
**AMENDED PLANNED UNIT
DEVELOPMENT APPLICATION WITH
EXHIBITS - SUNSET VIEW PUD**

APPLICANT/PROJECT SPONSOR:

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295 Main Street, Suite 700
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**Exhibit 1 - Description of the Proposed
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EXHIBIT 1

I. Introduction and Description of the Proposed Planned Unit Development Project:

This narrative has been prepared for the purpose providing a description of the proposed project and information regarding the proposed Planned Unit Development (“PUD”) as specified in the Zoning Code.¹ The project documentation included with this Amended PUD Application consists of the following:

- **Exhibit 2:** Updated Summary of Consistency with Article III of the Zoning Code titled “Residential-Lakeside (R-L) District”
- **Exhibit 3:** Amended Part 1 of the Full Environmental Assessment Form prepared pursuant to the State Environmental Quality Review Act (“SEQRA”) dated August 7, 2024
- **Exhibit 4:** Reduced-size copy of the Site Plan prepared by Carmina Wood Design [Drawing C-100 – Date: 10/09/24]
- **Exhibit 5:** Reduced-size copy of the Fire Truck Plan [Drawing FT-100 – Date: 10/09/24]
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¹ Article IV of the Zoning Code is titled “Planned Unit Development (PUD) Districts.” A complete copy of Article IV of the Zoning Code is attached as **Exhibit “11”**.

- **Exhibit 14**: Company Overview of Ellicott Development Company
- **Exhibit 15**: Reduced-size copies of Landscape Plans [Drawing L-101 to L-105 – Date: 10/09/24]
- **Exhibit 16**: Updated Traffic Impact Report prepared by Passero Associates dated September 27, 2024

The Project Site consists of approximately 35.5 acres that is zoned Residential-Lakeside (R-L) District (“R-L District”) pursuant to the Zoning Map.² A survey of the Project Site dated June 23, 2023 is provided at **Exhibit “6”**.

The scope of the mixed-use project has been modified such that it will consist: 32 lots for single-family homes [reduced from 39 lots]; 138 townhome units; and a 2 & 3-story mixed use building with a footprint of 14,400 sq. ft. consisting of 6,000 sq. ft of retail space and 8,400 sq. ft. of community center/leasing office and storage space on the first floor and 24 upper floor apartments [reduced from a 3 & 4-story mixed-use building with a footprint of 21,744 sq. ft. consisting of 21,744 sq. of first floor retail and community center space and 40 upper floor residential units]. Additional modifications based on the review process to date including the informational meeting held with residents on August 28, 2024:

- Changed the project name from “Sunset View, a Point Chautauqua Community” to “Sunset View, a Chautauqua Lake Community”.
- Townhome roadway extension/connection added for enhanced emergency access.
- Shifted the mixed-use building to south approximately 100 ft. and up slope approximately 130 ft. for increased buffer from CLE to the north and to prevent CLE view blockage looking south.
- Reduced mixed-use building height by a floor to two-stories on upslope side and three-stories on downslope. Also reduced mixed-use building length to 200 ft. This reduced the upper floors residential unit density from 40 units to

² Article III of the Zoning Code is titled “Residential-Lakeside (R-L) District”. A complete copy of Article III of the Zoning Code is attached as **Exhibit “12”**.

approximately 24 units.

- Landscape buffer embellishment along north property line to screen light and sound from mixed-use building/amenity area to CLE
- Landscape Plans prepared utilizing Chautauqua Watershed Conservancy supplied plant list. Reduced-size copies of the Landscape Plan are provided at **Exhibit “15”** and full size-copies are enclosed with this Amended PUD Application.
- Outdoor amenity areas re-organized to establish buffer with restaurant patio and to CLE.

The project consists of the redevelopment of the Project Site into a mixed-use project consisting of commercial space, including retail and a restaurant/brewery, and residential uses including single-family homes, townhomes, and condominium units.³ A reduced-size copy of the updated Site Plan prepared by Carmina Wood Design [Drawing C-100 – Date: 10/09/244] is provided at **Exhibit “4”** and a full-size copy is also attached. A reduced-size copy of the Fire Truck Plan [Drawing FT-100 – Date: 10/09/24 is attached as **Exhibit “5”** and a full-size copy is also attached. The Fire Truck Plan has been prepared to confirm that emergency vehicles will safely be able to access the components of the mixed-use redevelopment project. This Amended PUD Application also includes full-size copies of the Landscape Plans [Drawing L-101 to L-105 – Date: 10/09/24].

The intent and purpose of Planned Unit Development (PUD) District is set forth in Section 143-19 of the Zoning Code as follows:

³ A completed Amended Part 1 of the Full Environmental Assessment Form prepared pursuant to the State Environmental Quality Review Act (“SEQRA”) dated October 7, 2024 is provided at **Exhibit “3”**. The project is a Type I action pursuant to SEQRA and the Project Sponsor is requesting that a coordinated environmental review be conducted. A letter prepared by Christopher Wood P.E., of Carmina Wood Design dated June 21st providing a detailed summary of the manner by which stormwater runoff will be handled per the stringent stormwater quality and quantity standards of the New York State Department of Environmental Conservation (“NYSDEC”) is provided at **Exhibit “13”**.

It is the intent and purpose of this article to authorize residential development in the Town of Chautauqua consistent with § 143-2 and in a manner that preserves open spaces, encourages the inclusion of aesthetically planned landscaping, recreational facilities and open spaces and also permits flexible land use and building design so that neighborhoods or portions thereof may be developed within the Town that incorporate a variety of residential units and building types in a configuration that might be permitted for the district in which the project is located pursuant to § 278, Subdivision 1(a), of the Town Law, as amended, regulating cluster developments. Such flexibility will permit innovation in residential development, while at the same time encouraging preservation of open spaces and natural resources. It anticipates the creation of recreational facilities and the inclusion within PUD's of tasteful and appropriate landscaping, all designed to improve the well-being of the residents and guests of the community.

Pursuant to Section 143-209 of the Zoning Code, the process and procedure for obtaining a special use permit to establish and construct a PUD is a three-step process as follows:

(1) Approval of the concept by the Town Board after receipt of the report and recommendation of the Committee on Concept Approval, a committee comprised of members of the Town Board and the Board of Appeals pursuant to § 143-22A;

(2) Approval of the preliminary plan by the Board of Appeals pursuant to § 143-22B; and

(3) Following a public hearing on the application, final approval by the Town Board of the special use permit pursuant to § 143-23.

Section 143-22 of the Zoning Code is titled “Concept plan and approval; preliminary PUD plan” and sets forth the requirements for a written description of the proposed PUD project. More specifically, Section 143-22A(3) of the Zoning Code sets for the eleven (11) categories of required information to be included in the written description of the proposed PUD project, each is which is listed below in bold followed by the Project Sponsor’s responses.

(a) Present use of the parcel, including buildings and structures thereon.

Sunset View consists of a mixed-use project (the “Project”) that will be located on four (4) parcels located at 5621 East Lake Rd. [SBL No. 263.15-1-22], 5687 East Lake Road [SBL# 263.10-2-2.1] and 5695 East Lake Road [SBL# 263.10-2-2.2] on the west side of E Lake Road in

Chautauqua, New York and 5710 East Lake Road [SBL# 263.00-1-20.1] located on the east side of East Lake Road (collectively the “Project Site”).

The Project Site consists of approximately 35.5 acres and is zoned R/L (Residential Lakeside) District pursuant to the Town’s Zoning Map.⁴ Copies of the Parcel Reports for the four contiguous parcels comprising the Project Site that are owned by 1200 Group, LLC are provided at **Exhibit “7”**.

The proposed PUD project consists of the redevelopment of the former Chautauqua Point Golf Course, which became vacant following the closure of the golf course and related facilities in 2021. The former 9-hole golf course includes a single-story structure located on the northeast corner of the Project Site that formerly served as a clubhouse for the former golf course operation. In addition, there is an abandoned water tower adjacent to the former club house along East Lake Road.

The Project Site is bounded in full by East Lake Road (NYS Route No. 430, State Highway No. 5263A) to the east, Leet Avenue, which is a Town roadway, to the south and partially by Lookout Avenue, which is also a Town roadway to the west. Fairview Road (Private Road to which the Project Site has an easement over) bisects the Project Site running generally north/south, connecting to Leet Avenue on the south end and providing access at its north end to The Villas at Chautauqua Point which is located to the west of the Project Site along the Chautauqua Lake shoreline. Along its western property line at the northwest corner, the Project Site includes approximately 183 ft. of Chautauqua Lake shoreline. The topography of the Project Site is dynamic, generally sloping from east to west with a high elevation at the northeast corner of the

⁴ Section 143-20B(1) states that a PUD shall consist of a parcel of land in single or common ownership comprising at least four acres.

Project Site at approximately 1,445 ft. and a low elevation at the northwest corner of the Project Site at approximately 1,308 ft., for approximately 137 ft. in total elevation change. Located at the southern portion of the Project Site on the east side of and connecting to Fairview Road is permanent greenspace with a size .74 acres that is owned by The Villas at Chautauqua Point Association, Inc.

- (b) A description of the character of the proposed PUD and the number of density units proposed to be built, the general layout and location and the type of ownership that shall apply to the respective density units and the total area to be covered by the density units.**

The Project consists of the redevelopment of the Project Site into a mixed-use project consisting of commercial space, including retail and a restaurant/brewery, and various types of residential uses, including single-family homes, townhomes, and condominium units. The Project includes the construction of new buildings in various typologies along with several amenities to governed under a Master Homeowners Association with the intention of creating a resort style community experience. Refer below to Response to Section 143-22(3)(k) of the Zoning Code for an expanded description of the planned Project amenities.

The Project is laid out in three distinct zones. At the south end of the Project Site, with the existing Frederick Law Olmsted designed Chautauqua Point neighborhood bordering to the south, there will be 32 lots for detached single-family homes to be located on public and private roadways. A color conceptual rendering for the single-family homes is provided at **Exhibit “9”**. This represents the lowest density component of the Project.

To the north of the single-family home lots on the central portion of the Project Site, will be a series of multi-story townhome units totaling 138 units with attached garages located on private roadways. A color conceptual rendering for the townhome buildings is provided at **Exhibit “8”**. The townhome units will be offered in up-slope and down-slope entry options, along with a

variety of unit layouts, placement, and view options. At the north end of the Project Site, with the existing Chautauqua Lake Estates development bordering to the north, will be the highest density component of the Project consisting of a three-story mixed-use building. A color conceptual rendering for the front façade of the mixed-use building is provided at **Exhibit “10”**.⁵

The lower level, facing the lake will set into the hillside and will include a restaurant and bar with a size of up to 6,000 sq. ft., a leasing office, storage space along with the community center that will be governed by the Homeowner’s Association. The Community Center and surrounding area will include many of the Project amenities further described below. The upper two floors of the proposed mixed-use building will consist of 24 apartments. The northern portion of the Project Site will also include waterfront access and related amenities such as boathouse and boat docks, a fire pit and picnic tables that will be available to residents, guests, and other patrons of the Project.

Each of the various residential components of the Project will offer opportunities for home ownership and rental. The planned Homeowner’s Association will allow short-term and long-term vacation rentals within the Project. In order to support the Project’s proposed mixed-use construction as described herein, new private roads, surface parking and extensive utility infrastructure will be developed.

(c) A description of land surrounding the proposed PUD District and evidence that the proposal is compatible with the Town's comprehensive planning goal.

The proposed Planned Unit Development PUD District (“PUD”) is located on the west side of East Lake Road. Located to the north of the Project Site is Chautauqua Lake Estates, a condominium community. Located to the west of the Project Site is Lake Chautauqua, single-

⁵ The color conceptual rendering provided at **Exhibit “10”** is being updated to show elimination of the third-floor of the front side of the mixed-use building.

family residences, and the Villas at Chautauqua Point, a condominium community. Located to the south of the Project Site is the Frederick Law Olmsted designed Chautauqua Point neighborhood, which is comprised of single-family residences and portions of vacant and primarily wooded land. Located to the east of the Project Site there are a few single-family homes fronting East Lake Road, but primarily the area is undeveloped wooded land.

The Project Site, which is zoned Residential-Lakeside (R-L) District, is surrounded by a mixture of zoning classifications. The property to the North of the Project Site is zoned Residential-Lakeside (R-L) District. The property to the east of the Project Site is zoned Residential-Lakeside (R-L) District. The property to the east of the Project Site is zoned Residential-Lakeside (R-L) District and Residential-Agricultural (R-A) District. The property to the south of the Project Site is zoned Residential District and Residential-Lakeside (R-L) District.

The Sunset View project is compatible with the planning goals and objectives contained in the Town of Chautauqua Comprehensive Plan. The Project repurposes formerly disturbed and underutilized land bordering the lake with a high-quality infill mixed-use redevelopment project. The Project is primarily focused on the development of new, high-quality residential space in various typologies in a community atmosphere with a focus on active living and on-site recreational opportunities. The Project will also include a commercial component in the three-story mixed-use building drawing upon activity through the Project Site's waterfront access. The Project will serve as a catalyst for new economic opportunities, local tourism and attract additional residents and investment by those looking to enjoy the many offerings of the Chautauqua region.

(d) A description of the estimated costs of completing the entire project and indication as to how the applicant plans to finance the costs.

The estimated cost of the entire Project is approximately 70 million dollars and is subject

to changes based on market conditions that are outside the control of the Project Sponsor. The Project will be financed through a mix of private equity and senior debt. The Project Sponsor plans to work with the CCIDA on potential qualifying incentives to support the development of the Project.

(e) A description of the municipal services to be requested or that are required of the Town and the estimated municipal costs to provide the same.

The following is a description of the municipal services that are requested and/or required to service the Project.

- Sanitary sewer and water: 8-inch water main project coming from the north scheduled to be completed by end of 2026 per input received from Supervisor during a project meeting held at the Town Hall on February 13, 2024.
- Pursuant to a study conducted by Kevin O'Donnell of Kromac Design Inc., the estimated electric and gas utility loads for the Project are as follows:
 - Electricity = 2,400 KW
 - Natural Gas = 39,920 MBH

(f) General statements as to how common open space is to be owned and maintained.

The project layout has been designed to include approximately 23.1 acres of greenspace (65% of the Project Site) including 1.2 acres of dedicated greenspace adjacent to the approximately .7 acres of dedicated greenspace with frontage on Fairview Road. The greenspace that is not located on the individual lots with detached single-family homes will be maintained by various Homeowner's Associations to be formed by the Project Sponsor.

(g) A proposed timetable for development and, if a staged development, a general indication of how the staging is planned.

As described in Section 143-22(3)(B), the Project is to be developed into three distinct zones, offering various residential unit typologies, first and second floor commercial space in a mixed-use building and various amenities. With a projected total of approximately 194 residential

units, the Project will be developed over several stages based on market demand.

The single-family homes to be located on the southern portion of the Project Site are to be constructed as lots are sold. While plans need to remain flexible based on market conditions, there is currently no intention to construct single-family homes on spec.

The townhome blocks central to the site are intended to be constructed in a minimum of three phases starting on the westerly portion of the Project Site, at lower elevation closer to the Chautauqua Lake, and working east, up the slope, towards E Lake Road. The units along E Lake Road are intended to be the final phase of the build-out of the townhome component of the Project.

It is anticipated that the three-story mixed-use building to be located at the northern end of the Project Site will be constructed at approximately the same time as the early stages of the adjacent townhome component located directly to the south.

In total, the construction of the overall Project, with its various zones and stages, is expected to take a minimum of three (3) years to complete. It is important to mention that the build-out of the Project will be based on market conditions and other relevant factors and as such the minimum build-out period of three (3) years is only an estimate.

(h) The present ownership of all lands included within the proposed PUD area

The four parcels comprising the Project Site are owned by 1200 Group, LLC. Copies of the Parcel Report for the four (4) parcels comprising the Project Site are attached as **Exhibit “7”**.

(i) A statement as to the vehicular traffic impact, both within the district and to surrounding areas, and the basis upon which the statement is predicated

The comprehensive updated Traffic Impact Report prepared by Passero Associates dated September 27, 2024 demonstrates that the Project will not result in any potentially significant adverse traffic impacts. A copy of the updated Traffic Impact Report is provided at **Exhibit “16”**. The

professional opinion and recommendations of Passero Associates based on its comprehensive traffic analysis are as follows:

1. The proposed project is expected to generate approximately 35 entering/93 exiting vehicle trips during the AM peak hour and 122 entering/80 exiting vehicle trips during the PM peak hour.
2. Given the available intersection sight distance (ISD) at the NY-430/Proposed Northerly Driveway intersection to the right is less than the desirable sight distance, it is recommended that a W2-2 intersection warning sign is placed 495 feet in advance of the proposed northerly driveway to the south on NY-430 facing northbound traffic.
3. Given the available ISD at the NY-430/Proposed Southerly Driveway intersection to the left is less than the desirable sight distance, it is recommended that a W2-2 intersection warning sign is placed 495 feet in advance of the proposed southerly driveway to the north on NY-430 facing southbound traffic.
4. The Leet Ave (Northerly) intersection with NY-430 exceeds the recommended sight distances.
5. The recommended guidelines for installation of left-turn lanes along NY-430 at the site driveways and Leet Ave (Northerly) were not satisfied.
6. All movements operate at an acceptable LOS B or better under existing and projected background conditions during both peak hours.
7. Based on the detailed capacity analysis and the resulting small impacts from the project, the new project-related traffic volumes can be adequately accommodated by the existing roadway network.
8. Pursuant to SEQRA, this detailed analysis conducted with respect to nationally and locally accepted standards demonstrates that the proposed project shall not result in any significant adverse traffic impacts.

(j) Any evidence that tends to demonstrate the applicant's ability to carry out the plan, both physically and financially

With its extensive experience in real estate development, management and leasing including a wide variety of office, retail, hotel, multi-family and mixed-use projects, Ellicott Development Company is well qualified to undertake the Project. A company overview of Ellicott Development is provided at **Exhibit "14"**.

Ellicott Development Company is a multi-faceted, fully integrated firm with the “In-House” capacity to provide legal, administrative, financial, management, accounting, development, site selection, site assemblage, architectural design and drafting services, construction management, leasing, maintenance, janitorial and security services.

The Ellicott Development portfolio consists of approximately \$1.1 billion in real estate development projects, ranging from new construction to historic rehabilitation. Together with its affiliates, it owns, manages and controls a total commercial real estate portfolio of 9.6 million square feet spread across more than 500 properties. It manages 17 large office buildings in Downtown Buffalo, NY and over 1,000 residential units. In addition, it owns and operates 11 hotels with a combined total of 1,428 rooms. EDC is headquartered in downtown Buffalo.

(k) A general description of recreation facilities, open spaces, privacy hedges, landscaping and other aesthetic amenities to be included in the project to justify the applicant's request for issuance of a PUD special use permit

A key aspect of the design of the Project is focused on the preservation of open space and views across the dynamic topography of the Project Site. This will be achieved through the incorporation of landscape and green infrastructure practices creating a natural aesthetic that will enhance the Project Site.

Not only for aesthetic purposes, the implementation of these practices will also avoid any adverse environmental impacts on Lake Chautauqua. In addition to the general design practices aimed to create a natural aesthetic, several amenities, as follows, are anticipated to be incorporated into the Project with the aim of creating a resort style community experience:

- Restaurant & Bar with Indoor/Outdoor dining, boat service and service to residential units on Site;
- Transient Dock Spaces;
- Kayak, Water Bike, Paddle Boat & Canoe Rentals;

- Sandy Beach Area;
- Picnic Area;
- Dog Park;
- Private Owners Pool with Cabanas;
- Community Center including Ping Pong, Billiards, Movie/IT Lounge, Library, Meeting/Event Space, Fitness Center with locker rooms and Sauna;
- Sport Courts including Tennis, Pickle Ball, Bocce and Basketball; and
- Bike Paths

II. Consistency with the Chautauqua Local Waterfront Revitalization Program:

The project team has reviewed the thirteen (13) policies of the Chautauqua LWRP, each of which are reproduced below in bold followed by a response.⁶

Policy 1: Foster a pattern of development in the waterfront area that enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of a waterfront location, and minimizes adverse effects of development.

Response: The project layout has been deliberately designed to preserve open space and provide a scale of development that complements the surrounding area and community character. The project layout has been designed to include approximately 23.1 acres of greenspace (65% of the Project Site) including 1.2 acres of dedicated greenspace adjacent to the approximately .7 acres of dedicated greenspace with frontage on Fairview Road. The greenspace that is not located on the individual lots for detached single-family homes will be maintained by various Homeowner’s Associations to be formed by the Project Sponsor. The townhome buildings have been located based on the existing topography of the Project Site and the only building that is somewhat large is the four-story mixed-use building that will not have adverse impacts on nearby residential uses.

⁶ The Town of Chautauqua Waterfront Revitalization Area (“WRA”) is described on Pages 3 to 5 of the Waterfront Revitalization Plan.

Policy 1.1: Concentrate development and redevelopment in order to revitalize underutilized waterfronts and strengthen the traditional waterfront focus of the communities.

Response: The project will revitalize the portion of the Project Site that consists of underutilized waterfront and the project layout has been deliberately designed to strengthen the waterfront focus of the community.

Policy 1.2: Ensure that development or uses make beneficial use of their waterfront location.⁷

Response: The project represents a beneficial use of the waterfront portion of the Project Site. The on-site recreational amenities associated with the waterfront portion of the Project Site will promote the future residents and tenants of the project utilizing the waterfront portion of the Project Site.

Policy 1.3: Maintain and enhance natural areas, recreation and open space.⁸

⁷ Text in the LWRP for Policy 1.2 states as follows: “Water-dependent uses should be promoted where appropriate and given precedent over other types of development at suitable waterfront sites. Existing waterfront uses should be protected. Water-enhanced uses may be encouraged where they are compatible with surrounding development and are designed to make beneficial use of their waterfront location. Water-enhanced uses should be sited and designed to:

- attract people to waterfront and provide opportunities for access
- provide public views to or from the water
- minimize consumption of waterfront land
- not interfere with the operation of water-dependent operations
- not cause significant adverse impacts to community character and surrounding land and water resources.”

⁸ Text in the LWRP for Policy 1.3 states as follows: “The intent of this policy is to foster development requirements that account for site characteristics, limit the disturbance of land and water, and foster visual compatibility of the development with surrounding areas.

Adverse impacts on natural resources, open spaces and recreation should be avoided, including:

- The protection of existing park lands and provision of additional recreational opportunities in the Chautauqua Lake communities
- When evaluating proposed new developments, ensure that natural areas are preserved to the maximum extent possible.

Response: The project layout has been designed to include clustering for the townhomes enabling approximately 23.1 acres of greenspace (65% of the Project Site) including 1.2 acres of dedicated greenspace adjacent to the approximately .7 acres of dedicated greenspace with frontage on Fairview Road. The greenspace that is not located on the individual lots with detached single-family homes will be maintained by various Homeowner’s Associations to be formed by the Project Sponsor.

Policy 1.4: Minimize potential adverse land use, environmental, and economic impacts that would result from proposed development.⁹

Response: The project layout minimizes potential land use and environmental impacts via well designed plan that will include required improvements per the Town’s technical standards. The project will result in positive economic impacts including but not limited to annual property taxes to be received by taxing jurisdictions.

Policy 1.5: Protect stable residential areas.¹⁰

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- Include cluster-housing provisions in subdivision regulations, zoning laws and ordinances to preserve open space.
 - Loss, fragmentation, and impairment of habitats and wetlands whenever possible.”
 - The expansion of infrastructure into undeveloped areas where such expansion would promote development detrimental to natural resources.”

⁹ Text in the LWRP for Policy 1.4 states as follows:

- All major proposed projects within the Chautauqua Lake Waterfront Revitalization Area requiring local, State or federal review shall take into account the economic, social and environmental interests of the impacted community and the Lake as a whole.
- Future development should be focused only where adequate public infrastructure exists or can be provided or where private facilities could be developed. All development should take place in such a way that community character, environmental quality, open space, and natural resources are preserved and water- dependent uses are not displaced or their operations impaired.

¹⁰ Text in the LWRP for Policy 1.5 states as follows: “Redevelopment areas within the Chautauqua Lake communities primarily consist of Village centers or areas that have become centers for historic residential clusters such as Stow and Dewittville. These types of areas have traditionally had links to adjacent existing residential neighborhoods. The following standards should be considered when reviewing proposed projects:

- New development located in or adjacent to these types of residential areas should compatible with neighborhood character.
- Buffering that does not reduce or eliminate vistas that connect people to the water may be considered

Response: The project will be compatible with the surrounding residential areas and the Project Sponsor believes the project will enhance community character.

Policy 2: Preserve historic resources of the waterfront area of Chautauqua Lake.

Response: The project will not have any adverse impacts on the historic resources of the waterfront areas of Chautauqua Lake.

Policy 2.1: Maximize preservation and retention of historic resources.

Response: The project will not have any adverse impacts on the historic resources.

Policy 2.2: Protect and preserve archeological resources.

Response: The project will not have any adverse impacts on archeological resources.

Policy 3: Enhance visual quality and protect scenic resources in the Chautauqua Lake Area.¹¹

Response: The project layout has been designed to not interfere with visual quality and scenic resources associated with Chautauqua Lake.

Policy 3.1: Enhance visual quality and protect scenic resources throughout the Chautauqua Lake communities.¹²

to separate non-compatible uses.

- The loss of informal access points to the waterfront should be evaluated. In the case of a loss of access points, the provision of new public access points shall be encouraged.”

¹¹ Text in the LWRP for Policy 3 states as follows: “The intent of this policy is to protect and enhance the visual quality of the Chautauqua Lake communities. The preservation of the aesthetic, historic, and scenic character of the communities is critical to the continuance of its attraction and economic vitality as a tourism resource.”

¹² Text in the LWRP for Policy 3.1 states as follows: “The Chautauqua Lake area provides numerous opportunities for enjoying scenic vistas of the waterfront and surrounding area. The Chautauqua Lake communities need to protect these scenic vistas by adhering to the following standards and guidelines:

- Minimize the introduction of structural elements, which would be discordant with existing natural scenic components and character.
- Restore deteriorated visual components where practical and remove degraded components when necessary.
- Screen components of development, which detract from visual quality.
- Use appropriate siting, scales, forms, and materials to ensure that structures are compatible and add

Response: The project layout has been designed to not interfere with visual quality and scenic resources associated with Chautauqua Lake. The project will transform the vacant former golf course property into an active mixed-use community.

Policy 4: Minimize loss of life, structures, and natural resources from flooding and erosion.

Response: The project will be designed to comply with all technical standards to ensure it will not result in adverse flooding impacts or erosion impacts.

Policy 4.1: Minimize flooding damage in the Chautauqua Lake communities through the use of appropriate management measures.

Response: The project will be designed to comply with all technical standards to ensure it will not result in adverse flooding impacts. The locations of principal structures will be more than 50 ft. from the shoreline at high water levels incorporating flood damage prevention, protecting life and properties.

Policy 4.2: Preserve and restore natural protective features.

Response: The project will not interfere with any existing natural protective features of Chautauqua Lake.

Policy 5: Protect and improve water resources.

Response: The project will not interfere with the protection and improvement of water resources.

Policy 5.1: Prohibit direct discharges that would contribute to lowering water quality standards.

Response: The project will not result in any direct discharges that would contribute to lowering

interest to existing scenic components.

- Improve the visual quality of Village areas.
- Protect the visual interest of active water-dependent uses.
- Protect and enhance the visual quality associated with public lands, public parks and public trust lands.”

water quality standards of Chautauqua Lake.

Policy 5.2: Minimize indirect or non-point pollution of the water resources of the Chautauqua Lake communities, and manage activities causing non-point pollution.

Response: The stormwater runoff from the impervious surfaces on the Project Site will be properly managed in accordance with the applicable stormwater quality and quantity standards.

Policy 5.3: Protect and enhance water quality of the Chautauqua Lake communities.

Response: The project will not interfere with the policy of protecting and enhancing water quality of the Chautauqua Lake communities.

Policy 5.4: Protect and conserve the quality and quantity of potable water within the Chautauqua Lake area.

Response: The project will not result in any discharge of pollutant that could contaminate primary sources of drinking water.

Policy 6: Protect ecological resources around Chautauqua Lake, including important fish habitats, wetlands, and rare ecological communities.

Response: The project will not interfere with the policy of protecting ecological resources around Chautauqua Lake, including important fish habitats, wetlands, and rare ecological communities.

There are not any wetlands located on the Project Site.

Policy 6.1: Protect fish habitats.

Response: The project will not interfere with the policy of protecting fish habitats.

Policy 6.2: Protect freshwater wetlands.

Response: There are not any mapped wetlands located on the Project Site.

Policy 7: Protect and improve air quality in the Chautauqua Lake area.

Response: The proposed project will not interfere with the policy of protecting and improving air quality in the Chautauqua Lake area.

Policy 7.1: Minimize existing air pollution and prevent new air pollution in the Chautauqua

Lake area.

Response: The proposed project will not interfere with the policy of preventing air pollution in the Chautauqua Lake area. The proposed project will not result in any activities that exceed thresholds established by the federal Clean Air Act and State air quality laws.

Policy 7.2: Minimize discharges of atmospheric radioactive material sources to levels that are low as possible.

Response: The proposed project will not involve any discharges of atmospheric radioactive material sources.

Policy 7.3: Assist the State whenever possible in the administration of its air quality statutes pertaining to chlorofluorocarbon compounds.

Response: The proposed project will not interfere with the policy assisting the State whenever possible in the administration of its air quality statutes pertaining to chlorofluorocarbon compounds.

Policy 7.4: Assist the State whenever possible in the administration of its air quality statutes pertaining to the atmospheric deposition of pollutants in the region, particularly from nitrogen sources.

Response: The proposed project will not interfere with the policy assisting the State whenever possible in the administration of its air quality statutes pertaining to the atmospheric deposition of pollutants.

Policy 8: Minimize environmental degradation in the Chautauqua Lake communities from solid waste and hazardous substances and wastes.¹³

Response: The proposed project will not result in any environmental degradation in the Chautauqua Lake communities from solid waste and hazardous substances and wastes.

¹³ Text in the LWRP for Policy 8 states as follows: “The intent of this policy is to protect people from sources of contamination and to protect the Chautauqua Lake area from degradation through proper control and management of wastes and hazardous materials.”

Policy 8.1: Manage solid waste to protect public health and control pollution.

Response: The proposed project will not result in adverse solid waste impacts that could interfere with the policy of protecting public health and control pollution.

Policy 8.2: Manage hazardous waste to protect public health and control pollution.

Response: The proposed project will not result the generation of any hazardous waste.

Policy 8.3: Protect the environment from degradation due to toxic pollutants and substances hazardous to the environment.

Response: The proposed project will not result the release of toxic pollutants or substances hazardous to the environment.

Policy 8.4: Prevent and remediate discharge of petroleum products.

Response: The proposed project will not result in the discharge of petroleum products.

Policy 8.5: Encourage the safe transportation of hazardous substances and wastes through the Chautauqua Lake area.

Response: The proposed project does not involve the transportation of hazardous substances and wastes through the Chautauqua Lake area.

Policy 8.6: Site solid and hazardous waste facilities to avoid potential degradation of water resources in the Chautauqua Lake area.

Response: The proposed project does not involve a solid and hazardous waste facility.

Policy 9: Provide for public access to, and recreational use of, waterfront, public lands, and public resources of the waterfront area.

Response: The proposed project will result in access and use of the waterfront amenities planned in connection with the project.

Policy 9.1: Promote appropriate physical public access and recreation throughout the waterfront area.

Response: The proposed project includes waterfront amenities that will provide recreational

opportunities.

Policy 9.2: Provide and protect visual access to waterfront lands and waters or open space at all sites where physically practical.

Response: The proposed project will not interfere with the policy of protecting visual access to waterfront lands and waters or open space at all sites where physically practical.

Policy 9.3: Assure public access along public trust lands above the line of mean low water.

Response: The proposed project will not interfere with the policy of assuring public access along public trust lands above the line of mean low water since the Project Site does not consist of public trust lands.

Policy 9.4: Provide access and recreation, which is compatible with natural resource values.

Response: The waterfront portion of the Project Site does not consist of protected environmental resources. The project will provide waterfront amenities that will provide recreational opportunities.

Policy 10: Protect Chautauqua Lake's water-dependent uses and promote siting of new water-dependent uses in suitable locations.¹⁴

Response: The project will not interfere with the policy of protecting Chautauqua Lake's water-dependent uses and will result new water dependent uses in a suitable location.

Policy 10.1: Protect water-dependent uses.

Response: The project will not interfere with the policy of protecting water-dependent uses.

Policy 10.2: Promote the siting of new water-dependent uses at suitable locations along Chautauqua Lake.

¹⁴ Text in the LWRP for Policy 10 states as follows: "The intent of this policy is to protect existing water-dependent commercial and recreational uses and to promote their future siting in accordance with the reasonable expected demand for such use."

Response: The project will result in the siting of water dependent uses at a suitable location along Chautauqua Lake.

Policy 10.3: Allow water-enhanced uses which complement or improve the economic viability of water-dependent uses.

Response: The project include water enhanced uses which will complement or improve the economic viability of water-dependent uses.

Policy 11: Promote the sustainable use of fish resources in Chautauqua Lake.

Response: The project will not interfere with the policy of promoting the sustainable use of fish resources in Chautauqua Lake.

Policy 11.1: Ensure the long-term maintenance and health of fishing resources in Chautauqua Lake.

Response: The project will not interfere with the policy of ensuring the long-term maintenance and health of fishing resources in Chautauqua Lake.

Policy 11.2: Promote recreational use of Chautauqua Lake fisheries.

Response: The project will not interfere with the policy of promoting the recreational use of Chautauqua Lake fisheries.

Policy 12: Protect existing agricultural lands in and adjacent to the Chautauqua Lake Waterfront Revitalization Area.¹⁵

Response: The Project Site does not consist of agricultural lands in or adjacent to the Chautauqua Lake Waterfront Revitalization Area.

Policy 12.1: Protect existing agriculture and agricultural lands from the creation of adjacent uses that would threaten agricultural production.

¹⁵ Text in the LWRP for Policy 12 states as follows “For the purposes of this policy, agricultural lands are defined as follows: Land included in agricultural districts as created under Article 25-AA of the Agriculture and Markets Law; lands comprised of soils classified in soil groups 1,2,3, or 4 according to the NYS Department of Agriculture and Markets Land Classification System; or lands used in agricultural production, as defined in Article 25-AA of the Agriculture and Markets Law.”

Response: The project does not interfere with the policy of protecting existing agriculture and agricultural lands from the creation of adjacent uses that would threaten agricultural production.

Policy 13: Promote appropriate use and development of energy and mineral resources.¹⁶

Response: The project does not involve the development of energy or mineral resources.

Policy 13.1: Conserve energy resources.

Response: The mixed-use building and residential buildings will be constructed in accordance with the standards in the NYS Energy Code.

Policy 13.2: Minimize adverse impacts from fuel storage facilities.

Response: The project does not involve a fuel storage facility.

¹⁶ Text in the LWRP for Policy 13 states as follows: “The intent of this policy is to foster the conservation of energy resources in the Chautauqua Lake communities.”

**Exhibit 2 - Summary of Consistency with
Article III of the Zoning Code titled
“Residential-Lakeside (R-L) District”**

EXHIBIT 2

SUMMARY OF RESIDENTIAL-LAKESIDE (R-L) DISTRICT

This narrative has been prepared to provide a summary of the requirements contained in Article III of the Zoning Code (titled “Residential-Lakeside (R-L) District”) relative to the proposed Sunset View Planned Unit Development (“PUD”) Project.¹

Section 143-15 of the Zoning Code (“Permitted Uses”):

Section 143-15 of the Zoning Code sets for the allowable uses in the Residential- Lakeside (R-L) District (“R-L District”) as follows:

- A. Any principal uses and structures permitted and as regulated in the R District, subject to all the terms and conditions of this chapter.²
- B. Two-family detached dwellings.
- C. Conservation projects or wildlife reservations.
- D. Agriculture, floriculture and horticultural pursuits, including but not limited to general farms, greenhouses, plant nurseries, truck gardens and the raising of bees, together with all customary buildings, but excluding dairies, poultry and livestock.
- E. Upon obtaining a special use permit from the Town Board in accordance with the provisions of Article XII, the following uses shall be permitted:

¹ A copy of Article III of the Zoning Code titled “Residential-Lakeside (R-L) District” is provided at **Exhibit “12”**.

² Section 143-11 of the Zoning Code sets forth the permitted principal uses and structures in the R District as follows: A. Single-family detached dwellings. B. Any land or building used by the Town of Chautauqua or the County of Chautauqua or the State of New York for administrative purposes, or other governmental purposes or public schools. C. The open storage of private boats, boat trailers, fishing equipment and other water recreation equipment, provided that no such equipment shall be used for commercial purposes or be available to the general public. D. Home occupations, subject to the conditions and requirements of § 143-63 below. E. Upon obtaining a special use permit from the Town Board in accordance with the provisions of Article XII, the following uses shall be permitted: (1) Conservation projects or wildlife reservations. (2) Private boathouses. (3) Churches or similar places of worship, parish houses or convents. (4) Nonprofit private schools accredited by the New York State Department of Education. (5) Public parks and playgrounds, golf courses and similar recreational areas not operated for gain.

- (1) Golf courses.
- (2) Antique shops.
- (3) Multiple-family dwellings.
- (4) Condominiums.
- (5) (Reserved)
- (6) (Reserved)
- (7) (Reserved)
- (8) (Reserved)
- (9) Professional and business offices, within a building or group of buildings, provided such use meets all the following specific standards and requirements: [Added 4-12-2010 by L.L. No. 2-2010]
 - (a) The building or the aggregate of the group of buildings contains 200 gross feet of floor space of building per employee to be housed therein;
 - (b) The off-street parking requirements of § 143-66 hereof are met;
 - (c) The parcel(s) on which the use is proposed to be located has access to municipal water and sewer services and fronts on a state highway; and
 - (d) The use does not create excessive noise, vibration, lights or odor, create a fire or explosion hazard, nor generate excessive traffic on neighboring roads.

Response: The proposed residential uses of the Project Site includes single-family homes, which are expressly permitted in the R-L District. The proposed townhomes and attached residential units on the upper floors of the proposed two & three -story mixed-use building, which uses constitute multiple-family dwellings and condominiums, are permitted uses subject to the issuance of a Special Use Permit pursuant to Section 143-15E(3) and E(4) of the Zoning Code. The Project Sponsor is seeking approval for the Sunset View PUD that will include first floor commercial and

community space in the proposed mixed-use building, which will require approval by the Town Board.

