AMENDED PLANNED UNIT DEVELOPMENT APPLICATION WITH EXHIBITS - SUNSET VIEW PUD

APPLICANT/PROJECT SPONSOR:

1200 Group, LLC c/o Ellicott Development Co. 295 Main Street, Suite 700 Buffalo, NY 14203

Date: May 2, 2025

Prepared By:

Sean Hopkins, Esq. Hopkins Sorgi & McCarthy PLLC 35 California Drive, Suite 100 Williamsville, NY 14221 Tel: (716) 510-4338 E-mail: shopkins@hsmlegal.com

TABLE OF CONTENTS

AMENDED PLANNED UNIT DEVELOPMENT APPLICATION DATED MAY 1, 2025

- <u>Exhibit 1</u>: Updated PUD Narrative: Introduction and Description of the Proposed Planned Unit Development Project
- <u>Exhibit 2</u>: 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 May 1, 2025
- <u>Exhibit 4</u>: Reduced-size copy of the Site Plan prepared by Carmina Wood Design [Drawing C-100 Date: 10/09/24]
- <u>Exhibit 5</u>: Reduced-size copy of the Fire Truck Plan [Drawing FT-100 Date: 10/09/24]
- **Exhibit 6**: Survey of the Project Site dated June 23, 2023
- <u>Exhibit 7</u>: Parcel Reports for the Four Parcels comprising the Project Site
- **Exhibit 8:** Color Renderings for Townhome Buildings
- **Exhibit 9:** Color Renderings for Single Family Homes
- <u>Exhibit 10</u>: Color Rendering for Front Elevation of Mixed-Use Building
- <u>Exhibit 11</u>: Copy of Article IV of the Zoning Code titled "Planned Unit Development (PUD) Districts"
- <u>Exhibit 12</u>: Copy of Article III of the Zoning Code titled "Residential-Lakeside (R-L) District"
- <u>Exhibit 13</u>: Stormwater Summary Letter prepared by Christpher Wood, P.E. of Carmina Wood Design dated June 21, 2024
- <u>Exhibit 14</u>: Company Overview of Ellicott Development Company
- <u>Exhibit 15</u>: Reduced-size copies of Landscape Plans [Drawing L-101 to L-105 Date: 10/09/24]
- <u>Exhibit 16</u>: Projected Water Usage & Sanitary Demand Letter prepared by Patrick Sheedy Jr. P.E. of Carmina Wood Design dated March 3, 2025

- <u>Exhibit 17</u>: Updated Traffic Impact Report prepared by Passaro Associates dated May 1, 2025
- <u>Exhibit 18</u>: Reduced-size copy of the Updated Site Plan prepared by Carmina Wood Design [Drawing C-100 Date: May 2, 2025]
- <u>Exhibit 19</u>: Reduced-size copy of the Updated Fire Truck Plan prepared by Carmina Wood Design, [Drawing C-100 Date: May 2, 2025]
- <u>Exhibit 20</u>: Updated Color Rendering of the Front Elevation of the Mixed-Use Building, dated April 29, 2025
- <u>Exhibit 21</u>: Federal Wetland Determination Letter prepared by Donald Wilson of Davey Resource Group dated April 8, 2025
- <u>Exhibit 22</u>: Copy of Minutes of Meeting of the Town of Chautauqua Zoning Board of Appeals held on January 21, 2025

Exhibit 1

Updated Description of the Proposed Planned Unit Development Project & Consistency with LWRP

EXHIBIT 1

I. <u>Introduction and Description of the Proposed Planned Unit Development Project</u>:

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 dated May 2, 2025 consists of the following:

- <u>Exhibit 2</u>: Updated Summary of Consistency with Article III of the Zoning Code titled "Residential-Lakeside (R-L) District"
- <u>Exhibit 3</u>: Amended Part 1 of the Full Environmental Assessment Form prepared pursuant to the State Environmental Quality Review Act ("SEQRA") dated May 1, 2025
- <u>Exhibit 4</u>: 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]
- **Exhibit 6**: Survey of the Project Site dated June 23, 2023
- <u>Exhibit 7</u>: Parcel Reports for the Four Parcels comprising the Project Site
- <u>Exhibit 8</u>: Color Renderings for Townhome Buildings
- <u>Exhibit 9</u>: Color Rendering for Single Family Homes
- <u>Exhibit 10</u>: Color Rendering for Front Elevation of Mixed-Use Building
- <u>Exhibit 11</u>: Copy of Article IV of the Zoning Code titled "Planned Unit Development (PUD) Districts"
- <u>Exhibit 12</u>: Copy of Article III of the Zoning Code titled "Residential-Lakeside (R-L) District"
- <u>Exhibit 13</u>: Stormwater Summary Letter prepared by Christpher Wood, P.E. of Carmina Wood Design dated June 21, 2024

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"**.

- <u>Exhibit 14</u>: Company Overview of Ellicott Development Company
- <u>Exhibit 15</u>: Reduced-size copies of Landscape Plans [Drawing L-101 to L-105 Date: 10/09/24]
- <u>Exhibit 16</u>: Projected Water Usage & Sanitary Demand Letter prepared by Patrick Sheedy Jr. P.E. of Carmina Wood Design dated March 3, 2025
- <u>Exhibit 17</u>: Updated Traffic Impact Report prepared by Passaro Associates dated May 1, 2025
- <u>Exhibit 18</u>: Reduced-size copy of the Updated Site Plan prepared by Carmina Wood Design [Drawing C-100 Date: May 2, 2025]
- <u>Exhibit 19</u>: Reduced-size copy of the Updated Fire Track Plan prepared by Carmina Wood Design, [Drawing C-100 Date: May 2, 2025]
- <u>Exhibit 20</u>: Updated Color Renderings of the Front Elevation of the Mixed-Use Building, dated April 29, 2025
- <u>Exhibit 21</u>: Federal Wetland Determination Letter prepared by Donald Wilson of Davey Resource Group dated April 8, 2025
- <u>Exhibit 22</u>: Copy of Minutes of Meeting of the Town of Chautauqua Zoning Board of Appeals held on January 21, 2025

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]; 118 townhome units [reduced from 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 approximately 24 upper floor condominiums [reduced from a 3 & 4-story mixed-

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"**.

use building with a footprint of 21,744 sq. ft. consisting of 21,744 sq. of first floor retail and community center space and approximately 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 to the 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. The decrease of the height and footprint of the mixed-use building reduced the numbe of upper floors residential units from 40 units to 24 units.
- Landscape buffer enhancements 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.

Additional modifications to the project based on the review process to date following the

Amended PUD submission dated October 11, 2024, include the following:

- Land swap with the Villas at Chautauqua Point This modification is depicted on the updated Concept Site Plan [Drawing C-100 Date: 05/02/25] and is subject to the Project Sponsor entering into a Land Swap Agreement with the Villas at Chautaqua Point Association, Inc.;
- Reduced residential unit density with an increase in overall amount of dedicated greenspace;
- Reduction in number of townhome units from 138 to 118 units;

- Reduction in number of interior roadways and increased spacing between the interior roadways and townhome unit buildings;
- Reduction in curb cuts along Leet Avenue from 9 to 3; and
- Reconfiguration and partial reconstruction of Fairview Road based on discussions with the Villas at Chautauqua Point Association, Inc. which also provides for more consistent standardized single-family home lots

The project consists of the redevelopment of the Project Site into a mixed-use project consisting of limited 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 Concept Site Plan prepared by Carmina Wood Design [Drawing C-100 – Date: 05/02/25] is provided at **Exhibit "18"** and a full-size copy is also attached. A reduced-size copy of the updated Fire Truck Plan [Drawing FT-100 – Date: 05/02/25] is attached as **Exhibit "19"** 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.

The intent and purpose of Planned Unit Development (PUD) District is set forth in Section

143-19 of the Zoning Code as follows:

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

³ A completed Amended Part 1 of the Full Environmental Assessment Form prepared pursuant to the State Environmental Quality Review Act ("SEQRA") dated May 1, 2025, is provided at **Exhibit "3"**. The project is a Type I action pursuant to SEQRA and the Town Board is in the process of conducting a coordinated environmental review of the mixed-use project. A letter prepared by Christopher Wood P.E., of Carmina Wood Design dated June 21, 2024, 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"**.

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 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 located in the East Lake Road Right-of-Way.

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 northwest corner of the 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.

(b) A description of the character of the proposed PUD and the number of density

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.

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 limited commercial space, including retail and a restaurant/tap room, 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 thirty-two (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 118 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, placements, 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 two and three-story mixed-use building (3-story portion facing the lake).⁵ An updated color building rendering for the front façade of the proposed mixed-use building is provided at **Exhibit "20"**.⁶

The lower level of the mixed-use building, 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 approximately 24 condominium units. 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 to be formed will allow short-term and long-term vacation rentals within the Project. In order to support the Project's proposed mixeduse 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 height and footprint of the mixed-use building was reduced substantially based on input received by the Project Sponsor during the project review process.

⁶ A color conceptual rendering for the front façade of the previously proposed much larger mixed-use building is provided at **Exhibit "10"**.

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 the area is primarily undeveloped wooded land.

The Project Site, which is currently 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. 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 on the first floor of the 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.

- <u>Sanitary sewer and water</u>: 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 updated Project concept are as follows:
 - Electricity = 1,900 KW [reduced from 2,400 KW]
 - Natural Gas = 32,640 MBH [reduced from 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 25.4 acres of greenspace

(71.5% of the Project Site). The greenspace that is not located on the individual lots to be developed

as 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 174 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 a speculative basis.

The townhome blocks central to the site are intended to be constructed in a minimum of two 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 East Lake Road. The units along East 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 two and 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, it 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, demonstrated that the Project will not result in any potentially significant adverse traffic impacts. The Traffic Impact Report was updated by Passero Associates based on input that has been received during the project review process. A copy of the updated Traffic Impact Report dated May 1, 2025, is provided at **Exhibit "17"**.

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

- 1. The proposed project is projected to generate approximately 26 entering and 67 exiting vehicle trips during the AM peak hour, and 102 entering and 66 exiting vehicle trips during the PM peak hour.
- 2. Two specific sight distance constraints were identified at the proposed driveway intersections along NY-430. To address these, it is recommended that intersection warning signs (W2-2) be installed: one 495 feet south of the northerly driveway facing northbound traffic, and another 495 feet north of the southerly driveway facing southbound traffic.
- 3. The study also found that the thresholds for installing left-turn lanes at the site driveways and at Leet Avenue (Northerly) were not met based on NYSDOT guidelines. Nonetheless, all traffic movements are expected to operate at LOS B or better during both the morning and evening peak periods, indicating minimal delay.
- 4. Overall, the capacity analysis indicates that the roadway network can adequately support the traffic generated by the project. In accordance with the SEQRA, the findings—based on accepted national and local methodologies—demonstrate that the proposed development will 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. <u>Consistency with the Chautauqua Local Waterfront Revitalization Program</u>:

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.⁷

<u>Policy 1</u>: 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 25.4 acres of greenspace (71.5% of the Project Site). 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 two and three-story mixed-use building that will not have adverse impacts on nearby residential uses.

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

<u>Response</u>: The project will revitalize the portion of the Project Site that consists of underutilized

⁷ The Town of Chautauqua Waterfront Revitalization Area ("WRA") is described on Pages 3 to 5 of the Waterfront Revitalization Plan.

waterfront and the project layout has been deliberately designed to strengthen the waterfront focus of the community.

<u>Policy 1.2</u>: Ensure that development or uses make beneficial use of their waterfront location.⁸

<u>Response</u>: 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.

<u>Policy 1.3</u>: Maintain and enhance natural areas, recreation and open space.⁹

<u>Response</u>: The project layout has been designed to include clustering for the townhomes enabling

approximately 25.4 acres of greenspace (71.5% of the Project Site). The greenspace that is not

- 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."

⁹ 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.
- 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."

Exhibit 1 of Amended PUD Application dated May 2, 2025 PUD Narrative for Sunset View Page 15 of 24

⁸ 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:

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.

<u>Policy 1.4</u>: Minimize potential adverse land use, environmental, and economic impacts that would result from proposed development.¹⁰

Response: The project layout minimizes potential land use and environmental impacts via a 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.¹¹

<u>Response</u>: The project will be compatible with the surrounding residential areas and the Project

Sponsor believes the Project will enhance the existing community character.

<u>Policy 2</u>: 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 water

¹⁰ 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.

¹¹ 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 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."

front areas of Chautauqua Lake. The Project Sponsor has provided the NYS Office of Parks, Recreation and Historic Preservation ("SHPO") with project information in connection with the coordinated environmental review of the project pursuant to SEQRA and anticipates receiving its comments in the near future. A copy of the response from SHPO will be provided to the Town upon its receipt.

<u>Policy 2.1</u>: Maximize preservation and retention of historic resources.

Response: The project will not have any adverse impacts on the historic resources. ¹²Policy 2.2:

Protect and preserve archeological resources. ¹³

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

<u>Policy 3</u>: Enhance visual quality and protect scenic resources in the Chautauqua Lake Area.¹⁴

<u>Response</u>: The project layout has been deliberately designed to not interfere with visual quality

and scenic resources associated with Chautauqua Lake.

<u>Policy 3.1</u>: Enhance visual quality and protect scenic resources throughout the Chautauqua Lake communities.¹⁵

¹⁵ 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 interest to existing scenic components.
- Improve the visual quality of Village areas.

Exhibit 1 of Amended PUD Application dated May 2, 2025 PUD Narrative for Sunset View Page 17 of 24

¹² <u>See</u> Response to Policy 2 above.

¹³ <u>See</u> Response to Policy 2 above.

¹⁴ 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."

<u>Response</u>: The project layout has been deliberately designed and modified during the project review process 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.

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

<u>Response</u>: The project will be designed to comply with all technical standards to ensure it will not result in adverse flooding impacts or erosion impacts. A copy of the Stormwater Summary Letter prepared by Christpher Wood, P.E. of Carmina Wood Design dated June 21, 2024, is provided at **Exhibit "13"** and a copy of Projected Water Usage & Sanitary Demand Letter prepared by Patrick Sheedy Jr. P.E. of Carmina Wood Design dated March 3, 2025, is provided at **Exhibit "16"**.

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

<u>Response</u>: 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.

<u>Policy 4.2</u>: Preserve and restore natural protective features.

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

<u>Policy 5</u>: Protect and improve water resources.

[•] 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."

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

The on-site stormwater management system will comply with the applicable stringent stormwater

quality and quantity standards of the NYSDEC as described in the Stormwater Summary Letter

prepared by Christpher Wood, P.E. of Carmina Wood Design dated June 21, 2024 is provided at

Exhibit "13".

<u>Policy 5.1</u>: 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 water quality standards of Chautauqua Lake.

<u>Policy 5.2</u>: 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 of

the NYSDEC.

<u>Policy 5.3</u>: 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.

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

<u>Response</u>: The project will not result in any discharge of pollutant that could contaminate

primary sources of drinking water.

<u>Policy 6</u>: 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.

<u>Response</u>: 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. A copy of the Federal

Wetland Determination Letter prepared by Donald Wilson of Davey Resource Group dated April

8, 2025 is provided at Exhibit "21".

<u>Policy 7</u>: Protect and improve air quality in the Chautauqua Lake area.

<u>Response</u>: The proposed project will not interfere with the policy of protecting and improving air

quality in the Chautauqua Lake area.

<u>Policy 7.1</u>: 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.

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

Response: The proposed project does not involve any discharges of atmospheric radioactive

material sources.

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

<u>Response</u>: 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. The project does not require an Air Quality Permit from the NYSDEC.

<u>Policy 7.4</u>: 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.

<u>Policy 8</u>: Minimize environmental degradation in the Chautauqua Lake communities from solid waste and hazardous substances and wastes.¹⁶

Response: The proposed project will not result in any environmental degradation in the

Chautauqua Lake communities from solid waste and hazardous substances and wastes.

<u>Policy 8.1</u>: 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.

<u>Policy 8.2</u>: Manage hazardous waste to protect public health and control pollution.

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

<u>Policy 8.3</u>: 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.

<u>Policy 8.4</u>: Prevent and remediate discharge of petroleum products.

<u>Response</u>: The proposed project will not result in the discharge of petroleum products.

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

¹⁶ 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."

Response: The proposed project does not involve the transportation of hazardous substances and

wastes through the Chautauqua Lake area.

<u>Policy 8.6</u>: 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.

<u>Policy 9</u>: 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.

<u>Policy 9.1</u>: Promote appropriate physical public access and recreation throughout the waterfront area.

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

<u>Policy 9.2</u>: 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.

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

<u>Response</u>: 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 or lands or parkland.

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

<u>Response</u>: 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.

<u>Policy 10</u>: Protect Chautauqua Lake's water-dependent uses and promote siting of new water-dependent uses in suitable locations.¹⁷

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.

<u>Policy 10.1</u>: Protect water-dependent uses.

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

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

<u>Response</u>: The project will result in the siting of water dependent uses at a suitable location

along Chautauqua Lake.

<u>Policy 10.3</u>: 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.

<u>Policy 11</u>: 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.

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

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

<u>Policy 11.2</u>: Promote recreational use of Chautauqua Lake fisheries.

Response: The project will not interfere with the policy of promoting the recreational use of

¹⁷ Text in the LWRP for Policy 10 states as follows: "The intent of this policy is to protect existing waterdependent commercial and recreational uses and to promote their future siting in accordance with the reasonable expected demand for such use."

Chautauqua Lake fisheries.

<u>Policy 12</u>: Protect existing agricultural lands in and adjacent to the Chautauqua Lake Waterfront Revitalization Area.¹⁸

<u>Response</u>: The Project Site does not consist of agricultural lands in or adjacent to the Chautauqua

Lake Waterfront Revitalization Area.

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

<u>Response</u>: 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.

<u>Policy 13</u>: Promote appropriate use and development of energy and mineral resources.¹⁹

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

Policy 13.1: Conserve energy resources.

<u>Response</u>: The mixed-use building and residential buildings will be constructed in accordance

with the standards in the NYS Energy Code. This will be verified during the review process for

the future submission of building permit applications.

<u>Policy 13.2</u>: Minimize adverse impacts from fuel storage facilities.

<u>Response</u>: The project does not involve a fuel storage facility.

¹⁸ 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."

¹⁹ 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

Updated Summary of Consistency with Article III of 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.

<u>Response</u>: The proposed residential uses of the Project Site including single-family homes that are expressly permitted in the R-L District. The proposed townhomes and attached residential units in the proposed two & three -story mixed-use building, which uses constitute multiple-family dwellings and condominiums, which 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 will be seeking a use variance from the Zoning Board of Appeals for the proposed first floor commercial space in the proposed mixed-use building.

<u>143-16 of the Zoning Code ("Permitted Accessory Uses and Structures")</u>:

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.

<u>143-17 of the Zoning Code ("Minimum Area Requirements")</u>:

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

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.

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 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 10,000 square feet, as measured from the street right-of-way, and

- B. Front yard depth shall be 40 feet, measured as the distance between the street right-ofway 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 applicable minimum lot size is 10,000 sq. ft per Section 143-17A of the Zoning Code. The Project Sponsor is seeking approval for the single-family homes for the PUD to be governed by the following standards for the homes to be constructed on residential lots and the following 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.

<u>143-18 of the Zoning Code ("Minimum size of dwelling, maximum lot coverage and limitation on permitted accessory use")</u>:

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 shove, 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 thirty-five percent (35%) for the single-family homes to be located on individual lots.

Exhibit 3

Amended Part 1 of the Full Environmental Assessment Form, dated May 1, 2025

Environmental Assessment Form Part 1 - Project and Setting

Amended Part 1 of Full Environmental Assessment Form - Date: May 1, 2025

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):	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 a	ny other for	ms of financial
assistance.)						

Government Entity	If Yes: Identify Agency and Approval(s)	Application Date
	Required	(Actual or projected)
a. City Counsel, Town Board, □ Yes □ No or Village Board of Trustees		
b. City, Town or Village □ Yes □ No Planning Board or Commission		
c. City, Town or □ Yes □ No Village Zoning Board of Appeals		
d. Other local agencies □ Yes □ No		
e. County agencies □ Yes □ No		
f. Regional agencies □ Yes □ No		
g. State agencies □ Yes □ No		
h. Federal agencies □ Yes □ No		
i. Coastal Resources.<i>i</i>. Is the project site within a Coastal Area, or	or the waterfront area of a Designated Inland W	aterway? □ Yes □ No
<i>ii.</i> Is the project site located in a community with an approved Local Waterfront Revitalization Program? <i>iii.</i> Is the project site within a Coastal Erosion Hazard Area?		

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? 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 	□ Yes □ No
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?) If Yes, identify the plan(s): 	□ Yes □ No
 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? If Yes, identify the plan(s): 	□ Yes □ No

C.3. Zoning		
a. Is the site of the proposed action located in a municipality will If Yes, what is the zoning classification(s) including any applica	ith an adopted zoning law or ordinance. able overlay district?	□ Yes □ No
b. Is the use permitted or allowed by a special or conditional us	e permit?	□ Yes □ No
c. Is a zoning change requested as part of the proposed action? If Yes,<i>i</i>. What is the proposed new zoning for the site?	The Project Sponsor is seeking a Special Use Permit for establishment of a Planned Unit Development District	□ Yes □ No
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	et 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, industricomponents)?	al, commercial, recreational; if mixed, include all
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>i</i> . If Yes, what is the approximate percentage of the proposed expansion an	id 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?	\Box Yes \Box No
If Yes,	
<i>i</i> . Purpose or type of subdivision? (e.g., residential, industrial, commercial;	if mixed, specify types)
<i>ii.</i> Is a cluster/conservation layout proposed?	\Box Yes \Box No
<i>iii</i> . Number of lots proposed?	
<i>iv.</i> Minimum and maximum proposed lot sizes? Minimum M	faximum
e. Will the proposed action be constructed in multiple phases?	\Box Yes \Box No
<i>i</i> . If No, anticipated period of construction:	months
<i>ii.</i> If Yes:	
 Total number of phases anticipated 	
• Anticipated commencement date of phase 1 (including demolition)	month year
 Anticipated completion date of final phase 	monthyear
 Generally describe connections or relationships among phases, inclu determine timing or duration of future phases: 	iding any contingencies where progress of one phase may

f. Does the proje	ct include new resid	lential uses?			\Box Yes \Box No
If Yes, show num	nbers of units propo	osed.			
	One Family	<u>Two</u> Family	Three Family	Multiple Family (four or more)	Phasing is to be based
Initial Phase					on demand and
At completion					market conditions.
of all phases					
g Does the prop	osed action include	new non-residentia	l construction (inclu	iding expansions)?	□ Ves □ No
If Yes,	uetion merude	new non residentie	a construction (more	ang expansions):	- 105 - 110
<i>i</i> . Total number	r of structures				
ii. Dimensions	(in feet) of largest p	roposed structure:	height;	width; andlength	
iii. Approximate	e extent of building	space to be heated	or cooled:	square feet	
h. Does the prop	osed action include	construction or oth	er activities that wil	l result in the impoundment of any	\Box Yes \Box No
liquids, such a	s creation of a wate	r supply, reservoir,	pond, lake, waste la	agoon or other storage?	
If Yes,	• • •				
<i>i</i> . Purpose of the	e impoundment:	ainal source of the	water	Cround water Surface water et	come \Box Other encoify:
<i>u</i> . If a water hilf	boundment, the prin	cipal source of the	water.		leans \Box Other specify.
<i>iii</i> . If other than y	water, identify the ty	ype of impounded/	contained liquids and	d their source.	
			·····		
<i>iv</i> . Approximate	size of the propose	d impoundment.	Volume:	million gallons; surface area	acres
v. Dimensions o	of the proposed dam	for impounding str	ucture:	_ height; length	onarata):
vi. Construction	method/materials i	ior the proposed da	in or impounding su	ucture (e.g., earth fill, fock, wood, c	oliciele).
D.2. Project Op	oerations				
a Does the prop	osed action include	any excavation mi	ning or dredging d	uring construction operations or bo	th? □ Yes □ No
(Not including	general site prepara	ation, grading or in	stallation of utilities	or foundations where all excavated	
materials will	remain onsite)	auton, graamg of m			
If Yes:	,				
<i>i</i> .What is the p	urpose of the excava	ation or dredging?			
ii. How much ma	aterial (including ro	ck, earth, sediment	s, etc.) is proposed t	o be removed from the site?	
Volume	(specify tons or cu	bic yards):			
• Over w	hat duration of time	?	. 1 1 1	1 1 1 1	0.1
<i>iii</i> . Describe natu	re and characteristi	es of materials to b	e excavated or dredg	ged, and plans to use, manage or disp	oose of them.
iv. Will there be	e onsite dewatering	or processing of ex	cavated materials?		\Box Yes \Box No
If yes, descr	ibe				
v. What is the to	otal area to be dredg	ged or excavated?		acres	
<i>vi</i> . What is the n	haximum area to be	worked at any one	time?	acres	
vii. What would	be the maximum de	pth of excavation of time?	or dredging?	teet	
<i>ir</i> Summarize si	te reclamation goals	ung: and plan:			
	te rectaination goals			·····	
b. Would the pro	posed action cause	or result in alteration	on of, increase or de	crease in size of, or encroachment	\Box Yes \Box No
into any exist	ing wetland, waterb	ody, shoreline, bea	ch or adjacent area?	<i>,</i>	
If Yes:					
<i>i</i> . Identify the v	vetland or waterbod	ly which would be	affected (by name, w	vater index number, wetland map nu	mber or geographic
description):					

<i>ii</i> . Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square	of structures, or e feet or acres:
<i>iii.</i> Will the proposed action cause or result in disturbance to bottom sediments? If Yes, describe:	Yes □ No
<i>iv.</i> Will the proposed action cause or result in the destruction or removal of aquatic vegetation?	\Box Yes \Box No
If Yes:	
acres of aquatic vegetation proposed to be removed:	
 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/initigation following disturbance.	
c. Will the proposed action use, or create a new demand for water?	□ Yes □ No
If Yes:	
<i>i</i> . Total anticipated water usage/demand per day: gallons/day	
<i>ii.</i> Will the proposed action obtain water from an existing public water supply?	\Box Yes \Box No
 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? 	\Box Yes \Box No
 Is expansion of the district needed? 	\Box Yes \Box No
• Do existing lines serve the project site?	\Box Yes \Box No
iii. Will line extension within an existing district be necessary to supply the project?	\Box Yes \Box No
f Yes:	
Describe extensions or capacity expansions proposed to serve this project:	
• Source(s) of supply for the district:	
• Source(s) of supply for the district.	□ Ves □ No
f, Yes:	
Applicant/sponsor for new district:	
Date application submitted or anticipated:	
Proposed source(s) of supply for new district:	
<i>v</i> . 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: ga	llons/minute.
I. Will the proposed action generate liquid wastes?	□ Yes □ No
f Yes:	
<i>i</i> . Total anticipated liquid waste generation per day: gallons/day	
<i>ii.</i> Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all co	omponents and
approximate volumes of proportions of each).	
If Yes:	\Box res \Box no
Name of wastewater treatment plant to be used:	
Name of district:	
• Does the existing wastewater treatment plant have capacity to serve the project?	\Box Yes \Box No
• Is the project site in the existing district?	\Box Yes \Box No
• Is expansion of the district needed?	\Box Yes \Box No

• Do existing sewer lines serve the project site?	\Box Yes \Box No
 Will a line extension within an existing district be necessary to serve the project? 	\Box Yes \Box No
If Yes:	
• Describe extensions or capacity expansions proposed to serve this project:	
<i>iv.</i> 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 specie	fving proposed
receiving water (name and classification if surface discharge or describe subsurface disposal plans).	lying proposed
receiving water (name and classification in surface discharge of 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	\Box Yes \Box No
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?	
If Yes:	
<i>i</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 oracres (parcel size)	
<i>ii.</i> Describe types of new point sources.	
iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent pro-	operties,
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?	\Box Yes \Box No
<i>iv.</i> Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater?	\Box Yes \Box No
f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel	\Box Yes \Box No
combustion, waste incineration, or other processes or operations?	
If Yes, identify:	
<i>i</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,	□ Yes □ No
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
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? If Yes:	□ Yes □ No
 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? If Yes: <i>i.</i> Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet 	□ Yes □ No
 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? If Yes: <i>i.</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 □ Yes □ No
 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? 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) ii. In addition to emissions as calculated in the application, the project will generate: 	□ Yes □ No □ Yes □ No
 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? 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) ii. In addition to emissions as calculated in the application, the project will generate: Tons/year (short tons) of Carbon Dioxide (CO₂) 	□ Yes □ No □ Yes □ No
 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? If Yes: <i>i</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) <i>ii</i>. 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) 	□ Yes □ No □ Yes □ No
 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? If Yes: <i>i</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) <i>ii</i>. 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 (PECs) 	□ Yes □ No □ Yes □ No
 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? If Yes: <i>i</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) <i>ii</i>. 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) 	□ Yes □ No
 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? If Yes: <i>i</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) <i>ii</i>. 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) 	□ Yes □ No
 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? If Yes: <i>i.</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) <i>ii.</i> In addition to emissions as calculated in the application, the project will generate: 	□ Yes □ No

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)?If Yes:	□ Yes □ No
 <i>i.</i> Estimate methane generation in tons/year (metric):	enerate heat or
 i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): 	□ Yes □ No
 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? [Source:Traffic Impact Study prepared by Passero Association of the peak traffic expected (Check all that apply): □ Morning □ Evening □ Weekend □ Randomly between hours of to <i>ii.</i> For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks) 	□ Yes □ No ociates dated
 <i>iii.</i> Parking spaces: Existing Proposed Net increase/decrease <i>iv.</i> Does the proposed action include any shared use parking? <i>v.</i> If the proposed action includes any modification of existing roads, creation of new roads or change in existing a 	Yes No access, describe:
 vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? 	□ Yes □ No □ Yes □ No □ Yes □ No
 k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? If Yes: <i>i</i>. Estimate annual electricity demand during operation of the proposed action: <i>ii</i>. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local demand sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, electricity for the project (e.g., on-s	□ Yes □ No
other):<i>iii.</i> Will the proposed action require a new, or an upgrade, to an existing substation?	□ Yes □ No
1. Hours of operation. Answer all items which apply. i. During Construction: ii. During Operations: iii. During Ope	

