
City of Syracuse
Industrial Development Agency
201 East Washington Street, 6th Floor
Syracuse, NY 13202
Tel (315) 448-8100

To: Board of Directors
City of Syracuse Industrial Development Agency

From: Eric Ennis, Executive Director

Date: July 14, 2023

Re: Board of Directors Meeting Agenda – July 18, 2023

The City of Syracuse Industrial Development Agency will hold a Board of Directors Meeting on Tuesday, July 18, 2023, at 8:00 AM in the Common Council Chambers, 304 City Hall, 233 East Washington St., Syracuse, NY 13202.

- I. Call Meeting to Order –**
- II. Roll Call –**
- III. Proof of Notice – 1**
- IV. Public Hearing –**

Northside Genesee Associates, LLC – Eric Ennis – 2

Attachment:

- 1. Public Hearing Notice*

- V. Minutes – 3**

Approval of the minutes from the Board of Directors meeting of June 30, 2023

- VI. New Business –**

Northside Genesee Associates, LLC – Sue Katzoff – 4

Approval of resolutions authorizing the Agency to undertake the Project and temporary appointment.

Attachments:

- 1. Cost Benefit Analysis.*
- 2. Correspondence*
- 3. Inducement Resolution.*
- 4. PILOT Resolution.*
- 5. Final Resolution.*

VII. Old Business

TLSP Coda LLC 2023 Q2 Compliance Reporting – Eric Ennis – 5

Attachments:

1. *City Residency Report*
2. *MWBE & SDVOB Compliance and Payment Report*

VII. Adjournment

City of Syracuse
Industrial Development Agency
201 East Washington Street, 6th Floor
Syracuse, NY 13202
315 448-8100

PLEASE POST

PLEASE POST

PLEASE POST

PUBLIC MEETING NOTICE

THE SYRACUSE INDUSTRIAL DEVELOPMENT AGENCY

HAS SCHEDULED A

BOARD OF DIRECTORS MEETING

FOR

TUESDAY JULY 18, 2023

AT

8:00 A.M.

IN

THE COMMON COUNCIL CHAMBERS

THIRD FLOOR

CITY HALL

233 EAST WASHINGTON STREET

SYRACUSE, NEW YORK 13202

For More Information, Please Contact Eric Ennis at:

EEnnis@syr.gov

City of Syracuse Industrial Development Agency

201 East Washington Street, 6th Floor

Syracuse, NY 13202

Tel (315) 473-3275

Minutes

Board of Directors Meeting

Friday, June 30, 2023

Board Members Present: Kathleen Murphy, Kenneth Kinsey, Steven Thompson, Dirk Sonneborn, Rickey T. Brown

Staff Present: Eric Ennis, Susan Katzoff, Esq., Amy Huber

Others Present: Aggie Lane, Wendy Lougnot, Barry Lentz, Jeff Davis, Peter King, Scott Dumas, James Trasher

I. Call Meeting to Order

Ms. Murphy called the meeting to order at 8:15 a.m.

II. Roll Call

Ms. Murphy acknowledged that all board members were present.

III. Proof of Notice

Ms. Murphy acknowledged that notice of the meeting had been duly and properly provided.

IV. Public Hearing

Ms. Murphy opened the Hearing at 8:21 a.m. and asked Mr. Ennis to read the Notice of Public Hearing on the project. A copy of the notice is attached and included in the minutes.

Mr. Ennis read the notice noting the change of Applicant to 728 EGSU LLC, and that the modification of the meeting time (originally scheduled for the 20th of June) had been posted. The current Applicant is the same entity that obtained all necessary zoning and planning approvals from the City.

Ms. Murphy reminded the board the project had already been approved approximately a year ago, and the purpose of this hearing was to discuss its expansion and modification. She then asked if

anyone wanted to speak in favor of the changes to the project, or if the applicant or its representative wished to speak.

Jeff Davis from Barclay Damon appeared and spoke in favor of the project. Mr. Davis reiterated that the project had already received approval, and he is addressing the changes created by ReZone Syracuse specifically regarding parking and the elimination of a parking stacker, the addition of another floor, and the continuing increase in material costs. This expansion will add 10 additional units and will be approximately an additional 50,000 square feet.

Mr. Brown asked about the costs of the project and Mr. Davis advised the project costs increased from \$57.7 million to \$85.6 million.

Mr. Sonneborn asked about how the reduction in parking will be handled in the community. Mr. Davis responded there will be on-site parking available and additional off-site parking has been secured for facility residents, which exceeds ReZone parking requirements.

Ms. Murphy asked if anyone wanted to speak in opposition to the project.

Aggie Lane from the Urban Jobs Task Force (UJTF) asked if the January 1st project policy instituted by the Agency would apply to this project. Ms. Murphy replied yes, there would be at least 10% local contractors used and that 10% of the total benefit package would be used with MWBE vendors in the local area.

The public hearing was closed.

V. Minutes

Ms. Murphy asked for a motion approving the minutes from the May 16, 2023 Board of Directors meeting, a copy of which was included in the Board's packet. Mr. Brown made the motion. Mr. Kinsey seconded the motion. There being no discussion, **THE MOTION TO APPROVE THE MINUTES FROM THE May 16, 2023 BOARD OF DIRECTORS MEETING WAS UNANIMOUSLY APPROVED.**

VI. New Business

Appointment of Executive Director

Ms. Murphy reported that Judy Delaney has retired after 20+ years of distinguished service. The Agency has received the consent of the Mayor approving the recommendation of Mr. Ennis' appointment as Executive Director of the IDA. Ms. Murphy sought a motion to appoint Eric Ennis as Executive Director of the Agency. Mr. Brown made the motion. Mr. Sonneborn seconded the motion. **THE MOTION TO APPOINT ERIC ENNIS AS EXECUTIVE DIRECTOR OF THE CITY OF SYRACUSE INDUSTRIAL DEVELOPMENT AGENCY WAS UNANIMOUSLY APPROVED.**

728 E Genesee St Property Owner, LLC

Ms. Katzoff noted, as set forth in the public hearing, this project was previously approved and before the board are the amendments to the project and the owner/applicant. The Amended Inducement Resolution seeks the authority to amend the Agency Agreement, previously executed by former applicant, to be executed by the new applicant and to increase state sales and use tax benefits to an amount not to exceed 2.6 million and in mortgage recording tax in the approximate \$354,000, and to approve the undertaking of the project as amended. There being no further discussion, Ms. Murphy asked for a motion to approve the amended inducement resolution. Mr. Kinsey made the motion. Mr. Brown seconded the motion. **ALL BOARD MEMBERS PRESENT UNANIMOUSLY APPROVED AN AMENDED RESOLUTION AUTHORIZING THE UNDERTAKING, ACQUISITION, CONSTRUCTION, RENOVATION, EQUIPPING AND COMPLETION OF A PROJECT; APPOINTING THE COMPANY AS AGENT OF THE AGENCY FOR THE PURPOSE OF THE ACQUISITION, CONSTRUCTION, RENOVATION, EQUIPPING AND COMPLETION OF THE PROJECT; AND AUTHORIZING THE EXECUTION AND DELIVERY OF AN AGREEMENT BETWEEN THE AGENCY AND THE COMPANY.**

Ms. Katzoff reported the Amended PILOT Resolution updates the previously approved schedule and to account for the increased assessed value of the property. It was and remains a 15 year PILOT and increases the total amount of payments from \$6.1 to approximately \$11.4 million dollars, increasing the benefit to the City.

Mr. Thomson asked when the PILOT starts.

Ms. Katzoff responded the closing of the project would trigger the PILOT schedule.

Ms. Murphy added the applicant continues to pay current assessed taxes at all times.

Mr. Sonneborn made the motion. Mr. Thompson seconded the motion. **ALL BOARD MEMBERS PRESENT UNANIMOUSLY APPROVED A RESOLUTION APPROVING AN AMENDED PAYMENT IN LIEU OF TAX SCHEDULE AND AUTHORIZING THE EXECUTION AND DELIVERY OF CERTAIN DOCUMENTS BY THE AGENCY IN CONNECTION WITH A PILOT AGREEMENT.**

Ms. Katzoff reported the Amended Final Resolution will authorize the Board to execute all lease transactional documents to confer the financial assistance approved to the new applicant.

There being no further discussion, Ms. Murphy asked for a motion to approve the amended final resolution. Mr. Sonneborn made the motion. Mr. Brown seconded the motion. **ALL BOARD MEMBERS PRESENT UNANIMOUSLY APPROVED AN AMENDED RESOLUTION AUTHORIZING THE EXECUTION AND DELIVERY OF CERTAIN DOCUMENTS BY THE AGENCY IN CONNECTION WITH A COMMERCIAL PROJECT UNDERTAKEN AT THE REQUEST OF THE COMPANY.**

Northside Genesee Associates, LLC

Ms. Katzoff and Mr. Ennis reported on the new project located on the 1200/1300 block of East Genesee. The project would develop approximately 13 parcels that have all been acquired by the owner. The proposal details a five story, mixed use, mixed income facility which will include the recently amended mix of 87 studio apartments, 60 one-bedroom apartments, 139 two-bedroom apartments, retail and amenity spaces and 130 parking spaces over 286,000 square feet. 12% of the units will be affordable housing which will meet the ReZone Syracuse requirement. They are requesting a benefit package on the projected \$83 million dollar project to include \$434,000 in mortgage recording tax, \$3.2 million in sales/use tax with a 15 year PILOT agreement. A series of structures will be demolished to make way for the new project. The plans are consistent with the affordability requirements of ReZone Syracuse with 12% of the units meeting that threshold. The project has recently received the necessary approvals through City permitting.

Mr. Kinsey asked if all the properties they plan to use have been acquired, Mr. Ennis confirmed.

Mr. Sonneborn asked where the parking access will be located. It was reported this access will be on Ashforth Place.

Wendy Loughnot from Costello, Cooney & Fearon and James Trasher from CHA. Reported planning approval has been received and they are waiting on the intake meeting for the building permit. The project is consistent with ReZone Syracuse guidelines. They hope to break ground in mid-August.

Ms. Murphy asked if planning has approved the change in the mix of apartments. It was confirmed that planning had the correct numbers.

Mr. Sonneborn asked how many Genesee structures are to be demolished. Mr. Trasher answered there will be 13.

Mr. Brown asked if marketing will be toward student housing or will it be opened up to the public in general, given the proximity to the University.

Mr. Trasher answered the focus would be more toward young professionals.

Mr. Sonneborn inquired about endorsements received from local neighborhood associations.

Mr. Trasher answered they have received endorsements and letters of support from several organizations and people on the Council.

Mr. Sonneborn asked Mr. Ennis about the saturation of this type of housing (studio, 1-2 bedroom apartments) in the community.

Mr. Ennis replied the city has a housing study underway and the need for one and two bedroom units is significant. He further stated this project incorporates the type of inclusive housing that aligns with the city vision.

Mr. Ennis reported that Phase 1 is complete and Phase 2 will be analyzing the information gathered to make recommendations moving forward. The goal is to create quality housing and prepare for future expansion needs.

Ms. Murphy mentioned the project will comply with the Agency project approval policy requirement of using local contractors and vendors, and confirmed the changes to the unit mix will be indicated at the public hearing.

There being no further discussion, Ms. Murphy asked for a motion to authorize a public hearing on the matter. Mr. Sonneborn made the motion. Mr. Brown seconded the motion. **ALL BOARD MEMBERS PRESENT UNANIMOUSLY APPROVED A RESOLUTION DETERMINING THAT THE ACQUISITION, RECONSTRUCTION, RENOVATION, EQUIPPING AND COMPLETION OF A MIXED-USE FACILITY AT THE REQUEST OF THE COMPANY CONSTITUTES A PROJECT; DESCRIBING THE FINANCIAL ASSISTANCE IN CONNECTION THEREWITH; AND AUTHORIZING A PUBLIC HEARING.**

Beacon Armory LLC

Ms. Katzoff reported that the project undertaken in 2021 at 120 Walton Street requires a mortgage modification to increase the interest only period and a second mortgage to provide additional financing to complete the project. The lease agreement states SIDA will participate in such financing. The resolution seeks approval to participate in the amendment of the original mortgage documents to extend the interest only period and to participate in the second mortgage and authorize an increase in the financial assistance in the form of a mortgage recording tax exemption in the approximate amount of \$11,753.

There being no discussion, Mr. Sonneborn made the motion. Mr. Brown seconded the motion. **ALL BOARD MEMBERS PRESENT UNANIMOUSLY APPROVED A RESOLUTION APPROVING: (1) THE AGENCY'S PARTICIPATION IN A MORTGAGE MODIFICATION REGARDING AN EXISTING PROJECT; (2) THE AGENCY'S PARTICIPATION IN ADDITIONAL FINANCING OF THE PROJECT; (3) AUTHORIZING AN INCREASE IN THE MORTGAGE RECORDING TAX EXEMPTION; AND (4) AUTHORIZING THE EXECUTION AND DELIVERY OF CERTAIN DOCUMENTS IN CONNECTION THEREWITH.**

1970 W. Fayette Street LLC

Ms. Katzoff reported on the project, which was previously approved, and has requested an extension of their sales tax agency appointment through July 1, 2024. Their original appointment expires on July 1, 2023. The project does not require any additional financial assistance.

There being no discussion, Mr. Sonneborn made the motion. Mr. Kinsey seconded the motion. **ALL BOARD MEMBERS PRESENT UNANIMOUSLY APPROVED A RESOLUTION APPROVING AN EXTENSION OF THE APPOINTMENT OF THE COMPANY AS AGENT OF THE AGENCY UNTIL JULY 1, 2024; AND AUTHORIZING THE EXECUTION OF ANY AND ALL NECESSARY DOCUMENTS.**

Syracuse Housing Study Phase II

Sue Katzoff reported the City approached the Agency seeking a municipal cooperation agreement with the City to support the second phase of the housing study previously undertaken by the City and to allocate an amount not to exceed \$137,500 of the Agency's unencumbered assets. As previously mentioned, Phase I of the study has provided a raw overview of the current situation and housing inventory for the City of Syracuse. Phase II, which will cost approximately \$270,000 total, will make recommendations, and determine the best ways to leverage financing moving forward. The City is requesting the Agency to agree to cover \$137,500 of those costs and participate in the Steering Committee to be set up to make recommendations based upon the phase 2 report.

Ms. Michelle Sczpanski provided an overview of the current situation and inventory which will provide a fact based foundation for Phase II. One of the goals was to identify the affordability / market gap present in Syracuse. She further explained it will not be possible to maintain the status quo with the increased need for housing.

Mr. Sonneborn commented that Syracuse is not alone in this predicament.

Ms. Michelle Sczpanski commented that although that is true, factors involving the political and geographical landscape make each municipality unique and copying and pasting a solution that may have worked in other places will not work here. The firm conducting the study has experience with post-industrial challenges and is adept at using data from other municipalities when appropriate.

Ms. Michelle Sczpanski confirmed the City wants SIDA represented on the Steering Committee. The Phase II request has been heard by the City with no objections, and they are waiting to hear a response from SIDA. They would like to start Phase II in August and be complete by April of 2024.

Ms. Michelle Sczpanski reported that every community in Syracuse needs some kind of help, and simply upgrading existing housing would cost billions. The goal of the Steering Committee will be to leverage areas of strength to provide a comprehensive equitable strategy that will not only elevate the current inventory but will also provide avenues for positive growth.

Mr. Ennis reported that everything needs to be taken holistically to make the best use of the available dollars. He commented further saying the consulting firm is directly bringing issues to the forefront and bringing a new, realistic perspective to the situation.

Ms. Murphy reported the results of Phase I have just become final, with the report published after the meeting agenda had been set. She further mentioned there is a lot of material to digest and suggested Michelle provide a briefing on the highlights to Mr. Ennis and the Board at the July meeting if time allows.

