | 1 | 2 | 6 | | | | | | | | |
| cSH | 855 | 801 | 1532 | 1508 | | | | | | | | |
| Volume to Capacity | 0.01 | 0.00 | 0.00 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 9.2 | 9.5 | 0.1 | 0.0 | | | | | | | | |
| Lane LOS | A | A | A | | | | | | | | | |
| Approach Delay (s) | 9.2 | 9.5 | 0.1 | 0.0 | | | | | | | | |
| Approach LOS | A | A | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 0.6 | | | | | | | | | |
| Intersection Capacity Utilization | | | 15.0% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

East Genesee Apartments
5: Pine St. & Ashworth Place

Existing AM.syn
03/04/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 72 | 0 |
| Future Volume (vph) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 72 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fr _t | | 0.865 | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 1611 | 0 | 0 | 1863 | 0 | 0 | 1863 | 0 | 0 | 1863 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 1611 | 0 | 0 | 1863 | 0 | 0 | 1863 | 0 | 0 | 1863 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1290 | | | 578 | | | 657 | | | 179 | |
| Travel Time (s) | | 29.3 | | | 13.1 | | | 14.9 | | | 4.1 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 80 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 80 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 14.1% ICU Level of Service A
 Analysis Period (min) 15



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Volume (veh/h) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 72 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 72 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 80 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 167 | 167 | 80 | 168 | 167 | 87 | 80 | | | 87 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 167 | 167 | 80 | 168 | 167 | 87 | 80 | | | 87 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 797 | 726 | 980 | 795 | 726 | 971 | 1518 | | | 1509 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|------|
| Volume Total | 1 | 0 | 87 | 80 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 0 |
| cSH | 980 | 1700 | 1518 | 1509 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s) | 8.7 | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | | 0.1 | |
| Intersection Capacity Utilization | 14.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

East Genesee Apartments
1: Walnut Ave/Walnut Ave. & East Genesee St

Existing PM.syn
03/04/2019

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Volume (vph) | 4 | 499 | 5 | 18 | 319 | 27 | 18 | 81 | 103 | 7 | 42 | 7 |
| Future Volume (vph) | 4 | 499 | 5 | 18 | 319 | 27 | 18 | 81 | 103 | 7 | 42 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Flt | | 0.999 | | | 0.990 | | | 0.931 | | | 0.983 | |
| Flt Protected | | | | | 0.998 | | | 0.996 | | | 0.994 | |
| Satd. Flow (prot) | 0 | 1861 | 0 | 0 | 1840 | 0 | 0 | 1727 | 0 | 0 | 1820 | 0 |
| Flt Permitted | | 0.998 | | | 0.965 | | | 0.974 | | | 0.957 | |
| Satd. Flow (perm) | 0 | 1857 | 0 | 0 | 1780 | 0 | 0 | 1689 | 0 | 0 | 1752 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | 9 | | | 57 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 593 | | | 356 | | | 584 | | | 282 | |
| Travel Time (s) | | 13.5 | | | 8.1 | | | 13.3 | | | 6.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 4 | 554 | 6 | 20 | 354 | 30 | 20 | 90 | 114 | 8 | 47 | 8 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 564 | 0 | 0 | 404 | 0 | 0 | 224 | 0 | 0 | 63 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | CI+Ex | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |

East Genesee Apartments
 1: Walnut Ave/Walnut Ave. & East Genesee St

Existing PM.syn
 03/04/2019



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Minimum Split (s) | 40.5 | 40.5 | | 40.5 | 40.5 | | 25.5 | 25.5 | | 25.5 | 25.5 | |
| Total Split (s) | 60.0 | 60.0 | | 60.0 | 60.0 | | 25.5 | 25.5 | | 25.5 | 25.5 | |
| Total Split (%) | 70.2% | 70.2% | | 70.2% | 70.2% | | 29.8% | 29.8% | | 29.8% | 29.8% | |
| Maximum Green (s) | 54.5 | 54.5 | | 54.5 | 54.5 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.5 | | | 5.5 | | | 5.5 | | | 5.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 35.0 | | | 35.0 | | | 20.0 | | | 20.0 | |
| Actuated g/C Ratio | | 0.53 | | | 0.53 | | | 0.30 | | | 0.30 | |
| v/c Ratio | | 0.57 | | | 0.43 | | | 0.41 | | | 0.12 | |
| Control Delay | | 13.3 | | | 10.9 | | | 16.1 | | | 15.7 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 13.3 | | | 10.9 | | | 16.1 | | | 15.7 | |
| LOS | | B | | | B | | | B | | | B | |
| Approach Delay | | 13.3 | | | 10.9 | | | 16.1 | | | 15.7 | |
| Approach LOS | | B | | | B | | | B | | | B | |
| Queue Length 50th (ft) | | 140 | | | 88 | | | 52 | | | 16 | |
| Queue Length 95th (ft) | | 227 | | | 148 | | | 106 | | | 41 | |
| Internal Link Dist (ft) | | 513 | | | 276 | | | 504 | | | 202 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1533 | | | 1471 | | | 551 | | | 536 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.37 | | | 0.27 | | | 0.41 | | | 0.12 | |

Intersection Summary

Area Type: Other

Cycle Length: 85.5

Actuated Cycle Length: 66

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 13.2

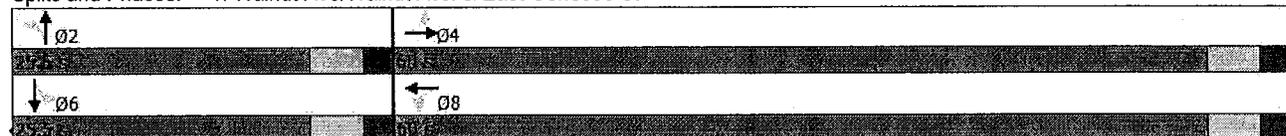
Intersection LOS: B

Intersection Capacity Utilization 56.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Walnut Ave/Walnut Ave. & East Genesee St





| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|-------|-------|------|-------|-------|-------|
| Lane Configurations | ↗ | | | ↖ | ↘ | |
| Traffic Volume (vph) | 595 | 28 | 33 | 293 | 24 | 96 |
| Future Volume (vph) | 595 | 28 | 33 | 293 | 24 | 96 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.994 | | | 0.892 | | |
| Frt Protected | | | | 0.995 | 0.990 | |
| Satd. Flow (prot) | 1852 | 0 | 0 | 1853 | 1645 | 0 |
| Frt Permitted | | | | 0.995 | 0.990 | |
| Satd. Flow (perm) | 1852 | 0 | 0 | 1853 | 1645 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 356 | | | 261 | 240 | |
| Travel Time (s) | 8.1 | | | 5.9 | 5.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 661 | 31 | 37 | 326 | 27 | 107 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 692 | 0 | 0 | 363 | 134 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 15 | | 9 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 56.9% ICU Level of Service B
 Analysis Period (min) 15



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↔ | | | ↔ | ↔ | |
| Traffic Volume (veh/h) | 595 | 28 | 33 | 293 | 24 | 96 |
| Future Volume (Veh/h) | 595 | 28 | 33 | 293 | 24 | 96 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 661 | 31 | 37 | 326 | 27 | 107 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage veh | | | | | | |
| Upstream signal (ft) | 356 | | | | | |
| pX, platoon unblocked | | | 0.79 | | 0.79 | 0.79 |
| vC, conflicting volume | | | 692 | | 1076 | 676 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 471 | | 961 | 451 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 87 | 78 |
| cM capacity (veh/h) | | | 857 | | 214 | 478 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|------------------------|------|------|------|
| Volume Total | 692 | 363 | 134 |
| Volume Left | 0 | 37 | 27 |
| Volume Right | 31 | 0 | 107 |
| cSH | 1700 | 857 | 382 |
| Volume to Capacity | 0.41 | 0.04 | 0.35 |
| Queue Length 95th (ft) | 0 | 3 | 39 |
| Control Delay (s) | 0.0 | 1.4 | 19.4 |
| Lane LOS | | A | C |
| Approach Delay (s) | 0.0 | 1.4 | 19.4 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 2.6 | |
| Intersection Capacity Utilization | | 56.9% | ICU Level of Service B |
| Analysis Period (min) | | 15 | |

East Genesee Apartments
 3: East Genesee St & Pine St.

Existing PM.syn
 03/04/2019



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | ↔ | | ↕ | |
| Traffic Volume (vph) | 66 | 654 | 297 | 30 | 39 | 27 |
| Future Volume (vph) | 66 | 654 | 297 | 30 | 39 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.988 | | 0.945 | |
| Flt Protected | | 0.995 | | | 0.971 | |
| Satd. Flow (prot) | 0 | 1853 | 1840 | 0 | 1709 | 0 |
| Flt Permitted | | 0.995 | | | 0.971 | |
| Satd. Flow (perm) | 0 | 1853 | 1840 | 0 | 1709 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 261 | 385 | | 252 | |
| Travel Time (s) | | 5.9 | 8.8 | | 5.7 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 73 | 727 | 330 | 33 | 43 | 30 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 800 | 363 | 0 | 73 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 69.3% ICU Level of Service C
 Analysis Period (min) 15

East Genesee Apartments
3: East Genesee St & Pine St.

Existing PM.syn
03/04/2019



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↗ | | ↘ | |
| Traffic Volume (veh/h) | 66 | 654 | 297 | 30 | 39 | 27 |
| Future Volume (Veh/h) | 66 | 654 | 297 | 30 | 39 | 27 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 73 | 727 | 330 | 33 | 43 | 30 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh | | | | | | |
| Upstream signal (ft) | | 617 | | | | |
| pX, platoon unblocked | | | | | 0.79 | |
| vC, conflicting volume | 363 | | | | 1220 | 346 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 363 | | | | 1147 | 346 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 94 | | | | 74 | 96 |
| cM capacity (veh/h) | 1196 | | | | 164 | 697 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 800 | 363 | 73 |
| Volume Left | 73 | 0 | 43 |
| Volume Right | 0 | 33 | 30 |
| cSH | 1196 | 1700 | 239 |
| Volume to Capacity | 0.06 | 0.21 | 0.31 |
| Queue Length 95th (ft) | 5 | 0 | 31 |
| Control Delay (s) | 1.5 | 0.0 | 26.5 |
| Lane LOS | A | | D |
| Approach Delay (s) | 1.5 | 0.0 | 26.5 |
| Approach LOS | | | D |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 2.6 | |
| Intersection Capacity Utilization | | 69.3% | ICU Level of Service C |
| Analysis Period (min) | | 15 | |

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

Existing PM.syn
03/04/2019

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 3 | 0 | 5 | 0 | 1 | 2 | 2 | 106 | 3 | 1 | 45 | 8 |
| Future Volume (vph) | 3 | 0 | 5 | 0 | 1 | 2 | 2 | 106 | 3 | 1 | 45 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.910 | | | 0.910 | | | 0.997 | | | 0.980 | |
| Flt Protected | | 0.984 | | | | | | 0.999 | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1668 | 0 | 0 | 1695 | 0 | 0 | 1855 | 0 | 0 | 1824 | 0 |
| Flt Permitted | | 0.984 | | | | | | 0.999 | | | 0.999 | |
| Satd. Flow (perm) | 0 | 1668 | 0 | 0 | 1695 | 0 | 0 | 1855 | 0 | 0 | 1824 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 349 | | | 1290 | | | 681 | | | 148 | |
| Travel Time (s) | | 7.9 | | | 29.3 | | | 15.5 | | | 3.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 3 | 0 | 6 | 0 | 1 | 2 | 2 | 118 | 3 | 1 | 50 | 9 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 9 | 0 | 0 | 3 | 0 | 0 | 123 | 0 | 0 | 60 | 0 |
| Enter Blocked Intersection | No | No | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 16.8% ICU Level of Service A

Analysis Period (min) 15

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

Existing PM.syn
03/04/2019

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Volume (veh/h) | 3 | 0 | 5 | 0 | 1 | 2 | 2 | 106 | 3 | 1 | 45 | 8 |
| Future Volume (Veh/h) | 3 | 0 | 5 | 0 | 1 | 2 | 2 | 106 | 3 | 1 | 45 | 8 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 3 | 0 | 6 | 0 | 1 | 2 | 2 | 118 | 3 | 1 | 50 | 9 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | None | | | None | |
| Median type | | | | | | | | | | | | |
| Median storage veh | | | | | | | | 681 | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | 121 | |
| vC, conflicting volume | 182 | 182 | 54 | 186 | 184 | 120 | 59 | | | | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 182 | 182 | 54 | 186 | 184 | 120 | 59 | | | | 121 | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | | 4.1 | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | | 2.2 | |
| p0 queue free % | 100 | 100 | 99 | 100 | 100 | 100 | 100 | | | | 100 | |
| cM capacity (veh/h) | 775 | 711 | 1012 | 769 | 708 | 932 | 1545 | | | | 1467 | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 9 | 3 | 123 | 60 | | | | | | | | |
| Volume Left | 3 | 0 | 2 | 1 | | | | | | | | |
| Volume Right | 6 | 2 | 3 | 9 | | | | | | | | |
| cSH | 919 | 843 | 1545 | 1467 | | | | | | | | |
| Volume to Capacity | 0.01 | 0.00 | 0.00 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 9.0 | 9.3 | 0.1 | 0.1 | | | | | | | | |
| Lane LOS | A | A | A | A | | | | | | | | |
| Approach Delay (s) | 9.0 | 9.3 | 0.1 | 0.1 | | | | | | | | |
| Approach LOS | A | A | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 0.7 | | | | | | | | | |
| Intersection Capacity Utilization | | | 16.8% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

East Genesee Apartments
5: Pine St. & Ashworth Place

Existing PM.syn
03/04/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 65 | 1 |
| Future Volume (vph) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 65 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.865 | | | | | | | | | 0.998 | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 1611 | 0 | 0 | 1863 | 0 | 0 | 1863 | 0 | 0 | 1859 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 1611 | 0 | 0 | 1863 | 0 | 0 | 1863 | 0 | 0 | 1859 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1290 | | | 578 | | | 657 | | | 179 | |
| Travel Time (s) | | 29.3 | | | 13.1 | | | 14.9 | | | 4.1 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 72 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 73 | 0 |
| Enter Blocked Intersection | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 15.1% ICU Level of Service A

