SEQRA RESOLUTION

A regular meeting of the City of Syracuse Industrial Development Agency was convened in public session on March 19, 2019 at 8:00 o'clock a.m., local time, in the Common Council Chambers, City Hall, 233 East Washington Street, Syracuse, New York.

The meeting was called to order by the Chairman and upon the roll being duly called, the following members were:

PRESENT: Steven Thompson, Kenneth Kinsey, Kathleen Murphy, Rickey T. Brown, Michael Frame (via video conference at second location at NonoFab East, 257 Fuller Road, Albany, New York 12203)

THE FOLLOWING PERSONS WERE ALSO PRESENT: Staff Present: Honora Spillane, Susan Katzoff, Esq., Meghan Ryan, Esq., Judith DeLaney, John Vavonese, Debra Ramsey-Burns; Others Present: Michael Lisson, Aggie Lane, Gail Montplaisir, Anthony Dipeso, Wendy Rucelli, M. Latimer, Fred Swayze, Richelle Brown, Kevin McAuliffe, Esq., Steve Hillebrand, Norman Smith, Sharon Owens, Lauryn LaBourde, Ebony Farrow, Peter King

The following resolution was offered by Rickey T. Brown and seconded by Kenneth Kinsey:

RESOLUTION DETERMINING THAT THE UNDERTAKING OF A CERTAIN PROJECT AT THE REQUEST OF NORTHSIDE GENESEE ASSOCIATES, LLC WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT

WHEREAS, the City of Syracuse Industrial Development Agency (the "***Agency***") is authorized and empowered by Title 1 of Article 18-A of the General Municipal Law of the State of New York (the "***State***"), as amended, together with Chapter 641 of the Laws of 1979 of the State of New York, as amended from time to time (collectively, the "***Act***"), to promote, develop, encourage and assist in the acquiring, constructing, reconstructing, improving, maintaining, equipping and furnishing of industrial, manufacturing, warehousing, commercial, research and recreation facilities, for the purpose of promoting economically sound commerce and industry to advance the job opportunities, health, general prosperity and economic welfare of the people of the State, to improve their recreation opportunities, prosperity and standard of living; and

WHEREAS, Northside Genesee Associates, LLC or an entity to be formed (the "***Company***"), by application dated November 9, 2018 (the "***Application***"), requested the Agency undertake a project (the "***Project***") consisting of: (A)(i) the acquisition of an interest in approximately 1.7 acres of real property located at 1219-21 E. Genesee St., 1225-27 E. Genesee St., 1231 E. Genesee St., 1237 E. Genesee St., 1301 E. Genesee St., 1311 E. Genesee St., 1317 E. Genesee St., 1323 E. Genesee St., 224 Ashworth Pl., 212-214 Ashworth Pl., 210 Ashworth Pl., and 208 Ashworth Pl., in the City of Syracuse, New York (collectively, the "***Land***"); (ii) the demolition of 11 structures located on the Land; (ii) the construction of an approximately an

approximately 283 unit apartment building (the "***Building***") consisting of approximately 71 studio apartments, 153 one and two bedroom units and 59 three, four and five bedroom units and/or townhome style units, approximately 8,000 s.f. of amenity space and an approximately 283 space multi-level parking garage; and the construction of an internal courtyard and other site improvements, all located on the Land (collectively, the "***Facility***"); (iii) the acquisition and installation in and at the Land and Facility of furniture, fixtures and equipment (the "***Equipment***" and together with the Land and the Facility, the "***Project Facility***"); (B) the granting of certain financial assistance in the form of exemptions from real property tax, State and local sales and use tax and mortgage recording tax (in accordance with Section 874 of the General Municipal Law) (collectively the "***Financial Assistance***"); (C) the appointment of the Company or its designee as an agent of the Agency in connection with the acquisition, construction, equipping and completion of the Project Facility; and (D) the lease of the Land and Facility by the Agency pursuant to a lease agreement and the acquisition of an interest in the Equipment pursuant to a bill of sale from the Company to the Agency; and the sublease of the Project Facility back to the Company pursuant to a sublease agreement; and

WHEREAS, pursuant to State Environmental Quality Review Act and the regulations promulgated thereunder ("***SEQRA***"), the Agency is required to make a determination with respect to the environmental impact of any "action" (as defined by SEQRA) to be taken by the Agency and the approval of a project and grant of financial assistance constitute such an action; and

WHEREAS, to aid the Agency in determining whether undertaking the Project may have a significant impact upon the environment, the Company has prepared and submitted to the Agency Part 1 of an Environmental Assessment Form (the "***EAF***") with respect to the Project, a copy of which is attached here as **Exhibit "A"**, with a copy of the EAF on file at the office of the Agency; and

WHEREAS, the Agency examined the EAF in order to classify the Project; and

WHEREAS, by resolution adopted November 20, 2018, the Agency classified the Project as a Type 1 Action and declared the intent of the Agency to be "lead agency" (as defined by SEQRA) for the purposes of a conducting a coordinated environmental review pursuant to SEQRA; and

WHEREAS, by letter dated November 20, 2018, notice was given to each "involved agency" (as defined by SEQRA) identified by the Company of the Agency's declaration to act as lead agency; and

WHEREAS, the Agency received, with respect to the Project, letters dated February 8, 2019 and February 25, 2019 (together, the "Involved Agency Letters") from the City of Syracuse Planning Commission and the City of Syracuse Board of Zoning Appeals, respectively, each an involved agency; and

WHEREAS, the Agency received a letter dated February 7, 2019 ("HVU Letter") , from Housing Visions United, Inc. with respect to the Project; and

WHEREAS, the Agency considered the concerns regarding the Project set forth by the involved agencies in the Involved Agency Letters and set forth in the HVU Letter; and

WHEREAS, as a result of its careful review and examination of the Project, the Agency finds that, on balance, and after careful consideration of all relevant Project documentation, it has more than adequate information to evaluate as required by SEQRA all of the relevant benefits and potential impacts of the Project; and

WHEREAS, the Agency has prepared a negative declaration that summarizes its consideration of potential impacts in accordance with SEQRA; and

NOW, THEREFORE, be it resolved by the members of the City of Syracuse Industrial Development Agency, as follows:

(1) Based upon an examination of the EAF prepared by the Company, the Involved Agency Letters, the HVU Letter, the criteria contained in 6 NYCRR §617.7(c), and based further upon the Agency's knowledge of the area surrounding the Project Facility and the Land Use and Development Plan 2040 of the City of Syracuse (the "***City***"), all the representations made by the Company in connection with the Project, and such further investigation of the Project and its environmental effects as the Agency has deemed appropriate, the Agency makes the following findings and determinations with respect to the Project pursuant to SEQRA:

(a) The Project consists of the components described above in the second WHEREAS clause of this Resolution and constitutes a "project" as such term is defined in the Act;

(b) The Project constitutes a Type 1 Action;

(c) The Agency declared itself lead agency with respect to a coordinated review of the Project pursuant to SEQRA;

(d) The Project will not have a significant effect on the environment, and the Agency will not require the preparation of an Environmental Impact Statement with respect to the Project; and

(e) As a consequence of the foregoing, the Agency has prepared a Parts 2 and 3 of the Full EAF with respect to the Project, a copy of which is attached hereto as **Exhibit "B"**, which shall be filed in the office of the Agency in a file that is readily accessible to the public and the Executive Director of the Agency is hereby authorized to execute and cause publication of and distribution of this negative declaration in accordance with SEQRA.

(2) A copy of this Resolution, together with the attachments hereto, shall be placed on file in the office of the Agency where the same shall be available for public inspection during business hours.

(3) The Secretary of the Agency is hereby authorized and directed to distribute copies of this Resolution to the Company and to do such further things or perform such acts as may be necessary or convenient to implement the provisions of this Resolution.

The question of the adoption of the foregoing resolution was duly put to vote on a roll call, which resulted as follows:

	AYE	**NAY**
Michael Frame	X	
Steven Thompson	X	
Kathleen Murphy	X	
Kenneth Kinsey	X	
Rickey T. Brown	X	

The foregoing resolution was thereupon declared duly adopted.

STATE OF NEW YORK)
) **SS.:**
COUNTY OF ONONDAGA)

I, the undersigned Secretary of the City of Syracuse Industrial Development Agency, **DO HEREBY CERTIFY** that I have compared the annexed extract of the minutes of the meeting of the City of Syracuse Industrial Development Agency (the "***Agency***") held on March 19, 2019, with the original thereof on file in my office, and that the same (including all exhibits) is a true and correct copy of the proceedings of the Agency and of the whole of such original insofar as the same relates to the subject matters referred to therein.

I FURTHER CERTIFY that (i) all members of the Agency had due notice of such meeting, (ii) pursuant to Section 104 of the Public Officers Law (Open Meetings Law), such meeting was open to the general public and public notice of the time and place of such meeting was duly given in accordance with such Section 104, (iii) the meeting was in all respects duly held, and (iv) there was a quorum present throughout.

I FURTHER CERTIFY that, as of the date hereof, the attached resolution is in full force and effect and has not been amended, repealed or rescinded.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Agency this 15 day of April, 2019.

City of Syracuse Industrial Development Agency

Rickey Brown, Secretary

(S E A L)

EXHIBIT "A"

PART 1 OF FULL EAF AND NARRATIVE

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 1is 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, ☐Yes☑No or Village Board of Trustees		
b. City, Town or Village ☑Yes☐No Planning Board or Commission	SUBDIVISION SITE PLAN REVIEW, SPECIAL USE PERMIT	11/21/18
c. City Council, Town or ☑Yes☐No Village Zoning Board of Appeals	WAIVERS FOR DENSITY, SETBACKS, ZONING BOARD	12/1/18
d. Other local agencies ☑Yes☐No	SIDA, CITY SEWER DEPT. & WATER	11/7/18
e. County agencies ☑Yes☐No	ONONDAGA STORMWATER MANAGEMENT	12/1/18
f. Regional agencies ☐Yes☑No		
g. State agencies ☑Yes☐No	NYSDEC - SWPPP	4/1/18
h. Federal agencies ☐Yes☑No		

i. Coastal Resources.
i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes☑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.

	One Family	Two Family	Three Family	Multiple Family (four or more)
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 (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (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 ½ 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:
- Monday - Friday: 7 AM - 5 PM
- Saturday: 7 AM - 5 PM
- Sunday: 8 AM - 3 PM
- Holidays: N/A

ii. During Operations:
- Monday - Friday: 24 HRS/DAY
- Saturday: 24 HRS/DAY
- Sunday: 24 HRS/DAY
- Holidays: 24 HRS/DAY

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 Covertype	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: LAWN	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? ☐Yes ☑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:
- 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? ☐ Yes ☑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? ☐Yes ☑No

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐Yes ☑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? ☐Yes ☑No
If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐Yes ☑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? ☐Yes ☑No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ 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? ☐Yes ☑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? ☐ Yes ☑ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

iii. 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? ☐ Yes ☑ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification:

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐ Yes ☑ No

If Yes:

i. Identify resource: _____

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. 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? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

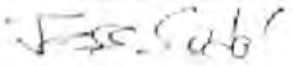
Attach any additional information which may be needed to clarify your project.

