# 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 the Chair and upon the roll being duly called, the following members were:

**PRESENT**: Kathleen Murphy, Steven Thompson, Rickey T. Brown, Dirk Sonneborn

**EXCUSED**: Kenneth Kinsey

**THE FOLLOWING PERSONS WERE ALSO PRESENT**: Staff: Eric Ennis, Susan Katzoff, Esq., Amy Huber; Others Present: Wendy Lougnot, Esq., James Trasher, Chris Brookshire, Justin Davis, Barry Lentz

The following resolution was offered by Dirk Sonneborn and seconded by Rickey T. Brown:

**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 30, 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 York[1] (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 30, 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 recission 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 30, 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** |
|---|---|---|
| Kathleen Murphy | X | |
| Steven Thompson | X | |
| Rickey T. Brown | X | |
| Dirk Sonneborn | X | |

The foregoing Resolution was thereupon declared duly adopted.

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

**I,** the undersigned Secretary of the City of Syracuse Industrial Development Agency, **DO HEREBY CERTIFY** that I have compared the annexed extract of the minutes of the meeting of the City of Syracuse Industrial Development Agency (the "***Agency***") held 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 7/24/2023.

City of Syracuse Industrial Development Agency

DocuSigned by:
65E35E032BE24D9...

Rickey T. Brown, Secretary

(S E A L)

**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 York[2] (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 or 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

**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: _____
Judith DeLaney, Executive Director

**NORTHSIDE GENESEE ASSOCIATES, LLC**

By: _____
Name:
Title:

# EXHIBIT "B"

# PARTS 2 AND 3 OF FULL EAF

Agency Use Only [If applicable]

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

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)
*If "Yes", answer questions a - j. If "No", move on to Section 2.*

☐ NO ☑ 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 | ☑ | ☐ |
| b. The proposed action may involve construction on slopes of 15% or greater. | E2f | ☑ | ☐ |
| c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface. | E2a | ☑ | ☐ |
| d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material. | D2a | ☑ | ☐ |
| e. The proposed action may involve construction that continues for more than one year or in multiple phases. | D1e | ☐ | ☑ |
| f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides). | D2e, D2q | ☑ | ☐ |
| g. The proposed action is, or may be, located within a Coastal Erosion hazard area. | B1i | ☑ | ☐ |
| h. Other impacts: _____ | | ☐ | ☐ |

**2. Impact on Geological Features**

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) ☑ NO ☐ YES

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

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

**3. Impacts on Surface Water**

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) ☑ NO ☐ YES

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

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

| | | | |
|---|---|---|---|
| l. Other impacts: _____ _____ | | ☐ | ☐ |

**4. Impact on groundwater**

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) ☑ NO ☐ YES

*If "Yes", answer questions a - h. If "No", move on to Section 5.*

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

**5. Impact on Flooding**

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

*If "Yes", answer questions a - g. If "No", move on to Section 6.*

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

| | | | |
|---|---|---|---|
| g. Other impacts: _____ _____ | | ☐ | ☐ |

**6. Impacts on Air**

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

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

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: | | | |
| i. More than 1000 tons/year of carbon dioxide ($CO_2$) | D2g | ☐ | ☐ |
| ii. More than 3.5 tons/year of nitrous oxide ($N_2O$) | D2g | ☐ | ☐ |
| iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs) | D2g | ☐ | ☐ |
| iv. More than .045 tons/year of sulfur hexafluoride ($SF_6$) | D2g | ☐ | ☐ |
| v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions | D2g | ☐ | ☐ |
| vi. 43 tons/year or more of methane | D2h | ☐ | ☐ |
| b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants. | D2g | ☐ | ☐ |
| c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour. | D2f, D2g | ☐ | ☐ |
| d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above. | D2g | ☐ | ☐ |
| e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour. | D2s | ☐ | ☐ |
| f. Other impacts: _____ _____ | | ☐ | ☐ |

**7. Impact on Plants and Animals**

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☑ NO ☐ YES

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

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site. | E2o | ☐ | ☐ |
| b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government. | E2o | ☐ | ☐ |
| c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site. | E2p | ☐ | ☐ |
| d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government. | E2p | ☐ | ☐ |

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

**8. Impact on Agricultural Resources**

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

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

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

**9. Impact on Aesthetic Resources**
The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)
☑ NO ☐ YES
*If "Yes", answer questions a - g. If "No", go to Section 10.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource. | E3h | ☐ | ☐ |
| b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views. | E3h, C2b | ☐ | ☐ |
| c. The proposed action may be visible from publicly accessible vantage points:<br>i. Seasonally (e.g., screened by summer foliage, but visible during other seasons)<br>ii. Year round | E3h | ☐<br>☐ | ☐<br>☐ |
| d. The situation or activity in which viewers are engaged while viewing the proposed action is:<br>i. Routine travel by residents, including travel to and from work<br>ii. Recreational or tourism based activities | E3h<br>E2q,<br>E1c | ☐<br>☐ | ☐<br>☐ |
| e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource. | E3h | ☐ | ☐ |
| f. There are similar projects visible within the following distance of the proposed project:<br>0-1/2 mile<br>½ -3 mile<br>3-5 mile<br>5+ mile | D1a, E1a, D1f, D1g | ☐ | ☐ |
| g. Other impacts: _____ | | ☐ | ☐ |

**10. Impact on Historic and Archeological Resources**
The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)
☑ NO ☐ YES
*If "Yes", answer questions a - e. If "No", go to Section 11.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places. | E3e | ☐ | ☐ |
| b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory. | E3f | ☐ | ☐ |
| c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory.<br>Source: _____ | E3g | ☐ | ☐ |

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

**11. Impact on Open Space and Recreation**

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
*If "Yes", answer questions a - e. If "No", go to Section 12.*

☑ NO ☐ YES

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat. | D2e, E1b E2h, E2m, E2o, E2n, E2p | ☐ | ☐ |
| b. The proposed action may result in the loss of a current or future recreational resource. | C2a, E1c, C2c, E2q | ☐ | ☐ |
| c. The proposed action may eliminate open space or recreational resource in an area with few such resources. | C2a, C2c E1c, E2q | ☐ | ☐ |
| d. The proposed action may result in loss of an area now used informally by the community as an open space resource. | C2c, E1c | ☐ | ☐ |
| e. Other impacts: _____ _____ | | ☐ | ☐ |

**12. Impact on Critical Environmental Areas**

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
*If "Yes", answer questions a - c. If "No", go to Section 13.*

☑ NO ☐ YES

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA. | E3d | ☐ | ☐ |
| b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA. | E3d | ☐ | ☐ |
| c. Other impacts: _____ _____ | | ☐ | ☐ |

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

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

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

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

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

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

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

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

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

**17. Consistency with Community Plans**

The proposed action is not consistent with adopted land use plans. (See Part 1. C.1, C.2. and C.3.) ☐ NO ☑ YES

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

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

**18. Consistency with Community Character**

The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3) ☐ NO ☑ YES

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

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

PRINT FULL FORM

Agency Use Only [If Applicable]

Project : East Genesee Apartments

Date : March 14, 2019

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

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

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

**Reasons Supporting This Determination:**

To complete this section:

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

See Part 3 - Additional Information

## Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☑ Type I ☐ Unlisted

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

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

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

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

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

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

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

Name of Action: East Genesee Apartments

Name of Lead Agency: City of Syracuse Industrial Development Agency

Name of Responsible Officer in Lead Agency: Honora Spillane

Title of Responsible Officer: Executive Director

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

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

**For Further Information:**

Contact Person: Bryan A. Bayer, C&S Engineers, Inc.

Address: 499 Col. Eileen Collins Boulevard, Syracuse, New York 13212

Telephone Number: (315) 455-2000

E-mail: bbayer@cscos.com

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

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

PRINT FULL FORM

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

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

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

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

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

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

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

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

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

# FEAF Part 3 – Additional Information (Cont'd)

***6.) Impacts on air*** – The USEPA, through the federal Clean Air Act (CAA), has established National Ambient Air Quality Standards (NAAQS) for six criteria pollutants: carbon monoxide (CO), sulfur dioxide (SO2), nitrogen dioxide (NO2), particulate matter (PM10 and PM2.5), ozone, and lead. An area that violates a national primary or secondary NAAQS for one or more of the USEPA designated criteria pollutants is referred to as non-attainment. A maintenance area is one that has previously been in violation of the NAAQS but has since implemented an avoidance plan and has had no additional violations over an extended period of time.

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

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

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

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

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

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

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

# FEAF Part 3 – Additional Information (Cont'd)

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

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

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

> The existing transportation infrastructure is adequate to support the East Genesee Apartments project without the need for mitigation at the studied intersections or at the project's entrance. This is a result of the low volume of traffic expected to be generated by the development in conjunction with the mature roadway network surrounding the site. The level of service of each intersection is "D" or above meaning that there is no detrimental impact on the adjacent road network. The proposed garage entrance is located on Ashworth Place, a residential street. This entrance location is off the main arterial of Genesee Street and therefore will not interfere with the heavier traffic roadway.
>
> Proposed sidewalks will improve pedestrian access on Ashworth Place and East Genesee Street. These sidewalks will replace the old sidewalks on site and will meet City standards. In addition to the new sidewalks, the proposed garage entrance is situated so that it has minimal impact on the adjacent roadways. The proposed entrance to the parking garage is on Ashworth Place mainly to avoid creating conflicts along East Genesee Street. East Genesee Street experiences more traffic during the peak hour than Ashworth Place, Pine Street and Walnut Ave. Ashworth Place is a residential street with mostly rental apartments and the existing traffic is minimal in this corridor.
>
> The traffic generation from the proposed project will have minimal impact on Ashworth Place since the existing traffic on the street is low and the traffic projections at full build are insignificant. Also, the north/south streets (Pine Street and Walnut Avenue) that are connected by Ashworth Place have insignificant thru traffic and ample gaps, meaning that cars will be able to turn off of Ashworth Place without having to wait for an extended period of time.
>
> In conclusion, the proposed development does not have an adverse impact on the adjacent road networks and will improve the deteriorating sidewalks along East Genesee Street in the vicinity of the project[1].

---

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

# FEAF Part 3 – Additional Information (Cont'd)

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

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

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

***15.) Impacts on noise, odor, and light***

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

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

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

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

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

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

## FEAF Part 3 – Additional Information (Cont'd)

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

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

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

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

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

## 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

NEW YORK STATE OF OPPORTUNITY.

# Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

February 05, 2019

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

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

Dear Mr. Harris:

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

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

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

Sincerely,

Michael F. Lynch, P.E., AIA

Director, Division for Historic Preservation

# Appendix B
## Traffic Study

# Traffic Study

# EAST GENESEE STREET

Syracuse, NY

**March 2019**

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

P.N. 20172421.0004

PASSERO ASSOCIATES
engineering architecture

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

## CONTENTS



## APPENDICES

# Traffic Study
## East Genesee Street – Syracuse, NY

### 1.0 INTRODUCTION

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

### 2.0 EXECUTIVE SUMMARY

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

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

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

### 3.0 EXISTING CONDITIONS

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

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

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

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

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

## 4.0 METHODOLOGY

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

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

   See appendix for traffic count volumes.

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

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

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

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

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

D. We determined the trip distribution patterns based on the traffic count data collected, engineering knowledge and judgement of the area. The main destination from the site will be west towards downtown Syracuse and I-81. As other local destination points are within walking distance.

E. The existing traffic volumes were modeled using Synchro10 traffic software to determine the current Levels of Service (LOS) for the studied intersections. LOS is an engineering standard gauge used to measure the operation of functionality of an intersection. A LOS of "A" represents a "best case" scenario with little to no traffic delays. A LOS of "F" represents a failure or unacceptable scenario. A "D" level of service is considered an acceptable level of service for individual intersections.

F. A comparison of the intersection Levels of Service is provided to demonstrate any difference in the operation of the studied intersections under three different scenarios during both the AM and PM peak hour.

1. Existing Conditions (2018)
2. Background Conditions (2021)
3. Developed Conditions (2021) → Sum of background conditions and trip generations

## 5.0 SIGHT DISTANCE EVALUATION

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

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

There is ample site distance at the project entrance.

## 6.0 CAPACITY ANALYSIS RESULTS

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

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

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

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

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

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

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

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

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

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

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

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

## 7.0 FINDINGS & OBSERVATIONS

*7.1. Intersection Capacity*

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

*7.2. Proposed Entrance Location*

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

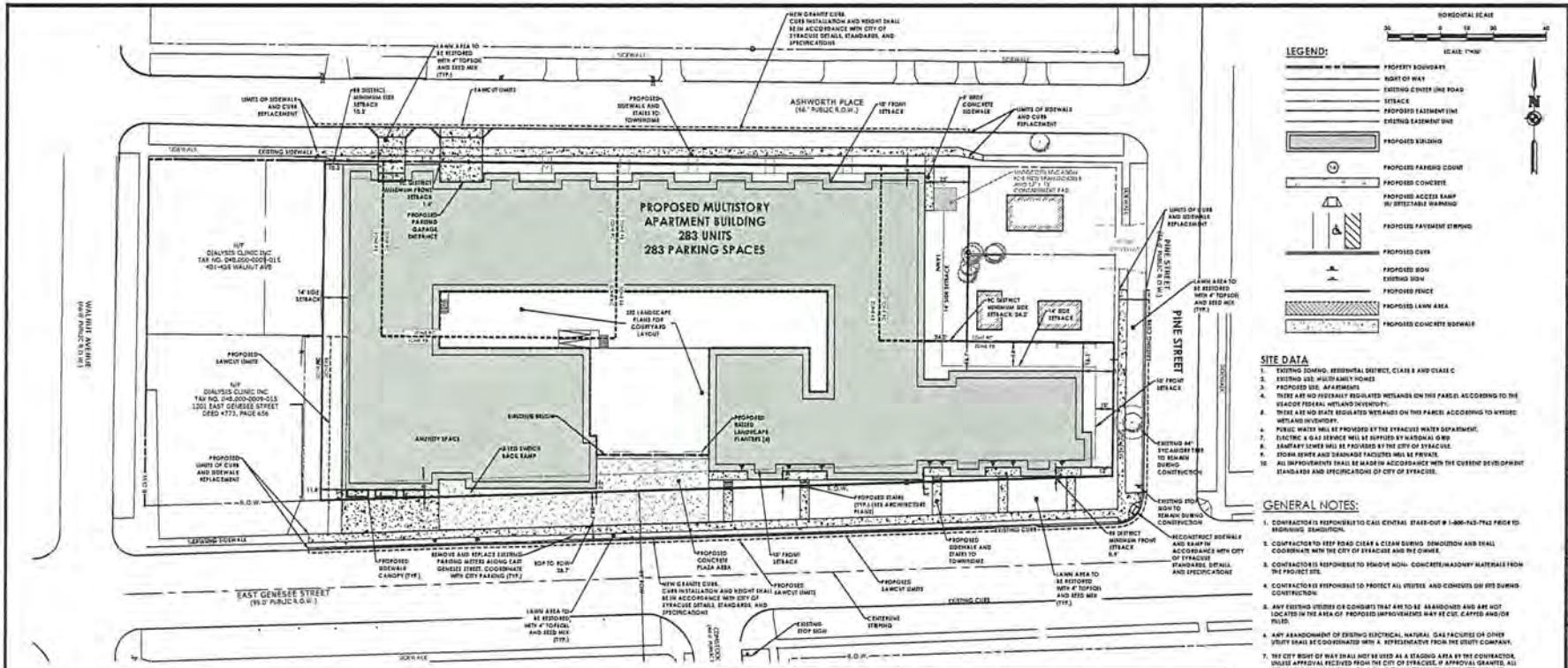
## CONCLUSIONS

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

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

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

# APPENDIX A. SITE PLAN




## SITE DATA

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

## GENERAL NOTES:

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

### ZONING ANALYSIS - RESIDENTIAL DISTRICT CLASS B

| | REQUIRED | PROVIDED |
|---|---|---|
| MAXIMUM BUILDING HEIGHT | N/A | 350' FROM ASHWORTH PLACE ELEVATION 268' FT FROM EAST GENESEE STREET |
| FRONT YARD SETBACK | 10'-0" | 9.9' GENESEE ST. 1.7' ASHWORTH PL. |
| SIDE YARD SETBACK | 4' OR ANY BUILDING OR STRUCTURE ABOVE TWO (2) STORIES IN HEIGHT, MUST PROVIDE ADDITIONAL SIDE YARD SPACE FOR EACH ADDITIONAL STORY ABOVE TWO (2) AT THE RATE OF TWO (2) ADDITIONAL FEET ABOVE THE MINIMUM SIDE YARD REQUIREMENTS EXCEPT ON THE STREET SIDE OF CORNER LOTS. IN COMPUTING SUCH ADDITIONAL SPACE, SUCH INCREASES PER STORY, SHALL APPLY ABOVE THE SECOND STORY, NOT AT THE GROUND LEVEL<br>• 3 STORIES (ABOVE 2) = 2 FT + 10 FT = 4 FT = 16 FT TOTAL | 10.2' |
| REAR YARD SETBACK | THE MINIMUM REAR YARD SHALL BE TWENTY (20) FEET OR 15% OF THE LOT DEPTH, WHICHEVER IS GREATER.<br>IN ADDITION TO THE FOREGOING REAR YARD REQUIREMENTS, ANY BUILDING OR STRUCTURE ABOVE TWO (2) STORIES IN HEIGHT, SHALL PROVIDE ADDITIONAL REAR YARD SPACE FOR EACH ADDITIONAL STORY ABOVE TWO (2) AT THE RATE OF TWO (2) ADDITIONAL FEET ABOVE THE MINIMUM REAR YARD REQUIREMENTS EXCEPT ON THE STREET SIDE OF CORNER LOTS. IN COMPUTING SUCH ADDITIONAL SPACE, SUCH INCREASES PER STORY, SHALL APPLY ABOVE THE SECOND STORY, NOT AT GROUND LEVEL<br>• 3 STORIES (ABOVE 2) = 2 FT + 10 FT = 20 FT = 34 FT TOTAL | N/A |
| MAX IMPERVIOUS COVERAGE | STRUCTURAL COVERAGE: MAXIMUM PERMITTED STRUCTURAL COVERAGE ON A LOT SHALL BE 30% FOR SINGLE- AND TWO-FAMILY DWELLINGS. FOR MULTIPLE-FAMILY DWELLINGS AND OTHER PERMITTED USES THE MAXIMUM PERMITTED STRUCTURAL COVERAGE SHALL BE 40%.<br>PARKING SURFACE COVERAGE: MAXIMUM PERMITTED PARKING SURFACE COVERAGE SHALL BE 40%. | 84% |
| MINIMUM PARKING STALLS | ONE (1) PARKING SPACE SHALL BE PROVIDED PER EACH DWELLING UNIT = 333 SPACES | 333 |
| MINIMUM STALL SIZE | 9'X18' | 9' x 18' |
| DENSITY | NO MULTIPLE-FAMILY DWELLING SHALL BE ERECTED, ALTERED OR USED WHICH DOES NOT PROVIDE A LOT AREA OF AT LEAST ONE THOUSAND (1000) SQUARE FEET FOR EACH FAMILY OF DWELLING UNIT.<br>*IN THE CASES OF FRATERNITIES, SORORITIES, CHAPTER HOUSES, COLLEGES, BOARDING HOUSES, ROOMING HOUSES, TOURIST HOMES, CASE HOMES AND TRUE LIVE WHICH PROVIDE OTHER THAN INDEPENDENT LIVING UNITS, FOR THE PURPOSE OF APPLYING THE FOREGOING DENSITY RULE, FOUR (4) PERSONS SHALL BE DEEMED EQUIVALENT TO A FAMILY OR DWELLING UNIT.<br>• 1000 SF/UNIT = 213 UNITS = 213,000 SF | 213 SF/UNIT |
| LOT AREA | 1.592 ACRES | |
| PARKING | 333 SPACES | |
| UNITS | 333 UNITS | |