Analysis Period (min) 15

East Genesee Apartments
5: Pine St. & Ashworth Place

Existing PM.syn
03/04/2019

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Volume (veh/h) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 65 | 1 |
| Future Volume (Veh/h) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 65 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 72 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 180 | 180 | 72 | 180 | 180 | 107 | 73 | | | 107 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 180 | 180 | 72 | 180 | 180 | 107 | 73 | | | 107 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 782 | 714 | 990 | 780 | 714 | 947 | 1527 | | | 1484 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 1 | 0 | 107 | 73 | | | | | | | | |
| Volume Left | 0 | 0 | 0 | 0 | | | | | | | | |
| Volume Right | 1 | 0 | 0 | 1 | | | | | | | | |
| cSH | 990 | 1700 | 1527 | 1484 | | | | | | | | |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 8.6 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Lane LOS | A | A | | | | | | | | | | |
| Approach Delay (s) | 8.6 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Approach LOS | A | A | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 0.0 | | | | | | | | | |
| Intersection Capacity Utilization | | | 15.1% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

East Genesee Apartments
 1: Walnut Ave/Walnut Ave. & East Genesee St

BACK AM.syn
 03/04/2019

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 12 | 205 | 15 | 67 | 610 | 29 | 7 | 46 | 25 | 11 | 48 | 5 |
| Future Volume (vph) | 12 | 205 | 15 | 67 | 610 | 29 | 7 | 46 | 25 | 11 | 48 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.991 | | | 0.994 | | | 0.957 | | | 0.989 | |
| Frt Protected | | 0.997 | | | 0.995 | | | 0.995 | | | 0.992 | |
| Satd. Flow (prot) | 0 | 1840 | 0 | 0 | 1842 | 0 | 0 | 1774 | 0 | 0 | 1828 | 0 |
| Frt Permitted | | 0.959 | | | 0.944 | | | 0.978 | | | 0.955 | |
| Satd. Flow (perm) | 0 | 1770 | 0 | 0 | 1748 | 0 | 0 | 1743 | 0 | 0 | 1759 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | 5 | | | 26 | | | 5 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 593 | | | 356 | | | 584 | | | 282 | |
| Travel Time (s) | | 13.5 | | | 8.1 | | | 13.3 | | | 6.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 13 | 228 | 17 | 74 | 678 | 32 | 8 | 51 | 28 | 12 | 53 | 6 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 258 | 0 | 0 | 784 | 0 | 0 | 87 | 0 | 0 | 71 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | CI+Ex | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |

East Genesee Apartments
 1: Walnut Ave/Walnut Ave. & East Genesee St

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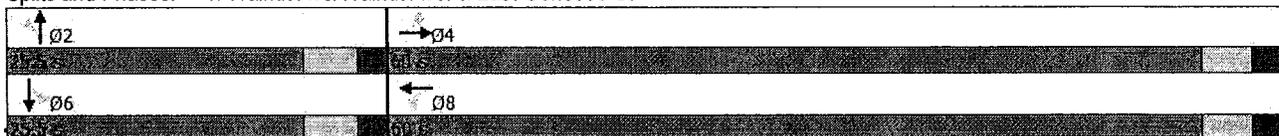


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Minimum Split (s) | 40.5 | 40.5 | | 40.5 | 40.5 | | 25.5 | 25.5 | | 25.5 | 25.5 | |
| Total Split (s) | 60.0 | 60.0 | | 60.0 | 60.0 | | 25.5 | 25.5 | | 25.5 | 25.5 | |
| Total Split (%) | 70.2% | 70.2% | | 70.2% | 70.2% | | 29.8% | 29.8% | | 29.8% | 29.8% | |
| Maximum Green (s) | 54.5 | 54.5 | | 54.5 | 54.5 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.5 | | | 5.5 | | | 5.5 | | | 5.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effect Green (s) | | 40.2 | | | 40.2 | | | 20.2 | | | 20.2 | |
| Actuated g/C Ratio | | 0.56 | | | 0.56 | | | 0.28 | | | 0.28 | |
| v/c Ratio | | 0.26 | | | 0.80 | | | 0.17 | | | 0.14 | |
| Control Delay | | 8.2 | | | 19.2 | | | 17.6 | | | 21.4 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 8.2 | | | 19.2 | | | 17.6 | | | 21.4 | |
| LOS | | A | | | B | | | B | | | C | |
| Approach Delay | | 8.2 | | | 19.2 | | | 17.6 | | | 21.4 | |
| Approach LOS | | A | | | B | | | B | | | C | |
| Queue Length 50th (ft) | | 51 | | | 245 | | | 18 | | | 19 | |
| Queue Length 95th (ft) | | 83 | | | 380 | | | 64 | | | 63 | |
| Internal Link Dist (ft) | | 513 | | | 276 | | | 504 | | | 202 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1365 | | | 1347 | | | 511 | | | 500 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.19 | | | 0.58 | | | 0.17 | | | 0.14 | |

Intersection Summary

Area Type: Other
 Cycle Length: 85.5
 Actuated Cycle Length: 71.5
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 16.9
 Intersection Capacity Utilization 83.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 1: Walnut Ave/Walnut Ave. & East Genesee St



East Genesee Apartments
 2: Comstock Ave. & East Genesee St

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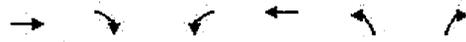
| | → | ↘ | ↙ | ← | ↖ | ↗ |
|----------------------------|-------|-------|------|-------|-------|-------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | | | ↑ | ↑ | |
| Traffic Volume (vph) | 190 | 16 | 51 | 659 | 19 | 23 |
| Future Volume (vph) | 190 | 16 | 51 | 659 | 19 | 23 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.989 | | | | 0.925 | |
| Flt Protected | | | | 0.996 | 0.978 | |
| Satd. Flow (prot) | 1842 | 0 | 0 | 1855 | 1685 | 0 |
| Flt Permitted | | | | 0.996 | 0.978 | |
| Satd. Flow (perm) | 1842 | 0 | 0 | 1855 | 1685 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 356 | | | 261 | 240 | |
| Travel Time (s) | 8.1 | | | 5.9 | 5.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 211 | 18 | 57 | 732 | 21 | 26 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 229 | 0 | 0 | 789 | 47 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 61.8% ICU Level of Service B
 Analysis Period (min) 15

East Genesee Apartments
2: Comstock Ave. & East Genesee St

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03/04/2019



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑ | | | ↑ | ↑ | |
| Traffic Volume (veh/h) | 190 | 16 | 51 | 659 | 19 | 23 |
| Future Volume (Veh/h) | 190 | 16 | 51 | 659 | 19 | 23 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 211 | 18 | 57 | 732 | 21 | 26 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage veh | | | | | | |
| Upstream signal (ft) | 356 | | | | | |
| pX, platoon unblocked | | | 0.97 | | 0.97 | 0.97 |
| vC, conflicting volume | | | 229 | | 1066 | 220 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 191 | | 1053 | 182 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 91 | 97 |
| cM capacity (veh/h) | | | 1343 | | 233 | 836 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|------------------------|------|------|------|
| Volume Total | 229 | 789 | 47 |
| Volume Left | 0 | 57 | 21 |
| Volume Right | 18 | 0 | 26 |
| cSH | 1700 | 1343 | 388 |
| Volume to Capacity | 0.13 | 0.04 | 0.12 |
| Queue Length 95th (ft) | 0 | 3 | 10 |
| Control Delay (s) | 0.0 | 1.1 | 15.6 |
| Lane LOS | | A | C |
| Approach Delay (s) | 0.0 | 1.1 | 15.6 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|-----------------------------------|-------|-----|------------------------|
| Average Delay | | 1.5 | |
| Intersection Capacity Utilization | 61.8% | | ICU Level of Service B |
| Analysis Period (min) | | 15 | |

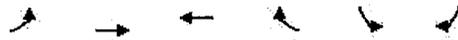


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Volume (vph) | 28 | 188 | 662 | 54 | 24 | 54 |
| Future Volume (vph) | 28 | 188 | 662 | 54 | 24 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.990 | | 0.907 | |
| Flt Protected | | 0.994 | | | 0.985 | |
| Satd. Flow (prot) | 0 | 1852 | 1844 | 0 | 1664 | 0 |
| Flt Permitted | | 0.994 | | | 0.985 | |
| Satd. Flow (perm) | 0 | 1852 | 1844 | 0 | 1664 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 261 | 385 | | 252 | |
| Travel Time (s) | | 5.9 | 8.8 | | 5.7 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 31 | 209 | 736 | 60 | 27 | 60 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 240 | 796 | 0 | 87 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 49.4% |
| | ICU Level of Service A |
| Analysis Period (min) | 15 |

East Genesee Apartments
3: East Genesee St & Pine St.

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| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 28 | 188 | 662 | 54 | 24 | 54 |
| Future Volume (Veh/h) | 28 | 188 | 662 | 54 | 24 | 54 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 31 | 209 | 736 | 60 | 27 | 60 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh | | | | | | |
| Upstream signal (ft) | | 617 | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 796 | | | | 1037 | 766 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 796 | | | | 1037 | 766 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 89 | 85 |
| cM capacity (veh/h) | 826 | | | | 247 | 403 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 240 | 796 | 87 |
| Volume Left | 31 | 0 | 27 |
| Volume Right | 0 | 60 | 60 |
| cSH | 826 | 1700 | 337 |
| Volume to Capacity | 0.04 | 0.47 | 0.26 |
| Queue Length 95th (ft) | 3 | 0 | 25 |
| Control Delay (s) | 1.6 | 0.0 | 19.4 |
| Lane LOS | A | | C |
| Approach Delay (s) | 1.6 | 0.0 | 19.4 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | | 1.8 | |
| Intersection Capacity Utilization | 49.4% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | |

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

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03/04/2019

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Volume (vph) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 82 | 2 | 0 | 60 | 5 |
| Future Volume (vph) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 82 | 2 | 0 | 60 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.946 | | | 0.966 | | | 0.997 | | | 0.989 | |
| Flt Protected | | 0.980 | | | 0.988 | | | 0.999 | | | | |
| Satd. Flow (prot) | 0 | 1727 | 0 | 0 | 1778 | 0 | 0 | 1855 | 0 | 0 | 1842 | 0 |
| Flt Permitted | | 0.980 | | | 0.988 | | | 0.999 | | | | |
| Satd. Flow (perm) | 0 | 1727 | 0 | 0 | 1778 | 0 | 0 | 1855 | 0 | 0 | 1842 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 349 | | | 1290 | | | 681 | | | 148 | |
| Travel Time (s) | | 7.9 | | | 29.3 | | | 15.5 | | | 3.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 91 | 2 | 0 | 67 | 6 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 94 | 0 | 0 | 73 | 0 |
| Enter Blocked Intersection | No | No | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 15.2% ICU Level of Service A
 Analysis Period (min) 15

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

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03/04/2019

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 82 | 2 | 0 | 60 | 5 |
| Future Volume (Veh/h) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 82 | 2 | 0 | 60 | 5 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 91 | 2 | 0 | 67 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | 681 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 166 | 165 | 70 | 166 | 167 | 92 | 73 | | | 93 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 166 | 165 | 70 | 166 | 167 | 92 | 73 | | | 93 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 795 | 727 | 993 | 795 | 725 | 965 | 1527 | | | 1501 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 5 | 4 | 94 | 73 | | | | | | | | |
| Volume Left | 2 | 1 | 1 | 0 | | | | | | | | |
| Volume Right | 2 | 1 | 2 | 6 | | | | | | | | |
| cSH | 847 | 792 | 1527 | 1501 | | | | | | | | |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 9.3 | 9.6 | 0.1 | 0.0 | | | | | | | | |
| Lane LOS | A | A | A | | | | | | | | | |
| Approach Delay (s) | 9.3 | 9.6 | 0.1 | 0.0 | | | | | | | | |
| Approach LOS | A | A | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 0.5 | | | | | | | | | |
| Intersection Capacity Utilization | | | 15.2% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

East Genesee Apartments
5: Pine St. & Ashworth Place

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| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|------|-------|------|------|-------|-------|------|-------|------|------|-------|
| Lane Configurations | ↔ | | | ↔ | | | ↔ | | | ↔ | | |
| Traffic Volume (vph) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 0 | 0 | 76 | 1 |
| Future Volume (vph) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 0 | 0 | 76 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.998 | | | | | | | | | | | |
| Flt Protected | 0.950 | | | | | | 0.999 | | | | | |
| Satd. Flow (prot) | 0 | 1770 | 0 | 0 | 1863 | 0 | 0 | 1861 | 0 | 0 | 1859 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.999 | | | | | |
| Satd. Flow (perm) | 0 | 1770 | 0 | 0 | 1863 | 0 | 0 | 1861 | 0 | 0 | 1859 | 0 |
| Link Speed (mph) | 30 | | | | 30 | | 30 | | | | 30 | |
| Link Distance (ft) | 1290 | | | | 578 | | 657 | | | | 179 | |
| Travel Time (s) | 29.3 | | | | 13.1 | | 14.9 | | | | 4.1 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 92 | 0 | 0 | 84 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 85 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | 0 | | | | 0 | | 0 | | | | 0 | |
| Link Offset(ft) | 0 | | | | 0 | | 0 | | | | 0 | |
| Crosswalk Width(ft) | 16 | | | | 16 | | 16 | | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | Stop | | | | Stop | | Free | | | | Free | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 15.2% ICU Level of Service A
 Analysis Period (min) 15