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 3/1/19

Signature  Title VICE PRESIDENT

PRINT FORM

SEQRA Review
East Genesee Apartments

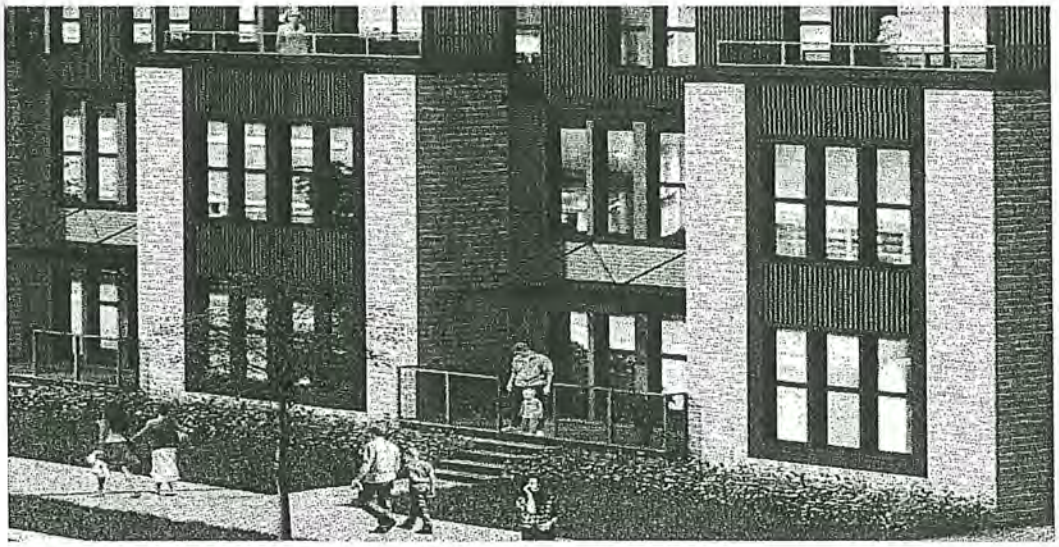
1. **Consistency with Adapted Mansion Corridor District**

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-model 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 and 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 Grown 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.

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

Agency Use Only [If applicable]

Project : East Genesee Apartments

Date : March 14, 2019

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

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)
☐ NO ☑ YES
If "Yes", answer questions a - j. If "No", move on to Section 2.

	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	☑	☐
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	☑	☐
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	☑	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	☑	☐
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	☐	☑
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	☑	☐
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	☑	☐
h. Other impacts: _____		☐	☐

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	☐	☐
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	☐	☐
c. Other impacts: _____ _____		☐	☐

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	☐	☐
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	☐	☐
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	☐	☐
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	☐	☐
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	☐	☐
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	☐	☐
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	☐	☐
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	☐	☐
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	☐	☐
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	☐	☐
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	☐	☐

l. Other impacts: _____ _____		☐	☐

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. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) ☑ NO ☐ YES

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	☐	☐
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	☐	☐
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	☐	☐
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	☐	☐
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	☐	☐
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	☐	☐
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	☐	☐
h. Other impacts: _____ _____		☐	☐

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) ☑ NO ☐ YES

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	☐	☐
b. The proposed action may result in development within a 100 year floodplain.	E2j	☐	☐
c. The proposed action may result in development within a 500 year floodplain.	E2k	☐	☐
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	☐	☐
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	☐	☐
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	☐	☐

g. Other impacts: _____		☐	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. (See Part 1. D.2.f., D.2.h, D.2.g) ☑ NO ☐ YES

If "Yes", answer questions a - f. If "No", move on to Section 7.

	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	☐	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☐	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☐	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☐	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☐	☐
vi. 43 tons/year or more of methane	D2h	☐	☐
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	☐	☐
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	☐	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☐	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☐	☐
f. Other impacts: _____		☐	☐

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.) ☑ NO ☐ YES

If "Yes", answer questions a - j. If "No", move on to Section 8.

	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	☐	☐
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	☐	☐
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	☐	☐
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	☐	☐

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	☐	☐
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	☐	☐
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	☐	☐
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	☐	☐
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	☐	☐
j. Other impacts: _____ _____		☐	☐

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑NO ☐YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

	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	☐	☐
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, E1b	☐	☐
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	☐	☐
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	☐	☐
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	E1 a, E1b	☐	☐
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	☐	☐
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	☐	☐
h. Other impacts: _____		☐	☐

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.)
If "Yes", answer questions a - g. If "No", go to Section 10.

☑ NO ☐ 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	☐	☐
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	☐	☐
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	☐ ☐	☐ ☐
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	☐ ☐	☐ ☐
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	☐	☐
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile ½ -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	☐	☐
g. Other impacts: _____		☐	☐

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.)
If "Yes", answer questions a - e. If "No", go to Section 11.

☑ NO ☐ 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	☐	☐
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	☐	☐
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	☐	☐

d. Other impacts: _____ _____		☐	☐
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	☐	☐
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	☐	☐
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	☐	☐

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.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☑ NO ☐ 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	☐	☐
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	☐	☐
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	☐	☐
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	☐	☐
e. Other impacts: _____ _____		☐	☐

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)
If "Yes", answer questions a - c. If "No", go to Section 13.

☑ NO ☐ 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	☐	☐
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	☐	☐
c. Other impacts: _____ _____		☐	☐

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	☑	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☑	☐
c. The proposed action will degrade existing transit access.	D2j	☑	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☑	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☑	☐
f. Other impacts: _____		☐	☐

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	☑	☐
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	☑	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☑	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☐	☑
e. Other Impacts: _____		☐	☐

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	☑	☐
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	☑	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☑	☐

d. The proposed action may result in light shining onto adjoining properties.	D2n	☑	☐
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	☑	☐
f. Other impacts: _____ _____		☐	☐

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.) ☑ NO ☐ YES
If "Yes", answer questions a - m. If "No", go to Section 17.

	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	☐	☐
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	☐	☐
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	☐	☐
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	☐	☐
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	☐	☐
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	☐	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	☐	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	☐	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	☐	☐
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	☐	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	☐	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	☐	☐
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.) ☐ NO ☑ YES

If "Yes", answer questions a - h. If "No", go to Section 18.

	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	☐	☑
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	☑	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☐	☑
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☑	☐
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	☑	☐
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	☑	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☑	☐
h. Other: _____ _____		☐	☐

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) ☐ NO ☑ YES

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	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	☑	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☑	☐
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	☑	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☑	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☐	☑
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☑	☐
g. Other impacts: _____ _____		☐	☐

PRINT FULL FORM

Agency Use Only [If Applicable]

Project : East Genesee Apartments

Date : March 14, 2019

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 I ☐ 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

Signature of Responsible Officer in Lead Agency: Date: March 19, 2019

Signature of Preparer (if different from Responsible Officer) Date: March 19, 2019

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 PM2.5), 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 project[1].

---

[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

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

NEW YORK
STATE OF
OPPORTUNITY.

Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

February 05, 2019

Mr. Tim Harris
Senior Proejct 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

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

Passero Associates | 242 West Main Street, Suite 100 | Rochester, NY 14614 | 585.325.1000 | www.passero.com

CONTENTS

APPENDICES

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 (85^{th} 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.

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 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.*

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.

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

There is ample site distance at the project entrance.

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) (95th)	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) (95th)	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) (95th)	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) (95th)	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.

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) (95th)	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) (95th)	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) (95th)	9	39	10	47	10	47
Overall LOS	B	B	B	B	B	B

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) (95th)	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) (95th)	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) (95th)	21	31	25	42	30	60
Overall LOS	A	C	A	C	A	D

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) (95th)	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) (95th)	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) (95th)	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) (95th)	0	0	0	0	0	0
Overall LOS	A	A	A	A	A	A

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) (95th)	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) (95th)	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) (95th)	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) (95th)	0	0	0	0	0	0
Overall LOS	A	A	A	A	A	A

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.

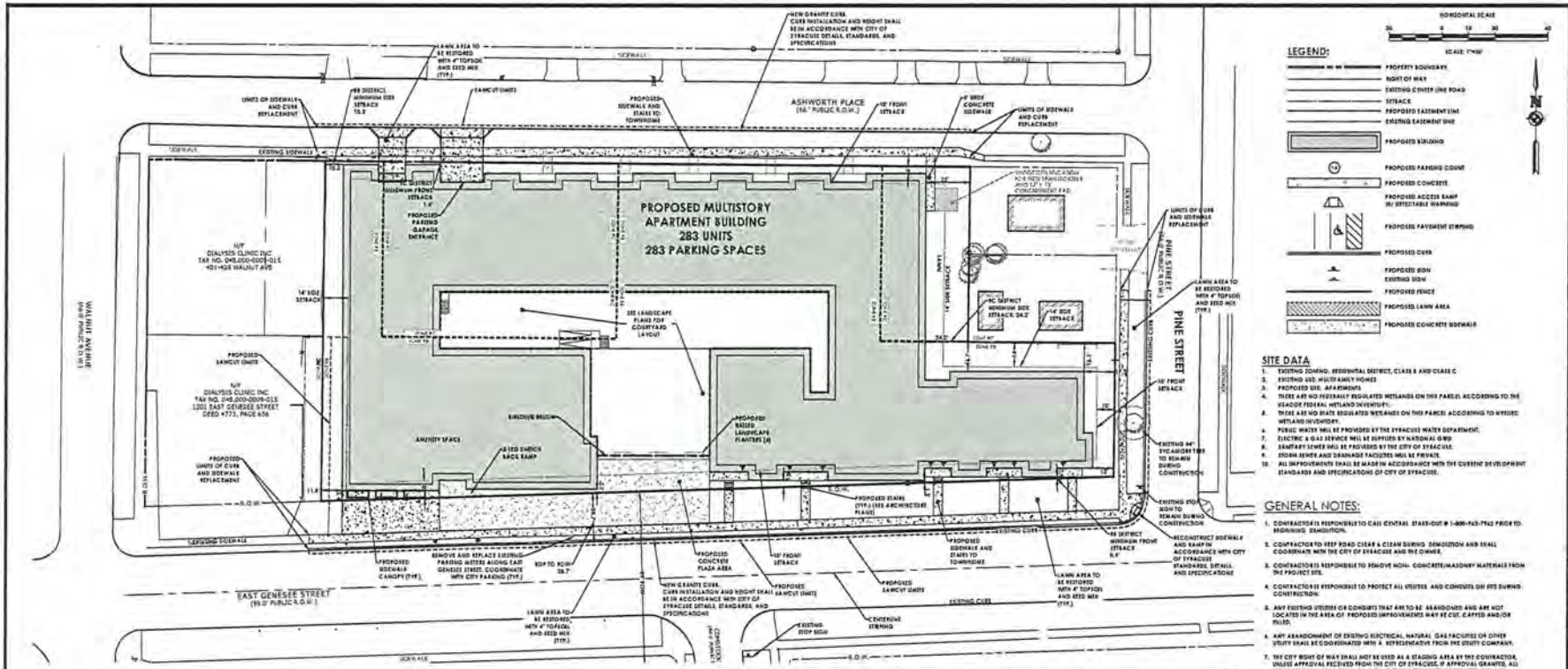
CONCLUSIONS

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.

APPENDIX A. SITE PLAN



SITE DATA

1. EXISTING ZONING: RESIDENTIAL DISTRICT, CLASS B AND CLASS C
2. EXISTING USE: MULTI-FAMILY HOMES
3. PROPOSED USE: APARTMENTS
4. THERE ARE NO FEDERALLY REGULATED WETLANDS ON THIS PARCEL ACCORDING TO THE STADOE FEDERAL WETLAND INVENTORY.
5. THERE ARE NO STATE REGULATED WETLANDS ON THIS PARCEL ACCORDING TO NYSDEC WETLAND INVENTORY.
6. PUBLIC WATER WILL BE PROVIDED BY THE SYRACUSE WATER DEPARTMENT.
7. ELECTRIC & GAS SERVICE WILL BE SUPPLIED BY NATIONAL GRID
8. SANITARY SEWER WILL BE PROVIDED BY THE CITY OF SYRACUSE.
9. STORM SEWER AND DRAINAGE FACILITIES WILL BE PRIVATE.
10. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE CURRENT DEVELOPMENT STANDARDS AND SPECIFICATIONS OF CITY OF SYRACUSE.