### ZONING ANALYSIS - RESIDENTIAL DISTRICT CLASS C

| | REQUIRED | PROVIDED |
|---|---|---|
| MAXIMUM BUILDING HEIGHT | NO BUILDING OR STRUCTURE SHALL HEREAFTER BE ERECTED OR STRUCTURALLY ALTERED TO EXCEED A HEIGHT OF TWO (2) STORIES<br>EXCLUDING STORIES USED EXCLUSIVELY FOR PARKING PURPOSES: PROVIDED, HOWEVER, THAT THE CUMULATIVE HEIGHT OF ANY BUILDING OR STRUCTURE SHALL NOT EXCEED THIRTY SIX (36) FEET. | 350' FROM ASHWORTH PLACE ELEVATION 268' FT FROM EAST GENESEE STREET |
| FRONT YARD SETBACK | 10'-0" | 1.4' |
| SIDE YARD SETBACK | THE SIDE YARDS SHALL HAVE AN AGGREGATE WIDTH OF AT LEAST SIXTY OF THE LOT WIDTH, MEASURED AT THE FRONT BUILDING LINE, BUT NEITHER OF WHICH SHALL BE LESS THAN TEN (10) FEET IN WIDTH AT ANY POINT, WHICH YARDS SHALL NOT BE OCCUPIED BY ANY BUILDING OR PROJECTION THEREFROM. | 34.2' |
| REAR YARD SETBACK | THE MINIMUM REAR YARD SHALL BE UNOCCUPIED BY ANY BUILDING OR PROJECTION THEREOF AND HAVE A DEPTH EQUAL TO 15% OF THE LOT DEPTH OR TWENTY (20) FEET, WHICHEVER IS GREATER. | N/A |
| MAX IMPERVIOUS COVERAGE | STRUCTURAL COVERAGE: THE MAXIMUM PERMITTED STRUCTURAL COVERAGE OF BUILDINGS AND STRUCTURES ON A LOT SHALL BE 25%.<br>PARKING SURFACE COVERAGE: MAXIMUM PERMITTED PARKING SURFACE COVERAGE SHALL BE 40%. | 85% |
| MINIMUM PARKING STALLS | ONE (1) PARKING SPACE SHALL BE PROVIDED PER EACH DWELLING UNIT = 50 SPACES | 50 |
| MINIMUM STALL SIZE | 9'X18' | 9' x 18' |
| DENSITY | FOR SINGLE-FAMILY DWELLINGS, A LOT AREA OF AT LEAST FOUR THOUSAND (4000) SQUARE FEET PER DWELLING UNIT SHALL BE PROVIDED.<br>FOR TWO-FAMILY DWELLINGS, A LOT AREA OF AT LEAST THREE THOUSAND (3000) SQUARE FEET PER DWELLING UNIT SHALL BE PROVIDED.<br>NO MULTIPLE-FAMILY DWELLING SHALL BE ERECTED, ALTERED OR USED WHICH DOES NOT PROVIDE A LOT AREA OF AT LEAST TWENTY FIVE HUNDRED (2500) SQUARE FEET FOR EACH FAMILY DWELLING UNIT. | 204 SF/UNIT |
| LOT AREA | 0.419 ACRES | |
| PARKING | 50 SPACES | |
| UNITS | 40 UNITS | |

PASSERO ASSOCIATES
engineering architecture

LOCATION SKETCH
N.T.S.

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

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

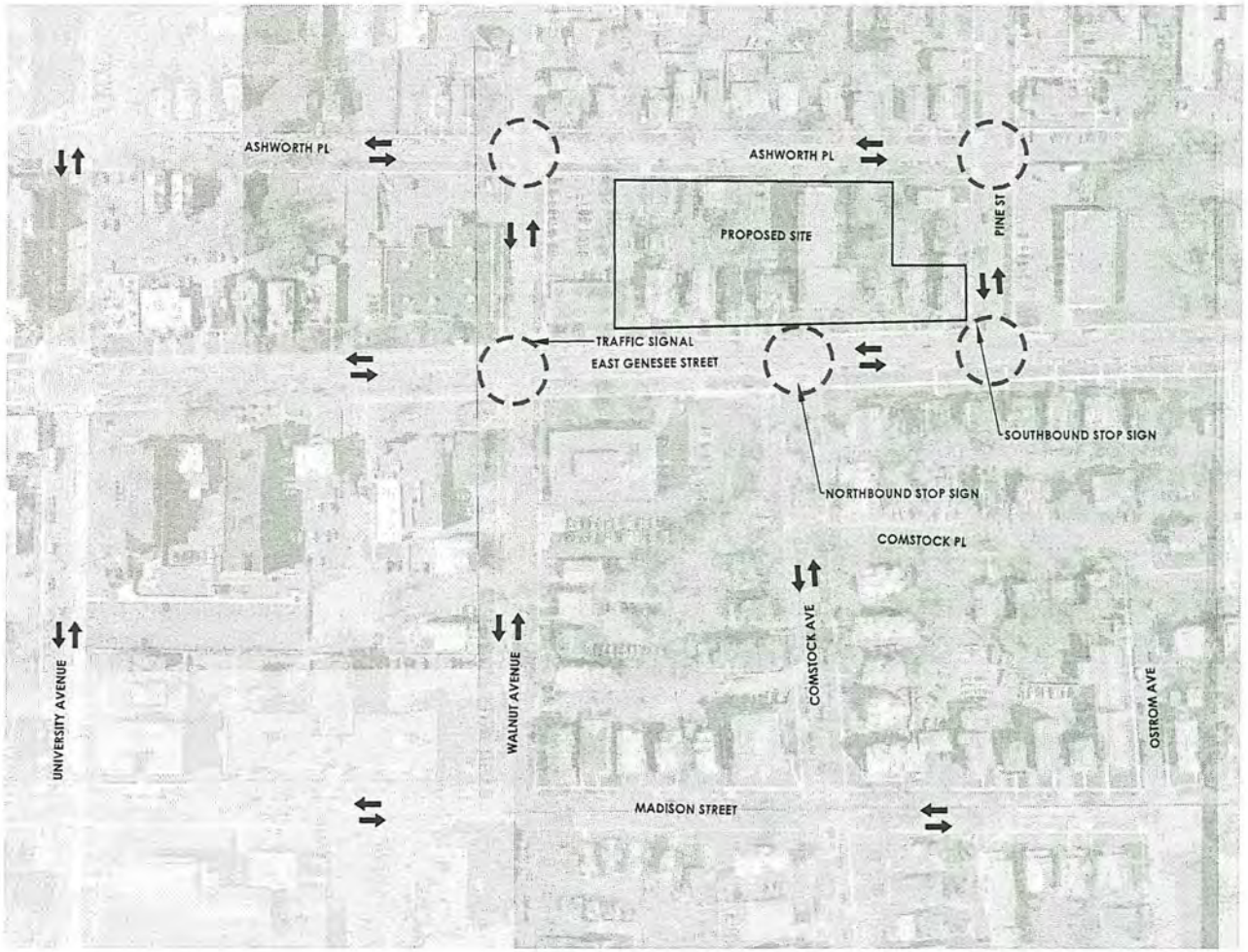
Revisions

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

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

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

NOT FOR CONSTRUCTION




DENOTES INTERSECTION ANALYZED

N

PASSERO ASSOCIATES
engineering architecture


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

PASSERO ASSOCIATES

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

Revisions

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

TRAFFIC STUDY LOCATIONS

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

Project No.: 20172421.0004

| Drawing No. | Sheet No. |
|---|---|
| A | 1 |

Scale: NOT TO SCALE

Date: FEBRUARY 2019

NOT FOR CONSTRUCTION

# APPENDIX B. EXISTING TRAFFIC VOLUMES

# EAST GENESEE APARTMENTS

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

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# EAST GENESEE APARTMENTS

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

# EAST GENESEE APARTMENTS

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

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# EAST GENESEE APARTMENTS

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

# EAST GENESEE APARTMENTS

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

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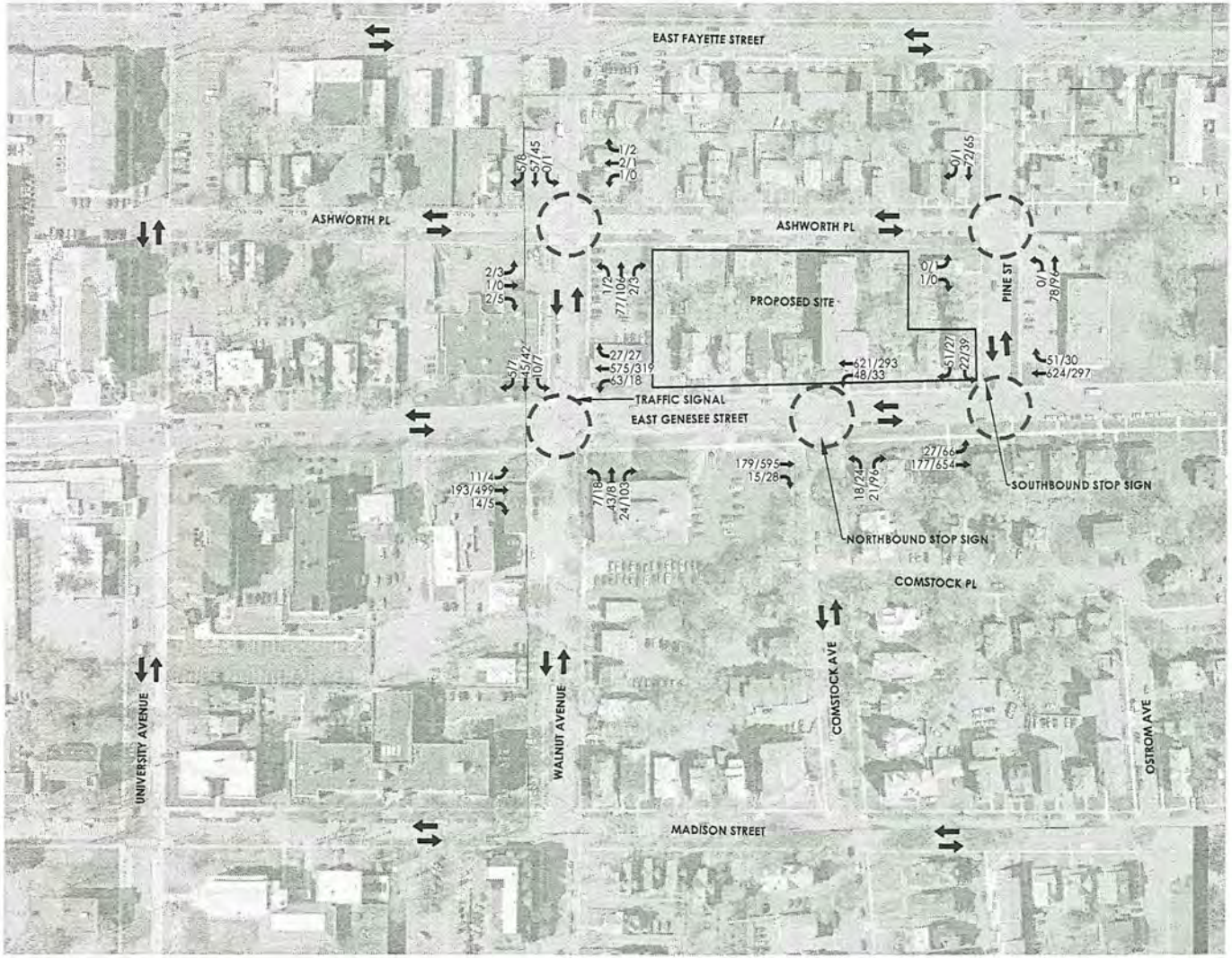
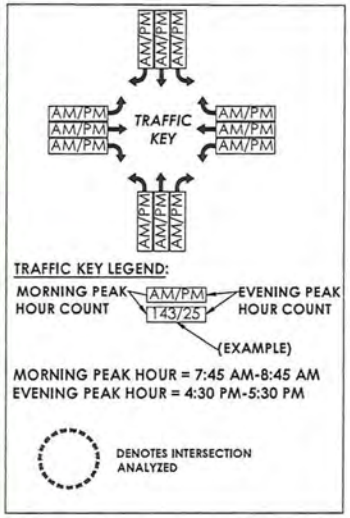
SITE GENERATED TRIPS PER ITE MANUAL - ITE USE 221