East Genesee Apartments
5: Pine St. & Ashworth Place

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03/04/2019

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 0 | 0 | 76 | 1 |
| Future Volume (Veh/h) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 0 | 0 | 76 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 92 | 0 | 0 | 84 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 178 | 178 | 84 | 178 | 179 | 92 | 85 | | | 92 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 178 | 178 | 84 | 178 | 179 | 92 | 85 | | | 92 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 783 | 715 | 975 | 783 | 714 | 965 | 1512 | | | 1503 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 1 | 0 | 93 | 85 | | | | | | | | |
| Volume Left | 1 | 0 | 1 | 0 | | | | | | | | |
| Volume Right | 0 | 0 | 0 | 1 | | | | | | | | |
| cSH | 783 | 1700 | 1512 | 1503 | | | | | | | | |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 9.6 | 0.0 | 0.1 | 0.0 | | | | | | | | |
| Lane LOS | A | A | A | A | | | | | | | | |
| Approach Delay (s) | 9.6 | 0.0 | 0.1 | 0.0 | | | | | | | | |
| Approach LOS | A | A | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 0.1 | | | | | | | | | |
| Intersection Capacity Utilization | | | 15.2% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

East Genesee Apartments
1: Walnut Ave/Walnut Ave. & East Genesee St

BACK PM.syn
03/04/2019

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ⇄ | | | ⇄ | | | ⇄ | | | ⇄ | |
| Traffic Volume (vph) | 5 | 529 | 6 | 19 | 339 | 28 | 19 | 86 | 109 | 8 | 45 | 8 |
| Future Volume (vph) | 5 | 529 | 6 | 19 | 339 | 28 | 19 | 86 | 109 | 8 | 45 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | 0.990 | | | 0.931 | | | 0.982 | |
| Flt Protected | | | | | 0.998 | | | 0.996 | | | 0.993 | |
| Satd. Flow (prot) | 0 | 1859 | 0 | 0 | 1840 | 0 | 0 | 1727 | 0 | 0 | 1816 | 0 |
| Flt Permitted | | 0.996 | | | 0.963 | | | 0.974 | | | 0.952 | |
| Satd. Flow (perm) | 0 | 1852 | 0 | 0 | 1776 | 0 | 0 | 1689 | 0 | 0 | 1741 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | 9 | | | 57 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 593 | | | 356 | | | 584 | | | 282 | |
| Travel Time (s) | | 13.5 | | | 8.1 | | | 13.3 | | | 6.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 6 | 588 | 7 | 21 | 377 | 31 | 21 | 96 | 121 | 9 | 50 | 9 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 601 | 0 | 0 | 429 | 0 | 0 | 238 | 0 | 0 | 68 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | CI+Ex | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |

East Genesee Apartments
 1: Walnut Ave/Walnut Ave. & East Genesee St

BACK PM.syn
 03/04/2019

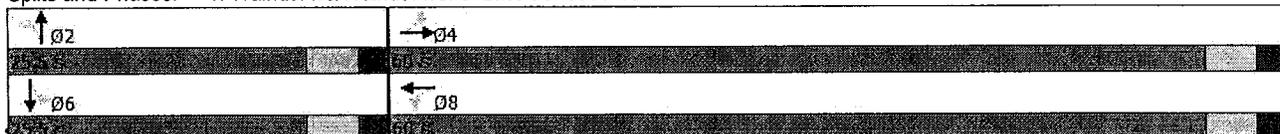


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Minimum Split (s) | 40.5 | 40.5 | | 40.5 | 40.5 | | 25.5 | 25.5 | | 25.5 | 25.5 | |
| Total Split (s) | 60.0 | 60.0 | | 60.0 | 60.0 | | 25.5 | 25.5 | | 25.5 | 25.5 | |
| Total Split (%) | 70.2% | 70.2% | | 70.2% | 70.2% | | 29.8% | 29.8% | | 29.8% | 29.8% | |
| Maximum Green (s) | 54.5 | 54.5 | | 54.5 | 54.5 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.5 | | | 5.5 | | | 5.5 | | | 5.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 35.0 | | | 35.0 | | | 20.0 | | | 20.0 | |
| Actuated g/C Ratio | | 0.53 | | | 0.53 | | | 0.30 | | | 0.30 | |
| v/c Ratio | | 0.61 | | | 0.45 | | | 0.43 | | | 0.13 | |
| Control Delay | | 14.1 | | | 11.3 | | | 16.7 | | | 15.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 14.1 | | | 11.3 | | | 16.7 | | | 15.9 | |
| LOS | | B | | | B | | | B | | | B | |
| Approach Delay | | 14.1 | | | 11.3 | | | 16.7 | | | 15.9 | |
| Approach LOS | | B | | | B | | | B | | | B | |
| Queue Length 50th (ft) | | 154 | | | 96 | | | 56 | | | 17 | |
| Queue Length 95th (ft) | | 250 | | | 160 | | | 114 | | | 43 | |
| Internal Link Dist (ft) | | 513 | | | 276 | | | 504 | | | 202 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1529 | | | 1468 | | | 551 | | | 533 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.39 | | | 0.29 | | | 0.43 | | | 0.13 | |

Intersection Summary

Area Type: Other
 Cycle Length: 85.5
 Actuated Cycle Length: 66
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 13.8
 Intersection Capacity Utilization 57.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 1: Walnut Ave/Walnut Ave. & East Genesee St

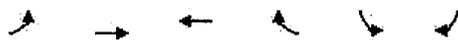


| | → | ↘ | ↙ | ← | ↖ | ↗ |
|----------------------------|-------|-------|------|-------|-------|-------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↗ | | | ↖ | ↗ | |
| Traffic Volume (vph) | 632 | 29 | 35 | 311 | 26 | 101 |
| Future Volume (vph) | 632 | 29 | 35 | 311 | 26 | 101 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fr _t | 0.994 | | | | 0.893 | |
| Fl _t Protected | | | | 0.995 | 0.990 | |
| Satd. Flow (prot) | 1852 | 0 | 0 | 1853 | 1647 | 0 |
| Fl _t Permitted | | | | 0.995 | 0.990 | |
| Satd. Flow (perm) | 1852 | 0 | 0 | 1853 | 1647 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 356 | | | 261 | 240 | |
| Travel Time (s) | 8.1 | | | 5.9 | 5.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 702 | 32 | 39 | 346 | 29 | 112 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 734 | 0 | 0 | 385 | 141 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 59.9% ICU Level of Service B
 Analysis Period (min) 15

| | → | ↘ | ↙ | ← | ↖ | ↗ |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | | | ↑ | ↑ | |
| Traffic Volume (veh/h) | 632 | 29 | 35 | 311 | 26 | 101 |
| Future Volume (Veh/h) | 632 | 29 | 35 | 311 | 26 | 101 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 702 | 32 | 39 | 346 | 29 | 112 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh | | | | | | |
| Upstream signal (ft) | 356 | | | | | |
| pX, platoon unblocked | | | 0.76 | | 0.76 | 0.76 |
| vC, conflicting volume | | | 734 | | 1142 | 718 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 497 | | 1031 | 476 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 95 | | 85 | 75 |
| cM capacity (veh/h) | | | 815 | | 188 | 450 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | | | |
| Volume Total | 734 | 385 | 141 | | | |
| Volume Left | 0 | 39 | 29 | | | |
| Volume Right | 32 | 0 | 112 | | | |
| cSH | 1700 | 815 | 349 | | | |
| Volume to Capacity | 0.43 | 0.05 | 0.40 | | | |
| Queue Length 95th (ft) | 0 | 4 | 47 | | | |
| Control Delay (s) | 0.0 | 1.5 | 22.1 | | | |
| Lane LOS | | A | C | | | |
| Approach Delay (s) | 0.0 | 1.5 | 22.1 | | | |
| Approach LOS | | | C | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.9 | | | |
| Intersection Capacity Utilization | | | 59.9% | ICU Level of Service | | B |
| Analysis Period (min) | | | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (vph) | 70 | 694 | 315 | 32 | 42 | 28 |
| Future Volume (vph) | 70 | 694 | 315 | 32 | 42 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.987 | | 0.946 | |
| Flt Protected | | 0.995 | | | 0.971 | |
| Satd. Flow (prot) | 0 | 1853 | 1839 | 0 | 1711 | 0 |
| Flt Permitted | | 0.995 | | | 0.971 | |
| Satd. Flow (perm) | 0 | 1853 | 1839 | 0 | 1711 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 261 | 385 | | 252 | |
| Travel Time (s) | | 5.9 | 8.8 | | 5.7 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 78 | 771 | 350 | 36 | 47 | 31 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 849 | 386 | 0 | 78 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 73.0% ICU Level of Service C
 Analysis Period (min) 15

East Genesee Apartments
3: East Genesee St & Pine St.

BACK PM.syn
03/04/2019



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Volume (veh/h) | 70 | 694 | 315 | 32 | 42 | 28 |
| Future Volume (Veh/h) | 70 | 694 | 315 | 32 | 42 | 28 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 78 | 771 | 350 | 36 | 47 | 31 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | 617 | | | | | |
| pX, platoon unblocked | | | | | 0.77 | |
| vC, conflicting volume | 386 | | | | 1295 | 368 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 386 | | | | 1234 | 368 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 93 | | | | 66 | 95 |
| cM capacity (veh/h) | 1172 | | | | 140 | 677 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 849 | 386 | 78 |
| Volume Left | 78 | 0 | 47 |
| Volume Right | 0 | 36 | 31 |
| cSH | 1172 | 1700 | 205 |
| Volume to Capacity | 0.07 | 0.23 | 0.38 |
| Queue Length 95th (ft) | 5 | 0 | 42 |
| Control Delay (s) | 1.7 | 0.0 | 33.0 |
| Lane LOS | A | | D |
| Approach Delay (s) | 1.7 | 0.0 | 33.0 |
| Approach LOS | | | D |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 3.0 | |
| Intersection Capacity Utilization | | 73.0% | ICU Level of Service |
| Analysis Period (min) | | 15 | C |

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

BACK PM.syn
03/04/2019



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Volume (vph) | 3 | 0 | 5 | 0 | 1 | 2 | 2 | 112 | 3 | 1 | 48 | 8 |
| Future Volume (vph) | 3 | 0 | 5 | 0 | 1 | 2 | 2 | 112 | 3 | 1 | 48 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.910 | | | 0.910 | | | 0.997 | | | 0.981 | |
| Flt Protected | | 0.984 | | | | | | 0.999 | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1668 | 0 | 0 | 1695 | 0 | 0 | 1855 | 0 | 0 | 1826 | 0 |
| Flt Permitted | | 0.984 | | | | | | 0.999 | | | 0.999 | |
| Satd. Flow (perm) | 0 | 1668 | 0 | 0 | 1695 | 0 | 0 | 1855 | 0 | 0 | 1826 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 349 | | | 1290 | | | 681 | | | 148 | |
| Travel Time (s) | | 7.9 | | | 29.3 | | | 15.5 | | | 3.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 3 | 0 | 6 | 0 | 1 | 2 | 2 | 124 | 3 | 1 | 53 | 9 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 9 | 0 | 0 | 3 | 0 | 0 | 129 | 0 | 0 | 63 | 0 |
| Enter Blocked Intersection | No | No | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 17.1% ICU Level of Service A
 Analysis Period (min) 15

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

BACK PM.syn
03/04/2019

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 3 | 0 | 5 | 0 | 1 | 2 | 2 | 112 | 3 | 1 | 48 | 8 |
| Future Volume (Veh/h) | 3 | 0 | 5 | 0 | 1 | 2 | 2 | 112 | 3 | 1 | 48 | 8 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 3 | 0 | 6 | 0 | 1 | 2 | 2 | 124 | 3 | 1 | 53 | 9 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 192 | 190 | 58 | 195 | 194 | 126 | 62 | | | 127 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 192 | 190 | 58 | 195 | 194 | 126 | 62 | | | 127 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 99 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 765 | 703 | 1009 | 759 | 700 | 925 | 1541 | | | 1459 | | |
| Direction, Lane # | | | | | | | | | | | | |
| | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 9 | 3 | 129 | 63 | | | | | | | | |
| Volume Left | 3 | 0 | 2 | 1 | | | | | | | | |
| Volume Right | 6 | 2 | 3 | 9 | | | | | | | | |
| cSH | 912 | 836 | 1541 | 1459 | | | | | | | | |
| Volume to Capacity | 0.01 | 0.00 | 0.00 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 9.0 | 9.3 | 0.1 | 0.1 | | | | | | | | |
| Lane LOS | A | A | A | A | | | | | | | | |
| Approach Delay (s) | 9.0 | 9.3 | 0.1 | 0.1 | | | | | | | | |
| Approach LOS | A | A | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 0.7 | | | | | | | | | |
| Intersection Capacity Utilization | | | 17.1% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

East Genesee Apartments
5: Pine St. & Ashworth Place

BACK PM.syn
03/04/2019

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|------|------|-------|------|------|-------|------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 0 | 0 | 69 | 1 |
| Future Volume (vph) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 0 | 0 | 69 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fr | | | | | | | | | | | 0.998 | |
| Flt Protected | | 0.950 | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 1770 | 0 | 0 | 1863 | 0 | 0 | 1863 | 0 | 0 | 1859 | 0 |
| Flt Permitted | | 0.950 | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 1770 | 0 | 0 | 1863 | 0 | 0 | 1863 | 0 | 0 | 1859 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1290 | | | 578 | | | 657 | | | 179 | |
| Travel Time (s) | | 29.3 | | | 13.1 | | | 14.9 | | | 4.1 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 113 | 0 | 0 | 77 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 0 | 78 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 16.2% ICU Level of Service A

Analysis Period (min) 15

East Genesee Apartments
5: Pine St. & Ashworth Place

BACK PM.syn
03/04/2019

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 0 | 0 | 69 | 1 |
| Future Volume (Veh/h) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 0 | 0 | 69 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 113 | 0 | 0 | 77 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 192 | 192 | 78 | 192 | 193 | 113 | 78 | | | 113 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 192 | 192 | 78 | 192 | 193 | 113 | 78 | | | 113 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 767 | 702 | 983 | 767 | 702 | 940 | 1520 | | | 1476 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 1 | 0 | 114 | 78 | | | | | | | | |
| Volume Left | 1 | 0 | 1 | 0 | | | | | | | | |
| Volume Right | 0 | 0 | 0 | 1 | | | | | | | | |
| cSH | 767 | 1700 | 1520 | 1476 | | | | | | | | |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 9.7 | 0.0 | 0.1 | 0.0 | | | | | | | | |
| Lane LOS | A | A | A | | | | | | | | | |
| Approach Delay (s) | 9.7 | 0.0 | 0.1 | 0.0 | | | | | | | | |
| Approach LOS | A | A | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 0.1 | | | | | | | | | |
| Intersection Capacity Utilization | | | 16.2% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