GENERAL NOTES:

1. CONTRACTOR IS RESPONSIBLE TO CALL CENTRAL STAKE-OUT @ 1-800-962-7962 PRIOR TO BEGINNING DEMOLITION.
2. CONTRACTOR TO KEEP ROAD CLEAR & CLEAN DURING DEMOLITION AND SHALL COORDINATE WITH THE CITY OF SYRACUSE AND THE OWNER.
3. CONTRACTOR IS RESPONSIBLE TO REMOVE NON- CONCRETE/MASONRY MATERIALS FROM THE PROJECT SITE.
4. CONTRACTOR IS RESPONSIBLE TO PROTECT ALL UTILITIES AND CONDUITS ON SITE DURING CONSTRUCTION.
5. ANY EXISTING UTILITIES OR CONDUITS THAT ARE TO BE ABANDONED AND ARE NOT LOCATED IN THE AREA OF PROPOSED IMPROVEMENTS MAY BE CUT, CAPPED AND/OR FILLED.
6. ANY ABANDONMENT OF EXISTING ELECTRICAL, NATURAL GAS FACILITIES OR OTHER UTILITY SHALL BE COORDINATED WITH A REPRESENTATIVE FROM THE UTILITY COMPANY.
7. THE CITY RIGHT OF WAY SHALL NOT BE USED AS A STAGING AREA BY THE CONTRACTOR, UNLESS APPROVAL RECEIVED FROM THE CITY OF SYRACUSE. IF APPROVAL GRANTED, ALL SURFACES SHALL BE RESTORED TO A CONDITION DETERMINED BY THE CITY, WITHOUT EXCEPTION.
8. ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH MUTCD, LATEST EDITION.

ZONING ANALYSIS - RESIDENTIAL DISTRICT CLASS B

	REQUIRED	PROVIDED
MAXIMUM BUILDING HEIGHT	N/A	350' FROM ASHWORTH PLACE ELEVATION 368 FT FROM EAST GENESEE STREET
FRONT YARD SETBACK	10'-0"	5.9' GENESEE ST. 1.7' ASHWORTH PL.
SIDE YARD SETBACK	4' OR ANY BUILDING OR STRUCTURE ABOVE TWO (2) STORIES IN HEIGHT, MUST PROVIDE ADDITIONAL SIDE YARD SPACE FOR EACH ADDITIONAL STORY ABOVE TWO (2) AT THE RATE OF TWO (2) ADDITIONAL FEET ABOVE THE MINIMUM SIDE YARD REQUIREMENTS EXCEPT ON THE STREET SIDE OF CORNER LOTS. IN COMPUTING SUCH ADDITIONAL SPACE, SUCH INCREASES PER STORY, SHALL APPLY ABOVE THE SECOND STORY, NOT AT THE GROUND LEVEL • 3 STORIES (ABOVE 2) = 2 FT = 10 FT = 4 FT = 16 FT TOTAL	10.2'
REAR YARD SETBACK	THE MINIMUM REAR YARD SHALL BE TWENTY (20) FEET OR 15% OF THE LOT DEPTH, WHICHEVER IS GREATER. IN ADDITION TO THE FOREGOING REAR YARD REQUIREMENTS, ANY BUILDING OR STRUCTURE ABOVE TWO (2) STORIES IN HEIGHT, SHALL PROVIDE ADDITIONAL REAR YARD SPACE FOR EACH ADDITIONAL STORY ABOVE TWO (2) AT THE RATE OF TWO (2) ADDITIONAL FEET ABOVE THE MINIMUM REAR YARD REQUIREMENTS EXCEPT ON THE STREET SIDE OF CORNER LOTS. IN COMPUTING SUCH ADDITIONAL SPACE, SUCH INCREASES PER STORY, SHALL APPLY ABOVE THE SECOND STORY, NOT AT GROUND LEVEL • 3 STORIES (ABOVE 2) = 2 FT + 10 FT = 20 FT = 34 FT TOTAL	N/A
MAX IMPERVIOUS COVERAGE	STRUCTURAL COVERAGE: MAXIMUM PERMITTED STRUCTURAL COVERAGE ON A LOT SHALL BE 30% FOR SINGLE- AND TWO-FAMILY DWELLINGS. FOR MULTIPLE-FAMILY DWELLINGS AND OTHER PERMITTED USES THE MAXIMUM PERMITTED STRUCTURAL COVERAGE SHALL BE 40%. PARKING SURFACE COVERAGE: MAXIMUM PERMITTED PARKING SURFACE COVERAGE SHALL BE 40%.	84%
MINIMUM PARKING STALLS	ONE (1) PARKING SPACE SHALL BE PROVIDED PER EACH DWELLING UNIT = 333 SPACES	333
MINIMUM STALL SIZE	9'X18'	9' x 18'
DENSITY	NO MULTIPLE-FAMILY DWELLING SHALL BE ERECTED, ALTERED OR USED WHICH DOES NOT PROVIDE A LOT AREA OF AT LEAST ONE THOUSAND (1000) SQUARE FEET FOR EACH FAMILY OF DWELLING UNIT. *IN THE CASES OF FRATERNITIES, SORORITIES, CHAPTER HOUSES, COLLEGES, BOARDING HOUSES, ROOMING HOUSES, TOURIST HOMES AND TYE LIKE WHICH PROVIDE OTHER THAN INDEPENDENT LIVING UNITS, FOR THE PURPOSE OF APPLYING THE FOREGOING DENSITY RULE, FOUR (4) PERSONS SHALL BE DEEMED EQUIVALENT TO A FAMILY OR DWELLING UNIT. • 1000 SF/UNIT x 213 UNITS = 213,000 SF	213 SF/UNIT
LOT AREA	1.592 ACRES	
PARKING	333 SPACES	
UNITS	333 UNITS	

ZONING ANALYSIS - RESIDENTIAL DISTRICT CLASS C

	REQUIRED	PROVIDED
MAXIMUM BUILDING HEIGHT	NO BUILDING OR STRUCTURE SHALL HEREAFTER BE ERECTED OR STRUCTURALLY ALTERED TO EXCEED A HEIGHT OF TWO (2) STORIES EXCLUDING STORIES USED EXCLUSIVELY FOR PARKING PURPOSES; PROVIDED, HOWEVER, THAT THE CUMULATIVE HEIGHT OF ANY BUILDING OR STRUCTURE SHALL NOT EXCEED THIRTY SIX (36) FEET.	350' FROM ASHWORTH PLACE ELEVATION 368 FT FROM EAST GENESEE STREET
FRONT YARD SETBACK	10'-0"	1.4'
SIDE YARD SETBACK	THE SIDE YARDS SHALL HAVE AN AGGREGATE WIDTH OF AT LEAST SIXTY OF THE LOT WIDTH, MEASURED AT THE FRONT BUILDING LINE, BUT NEITHER OF WHICH SHALL BE LESS THAN TEN (10) FEET IN WIDTH AT ANY POINT, WHICH YARDS SHALL NOT BE OCCUPIED BY ANY BUILDING OR PROJECTION THEREFROM.	34.2'
REAR YARD SETBACK	THE MINIMUM REAR YARD SHALL BE UNOCCUPIED BY ANY BUILDING OR PROJECTION THEREOF AND HAVE A DEPTH EQUAL TO 15% OF THE LOT DEPTH OR TWENTY (20) FEET, WHICHEVER IS GREATER.	N/A
MAX IMPERVIOUS COVERAGE	STRUCTURAL COVERAGE: THE MAXIMUM PERMITTED STRUCTURAL COVERAGE OF BUILDINGS AND STRUCTURES ON A LOT SHALL BE 25%. PARKING SURFACE COVERAGE: MAXIMUM PERMITTED PARKING SURFACE COVERAGE SHALL BE 40%.	85%
MINIMUM PARKING STALLS	ONE (1) PARKING SPACE SHALL BE PROVIDED PER EACH DWELLING UNIT = 50 SPACES	50
MINIMUM STALL SIZE	9'X18'	9' x 18'
DENSITY	FOR SINGLE-FAMILY DWELLINGS, A LOT AREA OF AT LEAST FOUR THOUSAND (4000) SQUARE FEET PER DWELLING UNIT SHALL BE PROVIDED. FOR TWO-FAMILY DWELLINGS, A LOT AREA OF AT LEAST THREE THOUSAND (3000) SQUARE FEET PER DWELLING UNIT SHALL BE PROVIDED. NO MULTIPLE-FAMILY DWELLING SHALL BE ERECTED, ALTERED OR USED WHICH DOES NOT PROVIDE A LOT AREA OF AT LEAST TWENTY FIVE HUNDRED (2500) SQUARE FEET FOR EACH FAMILY DWELLING UNIT.	204 SF/UNIT
LOT AREA	0.419 ACRES	
PARKING	50 SPACES	
UNITS	40 UNITS	

PASSERO ASSOCIATES
engineering architecture

LOCATION SKETCH
N.T.S.

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

PASSERO ASSOCIATES
Principal-in-Charge: Jess D. Sorbel, P.E.
Project Manager: Tim Harris, P.E.
Designed by: Joshua D. Sanders, E.I.T.

Revisions

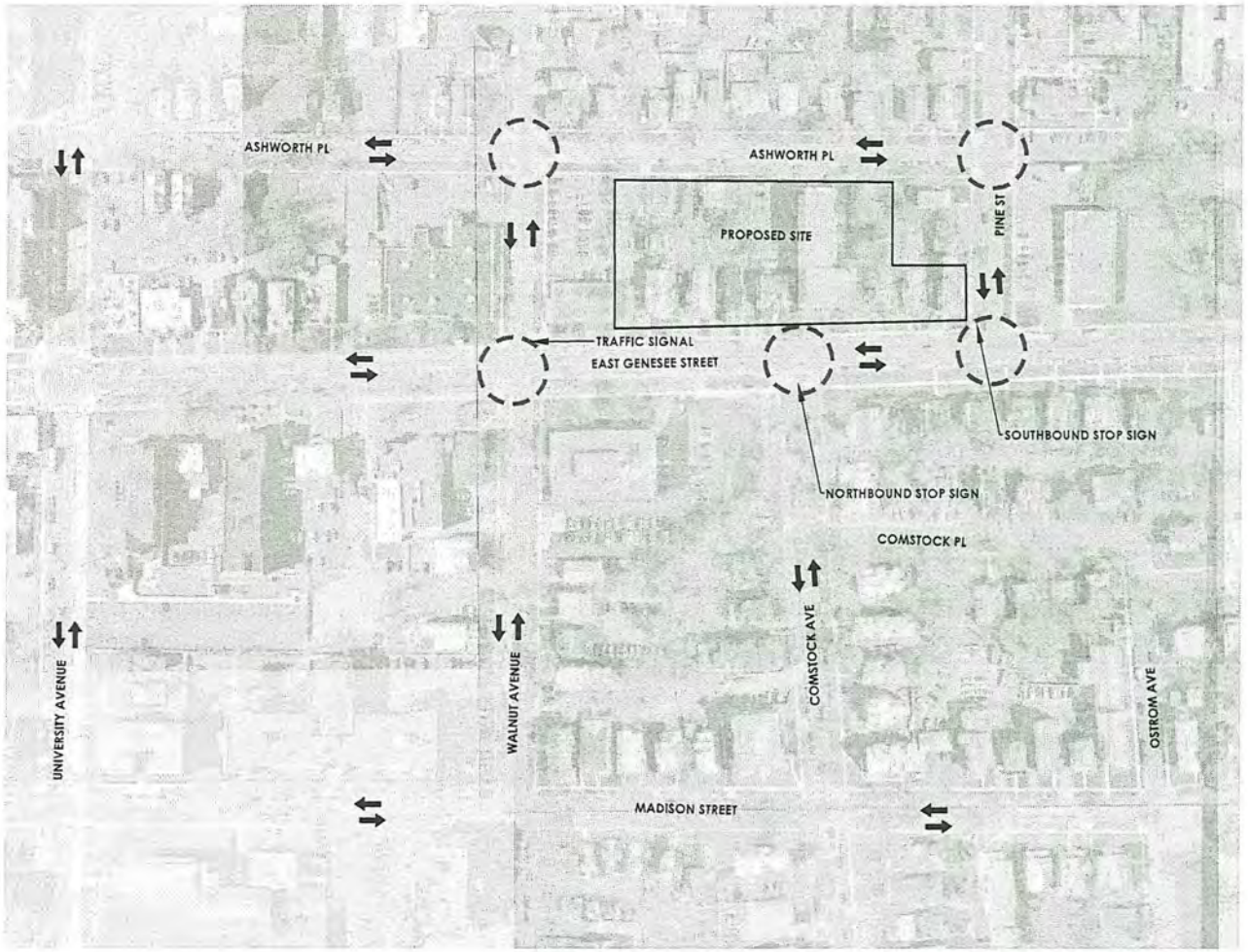
No.	Date	By	Description
1	08/15/19	JDS	SITE PLANS