143-16 of the Zoning Code (“Permitted Accessory Uses and Structures”):

Section 143-16 of the Zoning Code sets for the permitted accessory uses and structures allowed in the Residential-Lakeside (R-L) District (“R-L District”) including any accessory uses and structures permitted in the R-District and the following:

- A. Any accessory uses and structures permitted and as regulated in the R District.³
- B. Signs as regulated in the R District, except that one identification sign not exceeding 20 square feet in area and identifying the premises on which located shall be permitted on premises. Such sign may be illuminated by a nonflashing source of light.
- C. Cabanas, dressing rooms or other customary accessory uses

Response: The PUD will include accessory structures permitted per Section 143-16 of the Zoning Code including but not limited to garages and sheds. The Project Sponsor is requesting that PUD approval allow more than one identification sign with a size not to exceed 30 square feet. More specific information regarding proposed signage will be submitted during the project review process.

³ Section 143-12 of the Zoning Code sets forth permitted accessory uses and structures in the R District as follows: A. One private garage, not to exceed 775 square feet in size, or parking space. B. One storage shed not to exceed eight feet in height at its eaves and 140 square feet in area. C. Quarters for guests. D. Building for private horticultural purposes. E. Private family swimming pool, provided that it is confined to an area in the rear of the front setback line. F. Signs on the premises as follows: (1) One unlighted sign, not exceeding 10 square feet in area, advertising the sale or rent of the property upon which such sign is located, provided that such sign shall be set back from the street line not less than 20 feet from the traveled portion of the highway. (2) One bulletin board, not exceeding 20 square feet in area, for public, charitable and religious institutions. G. Children's playhouse.

143-17 of the Zoning Code (“Minimum Area Requirements”):

Section 143-17 of the Zoning Code sets for the minimum area requirements in the Residential-Lakeside (R-L) District (“R-L District”) as follows:

- A. Lot sizes. Every single-family or two-family detached dwelling or other permitted structure not being accessory to a detached dwelling located on the property, hereafter erected, shall be located on a lot having an area of not less than 20,000 square feet, as measured from the street right-of-way, and a width at the established building line of not less than 100 feet, subject to compliance with waste and sewage disposal requirements as prescribed by the Chautauqua County Department of Health. When a tract of land is served by public sanitary sewer facilities or by a community sanitary sewer system operated as a public utility, a single-family detached dwelling may be erected on a lot having an area of not less than 15,000 square feet, as measured from the street right-of-way, and a width at the established building line of not less than 100 feet. When a tract of land is served by both a community water system and a sanitary sewer system, such single-family detached dwelling may be erected on a lot having an area of not less than 10,000 square feet, as measured from the street right-of-way, and with a width at the established building line of not less than 75 feet.
- B. Front yard depth shall be 40 feet, measured as the distance between the street right-of-way and any part of the dwelling.
- C. Side yards (two required) shall total 25% of lot width; minimum side yard shall be eight feet.
- D. Rear yard shall be 25% of lot depth or 40 feet, whichever is less.

Response: The proposed residential lots will be served by sanitary sewer and community water facilities. As such, the minimum lot size is 10,000 sq. ft. The Project Sponsor is seeking approval for the PUD to be governed by the following lot standards and principal structure setbacks:

- 1. Minimum Lot Size: 8,000 Sq. Ft.
- 2. Minimum Lot Frontage on a Street Right-of-Way: 60 Ft.
- 3. Minimum Front Yard Depth: 20 Ft.
- 4. Minimum Side Yards: 7.5 Ft.
- 5. Minimum Rear Yard: 30 Ft.

143-18 of the Zoning Code (“Minimum size of dwelling, maximum lot coverage and limitation on permitted accessory use”):

Section 143-18 of the Zoning Code sets for the standards for development in Residential-Lakeside (R-L) District (“R-L District”) as follows:

- A. The minimum size of a dwelling shall be 800 square feet of enclosed living space.
- B. The sum of all areas covered by all principal and accessory uses, buildings and structures shall not exceed 30% of the area of the lot.
- C. No accessory use or structure, other than quarters for servants employed upon the premises as permitted in § 143-12C above, shall be altered or otherwise modified in a manner that would make it a dwelling unit, as defined in this chapter.
- D. If private garaging is located in the basement level under the dwelling such private garage area shall not exceed 775 square feet.

Response: The proposed single family homes to be located on residential lots and the townhome units will exceed a size of 800 sq. ft. The mixed-use building that will include attached dwelling units on the upper floors will contain one-bedroom unit and studios that may be less than 800 sq. ft. in size. As such, the Project Sponsor is requesting that the approved PUD allow attached dwelling units in the mixed-use building with a minimum size of 500 sq. ft. The Project Sponsor is also requesting that the PUD include a maximum lot coverage of 35% for the single-family homes on individual lots.

**Exhibit 3 - Amended Part 1 of the Full
Environmental Assessment Form
dated October 7, 2024**

Amended Part 1 of Full Environmental Assessment Form

Part 1 - Project and Setting

Date: October 7, 2024

Instructions for Completing Part 1

**Prepared By: Sean Hopkins, Esq.
Hopkins Sorgi & McCarthy PLLC**

Tel: 716.510-4338

E-mail: shopkins@hsmlegal.com

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

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

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

A. Project and Applicant/Sponsor Information.

Name of Action or Project:		
Project Location (describe, and attach a general location map):		
Brief Description of Proposed Action (include purpose or need):		
Name of Applicant/Sponsor:		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:
Project Contact (if not same as sponsor; give name and title/role):		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor):		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

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

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees <input type="checkbox"/> Yes <input type="checkbox"/> No		
b. City, Town or Village Planning Board or Commission <input type="checkbox"/> Yes <input type="checkbox"/> No		
c. City, Town or Village Zoning Board of Appeals <input type="checkbox"/> Yes <input type="checkbox"/> No		
d. Other local agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
e. County agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
f. Regional agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
g. State agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
h. Federal agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
i. Coastal Resources. <ul style="list-style-type: none"> <li data-bbox="121 829 1485 861">i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? <input type="checkbox"/> Yes <input type="checkbox"/> No <li data-bbox="121 892 1485 924">ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? <input type="checkbox"/> Yes <input type="checkbox"/> No <li data-bbox="121 924 1485 955">iii. Is the project site within a Coastal Erosion Hazard Area? <input type="checkbox"/> Yes <input type="checkbox"/> No 		

C. Planning and Zoning

C.1. Planning and zoning actions.

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

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

C.2. Adopted land use plans.

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

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

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

If Yes, identify the plan(s):

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

If Yes, identify the plan(s):

C.3. Zoning

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

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

c. Is a zoning change requested as part of the proposed action? Yes No

If Yes,

i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? _____

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

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

d. What parks serve the project site?

D. Project Details

D.1. Proposed and Potential Development

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

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

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

d. Is the proposed action a subdivision, or does it include a subdivision? Yes No

If Yes,

i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

ii. Is a cluster/conservation layout proposed? Yes No

iii. Number of lots proposed? _____

iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? Yes No

i. If No, anticipated period of construction: _____ months

ii. If Yes:

- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

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

	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>	
Initial Phase	_____	_____	_____	_____	Phasing is to be based on demand and market conditions.
At completion	_____	_____	_____	_____	
of all phases	_____	_____	_____	_____	

g. Does the proposed action include new non-residential construction (including expansions)? Yes No
 If Yes,

i. Total number of structures _____

ii. Dimensions (in feet) of largest proposed structure: _____ height; _____ width; and _____ length

iii. Approximate extent of building space to be heated or cooled: _____ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? Yes No
 If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: Ground water Surface water streams Other specify: _____

iii. If other than water, identify the type of impounded/contained liquids and their source. _____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? Yes No
 (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)
 If Yes:

i. What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____

iv. Will there be onsite dewatering or processing of excavated materials? Yes No
 If yes, describe. _____

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? Yes No

ix. Summarize site reclamation goals and plan: _____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? Yes No
 If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

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

iii. Will the proposed action cause or result in disturbance to bottom sediments? Yes No

If Yes, describe: _____

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

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

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

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

If Yes:

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

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

If Yes:

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

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

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

- Source(s) of supply for the district: _____

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

If Yes:

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

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

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

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

If Yes:

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

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

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

If Yes:

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

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

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? Yes No
 If Yes:
 • Applicant/sponsor for new district: _____
 • Date application submitted or anticipated: _____
 • What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

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

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

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

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

 • Will stormwater runoff flow to adjacent properties? Yes No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? Yes No

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

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

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

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

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? Yes No
 If Yes:
 i. Estimate methane generation in tons/year (metric): _____
 ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? Yes No
 If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? Yes No
 If Yes: September 27, 2024. [Source: A Traffic Impact Study prepared by Passero Associates dated
 i. When is the peak traffic expected (Check all that apply): Morning Evening Weekend
 Randomly between hours of _____ to _____.
 ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____
 iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____
 iv. Does the proposed action include any shared use parking? Yes No
 v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: _____
 vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? Yes No
 vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? Yes No
 viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? Yes No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? Yes No
 If Yes:
 i. Estimate annual electricity demand during operation of the proposed action: _____
 ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): _____
 iii. Will the proposed action require a new, or an upgrade, to an existing substation? Yes No

l. Hours of operation. Answer all items which apply.
 i. During Construction:
 • Monday - Friday: _____
 • Saturday: _____
 • Sunday: _____
 • Holidays: _____
 ii. During Operations:
 • Monday - Friday: _____
 • Saturday: _____
 • Sunday: _____
 • Holidays: _____

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? Yes No
 If yes:
 i. Provide details including sources, time of day and duration:

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? Yes No
 Describe: _____

n. Will the proposed action have outdoor lighting? Yes No
 If yes:
 i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

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

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

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? Yes No
 If Yes:
 i. Product(s) to be stored _____
 ii. Volume(s) _____ per unit time _____ (e.g., month, year)
 iii. Generally, describe the proposed storage facilities: _____

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

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

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? Yes No
 If Yes:
 i. Describe any solid waste(s) to be generated during construction or operation of the facility:
 • Construction: _____ tons per _____ (unit of time)
 • Operation : _____ tons per _____ (unit of time)
 ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:
 • Construction: _____

 • Operation: _____

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

 • Operation: _____

s. Does the proposed action include construction or modification of a solid waste management facility? Yes No
 If Yes:
 i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____
 ii. Anticipated rate of disposal/processing:
 • _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
 • _____ Tons/hour, if combustion or thermal treatment
 iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? Yes No
 If Yes:
 i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

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

 iii. Specify amount to be handled or generated _____ tons/month
 iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

 v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? Yes No
 If Yes: provide name and location of facility: _____

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

E. Site and Setting of Proposed Action

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

a. Existing land uses.
 i. Check all uses that occur on, adjoining and near the project site.
 Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Aquatic Other (specify): _____
 ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

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

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

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

e. Does the project site contain an existing dam? Yes No
If Yes:
i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____
iii. Provide date and summarize results of last inspection:

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? Yes No
If Yes:
i. Has the facility been formally closed? Yes No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

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

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

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? Yes No
If yes, provide DEC ID number(s): _____
iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

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

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

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? _____ feet

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

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

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

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

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

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

h. Surface water features.

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

ii. Do any wetlands or other waterbodies adjoin the project site? Yes No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? Yes No
 [Note: There are not any wetlands located on the Project Site.]

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

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

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

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

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

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

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



<p>m. Identify the predominant wildlife species that occupy or use the project site: _____ _____ _____</p>	
<p>n. Does the project site contain a designated significant natural community? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <i>i.</i> Describe the habitat/community (composition, function, and basis for designation): _____ _____ <i>ii.</i> Source(s) of description or evaluation: _____ <i>iii.</i> Extent of community/habitat: • Currently: _____ acres • Following completion of project as proposed: _____ acres • Gain or loss (indicate + or -): _____ acres</p>	
<p>o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <i>i.</i> Species and listing (endangered or threatened): _____ _____ _____</p>	
<p>p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <i>i.</i> Species and listing: _____ _____</p>	
<p>q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, give a brief description of how the proposed action may affect that use: _____ _____</p>	
E.3. Designated Public Resources On or Near Project Site	
<p>a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, provide county plus district name/number: _____</p>	
<p>b. Are agricultural lands consisting of highly productive soils present? <input type="checkbox"/> Yes <input type="checkbox"/> No <i>i.</i> If Yes: acreage(s) on project site? _____ <i>ii.</i> Source(s) of soil rating(s): _____</p>	
<p>c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <i>i.</i> Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> Geological Feature <i>ii.</i> Provide brief description of landmark, including values behind designation and approximate size/extent: _____ _____ _____</p>	
<p>d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <i>i.</i> CEA name: _____ <i>ii.</i> Basis for designation: _____ <i>iii.</i> Designating agency and date: _____</p>	

<p>e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic 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? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes: [Note: The Project Site is not located in the Point Chautauqua Historic District].</p> <p>i. Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> Historic Building or District</p> <p>ii. Name: _____</p> <p>iii. Brief description of attributes on which listing is based: _____</p>
<p>f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>g. Have additional archaeological or historic site(s) or resources been identified on the project site? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Describe possible resource(s): _____</p> <p>ii. Basis for identification: _____</p>
<p>h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Identify resource: _____</p> <p>ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____</p> <p>iii. Distance between project and resource: _____ miles.</p>
<p>i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Identify the name of the river and its designation: _____</p> <p>ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>

F. Additional Information

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

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

G. Verification

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

Applicant/Sponsor Name _____ Date _____

Signature Sean Hopkins Title _____

EAF Mapper Summary Report



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	Yes
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	No
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.2.j. [100 Year Floodplain]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.2.k. [500 Year Floodplain]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No

E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	Point Chautauqua Historic District
E.3.f. [Archeological Sites]	No
E.3.i. [Designated River Corridor]	No

**Exhibit 4 - Reduced Size copy of the
Site Plan prepared by Carmina Wood
Design [Drawing C-100 – Date:
04/22/24]**

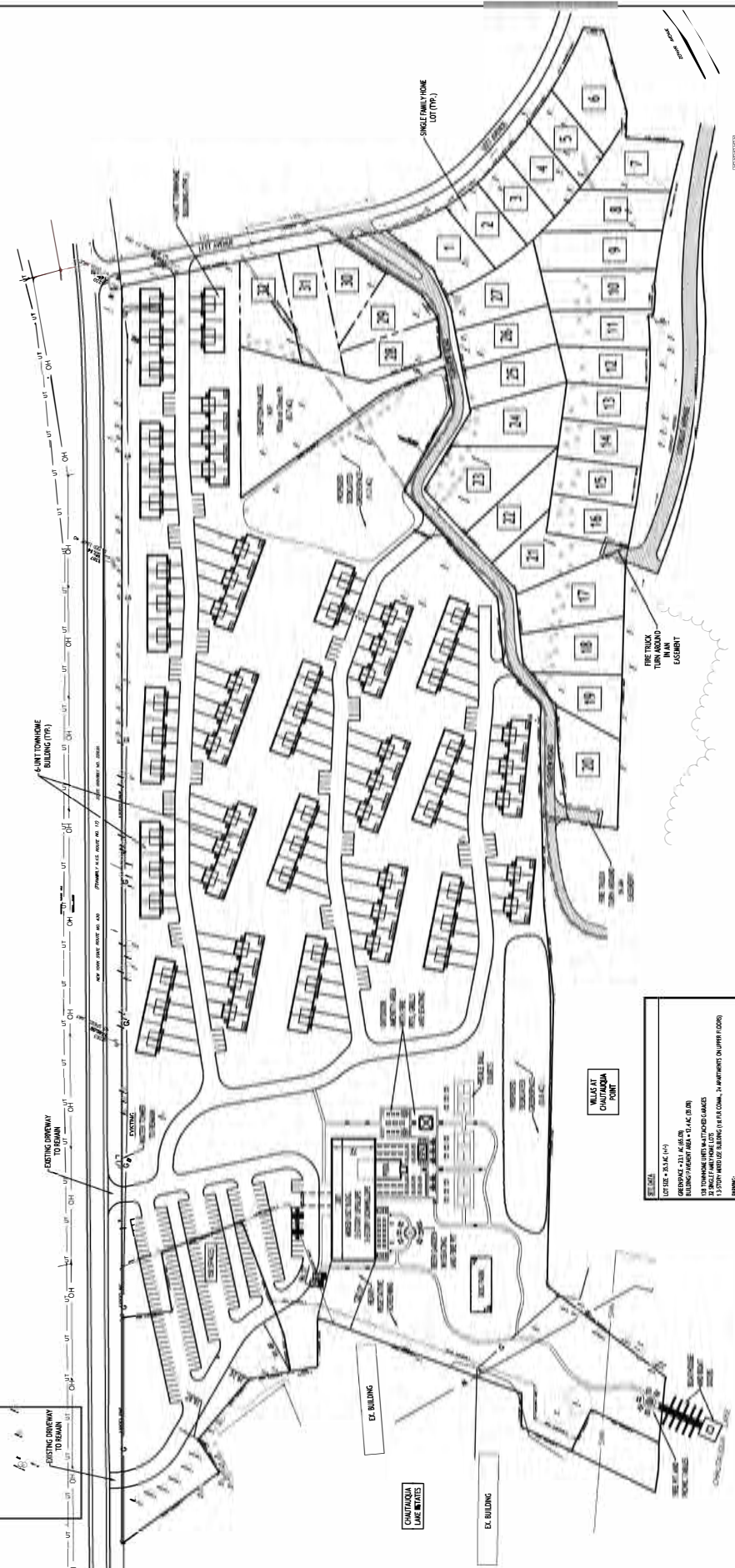
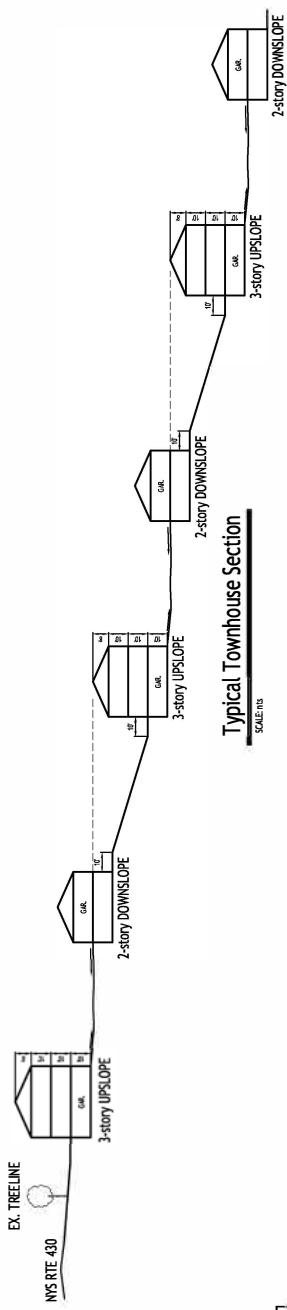
PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING NAME:
Site Plan
Concept

Date: 10.08.24
Drawn By: C. Wood
Scale: As Noted

DRAWING NO.:
C-100

PROJECT NO.: 23-4032



LOT 108 - 0.53 AC (1-3)
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LOT 200 - 0.53 AC (1-3)

N Site Plan
SCALE: 1/8" = 1'-0"



ALL RIGHTS RESERVED. NO PART OF THIS DRAWING OR THE INFORMATION CONTAINED HEREIN IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. THE DESIGN OF THE BUILDING IS THE PROPERTY OF CARMIN/WOOD DESIGN. THE DESIGN OF THE BUILDING IS THE PROPERTY OF CARMIN/WOOD DESIGN. THE DESIGN OF THE BUILDING IS THE PROPERTY OF CARMIN/WOOD DESIGN.

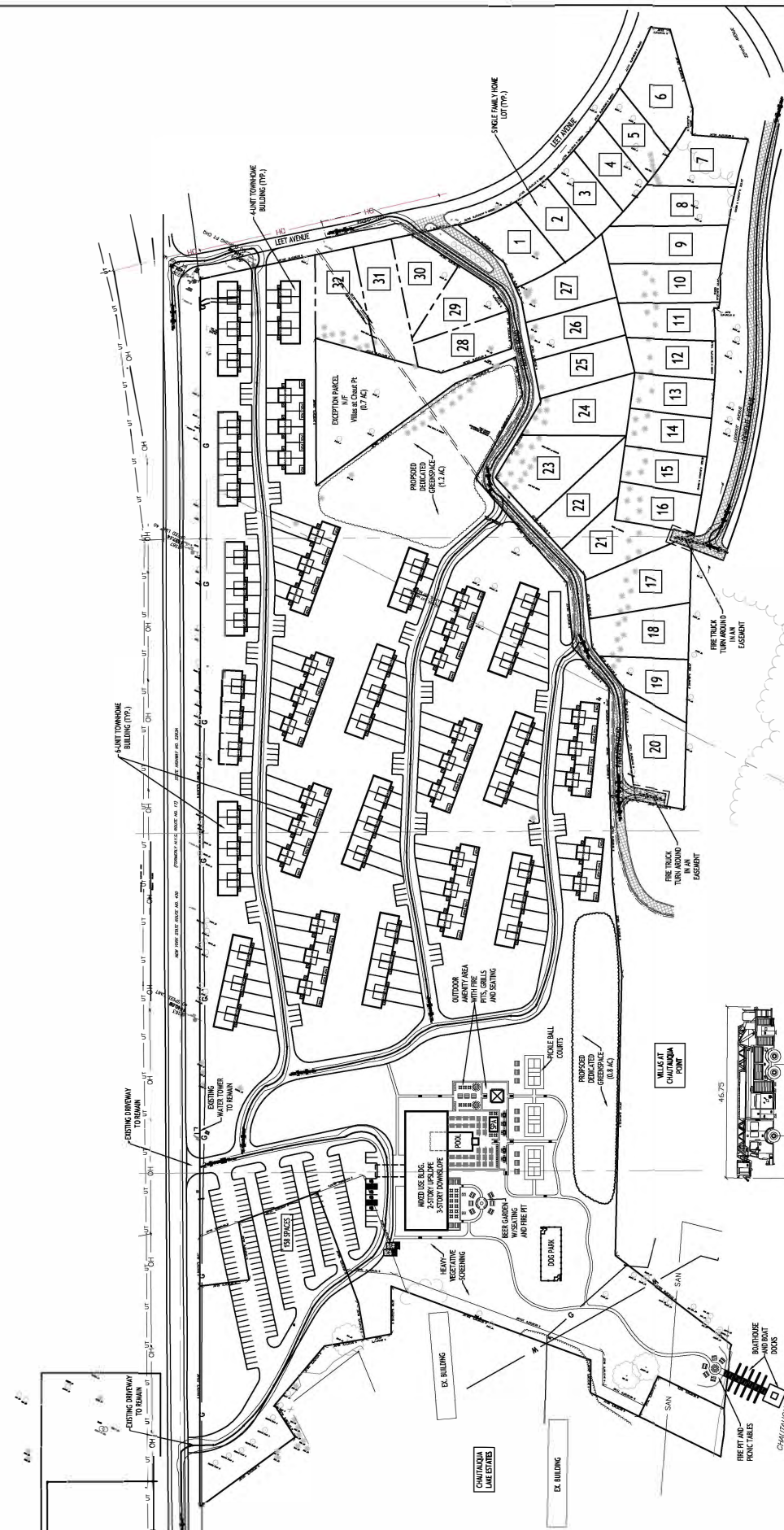
**Exhibit 5 - Reduced Size copy
of the Fire Truck Plan
[Drawing FT-100 – Date: 04/22/24]**

PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING NAME:
Fire Truck Plan

DATE: 10.08.24
DRAWN BY: C. Wood
SCALE: As Noted

DRAWING NO.: **FT-100**
PROJECT NO.: 23-4032



NOTES:
1. LOT 30K, R.S. 4.4 (4-1)
2. GEOPAVED (2.1.4.6, 4.6.10)
3. BUILDING PARKING AREA (1.1.4.6, 4.6.10)
4. 1/2" TOWNHOMES (1.1.4.6, 4.6.10)
5. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)
6. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)
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21. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)
22. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)
23. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)
24. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)
25. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)
26. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)
27. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)
28. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)
29. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)
30. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)
31. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)
32. 1.5" TOWNHOMES (1.1.4.6, 4.6.10)

N Site Plan
SCALE: 1"=80'

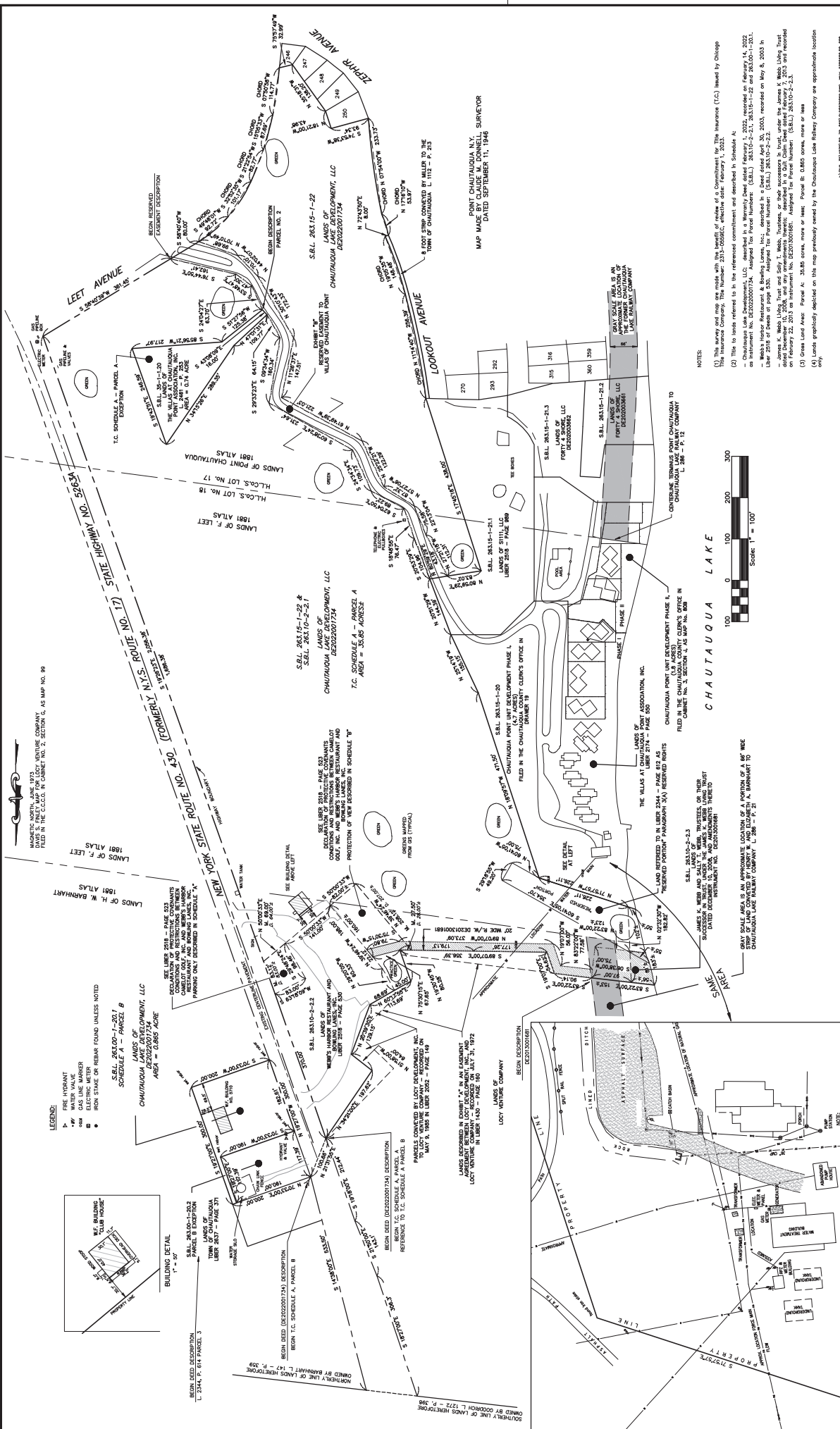
CFD 100' Aerial Platform Pierce Velocity
feet
Width 11:30
Track 26:12
Lock to Lock Time 6:0
Steering Angle 1,450

AFAR Pumper Pierce Velocity
feet
Width 8:08
Track 14:88
Lock to Lock Time 6:0
Steering Angle 1,450

FIRE TRUCKS: 100' AERIAL PLATFORM PIERCE VELOCITY
SHOWING FOR THE MAIN 3-STORY AND USE
BUILDING. THE PUMPER TRUCK IS SHOWN
FOR THE REMAINDER OF THE SITE.

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**Exhibit 6 - Survey of the Project Site dated
June 23, 2023**



LEGEND:

- ▶ FIRE HYDRANT
- ⊕ WATER VALVE
- ⊕ GAS LINE MARKER
- IRON STAKE OR NEARBY FOUND UNLESS NOTED

BUILDING DETAIL
1" = 2'-0"

CHAUTAUQUA LAKE DEVELOPMENT, LLC
S.B.L. 26310-1-2-2.1
SCHEDULE A, PARCEL B
AREA = 30.85 ACRES

NOTES:

(1) This survey and map are made with the benefit of a Commitment for the Insurance (CIC) issued by Chicago Insurance Company, the number: 215-0556C, effective date: February 1, 2023.

(2) This is to be referred to in the referenced commitment and described in Schedule A:
 - S.B.L. 26310-1-2-2.1, 26310-1-2-2.2, 26310-1-2-2.3, 26310-1-2-2.4, 26310-1-2-2.5, 26310-1-2-2.6, 26310-1-2-2.7, 26310-1-2-2.8, 26310-1-2-2.9, 26310-1-2-2.10, 26310-1-2-2.11, 26310-1-2-2.12, 26310-1-2-2.13, 26310-1-2-2.14, 26310-1-2-2.15, 26310-1-2-2.16, 26310-1-2-2.17, 26310-1-2-2.18, 26310-1-2-2.19, 26310-1-2-2.20, 26310-1-2-2.21, 26310-1-2-2.22, 26310-1-2-2.23, 26310-1-2-2.24, 26310-1-2-2.25, 26310-1-2-2.26, 26310-1-2-2.27, 26310-1-2-2.28, 26310-1-2-2.29, 26310-1-2-2.30, 26310-1-2-2.31, 26310-1-2-2.32, 26310-1-2-2.33, 26310-1-2-2.34, 26310-1-2-2.35, 26310-1-2-2.36, 26310-1-2-2.37, 26310-1-2-2.38, 26310-1-2-2.39, 26310-1-2-2.40, 26310-1-2-2.41, 26310-1-2-2.42, 26310-1-2-2.43, 26310-1-2-2.44, 26310-1-2-2.45, 26310-1-2-2.46, 26310-1-2-2.47, 26310-1-2-2.48, 26310-1-2-2.49, 26310-1-2-2.50, 26310-1-2-2.51, 26310-1-2-2.52, 26310-1-2-2.53, 26310-1-2-2.54, 26310-1-2-2.55, 26310-1-2-2.56, 26310-1-2-2.57, 26310-1-2-2.58, 26310-1-2-2.59, 26310-1-2-2.60, 26310-1-2-2.61, 26310-1-2-2.62, 26310-1-2-2.63, 26310-1-2-2.64, 26310-1-2-2.65, 26310-1-2-2.66, 26310-1-2-2.67, 26310-1-2-2.68, 26310-1-2-2.69, 26310-1-2-2.70, 26310-1-2-2.71, 26310-1-2-2.72, 26310-1-2-2.73, 26310-1-2-2.74, 26310-1-2-2.75, 26310-1-2-2.76, 26310-1-2-2.77, 26310-1-2-2.78, 26310-1-2-2.79, 26310-1-2-2.80, 26310-1-2-2.81, 26310-1-2-2.82, 26310-1-2-2.83, 26310-1-2-2.84, 26310-1-2-2.85, 26310-1-2-2.86, 26310-1-2-2.87, 26310-1-2-2.88, 26310-1-2-2.89, 26310-1-2-2.90, 26310-1-2-2.91, 26310-1-2-2.92, 26310-1-2-2.93, 26310-1-2-2.94, 26310-1-2-2.95, 26310-1-2-2.96, 26310-1-2-2.97, 26310-1-2-2.98, 26310-1-2-2.99, 26310-1-2-2.100.

CHAUTAUQUA LAKE DEVELOPMENT, LLC
5661 & 6710 NEW YORK STATE ROUTE NO. 430
TOWN OF CHAUTAUQUA
CHAUTAUQUA COUNTY - NEW YORK
BEING PART OF LOT NOS. 17 & 18, TOWN 3, RANGE 13
OF THE HOLLAND LAND COMPANY'S SURVEY

SCALE: 1" = 50'
DATE: JUNE 20, 2023
DRAWING NO.: CH2302001734
JOB NO.: 08-79-040

NO. _____ DATE _____
BY _____
CHECKED BY: J. E. OGDEN
SCALE: 1" = 100'

MANICHO, NICHOLAS, INC.
1000 N. W. 10TH AVE. SUITE 203
MIAMI, FL 33136
TEL: (305) 555-1111
WWW.MANICHO.COM

GPI ENGINEERING, LANDSCAPE ARCHITECTURE AND SURVEYING, LLP
ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE
290 JAMES ST., SUITE 400
JAMESTOWN, NEW YORK 14701
(716) 488-2503
FAX: 488-2502

**Exhibit 7 - Parcel Reports for the Four
Parcels Comprising the Project Site**



Chautauqua County - Parcel Report

Parcel Information: CHAUTAUQUA 263.15-1-22

Street: 5621 E Lake Rd
School District: 62803 - Chautauqua Lake

Acres: 31.39 **Tract:** **Sub Land Sep.:**
Frontage: 0 **Lot:** **Prop Class:** Golf course
Depth: 0 **Section:** **Sub Div. Lot**
 Township: **Filed Map No.:**
 Range: **Filed Date:**

Merge Request Note:
Note:

Current Ownership:								
Last	First	Middle	Suffix	Liber	Page	Deed Date	Sale Price	Deed Has Note
1200 Group, LLC				2023	4533	7/21/2023	2,200,000	

Historic Ownership:								
Last	First	Middle	Suffix	Liber	Page	Deed Date	Sale Price	Deed Has Note
Chautauqua Lake Development, LLC				2022	1734	2/14/2022	1,010,000	



Chautauqua County - Parcel Report

Parcel Information: CHAUTAUQUA 263.10-2-2.3

Street: E Lake Rd
School District: 62803 - Chautauqua Lake

Acres: 0.24 **Tract:** **Sub Land Sep.:**
Frontage: 75 **Lot:** 18 **Prop Class:** Vacant comm
Depth: 123 **Section:** **Sub Div. Lot**
 Township: 3 **Filed Map No.:**
 Range: 13 **Filed Date:**

Merge Request Note:
Note:

Current Ownership:

Last	First	Middle	Suffix	Liber	Page	Deed Date	Sale Price	Deed Has Note
1200 Group, LLC				2023	4530	7/21/2023	200,000	

Historic Ownership:

Last	First	Middle	Suffix	Liber	Page	Deed Date	Sale Price	Deed Has Note
James K Webb Living Trust				2013	1681	2/22/2013	0	
Webb	Sally	T		2594	43	2/21/2006		
Webb	Sally	T		2013	1680	2/22/2013		X
Webb	James	K		2594	43	2/21/2006	75000	
Webb	James	K		2013	1680	2/22/2013		X



Chautauqua County - Parcel Report

Parcel Information: CHAUTAUQUA 263.10-2-2.1

Street: Lake Rd
School District: 62803 - Chautauqua Lake

Acres: 1.7 **Tract:** **Sub Land Sep.:**
Frontage: 0 **Lot:** **Prop Class:** Golf course
Depth: 0 **Section:** **Sub Div. Lot**
 Township: **Filed Map No.:**
 Range: **Filed Date:**

Merge Request Note:
Note:

Current Ownership:								
Last	First	Middle	Suffix	Liber	Page	Deed Date	Sale Price	Deed Has Note
1200 Group, LLC				2023	4533	7/21/2023	2,200,000	

Historic Ownership:								
Last	First	Middle	Suffix	Liber	Page	Deed Date	Sale Price	Deed Has Note
Chautauqua Lake Development, LLC				2022	1734	2/14/2022	1,010,000	



Chautauqua County - Parcel Report

Parcel Information: CHAUTAUQUA 263.15-1-22

Street: 5621 E Lake Rd
School District: 62803 - Chautauqua Lake

Acres: 31.39 **Tract:** **Sub Land Sep.:**
Frontage: 0 **Lot:** **Prop Class:** Golf course
Depth: 0 **Section:** **Sub Div. Lot**
 Township: **Filed Map No.:**
 Range: **Filed Date:**

Merge Request Note:
Note:

Current Ownership:								
Last	First	Middle	Suffix	Liber	Page	Deed Date	Sale Price	Deed Has Note
1200 Group, LLC				2023	4533	7/21/2023	2,200,000	

Historic Ownership:								
Last	First	Middle	Suffix	Liber	Page	Deed Date	Sale Price	Deed Has Note
Chautauqua Lake Development, LLC				2022	1734	2/14/2022	1,010,000	

**Exhibit 8 - Color Renderings for
Townhome Buildings**





**Exhibit 9 - Color Rendering for
Single Family Homes**



Chautauqua Point
Ellicott Development Company
Chautauqua, N.Y.

The Cottages
Front Elevation - Style 1

James Fahy Design Associates
Architecture & Engineering P.C.
Rochester, NY





Chautauqua Point
Ellicott Development Company
Chautauqua, N.Y.

The Cottages
Front Elevation - Style 2



James Fahy Design Associates
Architecture & Engineering P.C.
Rochester, NY



Chautauqua Point
Ellicott Development Company
Chautauqua, N.Y.

The Cottages
Front Elevation - Style 3



James Fahy Design Associates
Architecture & Engineering P.C.
Rochester, NY

**Exhibit 10 - Color Rendering for Front
Elevation of Mixed-Use Building**



Chautauqua Point
Ellicott Development Company
Chautauqua, N.Y.

Front Elevation
High Density Apartment Building

**James Fahy Design Associates**
Architecture & Engineering P.C.
Rochester, NY

**Exhibit 11 - Copy of Article IV of the
Zoning Code titled “Planned Unit
Development (PUD) Districts”**

ARTICLE IV
Planned Unit Development (PUD) Districts
[Added 10-30-1986 by L.L. No. 6-1986]

§ 143-19. Intent and purpose. [Amended 5-13-1996 by L.L. No. 1-1996]

It is the intent and purpose of this article to authorize residential development in the Town of Chautauqua consistent with § 143-2 and in a manner that preserves open spaces, encourages the inclusion of aesthetically planned landscaping, recreational facilities and open spaces and also permits flexible land use and building design so that neighborhoods or portions thereof may be developed within the Town that incorporate a variety of residential units and building types in a configuration that might be permitted for the district in which the project is located pursuant to § 278, Subdivision 1(a), of the Town Law, as amended, regulating cluster developments. Such flexibility will permit innovation in residential development, while at the same time encouraging preservation of open spaces and natural resources. It anticipates the creation of recreational facilities and the inclusion within PUD's of tasteful and appropriate landscaping, all designed to improve the well-being, health and general welfare of the residents and to enhance the aesthetics of the project area.