East Genesee Apartments
1: Walnut Ave/Walnut Ave. & East Genesee St

DEVELOPED AM.syn
03/04/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 22 | 205 | 15 | 67 | 610 | 29 | 7 | 51 | 25 | 11 | 62 | 36 |
| Future Volume (vph) | 22 | 205 | 15 | 67 | 610 | 29 | 7 | 51 | 25 | 11 | 62 | 36 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Friction | | 0.991 | | | 0.994 | | | 0.959 | | | 0.955 | |
| Flt Protected | | 0.996 | | | 0.995 | | | 0.996 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1839 | 0 | 0 | 1842 | 0 | 0 | 1779 | 0 | 0 | 1770 | 0 |
| Flt Permitted | | 0.915 | | | 0.942 | | | 0.976 | | | 0.972 | |
| Satd. Flow (perm) | 0 | 1689 | 0 | 0 | 1744 | 0 | 0 | 1743 | 0 | 0 | 1729 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | 5 | | | 24 | | | 27 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 593 | | | 356 | | | 584 | | | 282 | |
| Travel Time (s) | | 13.5 | | | 8.1 | | | 13.3 | | | 6.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 24 | 228 | 17 | 74 | 678 | 32 | 8 | 57 | 28 | 12 | 69 | 40 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 269 | 0 | 0 | 784 | 0 | 0 | 93 | 0 | 0 | 121 | 0 |
| Enter Blocked Intersection | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | CI+Ex | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |

East Genesee Apartments
 1: Walnut Ave/Walnut Ave. & East Genesee St

DEVELOPED AM.syn
 03/04/2019



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Minimum Split (s) | 40.5 | 40.5 | | 40.5 | 40.5 | | 25.5 | 25.5 | | 25.5 | 25.5 | |
| Total Split (s) | 60.0 | 60.0 | | 60.0 | 60.0 | | 25.5 | 25.5 | | 25.5 | 25.5 | |
| Total Split (%) | 70.2% | 70.2% | | 70.2% | 70.2% | | 29.8% | 29.8% | | 29.8% | 29.8% | |
| Maximum Green (s) | 54.5 | 54.5 | | 54.5 | 54.5 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.5 | | | 5.5 | | | 5.5 | | | 5.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 40.2 | | | 40.2 | | | 20.2 | | | 20.2 | |
| Actuated g/C Ratio | | 0.56 | | | 0.56 | | | 0.28 | | | 0.28 | |
| v/c Ratio | | 0.28 | | | 0.80 | | | 0.18 | | | 0.24 | |
| Control Delay | | 8.4 | | | 19.3 | | | 18.3 | | | 18.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 8.4 | | | 19.3 | | | 18.3 | | | 18.9 | |
| LOS | | A | | | B | | | B | | | B | |
| Approach Delay | | 8.4 | | | 19.3 | | | 18.3 | | | 18.9 | |
| Approach LOS | | A | | | B | | | B | | | B | |
| Queue Length 50th (ft) | | 54 | | | 246 | | | 20 | | | 28 | |
| Queue Length 95th (ft) | | 89 | | | 382 | | | 69 | | | 87 | |
| Internal Link Dist (ft) | | 513 | | | 276 | | | 504 | | | 202 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1302 | | | 1344 | | | 509 | | | 508 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.21 | | | 0.58 | | | 0.18 | | | 0.24 | |

Intersection Summary

Area Type: Other
 Cycle Length: 85.5
 Actuated Cycle Length: 71.5
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 16.9
 Intersection Capacity Utilization 75.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 1: Walnut Ave/Walnut Ave. & East Genesee St

| | |
|------|------|
| ↑ Ø2 | → Ø4 |
| ↓ Ø6 | ← Ø8 |

East Genesee Apartments
2: Comstock Ave. & East Genesee St

DEVELOPED AM.syn
03/04/2019

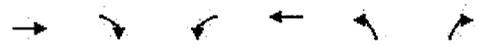
| | → | ↘ | ↙ | ← | ↖ | ↗ |
|----------------------------|-------|-------|------|-------|-------|-------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↘ | | | ↖ | ↗ | |
| Traffic Volume (vph) | 190 | 16 | 51 | 659 | 19 | 23 |
| Future Volume (vph) | 190 | 16 | 51 | 659 | 19 | 23 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.989 | | | | 0.925 | |
| Flt Protected | | | | 0.996 | 0.978 | |
| Satd. Flow (prot) | 1842 | 0 | 0 | 1855 | 1685 | 0 |
| Flt Permitted | | | | 0.996 | 0.978 | |
| Satd. Flow (perm) | 1842 | 0 | 0 | 1855 | 1685 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 356 | | | 261 | 240 | |
| Travel Time (s) | 8.1 | | | 5.9 | 5.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 211 | 18 | 57 | 732 | 21 | 26 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 229 | 0 | 0 | 789 | 47 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 61.8% ICU Level of Service B
 Analysis Period (min) 15

East Genesee Apartments
2: Comstock Ave. & East Genesee St

DEVELOPED AM.syn
03/04/2019



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | ↑ | | | ↑ | ↑ | |
| Traffic Volume (veh/h) | 190 | 16 | 51 | 659 | 19 | 23 |
| Future Volume (Veh/h) | 190 | 16 | 51 | 659 | 19 | 23 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 211 | 18 | 57 | 732 | 21 | 26 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | 356 | | | | | |
| pX, platoon unblocked | | | 0.97 | | 0.97 | 0.97 |
| vC, conflicting volume | | | 229 | | 1066 | 220 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 194 | | 1054 | 185 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 91 | 97 |
| cM capacity (veh/h) | | | 1342 | | 233 | 835 |
| Direction, Lane # | | | | | | |
| | EB 1 | WB 1 | NB 1 | | | |
| Volume Total | 229 | 789 | 47 | | | |
| Volume Left | 0 | 57 | 21 | | | |
| Volume Right | 18 | 0 | 26 | | | |
| cSH | 1700 | 1342 | 388 | | | |
| Volume to Capacity | 0.13 | 0.04 | 0.12 | | | |
| Queue Length 95th (ft) | 0 | 3 | 10 | | | |
| Control Delay (s) | 0.0 | 1.1 | 15.6 | | | |
| Lane LOS | | A | C | | | |
| Approach Delay (s) | 0.0 | 1.1 | 15.6 | | | |
| Approach LOS | | | C | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.5 | | | |
| Intersection Capacity Utilization | | | 61.8% | ICU Level of Service | | B |
| Analysis Period (min) | | | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (vph) | 28 | 188 | 662 | 56 | 32 | 54 |
| Future Volume (vph) | 28 | 188 | 662 | 56 | 32 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.990 | | 0.916 | |
| Frt Protected | | 0.994 | | | 0.982 | |
| Satd. Flow (prot) | 0 | 1852 | 1844 | 0 | 1676 | 0 |
| Frt Permitted | | 0.994 | | | 0.982 | |
| Satd. Flow (perm) | 0 | 1852 | 1844 | 0 | 1676 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 261 | 385 | | 252 | |
| Travel Time (s) | | 5.9 | 8.8 | | 5.7 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 31 | 209 | 736 | 62 | 36 | 60 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 240 | 798 | 0 | 96 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 50.0% ICU Level of Service A
 Analysis Period (min) 15



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 28 | 188 | 662 | 56 | 32 | 54 |
| Future Volume (Veh/h) | 28 | 188 | 662 | 56 | 32 | 54 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 31 | 209 | 736 | 62 | 36 | 60 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | 617 | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 798 | | | | 1038 | 767 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 798 | | | | 1038 | 767 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 85 | 85 |
| cM capacity (veh/h) | 824 | | | | 246 | 402 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 240 | 798 | 96 |
| Volume Left | 31 | 0 | 36 |
| Volume Right | 0 | 62 | 60 |
| cSH | 824 | 1700 | 325 |
| Volume to Capacity | 0.04 | 0.47 | 0.30 |
| Queue Length 95th (ft) | 3 | 0 | 30 |
| Control Delay (s) | 1.6 | 0.0 | 20.7 |
| Lane LOS | A | | C |
| Approach Delay (s) | 1.6 | 0.0 | 20.7 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 2.1 | |
| Intersection Capacity Utilization | | 50.0% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

DEVELOPED AM.syn
03/04/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | | ↕ |
| Traffic Volume (vph) | 2 | 3 | 2 | 46 | 10 | 9 | 1 | 82 | 17 | 4 | 60 | 5 |
| Future Volume (vph) | 2 | 3 | 2 | 46 | 10 | 9 | 1 | 82 | 17 | 4 | 60 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.961 | | | 0.981 | | | 0.977 | | | 0.989 | |
| Flt Protected | | 0.986 | | | 0.966 | | | | | | 0.997 | |
| Satd. Flow (prot) | 0 | 1765 | 0 | 0 | 1765 | 0 | 0 | 1820 | 0 | 0 | 1837 | 0 |
| Flt Permitted | | 0.986 | | | 0.966 | | | | | | 0.997 | |
| Satd. Flow (perm) | 0 | 1765 | 0 | 0 | 1765 | 0 | 0 | 1820 | 0 | 0 | 1837 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 349 | | | 1290 | | | 681 | | | 148 | |
| Travel Time (s) | | 7.9 | | | 29.3 | | | 15.5 | | | 3.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 2 | 3 | 2 | 51 | 11 | 10 | 1 | 91 | 19 | 4 | 67 | 6 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 7 | 0 | 0 | 72 | 0 | 0 | 111 | 0 | 0 | 77 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 20.6% ICU Level of Service A
 Analysis Period (min) 15

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

DEVELOPED AM.syn
03/04/2019

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|----------------------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 2 | 3 | 2 | 46 | 10 | 9 | 1 | 82 | 17 | 4 | 60 | 5 |
| Future Volume (Veh/h) | 2 | 3 | 2 | 46 | 10 | 9 | 1 | 82 | 17 | 4 | 60 | 5 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 2 | 3 | 2 | 51 | 11 | 10 | 1 | 91 | 19 | 4 | 67 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | | | | | | | | | | | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | | | | | | | | | | | | |
| tC, single (s) | | | | | | | | | | | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | | | | | | | | | | | | |
| p0 queue free % | | | | | | | | | | | | |
| cM capacity (veh/h) | | | | | | | | | | | | |
| Direction, Lane # | | | | | | | | | | | | |
| | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 7 | 72 | 111 | 77 | | | | | | | | |
| Volume Left | 2 | 51 | 1 | 4 | | | | | | | | |
| Volume Right | 2 | 10 | 19 | 6 | | | | | | | | |
| cSH | 780 | 781 | 1527 | 1480 | | | | | | | | |
| Volume to Capacity | 0.01 | 0.09 | 0.00 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 8 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 9.7 | 10.1 | 0.1 | 0.4 | | | | | | | | |
| Lane LOS | A | B | A | A | | | | | | | | |
| Approach Delay (s) | 9.7 | 10.1 | 0.1 | 0.4 | | | | | | | | |
| Approach LOS | A | B | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 3.1 | | | | | | | | | |
| Intersection Capacity Utilization | | | 20.6% | ICU Level of Service | A | | | | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

East Genesee Apartments
5: Pine St. & Ashworth Place

DEVELOPED AM.syn
03/04/2019

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|------|------|-------|------|-------|-------|------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 7 | 0 | 9 | 0 | 0 | 0 | 2 | 83 | 0 | 0 | 76 | 3 |
| Future Volume (vph) | 7 | 0 | 9 | 0 | 0 | 0 | 2 | 83 | 0 | 0 | 76 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fr't | | 0.925 | | | | | | | | | 0.995 | |
| Flt Protected | | 0.978 | | | | | | 0.999 | | | | |
| Satd. Flow (prot) | 0 | 1685 | 0 | 0 | 1863 | 0 | 0 | 1861 | 0 | 0 | 1853 | 0 |
| Flt Permitted | | 0.978 | | | | | | 0.999 | | | | |
| Satd. Flow (perm) | 0 | 1685 | 0 | 0 | 1863 | 0 | 0 | 1861 | 0 | 0 | 1853 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1290 | | | 578 | | | 657 | | | 179 | |
| Travel Time (s) | | 29.3 | | | 13.1 | | | 14.9 | | | 4.1 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 8 | 0 | 10 | 0 | 0 | 0 | 2 | 92 | 0 | 0 | 84 | 3 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 87 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 16.0% ICU Level of Service A
 Analysis Period (min) 15

East Genesee Apartments
5: Pine St. & Ashworth Place

DEVELOPED AM.syn
03/04/2019

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 7 | 0 | 9 | 0 | 0 | 0 | 2 | 83 | 0 | 0 | 76 | 3 |
| Future Volume (Veh/h) | 7 | 0 | 9 | 0 | 0 | 0 | 2 | 83 | 0 | 0 | 76 | 3 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 8 | 0 | 10 | 0 | 0 | 0 | 2 | 92 | 0 | 0 | 84 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 182 | 182 | 86 | 192 | 183 | 92 | 87 | | | 92 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 182 | 182 | 86 | 192 | 183 | 92 | 87 | | | 92 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 99 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 779 | 712 | 973 | 760 | 710 | 965 | 1509 | | | 1503 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 18 | 0 | 94 | 87 | | | | | | | | |
| Volume Left | 8 | 0 | 2 | 0 | | | | | | | | |
| Volume Right | 10 | 0 | 0 | 3 | | | | | | | | |
| cSH | 876 | 1700 | 1509 | 1503 | | | | | | | | |
| Volume to Capacity | 0.02 | 0.00 | 0.00 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 9.2 | 0.0 | 0.2 | 0.0 | | | | | | | | |
| Lane LOS | A | A | A | | | | | | | | | |
| Approach Delay (s) | 9.2 | 0.0 | 0.2 | 0.0 | | | | | | | | |
| Approach LOS | A | A | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 0.9 | | | | | | | | | |
| Intersection Capacity Utilization | | | 16.0% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