SITE PLAN

MICHAELS ORGANIZATION
EAST GENESEE APARTMENTS
NORTVOA / SYRACUSE
County: ONONDAGA State: New York

Project No: 20172421.0004
Drawing No: C 103
Sheet No: 3
Scale: 1" = 30'
Date: FEBRUARY 2019

NOT FOR CONSTRUCTION



DENOTES INTERSECTION ANALYZED

N

PASSERO ASSOCIATES
engineering architecture

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

PASSERO ASSOCIATES
Principal-in-Charge: Jess D. Sudol, P.E.
Project Manager: Tim Harris, P.E.
Designed by: Joshua D. Sarton, E.I.T.

Revisions

No.	Date	By	Description
1	05/13/19	JDS	SITE PLANS

TRAFFIC STUDY LOCATIONS

MICHAELS ORGANIZATION
EAST GENESEE APARTMENTS
Town/City: SYRACUSE
County: ONONDAGA State: New York

Project No.: 20172421.0004

Drawing No.: A
Sheet No.: 1

Scale: NOT TO SCALE

Date: FEBRUARY 2019

NOT FOR CONSTRUCTION

APPENDIX B. EXISTING TRAFFIC VOLUMES

EAST GENESEE APARTMENTS

	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	
TIME AM																	
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																	

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EAST GENESEE APARTMENTS

	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	
TIME AM																	
7:00-7:15	2	0	5	7	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	179	15		48	621	0		
BG Peak HR	19	0	23		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	595	28		33	293	0		
BG Peak HR	26	0	101		0	0	0		0	632	29		35	311	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																	

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EAST GENESEE APARTMENTS

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

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EAST GENESEE APARTMENTS

	Ashworth 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	
TIME AM																	
7:00-7:15	0	5	0	5	0	6	0	6	1	0	0	1	0	0	0	0	12
7:15-7:30	0	3	0	3	0	10	0	10	0	0	0	0	0	0	0	0	13
7:30-7:45	0	16	0	16	0	8	0	8	0	0	0	0	0	0	0	0	24
7:45-8:00	1	15	1	17	0	12	0	12	1	0	0	1	0	1	0	1	31
8:00-8:15	0	25	1	26	0	18	2	20	0	0	2	2	1	0	0	1	49
8:15-8:30	0	20	0	20	0	19	1	20	1	1	0	2	0	0	1	1	43
8:30-8:45	0	17	0	17	0	8	2	10	0	0	0	0	0	1	0	1	28
8:45-9:00	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0	20
Peak HR	1	77	2		0	57	5		2	1	2		1	2	1		
BG Peak HR	1	82	2		0	60	5		2	1	2		1	2	1		
TIME PM																	
4:00-4:15	0	10	0	10	0	5	2	7	0	0	1	1		0	0	0	18
4:15-4:30	0	16	0	16	0	9	1	10	1	0	2	3	0	1	1	2	31
4:30-4:45	0	26	0	26	0	9	3	12	2	0	0	2	0	1	1	2	42
4:45-5:00	2	30	1	33	0	11	1	12	0	0	3	3	0	0	0	0	48
5:00-5:15	0	23	0	23	1	10	2	13	1	0	0	1	0	0	1	1	38
5:15-5:30	0	27	2	29	0	15	2	17	0	0	2	2	0	0	0	0	48
5:30-5:45	0	20	0	20	0	10	1	11	2	0	0	2	0	0	0	0	33
5:45-6:00	0	11	0	11	0	9	2	11	0	0	0	0	0	0	1	1	23
Peak HR	2	106	3		1	45	8		3	0	5		0	1	2		
BG Peak HR	2	112	3		1	48	8		3	0	5		0	1	2		
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																	

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EAST GENESEE APARTMENTS

	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	
TIME AM																	
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	0	1	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		0	72	0		0	0	1		0	0	0		
BG Peak HR	0	83	0		0	76	0		0	0	1		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		0	65	1		1	0	0		0	0	0		
BG Peak HR	1	102	0		0	69	1		1	0	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																	

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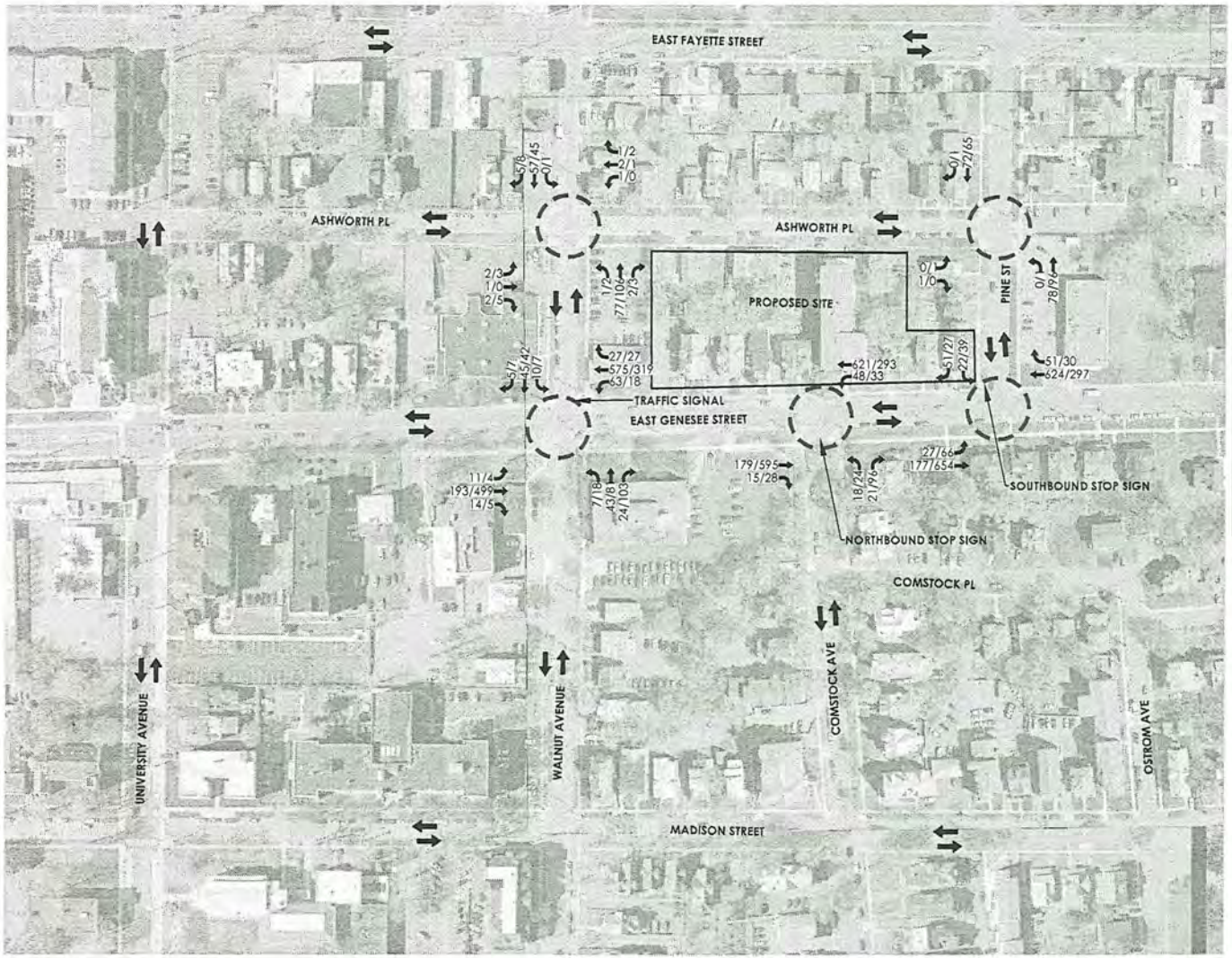
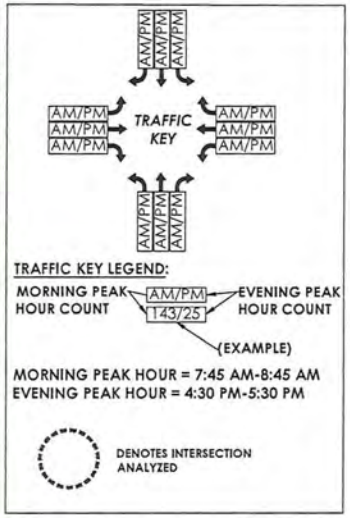
SITE GENERATED TRIPS PER ITE MANUAL - ITE USE 221

	TOTAL	ENTERING	EXITING
AM PEAK HOUR: 7 - 9 AM	102	26(24%)	76(76%)
PM PEAK HOUR: 4 - 6 PM	125	76(61%)	49(39%)





PASSERO ASSOCIATES
engineering architecture

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

PASSERO ASSOCIATES
Principal-in-Charge: Jess D. Sudol, P.E.
Project Manager: Tim Harris, P.E.
Designed by: Joshua D. Sexton, E.I.T.