§ 143-20. General plan.

- A. The PUD is an authority granted by a special use permit to allow construction of dwelling units within the designated area approved for development of the PUD without regard to the land area limitations of the district in which the PUD is made applicable and to be undertaken by a single developer. The PUD is subject to all of the terms and conditions of this article which must be met by the applicant to qualify for the issuance of the permit. The applicant is required to agree to the implementation of the terms incorporated into and made part of the special use permit issued in the event of approval of the application. No permit for the erection of any building in such development shall be granted until the developer or his authorized agent shall apply for and receive approval of such PUD in accordance with the procedures of this article. **[Amended 10-9-1989 by L.L. No. 1-1989]**
- B. To qualify for approval of a PUD application which may authorize an increase in the density of the area of the approved parcel over the area limitations of the district in which the parcel is located, the owner shall meet the following minimum requirements:
- (1) The owner shall submit an application which pertains to a parcel of land in single or common ownership comprising at least four acres.
 - (2) Where the tract or parcel of land is served by a community or public water system and a sanitary sewer system, the owner shall undertake, with appropriate assurance, that each residential unit of the project shall be connected to and serviced by both such facilities in accordance with the regulations and conditions prescribed by the appropriate sewer or water district or other provider of the facility.
 - (3) Where no community or public system exists as comprehended in Subsection B(2) above or such connection is shown not to be feasible, then the applicant shall undertake to have designed and constructed a central water supply and/or sewage treatment system

to serve all dwelling units in accordance with the standards and subject to the approval of the Chautauqua County Department of Health and the New York State Department of Environmental Conservation.

- (4) At least 40% of the gross area of the site shall be preserved as permanent open space, free of buildings, roadway and parking areas, and such preservation shall be legally assured by filing of appropriate covenants, deed restrictions, park districts or other agreements to the satisfaction of the Town Board. Common recreational facilities, such as swimming pools, tennis courts, basketball, volleyball, beach areas, playground equipment and shuffleboard courts, for the use solely of the residents of the PUD and their guests may be credited toward the 40% of required open space.
 - (5) Two off-street parking places shall be provided for each density unit. **[Amended 9-9-1991 by L.L. No. 1-1991]**
 - (6) The use of living plant material as an adjunct to granting a special use PUD permit shall be mandatory. Landscape materials shall be utilized in a positive manner in all PUD's for architecture elements, space articulation, screening, privacy control, erosion control and acoustical control and other landscape planning to preserve and enhance the aesthetics of the area in a natural setting.
 - (7) Any tract or parcel of land proposed to be developed in the nature of a subdivision shall be subject to other articles of this chapter and shall not be treated as a planned unit development under this Article IV. **[Added 10-11-1990 by L.L. No. 4-1990]**
- C. The process and procedure for obtaining a special use permit to establish and construct a PUD requires:
- (1) Approval of the concept by the Town Board after receipt of the report and recommendation of the Committee on Concept Approval, a committee comprised of members of the Town Board and the Board of Appeals pursuant to § 143-22A;
 - (2) Approval of the preliminary plan by the Board of Appeals pursuant to § 143-22B; and
 - (3) Following a public hearing on the application, final approval by the Town Board of the special use permit pursuant to § 143-23.
- D. The PUD process entails substantial planning, commitment and financial undertaking on the part of the applicant and involves important matters of public policy, safeguarding of the Town's best interest and responsibility for the health, safety, morals, comfort, convenience and general welfare of its inhabitants among the purposes of § 143-2, so that it is, perforce, a time-consuming procedure.
- E. This § 143-20 sets out a description of the general plan and is not necessarily controlling over other provisions of this article. The decisions of the Town Board will be made by taking into account the several provisions of this article, and in connection with its issuance of a special use permit, if granted hereunder, the Town Board reserves its authority to impose conditions which it deems in the Town's best interest and without regard to whether the applicant has included provision for such conditions. Acceptance of the conditions will be a prerequisite for a special use permit becoming operable.

§ 143-21. Permitted uses; definitions; standards and application procedure.

A. Permitted uses in a PUD. Permitted uses in a PUD shall be as follows:

- (1) Any dwelling use or related structure permitted and as regulated in the R and/or R-L Districts.
- (2) Any other variety of residential development or residential structure and ancillary land use as approved under this article, notwithstanding the requirements of R and/or R-L Districts that are still in keeping with the overall comprehensive planning of development within the Town as set forth in § 143-2 of this chapter.

B. Definitions applicable to this article. As used in this article, the following terms shall have the meanings indicated:

DENSITY UNIT — A dwelling unit containing not less than 800 square feet designed for use by not more than one family.

DWELLING — As defined in § 143-3B of this chapter.¹

C. Standards and application procedure.

(1) Minimum land area.

- (a) The minimum land area required to qualify for a PUD permit shall be a contiguous parcel of four acres or more. Only qualified parcels located in R-L, R-A, B, C-1 and I Districts shall be eligible for application for a PUD District.
- (b) "Contiguous," as used in this Article IV, means a parcel whether a single lot or a joinder of lots all the land of which is contained within the project's surrounding lot lines with no intervening public road separating any portion(s) of the parcel and within which there is no land or lot that is not part of the land area for which the PUD is sought. In any parcel comprised of two or more lots, there must be a common border or boundary between the two lots of at least 50 feet. **[Added 10-11-1990 by L.L. No. 4-1990]**

- (2) The maximum number of density units in any PUD-approved project shall not exceed the number which could be permitted, in the Town Board's judgment, if the land were subdivided into lots conforming to the minimum lot size and density requirements of this chapter applicable to the district or districts in which such land is situated and conforming to all other applicable requirements; provided, however, that where the plat falls within two or more districts, the Town Board may approve a PUD representing the cumulative density as derived from the summing of all units allowed in all such districts and may authorize actual construction to take place in all or any portion of one or more of such districts. **[Amended 5-13-1996 by L.L. No. 1-1996]**
- (3) No dwelling unit shall be less than 800 square feet of enclosed living space. No structure may be built which exceeds two stories in height.
- (4) Evidence that the applicant owns the property to be included in the entire PUD area

1. Editor's Note: The definition of the term "story," which immediately followed this subsection, was moved to § 143-3B of this chapter.

must be submitted to the Zoning Board of Appeals before such Board is required to make a final recommendation on the application to the Town Board. The word "own" shall, in addition to its customary meaning, include the right of the applicant to purchase by contract or option the premises which is the subject of the PUD application.

§ 143-22. Concept plan and approval; preliminary PUD plan.

A. Concept plan and approval.

- (1) For purposes of concept approval, the Town Board shall by resolution establish a Committee on Concept Approval, hereinafter referred to as "Committee," comprised of three members of the Town Board and two members of the Board of Appeals. The members shall be appointed by the Town Supervisor. The tenure and procedures of the Committee shall be established by resolution of the Town Board. In order to enable the Town Board to consider the adaptability of the applicant's plans to create a PUD, the applicant shall submit a concept plan to the Committee in the form of an application.
- (2) Such application shall be in a form sufficient to enable the Committee to evaluate the proposed PUD project for general health, safety and welfare, consideration and compatibility with this article and the comprehensive planning of the Town. The Committee shall review the application for concept approval and make a recommendation thereupon to the Town Board.
- (3) The application for concept approval shall contain a written description of the proposed PUD project as part of the application and shall also include the following:
 - (a) A description of the land area comprising the proposed PUD project and the present use of the parcel, including buildings and structures thereon.
 - (b) A description of the character of the proposed PUD and the number of density units proposed to be built, the general layout and location and the type of ownership that shall apply to the respective density units and the total area to be covered by the density units.
 - (c) A description of land surrounding the proposed PUD District and evidence that the proposal is compatible with the Town's comprehensive planning goal.
 - (d) A description of the estimated costs of completing the entire project and indication as to how the applicant plans to finance the costs.
 - (e) A description of the municipal services to be requested or that are required of the Town and the estimated municipal costs to provide the same.
 - (f) General statements as to how common open space is to be owned and maintained.
 - (g) A proposed timetable for development and, if a staged development, a general indication of how the staging is planned.
 - (h) The present ownership of all lands included within the proposed PUD area.
 - (i) A statement as to the vehicular traffic impact, both within the district and to

surrounding areas, and the basis upon which the statement is predicated.

- (j) Any evidence that tends to demonstrate the applicant's ability to carry out the plan, both physically and financially.
 - (k) A general description of recreation facilities, open spaces, privacy hedges, landscaping and other aesthetic amenities to be included in the project to justify the applicant's request for issuance of a PUD special use permit.
- (4) The Town Board, after having received the report and recommendation of the Committee, shall act on the application for concept approval within 45 days and furnish the applicant its decision. If the Town Board rejects the concept proposal it shall submit its reasons, in writing, to the applicant. The decision of the Town Board shall be final and binding.
 - (5) In the event that the Town Board indicates that the concept meets with its approval, such decision shall be forwarded to the Board of Appeals. The approval of the concept plan in no way represents a commitment by the Town Board if and when an application for a PUD special use permit shall come before the Town Board.
 - (6) Where state environmental quality review or the approval of any governmental agency other than the Town Board may be required in connection with the authorizing or implementing of the applicant's PUD concept, the applicant should be aware that such review or approval must be completed before the Town Board will hold a public hearing pursuant to § 143-23.
- B. Application for phase one preliminary plan approval. Following approval of the concept plan by the Town Board, the applicant shall submit the preliminary PUD plan to the Board of Appeals. The preliminary PUD plan shall be approximately to scale, though it need not to so precise as to constitute finished engineering drawings. The following items shall be clearly shown on the preliminary plan:
- (1) The location of various uses and the area of each use.
 - (2) The general outlines of the main interior roadway systems and all existing rights-of-way and easements, whether public or private, sidewalks and parking areas.
 - (3) Delineation of the various density units, indicating the location and area of each unit, how many stories in each unit and the total area to be covered by density units.
 - (4) All open spaces, including details of recreational facilities.
 - (5) The overall drainage system.
 - (6) Existing and proposed topographical contours must be shown at intervals of not more than 10 feet.
 - (7) A statement as to how common open space is to be owned and maintained and a commitment that the Town shall be granted easement over all roads and necessary easements over common open spaces.

- (8) If the project is a staged development, a specific statement of how staging is planned and the timetable for each stage.
- (9) General landscaping.
- (10) Water supply and sewage disposal facilities.
- (11) The types and colors of materials to be used on exterior of any buildings or structures.
- (12) The applicant's plans shall have been submitted and found not to be incompatible with the State Environmental Quality Review Act.² If engineering services are found by the Board of Appeals to be necessary, the applicant shall pay all costs in connection therewith. The information furnished shall be compatible with the submission for concept approval, and any differences or contradictions shall be reconciled by the applicant to the satisfaction of the Board of Appeals. The Board of Appeals shall review this preliminary PUD plan and any additional information submitted therewith, and shall, within 60 days thereafter, render a recommendation to the Town Board. The Board of Appeals may approve the preliminary plan as submitted, approve the preliminary plan contingent upon the applicant accepting the recommendation of the Board of Appeals or disapprove the preliminary plan. If disapproved, the Board of Appeals must set forth its reasons for disapproving the preliminary plan.

§ 143-23. Application for PUD special use permit.

- A. Upon recommendation by the Board of Appeals approving the preliminary PUD plan, the applicant shall submit to the Town Board its application for a PUD special use permit which, when complete, shall be acted upon by the Town Board only after a public hearing in relation thereto. Notice of such public hearing shall be published in the official newspaper of the Town at least five days prior to the date of such public hearing, after which the Town Board shall act on said application.
- B. The Town Board shall refer the application, when required by law, to the County Planning Department.
- C. Where review by the county is required, the Town Board shall submit required documents to the County Planning Department at least 30 days prior to the public hearing, and the Town Board shall render its decision within 60 days after the public hearing.
- D. The Town Board, in considering an application hereunder, shall make specific findings in a written decision, whether in favor of granting or denying the special use permit. In rendering such decision, the Town Board may exercise such discretion reserved for legislative matters so as to ensure that public health, welfare and safety are protected, and environmental resources and aesthetic concerns are most efficiently programmed and safeguarded, and any authorization hereunder shall not create fiscal burdens upon the community at large or an adverse impact upon adjacent property owners, and the intent and purpose of § 143-2 of this chapter are fulfilled. Denial of an application under this article shall not bar or prevent the use or uses of the parcel under consideration in accordance with the applicable terms,

2. Editor's Note: See Article 8 of the Environmental Conservation Law.

conditions and requirements of the district in which the parcel is located upon the applicant making a new application and the Town granting a permit therefor.

- E. The Town Board may make its approval contingent upon the applicant meeting specific requirements set forth by the Town Board in its special use permit which the Town finds are necessary for the health, safety and welfare of the Town's residents or visitors to the Town, or in keeping with the overall comprehensive planning for the Town, as well as aesthetic considerations.
- F. A special use permit granted for PUD shall be deemed null and void if substantial construction has not begun within 12 months from the date upon which the special use permit was approved by the Town Board notwithstanding the provision of § 143-68, unless otherwise extended by resolution of the Town Board.
- G. Notwithstanding the issuance of a PUD special use permit, the provision of Article XIV including the requirement to obtain a building permit for each building or structure shall continue to be applicable. If there is an express conflict between any provision of this Article IV and any other provision of this chapter, the express provision of Article IV shall apply.

**Exhibit 12 - Copy of Article III of the
Zoning Code titled “Residential-Lakeside
(R-L) District”**

ARTICLE III
Residential-Lakeside (R-L) District

§ 143-15. Permitted principal uses and structures. [Amended 10-9-1989 by L.L. No. 1-1989 ; 9-9-1991 by L.L. No. 1-1991]

Permitted principal uses and structures in the R-L District shall be as follows:

- A. Any principal uses and structures permitted and as regulated in the R District, subject to all the terms and conditions of this chapter.
- B. Two-family detached dwellings.
- C. Conservation projects or wildlife reservations.
- D. Agriculture, floriculture and horticultural pursuits, including but not limited to general farms, greenhouses, plant nurseries, truck gardens and the raising of bees, together with all customary buildings, but excluding dairies, poultry and livestock.
- E. Upon obtaining a special use permit from the Town Board in accordance with the provisions of Article XII, the following uses shall be permitted:
 - (1) Golf courses.
 - (2) Antique shops.
 - (3) Multiple-family dwellings.
 - (4) Condominiums.
 - (5) (Reserved)¹¹
 - (6) (Reserved)¹²
 - (7) (Reserved)¹³
 - (8) (Reserved)¹⁴
 - (9) Professional and business offices, within a building or group of buildings, provided such use meets all the following specific standards and requirements: **[Added 4-12-2010 by L.L. No. 2-2010]**
 - (a) The building or the aggregate of the group of buildings contains 200 gross feet of floor space of building per employee to be housed therein;
 - (b) The off-street parking requirements of § 143-66 hereof are met;
 - (c) The parcel(s) on which the use is proposed to be located has access to municipal water and sewer services and fronts on a state highway; and

11. Editor's Note: Former Subsection E(5), dairies and dairy farms, was repealed 6-8-2015 by L.L. No. 1-2015.

12. Editor's Note: Former Subsection E(6), raising and/or keeping of poultry and other fowl, was repealed 6-8-2015 by L.L. No. 1-2015.

13. Editor's Note: Former Subsection E(7), raising and/or keeping of livestock, was repealed 6-8-2015 by L.L. No. 1-2015.

14. Editor's Note: Former Subsection E(8), country inn/seminar facility, added 4-12-1994 by L.L. No. 1-1994, was repealed 6-8-2015 by L.L. No. 1-2015.

- (d) The use does not create excessive noise, vibration, lights or odor, create a fire or explosion hazard, nor generate excessive traffic on neighboring roads.

§ 143-16. Permitted accessory uses and structures.

Permitted accessory uses and structures in the R-L District shall be as follows:

- A. Any accessory uses and structures permitted and as regulated in the R District.
- B. Signs as regulated in the R District, except that one identification sign not exceeding 20 square feet in area and identifying the premises on which located shall be permitted on premises. Such sign may be illuminated by a nonflashing source of light.
- C. Cabanas, dressing rooms or other customary accessory uses.

§ 143-17. Minimum area requirements.

Minimum area requirements in the R-L District shall be as follows:

- A. Lot sizes. Every single-family or two-family detached dwelling or other permitted structure not being accessory to a detached dwelling located on the property, hereafter erected, shall be located on a lot having an area of not less than 20,000 square feet, as measured from the street right-of-way, and a width at the established building line of not less than 100 feet, subject to compliance with waste and sewage disposal requirements as prescribed by the Chautauqua County Department of Health. When a tract of land is served by public sanitary sewer facilities or by a community sanitary sewer system operated as a public utility, a single-family detached dwelling may be erected on a lot having an area of not less than 15,000 square feet, as measured from the street right-of-way, and a width at the established building line of not less than 100 feet. When a tract of land is served by both a community water system and a sanitary sewer system, such single-family detached dwelling may be erected on a lot having an area of not less than 10,000 square feet, as measured from the street right-of-way, and with a width at the established building line of not less than 75 feet. [Amended 6-22-1987 by L.L. No. 4-1987 ; 10-9-1989 by L.L. No. 1-1989]
- B. Front yard depth shall be 40 feet, measured as the distance between the street right-of-way and any part of the dwelling.
- C. Side yards (two required) shall total 25% of lot width; minimum side yard shall be eight feet.
- D. Rear yard shall be 25% of lot depth or 40 feet, whichever is less.

§ 143-18. Minimum size of dwelling, maximum lot coverage and limitation on permitted accessory use. [Amended 10-30-1986 by L.L. No. 6-1986 ; 9-9-1991 by L.L. No. 1-1991 ; 5-8-1995 by L.L. No. 2-1995]

- A. The minimum size of a dwelling shall be 800 square feet of enclosed living space.
- B. The sum of all areas covered by all principal and accessory uses, buildings and structures shall not exceed 30% of the area of the lot.
- C. No accessory use or structure, other than quarters for servants employed upon the premises as permitted in § 143-12C above, shall be altered or otherwise modified in a manner that would make it a dwelling unit, as defined in this chapter. [Added 5-13-1996 by L.L. No. 1-1996 ; amended 7-7-2003 by L.L. No. 2-2003]

- D. If private garaging is located in the basement level under the dwelling such private garage area shall not exceed 775 square feet. **[Added 7-7-2003 by L.L. No. 2-2003]**

**Exhibit 13 - Stormwater Summary
Letter prepared by Christopher Wood,
P.E. of Carmina Wood Design dated
June 21, 2024**

CARMINAWOOD DESIGN

June 21, 2024

Tom Fox
Ellicott Development Company
295 Main Street, Suite 700
Buffalo, NY 14203

**Re: Chautauqua Point Mixed Use Development
5621 NYS Route 430
Town of Chautauqua, New York**

Dear Tom:

This letter has been prepared for the purpose of providing the Town with a summary of the manner by which runoff from impervious surfaces on the Project Site will be properly handled.

The proposed project consists of a (39) lot single family subdivision, (138) townhome units in (24) buildings and a 4-story mixed use building along with all related proposed site improvements. In connection with the coordinated environmental review of the proposed mixed-use project pursuant to SEQRA, there are g potential stormwater impacts that must be properly handled as part of the proposed development. As a result of the requirement to install an on-site stormwater management complying the stringent applicable stormwater quality and quantity standards, the proposed project will not result in any potentially significant adverse stormwater impacts.

In connection with the Town's evaluation of potential stormwater runoff impacts, it is important to mention that the Engineer's Report to be prepared by our firm will provide calculations that confirm that the storm water management system to be constructed as part of the mixed-use project will comply with the applicable stringent stormwater quality and quantity standards of the New York State Department of Environmental Conservation ("NYSDEC") SPDES General Permit for Stormwater Discharges from Construction Activity Permit No. GP-0-20-001 and the Town of Chautauqua. The fully engineered plans, Engineer's Report and SWPPP will need to be reviewed and approved by the Town's staff and engineering consultant in connection with the future Site Plan Application review process prior to the commencement of any on-site construction activities.

The following sections of this letter provide a summary of the manner by which runoff from the impervious surfaces within the project will be handled.

I. Storm Water Design Narrative:

A storm water collection system is proposed for the project which will collect water from the landscape and impervious surfaces including the driveways, access aisles, parking spaces and the proposed buildings. This system will consist of catch basins placed on the Project Site to collect runoff from these areas. The proposed catch basins will be connected by a series of storm pipes which will convey the runoff to the storm water management areas. The storm water management areas will be designed in accordance with the New York State Department of Environmental Conservation (“NYSDEC”) Stormwater Management Design Manual. These areas will provide both water quality and water quantity storage components.

The existing drainage path of the Project Site runoff under existing conditions is generally west, towards Chautauqua Lake which discharges to the Chadakoin River at the south end of the lake. Both waterbodies are identified as 303d waterbodies by the NYSDEC and are identified as being impaired by “nutrients”. Therefore special care shall be provided to ensure the runoff is treated properly to reduce further impairment of both Chautauqua Lake and the Chadakoin River.

In the developed condition, any developed areas will be conveyed to the storm water management areas and ultimately discharge to Chautauqua Lake. This will prevent water from the developed areas of the site from sheet draining offsite uncontrolled. The discharge from the storm water management area will be controlled by our engineered outlet control structures to not exceed the current existing rate of runoff to the existing ditch under all storm events which include the 10 year, 25 year & 100 year storm events.

Storm Water Management System:

The proposed storm water management area will consist of bioretention areas followed by dry detention basins which will provide runoff reduction, volume attenuation and water quality treatment. A series of storm water management areas will be designed and implemented throughout the site to ensure the developed areas are properly attenuated and treated prior to discharging to Chautauqua Lake.

The NYSDEC Stormwater Management Design Manual requires (5) five different criteria be considered when designing a storm water management system. Those criteria are Water Quality, Runoff Reduction Volume, Channel Protection, Overbank Flooding and Extreme Storm Protection. Below is a summary of each item and how it will be incorporated into the proposed multifamily project.

Water Quality:

The NYSDEC requires water quality treatment prior to discharge. The goal of the design will be to achieve 100% of the water quality volume requirement by applying a practice recognized in the design manual, a Standard SMP with Runoff Reduction capacity. Standard SMP's include bioretention which will be incorporated into this project.

Runoff Reduction Volume:

As stated above, the goal is for the total water quality volume for the site to be reduced by the implementation of a Standard SMP used to achieve the Water quality requirement. The design methodology will be based on the NYSDEC Stormwater Management Design Manual five-step process for Stormwater Management Planning as outlined in Chapter 3.

This project will incorporate several Runoff Reduction techniques such as:

- Preservation of natural resources
- Tree planting
- Bioretention

Channel Protection:

The NYSDEC requires that extended detention be provided for the proposed 1-year storm event. The storage volume will be accommodated in the proposed storm water management areas and the outlet will be restricted through the use of engineered outlet structures designed in accordance with NYSDEC criteria.

Overbank Flooding:

The NYSDEC requires that the 10-year proposed storm event be attenuated with detention and that the outlet be restricted to the 10-year existing storm event. The storage volume will be accommodated in the proposed storm water management areas and the outlet will be restricted through the use of engineered outlet structures designed in accordance with NYSDEC criteria.

Extreme Storm Protection:

The NYSDEC requires that the 100-year proposed storm event be attenuated with detention and that the outlet be restricted to the 100-year existing storm event. The storage volume will be accommodated in the proposed storm water

management areas and the outlet will be restricted through the use of engineered outlet structures designed in accordance with NYSDEC criteria.

Design Criteria:

Storm pipes: 10-year storm

Detention: Designed to contain the 1-year, 10-year, 25-year, 50-year and the 100-year 24-hour design storms for the post-development peak rates of runoff, while restricting the outflow rate equal to the 1-year, 10-year, 25-year, 50-year and the 100-year 24-hour design storms for the pre-development peak rates of runoff respectively.

In accordance with Town of Chautauqua and NYSDEC requirements a Notice of Intent and Stormwater Pollution Prevention Plan (“SWPPP”) will be prepared for the proposed project due to the total disturbance of greater than one (1) acre.

As demonstrated by the above overview, the proposed mixed-use development will include storm water management improvements per the applicable stringent standards of both the Town of Chautauqua and the NYSDEC. This will ensure that the project will not result in any potentially significant drainage, flooding or pollutant impacts.

II. Conclusion:

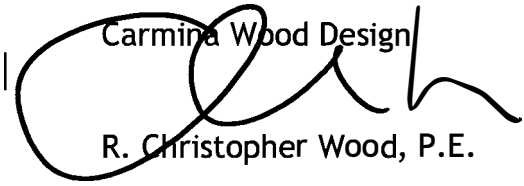
As outlined in detail above, the installation of an on-site stormwater management system complying with the applicable stringent stormwater quality and quantity standards as described above, ensures the proposed mixed-use development will not result in any potentially significant adverse drainage impacts.

The fully engineered plans, Engineer’s Report and SWPPP will need to be reviewed by both the Town and involved agencies to confirm compliance with the applicable stormwater quality and quantity standards of the NYSDEC.

Please contact me at 716-550-3342 with any questions regarding this letter or the proposed multifamily project.

Chautauqua Point
6/25/2024
Page 5 of 5

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Christopher Wood'. The signature is stylized with a large initial 'R' and a long horizontal stroke.

Carmina Wood Design

R. Christopher Wood, P.E.

cc: Sean Hopkins, Esq.

A handwritten mark in black ink, resembling a stylized 'C' or 'r' with a small arrowhead at the top right.

**Exhibit 14 - Company Overview of
Ellicott Development Company**



 **ELLICOTT**
DEVELOPMENT
COMPANY OVERVIEW



50+
YEARS IN BUSINESS

650+
EMPLOYEES

Ellicott Development Company

Ellicott Development Company is a respected and experienced real estate development, management, and leasing firm located in Buffalo, NY. Founded in 1972 by Chairman Carl P. Paladino and now led by Carl and his son CEO William A. Paladino, the company has established itself as an industry leader, known for its expertise in acquisitions, commercial development, leasing, hospitality and construction management, providing administrative, financial, management, accounting, leasing, site selection, site assemblage, design, construction, maintenance, janitorial and security services to its clients.

KEY PEOPLE

William A. Paladino – CEO

William Paladino, also known as Bill, became the CEO of Ellicott Development Company (EDC) in December 2010, taking over from his father who founded the company in 1972. Bill grew up in South Buffalo and attended Nichols High School before obtaining his bachelor's degree in Finance from St. Bonaventure University. He started working at EDC during college breaks and eventually became a construction supervisor. After graduation, Bill joined EDC full time as a project manager and was later promoted to Vice President of Development and then Senior Vice President of Leasing and Development. In 2009, he became the Chief Operating Officer and is responsible for overseeing the company's operations, assets, and employees. Bill is also active in supporting various local community organizations. Since becoming CEO, he has been instrumental in increasing the company's asset base by over \$400 million while continuing to pursue growth and development opportunities in New York State and Pennsylvania.



Carl P. Paladino – Chairman

Carl Paladino is the Chairman of Ellicott Development Company and a strong advocate for the City of Buffalo. He has consistently invested in Western New York and holds the largest real estate portfolio in downtown Buffalo. Carl has been a risk-taker in developing retail projects in economically depressed areas. He has also been involved in battles with local governments to promote economic development. Carl's vision for revitalizing downtown Buffalo is gaining support, especially through his upscale housing initiatives. He is a graduate of St. Bonaventure University and Syracuse University College of Law, and he served in the U.S. Army. Carl is frequently sought after for his leadership and expertise, and he is married with four children and five grandchildren.



Thomas Fox – Director of Development

With 15+ years experience, As Director of Development, Tom manages upfront planning and development responsibilities for new development projects. With initial involvement at site selection and acquisition, his responsibilities include analysis of project feasibility, engagement of project inducements, management of program and design development including the establishment and coordination of a project's design team through the completion of construction-ready documents, and the procurement of all required municipal approvals to move a project into construction. Tom enjoys his free time traveling and enjoying the outdoors with his wife and two boys.



Frank Jacobi – Director of Construction

As Director of Construction, Frank oversees the construction team and coordinates preconstruction, project management and execution for all new construction projects. His responsibilities include all aspects of the construction process, including safety, quality, cost staffing, scheduling and working with local code enforcement officials to obtain any necessary permits and inspections. He started working at EDC in 2011 as an Assistant Project Manager and was later promoted to Project Manager. In 2020, he became the Director of Construction, overseeing all of the company's construction activities and staff. In his free time, Frank enjoys traveling with his wife and two girls.



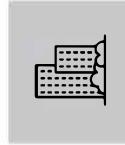
A Proven Track Record

Ellicott Development Company (EDC) prides itself on its commitment to excellence in all aspects of its operations. With a proven track record of overseeing projects worth millions of dollars—including recent developments totaling over 1.1 billion—Carl and William have solidified Ellicott Development's position as one of Western New York's premier real estate development companies.

EDC boasts a total commercial real estate portfolio of 9.6 million square feet spread across more than 500 properties. It manages 17 large office buildings in Downtown Buffalo, NY and over 1,000 residential units. In addition, it owns and operates 11 hotels with a combined total of 1,428 rooms.



9.6
MILLION SQUARE FEET
OF SPACE



500+
COMMERCIAL
PROPERTIES



1k+
RESIDENTIAL UNITS



1.4k+
HOTEL ROOMS

Ellicott Development Portfolio In-Brief

- 9.6 MILLION SQUARE FEET
- 500 PROPERTIES
- RETAIL TENANTS INCLUDE WALGREENS, RITE-AID, FAMILY DOLLAR, DOLLAR GENERAL, DOLLAR TREE, GOODYEAR TIRE, TIM HORTONS, STARBUCKS, BIG LOTS
- 11 HOTELS WITH A COMBINED TOTAL OF 1,428 ROOMS
- 1,000 MID TO HIGH-END APARTMENTS
- 1,800 PARKING SPACES
- MORE THAN 200 ACRES OF VACANT LAND THAT CAN BE DEVELOPED FOR FUTURE PROJECTS
- LARGE PORTFOLIO OF FEDERAL, STATE AND COUNTY LEASES

One notable property under EDC management is the impressive 500 Pearl Complex

- 12-story, mixed-use building
- 110-room Aloft Hotel Buffalo Downtown
- 12 luxury apartments
- 2 bi-level luxury suites,
- 60,000 square feet of office space
- 41,273 square feet of banquet space
- Historic Forbes Theater seats 500+
- 2 restaurant tenants Vice and Fresh Catch
- Hotel lobby bar W XYZ
- Spare Lanes Bowling Alley
- Patrick's Rooftop
- 487 spot parking ramp
- Indoor swimming pool and fitness center



**Exhibit 15 - Reduced-Size Copies of
Landscape Plans
[Drawings L-101 to L-105]**

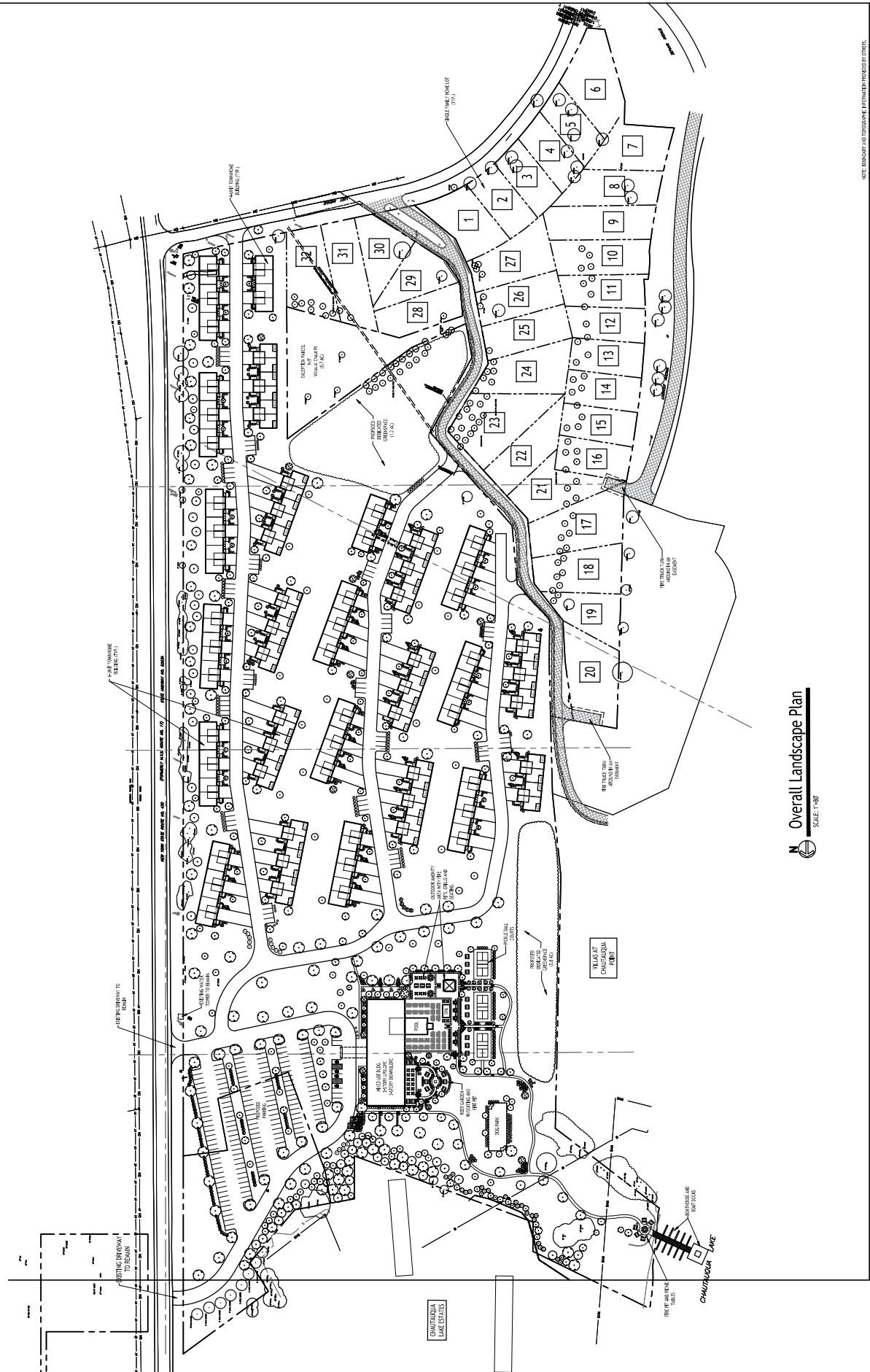
NO.	DESCRIPTION	DATE

PRELIMINARY
 NOT FOR CONSTRUCTION

DRAWING NAME:
Landscape Plan
 Concept

DATE: 10.13.24
 DRAWN BY: J. WOOD
 CHECKED BY: J. WOOD
 DRAWING NO.: L-100

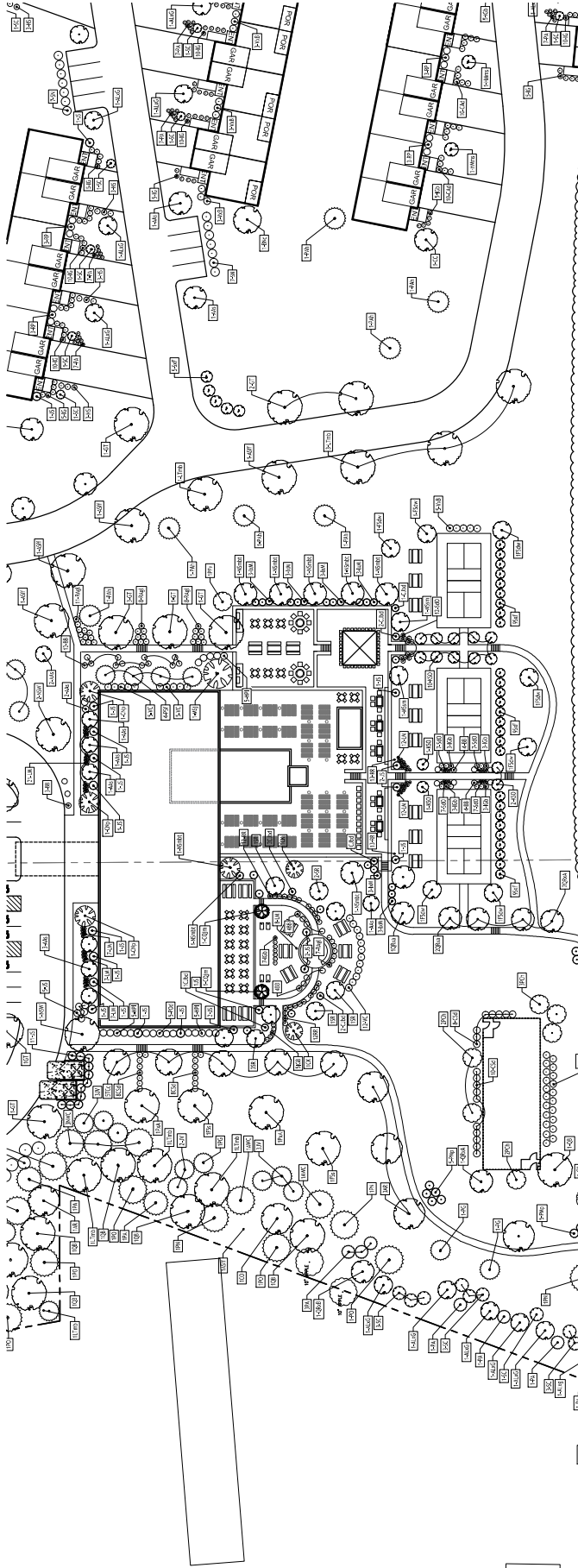
Project No.: 23-4032



N Overall Landscape Plan
 SCALE: 1"=80'