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction,	\Box Yes \Box No
If yes:	
<i>i</i> . Provide details including sources, time of day and duration:	
	<u> </u>
<i>ii.</i> Will the proposed action remove existing natural barriers that could act as a noise barrier or screen?	\Box Yes \Box No
Describe:	
	□ Ves □ No
If yes:	
<i>i</i> . Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:	
<i>ii.</i> Will proposed action remove existing natural barriers that could act as a light barrier or screen?	\Box Yes \Box No
Describe:	
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?	\Box Yes \Box No
If Yes:	
<i>i</i> . Product(s) to be stored	
<i>iii.</i> Generally, describe the proposed storage facilities:	
q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides,	□ Yes □ No
insecticides) during construction or operation?	
<i>i</i> . Describe proposed treatment(s):	
	· · · · · · · · · · · · · · · · · · ·
<i>ii.</i> Will the proposed action use Integrated Pest Management Practices?	$\Box \operatorname{Yes} \Box \operatorname{No}$
of solid waste (excluding hazardous materials)?	
If Yes:	
<i>i</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)	
<i>ii.</i> Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:	:
Construction:	
• Operation:	
<i>iii.</i> 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:	- 105 - 110
<i>i</i> . Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, other disposal activities):	, landfill, or
<i>ii.</i> 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 hazardov	us □ Yes □ No
waste?	
If Yes:	
<i>i</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:	
<i>u</i> . Generally describe processes of activities involving nazardous wastes of constituents.	
<i>iii</i> . Specify amount to be handled or generated tons/month	
<i>iv.</i> Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents:	
w Will any hazardous wastes be disposed at an existing offsite hazardous waste facility?	
If Ves: 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	

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

□ Industrial □ Commercial □ Residential (suburban) □ Urban

□ Rural (non-farm)

 \square Forest □ Agriculture □ Aquatic □ Other (specify):

ii. If mix of uses, generally describe:

b.	Land uses and covertypes on the project site.			
	Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
•	Roads, buildings, and other paved or impervious surfaces			
٠	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.)			
٠	Wetlands (freshwater or tidal)			
٠	Non-vegetated (bare rock, earth or fill)			
•	Other Describe:			

c. Is the project site presently used by members of the community for public recreation?<i>i.</i> If Yes: explain:	□ Yes □ No
 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? If Yes, <i>i</i> Identify Facilities: 	□ Yes □ No
e. Does the project site contain an existing dam? If Yes:	□ Yes □ No
<i>i</i> . Dimensions of the dam and impoundment:	
• Dam height: feet	
• Dam length: feet	
• Surface area:acres	
• Volume impounded: gallons OR acre-feet	
<i>ii.</i> Dam's existing hazard classification:	
iii. Provide date and summarize results of last inspection:	
l	
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 facil If Yes:	$\Box Y es \Box No$ ity?
<i>i</i> . Has the facility been formally closed?	□ Yes □ No
• If yes, cite sources/documentation:	
<i>ii</i> Describe the location of the project site relative to the boundaries of the solid waste management facility:	· · · · · · · · · · · · · · · · · · ·
<i>iii</i> . Describe any development constraints due to the prior solid waste activities:	
g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste?	\Box Yes \Box No
<i>i</i> . Describe waste(s) handled and waste management activities, including approximate time when activities occurre	ed:
 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
<i>i</i> . Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply:	\Box Yes \Box No
\Box Yes – Spills Incidents database Provide DEC ID number(s):	
□ Yes – Environmental Site Remediation database Provide DEC ID number(s):	
□ Neither database	
<i>ii</i> . If site has been subject of RCRA corrective activities, describe control measures:	
<i>iii.</i> Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? If yes, provide DEC ID number(s):	□ Yes □ No
<i>iv.</i> 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
 Describe the type of institutional control (e.g., deed restriction or easement): 	
Describe any use limitations: Describe any angine controls:	
 Describe any engineering controls. Will the project affect the institutional or engineering controls in place? Explain:	□ Yes □ No
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? If Yes, what proportion of the site is comprised of bedrock outcroppings?%	□ Yes □ No
c. Predominant soil type(s) present on project site:	0% 0% 0%
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 si □ 10-15%: % of si □ 15% or greater: % of si	ite ite ite
g. Are there any unique geologic features on the project site? If Yes, describe:	□ Yes □ No
 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
<i>ii.</i> Do any wetlands or other waterbodies adjoin the project site?	\Box Yes \Box No
<i>iii.</i> Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, the vetlands located on the Project Site.]	□ Yes □ No
<i>iv.</i> For each identified regulated wetland and waterbody on the project site, provide the following inform • Streams: Name Classificatio	nation: n
 Lakes or Ponds: Name Classification Wetlands: Name Approximate 	n e 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-impair waterbodies? 	red □ 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?	\Box Yes \Box No
j. Is the project site in the 100-year Floodplain?	\Box Yes \Box No
k. Is the project site in the 500-year Floodplain?	□ Yes □ No
 1. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? If Yes: i. Name of aquifer: 	□ Yes □ No

Note: There are her any jurisdictional federal wetlands located on the Project Site per the Federal Wetland Determination Letter issued by Donald Wilson of Davey Resource Group dated April 8, 2025.

m. Identify the predominant wildlife species that occupy or use the project	t site:	
······································		
	2	- 17 - 11
n. Does the project site contain a designated significant natural community	r?	\Box Yes \Box No
<i>i</i> Describe the habitat/community (composition function and basis for	designation):	
i. Deserve the natival community (composition, function, and basis for		
<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	
 o. Does project site contain any species of plant or animal that is listed by endangered or threatened, or does it contain any areas identified as habi If Yes: <i>i.</i> Species and listing (endangered or threatened): 	the federal government or NYS as tat for an endangered or threatened spect	□ Yes □ No les?
p. Does the project site contain any species of plant or animal that is listed	by NYS as rare, or as a species of	\Box Yes \Box No
special concern?		
If Yes:		
<i>i.</i> Species and listing:		
. Is the project site on a disining and compathe used for hunting transmiss	fishing on shall fishing?	
q. Is the project site of adjoining area currently used for numling, trapping,	lishing of shell lishing?	\Box Yes \Box No
in yes, give a orier description of now the proposed detoin may arrest that		
E.3. Designated Public Resources On or Near Project Site		
a. Is the project site, or any portion of it, located in a designated agricultur	al district certified pursuant to	\Box Yes \Box No
Agriculture and Markets Law, Article 25-AA, Section 303 and 304?		
If Yes, provide county plus district name/number:		
b. Are agricultural lands consisting of highly productive soils present?		\Box Yes \Box No
<i>i.</i> If Yes: acreage(s) on project site?		
<i>ii.</i> Source(s) of soil rating(s):		
c. Does the project site contain all or part of or is it substantially contigue	ous to a registered National	□ Yes □ No
Natural Landmark?		
If Yes:		
<i>i</i> . Nature of the natural landmark:	Geological Feature	
ii. Provide brief description of landmark, including values behind design	ation and approximate size/extent:	
· · · · · · · · · · · · · · · · · · ·		
d. Is the project site located in or does it adjoin a state listed Critical Envir	onmental Area?	\Box Yes \Box No
If Yes:		
<i>i</i> . CEA name:		
<i>ii.</i> Basis for designation:		·····
<i>iii.</i> Designating agency and date:		· · · · · · · · · · · · · · · · · · ·

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? □ Yes □ No g. Have additional archaeological or historic site(s) or resources been identified on the project site? □ Yes □ No If Yes: i. Describe possible resource(s): ii. Basis for identification: ii. Basis for identification: iii. Basis for identification: iii. Basis for identification: iii. Distance between project and resource? □ Yes □ No If Yes: i. Identify resource: iii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): iii. Distance between project and resource: miles. □ Yes □ No Yes □ No If Yes: iii. Distance between project and resource: iii. Distance between project site located within a d	 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 Commission Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places. In Project Site is not located in the Point Chautauqua Historic District]. <i>i</i>. Nature of historic/archaeological resource: Archaeological Site Historic Building or District <i>ii</i>. Brief description of attributes on which listing is based: 	□ Yes □ No oner of the NYS aces?
g. Have additional archaeological or historic site(s) or resources been identified on the project site? □ Yes □ No If Yes: <i>i</i> . Describe possible resource(s):	f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	□ Yes □ No
 h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local □ Yes □ No scenic or aesthetic resource? If Yes: <i>i</i>. Identify resource: <i>ii</i>. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): <i>iii</i>. Distance between project and resource: <i>iii</i>. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers <i>iii</i>. Vas: 	 g. Have additional archaeological or historic site(s) or resources been identified on the project site? If Yes: <i>i</i>. Describe possible resource(s): <i>ii</i>. Basis for identification: 	□ Yes □ No
 etc.):	 h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? If Yes: i. Identify resource: ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or 	□ Yes □ No scenic byway,
i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666?	<i>iii.</i> Distance between project and resource: miles.	
<i>i</i> . Identify the name of the river and its designation:	 i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? If Yes: i. Identify the name of the river and its designation: ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? 	□ Yes □ No

F. Additional Information

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

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

G. Verification

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

Applicant/Sponsor Name

_____ Date_May 1, 2025



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.I. [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

Reduced-Size copy of the Site Plan prepared by Carmina Wood Design [Drawing C-100 – Date: October 09, 2024]



Reduced-Size Copy of the Fire Truck Plan, Drawing [Drawing FT-100 – Date: October 09, 2024]



Survey of the Project Site dated June 23, 2023



Parcel Reports for the Four Parcels Comprising the Project Site



<u>Chautauqua County - Parcel Report</u>

Parcel Information:

CHAUTAUQUA

263.15-1-22

<u>Street:</u>	5621 E Lake Rd
School District:	62803 - Chautauqua Lake

Acres: 31.	³⁹ <u>Tract:</u>	Sub Land Sep.:
Frontage: ⁰	Lot:	Prop Class: Golf course
Depth: 0	Section:	<u>Sub Div. Lot</u>
	<u>Township:</u>	Filed Map No.:
	Range:	Filed Date:

Merge Request Note:	
Note:	

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

Historic Ownership:									
<u>Last</u>	<u>First</u>	<u>Middle</u>	<u>Suffix</u>	<u>Liber</u>	Page	Deed Date	<u>Sale Price</u>	<u>Deed</u> <u>Has</u> <u>Note</u>	
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	<u>Lot:</u>	18	Prop Class: V	acant comm
Depth:	123	Section:		Sub Div. Lot	
		Township:	3	Filed Map No.:	
		<u>Range:</u>	13	Filed Date:	

Merge Request Note:	
Note:	

Current Ow	nership:		12	ta a				
Last	<u>First</u>	<u>Middle</u>	<u>Suffix</u>	<u>Liber</u>	<u>Page</u>	Deed Date	<u>Sale Price</u>	<u>Deed</u> <u>Has</u> <u>Note</u>
1200 Group, LLC				2023	4530	7/21/2023	200,000	

Historic Ownership:								
<u>Last</u>	<u>First</u>	<u>Middle</u>	<u>Suffix</u>	<u>Liber</u>	Page	Deed Date	<u>Sale Price</u>	<u>Deed</u> <u>Has</u> <u>Note</u>
James K Webb Living Trust				2013	1681	2/22/2013	0	
Webb	Sally	т		2594	43	2/21/2006		
Webb	Sally	Т		2013	1680	2/22/2013		х
Webb	James	к		2594	43	2/21/2006	75000	
Webb	James	к		2013	1680	2/22/2013		х



<u>Chautauqua County - Parcel Report</u>

Parcel Information:

CHAUTAUQUA

263.10-2-2.1

Street:Lake RdSchool District:62803 - Chautauqua Lake

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

Merge Request N	<u>lote:</u>	
Note:		

Current Ow	nership:		12		-			-
<u>Last</u>	<u>First</u>	<u>Middle</u>	<u>Suffix</u>	<u>Liber</u>	<u>Page</u>	Deed Date	Sale Price	<u>Deed</u> <u>Has</u> <u>Note</u>
1200 Group, LLC				2023	4533	7/21/2023	2,200,000	

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



<u>Chautauqua County - Parcel Report</u>

Parcel Information:

CHAUTAUQUA

263.15-1-22

<u>Street:</u>	5621 E Lake Rd
School District:	62803 - Chautauqua Lake

Acres: 31.	³⁹ <u>Tract:</u>	Sub Land Sep.:
Frontage: ⁰	Lot:	Prop Class: Golf course
Depth: 0	Section:	<u>Sub Div. Lot</u>
	<u>Township:</u>	Filed Map No.:
	Range:	Filed Date:

Merge Request Note:	
Note:	

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

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

Color Renderings for Townhome Buildings, dated July 25, 2023





Color Renderings for Single Family Homes, dated July 25, 2023



The Cottages Front Elevation - Style 1



The Cottages Front Elevation - Style 2



The Cottages Front Elevation - Style 3

Color Rendering of the Front Elevation of the Previously Proposed Mixed-Use Building, dated July 25, 2023



Front Elevation High Density Apartment Building

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

§ 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.

§ 143-22

- (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.

§ 143-15

ZONING

(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 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 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 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. 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 shove, 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]

Town of Chautauqua, NY

§ 143-18

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]

Copy of Article III of Zoning Code titled "Residential-Lakeside (R-L) District"

ZONING

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) $(\text{Reserved})^{13}$
 - (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.

§ 143-15

ZONING

(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 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 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 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. 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 shove, 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]

Town of Chautauqua, NY

§ 143-18

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]

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

CARMIN/WOOD 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 Chautaugua. 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.

Buffalo
Greensb

Chautauqua Point 6/25/2024 Page 2 of 5

I. <u>Storm Water Design Narrative:</u>

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. Chautauqua Point 6/25/2024 Page 3 of 5

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 1year 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

Chautauqua Point 6/25/2024 Page 4 of 5

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,

ン Carmina Wood Design R. Christopher Wood, P.E.

cc: Sean Hopkins, Esq.

Company Overview of Ellicott Development Company





COMPANY OVERVIEW



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 providing administrative. financial, management, accounting, leasing, site selection, site assemblage, design, construction, maintenance, development, leasing, hospitatlity and construction management anitorial and security services to its clients.

===

-

Æ

A Proven Track Record

Ellicott Development Company (EDC) prides itself on its totaling over 1.1 billion-Carl and William have solidified Ellicott Development's position as one of Western New commitment to excellence in all aspects of its operations. With a proven track record of overseeing projects worth millions of dollars-including recent developments 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 L,428 rooms.





William A. Paladino - CEO

KEY PEOPLE

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 Finance from St. Bonaventure University. He started working at EDC during college breaks and in South Buffalo and attended Nichols High School before obtaining his bachelor's degree in eventually became a construction supervisor. After graduation, Bill joined EDC full time as a



Leasing and Development. In 2009, he became the Chief Operating Officer and is responsible for overseeing the million while continuing to pursue growth and development opportunities in New York State and Pennsylvania zations. Since becoming CEO, he has been instrumental in increasing the company's asset base by over \$400 project manager and was later promoted to Vice President of Development and then Senior Vice President of company's operations, assets, and employees. Bill is also active in supporting various local community organi-

Carl P. Paladino – Chariman

Carl Paladino is the Chairman of Ellicott Development Company and a strong advocate for the 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 estate portfolio in downtown Buffalo. Carl has been a risk-taker in developing retail projects City of Buffalo. He has consistently invested in Western New York and holds the largest real



Syracuse University College of Law, and he served in the U.S. Army. Carl is frequently sought after for his leader support, especially through his upscale housing initiatives. He is a graduate of St. Bonaventure University and ship and expertise, and he is married with four children and five grandchildren.

Thomas Fox – Director of Development

lishment 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 of project inducements, management of program and design development including the estabselection and acquisition, his responsibilities include analysis of project feasibility, engagement With 15+ years experience. As Director of Development, Tom manages upfront planning and development responsibilities for new development projects. With initial involvement at site

free time traveling and enjoying the outdoors with his wife and two boys.



Frank Jacobi – Director of Construction

permits and inspections. He started working at EDC in 2011 as an Assistant Project Manager and staffing, scheduling and working with local code enforcement officials to obtain any necessary responsibilities include all aspects of the construction process, including safety, quality, cost, preconstruction, project management and execution for all new construction projects. His As Director of Construction, Frank oversees the construction team and coordinates



HOTEL ROOMS 4 X

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.

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



Reduced-Size Copies of Landscape Plans, [Drawings L-101 to L-105 – Date: October 9, 2024]













Projected Water Usage & Sanitary Demand Letter prepared by Patrick Sheedy Jr. P.E. of Carmina Wood Design dated March 3, 2025



March 3, 2025

Matthew Zarbo, P.E., Director of Engineering Square Engineering, DPC 1385 Hertel Avenue Buffalo, NY 14216

Re: Sunset View PUD Town of Chautauqua Applicant/Project Sponsor: 1200 Group LLC c/o Ellicott Development Company

Dear Matt:

Pursuant to the discussion during the conference call held on virtual meeting held on Monday, January 27th regarding the status of the coordinated environmental review of the proposed Sunset View PUD pursuant to the State Environmental Quality Review Act ("SEQRA"), this letter has been prepared on behalf of the Project Sponsor for the purpose of providing the Town with a summary of the manner by which the projected water usage/sanitary demand for the proposed development was calculated and also to submit the Amended Part 1 of the Full Environmental Assessment Form dated February 24th with Attachments "A", "B" and "C".

Based on water usage records provided by Ellicott Development from five projects they operate in the Western New York area, it was determined the average water consumption rate is 26 gal/day per bedroom. That calculation was utilized to calculate the projected water and sanitary demand for the residential units of the proposed Sunset View PUD project. Below is a summary of the projected demand for each of the three proposed phases of the project.

Phase 1: 11,893 gpd

<u>Phase 2</u>: 3,336 gpd

<u>Phase 3</u>: 5,390 gpd

<u>Total:</u> 20,619 gpd

Attached as **Exhibit "1"** to this letter is a detailed breakdown of the sanitary sewer demand calculations based on the proposed uses of each phase of the project along with the corresponding Phasing Map for the project that has been submitted to the Town in connection with the project review process.

A copy of the Amended Part 1 of Full Environmental Assessment Form with Attachments "A", "B" and "C" dated February 26th is provided at **Exhibit "2"**.

The Project Sponsor is requesting that the next steps in the project review process proceed consisting of issuing a lead agency solicitation letter with copies of project documentation consisting of the enclosed Amended Part 1 of Full Environmental Assessment Form with Attachments "A" and "B" dated February 24th to involved agencies and the required referral to the Chautauqua County Planning Board pursuant to NYS General Municipal Law Section 239-m. During its meeting on December 11, 2024, the Town Board adopted a resolution stating as follows:

"[T]he town board hereby declares its intent to be the lead agency for a coordinated environmental review of the action. A lead agency solicitation notice and copies of the project documentation as described above shall be provided to all involved and interested agencies stating the town board's intent to the lead agency and providing the involved agencies with a thirty (30) day time period from the date of the issuance of the lead agency solicitation notice to advise the town board if they object to the town board being declared the lead agency for purposes of a coordinated environmental review of the action."

If you have any questions regarding this letter or the proposed project, please contact me at 716-842-3165 or Sean Hopkins, Esq. at 716.510-4338 or via e-mail at shopkins@hsmlegal.com.

Sincerely,

Patrick Sheedy Jr., P.E., Senior Associate

Enc.

cc: Donald Emhardt, Supervisor Al Akin, Councilman Kenneth Burnett, Councilman Thomas Carlson, Councilman Scott Cummings, Councilman Chairman Troy Smith, Chairman, Zoning Board of Appeals Charles Krause, Zoning Board of Appeals Stan Marshaus, Zoning Board of Appeals L. James Hurley, Zoning Board of Appeals Roberta Tempas, Zoning Board of Appeals William Titus, Alternate, Zoning Board of Appeals Rebecca Luba, RMC, Town Clerk Frank Watson, Code Enforcement Officer Joel Seachrist, Esq., Town Attorney Bill Paladino, Ellicott Development Company Tom Fox, Ellicott Development Company Tom Molenda, Ellicott Development Company Sean W. Hopkins, Esq., Hopkins Sorgi & McCarthy PLLC

CARMINA WOOD DESIGN 487 MAIN STREET, SUITE 500 BUFFALO, NEW YORK, 14203 (716) 842-3165 FAX (716) 842-0263						No.: Name: Address: :	23-4032 Date: Chautauqua Point NYS Route 430 Chauta Sanitary Sewer & Water 1 of 1		2/7/2025 auqua, NY • Demand Calcs	
Sanitary Sewa	age Demand Calculat	ions:								
<u>Phase 1</u>	0.1 gal/d/sf	x 4 000 sf	_	400	and	*use 0	1 gallons ne	rsaft n	er dav (office/r	etail)
	35 gal/d/seat	x 150 seat	=	5.250	and	*use 3	5 gallons per	seat per	day (restaurant)	
	10 gal/d/swim	x 115 swim	=	1.150	gpd	*use 1) gallons per	swimmer	per dav	
	20 gal/d/slip	x 72 slip	=	1,440	gpd	*use 2	0 gallons per	boat slip	per day	
apartment	26 gal/d/bdrm	x 42 bdrm	=	1,092	gpd	**use 2	26 gallons pe	r bdrm pe	r day	
townhouse	26 gal/d/bdrm	x 66 bdrm	=	1,722	gpd	**use 2	26 gallons pe	r bdrm pe	r day	
single family	26 gal/d/bdrm	x 32 bdrm	=	839	gpd	**use 2	26 gallons pe	r bdrm pe	r day	
Total Sanit	ary Demand (Phase 1	<u>):</u>	=	<u>11,893</u>	gpd					
<u>Phase 2</u>										
townhouse	26 gal/d/bdrm	x 96 bdrm	=	2,497	gpd	**use 2	6 gallons pe	r bdrm pe	er day	
single family	26 gal/d/bdrm	x 32 bdrm	=	839	gpd	**use 2	26 gallons pe	r bdrm pe	er day	
<u>Total Sanit</u>	ary Demand (Phase 2	<u>):</u>	=	<u>3,336</u>	<u>gpd</u>					
<u>Phase 3</u>										
townhouse	26 gal/d/bdrm	x 169 bdrm	=	4,392	gpd	**use 2	26 gallons pe	r bdrm pe	r day	
single family	26 gal/d/bdrm	x 38 bdrm	=	998	gpd	**use 2	26 gallons pe	r bdrm pe	r day	
<u>Total Sanit</u>	ary Demand (Phase 3	<u>):</u>	=	<u>5,390</u>	<u>gpd</u>					
<u>Total Site S</u>	Sanitary Demand:		=	<u>20,619</u>	<u>gpd</u>					
<u>Unit Summary</u>										
Dhase 1	Apartment	lownhouse		Single F	amily					
Phase I Phase 2	24	40		10						
Plidse Z Phase 3	0	40 70		10						
Total	<u>U</u> 24	<u>128</u>		<u>12</u> 22	<u>.</u>					
ΤΟΙΔΙ	24	130		JZ						
Bedroom Sumr	marv									
	1 Bedroom	2 Bedroom		3 Bedr	oom	4	Bedroom	1	Total	
Apartment	6	18		0	<u></u>	<u> </u>	0		42	
Townhouse	0	83		55	i		0		331	
Single Family	<u>0</u>	<u>0</u>	1	<u>26</u>	<u>.</u>		<u>6</u>		102	
Total	6	101		81			6		476	
Find Peak Sani	itary Demand:		1							
Peaking	g Factor based on Pon	ulation:								
Tota	al demand:	20,619 gpd /	100	gpcd	= 2	.06 per ca	pita			
		Population (P)	=	•	206 peo	ple				
F	Peaking Factor : (18 +	·√P) / (4 + √P)	w	here P is ir	n thousa	nds				
	Peaking Factor =	4.14								
6		20 (10			05 400					
Peak Sa	Initary Demand	= 20,619 x	4.14	-	85,428	gpa				
				=	0.085	MGD				
				=	U.132	CIS				

CONCEPTUAL PHASING PLAN


Exhibit 2

Amended Part 1 of Full Environmental Assessment Form with Attachments "A", "B" and "C" - Date: February 26, 2025

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:

Sunset View Planned Unit Development

Project Location (describe, and attach a general location map):

5621 E Lake Rd [SBL Nos: 263.15-1-22263.10-2-2.1, 263.10-2-2.3 & 263.15-1-22]

Brief Description of Proposed Action (include purpose or need):

The proposed project ("action") consists of the redevelopment of the Project Site into a mixed-use project consisting of commercial and community space, space to be located on the first floor of of a three-story mixed-use building with 24 upper floor apartments and residential uses including single-family homes, attached townhomes, and condominium units. The total residential density is 194 units. The project also include on-site recreational amenities, permanent open space and all proposed site improvements. The Project Site is zoned Residential-Lakeside (R-L) District and the Project Sponsor is seeking a Special Use Permit for the establishment of Planned Unit Development District ("PUD"). The proposed action has been defined broadly to include all proposed site improvements as well as all required discretionary approvals and permits from governmental agencies. The proposed action is a Type I action pursuant to SEQRA. The Town Board adopted a resolution during its meeting on December 11, 2024 for the purpose of seeking lead agency status for the coordinated environmental review of the project pursuant to SEQRA. A copy of the current Concept Plan [Drawing C-100 - Date: 02/07/25] prepared by Carmina Wood Design is provided at Attachment "A".

Name of Applicant/Sponsor:	Telephone: 716.854-0	Telephone: 716.854-0060		
1200 Group, LLC c/o Ellicott Development Company - Attn: Tom Fox	E-Mail: tfox@ellicottd	E-Mail: tfox@ellicottdevelopment.com		
Address: 295 Main Street, Suite 700				
City/PO: Buffalo	State: NY	Zip Code: 14203		
Project Contact (if not same as sponsor; give name and title/role):	Telephone:	Telephone:		
Sean Hopkins, Esq., Hopkins Sorgi & McCarthy PLLC	E-Mail:			
Address: 35 California Drive, Suite 100				
City/PO:	State:	Zip Code:		
Williamsville	NY	14221		
Property Owner (if not same as sponsor):	Telephone: E-Mail:			
Address:	i			
City/PO:	State:	Zip Code:		

B. Government Approvals

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

Government Entity	If Yes: Identify Agency and Approval(s)	Application Date
	Required	(Actual or projected)
a. City Counsel, Town Board, ✓Yes□No or Village Board of Trustees	Town Board - Final Approval of Special Use Permit and LWRP Consistency Determination	Amended - September 30, 2024
b. City, Town or Village ☐Yes☑No Planning Board or Commission		
c. City, Town or Village Zoning Board of Appeals	Preliminary PUD Plan Approval & Use Variance for Commercial Use	Amended - September 30, 2024
d. Other local agencies ✓Yes□No	Building Department - Building Permits; Town of Chautauqua - Water and Sanitary Sewer	To be Determined
e. County agencies	IDA - Sales Tax Exemption & PILOT	To be Determined
f. Regional agencies Yes		
g. State agencies ✓Yes□No	NYSDEC - Water & Sewer, SPDES Permit and DSCA Approval & Dock of Boats	To be Determined
h. Federal agencies Yes		
i. Coastal Resources.		
<i>i</i> . Is the project site within a Coastal Area, o	r the waterfront area of a Designated Inland W	faterway? □Yes ☑No
<i>ii.</i> Is the project site located in a community <i>iii.</i> Is the project site within a Coastal Erosion	with an approved Local Waterfront Revitalizat Hazard Area?	ion Program?