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




PASSERO ASSOCIATES
engineering architecture


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

PASSERO ASSOCIATES

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

Revisions

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

2018 EXISTING CONDITIONS

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

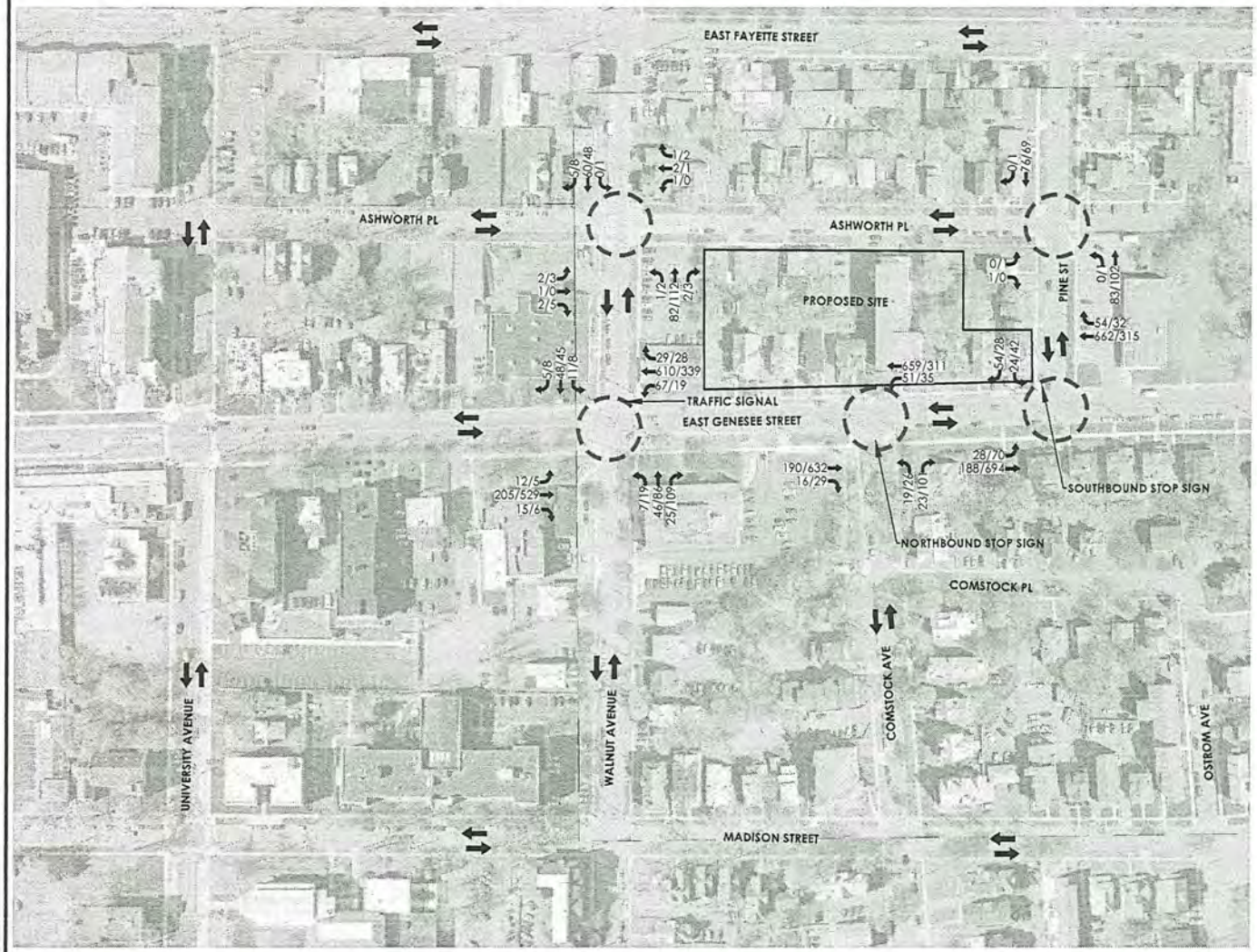
Project No.: 20172421.0004
Drawing No.: B
Sheet No.: 1
Scale: NOT TO SCALE
Date: FEBRUARY 2019

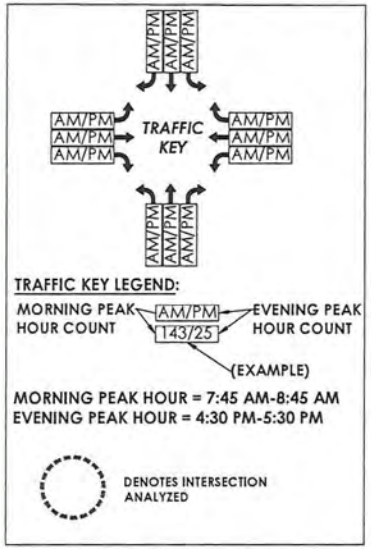
NOT FOR CONSTRUCTION

# APPENDIX C. BACKGROUND TRAFFIC VOLUMES

SITE GENERATED TRIPS PER ITE MANUAL - ITE USE 221

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

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engineering architecture

LOCATION SKETCH

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

PASSERO ASSOCIATES

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

Revisions

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

2021 BACKGROUND TRAFFIC

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

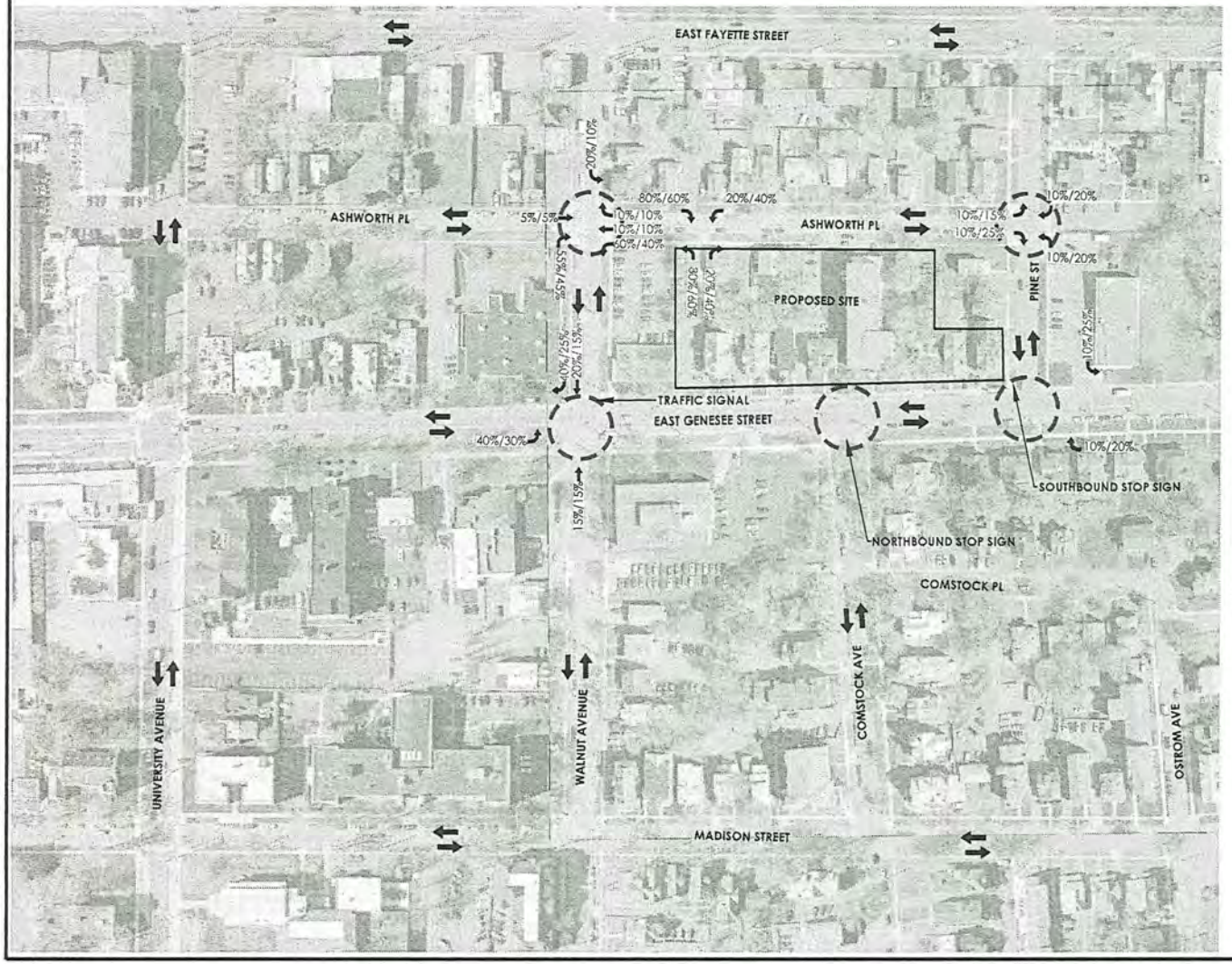
Project No.: 20172421.0004
Drawing No.: C
Sheet No.: 1
Scale: NOT TO SCALE
Date: FEBRUARY 2019