There being no further discussion, Mr. Sonneborn made the motion. Mr. Kinsey seconded the motion. **ALL BOARD MEMBERS PRESENT UNANIMOUSLY APPROVED A RESOLUTION AUTHORIZING THE AGENCY TO PARTNER WITH THE CITY TO COMPLETE A SECOND PHASE HOUSING STRATEGY STUDY AT A COST NOT TO EXCEED \$137,500.**

Agency Uniform Tax Exemption Policy

Ms. Murphy reported the UTEP Policy was adopted as of January 1st. Due to the housing study and market conditions, to the effective date of this policy was pushed back to July 1, 2023. We are now requesting this date be postponed again to September 1st to allow staff to review and ensure conformity with the recently instituted ReZone requirements and to align with any relevant information from the study.

There being no further discussion, Mr. Sonneborn made the motion. Mr. Kinsey seconded the motion. **THE MOTION TO APPROVE THE EXTENSION OF THE UNIFORM TAX EXEMPTION POLICY TO SEPTEMBER 1, 2023 WAS UNANIMOUSLY APPROVED.**

VII. Executive Session

Ms. Murphy asked for a motion to move into Executive Session for the purposes of discussing litigation, and stated there would not be any new business discussed upon return.

At 9:20 a.m., Mr. Kinsey made a motion to enter executive session to discuss litigation. Mr. Brown seconded the motion. **ALL BOARD MEMBERS PRESENT UNANIMOUSLY APPROVED A MOTION TO ADJOURN TO EXECUTIVE SESSION FOR THE PURPOSE OF DISCUSSING LITIGATION.**

Ms. Murphy asked for a motion to authorize the participation in a joint defense agreement with the City of Syracuse. Mr. Sonneborn made the motion. Mr. Brown seconded the motion. **ALL BOARD MEMBERS PRESENT UNANIMOUSLY APPROVED A MOTION TO AUTHORIZE THE CHAIR TO ENTER INTO A JOINT DEFENSE AGREEMENT WITH THE CITY, RELATED TO CERTAIN LITIGATION SUBJECT TO CONSULTATION WITH INDEPENDENT COUNSEL.**

Ms. Murphy asked for a motion to adjourn out of executive session. At 9:36 a.m., Mr. Brown made a motion to leave executive session. Mr. Sonneborn seconded the motion. **ALL BOARD MEMBERS PRESENT UNANIMOUSLY APPROVED A MOTION TO ADJOURN OUT OF EXECUTIVE SESSION.**

VIII. Adjournment

There being no further business to discuss, Ms. Murphy asked for a motion to adjourn the meeting. Mr. Brown made a motion. Mr. Sonneborn seconded the motion. **ALL BOARD MEMBERS PRESENT UNANIMOUSLY APPROVED A MOTION TO ADJOURN THE MEETING AT 9:38 AM.**

City of Syracuse
Industrial Development Agency
201 East Washington St, 6th Fl
Syracuse, NY 13202
Tel (315) 448-8100

EXECUTIVE SUMMARY

Agenda Item: 4

Title: Northside Genesee Associates, LLC

Requested By: Sue Katzoff

OBJECTIVE: Approval of resolutions to authorize the Agency to undertake the project and temporary appointment.

DESCRIPTION:

Direct expenditure of fund: Yes No

Type of financial assistance requested

PILOT

Sales Tax Exemption

Mortgage Recording Tax Exemption

Tax Exempt Bonds

Other

SUMMARY:

The Agency is in receipt of an application from the Company for a Project to construct a 286,080 sq. ft. footprint, five story mixed use, mixed income development, with one level of structured parking on the 1200-1300 block of East Genesee Street. The proposed Project will consist of approximately 286 apartments. It is currently anticipated that the Project will include 97 studio apartments, 50 one-bedroom apartments and 139 2-bedroom apartments. In addition to the apartments, the Project will consist of small retail spaces, amenity spaces, and underground parking with approximately 143 parking spaces. Due to the mixed income project, inflation on building materials and increase in financing costs, the applicant is seeking mortgage recording, sales tax and a PILOT per the standard UTEP for the development of the project. Cost of the Project is estimated to be \$83,058,643.00. Benefits requested from the Agency are exemptions for mortgage tax (\$434,300), sales tax (\$3,225,600) and a 15 Year Priority Commercial and Residential PILOT with exemptions totaling \$16,846,165.51

ATTACHMENTS:

1. Cost Benefit Analysis
2. Inducement Resolution
3. PILOT Resolution
4. Final Resolution

The Project is being developed as a mixed income project with 12% being workforce housing (income qualified) and 88% at market rate. The site currently consists of residential and apartment buildings that will be demolished for the construction of the new mixed-use building. The site is located in the Neighborhood Revitalization Strategy Area (NRSA).

REVIEWED BY:

- Executive Director
- Audit Committee
- Governance Committee
- Finance Committee

Meeting: July 14, 2023

Prepared By: E. Ennis

Project Summary

1. Project: Northside Genesee Associates, LLC **2. Project Number:** 0

3. Location: Syracuse 13210 **4. School District:** Syracuse

5. Tax Parcel(s): 048.-09-14.0; 048.-09-13.0; 048.-09-12.0; 048.-09; 048.-09-14.0-11.0; 048.-09-09.0; 048.-09-08.0; 048.-09-07.0; 048.-09-06.0; 048.-09-05.0; 048.-09-04.0; 048.-09-03.0; 048.-09-02.0; 048.-09-01.0 **6. Type of Project:** Mixed Use

7. Total Project Cost:	\$ 83,058,643	8. Total Jobs	6
Land	\$ 6,966,045	8A. Job Retention	0
Site Work	\$ 550,000		
Building	\$ 65,500,000		
Furniture & Fixtures	\$ 1,460,000	8B: Job Creation	6
Equipment		(Next 5 Years)	
Equipment Subject to NYS Production Exemption	\$ -		
Engineering/Architecture Fees	\$ 2,030,000		
Financial Charges	\$ 4,730,552		
Legal Fees	\$ 496,000		
Other	\$ 678,000		

Cost Benefit Analysis:	Northside Genesee Associates, LLC	
	Fiscal Impact (\$)	
Abatement Cost:		\$20,506,065
Sales Tax	\$3,225,600	
Mortgage Tax	\$434,300	
Property Tax Relief (PILOT) 15 year	\$16,846,165.51	
New Investment:		\$102,852,600.33
PILOT Payments 15 years	\$4,834,912.78	
Project Wages (10 years)	\$2,665,351.94	
Construction Wages	\$ 17,412,000.00	
Employee Benefits (10 years)	\$599,704	
Project Capital Investment	\$76,506,045.00	
New Sales Tax Generated	\$4,000.00	
Agency Fees	\$830,586	
Benefit:Cost Ratio	5.02 :1	

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Wendy S. Loughnot, Partner
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July 12, 2023

VIA ELECTRONIC MAIL

Eric Ennis, Executive Director
City of Syracuse Industrial Development Agency
201 East Washington Street, 6th Floor
Syracuse, N.Y. 13202

**Re: Northside Genesee Associates, LLC – SIDA Application
Temporary Appointment Request**

Dear Eric:

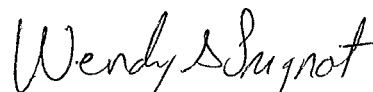
As you are aware, Northside Genesee Associates has submitted an application to the Syracuse Industrial Development Agency seeking various benefits, including sales and use tax exemption. The matter is currently scheduled to be before the Board on July 18 for potential approval of the Project.

Please note that at the earliest possible opportunity, my client would also like to request temporary appointment for purposes of its request for Sales and Use Tax exemption so that it can begin ordering materials for this Project. They have taken great strides to obtain all the City approvals necessary for the Project and would like to commence construction as quickly as possible (aiming for demolition to begin in August) given the ever-increasing rise in material costs.

If you have any questions or need anything further, please do not hesitate to contact me.

Very truly yours,

COSTELLO, COONEY & FEARON, PLLC


Wendy S. Loughnot

WSL/

INDUCEMENT RESOLUTION

A regular meeting of the City of Syracuse Industrial Development Agency was convened in public session on July 18, 2023 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 _____ and upon the roll being duly called, the following members were:

PRESENT:

THE FOLLOWING PERSONS WERE ALSO PRESENT:

The following resolution was offered by _____ and seconded by _____:

RESOLUTION AUTHORIZING: (1) THE UNDERTAKING, ACQUISITION, CONSTRUCTION, EQUIPPING AND COMPLETION OF A PROJECT; APPOINTING THE COMPANY AS AGENT OF THE AGENCY FOR THE PURPOSE OF THE ACQUISITION, CONSTRUCTION, EQUIPPING AND COMPLETION OF THE PROJECT; (2) THE TEMPORARY APPOINTMENT OF THE COMPANY AS AGENT OF THE AGENCY THROUGH AND INCLUDING SEPTEMBER 15, 2023 WITH RESPECT TO A PROJECT; (3) THE EXECUTION AND DELIVERY OF CERTAIN DOCUMENTS IN CONNECTION WITH THE TEMPORARY APPOINTMENT; AND (4) AUTHORIZING THE EXECUTION AND DELIVERY OF AN AGREEMENT BETWEEN THE AGENCY AND THE COMPANY

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, improving, maintaining, equipping and furnishing of industrial, manufacturing, warehousing, commercial, research and recreation facilities, including industrial pollution control facilities, railroad facilities and certain horse racing facilities, for the purpose of promoting, attracting, encouraging and developing recreation and economically sound commerce and industry to advance the job opportunities, health, general prosperity and economic welfare of the people of the State, and to improve their recreation

opportunities, prosperity and standard of living; and

WHEREAS, to accomplish its stated purposes, the Agency is authorized and empowered under the Act to acquire, lease and sell real property and grant financial assistance in connection with one or more “projects” (as defined in the Act); and

WHEREAS, Northside Genesee Associates, LLC, or an entity to be formed, or an entity to be formed (the “*Company*”), by application dated June 6, 2023 (the “*Application*”), requested the Agency undertake a project (the “*Project*”) consisting of: (A)(i) the acquisition of an interest in approximately 1.3 acres of improved (unless otherwise noted) real property located at 1219-21 E. Genesee St. (Tax Map No. 048.-09-14.0), 1225-27 E. Genesee St. (Tax Map No. 048.-09-13.0), 1231 E. Genesee St. (Tax Map No. 048.-09.12.0), 1237 E. Genesee St. (Tax Map No. 048.-09-11.0), 1301 E. Genesee St. (Tax Map No. 048.-09-10.0), 1311 E. Genesee St. (Tax Map No. 048.-09-09.0), 1317 E. Genesee St. (048.-09-08.0), 1323 E. Genesee St. (Tax Map No. 048.-09-07.0), 316 Pine St. (Tax Map No. 048.-09-06.0), 224 Ashworth Pl. (Tax Map No. 48.-09-04.0), 212-214 Ashworth Pl. (Tax Map No. 048.-09-03.0), 210 Ashworth Pl. (vacant) (Tax Map No. 048.-09-02.0), 208 Ashworth Pl. (Tax Map No. 048.-09-01.0), all in the City of Syracuse, New York¹ (collectively, the “*Land*”); (ii) the demolition of existing structures located on the Land and the construction of an approximately 286,080 square foot, 5-story building for mixed-use, including approximately 286 apartment units consisting of approximately 97 studio apartments, 50 one-bedroom units and 139 two-bedroom units, twelve (12%) of such units shall be reserved for tenants meeting the 80% area median income limits (the “*AMI*”) with the balance of the units being market rate; approximately 1,000 square feet of retail space; amenity spaces; and an approximately 143 space underground parking garage, 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, in or about March 2019, the Company sought benefits from the Agency for a project located on the Land consisting of an approximately 283 unit apartment complex comprised of a mix of studios, 1,2,3,4 and 5 bedroom units as well as common area amenities (the “*Original Project*”). That Original Project was approved by the Agency but never brought to fruition as a result of the pandemic and other factors, including anticipated changes in zoning; and

¹ The parcels comprising the Land are being resubdivided into one lot. Such resubdivision has not yet been approved.

WHEREAS, the Company is now requesting incentives for the Project in the form of exemptions from sales and use tax, mortgage recording tax and real property taxes to help finance the Project. The requested financial assistance will assist the Company in its ability to finance the Project in a challenging market, including, but not limited to, increasing interest rates; and

WHEREAS, as part of the Financial Assistance sought in conjunction with the Project, the Company is requesting the Agency consider a payment in lieu of tax (“*PILOT*”) schedule which conforms with the Agency’s Uniform Tax Exemption Policy (“*UTEP*”) established pursuant to General Municipal Law Section 874(4); and

WHEREAS, the Company has advised that it would like to begin ordering materials for the Project and commence construction as soon as possible given the ever increasing rise in material costs. As such, the Company is requesting the Agency authorize a temporary appointment of the Company as the agent of the Agency for sales tax exemption prior to the closing on the lease transactional documents with the Agency relative to the Project such that the Company can commence with the foregoing and benefit from the exemption from State and local sales and use taxes while finalizing the lease transactional closing (the “*Temporary Appointment*”); and

WHEREAS, the Agency adopted a resolution on June 30, 2023, describing the Project and the proposed Financial Assistance and authorizing a public hearing with respect thereto (“*Public Hearing Resolution*”); and

WHEREAS, the Agency conducted a public hearing with respect to the Project and the proposed Financial Assistance on July 18, 2023 pursuant to Section 859-a of the Act, notice of which was originally published on July 6, 2023, in the Post-Standard, a newspaper of general circulation in the City of Syracuse, New York and given to the chief executive officers of the affected tax jurisdictions by letters dated July 6, 2023; and

WHEREAS, pursuant to Article 8 of the Environmental Conservation Law of the State of New York, as amended, and the regulations of the Department of Environmental Conservation of the State of New York promulgated thereunder (collectively referred to hereinafter as “*SEQRA*”), the Agency is required to make a determination whether the “action” (as said quoted term is defined in SEQRA) to be taken by the Agency may have a “significant impact on the environment” (as said quoted term is utilized in SEQRA), and the preliminary agreement of the Agency to undertake the Project constitutes such an action; and

WHEREAS, in conjunction with the Original Project, the Agency undertook an environmental review, classified the Original 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, as a result of its careful review and examination of the Project, the Agency found that, on balance, and after careful consideration of all relevant Original Project

documentation, it had more than adequate information to evaluate as required by SEQRA all of the relevant benefits and potential impacts of the Original Project, and by resolution adopted March 19, 2019 (the “**SEQRA Resolution**”), the Agency determined that the Original Project would not have a significant adverse effect on the environment and issued a Negative Declaration dated March 19, 2019, a copy of which is attached hereto at **Exhibit "B"**, and further the Agency has determined that the Project Facility as modified does not materially deviate from the Original Project, and will rely on the Negative Declaration issued on March 19, 2019; and

WHEREAS, the Agency has given due consideration to the policy, purposes and requirements of the Act and to the Application and the representations by the Company that the provision of Financial Assistance: (i) will induce the Company to develop the Project Facility in the City of Syracuse (the “**City**”); (ii) will not result in the removal of a commercial, industrial or manufacturing plant or facility of the Company or any other proposed occupant of the Project Facility from one area of the State to another area of the State or in the abandonment of one or more plants or facilities of the Company or any other proposed occupant of the Project Facility located in the State, except as may be permitted by the Act; and (iii) the Project will serve the purposes of the Act by advancing job opportunities and the economic welfare of the people of the State and the City and improve their standard of living; and

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

Section 1. It is the policy of the State to promote the economic welfare, recreation opportunities and prosperity of its inhabitants and to actively promote, attract, encourage and develop recreation and economically sound commerce and industry for the purpose of preventing unemployment and economic deterioration. It is among the purposes of the Agency to promote, develop, encourage and assist in the acquiring, constructing, improving, maintaining, equipping and furnishing of certain facilities, including commercial facilities, and thereby advance the job opportunities, health, general prosperity and economic welfare of the people of the State and to improve their recreation opportunities, prosperity and standard of living.