East Genesee Apartments

DEVELOPED PM.syn

1: Walnut Ave/Walnut Ave. & East Genesee St

03/04/2019



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↔ | | | ↔ | | | ↔ | | | ↔ | | |
| Traffic Volume (vph) | 28 | 529 | 6 | 19 | 339 | 28 | 19 | 98 | 109 | 8 | 52 | 21 |
| Future Volume (vph) | 28 | 529 | 6 | 19 | 339 | 28 | 19 | 98 | 109 | 8 | 52 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fr _t | | 0.998 | | | 0.990 | | | 0.935 | | | 0.965 | |
| Fl _t Protected | | 0.998 | | | 0.998 | | | 0.996 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1855 | 0 | 0 | 1840 | 0 | 0 | 1735 | 0 | 0 | 1789 | 0 |
| Fl _t Permitted | | 0.967 | | | 0.961 | | | 0.973 | | | 0.962 | |
| Satd. Flow (perm) | 0 | 1798 | 0 | 0 | 1772 | 0 | 0 | 1695 | 0 | 0 | 1729 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | 9 | | | 51 | | | 19 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 593 | | | 356 | | | 584 | | | 282 | |
| Travel Time (s) | | 13.5 | | | 8.1 | | | 13.3 | | | 6.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 31 | 588 | 7 | 21 | 377 | 31 | 21 | 109 | 121 | 9 | 58 | 23 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 626 | 0 | 0 | 429 | 0 | 0 | 251 | 0 | 0 | 90 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | CI+Ex | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |

East Genesee Apartments
 1: Walnut Ave/Walnut Ave. & East Genesee St

DEVELOPED PM.syn
 03/04/2019

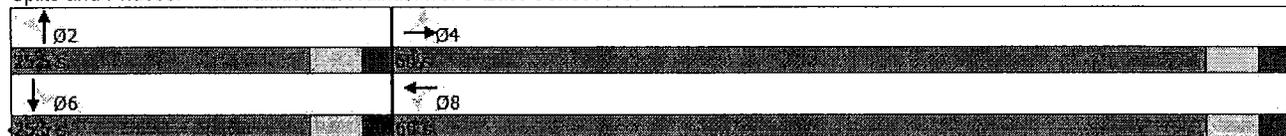


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Minimum Split (s) | 40.5 | 40.5 | | 40.5 | 40.5 | | 25.5 | 25.5 | | 25.5 | 25.5 | |
| Total Split (s) | 60.0 | 60.0 | | 60.0 | 60.0 | | 25.5 | 25.5 | | 25.5 | 25.5 | |
| Total Split (%) | 70.2% | 70.2% | | 70.2% | 70.2% | | 29.8% | 29.8% | | 29.8% | 29.8% | |
| Maximum Green (s) | 54.5 | 54.5 | | 54.5 | 54.5 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.5 | | | 5.5 | | | 5.5 | | | 5.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 35.5 | | | 35.5 | | | 20.0 | | | 20.0 | |
| Actuated g/C Ratio | | 0.53 | | | 0.53 | | | 0.30 | | | 0.30 | |
| v/c Ratio | | 0.65 | | | 0.45 | | | 0.46 | | | 0.17 | |
| Control Delay | | 15.1 | | | 11.2 | | | 18.3 | | | 15.4 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 15.1 | | | 11.2 | | | 18.3 | | | 15.4 | |
| LOS | | B | | | B | | | B | | | B | |
| Approach Delay | | 15.1 | | | 11.2 | | | 18.3 | | | 15.4 | |
| Approach LOS | | B | | | B | | | B | | | B | |
| Queue Length 50th (ft) | | 167 | | | 96 | | | 63 | | | 21 | |
| Queue Length 95th (ft) | | 270 | | | 158 | | | 130 | | | 53 | |
| Internal Link Dist (ft) | | 513 | | | 276 | | | 504 | | | 202 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1474 | | | 1454 | | | 545 | | | 533 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.42 | | | 0.30 | | | 0.46 | | | 0.17 | |

Intersection Summary

Area Type: Other
 Cycle Length: 85.5
 Actuated Cycle Length: 66.5
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 14.5
 Intersection Capacity Utilization 63.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 1: Walnut Ave/Walnut Ave. & East Genesee St



East Genesee Apartments
2: Comstock Ave. & East Genesee St

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| | → | ↘ | ↙ | ← | ↖ | ↗ |
|----------------------------|-------|-------|------|-------|-------|-------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | | | ↑ | ↑ | |
| Traffic Volume (vph) | 632 | 29 | 35 | 311 | 26 | 101 |
| Future Volume (vph) | 632 | 29 | 35 | 311 | 26 | 101 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Flt | 0.994 | | | | 0.893 | |
| Flt Protected | | | | 0.995 | 0.990 | |
| Satd. Flow (prot) | 1852 | 0 | 0 | 1853 | 1647 | 0 |
| Flt Permitted | | | | 0.995 | 0.990 | |
| Satd. Flow (perm) | 1852 | 0 | 0 | 1853 | 1647 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 356 | | | 261 | 240 | |
| Travel Time (s) | 8.1 | | | 5.9 | 5.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 702 | 32 | 39 | 346 | 29 | 112 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 734 | 0 | 0 | 385 | 141 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 59.9% ICU Level of Service B
 Analysis Period (min) 15

East Genesee Apartments
2: Comstock Ave. & East Genesee St

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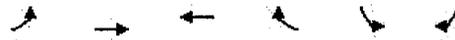
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑ | | | ↔ | ↔ | |
| Traffic Volume (veh/h) | 632 | 29 | 35 | 311 | 26 | 101 |
| Future Volume (Veh/h) | 632 | 29 | 35 | 311 | 26 | 101 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 702 | 32 | 39 | 346 | 29 | 112 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | 356 | | | | | |
| pX, platoon unblocked | | | 0.76 | | 0.76 | 0.76 |
| vC, conflicting volume | | | 734 | | 1142 | 718 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 486 | | 1026 | 465 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 95 | | 84 | 75 |
| cM capacity (veh/h) | | | 814 | | 187 | 451 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|------------------------|------|------|------|
| Volume Total | 734 | 385 | 141 |
| Volume Left | 0 | 39 | 29 |
| Volume Right | 32 | 0 | 112 |
| cSH | 1700 | 814 | 350 |
| Volume to Capacity | 0.43 | 0.05 | 0.40 |
| Queue Length 95th (ft) | 0 | 4 | 47 |
| Control Delay (s) | 0.0 | 1.5 | 22.1 |
| Lane LOS | | A | C |
| Approach Delay (s) | 0.0 | 1.5 | 22.1 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 2.9 | |
| Intersection Capacity Utilization | | 59.9% | ICU Level of Service B |
| Analysis Period (min) | | 15 | |

East Genesee Apartments
 3: East Genesee St & Pine St.

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| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (vph) | 70 | 694 | 315 | 47 | 55 | 28 |
| Future Volume (vph) | 70 | 694 | 315 | 47 | 55 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.983 | | 0.955 | |
| Flt Protected | | 0.995 | | | 0.968 | |
| Satd. Flow (prot) | 0 | 1853 | 1831 | 0 | 1722 | 0 |
| Flt Permitted | | 0.995 | | | 0.968 | |
| Satd. Flow (perm) | 0 | 1853 | 1831 | 0 | 1722 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 261 | 385 | | 252 | |
| Travel Time (s) | | 5.9 | 8.8 | | 5.7 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 78 | 771 | 350 | 52 | 61 | 31 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 849 | 402 | 0 | 92 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | |
|-----------------------------------|------------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 74.6% ICU Level of Service D |
| Analysis Period (min) | 15 |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↖ | ↗ | | ↘ | |
| Traffic Volume (veh/h) | 70 | 694 | 315 | 47 | 55 | 28 |
| Future Volume (Veh/h) | 70 | 694 | 315 | 47 | 55 | 28 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 78 | 771 | 350 | 52 | 61 | 31 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | 617 | | | | |
| pX, platoon unblocked | | | | | 0.77 | |
| vC, conflicting volume | 402 | | | | 1303 | 376 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 402 | | | | 1242 | 376 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 93 | | | | 56 | 95 |
| cM capacity (veh/h) | 1157 | | | | 138 | 670 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 849 | 402 | 92 |
| Volume Left | 78 | 0 | 61 |
| Volume Right | 0 | 52 | 31 |
| cSH | 1157 | 1700 | 188 |
| Volume to Capacity | 0.07 | 0.24 | 0.49 |
| Queue Length 95th (ft) | 5 | 0 | 60 |
| Control Delay (s) | 1.7 | 0.0 | 41.3 |
| Lane LOS | A | | E |
| Approach Delay (s) | 1.7 | 0.0 | 41.3 |
| Approach LOS | | | E |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 3.9 | |
| Intersection Capacity Utilization | | 74.6% | ICU Level of Service D |
| Analysis Period (min) | | 15 | |

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

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| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 3 | 4 | 5 | 20 | 6 | 7 | 2 | 112 | 38 | 8 | 48 | 8 |
| Future Volume (vph) | 3 | 4 | 5 | 20 | 6 | 7 | 2 | 112 | 38 | 8 | 48 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.938 | | | 0.971 | | | 0.966 | | | 0.983 | |
| Flt Protected | | 0.989 | | | 0.971 | | | 0.999 | | | 0.994 | |
| Satd. Flow (prot) | 0 | 1728 | 0 | 0 | 1756 | 0 | 0 | 1798 | 0 | 0 | 1820 | 0 |
| Flt Permitted | | 0.989 | | | 0.971 | | | 0.999 | | | 0.994 | |
| Satd. Flow (perm) | 0 | 1728 | 0 | 0 | 1756 | 0 | 0 | 1798 | 0 | 0 | 1820 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 349 | | | 1290 | | | 681 | | | 148 | |
| Travel Time (s) | | 7.9 | | | 29.3 | | | 15.5 | | | 3.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 3 | 4 | 6 | 22 | 7 | 8 | 2 | 124 | 42 | 9 | 53 | 9 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 13 | 0 | 0 | 37 | 0 | 0 | 168 | 0 | 0 | 71 | 0 |
| Enter Blocked Intersection | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.2% ICU Level of Service A
 Analysis Period (min) 15

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

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| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Volume (veh/h) | 3 | 4 | 5 | 20 | 6 | 7 | 2 | 112 | 38 | 8 | 48 | 8 |
| Future Volume (Veh/h) | 3 | 4 | 5 | 20 | 6 | 7 | 2 | 112 | 38 | 8 | 48 | 8 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 3 | 4 | 6 | 22 | 7 | 8 | 2 | 124 | 42 | 9 | 53 | 9 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 236 | 246 | 58 | 232 | 229 | 145 | 62 | | | 166 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 236 | 246 | 58 | 232 | 229 | 145 | 62 | | | 166 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 99 | 99 | 97 | 99 | 99 | 100 | | | 99 | | |
| cM capacity (veh/h) | 702 | 652 | 1009 | 710 | 666 | 902 | 1541 | | | 1412 | | |
| Direction, Lane # | | | | | | | | | | | | |
| | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 13 | 37 | 168 | 71 | | | | | | | | |
| Volume Left | 3 | 22 | 2 | 9 | | | | | | | | |
| Volume Right | 6 | 8 | 42 | 9 | | | | | | | | |
| cSH | 795 | 735 | 1541 | 1412 | | | | | | | | |
| Volume to Capacity | 0.02 | 0.05 | 0.00 | 0.01 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 4 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 9.6 | 10.2 | 0.1 | 1.0 | | | | | | | | |
| Lane LOS | A | B | A | A | | | | | | | | |
| Approach Delay (s) | 9.6 | 10.2 | 0.1 | 1.0 | | | | | | | | |
| Approach LOS | A | B | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.0 | | | | | | | | | |
| Intersection Capacity Utilization | | | 19.2% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

East Genesee Apartments
5: Pine St. & Ashworth Place

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| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|------|------|-------|------|-------|-------|------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | | ↕ |
| Traffic Volume (vph) | 7 | 0 | 13 | 0 | 0 | 0 | 16 | 102 | 0 | 0 | 69 | 16 |
| Future Volume (vph) | 7 | 0 | 13 | 0 | 0 | 0 | 16 | 102 | 0 | 0 | 69 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Flt | | 0.914 | | | | | | | | | 0.974 | |
| Flt Protected | | 0.982 | | | | | | 0.993 | | | | |
| Satd. Flow (prot) | 0 | 1672 | 0 | 0 | 1863 | 0 | 0 | 1850 | 0 | 0 | 1814 | 0 |
| Flt Permitted | | 0.982 | | | | | | 0.993 | | | | |
| Satd. Flow (perm) | 0 | 1672 | 0 | 0 | 1863 | 0 | 0 | 1850 | 0 | 0 | 1814 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1290 | | | 578 | | | 657 | | | 179 | |
| Travel Time (s) | | 29.3 | | | 13.1 | | | 14.9 | | | 4.1 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 8 | 0 | 14 | 0 | 0 | 0 | 18 | 113 | 0 | 0 | 77 | 18 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 0 | 95 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 22.9% ICU Level of Service A
 Analysis Period (min) 15

East Genesee Apartments
5: Pine St. & Ashworth Place

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03/04/2019

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Volume (veh/h) | 7 | 0 | 13 | 0 | 0 | 0 | 16 | 102 | 0 | 0 | 69 | 16 |
| Future Volume (Veh/h) | 7 | 0 | 13 | 0 | 0 | 0 | 16 | 102 | 0 | 0 | 69 | 16 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 8 | 0 | 14 | 0 | 0 | 0 | 18 | 113 | 0 | 0 | 77 | 18 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 235 | 235 | 86 | 249 | 244 | 113 | 95 | | | 113 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 235 | 235 | 86 | 249 | 244 | 113 | 95 | | | 113 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 99 | 100 | 100 | 100 | 99 | | | 100 | | |
| cM capacity (veh/h) | 713 | 658 | 973 | 688 | 650 | 940 | 1499 | | | 1476 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 22 | 0 | 131 | 95 | | | | | | | | |
| Volume Left | 8 | 0 | 18 | 0 | | | | | | | | |
| Volume Right | 14 | 0 | 0 | 18 | | | | | | | | |
| cSH | 859 | 1700 | 1499 | 1476 | | | | | | | | |
| Volume to Capacity | 0.03 | 0.00 | 0.01 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 2 | 0 | 1 | 0 | | | | | | | | |
| Control Delay (s) | 9.3 | 0.0 | 1.1 | 0.0 | | | | | | | | |
| Lane LOS | A | A | A | | | | | | | | | |
| Approach Delay (s) | 9.3 | 0.0 | 1.1 | 0.0 | | | | | | | | |
| Approach LOS | A | A | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 1.4 | | | | | | | | | |
| Intersection Capacity Utilization | | | 22.9% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

Appendix C
SEQRA Review, East Genesee Apartments

SEQRA Review

East Genesee Apartments

1. Consistency with Adapted Mansion Corridor District

The proposed project lies within the Adapted Mansion Corridor Character Area as defined by the City of Syracuse's Land Use and Development Plan 2040. The Land Use and Development Plan notes that the Corridor building forms are residential in nature and vary from medium to large residential buildings including "Apartment Blocks." Apartment Blocks are defined as "brick clad, block like building forms usually with flat roofs" and contain varying front setbacks with landscaping. The plan goes on to note that there should be no parking within the setbacks and building entrances should be orientated towards the street along major transportation corridors helping to facilitate pedestrian access. As depicted in the project plans and discussed in more detail below, those elements have been incorporated into the project design to ensure consistency with the Land Use and Development Plan.