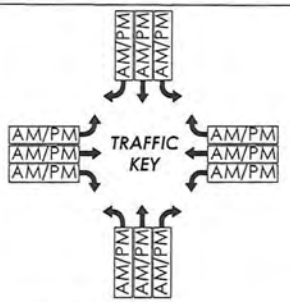
NOT FOR CONSTRUCTION

# APPENDIX D. TRIP GENERATION AND DISTRIBUTION

SITE GENERATED TRIPS PER ITE MANUAL - ITE USE 221

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




**TRAFFIC KEY LEGEND:**

MORNING PEAK HOUR COUNT — AM/PM 50%/50% — EVENING PEAK HOUR COUNT

BLUE INDICATES ENTERING PERCENTAGE — 50%/50% — RED INDICATES EXITING PERCENTAGE

**MORNING PEAK HOUR = 7:45 AM-8:45 AM**
**EVENING PEAK HOUR = 4:30 PM-5:30 PM**

DENOTES INTERSECTION ANALYZED

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LOCATION SKETCH

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

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

Revisions

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

TRIP DISTRIBUTION

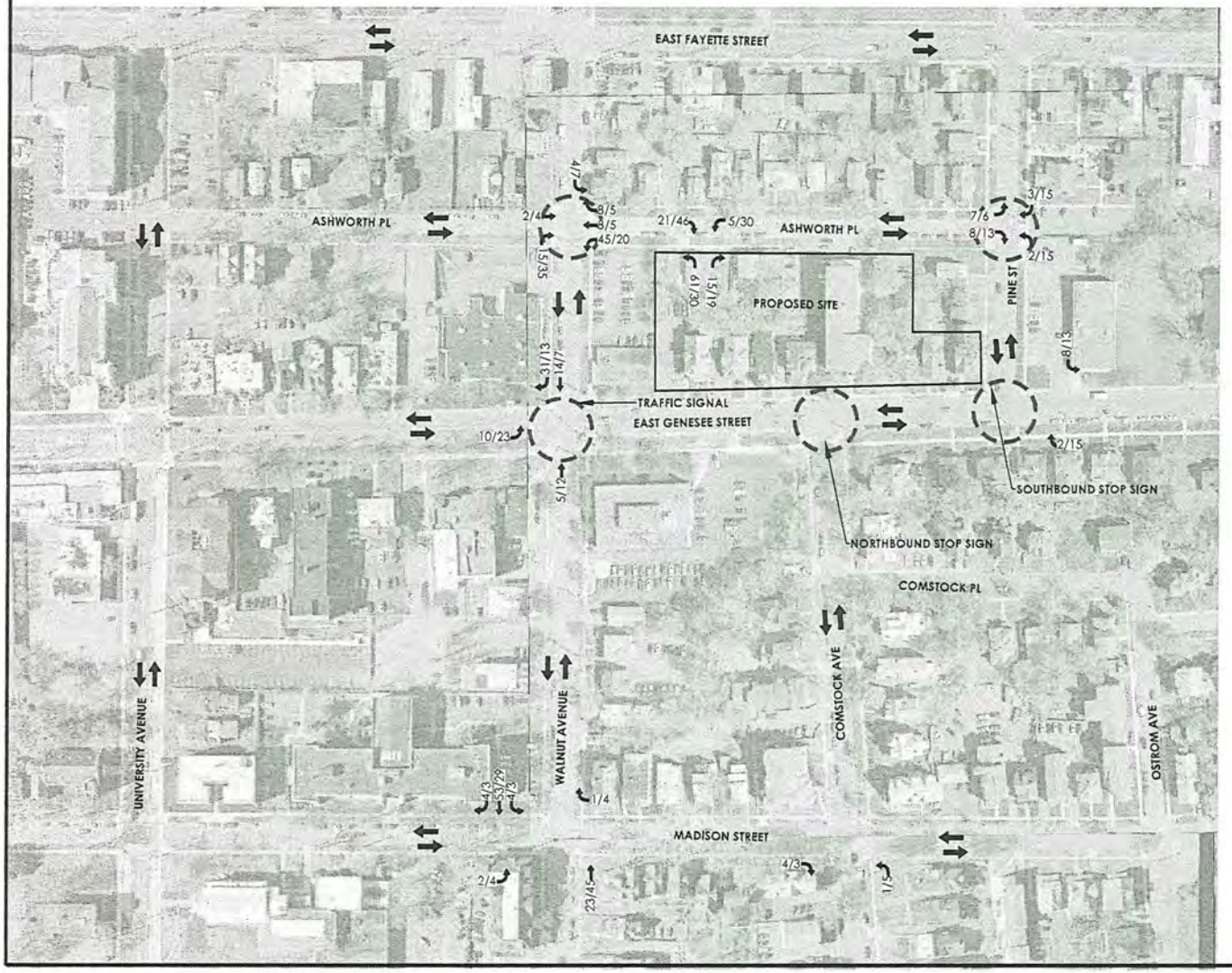
MICHAELS ORGANIZATION
EAST GENESEE APARTMENTS
Town/City: SYRACUSE
County: ONONDAGA State: New York

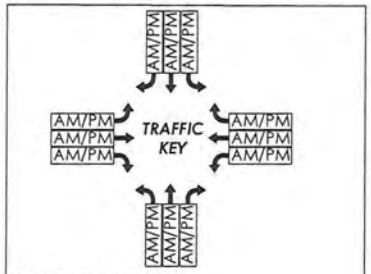
Project No. 20172421.0004
Drawing No. D-1
Sheet No. 1
Scale: NOT TO SCALE
Date: FEBRUARY 2019

NOT FOR CONSTRUCTION

SITE GENERATED TRIPS PER ITE MANUAL - ITE USE 221

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

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

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

Revisions

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

TRIP GENERATION

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

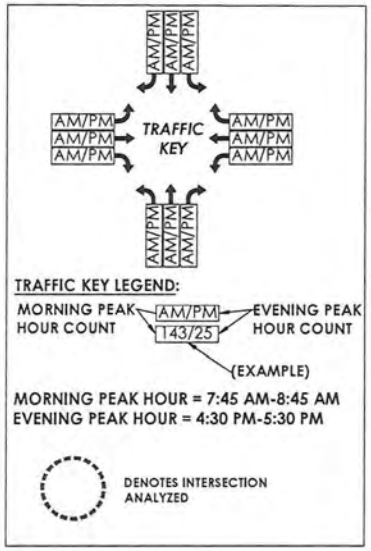
Project No.: 20172421.0004
Drawing No.: D-2
Sheet No.: 1
Scale: NOT TO SCALE
Date: FEBRUARY 2019

NOT FOR CONSTRUCTION

# APPENDIX E. 2021 DEVELOPED TRAFFIC VOLUMES

SITE GENERATED TRIPS PER ITE MANUAL - ITE USE 221

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


PASSERO ASSOCIATES
engineering architecture


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

PASSERO ASSOCIATES

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

Revisions

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

2021 DEVELOPED TRAFFIC

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

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

NOT FOR CONSTRUCTION

# APPENDIX F. SYNCHRO 10 ANALYSIS

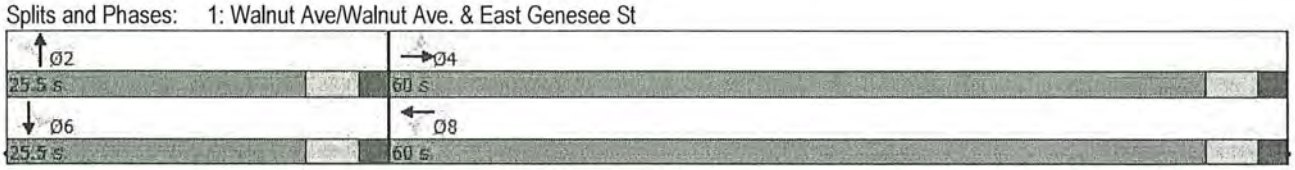
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 11 | 193 | 14 | 63 | 575 | 27 | 1 | 42 | 24 | 10 | 45 | 5 |
| Future Volume (vph)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

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

**Intersection Summary**

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

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



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

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

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

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

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

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

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

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

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

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

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 77 | 2 | 0 | 57 | 5 |
| Future Volume (Veh/h) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 77 | 2 | 0 | 57 | 5 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 86 | 2 | 0 | 63 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | 681 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 157 | 156 | 66 | 158 | 158 | 87 | 69 | | | 88 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 157 | 156 | 66 | 158 | 158 | 87 | 69 | | | 88 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 806 | 735 | 998 | 806 | 734 | 971 | 1532 | | | 1508 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 5 | 4 | 89 | 69 |
| Volume Left | 2 | 1 | 1 | 0 |
| Volume Right | 2 | 1 | 2 | 6 |
| cSH | 855 | 801 | 1532 | 1508 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 9.2 | 9.5 | 0.1 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 9.2 | 9.5 | 0.1 | 0.0 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.6 | | | |
| Intersection Capacity Utilization | 15.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

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

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

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

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

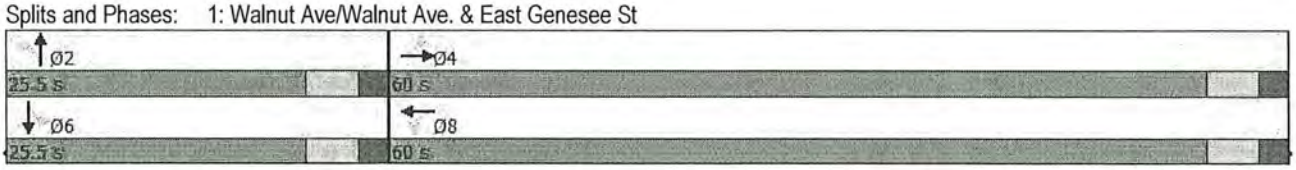
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.1 | | | |
| Intersection Capacity Utilization | 14.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 16.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 3 | 0 | 5 | 0 | 1 | 2 | 2 | 106 | 3 | 1 | 45 | 8 |
| Future Volume (Veh/h) | 3 | 0 | 5 | 0 | 1 | 2 | 2 | 106 | 3 | 1 | 45 | 8 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 3 | 0 | 6 | 0 | 1 | 2 | 2 | 118 | 3 | 1 | 50 | 9 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | 681 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 182 | 182 | 54 | 186 | 184 | 120 | 59 | | | 121 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 182 | 182 | 54 | 186 | 184 | 120 | 59 | | | 121 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 99 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 775 | 711 | 1012 | 769 | 708 | 932 | 1545 | | | 1467 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 9 | 3 | 123 | 60 |
| Volume Left | 3 | 0 | 2 | 1 |
| Volume Right | 6 | 2 | 3 | 9 |
| cSH | 919 | 843 | 1545 | 1467 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s) | 9.0 | 9.3 | 0.1 | 0.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 9.0 | 9.3 | 0.1 | 0.1 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.7 | | |
| Intersection Capacity Utilization | 16.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