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PLANT LIST

ALT.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT QUANTITY	NOTES
G1	Quercus macrocarpa	White Oak	24" DBH	20	Greens 48" high, 10" cal.
G2	Quercus prinus	Prickly Pear Oak	24" DBH	14	Greens 48" high, 10" cal.
G3	Quercus rubra	Red Oak	24" DBH	14	Greens 48" high, 10" cal.
G4	Quercus sp.	White Oak	24" DBH	14	Greens 48" high, 10" cal.
G5	Quercus sp.	Red Oak	24" DBH	14	Greens 48" high, 10" cal.
G6	Quercus sp.	White Oak	24" DBH	14	Greens 48" high, 10" cal.
G7	Quercus sp.	Red Oak	24" DBH	14	Greens 48" high, 10" cal.
G8	Quercus sp.	White Oak	24" DBH	14	Greens 48" high, 10" cal.
G9	Quercus sp.	Red Oak	24" DBH	14	Greens 48" high, 10" cal.
G10	Quercus sp.	White Oak	24" DBH	14	Greens 48" high, 10" cal.
G11	Quercus sp.	Red Oak	24" DBH	14	Greens 48" high, 10" cal.
G12	Quercus sp.	White Oak	24" DBH	14	Greens 48" high, 10" cal.
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Northwest Landscape Plan @ Boathouse and Mixed Use Building

SCALE: 1" = 30'

- LANDSCAPE NOTES:**
1. ALL TREE SYMBOLS SHALL BE IDENTIFIED BY SPECIES AND SIZE. THE QUANTITIES SHOWN ARE APPROXIMATE AND FOR REFERENCE ONLY.
 2. THE CONTRACTOR SHALL VERIFY THE EXISTENCE OF ALL UTILITIES AND CONTACT THE UTILITY COMPANIES TO LOCATE AND MARK ALL UTILITIES PRIOR TO CONSTRUCTION.
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE TOWN OF CHAUTAQUA AND THE STATE OF NEW YORK.
 4. ALL TREE SYMBOLS SHALL BE IDENTIFIED BY SPECIES AND SIZE. THE QUANTITIES SHOWN ARE APPROXIMATE AND FOR REFERENCE ONLY.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE TOWN OF CHAUTAQUA AND THE STATE OF NEW YORK.
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REVISIONS:	NO.	DESCRIPTION	DATE

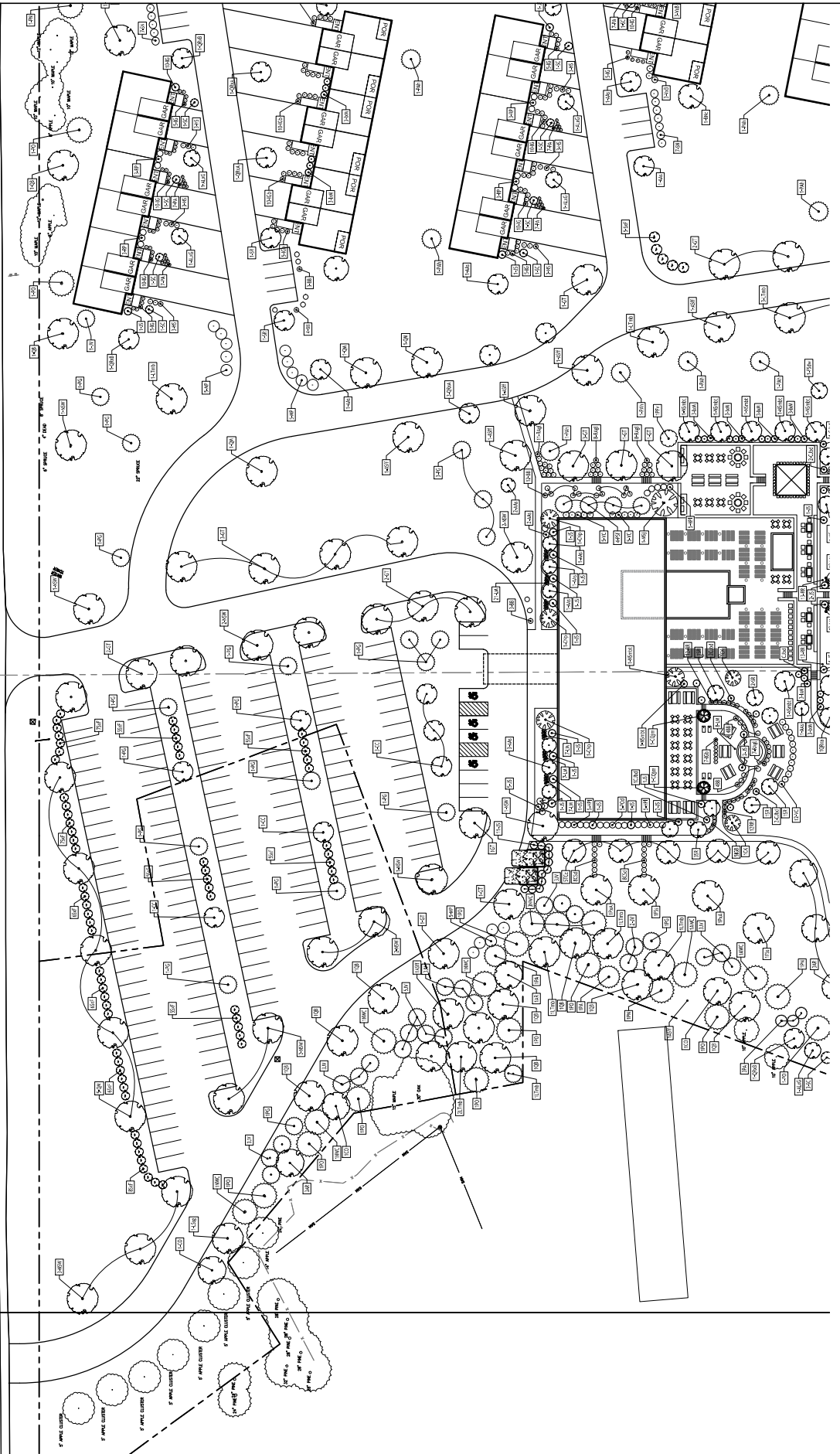
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 NOT FOR CONSTRUCTION

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**Landscape Plan
 Concept**

DATE: 10.13.24
 DRAWN BY: JAS. MOORE
 CHECKED BY: JAS. MOORE
 DRAWING NO.:

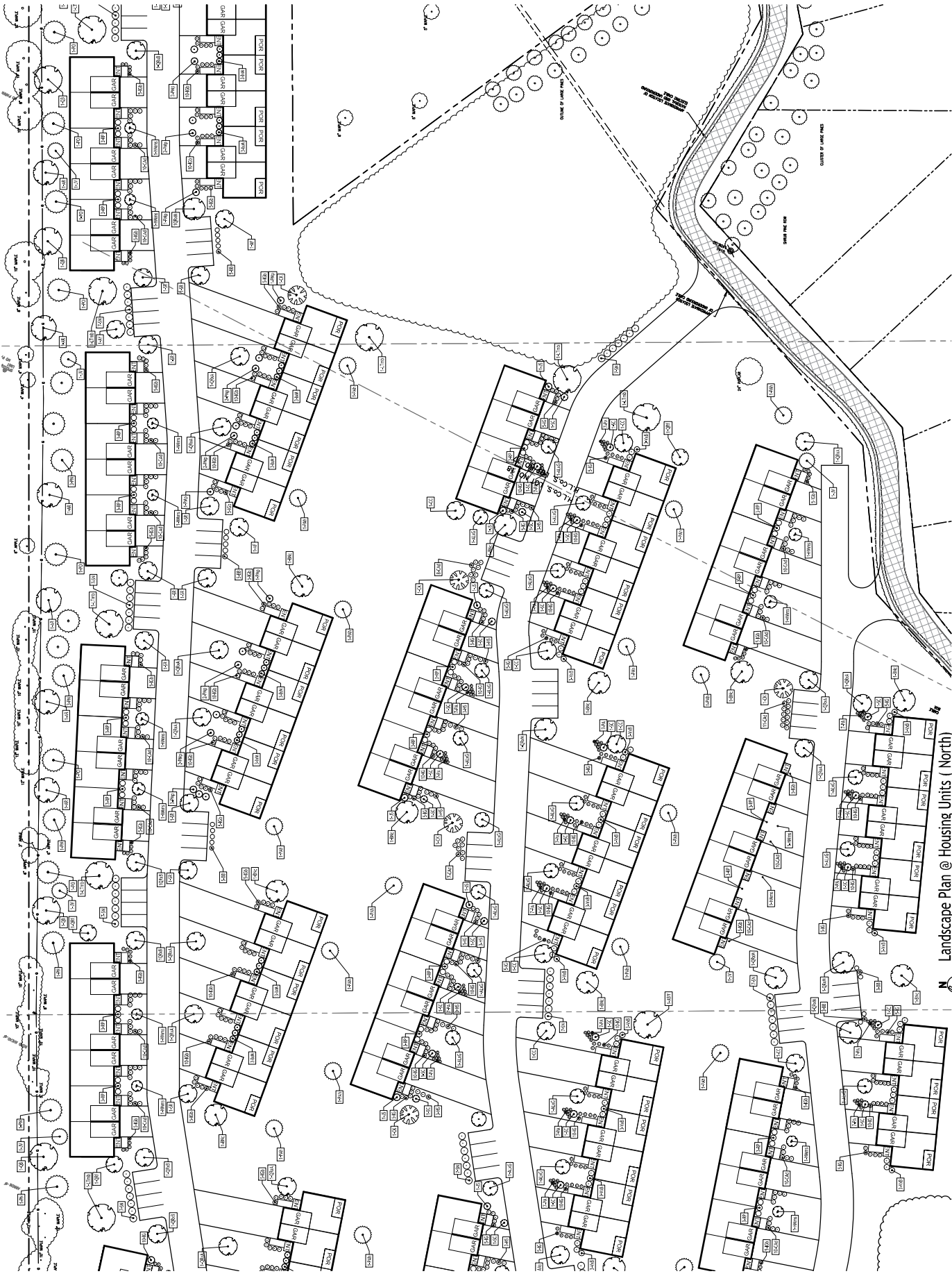
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NEW YORK STATE ROUTE



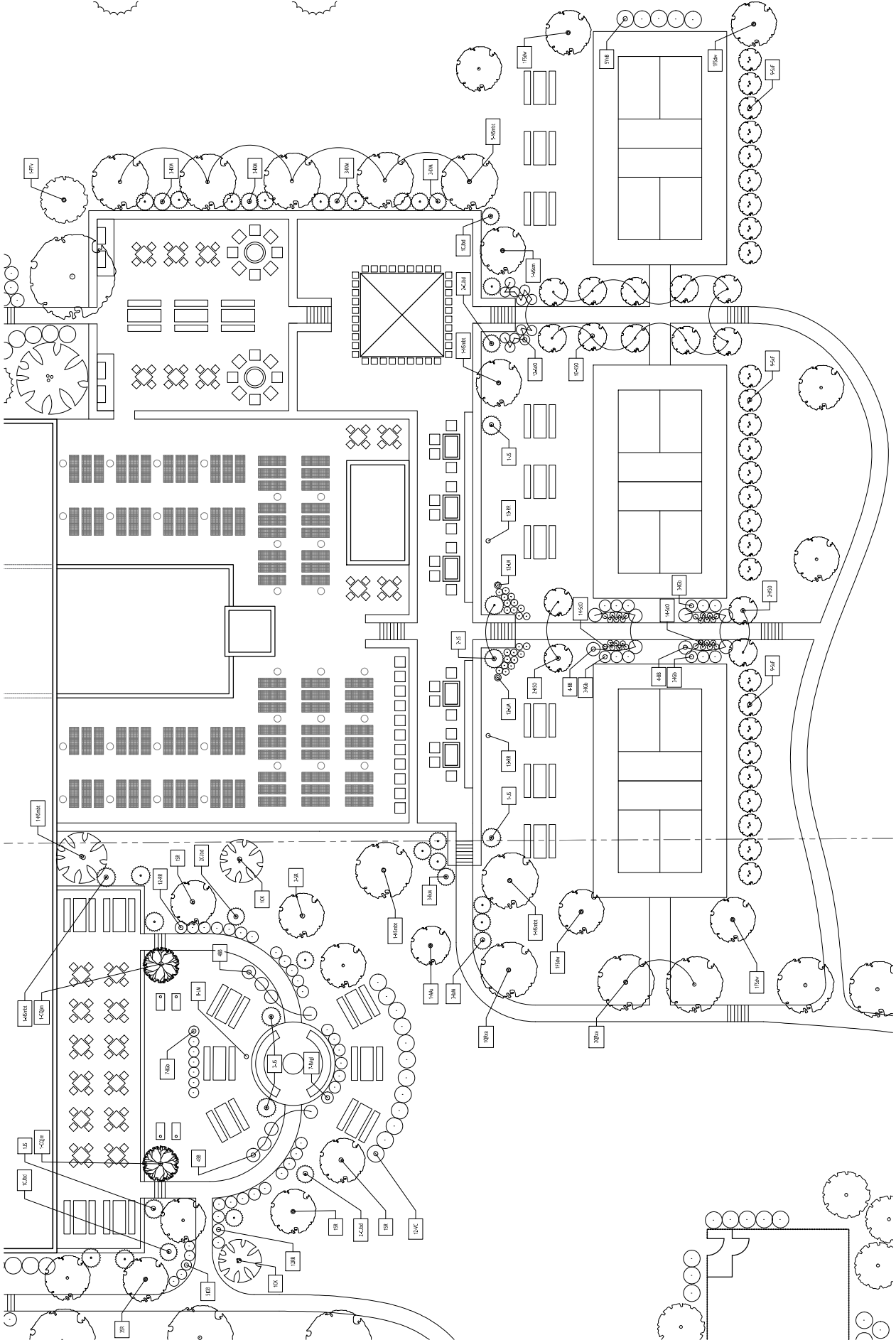
N Northeast Landscape Plan @ Parking Lot
 SCALE: 1"=30'

REVISIONS:	NO.	DESCRIPTION:	DATE:



Landscape Plan @ Housing Units (North)
SCALE: 1/8" = 1'-0"

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Landscape Plan @ Common and Private Areas
SCALE: 1"=10'

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**Exhibit 16 - Updated Traffic Impact
Report prepared by Passero Associates
dated September 27, 2024**

September 27, 2024

20243810.0001

SUNSET VIEW, A POINT CHAUTAUQUA COMMUNITY

TOWN OF CHAUTAUQUA, NY

Updated: September 27, 2024

PREPARED FOR:
Ellicott Development Company
295 Main Street, Suite 700
Buffalo, NY 14203



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September 27, 2024

1.0 EXECUTIVE SUMMARY

The purpose of this updated report is to evaluate the potential traffic impacts related to the Sunset View, a Point Chautauqua Community Project. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are identified. Mitigation measures, if needed, are provided to minimize capacity or safety concerns to the maximum extent practicable. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. The site plan, all figures, and supporting calculations are included at the end of this report.

Traffic Impact Report Methodology

This updated comprehensive Traffic Impact Report provides the Town of Chautauqua, the New York State Department of Transportation (NYSDOT), and other involved and interested agencies with detailed information allowing for a “hard look” of the identified potential traffic impacts. This study was completed in accordance with the procedures of the New York State Environmental Quality Review Act (SEQRA), the NYSDOT, the Institute of Transportation Engineers (ITE), and local requirements.

Project Location and Description

The Project Site is located along NY-430 in the Town of Chautauqua, Chautauqua County, NY. The following describes the project location and context:

- **Site Status:** The Project Site is a vacant former golf course.
- **Site Boundary:**
 - **North:** Chautauqua Lake Estates.
 - **East:** NY-430.
 - **South:** Leet Avenue.
 - **West:** Shore Drive and Lookout Avenue.
- **Vicinity Land Uses:** Residential and commercial.

The following information describes the project:

- **Proposed Land Uses:**
 - **Single-Family Homes:** 32 units
 - **Townhomes:** 138 units
 - **Mixed Use Building:**
 - **Apartments:** 24 units
 - **Brewery:** ±6,000 SF
 - **Community Center / Leasing Office / Storage:** 8,400 SF

The layout of the proposed project is depicted on the Concept Site Plan prepared by Carmina Wood Design. A copy of the Concept Site Plan is provided after this report.

- **Access:** Access will be provided via two new driveways along NY-430, one new driveway along Leet Ave, and one new driveway along Fairview Rd.
- **Sidewalks:** Sidewalks are planned to connect the mixed-use building to Chautauqua Lake.

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Study Area

To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the following intersections.

- NY-430 at Leet Ave (Southerly)
- NY-430 at Leet Ave (Northerly)
- NY-430 at Chautauqua Estates Southerly Driveway

Existing and Background Conditions

Passero Associates collected turning movement traffic counts on Wednesday, May 29th, 2024. This study conducted traffic counts from 7:00-9:00 AM and 3:00 to 6:00 PM to determine peak hour traffic volumes at the study intersections. The weekday peak hour traffic periods occurred from 7:30 to 8:30 AM and 4:00 to 5:00 PM.

Background traffic volumes represent the traffic conditions during the proposed build year without development of the project. Construction of the proposed project is anticipated to reach full build-out within approximately five years. Based on feedback from the Town of Chautauqua, no nearby projects were identified.

To account for normal increases in background traffic growth, including any unforeseen developments in the study area, an annual growth rate of 1.25% was applied to the existing traffic volumes for the five-year build out period.

Conclusions and Recommendations

This report identified and evaluated the potential traffic impacts that can be expected from the proposed mixed-use project. The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor traffic increases to study area intersections. The following sets forth the conclusions and recommendations based upon the results of the analyses:

1. The proposed project is expected to generate approximately 35 entering/93 exiting vehicle trips during the AM peak hour and 122 entering/80 exiting vehicle trips during the PM peak hour.
2. Given the available intersection sight distance (ISD) at the NY-430/Proposed Northerly Driveway intersection to the right is less than the desirable sight distance, it is recommended that a W2-2 intersection warning sign is placed 495 feet in advance of the proposed northerly driveway to the south on NY-430 facing northbound traffic.
3. Given the available ISD at the NY-430/Proposed Southerly Driveway intersection to the left is less than the desirable sight distance, it is recommended that a W2-2 intersection warning sign is placed 495 feet in advance of the proposed southerly driveway to the north on NY-430 facing southbound traffic.
4. The Leet Ave (Northerly) intersection with NY-430 exceeds the recommended sight distances.
5. The recommended guidelines for installation of left-turn lanes along NY-430 at the site driveways and Leet Ave (Northerly) were not satisfied.
6. All movements operate at an acceptable LOS B or better under existing and projected background conditions during both peak hours.
7. Based on the detailed capacity analysis and the resulting small impacts from the project, the new project-related traffic volumes can be adequately accommodated by the existing roadway network.
8. Pursuant to SEQRA, this detailed analysis conducted with respect to nationally and locally accepted standards demonstrates that the proposed project shall not result in any significant adverse traffic impacts.

2.0 INTRODUCTION

2.1 Study Purpose and Objectives

The purpose of this report is to evaluate the potential traffic impacts related to the Sunset View, a Point Chautauqua Community Project. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are evaluated and mitigating measures are identified (if needed) to minimize operational concerns. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. All figures and supporting calculations are included at the end of this report.

2.2 Traffic Impact Report Methodology

This comprehensive Traffic Impact Report provides the Town of Chautauqua, the New York State Department of Transportation (NYSDOT), and other involved and interested agencies with detailed information allowing for a “hard look” of potential traffic impacts. This study was completed in accordance with the procedures of the New York State Environmental Quality Review Act (SEQRA), the NYSDOT, the Institute of Transportation Engineers (ITE), and local requirements.

2.3 Project Location

The Project Site is located along NY-430 in the Town of Chautauqua, Chautauqua County, NY. The following describes the project location and context:

- **Site Status:** The Project Site is a vacant former golf course.
- **Site Boundary:**
 - **North:** Chautauqua Lake Estates.
 - **East:** NY-430.
 - **South:** Leet Avenue.
 - **West:** Shore Drive and Lookout Avenue.
- **Vicinity Land Uses:** Residential and commercial.

2.4 Study Area

To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the following intersections. The project site location and study area are illustrated in **Figure 1**.

- NY-430 at Leet Ave (Southerly)
- NY-430 at Leet Ave (Northerly)
- NY-430 at Chautauqua Estates Southerly Driveway



3.0 TRANSPORTATION SETTING

3.1 Description of Study Area Roadways

The information outlined in **Table 1** provides a description of the existing roadway network within the study area. **Figure 2** illustrates the lane geometry and traffic controls at each of the study intersections and the Annual Average Daily Traffic (AADT) volumes on the study roadways. The AADTs, in vehicles per day (vpd), reflect the most recently collected data obtained from the NYSDOT or Passero Associates (PA) via an extrapolation of turning movement counts performed at the study intersections.

Functional classification (FC) of roadways is determined by the NYSDOT and the Federal Highway Administration (FHWA). Both the NYSDOT and FHWA groups roads, streets, and highways into different classes based on how they are used. This is called functional classification. Roads and streets do not work alone to move traffic. Instead, they form a network. Functional classification defines how each road or street fits into this network, how it provides access to nearby properties, and whether it is in an urban or rural area. The following lists the primary functional classifications within the study area:

- Rural Major Collector (Class 7)
- Rural Local (Class 9)

Table 1: Existing Highway System

Roadway	FC	Agency	Speed (mph)	Lanes per Direction	Lane Width (feet)	Shoulder Width (feet)	AADT		
							Volume	Source	Year
NY-430	7	NYSDOT	40-55	1	11	5	3,748	NYSDOT	2017
Leet Avenue	9	Town	30	1	8	N/A	200	PA	2024

Table 2 summarizes the traffic controls, pedestrian, bicycle, and transit accommodations within the study area.

Table 2: Multimodal Network

Intersection	Traffic Control	Pedestrian			Bicycle		Other	
		Sidewalk	Crosswalk	Ped Signal	Lane	Other	Transit	Lighting
NY-430 at Chautauqua Estates (northerly)	Stop	N	N	N	N	In-lane, shoulder	N	N
NY-430 at Chautauqua Estates (southerly)	Stop	N	N	N	N	In-lane, shoulder	N	N
NY-430 at Leet Avenue (northerly)	Stop	N	N	N	N	In-lane, shoulder	N	+
NY-430 at Leet Avenue (southerly)	Stop	N	N	N	N	In-lane, shoulder	N	+

++ Present at entire intersection
 + Present at portion of intersection

3.2 Planned/Programmed Highway Improvements

Passero reviewed the NYSDOT *Projects in Your Neighborhood* web portal and found that no projects were identified.



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4.0 EXISTING CONDITIONS ANALYSIS

4.1 Peak Intervals for Analysis

Given the functional characteristics of the corridors, adjacent land uses, and the proposed land use for the project site, the peak hours selected for analysis are the weekday commuter AM and PM peak periods. The combination of site traffic and adjacent through traffic produces the greatest demand during these time periods. At all other times throughout a typical day, the site will produce less traffic.

4.2 Existing Traffic Volume Data

Passero Associates collected turning movement traffic counts on Wednesday, May 29th, 2024. This study conducted traffic counts from 7:00-9:00 AM and 3:00 to 6:00 PM to determine peak hour traffic volumes at the study intersections. The weekday peak hour traffic periods occurred from 7:30 to 8:30 AM and 4:00 to 5:00 PM.

The weekday turning movement count data was collected while local schools were in session. No adverse weather conditions impacted the traffic counts. The traffic volumes were reviewed to confirm accuracy, seasonality, and relative balance between intersections.

According to the NYSDOT and traffic engineering principles, traffic is typically affected by the seasons of the year with it being lower during the winter months and higher during the summer months. The NYSDOT Seasonal Adjustment Factors are used to remove this seasonal bias by converting the Average Daily Traffic (ADT) from short count data into AADT data, where AADT is the average daily traffic for the entire year.

The factors are grouped into three major groups according to how much the road segments are affected by the seasons of the year. These factor groups follow the suggestions of the Federal Highway Administration (FHWA) *Traffic Monitoring Guide*. **Table 3** describes the categories.

Table 3: *Seasonal Adjustment Categories*

Categories	Factor Group 30	Factor Group 40	Factor Group 60
Traffic Patterns	Urbanized	Suburban	Recreational
Seasonal Effect	Minimal	Moderate	Extreme
Coefficient of Variation	Less than 10%	10% to 25%	More than 25%

This study reviewed the latest NYSDOT *Seasonal Adjustment Factors* published in January 2024. NY-430 is Factor Group 60, which is “Recreational” as noted by the number of seasonal cottages and dwellings located around Chautauqua Lake. The seasonal adjustment factor for May over a full week is 1.042 (0.972 for a work week), which means May traffic counts are slightly higher than average yearly traffic for a whole week, but slightly lower during the work week. Given the time of year the traffic counts were conducted and resulting additional analysis, a seasonal adjustment factor was appropriately applied to the collected traffic volumes.

The actual differences in traffic volumes can be attributed to temporal variations in traffic volumes as well as activity related to driveways located in the segments between the study intersections. **Figure 3** illustrates the existing peak hour traffic volumes.

5.0 BACKGROUND (NO BUILD) CONDITIONS

Background traffic volumes represent the traffic conditions during the proposed build year without development of the project. Construction of the proposed project is anticipated to reach full build-out within approximately five years. The widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in a traffic analysis. Local municipal personnel were contacted to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. Based on feedback from the Town of Chautauqua, no nearby projects were identified.

A review of available historical NYSDOT traffic volume data in the vicinity of the site indicates that traffic has increased by only approximately 1.0% between 2013 and 2019. To account for normal increases in background traffic growth, including the developments noted above as well as any unforeseen developments in the study area, a conservative annual growth rate of 1.25% per year was applied to the existing traffic volumes. **Figure 4** illustrates the background traffic conditions.

6.0 PROPOSED DEVELOPMENT CONDITIONS

6.1 Project Description

The proposed Chautauqua Point Development comprises the following components. The concept site plan is included at the end of this report.

- **Proposed Land Uses:**
 - **Single-Family Homes:** 32 units
 - **Townhomes:** 138 units
 - **Mixed Use Building:**
 - **Apartments:** 24 units
 - **Brewery:** 6,000 SF
 - **Community Center / Leasing Office / Storage:** 8,400 SF
- **Access:** Access will be provided via two new driveways along NY-430, one new driveway along Leet Ave, and one new driveway along Fairview Rd.
- **Sidewalks:** Sidewalks are planned to connect the mixed-use building to Chautauqua Lake.

6.2 Proposed Traffic Generation

The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development.

The latest *Trip Generation Manual 11th Edition* published by the ITE is the industry standard and is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of the adjacent street traffic and proposed land use, in this case, the weekday commuter AM and PM peak hours, represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis.

The proposed project consists of multiple different land uses (residential, and restaurant) and is considered mixed-use (multi-use). According to the Institute of Transportation Engineers *Trip Generation Handbook (3rd Edition)*, "...a multi-use development is typically a single real-estate project that consists of two or more ITE land use classifications between which trips can be made without using the off-site road system. Because of the nature of these land uses, the trip-making characteristics are interrelated, and some trips are made among the on-site uses. This capture of trips internal to the site has the net effect of reducing vehicle trip generation between the overall development site and the external street system (compared to the total number of trips generated by comparable, standalone sites)." "In some multi-use developments, these internal trips can be made by walking or by vehicles entirely on internal pathways or internal roadways without using streets external to the site."

An internal capture analysis was performed with the proposed land uses, however, due to the internal capture trips being low, no internal capture was account for to be conservative with the analysis.

Table 4 shows the estimated site generated trips that will be added to the existing roadway system under full project development.

Table 4: Site Generated Trips

Description	Size	AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit
Single Family Homes (ITE 210)	32 Units	7	20	21	13
Townhomes (ITE 215)	138 Units	17	50	47	32
Apartments (ITE 220)	24 Units	7	23	19	11
Brewery (ITE 971)	6,000 SF	4	0	35	24
Total Trip Generation		35	93	122	80

The proposed project is expected to generate approximately 35 entering/93 exiting vehicle trips during the AM peak hour and 122 entering/80 exiting vehicle trips during the PM peak hour.

6.3 Trip Distribution

The cumulative effect of site-generated traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the access drives serving the site. The proposed arrival/departure distribution of traffic generated by the proposed project is considered a function of several parameters, including:

- Residential and employment centers using U.S. Census Data.
- Nearby commercial and activity centers, such as Mayville and Chautauqua.
- Site layout and site access locations via NY-430 and Leet Avenue.
- Existing traffic patterns.
- Existing traffic conditions and controls.

Figure 5 shows the anticipated trip distribution pattern percentage for the project site. **Figure 6** shows the trip assignments based on the distribution patterns.

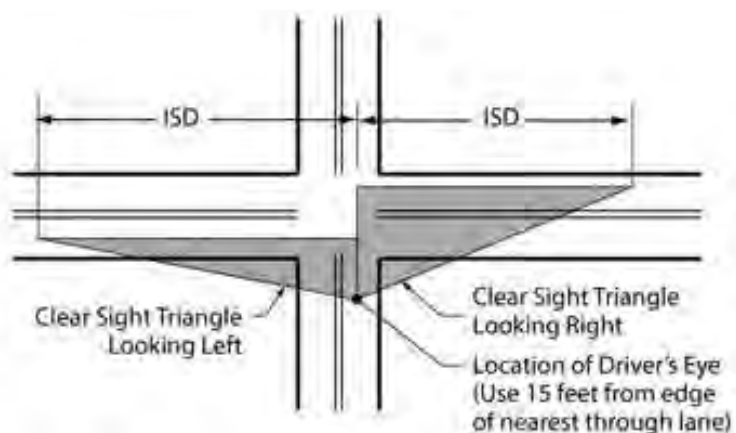
6.4 Full Development Volumes

The proposed design hour traffic volumes are developed for the peak hours by combining the background traffic conditions (**Figure 4**) and the new site-generated traffic volumes (**Figure 6**) to yield the traffic volumes under full development conditions. **Figure 7** illustrates the full build traffic conditions.

6.5 Sight Distance Evaluation

This study investigated the available sight distances at the NY-430/Proposed Northerly Driveway, the NY-430/Proposed Southerly Driveway, and the NY-430/Leet Ave intersections. Sight distance is provided at intersections to allow drivers to perceive the presence of potentially conflicting vehicles. This should occur in sufficient time for a motorist to stop or adjust their speed, as appropriate, to avoid a collision at the intersection.

Sight distance is also provided at intersections to allow the drivers of stopped vehicles a sufficient view of the intersecting highway to anticipate and avoid potential incidents. If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate Stopping Sight Distance (SSD) for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. To enhance traffic operations, Intersection Sight Distances (ISD) that exceed SSD are desirable along the major road. *A Policy on Geometric Design of Highways and Streets (7th Edition)*, published by the American Association of State Highway and Transportation Officials (AASHTO), was used as a reference to establish the required SSD and desirable ISD for the proposed access driveway location.



Required SSD and desirable ISD are based on the design speed for a given section of roadway; generally, the design speed is the posted speed limit plus 5 MPH. In this case, the posted speed limit at the location of the proposed driveways along NY-430 is 55 MPH, and the posted speed limit at the location of Leet Ave along NY-430 is 40 MPH. Hence a design speed of 60 MPH and 45 MPH was used, respectively. Stopping sight distance is dependent on the driver's eye height above the road surface, the specified object height above the road surface, and the height and lateral position of sight obstructions within the driver's line of sight. For design purposes, the recommended height is 3.50 feet above the road surface. The specified object height above the road surface is assumed to be 2.0 feet, representative of the shortest object at risk to drivers, including the height of automobile headlights or taillights.

The required SSD and desirable ISD based on the design speeds are shown in **Table 5** for the NY-430/Proposed Northerly Driveway, the NY-430/Proposed Southerly Driveway, and the NY-430/Leet Ave intersections.



Table 5: Sight Distance Evaluation

Intersection	Posted Speed	Design Speed	Required SSD	Desirable ISD	Available Sight Distance to the:	
					Left	Righth
NY-430/Proposed Northerly Driveway	55 mph	60 mph	570	665	SSD: 590 ISD: 675	SSD: 635 ISD: 645
NY-430/Proposed Southerly Driveway	55 mph	60 mph	570	665	SSD: 625 ISD: 650	SSD: 700+ ISD: 700+
NY-430/Leet Ave	40 mph	45 mph	360	500	SSD: 700+ ISD: 700+	SSD: 480 ISD: 700+

Proposed Northerly Driveway: The available sight distances along NY-430 at the proposed westerly driveway intersection exceed the required stopping sight distance (SSD) to the left and right and intersection sight distance (ISD) to the left. However, the desirable ISD to the right is not met at this location.

Recommendation

Given the available ISD to the right is less than the desirable sight distance, it is recommended that a W2-2 intersection warning sign is placed 495 feet in advance of the proposed northerly driveway to the south on NY-430 facing northbound traffic.

Proposed Southerly Driveway: The available sight distances along NY-430 at the proposed southerly driveway intersection exceed the required SSD to the left and right and ISD to the right. However, the desirable ISD to the left is not met at this location.

Recommendation

Given the available ISD to the left is less than the desirable sight distance, it is recommended that a W2-2 intersection warning sign is placed 495 feet in advance of the proposed southerly driveway to the north on NY-430 facing southbound traffic.

Leet Avenue: The available sight distances along NY-430 at the Leet Ave intersection to the left and right exceed the required stopping sight distance (SSD) and intersection sight distance (ISD).

7.0 TRAFFIC OPERATIONS AND ANALYSIS

7.1 Left-Turn Warrant Investigation

This study used Transportation Research Board's (TRB) *NCHRP Report 279 Intersection Channelization Design Guide* to evaluate the volume warrants for a left-turn treatment at the proposed northerly driveway intersection and Leet Ave (Northerly) along NY-430. Provisions for left-turn lane facilities should be established where traffic volumes are high enough and safety considerations are sufficient to warrant the additional lane. This investigation analyzed warrants during the weekday AM and PM peak hours at the existing site driveway under full build conditions. The left-turn warrants are based on the design speed of the major roadway (posted speed plus 5 mph).

The combination of northbound traffic volumes turning left onto the proposed northerly driveway from NY-430 indicates a left-turn treatment is not warranted during either the AM or PM peak hour.



September 27, 2024

The combination of northbound traffic volumes turning left onto Leet Ave from NY-430 indicates a left-turn treatment is not warranted during either the AM or PM peak hour.

7.2 Description of Capacity Analysis

Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the most amount of delay to motorists usually occurs at intersections, capacity analysis focuses on intersections, as opposed to highway segments.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the *Highway Capacity Manual (HCM) 7th Edition* published by the TRB. Traffic analysis software, Synchro 12, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at study area intersections. The procedure yields a level of service based on the HCM as an indicator of how well intersections operate.

Six levels of service are defined for analysis purposes. They are assigned letter designations, from A to F, with LOS A representing the conditions with little to no delay, and LOS F conditions with very long delays. LOS C or better is desirable, but LOS D for signalized locations and LOS E for unsignalized locations are generally thresholds of acceptable operation during peak periods so long as the volume to capacity ratio (v/c) is below 1.0. **Table 6** depicts Level of Service criteria for both signalized and unsignalized intersections and associated delays per vehicle in seconds.

Table 6: *Level of Service Criteria*

LOS	Signalized Control	Unsignalized Control
A	< 10	< 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	> 80	> 50

LOS for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15-minute analysis period. LOS for unsignalized intersections, however, are different from a signalized intersection. The primary reason for this is driver expectation that a signalized intersection is designed to carry higher volumes than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals.

The v/c ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A v/c ratio less than 0.85 generally indicates that adequate capacity is available, and vehicles are not expected to experience significant queues and delays. As the v/c ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur.

7.3 Capacity Analysis Results

Existing and background operating conditions during the peak study periods are evaluated to determine a basis for comparison with the projected future conditions. Future traffic conditions generated by the project are analyzed to assess the operation of the study area intersections. **Table 7** describes the capacity results for existing, background, and full development conditions. The discussion following the table summarizes capacity conditions.

Table 7: Capacity Analysis Results

Intersection	2024 Existing Conditions				2029 Background Conditions				2029 Full Build Conditions			
	AM		PM		AM		PM		AM		PM	
1. NY-430 at Leet Ave (Southerly) (U)												
WB Left - NY-430	A	7.6	A	7.8	A	7.6	A	7.8	A	7.7	A	7.9
NB - Leet Ave (Southerly)	A	9.6	B	10.3	A	9.7	B	10.5	A	9.8	B	10.7
2. NY-430 at Leet Ave (Northerly) (U)												
EB - Leet Ave (Northerly)	B	10.3	B	10.7	B	10.5	B	10.9	B	10.3	B	11.6
NB Left - NY-430	A	7.6	A	7.8	A	7.6	A	7.8	A	7.7	A	8.0
3. NY-430 at Proposed Southerly Driveway (U)												
EB - Proposed Southerly Dwy	N/A		N/A		N/A		N/A		A	9.9	B	10.7
NB Left - NY-430	N/A		N/A		N/A		N/A		A	7.7	A	7.9
4. NY-430 at Proposed Northerly Driveway (U)												
EB - Proposed Northerly Dwy	N/A		N/A		N/A		N/A		B	11.6	B	13.0
NB Left - NY-430	N/A		N/A		N/A		N/A		A	0.0	A	0.0
5. NY-430 at Chautauqua Estates Southerly Driveway (U)												
EB - Chautauqua Estates Southerly Dwy	A	0.0	A	9.7	A	0.0	A	9.8	A	0.0	B	10.4
NB Left - NY-430	A	7.6	A	7.8	A	7.6	A	7.8	A	7.7	A	8.1

A(2.8) = Level of Service (Delay in seconds per vehicle)

(S) = Signalized; (U) = Unsignalized

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

N/A = Approach does not exist and/or was not analyzed during this condition

Green shaded cells indicate low delays, yellow shaded cells indicate moderate delays, red shaded cells indicate long delays.

1. NY-430 at Leet Avenue (Southerly)

All movements operate at LOS B or better under existing, projected background, and projected full build conditions during both peak hours. No changes in levels of service are anticipated because of the proposed project. The additional traffic volumes generated by the proposed project can be accommodated, as there is adequate intersection capacity. No capacity improvements are warranted nor recommended.

2. NY-430 at Leet Avenue (Northerly)

All movements operate at LOS B or better under existing, projected background, and projected full build conditions during both peak hours. No changes in levels of service are anticipated because of the proposed project. The additional traffic volumes generated by the proposed project can be accommodated, as there is adequate intersection capacity. No capacity improvements are warranted nor recommended.

3. NY-430 at Proposed Southerly Driveway

All movements operate at LOS B or better under projected full build conditions during both peak hours. No capacity improvements are warranted nor recommended.

4. NY-430 at Proposed Northerly Driveway

All movements operate at LOS B or better under projected full build conditions during both peak hours. No capacity improvements are warranted nor recommended.