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

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? 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 	□Yes ☑ No
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?	ℤ 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?) If Yes, identify the plan(s): 	∐Yes ⊠ No
 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? If Yes, identify the plan(s): 	∐Yes ∑ No

C.3. Zoning		
a. Is the site of the proposed action located in a municipality w. If Yes, what is the zoning classification(s) including any applica The Project Site is zoned Residential-Lakeside (R-L) District.	ith an adopted zoning law or ordinance. able overlay district?	☑ Yes □ No
b. Is the use permitted or allowed by a special or conditional us	se permit?	✓ Yes No
c. Is a zoning change requested as part of the proposed action?If Yes,<i>i</i>. What is the proposed new zoning for the site?	The Project Sponsor is seeking a Special Use Permit for establishment of a Planned Unit Development District	☐ Yes Z No
C.4. Existing community services.		
a. In what school district is the project site located? Chautauqua	a Lake School District	
b. What police or other public protection forces serve the project <u>County Police Department</u>	et site?	
c. Which fire protection and emergency medical services serve Chautauqua Fire Department	the project site?	
d. What parks serve the project site? <u>There are various parks that serve the Project Site.</u>		
D. Project Details		
D.1. Proposed and Potential Development		
a. What is the general nature of the proposed action (e.g., reside components)? Mixed-use project including residential and com-	ential, industrial, commercial, recreational; if mixed mmercial uses and recreational amenities.	, include all
 b. a. Total acreage of the site of the proposed action? b. Total acreage to be physically disturbed? c. Total acreage (project site and any contiguous properties) or controlled by the applicant or project sponsor? 	35.5 acres 30 acres 0wned 35.5 35.5 acres	
c. Is the proposed action an expansion of an existing project or <i>i</i> . If Yes, what is the approximate percentage of the proposed square feet)? %	use? I expansion and identify the units (e.g., acres, miles, Units:	☐ Yes ✓ No housing units,
d. Is the proposed action a subdivision, or does it include a subdivision, or does it include a subdivision? (e.g., residential, industrial, Residential consisting of lots for detached single-family hom <i>ii.</i> Is a cluster/conservation layout proposed? <i>iii.</i> Number of lots proposed? <u>32</u> <i>iv.</i> Minimum and maximum proposed lot sizes? Minimum	division? , commercial; if mixed, specify types) nes. 8,900 sf Maximum 14,000 sf	☑Yes □No
 e. Will the proposed action be constructed in multiple phases? <i>i</i>. If No, anticipated period of construction: <i>ii</i>. If Yes: Total number of phases anticipated Anticipated commencement date of phase 1 (including Anticipated completion date of final phase Generally describe connections or relationships among determine timing or duration of future phases:	g demolition) <u>6-8</u> <u>Mar.</u> month <u>2025</u> year <u>Sept.</u> month <u>2028</u> year g phases, including any contingencies where progres	✓ Yes□No ss of one phase may

f Does the proje	ct include new resid	dential uses?			V es N o
If Yes show num	obers of units proper	used			
11 1 05, 5110 11 114	One Family	Two Family	Three Family	Multiple Family (four or more)	Phasing is to be based
Initial Dhaga	16			20.40	on demand and
At completion	10				market conditions.
of all phases	32			162	
or an phases					
g. Does the prop	osed action include	new non-residenti	al construction (inclu	iding expansions)?	∠ Yes No
If Yes,					
<i>i</i> . Total number	r of structures	11			
<i>ii</i> . Dimensions	(in feet) of largest p	proposed structure:	<u>3 floors</u> height;	<u>72 ft.</u> width; and <u>200 ft.</u> length	
iii. Approximate	e extent of building	space to be heated	or cooled:	<u>14,400</u> square feet	
h. Does the prop	osed action include	construction or oth	ner activities that wil	l result in the impoundment of any	✓ Yes □ No
liquids, such a	s creation of a wate	er supply, reservoir	, pond, lake, waste la	agoon or other storage?	
If Yes,					
<i>i</i> . Purpose of the	e impoundment: <u>St</u>	orm water manageme	ent.		
<i>ii.</i> If a water imp	oundment, the prin	icipal source of the	water:	Ground water Surface water str	eams V Other specify:
<i>iii</i> If other than y	vater identify the t	vne of impounded	contained liquids an	d their source	
Not applicable.	water, identify the t	ype of impounded/	contained inquites an	a then source.	
iv. Approximate	size of the propose	ed impoundment.	Volume:	TBD million gallons; surface area	: TBD acres
v. Dimensions of	of the proposed dan	n or impounding st	ructure:N/	A height; N/A length	
vi. Construction	method/materials	for the proposed da	am or impounding st	ructure (e.g., earth fill, rock, wood, c	oncrete):
Impoundment	will be an excavation	, not a dam.			
D.2. Project Op	oerations				
a. Does the prope	osed action include	any excavation, m	ining, or dredging, d	uring construction, operations, or both	th? Yes No
(Not including	general site prepar	ation, grading or in	stallation of utilities	or foundations where all excavated	
materials will	remain onsite)				
If Yes:					
<i>i</i> . What is the p	urpose of the excav	ation or dredging?			
<i>ii</i> . How much ma	aterial (including ro	ck, earth, sedimen	ts, etc.) is proposed t	o be removed from the site?	
Volume	(specify tons or cu	bic yards):			
• Over w	hat duration of time	? <u> </u>			C 41
<i>iii</i> . Describe natu	ire and characteristi	ics of materials to t	be excavated or dredg	ged, and plans to use, manage or disp	ose of them.
iv. Will there be	e onsite dewatering	or processing of e	xcavated materials?		☐ Yes ☐ No
If yes, descri	ibe.	F			
v. What is the to	otal area to be dred	ged or excavated?		acres	
vi. What is the n	naximum area to be	worked at any one	e time?	acres	
vii. What would	be the maximum de	epth of excavation	or dredging?	feet	
viii. Will the exc	avation require blas	sting?			☐Yes ☐No
<i>ix</i> . Summarize si	te reclamation goal	s and plan:			
b. Would the pro	posed action cause	or result in alterati	on of, increase or de	crease in size of, or encroachment	☐ Yes √ No
into any exist	ing wetland, waterb	ody, shoreline, bea	ach or adjacent area?		
If Yes:		1 1 1 1 1 1 1 1	CC + 1/1		1 1.
<i>i</i> . Identify the v	vetland or waterboo	iy which would be	affected (by name, v	vater index number, wetland map nu	mber or geographic
description):					

<i>ii</i> . Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square f	Structures, or eet or acres:
<i>iii.</i> Will the proposed action cause or result in disturbance to bottom sediments? If Yes, describe:	∐Yes _No
<i>iv.</i> 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. nurpose of proposed removal (e.g. heach clearing invasive species control hoat access); 	· · · · · · · · · · · · · · · · · · ·
pulpose of proposed removal (e.g. beach clearing, invasive species control, boar 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? [see attached phasing break down]	Y es No
<i>i</i> . Total anticipated water usage/demand per day: 20,619 gallons/day	
<i>ii.</i> Will the proposed action obtain water from an existing public water supply?	√ Yes □ No
If Yes:	
Name of district or service area: Town of Chautauqua	
• 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?	\Box Yes \Box No
• Do existing lines serve the project site?	✓ Yes No
<i>iii.</i> 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: The public vector main will be run throughout the single family subdivision and taughtome particle of the property	
Source(s) of supply for the district: North Chautauqua Lake Water District	
<i>iv.</i> Is a new water supply district or service area proposed to be formed to serve the project site? If, Yes:	Yes_No
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.	
<i>vi</i> . If water supply will be from wells (public or private), what is the maximum pumping capacity: N/A gallo	ons/minute.
d. Will the proposed action generate liquid wastes? [Sanitary Sewer Calculations by phase as requested by Matt Zarbo, P If Yes: by phase provided are at Attachment "B"].	E Yes No
<i>i</i> . Total anticipated liquid waste generation per day: 20,619 gallons/day	
<i>ii.</i> Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all com	ponents and
approximate volumes or proportions of each):	
Samary Sewer.	
<i>iii.</i> Will the proposed action use any existing public wastewater treatment facilities?	∠ Yes N o
 Name of wastewater treatment plant to be used. North Chautauqua Lake WWTP 	
Name of district: North Chautaugua Lake	· · · · · · · · · · · · · · · · · · ·
• 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? Will a line extension within an existing district be necessary to serve the project? If Yes: Describe extensions or capacity expansions proposed to serve this project: Public sanitary sewer lines and potentially a public sanitary sewer pump station will be installed to serve the project. 	☑Yes□No ☑Yes□No
 <i>iv.</i> Will a new wastewater (sewage) treatment district be formed to serve the project site? <i>iv.</i> Will a new wastewater (sewage) treatment district be formed to serve the project site? <i>iv.</i> Applicant/sponsor for new district: Date application submitted or anticipated: <i>What is the provision meter for the meternation</i> 	□Yes □No
 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 spec receiving water (name and classification if surface discharge or describe subsurface disposal plans): N/A 	ifying proposed
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? If Yes: <i>i</i>. How much impervious surface will the project create in relation to total size of project parcel? Square feet or14 acres (impervious surface) Square feet or15.5 acres (parcel size) <i>ii</i>. Describe types of new point sources. Roofs, access aisles, parking spaces, driveways and roads 	Yes No
 iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent p groundwater, on-site surface water or off-site surface waters)? Private on site storm water management areas, these areas will discharge to Chauataqua Lake. 	roperties,
If to surface waters, identify receiving water bodies or wetlands: Chautauqua Lake	
 Will stormwater runoff flow to adjacent properties? <i>iv.</i> Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel 	☐ Yes ☐ No ☐ Yes ☑ No ☐ Yes ☑ No
combustion, waste incineration, or other processes or operations? If Yes, identify: <i>i</i> . Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)	
 <i>ii.</i> Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers) <i>iii.</i> 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>i.</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) <i>ii.</i> In addition to emissions as calculated in the application, the project will generate: 	□Yes□No

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants,	☐Yes ∕ No
landfills, composting facilities)?	
<i>i</i> Estimate methane generation in tons/year (metric):	
<i>ii.</i> Describe any methane capture, control or elimination measures included in project design (e.g., combustion to g	enerate heat or
electricity, flaring):	
i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as	☐Yes √ No
quarry or landfill operations?	
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	∐Yes ∑ No
new demand for transportation facilities or services? [Source: Traffic Impact Study prepared by Passero Ass	ociates dated
If Yes: September 27, 2024.]	
<i>i</i> . when is the peak traffic expected (Check all that apply): \Box Morning \Box Evening \Box weekend	
<i>ii</i> For commercial activities only projected number of truck trips/day and type (e.g. semi trailers and dump truck	s).
iii Parking spaces Existing Proposed Nationary	
iv Dees the proposed ection include one chored use perking?	
<i>w</i> . Does the proposed action include any shared use parking?	LY es No
^v . If the proposed action includes any modification of existing roads, creation of new roads of change in existing	access, describe.
<i>vi.</i> Are public/private transportation service(s) or facilities available within $\frac{1}{2}$ mile of the proposed site?	∏ Yes ∏ No
vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric	□Yes□No
or other alternative fueled vehicles?	
<i>viii</i> . Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing	□Yes□No
pedestrian or bicycle routes?	
k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand	□Yes √ No
for energy?	
If Yes:	
<i>i</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/l	ocal utility or
other):	oour utility, or
· · · · · · · · · · · · · · · · · · ·	
<i>iii.</i> Will the proposed action require a new, or an upgrade, to an existing substation?	□Yes□No
I. Hours of operation. Answer all items which apply.	
<i>i</i> . During Construction: <i>ii</i> . During Operations: Monday, Friday: To be Determine	d
Saturday: As needed Saturday: As needed Saturday:	u
Sunday: Not Applicable Sunday:	
Holidays: Not Applicable Holidays:	

If you Provide details including sources, time of day and duration: Construction activities during weekdays in furtherance of the project will result in temporary and unavoidable noise impacts that will exceed ambient noise levels. ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? Yes ZNo Describe:
Construction activities during weekdays in furtherance of the project will result in temporary and unavoidable noise impacts that will exceed ambient noise levels. IN Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? Yes ZINo IV yes: IV yes: IV yes [] Yes [] No IV yes: I. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures: Lighting will be provided on the Project Site per the standards contained in the ii. Will proposed action nervove existing natural barriers that could act as a light barrier or screen? Yes ZINo Describe :
noise levels. If the proposed action remove existing natural barriers that could act as a noise barrier or screen? If yes INo no. Nill the proposed action have outdoor lighting? If yes If yes no. Nill the proposed action have outdoor lighting? If yes If yes no. Nill the proposed action have outdoor lighting? If yes If yes no. Nill the proposed action have outdoor lighting? If yes If yes no. Nill the proposed action nervove existing natural barriers that could act as a light barrier or screen? If yes INo Describe: If yes, describe possible sources, potential to produce odors for more than one hour per day? If yes INo If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: If yes INo or chemical products 185 gallons in above ground storage of petroleum (combined capacity of over 1,100 gallons) If yes INo or chemical products 185 gallons in above ground storage or any amount in underground storage? If yes INo if Yes: if contrally, describe the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? Yes INo if Yes: i. Describe proposed action (commercial or industrial projects only) involve or
n. Will the proposed action have outdoor lighting? I Yes No If yes: i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures: Lighting will be provided on the Project Site per the standards contained in the iiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiii
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: ☑ Yes □No i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures: □ Yes ☑ No ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? □ Yes ☑ No Describe:
If yes: <i>i</i> . Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures: Lighting will be provided on the Project Site per the standards contained in the <i>ii</i> . Will proposed action remove existing natural barriers that could act as a light barrier or screen? □ Yes ☑ No Describe:
<i>i</i> . Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures: Lighting will be provided on the Project Site per the standards contained in the <i>ii</i> . Will proposed action remove existing natural barriers that could act as a light barrier or screen? □ Yes ☑ No Describe:
Lighting will be provided on the Project Site per the standards contained in the <i>ii.</i> Will proposed action remove existing natural barriers that could act as a light barrier or screen? \Pes \vec{No} Describe:
 <i>ii.</i> Will proposed action remove existing natural barriers that could act as a light barrier or screen? □ Yes ☑ No Describe:
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: □
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: □ Yes ☑ No p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) □ Yes ☑ No or chemical products 185 gallons in above ground storage or any amount in underground storage? If Yes: <i>i</i> . Volume(s) per unit time (e.g., month, year) <i>iii</i> . 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? If Yes: <i>i</i> . Describe proposed action use Integrated Pest Management Practices? □ Yes ☑ No <i>ii</i> . Will the proposed action (commercial or industrial projects only) involve or require the management or disposal □ Yes ☑ No <i>ii</i> . Will the proposed action use Integrated Pest Management Practices? □ Yes ☑ No <i>ii</i> . Will the proposed action (commercial or industrial projects only) involve or require the management or disposal □ Yes ☑ No <i>ii</i> . Will the proposed action use Integrated Pest Management Practices? □ Yes ☑ No If Yes: <i>i</i> . Describe any solid waste(s) to be generat
If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:
occupied structures:
p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) □ Yes ☑ No or chemical products 185 gallons in above ground storage or any amount in underground storage? If Yes if Yes: . Product(s) to be stored . <i>ii.</i> Volume(s)
p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) □ Yes ℤNo or chemical products 185 gallons in above ground storage or any amount in underground storage? □ Yes ℤNo If Yes: . Product(s) to be stored <i>ii.</i> Volume(s) per unit time (e.g., month, year) □ <i>iii.</i> Generally, describe the proposed storage facilities:
 p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) □ Yes ☑ No or chemical products 185 gallons in above ground storage or any amount in underground storage? 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, □ Yes ☑ No insecticides) during construction or operation? If Yes: i. Describe proposed action use Integrated Pest Management Practices? r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal □ Yes ☑ No of solid waste (excluding hazardous materials)? If Yes: i. Describe any solid waste(s) to be generated during construction or operation of the facility: • Construction:
is chemical products 185 galons in above ground storage of any anothin in dideiground storage? If Yes: <i>i</i> . Product(s) to be stored <i>iii</i> . Odume(s) per unit time (e.g., month, year) <i>iiii</i> . Generally, describe the proposed storage facilities: q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, Yes \vec{D}No insecticides) during construction or operation? If Yes: <i>i</i> . Describe proposed treatment(s): <i>iii</i> . Will the proposed action use Integrated Pest Management Practices? r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal Yes \vec{D}No of solid waste (excluding hazardous materials)? If Yes: <i>i</i> . Describe any solid waste(s) to be generated during construction or operation of the facility: <i>c</i> . Construction: <i>c</i> . <i>torus per material of the proposed during construction or operation of the facility:</i>
i. Product(s) to be stored
 ii. Volume(s) per unit time (e.g., month, year) iii. Generally, describe the proposed storage facilities:
iii. Generally, describe the proposed storage facilities: q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, ☐ Yes ☑ No insecticides) during construction or operation? If Yes: i. Describe proposed treatment(s): ii. Will the proposed action use Integrated Pest Management Practices? iVes ☑ No r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal ☐ Yes ☑ No of solid waste (excluding hazardous materials)? If Yes: i. Describe any solid waste(s) to be generated during construction or operation of the facility: • Construction: • Construction: • Con
q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, ☐ Yes ☑ No insecticides) during construction or operation? If Yes: <i>i</i> . Describe proposed treatment(s):
 q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, ☐ Yes ☑ No insecticides) during construction or operation? If Yes: <i>i</i>. Describe proposed treatment(s): <i>ii</i>. 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 ☐ Yes ☑ No of solid waste (excluding hazardous materials)? If Yes: <i>i</i>. Describe any solid waste(s) to be generated during construction or operation of the facility: <i>i</i>. Construction:
If Yes: <i>i</i> . Describe proposed treatment(s): <i>ii</i> . 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 □ Yes ☑ No of solid waste (excluding hazardous materials)? If Yes: <i>i</i> . Describe any solid waste(s) to be generated during construction or operation of the facility: <i>i</i> . Construction: tons per (unit of time)
<i>i</i> . Describe proposed treatment(s): <i>ii</i> . Will the proposed action use Integrated Pest Management Practices? □ Yes □No <i>ii</i> . Will the proposed action (commercial or industrial projects only) involve or require the management or disposal □ Yes ☑No of solid waste (excluding hazardous materials)? If Yes: <i>i</i> . Describe any solid waste(s) to be generated during construction or operation of the facility: <i>i</i> . Construction: tons per (unit of time)
<i>ii.</i> 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 ☐ Yes ☑ No of solid waste (excluding hazardous materials)? If Yes: <i>i.</i> Describe any solid waste(s) to be generated during construction or operation of the facility: <i>c.</i> Construction: tons per (unit of time)
<i>ii.</i> 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 ☐ Yes ☑ No of solid waste (excluding hazardous materials)? If Yes: <i>i.</i> Describe any solid waste(s) to be generated during construction or operation of the facility:
<i>ii.</i> Will the proposed action use Integrated Pest Management Practices?
<i>ii.</i> Will the proposed action use Integrated Pest Management Practices?
 r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal □ Yes ☑ No of solid waste (excluding hazardous materials)? If Yes: <i>i</i>. Describe any solid waste(s) to be generated during construction or operation of the facility: Construction:
of solid waste (excluding hazardous materials)? If Yes: <i>i</i> . Describe any solid waste(s) to be generated during construction or operation of the facility: • Construction: • Construction:
If Yes: <i>i</i> . Describe any solid waste(s) to be generated during construction or operation of the facility: Construction: (unit of time)
<i>i</i> . Describe any solid waste(s) to be generated during construction of operation of the facility.
Operation : tons per (unit of time)
<i>ii.</i> Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:
Construction:
Operation:
<i>iii.</i> Proposed disposal methods/facilities for solid waste generated on-site:
Construction:
Operation:

s. Does the proposed action include construction or modi	fication of a solid waste mana	agement facility?	🗌 Yes 🖌 No
If Yes:			1 1011
<i>i</i> . Type of management or handling of waste proposed other disposal activities):	for the site (e.g., recycling or	transfer station, compostin	g, landfill, or
<i>ii.</i> Anticipated rate of disposal/processing:			
• Tons/month, if transfer or other non-o	combustion/thermal treatment	, or	
Tons/hour, if combustion or thermal to the the the terms of terms o	treatment		
<i>iii</i> . If landfill, anticipated site life:	years		
t. Will the proposed action at the site involve the commen	rcial generation, treatment, sto	orage, or disposal of hazard	ous 🗌 Yes 🖉 No
waste?			
<i>i</i> Name(s) of all hazardous wastes or constituents to be	generated handled or manag	ed at facility.	
i. Tunic(s) of an nazardous wastes of constituents to be	generated, nanared or manag		
<i>ii</i> . Generally describe processes or activities involving h	azardous wastes or constituer	nts:	
<i>iii</i> . Specify amount to be handled or generated to	ons/month		
iv. Describe any proposals for on-site minimization, rec	ycling or reuse of hazardous of	constituents:	
will any hazardous wastes he disposed at an existing	offsite bazardous waste facil	ity?	
If Yes: provide name and location of facility:	, offsite flazardous waste fach	ity:	
If No: describe proposed management of any hazardous	wastes which will not be sent	to a hazardous waste facilit	y:
		·····	·····
E. Site and Setting of Proposed Action			
F 1 L and uses on and surrounding the project site			
a. Existing land uses.	project site		
\Box Urban \Box Industrial \Box Commercial ∇ Resid	lential (suburban)	(non-farm)	
\Box Forest \Box Agriculture \Box Aquatic \Box Other	(specify):	()	
<i>ii.</i> If mix of uses, generally describe:			
b. Land uses and covertypes on the project site.			
Land use or	Current	Acreage After	Change
Covertype	Acreage	Project Completion	(Acres +/-)
• Roads, buildings, and other paved or impervious	1.8	14.0	+12.2
• Forested	0	0	0
Meadows grasslands or brushlands (non-	v		0
agricultural, including abandoned agricultural)	0	0	0
Agricultural	0	0	0
(includes active orchards, field, greenhouse etc.)			
Surface water features			
(lakes, ponds, streams, rivers, etc.)	U	U	0
Wetlands (freshwater or tidal) 0 0 0			
• Non-vegetated (bare rock, earth or fill)	0	0	0

33.7

•

Other

Describe: Landscaping/lawn

21.5

-12.2

 c. Is the project site presently used by members of the community for public recreation? <i>i.</i> If Yes: explain:	☐ Yes ∕ No
 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? If Yes, <i>i</i>. Identify Facilities: 	∐Yes ∑ No
· · · · · · · · · · · · · · · · · · ·	
 e. Does the project site contain an existing dam? If Yes: <i>i</i>. Dimensions of the dam and impoundment: Dam height: feet Surface area: 	∐Yes ⊠ No
Surface area. acres acres	
Volume Impounded: gations OK acre-reet 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 facil	☐Yes / No lity?
<i>i</i> . Has the facility been formally closed?	Yes No
If yes, cite sources/documentation:	
<i>ii.</i> Describe the location of the project site relative to the boundaries of the solid waste management facility:	
<i>iii</i> . Describe any development constraints due to the prior solid waste activities:	
 g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? If Yes: <i>i</i>. Describe waste(s) handled and waste management activities, including approximate time when activities occurred 	□Yes 2 No
 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
<i>i.</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): 	
<i>ii</i> . If site has been subject of RCRA corrective activities, describe control measures:	
<i>iii.</i> Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? If yes, provide DEC ID number(s):	∐Yes⊿No
<i>iv.</i> 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:	☐ Yes ☐No
E.2. Natural Resources On or Near Project Site	
a. What is the average depth to bedrock on the project site? >5 feet	
b. Are there bedrock outcroppings on the project site? If Yes, what proportion of the site is comprised of bedrock outcroppings?%	☐ Yes ☐No
c. Predominant soil type(s) present on project site: Chautauqua silt loam 97 % Busti silt loam 3%	
d. What is the average depth to the water table on the project site? Average: >3 feet	
e. Drainage status of project site soils: Well Drained: % of site Moderately Well Drained: 97% of site Poorly Drained 3% of site	
f. Approximate proportion of proposed action site with slopes: ∇ 0-10%: 5 % of site	
$\overrightarrow{\textbf{V}} 10-15\%: \qquad \underline{\textbf{60}}\% \text{ of site}$ $\overrightarrow{\textbf{V}} 15\% \text{ or greater:} \qquad \underline{35}\% \text{ of site}$	
g. Are there any unique geologic features on the project site? If Yes, describe:	☐ Yes 7 No
 h. Surface water features. <i>i</i>. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? 	□Yes √ No
<i>ii.</i> Do any wetlands or other waterbodies adjoin the project site?	√ Yes No
<i>iii.</i> Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal,	✓ Yes □ No
<i>iv.</i> For each identified regulated wetland and waterbody on the project site, provide the following information: • Streams: NameClassification	
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
1. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? If Yes:	☐Yes √ No
<i>i</i> . Name of aquifer:	

m. Identify the predominant wildlife species that occupy or use the project sit	te:	
Typical species including squirrels, white		
tailed deer, rabbits, etc		
 n. Does the project site contain a designated significant natural community? If Yes: <i>i</i>. Describe the habitat/community (composition, function, and basis for designated significant natural community) 	ignation):	∐Yes Z No
<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	
 o. Does project site contain any species of plant of animal that is listed by the endangered or threatened, or does it contain any areas identified as habitat f If Yes: <i>i.</i> Species and listing (endangered or threatened): 	federal government or NYS as for an endangered or threatened speci	L Y esk∕ № es?
p. Does the project site contain any species of plant or animal that is listed by	NYS as rare, or as a species of	☐ Yes √ No
special concern?		
If Yes:		
<i>i</i> . Species and listing:		
q. Is the project site or adjoining area currently used for hunting, trapping, fish	ning or shell fishing?	Y es V No
If yes, give a other description of now the proposed action may affect that use.	•	· · · · · · · · · · · · · · · · · · ·
E.3. Designated Public Resources On or Near Project Site		
 a. Is the project site, or any portion of it, located in a designated agricultural d Agriculture and Markets Law, Article 25-AA, Section 303 and 304? If Yes, provide county plus district name/number: 	listrict certified pursuant to	∐Yes ∑ No
b. Are agricultural lands consisting of highly productive soils present?		TYes 7 No
<i>i.</i> If Yes: acreage(s) on project site?		
<i>ii.</i> Source(s) of soil rating(s):		
 c. Does the project site contain all or part of, or is it substantially contiguous Natural Landmark? 	to, a registered National	∐Yes Z No
If Yes:		
<i>i</i> . Nature of the natural landmark: Biological Community	Geological Feature	
ii. Provide brief description of landmark, including values behind designation	on and approximate size/extent:	
d. Is the project site located in or does it adjoin a state listed Critical Environment	nental Area?	Ves No
If Yes:		
<i>i</i> . CEA name:		
<i>ii</i> . Basis for designation:		
iii. Designating agency and date:		

 e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commission Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places. In Project Site is not located in the Point Chautauqua Historic District]. <i>i.</i> Nature of historic/archaeological resource: Archaeological Site Historic Building or District <i>ii.</i> Name: Point Chautauqua Historic District <i>iii.</i> Brief description of attributes on which listing is based: 	Yes No oner of the NYS aces?
f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	∐Yes ⊘ No
 g. Have additional archaeological or historic site(s) or resources been identified on the project site? If Yes: <i>i</i>. Describe possible resource(s): <i>ii</i>. Basis for identification: 	☐Yes Ø No
 h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? If Yes: <i>i</i>. Identify resource: <i>ii</i>. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or etc.): 	☐Yes ⊘ No scenic byway,
<i>iii.</i> Distance between project and resource: miles.	
 i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? If Yes: i. Identify the name of the river and its designation: ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? 	Yes No
<i>i</i> . Is the activity consistent with development restrictions contained in our react rait doos	

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.

[A copy of the stormwater summary letter prepared by Christopher Wood, P.E., of Carmina Wood Design dated January 21, 2025 is provided at Attachment "C".]

G. Verification

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

Applicant/S	ponsor Name 1200 Group, LLC c/o Ellicott Development Co.	
	P al P	
	the taking	
Signature	n= ip	

Date February 26, 2025

Title Attorney for Project Sponsor



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.I. [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

Attachment A of of Amended Part 1 of Full Environmental Assessment Form



Attachment B of of Amended Part 1 of Full Environmental Assessment Form

	CARMINA WOOD DE 487 MAIN STREET, SU BUFFALO, NEW YORK (716) 842-3165 FAX (716) 842-02	ESIGN ITE 500 , 14203 63			Project Project Project Subject Sheet:	No.: Name: Address: :	23-4032 Chautauqua P NYS Route 43 Sanitary Sewe 1 of	Date: Point 0 Chauta er & Water 1	2/7/2025 uqua, NY Demand Cal	CS
Sanitary Sewa	age Demand Calculat	ions:								
Phase 1										
<u>i nuse i</u>	0.1 gal/d/sf	x 4,000 sf	=	400	gpd	*use 0	.1 gallons pe	r sa. ft. pe	r dav (offi	ce/retail)
	35 gal/d/seat	x 150 seat	=	5,250	gpd	*use 3	5 gallons per	seat per d	ay (restau	rant)
	10 gal/d/swim	x 115 swim	=	1,150	gpd	*use 1	0 gallons per	swimmer	per day	unnin unn unnin unnin dinn
· • • • • • • • • • • • • • • • • • • •	20 gal/d/slip	x 72 slip	=	1,440	gpd	*use 2	0 gallons per	boat slip p	er day	
apartment	26 gal/d/bdrm	x 42 bdrm	=	1,092	gpd	**use	26 gallons pe	r bdrm per	day	00000
townhouse	26 gal/d/bdrm	x 66 bdrm	=	1,722	gpd	**use	26 gallons pe	r bdrm per	day	
single family	26 gal/d/bdrm	x 32 bdrm	=	839	gpd	**use	26 gallons pe	r bdrm per	day	
<u>Total Sanit</u>	ary Demand (Phase 1	<u>):</u>	=	<u>11,893</u>	<u>gpd</u>					
<u>Phase 2</u>										
townhouse	26 gal/d/bdrm	x 96 bdrm	=	2,497	gpd	**use	26 gallons pe	r bdrm per	day	
single family	26 gal/d/bdrm	x 32 bdrm	=	839	gpd	**use	26 gallons pe	r bdrm per	day	
<u>Total Sanit</u>	ary Demand (Phase 2	<u>):</u>	=	<u>3,336</u>	<u>gpd</u>		0			00
<u>Phase 3</u>										<u>.</u>
townhouse	26 gal/d/bdrm	x 169 bdrm	=	4,392	gpd	**use	26 gallons pe	r bdrm per	day	
single family	26 gal/d/bdrm	x 38 bdrm	=	998	gpd	**use	26 gallons pe	r bdrm per	day	
<u>Total Sanit</u>	ary Demand (Phase 3	<u>):</u>	=	<u>5,390</u>	<u>gpd</u>					
Total Site	Sanitary Demand:		=	<u>20,619</u>	<u>gpd</u>					
Unit Summary			y Own							
Phase 1	24	<u>10wiiiiouse</u> 28		<u>- 311igte 1</u> 10						00
Phase 2	0	40		10)					
Phase 3	0	70		12						
Total	24	138		32						
Bedroom Sumi	marv									
	1 Bedroom	2 Bedroom		3 Bedr	oom	4	Bedroom	Т	otal	
Apartment	6	18		0			0		42	
Townhouse	0	83		55			0	3	31	
Single Family	<u>0</u>	<u>0</u>		<u>26</u>	<u>.</u>		<u>6</u>	1	02	00000
Total	6	101		81			6	4	76	00
Find Peak San	itary Demand:									0
Peaking	g Factor based on Pop	oulation:								
Tota	al demand:	20,619 gpd /	100	gpcd	= 2	06 per ca	pita			
		Population (P)	=		206 peo	ple				
	Peaking Factor : (18 +	-JP) / (4 + JP)	W	here P is ir	n thousa	nds				
	Peaking Factor =	4.14					QQQ			
De-th C	niton (Domos d			_	0E 400	an d				
геак Sa	anitary Demand	= 20,619 X	4.14	=	00,420	sha	· · · · · · · · · · · · · · · · · · ·			
				_	0.000	rfs				
				-	0.132	LI J				ĮĮĮĮ

Attachment C of of Amended Part 1 of Full Environmental Assessment Form



January 21, 2025

Donald Emhardt, Supervisor Chautauqua Municipal Building 2 Academy Street Mayville, NY 14757

Re: Sunset View PUD Town of Chautauqua Applicant/Project Sponsor: 1200 Group LLC c/o Ellicott Development Company

Dear Supervisor Emhardt and Councilmembers:

This letter has been prepared on behalf of the Project Sponsor for the purpose of providing the Town with a summary of how stormwater runoff from impervious surfaces within the Project Site limits will be properly handled. Included at the end of this letter are preliminary grading and storm drainage plans for reference per the information provided within this letter.