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

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 15.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Volume (veh/h) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 65 | 1 |
| Future Volume (Veh/h) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 65 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 72 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 180 | 180 | 72 | 180 | 180 | 107 | 73 | | | 107 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 180 | 180 | 72 | 180 | 180 | 107 | 73 | | | 107 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 782 | 714 | 990 | 780 | 714 | 947 | 1527 | | | 1484 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1 | 0 | 107 | 73 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 1 |
| cSH | 990 | 1700 | 1527 | 1484 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 8.6 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s) | 8.6 | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | A | | |

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

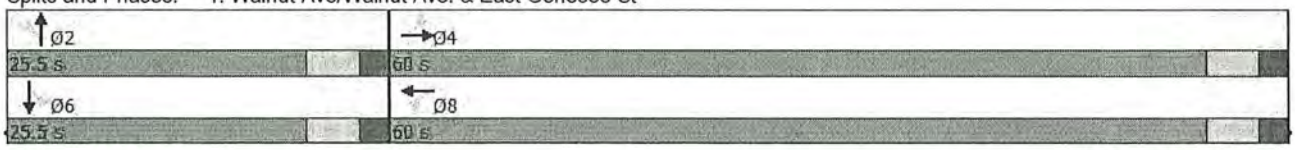
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 12 | 205 | 15 | 67 | 610 | 29 | 7 | 46 | 25 | 11 | 48 | 5 |
| Future Volume (vph)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

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

**Intersection Summary**

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

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



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

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

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

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

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

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

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

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

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

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

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 82 | 2 | 0 | 60 | 5 |
| Future Volume (Veh/h) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 82 | 2 | 0 | 60 | 5 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 91 | 2 | 0 | 67 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | 681 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 166 | 165 | 70 | 166 | 167 | 92 | 73 | | | 93 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 166 | 165 | 70 | 166 | 167 | 92 | 73 | | | 93 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 795 | 727 | 993 | 795 | 725 | 965 | 1527 | | | 1501 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 5 | 4 | 94 | 73 |
| Volume Left | 2 | 1 | 1 | 0 |
| Volume Right | 2 | 1 | 2 | 6 |
| cSH | 847 | 792 | 1527 | 1501 |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 9.3 | 9.6 | 0.1 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 9.3 | 9.6 | 0.1 | 0.0 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.5 | | | |
| Intersection Capacity Utilization | 15.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Volume (veh/h) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 0 | 0 | 76 | 1 |
| Future Volume (Veh/h) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 0 | 0 | 76 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 92 | 0 | 0 | 84 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 178 | 178 | 84 | 178 | 179 | 92 | 85 | | | 92 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 178 | 178 | 84 | 178 | 179 | 92 | 85 | | | 92 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 783 | 715 | 975 | 783 | 714 | 965 | 1512 | | | 1503 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1 | 0 | 93 | 85 |
| Volume Left | 1 | 0 | 1 | 0 |
| Volume Right | 0 | 0 | 0 | 1 |
| cSH | 783 | 1700 | 1512 | 1503 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 9.6 | 0.0 | 0.1 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 9.6 | 0.0 | 0.1 | 0.0 |
| Approach LOS | A | A | | |

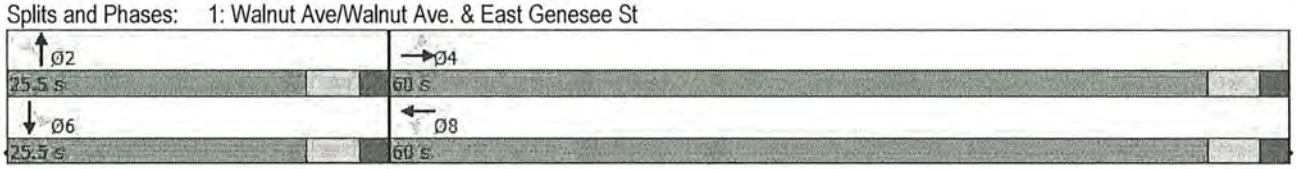
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.1 | | | |
| Intersection Capacity Utilization | 15.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

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

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

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

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



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

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

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 632 | 29 | 35 | 311 | 26 | 101 |
| Future Volume (Veh/h) | 632 | 29 | 35 | 311 | 26 | 101 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 702 | 32 | 39 | 346 | 29 | 112 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 356 | | | | | |
| pX, platoon unblocked | | | 0.76 | | 0.76 | 0.76 |
| vC, conflicting volume | | | 734 | | 1142 | 718 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 497 | | 1031 | 476 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 95 | | 85 | 75 |
| cM capacity (veh/h) | | | 815 | | 188 | 450 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 734 | 385 | 141 |
| Volume Left | 0 | 39 | 29 |
| Volume Right | 32 | 0 | 112 |
| cSH | 1700 | 815 | 349 |
| Volume to Capacity | 0.43 | 0.05 | 0.40 |
| Queue Length 95th (ft) | 0 | 4 | 47 |
| Control Delay (s) | 0.0 | 1.5 | 22.1 |
| Lane LOS | | A | C |
| Approach Delay (s) | 0.0 | 1.5 | 22.1 |
| Approach LOS | | | C |

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

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

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

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

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

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

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 3 | 0 | 5 | 0 | 1 | 2 | 2 | 112 | 3 | 1 | 48 | 8 |
| Future Volume (Veh/h) | 3 | 0 | 5 | 0 | 1 | 2 | 2 | 112 | 3 | 1 | 48 | 8 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 3 | 0 | 6 | 0 | 1 | 2 | 2 | 124 | 3 | 1 | 53 | 9 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | 681 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 192 | 190 | 58 | 195 | 194 | 126 | 62 | | | 127 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 192 | 190 | 58 | 195 | 194 | 126 | 62 | | | 127 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 99 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 765 | 703 | 1009 | 759 | 700 | 925 | 1541 | | | 1459 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 9 | 3 | 129 | 63 |
| Volume Left | 3 | 0 | 2 | 1 |
| Volume Right | 6 | 2 | 3 | 9 |
| cSH | 912 | 836 | 1541 | 1459 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s) | 9.0 | 9.3 | 0.1 | 0.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 9.0 | 9.3 | 0.1 | 0.1 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.7 | | |
| Intersection Capacity Utilization | 17.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

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

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 16.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 0 | 0 | 69 | 1 |
| Future Volume (Veh/h) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 0 | 0 | 69 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 113 | 0 | 0 | 77 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 192 | 192 | 78 | 192 | 193 | 113 | 78 | | | 113 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 192 | 192 | 78 | 192 | 193 | 113 | 78 | | | 113 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 767 | 702 | 983 | 767 | 702 | 940 | 1520 | | | 1476 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1 | 0 | 114 | 78 |
| Volume Left | 1 | 0 | 1 | 0 |
| Volume Right | 0 | 0 | 0 | 1 |
| cSH | 767 | 1700 | 1520 | 1476 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 9.7 | 0.0 | 0.1 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 9.7 | 0.0 | 0.1 | 0.0 |
| Approach LOS | A | A | | |

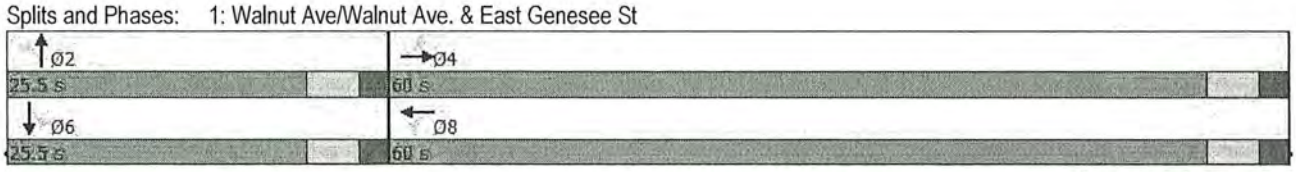
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.1 | | | |
| Intersection Capacity Utilization | 16.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

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

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

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

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



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

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

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 190 | 16 | 51 | 659 | 19 | 23 |
| Future Volume (Veh/h) | 190 | 16 | 51 | 659 | 19 | 23 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 211 | 18 | 57 | 732 | 21 | 26 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 356 | | | | | |
| pX, platoon unblocked | | | 0.97 | | 0.97 | 0.97 |
| vC, conflicting volume | | | 229 | | 1066 | 220 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 194 | | 1054 | 185 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 91 | 97 |
| cM capacity (veh/h) | | | 1342 | | 233 | 835 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 229 | 789 | 47 |
| Volume Left | 0 | 57 | 21 |
| Volume Right | 18 | 0 | 26 |
| cSH | 1700 | 1342 | 388 |
| Volume to Capacity | 0.13 | 0.04 | 0.12 |
| Queue Length 95th (ft) | 0 | 3 | 10 |
| Control Delay (s) | 0.0 | 1.1 | 15.6 |
| Lane LOS | | A | C |
| Approach Delay (s) | 0.0 | 1.1 | 15.6 |
| Approach LOS | | | C |