From South Crouse to South Beech Street along the corridor there are a number of Apartment Block buildings ranging in height from 2 to 6 stories as outlined within the Land Use Plan and Development plan, most containing brick or some type of masonry façade including the 505 Walnut development which is six stories and directly across the street from the proposed project site.

The proposed project was designed in consideration of the aforementioned existing structures along with specifically following the parameters as outlined within the Land Use and Development Plan. While the proposed project has a continuous footprint, the architecture is segmented into separate and specific areas to provide architectural interest with varying mass and elevations to emulate the appearance of multiple buildings similar to the older mansions and other apartment buildings within the corridor. For

example, the public plaza and courtyard space creates the appearance of two separate buildings along East Genesee Street. The building is further broken down by extruding four and five level portions of the façade with varying materials and unique elevations. The western block of the proposed project includes store front glass at the amenity space to activate the streetscape and complement the commercial spaces on the south side of East Genesee Street. The building recess above the storefront is then treated with a small green roof. Continuing towards the eastern block, there are street level, individual entrance units with extruded brick façade, front porches and landscaped front yards facing East Genesee Street. The individual entry units are designed to function similar to a single-family dwelling and will drive pedestrian activity within the public right-of-way. The eastern most individual entry unit projects further East towards Pine Street to solidify this concept, activate the street corner and reduce the impact of the 6-story portion of the building.



A similar approach is used along Ashworth Place which also has individual and private entries at the street level but the overall building height is stepped down two stories along the entire North facing elevation to reduce the visual impact to properties north of the site.



Along both East Genesee Street and Ashworth Place, new sidewalks and tree lawns will be installed to replace the existing multitude of curb cuts, asphalt driveways and parking lots to create an inviting and continuous pedestrian experience with more greenspace for pedestrians walking or biking.

The parking for the proposed project will all be located within an access-controlled garage and not visible from the street as recommended in the Land Use and Development Plan. Access to the parking garage was intentionally positioned as a singular entrance along Ashworth Place to reduce curb cuts and potential conflict points on the more heavily traveled East Genesee Street.

The Land Use and Development Plan promotes residential density in areas such as the subject site in order to create more sustainable development. By locating the future residents within walking distance to many economic drivers (Downtown, SUNY Upstate, SUNY ESF, Crouse, Syracuse University, etc.) providing safe secure parking, reliance on individual vehicles is greatly reduced.

Included within the Land Use and Development Plan there are a few sections in which The Adapted Mansion Corridor District is discussed and contemplated both historically and

forward looking. Chapter 1 provides a chart to outline appropriate measures for the area, which are outlined below along with feedback relative to the proposed project

Character Areas-Adapted Mansion Corridor

Use: Residential: Office

The proposed project is a multi-family residential building that will feature communal amenity space to allow for a “We Work” atmosphere for tenant use. With continued technological advancements more and more people are looking to work from home and seek services located within their own community.

Use: Low-impact services and small-scale retail, restaurants (no more than 1,500 square feet)

Current Zoning (RB/RC) does not allow for any retail component. That said, the proposed project has left approximately 1500 square feet of amenity space as undefined should the zoning change while the project is in development. Should the zoning remain in place not allowing any retail component the space will be utilized as a resident only feature. The space would be an attractive location for neighborhood scale service or retail. The multi family project located to the South recently opened a Coffee shop (Peaks Coffee Co) which has been very successful and well received within the neighborhood.

Use: Community Gardens and Green Space:

The proposed project has both a communal garden space and an internal resident only interior courtyard – with visible passthrough to create an interactive fluidity at the streetscape. The public spaces are designed to be an active, vibrant and engaging areas with seating and landscaping. The presence of this space along the East Genesee Street corridor will enhance the pedestrian experience for residents currently traveling from neighborhoods to the east towards destination points West and North of the site.

The proposed projects current site configuration provides no opportunity for public engagement and is not an inviting pedestrian route due to a dilapidated sidewalk, unmaintained landscaping and multiple curb cuts.

Form: Medium-to-large residential buildings in forms that mimic historic single-family homes

The proposed building when considered as a whole is a large residential structure. Please note that the specific character area description (Land Use and Development Plan 2040-Page 17) states “These corridors were developed as high-end residential enclaves with apartment blocks introduced in the early 1900s.” Apartment Blocks, within the Land Use and Development plan are defined as: “**Apartment Block:** Typically found directly on historic streetcar line, these are large, often brick-clad block like building forms, usually with flat roofs. The windows are usually vertically oriented with dividing panes. The front entrance may be recessed into a courtyard or capped with canopy or awning. The façade and window spacing is symmetrically arranged. The front-yard setback varies, but these properties feature some landscaping.” We believe the proposed project’s architecture has been designed to account for having multiple building forms included – apartment

block inspired but also large scale residential with ground level individual entry units. The individual building masses, courtyard spaces, window configuration, flat roof, individual entry units along East Genesee Street and Ashworth Place, and recessed upper floors result in masses similar to the medium to large historic residential buildings in the corridor.

Form: Early 20th Century apartment buildings

The proposed project is new construction with design inspiration and modeling to honor older apartment buildings while featuring some efficiencies and improvements such as structured parking, energy efficiency and life safety systems.

Form: Office Buildings:

No office buildings are currently located within the proposed projects parcels and none are specifically proposed, however, the project would feature large communal spaces intended to provide a live, work, play environment for today's modern user.

Site Arrangement: Deep setbacks and landscaped front yards replicate historic residential pattern.

The proposed project has setbacks which are similar to all existing structures and will incorporate front yards in front of each "brownstone" elevation – the distance of setbacks is somewhat limited in order to facilitate screened parking. Because the parking structure is two stories both the Genesee Street and Ashworth Place elevation has parking "at ground level" however the proposed project has "wrapped" the parking deck with residential units to screen the parking from the street creating a more pedestrian friendly environment but also allowing for controlled access covered parking.

Site Arrangement: Large parking areas screened

The proposed project meets this requirement with an entirely "wrapped" parking structure along East Genesee Street and Ashworth Place, along with green space on the roof of the parking deck creating a private outdoor amenity deck for the tenants but also helping to solve for grade differences between East Genesee Street and Ashworth Place while allowing the public courtyard area to extend back in between building elevations along East Genesee St.

Site Arrangement: No parking in the setback

There will be parking in the setback as outlined above – this is an improvement from the current conditions on the site where individual driveways have access through the existing setbacks and sidewalks. The proposed project will have a singular vehicular access point along Ashworth Place reducing traffic concerns along the main transportation corridor of East Genesee Street. This aforementioned approach is supported throughout the Land Use and Development Plan.

Height: 2-6 Stories

The proposed project ranges from 4-6 stories and is proposed to be 5' shorter than the recently constructed building across the street to the South. The Roosevelt, which is currently located on the proposed project site is 4 stories with a gable roof along East Genesee and 5 stories with a gable roof along Ashworth place.

Setbacks: 25' to 50' In line with historic residential setbacks

The existing buildings are, for the most part, built up to the right of way line of East Genesee Street and Ashworth Place. This is largely a result of the wide right-of-way within the corridor and large green spaces (+/-30') between the curb line and right-of-way line which ultimately function as a front yard. For example, a more traditional right-of-way with only 15' of green space between the curb and right-of-way line would yield a compliant front yard setback (10') for the project as currently proposed. Not surprisingly, the vast majority of buildings, especially on the North side of East Genesee Street, from I-81 to the commercial use east of the project site are positioned on the right-way-line. Similarly, properties to the north on Ashworth and East Fayette Street (I.E. Copper Beech, Housing Visions) are positioned at the front property line, similar to the current proposal. The project setbacks are consistent with most other buildings in the corridor.

Street Pattern: These are generally high-traffic corridors with wide right-of-way

The project site is located directly on a major arterial, high traffic corridor. As previously noted, East Genesee Street has a wide ROW which allows buildings to maintain a significant front yard green space while being built close to the right-of-way line. Smart Growth principals consistently recommend the construction of dense and compact development on high-traffic corridors because of the multi-modal opportunities associated with public transportation, bicyclists and pedestrians. The infrastructure is currently in place to support the future residents associated with the proposal.

If density is not provided near urban areas, as the proposal is, then ultimately it is met in more remote underdeveloped areas which could lead to a decrease in green space and increased reliance on individual vehicular transportation.

Street Parking: Varies

There is currently parking along East Genesee street, Ashworth Place and Pine St, however, given the number of driveways and current curb cuts in place, the proposed project would actually facilitate more street parking should that be desired by the City.

Trees: Required

Currently there are a handful of mature trees along the frontage of East Genesee Street which provide little value. They are either overgrown evergreens in poor health or unmaintained deciduous trees that offer little in terms of canopy or aesthetics. There are no street trees along the Ashworth frontage.

The proposed project would include new landscaping and street trees conforming with City requirements will be provided along both frontages. The street trees, reduction in curb cuts, improved sidewalks and public gathering spaces will move the 1200 block of East Genesee taking it in the direction of a “complete street”.

Sidewalks: 5'

Both the East Genesee Street and Ashworth Place frontage currently have portions of sidewalk which is broken up and interrupted by numerous curb cuts and loading areas. In some places, they do not have the minimum dimensional requirements for public sidewalks and in others, have deteriorated to a point where they are no longer considered accessible.

The proposed project would include all new sidewalks along both East Genesee Street and Ashworth Place which would not only meet, but in many cases, exceed local requirements. The new sidewalks will enhance the pedestrian experience for people traveling the corridor.

Furnishings Zone: Vegetation

The proposed project frontage includes individual entrances and porches associated with the individual entry units along East Genesee Street and Ashworth Place. In each case, new attractive and well-maintained landscaping and foundation plantings will be provided to emulate a single-family home. This approach will activate the streetscape and create an inviting project.

Curbs: Yes

The proposed project would replace all existing curbs while also drastically improving the appearance of the site by increasing the overall linear footage with the removal of existing curb cuts.

The proposed project meets this requirement – in fact, it would offer significant improvement from the existing structures as all driveway which intersect the setback and side or front parking lots/driveways, none in the rear of the structures.

Response to Office of Zoning Administration Letter dated February 8, 2019.

In the below section, as requested, we will address specific comments delivered via Heather Lamendola on behalf of The City of Syracuse Planning Commission via a January 28, 2019 public hearing. Several review comments are based around the “City’s Comprehensive Plan 2040” more specifically the Syracuse Land Use and Development Plan 2040 to which we would like to address as a whole before doing so on individual comments. The Land Use and Development plan, as outlined within, is intended to serve the following purposes.

- Provide a valuable resource to guide evaluation of the merit and compliance of development projects
- Opens doors to public funding for development and capital improvement projects
- The plan can be used as a marketing tool to help stimulate investment into the City of Syracuse
- Provides the foundation upon which zoning revisions or a zoning ordinance re-write will be based

The plan goes on to identify guiding principles, character areas, goals and recommended actions, neighborhood specific recommendations and continually references Smart Growth Principles. Several guiding principles, character areas and neighborhood specific recommendations will be referred to below both from the Planning Commissions comments but also in our responses to such, however, the Planning Commission did not reference Smart Growth Principles nor the overall intent of the Land Use and Development Plan. We do so, below:

Create Range of Housing Opportunities and Choices

Providing quality housing for people of all income levels is an integral component of any smart growth strategy

The proposed project would deliver Class A housing to a wide range of perspective tenants including offering 10% of the overall unit count at 80% AMI.

Create Walkable Neighborhoods

Walkable Communities are desirable places to live, work, learn, worship, and play and therefore a key component of smart growth

The proposed project is walkable to several of Syracuse’s prominent business and retail districts – Downtown, Westcott and Marshall Street. Several major employers are also located within walking distance, including but not limited to: SUNY Upstate Medical University, SUNY ESF, Upstate Medical Biotech Center, Syracuse University and several hospitals.

Encourage Community and Stakeholder Collaboration

Growth can create great places to live, work and play – if it responds to a community’s own sense of how and where it wants to grow

The Land Use Plan and Development Plan specifically calls for growth in the Eastside neighborhood and outlines that historically, vacancy rates have remained high for the area. Quality new housing stock and substantial investment can be a catalyst.

Foster Distinctive, Attractive Communities with a Strong Sense of Place

Smart growth encourages communities to craft a vision and set standards for development and construction which respond to community values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation.

The proposed project is a modern approach towards a 20th Century Apartment block design – with special focus being paid to enhancing pedestrian activity and a vibrant streetscape along both East Genesee Street and Ashworth place.

Make Development Decisions Predictable, Fair and Cost Effective

For a community to be successful in implementing smart growth, it must be embraced by the private sector

The proposed project is owned by a development group with a long track record of success in all areas of multi-family development and operations. Market research indicated this project will be successful and we are prepared to make a \$60+M investment towards a first-class design meant to fit the demand of today’s marketplace and the near future.