In connection with meetings that have been held by the project team with stakeholders, questions have been asked regarding potential stormwater impacts. As a result of the need to install an on-site stormwater management that will comply with the stringent applicable stormwater quality and quantity standards of the New York State Department of Environmental Conservation ("NYSDEC"), 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 redevelopment 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-0-25-001 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 Engineering Department in connection with the project review process prior to the commencement of any on-site construction activities. A Notice of Intent will be prepared in connection with the SWPPP report for the proposed project due to the total disturbance being greater than one (1) acre.

I. <u>Storm Water Design Narrative</u>:

A storm water collection system is proposed for the impervious surfaces including the reconstructed roadways, driveways, access aisles, parking spaces and the proposed mixed-use building, townhouses and single family residences. This system will consist of catch basins placed throughout the Project Site and along the roadways to collect stormwater runoff from these various impervious surfaces. The proposed catch basins will be connected by a series of storm pipes and convey stormwater runoff to the stormwater management areas. The stormwater management areas will be designed in accordance with the NYSDEC Stormwater Management Design Manual as mentioned. 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 north and west towards Lake Chautauqua and off-site to the adjacent neighboring single-family residences along the lakefront. In the developed condition, any developed areas will be conveyed to the stormwater management area and ultimately discharge to a swale which will outlet to Lake Chautauqua at the low point of the project site (northwest area of the project limits). This will prevent stormwater from the developed areas of the site sheet draining offsite to adjacent properties. Discharge from the stormwater management area will be controlled by our engineered outlet control structure or device to not exceed the current existing rate of runoff to the existing ditch under all storm events, which include the 1-year, 10-year and 100-year storm events.

Detention System:

The proposed on-site stormwater management area will consist of multiple bioretention areas providing the required runoff reduction and water quality treatment followed by an underground chamber detention basin that will provide the required volume attenuation. The Concept Plans for the proposed redevelopment project prepared by our firm show the multiple storm water management areas located throughout the redevelopment project. The stormwater system will be designed to maintain the general drainage paths similar to the existing conditions.

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 redevelopment 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 areas 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:

- Tree planting
- Preservation of existing vegetation
- Bioretention areas

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 underground detention system and the outlet structure or device will be restricted through the use of an engineered outlet structure 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 underground detention system and the outlet structure or device will be restricted through the use of an engineered outlet structure 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 underground detention system and the outlet structure or device will be restricted through the use of an engineered outlet structure designed in accordance with NYSDEC criteria.

Design Criteria:

Storm pipes: 10-year storm

Detention: The underground detention system will be designed to contain the 1-year, 10-year, and 100-year 24-hour design storms for the post-development peak rates of runoff, while restricting the outflow rate equal or less the 1-year, 10-year and 100-year 24-hour design storms for the pre-development peak rates of runoff respectively. As the project design progresses, detailed stormwater calculations will be provided within the engineer's report. Based on the conceptual plans and preliminary grading/drainage layout, below is a summary of the estimated pre and post-development stormwater runoff flowrates for the entire project site.

Runoff Summary:

Event	Ex. Runoff (cfs)	Pro. Runoff (cfs)
1-year	18.8	10.5
10-year	62.5	29.3
100-year	145.6	55.2

II. <u>Conclusion</u>:

As outlined in detail above, the installation of an on-site stormwater management system complying with the applicable stringent stormwater quality and quantity standards will ensure the proposed redevelopment project will not result in any potentially significant adverse drainage impacts. This letter and the enclosed plans provide the Town Board with the necessary information to take a "hard look" at potential adverse drainage and stormwater impacts in connection with

the coordinated environmental review of the project pursuant to the State Environmental Quality Review Act ("SEQRA").

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

If you have any questions regarding the above information, please contact me at 716-550-3342. Thank You.

Sincerely,

Christopher Wood, P.E.

cc: Akin, Councilmember Kenneth Burnett, Councilmember Thomas Carlson, Councilmember Scott Cummings, Councilmember Rebecca Luba, RMC, Town Clerk Joel Seachrist, Esq., Town Attorney Frank Watson, Code Enforcement Officer Tom Fox, Ellicott Development Company Sean W. Hopkins, Esq., Hopkins Sorgi & McCarthy PLLC













Exhibit 17

Updated Traffic Impact Report prepared by Passaro Associates dated May 1, 2025



May 2, 2025

20243810.0001

SUNSET VIEW, A POINT CHAUTAUQUA COMMUNITY

TOWN OF CHAUTAUQUA, NY

Updated: May 1, 2025

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



TRAFFIC IMPACT REPORT – SUNSET VIEW, A POINT CHAUTAUQUA COMMUNITY

May 2, 2025

PA

TABLE OF CONTENTS

1.0	EXECUTIVE SUMMARY	2
2.0	INTRODUCTION	
	2.1 Study Purpose and Objectives	5
	2.2 Traffic Impact Report Methodology	5
	2.3 Project Location	5
	2.4 Study Area	5
3.0	TRANSPORTATION SETTING	6
	3.1 Description of Study Area Roadways	6
	Table 1: Existing Highway System	
	Table 2: Multimodal Network	
	3.2 Planned/Programmed Highway Improvements	6
4.0	EXISTING CONDITIONS ANALYSIS	7
	4.1 Peak Intervals for Analysis	7
	4.2 Existing Traffic Volume Data	7
	Table 3: Seasonal Adjustment Categories	7
5.0	BACKGROUND (NO BUILD) CONDITIONS	8
6.0	PROPOSED DEVELOPMENT CONDITIONS	
	6.1 Project Description	8
	6.2 Proposed Traffic Generation	9
	Table 4: Site Generated Trips	
	6.3 Trip Distribution	
	6.4 Full Development Volumes	
	6.5 Signt Distance Evaluation	10 11
7.0	TRAFFIC OPERATIONS AND ANALYSIS	
	7.1 Left-Turn warrant investigation	II
	7.2 Description of Capacity Analysis	IZ
	7.3 Generalized Accentable Level of Service Thresholds	13
	7.5 Generalized Acceptable Eevelor Service Thresholds	13
	Table 7: Capacity Analysis Results	
8.0	CONCLUSIONS AND RECOMMENDATIONS	
9.0	REFERENCES	
10.0	FIGURES	16

APPENDICES

APPENDIX A:	EXISTING TRAFFIC COUNT DATA
APPENDIX B:	MISCELLANEOUS CALCULATIONS
APPENDIX C:	LOS CALCULATIONS – EXISTING CONDITIONS
APPENDIX D:	LOS CALCULATIONS – BACKGROUND CONDITIONS
APPENDIX E:	LOS CALCULATIONS – FULL BUILD CONDITIONS







May 2, 2025

1.0 EXECUTIVE SUMMARY

The purpose of this updated report is to evaluate the potential traffic impacts related to the Sunset View mixed-use project. Within this updated 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.

This report has been revised to incorporate additional analysis of seasonal traffic impacts that were not fully represented in the initial submission. In response to concerns raised by stakeholders and neighborhood residents, supplementary data were collected to more accurately reflect the localized travel patterns within the surrounding neighborhood.

Furthermore, the site plan has undergone targeted modifications aimed at mitigating the volume of site-generated traffic traveling through the adjacent residential area. These adjustments are intended to better distribute traffic flow, reduce potential cut-through traffic, and enhance compatibility with existing neighborhood conditions. The updated analysis reflects these design refinements and provides an assessment of their anticipated benefits with respect to neighborhood traffic relief.

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 as depicted on the updated Concept Site Plan [Drawing C-100 -Date; 04/30/25] prepared by Carmina Wood Design:

- Proposed Land Uses:
 - o Single-Family Homes: 32 units
 - **Townhomes:** 118 units
 - Mixed Use Building:
 - Apartments: 24 units



May 2, 2025



- Brewery: ±6,000 SF
- Community Center / Leasing Office / Storage: 8,400 SF

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

- Access: Provided via two new driveways along NY-430 for the mixed-use building with internal connections to the townhomes and a portion of the single-family homes. Fairview Avenue will be reconstructed for project and public use. The remaining portion of the single-family homes will be accessible via Zephyr Avenue.
- **Sidewalks:** Sidewalks are planned to connect the mixed-use building to Chautauqua Lake.

Study Area

To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the following intersections. Additional intersections were included in the analysis per request by the Point Chautauqua Community Board along Leet Avenue. The project site location and study area are illustrated in **Figure 1**.

- NY-430 at Chautauqua Estates Southerly Driveway
- NY-430 at Leet Ave (Northerly)
- NY-430 at Leet Ave (Southerly)
- Leet Avenue at Fairview Avenue
- Leet Avenue at Zephyr Avenue
- Leet Avenue at Lookout Avenue
- Leet Avenue at Elm Avenue

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. Additional traffic counts were conducted on March 19, 2025, at the Leet Avenue intersections during the same peak periods. These counts were inflated to reflect seasonal conditions based on the May 2024 data.

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 presents an evaluation of the potential traffic impacts associated with the proposed mixed-use development. The analysis determined that the existing transportation network can adequately accommodate the anticipated increase in traffic volumes. Minor traffic increases are expected at study area intersections.

The proposed project is projected to generate approximately 26 entering and 67 exiting vehicle trips during the AM peak hour, and 102 entering and 66 exiting vehicle trips during the PM peak hour.


TRAFFIC IMPACT REPORT - SUNSET VIEW, A POINT CHAUTAUQUA COMMUNITY

May 2, 2025

Two specific sight distance constraints were identified at the proposed driveway intersections along NY-430. To address these, it is recommended that intersection warning signs (W2-2) be installed: one 495 feet south of the northerly driveway facing northbound traffic, and another 495 feet north of the southerly driveway facing southbound traffic.

The study also found that the thresholds for installing left-turn lanes at the site driveways and at Leet Avenue (Northerly) were not met based on NYSDOT guidelines. Nonetheless, all traffic movements are expected to operate at LOS B or better during both the morning and evening peak periods, indicating minimal delay.

Overall, the capacity analysis indicates that the roadway network can adequately support the traffic generated by the project. In accordance with the SEQRA, the findings—based on accepted national and local methodologies—demonstrate that the proposed development will 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 mixed-use 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. The site plan, 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.
 - o **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. Additional intersections were included in the analysis per request by the Point Chautauqua Community Board along Leet Avenue. The project site location and study area are illustrated in **Figure 1**.

- NY-430 at Chautauqua Estates Southerly Driveway
- NY-430 at Leet Ave (Northerly)
- NY-430 at Leet Ave (Southerly)
- Leet Avenue at Fairview Avenue
- Leet Avenue at Zephyr Avenue
- Leet Avenue at Lookout Avenue
- Leet Avenue at Elm Avenue





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. The Annual Average Daily Traffic (AADT), in vehicles per day (vpd), reflects 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	Lanes per	Lane Width	Shoulder	AADT			
			(mph)	Direction	(feet)	Width (feet)	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

Interception	Traffic		Pedestrian		Bicy	/cle	Other		
Intersection	Control	Sidewalk	Crosswalk	Ped Signal	Lane	Other Tra		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	Ν	
NY-430 at Leet Avenue (northerly)	Stop	N	N	N	N	In-lane, shoulder	N	Y	
NY-430 at Leet Avenue (southerly)	Stop	N	N	N	N	In-lane, shoulder	N	Y	

3.2 Planned/Programmed Highway Improvements

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





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.

Additional traffic counts were conducted on March 19, 2025, at the Leet Avenue intersections during the same peak periods. These counts were inflated to reflect seasonal conditions adjustments based on the May 2024 traffic count data.

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.

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%

Table 3: Seasonal Adjustment Categories

Based on input received during the review process for the proposed project, this updated report 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 that are predominantly utilized during the summer season beginning on Memorial Day weekend and concluding on Labor Day weekend.

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



TRAFFIC IMPACT REPORT – SUNSET VIEW, A POINT CHAUTAUQUA COMMUNITY

May 2, 2025



of year the traffic counts were conducted and resulting additional analysis, a seasonal adjustment factor was appropriately applied to the collected traffic volumes.

As noted, the March 2025 counts were inflated to account for the seasonal nature and adjusted using the NYSDOT seasonal adjustment factor for a more conservative analysis. Furthermore, the May 2024 counts were increased by 2.0% to account for the time period between the initial report and this updated report.

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 2** 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 3** illustrates the background traffic conditions.

6.0 PROPOSED DEVELOPMENT CONDITIONS

6.1 Project Description

The proposed Chautauqua Point Development comprises the following components. The updated Concept Site Plan is included at the end of this report.

- Proposed Land Uses:
 - o Single-Family Homes: 32 units
 - o Townhomes: 118 units
 - Mixed Use Building:
 - Apartments: 24 units
 - Brewery: 6,000 SF
 - Community Center / Leasing Office / Storage: 8,400 SF
- Access: Provided via two new driveways along NY-430 for the mixed-use building with internal connections to the townhomes and a portion of the single-family homes. Fairview Avenue will be reconstructed for project and public use. The remaining portion of the single-family homes will be accessible via Zephyr Avenue.
- **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.

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

Description	Ci z o	AM Pea	ık Hour	PM Peak Hour		
Description	Size	Enter	Exit	Enter	Exit	
Single Family Homes (ITE 210)	32 Units	6	16	19	11	
Townhomes (ITE 215)	118 Units	14	43	40	27	
Apartments (ITE 220)	24 Units	2	8	8	4	
Brewery (ITE 971)	6,000 SF	4	0	35	24	
Total Trip Generation		26	67	102	66	

Table 4: Site Generated Trips

The proposed project is expected to generate approximately 26 entering and 67 exiting vehicle trips during the AM peak hour, and 102 entering and 66 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.
- Navigational aids (e.g., Google Maps, Apple Maps, Waze, etc.).
- Existing traffic patterns.
- Existing traffic conditions and controls.

Figure 4 shows the anticipated trip distribution pattern percentages for the project site by proposed land use. Figure 5 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 3**) and the new site-generated traffic volumes (**Figure 5**) to yield the traffic volumes under full development conditions. **Figure 6** illustrates the full-built 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.





Intersection	Posted	Design	Required	Desirable	Available Sight Distance to the:					
Intersection	Speed	Speed	SSD ISD		Left	Rigth				
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+				

Table 5:Sight Distance Evaluation

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.

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 driveways 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 driveways, as well as Leet Avenue, 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 period of time. 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 roadway/highway segments.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the latest Transportation Research Board (TRB) *Highway Capacity Manual (HCM) (7th Edition)*. 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 LOS based on the HCM as an indicator of how well intersections operate.

Evaluations may also be supplemented with traffic simulation modeling using an extension of *Synchro* called *SimTraffic*. During simulation modeling, vehicles are individually tracked, and statistics are recorded on a second-by-second basis to determine the delays each vehicle experiences. Since *SimTraffic* simulation modeling is microscopic and stochastic, meaning car movement parameters vary randomly within a set distribution based on an initial seed number, the same traffic volume may result in slightly different results depending on the random seed used. Therefore, simulation results are reported based on an average value of multiple simulation runs (five or more) to reduce the variability in results.

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. **Table 6** depicts LOS criteria for signalized and unsignalized intersections with their associated average delays per vehicle in seconds.

LOS	Signalized Control	Unsignalized Control
А	< 10	< 10
В	10 – 20	10 – 15
С	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	> 80	> 50

Table 6: Level of Service Criteria

Signalized intersection LOS is defined in terms of the average total vehicle delay of individual and all movements through an intersection for a 15-minute analysis period. The total delay experienced by a road user can be defined as the difference between the measured travel time and the reference travel time that would result in the absence of traffic control, changes in speed due to geometric conditions, any incidents, and the interaction with any other road users (adapted from the HCM definition).

LOS criteria for unsignalized intersections differ from those for signalized intersections. This is primarily due to driver expectations—signalized intersections are designed to accommodate higher traffic volumes, while unsignalized intersections introduce more uncertainty for users. Delays at unsignalized intersections are generally less predictable compared to signalized intersections, where traffic control provides more consistent operations.





7.3 Generalized Acceptable Level of Service Thresholds

In accordance with common transportation engineering practice in conjunction with NYSDOT, ITE, and SEQRA methodologies, a project may have a noticeable impact if the addition of peak hour trips would increase traffic volumes by 100 vehicles or more.¹ Local reviewing agencies (e.g., NYSDOT, MCDOT, and the SEQRA process) use guidelines in determining whether a project may result in a change in vehicular operations—noticeable drop in LOS, increase in delays, or increase in v/c ratios—and potentially requires appropriate mitigation to offset project-related impacts. SEQRA requires the lead agency to identify an impact as either "none/small impact" or "moderate to large impact."

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 v/c ratio is below 1.0. NYSDOT specifically considers a LOS C to be acceptable in rural conditions and a LOS D to be acceptable in urban conditions.

SEQRA guidelines and recommended practice indicate that a project generating fewer than 100 peak hour vehicle trips per day is unlikely to result in significant adverse impacts. In general, traffic volume increases less than these thresholds could be attributed to the fluctuation of vehicles due to driver patterns that occur during the day, on different days of the week, or different months of the year.

7.4 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.

¹ Multimodal Transportation Impact Analysis for Site Development: An ITE Recommended Practice. Institute of Transportation Engineers. Washington DC. 2023.



Table 7: Capacity Analysis Results

	2	2025 Ex	xistin	g Cor	dition	S	2	030 No	o Buil	d Co	ndition	S	2	030 Fu	ll Bui	ld Co	nditio	ns
Intersection		AM			РМ			AM			PM			AM			РМ	
	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
1. NY-430 at Chautauqua Estates																		
EB - Chautauqua Estates	А	0.0	0.00	Α	9.8	0.01	Α	0.0	0.00	А	9.9	0.01	А	0.0	0.00	В	10.4	0.01
NB - NY-430	А	7.6	0.00	Α	7.8	0.00	Α	7.6	0.00	Α	7.8	0.00	А	7.7	0.00	Α	8.0	0.01
2. NY-430 at Proposed Northerly Access																		
EB - Northerly Access		Not Duil	L		Not Duil	+		Not Duil	+		Not Duil		В	11.6	0.01	В	12.8	0.04
NB - NY-430		NOL DUII	ι	1	NOL DUII	ι	1	NOL DUII	ι		NOL DUII	ι	Α	0.0	0.00	А	8.0	0.00
3. NY-430 at Proposed Southerly Access																		
EB - Southerly Access		Not Duil		,		+		Not Duil	•		Not Duil		В	11.3	0.06	В	12.3	0.08
NB - NY-430		NOL DUII	ι	1	NOL DUII	ι	1	NOL DUII	ι		NOL DUII	ι	Α	7.7	0.00	Α	8.0	0.02
4. NY-430 at Leet Avenue (N)																		
EB - Leet Avenue	В	10.4	0.01	В	10.8	0.02	В	10.5	0.01	В	11.0	0.02	В	10.1	0.05	В	11.4	0.06
NB - NY-430	А	7.6	0.00	Α	7.8	0.00	Α	7.7	0.00	А	7.9	0.00	Α	7.7	0.01	А	8.0	0.03
5. NY-430 at Leet Avenue (S)																		
WB - NY-430	А	7.6	0.00	Α	7.8	0.01	Α	7.6	0.00	Α	7.8	0.01	Α	7.7	0.01	Α	7.9	0.01
NB - Leet Avenue	Α	9.7	0.01	В	10.4	0.01	Α	9.8	0.01	В	10.6	0.01	Α	9.8	0.01	В	10.8	0.01
6. Leet Avenue at Fairview Avenue																		
EB - Leet Avenue	Α	0.0	0.00	Α	0.0	0.00	Α	0.0	0.00	Α	0.0	0.00	Α	0.0	0.00	Α	0.0	0.00
SB - Fairview Avenue	А	8.6	0.00	Α	8.6	0.00	Α	8.6	0.00	А	8.6	0.00	Α	8.7	0.02	Α	8.8	0.02
7. Leet Avenue at Zephyr Avenue																		
EB - Zephyr Avenue	А	0.0	0.00	Α	8.5	0.00	Α	0.0	0.00	А	8.5	0.00	А	8.6	0.01	А	8.6	0.01
NB - Leet Avenue	А	7.2	0.00	Α	7.2	0.00	Α	7.2	0.00	А	7.2	0.00	А	7.2	0.00	Α	7.3	0.00
8. Leet Avenue at Lookout Avenue																		
EB - Lookout Avenue	А	8.3	0.00	Α	8.6	0.01	Α	8.3	0.00	А	8.6	0.01	Α	8.4	0.00	Α	8.6	0.01
NB - Leet Avenue	А	0.0	0.00	Α	0.0	0.00	Α	0.0	0.00	А	0.0	0.00	А	0.0	0.00	Α	0.0	0.00
9. Leet Avenue at Elm Avenue																		
EB - Leet Avenue	А	8.6	0.00	Α	8.6	0.00	Α	8.6	0.00	А	8.6	0.00	Α	8.6	0.00	А	8.6	0.00
NB - Elm Avenue	А	0.0	0.00	Α	0.0	0.00	Α	0.0	0.00	Α	0.0	0.00	А	0.0	0.00	Α	0.0	0.00

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





The additional traffic volumes generated by the proposed project can be accommodated by the existing transportation system. In accordance with SEQR based on the analysis herein, the project will result in small impacts to the adjacent roadway which do not require capacity improvements.

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 26 entering and 67 exiting vehicle trips during the AM peak hour, and 102 entering and 66 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 recommended guidelines for installation of left-turn lanes along NY-430 at the site driveways and Leet Ave (Northerly) were not satisfied.
- 5. All movements operate at a highly acceptable LOS B or better under all conditions during the peak hours.
- 6. 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.
- 7. 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. Washington, DC. 2022.
- <u>Trip Generation Manual 11th Edition</u>. Institute of Transportation Engineers). Washington, DC. 2021.
- <u>Manual on Uniform Traffic Control Devices 11th Edition</u>. Federal Highway Administration. 2023.
- OnTheMap. US Census Bureau. 2025.
- <u>Traffic Data Viewer</u>. New York State Department of Transportation. 2025.
- Highway Functional Classification Concepts, Criteria, and Procedures. Federal Highway Administration. 2023.
- Traffic Monitoring Guide. Federal Highway Administration. 2022.
- <u>Highway Design Manual</u>. New York State Department of Transportation. Latest Revisions.
- NCHRP Report 279 Intersection Channelization Design Guide. Transportation Research Board. 1985.

10.0 FIGURES

Figures 1 through 6 are included on the following pages.













Peak Hour Volumes 2025 Existing Conditions







Project Number: 20243810.0001



Peak Hour Volumes 2030 Background Conditions











Trip Distribution

KEY: %(%)[%]{%} = North End (Midtown) [South] {Taproom}

Project Number: 20243810.0001

→ Entering Trip → Exiting Trip



Chautauqua Point, Town of Chautauqua, NY

Trip Assignment







Peak Hour Volumes Full Build Conditions





APPENDICES



APPENDIX A: EXISTING TRAFFIC COUNT DATA



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

Leg	Leet Avenue	2			E Lake Roa	ad			E Lake Road	l			
Direction	Eastbound				Northbound	d			Southbound				
Time	L	R	U	Арр	L	Т	U	Арр	Т	R	U	Арр	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

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



Total: 573 [S] E Lake Road

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

Leg	Leet Avenue	2			E Lake Roa	ıd			E Lake Road	1			
Direction	Eastbound				Northboun	d			Southbound				
Time	L	R	U	Арр	L	Т	U	Арр	Т	R	U	Арр	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



Out: 169 In: 158 Total: 327 [S] E Lake Road 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

Leg E Lake Road Leet Avenue E Lake Road Direction Eastbound Northbound Southbound App Int Time U U Арр U L R Т т R Арр L 2024-05-29 3:00PM 3:15PM 3:30PM 3:45PM Hourly Total 4:00PM 4:15PM 4:30PM 4:45PM Hourly Total 5:00PM 5:15PM 5:30PM 5:45PM Hourly Total Total 0% 96.2% % Approach 76.2% 23.8% 0.8% 99.2% 0% 0% 3.8% . 57.0% % Total 1.7% 0.5% 0% 2.3% 0.3% 40.4% 0% 40.7% 54.8% 2.2% 0% Lights and Motorcycles 96.7% % Lights and Motorcycles 100% 100% 95.4% 95.4% 97.4% 97.5% 100% 0% 100%0% 100% 0% Heavy % 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

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



Out: 507 In: 373 Total: 880 [S] Leet Avenue

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

Leg	E Lake Road				Leet Avenue	2			E Lake Road				
Direction	Eastbound				Northbound				Southbound				
Time	L	R	U	Арр	L	Т	U	Арр	Т	R	U	Арр	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	Q	2	120	0	141	10/	7	0	201	251
	5	-	0	5		155	0	141	194	/	0	201	551
% Approach	55.6%	44.4%	0%	-	1.4%	98.6%	0%	-	96.5%	3.5%	0%	- 201	
% Approach % Total	55.6% 1.4%	44.4% 1.1%	0% 0%	- 2.6%	1.4% 0.6%	98.6% 39.6%	0% 0%	40.2%	96.5% 55.3%	3.5% 2.0%	0% 0%	- 57.3%	-
% Approach % Total PHF	55.6% 1.4% 0.625	44.4% 1.1% 0.500	0% 0% -	2.6%	1.4% 0.6% 0.500	98.6% 39.6% 0.914	0% 0% -	40.2%	96.5% 55.3% 0.674	3.5% 2.0% 0.875	0% 0% -	57.3% 0.679	- - 0.763
% Approach % Total PHF Lights and Motorcycles	55.6% 1.4% 0.625 5	44.4% 1.1% 0.500 4	0% 0% - 0	2.6% 0.750 9	1.4% 0.6% 0.500 2	98.6% 39.6% 0.914 129	0% 0% - 0	40.2%	96.5% 55.3% 0.674 193	3.5% 2.0% 0.875 7	0% 0% - 0	57.3% 0.679 200	- - 0.763 340
% Approach % Total PHF Lights and Motorcycles % Lights and Motorcycles	55.6% 1.4% 0.625 5 100%	44.4% 1.1% 0.500 4 100%	0% 0% - 0%	2.6% 0.750 9 100%	1.4% 0.6% 0.500 2 100%	98.6% 39.6% 0.914 129 92.8%	0% 0% - 0 0%	40.2% 0.928 131 92.9%	96.5% 55.3% 0.674 193 99.5%	3.5% 2.0% 0.875 7 100%	0% 0% - 0%		
% Approach % Total PHF Lights and Motorcycles % Lights and Motorcycles Heavy	55.6% 1.4% 0.625 5 100% 0	44.4% 1.1% 0.500 4 100% 0	0% 0% - 0 0% 0%	2.6% 0.750 9 100%	1.4% 0.6% 0.500 2 100% 0	98.6% 39.6% 0.914 129 92.8% 10	0% 0% - 0 0% 0%	40.2% 0.928 131 92.9% 10	96.5% 55.3% 0.674 193 99.5%	3.5% 2.0% 0.875 7 100% 0	0% 0% - 0% 0%	201 - 57.3% 0.679 200 99.5% 1	0.763 340 96.9%

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

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



Out: 198 In: 141 Total: 339 [S] Leet Avenue 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

Leg Leet Ave E Lake Rd E Lake Rd Direction Eastbound Northbound Southbound App Int Time L U U U R Арр L Т Арр Т R 2024-05-29 7:00AM 7:15AM 7:30AM 7:45AM Hourly Total 8:00AM 8:15AM 8:30AM 8:45AM Hourly Total Total % 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 90.0% 90.0% 93.0% 85.7% 93.9% 93.4% % Lights and Motorcycles 100% 87.5% 0% 93.1% 0% 94.1% 0% Heavy 0% 12.5% 10.0% 6.9% 7.0% 5.9% 6.1% 6.6% % Heavy 0% 10.0% 0% 14.3% 0%

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

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



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

Leg	Leet Ave				E Lake Rd				E Lake Rd				
Direction	Eastbound				Northbound				Southbound				
Time	L	R	U	Арр	L	Т	U	Арр	Т	R	U	Арр	Int
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



Total: 325 [S] E Lake Rd 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

Leg Leet Ave E Lake Rd E Lake Rd Direction Eastbound Northbound Southbound App Int Time U U U L R L Т Арр т R Арр 2024-05-29 3:00PM 3:15PM 3:30PM 3:45PM Hourly Total 4:00PM 4:15PM 4:30PM 4:45PM Hourly Total 5:00PM 5:15PM 5:30PM 5:45PM Hourly Total Total 40.7% 0% 98.8% % Approach 59.3% 4.0% 96.0% 0% 0% 1.2% _ 55.8% % Total 1.2% 1.7% 0% 2.9% 1.6%39.7% 0% 41.3% 55.1% 0.7% 0% Lights and Motorcycles 100% 95.8% 96.8% % Lights and Motorcycles 100% 100% 100% 95.6% 97.4% 97.5% 0% 0% 100% 0% Heavy % 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
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



Out: 522 In: 379 Total: 901 [S] E Lake Rd

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

Leg	Leet Ave				E Lake Rd				E Lake Rd				
Direction	Eastbound				Northbound	l			Southbound				
Time	L	R	U	Арр	L	Т	U	Арр	Т	R	U	Арр	Int
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