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

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

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

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

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

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

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 2 | 3 | 2 | 46 | 10 | 9 | 1 | 82 | 17 | 4 | 60 | 5 |
| Future Volume (Veh/h) | 2 | 3 | 2 | 46 | 10 | 9 | 1 | 82 | 17 | 4 | 60 | 5 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 2 | 3 | 2 | 51 | 11 | 10 | 1 | 91 | 19 | 4 | 67 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | 681 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 196 | 190 | 70 | 184 | 184 | 100 | 73 | | | 110 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 196 | 190 | 70 | 184 | 184 | 100 | 73 | | | 110 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 93 | 98 | 99 | 100 | | | 100 | | |
| cM capacity (veh/h) | 744 | 702 | 993 | 771 | 708 | 955 | 1527 | | | 1480 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 7 | 72 | 111 | 77 |
| Volume Left | 2 | 51 | 1 | 4 |
| Volume Right | 2 | 10 | 19 | 6 |
| cSH | 780 | 781 | 1527 | 1480 |
| Volume to Capacity | 0.01 | 0.09 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 8 | 0 | 0 |
| Control Delay (s) | 9.7 | 10.1 | 0.1 | 0.4 |
| Lane LOS | A | B | A | A |
| Approach Delay (s) | 9.7 | 10.1 | 0.1 | 0.4 |
| Approach LOS | A | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.1 | | | |
| Intersection Capacity Utilization | 20.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 7 | 0 | 9 | 0 | 0 | 0 | 2 | 83 | 0 | 0 | 76 | 3 |
| Future Volume (vph) | 7 | 0 | 9 | 0 | 0 | 0 | 2 | 83 | 0 | 0 | 76 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.925 | | | | | | | | | 0.995 | |
| Flt Protected | | 0.978 | | | | | | 0.999 | | | | |
| Satd. Flow (prot) | 0 | 1685 | 0 | 0 | 1863 | 0 | 0 | 1861 | 0 | 0 | 1853 | 0 |
| Flt Permitted | | 0.978 | | | | | | 0.999 | | | | |
| Satd. Flow (perm) | 0 | 1685 | 0 | 0 | 1863 | 0 | 0 | 1861 | 0 | 0 | 1853 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1290 | | | 578 | | | 657 | | | 179 | |
| Travel Time (s) | | 29.3 | | | 13.1 | | | 14.9 | | | 4.1 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 8 | 0 | 10 | 0 | 0 | 0 | 2 | 92 | 0 | 0 | 84 | 3 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 87 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 7 | 0 | 9 | 0 | 0 | 0 | 2 | 83 | 0 | 0 | 76 | 3 |
| Future Volume (Veh/h) | 7 | 0 | 9 | 0 | 0 | 0 | 2 | 83 | 0 | 0 | 76 | 3 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 8 | 0 | 10 | 0 | 0 | 0 | 2 | 92 | 0 | 0 | 84 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 182 | 182 | 86 | 192 | 183 | 92 | 87 | | | 92 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 182 | 182 | 86 | 192 | 183 | 92 | 87 | | | 92 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 99 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 779 | 712 | 973 | 760 | 710 | 965 | 1509 | | | 1503 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 18 | 0 | 94 | 87 |
| Volume Left | 8 | 0 | 2 | 0 |
| Volume Right | 10 | 0 | 0 | 3 |
| cSH | 876 | 1700 | 1509 | 1503 |
| Volume to Capacity | 0.02 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 |
| Control Delay (s) | 9.2 | 0.0 | 0.2 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 9.2 | 0.0 | 0.2 | 0.0 |
| Approach LOS | A | A | | |

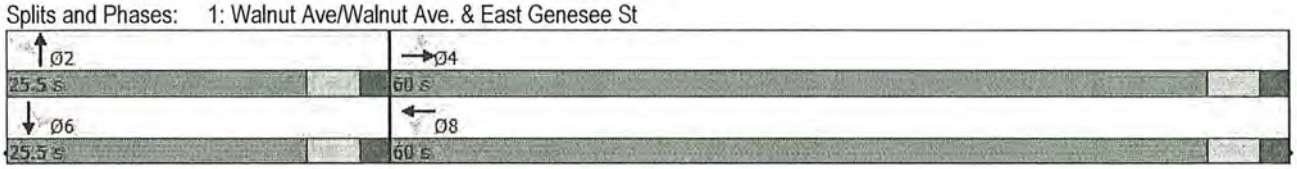
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 16.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 3 | 4 | 5 | 20 | 6 | 7 | 2 | 112 | 38 | 8 | 48 | 8 |
| Future Volume (Veh/h) | 3 | 4 | 5 | 20 | 6 | 7 | 2 | 112 | 38 | 8 | 48 | 8 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 3 | 4 | 6 | 22 | 7 | 8 | 2 | 124 | 42 | 9 | 53 | 9 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | 681 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 236 | 246 | 58 | 232 | 229 | 145 | 62 | | | 166 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 236 | 246 | 58 | 232 | 229 | 145 | 62 | | | 166 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 99 | 99 | 97 | 99 | 99 | 100 | | | 99 | | |
| cM capacity (veh/h) | 702 | 652 | 1009 | 710 | 666 | 902 | 1541 | | | 1412 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 13 | 37 | 168 | 71 |
| Volume Left | 3 | 22 | 2 | 9 |
| Volume Right | 6 | 8 | 42 | 9 |
| cSH | 795 | 735 | 1541 | 1412 |
| Volume to Capacity | 0.02 | 0.05 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 4 | 0 | 0 |
| Control Delay (s) | 9.6 | 10.2 | 0.1 | 1.0 |
| Lane LOS | A | B | A | A |
| Approach Delay (s) | 9.6 | 10.2 | 0.1 | 1.0 |
| Approach LOS | A | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.0 | | | |
| Intersection Capacity Utilization | 19.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 7 | 0 | 13 | 0 | 0 | 0 | 16 | 102 | 0 | 0 | 69 | 16 |
| Future Volume (Veh/h) | 7 | 0 | 13 | 0 | 0 | 0 | 16 | 102 | 0 | 0 | 69 | 16 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 8 | 0 | 14 | 0 | 0 | 0 | 18 | 113 | 0 | 0 | 77 | 18 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 235 | 235 | 86 | 249 | 244 | 113 | 95 | | | 113 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 235 | 235 | 86 | 249 | 244 | 113 | 95 | | | 113 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 99 | 100 | 100 | 100 | 99 | | | 100 | | |
| cM capacity (veh/h) | 713 | 658 | 973 | 688 | 650 | 940 | 1499 | | | 1476 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 22 | 0 | 131 | 95 |
| Volume Left | 8 | 0 | 18 | 0 |
| Volume Right | 14 | 0 | 0 | 18 |
| cSH | 859 | 1700 | 1499 | 1476 |
| Volume to Capacity | 0.03 | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 1 | 0 |
| Control Delay (s) | 9.3 | 0.0 | 1.1 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 9.3 | 0.0 | 1.1 | 0.0 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.4 | | | |
| Intersection Capacity Utilization | 22.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

# Appendix C

## SEQRA Review, East Genesee Apartments

# SEQRA Review
# East Genesee Apartments

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

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

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

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

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

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


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

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

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

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

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

***Character Areas-Adapted Mansion Corridor***

***Use: Residential: Office***

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

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

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

***Use: Community Gardens and Green Space:***

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

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

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

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

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

***Form: Early 20th Century apartment buildings***
The proposed project is new construction with design inspiration and modeling to honor older apartment buildings while featuring some efficiencies and improvements such as structured parking, energy efficiency and life safety systems.

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

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

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

***Site Arrangement: No parking in the setback***
There will be parking in the setback as outlined above – this is an improvement from the current conditions on the site where individual driveways have access through the existing setbacks and sidewalks. The proposed project will have a singular vehicular access point along Ashworth Place reducing traffic concerns along the main transportation corridor of East Genesee Street. This aforementioned approach is supported throughout the Land Use and Development Plan.

***Height: 2-6 Stories***

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

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

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

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

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

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

***Street Parking: Varies***

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

***Trees: Required***

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

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

***Sidewalks: 5'***

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

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

***Furnishings Zone: Vegetation***

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

***Curbs: Yes***

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

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

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

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

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

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

***Create Range of Housing Opportunities and Choices***

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

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

***Create Walkable Neighborhoods***

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

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

***Encourage Community and Stakeholder Collaboration***

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

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

***Foster Distinctive, Attractive Communities with a Strong Sense of Place***

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

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

***Make Development Decisions Predictable, Fair and Cost Effective***

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

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

***Mix Land Uses***

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

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

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

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

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

***Provide a variety of Transportation Choices***

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

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

***Strengthen and Direct Development Towards Existing Communities***

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

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

***Take Advantage of Compact Building Design***

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

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

**Specific Responses to Zoning Administration Letter**

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

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

In addition, the project is located nearby the aforementioned anchors. Examples are listed below:
Community Center- Syracuse Stage, Thornden Park, Forman Park
Neighborhood Business Districts – Downtown, The Hill (SU, Crouse, Upstate), Good Access to the interstate
Schools – Syracuse University, Update Medical School, SUNY ESF