Section 2. Based upon the representations and projections made by the Company to the Agency, as set forth in the recitals hereof and which are incorporated herein by reference, the Agency hereby makes the following findings and determinations:

- (A) Ratifies and shall rely on the findings in the Agency's SEQRA Resolution and Negative Declaration, finding that the Project Facility, as slightly modified, does not materially or substantially deviate from the Original Project;
- (B) The Project constitutes a “*project*” within the meaning of the Act;
- (C) The acquisition of a controlling interest in the Project Facility by the Agency and the designation of the Company as the Agency’s agent for completion of the Project will be an inducement to the Company to

acquire, construct, equip and complete the Project Facility in the City, and will serve the purposes of the Act by, among other things, advancing job opportunities, the standard of living and economic welfare of the inhabitants of the City;

- (E) The Project will not result in the removal of a commercial, industrial or manufacturing plant or facility of the Company or any other proposed occupant of the Project Facility from one area of the State to another area of the State or result in the abandonment of one or more plants or facilities of the Company or any other proposed occupant of the Project Facility located in the State, except as may be permitted by the Act;
- (F) The Financial Assistance approved hereby includes an exemption from State and local sales and use taxes in an amount not to exceed **\$3,225,600** and mortgage recording taxes in the approximate amount of **\$434,300**; and
- (G) To appointment the Company, both on temporary and permanent basis, as agent of the Agency as further set forth herein.
- (H) The Agency approves the Company's temporary appointment and the execution and delivery of an appointment letter (the "**Letter**") subject to execution and delivery of an interim project agreement by and between the Company and the Agency (the "**Interim Project Agreement**") as well as any necessary and related documents, including but not limited to, an Environmental Compliance and Indemnification Agreement (the "**Environmental Indemnification**") and a bill of sale from the Company transferring an interest in the Equipment pursuant to the Agency (the "**Bill of Sale**"); and all other necessary documents or forms (collectively with the Letter and the Interim Project Agreement, the "**Temporary Documents**"), all effective through **September 15, 2023** (the "**Temporary Period**").

Section 3. The Company shall execute and deliver a copy of the agreement attached hereto at **Exhibit "A"** to the Agency within **fourteen (14) business days** from the date of this Resolution (the "**Agreement**") and prior to the Agency's execution and delivery of the Temporary Documents or the conference of any Financial Assistance. The Agency shall have no obligation to confer any approved benefits authorized herein or in any other resolution adopted by the Agency with respect to the Project, and all such approvals shall be subject to rescission should the Company fail to execute and deliver the Agreement in accordance with the terms hereof.

Section 4. (a) As a condition precedent to the Agency's execution and delivery of the Temporary Documents, the Company has, or will: (i) execute and deliver the Agreement; (ii) agree to comply with the provisions hereof and of the Act; and (iii) remit to the Agency 25% of the Agency's administrative fee (currently based on the Company's Application) as well as the Agency's legal fees to date. The Agency approves, subject to the terms hereof, the execution and delivery of the Temporary Documents effective through **September 15, 2023**; and the

Chair, Vice Chair and/or Executive Director of the Agency are each hereby authorized, upon review and advice of counsel, on behalf of the Agency, to execute and deliver the Temporary Documents, in form and substance similar to other such agreements entered into by the Agency. The execution thereof by the Chair, Vice Chair or Executive Director constitutes conclusive evidence of such approval; and (b) As a condition to the permanent appointment of the Company as agent of the Agency, and the conference of any approved Financial Assistance, the Company and the Agency shall first execute and deliver: (i) the Agreement; (ii) a permanent project agreement in substantially the same form used by the Agency in similar transactions (the "**Project Agreement**"); and (iii) the Lease Documents (as defined herein). The Chair, Vice Chair or Executive Director of the Agency are each hereby authorized, on behalf of the Agency, to execute and deliver the Agreement, the Project Agreement and the Lease Documents (as defined herein), in form and substance similar to other such agreements and documents used by the Agency for similar transactions, with changes in terms and form as shall be consistent with this Resolution and as the Chair or Vice Chair shall approve. The execution thereof by the Chair, Vice Chair and/or Executive Director shall constitute conclusive evidence of such approval.

Section 5. Prior to the conference of any Financial Assistance, the Company shall provide proof that all real estate taxes due and owing on the Project Facility are current.

Section 6. Subject to the due execution and delivery by the Company of the Agreement, the Temporary Documents and/or the Lease Documents (as defined herein, as applicable, and the satisfaction of the conditions of this Resolution, the Agreement, the Temporary Documents and/or the Lease Documents, as applicable, and the payment by the Company of any attendant fees and costs of the Agency, the Company and its designees, are appointed the true and lawful agent of the Agency to proceed with the reconstruction, renovation, restoration, preservation, equipping and completion of the Project, all with the same powers and the same validity as if the Agency were acting in its own behalf. The amount of State and local sales and use tax exemption benefits comprising the Financial Assistance approved herein shall not exceed **\$3,225,600**.

Section 7. Subject to the terms of this Resolution, and upon the termination of the Temporary Documents and the execution and delivery of, and the conditions set forth in the Agreement and the Project Agreement, and the adoption of a PILOT resolution by the Agency, the Agency will: (i) acquire an interest in the Land and Facility pursuant to a lease agreement (the "**Lease**") to be entered into between the Company and the Agency; the Bill of Sale; (ii) sublease the Project Facility to the Company pursuant to a sublease agreement (the "**Sublease**" and with the Lease, the Bill of Sale, the Project Agreement and all other documents required by the Agency for similar transactions, including but not limited to, the Environmental Agreement, collectively, the "**Lease Documents**") to be entered into between the Agency and the Company; (iii) grant the approved Financial Assistance, subject to the approval and execution of the PILOT Agreement; and (iv) provided that no default shall have occurred and be continuing under the Agreement and provided the Company has executed and delivered all documents and certificates required by the Agency in conjunction with the Agency's undertaking of the Project, execute and deliver all other certificates and documents necessary or appropriate for the grant of the approved Financial Assistance, in form and substance acceptable to the Agency.

Section 8. The terms and conditions of subdivision 3 of Section 875 of the Act are herein incorporated by reference and the Company shall agree to such terms as a condition precedent to receiving or benefiting from an exemption from State and local sales and use tax exemptions benefits.

Section 9. Subject to the terms of this Resolution, the Agreement, the Temporary Documents and/or the Lease Documents, as applicable, the Company may utilize, and is hereby authorized to appoint, a Project operator, contractors, agents, subagents, subcontractors, contractors and subcontractors of such agents and subagents (collectively, “***Additional Agents***”) to proceed with the reconstruction, renovation, restoration, preservation, equipping and completion of the Project, all with the same powers and the same validity as if the Agency were acting in its own behalf, provided the Company execute, deliver and comply with the Agreement. The Company shall provide, or cause its Additional Agents to provide, and the Agency shall maintain, records of the amount of State and local sales and use tax exemption benefits provided to the Project and the Company shall, and cause each Additional Agent, to make such records available to the State Commissioner of Taxation and Finance (the “***Commissioner***”) upon request. The Agency shall, within thirty (30) days of providing any State sales and use tax exemption benefits, report to the Commissioner the amount of such benefits for the Project, identifying the Project, along with any such other information and specificity as the Commissioner may prescribe. As a condition precedent to the Company or Project’s receipt of, or benefit from, any State or local sales and use tax exemptions, the Company must acknowledge and agree to make, or cause its Additional Agents to make, all records and information regarding State and local sales and use tax exemption benefits realized by the Project available to the Agency or its designee upon request. for purposes of exemption from New York State (the “***State***”) sales and use taxation as part of the Financial Assistance requested, “sales and use taxation” shall mean sales and compensating use taxes and fees imposed by article twenty-eight or twenty-eight-A of the New York State tax law but excluding such taxes imposed in a city by section eleven hundred seven or eleven hundred eight of such article twenty-eight.

Section 10. The Chair, Vice Chair and/or the Executive Director of the Agency, acting individually, are each hereby authorized and directed, for and in the name and on behalf of the Agency, to execute and deliver the documents and agreements identified herein and any such additional certificates, instruments, documents or affidavits, to pay any such other fees, charges and expenses, to make such other changes, omissions, insertions, revisions, or amendments to the documents referred herein as the (Vice) Chair deems appropriate, and to do and cause to be done any such other acts and things, as they determine, on advice of counsel to the Agency, may be necessary or desirable to consummate the transactions contemplated by this Resolution, the Agreement and/or the Project Agreement.

Section 11. The obligation of the Agency to consummate any transaction contemplated herein or hereby is subject to and conditioned upon the Company’s execution and delivery of the Lease Documents, and/or the Temporary Documents, as applicable, and the Agreement.

Section 12. No covenant, stipulation, obligation or agreement contained in this resolution or any document referred to herein shall be deemed to be the covenant, stipulation,

obligation or agreement of any member, officer, agent or employee of the Agency in his or her individual capacity. Neither the members nor officers of the Agency, nor any person executing any documents referred to above on behalf of the Agency, shall be liable thereon or be subject to any personal liability or accountability by reason of the execution or delivery thereof.

Section 13. Should the Agency's participation in the Project, or the appointments made in accordance herewith, be challenged by any party, in the courts or otherwise, the Company shall defend, indemnify and hold harmless the Agency and its members, officers and employees from any and all losses arising from any such challenge including, but not limited to, the fees and disbursement of the Agency's counsel. Should any court of competent jurisdiction determine that the Agency is not authorized under the Act to participate in the Project, this Resolution shall automatically become null, void and of no further force and effect, and the Agency shall have no liability to the Company hereunder or otherwise.

Section 14. Bousquet Holstein PLLC, as counsel to the Agency, is hereby authorized to work with the Company and others to prepare for submission to the Agency, all documents necessary to effect the grant of Financial Assistance and consummate the Lease Documents.

Section 15. The Secretary and/or the Executive Director of the Agency are hereby authorized and may distribute copies of this Resolution and do such further things or perform such acts as may be necessary or convenient to implement the provisions of this Resolution.

Section 16. This Resolution shall take effect immediately. 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.

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

AYE

NAY

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 July 18, 2023, with the original thereof on file on file in the office of the Agency, 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 set my hand and affixed the seal of the Agency on _____.

City of Syracuse Industrial Development Agency

Rickey T. Brown, Secretary

(S E A L)

IN WITNESS WHEREOF, the parties hereto have entered into this Agreement as of the 18th day of July, 2023.

**CITY OF SYRACUSE INDUSTRIAL
DEVELOPMENT AGENCY**

By: _____
Eric Ennis, Executive Director

NORTHSIDE GENESEE ASSOCIATES, LLC

By: _____
Name:
Title:

EXHIBIT "A"

AGENCY/COMPANY AGREEMENT

THIS AGREEMENT is between **CITY OF SYRACUSE INDUSTRIAL DEVELOPMENT AGENCY** (the "**Agency**"), with an office at 201 East Washington Street, 6th Floor, Syracuse, New York 13202 and **NORTHSIDE GENESEE ASSOCIATES, LLC**, or an entity to be formed, with a mailing address of P.O. Box 90708, Camden, New Jersey 08101 (the "**Company**").

Article 1. Preliminary Statement. Among the matters of mutual inducement which have resulted in the execution of this agreement are the following:

1.01. The Agency is authorized and empowered by the provisions of Title 1 of Article 18-A of the General Municipal Law of the State of New York (the "**State**"), as amended, and Chapter 641 of the Laws of 1979 of the State (collectively, the "**Act**") to designate an agent for constructing, renovating and equipping "projects" (as defined in the Act).

1.02. The purposes of the Act are to promote, attract, encourage and develop recreation and economically sound commerce and industry in order 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 to prevent unemployment and economic deterioration. The Act vests the Agency with all powers necessary to enable it to accomplish such purposes, including the power to acquire and dispose of interests in real property and to appoint agents for the purpose of completion of projects undertaken by the Agency. By application dated June 6, 2023 (the "**Application**"), the Company, requested, and by resolution date July 18, 2023 (the "**Inducement Resolution**") the Agency approved, the undertaking of a project (the "**Project**") consisting of: (A)(i) the acquisition of an interest in approximately 1.3 acres of improved (unless otherwise noted) real property located at 1219-21 E. Genesee St. (Tax Map No. 048.-09-14.0), 1225-27 E. Genesee St. (Tax Map No. 048.-09-13.0), 1231 E. Genesee St. (Tax Map No. 048.-09.12.0), 1237 E. Genesee St. (Tax Map No. 048.-09-11.0), 1301 E. Genesee St. (Tax Map No. 048.-09-10.0), 1311 E. Genesee St. (Tax Map No. 048.-09-09.0), 1317 E. Genesee St. (048.-09-08.0), 1323 E. Genesee St. (Tax Map No. 048.-09-07.0), 316 Pine St. (Tax Map No. 048.-09-06.0), 224 Ashworth Pl. (Tax Map No. 48.-09-04.0), 212-214 Ashworth Pl. (Tax Map No. 048.-09-03.0), 210 Ashworth Pl. (vacant) (Tax Map No. 048.-09-02.0), 208 Ashworth Pl. (Tax Map No. 048.-09-01.0), all in the City of Syracuse, New York² (collectively, the "**Land**"); (ii) the demolition of existing structures located on the Land and the construction of an approximately 286,080 square foot, 5-story building for mixed-use, including approximately 286 apartment units consisting of approximately 97 studio apartments, 50 one-bedroom units and 139 two-bedroom units, twelve (12%) of such units shall be reserved for tenants meeting the 80% area median income limits (the "**AMI**") with the balance of the units being market rate; approximately 1,000 square feet of retail space; amenity spaces; and an

² The parcels comprising the Land are being resubdivided into one lot. Such resubdivision has not yet been approved.

approximately 143 space underground parking garage, 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. In addition, in order to allow the Company to begin ordering materials for the Project and commence construction as soon as possible given the ever increasing rise in material costs, the Company requested and the Agency authorized a temporary appointment of the Company as the agent of the Agency for sales tax exemption prior to the closing on the lease transactional documents with the Agency relative to the Project such that the Company can commence with the foregoing and benefit from the exemption from State and local sales and use taxes while finalizing the lease transactional closing (the “*Temporary Appointment*”).

1.03(a). All documents necessary to effectuate the Agency’s undertaking of the Project and the granting of the approved Financial Assistance, either on a temporary or permanent basis, between the Agency and the Company, shall be referred to, the Temporary Documents and/or the Lease Documents (as those terms are defined in the Inducement Resolution), as applicable.

1.03. The Company hereby represents to the Agency that undertaking the Project, the designation of the Company as the Agency’s agent for the construction, equipping and completion of the Project Facility, and the use and appointment, as necessary, by the Company of a Project operator, contractors, agents, subagents, subcontractors, contractors and subcontractors of such agents and subagents (collectively, “*Additional Agents*”): (i) will be an inducement to it to construct and equip the Project Facility in the City of Syracuse (the “*City*”); (ii) will not result in the removal of a commercial, industrial or manufacturing plant or facility of the Company or of any other proposed occupant of the Project Facility from one area of the State to another or in the abandonment of one or more plants or facilities of the Company or of any other proposed occupant of the Project Facility located in the State, except as may be permitted by the Act; and (iii) undertaking the Project Facility will promote, create and/or preserve private sector jobs in the State.

1.04. The Agency has determined that the acquisition of a controlling interest in, and the construction and equipping of the Project Facility and the subleasing of the same to the Company will promote and further the purposes of the Act.

1.05. On July 18, 2023, the Agency adopted a resolution the Inducement Resolution agreeing, subject to the satisfaction of all conditions precedent set forth in such Inducement Resolution, to designate the Company as the Agency’s agent, on both a temporary and permanent basis, for the acquisition, construction and equipping of the Project Facility and determining that the leasing of the same to the Company will promote further purposes of the

Act. For purposes of that designation, the Agency authorized as part of the approved Financial Assistance, State and local sales and use tax exemption benefits in an amount not to exceed **\$3,225,600**.

1.06. In the Resolution, subject to the execution of, and compliance with, this Agreement by the Company, the execution and delivery of a project agreement by the Company, and other conditions set forth in the Resolution and herein, the Agency appointed the Company as its agent for the purposes of construction and equipping the Project Facility, entering into contracts and doing all things requisite and proper for construction and equipping the Project Facility.