Out: 201 In: 144 Total: 345 [S] E Lake Rd

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

Leg East Lake Road East Lake Road CLE South Driveway Direction Southbound Northbound Eastbound App Int Time U U U R Т Арр Т Арр R L L 2024-05-29 7:00AM 7:15AM 7:30AM 7:45AM Hourly Total 8:00AM 8:15AM 8:30AM 8:45AM Hourly Total Total % 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 94.0% 93.0% 93.1% 100% 93.6% % Lights and Motorcycles 100% 94.0% 0% 100%0% 100%100% 0% Heavy 0% 6.0% 7.0% 6.9% 0% 0% 6.4% % Heavy 6.0% 0% 0% 0% 0% 0%

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

Chautauqua Lake Estates South Driveway Weekd ... - TMC

Full Length (7 AM-9 AM) All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192434, Location: 42.247266, -79.462406



Out: 283 In: 304 Total: 587 [S] East Lake Road

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

Leg	East Lake R	load			East Lake Ro	bad			CLE Sout	h Drivev	vay		
Direction	Southbound	l			Northbound				Eastbound	ł			
Time	R	Т	U	Арр	Т	L	U	Арр	R	L	U	Арр	Int
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



Out: 170 In: 164 Total: 334 [S] East Lake Road

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

Leg East Lake Road East Lake Road CLE South Driveway Direction Southbound Northbound Eastbound App Int Time U U R Т Т Арр R L U Арр L 2024-05-29 3:00PM 3:15PM 3:30PM 3:45PM Hourly Total 4:00PM 4:15PM 4:30PM 4:45PM Hourly Total 5:00PM 5:15PM 5:30PM 5:45PM Hourly Total Total 97.2% % Approach 1.4% 98.6% 2.8% 0% 56.3% 43.8% 0% 0% 42.3% % Total 0.8% 55.2% 0% 56.0% 41.1% 1.2% 0% 1.0% 0.8% 0% 1.7% Lights and Motorcycles 100% 96.7% % Lights and Motorcycles 97.2% 97.3% 95.8% 100% 95.9% 100%0% 0% 100% 100%0% Heavy 2.8% % Heavy 0% 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

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1192436, Location: 42.247266, -79.462406



Out: 517 In: 389 Total: 906 [S] East Lake Road

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

Leg	East Lake R	oad			East Lake R	oad			CLE South I	Driveway			
Direction	Southbound				Northbound				Eastbound				
Time	R	Т	U	Арр	Т	L	U	Арр	R	L	U	Арр	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



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



Out: 200 In: 144 Total: 344 [S] East Lake Road



File Name : Leet & Elm AM Site Code : 00200876 Start Date : 3/19/2025 Page No : 1

Groups Printed- All Vehicles Leet Elm Leet Eastbound Westbound Northbound Southbound Start Time Left Thru Right Peds Left Thru Right Peds Left Thru Right Peds Left Thru Right Peds Int. Total App. Total App. Total App. Total App. Total 07:00 AM 07:15 AM 07:30 AM 07:45 AM Total 08:00 AM 08:15 AM 08:30 AM 2 08:45 AM Total Grand Total 66.7 33.3 Apprch % 27.3 Total % 27.3 27.3 45.5 45.5 18.2 9.1

PASSERO architecture engineering 242 West Main St, Suite 100

File Name : Leet & Elm AM Site Code : 00200876 Start Date : 3/19/2025

Page No : 2

			Leet										Elm					Leet			
		Ea	astbou	nd			W	estbou	nd			No	rthbo	ınd			So	uthbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	07:00	AM to	08:45 A	M - Pe	eak 1 o	f 1													
Peak Hour fo	r Entir	e Inter	section	Begin	s at 08:0	00 AM															
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
Total Volume	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	6
% App. Total	100	0	0	0		0	0	0	0		0	100	0	0		0	50	50	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.000	.250	.250	.000	.250	.500





File Name : Leet & Elm PM Site Code : 00200876 Start Date : 3/19/2025 Page No : 1

									oups I	Imreu											
			Leet										Elm					Leet			
		Ea	istbou	nd			W	estbou	nd	_		No	rthbo	ind			Sou	uthbou	ind	_	
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	6
Grand Total	1	0	0	0	1	0	0	0	0	0	0	7	0	0	7	0	3	1	0	4	12
Apprch %	100	0	0	0		0	0	0	0		0	100	0	0		0	75	25	0		
Total %	8.3	0	0	0	8.3	0	0	0	0	0	0	58.3	0	0	58.3	0	25	8.3	0	33.3	

Groups Printed- All Vehicles

PASSERO architecture engineering 242 West Main St, Suite 100

File Name : Leet & Elm PM Site Code : 00200876 Start Date : 3/19/2025

Page No : 2

			Leet										Elm					Leet]
		Ea	astbou	nd			W	estbou	nd			No	rthbou	ınd			So	uthbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	04:00	PM to	05:45 Pl	M - Pea	ak 1 of	1													
Peak Hour fo	or Entir	e Inters	section	Begin	s at 04:0	00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	6
% App. Total	0	0	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.250	.000	.000	.250	.750



PASSERO architecture engineerinc 242 West Main St, Suite 100

File Name: Leet & Fairview AMSite Code: 00200869Start Date: 3/19/2025Page No: 1

								Gr	<u>oups P</u>	rinted-	<u>All Ve</u>	hicles									
		I	airvie	w									Leet					Leet			
		Ea	astbour	nd			W	estbou	nd			No	rthbou	ınd			Sou	uthbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	80	0	0	80	

PASSERO architecture engineering 242 West Main St, Suite 100

File Name : Leet & Fairview AM Site Code : 00200869 Start Date : 3/19/2025 Page No : 2

	1					1															7
		I	Fairvie	ew									Leet					Leet			
		Ea	astbou	nd			W	estbou	nd			No	rthbo	und			So	uthbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	07:00	AM to	08:45 A	M - Pe	eak 1 o	f 1													
Peak Hour fo	or Entir	e Inter	section	n Begin	s at 07:1	15 AM															
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.375



PASSERO architecture engineerinc 242 West Main St, Suite 100

File Name : Leet & Fairview PM Site Code : 00200869 Start Date : 3/19/2025 Page No : 1

								Gr	oups P	rinted-	All Ve	hicles									_
		I	Fairvie	w									Leet					Leet			
		Ea	istbou	nd			W	estbou	ınd			No	rthbou	ind			So	uthbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	40	0	0	40	0	60	0	0	60	

242 West Main St, Suite 100

File Name : Leet & Fairview PM Site Code : 00200869 Start Date : 3/19/2025 Page No : 2

		ŀ	airvie	w									Leet					Leet]
		Ea	stbou	nd			W	estbou	ind			No	rthbo	und			So	uthbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	04:00	PM to	05:30 P	M - Pe	ak 1 of	1													
Peak Hour fo	r Entir	e Inters	section	Begin	s at 04:1	5 PM															
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.750



PASSERO architecture engineerinc 242 West Main St, Suite 100

File Name: Leet & Lookout AMSite Code: 00200870Start Date: 3/19/2025Page No: 1

								Gr	<u>oups P</u>	rinted-	<u>All Ve</u>	hicles									
			Leet					Leet]	Lookou	ut							
		E	astbou	nd			W	estbou	nd			No	rthbou	und			So	uthbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
Apprch %	0	50	50	0		0	0	0	0		0	0	100	0		0	0	0	0		
Total %	0	33.3	33.3	0	66.7	0	0	0	0	0	0	0	33.3	0	33.3	0	0	0	0	0	

PASSERO architecture engineering 242 West Main St, Suite 100

File Name : Leet & Lookout AM Site Code : 00200870 Start Date : 3/19/2025 Page No : 2

			Leet					Leet				J	Looko	ut]
		Ea	stbou	nd			W	estbou	nd			No	rthbo	und			So	uthbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	07:00	AM to	08:45 A	M - Pe	eak 1 o	f 1													
Peak Hour fo	r Entir	e Inters	section	Begin	s at 07:0	00 AM															
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
% App. Total	0	100	0	0		0	0	0	0		0	0	100	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250



PASSERO architecture engineerinc 242 West Main St, Suite 100

File Name : Leet & Lookout PM Site Code : 00200870 Start Date : 3/19/2025 Page No : 1

								Gre	oups P	rinted-	All Ve	hicles									
			Leet					Leet				I	Lookou	ıt							
		Ea	astbour	nd			W	estbou	nd			No	rthbou	ind			Sou	uthbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	1	1	0	2	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	5
Grand Total	0	1	3	0	4	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	7
Apprch %	0	25	75	0		0	100	0	0		100	0	0	0		0	0	0	0		
Total %	0	14.3	42.9	0	57.1	0	14.3	0	0	14.3	28.6	0	0	0	28.6	0	0	0	0	0	

PASSERO architecture engineering 242 West Main St, Suite 100

File Name : Leet & Lookout PM Site Code : 00200870 Start Date : 3/19/2025 Page No : 2

			Leet					Leet]	Lookou	ıt]
		Ea	astbou	nd			W	estbou	nd			No	rthbou	ınd			So	uthbou	ind		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	04:00	PM to	05:30 P	M - Pe	ak 1 of	1													
Peak Hour fo	or Entir	e Inter	section	Begin	ns at 04:4	45 PM															
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total Volume	0	1	2	0	3	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	5
% App. Total	0	33.3	66.7	0		0	100	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.250	.500	.000	.750	.000	.250	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.625



PASSERO architecture engineering 242 West Main St, Suite 100

File Name: Leet & Zephyr AMSite Code: 00200865Start Date: 3/19/2025Page No: 1

								Gr	oups P	rinted-	All Ve	hicles									
		F	Zephy	r nd			W	esthou	nd			No	Leet	ınd			So	Leet	ınd		
Stort Time	Laft	Thru	Diaht	Dada		Loft	Thru	Disht	Dada		Laft	Theu	Diaht	Dada		Laft	Theu	Diaht	Dada		
07:00 AM	1	0	0	0	App. Total	0	0	0	0	App. Total	0	0	0	0	App. Total	0	0	0	0	App. Total	Int. Total
*** BREAK	***																				
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK	***																				
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
*** BREAK	***																				
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK	***																				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	5
Apprch %	100	0	0	0		0	0	0	0		0	0	0	0		0	25	75	0		
Total %	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	20	60	0	80	

242 West Main St, Suite 100

File Name : Leet & Zephyr AM Site Code : 00200865 Start Date : 3/19/2025 Page No : 2

			Zephy	r									Leet					Leet]
		Ea	istbou	nd			W	estbou	nd			No	rthbo	ınd			So	uthbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	07:00	AM to	08:45 A	M - Pe	eak 1 o	f 1													
Peak Hour fo	or Entir	e Inters	section	Begin	s at 07:1	5 AM															
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.375	.375





File Name : Leet & Zephyr PM Site Code : 00200865 Start Date : 3/19/2025 Page No : 1

								Gr	oups P	rintea-	All ve	nicies									
			Zephy	r									Leet					Leet			
		E	astbou	nd			W	estbou	nd			No	rthbou	und			Sou	ithbou	nd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK	***																				
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK	***																				
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
Grand Total	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6
Apprch %	0	0	100	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	16.7	0	16.7	0	0	0	0	0	0	33.3	0	0	33.3	0	50	0	0	50	

242 West Main St, Suite 100

File Name : Leet & Zephyr PM Site Code : 00200865 Start Date : 3/19/2025 Page No : 2

			Zephy	r									Leet					Leet]
		Ea	stbou	nd			W	estbou	ınd			No	rthbo	und			So	uthbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	04:00	PM to	05:45 P	M - Pea	ak 1 of	1													
Peak Hour fo	r Entir	e Inter	section	Begin	s at 04:4	45 PM															
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	250	.000	.500	.000	.000	500	.500



APPENDIX B: MISCELLANEOUS CALCULATIONS



Documentation of Ambient Traffic Volume Growth

Project:Sunset View PUDLocationTown of Chautauqua, NY

Roadway	From	То	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%

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), %:	4%
Advancing volume (V _A), veh/h:	186
Opposing volume (V _o), veh/h:	207

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

207	186	0
207	186	207
207	186	



PUT		
50		

0.0175	0.79	0.793 s	1041 veh/h	628 veh/h
đ	f =	Wait Time	Service Rate	Arrival Rate

Time_tw	0.0	0.4	0.8	1.2	1.7	2.2	2.8	3.5	4.2	5.0	5.8
Vo	0	100	200	300	400	200	009	200	800	006	1000

Serv_rate	1200	1121	1046	976	910	848	789	735	683	635	590	
Vo	0	100	200	300	400	500	600	700	800	006	1000	

`∢	2	4	2	ß	-	Q	Σ	5	Q	2	9
\wedge	33	29	26	23	21	19	21	15	41	12	11
V_A	407	360	321	287	258	232	210	190	172	156	142
V_A	456	404	360	322	289	260	235	213	193	175	159
V_A	543	481	428	383	344	310	280	253	229	208	189
٧A	803	711	633	566	509	458	414	374	339	307	279
٥٨	0	100	200	300	400	500	600	200	800	006	1000
	Vo VA VA VA VA VA	Vo V _A V _A V _A V _A V _A 0 803 543 456 407 332	Vo V _A V _A V _A V _A V _A 0 803 543 456 407 332 100 711 481 404 360 294	Vo V _A V _A V _A V _A V _A 0 803 543 456 407 332 100 711 481 404 360 294 200 633 428 360 321 262	Vo V _A Z Z Z Z Z Z Z Z Z Z Z Z	Vo V _A V	Vo V	Vo V	Vo V _A S00 S	Vo V _A S00 290 290 290 291 290 290 291 201 210 171 190 175 140 800339239230193103103103140140	VoVVVVVV0 V_A VVVV0803543456407332100711481404360294200633428360321262300566383322287235400509344289258211500458310260232190600414280235210171700374253213190155800339229193172140900307208175156127

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), %:	12%
Advancing volume (V _A), veh/h:	200
Opposing volume (V _o), veh/h:	247

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	247	200	0
200	247	200	247



5	
JTP	
ð	

Variable	Value
Limiting advancing volume (V _A), veh/h:	375
Guidance for determining the need for a major-road left-turn ba	:
Northbound (AM Peak Full Build) Left-turn treatment NOT warrs	nted at NY-430 @ Leet Ave Intersections

0.0175 0.79	0.965 s	1013 veh/h	375 veh/h
ب لی اا	Wait Time	Service Rate	Arrival Rate

	0.0	0.4	0.8	1.2	1.7	2.2	2.8	3.5	4.2	5.0	5.8
00	0	100	200	300	400	500	600	700	800	006	1000

Serv_rate	1200	1121	1046	976	910	848	789	735	683	635	590
Vo	0	100	200	300	400	500	600	700	800	006	1000

%	<	32	94	62	35	1	06	71	55	40	27	16
40	-	3	2	2	2	2	1	1	1	÷	1	•
20%	V_A	407	360	321	287	258	232	210	190	172	156	142
15%	V_{A}	456	404	360	322	289	260	235	213	193	175	159
10%	V_A	543	481	428	383	344	310	280	253	229	208	189
12%	٧A	501	444	395	354	318	286	258	234	212	192	174
% LT veh.	٥٨	0	100	200	300	400	500	600	200	800	006	1000

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), %:	2%
Advancing volume (V _A), veh/h:	193
Opposing volume (V _o), veh/h:	200

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 2	
0	200	193	0
193	200	193	200



ŬT	
OUTF	

0.01	0.79	0.763 s	1046 veh/h	785 veh/h
d	f =	Wait Time	Service Rate	Arrival Rate

	0.0	0.4	0.8	1.2	1.7	2.2	2.8	3.5	4.2	5.0	5.8
00	0	100	200	300	400	500	600	700	800	006	1000

Serv_rate	1200	1121	1046	976	910	848	789	735	683	635	590
Vo	0	100	200	300	400	500	600	700	800	006	1000

87	107	120	143	346	1000
96	118	132	157	381	900
106	130	146	173	420	800
117	143	161	191	464	700
130	159	178	212	513	600
143	176	197	234	568	500
159	195	219	260	631	400
177	217	243	290	702	300
198	243	272	324	785	200
222	273	305	363	881	100
251	308	345	410	966	0
V_A	V_A	V_A	V_A	VA	Vo
40%	20%	15%	10%	2%	% LT veh.

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), %:	11%
Advancing volume (V _A), veh/h:	190
Opposing volume (V _o), veh/h:	261

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	261	190	0
190	261	190	261



٦UT	
OUTI	

Variable	Value
-imiting advancing volume (V _A), veh/h:	295
3uidance for determining the need for a major-road left-turn b	y:
Vorthbound (PM Peak Full Build) Left-turn treatment NOT warr	anted at NY-430 @ Proposed Southerly I

0.01	0.79	1.026 s	1003 veh/h	295 veh/h
d	f =	Wait Time	Service Rate	Arrival Rate

Time_tw	0.0	0.4	0.8	1.2	1.7	2.2	2.8	3.5	4.2	5.0	5.8
Vo	0	100	200	300	400	500	600	200	800	006	1000

Serv_rate	1200	1121	1046	976	910	848	789	735	683	635	590
Vo	0	100	200	300	400	500	600	700	800	900	1000

LT veh. 11% 10% 15% 20% 40% Vo V V V V V V 0 Vol V V V V V V 100 355 363 305 273 222 200 316 324 272 243 198 200 316 324 272 243 198 300 283 290 243 173 222 300 283 290 243 173 198 400 254 260 219 195 159 500 207 212 178 169 130 600 207 212 178 161 143 117 800 169 173 146 130 106 96 900 154 157 132 132 117 96 900 157													
LT veh. 11% 10% 15% 20% Vo V V V V V Vo V V V V V 100 355 363 365 273 200 316 324 272 243 300 283 290 243 217 400 254 260 219 195 500 229 234 197 176 600 207 212 178 156 700 187 191 161 143 800 169 173 146 130 900 154 157 132 108	40%	۷A	251	222	198	177	159	143	130	117	106	96	87
LT veh. 11% 10% 15% Vo V V V V 0 401 V V V 100 355 363 365 363 305 200 316 324 272 373 305 300 283 290 243 272 400 254 260 213 197 500 207 212 178 197 600 207 212 178 197 700 187 191 161 161 800 169 173 146 132 900 154 157 132 173 146	20%	V_A	308	273	243	217	195	176	159	143	130	118	107
LT veh. 11% 10% Vo Vo VA Vo VA 11% 11% 10% VA	15%	٧A	345	305	272	243	219	197	178	161	146	132	120
LT veh. 11% Vo Vo VA Vo 2000 2835 2000 355 2000 355 2000 355 4000 2554 5000 2554 5000 2579 6000 207 8000 154	10%	٧A	410	363	324	290	260	234	212	191	173	157	143
LT veh. Vo 2000 8000 9000 1000	11%	٧A	401	355	316	283	254	229	207	187	169	154	139
8	% LT veh.	٧٥	0	100	200	300	400	500	600	200	800	006	1000

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

Peak Hour: Weekday AM Condition: Proposed Action

(COI	٦đ	itic	n:	

Figure.			Num of yrs 1	J	Num of yrs 5	· · ·	,					Trip Ge	neration ar	nd Trip Ass	signment			,	,			6	,
ID #	Intersection	2024 Collected	2025 Growth	Seasonal	No Build Volumes	RES Enter	Exit	(NORTH E Trips IN	END) Trips OUT	RE Enter	SIDENTIA Exit	L (MIDTO) Trips IN	NN) Trips OUT	Enter	Exit	AL (SOUTI Trips IN	l) Trips OUT	Enter	TAPF Exit	ROOM Trips IN	Trips OUT	Site	Full Build
1	NY-430	Volumes	2.00%	May	1.25%	Dist. %	Dist. %	2	8	Dist. %	Dist. %	14	43	Dist. %	Dist. %	6	16	Dist. %	Dist. %	4		Thps	volumes
	Chautauqua Estates Southerly Driveway SR	1	1	0.972	1																		1
	SL	170	173	178	189	55%		1		55%		8		55%		3		55%		2		14	203
	WR																						
	NR	163	166	171	182		55%		4		55%		24		55%		9		55%			37	219
	NL	1	1	1	1												-						1
	ET EL																						
2	NY-430 Proposed Northerly Driveway																						
	SR ST	170	173	178	189	35% 20%		1 0		5% 50%		1 7		55%		3		40% 15%		2 1		3 11	3 200
	WR																						
	WL NR																						
	NT NL	164	167	172	183		20%		2		50%		22		55%		9	5%	15%	0		32 0	215 0
	ER ET																		5%				
3	EL NY-430					35%		1			5%		2						40%			3	3
	Proposed Southerly Driveway SR					20%		0		50%		7		15%		1		15%		1		9	9
	ST SL	170	173	178	189									40%		2			5%			2	191
	WT WI																						
	NR	164	167	172	183										40%		6	5%		0		7	190
	NL ER					45%	45%	1	4	5%	5%	1	2				-	40%	40%	2		3	3
	ET EL						20%		2		50%		22	15%		1			15%			24	24
4	NY-430 Leet Avenue (Northerly)																						
	SR ST	11 168	11 171	11 176	12 187		45%		4		5%		2	40%		2			45%			2 6	14 193
	WR																						
	WL																						
	NT NL	157 1	160 1	165 1	175 1	45%		1		5% 40%		1		30%		2		45%		2		3 7	178 8
	ER ET	1	1	1	1						40%		17		30%		5					22	23
5	EL NY-430	3	3	3	3										40%		6					6	9
	Leet Avenue (Southerly) SR	5	5	5	5		450/				4500				0.504				150			07	5
	SI	159	162	167	1//		45%		4		45%		19		25%		4		45%			27	204
	WT																						
	NR NT	158	161	166	176	45%		1		45%		6		30%		2		45%		2		11	187
	NL ER	5	5	5	5 3									15%	15%	1	2					1	6 5
	ET EL	1	1	1	1																		1
6	Leet Avenue Fairview Road	2025 Data																					
	SR ST-Fairview		1	1	1						40%		17									17	18
	WR WT-Leet	3	3	3	3 10					40%	40.0	6		40% 30%		2						8	11 12
	WL NR																						
	NT NL																						
	ER ET-Leet		3	3	3										30%		5					5	8
7	Leet Avenue Zephyr Avenue	2025 Data				1			t			1								t			
	SR ST-Leet	2	2	2 7	2									30%		2						2	4 8
	SL WR																						
	WT WL																						
	NR NT-Leet		3	3	3																		3
	ER ET-Zenhur		1	1	1									15%	15%	1	2					2	2
8	EL Leet Avenue	0005 - 1													30%		5					5	5
1	Lookout Avenue SR	2025 Data										<u> </u>											
	ST SL																						
	WR WT-Leet		1	1	1									15%		1						1	2
	NR NT-I colouit	1	1	1	1																		1
	NL FR		6	6	7																		7
	ET-Leet EL	1	1	1	1										15%		2					2	3
9	Leet Avenue Elm Avenue	2025 Data																					
	SR ST-Leet	1 1	1 9	1 9	1 10									15%		1						1	2 10
	SL WR								-			-								-			
	WI WL NP											<u> </u>								<u> </u>			
	NT-Elm NL	3	3	3	3																		3
	ER ET-Leet																						
	EL	1	1	1	1										15%		2					2	3

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

Peak Hour: Weekday PM Condition: Proposed Action

Condition:	
Figure:	

Figure:			Num of yrs	3	4 Num of yrs		5			ŧ	5				5			5	5			6	7
ID #	Intersection	2024 Collected	1 2025 Growth	Seasonal	5 No Build Volumes	RE		(NORTH I	END)	RE		Trip Ge L (MIDTOV	NN)	nd Trip Ass	ESIDENTI	AL (SOUTI	H)	Entor	TAPR		Tring OLIT	Site	Full Build
10 #	NY-430	Volumes	2.00%	Factor May	1.25%	Dist. %	Dist. %	8	4	Dist. %	Dist. %	40	27	Dist. %	Dist. %	19	11	Dist. %	Dist. %	35	24	Trips	Volumes
	Chautauqua Estates Southerly Driveway SR	3	3	0.972 3	3	-																	3
	ST SL WR	194	198	204	217	55%		4		55%		22		55%		10		55%		19		56	273
	WT																						
	NR NT	143	146	150	160		55%		2		55%		15		55%		6		55%		13	36	196
	NL ER	4 5	4 5	4 5	4 5																		4 5
	ET EL																						
2	NY-430 Proposed Northerly Driveway					35%		3		5%		2						40%		14		10	10
	ST	199	203	209	222	20%		2		50%		20		55%		10		15%		5		37	259
	WR WT																						
	WL NR																						
	NT NL	147	150	154	164		20%		1		50%		14		55%		6	5%	15%	2	4	24 2	188 2
	ER ET FI					35%		3			5%		1						5% 40%		10	14	14
3	NY-430 Proposed Southerly Driveway					0070					0.0								4070		10		
	SR ST	199	203	209	222	20%		2		50%		20		15% 40%		3 8		15%	5%	5	1	30 9	30 231
	SL WR																						
	WT WL																						
	NK NT NI	147	150	154	164	45%		4		5%		2			40%		4	5% 40%		2		6	170
	ER ET					4570	45%	-	2	570	5%	-	1					1070	40%		10	13	13
4	EL NY-430						20%		1		50%		14	15%		3			15%		4	21	21
	Leet Avenue (Northerly) SR	7	7	7	8									40%		8						8	16
	ST SL	194	198	204	217		45%		2		5%		1						45%		11	14	231
	WR WT																						
	NR NT	139	142	146	155	45%		4		5%		2						45%		16		21	176
	NL ER	2 4	2 4	2 4	2 4					40%	40%	16	11	30%	30%	6	3					22 14	24
	ET EL	5	5	5	5										40%		4					4	9
5	NY-430 Leet Avenue (Southerly)																						0
	SK ST SI	197	201	207	220		45%		2		45%		12		25%		3		45%		11	28	248
	WR WT																						
	WL NR																	-					
	NT NL	138 6	141 6	145 6	154 7	45%		4		45%		18		30% 15%		6 3		45%		16		43 3	197 10
	ER ET	4	4	4	4										15%		2					2	6
6	Leet Avenue Eainview Road	2 2025 Data	2	2	2																		2
	SR ST-Fairview																						
	SL WR		2	2	2					40%	40%	16	11	40%		8		-				11 24	13 26
	WT-Leet WL	3	7	7	8									30%		6						6	14
	NR NT																						
	ER ET-Leet		7	7	8										30%		3					3	11
7	EL Leet Avenue														0070								
	Zephyr Avenue SR	2025 Data	1	1	1									30%		6						6	7
	ST-Leet SL	2	6	6	7																		7
	WR WT																						
	NR NT-Leet	1	6	6	7																		7
	NL ER	1	1	1	1									15%	15%	3	2					3	4 3
	ET-Zephyr EL		1	1	1										30%		3					3	4
8	Leet Avenue Lookout Avenue	2025 Data																					
	SK ST SI																						
	WR WT-Leet	1	1	1	1					1				15%		3						3	4
	WL	-														-		-					
	NT-Lookout NL	1	6	6	7																		7
	ER ET-Leet	2 1	5	5 1	5 1										15%		2					2	5 3
9	Leet Avenue	2025 Data							1				1										
	SR ST-Leet	1	1 7	1 7	1 8					1				15%		3						3	4 8
	SL												-					-					
	WT WL																						
	NR NT-Eim	5	5	5	5																		5
	ER FT_l pat														<u> </u>	<u> </u>							
	EL	1	1	1	1										15%		2					2	3

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: On a:	Dwelling Units 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: On a:	Dwelling Units 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





Single-Family Attached Housing (215)

Vehicle Trip Ends vs: On a:	Dwelling Units 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





Single-Family Attached Housing (215)

Vehicle Trip Ends vs: On a:	Dwelling Units 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





Multifamily Housing (Low-Rise)

Not Close to Rail Transit (220)	
---------------------------------	--

Vehicle Trip Ends vs: On a:	Dwelling Units 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



Trip Gen Manual, 11th Edition

• Institute of Transportation Engineers

Multifamily Housing (Low-Rise)

Not Close to Ra	il Transit (220)
-----------------	------------------

Vehicle Trip Ends vs: On a:	Dwelling Units 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



Trip Gen Manual, 11th Edition

• Institute of Transportation Engineers

Brewery (9	Tap Room 71)
Vehicle Trip Ends vs:	1000 Sq. Ft. GFA Weekday
Oli a.	Weekudy, Deak Hour of Adiacont Street Troffic
	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 (9	Tap Room 71)
Vehicle Trip Ends vs:	1000 Sq. Ft. GFA Weekday
Off a.	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



Int Delay, s/veh	0						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۰¥			्स	1 2		
Traffic Vol, veh/h	0	0	1	171	178	1	
Future Vol, veh/h	0	0	1	171	178	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	7	7	0	
Mvmt Flow	0	0	1	194	202	1	

Major/Minor	Minor2	Ν	Major1	Majo	or2		
Conflicting Flow All	399	203	203	0	-	0	
Stage 1	203	-	-	-	-	-	
Stage 2	197	-	-	-	-	-	
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	610	843	1380	-	-	-	
Stage 1	836	-	-	-	-	-	
Stage 2	841	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuve	r 610	843	1380	-	-	-	
Mov Cap-2 Maneuve	r 610	-	-	-	-	-	
Stage 1	835	-	-	-	-	-	
Stage 2	841	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.04	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT E	3Ln1	SBT	SBR
Capacity (veh/h)	10	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Ctrl Dly (s/v)	7.6	0	0	-	-
HCM Lane LOS	А	А	А	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Int Delay, s/veh	0							
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	Y			÷.	ef –			
Traffic Vol, veh/h	0	0	0	172	178	0		
Future Vol, veh/h	0	0	0	172	178	0		
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	e, #0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	88	88	88	88	88	88		
Heavy Vehicles, %	2	2	2	7	7	2		
Mvmt Flow	0	0	0	195	202	0		

Major/Minor	Minor2	ļ	Major1	Maj	or2	
Conflicting Flow All	398	202	202	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	195	-	-	-	-	-
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	608	838	1370	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	608	838	1370	-	-	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT EE	BLn1	SBT	SBR
Capacity (veh/h)	1370	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	-	-
HCM Lane LOS	A	-	Α	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Int Delay, s/veh	0							
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	Ý			स	ef 👘			
Traffic Vol, veh/h	0	0	0	172	178	0		
Future Vol, veh/h	0	0	0	172	178	0		
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, %	2	2	2	7	7	2		
Mvmt Flow	0	0	0	195	202	0		