Revisions

No.	Date	By	Description
1	08/13/19	JDS	30% PLANS

2018 EXISTING CONDITIONS

MICHAELS ORGANIZATION
EAST GENESEE APARTMENTS
Town/City: SYRACUSE
County: ONONDAGA State: New York

Project No.: 20172421.0004

Drawing No.: B
Sheet No.: 1

Scale: NOT TO SCALE

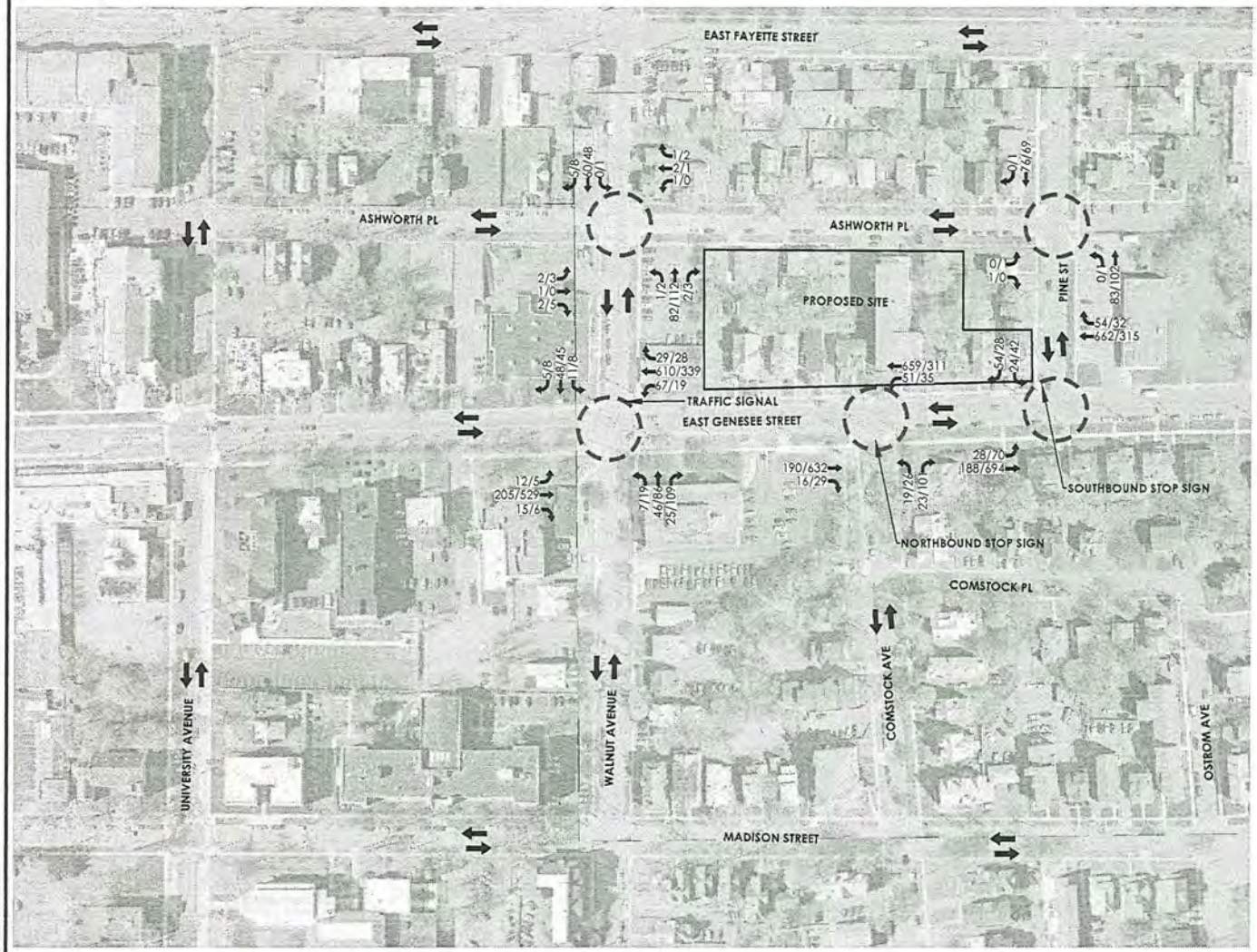
Date: FEBRUARY 2019

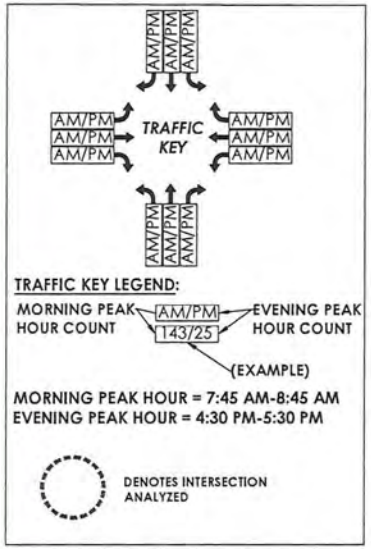
NOT FOR CONSTRUCTION

APPENDIX C. BACKGROUND TRAFFIC VOLUMES

SITE GENERATED TRIPS PER ITE MANUAL - ITE USE 221

	TOTAL	ENTERING	EXITING
AM PEAK HOUR: 7 - 9 AM	102	26(24%)	76(76%)
PM PEAK HOUR: 4 - 6 PM	125	76(61%)	49(39%)





PASSERO ASSOCIATES
engineering architecture

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

PASSERO ASSOCIATES
Principal-in-Charge: Jess D. Sudol, P.E.
Project Manager: Tim Harris, P.E.
Designed by: Joshua D. Sexton, E.I.T.

Revisions

No.	Date	By	Description
1	08/13/19	JDS	30% PLANS

2021 BACKGROUND TRAFFIC

MICHAELS ORGANIZATION
EAST GENESEE APARTMENTS
Town/City: SYRACUSE
County: ONONDAGA State: New York

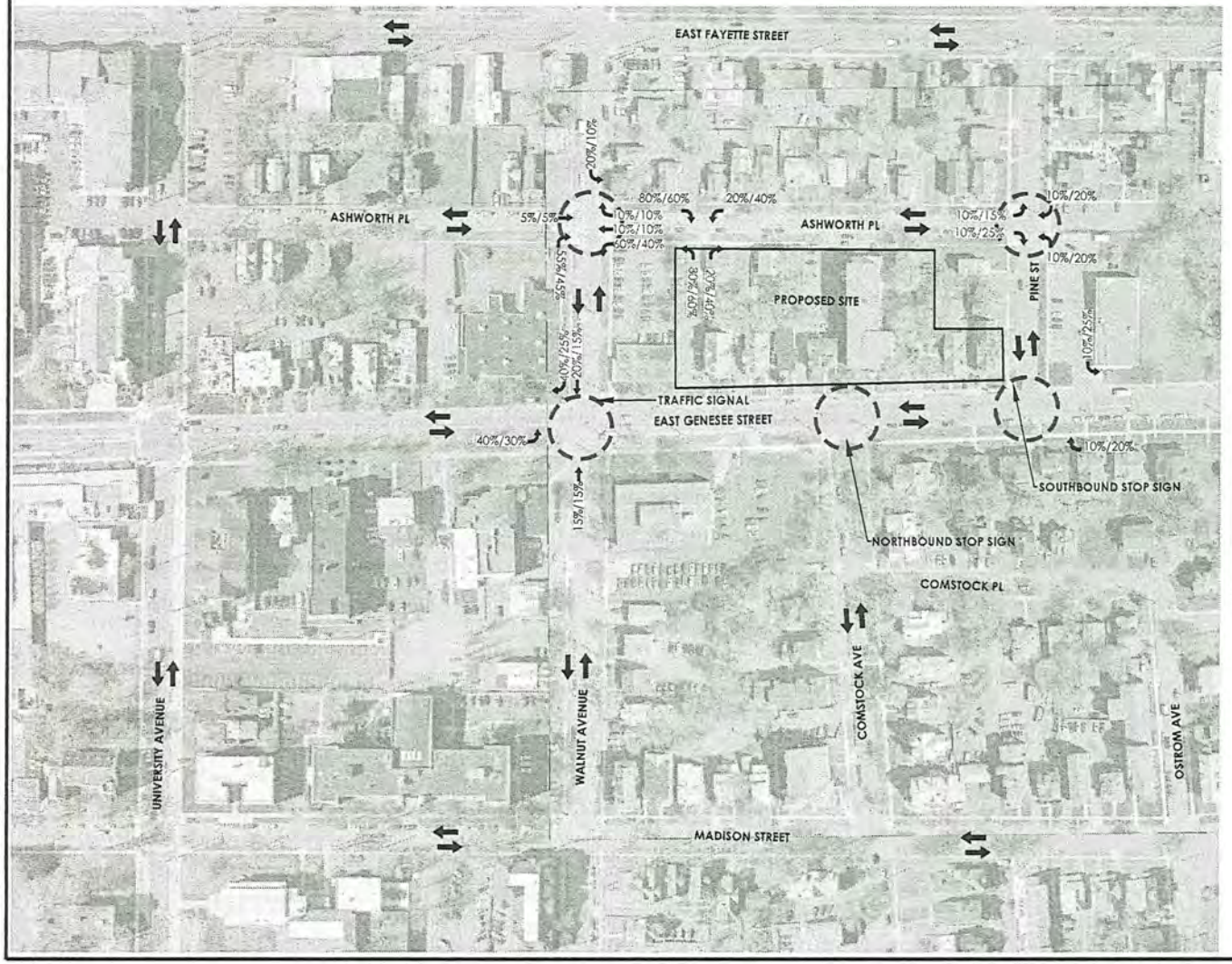
Project No.: 20172421.0004
Drawing No.: C
Sheet No.: 1
Scale: NOT TO SCALE
Date: FEBRUARY 2019

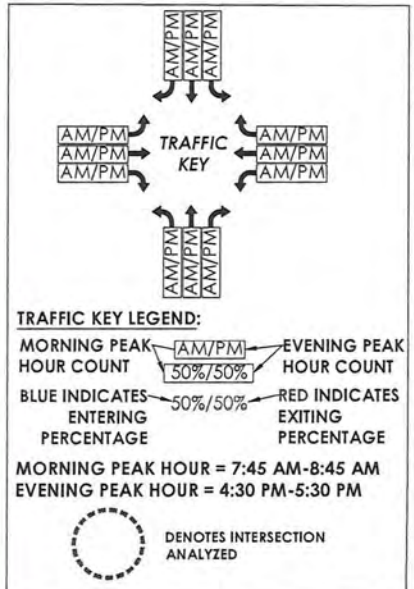
NOT FOR CONSTRUCTION

APPENDIX D. TRIP GENERATION AND DISTRIBUTION

SITE GENERATED TRIPS PER ITE MANUAL - ITE USE 221

	TOTAL	ENTERING	EXITING
AM PEAK HOUR: 7 - 9 AM	102	26(24%)	76(76%)
PM PEAK HOUR: 4 - 6 PM	125	76(61%)	49(39%)





PASSERO ASSOCIATES
engineering architecture

LOCATION SKETCH

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

PASSERO ASSOCIATES
Principal-in-Charge: Jess D. Sustel, P.E.
Project Manager: Tim Harris, P.E.
Designed by: Joshua D. Sexton, E.I.T.