Article 2. Undertakings on the Part of the Agency. Based upon the statement, representations and undertakings of the Company and subject to the conditions set forth herein, the Agency agrees as follows:

2.01. The Agency confirms that it has authorized and designated, pursuant to the terms hereof, the Company as the Agency's agent for constructing and equipping the Project Facility.

2.02. The Agency will adopt such proceedings and authorize the execution of such Agency documents as may be necessary or advisable for: (i) acquisition of a controlling interest in the Project Facility; (ii) designation by the Company of Additional Agents for construction and equipping of the Project Facility subject to the terms hereof; and (iii) the leasing or subleasing of the Project Facility to the Company, all as shall be authorized by law and be mutually satisfactory to the Agency and the Company.

2.03. Nothing contained in this Agreement shall require the Agency to apply its funds to Project costs.

2.04. After satisfying the conditions precedent set forth in the Sections 2.05, 3.06 and 4.02 hereof and in the Inducement Resolution, the Company may proceed with the construction and equipping of the Project Facility and the utilization of and, as necessary the appointment of, Additional Agents.

2.05. Subject to the execution of the Temporary Documents and/or the Lease Documents, as applicable, and Section 4.02 hereof, the Company is appointed the true and lawful agent of the Agency: (i) for the construction and equipping of the Project Facility; and (ii) to make, execute, acknowledge and deliver any contracts, orders, receipts, writings and instructions, as the stated agent for the Agency, and in general to do all things which may be requisite or proper for the construction and equipping of the Project Facility, all with the same powers and the same validity as if the Agency were acting in its own behalf.

2.06. The Agency will take or cause to be taken such other acts and adopt such further proceedings as may be required to implement the aforesaid undertakings or as it may deem appropriate in pursuance thereof. The Agency may in accordance with Article 8 of the Environmental Conservation Law of the State of New York, as amended, and the regulations of the Department of Environmental Conservation of the State of New York promulgated

thereunder (collectively referred to hereinafter as “*SEQRA*”), undertake supplemental review of the Project. Such review to be limited to specific significant adverse environmental impacts not addressed or inadequately addressed in the Agency’s review under *SEQRA* that arise from changes in the proposed Project, newly discovered information or a change in the circumstances related to the Project.

Article 3. Undertakings on the Part of the Company. Based upon the statements, representations and undertakings of the Agency and subject to the conditions set forth herein the Company agrees as follows:

3.01. (a) The Company shall indemnify and hold the Agency harmless from all losses, expenses, claims, damages and liabilities arising out of or based on labor, services, materials and supplies, including equipment, ordered or used in connection with the acquisition of a controlling interest in, and construction and equipping of the Project Facility (including any expenses incurred by the Agency in defending any claims, suits or actions which may arise as a result of any of the foregoing), whether such claims or liabilities arise as a result of the Company or Additional Agents acting as agent for the Agency pursuant to this Agreement or otherwise.

(b) The Company shall not permit to stand, and will, at its own expense, take all steps reasonably necessary to remove, any mechanics’ or other liens against the Project Facility for labor or material furnished in connection with the acquisition, construction and equipping of the Project Facility.

(c) The Company shall indemnify and hold the Agency, its members, officers, employees and agents and anyone for whose acts or omissions the Agency or any one of them may be liable, harmless from all claims and liabilities for loss or damage to property or any injury to or death of any person that may be occasioned subsequent to the date hereof by any cause whatsoever in relation to the Project Facility, including any expenses incurred by the Agency in defending any claims, suits or actions which may arise as a result of the foregoing.

(d) The Company shall defend, indemnify and hold the Agency harmless from all losses, expenses, claims, damages and liabilities arising out of or based on the non-disclosure of information, if any, requested by the Company in accordance with Section 4.05 hereof.

(e) The defense and indemnities provided for in this Article 3 shall survive expiration or termination of this Agreement and shall apply whether or not the claim, liability, cause of action or expense is caused or alleged to be caused, in whole or in part, by the activities, acts, fault or negligence of the Agency, its members, officers, employees and agents, anyone under the direction and control of any of them, or anyone for whose acts or omissions the Agency or any of them may be liable, and whether or not based upon the breach of a statutory duty or obligation or any theory or rule of comparative or apportioned liability, subject only to any specific prohibition relating to the scope of indemnities imposed by statutory law.

(f) The Company shall provide and carry: (i) worker’s compensation and disability insurance as required by law; and (ii) comprehensive liability and property insurance with such coverages (including without limitation, owner’s protective coverage for the benefit of

the Agency, naming the Agency as an additional insured on all policies of coverage regarding the Project; providing the coverage with respect to the Agency be primary and non-contributory; and contractual coverage covering the indemnities herein provided for), with such limits and which such companies as may be approved by the Agency. Upon the request of the Agency, the Company shall provide certificates, endorsements, binders and/or policies of insurance in form satisfactory to the Agency evidencing such insurance.

(g) The Company shall apply and diligently pursue all approvals, permits and consents from the State of New York, the City, the City Planning Commission and any other governmental authority which approvals, permits and consents are required under applicable law for the development, construction and equipping of the Project and any related site improvements. The Company acknowledges and agrees that the Agency's findings and determinations under SEQRA do not and shall not in and of themselves (except as specifically set forth in SEQRA) satisfy or be deemed to satisfy applicable laws, regulations, rules and procedural requirements applicable to such approvals, permits and consents.

(h) The Company shall complete a Local Access Agreement to be obtained from the City of Syracuse Industrial Development Agency and agrees to utilize, and cause its Additional Agents to utilize, local contractors and suppliers for the construction, equipping and completion of the Project unless a waiver is received from the Agency in writing. For purposes of this Agency Agreement, the term "**Local**" shall mean Onondaga, Oswego, Oneida, Madison, Cayuga and Cortland Counties. The Company agrees that such Local contractors shall be provided the opportunity to bid on contracts related to the Project Facility.

3.02. The Company agrees that, as agent for the Agency or otherwise, it will comply at the Company's sole cost and expense with all the requirements of all federal, state and local laws, rules and regulations of whatever kind and howsoever denominated applicable to the Agency and/or Company with respect to the Project Facility, the acquisition of a controlling interest therein, construction and equipping thereof, the operation and maintenance of the Project Facility, supplemental review of adverse environmental impacts in accordance with SEQRA and the financing of the Project. Every provision required by law to be inserted herein shall be deemed to be set forth herein as if set forth in full, including, but not limited to, Section 875 of the Act; and upon the request of either party, this Agreement shall be amended to specifically set forth any such provision or provisions.

3.03. The Company agrees that, as agent for the Agency or otherwise, to the extent that such provisions of law are in fact applicable (without creating an obligation by contract beyond that which is created by statute) it will comply with the requirements of Section 220 of the Labor Law of the State of New York, as amended.

3.04. The Company will take such further action and adopt such further proceedings as may be required to implement its aforesaid undertakings or as it may deem appropriate in pursuance thereof.

3.05. If it should be determined that any State or local sales or compensatory use taxes are payable with respect to the acquisition, purchase or rental of machinery or equipment,

materials or supplies in connection with the Project Facility, or are in any manner otherwise payable directly or indirectly in connection with the Project Facility, the Company shall pay the same and defend and indemnify the Agency from and against any liability, expenses and penalties arising out of, directly or indirectly, the imposition of any such taxes.

3.06 The Company shall proceed with the acquisition, construction, equipping and completion of the Project Facility and advance such funds as may be necessary to accomplish such purposes. The Company may appoint Additional Agents as agents of the Agency in furtherance thereof. Any appointment of an Additional Agent is conditioned upon the Company first obtaining and providing the Agency the following:

(1) A written, executed agreement, in form and substance acceptable to the Agency, from each Additional Agent which provides for the assumption by the Additional Agent, for itself, certain of the obligations under this Agreement relative to the appointment, work and purchases done and made by each Additional Agent; (ii) a commitment to utilize local contractors and suppliers for the construction and equipping of the Project (“local” being defined in Section 3.01(h) hereof); (iii) an acknowledgement that the Additional Agent is obligated, to timely provide the Company with the necessary information to permit the Company, pursuant to General Municipal Law §874(8), to timely file an Annual Statement with the Agency and the New York State Department of Taxation and Finance on “Annual Report of Sales and Use Tax Exemptions” (Form ST-340) regarding the value of sales and use tax exemptions the Additional Agent claimed pursuant to the agency conferred on it by the Company with respect to this Project; (iv) an acknowledgment by the Additional Agent that the failure to comply with the foregoing will result in the loss of the exemption; and (v) such other terms and conditions as the Agency deems necessary; and

(2) A completed “IDA Appointment of Project Operator or Agent for Sales Tax Purposes” (Form ST-60) for each Additional Agent appointed within fifteen (15) days of the appointment of each Additional Agent such that the Agency can execute and deliver said form to the State Department of Taxation and Finance within thirty (30) days of appointment of each such Additional Agent.

Failure of the Company to comply with the foregoing shall nullify the appointment of any Additional Agent and may result in the loss of the Company’s exemption with respect to the Project at the sole discretion of the Agency.

The Company acknowledges that the assumption by the Additional Agent in accordance with Section 3.06(1) above, does not relieve the Company of its obligations under those provisions or any other provisions of this Agreement with respect to the Project.

3.07 The Company ratifies and confirms its obligations to pay an annual administrative reporting fee in accordance with the Agency’s fee schedule to cover administrative and reporting requirements to comply with New York State reporting regulations on Agency assisted projects. In addition, the Company ratifies and confirms its absolute obligation to pay on demand all of the Agency’s legal fees associated with the undertaking of the Project, including but not limited to, review of the application, preparation of resolutions and attendance at meetings and to

correspondence and calls, regardless of whether benefits are ultimately conferred on the Project.

Article 4. General Provisions.

4.01. This Agreement shall take effect on the date of the execution hereof by the Agency and the Company and, subject to Section 4.04 hereof, shall remain in effect until the Lease Documents become effective. It is the intent of the Agency and the Company that, except as to those provisions that survive, this Agreement be superseded in its entirety by the Lease Documents.

4.02. (a) It is understood and agreed by the Agency and the Company that the grant of Financial Assistance and the execution of the Temporary Documents and Lease Documents and related documents are subject to: (i) payment by the Company of the Agency's fee and Agency's counsel fees; (ii) obtaining all necessary governmental approvals, permits and consents of any kind required in connection with the Project Facility; (iii) approval by the members of the Agency; (iv) approval by the Company; and (v) the condition that there are no changes in New York State Law, including regulations, which prohibit or limit the Agency from fulfilling its obligations hereunder; and

(b) the Company, by executing this agreement, acknowledges and agrees to make, or cause its Additional Agents, to make, all records and information regarding State and local sales and use tax exemption benefits given to the Project as part of the Financial Assistance available to the Agency upon request, including but not limited to the Form ST-340 for itself and each Additional Agent; and

(c) the Company, by executing this Agreement, acknowledges and agrees to the terms and conditions of the Agency's Recapture of Benefits Policy and Section 875(3) of the Act as if such section were fully set forth herein and further agrees to cause all of its Additional Agents to acknowledge, agree and consent to same. Without limiting the scope of the foregoing the Company acknowledges that pursuant to Section 875(3) of the Act, and in accordance with the Agency's Recapture of Benefits Policy, the Agency shall, and in some instances may, recover, recapture, receive or otherwise obtain from the Company some or all of the Financial Assistance (the "**Recapture Amount**") including, but not limited to: (1) (a) that portion of the State and local sales and use tax exemption to which the Company was not entitled, which is in excess of the amount of the State and local sales and use tax exemption authorized by the Agency or which is for property or services not authorized by the Agency; or (b) the full amount of such State and local sales and use tax exemption, if the Company fails to comply with a material term or condition regarding the use of the property or services as represented to the Agency in its Application or otherwise; or (c) the full amount of such State and local sales and use tax exemption in the event the Company fails to execute and deliver the Temporary Documents and Lease Documents in accordance herewith or fails to complete the Project; and (2) any interest or penalties thereon imposed by the Agency or by operation of law or by judicial order or otherwise; and (d) the failure of the Company to promptly pay such Recapture Amount to the Agency will be grounds for the Commissioner to collect sales and use taxes from the Company under Article 28 of the State Tax Law, together with interest and penalties. In addition to the foregoing, the Company acknowledges and agrees that for purposes of exemption from

New York State (the “*State*”) sales and use taxation as part of the Financial Assistance requested, “sales and use taxation” shall mean sales and compensating use taxes and fees imposed by article twenty-eight or twenty-eight-A of the New York State tax law but excluding such taxes imposed in a city by section eleven hundred seven or eleven hundred eight of such article twenty-eight. In addition to the foregoing, the Agency may recapture other benefits comprising the Financial Assistance in accordance with the Agency’s Recapture Policy (a copy of which is on the Agency’s website).

4.03. The Company agrees that it will, within thirty (30) days of a written request for same, regardless of whether or not this matter closes or the Project Facility is completed: (i) reimburse the Agency for all reasonable and necessary expenses, including without limitation the fees and expenses of counsel to the Agency arising from, out of or in connection with the Project, and/or any documents executed in connection therewith, including, but not limited to any claims or actions taken by the Agency against the Company, Additional Agents or third parties; and (ii) indemnify the Agency from all losses, claims, damages and liabilities, in each case which the Agency may incur as a consequence of executing this Agreement or performing its obligations hereunder, including but not limited to, any obligations related to Additional Agents.

4.04. If for any reason the Lease Documents are not executed and delivered by the Company and the Agency on or before **July 18, 2024**, the provisions of this Agreement (other than the provisions of Articles 1.04, 2.02, 2.04, 3.01, 3.02, 3.03, 3.05, 3.06, 4.02, 4.03, 4.04, 4.05 and 4.06, which shall survive) shall, unless extended by agreement of the Agency and the Company, terminate and be of no further force or effect, and following such termination neither party shall have any rights against the other party except:

(a) The Company shall pay the Agency for all expenses incurred by the Agency in connection with the acquisition, construction and equipping of the Project Facility;

(b) The Company shall assume and be responsible for any contracts for the construction or purchase of equipment entered into by the Agency at the request of or as agent for the Company in connection with the Project Facility; and

(c) The Company will pay the out-of-pocket expenses of members of the Agency and counsel for the Agency incurred in connection with the Project Facility and will pay the fees of counsel for the Agency for legal services relating to the Project Facility, Additional Agents or the proposed financing thereof.

4.05. **The Company acknowledges that Section 875(7) of the New York General Municipal Law (“GML”) requires the Agency to post on its website all resolutions and agreements relating to the Company’s appointment as an agent of the Agency or otherwise related to the Project, including this Agreement; and Article 6 of the New York Public Officers Law declares that all records in the possession of the Agency (with certain limited exceptions) are open to public inspection and copying. If the Company feels that there are elements of the Project or information about the Company in the Agency’s possession which are in the nature of trade secrets or information, the nature of which is such that if**

disclosed to the public or otherwise widely disseminated would cause substantial injury to the Company's competitive position, the Company must identify such elements in writing, supply same to the Agency: (i) with respect to this Agreement, prior to or contemporaneously with the execution hereof; and (ii) with respect to all other agreements executed in connection with the Project, on or before the Closing Date, and request that such elements be kept confidential in accordance with Article 6 of the Public Officers Law. Failure to do so will result in the posting by the Agency of all information in accordance with Section 875 of the GML.

4.06 That every controversy, dispute or claim arising out of or relating to this Agreement shall be governed by the laws of the State of New York, without regard to its conflict-of-laws provisions that if applied might require the application of the laws of another jurisdiction; and that the Company irrevocably and expressly submits to the exclusive personal jurisdiction of the Supreme Court of the State of New York and the United States District Court for the Northern District of New York, to the exclusion of all other courts, for the purposes of litigating every controversy, dispute or claim arising out of or relating to this Agreement.