Major/Minor	Minor2	I	Major1	Maj	or2	
Conflicting Flow All	398	202	202	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	195	-	-	-	-	-
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	608	838	1370	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	608	838	1370	-	-	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT EE	BLn1	SBT	SBR
Capacity (veh/h)	1370	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	-	-
HCM Lane LOS	A	-	Α	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	i							11			
		n	t	Δ	re	Δ	2	tı	2	r	١
			L	C	13	C	c	u	U		L

Int Delay, s/veh	0.1								
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	Ý			स	4				
Traffic Vol, veh/h	3	1	1	165	176	11			
Future Vol, veh/h	3	1	1	165	176	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, %	2	2	2	7	7	2			
Mvmt Flow	3	1	1	176	187	12			

Major/Minor	Minor2		Major1	Maje	or2			
Conflicting Flow All	371	193	199	0	-	0		
Stage 1	193	-	-	-	-	-		
Stage 2	178	-	-	-	-	-		
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	630	848	1373	-	-	-		
Stage 1	840	-	-	-	-	-		
Stage 2	853	-	-	-	-	-		
Platoon blocked, %				-	-	-		
Mov Cap-1 Maneuver	629	848	1373	-	-	-		
Mov Cap-2 Maneuver	629	-	-	-	-	-		
Stage 1	839	-	-	-	-	-		
Stage 2	853	-	-	-	-	-		

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.39	0.05	0
HCM LOS	В		

Minor Lane/Major Mvmt	NBL	NBT E	EBLn1	SBT	SBR
Capacity (veh/h)	11	-	673	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.4	-	-
HCM Lane LOS	A	A	В	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ef -			÷.	Y	
Traffic Vol, veh/h	167	5	5	166	1	3
Future Vol, veh/h	167	5	5	166	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	2	2	7	2	2
Mvmt Flow	188	6	6	187	1	3

Major/Minor	Major1	ľ	Major2		Minor1		
Conflicting Flow All	0	0	193	0	388	190	
Stage 1	-	-	-	-	190	-	
Stage 2	-	-	-	-	198	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1380	-	615	851	
Stage 1	-	-	-	-	842	-	
Stage 2	-	-	-	-	836	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1380	-	613	851	
Mov Cap-2 Maneuver	-	-	-	-	613	-	
Stage 1	-	-	-	-	842	-	
Stage 2	-	-	-	-	832	-	
Approach	FB		WB		NR		
HCM Ctrl Dlv s/v	0		0.22		9.67		
HCM LOS	U		0.22		Δ		
					Λ		
Minor Lane/Major Mvr	nt N	IBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)		776	-	-	53	-	
HCM Lane V/C Ratio		0.006	-	-	0.004	-	
HCM Ctrl Dly (s/v)		9.7	-	-	7.6	0	
HCM Lane LOS		А	-	-	А	А	

0

-

-

-

0

HCM 95th %tile Q(veh)

04/23/2025

Passero Associates

Int Delay, s/veh	0.5						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		- सी	- 1 2		۰¥		
Traffic Vol, veh/h	0	3	9	3	1	0	
Future Vol, veh/h	0	3	9	3	1	0	
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	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	3	10	3	1	0	

Major/Minor	Major1	Ν	lajor2		Minor2			
Conflicting Flow All	13	0	-	0	15	11		
Stage 1	-	-	-	-	11	-		
Stage 2	-	-	-	-	3	-		
Critical Hdwy	4.12	-	-	-	6.42	6.22		
Critical Hdwy Stg 1	-	-	-	-	5.42	-		
Critical Hdwy Stg 2	-	-	-	-	5.42	-		
Follow-up Hdwy	2.218	-	-	-	3.518	3.318		
Pot Cap-1 Maneuver	1605	-	-	-	1004	1069		
Stage 1	-	-	-	-	1011	-		
Stage 2	-	-	-	-	1020	-		
Platoon blocked, %		-	-	-				
Mov Cap-1 Maneuve	r 1605	-	-	-	1004	1069		
Mov Cap-2 Maneuve	r -	-	-	-	1004	-		
Stage 1	-	-	-	-	1011	-		
Stage 2	-	-	-	-	1020	-		
Approach	EB		WB		SB			
HCM Ctrl Dly, s/v	0		0		8.59			
HCM LOS					А			
Minor Lane/Major Mv	mt	EBL	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)		1605	-	-	-	1004		
HCM Lane V/C Ratio		-	-	-	-	0.001		
HCM Ctrl Dly (s/v)		0	-	-	-	8.6		
HCM Lane LOS		А	-	-	-	А		
HCM 95th %tile Q(ve	h)	0	-	-	-	0		

Int Delay, s/veh	0.6							
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	Y			स	4			
Traffic Vol, veh/h	0	0	1	3	7	2		
Future Vol, veh/h	0	0	1	3	7	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	2	2	2		
Mvmt Flow	0	0	1	3	8	2		

Major/Minor	Minor2		Major1	Ма	jor2		
Conflicting Flow All	14	9	10	0	-	0	
Stage 1	9	-	-	-	-	-	
Stage 2	5	-	-	-	-	-	
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	1005	1073	1610	-	-	-	
Stage 1	1014	-	-	-	-	-	
Stage 2	1018	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	1004	1073	1610	-	-	-	
Mov Cap-2 Maneuver	1004	-	-	-	-	-	
Stage 1	1014	-	-	-	-	-	
Stage 2	1018	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	1.81	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT EE	3Ln1	SBT	SBR
Capacity (veh/h)	450	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Ctrl Dly (s/v)	7.2	0	0	-	-
HCM Lane LOS	А	А	Α	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Int Delay, s/veh	0.9						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۰¥			्स	- 1 2		
Traffic Vol, veh/h	0	1	0	1	1	6	
Future Vol, veh/h	0	1	0	1	1	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	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	1	0	1	1	7	

Major/Minor	Minor2	l	Major1	Ma	jor2	
Conflicting Flow All	5	4	8	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1016	1079	1613	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1016	1079	1613	-	-	-
Mov Cap-2 Maneuver	1016	-	-	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.34	0	0
HCM LOS	Α		

Minor Lane/Major Mvmt	NBL	NBT E	EBLn1	SBT	SBR
Capacity (veh/h)	1613	-	1079	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	8.3	-	-
HCM Lane LOS	А	-	А	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh

Int Delay, s/veh	0.6						
Movement	EBL	EBT	WBT	WBR	SEL	SER	
Lane Configurations		- सी	- 1 2		۰¥		
Traffic Vol, veh/h	0	3	9	1	1	0	
Future Vol, veh/h	0	3	9	1	1	0	
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	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	3	10	1	1	0	

Major/Minor	Major1	Ν	/lajor2		Minor2	
Conflicting Flow All	11	0	-	0	14	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	1005	1071
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	1005	1071
Mov Cap-2 Maneuver	· –	-	-	-	1005	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1020	-
Approach	FB		WB		SE	
HCM Ctrl Dlv_s/v	0		0		8 58	
HCM LOS	Ū		U		0.00 A	
Minor Lane/Major Mvr	nt	EBL	EBT	WBI	WBR	SELn1
Capacity (veh/h)		1608	-	-	-	1005
HCM Lane V/C Ratio		-	-	-	-	0.001
HCM Ctrl Dly (s/v)		0	-	-	-	8.6
HCM Lane LOS		А	-	-	-	А
HCM 95th %tile Q(vel	ר)	0	-	-	-	0

Int Delay, s/veh	0.2							
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	Y			÷.	ef –			
Traffic Vol, veh/h	0	5	4	150	204	3		
Future Vol, veh/h	0	5	4	150	204	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	7	0		
Mvmt Flow	0	7	5	205	279	4		

Major/Minor	Minor2	N	Major1	Maj	or2					
Conflicting Flow All	498	282	284	0	-	0				
Stage 1	282	-	-	-	-	-				
Stage 2	216	-	-	-	-	-				
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	535	762	1290	-	-	-				
Stage 1	771	-	-	-	-	-				
Stage 2	824	-	-	-	-	-				
Platoon blocked, %				-	-	-				
Mov Cap-1 Maneuve	r 533	762	1290	-	-	-				
Mov Cap-2 Maneuve	r 533	-	-	-	-	-				
Stage 1	767	-	-	-	-	-				
Stage 2	824	-	-	-	-	-				

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.77	0.2	0
HCMLOS	А		

Minor Lane/Major Mvmt	NBL	NBT E	EBLn1	SBT	SBR
Capacity (veh/h)	47	-	762	-	-
HCM Lane V/C Ratio	0.004	-	0.009	-	-
HCM Ctrl Dly (s/v)	7.8	0	9.8	-	-
HCM Lane LOS	А	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh	0						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			÷.	ef –		
Traffic Vol, veh/h	0	0	0	154	209	0	
Future Vol, veh/h	0	0	0	154	209	0	
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	7	2	
Mvmt Flow	0	0	0	197	268	0	

Major/Minor	Minor2		Major1	Maj	or2		
Conflicting Flow All	465	268	268	0	-	0	
Stage 1	268	-	-	-	-	-	
Stage 2	197	-	-	-	-	-	
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	555	771	1296	-	-	-	
Stage 1	777	-	-	-	-	-	
Stage 2	836	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	555	771	1296	-	-	-	
Mov Cap-2 Maneuver	555	-	-	-	-	-	
Stage 1	777	-	-	-	-	-	
Stage 2	836	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT EE	BLn1	SBT	SBR
Capacity (veh/h)	1296	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	-	-
HCM Lane LOS	А	-	Α	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Int Delay, s/veh	0						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۰¥			्स	4		
Traffic Vol, veh/h	0	0	0	154	209	0	
Future Vol, veh/h	0	0	0	154	209	0	
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	7	2	
Mvmt Flow	0	0	0	197	268	0	

Major/Minor	Minor2		Major1	Maj	or2		
Conflicting Flow All	465	268	268	0	-	0	
Stage 1	268	-	-	-	-	-	
Stage 2	197	-	-	-	-	-	
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	555	771	1296	-	-	-	
Stage 1	777	-	-	-	-	-	
Stage 2	836	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	555	771	1296	-	-	-	
Mov Cap-2 Maneuver	555	-	-	-	-	-	
Stage 1	777	-	-	-	-	-	
Stage 2	836	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT EE	3Ln1	SBT	SBR
Capacity (veh/h)	1296	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	-	-
HCM Lane LOS	А	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			- (ef 👘	
Traffic Vol, veh/h	5	4	2	146	204	7
Future Vol, veh/h	5	4	2	146	204	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None

		NONC		NONC		NONC	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage, #	6 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	76	76	76	76	76	76	
Heavy Vehicles, %	2	2	2	7	7	2	
Mvmt Flow	7	5	3	192	268	9	

Major/Minor	Minor2		Major1	Maj	or2		
Conflicting Flow All	470	273	278	0	-	0	
Stage 1	273	-	-	-	-	-	
Stage 2	197	-	-	-	-	-	
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	552	766	1285	-	-	-	
Stage 1	773	-	-	-	-	-	
Stage 2	836	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	550	766	1285	-	-	-	
Mov Cap-2 Maneuver	550	-	-	-	-	-	
Stage 1	771	-	-	-	-	-	
Stage 2	836	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.83	0.11	0
HCM LOS	В		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	24	- 629	-	-
HCM Lane V/C Ratio	0.002	- 0.019	-	-
HCM Ctrl Dly (s/v)	7.8	0 10.8	-	-
HCM Lane LOS	А	A B	-	-
HCM 95th %tile Q(veh)	0	- 0.1	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ef -			- (Y	
Traffic Vol, veh/h	207	2	6	145	2	4
Future Vol, veh/h	207	2	6	145	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None

	_	NONE	_	NOLIC	-	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, %	7	2	2	7	2	2	
Mvmt Flow	269	3	8	188	3	5	

1ajor1	Ma	ajor2	Ν	/linor1	
0	0	271	0	474	270
-	-	-	-	270	-
-	-	-	-	204	-
-	- 4	4.12	-	6.42	6.22
-	-	-	-	5.42	-
-	-	-	-	5.42	-
-	- 2	.218	-	3.518	3.318
-	- 1	292	-	549	769
-	-	-	-	775	-
-	-	-	-	830	-
-	-		-		
-	- 1	292	-	545	769
-	-	-	-	545	-
-	-	-	-	775	-
-	-	-	-	825	-
FR		WR		NR	
		0.31		10.20	
0		0.31		10.39 D	
				D	
: NBL	Ln1	EBT	EBR	WBL	WBT
6	676	-	-	72	-
0.0	012	-	-	0.006	-
	<u>lajor1</u> 0	tajor1 Ma 0 0 - - </td <td>lajor1 Major2 0 0 271 - - - - - - - - - - - - - - - - - - - - 2.218 - - 2.218 - - 1292 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - <tr tr=""> 0 0.311</tr></td> <td>lajor1 Major2 N 0 0 271 0 - - - - - - 4.12 - - - 4.12 - - - 2.218 - - - 1292 - - - 1292 - - - 1292 - - - 1292 - - - - - - - 1292 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 0</td> <td>Iajor1 Major2 Minor1 0 0 271 0 474 - - 270 270 - - 204 204 - - 204 204 - - 4.12 - 6.42 - - 2.218 - 5.42 - - 2.218 - 5.42 - - 2.218 - 549 - 1292 - 549 - - 1292 - 545 - - 1292 - 545 - - 1292 - 545 - - 1292 - 545 - - - - 775 - - - 825 - - 0 0.31 10.39 - - B - - 72 -</td>	lajor1 Major2 0 0 271 - - - - - - - - - - - - - - - - - - - - 2.218 - - 2.218 - - 1292 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - <tr tr=""> 0 0.311</tr>	lajor1 Major2 N 0 0 271 0 - - - - - - 4.12 - - - 4.12 - - - 2.218 - - - 1292 - - - 1292 - - - 1292 - - - 1292 - - - - - - - 1292 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 0	Iajor1 Major2 Minor1 0 0 271 0 474 - - 270 270 - - 204 204 - - 204 204 - - 4.12 - 6.42 - - 2.218 - 5.42 - - 2.218 - 5.42 - - 2.218 - 549 - 1292 - 549 - - 1292 - 545 - - 1292 - 545 - - 1292 - 545 - - 1292 - 545 - - - - 775 - - - 825 - - 0 0.31 10.39 - - B - - 72 -

HUIVI Lane V/C Ratio	0.012	-	- 0.006	-	
HCM Ctrl Dly (s/v)	10.4	-	- 7.8	0	
HCM Lane LOS	В	-	- A	A	
HCM 95th %tile Q(veh)	0	-	- 0	-	

1

Intersection

Int Delay, s/veh

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		- 4	e î î		Y	
Traffic Vol, veh/h	0	7	7	2	2	0
Future Vol, veh/h	0	7	7	2	2	0
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	8	2	2	0

Major/Minor	Major1	Ν	/lajor2		Minor2	
Conflicting Flow All	10	0	-	0	16	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	8	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1610	-	-	-	1002	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1610	-	-	-	1002	1073
Mov Cap-2 Maneuver	-	-	-	-	1002	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1015	-
Approach	EB		WB		SB	
HCM Ctrl Dly, s/v	0		0		8.6	
HCM LOS					А	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1610	-	-	-	1002
HCM Lane V/C Ratio		-	-	-	-	0.002
HCM Ctrl Dly (s/v)		0	-	-	-	8.6
HCM Lane LOS		А	-	-	-	А
HCM 95th %tile Q(veh	ר)	0	-	-	-	0

Int Delay, s/veh	1.5						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			÷.	ef –		
Traffic Vol, veh/h	1	1	1	6	6	1	
Future Vol, veh/h	1	1	1	6	6	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	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1	1	1	7	7	1	

Major/Minor	Minor2		Major1	Maj	jor2		
Conflicting Flow All	16	7	8	0	-	0	
Stage 1	7	-	-	-	-	-	
Stage 2	9	-	-	-	-	-	
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	1003	1075	1613	-	-	-	
Stage 1	1016	-	-	-	-	-	
Stage 2	1014	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	1002	1075	1613	-	-	-	
Mov Cap-2 Maneuver	1002	-	-	-	-	-	
Stage 1	1015	-	-	-	-	-	
Stage 2	1014	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.48	1.03	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	257	-	1037	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	А	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh	4						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۰¥			्स	4		
Traffic Vol, veh/h	6	0	0	1	1	5	
Future Vol, veh/h	6	0	0	1	1	5	
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	2	2	2	
Mvmt Flow	7	0	0	1	1	5	

Major/Minor	Minor2		Major1	Ma	ajor2		
Conflicting Flow All	5	4	7	0	-	0	
Stage 1	4	-	-	-	-	-	
Stage 2	1	-	-	-	-	-	
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	1017	1080	1614	-	-	-	
Stage 1	1019	-	-	-	-	-	
Stage 2	1022	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	1017	1080	1614	-	-	-	
Mov Cap-2 Maneuver	1017	-	-	-	-	-	
Stage 1	1019	-	-	-	-	-	
Stage 2	1022	-	-	-	-	-	

Approach	EB	NB	SB	
HCM Ctrl Dly, s/v	8.56	0	0	
HCM LOS	Α			

Minor Lane/Major Mvmt	NBL	NBT E	EBLn1	SBT	SBR
Capacity (veh/h)	1614	-	1017	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Ctrl Dly (s/v)	0	-	8.6	-	-
HCM Lane LOS	Α	-	Α	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh

Int Delay, s/veh	0.6							
Movement	EBL	EBT	WBT	WBR	SEL	SER		
Lane Configurations		्रभ	4		۰¥			
Traffic Vol, veh/h	0	5	7	1	1	0		
Future Vol, veh/h	0	5	7	1	1	0		
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	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	0	5	8	1	1	0		

Major/Minor	Major1	Ν	/lajor2		Minor2	
Conflicting Flow All	. 9	0	-	0	14	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1611	-	-	-	1005	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1611	-	-	-	1005	1074
Mov Cap-2 Maneuver	-	-	-	-	1005	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1018	-
Approach	EB		WB		SE	
HCM Ctrl Dly, s/v	0		0		8.58	
HCM LOS					А	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)		1611	-	-	-	1005
HCM Lane V/C Ratio		-	-	-	-	0.001
HCM Ctrl Dlv (s/v)		0	-	-	-	8.6
HCM Lane LOS		A	-	-	-	A
HCM 95th %tile Q(veh	ו)	0	-	-	-	0

APPENDIX D: LOS CALCULATIONS – BACKGROUND CONDITIONS



MovementEBLEBRNBLNBTSBTSBRLane ConfigurationsYImage: state sta
Lane Configurations Y Image: Configuration in the image:
Traffic Vol, veh/h 0 0 1 182 189 1 Future Vol, veh/h 0 0 1 182 189 1 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free Free RT Channelized - None - None - None
Future Vol, veh/h 0 0 1 182 189 1 Conflicting Peds, #/hr 0
Conflicting Peds, #/hr00000Sign ControlStopStopFreeFreeFreeRT Channelized-None-None-
Sign ControlStopStopFreeFreeFreeRT Channelized-None-None-
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 7 7 0
Mvmt Flow 0 0 1 207 215 1

Major/Minor	Minor2	I	Major1	Maj	or2					
Conflicting Flow All	424	215	216	0	-	0				
Stage 1	215	-	-	-	-	-				
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	590	830	1366	-	-	-				
Stage 1	825	-	-	-	-	-				
Stage 2	831	-	-	-	-	-				
Platoon blocked, %				-	-	-				
Mov Cap-1 Maneuve	r 590	830	1366	-	-	-				
Mov Cap-2 Maneuve	r 590	-	-	-	-	-				
Stage 1	825	-	-	-	-	-				
Stage 2	831	-	-	-	-	-				

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.04	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT EE	3Ln1	SBT	SBR
Capacity (veh/h)	10	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Ctrl Dly (s/v)	7.6	0	0	-	-
HCM Lane LOS	А	А	Α	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Int Delay, s/veh	0							
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	Y			÷.	ef –			
Traffic Vol, veh/h	0	0	0	183	189	0		
Future Vol, veh/h	0	0	0	183	189	0		
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	e, # 0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	88	88	88	88	88	88		
Heavy Vehicles, %	2	2	2	7	7	2		
Mvmt Flow	0	0	0	208	215	0		

Major/Minor	Minor2		Major1	Maj	or2		
Conflicting Flow All	423	215	215	0	-	0	
Stage 1	215	-	-	-	-	-	
Stage 2	208	-	-	-	-	-	
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	588	825	1355	-	-	-	
Stage 1	821	-	-	-	-	-	
Stage 2	827	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	588	825	1355	-	-	-	
Mov Cap-2 Maneuver	588	-	-	-	-	-	
Stage 1	821	-	-	-	-	-	
Stage 2	827	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT EE	3Ln1	SBT	SBR
Capacity (veh/h)	1355	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	-	-
HCM Lane LOS	А	-	А	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Int Delay, s/veh	0						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۰¥			्स	1 2		
Traffic Vol, veh/h	0	0	0	183	189	0	
Future Vol, veh/h	0	0	0	183	189	0	
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, %	2	2	2	7	7	2	
Mvmt Flow	0	0	0	208	215	0	

Major/Minor	Minor2		Major1	Maj	or2		
Conflicting Flow All	423	215	215	0	-	0	
Stage 1	215	-	-	-	-	-	
Stage 2	208	-	-	-	-	-	
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	588	825	1355	-	-	-	
Stage 1	821	-	-	-	-	-	
Stage 2	827	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	588	825	1355	-	-	-	
Mov Cap-2 Maneuver	588	-	-	-	-	-	
Stage 1	821	-	-	-	-	-	
Stage 2	827	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT EE	BLn1	SBT	SBR
Capacity (veh/h)	1355	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	-	-
HCM Lane LOS	А	-	Α	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

1	D - I	- 1 1-
Int		s/ven
		3/ / 5/ 1

Int Delay, s/veh	0.1						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			÷.	ef –		
Traffic Vol, veh/h	3	1	1	175	187	12	
Future Vol, veh/h	3	1	1	175	187	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, %	2	2	2	7	7	2	
Mvmt Flow	3	1	1	186	199	13	

Major/Minor	Minor2		Major1	Maj	or2		
Conflicting Flow All	394	205	212	0	-	0	
Stage 1	205	-	-	-	-	-	
Stage 2	188	-	-	-	-	-	
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	611	835	1359	-	-	-	
Stage 1	829	-	-	-	-	-	
Stage 2	844	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	610	835	1359	-	-	-	
Mov Cap-2 Maneuver	610	-	-	-	-	-	
Stage 1	828	-	-	-	-	-	
Stage 2	844	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.54	0.04	0
HCM LOS	В		

Minor Lane/Major Mvmt	NBL	NBT EB	Ln1 SB	t si	BR
Capacity (veh/h)	10	-	654	-	-
HCM Lane V/C Ratio	0.001	- 0.	007	-	-
HCM Ctrl Dly (s/v)	7.7	0 1	0.5	-	-
HCM Lane LOS	А	А	В	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	e f			÷.	Y	
Traffic Vol, veh/h	177	5	5	176	1	3
Future Vol, veh/h	177	5	5	176	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	-
Vah in Madian Starage	<u></u>			0	0	

Veh in Median Storage,	# 0	-	-	0	0	-			
Grade, %	0	-	-	0	0	-			
Peak Hour Factor	89	89	89	89	89	89			
Heavy Vehicles, %	7	2	2	7	2	2			
Mvmt Flow	199	6	6	198	1	3			

Major/Minor N	Major1	Major2	Minor1		
Conflicting Flow All	0	0 204	0 411	202	
Stage 1	-		- 202	-	
Stage 2	-		- 209	-	
Critical Hdwy	-	- 4.12	- 6.42	6.22	
Critical Hdwy Stg 1	-		- 5.42	-	
Critical Hdwy Stg 2	-		- 5.42	-	
Follow-up Hdwy	-	- 2.218	- 3.518	3.318	
Pot Cap-1 Maneuver	-	- 1367	- 597	839	
Stage 1	-		- 832	-	
Stage 2	-		- 826	-	
Platoon blocked, %	-	-	-		
Mov Cap-1 Maneuver	-	- 1367	- 595	839	
Mov Cap-2 Maneuver	-		- 595	-	
Stage 1	-		- 832	-	
Stage 2	-		- 822	-	
Approach	EB	WB	NB		
HCM Ctrl Dly, s/v	0	0.21	9.76		
HCM LOS			A		
Minor Lane/Major Mvm	it NBL	n1 EBT	EBR WBL	WBT	
Capacity (veh/h)	7	61 -	- 50	-	
LICM Lana V/C Datia	0.0	00	0.004		

HCM Lane V/C Ratio	0.006	-	- 0	.004	-				
HCM Ctrl Dly (s/v)	9.8	-	-	7.6	0				
HCM Lane LOS	А	-	-	А	А				
HCM 95th %tile Q(veh)	0	-	-	0	-				

Int Delay, s/veh	0.5						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		- सी	- 1 2		۰¥		
Traffic Vol, veh/h	0	3	10	3	1	0	
Future Vol, veh/h	0	3	10	3	1	0	
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	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	3	11	3	1	0	

Major/Minor	Major1	Ν	lajor2		Minor2	
Conflicting Flow All	14	0	-	0	16	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1604	-	-	-	1003	1068
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1604	-	-	-	1003	1068
Mov Cap-2 Maneuver	-	-	-	-	1003	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1020	-
Approach	EB		WB		SB	
HCM Ctrl Dly, s/v	0		0		8.59	
HCM LOS					А	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1604	-	-	-	1003
HCM Lane V/C Ratio		-	-	-	-	0.001
HCM Ctrl Dly (s/v)		0	-	-	-	8.6
HCM Lane LOS		А	-	-	-	А
HCM 95th %tile Q(veh	ו)	0	-	-	-	0

MovementEBLEBRNBLNBTSBTSBRLane ConfigurationsVISBTSBTTraffic Vol, veh/h001382Future Vol, veh/h001382Conflicting Peds, #/hr00000Sign ControlStopStopFreeFreeFreeRT Channelized-None-NoneStorage Length0Veh in Median Storage, #000
Lane ConfigurationsImage: style="text-align: center;">Image: style="text-align: center;">Image: style="text-align: style="text-align: center;">Image: style="text-align: style="text-align: style="text-align: center;">Image: style="text-align: style="text-
Traffic Vol, veh/h 0 0 1 3 8 2 Future Vol, veh/h 0 0 1 3 8 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 -
Future Vol, veh/h 0 0 1 3 8 2 Conflicting Peds, #/hr 0
Conflicting Peds, #/hr00000Sign ControlStopStopFreeFreeFreeRT Channelized-None-NoneStorage Length0Veh in Median Storage, #00000
Sign ControlStopStopFreeFreeFreeRT Channelized-None-NoneStorage Length0Veh in Median Storage, #0-00
RT Channelized-None-NoneStorage Length0Veh in Median Storage, #0-00
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 2 2 2 2
Mvmt Flow 0 0 1 3 9 2

Major/Minor	Minor2		Major1	Maj	jor2		
Conflicting Flow All	15	10	11	0	-	0	
Stage 1	10	-	-	-	-	-	
Stage 2	5	-	-	-	-	-	
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	1003	1072	1608	-	-	-	
Stage 1	1013	-	-	-	-	-	
Stage 2	1018	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	1003	1072	1608	-	-	-	
Mov Cap-2 Maneuver	1003	-	-	-	-	-	
Stage 1	1012	-	-	-	-	-	
Stage 2	1018	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	1.81	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT EE	3Ln1	SBT	SBR
Capacity (veh/h)	450	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Ctrl Dly (s/v)	7.2	0	0	-	-
HCM Lane LOS	А	А	Α	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Int	Dolou	aluah	
		S/ven	

Int Delay, s/veh	0.8						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۰¥			स	ef 👘		
Traffic Vol, veh/h	0	1	0	1	1	7	
Future Vol, veh/h	0	1	0	1	1	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	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	1	0	1	1	8	

Major/Minor	Minor2		Major1	Ma	ijor2		
Conflicting Flow All	6	5	9	0	-	0	
Stage 1	5	-	-	-	-	-	
Stage 2	1	-	-	-	-	-	
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	1015	1078	1611	-	-	-	
Stage 1	1018	-	-	-	-	-	
Stage 2	1022	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	1015	1078	1611	-	-	-	
Mov Cap-2 Maneuver	1015	-	-	-	-	-	
Stage 1	1018	-	-	-	-	-	
Stage 2	1022	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.34	0	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	1078	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	8.3	-	-
HCM Lane LOS	А	-	А	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh

Int Delay, s/veh	0.6						
Movement	EBL	EBT	WBT	WBR	SEL	SER	
Lane Configurations		- सी	- 1 2		۰¥		
Traffic Vol, veh/h	0	3	10	1	1	0	
Future Vol, veh/h	0	3	10	1	1	0	
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	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	3	11	1	1	0	

Major/Minor	Major1	Ν	/lajor2		Minor2		
Conflicting Flow All	12	0	-	0	15	11	
Stage 1	-	-	-	-	11	-	
Stage 2	-	-	-	-	3	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1607	-	-	-	1004	1069	
Stage 1	-	-	-	-	1011	-	
Stage 2	-	-	-	-	1020	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1607	-	-	-	1004	1069	
Mov Cap-2 Maneuver	• -	-	-	-	1004	-	
Stage 1	-	-	-	-	1011	-	
Stage 2	-	-	-	-	1020	-	
Annroach	FB		WR		SE		
HCM Ctrl Dly s/y	0		0		8 50		
	U		U		0.55		
					Л		
Minor Lane/Major Mvi	mt	EBL	EBT	WBT	WBR	SELn1	
Capacity (veh/h)		1607	-	-	-	1004	
HCM Lane V/C Ratio		-	-	-	-	0.001	
HCM Ctrl Dly (s/v)		0	-	-	-	8.6	
HCM Lane LOS		А	-	-	-	А	
HCM 95th %tile Q(vel	h)	0	-	-	-	0	
Int Delay, s/veh	0.2						
------------------------	------	------	------	--------------	------	------	--
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			ا	ef –		
Traffic Vol, veh/h	0	5	4	160	217	3	
Future Vol, veh/h	0	5	4	160	217	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	7	0	
Mvmt Flow	0	7	5	219	297	4	