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

***3. Whether the area variance is substantial***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

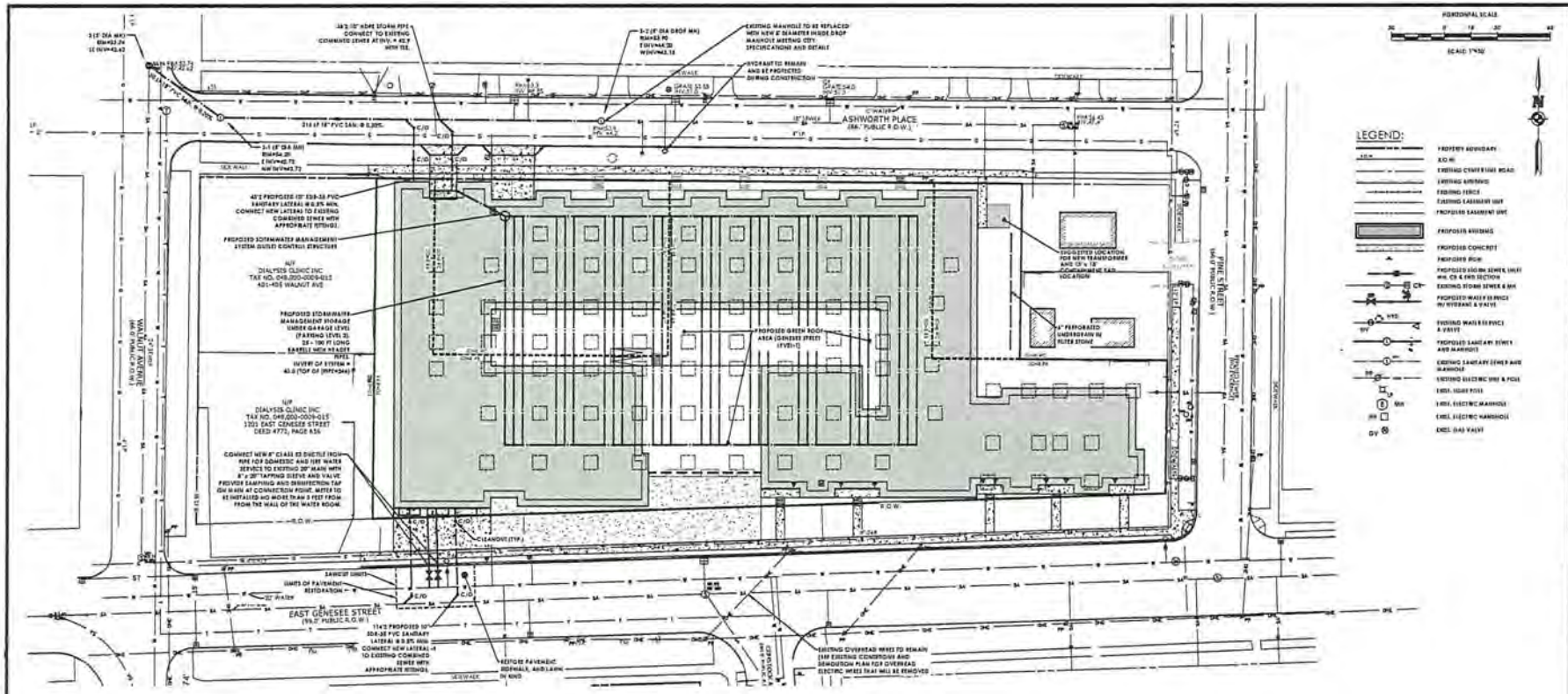
7. **Excavated Materials**
Excavation of soil will be required for the construction of the project as a result of the sub grade parking and the foundation system. Excavated materials will be hauled off site and disposed of in accordance with all applicable state and local regulations. The anticipated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

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

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

9. **Abatement Commitment**

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




## GENERAL NOTES:

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

## STANDARD WATER MAIN EXTENSION NOTES:

1. THE WATER MAIN SHALL BE DISINFECTED EQUAL TO AWWA STANDARD FOR DISINFECTING WATER MAINS DESIGNATION C651 (LATEST REVISION). FOLLOWING DISINFECTION, THE WATER MAIN PIPELINE SHALL BE FLUSHED UNTIL THE CHLORINE CONCENTRATION IN THE WATER LEAVING THE MAIN IS NOT HIGHER THAN THAT GENERALLY PREVAILING IN THE SYSTEM.
   ALL WATER MAIN FITTINGS MUST RECEIVING 24-HOUR CHLORINE DISINFECTION CONTACT TIME MUST BE SWAB DISINFECTED 30 MINUTES PRIOR TO INSTALLATION.
   THE SAMPLING POINT(S) MUST BE DECONTAMINATED BY FLAMING.
   FIRE HYDRANTS ARE NOT ACCEPTABLE SAMPLING POINTS.
   THE ONONDAGA COUNTY DEPARTMENT OF PUBLIC HEALTH MUST RECEIVE AT LEAST 48-HOUR ADVANCE NOTIFICATION REQUESTING SAMPLING SERVICES. SAMPLING WILL NOT BE PERFORMED PRIOR TO RECEIPT FROM A NEW YORK STATE LICENSED OR REGISTERED DESIGN PROFESSIONAL (ENGINEER, ARCHITECT OR LAND SURVEYOR WITH A SPECIAL EXEMPTION UNDER SECTION 7208(h) OF THE EDUCATION LAW) CERTIFYING THAT THE WATER SUPPLY IMPROVEMENTS, TESTING AND DISINFECTION PROCEDURES WERE COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS, REPORTS, SPECIFICATIONS AND ANY APPROVED AMENDMENTS. THE DEPARTMENT WILL COLLECT SAMPLES FOR FREE CHLORINE RESIDUAL, TOTAL COLIFORM, ESCHERICHIA COLI (E. COLI) AND TURBIDITY.
   THE WATER MAIN PIPE AND APPURTENANCES SHALL NOT BE PLACED INTO SERVICE UNTIL SO AUTHORIZED BY THE ONONDAGA COUNTY DEPARTMENT OF PUBLIC HEALTH.
2. MINIMUM VERTICAL SEPARATION BETWEEN WATER MAIN PIPELINES AND SEWER PIPELINES SHALL BE 18 INCHES MEASURED FROM THE OUTSIDE OF THE PIPE AT THE POINT OF CROSSING. ONE FULL STANDARD LAYING LENGTH OF WATER MAIN SHALL BE CENTERED UNDER OR OVER THE SEWER SO THAT BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. IN ADDITION, WHEN THE WATER MAIN PASSES UNDER A SEWER, ADEQUATE STRUCTURAL SUPPORT (COMPACTED SELECTED FILL) SHALL BE PROVIDED FOR THE SEWER TO PREVENT EXCESSIVE DEFLECTION OF JOINTS AND SETTLING OF THE SEWER ON THE WATER MAIN. MINIMUM HORIZONTAL SEPARATION BETWEEN PARALLEL WATER MAINS AND SEWER PIPES (INCLUDING MANHOLES AND VAULTS) SHALL BE 10 FEET MEASURED FROM THE OUTSIDE OF THE PIPES, MANHOLES OR VAULTS.
3. WHEN INSTALLING FIRE HYDRANTS, DRAINS TO GROUND WATER BY DISCONNECTING WITHIN SEVEN (7) FEET OF THE FINISHED GRADE, FIRE HYDRANT WEEP HOLES (DRAINS) SHALL BE PLUGGED.
4. THE WATER MAIN PIPELINE AND APPURTENANCES SHALL BE PRESSURE/LEAKAGE TESTED IN ACCORDANCE WITH THE MINIMUM REQUIREMENTS OF THE AWWA STANDARD C600 (LATEST REVISION) OR IN ACCORDANCE WITH MORE STRINGENT REQUIREMENTS IMPOSED BY THE SUPPLIER OF WATER.

## UTILITY NOTES:

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

## STORM NOTES

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

## SANITARY NOTES

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

## LATERAL NOTES

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

PASSERO ASSOCIATES
engineering architecture

LOCATION SKETCH
N.T.S.

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

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

Revisions

| No. | Date | By | Description |
|---|---|---|---|
| 1 | 01/24/19 | JDS | SITE PLANS |

UTILITY PLAN

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

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

NOT FOR CONSTRUCTION

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

| Load Type / Equipment | Number of Units | Unit Ave SF | Optional Method NEC220 Part IV (Table 220.84) Receptacle Loads: General Lighting & Receptacles | Kitchen Appliances | Laundry Equipment | Fixed in Place Appliances | Ranges & Oven | Dryer | Water Heater | Motors | Heat/Cool Equipment | Connected Load (KVA) | Demand Load (KVA) | Demand Current (208V) Amps |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Service #1 | 142 | 949 | 2847 | 3000 | 1500 | 2000 | 8000 | 5000 | 0 | 0 | 5000 | 3883 | 893 | 2479 |
| Service #2 | 141 | 949 | 2847 | 3000 | 1500 | 2000 | 8000 | 5000 | 0 | 0 | 5000 | 3856 | 887 | 2462 |
| Service #3 | 0 | 949 | 2847 | 3000 | 1500 | 2000 | 8000 | 5000 | 0 | 0 | 5000 | 0 | 0 | 0 |
| MC Typical #1A&B | 50 | 949 | 2847 | 3000 | 1500 | 2000 | 8000 | 5000 | 0 | 0 | 5000 | 1367 | 356 | 987 |
| MC Typical #3A&B | 50 | 949 | 2847 | 3000 | 1500 | 2000 | 8000 | 5000 | 0 | 0 | 5000 | 1367 | 356 | 987 |
| MC Typical #5A | 40 | 949 | 2847 | 3000 | 1500 | 2000 | 8000 | 5000 | 0 | 0 | 5000 | 1094 | 306 | 850 |
| MC Typical #5B | 43 | 949 | 2847 | 3000 | 1500 | 2000 | 8000 | 5000 | 0 | 0 | 5000 | 1176 | 317 | 881 |
| Unit Panel | 1 | 949 | 2847 | 3000 | 1500 | 2000 | 8000 | 5000 | 0 | 0 | 5000 | 27 | 22 | 105 |
| Building Connected Load per Type- Service #1 | | | 404 | 426 | 213 | 284 | 1136 | 710 | 0 | 0 | 710 | 3883 | 893 | 2479 |
| | | Receptacles Load | 1190 | Lighting Load | 137 | | | | | | | | | |
| Building Connected Load per Type-Service #2 | | | 401 | 423 | 212 | 282 | 1128 | 705 | 0 | 0 | 705 | 3856 | 887 | 2479 |
| | | Receptacles Load | 1181 | Lighting Load | 136 | | | | | | | | | |
| Building Connected Load per Type-Service #3 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Receptacles Load | 0 | Lighting Load | 0 | | | | | | | | | |

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

House, Parking & Retail Load Calculation

| Space: Level | Type | SF | Lighting VA/SF | Heating/Coolin VA/SF | Ventilation VA/SF | Receptacles VA/SF | Elevators KVA | Fire Pump KVA | Total KVA | Total Current 208V | Total Current 480V | LS Load 208V | LR Load 208V |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Level#0 | Restaurant | 1905 | 9 | 7 | 10 | 19 | | | 44 | 122 | 53 | 4 | 2 |
| Level#P#1 | Retail | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 |
| Level#1 | Amenities | 9000 | 32 | 41 | 14 | 9 | 100 | 75 | 95 | 262 | 114 | 9 | 5 |
| Level #P1 | Parking | 42137 | 21 | 11 | 21 | 4 | | | 57 | 158 | 68 | 6 | 3 |
| Level #P2 | Parking | 44265 | 22 | 11 | 22 | 4 | | | 60 | 166 | 72 | 6 | 3 |
| Total Building Load | | | 83 | 69 | 66 | 37 | 100 | 75 | 430 | 1133 | 517 | 43 | 21 |

| Services Size | VA/SF | Utility Transformers KVA |
|---|---|---|
| | 4 | 430 |

| One Service | Total Amp | 6134 |
|---|---|---|

# Gas Pipe Sizing

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

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

| Sizing Method | Multiplier |
|---|---|
| Length Multiplier | 150% |

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

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

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

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