EXHIBIT "B"

NEGATIVE DECLARATION

EXHIBIT "B"

PARTS 2 AND 3 OF FULL EAF

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

Agency Use Only [If applicable]
 Project : East Genesee Apartments
 Date : March 14, 2019

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

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

Tips for completing Part 2:

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

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

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g)

NO

YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

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

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h)

NO

YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

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

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

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

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

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

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

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

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

8. Impact on Agricultural Resources
The proposed action may impact agricultural resources. (See Part 1, E.3.a. and b.) 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	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	E1 a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

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

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

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

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

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

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

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

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

16. Impact on Human Health The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES <i>If "Yes", answer questions a - m. If "No", go to Section 17.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	<input type="checkbox"/>	<input type="checkbox"/>
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	<input type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	<input type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	<input type="checkbox"/>	<input type="checkbox"/>
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	<input type="checkbox"/>	<input type="checkbox"/>
m. Other impacts: _____ _____			

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans.
(See Part 1. C.1, C.2. and C.3.)

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	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, E1b	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Other: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character.
(See Part 1. C.2, C.3, D.2, E.3)

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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

Reasons Supporting This Determination:

To complete this section:

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

See Part 3 - Additional Information

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: Type 1 Unlisted

Identify portions of EAF completed for this Project: Part 1 Part 2 Part 3

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

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

A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

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

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

Name of Action: East Genesee Apartments

Name of Lead Agency: City of Syracuse Industrial Development Agency

Name of Responsible Officer in Lead Agency: Honora Spillane

Title of Responsible Officer: Executive Director

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>

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

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

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

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

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

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

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

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

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

FEAF Part 3 – Additional Information (Cont'd)

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

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

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

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

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

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

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

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

FEAF Part 3 – Additional Information (Cont'd)

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

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

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

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

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

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

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

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

FEAF Part 3 – Additional Information (Cont'd)

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

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

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

15.) Impacts on noise, odor, and light

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

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

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

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

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

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

FEAF Part 3 – Additional Information (Cont'd)

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

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

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

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

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

FEAF Part 3 – Additional Information (Cont'd)

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

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

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

Appendix A
SHPO Letter



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

February 05, 2019

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

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

Dear Mr. Harris:

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

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

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

Sincerely,

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

Division for Historic Preservation

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

Appendix B
Traffic Study

Traffic Study

EAST GENESEE STREET

Syracuse, NY

March 2019

Prepared for:

Northside Genesee Associates
3 East Stow Road
P.O. Box 994
Marlton, NJ 08053

P.N. 20172421.0004



PASSERO ASSOCIATES
engineering architecture

Traffic Study
East Genesee Street – Syracuse, NY

CONTENTS

1.0	INTRODUCTION.....	1
2.0	EXECUTIVE SUMMARY	1
3.0	EXISTING CONDITIONS.....	1
4.0	METHODOLOGY.....	2
5.0	SIGHT DISTANCE EVALUATION.....	3
6.0	CAPACITY ANALYSIS RESULTS.....	4

APPENDICES

APPENDIX A.	Site Plan
APPENDIX B.	Existing Traffic Volumes
APPENDIX C.	Background Traffic Volumes
APPENDIX D.	Trip Generation and Distribution
APPENDIX E.	2021 Developed Traffic Volumes
APPENDIX F.	Synchro 10 Analysis

Traffic Study

East Genesee Street – Syracuse, NY

1.0 INTRODUCTION

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

2.0 EXECUTIVE SUMMARY

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

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

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

3.0 EXISTING CONDITIONS

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

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

Traffic Study

East Genesee Street – Syracuse, NY

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

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

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

4.0 METHODOLOGY

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

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

See appendix for traffic count volumes.

- B. A growth rate factor (GRF) of 2.0% applied annually for 3 years was used to develop the background 2021 traffic volumes. Background volumes are reflected in the developed conditions. The GRF of 2% is very conservative considering much of this portion of the City is built out, leaving little to no opportunity for development. However, based on recent trends, redevelopment of existing sites is more likely.
- C. Using the Institute of Traffic Engineers Trip Generation Manual, 10th Edition Multifamily Housing (Mid-Rise) (Land Use 221). The trip generations for this project were determined as seen in the table below using 283 dwelling units:

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

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

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

Traffic Study

East Genesee Street – Syracuse, NY

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

5.0 SIGHT DISTANCE EVALUATION

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

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

There is ample site distance at the project entrance.

Traffic Study

East Genesee Street – Syracuse, NY

6.0 CAPACITY ANALYSIS RESULTS

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

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

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

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

Traffic Study

East Genesee Street – Syracuse, NY

Table 5-2
East Genesee Street and Comstock Avenue

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

Traffic Study

East Genesee Street – Syracuse, NY

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

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

Traffic Study

East Genesee Street – Syracuse, NY

**Table 5-4
Ashworth Place and Walnut Avenue**

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

Traffic Study

East Genesee Street – Syracuse, NY

Table 5-5
Ashworth Place and Pine Street

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

Traffic Study

East Genesee Street – Syracuse, NY

7.0 FINDINGS & OBSERVATIONS

7.1. Intersection Capacity

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

7.2. Proposed Entrance Location

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

Traffic Study

East Genesee Street – Syracuse, NY

CONCLUSIONS

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

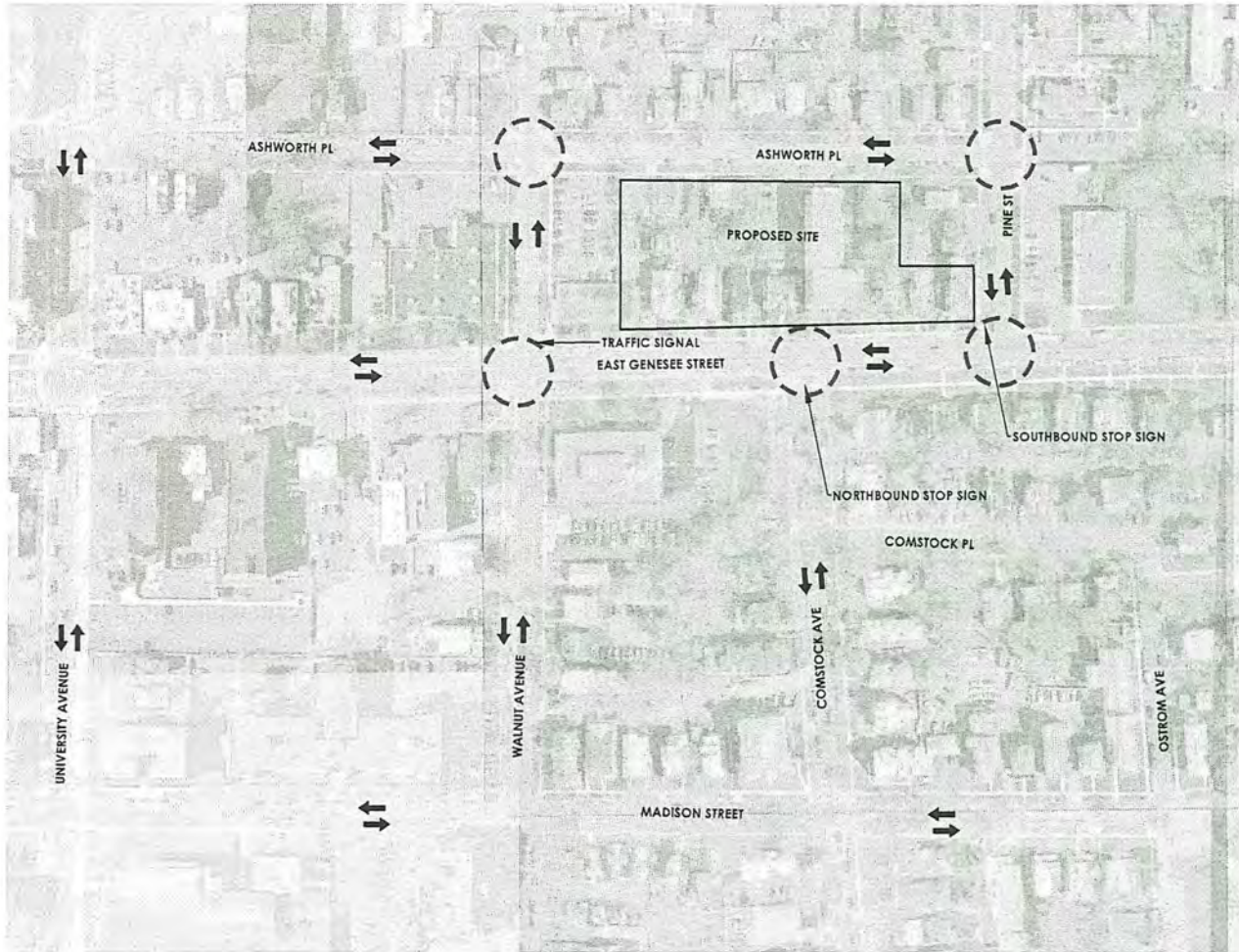
Proposed sidewalks will improve pedestrian access on Ashworth Place and East Genesee Street. These sidewalks will replace the old sidewalks on site and will meet City standards. In addition to the new sidewalks, the proposed garage entrance has been situated so that it has minimal impact on the adjacent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


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

Traffic Study

East Genesee Street – Syracuse, NY

APPENDIX A. SITE PLAN




 DENOTES INTERSECTION ANALYZED



PA
 PASSERO ASSOCIATES
 engineering architecture



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

PASSERO ASSOCIATES
 200 Washington Street, Suite 400
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 Telephone: 215-261-1800
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 Principal-in-Charge: Jesse D. Sabel, P.E.
 Project Manager: Tim Harris, P.E.
 Designer: Joshua D. Sarrett, E.I.T.



Revisions		
No.	Date	Description
1	10/20/18	ISSUE FOR PERMITS

TRAFFIC STUDY LOCATIONS
 MICHAELS ORGANIZATION
 EAST GENESSEE APARTMENTS
 Town/City: SYRACUSE
 County: CHENANGO
 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																	

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																	

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																	

EAST GENESEE APARTMENTS

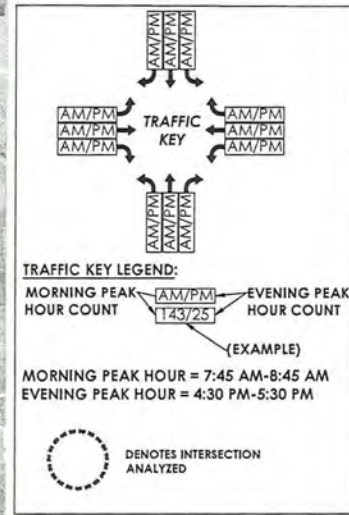
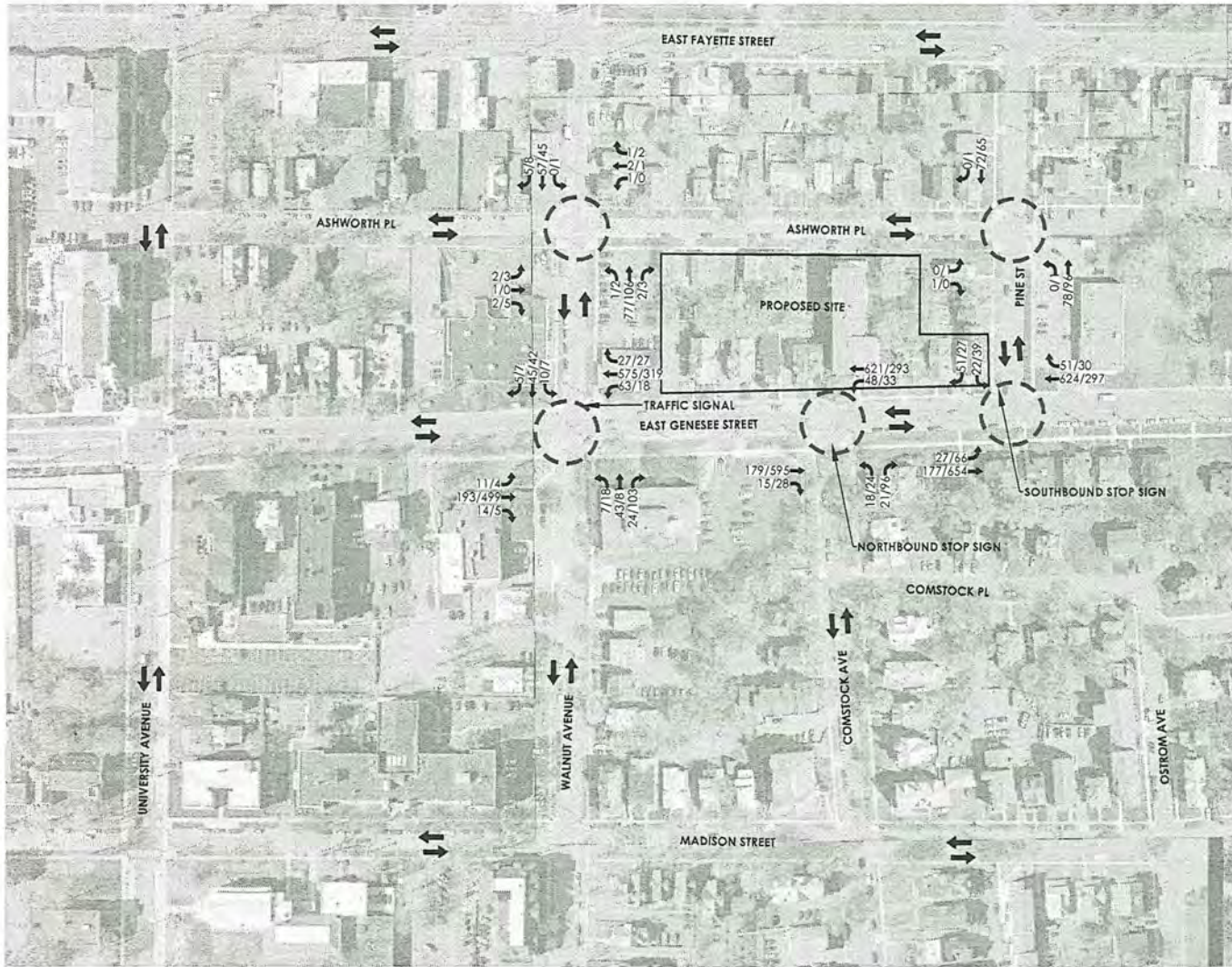
	Ashworth and Walnut																Total of all Approaches
	Northbound				Southbound				Eastbound				Westbound				
	Left	Thru	Right	TOTAL	Left	Thru	Right	TOTAL	Left	Thru	Right	TOTAL	Left	Thru	Right	TOTAL	
TIME AM																	
7:00-7:15	0	5	0	5	0	6	0	6	1	0	0	1	0	0	0	0	12
7:15-7:30	0	3	0	3	0	10	0	10	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																	

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																	

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%)



Client: NORTHSIDE GENESSEE ASSOCIATES, LLC
3 East Slow Road
Marlton, NJ

PASSERO ASSOCIATES
307 Newmarket Road, Suite 200
Marlton, NJ 08053
Principal in Charge: Jess D. Sudd, P.E.
Project Manager: Tim Harris, P.E.
Designed by: Joshua D. Saxton, E.I.T.