Major/Minor	Minor2	ľ	Major1	Maj	or2	
Conflicting Flow All	529	299	301	0	-	0
Stage 1	299	-	-	-	-	-
Stage 2	230	-	-	-	-	-
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	513	745	1271	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuve	r 511	745	1271	-	-	-
Mov Cap-2 Maneuve	r 511	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.88	0.19	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	44	-	745	-	-
HCM Lane V/C Ratio	0.004	-	0.009	-	-
HCM Ctrl Dly (s/v)	7.8	0	9.9	-	-
HCM Lane LOS	А	А	А	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh	0						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۰¥			्स	1 2		
Traffic Vol, veh/h	0	0	0	164	222	0	
Future Vol, veh/h	0	0	0	164	222	0	
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	7	2	
Mvmt Flow	0	0	0	210	285	0	

Major/Minor	Minor2		Major1	Majo	or2		
Conflicting Flow All	495	285	285	0	-	0	
Stage 1	285	-	-	-	-	-	
Stage 2	210	-	-	-	-	-	
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	534	754	1278	-	-	-	
Stage 1	764	-	-	-	-	-	
Stage 2	825	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	534	754	1278	-	-	-	
Mov Cap-2 Maneuver	534	-	-	-	-	-	
Stage 1	764	-	-	-	-	-	
Stage 2	825	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT EE	3Ln1	SBT	SBR
Capacity (veh/h)	1278	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	-	-
HCM Lane LOS	А	-	А	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Int Delay, s/veh	0							
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	Y			÷.	ef –			
Traffic Vol, veh/h	0	0	0	164	222	0		
Future Vol, veh/h	0	0	0	164	222	0		
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	e, # 0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	78	78	78	78	78	78		
Heavy Vehicles, %	2	2	2	7	7	2		
Mvmt Flow	0	0	0	210	285	0		

Major/Minor	Minor2		Major1	Maj	or2		
Conflicting Flow All	495	285	285	0	-	0	
Stage 1	285	-	-	-	-	-	
Stage 2	210	-	-	-	-	-	
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	534	754	1278	-	-	-	
Stage 1	764	-	-	-	-	-	
Stage 2	825	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	534	754	1278	-	-	-	
Mov Cap-2 Maneuver	534	-	-	-	-	-	
Stage 1	764	-	-	-	-	-	
Stage 2	825	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT EE	3Ln1	SBT	SBR
Capacity (veh/h)	1278	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	-	-
HCM Lane LOS	А	-	Α	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.3

in Doldy, Siven	0.0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			÷.	ef 👘	
Traffic Vol, veh/h	5	4	2	155	217	8
Future Vol, veh/h	5	4	2	155	217	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, %	2	2	2	7	7	2
Mvmt Flow	7	5	3	204	286	11

Major/Minor	Minor2	ļ	Major1	Majo	or2		
Conflicting Flow All	500	291	296	0	-	0	
Stage 1	291	-	-	-	-	-	
Stage 2	209	-	-	-	-	-	
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	530	748	1265	-	-	-	
Stage 1	759	-	-	-	-	-	
Stage 2	826	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	529	748	1265	-	-	-	
Mov Cap-2 Maneuver	529	-	-	-	-	-	
Stage 1	757	-	-	-	-	-	
Stage 2	826	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.04	0.1	0
HCM LOS	В		

Minor Lane/Major Mvmt	NBL	NBT EI	BLn1	SBT	SBR
Capacity (veh/h)	23	-	608	-	-
HCM Lane V/C Ratio	0.002	- ().019	-	-
HCM Ctrl Dly (s/v)	7.9	0	11	-	-
HCM Lane LOS	А	А	В	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection		
Int Delay, s/veh	0.3	

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0 288	0 505	287	
Stage 1	-		- 287	-	
Stage 2	-		- 218	-	
Critical Hdwy	-	- 4.12	- 6.42	6.22	
Critical Hdwy Stg 1	-		- 5.42	-	
Critical Hdwy Stg 2	-		- 5.42	-	
Follow-up Hdwy	-	- 2.218	- 3.518	3.318	
Pot Cap-1 Maneuver	-	- 1274	- 527	752	
Stage 1	-		- 762	-	
Stage 2	-		- 818	-	
Platoon blocked, %	-	-	-		
Mov Cap-1 Maneuver	-	- 1274	- 522	752	
Mov Cap-2 Maneuver	-		- 522	-	
Stage 1	-		- 762	-	
Stage 2	-		- 812	-	
Approach	EB	WB	NB		
HCM Ctrl Dly, s/v	0	0.34	10.55		
HCM LOS			В		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	656	-	-	78	-	
HCM Lane V/C Ratio	0.012	-	-	0.007	-	
HCM Ctrl Dly (s/v)	10.6	-	-	7.8	0	
HCM Lane LOS	В	-	-	А	Α	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Int Delay, s/veh	0.9							
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		्स	- 1 2		۰¥			
Traffic Vol, veh/h	0	8	8	2	2	0		
Future Vol, veh/h	0	8	8	2	2	0		
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	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	0	9	9	2	2	0		

Major/Minor	Major1	N	lajor2		Minor2	
Conflicting Flow All	11	0	-	0	18	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	999	1072
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1014	-
Platoon blocked. %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	999	1072
Mov Cap-2 Maneuver	-	-	-	-	999	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1014	-
Approach	EB		WB		SB	
HCM Ctrl Dly, s/v	0		0		8.61	
HCM LOS					А	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR S	SBLn1
Capacity (veh/h)		1608	-	-	-	999
HCM Lane V/C Ratio		-	-	-	-	0.002
HCM Ctrl Dly (s/v)		0	-	-	-	8.6
HCM Lane LOS		А	-	-	-	А

0

HCM 95th %tile Q(veh)

0

Int Delay, s/veh	1.3						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۰¥			- सी	- Þ		
Traffic Vol, veh/h	1	1	1	7	7	1	
Future Vol, veh/h	1	1	1	7	7	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	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1	1	1	8	8	1	

Major/Minor	Minor2		Major1	Ma	ajor2	
Conflicting Flow All	18	8	9	0	-	0
Stage 1	8	-	-	-	-	-
Stage 2	10	-	-	-	-	-
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	1000	1074	1611	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	999	1074	1611	-	-	-
Mov Cap-2 Maneuver	999	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.49	0.9	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	225	-	1035	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	А	A	Α	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh	4.3						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۰¥			्स	4		
Traffic Vol, veh/h	7	0	0	1	1	5	
Future Vol, veh/h	7	0	0	1	1	5	
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	2	2	2	
Mvmt Flow	8	0	0	1	1	5	

Major/Minor	Minor2		Major1	Ma	ajor2	
Conflicting Flow All	5	4	7	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1017	1080	1614	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1017	1080	1614	-	-	-
Mov Cap-2 Maneuver	1017	-	-	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.57	0	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT E	EBLn1	SBT	SBR
Capacity (veh/h)	1614	-	1017	-	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Ctrl Dly (s/v)	0	-	8.6	-	-
HCM Lane LOS	Α	-	Α	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh

Int Delay, s/veh	0.6						
Movement	EBL	EBT	WBT	WBR	SEL	SER	
Lane Configurations		्स	- 1 2		۰¥		
Traffic Vol, veh/h	0	5	8	1	1	0	
Future Vol, veh/h	0	5	8	1	1	0	
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	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	5	9	1	1	0	

Major/Minor	Major1	N	1ajor2		Minor2	
Conflicting Flow All	10	0	-	0	15	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	5	-
Critical Hdwv	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1610	-	-	-	1004	1072
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1018	-
Platoon blocked %		-	-	-	1010	
Mov Can-1 Maneuver	1610	_	_	_	1004	1072
Mov Cap-2 Maneuver	1010	_	_	_	1004	1012
Stage 1	-	-		_	1014	-
Stage 2	-	-	-	-	1014	-
Slaye z	-	-	-	-	1010	-
Approach	EB		WB		SE	
HCM Ctrl Dly, s/v	0		0		8.59	
HCM LOS					А	
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)		1610	-	-	-	1004
HCM Lane V/C Ratio		-	-	-	-	0.001
HCM Ctrl Dly (s/v)		0	-	-	-	8.6
HCM Lane LOS		Α	-	-	-	Α

0

HCM 95th %tile Q(veh)

0

APPENDIX E: LOS CALCULATIONS – FULL BUILD CONDITIONS



Movement EBL EBR NBL NBT SBT SBR Lane Configurations Y Image: Configuration of the system of the syst	Int Delay, s/veh	0							
Lane Configurations Y Image: constraint of the system Traffic Vol, veh/h 0 0 1 219 203 1 Future Vol, veh/h 0 0 1 219 203 1 Future Vol, veh/h 0 0 1 219 203 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 - - 0 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 7 7 0 Mvmt Flow 0 0 1 249 231 1	Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Traffic Vol, veh/h 0 0 1 219 203 1 Future Vol, veh/h 0 0 1 219 203 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 7 0 Mvmt Flow 0 0 1 249 231 1	Lane Configurations	Y			्र	ef 👘			
Future Vol, veh/h 0 0 1 219 203 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 7 7 0 Mvmt Flow 0 0 1 249 231 1	Traffic Vol, veh/h	0	0	1	219	203	1		
Conflicting Peds, #/hr 0	Future Vol, veh/h	0	0	1	219	203	1		
Sign ControlStopStopFreeFreeFreeFreeFreeRT Channelized-None-None-NoneStorage Length0Veh in Median Storage, #0-00-Grade, %000-Peak Hour Factor888888888888Heavy Vehicles, %00770Mvmt Flow0012492311	Conflicting Peds, #/hr	0	0	0	0	0	0		
RT Channelized - 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 7 7 0 Mvmt Flow 0 0 1 249 231 1	Sign Control	Stop	Stop	Free	Free	Free	Free		
Storage Length 0 - - - - - Veh in Median Storage, # 0 - - 0 0 - Grade, % 0 - - 0 0 - Peak Hour Factor 88 88 88 88 88 Heavy Vehicles, % 0 0 0 7 7 0 Mvmt Flow 0 0 1 249 231 1	RT Channelized	-	None	-	None	-	None		
Veh in Median Storage, # 0 - - 0 0 - Grade, % 0 - - 0 0 - Peak Hour Factor 88 88 88 88 88 88 Heavy Vehicles, % 0 0 7 7 0 Mvmt Flow 0 0 1 249 231 1	Storage Length	0	-	-	-	-	-		
Grade, % 0 - 0 0 - Peak Hour Factor 88 88 88 88 88 88 Heavy Vehicles, % 0 0 7 7 0 Mvmt Flow 0 0 1 249 231 1	Veh in Median Storage,	# 0	-	-	0	0	-		
Peak Hour Factor 88 88 88 88 88 Heavy Vehicles, % 0 0 7 7 0 Mvmt Flow 0 0 1 249 231 1	Grade, %	0	-	-	0	0	-		
Heavy Vehicles, % 0 0 0 7 7 0 Mvmt Flow 0 0 1 249 231 1	Peak Hour Factor	88	88	88	88	88	88		
Mvmt Flow 0 0 1 249 231 1	Heavy Vehicles, %	0	0	0	7	7	0		
	Mvmt Flow	0	0	1	249	231	1		

Major/Minor	Minor2	N	Major1	Мај	or2		
Conflicting Flow All	482	231	232	0	-	0	
Stage 1	231	-	-	-	-	-	
Stage 2	251	-	-	-	-	-	
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	547	813	1348	-	-	-	
Stage 1	812	-	-	-	-	-	
Stage 2	795	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuve	r 546	813	1348	-	-	-	
Mov Cap-2 Maneuve	r 546	-	-	-	-	-	
Stage 1	811	-	-	-	-	-	
Stage 2	795	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.03	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT EI	3Ln1	SBT	SBR
Capacity (veh/h)	8	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	0	-	-
HCM Lane LOS	А	А	А	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Int Delay, s/veh	0.1						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۰¥			्स	4		
Traffic Vol, veh/h	3	0	0	215	200	3	
Future Vol, veh/h	3	0	0	215	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	88	88	88	88	88	88	
Heavy Vehicles, %	2	2	2	7	7	2	
Mvmt Flow	3	0	0	244	227	3	

Major/Minor	Minor2	ļ	Major1	Majo	or2		
Conflicting Flow All	473	229	231	0	-	0	
Stage 1	229	-	-	-	-	-	
Stage 2	244	-	-	-	-	-	
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	550	810	1337	-	-	-	
Stage 1	809	-	-	-	-	-	
Stage 2	796	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	550	810	1337	-	-	-	
Mov Cap-2 Maneuver	550	-	-	-	-	-	
Stage 1	809	-	-	-	-	-	
Stage 2	796	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.59	0	0
HCM LOS	В		

Minor Lane/Major Mvmt	NBL	NBT E	BLn1	SBT	SBR
Capacity (veh/h)	1337	-	550	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Ctrl Dly (s/v)	0	-	11.6	-	-
HCM Lane LOS	А	-	В	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh	0.9						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۰¥			्स	- 1 2		
Traffic Vol, veh/h	24	6	3	190	191	9	
Future Vol, veh/h	24	6	3	190	191	9	
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, %	2	2	2	7	7	2	
Mvmt Flow	27	7	3	216	217	10	

Major/Minor	Minor2	ļ	Major1	Maje	or2		
Conflicting Flow All	445	222	227	0	-	0	
Stage 1	222	-	-	-	-	-	
Stage 2	223	-	-	-	-	-	
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	571	817	1341	-	-	-	
Stage 1	815	-	-	-	-	-	
Stage 2	814	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	569	817	1341	-	-	-	
Mov Cap-2 Maneuver	569	-	-	-	-	-	
Stage 1	812	-	-	-	-	-	
Stage 2	814	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.3	0.12	0
HCM LOS	В		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	28	- 606	-	-
HCM Lane V/C Ratio	0.003	- 0.056	-	-
HCM Ctrl Dly (s/v)	7.7	0 11.3	-	-
HCM Lane LOS	А	A B	-	-
HCM 95th %tile Q(veh)	0	- 0.2	-	-

ntersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	۰¥			- सी	- Þ	
Traffic Vol, veh/h	9	23	8	178	193	14
Future Vol, veh/h	9	23	8	178	193	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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	7	7	2
Mvmt Flow	10	24	9	189	205	15

Major/Minor	Minor2		Major1	Мај	or2	
Conflicting Flow All	419	213	220	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	206	-	-	-	-	-
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	591	827	1349	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	586	827	1349	-	-	-
Mov Cap-2 Maneuver	586	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.09	0.33	0
HCM LOS	В		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	77	- 742	-	-
HCM Lane V/C Ratio	0.006	- 0.046	-	-
HCM Ctrl Dly (s/v)	7.7	0 10.1	-	-
HCM Lane LOS	A	A B	-	-
HCM 95th %tile Q(veh)	0	- 0.1	-	-

Intersection							
Int Delay, s/veh	0.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	ef 👘			्र	Y		
Traffic Vol, veh/h	204	5	6	187	1	5	
Future Vol, veh/h	204	5	6	187	1	5	

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	e, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	2	2	7	2	2
Mvmt Flow	229	6	7	210	1	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	235	0	456	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1332	-	563	807
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1332	-	559	807
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	809	-
Annroach	FB		WB		NR	
HCM Ctrl Dly s/y	0		0.24		0.83	
HCM LOS	0		0.24		9.05 A	
					A	
Minor Lane/Major Mvr	nt N	IBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		752	-	-	56	-
HCM Lane V/C Ratio		0.009	-	-	0.005	-

	152		- 50		
HCM Lane V/C Ratio	0.009	-	- 0.005	-	
HCM Ctrl Dly (s/v)	9.8	-	- 7.7	0	
HCM Lane LOS	А	-	- A	А	
HCM 95th %tile Q(veh)	0	-	- 0	-	

Int Delay, s/veh	3.2						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		÷.	4		Y		
Traffic Vol, veh/h	0	8	12	11	18	0	
Future Vol, veh/h	0	8	12	11	18	0	
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	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	9	13	12	20	0	

Major/Minor	Major1	N	/lajor2		Vinor2	
Conflicting Flow All	25	0	-	0	28	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1589	-	-	-	987	1059
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1589	-	-	-	987	1059
Mov Cap-2 Maneuver	-	-	-	-	987	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1014	-
Approach	EB		WB		SB	
HCM Ctrl Dlv. s/v	0		0		8.72	
HCM LOS					A	
	. 1	EDI	EDT			
Minor Lane/Major Mvr	nt	EBL	FRI	WBI	WBK 8	SBLn1
Capacity (veh/h)		1589	-	-	-	987
HCM Lane V/C Ratio		-	-	-	-	0.02
HCM Ctrl Dly (s/v)		0	-	-	-	8.7

Int Delay, s/veh	3.1							
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	۰¥			्र	4			
Traffic Vol, veh/h	5	2	2	3	8	4		
Future Vol, veh/h	5	2	2	3	8	4		
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	2	2	2		
Mvmt Flow	5	2	2	3	9	4		

Major/Minor	Minor2		Major1	Ma	jor2		
Conflicting Flow All	18	11	13	0	-	0	
Stage 1	11	-	-	-	-	-	
Stage 2	8	-	-	-	-	-	
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	999	1070	1605	-	-	-	
Stage 1	1012	-	-	-	-	-	
Stage 2	1015	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	998	1070	1605	-	-	-	
Mov Cap-2 Maneuver	998	-	-	-	-	-	
Stage 1	1011	-	-	-	-	-	
Stage 2	1015	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.57	2.9	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	720	-	1017	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.6	-	-
HCM Lane LOS	А	А	А	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh	0.6							
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	۰¥			्स	1 2			
Traffic Vol, veh/h	0	1	0	2	3	7		
Future Vol, veh/h	0	1	0	2	3	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	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	0	1	0	2	3	8		

Major/Minor	Minor2		Major1	Ма	jor2	
Conflicting Flow All	9	7	11	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	2	-	-	-	-	-
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	1011	1075	1608	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1011	1075	1608	-	-	-
Mov Cap-2 Maneuver	1011	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.35	0	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT E	EBLn1	SBT	SBR
Capacity (veh/h)	1608	-	1075	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	8.4	-	-
HCM Lane LOS	А	-	А	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh	1.4							
Movement	EBL	EBT	WBT	WBR	SEL	SER		
Lane Configurations		- सी	- 1 2		۰¥			
Traffic Vol, veh/h	0	3	10	2	3	0		
Future Vol, veh/h	0	3	10	2	3	0		
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	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	0	3	11	2	3	0		

Major/Minor	Major1	Ν	lajor2		Minor2	
Conflicting Flow All	13	0	-	0	15	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1605	-	-	-	1003	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1605	-	-	-	1003	1069
Mov Cap-2 Maneuver	-	-	-	-	1003	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1020	-
Approach	EB		WB		SE	
HCM Ctrl Dly, s/v	0		0		8.6	
HCM LOS					А	
Minor Lane/Maior Myr	nt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)		1605				1003
HCM Lane V/C Ratio		-	-	-	-	0.003
HCM Ctrl Dly (s/v)		0	-	-	_	8.6
HCM Lane LOS		Ă	-	-	-	A
HCM 95th %tile Q(veh	1)	0	-	-	-	0

Int Delay, s/veh	0.2							
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	Y			÷.	ef –			
Traffic Vol, veh/h	0	5	4	196	273	3		
Future Vol, veh/h	0	5	4	196	273	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	7	0		
Mvmt Flow	0	7	5	268	374	4		

Major/Minor	Minor2	M	Major1	Majo	or2		
Conflicting Flow All	655	376	378	0	-	0	
Stage 1	376	-	-	-	-	-	
Stage 2	279	-	-	-	-	-	
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	434	675	1191	-	-	-	
Stage 1	699	-	-	-	-	-	
Stage 2	772	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	r 431	675	1191	-	-	-	
Mov Cap-2 Maneuver	r 431	-	-	-	-	-	
Stage 1	695	-	-	-	-	-	
Stage 2	772	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.39	0.16	0
HCMLOS	В		

Minor Lane/Major Mvmt	NBL	NBT E	BLn1	SBT	SBR
Capacity (veh/h)	36	-	675	-	-
HCM Lane V/C Ratio	0.005	-	0.01	-	-
HCM Ctrl Dly (s/v)	8	0	10.4	-	-
HCM Lane LOS	A	A	В	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh	0.4						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	¥			÷.	ef –		
Traffic Vol, veh/h	14	1	2	188	259	19	
Future Vol, veh/h	14	1	2	188	259	19	
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	7	2	
Mvmt Flow	18	1	3	241	332	24	

Major/Minor	Minor2		Major1	Majo	or2		
Conflicting Flow All	590	344	356	0	-	0	
Stage 1	344	-	-	-	-	-	
Stage 2	246	-	-	-	-	-	
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	470	699	1202	-	-	-	
Stage 1	718	-	-	-	-	-	
Stage 2	795	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	469	699	1202	-	-	-	
Mov Cap-2 Maneuver	469	-	-	-	-	-	
Stage 1	716	-	-	-	-	-	
Stage 2	795	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.82	0.08	0
HCMLOS	В		

Minor Lane/Major Mvmt	NBL	NBT E	BLn1	SBT	SBR
Capacity (veh/h)	19	-	479	-	-
HCM Lane V/C Ratio	0.002	-	0.04	-	-
HCM Ctrl Dly (s/v)	8	0	12.8	-	-
HCM Lane LOS	А	А	В	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Int Delay, s/veh	1.2						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			ا	el -		
Traffic Vol, veh/h	21	13	20	170	231	30	
Future Vol, veh/h	21	13	20	170	231	30	
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	7	2	
Mvmt Flow	27	17	26	218	296	38	

Major/Minor	Minor2	ļ	Major1	Maj	or2		
Conflicting Flow All	585	315	335	0	-	0	
Stage 1	315	-	-	-	-	-	
Stage 2	269	-	-	-	-	-	
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	474	725	1225	-	-	-	
Stage 1	740	-	-	-	-	-	
Stage 2	776	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	462	725	1225	-	-	-	
Mov Cap-2 Maneuver	462	-	-	-	-	-	
Stage 1	722	-	-	-	-	-	
Stage 2	776	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.3	0.84	0
HCMLOS	В		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	189	- 537	-	-
HCM Lane V/C Ratio	0.021	- 0.081	-	-
HCM Ctrl Dly (s/v)	8	0 12.3	-	-
HCM Lane LOS	А	A B	-	-
HCM 95th %tile Q(veh)	0.1	- 0.3	-	-

nto	rco	OTIO	n
II II E	158		
		000	

Movement EBL EBR NBL NBT SBT SBR
Lane Configurations 🌱 🙀 🖡
Traffic Vol, veh/h 9 18 24 176 231 16
Future Vol, veh/h 9 18 24 176 231 16
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, % 2 2 2 7 7 2
Mvmt Flow 12 24 32 232 304 21

Major/Minor	Minor2		Major1	Maj	or2	
Conflicting Flow All	609	314	325	0	-	0
Stage 1	314	-	-	-	-	-
Stage 2	295	-	-	-	-	-
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	458	726	1235	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	445	726	1235	-	-	-
Mov Cap-2 Maneuver	445	-	-	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	756	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.38	0.96	0
HCMLOS	В		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	216	- 600	-	-
HCM Lane V/C Ratio	0.026	- 0.059	-	-
HCM Ctrl Dly (s/v)	8	0 11.4	-	-
HCM Lane LOS	Α	A B	-	-
HCM 95th %tile Q(veh)	0.1	- 0.2	-	-

Intersection							
Int Delay, s/veh	0.4						
Movement	FRT	FRR	W/RI	W/RT	NRI	NBR	

wovernent	EDI	EDK	VVDL	VVDI	INDL	NDK	
Lane Configurations	ef –			र्स	Y		
Traffic Vol, veh/h	248	2	10	197	2	6	
Future Vol, veh/h	248	2	10	197	2	6	
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, %	7	2	2	7	2	2	
Mvmt Flow	322	3	13	256	3	8	

Major/Minor	Major1	Ma	jor2	I	Minor1	
Conflicting Flow All	0	0	325	0	605	323
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	282	-
Critical Hdwy	-	- 4	1.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	- 2.	218	-	3.518	3.318
Pot Cap-1 Maneuver	-	- 1	235	-	461	718
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	- 1	235	-	455	718
Mov Cap-2 Maneuver	-	-	-	-	455	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	757	-
Annroach	FR		W/R		NR	
					10.04	
	U	Ĺ	J.30		10.04 D	
					D	
Minor Lane/Major Mvn	nt NB	BLn1 E	EBT	EBR	WBL	WBT
Capacity (veh/h)		627	-	-	87	-
HCM Lane V/C Ratio	0	017	-	-	0 011	-

HCM Lane V/C Ratio	0.017	-	- 0.011	-	
HCM Ctrl Dly (s/v)	10.8	-	- 7.9	0	
HCM Lane LOS	В	-	- A	А	
HCM 95th %tile Q(veh)	0.1	-	- 0	-	

Int Delay, s/veh	1.8						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		- सी	- 1 2		۰¥		
Traffic Vol, veh/h	0	11	14	26	13	0	
Future Vol, veh/h	0	11	14	26	13	0	
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	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	12	15	28	14	0	

Major/Minor	Major1	Ν	lajor2		Minor2		
Conflicting Flow All	43	0	-	0	41	29)
Stage 1	-	-	-	-	29	-	-
Stage 2	-	-	-	-	12	-	-
Critical Hdwy	4.12	-	-	-	6.42	6.22	2
Critical Hdwy Stg 1	-	-	-	-	5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	3
Pot Cap-1 Maneuver	1565	-	-	-	970	1045	5
Stage 1	-	-	-	-	993	-	-
Stage 2	-	-	-	-	1011	-	-
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1565	-	-	-	970	1045	5
Mov Cap-2 Maneuver	-	-	-	-	970	-	-
Stage 1	-	-	-	-	993	-	-
Stage 2	-	-	-	-	1011	-	-
Approach	EB		WB		SB		
HCM Ctrl Dlv. s/v	0		0		8.77		
HCM LOS	-				A		
Miner Lene (Meier Mur			ГОТ			001-1	1
winor Lane/Major Mvr	nt	EBL	EBT	VVBI	WBR :	SBLUI	
Capacity (veh/h)		1565	-	-	-	970)
HCM Lane V/C Ratio		-	-	-	-	0.015	5
HCM Ctrl Dly (s/v)		0	-	-	-	8.8	3
HCM Lane LOS		A	-	-	-	A	1

-

-

0

HCM 95th %tile Q(veh)

0

-

Int Delay, s/veh	2.8							
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	۰¥			स	4			
Traffic Vol, veh/h	4	3	4	7	7	7		
Future Vol, veh/h	4	3	4	7	7	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	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	4	3	4	8	8	8		

Major/Minor	Minor2	I	Major1	Ma	jor2		
Conflicting Flow All	28	11	15	0	-	0	
Stage 1	11	-	-	-	-	-	
Stage 2	16	-	-	-	-	-	
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	987	1069	1603	-	-	-	
Stage 1	1011	-	-	-	-	-	
Stage 2	1006	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	985	1069	1603	-	-	-	
Mov Cap-2 Maneuver	985	-	-	-	-	-	
Stage 1	1009	-	-	-	-	-	
Stage 2	1006	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.56	2.64	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	655	-	1019	-	-
HCM Lane V/C Ratio	0.003	-	0.007	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.6	-	-
HCM Lane LOS	А	А	А	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh	3.2						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۰¥			्स	4		
Traffic Vol, veh/h	7	0	0	4	3	5	
Future Vol, veh/h	7	0	0	4	3	5	
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	e, # 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	8	0	0	4	3	5	

Major/Minor	Minor2	l	Major1	Ма	ijor2		
Conflicting Flow All	10	6	9	0	-	0	
Stage 1	6	-	-	-	-	-	
Stage 2	4	-	-	-	-	-	
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	1010	1077	1611	-	-	-	
Stage 1	1017	-	-	-	-	-	
Stage 2	1019	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	1010	1077	1611	-	-	-	
Mov Cap-2 Maneuver	1010	-	-	-	-	-	
Stage 1	1017	-	-	-	-	-	
Stage 2	1019	-	-	-	-	-	

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.59	0	0
HCM LOS	А		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	1010	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Ctrl Dly (s/v)	0	-	8.6	-	-
HCM Lane LOS	А	-	А	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh

Int Delay, s/veh	1.3						
Movement	EBL	EBT	WBT	WBR	SEL	SER	
Lane Configurations		्स	- 1 2		۰¥		
Traffic Vol, veh/h	0	5	8	4	3	0	
Future Vol, veh/h	0	5	8	4	3	0	
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	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	5	9	4	3	0	

Major/Minor	Major1	Ν	/lajor2		Minor2	
Conflicting Flow All	13	0	-	0	16	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1605	-	-	-	1002	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1605	-	-	-	1002	1070
Mov Cap-2 Maneuver	-	-	-	-	1002	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1018	-
Approach	EB		WB		SE	
HCM Ctrl Dlv. s/v	0		0		8.6	
HCM LOS	•		•		A	
					7.	
	-		гот			
	nt	EBL	ERI	VVBI	WBK (SELNT
Capacity (veh/h)		1605	-	-	-	1002
HCM Lane V/C Ratio		-	-	-	-	0.003
HCM Ctrl Dly (s/v)		0	-	-	-	8.6
HCM Lane LOS		A	-	-	-	A
HCM 95th %tile Q(veh	1)	0	-	-	-	0

Reduced-size copy of the Updated Site Plan prepared by Carmina Wood Design [Drawing C-100 – Date: May 2, 2025]



Reduced-size copy of the Updated Fire Truck Plan prepared by Carmina Wood Design, [Drawing C-100 – Date: May 2, 2025]



Updated Color Rendering of the Front Elevation of the Mixed-Use Building, dated April 29, 2025



Federal Wetland Determination Letter prepared by Donald Wilson of Davey Resource Group dated April 8, 2025



Corporate Headquarters 295 South Water Street, Suite 300 Kent, OH 44240 800-828-8312

> Local Office 750 Ensminger Rd, Suite 100 Tonawanda, New York 14150 716.565.3000

April 8, 2025

Jeremy P. Wassel Ellicott Development Co. 295 Main Street, Suite 700 Buffalo, NY 14203

Subject: Federal Wetland Determination - Preliminary Wetland Determination of the Former Chautauqua Point Golf Course, E. Lake Rd Parcels, Dewittville, Chautauqua County, NY

Dear Mr. Wassel:

Davey Resource Group (DRG), acting on your behalf as our client, conducted a Wetland Determination (WD) for the purpose of assessing whether wetlands or streams subject to jurisdiction under Section 404 of the Clean Water Act and Article 24 of the New York State Freshwater Wetlands Law are present on land located south of and adjacent to E. Lake Road, in the Town of Dewittville, Chautauqua County, NY. (Figure 1). The parcels are listed as 5621, 5687, 5695 and 5710 E. Lake Road and totals 35.85± acres as shown on the property survey conducted by GPI Engineering and Surveying dated June 23, 2023. The property was a former 9 hole golf course; Chautauqua Point Golf Course. The course was closed late 2021. Shortly thereafter, it was purchased by the client.