Revisions

No.	Date	By	Description
1	08/13/19	JDS	SITE PLANS

TRIP DISTRIBUTION

MICHAELS ORGANIZATION
EAST GENESEE APARTMENTS
Town/City: SYRACUSE
County: ONONDAGA State: New York

Project No. 20172421.0004

Drawing No. D-1 | Sheet No. 1

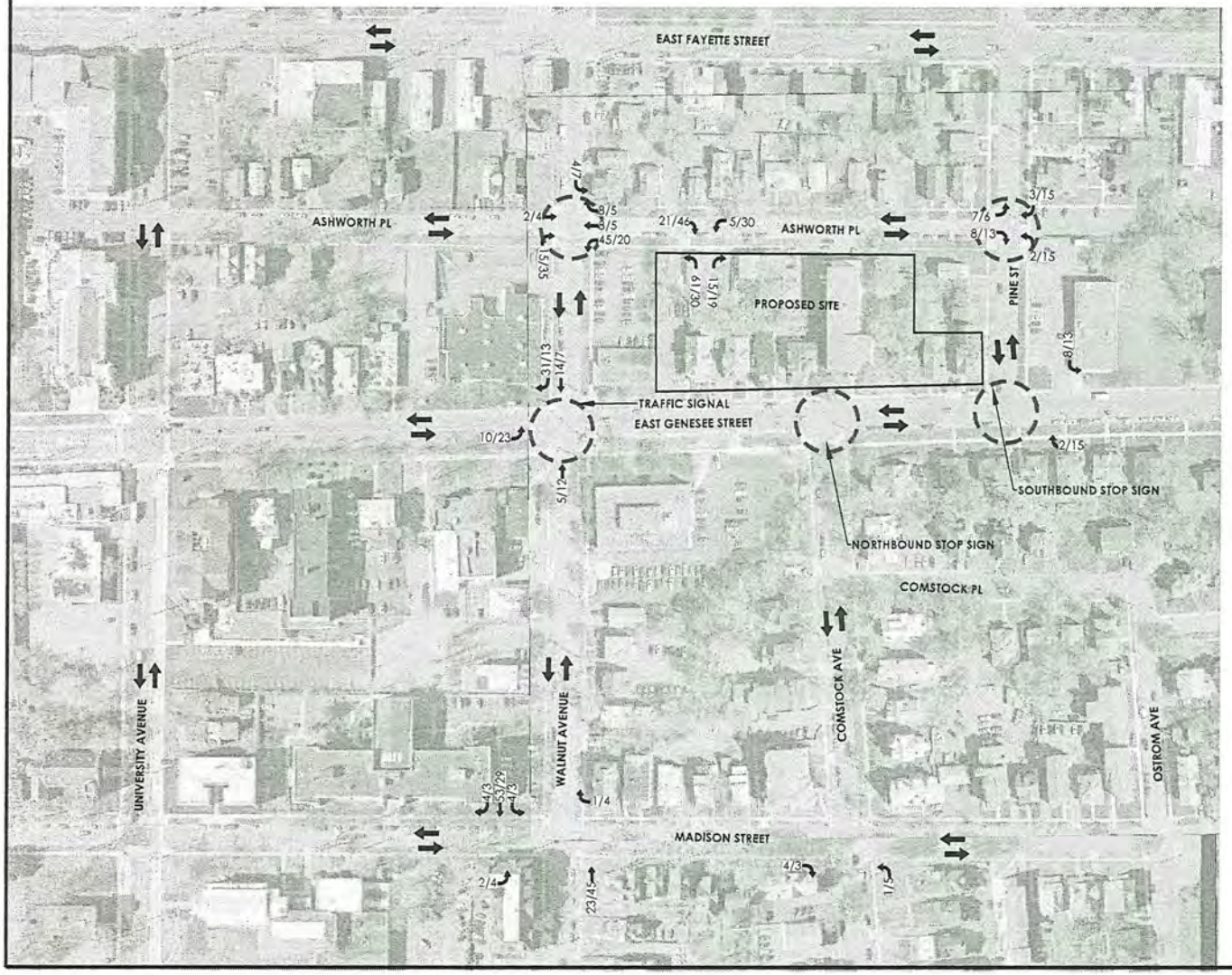
Scale: NOT TO SCALE

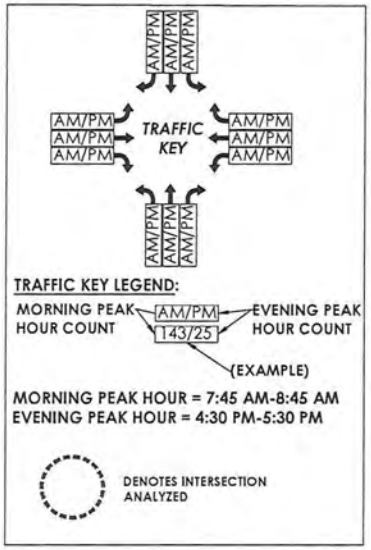
Date: FEBRUARY 2019

NOT FOR CONSTRUCTION

SITE GENERATED TRIPS PER ITE MANUAL - ITE USE 221

	TOTAL	ENTERING	EXITING
AM PEAK HOUR: 7 - 9 AM	102	26(24%)	76(76%)
PM PEAK HOUR: 4 - 6 PM	125	76(61%)	49(39%)





PASSERO ASSOCIATES
engineering architecture

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

PASSERO ASSOCIATES
Principal-in-Charge: Jere D. Sudol, P.E.
Project Manager: Tim Harris, P.E.
Designed by: Joshua D. Saxton, E.I.T.

Revisions

No.	Date	By	Description
1	08/13/19	JDS	30% PLANS

TRIP GENERATION

MICHAELS ORGANIZATION
EAST GENESEE APARTMENTS
Town/City: SYRACUSE
County: ONONDAGA State: New York

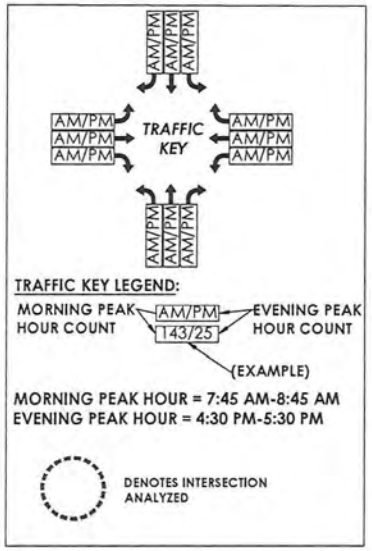
Project No.: 20172421.0004
Drawing No.: D-2
Sheet No.: 1
Scale: NOT TO SCALE
Date: FEBRUARY 2019

NOT FOR CONSTRUCTION

APPENDIX E. 2021 DEVELOPED TRAFFIC VOLUMES

SITE GENERATED TRIPS PER ITE MANUAL - ITE USE 221

	TOTAL	ENTERING	EXITING
AM PEAK HOUR: 7 - 9 AM	102	26(24%)	76(76%)
PM PEAK HOUR: 4 - 6 PM	125	76(61%)	49(39%)



PASSERO ASSOCIATES
engineering architecture

LOCATION SKETCH

Client:
NORTHSIDE GENESEE ASSOCIATES, LLC
3 East Staw Road
Marlton, NJ

PASSERO ASSOCIATES
Principal-in-Charge: Jess D. Sudol, P.E.
Project Manager: Tim Harris, P.E.
Designed by: Joshua D. Sexton, E.I.T.

Revisions

No.	Date	By	Description
1	02/13/19	JDS	30% PLANS

2021 DEVELOPED TRAFFIC

MICHAELS ORGANIZATION
EAST GENESEE APARTMENTS
Town/City: SYRACUSE
County: ONONDAGA State: New York

Project No.: 20172421.0004
Drawing No.: E
Sheet No.: 1
Scale: NOT TO SCALE
Date: FEBRUARY 2019

NOT FOR CONSTRUCTION

APPENDIX F. SYNCHRO 10 ANALYSIS

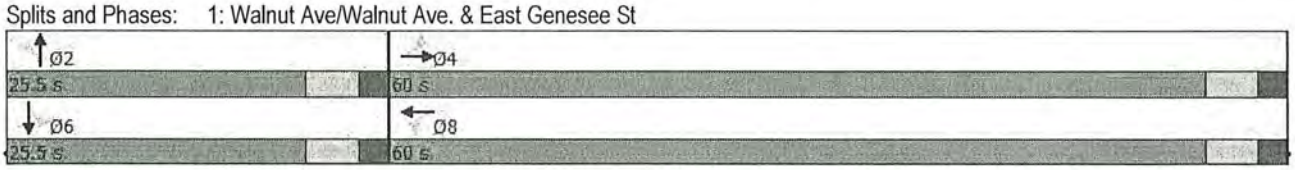
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	193	14	63	575	27	1	42	24	10	45	5
Future Volume (vph)	11	193	14	63	575	27	1	42	24	10	45	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	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	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
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	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+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		Cl+Ex			Cl+Ex			Cl+Ex			Cl+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	

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 LOS: B
Intersection Capacity Utilization 80.0% — ICU Level of Service D
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)	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	B
Analysis Period (min)	15		

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			

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		

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	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			

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			

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
Frt		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	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		

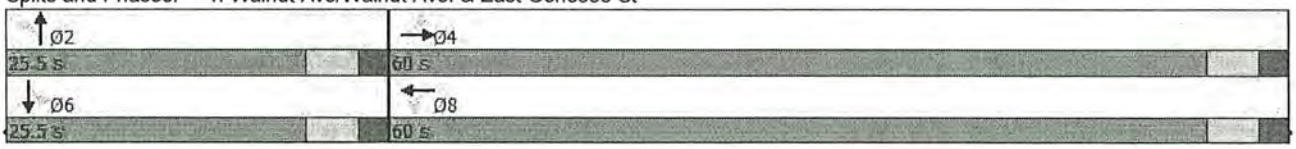
Intersection Summary				
Average Delay	0.1			
Intersection Capacity Utilization	14.1%	ICU Level of Service	A	
Analysis Period (min)	15			

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
Frt		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	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
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	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+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		Cl+Ex			Cl+Ex			Cl+Ex			Cl+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	

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	
Flt Protected				0.995	0.990	
Satd. Flow (prot)	1852	0	0	1853	1645	0
Flt 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		

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			

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		

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	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	16.8%	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)	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)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								681				
pX, platoon unblocked												
vC, conflicting volume	182	182	54	186	184	120	59			121		
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		

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	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 15.1%		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	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		

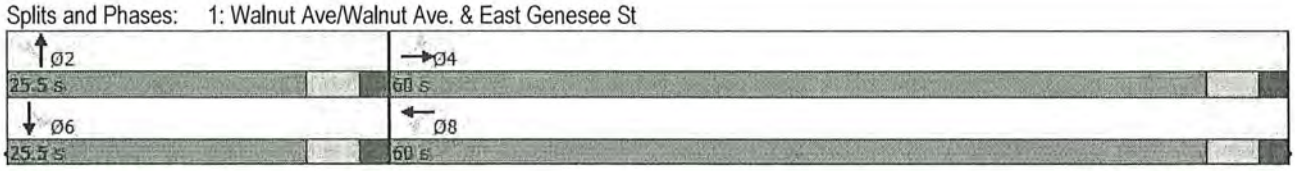
Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	15.1%	ICU Level of Service	A	
Analysis Period (min)	15			

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	
Flt Protected		0.997			0.995			0.995			0.992	
Satd. Flow (prot)	0	1840	0	0	1842	0	0	1774	0	0	1828	0
Flt 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	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
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	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+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		Cl+Ex			Cl+Ex			Cl+Ex			Cl+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	

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		0.26			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 LOS: B	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
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)	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			

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			

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		

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	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			

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			

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			

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	
Approach Delay (s)	9.6	0.0	0.1	0.0
Approach LOS	A	A		

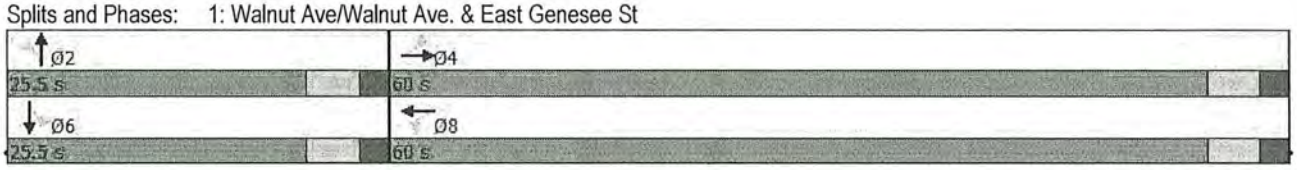
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	15.2%	ICU Level of Service	A
Analysis Period (min)	15		

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	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
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	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+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		Cl+Ex			Cl+Ex			Cl+Ex			Cl+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	

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 LOS: B	
Intersection Capacity Utilization 57.8%		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)	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
Frt	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			