Mix Land Uses

Smart growth supports the integration of mixed land uses into communities as a critical component of achieving better places to live

The proposed projects current zoning does not allow for retail use. That said, the project has a variety of uses surrounding it, predominately including retail, office and multi-family residential. The proposed project is almost exclusively studios, 1 bedroom and 2 bedroom units which will serve a market demand and demographic different than much of the recent development in the corridor which has been predominantly “purpose built student housing” and mostly 4 bedroom units.

Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas

Open space preservation supports smart growth goals by bolstering local economies, preserving critical environmental areas, improving our community’s quality of life, and guiding new growth into existing communities.

The proposed project does not impact any current open space, farmland or critical environmental area. However, the project would be replacing existing multi-family which has reached the end of its usable life cycle. The proposed project utilizes a responsible building design which will promote social interaction through the use of several open spaces both public and private along with a vibrant, well lit street scape.

Provide a variety of Transportation Choices

Providing people with more choices in housing, shopping, communities, and transportation is a key aim of smart growth

The proposed project is located within 150' of a Centro Bus stop, .9 miles to Interstate 690 and has ample screened/covered parking for residents whom use their vehicle. The proposed project is within walking distance to many major economic drivers for the City of Syracuse, including the Downtown CBD and The Hill – home to several hospitals, universities and a myriad of retail/office space.

Strengthen and Direct Development Towards Existing Communities

Smart growth directs development towards existing communities already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer, and conserve open space and irreplaceable natural resources on the urban fringe.

Infrastructure is currently in place to serve the future residents of the project. As previously noted, the site is within walking distance of many large employers. Additionally, there are several retail offerings and services in the corridor to serve the project along with several new proposed locations opening closer to Interstate 690. The proposed project is located within a distressed census tract; however, the neighborhood is predominately multi-family rentals (to the South via “purpose-built Student Housing” and to the north by affordable housing. The proposed project would offer a conventional market rate option with an affordable component while utilizing existing infrastructure.

Take Advantage of Compact Building Design

Smart growth provides a means for communities to incorporate more compact building design as an alternative to conventional, land consumptive development

The proposed project replaces approximately 50 residential units with approximately 300 residential units while being able to offer indoor and outdoor amenity spaces sought after in today’s market place, ample screened parking and interactive landscaped streetscapes.

Specific Responses to Zoning Administration Letter

1. The proposal is inconsistent with the City’s Comprehensive Plan 2040, whereby the plan calls for focusing new housing development within and around existing anchors such as community centers, neighborhood business districts, and schools. The Commission stated that the proposal would encroach upon a residential neighborhood with single- and two-family wood-frame houses, and not be located near any such existing or proposed anchors.

The Land Use Plan (page 29) specifically calls to “Preserve and enhance Syracuse’s existing land use patterns” and goes on to state “protect and enhance a sustainable, urban land use pattern that accommodates a mix of land uses, including retail offices, restaurants, and schools within proximity to residential areas”.

In addition, the project is located nearby the aforementioned anchors. Examples are listed below:

Community Center- Syracuse Stage, Thornden Park, Forman Park

Neighborhood Business Districts – Downtown, The Hill (SU, Crouse, Upstate), Good Access to the interstate

Schools – Syracuse University, Update Medical School, SUNY ESF

| COMMUNITY SERVICES | | |
|--------------------------------------|------------------------------|---------------------------------------|
| COMMUNITY SERVICES | NAME | TRAVEL DISTANCE* FROM SITE (IN MILES) |
| MAJOR HIGHWAY(S) | I-690 | 0.9 |
| PUBLIC BUS STOP | Centro Bus Stop | 150 ft |
| SUBWAY/RAIL STATION | Syracuse Station - Amtrak | 3.6 |
| MAJOR EMPLOYERS / EMPLOYMENT CENTERS | Syracuse University | 0.9 |
| PHARMACY | Rite Aid | 0.1 |
| GROCERY: NEAREST MARKET | Price Rite | 0.7 |
| NEAREST LARGE MARKET | Price Chopper | 1.9 |
| DISCOUNT DEPARTMENT STORE | Family Dollar | 1 |
| SCHOOLS: | | |
| ELEMENTARY | Dr. King Elementary | 1.4 |
| MIDDLE / JUNIOR HIGH | Lincoln Middle | 1.8 |
| HIGH | Henninger High | 1.4 |
| HOSPITAL | Upstate University Hospital | 0.6 |
| URGENT CARE | Crouse Hospital Prompt Care | 0.6 |
| POLICE | Syracuse Police Dept | 0.4 |
| FIRE | Syracuse Fire Dept | 0.9 |
| POST OFFICE | U.S. Post Office | 0.4 |
| BANK | Chase Bank | 0.5 |
| SENIOR CENTER | Onondaga County Aging Office | 1 |
| DAY CARE | Learn As You Grow Child Care | 1.3 |
| RECREATIONAL FACILITIES | Thornden Park | 0.5 |
| LIBRARY | Petit Branch Library | 0.9 |

Furthermore, the site is not located within a primarily residential neighborhood. Aside from several dilapidated and in many cases abandoned homes along Ashworth Place, the project area consists of large-scale development to the North, Commercial and Multi-Family residential to the West, a six-story large scale residential building to the South (that was previously a 4-story office building with a surface parking lot) and multiple uses to the East.

2. The proposal is inconsistent with the Land Use Plan component of Comprehensive Plan, whereby the plan calls for preserving and enhancing Syracuse's land use patterns, as well as protecting and enhancing the character and "sense of place" of Syracuse's neighborhoods. The proposal instead involves substantial demolition of primarily small-scale buildings and their replacement with a single building having extraordinarily greater mass and scale. It does not enhance but rather contrasts with existing land use patterns, character and "sense of place" as advanced by the Plan. In addition, this area was identified as an "Adaptive Mansion Corridor" which calls for maintaining any existing large residential structures which characterize this neighborhood. The proposed building would be substantially larger than even the largest building currently within the proposed project site, inconsistent with the goals of the Adapted Mansion Corridor as noted in the Plan. The proposal appears instead to draw its inspiration from land use patterns and design cues from the far denser neighborhoods several blocks to the west.

In regards to the Land Use Plan (Adapted Mansion Corridor) specifically calling for "maintaining any existing large residential structures which characterize this neighborhood" – we respectfully disagree. In fact, there is no specific language within the Adapted Mansion Corridor sections which call for this. Within the underlying themes portion of the Land Use Plan – page 28, the plan states "Smart Growth as an urban planning approach is based on a set of principles meant to guide development, with emphasis on directing growth to locations where infrastructure already exists, reduced reliance on private vehicle transportation (through density), mixed land uses, and provision of a variety of housing options. Smart Growth is typically associated with New Urbanism and the SmartCode which emphasizes a return to traditional urban design patterns and building styles. Focusing growth in areas with existing infrastructure is meant to reduce sprawl, commute times, and greenhouse gas emissions, encourages reuse of existing buildings, and protect natural and agricultural areas of urbanization. Pedestrian activity is further encouraged by mixing land uses, encouraging density and creating engaging urban streetscapes."

The Development team of the proposed project is already a "resident" and participant within this very neighborhood as developer and owner of The 505 on Walnut. We are familiar with the variety of uses that are in place currently throughout the neighborhood which is very much in line with the description of uses outlined within the character area above – there is residential (existing structures and other multi-family projects), office (several medical, legal, etc.) retail (Rite Aid), a small restaurant (Peaks Coffee within The 505 on Walnut) and services (a day care center east of the proposed project). The

proposed project would simply enhance the character of this neighborhood through the delivery of new quality housing at a variety of price points and improve the overall population to support further growth to the north and downtown.

Adapted Mansion Corridor: This character area is found along major transportation corridors and retains a legacy of large, detached mansion-like residences. Examples include West Onondaga Street, part of East Genesee Street, and parts of West Genesee Street. Building forms are residential in origin although uses may include residential, office, retail, small restaurants, and services although commercial uses should not exceed 3,000 square feet. Some apartment block or row-house infill may be present. The streets retain a residential feel with landscaped front-yard setbacks. Parking should not be in the setback. Entrances should be orientated to the street to facilitate pedestrian access.

3. The Project Site Review and Special Permit reviews evaluate the surrounding salient characteristics of a neighborhood and compare those to a proposal. The Commission noted that the proposal would eliminate a significant portion of and encroach upon contiguous existing neighborhood fabric. With the exception of one medium scale brick apartment building, the remainder of the block consists of two-story, wood frame residential structures, on relatively narrow long lots with modest front yards and deep rear yards. The proposal's 283 dwelling units and parking garage, with virtually complete lot coverage, would create a concentration of high density inconsistent with the low-to medium density of the existing neighborhood. Additionally, the proposed building's mass, scale, and materials are detailing would stand in stark contrast to the salient characteristics of the subject neighborhood. Also, absent any definitive objective market study, and in light of several similar projects within +/- a half mile, it is unclear whether there is a demand for a development of this density in general and specifically at the proposed location.

Regarding a contiguous neighborhood fabric being solely residential, the proposed project block is not made up entirely of two story, wood frame residential structures. In fact, approximately ¼ of the block (western) is comprised of a one-story brick office building with surface (unscreened) parking along East Genesee and Ashworth Place. Directly to the East of the project is one story retail building (Rite-Aid) with surface parking exposed along both East Genesee and Pine Street. The existing structures located on the parcels associated with the proposed project are currently all multi-family rental properties and all but three of the properties to the north along Ashworth are either condemned, vacant land or multi-family dwellings. The latest version of Re-Zone Syracuse also indicates that the entire area north of Ashworth Place will be re-zoned to MX-4 or a considerably denser classification than the existing neighborhoods, including the subject re-development parcels.

We have commissioned an independent market study which has identified a capture rate of approximately 7%. Generally, capture rate at less than 10% is indicative of strong market support. Key Demand Conclusions were as follows:

- Inclusion of only one and two-person households with one persons for studios and one bedrooms and a mix of one and two-persons for the two bedrooms. The target market will include young professionals, graduate student and residency students, and this may include roommate situations.
- Low end affordability set based on ability to afford 35% of income for rent. Use of a low-end affordability generally eliminates the local student population.
- Inclusion of existing renter households within the city, and use of a mobility (movement) factor to account for normal or typical tenant transition.
- Strong market support for Studios, 1 bedroom and 2 bedrooms within the market place and included within the income qualified bracket.

4.As noted above, the proposed Re-subdivision is inconsistent with the City's Re-subdivision regulations, whereby the surrounding characteristics of lots (as opposed to tax parcels that were not combined through a legal re-subdivision) are small and range from approximately 33 feet wide to approximately 66 feet wide. THE LUDP also states that lot width and setbacks are kept consistent with the desired character area. The proposal to combine a large number of lots into one is also not consistent with the goals and recommended actions of the Land Use Plan.

The Character of Existing Neighborhoods is contemplated heavily within the Land Use Plan and discusses several considerations and topics. Moreover, it refers to Chapter 3, Neighborhood Specific Recommendations. The neighborhood specific recommendations for the Eastside, where the proposed project is located goes on to describe the "connective corridor from Syracuse University to Downtown along University Avenue and Genesee Street, pulling offices and activity from the University Hill neighborhood northward toward Interstate 690 and rapidly evolving Near Eastside neighborhood." "Today this is one of the most pivotal areas of economic development opportunity for the City of Syracuse as the Center of Excellence has built their new regional facility here and Upstate Medical is currently building a new biotech facility."

"The near Eastside neighborhood uphill from Erie Boulevard faces similar vacancy challenges to those on the city's south and west sides and stagnant to decreasing property values." "Redevelopment of the area surrounding Upstate Biotech Center and the Center of Excellence should follow patterns described in the Urban Core character area. This should include pedestrian-heavy uses on the ground floor. Encourage a mix of residential and office/institutional uses upstairs to create a "24-hour neighborhood" which supports retail and services before and after, as well as during, regular business hours. This area represents a unique opportunity for reinvention and connectivity between Downtown and the University Hill.:"

As previously referenced Re-Zone Syracuse currently contemplates a large volume of MX4 due North and Northwest of the proposed project location. In order create a "24-hour neighborhood" there needs to be a good balance of uses, residential to support retail, retail to support residential, etc.

Our location is immediately east to the connective corridor and well located to all contemplated neighborhood centers described within the Eastside Neighborhood. Furthermore, our project provides ample parking relative to the total occupancy which has not been provided traditionally, through the conversion of homes into rental properties scattered throughout this overall neighborhood. We believe our proposal will enhance the overall neighborhood and provide a solution towards the greater vision of a "24-hour neighborhood" supporting previously completed projects such as Update Medical Biotech and the Center of Excellence but also help to spur future investments within the neighborhood.

Response to Office of Zoning Administration Letter dated February 25, 2019.

In the below section, as request, we will address specific comments delivered via Heather Lamendola on behalf of The City of Syracuse Board of Zoning Appeals public hearing held on February 14, 2019. As previously contemplated without our response to the Planning Commissions comments along with general compliance within the Syracuse Land Use and Development Plan 2040, we feel that our project is appropriate for the neighborhood however the current zoning doesn't take into account the Land Use and Development plan and that the comments from the board are focused on historic uses and not forward looking. The Adapted Mansion Corridor calls specific criteria and uses, most of which are either not in compliance with the zoning or would make existing uses non-conforming from a Planning Perspective. The reality is that the neighborhood, like most others, has evolved through the years to accommodate market demands and best use, this includes when The Roosevelt was originally constructed along side what were at the time single family homes. Rezone Syracuse has been an on-going process for quite some time and for the balance of the neighborhood with the exception of this block, it seems to facilitate and support smart growth principals by promoting dense developments and a variety of uses through an MX4 classification. Below are specific responses to the specific comments as provided;

1. Whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance.

The board stated that the proposal would change the character of the existing neighborhood, which includes traditional wood-frame residential dwellings on East Genesee Street and Ashworth Place. The proposal involves substantial demolition of primarily small-scale buildings and their replacement with a single building having a much larger mass and scale.