Revisions	
No.	Description
1	ISSUE FOR PERMITS

2018 EXISTING CONDITIONS	
MICHAELS ORGANIZATION EAST GENESSEE APARTMENTS	
Project No.	20172421.0004
Drawing No.	Sheet No.
B	1
Scale: NOT TO SCALE	
Date: FEBRUARY 2019	

NOT FOR CONSTRUCTION

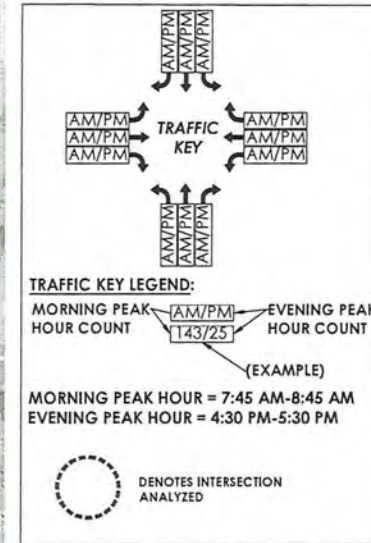
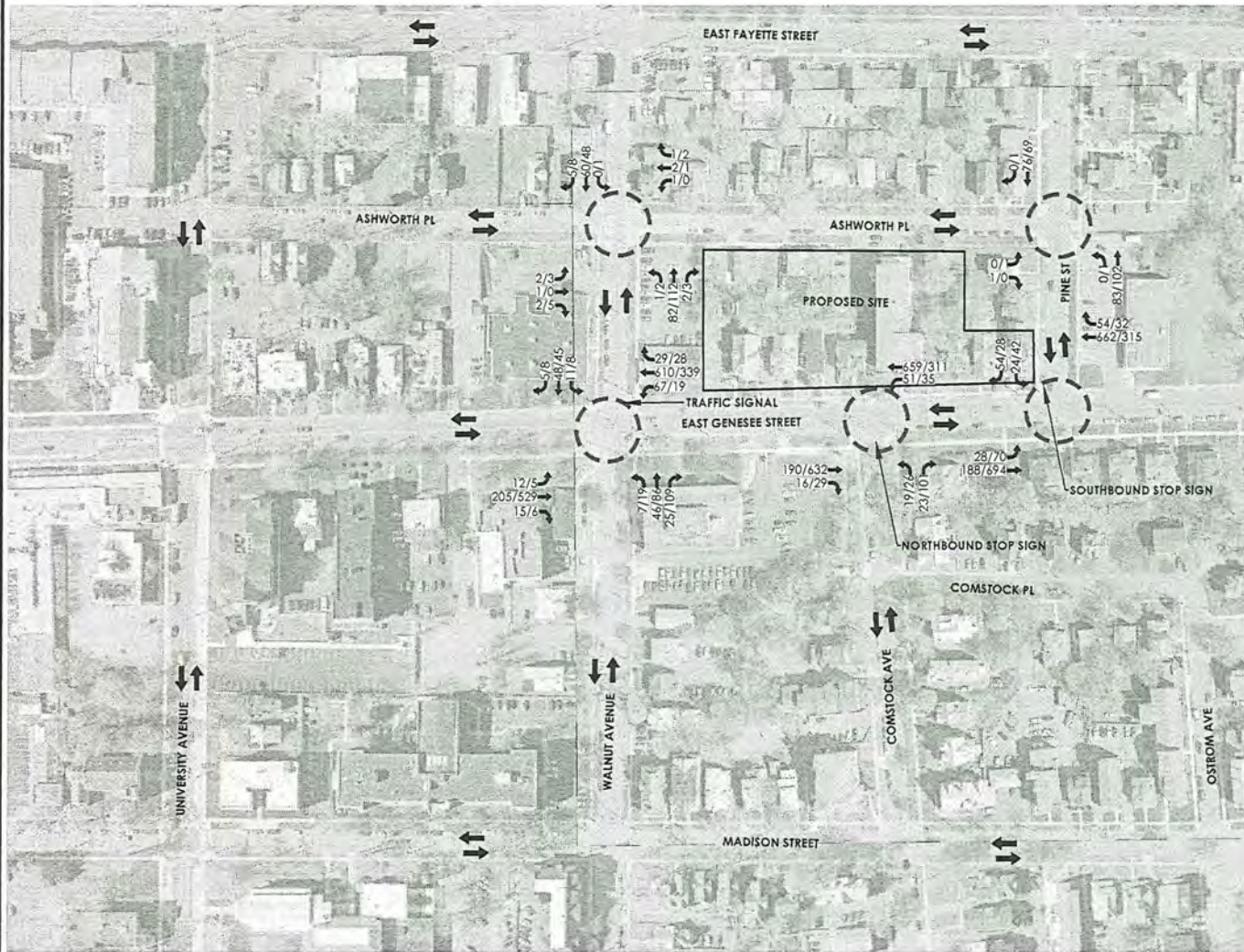
Traffic Study

East Genesee Street – Syracuse, NY

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%)



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

PASSERO ASSOCIATES
100 West Main Street, 10th Floor
New York, NY 10038
Principal/Designer: Jess D. Sadof, P.E.
Project Manager: Tim Harris, P.E.
Designed by: Joshua D. Swain, E.I.T.



Revisions	
No.	Description
1	2021/02/04 2021 PLANS

2021 BACKGROUND TRAFFIC

MICHAELS ORGANIZATION
EAST GENESSEE APARTMENTS
Town/City: SYRACUSE
County: ONONDAGA State: NEW YORK

Project No.: 20172421.0004

Drawing No.: C Sheet No.: 1

Scale: NOT TO SCALE

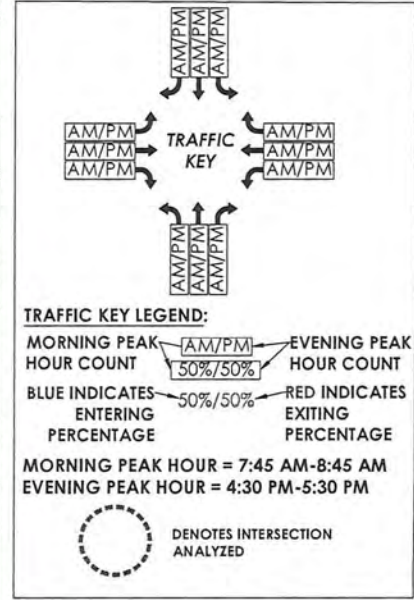
Date: FEBRUARY 2019

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%)



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

PASSERO ASSOCIATES
30 West Genesee Street
Syracuse, NY 13204
Project Manager: Tim Harris, P.E.
Designed by: Joshua D. Sartori, S.A.T.



Revisions	
No.	Description
1	ISSUE FOR PERMITS

TRIP DISTRIBUTION

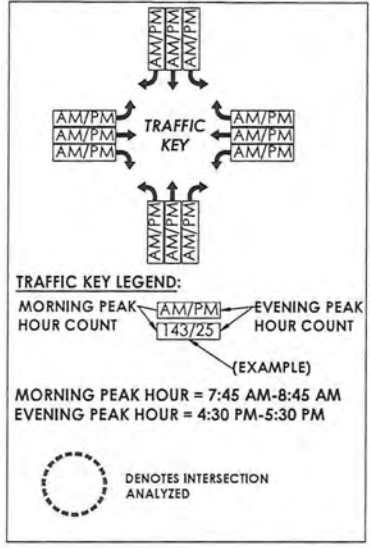
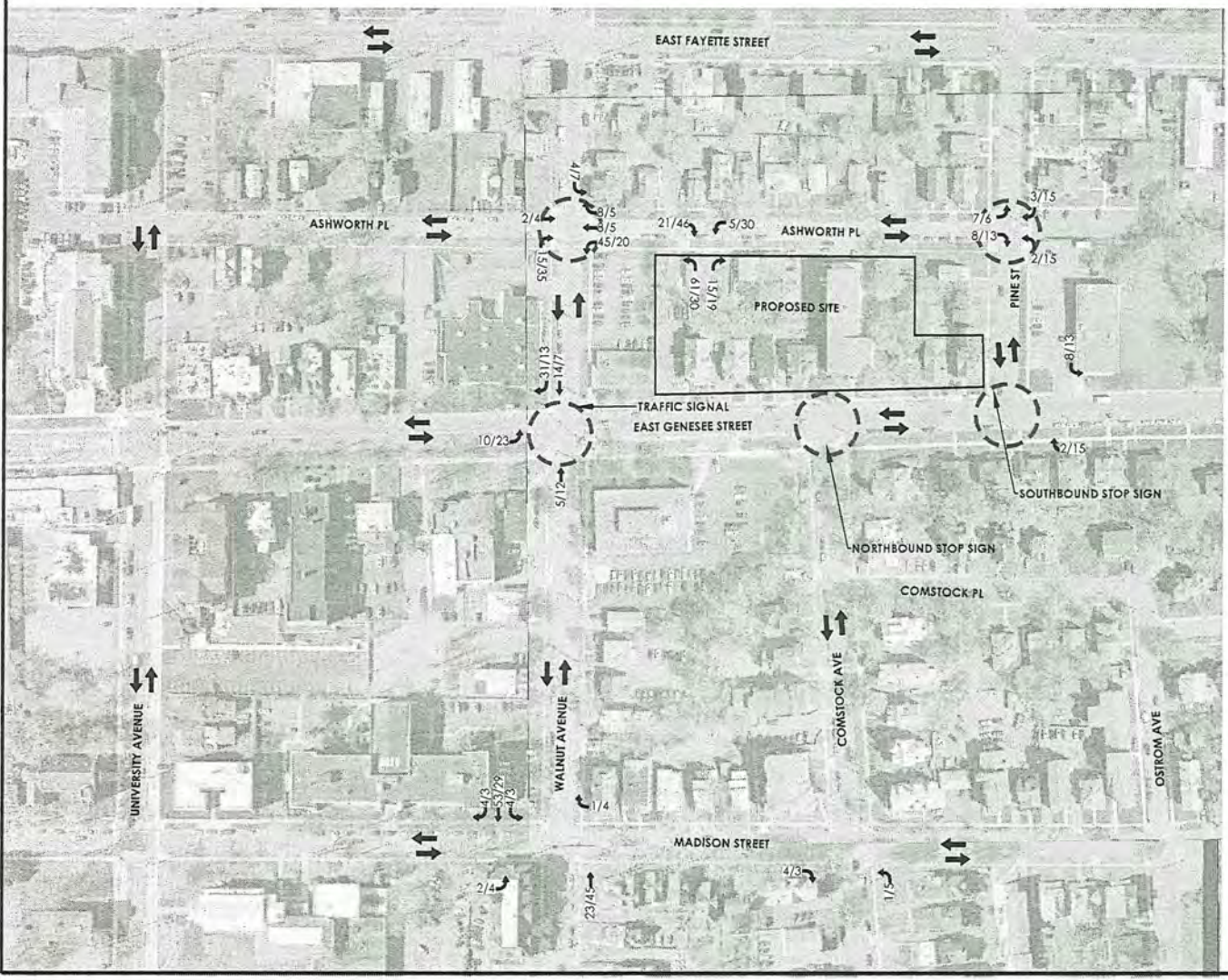
MICHAELS ORGANIZATION
EAST GENESSEE APARTMENTS
Town/City: SYRACUSE State: New York
County: CHENANGO

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%)



Client: NORTHSIDE GENESSEE ASSOCIATES, LLC
3 East Slow Road
Marlton, NJ

PASSERO ASSOCIATES
100 New Hope Road, Suite 100
Marlton, NJ 08053
Phone: 856.261.1111 Fax: 856.261.1112
Principal/Owner: Jesse G. Suski, P.E.
Project Manager: Tim Harris, P.E.
Designed by: Joshua D. Sartor, E.I.T.



Rev. No.	Description	Date
1	ISSUE FOR PERMITS	02/15/2019

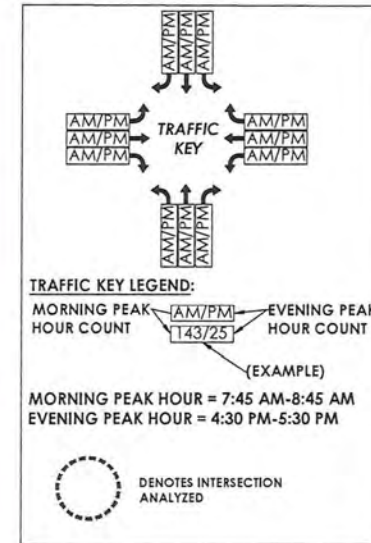
TRIP GENERATION	
MICHAELS ORGANIZATION EAST GENESSEE APARTMENTS	
County: CHICAGO	State: NEW YORK
Project No:	20172421.0004
Drawing No:	D-2
Sheet No:	1
Scale:	NOT TO SCALE
Date:	FEBRUARY 2019

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%)



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

PASSERO ASSOCIATES
30 Madison Street, Suite 100
Marlton, NJ 08053
Principal/Designer: Jess G. Tisdell, P.E.
Project Manager: Tom Harris, P.E.
Designed by: Joshua D. Sartin, E.I.T.



Revisions			
No.	Date	By	Description
1	10/24/19	JST	ISSUE PLANS

2021 DEVELOPED TRAFFIC

MICHAELS ORGANIZATION
EAST GENESSEE APARTMENTS

Project No: 20172421.0004

Sheet No: E 1

Scale: NOT TO SCALE

Date: FEBRUARY 2019

NOT FOR CONSTRUCTION

APPENDIX F. SYNCHRO 10 ANALYSIS

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

Existing AM.syn
03/04/2019

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

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

Existing AM.syn
03/04/2019



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

Intersection Summary

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

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

↑ Ø2 25.5 s	→ Ø4 60 s
↓ Ø6 25.5 s	← Ø8 60 s

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

Existing AM.syn
03/04/2019



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

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

Existing AM.syn
03/04/2019



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			

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

Existing AM.syn
 03/04/2019



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

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 47.0% ICU Level of Service A

Analysis Period (min) 15

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

Existing AM.syn
03/04/2019



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

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

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

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

Existing AM.syn
03/04/2019













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

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.0%
ICU Level of Service	A
Analysis Period (min)	15













East Genesee Apartments
4: Walnut Ave. & Ashworth Place

Existing AM.syn
03/04/2019

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

East Genesee Apartments
5: Pine St. & Ashworth Place

Existing AM.syn
03/04/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	0	1	0	0	0	0	78	0	0	72	0
Future Volume (vph)	0	0	1	0	0	0	0	78	0	0	72	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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

East Genesee Apartments
5: Pine St. & Ashworth Place

Existing AM.syn
03/04/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	0	0	1	0	0	0	0	78	0	0	72	0
Future Volume (Veh/h)	0	0	1	0	0	0	0	78	0	0	72	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	1	0	0	0	0	87	0	0	80	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	167	167	80	168	167	87	80				87	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	167	167	80	168	167	87	80				87	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	100				100	
cM capacity (veh/h)	797	726	980	795	726	971	1518				1509	
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	1	0	87	80								
Volume Left	0	0	0	0								
Volume Right	1	0	0	0								
cSH	980	1700	1518	1509								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	8.7	0.0	0.0	0.0								
Lane LOS	A	A										
Approach Delay (s)	8.7	0.0	0.0	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			14.1%	ICU Level of Service	A							
Analysis Period (min)			15									

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

Existing PM.syn
03/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	4	499	5	18	319	27	18	81	103	7	42	7
Future Volume (vph)	4	499	5	18	319	27	18	81	103	7	42	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	

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

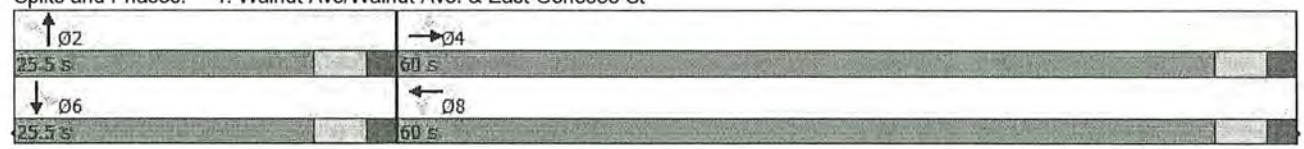
Existing PM.syn
03/04/2019



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

Intersection Summary
 Area Type: Other
 Cycle Length: 85.5
 Actuated Cycle Length: 66
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 13.2 Intersection LOS: B
 Intersection Capacity Utilization 56.4% ICU Level of Service B
 Analysis Period (min) 15

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



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

Existing PM.syn
03/04/2019



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

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

Existing PM.syn
03/04/2019



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
Analysis Period (min)		15	B

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

Existing PM.syn
 03/04/2019



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

Intersection Summary

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

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

Existing PM.syn
03/04/2019



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

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

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

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

Existing PM.syn
03/04/2019













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













East Genesee Apartments
4: Walnut Ave. & Ashworth Place

Existing PM.syn
03/04/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇄			⇄			⇄			⇄	
Traffic Volume (veh/h)	3	0	5	0	1	2	2	106	3	1	45	8
Future Volume (Veh/h)	3	0	5	0	1	2	2	106	3	1	45	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	0	6	0	1	2	2	118	3	1	50	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
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									