5. NY-430 at Chautauqua Estates Southerly Driveway

All movements operate at LOS B or better under existing, projected background, and projected full build conditions during both peak hours. In between background and full build conditions, the eastbound approach is projected to change from LOS A to B during the PM peak hour period, however, this is considered a borderline condition as the threshold between LOS A and B is 10.0 seconds per vehicle and the actual increase in delay projected is 0.6 seconds per vehicle. The additional traffic volumes generated by the proposed project can be accommodated, as there is adequate intersection capacity. No capacity improvements are warranted nor recommended.

8.0 CONCLUSIONS AND RECOMMENDATIONS

This report identified and evaluated the potential traffic impacts that can be expected from the proposed mixed-use project. The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor traffic increases to study area intersections. The following sets forth the conclusions and recommendations based upon the results of the analyses:

1. The proposed project is expected to generate approximately 35 entering/93 exiting vehicle trips during the AM peak hour and 122 entering/80 exiting vehicle trips during the PM peak hour.
2. Given the available intersection sight distance (ISD) at the NY-430/Proposed Northerly Driveway intersection to the right is less than the desirable sight distance, it is recommended that a W2-2 intersection warning sign is placed 495 feet in advance of the proposed northerly driveway to the south on NY-430 facing northbound traffic.
3. Given the available ISD at the NY-430/Proposed Southerly Driveway intersection to the left is less than the desirable sight distance, it is recommended that a W2-2 intersection warning sign is placed 495 feet in advance of the proposed southerly driveway to the north on NY-430 facing southbound traffic.
4. The Leet Ave (Northerly) intersection with NY-430 exceeds the recommended sight distances.

September 27, 2024

5. The recommended guidelines for installation of left-turn lanes along NY-430 at the site driveways and Leet Ave (Northerly) were not satisfied.
6. All movements operate at an acceptable LOS B or better under existing and projected background conditions during both peak hours.
7. Based on the detailed capacity analysis and the resulting small impacts from the project, the new project-related traffic volumes can be adequately accommodated by the existing roadway network.
8. Pursuant to SEQRA, this detailed analysis conducted with respect to nationally and locally accepted standards demonstrates that the proposed project shall not result in any significant adverse traffic impacts.

9.0 REFERENCES

- Synchro 12 Software. Cubic ITS. 2023.
- Highway Capacity Manual 7th Edition. Transportation Research Board (TRB). Washington, DC. 2022.
- Trip Generation Manual 11th Edition. Institute of Transportation Engineers (ITE). Washington, DC. 2021.
- Manual on Uniform Traffic Control Devices 11th Edition. Federal Highway Administration (FHWA). 2023.
- OnTheMap. US Census Bureau. 2024.
- Traffic Data Viewer. New York State Department of Transportation (NYSDOT). 2024.
- NCHRP Report 684 Enhancing Internal Trip Capture Estimation for Mixed-Use Developments. TRB. 1985.
- Highway Functional Classification Concepts, Criteria, and Procedures. Federal Highway Administration (FHWA). 2023.
- Highway Design Manual. New York State Department of Transportation (NYSDOT). Latest Revisions.

10.0 FIGURES

Figures 1 through 7 are included on the following pages.

Figure 1



Chautauqua Point | Town of Chautauqua, NY



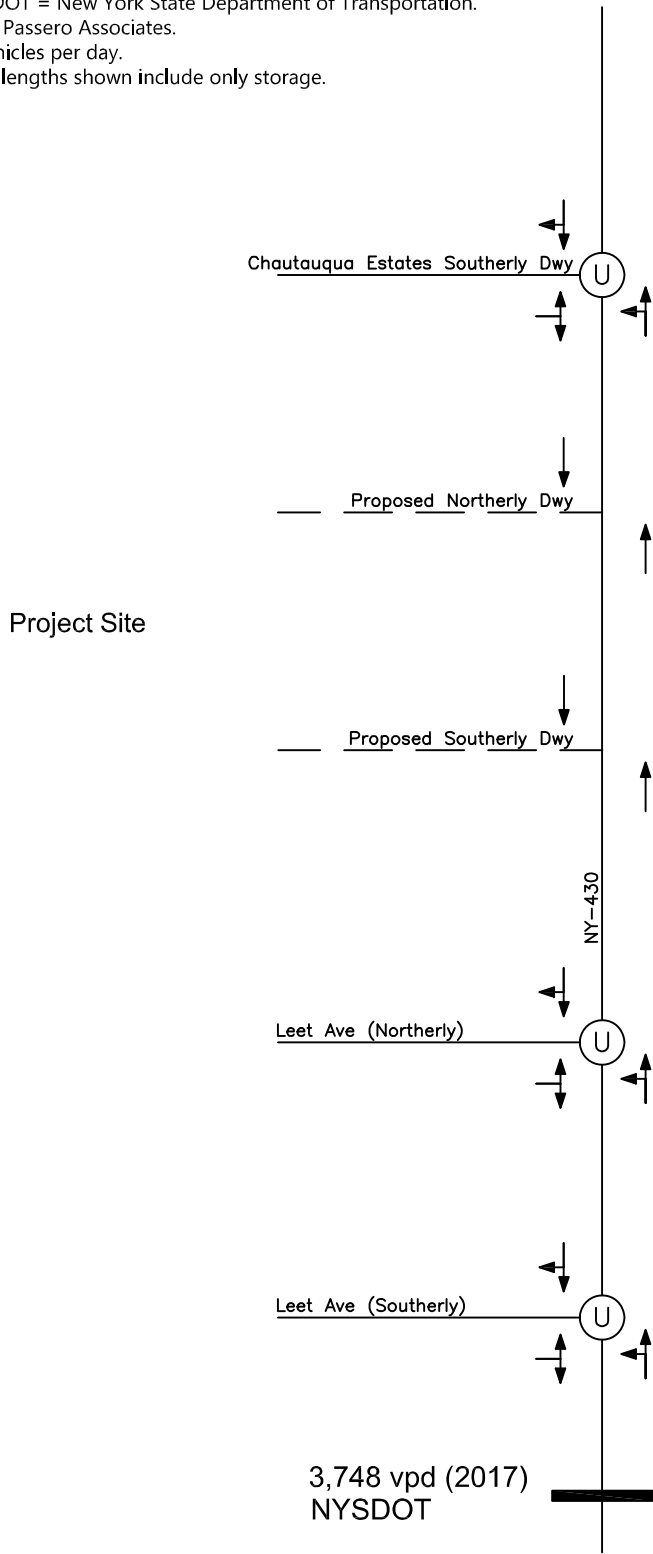
Site Location and Study Area

- Key:
- Study Intersection
 - Study/Proposed Intersection
 - Study Area

Figure 2

Notes:

- 1. All AADT volumes by those noted:
 - 1.1. NYSDOT = New York State Department of Transportation.
 - 1.2. PA = Passero Associates.
- 2. vpd = Vehicles per day.
- 3. Turn lane lengths shown include only storage.



Chautauqua Point, Town of Chautauqua, NY

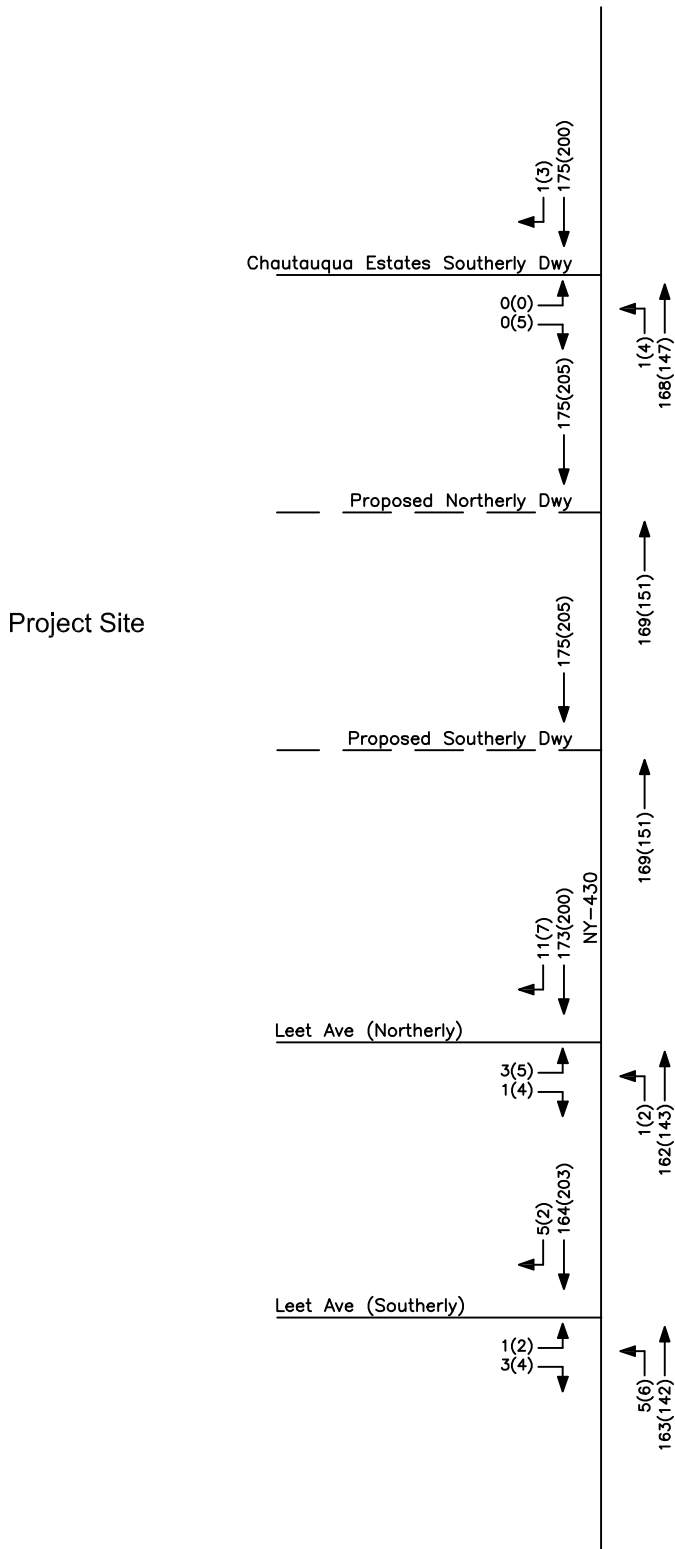
**Lane Geometry and
Average Daily Traffic**



NOT TO SCALE

KEY:
U = Unsignalized
S = Signalized

Figure 3



Chautauqua Point, Town of Chautauqua, NY

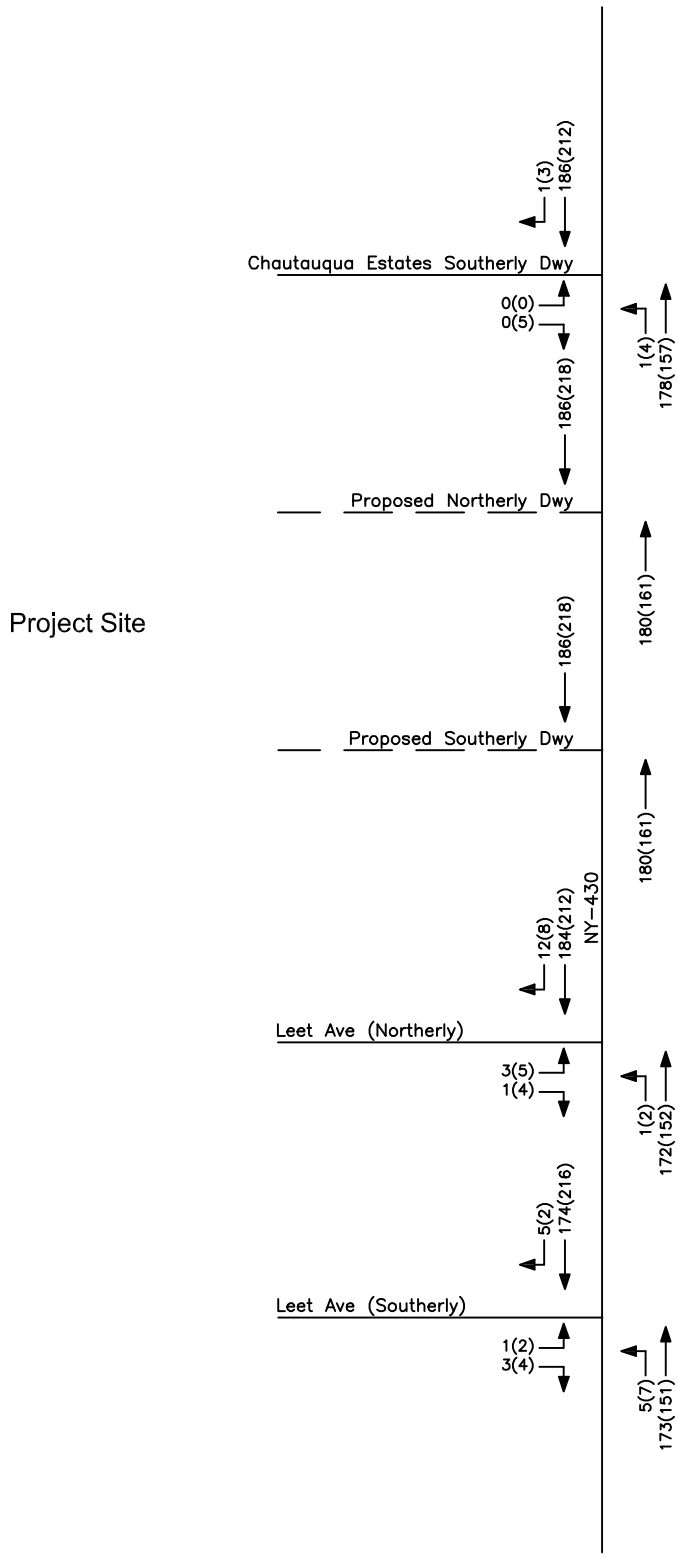
**Peak Hour Volumes
2024 Existing Conditions**

KEY:
00(00) = AM(PM)



NOT TO SCALE

Figure 4



Chautauqua Point, Town of Chautauqua, NY

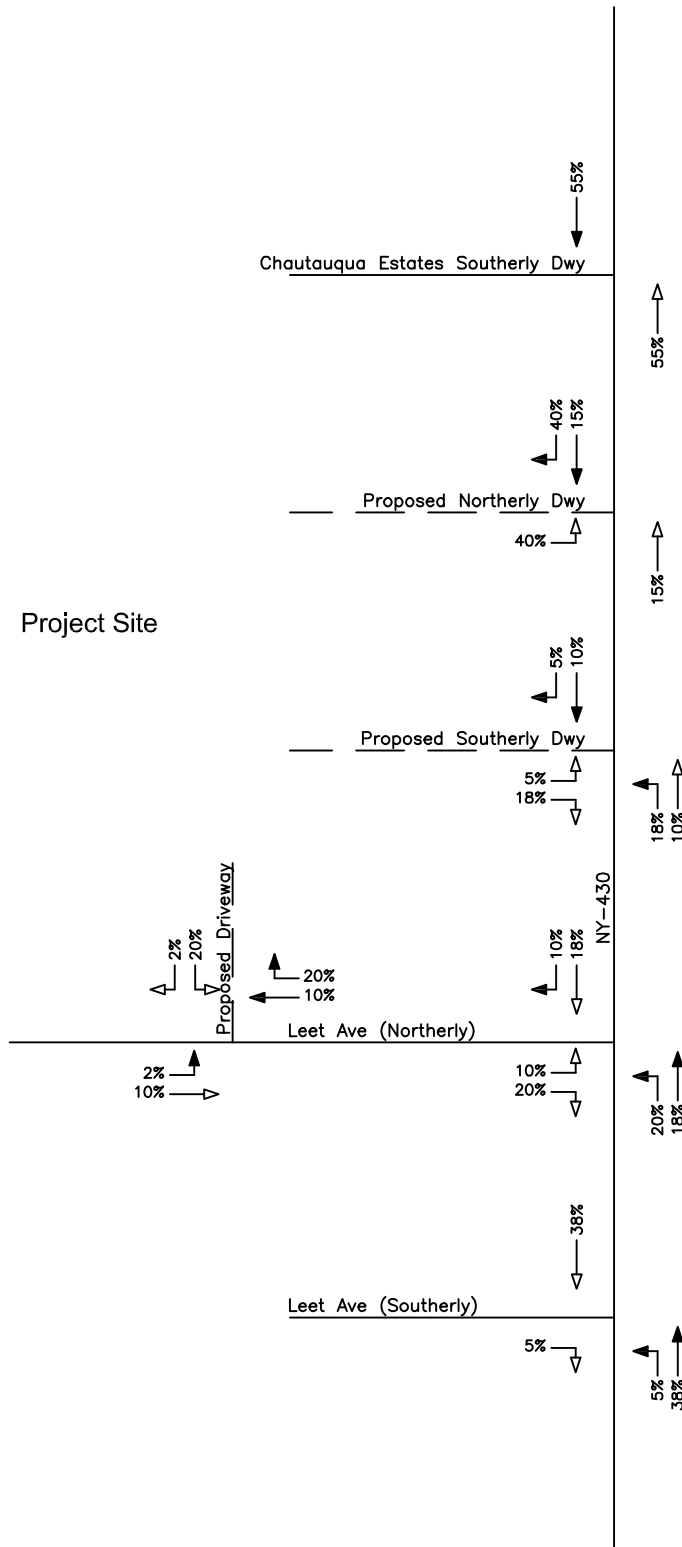
**Peak Hour Volumes
2029 Background Conditions**

KEY:
00(00) = AM(PM)



NOT TO SCALE

Figure 5



Chautauqua Point, Town of Chautauqua, NY

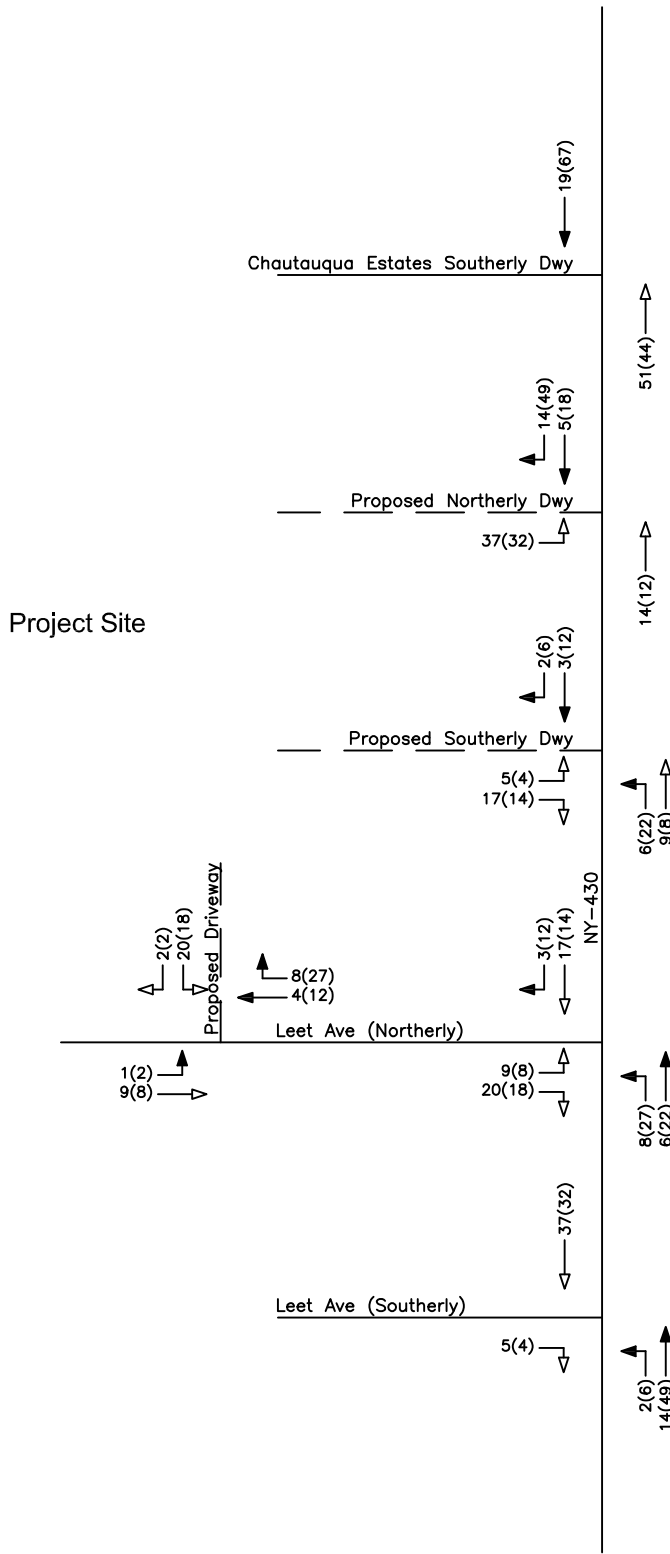
Trip Distribution



NOT TO SCALE

- KEY:
- 00(00) = AM(PM)
 - Entering Trip
 - ← Exiting Trip

Figure 6



Chautauqua Point, Town of Chautauqua, NY

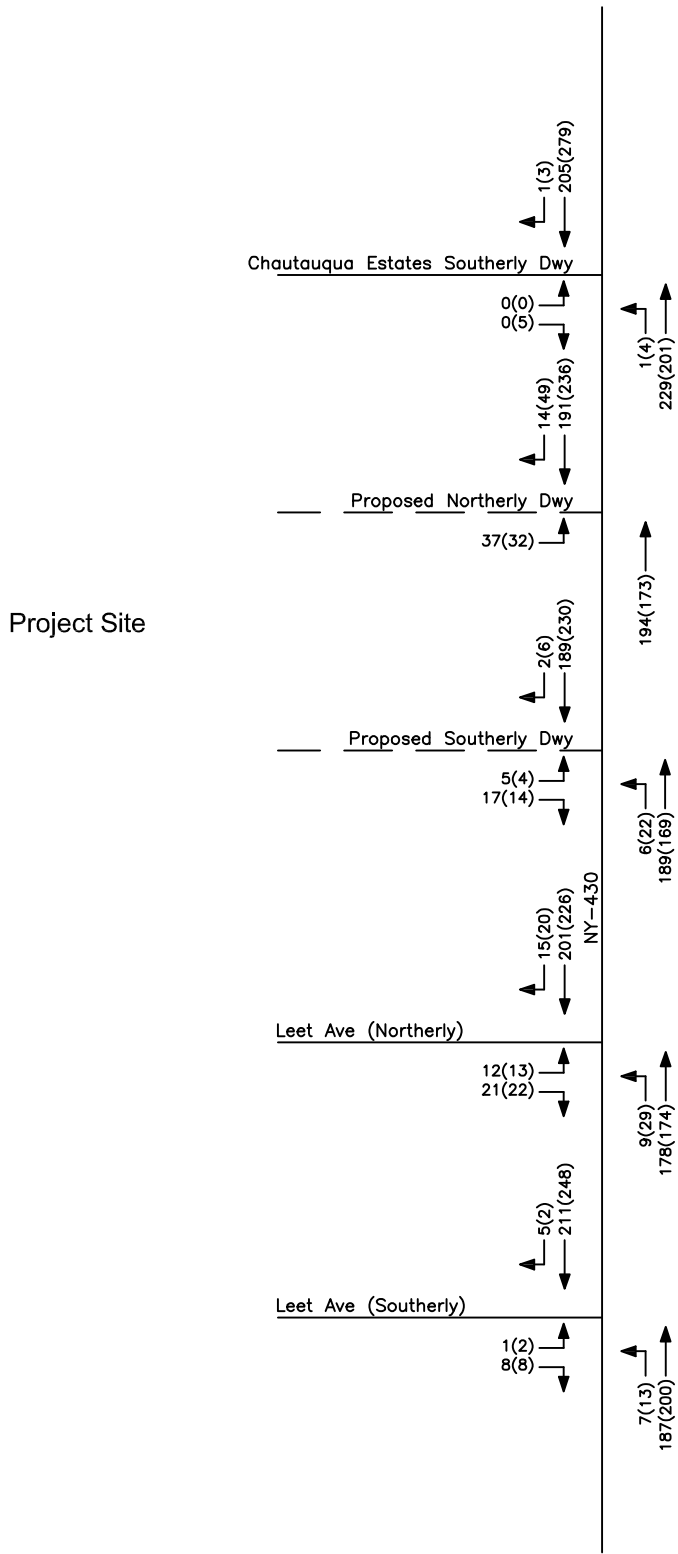
Site Generated Trips



NOT TO SCALE

- KEY:
 00(00) = AM(PM)
 —▶ Entering Trip
 —▷ Exiting Trip

Figure 7



Chautauqua Point, Town of Chautauqua, NY

**Peak Hour Volumes
Full Build Conditions**

KEY:
00(00) = AM(PM)



NOT TO SCALE

APPENDICES

APPENDIX A: EXISTING TRAFFIC COUNT DATA

Chautauqua Lake Estates South Driveway Weekd... - TMC

Wed May 29, 2024

Full Length (7 AM-9 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192434, Location: 42.247266, -79.462406

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US

Leg Direction	East Lake Road Southbound				East Lake Road Northbound				CLE South Driveway Eastbound				
Time	R	T	U	App	T	L	U	App	R	L	U	App	Int
2024-05-29 7:00AM	0	28	0	28	28	0	0	28	0	0	0	0	56
7:15AM	0	31	0	31	34	0	0	34	0	0	0	0	65
7:30AM	0	45	0	45	50	0	0	50	0	0	0	0	95
7:45AM	0	52	0	52	38	0	0	38	0	0	0	0	90
Hourly Total	0	156	0	156	150	0	0	150	0	0	0	0	306
8:00AM	0	39	0	39	39	1	0	40	0	0	0	0	79
8:15AM	1	34	0	35	36	0	0	36	0	0	0	0	71
8:30AM	1	32	0	33	37	1	0	38	1	1	0	2	73
8:45AM	0	21	0	21	40	0	0	40	0	2	0	2	63
Hourly Total	2	126	0	128	152	2	0	154	1	3	0	4	286
Total	2	282	0	284	302	2	0	304	1	3	0	4	592
% Approach	0.7%	99.3%	0%	-	99.3%	0.7%	0%	-	25.0%	75.0%	0%	-	-
% Total	0.3%	47.6%	0%	48.0%	51.0%	0.3%	0%	51.4%	0.2%	0.5%	0%	0.7%	-
Lights and Motorcycles	2	265	0	267	281	2	0	283	1	3	0	4	554
% Lights and Motorcycles	100%	94.0%	0%	94.0%	93.0%	100%	0%	93.1%	100%	100%	0%	100%	93.6%
Heavy	0	17	0	17	21	0	0	21	0	0	0	0	38
% Heavy	0%	6.0%	0%	6.0%	7.0%	0%	0%	6.9%	0%	0%	0%	0%	6.4%

*L: Left, R: Right, T: Thru, U: U-Turn

Chautauqua Lake Estates South Driveway Weekd... - TMC

Wed May 29, 2024

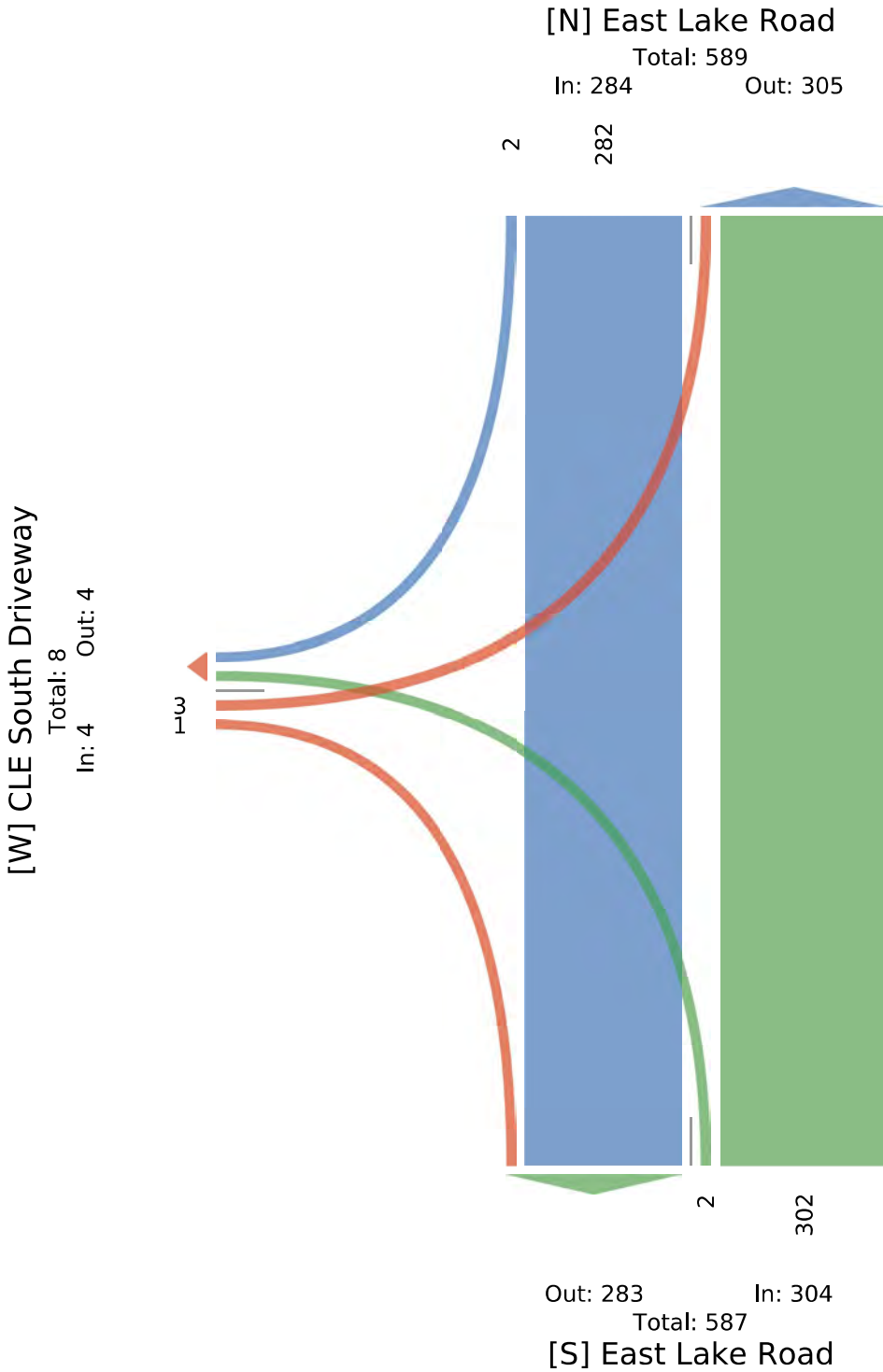
Full Length (7 AM-9 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192434, Location: 42.247266, -79.462406

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US



Chautauqua Lake Estates South Driveway Weekd... - TMC

Wed May 29, 2024

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192434, Location: 42.247266, -79.462406

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US

Leg Direction	East Lake Road Southbound				East Lake Road Northbound				CLE South Driveway Eastbound				Int
	R	T	U	App	T	L	U	App	R	L	U	App	
2024-05-29 7:30AM	0	45	0	45	50	0	0	50	0	0	0	0	95
7:45AM	0	52	0	52	38	0	0	38	0	0	0	0	90
8:00AM	0	39	0	39	39	1	0	40	0	0	0	0	79
8:15AM	1	34	0	35	36	0	0	36	0	0	0	0	71
Total	1	170	0	171	163	1	0	164	0	0	0	0	335
% Approach	0.6%	99.4%	0%	-	99.4%	0.6%	0%	-	0%	0%	0%	-	-
% Total	0.3%	50.7%	0%	51.0%	48.7%	0.3%	0%	49.0%	0%	0%	0%	0%	-
PHF	0.250	0.817	-	0.822	0.815	0.250	-	0.820	-	-	-	-	0.882
Lights and Motorcycles	1	160	0	161	154	1	0	155	0	0	0	0	316
% Lights and Motorcycles	100%	94.1%	0%	94.2%	94.5%	100%	0%	94.5%	0%	0%	0%	-	94.3%
Heavy	0	10	0	10	9	0	0	9	0	0	0	0	19
% Heavy	0%	5.9%	0%	5.8%	5.5%	0%	0%	5.5%	0%	0%	0%	-	5.7%

* L: Left, R: Right, T: Thru, U: U-Turn

Chautauqua Lake Estates South Driveway Weekd... - TMC

Wed May 29, 2024

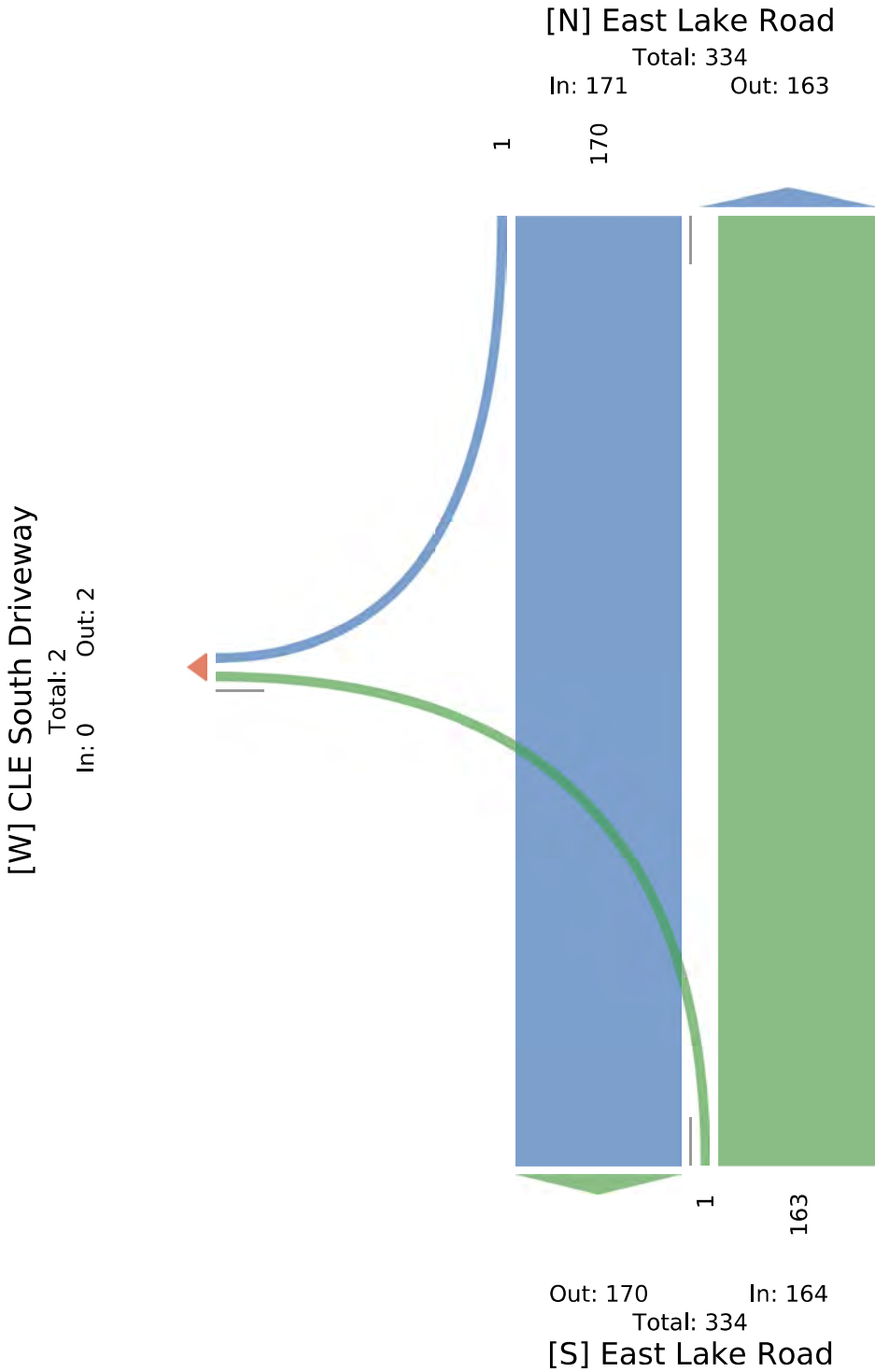
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192434, Location: 42.247266, -79.462406

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US



Chautauqua Lake Estates South Driveway Weekd... - TMC

Wed May 29, 2024

Full Length (3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192436, Location: 42.247266, -79.462406

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US

Leg Direction	East Lake Road Southbound				East Lake Road Northbound				CLE South Driveway Eastbound				
Time	R	T	U	App	T	L	U	App	R	L	U	App	Int
2024-05-29 3:00PM	1	57	0	58	28	5	0	33	1	0	0	1	92
3:15PM	0	41	0	41	27	0	0	27	0	0	0	0	68
3:30PM	1	43	0	44	30	0	0	30	2	0	0	2	76
3:45PM	1	44	0	45	32	1	0	33	0	2	0	2	80
Hourly Total	3	185	0	188	117	6	0	123	3	2	0	5	316
4:00PM	1	39	0	40	38	0	0	38	2	0	0	2	80
4:15PM	0	38	0	38	31	0	0	31	1	0	0	1	70
4:30PM	1	75	0	76	40	2	0	42	1	0	0	1	119
4:45PM	1	42	0	43	34	2	0	36	1	0	0	1	80
Hourly Total	3	194	0	197	143	4	0	147	5	0	0	5	349
5:00PM	0	39	0	39	29	0	0	29	0	2	0	2	70
5:15PM	1	21	0	22	32	0	0	32	0	2	0	2	56
5:30PM	0	33	0	33	32	0	0	32	0	0	0	0	65
5:45PM	0	36	0	36	25	1	0	26	1	1	0	2	64
Hourly Total	1	129	0	130	118	1	0	119	1	5	0	6	255
Total	7	508	0	515	378	11	0	389	9	7	0	16	920
% Approach	1.4%	98.6%	0%	-	97.2%	2.8%	0%	-	56.3%	43.8%	0%	-	-
% Total	0.8%	55.2%	0%	56.0%	41.1%	1.2%	0%	42.3%	1.0%	0.8%	0%	1.7%	-
Lights and Motorcycles	7	494	0	501	362	11	0	373	9	7	0	16	890
% Lights and Motorcycles	100%	97.2%	0%	97.3%	95.8%	100%	0%	95.9%	100%	100%	0%	100%	96.7%
Heavy	0	14	0	14	16	0	0	16	0	0	0	0	30
% Heavy	0%	2.8%	0%	2.7%	4.2%	0%	0%	4.1%	0%	0%	0%	0%	3.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Chautauqua Lake Estates South Driveway Weekd... - TMC