The requested variances are minimal when considering the facts and circumstances of this matter. The requested side and front setback variances will not materially change the setbacks that are present with the existing homes and buildings on the project site. The requested coverage variance is a function of the project's parking needs and is further minimized when taking into consideration the green space that will be created by the courtyard and public space area. It should be noted that the variances are consistent with the relief granted for other similar projects in the area (i.e., 505 Walnut, 1027-1029 E. Genesee, Peak Project).

The proposed project has been intentionally separated into individual building elements which will function and appear consistent with existing surrounding buildings, including those located along the corridor. The proposed project includes individual building blocks separated by a public plaza and individual entry units which will function similar to single

family or the existing multi-family structures which currently occupy the parcel. Part of what drives the necessity of “one building” from a code perspective is centered around parking – in order to provide ample and screened parking at the volume we propose, space is required. We feel we have done an appropriate job of solving this both practically from a volume perspective but also in line with the intentions of the Adapted Mansion Corridor relative to screening. The character of the project area is not residential as the site is surrounded by several large scale commercial and multi-family residential buildings. The proposed project will simply replace existing residential uses that have reached or are past their useful life with a new residential development. The requested variances will enable the applicant to address demand while also improving aesthetics and safety for residents and neighbors. Together, these improvements will enhance the character of the community.

2. Whether the benefit sought by the applicant can be achieved by some method feasible for the applicant to pursue, other than an area variance

The Board noted that by the nature of the proposal being new construction on vacant land that alternatives were open to the applicant so the requested variances are not necessary, or at least minimized.

Alternatives to the project as proposed could include several smaller scale residential buildings, however, this approach would not provide the density required to achieve the objectives, Goals and Policies of the Land Use and Development Plan nor the Adapted Mansion Corridor. For example, screened/covered parking, reduction of curb cuts and enhanced pedestrian experience would be sacrificed and high-quality attractive design is compromised given the inefficiencies and associated costs. The quality housing that is sought after in today’s market is significantly different than 25+ years ago – residents are seeking functional amenities, high end finishes, structured parking and multi modal transportation options. The proposed project would feature secure bicycle storage, pickup and drop off access for shared ride services and shuttle access to various drop off points around the City of Syracuse.

Front Yard Setback: The proposed front setback is a direct result of the design of the building. It is intended to be close to the street to activate the East Genesee Street and Ashworth streetscapes. The units on the lowest level are townhomes with individual entrances, porches and stairs down to the sidewalks. On the East Genesee Street side, there is an oversized ROW which results in over 28 feet from the curb line to the Right of Way line. This area will be both well maintained landscaping and greenspace as well as a public plaza area in front of the storefront amenity space. The setback is also needed based on the building size which is designed to optimize parking and unit variety to best serve future residence of the development and the general housing need in the area. Complying with the required front setback would result in a loss of units, courtyard and amenity space with no significant benefit to the project. The proposed front

setback is also comparable to the adjacent properties and the existing buildings on the site.

Side Yard Setback: There is one side yard setback is 10.3 feet vs the 14' required by code. The building could be shifted further towards the east to meet the setback along the west property line; however, that would push the building closer to the two residential buildings along Pine Street. We felt it was appropriate to provide more than code requirement relative to the East set back and residential neighbors while tightening the space to the west which abuts a surface parking lot for an office building. It is more appropriate for the building to be closer to the existing commercial use and parking lot adjoining to the west. The width of the corridors has been designed to the minimum dimension possible which dictates the final size and shape of the building.

Coverage: The coverage is based on the size and geometry of the two-level parking garage. The garage width is a result of the layout and dimensions of the parking spaces and drive aisles. The impact of the coverage is mitigated by an outdoor courtyard which will be built on top of the garage and contain greenspaces and landscaping similar to the 505 Walnut project across the street. A reduction in the coverage would directly result in far less parking.

In addition, the substantiality of a particular variance cannot be measured solely by comparing the percentage deviation from established requirements. The overall effect of granting the relief is the relevant inquiry. For the reasons set forth herein and in the application materials generally, the requested variances are not substantial when evaluating the project in the context of the existing conditions and the anticipated improvements associated with the project.

3. Whether the area variance is substantial

The board noted that the variances necessary to construct this proposal are substantial. The maximum structural coverage allowed is 40% whereby the proposal occupies approximately 84% of the (proposed) property. The required front yards are 10' along Ashworth Place and Genesee Street, and 25' along Pine Street, whereby the proposal is 9'/1.7' and 10' respectively.

Front Yard Setback: The proposed front setback is mitigated by the oversized right of way along Genesee Street. By located the building closer to the sidewalk the streetscape will be activated by the storefront area and townhome entrances creating a far more vibrant and safer neighborhood. Similarly, along Ashworth the proximity of the building to the sidewalk will allow for interaction between the proposed townhome units and the reconstructed public sidewalk.

Side Yard Setback: The proposed side yard setback variance is not substantial in that it is within 4' of the zoning requirement. The setback along the western property line is a direct result of the desire to create a larger buffer area to the east adjacent to the single-family homes on Pine Street.

Coverage: The proposed coverage is significant when measuring the size of the garage as it relates to the parcel area. However, the proposal mitigates this impact through the use of the rooftop courtyard and greenspaces. However, when viewed from street level and taking into account the greenspace provided on top of the parking structure, the coverage is approximately 64% rather than 80%.

4. Whether the proposed variance will have an adverse impact on the physical or environmental conditions in the neighborhood or district.

The Board noted that the proposal to create a 76,656 square-foot lot, as opposed to the existing traditional urban residential building lots (the typical lot size within this block, with one or two exceptions, ranges from 3,300 square feet to 6,600 square feet), would result in the new construction of 283-unit apartment building, is in contrast to the existing physical character of the neighborhood. In addition, the proposed impervious coverage of 84% may have an adverse impact on storm water runoff as opposed to the current conditions.

The variance requests will not have an adverse effect or impact on the physical or environmental conditions in the neighborhood. The project site currently contains residential apartment buildings of varying sizes and designs. The building on the northwest corner of East Genesee and Walnut Avenue intersection, has similar side setbacks to the proposed building as does 505 Walnut across the street. In addition, the proposed side setback will be adjacent to a commercial use and will not have any impact on that use or the conditions of the neighborhood.

Further, the front setback is similar to other properties in the project area including the existing buildings on site. This is a direct result of the large ROW width of East Genesee Street. The setback will help make the front of the building more attractive and connect to the existing sidewalk activating East Genesee Street in a manner consistent with the Land Use and Development Plan. The proposed coverage and density are similar to other projects in the area and along the East Genesee Corridor.

The project will also include new green infrastructure and stormwater movement techniques which will treat runoff for both water quality and quantity. Currently, all stormwater from the site is uncontrolled. Improvements also include the replacement of portions of an existing sanitary sewer which will greatly reduce inflow and infiltration (I&I).

5. Whether the alleged difficulty was self-created, which consideration shall be relevant to the decision of the Board of Appeals but shall not preclude the granting of the area variance.

The board noted the proposal involves demolition and new construction, and therefore the alleged difficulty could be considered self-imposed.

The requested variances are largely requested due to the impending zoning change to a Mixed-Use district. The applicant has chosen to move forward with the project prior to the implementation of the new Mixed-Use Zoning which results in deviations from the current RB zoning district. The project as currently proposed serves to meet many of the objectives of the neighborhood by providing a variety of attractive housing serving a wide range of demographics.

The applicant purchased the rental properties comprising the project site with the intent of operating the properties as they have been. However, the condition of the buildings is no longer competitive with the inventory being brought online. The renovation costs associated with creating units that are desirable and competitive within the market make renovations of the existing properties impractical.

2. **Stormwater Management.**

The project currently includes 12 properties totaling approximately 1.7 acres. There are 11 existing multifamily structures, some with detached garages. There is currently no stormwater management for the site.

Under developed conditions, there will be a variety of stormwater practices which are designed to meet the State DEC and City requirements for runoff reduction, water quality and water quantity. The final design details of the practices will be provided in the Stormwater Pollution Prevention Plan (SWPPP).

At a minimum, the practices will include underground storage below the garage (as shown on the attached utility plan), green roofs, a courtyard with turf areas and landscaping including new street trees. Additionally, portions of the City's sewer system will be relined in accordance with City requirements to reduce inflow and infiltration (I&I). The project provides greatly enhanced management of storm water a result of the new treatment and I&I reduction.

3. **Rare, threatened and endangered species**

The site is fully developed and contains 12 multifamily buildings with subsequent infrastructure including parking. There is no habitat to support rare, threatened or endangered species.

4. **Historic and Archeological Resources.**

There will be no impact on historic or archaeological resources. Please refer to attached "No Impact" letter from NY Parks, Recreation and Historic Preservation.

5. **Gas and Electric**

Projected gas and electric demands are attached. Based on preliminary conversations with National Grid adequate capacity exists to service the project.

6. **Lighting**

Lighting will be contained on site and appropriate for residential use. Lighting will not impact adjacent properties and will be dark sky compliant. Fixtures will be 4,000k LED and primarily building mounted. There will also be low level landscape lighting in the courtyard area. There will be no large-scale commercial lighting. New lighting will result in a better lit and safer environment for pedestrians on East Genesee Street and Ashworth Place.

7. **Excavated Materials**

Excavation of soil will be required for the construction of the project as a result of the sub grade parking and the foundation system. Excavated materials will be hauled off site and disposed of in accordance with all applicable state and local regulations. The anticipated volume of excavation is approximately 30,000 cy's and will take place over a 3-4-week period.

8. **Solid Waste**

The volume of solid waste generated by the facility is estimated to be approximately 67 yards per week. The volume of recycled material generated by the project is estimated

to be 22 yards per week. Trash will be collected in a compactor located in the garage level which will have direct access to Ashworth for loading. The trash will be collected 1-2 times per week and disposed of at the landfill and recycling center.

9. **Abatement Commitment**

The developer is committed to perform any/all required abatement as prescribed in the asbestos survey(s) for each property. Abatement will be performed in accordance with all applicable local and state regulations.

12/19/2018 Electric Equipment Bridge Building Optional Method NEC2020 Part IV (Table 220.84)

| Load Type Equipment | Number of Units | Unit Ave SF | Receptacle Loads | | | | | | Motors | Water Heater | Dryer | Ranges & Oven | Fixed in Place Appliances | Laundry Equipment | Kitchens Appliances | General Lighting & Receptacles | Connected Load (KVA) |
|--|-----------------|-------------|--------------------------------|---------------------|-------------------|---------------------------|---------------|-------|--------|--------------|-------|---------------|---------------------------|-------------------|---------------------|--------------------------------|----------------------|
| | | | General Lighting & Receptacles | Kitchens Appliances | Laundry Equipment | Fixed in Place Appliances | Ranges & Oven | Dryer | | | | | | | | | |
| Service #1 | 142 | 949 | 2847 | 3000 | 1500 | 2000 | 2000 | 8000 | 5000 | 5000 | 8000 | 2000 | 2000 | 3000 | 2847 | 3883 | |
| Service #2 | 141 | 949 | 2847 | 3000 | 1500 | 2000 | 2000 | 8000 | 5000 | 5000 | 8000 | 2000 | 2000 | 3000 | 2847 | 3856 | |
| Service #3 | 0 | 949 | 2847 | 3000 | 1500 | 2000 | 2000 | 8000 | 5000 | 5000 | 8000 | 2000 | 2000 | 3000 | 2847 | 0 | |
| MC Typical #1A&B | 50 | 949 | 2847 | 3000 | 1500 | 2000 | 2000 | 8000 | 5000 | 5000 | 8000 | 2000 | 2000 | 3000 | 2847 | 1367 | |
| MC Typical #3A&B | 50 | 949 | 2847 | 3000 | 1500 | 2000 | 2000 | 8000 | 5000 | 5000 | 8000 | 2000 | 2000 | 3000 | 2847 | 1367 | |
| MC Typical #5A | 40 | 949 | 2847 | 3000 | 1500 | 2000 | 2000 | 8000 | 5000 | 5000 | 8000 | 2000 | 2000 | 3000 | 2847 | 1094 | |
| MC Typical #5B | 43 | 949 | 2847 | 3000 | 1500 | 2000 | 2000 | 8000 | 5000 | 5000 | 8000 | 2000 | 2000 | 3000 | 2847 | 1176 | |
| Unit Panel | 1 | 949 | 2847 | 3000 | 1500 | 2000 | 2000 | 8000 | 5000 | 5000 | 8000 | 2000 | 2000 | 3000 | 2847 | 27 | |
| Building Connected Load per Type- Service #1 | | | 1190 | Lighting Load | 137 | | | | | | | | | | | | |
| Building Connected Load per Type-Service #2 | | | 1181 | Lighting Load | 136 | | | | | | | | | | | | |
| Building Connected Load per Type-Service #3 | | | 0 | Lighting Load | 0 | | | | | | | | | | | | |
| Receptacles Load | | | Utility Transformers KVA | | | | | | | | | | | | | | |
| Receptacles Load | | | 890(2) 750KVA | | | | | | | | | | | | | | |

| Level | Space Type | SF | Lighting VA/SF | Heating/Cooling VA/SF | Ventilation VA/SF | Receptacles VA/SF | Elevators KVA | Fire Pump KVA | Total KVA | Total Current 208V | Total Current 480V | LS Load 208V | LR Load 208V |
|--------------------------|------------|-------|----------------|-----------------------|-------------------|-------------------|---------------|---------------|-----------|--------------------|--------------------|--------------|--------------|
| Level#0 | Basement | 1905 | 9 | 7 | 10 | 19 | | | 44 | 122 | 59 | 4 | 2 |
| Level#PH1 | Retail | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 |
| Level#1 | Amenities | 9000 | 32 | 41 | 14 | 9 | 100 | 75 | 95 | 262 | 114 | 9 | 5 |
| Level #P1 | Parking | 42137 | 21 | 11 | 21 | 4 | | | 57 | 158 | 68 | 6 | 3 |
| Level #P2 | Parking | 44265 | 22 | 11 | 22 | 4 | | | 60 | 166 | 72 | 6 | 3 |
| Utility Transformers KVA | | | 83 | 69 | 66 | 37 | 100 | 75 | | | | | |
| Utility Transformers KVA | | | 430 | | | | | | | | | | |