East Genesee Apartments
5: Pine St. & Ashworth Place

Existing PM.syn
03/04/2019













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	0	1	0	0	0	0	96	0	0	65	1
Future Volume (vph)	0	0	1	0	0	0	0	96	0	0	65	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865									0.998	
Flt Protected												
Satd. Flow (prot)	0	1611	0	0	1863	0	0	1863	0	0	1859	0
Flt Permitted												
Satd. Flow (perm)	0	1611	0	0	1863	0	0	1863	0	0	1859	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1290			578			657			179	
Travel Time (s)		29.3			13.1			14.9			4.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	1	0	0	0	0	107	0	0	72	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	0	0	0	107	0	0	73	0
Enter Blocked Intersection	No	No	No	No	No	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













East Genesee Apartments
5: Pine St. & Ashworth Place

Existing PM.syn
03/04/2019

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

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

BACK AM.syn
03/04/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	12	205	15	67	610	29	7	46	25	11	48	5
Future Volume (vph)	12	205	15	67	610	29	7	46	25	11	48	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.994			0.957			0.989	
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	

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

BACK AM.syn
03/04/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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

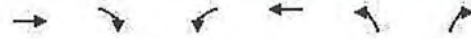
Area Type: Other
 Cycle Length: 85.5
 Actuated Cycle Length: 71.5
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 16.9
 Intersection Capacity Utilization 83.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service E

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

↑ Ø2 25.5 s	→ Ø4 60 s
↓ Ø6 25.5 s	← Ø8 60 s

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

BACK AM.syn
 03/04/2019



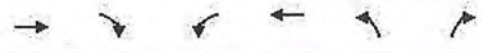
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Volume (vph)	190	16	51	659	19	23
Future Volume (vph)	190	16	51	659	19	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989			0.925		
Flt Protected				0.996	0.978	
Satd. Flow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

Intersection Summary

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

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

BACK AM.syn
03/04/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	190	16	51	659	19	23
Future Volume (Veh/h)	190	16	51	659	19	23
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	211	18	57	732	21	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	356					
pX, platoon unblocked			0.97		0.97	0.97
vC, conflicting volume			229		1066	220
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			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	

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

BACK AM.syn
 03/04/2019



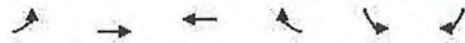
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	28	188	662	54	24	54
Future Volume (vph)	28	188	662	54	24	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Friction Factor			0.990		0.907	
Flt Protected		0.994			0.985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

Intersection Summary

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

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













BACK AM.syn
 03/04/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Volume (veh/h)	28	188	662	54	24	54
Future Volume (Veh/h)	28	188	662	54	24	54
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	31	209	736	60	27	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		617				
pX, platoon unblocked						
vC, conflicting volume	796				1037	766
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	796				1037	766
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				89	85
cM capacity (veh/h)	826				247	403
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	240	796	87			
Volume Left	31	0	27			
Volume Right	0	60	60			
cSH	826	1700	337			
Volume to Capacity	0.04	0.47	0.26			
Queue Length 95th (ft)	3	0	25			
Control Delay (s)	1.6	0.0	19.4			
Lane LOS	A		C			
Approach Delay (s)	1.6	0.0	19.4			
Approach LOS			C			
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			49.4%	ICU Level of Service		A
Analysis Period (min)			15			

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

BACK AM.syn
03/04/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	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%
Analysis Period (min)	15
	ICU Level of Service A













East Genesee Apartments
4: Walnut Ave. & Ashworth Place

BACK AM.syn
03/04/2019

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

East Genesee Apartments
5: Pine St. & Ashworth Place

BACK AM.syn
03/04/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	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%
Analysis Period (min)	15
	ICU Level of Service A













East Genesee Apartments
5: Pine St. & Ashworth Place

BACK AM.syn
03/04/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	1	0	0	0	0	0	1	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									

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

BACK PM.syn
03/04/2019

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

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

BACK PM.syn
03/04/2019



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

Intersection Summary

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

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

↑ Ø2 25.5 s	→ Ø4 60 s
↓ Ø6 25.5 s	← Ø8 60 s

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

BACK PM.syn
03/04/2019



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

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

BACK PM.syn
03/04/2019



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
Analysis Period (min)		15	B

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

BACK PM.syn
 03/04/2019



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%
Analysis Period (min)	15
	ICU Level of Service C

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

BACK PM.syn
03/04/2019















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

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

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

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

BACK PM.syn
03/04/2019

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













East Genesee Apartments
4: Walnut Ave. & Ashworth Place

BACK PM.syn
03/04/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	3	0	5	0	1	2	2	112	3	1	48	8
Future Volume (Veh/h)	3	0	5	0	1	2	2	112	3	1	48	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	0	6	0	1	2	2	124	3	1	53	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								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									

East Genesee Apartments
5: Pine St. & Ashworth Place

BACK PM.syn
03/04/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	0	0	0	0	0	1	102	0	0	69	1
Future Volume (vph)	1	0	0	0	0	0	1	102	0	0	69	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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














East Genesee Apartments
5: Pine St. & Ashworth Place

BACK PM.syn
03/04/2019

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

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

DEVELOPED AM.syn
03/04/2019

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

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

DEVELOPED AM.syn
03/04/2019



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

Intersection Summary

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

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

↑ Ø2 25.5 s	→ Ø4 60 s
↓ Ø6 25.5 s	← Ø8 60 s



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
Fr _t	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%
Analysis Period (min)	15
	ICU Level of Service B

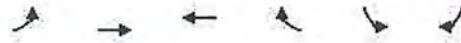
East Genesee Apartments
2: Comstock Ave. & East Genesee St

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	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	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			

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

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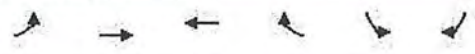
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↗		↙	
Traffic Volume (vph)	28	188	662	56	32	54
Future Volume (vph)	28	188	662	56	32	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.990		0.916	
Flt Protected		0.994			0.982	
Satd. Flow (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%
Analysis Period (min)	15
	ICU Level of Service A

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













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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		←	→		↙	↘
Traffic Volume (veh/h)	28	188	662	56	32	54
Future Volume (Veh/h)	28	188	662	56	32	54
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	31	209	736	62	36	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)		617				
pX, platoon unblocked						
vC, conflicting volume	798				1038	767
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	798				1038	767
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				85	85
cM capacity (veh/h)	824				246	402
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	240	798	96			
Volume Left	31	0	36			
Volume Right	0	62	60			
cSH	824	1700	325			
Volume to Capacity	0.04	0.47	0.30			
Queue Length 95th (ft)	3	0	30			
Control Delay (s)	1.6	0.0	20.7			
Lane LOS	A		C			
Approach Delay (s)	1.6	0.0	20.7			
Approach LOS			C			
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			50.0%	ICU Level of Service		A
Analysis Period (min)			15			

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

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03/04/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	2	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%
Analysis Period (min)	15
	ICU Level of Service A

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

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03/04/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	2	3	2	46	10	9	1	82	17	4	60	5
Future Volume (Veh/h)	2	3	2	46	10	9	1	82	17	4	60	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	3	2	51	11	10	1	91	19	4	67	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	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									

East Genesee Apartments
5: Pine St. & Ashworth Place

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	7	0	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













East Genesee Apartments
5: Pine St. & Ashworth Place

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03/04/2019

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

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

DEVELOPED PM.syn
03/04/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	

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

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

Intersection Summary

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

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

↑ Ø2 25.5 s	→ Ø4 60 s
↓ Ø6 25.5 s	← Ø8 60 s

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

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03/04/2019

	→	↘	↙	←	↖	↗
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%
Analysis Period (min)	15
	ICU Level of Service B










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

DEVELOPED PM.syn
03/04/2019

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↖	↗	
Traffic Volume (veh/h)	632	29	35	311	26	101
Future Volume (Veh/h)	632	29	35	311	26	101
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	702	32	39	346	29	112
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	356					
pX, platoon unblocked			0.76		0.76	0.76
vC, conflicting volume			734		1142	718
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			486		1026	465
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		84	75
cM capacity (veh/h)			814		187	451
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	734	385	141			
Volume Left	0	39	29			
Volume Right	32	0	112			
cSH	1700	814	350			
Volume to Capacity	0.43	0.05	0.40			
Queue Length 95th (ft)	0	4	47			
Control Delay (s)	0.0	1.5	22.1			
Lane LOS		A	C			
Approach Delay (s)	0.0	1.5	22.1			
Approach LOS			C			
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			59.9%	ICU Level of Service	B	
Analysis Period (min)			15			

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










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

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

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

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	694	315	47	55	28
Future Volume (Veh/h)	70	694	315	47	55	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	78	771	350	52	61	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		617				
pX, platoon unblocked					0.77	
vC, conflicting volume	402				1303	376
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	402				1242	376
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				56	95
cM capacity (veh/h)	1157				138	670
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	849	402	92			
Volume Left	78	0	61			
Volume Right	0	52	31			
cSH	1157	1700	188			
Volume to Capacity	0.07	0.24	0.49			
Queue Length 95th (ft)	5	0	60			
Control Delay (s)	1.7	0.0	41.3			
Lane LOS	A		E			
Approach Delay (s)	1.7	0.0	41.3			
Approach LOS			E			
Intersection Summary						
Average Delay			3.9			
Intersection Capacity Utilization			74.6%		ICU Level of Service	D
Analysis Period (min)			15			

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

DEVELOPED PM.syn
03/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	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

East Genesee Apartments
4: Walnut Ave. & Ashworth Place

DEVELOPED PM.syn
03/04/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	3	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									

East Genesee Apartments
5: Pine St. & Ashworth Place

DEVELOPED PM.syn
03/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	7	0	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

East Genesee Apartments
5: Pine St. & Ashworth Place

DEVELOPED PM.syn
03/04/2019

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

Appendix C
SEQRA Review, East Genesee Apartments

SEQRA Review

East Genesee Apartments

1. Consistency with Adapted Mansion Corridor District

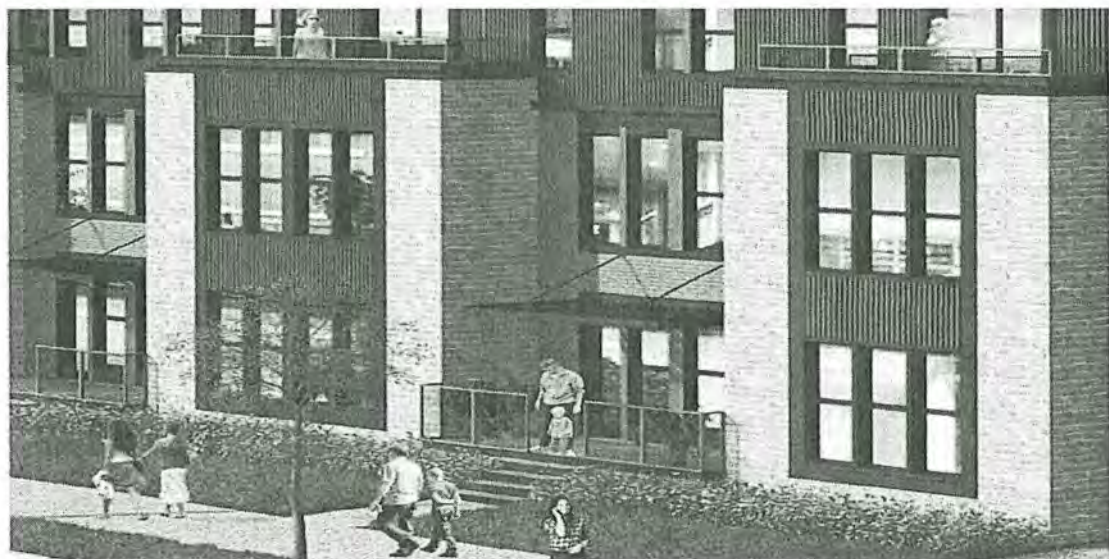
The proposed project lies within the Adapted Mansion Corridor Character Area as defined by the City of Syracuse's Land Use and Development Plan 2040. The Land Use and Development Plan notes that the Corridor building forms are residential in nature and vary from medium to large residential buildings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



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

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

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



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



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

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

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

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

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

Character Areas-Adapted Mansion Corridor

Use: Residential: Office

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

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

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

Use: Community Gardens and Green Space:

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

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

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

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

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

Form: Early 20th Century apartment buildings

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

Form: Office Buildings:

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

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

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

Site Arrangement: Large parking areas screened

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

Site Arrangement: No parking in the setback

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

Height: 2-6 Stories

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

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

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

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

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

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

Street Parking: Varies

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

Trees: Required

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

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

Sidewalks: 5'

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

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

Furnishings Zone: Vegetation

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

Curbs: Yes

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

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

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

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

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

The plan goes on to identify guiding principles, character areas, goals and recommended actions, neighborhood specific recommendations and continually references Smart Growth Principles. Several guiding principles, character areas and neighborhood specific recommendations will be referred to below both from the Planning Commission's 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.

Load Type Equipment	Number of Units	Unit Ave SF	Optional Method NEC220 Part IV (Table 220.84)											Demand Load (KVA)	Demand Current (208V) Amps
			Receptacle Loads				Ranges & Oven	Dryer	Water Heater	Motors	Heat/Cool Equipment	Connected Load (KVA)			
			General Lighting & Receptacles	Kitchen Appliances	Laundry Equipment	Fixed in Place Appliances									
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	897	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	108	
Building Connected Load per Type-Service #1			404	426	213	284	1136	710	0	0	710	3823	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	897	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			Lighting	Heating/Cooling	Ventilation	Receptacles	Elevators	Fire Pump	Total	Total Current	Total Current	LS Load	LR Load	
Level	Type	SF	VA/SF	VA/SF	VA/SF	VA/SF	KVA	KVA	KVA	208V	480V	208V	208V	
Level#0	Restaurant	1905	9	7	10	19	100	75	44	122	53	4	2	
Level#P#1	Retail	0	0	0	0	0			0	0	0	0	0	0
Level#1	Amenities	9000	32	41	14	9			95	262	114	9	5	5
Level #P1	Parking	42137	21	11	21	4			57	158	68	6	3	3
Level #P2	Parking	44265	22	11	22	4			60	166	72	6	3	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		

PILOT RESOLUTION

A regular meeting of the City of Syracuse Industrial Development Agency was convened in public session on July 18, 2023 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 _____ and upon roll being called, the following members of the Agency were:

PRESENT:

THE FOLLOWING PERSONS WERE ALSO PRESENT:

The following resolution was offered by _____ and seconded by _____:

RESOLUTION APPROVING A PAYMENT IN LIEU OF TAX SCHEDULE AND AUTHORIZING THE EXECUTION AND DELIVERY OF CERTAIN DOCUMENTS BY THE AGENCY IN CONNECTION THEREWITH

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, including industrial pollution control facilities, railroad facilities and certain horse racing facilities, for the purpose of promoting, attracting, encouraging and developing recreation and 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 to prevent unemployment and economic deterioration; and

WHEREAS, to accomplish its stated purposes, the Agency is authorized and empowered under the Act to acquire, lease and sell real property and grant financial assistance in connection with one or more "projects" (as defined in the Act); and by application dated June 6, 2023 (the "**Application**"), Northside Genesee Associates, LLC, or an entity to be formed, or an entity to be formed (the "**Company**"), requested the Agency undertake a project (the "**Project**") consisting of: (A)(i) the acquisition of an interest in approximately 1.3 acres of improved (unless otherwise noted) real property located at 1219-21 E. Genesee St. (Tax Map No. 048.-09-14.0), 1225-27 E. Genesee St. (Tax Map No. 048.-09-13.0), 1231 E. Genesee St. (Tax Map No. 048.-09.12.0), 1237 E. Genesee St. (Tax Map No. 048.-09-11.0), 1301 E. Genesee St. (Tax Map No. 048.-09-

10.0), 1311 E. Genesee St. (Tax Map No. 048.-09-09.0), 1317 E. Genesee St. (048.-09-08.0), 1323 E. Genesee St. (Tax Map No. 048.-09-07.0), 316 Pine St. (Tax Map No. 048.-09-06.0), 224 Ashworth Pl. (Tax Map No. 48.-09-04.0), 212-214 Ashworth Pl. (Tax Map No. 048.-09-03.0), 210 Ashworth Pl. (vacant) (Tax Map No. 048.-09-02.0), 208 Ashworth Pl. (Tax Map No. 048.-09-01.0), all in the City of Syracuse, New York¹ (collectively, the “**Land**”); (ii) the demolition of existing structures located on the Land and the construction of an approximately 286,080 square foot, 5-story building for mixed-use, including approximately 286 apartment units consisting of approximately 97 studio apartments, 50 one-bedroom units and 139 two-bedroom units, twelve (12%) of such units shall be reserved for tenants meeting the 80% area median income limits (the “**AMI**”) with the balance of the units being market rate; approximately 1,000 square feet of retail space; amenity spaces; and an approximately 143 space underground parking garage, 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, on July 18, 2023, the Agency resolved to take official action toward the acquisition, construction, equipping and completion of the Project (the “**Inducement Resolution**”); and

WHEREAS, as part of the Financial Assistance, the Company requested the Agency consider a 15-year payment in lieu of tax schedule, (the “**PILOT**”), as more fully described on **Exhibit “A”** attached hereto, which schedule conforms with the Agency’s Uniform Tax Exemption Policy (“**UTEP**”) established pursuant to General Municipal Law Section 874(4); and

WHEREAS, the Agency has given due consideration to the Application and to representations by the Company that the proposed PILOT, as part of the Financial Assistance: (i) will induce the Company to develop the Project Facility in the City of Syracuse; (ii) will not result in the removal of a commercial, industrial or manufacturing plant or facility of the Company or any other proposed occupant of the Project Facility from one area of the State to another area of the State or in the abandonment of one or more plants or facilities of the Company or any other proposed occupant of the Project Facility located in the State, except as may be permitted by the Act; and (iii) undertaking the Project will advance job opportunities in the State and promote the general prosperity and economic welfare of the inhabitants of the City of Syracuse in furtherance of the purposes of the Act.