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			

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	C
Analysis Period (min)	15		

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	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 17.1%		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)	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								None			None	
Median storage veh)												
Upstream signal (ft)								681				
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		

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
Frt											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			

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		

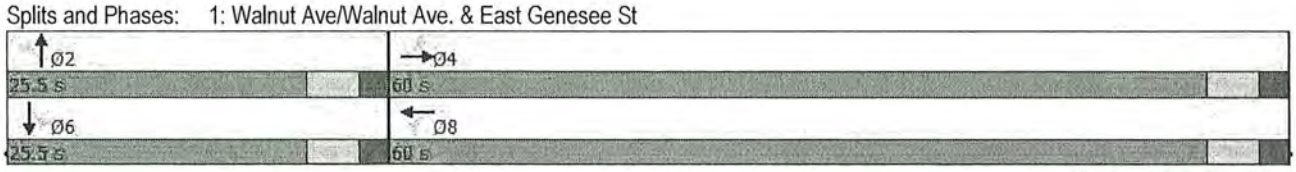
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

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
Frt		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	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
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	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+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		Cl+Ex			Cl+Ex			Cl+Ex			Cl+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	

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 LOS: B	
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
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)	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			

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	
Flt Protected		0.994			0.982	
Satd. Flow (prot)	0	1852	1844	0	1676	0
Flt 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		

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	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			

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								None			None	
Median storage veh)												
Upstream signal (ft)								681				
pX, platoon unblocked												
vC, conflicting volume	196	190	70	184	184	100	73			110		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	196	190	70	184	184	100	73			110		
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	93	98	99	100			100		
cM capacity (veh/h)	744	702	993	771	708	955	1527			1480		

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			

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
Frt		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		

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		

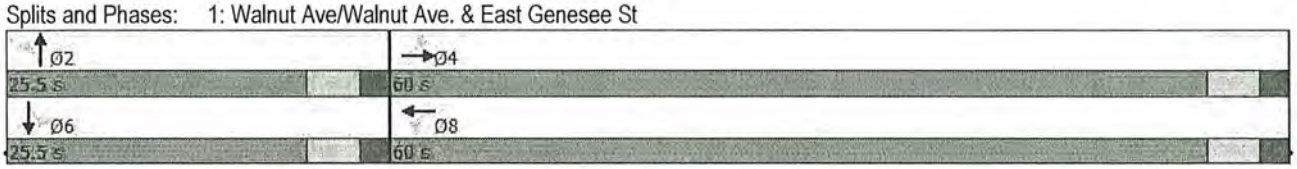
Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	16.0%	ICU Level of Service	A	
Analysis Period (min)	15			

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
Frt		0.998			0.990			0.935			0.965	
Flt Protected		0.998			0.998			0.996			0.995	
Satd. Flow (prot)	0	1855	0	0	1840	0	0	1735	0	0	1789	0
Flt 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	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
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	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+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		Cl+Ex			Cl+Ex			Cl+Ex			Cl+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	

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 LOS: B	
Intersection Capacity Utilization 63.6%		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)	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
Frt	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			

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		

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		

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	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 19.2%		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)	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								None			None	
Median storage veh)												
Upstream signal (ft)								681				
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			

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
Frt		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			

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-model 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 and 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 Grown 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.

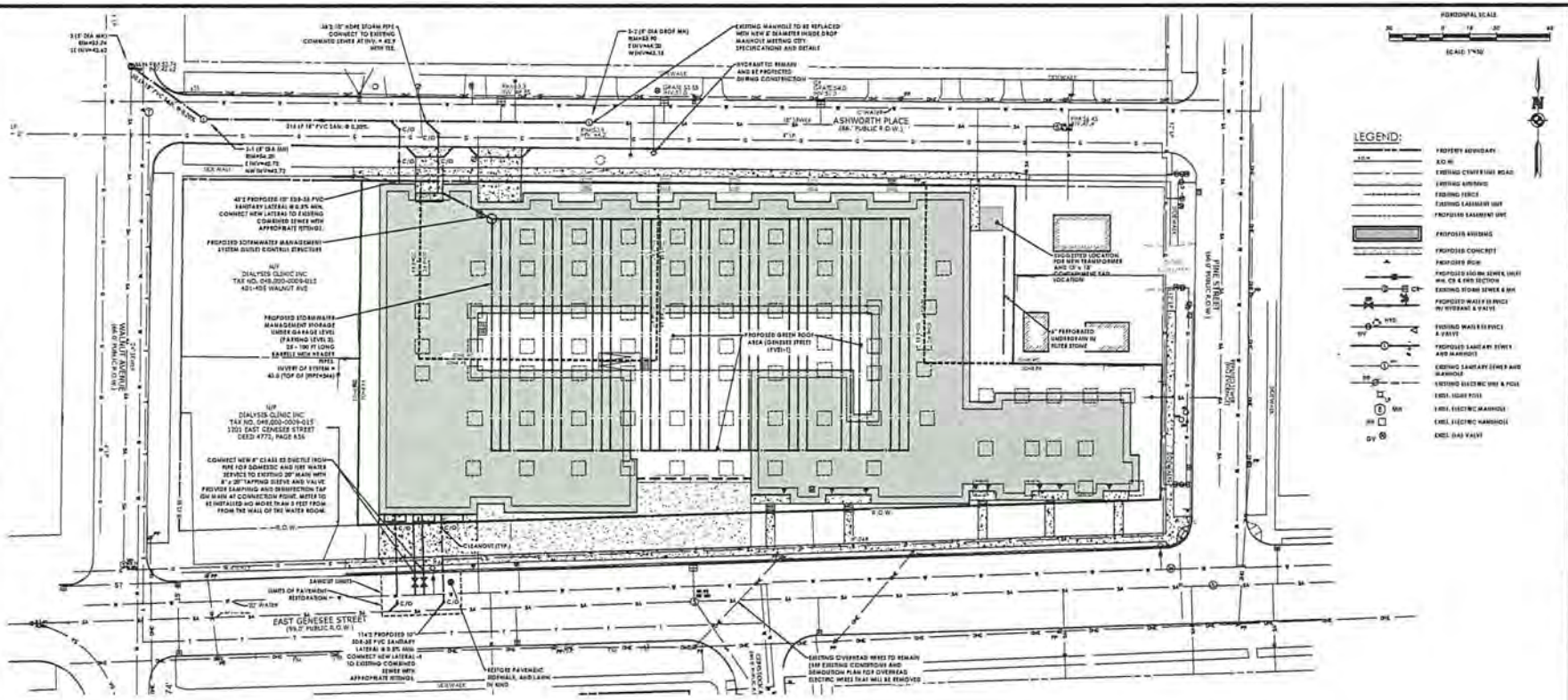
7. **Excavated Materials**
Excavation of soil will be required for the construction of the project as a result of the sub grade parking and the foundation system. Excavated materials will be hauled off site and disposed of in accordance with all applicable state and local regulations. The anticipated 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.



GENERAL NOTES:

1. CONTRACTOR IS RESPONSIBLE TO CALL CENTRAL STATE-OUT @ 1-800-962-7962 PRIOR TO BEGINNING DEMOLITION.
2. CONTRACTOR TO KEEP ROAD CLEAR & CLEAN DURING DEMOLITION AND SHALL COORDINATE WITH THE CITY OF SYRACUSE AND THE OWNER.
3. CONTRACTOR IS RESPONSIBLE TO REMOVE NON- CONCRETE/MASONRY MATERIALS FROM THE PROJECT SITE
4. CONTRACTOR IS RESPONSIBLE TO PROTECT ALL UTILITIES AND CONDUITS ON SITE DURING CONSTRUCTION.
5. ANY EXISTING UTILITIES OR CONDUITS THAT ARE TO BE ABANDONED AND ARE NOT LOCATED IN THE AREA OF PROPOSED IMPROVEMENTS MAY BE CUT, CAPPED AND/OR FILLED.
6. ANY ABANDONMENT OF EXISTING ELECTRICAL, NATURAL GAS FACILITIES OR OTHER UTILITY SHALL BE COORDINATED WITH A REPRESENTATIVE FROM THE UTILITY COMPANY.
7. ALL FILL AREAS SHALL BE COMPACTED TO 95 % ORIGINAL DENSITY PER STANDARD PROCTOR TEST. TEST SHALL BE CERTIFIED TO ENGINEER BY ALL AREAS OF FILL BY A LICENSED TESTING COMPANY.

STANDARD WATER MAIN EXTENSION NOTES:

1. THE WATER MAIN SHALL BE DISINFECTED EQUAL TO AWWA STANDARD FOR DISINFECTING WATER MAINS DESIGNATION C651 (LATEST REVISION). FOLLOWING DISINFECTION, THE WATER MAIN PIPELINE SHALL BE FLUSHED UNTIL THE CHLORINE CONCENTRATION IN THE WATER LEAVING THE MAIN IS NOT HIGHER THAN THAT GENERALLY PREVAILING IN THE SYSTEM.
   ALL WATER MAIN FITTINGS MUST BE DISINFECTED BY FLAMING.
   THE SAMPLING POINTS(S) MUST BE DECONTAMINATED BY FLAMING.
   FIRE HYDRANTS ARE NOT ACCEPTABLE SAMPLING POINTS.
   THE ONONDAGA COUNTY DEPARTMENT OF PUBLIC HEALTH MUST RECEIVE AT LEAST 48-HOUR ADVANCE NOTIFICATION REQUESTING SAMPLING SERVICES. SAMPLING WILL NOT BE PERFORMED PRIOR TO RECEIPT FROM A NEW YORK STATE LICENSED OR REGISTERED DESIGN PROFESSIONAL (ENGINEER, ARCHITECT OR LAND SURVEYOR WITH A SPECIAL EXEMPTION UNDER SECTION 7208(h) OF THE EDUCATION LAW) CERTIFYING THAT THE WATER SUPPLY IMPROVEMENTS, TESTING AND DISINFECTION PROCEDURES WERE COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS, REPORTS, SPECIFICATIONS AND ANY APPROVED AMENDMENTS. THE DEPARTMENT WILL COLLECT SAMPLES FOR FREE CHLORINE RESIDUAL, TOTAL COLIFORM, ESCHERICHIA COLI (E. COLI) AND TURBIDITY.
   THE WATER MAIN PIPE AND APPURTENANCES SHALL NOT BE PLACED INTO SERVICE UNTIL SO AUTHORIZED BY THE ONONDAGA COUNTY DEPARTMENT OF PUBLIC HEALTH.
2. MINIMUM VERTICAL SEPARATION BETWEEN WATER MAIN PIPELINES AND SEWER PIPELINES SHALL BE 18 INCHES MEASURED FROM THE OUTSIDE OF THE PIPE AT THE POINT OF CROSSING. ONE FULL STANDARD LAYING LENGTH OF WATER MAIN SHALL BE CENTERED UNDER OR OVER THE SEWER SO THAT BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. IN ADDITION, WHERE THE WATER MAIN PASSES UNDER A SEWER, ADEQUATE STRUCTURAL SUPPORT (COMPACTED SELECTED FILL) SHALL BE PROVIDED FOR THE SEWER TO PREVENT EXCESSIVE DEFLECTION OF JOINTS AND SETTLING OF THE SEWER ON THE WATER MAIN. MINIMUM HORIZONTAL SEPARATION BETWEEN PARALLEL WATER MAINS AND SEWER PIPES (INCLUDING MANHOLES AND VAULTS) SHALL BE 10 FEET MEASURED FROM THE OUTSIDE OF THE PIPES, MANHOLES OR VAULTS.
3. WHEN INSTALLING FIRE HYDRANTS, SHOULD GROUND WATER BE ENCOUNTERED WITHIN SEVEN (7) FEET OF THE FINISHED GRADE, FIRE HYDRANT WEEP HOLES (DRAINS) SHALL BE PLUGGED.
4. THE WATER MAIN PIPELINE AND APPURTENANCES SHALL BE PRESSURE/LEAKAGE TESTED IN ACCORDANCE WITH THE MINIMUM REQUIREMENTS OF THE AWWA STANDARD C600 (LATEST REVISION) OR IN ACCORDANCE WITH MORE STRINGENT REQUIREMENTS IMPOSED BY THE SUPPLIER OF WATER.