Wed May 29, 2024

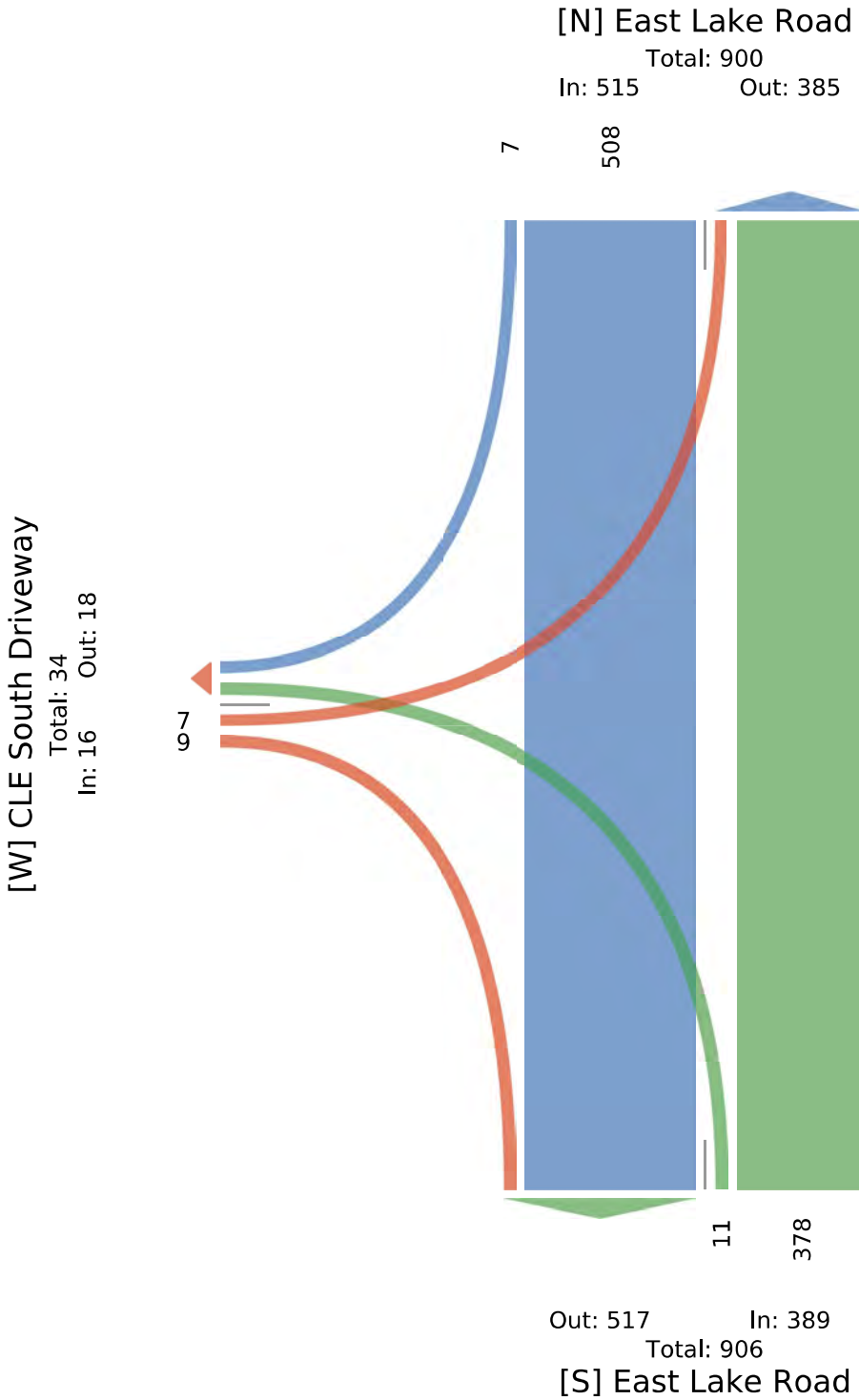
Full Length (3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192436, Location: 42.247266, -79.462406

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US



Chautauqua Lake Estates South Driveway Weekd... - TMC

Wed May 29, 2024

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192436, Location: 42.247266, -79.462406

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US

Leg Direction	East Lake Road Southbound				East Lake Road Northbound				CLE South Driveway Eastbound				
Time	R	T	U	App	T	L	U	App	R	L	U	App	Int
2024-05-29 3:45PM	1	44	0	45	32	1	0	33	0	2	0	2	80
4:00PM	1	39	0	40	38	0	0	38	2	0	0	2	80
4:15PM	0	38	0	38	31	0	0	31	1	0	0	1	70
4:30PM	1	75	0	76	40	2	0	42	1	0	0	1	119
Total	3	196	0	199	141	3	0	144	4	2	0	6	349
% Approach	1.5%	98.5%	0%	-	97.9%	2.1%	0%	-	66.7%	33.3%	0%	-	-
% Total	0.9%	56.2%	0%	57.0%	40.4%	0.9%	0%	41.3%	1.1%	0.6%	0%	1.7%	-
PHF	0.750	0.653	-	0.655	0.881	0.375	-	0.857	0.500	0.250	-	0.750	0.733
Lights and Motorcycles	3	190	0	193	130	3	0	133	4	2	0	6	332
% Lights and Motorcycles	100%	96.9%	0%	97.0%	92.2%	100%	0%	92.4%	100%	100%	0%	100%	95.1%
Heavy	0	6	0	6	11	0	0	11	0	0	0	0	17
% Heavy	0%	3.1%	0%	3.0%	7.8%	0%	0%	7.6%	0%	0%	0%	0%	4.9%

* L: Left, R: Right, T: Thru, U: U-Turn

Chautauqua Lake Estates South Driveway Weekd... - TMC

Wed May 29, 2024

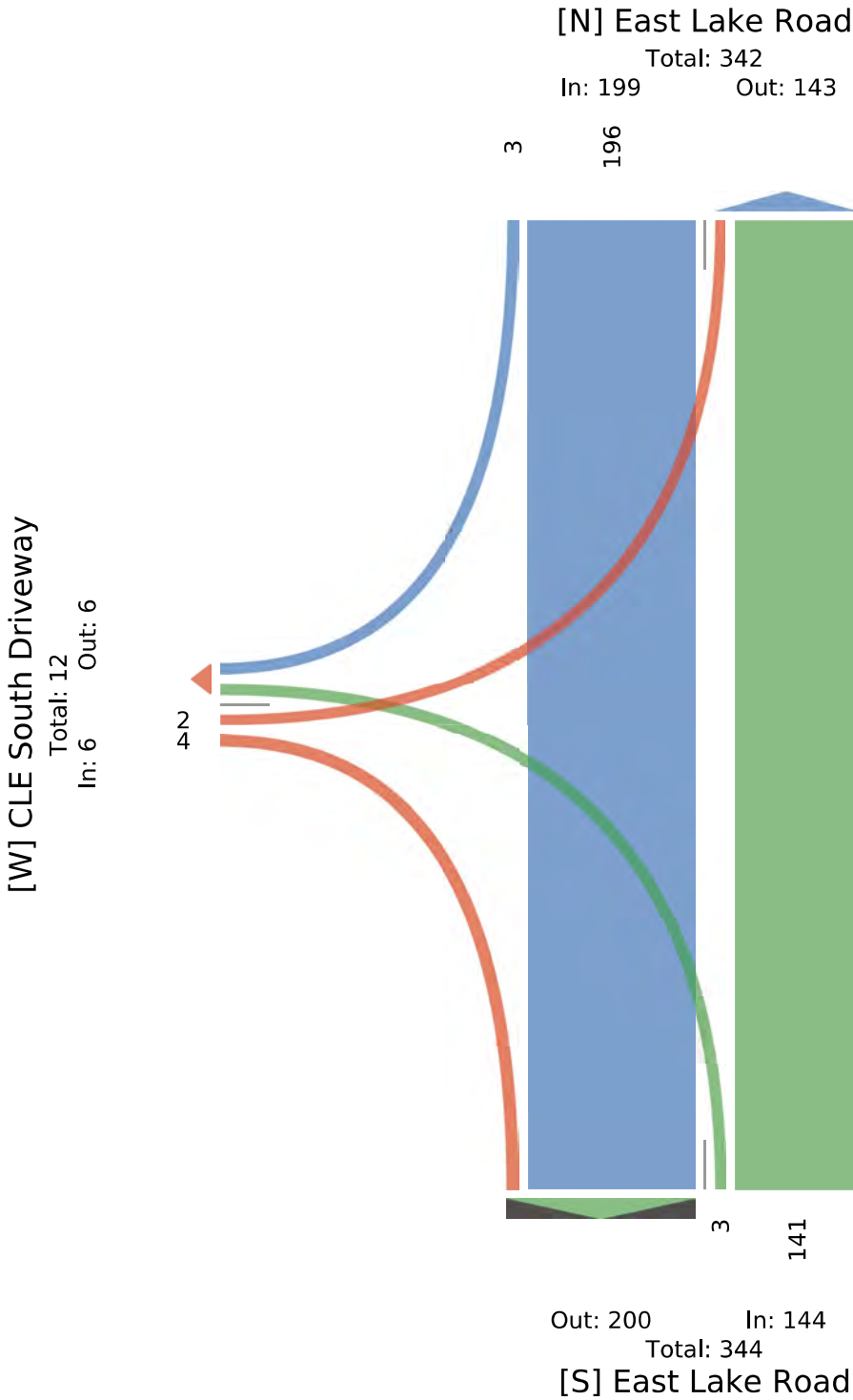
PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192436, Location: 42.247266, -79.462406

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US



E Lake Rd & Leet Ave (Northerly) Weekday AM - TMC

Wed May 29, 2024

Full Length (7 AM-9 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192441, Location: 42.241455, -79.458637

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US

Leg Direction	Leet Avenue Eastbound				E Lake Road Northbound				E Lake Road Southbound				
Time	L	R	U	App	L	T	U	App	T	R	U	App	Int
2024-05-29 7:00AM	0	0	0	0	0	22	0	22	29	0	0	29	51
7:15AM	0	0	0	0	0	32	0	32	33	0	0	33	65
7:30AM	0	0	0	0	0	45	0	45	45	1	0	46	91
7:45AM	1	0	0	1	1	36	0	37	51	0	0	51	89
Hourly Total	1	0	0	1	1	135	0	136	158	1	0	159	296
8:00AM	0	0	0	0	0	40	0	40	39	3	0	42	82
8:15AM	2	1	0	3	0	36	0	36	33	7	0	40	79
8:30AM	1	2	0	3	1	35	0	36	31	0	0	31	70
8:45AM	0	1	0	1	0	41	0	41	19	0	0	19	61
Hourly Total	3	4	0	7	1	152	0	153	122	10	0	132	292
Total	4	4	0	8	2	287	0	289	280	11	0	291	588
% Approach	50.0%	50.0%	0%	-	0.7%	99.3%	0%	-	96.2%	3.8%	0%	-	-
% Total	0.7%	0.7%	0%	1.4%	0.3%	48.8%	0%	49.1%	47.6%	1.9%	0%	49.5%	-
Lights and Motorcycles	4	4	0	8	2	268	0	270	266	10	0	276	554
% Lights and Motorcycles	100%	100%	0%	100%	100%	93.4%	0%	93.4%	95.0%	90.9%	0%	94.8%	94.2%
Heavy	0	0	0	0	0	19	0	19	14	1	0	15	34
% Heavy	0%	0%	0%	0%	0%	6.6%	0%	6.6%	5.0%	9.1%	0%	5.2%	5.8%

*L: Left, R: Right, T: Thru, U: U-Turn

E Lake Rd & Leet Ave (Northerly) Weekday AM - TMC

Wed May 29, 2024

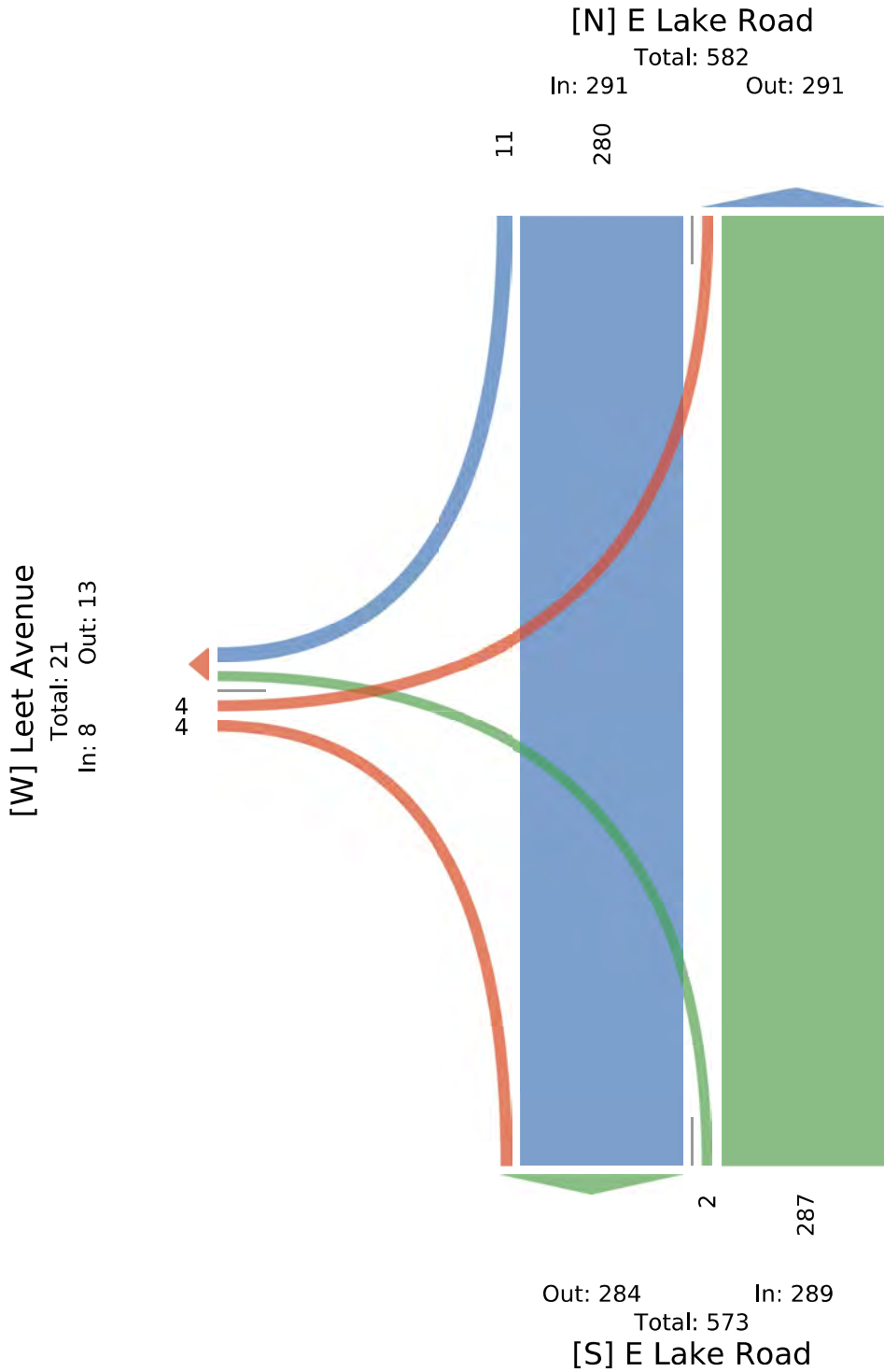
Full Length (7 AM-9 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192441, Location: 42.241455, -79.458637

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US



E Lake Rd & Leet Ave (Northerly) Weekday AM - TMC

Wed May 29, 2024

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192441, Location: 42.241455, -79.458637

Provided by: Passero Associates

242 West Main Street, Suite 100, Rochester, NY, 14614, US

Leg Direction	Leet Avenue Eastbound				E Lake Road Northbound				E Lake Road Southbound				
Time	L	R	U	App	L	T	U	App	T	R	U	App	Int
2024-05-29 7:30AM	0	0	0	0	0	45	0	45	45	1	0	46	91
7:45AM	1	0	0	1	1	36	0	37	51	0	0	51	89
8:00AM	0	0	0	0	0	40	0	40	39	3	0	42	82
8:15AM	2	1	0	3	0	36	0	36	33	7	0	40	79
Total	3	1	0	4	1	157	0	158	168	11	0	179	341
% Approach	75.0%	25.0%	0%	-	0.6%	99.4%	0%	-	93.9%	6.1%	0%	-	-
% Total	0.9%	0.3%	0%	1.2%	0.3%	46.0%	0%	46.3%	49.3%	3.2%	0%	52.5%	-
PHF	0.375	0.250	-	0.333	0.250	0.872	-	0.878	0.824	0.393	-	0.877	0.937
Lights and Motorcycles	3	1	0	4	1	150	0	151	159	10	0	169	324
% Lights and Motorcycles	100%	100%	0%	100%	100%	95.5%	0%	95.6%	94.6%	90.9%	0%	94.4%	95.0%
Heavy	0	0	0	0	0	7	0	7	9	1	0	10	17
% Heavy	0%	0%	0%	0%	0%	4.5%	0%	4.4%	5.4%	9.1%	0%	5.6%	5.0%

* L: Left, R: Right, T: Thru, U: U-Turn

E Lake Rd & Leet Ave (Northerly) Weekday AM - TMC

Wed May 29, 2024

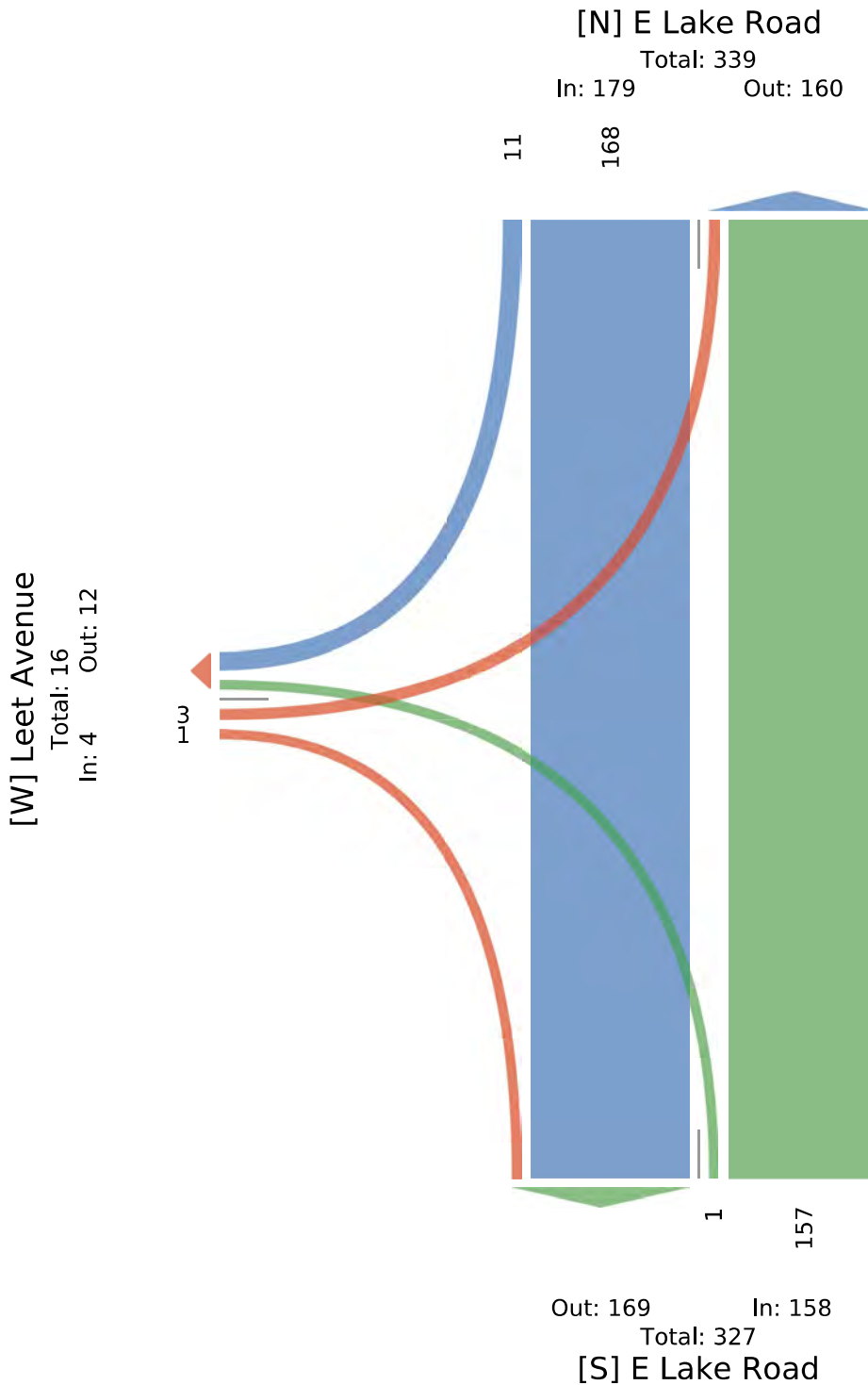
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192441, Location: 42.241455, -79.458637

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US



E Lake Rd & Leet Ave (Northerly) Weekday PM - TMC

Wed May 29, 2024

Full Length (3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192443, Location: 42.241455, -79.458637

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US

Leg Direction	E Lake Road Eastbound				Leet Avenue Northbound				E Lake Road Southbound				
Time	L	R	U	App	L	T	U	App	T	R	U	App	Int
2024-05-29 3:00PM	3	1	0	4	0	29	0	29	55	1	0	56	89
3:15PM	0	0	0	0	0	28	0	28	42	0	0	42	70
3:30PM	1	0	0	1	0	29	0	29	39	3	0	42	72
3:45PM	0	0	0	0	0	33	0	33	45	1	0	46	79
Hourly Total	4	1	0	5	0	119	0	119	181	5	0	186	310
4:00PM	0	1	0	1	0	35	0	35	41	2	0	43	79
4:15PM	2	0	0	2	1	30	0	31	35	1	0	36	69
4:30PM	2	1	0	3	0	38	0	38	72	2	0	74	115
4:45PM	1	2	0	3	1	36	0	37	46	2	0	48	88
Hourly Total	5	4	0	9	2	139	0	141	194	7	0	201	351
5:00PM	4	0	0	4	0	25	0	25	38	2	0	40	69
5:15PM	0	0	0	0	1	31	0	32	24	0	0	24	56
5:30PM	1	0	0	1	0	31	0	31	31	3	0	34	66
5:45PM	2	0	0	2	0	25	0	25	34	3	0	37	64
Hourly Total	7	0	0	7	1	112	0	113	127	8	0	135	255
Total	16	5	0	21	3	370	0	373	502	20	0	522	916
% Approach	76.2%	23.8%	0%	-	0.8%	99.2%	0%	-	96.2%	3.8%	0%	-	-
% Total	1.7%	0.5%	0%	2.3%	0.3%	40.4%	0%	40.7%	54.8%	2.2%	0%	57.0%	-
Lights and Motorcycles	16	5	0	21	3	353	0	356	489	20	0	509	886
% Lights and Motorcycles	100%	100%	0%	100%	100%	95.4%	0%	95.4%	97.4%	100%	0%	97.5%	96.7%
Heavy	0	0	0	0	0	17	0	17	13	0	0	13	30
% Heavy	0%	0%	0%	0%	0%	4.6%	0%	4.6%	2.6%	0%	0%	2.5%	3.3%

*L: Left, R: Right, T: Thru, U: U-Turn

E Lake Rd & Leet Ave (Northerly) Weekday PM - TMC

Wed May 29, 2024

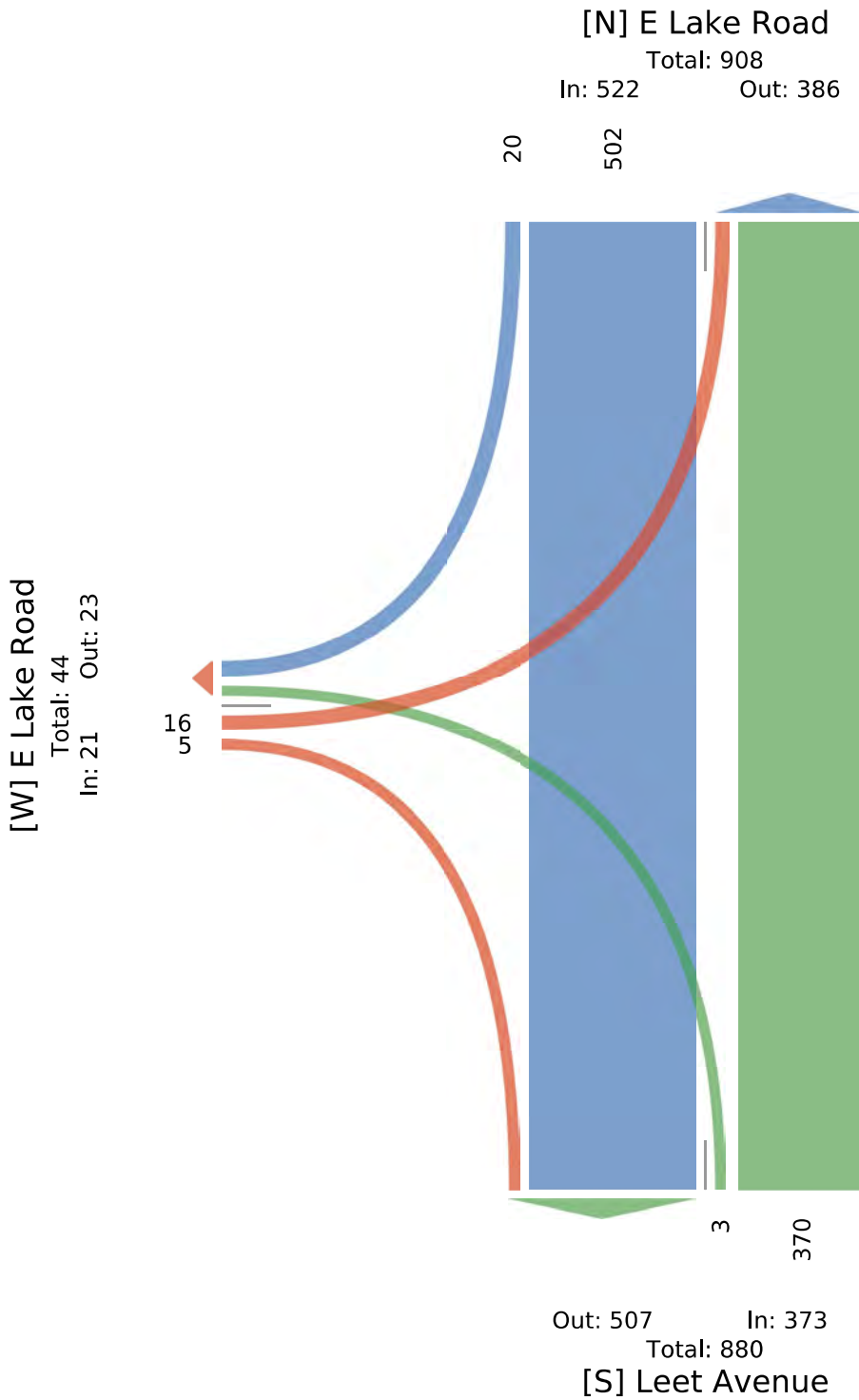
Full Length (3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192443, Location: 42.241455, -79.458637

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US



E Lake Rd & Leet Ave (Northerly) Weekday PM - TMC

Wed May 29, 2024

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192443, Location: 42.241455, -79.458637

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US

Leg Direction	E Lake Road Eastbound				Leet Avenue Northbound				E Lake Road Southbound				
Time	L	R	U	App	L	T	U	App	T	R	U	App	Int
2024-05-29 4:00PM	0	1	0	1	0	35	0	35	41	2	0	43	79
4:15PM	2	0	0	2	1	30	0	31	35	1	0	36	69
4:30PM	2	1	0	3	0	38	0	38	72	2	0	74	115
4:45PM	1	2	0	3	1	36	0	37	46	2	0	48	88
Total	5	4	0	9	2	139	0	141	194	7	0	201	351
% Approach	55.6%	44.4%	0%	-	1.4%	98.6%	0%	-	96.5%	3.5%	0%	-	-
% Total	1.4%	1.1%	0%	2.6%	0.6%	39.6%	0%	40.2%	55.3%	2.0%	0%	57.3%	-
PHF	0.625	0.500	-	0.750	0.500	0.914	-	0.928	0.674	0.875	-	0.679	0.763
Lights and Motorcycles	5	4	0	9	2	129	0	131	193	7	0	200	340
% Lights and Motorcycles	100%	100%	0%	100%	100%	92.8%	0%	92.9%	99.5%	100%	0%	99.5%	96.9%
Heavy	0	0	0	0	0	10	0	10	1	0	0	1	11
% Heavy	0%	0%	0%	0%	0%	7.2%	0%	7.1%	0.5%	0%	0%	0.5%	3.1%

*L: Left, R: Right, T: Thru, U: U-Turn

E Lake Rd & Leet Ave (Northerly) Weekday PM - TMC

Wed May 29, 2024

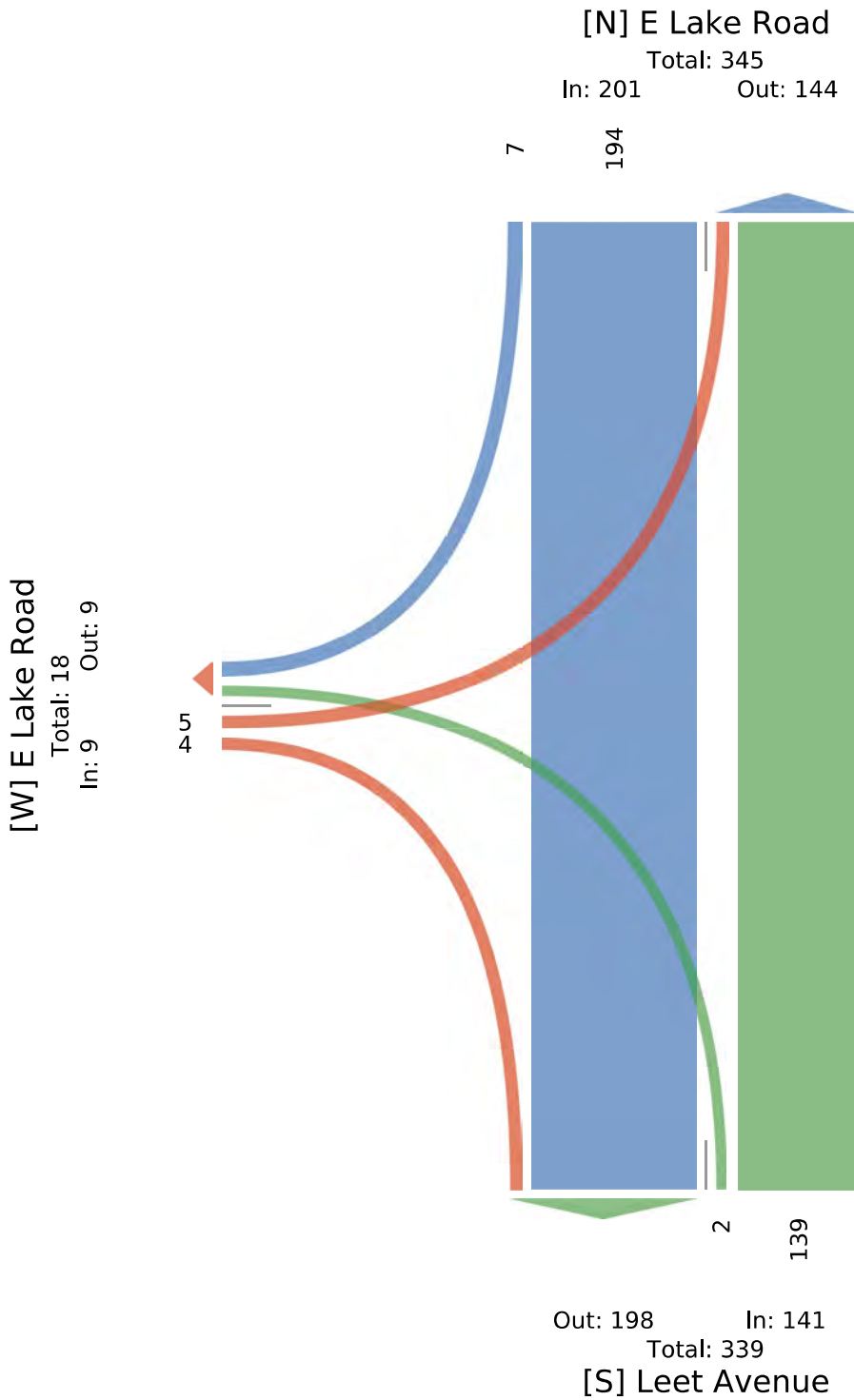
PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192443, Location: 42.241455, -79.458637

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US



E Lake Rd & Leet Ave (Southerly) Weekday AM - TMC

Wed May 29, 2024

Full Length (7 AM-9 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192466, Location: 42.239561, -79.45571

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US

Leg Direction	Leet Ave Eastbound				E Lake Rd Northbound				E Lake Rd Southbound				
Time	L	R	U	App	L	T	U	App	T	R	U	App	Int
2024-05-29 7:00AM	0	1	0	1	1	23	0	24	27	1	0	28	53
7:15AM	0	0	0	0	1	32	0	33	31	0	0	31	64
7:30AM	1	1	0	2	1	47	0	48	43	0	0	43	93
7:45AM	0	1	0	1	1	35	0	36	48	1	0	49	86
Hourly Total	1	3	0	4	4	137	0	141	149	2	0	151	296
8:00AM	0	1	0	1	2	41	0	43	39	1	0	40	84
8:15AM	0	0	0	0	1	35	0	36	29	3	0	32	68
8:30AM	0	2	0	2	1	36	0	37	34	0	0	34	73
8:45AM	1	2	0	3	2	39	0	41	21	1	0	22	66
Hourly Total	1	5	0	6	6	151	0	157	123	5	0	128	291
Total	2	8	0	10	10	288	0	298	272	7	0	279	587
% Approach	20.0%	80.0%	0%	-	3.4%	96.6%	0%	-	97.5%	2.5%	0%	-	-
% Total	0.3%	1.4%	0%	1.7%	1.7%	49.1%	0%	50.8%	46.3%	1.2%	0%	47.5%	-
Lights and Motorcycles	2	7	0	9	9	268	0	277	256	6	0	262	548
% Lights and Motorcycles	100%	87.5%	0%	90.0%	90.0%	93.1%	0%	93.0%	94.1%	85.7%	0%	93.9%	93.4%
Heavy	0	1	0	1	1	20	0	21	16	1	0	17	39
% Heavy	0%	12.5%	0%	10.0%	10.0%	6.9%	0%	7.0%	5.9%	14.3%	0%	6.1%	6.6%

*L: Left, R: Right, T: Thru, U: U-Turn

E Lake Rd & Leet Ave (Southerly) Weekday AM - TMC

Wed May 29, 2024

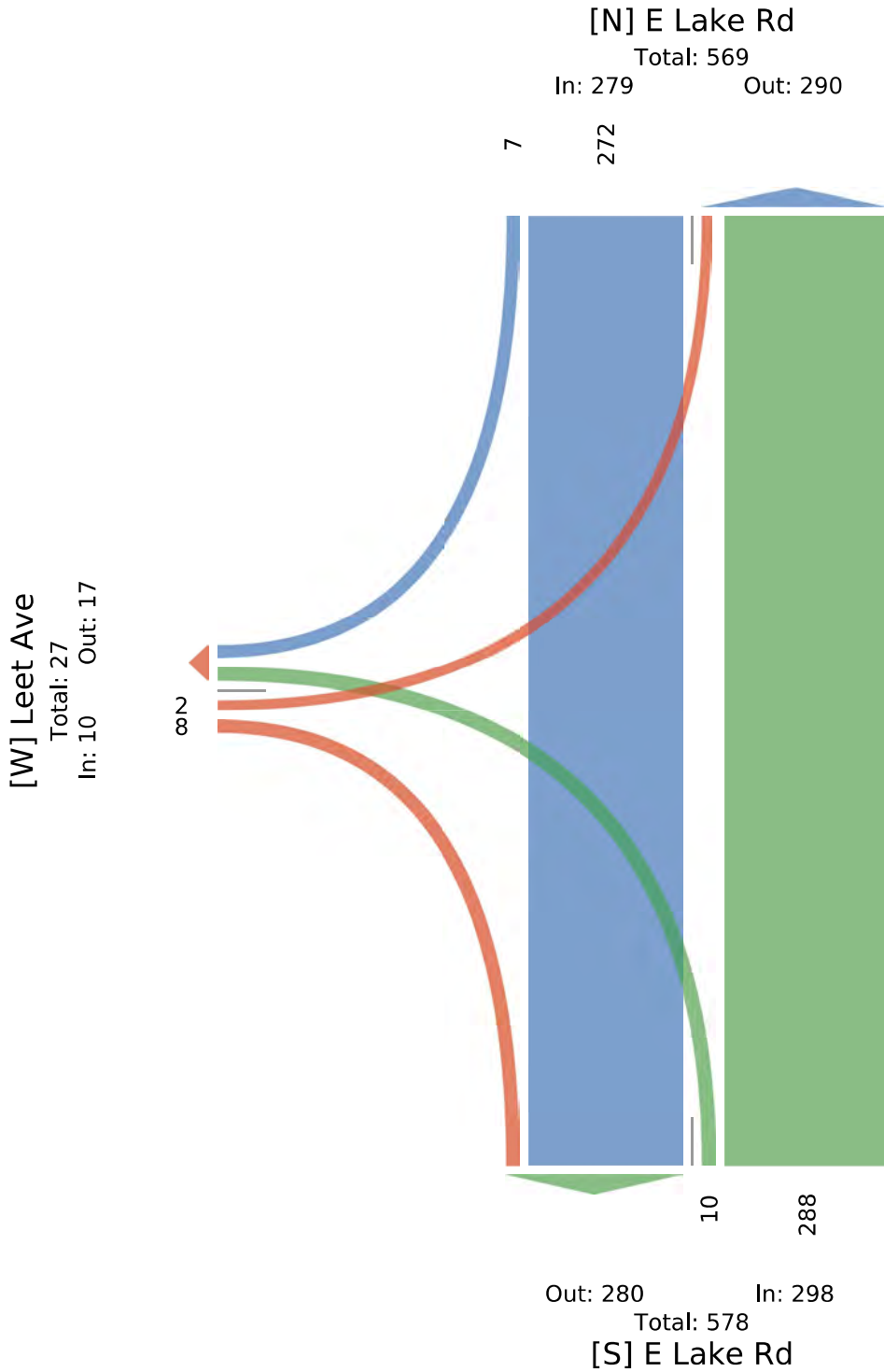
Full Length (7 AM-9 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192466, Location: 42.239561, -79.45571