¹ The parcels comprising the Land are being resubdivided into one lot. Such resubdivision has not yet been approved.

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

(1) Based upon the representations made by the Company to the Agency, and the reasons presented by the Company in support of its request for the PILOT schedule, the Agency hereby approves and the (Vice) Chair and Executive Director, acting individually, are each authorized to execute and deliver a PILOT agreement (the “*PILOT Agreement*”) providing for the payment schedule attached as **Exhibit “A”** hereto, all in such form and substance as shall be substantially the same as approved by the Agency for other similar transactions and consistent with this Resolution and as approved by the Chair or Vice Chair of the Agency upon the advice of counsel to the Agency.

(2) The (Vice) Chair and/or Executive Director, acting individually, are each hereby authorized and directed, for and in the name and on behalf of the Agency, to execute and deliver the documents and agreements identified herein and any and all such additional certificates, instruments, documents or affidavits, to pay any such other fees, charges and expenses, to make such other changes, omissions, insertions, revisions, or amendments to the documents referred to herein as the (Vice) Chair shall approve, and to do and cause to be done any such other acts and things, as they determine, on advice of counsel to the Agency, may be necessary or desirable to consummate the transactions contemplated by this Resolution.

(3) No covenant, stipulation, obligation or agreement contained in this resolution or any document referred to above shall be deemed to be the covenant, stipulation, obligation or agreement of any member, officer, agent or employee of the Agency in his or her individual capacity. Neither the members nor officers of the Agency, nor any person executing any documents referred to above on behalf of the Agency, shall be liable thereon or be subject to any personal liability or accountability by reason of the execution or delivery thereof.

(4) The Secretary and/or the Executive Director of the Agency are hereby authorized 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.

(5) This Resolution shall take effect immediately, but is subject to execution by the Company of the documents set forth in the Inducement Resolution, including but not limited to, the Lease Documents (as defined in the Inducement Resolution) and the PILOT Agreement and compliance with all other resolutions and other related documents adopted and/or approved by the Agency in conjunction with the Project and/or as set forth herein.

(6) Bousquet Holstein PLLC, as counsel to the Agency, is hereby authorized to work with the Company and others to prepare, for submission to the (Vice) Chair and/or Executive Director for execution and delivery, all documents necessary to effect the undertaking of the Project and the grant of Financial Assistance in connection with the Project.

(7) 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.

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

AYE

NAY

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 July 18, 2023, with the original thereof on file on file in the office of the Agency, and that the same (including any and 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 set my hand and affixed the seal of the Agency on _____.

City of Syracuse Industrial Development Agency

Rickey T. Brown, Secretary

(S E A L)

EXHIBIT "A"

PROPOSED PILOT SCHEDULE

<i>Year</i>	<i>Amount</i>
1	\$274,456.25
2	\$279,945.38
3	\$285,544.29
4	\$291,255.17
5	\$297,080.28
6	\$303,021.88
7	\$309,082.32
8	\$315,263.97
9	\$321,569.25
10	\$328,000.63
11	\$640,215.84
12	\$964,788.45
13	\$1,302,087.88
14	\$1,652,493.38
15	\$2,016,394.25
Total	\$9,581,199.21

FINAL APPROVING RESOLUTION

A regular meeting of the City of Syracuse Industrial Development Agency was convened in public session on July 18, 2023 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 _____ and upon the roll being duly called, the following members were:

PRESENT:

THE FOLLOWING PERSONS WERE ALSO PRESENT:

The following resolution was offered by _____ and seconded by _____:

RESOLUTION AUTHORIZING THE EXECUTION AND DELIVERY OF CERTAIN DOCUMENTS BY THE AGENCY IN CONNECTION WITH A MIXED-USE PROJECT UNDERTAKEN AT THE REQUEST OF THE COMPANY

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 June 6, 2023 (the “*Application*”), requested that the Agency undertake a project (the “*Project*”) consisting of: (A)(i) the acquisition of an interest in approximately 1.3 acres of improved (unless otherwise noted) real property located at 1219-21 E. Genesee St. (Tax Map No. 048.-09-14.0), 1225-27 E. Genesee St. (Tax Map No. 048.-09-13.0), 1231 E. Genesee St. (Tax Map No. 048.-09-12.0), 1237 E. Genesee St. (Tax Map No. 048.-09-11.0), 1301 E. Genesee St. (Tax Map No. 048.-09-10.0), 1311 E. Genesee St. (Tax Map No. 048.-09-09.0), 1317 E. Genesee St. (048.-09-08.0), 1323 E. Genesee St. (Tax Map No. 048.-09-07.0), 316 Pine St. (Tax Map No. 048.-09-06.0), 224 Ashworth Pl. (Tax Map No. 48.-09-04.0), 212-214 Ashworth Pl. (Tax Map No. 048.-09-03.0), 210 Ashworth Pl. (vacant) (Tax Map No. 048.-09-02.0), 208 Ashworth Pl. (Tax Map No. 048.-09-01.0), all in the City of Syracuse, New

York¹ (collectively, the “**Land**”); (ii) the demolition of existing structures located on the Land and the construction of an approximately 286,080 square foot, 5-story building for mixed-use, including approximately 286 apartment units consisting of approximately 97 studio apartments, 50 one-bedroom units and 139 two-bedroom units, twelve (12%) of such units shall be reserved for tenants meeting the 80% area median income limits (the “**AMI**”) with the balance of the units being market rate; approximately 1,000 square feet of retail space; amenity spaces; and an approximately 143 space underground parking garage, 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, the Agency conducted a public hearing with respect to the Project and the proposed Financial Assistance on July 18, 2023 pursuant to Section 859-a of the Act, notice of which was originally published on July 6, 2023, in the Post-Standard, a newspaper of general circulation in the City of Syracuse, New York and given to the chief executive officers of the affected tax jurisdictions by letters dated July 6, 2023; and

WHEREAS, pursuant to Article 8 of the State Environmental Conservation Law, as amended and the regulations promulgated thereunder (collectively “**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 the Project and grant of Financial Assistance constitute such an action; and

WHEREAS, in or about March 2019, the Company sought benefits from the Agency for a project located on the Land consisting of an approximately 283 unit apartment complex comprised of a mix of studios, 1,2,3,4 and 5 bedroom units as well as common area amenities (the “**Original Project**”). That Original Project was approved by the Agency but the Original Project was never brought to fruition as a result of the pandemic and other factors, including anticipated changes in zoning; and

¹ The parcels comprising the Land are being resubdivided into one lot. Such resubdivision has not yet been approved.

WHEREAS, as a result of its careful review and examination of the Project, the Agency found that, on balance, and after careful consideration of all relevant Original Project documentation, it had more than adequate information to evaluate as required by SEQRA all of the relevant benefits and potential impacts of the Original Project, and by resolution adopted March 19, 2019 (the “*SEQRA Resolution*”) entitled:

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

(which resolution is in full force and effect and has not been amended or modified) the Agency determined that the Original Project would not have a significant adverse effect on the environment and issued a Negative Declaration dated March 19, 2019, and further the Agency has determined that the Project Facility as modified, does not materially deviate from the Original Project, and will rely on its SEQRA review and the findings from the Negative Declaration issued on March 19, 2019;

WHEREAS, the Agency adopted a resolution on July 18, 2023 (the “*Inducement Resolution*”) entitled:

RESOLUTION AUTHORIZING: (1) THE UNDERTAKING, ACQUISITION, CONSTRUCTION, EQUIPPING AND COMPLETION OF A PROJECT; APPOINTING THE COMPANY AS AGENT OF THE AGENCY FOR THE PURPOSE OF THE ACQUISITION, CONSTRUCTION, EQUIPPING AND COMPLETION OF THE PROJECT; (2) THE TEMPORARY APPOINTMENT OF THE COMPANY AS AGENT OF THE AGENCY THROUGH AND INCLUDING SEPTEMBER 15, 2023 WITH RESPECT TO A PROJECT; (3) THE EXECUTION AND DELIVERY OF CERTAIN DOCUMENTS IN CONNECTION WITH THE TEMPORARY APPOINTMENT; AND (4) AUTHORIZING THE EXECUTION AND DELIVERY OF AN AGREEMENT BETWEEN THE AGENCY AND THE COMPANY

which resolution is in full force and effect and has not been amended or modified; and

WHEREAS, the Agency adopted a resolution on July 18, 2023 (the “*PILOT Resolution*”) entitled:

RESOLUTION APPROVING AN PAYMENT IN LIEU OF TAX SCHEDULE AND AUTHORIZING THE EXECUTION

**AND DELIVERY OF CERTAIN DOCUMENTS BY THE
AGENCY IN CONNECTION WITH A PILOT
AGREEMENT**

which resolution is in full force and effect and has not been amended or modified; and

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

Section 1. Based upon the representations made by the Company to the Agency and after consideration of the comments received at the public hearing, if any, the Agency hereby makes the following findings and determinations:

(a) The acquisition of a controlling interest in the Project Facility by the Agency, the granting of the Financial Assistance and the designation of the Company as the Agency's agent for completion of the Project will be an inducement to, and permit, the Company to develop and operate the Project Facility in the City of Syracuse, thus serving the public purposes of Article 18-A of the General Municipal Law of New York State by promoting and preserving the job opportunities, general prosperity, health and economic welfare of the inhabitants of the City of Syracuse (the "**City**") in furtherance of the purposes of the Act.

(b) The Project will not result in the removal of a commercial, industrial or manufacturing plant or facility of the Company or any other proposed occupant of the Project Facility from one area of the State to another area of the State or result in the abandonment of one or more plants or facilities of the Company or any other proposed occupant of the Project Facility located in the State, except as may be permitted by the Act.

(c) The commitment of the Agency to provide Financial Assistance to the Company will enable and induce the Company to construct, equip and complete the Project Facility.

(d) The acquisition, construction, equipping and completion of the Project Facility and the attendant promotion of the local economy will advance the job opportunities, health, prosperity and economic welfare of the people of the City and the granting of the Financial Assistance is a necessary component to the financing of the Project.

(e) The Project Facility constitutes a "project" within the meaning of the Act.

(f) It is desirable and in the public interest for the Agency to grant Financial Assistance in connection with the Project.

Section 2. It is the policy of the State to promote the economic welfare, recreation opportunities and prosperity of its inhabitants and to actively promote, attract, encourage and develop recreation and economically sound commerce and industry for the purpose of preventing unemployment and economic deterioration. The Project will serve the

public purposes of Article 18-A of the General Municipal Law of the State of New York by advancing job opportunities and promoting economic development.

Section 3. It is among the purposes of the Agency to promote, develop, encourage and assist in the acquiring, constructing, reconstructing, renovating, improving, maintaining, equipping, furnishing and completing of certain facilities, including commercial facilities, and thereby advance the job opportunities, health, general prosperity and economic welfare of the people of the State and to improve their recreation opportunities, prosperity and standard of living.

Section 4. Subject to the conditions set forth in this and prior resolutions adopted by the Agency, the Agreement, and the Project Agreement (each as defined in the Inducement Resolution), and the adoption of a PILOT Resolution, the Agency will: (A) acquire a controlling interest in the Project Facility; (B) lease the Land and Facility from the Company pursuant to a lease agreement between the Agency and the Company (the “*Company Lease*”); acquire an interest in the Equipment pursuant to a bill of sale from the Company (the “*Bill of Sale*”); and sublease the Project Facility to the Company pursuant to a sublease agreement (the “*Agency Lease*”); (C) subject to the terms of the Agency Lease and other documents, secure the Company’s borrowings with respect to the Project Facility by joining in one or more construction or permanent mortgages on the Project Facility in favor of the Company’s lenders; (D) execute and deliver any and all necessary documents to confer the approved Financial Assistance, subject to approval and execution of the PILOT Agreement; and (E) execute and deliver any other documents necessary to effectuate the actions contemplated by and consistent with this Resolution, and other resolutions adopted with conjunction with the Project, upon the advice of counsel to the Agency.

Section 5. The Chair, Vice Chair and the Executive Director of the Agency, acting individually, are each hereby authorized and directed, for and in the name and on behalf of the Agency, to execute and deliver the documents and agreements identified in Section 4 of this Resolution as well as the Lease Documents (as defined in the Inducement Resolution) and any such additional certificates, instruments, documents or affidavits, to pay any such other fees, charges and expenses, to make such other changes, omissions, insertions, revisions, or amendments to the documents referred to in Section 4 of this Resolution, as approved by the Chair or Vice Chair, and to do and cause to be done any such other acts and things, as they determine, on advice of counsel to the Agency, may be necessary or desirable to consummate the transactions contemplated by this Resolution.

Section 6. No covenant, stipulation, obligation or agreement contained in this resolution or any document referred to herein shall be deemed to be the covenant, stipulation, obligation or agreement of any member, officer, agent or employee of the Agency in his or her individual capacity. Neither the members nor officers of the Agency, nor any person executing any documents referred to above on behalf of the Agency, shall be liable thereon or be subject to any personal liability or accountability by reason of the execution or delivery thereof.

Section 7. Bousquet Holstein PLLC, as counsel to the Agency, is hereby authorized to work with the Company and others to prepare, for submission to the (Vice) Chair

and/or Executive Director for execution and delivery, all documents necessary to effect the undertaking of the Project and the grant of Financial Assistance in connection with the Project.

Section 8. The approvals provided for herein are contingent upon the Company's payment of all of the Agency's fees and costs, including but not limited to attorneys' fees.

Section 9. The Secretary and/or Executive Director of the Agency is hereby authorized to distribute copies of this Resolution and do such further things or perform such acts as may be necessary or convenient to implement the provisions of this Resolution.

Section 10. This Resolution shall take effect immediately. 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.

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

AYE

NAY

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 July 18, 2023, with the original thereof on file in the office of the Agency, 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 set my hand and affixed the seal of the Agency on _____.

City of Syracuse Industrial Development Agency

Rickey T. Brown, Secretary

(S E A L)