UTILITY NOTES:

1. THE CONTRACTOR IS RESPONSIBLE TO COORDINATE ALL UTILITY CONNECTIONS WITH MECHANICAL/ARCHITECTURAL DRAWINGS FOR LOCATION, PENETRATION, AND SIZES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WITH ALL SUBCONTRACTORS FOR PROPER UTILITY CONNECTION LOCATIONS. ANY DISCREPANCIES SHALL BE IMMEDIATELY DESCRIBED TO ENGINEER AND ARCHITECT.
2. THE DEVELOPER AND HIS/HER CONTRACTOR IS RESPONSIBLE FOR COORDINATING GAS, ELECTRICAL, CABLE, TELEPHONE AND ANY OTHER UTILITIES NOT SPECIFICALLY SHOWN WITHIN THIS PLAN SET WITH APPROPRIATE AGENCY. PASSERO ASSOCIATES ASSUMES NO RESPONSIBILITY FOR THE DESIGN OR PERFORMANCE OF UTILITIES NOT SPECIFICALLY SHOWN WITHIN THIS PLAN SET.
3. THE CONTRACTOR IS REQUIRED TO COORDINATE WITH SITE CONTRACTOR/PLUMBER & OTHER CONTRACTOR TO PREDETERMINE THE NECESSARY WYE & CLEANOUT LOCATION ON THE STORM SEWER SYSTEM. THE STORM SEWER SYSTEM IS RECOMMENDED AND MAY BE MODIFIED TO PROVIDE ADEQUATE ROOF DRAINAGE CONNECTIONS.
4. THRUST BLOCKS ON THE WATERMAIN ARE REQUIRED AT BENDS, TEES OF PLUGS. SEE DETAIL SHEETS FOR THRUST BLOCK DETAILS.

STORM NOTES

1. STORM SEWER LATERAL MATERIAL SHALL BE PVC SDR-35 4" MIN. SIZE & SHALL BE LAID AT A MINIMUM GRADE OF 1/4" PER FT.
2. STORM SEWER MATERIAL INCLUDING CROSSOVERS SHALL BE ADS HDPE 12" MIN.
3. DOWNSPOUTS TO BE CONNECTED TO STORM SEWER WHERE APPLICABLE.

SANITARY NOTES

1. SANITARY SEWER LATERAL MATERIAL SHALL BE PVC SDR-35 - 6" MINIMUM SIZE AND SHALL BE LAID AT A MINIMUM GRADE OF 1/4" PER FOOT.
2. SANITARY SEWER MATERIAL SHALL BE PVC SDR-35, 8" MINIMUM SIZE AND MINIMUM SLOPE =0.4%.
3. INFILTRATION AND EXFILTRATION FOR SANITARY SEWERS SHALL BE LIMITED TO 100 GALLONS PER DAY PER INCH DIAMETER OF PIPE PER 24 HOURS.
4. IF AIR LOT TEST IS USED, THE TEST AS A MINIMUM SHALL CONFORM TO THE PROCEDURE DESCRIBED IN ASTM C-828-80, ENTITLED STANDARD PRACTICE FOR LOW PRESSURE AIR TEST OF VITRIFIED CLAY PIPELINES. SANITARY MANHOLES SHALL BE TESTED FOR EXFILTRATION.
5. VACUUM TESTING OF MANHOLES IS ALLOWED. THE CONTRACTOR IS CAUTIONED TO SPEAK TO THE SUPERINTENDENT OF SEWERS PRIOR TO COMMENCING WITH PLANS TO VACUUM TEST.
6. DEFLECTION TEST - TEN STATE STANDARDS.
   A-A. DEFLECTION TESTS SHALL BE PERFORMED ON ALL FLEXIBLE PIPE. THE TEST SHALL BE CONDUCTED AFTER THE FINAL BACKFILL HAS BEEN IN PLACE AT LEAST 30 DAYS.
   A-B. IF THE DEFLECTION TEST IS TO BE RUN USING A RIGID BALL OR MANDRELL, IF SHALL HAVE A DIAMETER EQUAL TO 95% OF THE INSIDE DIAMETER OF THE PIPE. THE TEST SHALL BE PERFORMED WITHOUT MECHANICAL PULLING DEVICES.
   A-C. NO PIPE SHALL EXCEED A DEFLECTION OF 5%.
7. ALL SANITARY SEWER INSTALLATION SHALL BE MADE IN CONFORMANCE WITH THE SPECIFICATIONS, REGULATIONS, AND POLICIES OF THE PENFIELD SEWER DISTRICT.
8. ALL HOUSE LATERALS SHALL HAVE A CLEANOUT AT THE PROPERTY LINE OR EASEMENT LINE.
9. FLOOR DRAINS, IF CONSTRUCTED, SHALL BE CONNECTED TO THE SANITARY SEWER/COMBINATION SEWER. (ROOF DRAINS DO NOT INCLUDE FOUNDATION/FOOTER DRAINS). ALL DISCHARGES TO THE SANITARY/COMBINATION SEWER MUST COMPLY WITH THE EFFLUENT LIMITS OF THE LOCAL AND/OF THE ONONDAGA COUNTY SEWER USE LAW.

LATERAL NOTES

1. ALL STORM AND SANITARY LATERALS SHOWN ON THIS PLAN ARE 6" DIAMETER TO BE INSTALLED AT ITS MINIMUM, UNLESS OTHERWISE NOTED.
2. SITE CONTRACTOR SHALL INSTALL LATERALS AND STUB UP TO 1 FOOT ABOVE FLOOR LOCATION. PLUMBING CONTRACTOR SHALL PROVIDE CONNECTION TO STUBBED PIPE.
3. PLUMBING CONTRACTOR AND SITE CONTRACTOR SHALL COORDINATE ON ALL CONNECTIONS AND FINAL LOCATIONS PRIOR TO INSTALLATION OF ALL LATERALS.
4. SITE CONTRACTOR SHALL OBTAIN ALL PERMITS AND HAVE ALL NECESSARY LICENSES OR CERTIFIED PERSONNEL PRESENT FOR INSTALLATION.

PASSERO ASSOCIATES
engineering architecture

LOCATION SKETCH

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

PASSERO ASSOCIATES
Principal-in-Charge: Jess D. Siskind, P.E.
Project Manager: Tim Harris, P.E.
Designed by: Joshua D. Sastbin, E.I.T.

Revisions

No.	Date	By	Description
1	10/24/19	JS	SITE PLANS

UTILITY PLAN

MICHAELS ORGANIZATION
EAST GENESEE APARTMENTS
Town/City: SYRACUSE
County: ONONDAGA State: New York

Project No.: 20172421.0004
Drawing No.: C 106
Sheet No.: 6
Scale: 1" = 30'
Date: FEBRUARY 2019

NOT FOR CONSTRUCTION

12/19/2018 | Units Load Calculation | Electric Equipment | Bridge Building

Optional Method NEC220 Part IV (Table 220.84)

Load Type / Equipment	Number of Units	Unit Ave SF	Receptacle Loads: General Lighting & Receptacles	Receptacle Loads: Kitchen Appliances	Receptacle Loads: Laundry Equipment	Fixed in Place Appliances	Ranges & Oven	Dryer	Water Heater	Motors	Heat/Cool Equipment	Connected Load (KVA)	Demand Load (KVA)	Demand Current (208V) Amps
Service #1	142	949	2847	3000	1500	2000	8000	5000	0	0	5000	3883	893	2479
Service #2	141	949	2847	3000	1500	2000	8000	5000	0	0	5000	3856	887	2462
Service #3	0	949	2847	3000	1500	2000	8000	5000	0	0	5000	0	0	0
MC Typical #1A&B	50	949	2847	3000	1500	2000	8000	5000	0	0	5000	1367	356	987
MC Typical #3A&B	50	949	2847	3000	1500	2000	8000	5000	0	0	5000	1367	356	987
MC Typical #5A	40	949	2847	3000	1500	2000	8000	5000	0	0	5000	1094	306	850
MC Typical #5B	43	949	2847	3000	1500	2000	8000	5000	0	0	5000	1176	317	881
Unit Panel	1	949	2847	3000	1500	2000	8000	5000	0	0	5000	27	22	105
Building Connected Load per Type- Service #1			404	426	213	284	1136	710	0	0	710	3883	893	2479
		Receptacles Load	1190	Lighting Load	137									
Building Connected Load per Type-Service #2			401	423	212	282	1128	705	0	0	705	3856	887	2479
		Receptacles Load	1181	Lighting Load	136									
Building Connected Load per Type-Service #3			0	0	0	0	0	0	0	0	0	0	0	0
		Receptacles Load	0	Lighting Load	0									

Services	MC Typical	Unit Panel Size	VA/SF	Total Units SF	Utility Transformers KVA	
(2) 3000A	(6)1000A	100A	7	263567	890	(2) 750KVA

House, Parking & Retail Load Calculation

Space: Level	Space: Type	Space: SF	Lighting VA/SF	Heating/Coolin 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	Restaurant	1905	9	7	10	19			44	122	53	4	2
Level#P#1	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
Total Building Load			83	69	66	37	100	75	430	1133	517	43	21

Services Size	VA/SF	Utility Transformers KVA
	4	430

One Service	Total Amp	6134

Gas Pipe Sizing

Job Name:	Syracuse - Prelim Gas	Job No.:	2166.01
Engineer/Designer:	Gbenga Ogunbor	Date:	1/24/2019

	PSI	In. W.C.
Initial Pressure:	2	
Final Pressure:	1	0
Pressure Drop:	1	

Sizing Method	Multiplier
Length Multiplier	150%

Elevation:	834	Feet
Pressure:	14.29	psia
Flow Temp:	60	° F
Absolute Flow Temp.:	520	° F
Gas:	NG - Xcel	
Provider:	Grid	
Specific Gravity:	0.65	
Type of Pipe:	Steel - Schedule 40	
Longest Length:	500	Feet
Total Length:	**750**	Feet
Demand:	**17388**	CFH
Min. Inside ø	3.528	Inches

Pipe Sizes		
Nom. Size	Inside ø	Max. CFH
0.5	0.622	175
0.75	0.824	366
1	1.049	690
1.25	1.38	1416
1.5	1.61	2122
2	2.067	4087
2.5	2.469	6513
3	3.068	11515
3.5	3.548	16859
4	4.026	23486
5	5.047	42489
6	6.065	68800
8	7.981	141358
10	10.02	256745
12	11.938	406459

Equipment	Quantity	Diversity	CFH Each	Total CFH
Furnaces - Small	181	100%	24	4344
Furnaces - Large	102	100%	36	3672
RTUs	2	100%	180	360
Garage MAU (-3F up to 45F)	1	100%	3696	3696
Generator	1	100%	2600	2600
Amenity Furnaces	4	100%	80	320
Pool Heater	1	100%	300	300
Fireplaces and Grills	4	100%	75	300
Garage Unit Heaters	1	100%	200	200
Water Heaters	4	100%	399	1596
			Total	17388

Fittings Along Longest Length				
Type	Equiv. Length Each	Quantity	Size	Length
			Total	0