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US



E Lake Rd & Leet Ave (Southerly) Weekday AM - TMC

Wed May 29, 2024

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192466, Location: 42.239561, -79.45571

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US

Leg Direction	Leet Ave Eastbound				E Lake Rd Northbound				E Lake Rd Southbound				Int
	L	R	U	App	L	T	U	App	T	R	U	App	
2024-05-29 7:30AM	1	1	0	2	1	47	0	48	43	0	0	43	93
7:45AM	0	1	0	1	1	35	0	36	48	1	0	49	86
8:00AM	0	1	0	1	2	41	0	43	39	1	0	40	84
8:15AM	0	0	0	0	1	35	0	36	29	3	0	32	68
Total	1	3	0	4	5	158	0	163	159	5	0	164	331
% Approach	25.0%	75.0%	0%	-	3.1%	96.9%	0%	-	97.0%	3.0%	0%	-	-
% Total	0.3%	0.9%	0%	1.2%	1.5%	47.7%	0%	49.2%	48.0%	1.5%	0%	49.5%	-
PHF	0.250	0.750	-	0.500	0.625	0.840	-	0.849	0.828	0.417	-	0.837	0.890
Lights and Motorcycles	1	3	0	4	5	151	0	156	148	5	0	153	313
% Lights and Motorcycles	100%	100%	0%	100%	100%	95.6%	0%	95.7%	93.1%	100%	0%	93.3%	94.6%
Heavy	0	0	0	0	0	7	0	7	11	0	0	11	18
% Heavy	0%	0%	0%	0%	0%	4.4%	0%	4.3%	6.9%	0%	0%	6.7%	5.4%

* L: Left, R: Right, T: Thru, U: U-Turn

E Lake Rd & Leet Ave (Southerly) Weekday AM - TMC

Wed May 29, 2024

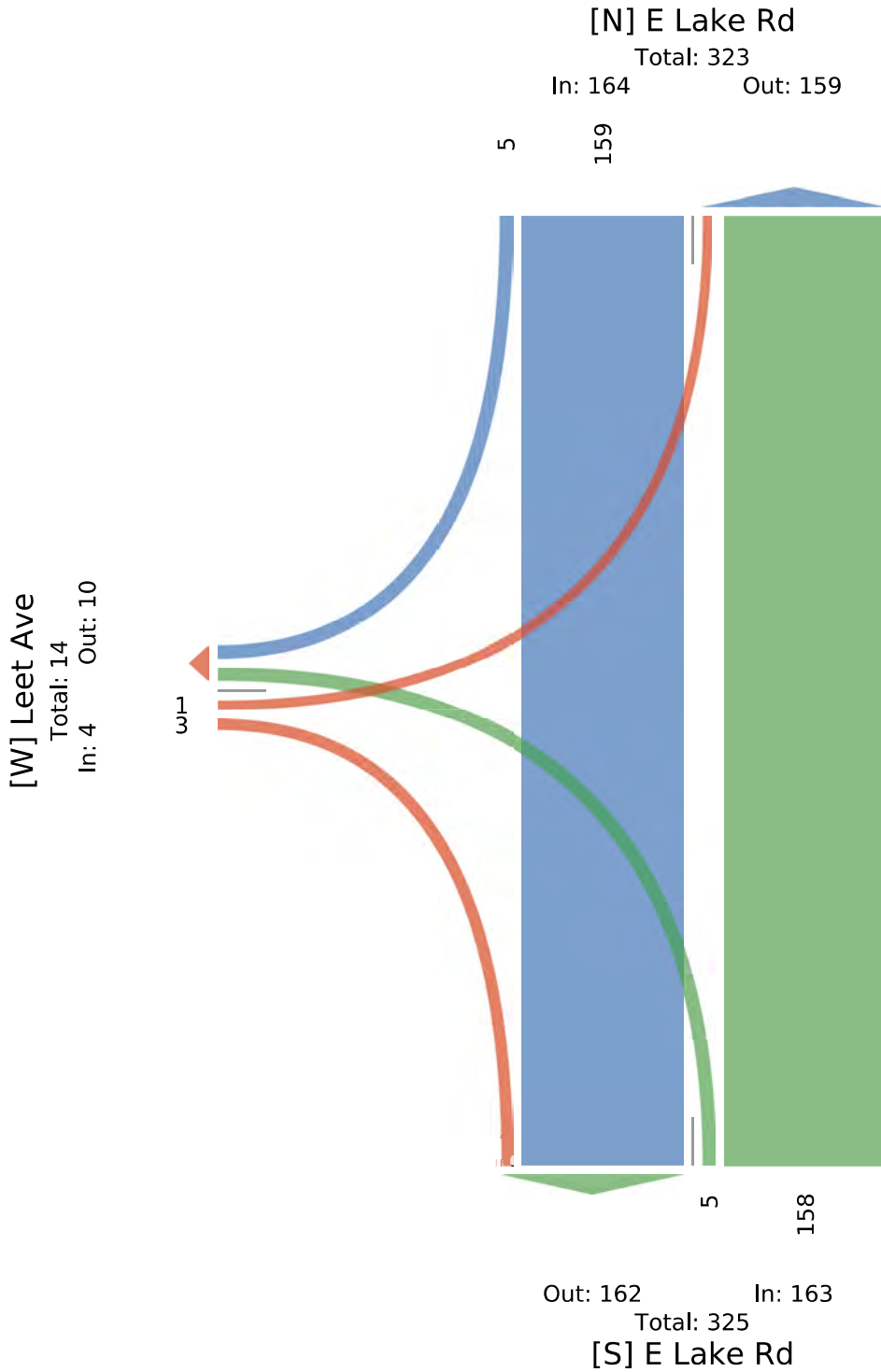
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192466, Location: 42.239561, -79.45571

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US



E Lake Rd & Leet Ave (Southerly) Weekday PM - TMC

Wed May 29, 2024

Full Length (3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192467, Location: 42.239561, -79.45571

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US

Leg Direction	Leet Ave Eastbound				E Lake Rd Northbound				E Lake Rd Southbound				Int
	L	R	U	App	L	T	U	App	T	R	U	App	
2024-05-29 3:00PM	0	2	0	2	3	28	0	31	54	2	0	56	89
3:15PM	0	1	0	1	2	29	0	31	40	0	0	40	72
3:30PM	2	2	0	4	1	26	0	27	38	1	0	39	70
3:45PM	1	1	0	2	1	35	0	36	47	0	0	47	85
Hourly Total	3	6	0	9	7	118	0	125	179	3	0	182	316
4:00PM	1	2	0	3	1	32	0	33	42	1	0	43	79
4:15PM	1	0	0	1	2	31	0	33	36	0	0	36	70
4:30PM	0	1	0	1	2	39	0	41	70	1	0	71	113
4:45PM	0	1	0	1	1	36	0	37	49	0	0	49	87
Hourly Total	2	4	0	6	6	138	0	144	197	2	0	199	349
5:00PM	0	3	0	3	1	27	0	28	40	1	0	41	72
5:15PM	2	3	0	5	1	29	0	30	25	0	0	25	60
5:30PM	3	0	0	3	0	28	0	28	31	0	0	31	62
5:45PM	1	0	0	1	0	24	0	24	34	0	0	34	59
Hourly Total	6	6	0	12	2	108	0	110	130	1	0	131	253
Total	11	16	0	27	15	364	0	379	506	6	0	512	918
% Approach	40.7%	59.3%	0%	-	4.0%	96.0%	0%	-	98.8%	1.2%	0%	-	-
% Total	1.2%	1.7%	0%	2.9%	1.6%	39.7%	0%	41.3%	55.1%	0.7%	0%	55.8%	-
Lights and Motorcycles	11	16	0	27	15	348	0	363	493	6	0	499	889
% Lights and Motorcycles	100%	100%	0%	100%	100%	95.6%	0%	95.8%	97.4%	100%	0%	97.5%	96.8%
Heavy	0	0	0	0	0	16	0	16	13	0	0	13	29
% Heavy	0%	0%	0%	0%	0%	4.4%	0%	4.2%	2.6%	0%	0%	2.5%	3.2%

*L: Left, R: Right, T: Thru, U: U-Turn

E Lake Rd & Leet Ave (Southerly) Weekday PM - TMC

Wed May 29, 2024

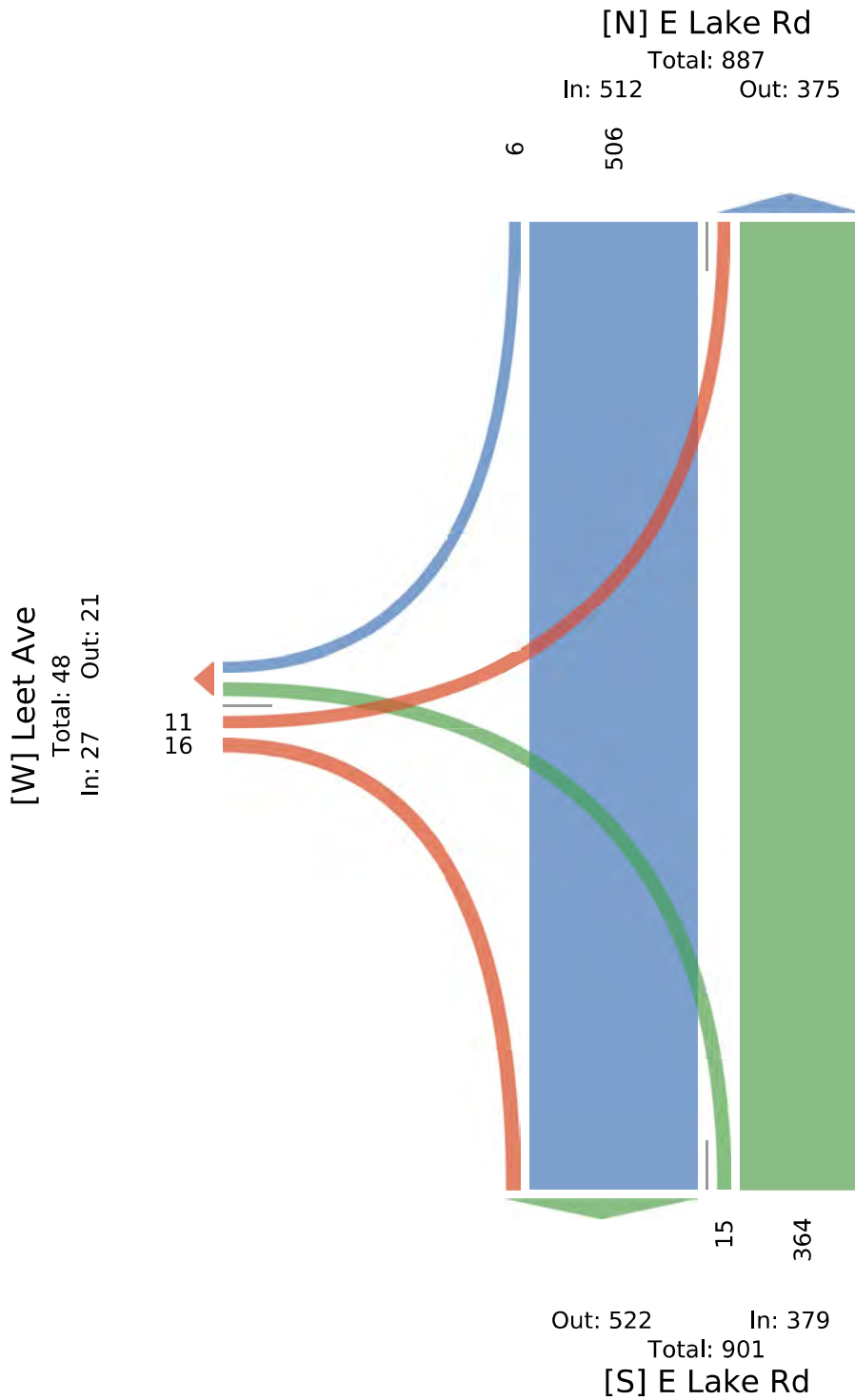
Full Length (3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192467, Location: 42.239561, -79.45571

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US



E Lake Rd & Leet Ave (Southerly) Weekday PM - TMC

Wed May 29, 2024

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192467, Location: 42.239561, -79.45571

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US

Leg Direction	Leet Ave Eastbound				E Lake Rd Northbound				E Lake Rd Southbound				Int
	L	R	U	App	L	T	U	App	T	R	U	App	
2024-05-29 4:00PM	1	2	0	3	1	32	0	33	42	1	0	43	79
4:15PM	1	0	0	1	2	31	0	33	36	0	0	36	70
4:30PM	0	1	0	1	2	39	0	41	70	1	0	71	113
4:45PM	0	1	0	1	1	36	0	37	49	0	0	49	87
Total	2	4	0	6	6	138	0	144	197	2	0	199	349
% Approach	33.3%	66.7%	0%	-	4.2%	95.8%	0%	-	99.0%	1.0%	0%	-	-
% Total	0.6%	1.1%	0%	1.7%	1.7%	39.5%	0%	41.3%	56.4%	0.6%	0%	57.0%	-
PHF	0.500	0.500	-	0.500	0.750	0.885	-	0.878	0.704	0.500	-	0.701	0.772
Lights and Motorcycles	2	4	0	6	6	131	0	137	195	2	0	197	340
% Lights and Motorcycles	100%	100%	0%	100%	100%	94.9%	0%	95.1%	99.0%	100%	0%	99.0%	97.4%
Heavy	0	0	0	0	0	7	0	7	2	0	0	2	9
% Heavy	0%	0%	0%	0%	0%	5.1%	0%	4.9%	1.0%	0%	0%	1.0%	2.6%

*L: Left, R: Right, T: Thru, U: U-Turn

E Lake Rd & Leet Ave (Southerly) Weekday PM - TMC

Wed May 29, 2024

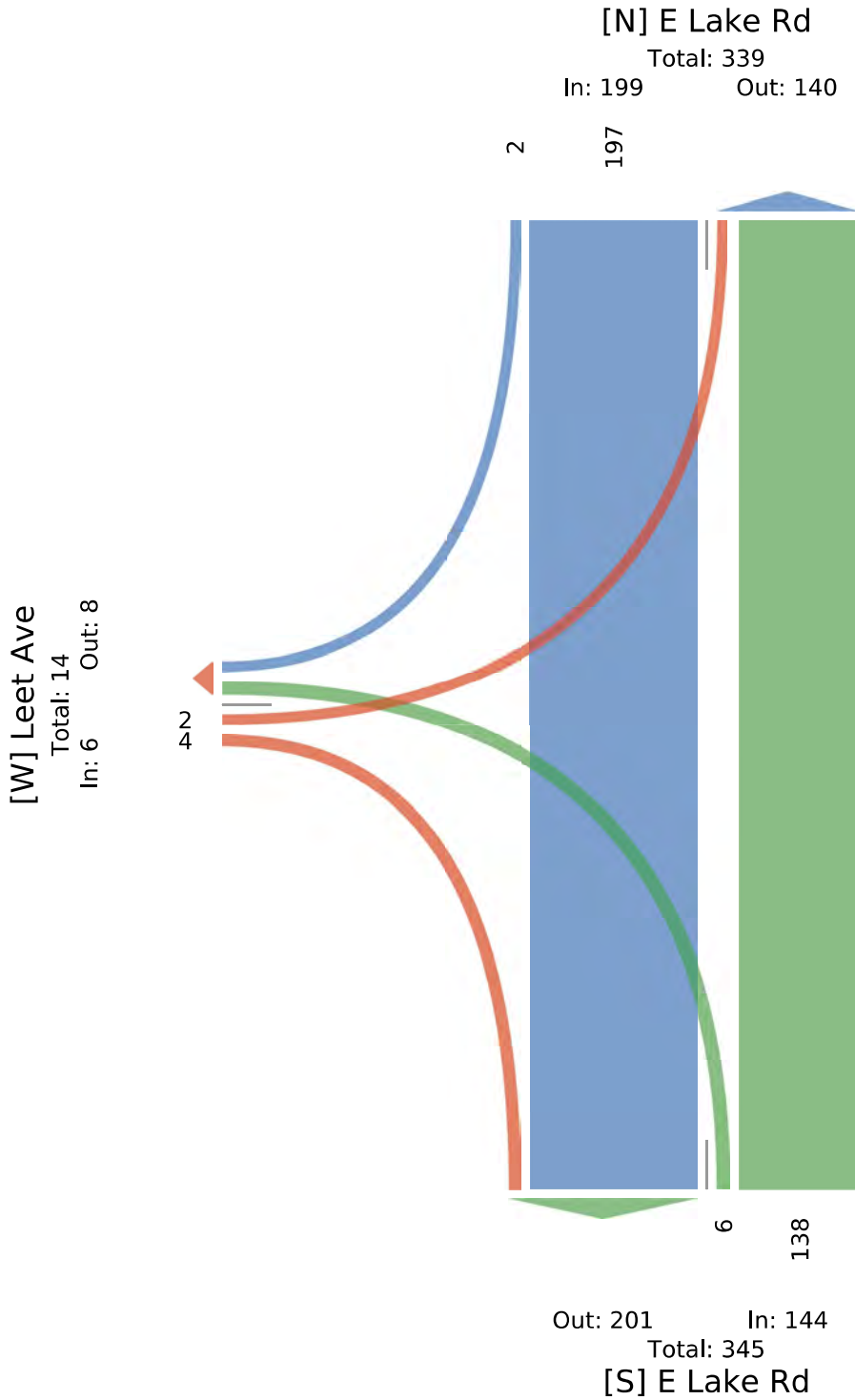
PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192467, Location: 42.239561, -79.45571

Provided by: Passero Associates
242 West Main Street, Suite 100, Rochester, NY, 14614, US



APPENDIX B: MISCELLANEOUS CALCULATIONS

Documentation of Ambient Traffic Volume Growth

Project: **Sunset View PUD**
 Location: **Town of Chautauqua, NY**

Roadway	From	To	2013	2014	2016	2017	2018	2019	Annual Growth
NY-430	Vill Mayville TN Chautauqua	EB Ramp/Center St				3,748			
CR-127	CR-86	NY-430			322			349	2.72%
Meadows Rd	NY-430	CR-86	266				200		-5.54%
CR-310	CR-86	CR-626	1,707		1,630			1,661	-0.45%
Springbrook Rd	Wright Rd	Ellery TL		149		184			7.29%
Average									1.00%

Guideline for determining left-turn Lane at a two-way stop-controlled intersection TWO LANE ROADWAY

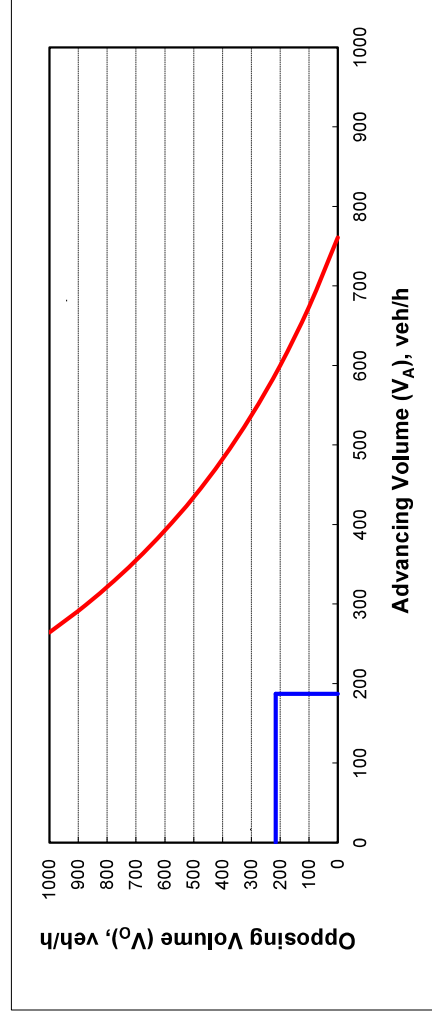
INPUT

Variable	Value
Major Approach	NY-430 @ Leet Ave
Approach	Northbound (AM Peak Full Build)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V _A), %:	5%
Advancing volume (V _A), veh/h:	187
Opposing volume (V _O), veh/h:	216

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	216	187	0
187	216	187	216



OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	589
Guidance for determining the need for a major-road left-turn bay:	
Northbound (AM Peak Full Build) Left-turn treatment NOT warranted at NY-430 @ Leet Ave Intersections	

ρ = 0.0175
 f = 0.79
 Wait Time = 0.831 s
 Service Rate = 1035 veh/h
 Arrival Rate = 589 veh/h

V _O	Time _{tw}	V _O	Serv _{rate}
0	0.0	0	1200
100	0.4	100	1121
200	0.8	200	1046
300	1.2	300	976
400	1.7	400	910
500	2.2	500	848
600	2.8	600	789
700	3.5	700	735
800	4.2	800	683
900	5.0	900	635
1000	5.8	1000	590

% LT veh.	5%		10%		15%		20%		40%	
	V _O	V _A	V _O	V _A	V _O	V _A	V _O	V _A	V _O	V _A
0	761	543	456	407	456	407	456	407	332	332
100	674	481	404	360	404	360	404	360	294	294
200	600	428	360	321	360	321	360	321	262	262
300	537	383	322	287	322	287	322	287	235	235
400	482	344	289	258	289	258	289	258	211	211
500	434	310	260	232	260	232	260	232	190	190
600	392	280	235	210	235	210	235	210	171	171
700	355	253	213	190	213	190	213	190	155	155
800	321	229	193	172	193	172	193	172	140	140
900	291	208	175	156	175	156	175	156	127	127
1000	264	189	159	142	159	142	159	142	116	116

Guideline for determining left-turn Lane at a two-way stop-controlled intersection TWO LANE ROADWAY

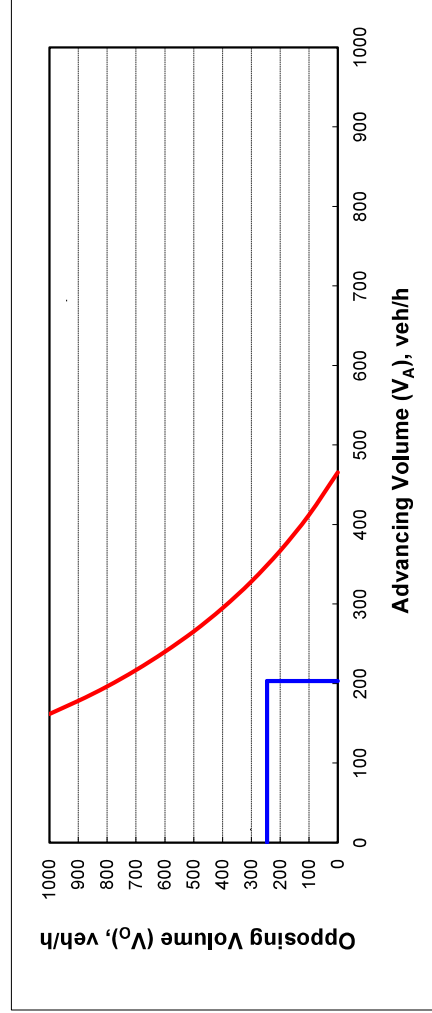
INPUT

Variable	Value
Major Approach	NY-430 @ Leet Ave
Approach	Northbound (AM Peak Full Build)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V _A), %:	14%
Advancing volume (V _A), veh/h:	203
Opposing volume (V _O), veh/h:	246

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	246	203	0
203	246	203	246



OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	349
Guidance for determining the need for a major-road left-turn bay:	
Northbound (AM Peak Full Build) Left-turn treatment NOT warranted at NY-430 @ Leet Ave Intersections	

ρ = 0.0175
 f = 0.79
 Wait Time = 0.960 s
 Service Rate = 1013 veh/h
 Arrival Rate = 349 veh/h

V _O	Time _{tw}	V _O	Serv _{rate}
0	0.0	0	1200
100	0.4	100	1121
200	0.8	200	1046
300	1.2	300	976
400	1.7	400	910
500	2.2	500	848
600	2.8	600	789
700	3.5	700	735
800	4.2	800	683
900	5.0	900	635
1000	5.8	1000	590

% LT veh.	14%		10%		15%		20%		40%	
	V _O	V _A	V _O	V _A	V _O	V _A	V _O	V _A	V _O	V _A
0	465	543	456	407	456	407	456	407	332	332
100	412	481	404	360	404	360	404	360	294	294
200	367	428	360	321	360	321	360	321	262	262
300	328	383	322	287	322	287	322	287	235	235
400	295	344	289	258	289	258	289	258	211	211
500	266	310	260	232	260	232	260	232	190	190
600	240	280	235	210	235	210	235	210	171	171
700	217	253	213	190	213	190	213	190	155	155
800	197	229	193	172	193	172	193	172	140	140
900	178	208	175	156	175	156	175	156	127	127
1000	162	189	159	142	159	142	159	142	116	116

Guideline for determining left-turn Lane at a two-way stop-controlled intersection TWO LANE ROADWAY

INPUT

Variable	Value
Major Approach	NY-430 @ Proposed Southerly Driveway
Approach	Northbound (AM Peak Full Build)
Design Speed Limit - MPH	60
Percent of left-turns in advancing volume (V _A), %:	3%
Advancing volume (V _A), veh/h:	195
Opposing volume (V _O), veh/h:	191

CALIBRATION CONSTANTS

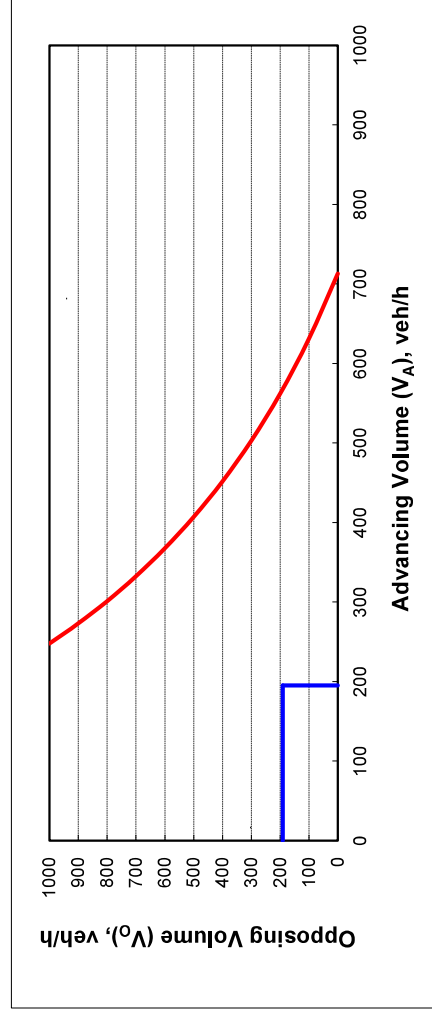
Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1

0	191	195	0
195	191	195	191

PLOT - LINE 2

0	195	191	0
195	191	195	191



OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	568
Guidance for determining the need for a major-road left-turn bay:	
Northbound (AM Peak Full Build) Left-turn treatment NOT warranted at NY-430 @ Proposed Southerly D	

ρ = 0.01
 f = 0.79
 Wait Time 0.726 s
 Service Rate 1053 veh/h
 Arrival Rate 568 veh/h

V _O	Time _{tw}	V _O	Serv _{rate}
0	0.0	0	1200
100	0.4	100	1121
200	0.8	200	1046
300	1.2	300	976
400	1.7	400	910
500	2.2	500	848
600	2.8	600	789
700	3.5	700	735
800	4.2	800	683
900	5.0	900	635
1000	5.8	1000	590

% LT veh.	3%	10%	15%	20%	40%
V _O	V _A	V _A	V _A	V _A	V _A
0	713	410	345	308	251
100	631	363	305	273	222
200	562	324	272	243	198
300	503	290	243	217	177
400	452	260	219	195	159
500	407	234	197	176	143
600	367	212	178	159	130
700	332	191	161	143	117
800	301	173	146	130	106
900	273	157	132	118	96
1000	248	143	120	107	87

Guideline for determining left-turn Lane at a two-way stop-controlled intersection TWO LANE ROADWAY

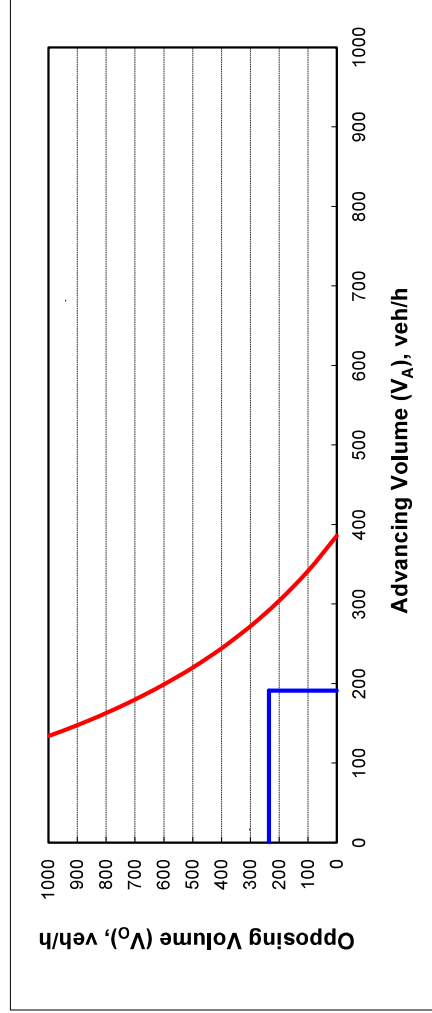
INPUT

Variable	Value
Major Approach	NY-430 @ Proposed Southerly Driveway
Approach	Northbound (PM Peak Full Build)
Design Speed Limit - MPH	60
Percent of left-turns in advancing volume (V _A), %:	12%
Advancing volume (V _A), veh/h:	191
Opposing volume (V _O), veh/h:	236

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	236	191	0
191	236	191	236



OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	292

Guidance for determining the need for a major-road left-turn bay:
Northbound (PM Peak Full Build) Left-turn treatment NOT warranted at NY-430 @ Proposed Southerly D

ρ = 0.01
 f = 0.79
 Wait Time = 0.917 s
 Service Rate = 1020 veh/h
 Arrival Rate = 292 veh/h

V _O	Time _{ltw}	V _O	Serv _{rate}
0	0.0	0	1200
100	0.4	100	1121
200	0.8	200	1046
300	1.2	300	976
400	1.7	400	910
500	2.2	500	848
600	2.8	600	789
700	3.5	700	735
800	4.2	800	683
900	5.0	900	635
1000	5.8	1000	590

% LT veh.	12%		10%		15%		20%		40%	
	V _O	V _A	V _A	V _A	V _A	V _A	V _A	V _A	V _A	V _A
0	386	410	410	345	345	308	308	251	251	251
100	341	363	363	305	305	273	273	222	222	222
200	304	324	324	272	272	243	243	198	198	198
300	272	290	290	243	243	217	217	177	177	177
400	244	260	260	219	219	195	195	159	159	159
500	220	234	234	197	197	176	176	143	143	143
600	199	212	212	178	178	159	159	130	130	130
700	180	191	191	161	161	143	143	117	117	117
800	163	173	173	146	146	130	130	106	106	106
900	148	157	157	132	132	118	118	96	96	96
1000	134	143	143	120	120	107	107	87	87	87

Project: **Sunset View PUD**
 Location: **Town of Chautauqua, NY**
 Peak Hour: **Weekday AM**
 Condition: **Proposed Action**

Figure: 3 4 5 6 7
 Num of yrs
 5

Location Number	Intersection	2024 Collected Volumes	Seasonal Adjustment	No Build Volumes 1.25%	Trip Generation and Distribution				Total Site Trips	Full Build Volumes
					Enter Dist. %	Exit Dist. %	Trips IN 35	Trips OUT 93		
1	NY-430 at Leet Avenue (Southerly)		0.972							
	SR	5	5	5						5
	ST	159	164	174		40%		37	37	211
	SL									
	WR									
	WT									
2	NY-430 at Leet Avenue (Northerly)									
	SR	11	11	12	10%			3	3	15
	ST	168	173	184		18%		17	17	201
	SL									
	WR									
	WT									
3	NY-430 at Proposed Southerly Driveway									
	SR				5%			2	2	2
	ST	170	175	186	10%			3	3	189
	SL									
	WR									
	WT									
4	NY-430 at Proposed Northerly Driveway									
	SR				40%			14	14	14
	ST	170	175	186	15%			5	5	191
	SL									
	WR									
	WT									
5	NY-430 at Chautauqua Estates Southerly Driveway									
	SR	1	1	1						1
	ST	170	175	186	55%			19	19	205
	SL									
	WR									
	WT									
6	Leet Ave at Proposed Driveway									
	SR					2%		2	2	2
	ST					22%		20	20	20
	SL									
	WR				22%			8	8	8
	WT				10%			4	4	4
7	NY-430 at Proposed Southerly Driveway									
	SR									
	ST									
	SL									
	WR									
	WT									

Project: **Sunset View PUD**
 Location: **Town of Chautauqua, NY**
 Peak Hour: **Weekday PM**
 Condition: **Proposed Action**

Figure: 3 4 5 6 7
 Num of yrs
 5

Location Number	Intersection	2024 Collected Volumes	Seasonal Adjustment	No Build Volumes 1.25%	Trip Generation and Distribution				Total Site Trips	Full Build Volumes
					Enter Dist. %	Exit Dist. %	Trips IN 122	Trips OUT 80		
1	NY-430 at Leet Avenue (Southerly)		0.972							
	SR	2	2	2					2	2
	ST	197	203	216		40%		32	32	248
	SL									
	WR									
	WT									
2	NY-430 at Leet Avenue (Northerly)									
	SR	7	7	8	10%			12	12	20
	ST	194	200	212		18%		14	14	226
	SL									
	WR									
	WT									
3	NY-430 at Proposed Southerly Driveway									
	SR				5%			6	6	6
	ST	199	205	218	10%			12	12	230
	SL									
	WR									
	WT									
4	NY-430 at Proposed Northerly Driveway									
	SR				40%			49	49	49
	ST	199	205	218	15%			18	18	236
	SL									
	WR									
	WT									
5	NY-430 at Chautauqua Estates Southerly Driveway									
	SR	3	3	3						3
	ST	194	200	212	55%			67	67	279
	SL									
	WR									
	WT									
6	Leet Ave at Proposed Driveway									
	SR					2%		2	2	2
	ST					22%		18	18	18
	SL									
	WR				22%			27	27	27
	WT				10%			12	12	12
7	NY-430 at Proposed Southerly Driveway									
	SR									
	ST									
	SL									
	WR									
	WT									

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

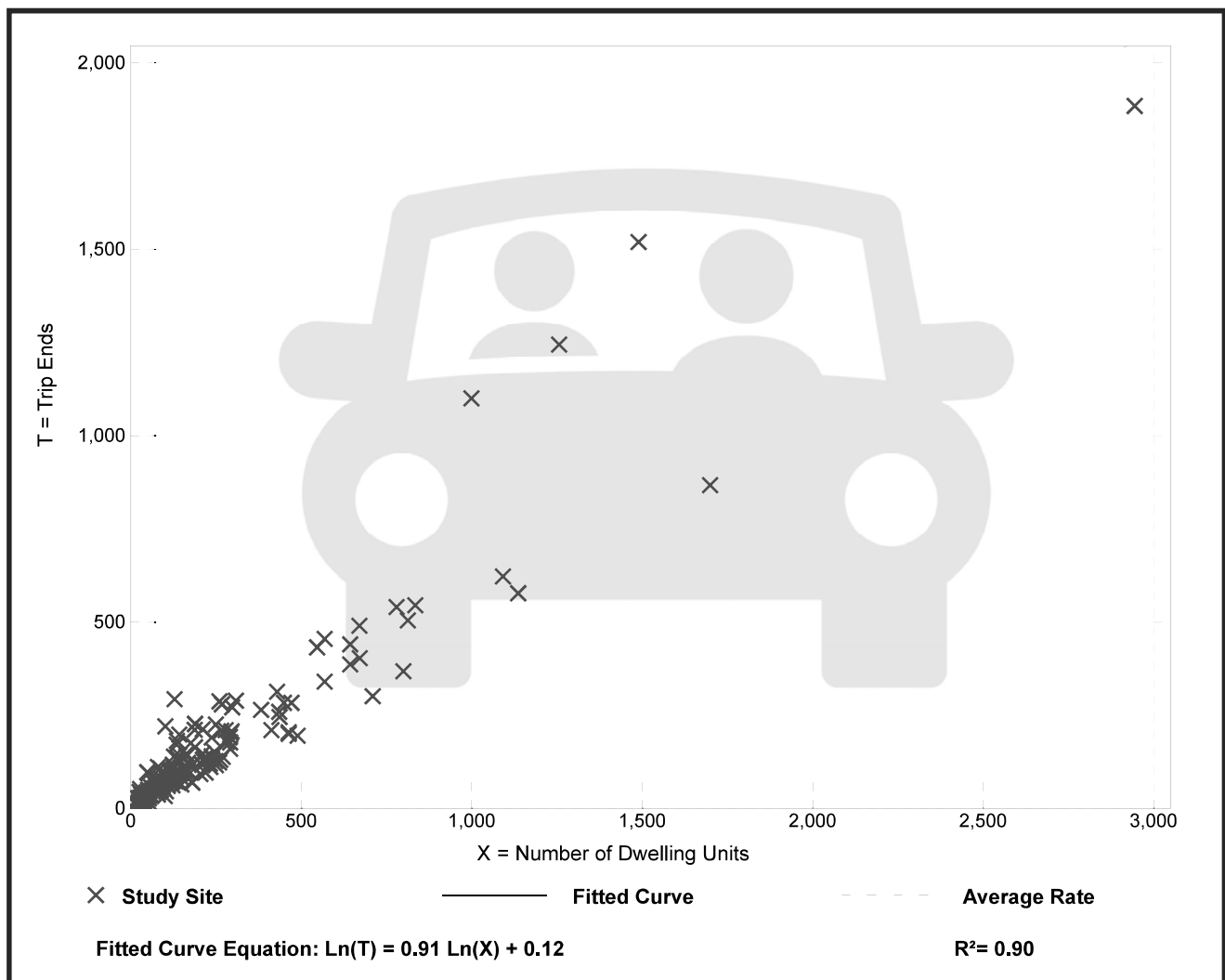
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

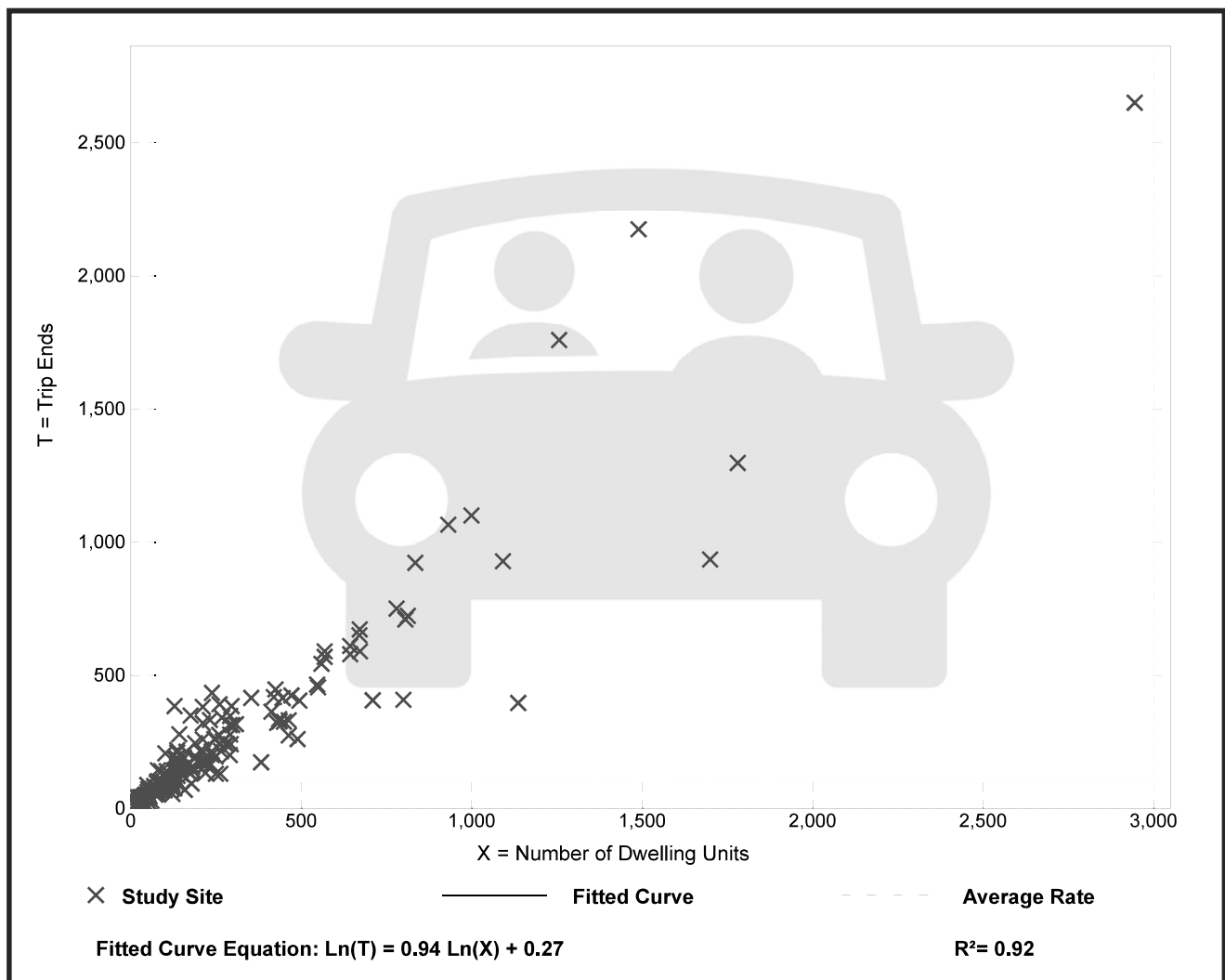
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 46

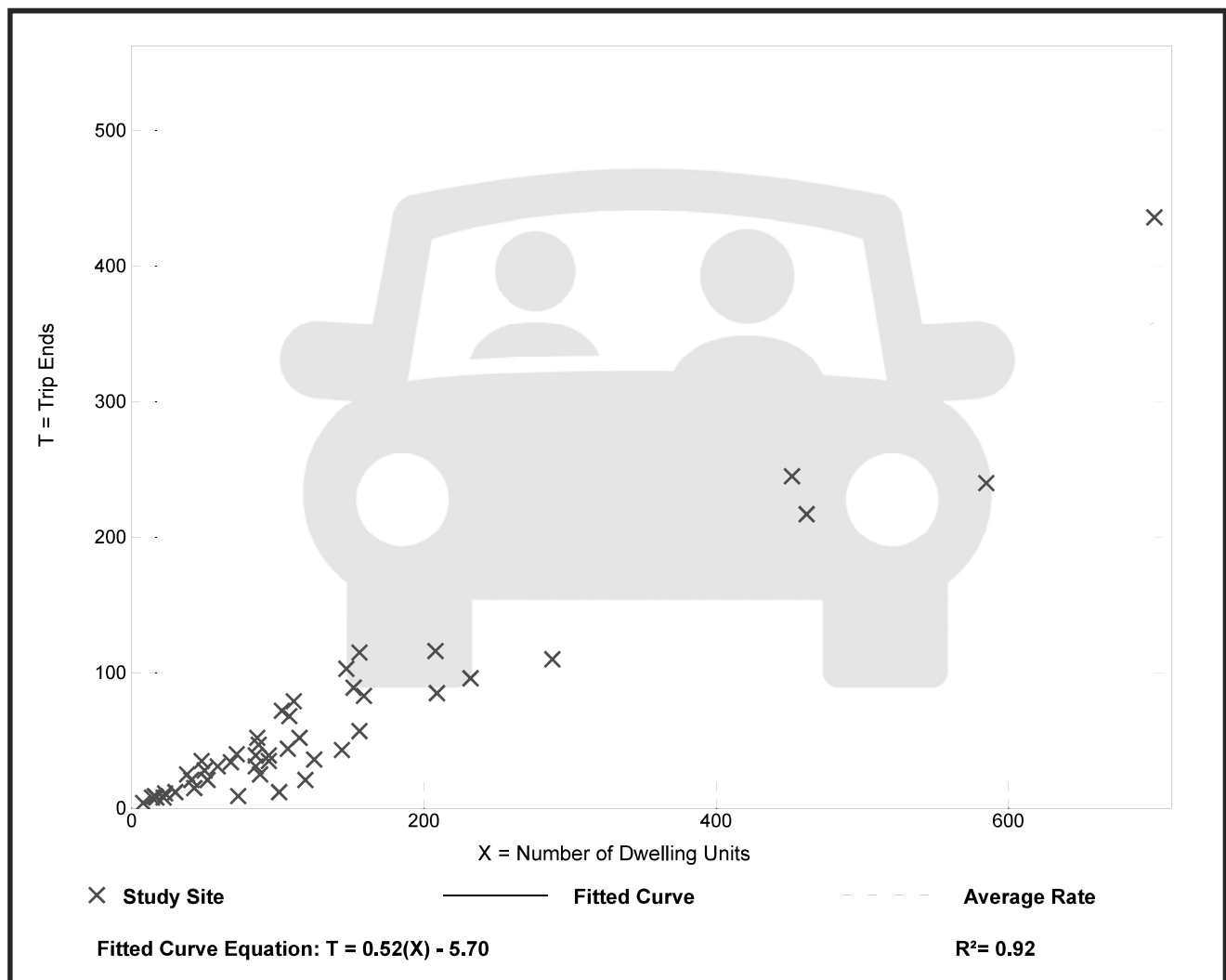
Avg. Num. of Dwelling Units: 135

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

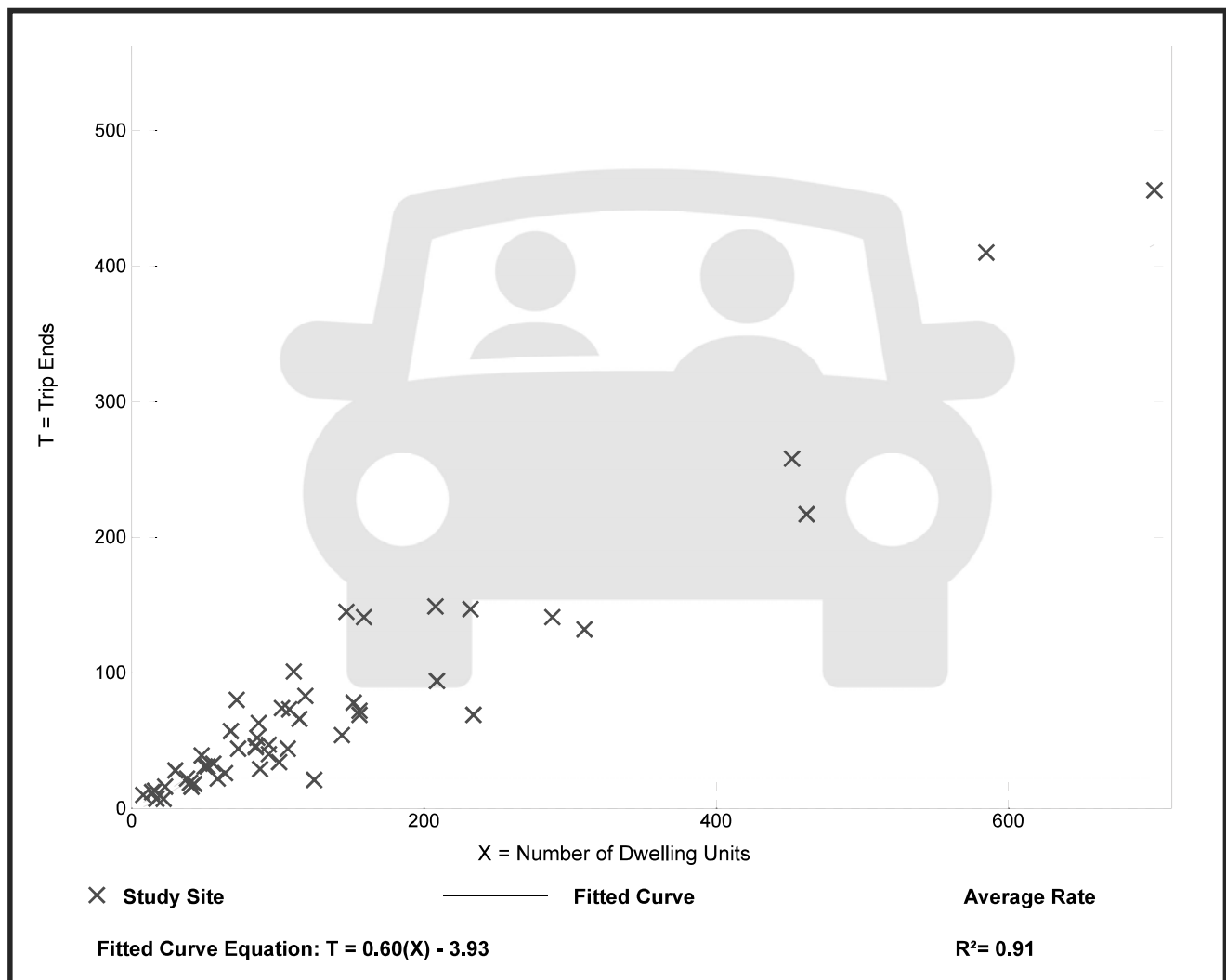
Avg. Num. of Dwelling Units: 136

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

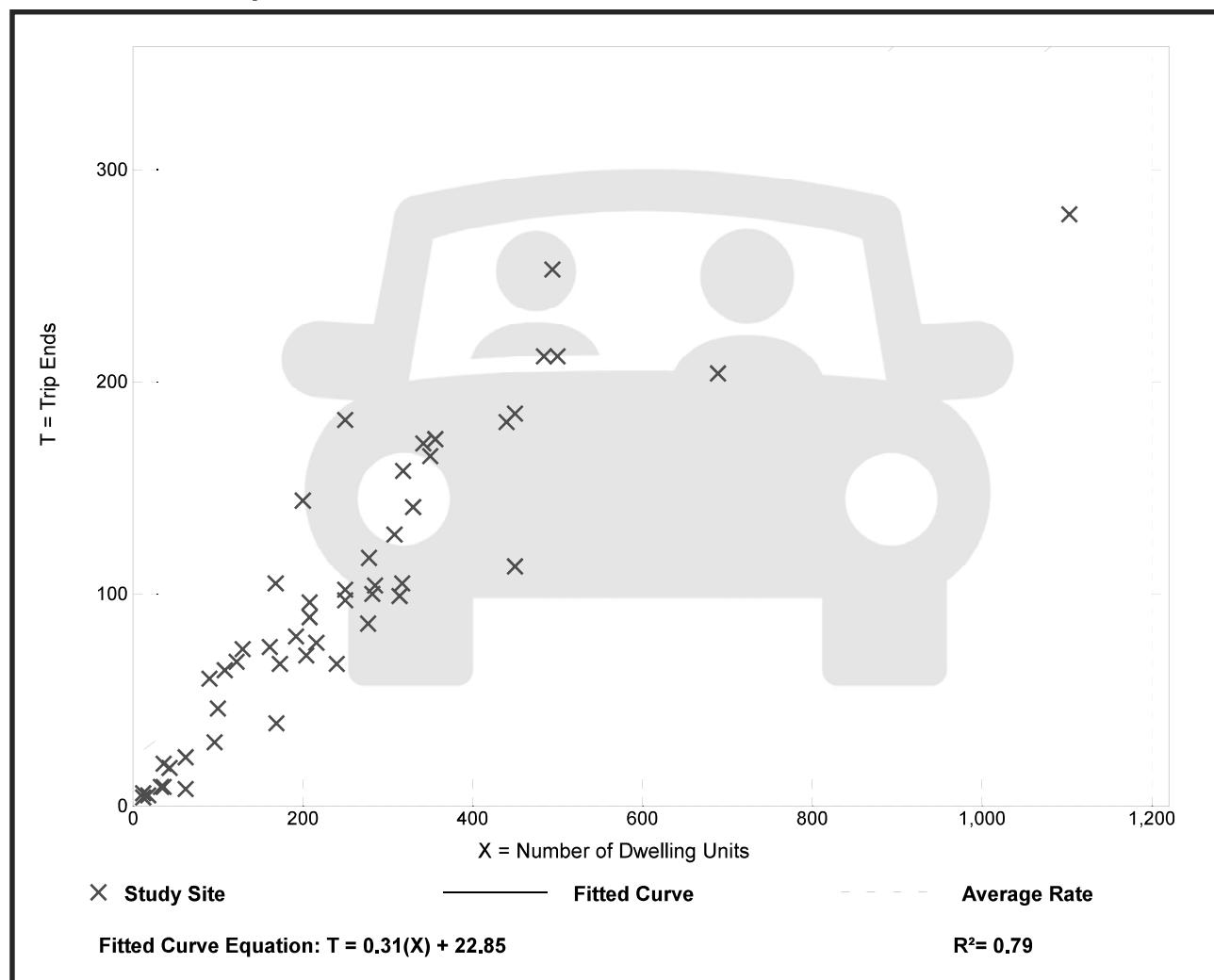
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

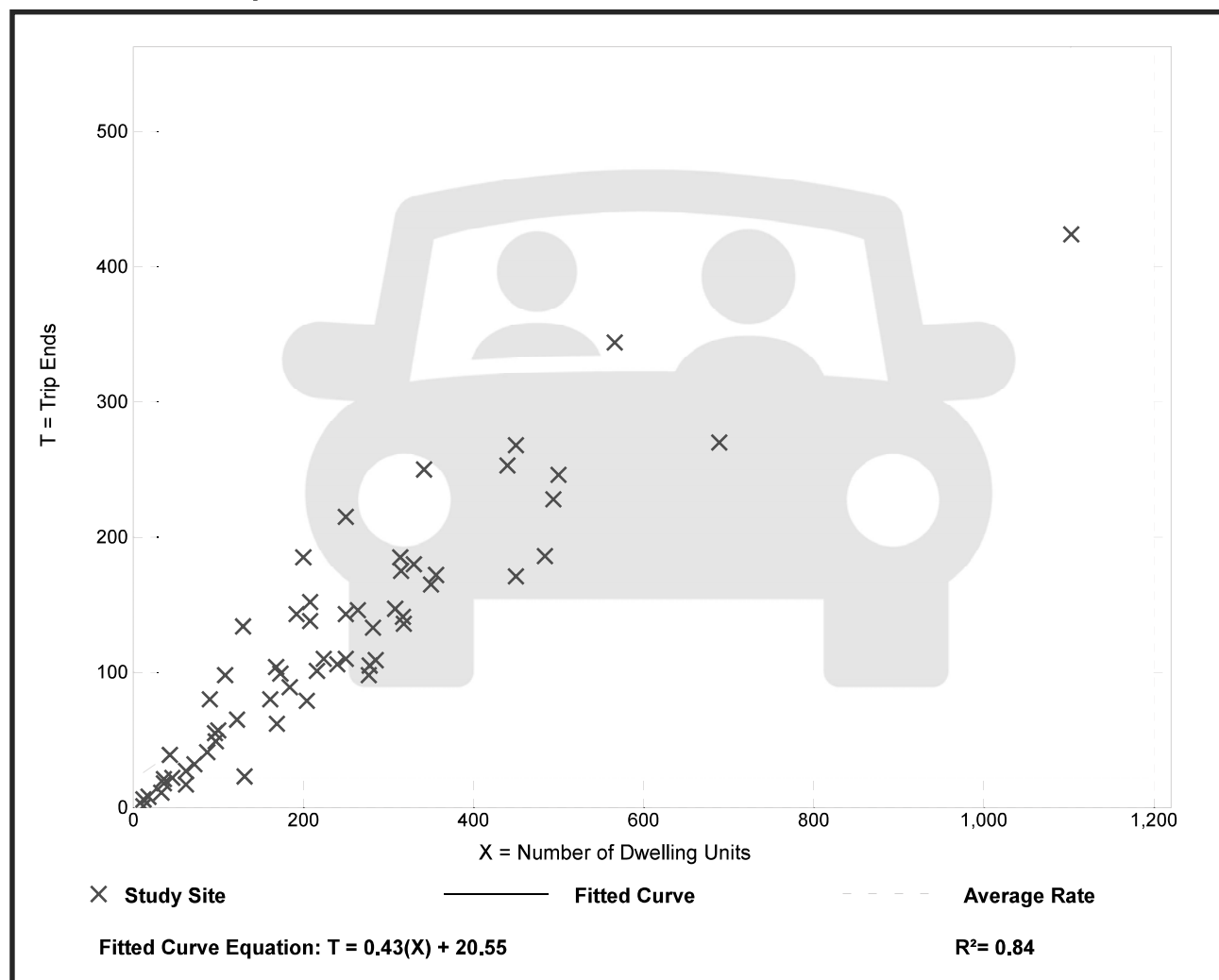
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Brewery Tap Room (971)

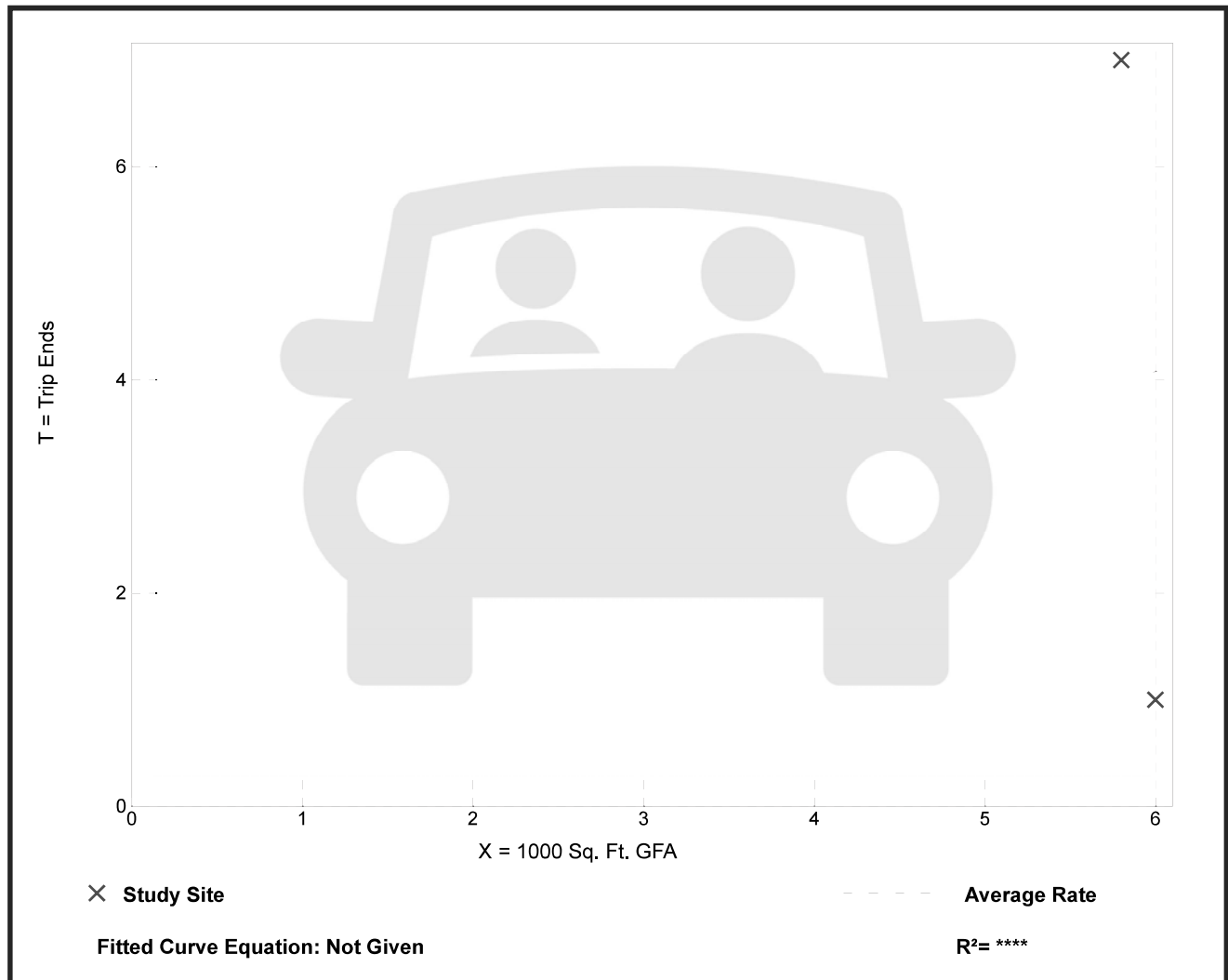
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 2
 Avg. 1000 Sq. Ft. GFA: 6
 Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.68	0.17 - 1.21	*

Data Plot and Equation

Caution – Small Sample Size



Brewery Tap Room (971)

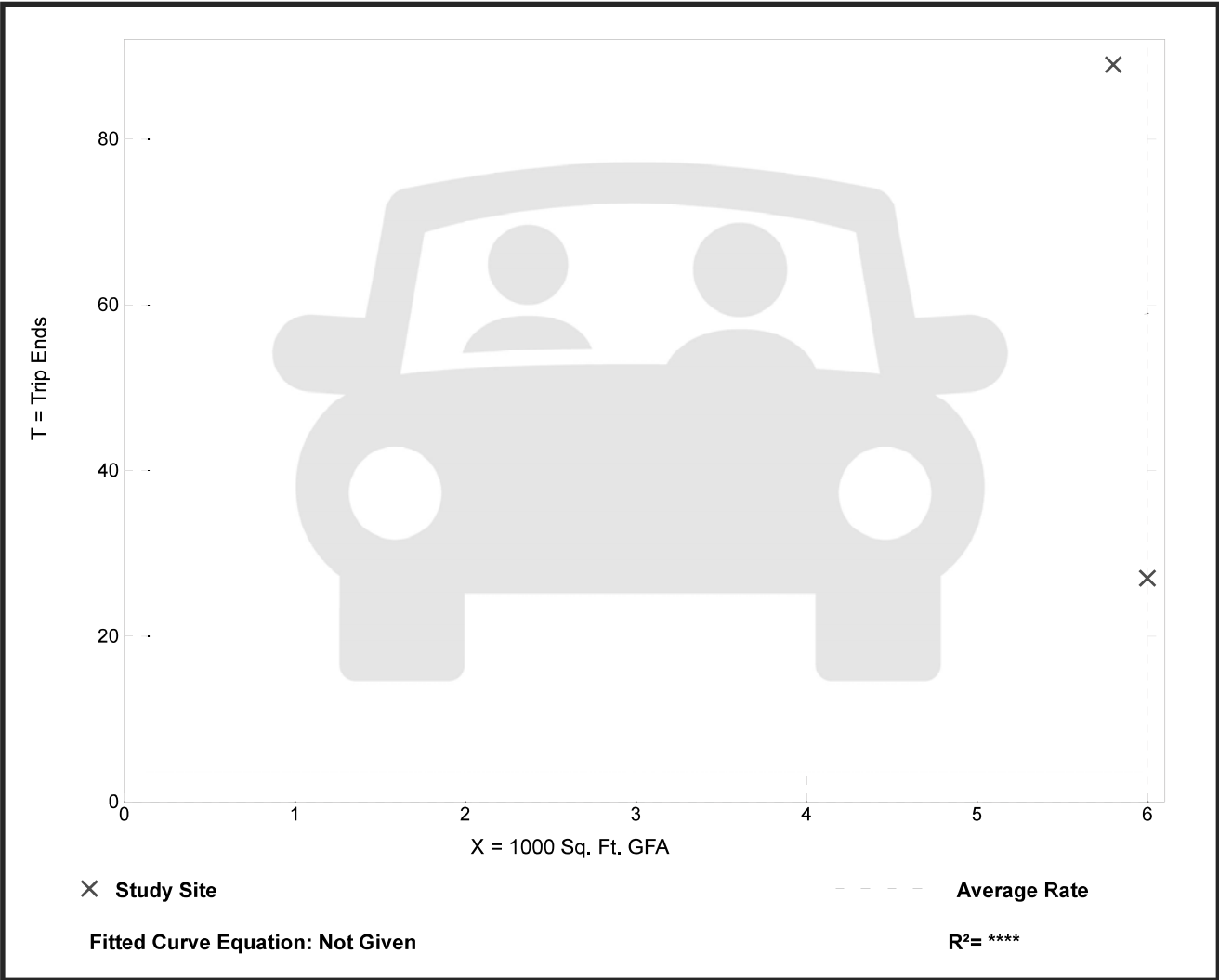
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.83	4.50 - 15.34	*

Data Plot and Equation

Caution – Small Sample Size



APPENDIX C: LOS CALCULATIONS – EXISTING CONDITIONS

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	5	5	163	1	3
Future Vol, veh/h	164	5	5	163	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	4	0	0
Mvmt Flow	184	6	6	183	1	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	190	0	381 187
Stage 1	-	-	-	-	187 -
Stage 2	-	-	-	-	194 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1396	-	625 860
Stage 1	-	-	-	-	850 -
Stage 2	-	-	-	-	843 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1396	-	622 860
Mov Cap-2 Maneuver	-	-	-	-	622 -
Stage 1	-	-	-	-	850 -
Stage 2	-	-	-	-	840 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.23	9.61
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	785	-	-	54	-
HCM Lane V/C Ratio	0.006	-	-	0.004	-
HCM Control Delay (s/veh)	9.6	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	1	162	173	11
Future Vol, veh/h	3	1	1	162	173	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	5	5	9
Mvmt Flow	3	1	1	172	184	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	364	190	196	0	-	0
Stage 1	190	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	639	857	1389	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	639	857	1389	-	-	-
Mov Cap-2 Maneuver	639	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	861	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.31		0.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	11	-	682	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s/veh)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	FF			FF	FF	
Traffic Vol, veh/h	0	0	1	168	175	1
Future Vol, veh/h	0	0	1	168	175	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	0	0	1	191	199	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	393	199	200	0	-	0
Stage 1	199	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	616	847	1384	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	615	847	1384	-	-	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	844	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0.04	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	11	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s/veh)	7.6	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	2	6	142	2	4
Future Vol, veh/h	203	2	6	142	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	0	0	5	0	0
Mvmt Flow	264	3	8	184	3	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	266	0	465 265
Stage 1	-	-	-	-	265 -
Stage 2	-	-	-	-	200 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1309	-	559 779
Stage 1	-	-	-	-	784 -
Stage 2	-	-	-	-	838 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	1309	-	556 779
Mov Cap-2 Maneuver	-	-	-	-	556 -
Stage 1	-	-	-	-	784 -
Stage 2	-	-	-	-	833 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.31	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	687	-	-	73	-
HCM Lane V/C Ratio	0.011	-	-	0.006	-
HCM Control Delay (s/veh)	10.3	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	2	143	200	7
Future Vol, veh/h	5	4	2	143	200	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	0	0	7	1	0
Mvmt Flow	7	5	3	188	263	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	461	268	272	0	-	0
Stage 1	268	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	562	776	1303	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	561	776	1303	-	-	-
Mov Cap-2 Maneuver	561	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	844	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.73		0.11	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	25	-	640	-	-
HCM Lane V/C Ratio	0.002	-	0.019	-	-
HCM Control Delay (s/veh)	7.8	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	147	200	3
Future Vol, veh/h	0	5	4	147	200	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	7	1	0
Mvmt Flow	0	7	5	201	274	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	488	276	278	0	-	0
Stage 1	276	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	542	768	1296	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	540	768	1296	-	-	-
Mov Cap-2 Maneuver	540	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.73	0.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	48	-	768	-	-
HCM Lane V/C Ratio	0.004	-	0.009	-	-
HCM Control Delay (s/veh)	7.8	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX D: LOS CALCULATIONS – BACKGROUND CONDITIONS

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	174	5	5	173	1	3
Future Vol, veh/h	174	5	5	173	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	4	0	0
Mvmt Flow	196	6	6	194	1	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	201	0	404
Stage 1	-	-	-	-	198
Stage 2	-	-	-	-	206
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1383	-	607
Stage 1	-	-	-	-	840
Stage 2	-	-	-	-	834
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1383	-	604
Mov Cap-2 Maneuver	-	-	-	-	604
Stage 1	-	-	-	-	840
Stage 2	-	-	-	-	830

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.21	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	770	-	-	51	-
HCM Lane V/C Ratio	0.006	-	-	0.004	-
HCM Control Delay (s/veh)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	FF			FF	FF	
Traffic Vol, veh/h	3	1	1	172	184	12
Future Vol, veh/h	3	1	1	172	184	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	5	5	9
Mvmt Flow	3	1	1	183	196	13

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	387	202	209	0	0
Stage 1	202	-	-	-	-
Stage 2	185	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	620	844	1374	-	-
Stage 1	837	-	-	-	-
Stage 2	851	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	620	844	1374	-	-
Mov Cap-2 Maneuver	620	-	-	-	-
Stage 1	836	-	-	-	-
Stage 2	851	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.46	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	10	-	664	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s/veh)	7.6	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	178	186	1
Future Vol, veh/h	0	0	1	178	186	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	0	0	1	202	211	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	416	212	213	0	0
Stage 1	212	-	-	-	-
Stage 2	205	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	597	833	1370	-	-
Stage 1	828	-	-	-	-
Stage 2	835	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	596	833	1370	-	-
Mov Cap-2 Maneuver	596	-	-	-	-
Stage 1	827	-	-	-	-
Stage 2	835	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0.04	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	10	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s/veh)	7.6	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.3

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations						
Traffic Vol, veh/h	216	2	7	151	2	4
Future Vol, veh/h	216	2	7	151	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	0	0	5	0	0
Mvmt Flow	281	3	9	196	3	5

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	283	0	496	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	214	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1291	-	537	762
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1291	-	532	762
Mov Cap-2 Maneuver	-	-	-	-	532	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	820	-

Approach EB WB NB

HCM Control Delay, s/v 0 0.35 10.47
HCM LOS B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	666	-	-	80	-
HCM Lane V/C Ratio	0.012	-	-	0.007	-
HCM Control Delay (s/veh)	10.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	2	152	212	8
Future Vol, veh/h	5	4	2	152	212	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	0	0	7	1	0
Mvmt Flow	7	5	3	200	279	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	489	284	289	0	0
Stage 1	284	-	-	-	-
Stage 2	205	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	541	760	1284	-	-
Stage 1	769	-	-	-	-
Stage 2	834	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	540	760	1284	-	-
Mov Cap-2 Maneuver	540	-	-	-	-
Stage 1	767	-	-	-	-
Stage 2	834	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.92		0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	23	-	620	-	-
HCM Lane V/C Ratio	0.002	-	0.019	-	-
HCM Control Delay (s/veh)	7.8	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	0	5	4	157	212	3
Future Vol, veh/h	0	5	4	157	212	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	7	1	0
Mvmt Flow	0	7	5	215	290	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	518	292	295	0	-	0
Stage 1	292	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	521	752	1279	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	518	752	1279	-	-	-
Mov Cap-2 Maneuver	518	-	-	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	816	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.83	0.19	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	45	-	752	-	-
HCM Lane V/C Ratio	0.004	-	0.009	-	-
HCM Control Delay (s/veh)	7.8	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX E: LOS CALCULATIONS – FULL BUILD CONDITIONS

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	211	5	7	187	1	8
Future Vol, veh/h	211	5	7	187	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	4	0	0
Mvmt Flow	237	6	8	210	1	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	243	0	466 240
Stage 1	-	-	-	-	240 -
Stage 2	-	-	-	-	226 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1336	-	559 804
Stage 1	-	-	-	-	805 -
Stage 2	-	-	-	-	816 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1336	-	555 804
Mov Cap-2 Maneuver	-	-	-	-	555 -
Stage 1	-	-	-	-	805 -
Stage 2	-	-	-	-	811 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.28	9.76
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	766	-	-	65	-
HCM Lane V/C Ratio	0.013	-	-	0.006	-
HCM Control Delay (s/veh)	9.8	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	21	9	178	201	15
Future Vol, veh/h	12	21	9	178	201	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	5	5	9
Mvmt Flow	13	22	10	189	214	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	430	222	230	0	0
Stage 1	222	-	-	-	-
Stage 2	209	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	586	823	1350	-	-
Stage 1	820	-	-	-	-
Stage 2	831	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	581	823	1350	-	-
Mov Cap-2 Maneuver	581	-	-	-	-
Stage 1	813	-	-	-	-
Stage 2	831	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.3	0.37	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	87	-	715	-	-
HCM Lane V/C Ratio	0.007	-	0.049	-	-
HCM Control Delay (s/veh)	7.7	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 7th TWSC
3: NY-430 & Proposed Southerly Driveway

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	17	6	189	189	2
Future Vol, veh/h	5	17	6	189	189	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	5	18	7	205	205	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	425	207	208	0	-	0
Stage 1	207	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	586	834	1363	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	583	834	1363	-	-	-
Mov Cap-2 Maneuver	583	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.89	0.24	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	55	-	760	-	-
HCM Lane V/C Ratio	0.005	-	0.031	-	-
HCM Control Delay (s/veh)	7.7	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	0	0	194	191	14
Future Vol, veh/h	37	0	0	194	191	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	40	0	0	211	208	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	426	215	223	0	-	0
Stage 1	215	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	585	825	1346	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	585	825	1346	-	-	-
Mov Cap-2 Maneuver	585	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v11.61		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1346	-	585	-	-
HCM Lane V/C Ratio	-	-	0.069	-	-
HCM Control Delay (s/veh)	0	-	11.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	229	205	1
Future Vol, veh/h	0	0	1	229	205	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	0	0	1	260	233	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	496	234	234	0	-	0
Stage 1	234	-	-	-	-	-
Stage 2	263	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	537	811	1345	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	536	811	1345	-	-	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	786	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0.03	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s/veh)	7.7	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	248	2	13	200	2	8
Future Vol, veh/h	248	2	13	200	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	0	0	5	0	0
Mvmt Flow	322	3	17	260	3	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	325	0	617 323
Stage 1	-	-	-	-	323 -
Stage 2	-	-	-	-	294 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1246	-	457 722
Stage 1	-	-	-	-	738 -
Stage 2	-	-	-	-	761 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1246	-	450 722
Mov Cap-2 Maneuver	-	-	-	-	450 -
Stage 1	-	-	-	-	738 -
Stage 2	-	-	-	-	749 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.48	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	644	-	-	110	-
HCM Lane V/C Ratio	0.02	-	-	0.014	-
HCM Control Delay (s/veh)	10.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	22	29	174	226	20
Future Vol, veh/h	13	22	29	174	226	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	0	0	7	1	0
Mvmt Flow	17	29	38	229	297	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	616	311	324	0	-	0
Stage 1	311	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	457	734	1247	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	441	734	1247	-	-	-
Mov Cap-2 Maneuver	441	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.63	1.14	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	257	-	589	-	-
HCM Lane V/C Ratio	0.031	-	0.078	-	-
HCM Control Delay (s/veh)	8	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	14	22	169	230	6
Future Vol, veh/h	4	14	22	169	230	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	7	1	2
Mvmt Flow	5	18	28	217	295	8

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	572	299	303	0	0
Stage 1	299	-	-	-	-
Stage 2	273	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	482	741	1258	-	-
Stage 1	753	-	-	-	-
Stage 2	773	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	470	741	1258	-	-
Mov Cap-2 Maneuver	470	-	-	-	-
Stage 1	733	-	-	-	-
Stage 2	773	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.68		0.91	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	207	-	656	-	-
HCM Lane V/C Ratio	0.022	-	0.035	-	-
HCM Control Delay (s/veh)	7.9	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	0	0	173	236	49
Future Vol, veh/h	32	0	0	173	236	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	7	1	2
Mvmt Flow	41	0	0	222	303	63

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	556	334	365	0	-	0
Stage 1	334	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	492	708	1193	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	492	708	1193	-	-	-
Mov Cap-2 Maneuver	492	-	-	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	815	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v12.98		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1193	-	492	-	-
HCM Lane V/C Ratio	-	-	0.083	-	-
HCM Control Delay (s/veh)	0	-	13	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	201	279	3
Future Vol, veh/h	0	5	4	201	279	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	7	1	0
Mvmt Flow	0	7	5	275	382	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	671	384	386	0	-	0
Stage 1	384	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	425	668	1183	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	423	668	1183	-	-	-
Mov Cap-2 Maneuver	423	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.45		0.16	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	35	-	668	-	-
HCM Lane V/C Ratio	0.005	-	0.01	-	-
HCM Control Delay (s/veh)	8.1	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-