This report presents the result of the onsite field investigation which was conducted on April 4, 2025. The purpose of the site visit was to determine whether wetlands subject to Section 404 of the Clean Water Act and Article 24 of the New York State Environmental Conservation Law and therefore regulated by the U.S. Army Corps of Engineers (USACE) and the New York State Department of Environmental Conservation (NYSDEC), exist within the site. A review of the National Wetlands Inventory (Figure 2) indicated no federal wetlands mapped within the parcel. No NYSDEC Freshwater Wetland nor Informational Freshwater Wetland enacted January 1, 2025, are mapped within the parcel (Figure 3). The soil represented on the site consists of the moderately well drain Chautauqua silt loam series (Figure 4). The results of the onsite investigation determined no Federal or State wetlands exist within the site. The determination is based on the lack of wetland hydrology, hydrophytic vegetation and hydric soils within the limits of the parcel.

This report presents the result of the onsite field investigation, which was conducted with snow free conditions. The weather conditions were sunny; an ambitious air temperature of 50° Fahrenheit.

CURRENT REGULATIONS

As part of Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (USACE) regulates Federal wetland areas as small as 1/10 acres in size. DRG conducted the WD in accordance with the <u>Corps of Engineers Wetland Delineation Manual</u> dated January 1987 and the <u>Regional Supplement to the Corps of Engineers Wetland Delineation Manual</u>: *Northcentral and Northeast Region*, dated January 2012. This manual specifies methods accepted by the U.S. Army Corps of Engineers for its permitting process under
Section 404 of the Clean Water Act and Section 10 of the River and Harbors Act of 1899. The Code of Federal Regulations defines a wetland as an area having hydric soils, wetland hydrology and supporting vegetation dominated by hydrophytes. All three of these criteria must be present for an area to qualify as a wetland. Hydrophytic vegetation has been defined as species which due to morphological, physiological, and/or reproductive adaptation(s), have the ability to grow, effectively compete, and/ or reproduce in persisting anaerobic soil conditions. These species have been given an indicator status defining their probability of occurring in a wetland. These indicator statuses are defined as Obligate Wetland (OBL), Facultative Wetland (FACW), and Facultative (FAC). Non-hydrophytic species are assigned an indicator status of Facultative Upland (FACU) or Obligate Upland (UPL).

New York State freshwater wetlands are delineated utilizing the same criteria as defined for Federal wetlands. The state delineations are keyed to the presence of hydrophytic vegetation and wetland hydrology. Hydric soil is not a requirement but typically is presence. In addition, the NYSDEC also regulates a 100 adjacent area to the immediate wetland as part of the wetland.

SITE CONDITIONS

The site was investigated by a Professional Wetland Scientist. The parcel is largely rectangular fronting E. Lake Road. Existing homes and condominium development surrounds the parcel to the north, south and west. A portion of the southwest parcel borders on Chautauqua Lake as well (Figure 5). Slopes range from 3% - 15%. The parcels slopes from east to west; E. Lake Road to Chautauqua Lake.

The site is best defined as a meadow vegetation community which has been routinely mowed and maintained since the closure of the course in or around 2022. The site has scattered mature trees, mostly conifers (*Pinus resinosa*, FACU), Norway spruce (*Picea abies*, FACU), Scotch pine (*Pinus sylvestris*, FACU), exists outside of the "fairway" areas of the parcel. They are mostly confined to areas between "fairways" and along Fairview Road, which enters the parcel from Leet Avenue along the east property line. Black locusts (*Robinia pseudoacacia*, FACU) exist along E. Lake Road. Additional species noted includes Eastern cottonwood (*Populus deltoides*, FAC), ashleaf maple (Acer *negundo*, FACU), American linden (*Tilia americana*, FACU), in the tree strata with staghorn sumac (*Rhus typhina*, FACU) in the shrub strata. The mowed meadow had a dominance of herbaceous species including perennial rye grass (*Lolium perenne*, FACU), Virginia strawberry (*Fragaria virginiana*, FACU), sow thistle (*Sonchus oleraceus*, UPL), common dandelion (*Taraxacum officinale*, UPL), clover (*Trifolium repens*, FACU) and other upland grass species.

Soil samples and hydrology information were also collected at random locations throughout the parcel. Soil samples were obtained through the use of a stainless steel hand auger. Soils were examined to depths of at least 20 inches. The soil samples were inspected for the presence of hydric soil indicators. The presence of one or more indicators would identify the soil as hydric, while the absence of any indicators would conclude that the soil is non-hydric. Hydrology information was visually assessed during the soils investigation and included, but was not limited to, observations of inundation, soil saturation, water marks on trees, drainage patterns, drift lines, water-stained leaves, and oxidized rhizospheres on living roots.

Soils sampled across the site corresponded well with the moderately well drain Chautauqua silt loam series. Figure 4 provides the site location based on the soil mapped by the Natural Resource Conservation Service Web Soils Survey.

CONCLUSION

The parcel was walked and sampled by a Certified Professional Wetland Scientist. The investigation revealed no wetlands were present within the property. This determination is based on the lack of hydric

soils, wetland hydrology, and hydrophytic vegetation in the area. Based on the results of the field investigation it is our professional opinion that the subject site does not contain Federal or State regulated wetlands and that the mapping units shown by both the NWI Mapper and NYSDEC Resource Mapper are accurate for this site location.

This report represents the conclusions of Davey Resource Group, based on existing site conditions. The results of this report are considered accurate to the best of our ability and are representative of the on-site investigation conducted on April 4, 2025.

Sincerely,

Dandelowlan

Donald G. Wilson, PWS Professional Wetland Scientist Principal Consultant Davey Resource Group, Inc. www.daveyresourcegroup.com



Viewing south along East Lake Road. Parcel is left of the road.



Adjacent to the north property line. Existing development on adjacent property.



Viewing west along the north property line to Chautauqua Lake.



Viewing south along the west property line from north property limits. Note Slope.



Additional photo taken along western portion of the parcel viewing south.



View west from southeast corner of the parcel along Leet Avenue at E. Lake Road.



Viewing north along E. Lake Road.



Additional photo taken along eastern portion of the parcel viewing west.

Figure 1. Site Location, E. Lake Road, Dewittville, NY



U.S. DEPARTMENT OF THE INTERIOR U.S. GEOLOGICAL SURVEY







Figure 2. E. Lake Rd, Dewittville, NY



National Wetlands Inventory (NWI) This page was produced by the NWI mapper

Riverine

Freshwater Pond

Estuarine and Marine Wetland



Mapper	+ 1 <								Chautauqua Lake						19 ODE 0					
Environmental Resource	Search	Tools	Layers and Legend	Wetland Layers	All Layers	Previously Mapped Freshwater Wetlands (Outside of the Adirondack Park)	🗾 🔲 Informational Freshwater Wetland Mapping	National Wetlands Inventory	Estuarine and Marine Deepwater	Estuarine and Marine Wetland	Freshwater Emergent Wetland	Freshwater Forested/Shrub Wetland	Freshwater Pond	Lake	Other	Riverine	Reference Layers	Tell Me More	Need A Permit?	Contacts



Hydric Rating by Map Unit—Chautauqua County, New York (E.Lake Road Parcel, Dewittville, NY)

MAP INFORM	The soil surveys that comprise your AOI 1:15,800.	Warning: Soil Map may not be valid at thi	Enlargement of maps beyond the scale c misunderstanding of the detail of mappin line narement The maps do not show th	contrasting soils that could have been sh scale.	Please rely on the bar scale on each may measurements.	Source of Map: Natural Resources Con Web Soil Survey URL:	Coordinate System: Web Mercator (EP	Maps from the Web Soil Survey are base projection, which preserves direction and	distance and area. A projection that pres Albers equal-area conic projection, shoul accurate calculations of distance or area	This product is generated from the USD $^{ m A}$	of the version date(s) listed below.	Soil Survey Area: Chautauqua County, Survey Area Data: Version 22, Aug 29,	Soil map units are labeled (as space allo 1:50,000 or larger.	Date(s) aerial images were photographer	The orthophoto or other base map on wh	compiled and digitized probably differs fr imagery displayed on these maps. As a r	shifting of map unit boundaries may be e	
		(0																
GEND	Transportation +++ Rails	Interstate Highways	US Routes Major Roads	Local Roads	Aerial Photography													
MAP LEGEND	terest (AOI) Transportation Area of Interest (AOI) ++++ Rails	Interstate Highways	Ing roygons US Routes Hydric (100%) Major Roads	Hydric (33 to 65%)	Hydric (1 to 32%) Background Not Hydric (0%) Aerial Photography	Not rated or not available	ing Lines Hydric (100%)	Hydric (66 to 99%)	Hydric (33 to 65%) Hydric (1 to 32%)	Not Hydric (0%)	Not rated or not available	ing Points Hydric (100%)	Hydric (66 to 99%)	Hydric (33 to 65%) Hydric (1 to 33%)	Not Hydric (0%)	Not rated or not available	tures	Streams and Canals

Hydric Rating by Map Unit

	-			
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BsB	Busti silt loam, 3 to 8 percent slopes	5	0.8	2.1%
CkB	Chautauqua silt loam, 3 to 8 percent slopes	0	20.4	53.3%
CkC	Chautauqua silt loam, 8 to 15 percent slopes	0	17.0	44.6%
Totals for Area of Intere	st		38.2	100.0%

Description

This rating indicates the percentage of map units that meets the criteria for hydric soils. Map units are composed of one or more map unit components or soil types, each of which is rated as hydric soil or not hydric. Map units that are made up dominantly of hydric soils may have small areas of minor nonhydric components in the higher positions on the landform, and map units that are made up dominantly of nonhydric soils may have small areas of minor hydric components in the lower positions on the landform. Each map unit is rated based on its respective components and the percentage of each component within the map unit.

The thematic map is color coded based on the composition of hydric components. The five color classes are separated as 100 percent hydric components, 66 to 99 percent hydric components, 33 to 65 percent hydric components, 1 to 32 percent hydric components, and less than one percent hydric components.

In Web Soil Survey, the Summary by Map Unit table that is displayed below the map pane contains a column named 'Rating'. In this column the percentage of each map unit that is classified as hydric is displayed.

Hydric soils are defined by the National Technical Committee for Hydric Soils (NTCHS) as soils that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part (Federal Register, 1994). Under natural conditions, these soils are either saturated or inundated long enough during the growing season to support the growth and reproduction of hydrophytic vegetation.

The NTCHS definition identifies general soil properties that are associated with wetness. In order to determine whether a specific soil is a hydric soil or nonhydric soil, however, more specific information, such as information about the depth and duration of the water table, is needed. Thus, criteria that identify those estimated soil properties unique to hydric soils have been established (Federal Register, 2002). These criteria are used to identify map unit components that normally are associated with wetlands. The criteria used are selected estimated soil properties that are described in "Soil Taxonomy" (Soil Survey Staff, 1999) and "Keys to Soil Taxonomy" (Soil Survey Staff, 1993).

If soils are wet enough for a long enough period of time to be considered hydric, they should exhibit certain properties that can be easily observed in the field. These visible properties are indicators of hydric soils. The indicators used to make onsite determinations of hydric soils are specified in "Field Indicators of Hydric Soils in the United States" (Hurt and Vasilas, 2006).

References:

Federal Register. July 13, 1994. Changes in hydric soils of the United States. Federal Register. September 18, 2002. Hydric soils of the United States. Hurt, G.W., and L.M. Vasilas, editors. Version 6.0, 2006. Field indicators of hydric soils in the United States.

Soil Survey Division Staff. 1993. Soil survey manual. Soil Conservation Service. U.S. Department of Agriculture Handbook 18.

Soil Survey Staff. 1999. Soil taxonomy: A basic system of soil classification for making and interpreting soil surveys. 2nd edition. Natural Resources Conservation Service. U.S. Department of Agriculture Handbook 436.

Soil Survey Staff. 2006. Keys to soil taxonomy. 10th edition. U.S. Department of Agriculture, Natural Resources Conservation Service.

Rating Options

Aggregation Method: Percent Present Component Percent Cutoff: None Specified Tie-break Rule: Lower



Point Chautauqu Neighborhood

Avenue

Leet

The Villas at Chautauqua Point

FIGURE

PROJECT SITE AERIAL

Chautauqua Lake

Estates

Exhibit 22

Copy of Minutes of Meeting of the Town of Chautauqua Zoning Board of Appeals held on January 21, 2025



Opening:

The regular meeting of the Town of Chautauqua Zoning Board of Appeals was called to order at 3:30 pm, on Tuesday, January 21st, 2025, by Zoning Board Chairman, Troy Smith.

Board Members Present:

Troy Smith, Roberta Tenpas, William "Bill" Titus, Ed Seebald (Alternate), SandraLee Wagner (Alternate)

Board Members Absent: Stanley Marshaus, L. James Lewellyn

Others Present: Frank Watson (Code Officer), Rick Walczak (Code Officer), Nicole Yacklon (Code Clerk), Joel Seachrist (Town Atty.), Joseph Calimeri (Esq.), William Wright, David Milo, Sandra Milo, Michael Coburn, Russell Gifford, Susan Gifford, Greg Bacon (Observer/Post Journal), Jill Singer (CHQ-Conewango Consortium), John Jablonski (Chautauqua Watershed Conservancy), Rosalie Hewitt, Margaret Chambers, Jane Davino Hicks, Carolyn Barnes, Jason Mathews, Anthony Falcone, Rose Ann Falcone, Ray Seebald (CLE), Sean Hopkins, James Backlas, Jane Conroe (Chautauqua Conewango Consortium), Chuck Barnes, Krishan Gren, Karen Engstrom, Emmett Tenpas (Mayshark Builders).

Agenda:

Case 1: To act on the appeal of Allen Gillespie for new construction of a 5 x 15 single story addition onto existing single family home structure. The property is located at 5903 North Drive, Dewittville, and designated on the official Chautauqua County tax map as Section 246.18 Block 1 Lot 50 which is in a residential lakeside district, this project requires a variance for lot size, side yard setback distance.

Public Comments:

Board Comments:

Second by Roberta Tenpas

Vote: Chairman, Troy Smith – yay Member, Roberta Tenpas – yay Member, William "Bill" Titus - yay Member, Ed Seebald – yay Alternate – SandraLee Wagner – yay

Case 2: To act on the appeal of 1200 Group, LLC c/o Ellicott Development Company for establishment of a Planned Unit Development (PUD), requiring a Special Use Permit. The property is located at 5621 E. Lake Road and designated on the official Chautauqua County tax map as Section(s) 263.15 Block 1 Lot 22, 263.10-2-2.3, 263.10-2-2.1, 263.15-1-22 which is the location of the former Golf Course. The ZBA will be reviewing the Site Plan for this meeting.

Ellicott Development Corporation representative Sean Hopkins, with presented a Power Point Presentation with the site plan for the development of this site.

Public Comments:

<u>Meg Chambers</u> resident of the Villas asked if Ellicott Development Corporation was also the owner of Mickey Rats and Sean Hopkins deferred to Jeremy Wassail from Ellicott Development Corporation who confirmed that they were also the owners of the Mickey Rat's site. Meg Chambers asked if any of the condo/homes at that site had been sold to date and Mr. Wassail stated they had not and that some of the units are being used as Air B & B's. Meg Chambers stated that the area of the beach where they are currently developing is rather unsightly with a big empty lot with a fence around it. Sean Hopkins stated that comparing that site to the site of the former Golf course that the sites are much different, with this project being much larger in scope as well as being surrounded by residential areas. Mr. Hopkins stated that the project is different in the fact that Mickey Rat's area to this area has a higher demand that they see as being successful. He expressed appreciation for the comments. They will not be building to such a demand that the project will have areas that sit empty for years to come, the building will be in phases as the demand will be.

<u>Michael Colburn</u> asked for clarification based on the original design and plan of the multi-use building. It appears that now the site plan is for condo's, single family homes, short term rentals, has this concept been defined. Mr. Hopkins stated it has not been defined because originally it was a 40-unit building, however based on feedback from August 25th, the project was scaled back to 24 units as well as setback's being increased from the nearby neighbors, ultimately it could be the combination of the two.

<u>Chuck Barnes</u>, resident of Pt. Chautauqua asked if the developer could divorce their idea of sharing the road (Leet Avenue) with Pt Chautauqua residents and move a road 150 ft to the left and back to self-contain their site making the traffic flow around and up and down to not interfere with the traffic of Pt. Chautauqua and The Villa's residents. Mr. Barnes spoke about how there would be semi-trailers, amazon trucks, Maple vale servicing these residents that create a lot of traffic. Mr. Hopkins replied that a traffic study had been conducted by Passafaro Associates, a traffic engineering firm, and that one of the goals of the hearing today is to receive input and that is why Ellicott Development Corp. brought an associate to take notes on the input, comments, concerns to take detailed notes. Then Mr. Barnes asked about the Tap Room and Brewery as stated in the site plan description of the proposed project, Jeremy Wassail (EDC) stated that those were speculative plans at this point and that it would be too early to enter any kind of leases at this preliminary stage of the project. As the information becomes available the developer will make the information available publicly.

There was concern about the amount of water that would be needed for a brewery, and the developer is talking to would purchase bottled water, the water would be outsourced for the brewery because of the quality needed. It was also stated that any entity that would be interested in such a business would have to get all other necessary permits from The State Liquor Authority as well as The Town of Chautauqua. Mr. Hopkins atated that the process involving the sale of any alcohol is an intensive process and when the time came for that they would undertake all those processes.

<u>Joan Hicks</u>, resident of Pt. Chautauqua, asked where the parking would be, and Mr. Hopkins clarified on the site plan that it would be upslope. She asked if parking was part of greenspace, and the reply was that it was not part of the greenspace, he clarified that anything that is impervious surface which would be considered parking spaces, a building, a sports court that would be excluded from the greenspace 63 % calculation. then asked if you get the variance before those Associations have reviewed the project and Mr. Hopkins stated that The Town Board, which is the decision maker is not able to decide on the project until the coordinated environmental

review has been completed and again that is a matter of State Law. Joan Hicks responded with a reminder that because of the Olmstead design that they are on the Historic Register which adds a different element to the project. Mr. Hopkins stated that the element that it adds is part of the coordinated environmental review pursuant to the State Environmental Water Quality Review Act. The New York State Parks and Historic Preservation Department will provide comments as well as further discussion with nearby associations.

Karen Engstrom Karen stated that the Developers must be aware of the other projects in the area that have not sold and have sat empty for years so what makes the Developer think that they will get interest from anyone for this project. Mr. Hopkins said he was aware of one but not the other but stated that the difference with this project is that the Developer can make this happen, they have a track record that shows they can get it done. If compared to three previous projects those would pale in comparison to this project in terms of expertise and financial ability, they successfully have undertaken the complexities of these large-scale projects.

Q - If the Storm Water Pollution Prevention Plan has been submitted, and Mr. Hopkins stated it had not been submitted as of yet. We have a reputable engineering firm; Carmina Wood Design would be undertaking the project, and the Developer did receive a letter today with the drainage plans and this will be part of the submission to the Town as part of the environmental review also the Town's engineering firm will need to approve those plans as well as the DEC. An on-site storm water management system per the current newer and much stricter standards of storm water quality implemented by the New York State Department of Environmental Conservation, the system would meet the standards of what is known as the 100 Year storm management as well as the Town's engineers and the State agencies, including DEC. it was also asked if that included the greenspace, Mr. Hopkins stated that it would include the greenspace. Mr. Hopkins reminded the group that anything that is impervious doesn't count.

It was asked if there will be any impact on tax payers for the sewer and water, Mr. Hopkins deferred to the Town for this answer, with his respect to the infrastructure there would be an increase in cost, there should be a decrease to tax payers as there is more paying into the system. Someone spoke to say in their experience there should be a decrease in what's called as brown water bill that you receive quarterly, however most in the room were on septic systems.

<u>Don Emhardt</u>, Town Supervisor, stated that the sewer project is complete. The wet basin was just put in below Chautauqua Lake Estates. They are part of this district, which will be pumped to the North Chautauqua Lake sewer district in Mayville. The Town had a pre bid meeting this morning to take an 8-inch water main up the hill to the tower. This will also be part of the district along with Pt. Chautauqua, Town Supervisor Emhardt stated that Chautauqua Lake Estates and the Villa's would be interested to understand that the Town will be doubling the number of residents so the price should be cut in half.

Q – To the Town Supervisor and Town Board Member in attendance, Tom Carlson, what is the proposed tax increase to the Town for this project and Town Supervisor Emhardt stated there would not be an increase for residents it would be an offset. Mr. Hopkins replied that the taxes would be paid directly to the taxing jurisdictions.

<u>Ray Seebald</u> with Chautauqua Lake Estates asked about the use of sidewalks as the project proceeds the sidewalks for single family homes as well as the Townhomes would be considered whether on one side or both sides of the street. Mr. Hopkins stated that it would be details that would need to be worked out as the project moves forward.

Q - Clarification was asked by the audience if all the homes on Leet and Lookout would be accessed via Leet Avenue. Mr. Hopkins stated that the homes would be accessed by those roads, and it was not in the current plan to have a separate road. Residents from Point Chautauqua and the Villa's spoke that they would not like to share the roads with another community and its residents and called for the Developer to think about putting in a private road for their residents.

Dan Hicks a resident of Pt. Chautauqua asked if the retention pond going to be serviced during the construction phases, Mr. Hopkins clarified that the Storm Water Pollution Prevention Plan will ensure that the strict standards established by the DEC will be met during this project. To ensure there is no run off from the site during the construction phase. Mr. Hopkins stated that anytime you disturb an area that is 1 acre, you must make sure the standards are implemented, and that no run-off goes into the lake during the construction phase of the project.

Q – What is the slope from Route 430 down to the Storm retention pond. Mr. Hopkins stated that they would follow up with the group regarding the slope/elevation.

Q – What are the price points for these units, Price points could not be discussed until the Developer was further along in the project design documents, comment was made that in the proof of concept spoke to square footage costs plan from the Preliminary information that a one-bedroom home could start at 300,000.00, with the average 3-bedroom home at 500,000.00.

Q – What is the total square footage of the impervious areas, Mr. Hopkins stated that it is most likely 100%-63.7%, 32.3 %.

Douglas Conroe – asked why do you believe the Town should issue a negative declaration. Mr. Hopkins replied that with the amount of environmental research they have done and based on the reports and studies that have been submitted today, as well as in the future, we can demonstrate that the project will not significantly impact the environment. There was a clarification from Mr. Hopkins that this would not be a decision the ZBA Board will determine and that the Town Board will be the issuing government entity.

Rosalie Hewitt a resident of Pt. Chautauqua stated that this project would fundamentally change the character of the neighborhood, she further stated that the project was essentially cutting greenspace in half by cutting down trees and replacing the greenspace with a one story, 2 story 200 units in a space that currently is a golf course her home being directly across from the project would have a significant impact on the character of her neighborhood. Mr. Hopkins stated that while everyone in the room can understand that it was no longer financially feasible with the previous operators and the property was put up for sale, Ellicott Development Corp recognized that it was an attractive site so there will then be a change in the character, yes no one can deny that fact. When looking at the other areas surrounding this site all the other areas are residential and follow along the character they are trying to develop. Mr. Hopkins also stated that while some in the room would like for this property to stay undeveloped it is not a realistic vision. Someone in the audience stated that they could donate the property and Mr. Hopkins stated Ellicott Development paid full market value, and that donating is not a viable option.

SandraLee Wagner Alternate Member asked the gentleman that earlier had concern about the traffic of Maple Vale Farms, Amazon, at Leet and Lookout if he noticed that the traffic is heavy now with deliveries versus in the summertime and he stated that from Friday night to Sunday is when he notices the traffic, and Ms. Wagner said probably due to people coming in for the weekend to stay in their homes.

SandraLee asked for clarification from the gentleman that if what he was saying was that he felt that he had a lot of traffic now and adding more homes would adversely increase that traffic and he stated absolutely.

There was opposition from Pt Chautauqua residents again that those residents do not want this development to be associated with their roads. Again, the audience called for Sunset View to develop their own private road for this development and stay away from utilizing Leet and Look out Avenue's.

William "Bill" Titus Board member asked who pays and maintains the roads the group is speaking about, the road is maintained by The Town of Chautauqua, meaning this is a Town road not a private road for Pt. Chautauqua residents. Mr. Hopkins also responded that with all the concerns they would go back to their engineers and further discuss these issues.

Q- Why do we enact Zoning laws? Mr. Hopkins stated that if you go back to the first Zoning Laws that were enacted in Euclid Ohio, they were to promote Health, Safety and Welfare. One of the basic premises of Zoning Code was to regulate uses, density, setbacks, and landscaping but as time has passed the zoning and codes much like this Town have gotten more comprehensive with more and more stricter standards.

John Jablonsky, representing the Chautauqua Watershed Conservancy, asked if the Town's Attorney was in attendance, Mr. Joel Seachrist the Town's Attorney, was present, because some of his questions he felt pertained to the Town Attorney. Mr. Jablonsky claimed that Chautauqua Lake is a class A drinking water lake, it's impaired for Phosphorous, it suffers from harmful algae blooms, with enhanced sediment coming off of development sites, he claimed that the project does not comply with the adopted waterfront plan for the community. The current site has a long-standing greenspace that's historically been there. There will be views off of 394 that would be severally compromised or lost completely and is totally changing the character of the community that was one of the oldest golf courses in the County. Changing the underlying through the PUD process, secondly according to Section 142.80 20 B UNDER Article 4 should not be treated as a PUD. Subdivision, Mr. Jablonsky spoke to the project exceeding the laws of zoning, the lots being created within the subdivision are substandard, so he is recommending that the ZBA board and Town Board look closely at the overall number of units that is allowed under the zoning to make sure that the board is not compromising the whole community concept along with the Local Waterfront Revitalization Plan and the Zoning. The Conservancy recognizes that a Positive environmental declaration under the SEQR requires the complete the full EIS, the traffic concept should be addressed. Mr. Jablonsky used the Chautauqua Lake Estates as an example of the worst Development to have impacted the lake by having an entire layer of topsoil wash into the lake washed off the shore from the hillside making this a serious concern. Attorney Seachrist asked Mr. Jablonsky for clarification of his position with the Chautauqua Watershed Conservancy and Mr. Jablonsky stated he was their Special Projects Coordinator. He clarified that he was speaking on behalf of the Conservancy.

Michael Coburn, a resident of the Villa's thanked Sean Hopkins for the information that has been shared with them prior to the meeting today. He is the President of the HOA and is representing the 20 owners who live in the Villa's when he stated that over 275 households within Chautauqua Lake Estates, The Villa's and Point Chautauqua have met and/or have corresponded and all have the same concerns with regard to this project. In

asking for a Beer Garden/ Restaurant, when we have so many failed in the area they don't think the code should be amended to bring in another Restaurant when we have so many that have failed. It also doesn't fit with the surrounding communities, asking for a business that would have 108 impervious parking spaces would increase the run off to the lake, noise pollution, , given that the property was zoned Residential when the developers purchased the property the group is asking that the Board not grant the variance but if they did grant the variance the group also suggests that the business be moved up to the frontage of Route 430 where it could benefit from exposure. In Villa's by-laws were passed that make it almost impossible to operate a B&B and short-term rentals, to rent in the Villa's for one week someone from the Villa's must sponsor you, they felt that this would prohibit transients from allowed to come in and out. Furthermore, the Villa's would not like the variances for the lot sizes, the "boathouse" structure to be approved, this group recommends that the Board

Joe Calimeri, Attorney suggested that because the board does not have a final copy of the site plan, Mr. Calimari suggested that the board consider slowing down any decision, take consideration of all the items brought up at this meeting today. He referenced a letter that was sent from his office to the Developer and the Town Supervisor, Town Board that had numerous concerns on behalf of the residents of Point Chautauqua. The SEQR review process was started in November and to date there have not been any updates to the submission, there hasn't been any collaborative effort with any other organizations. He praised the Developer for being great to work with, they have answered all of their questions, they have been responsive, and they also are still looking into the traffic impact on the density, so at this time it is asked that the ZBA board not decide today.

SandraLee Wagner asked Mr. Calimeri if he had anything positive to say about this project, Mr. Calimeri stated that he doesn't live here and is simply representing his clients with their concerns and feels that the board should be prudent in pumping the brakes on this project at this time. Mr. Hopkins responded that he did also agree based on the comments and concerns brought about today. Mr. Hopkins asked if all comments from the meeting today be sent to them directly so they may work on answers to the concerns raised here today.

He also stated that their team will go back and collaborate with each other to address each of the concerns and comments brought about at this meeting by way of a letter to the Town Board and the Zoning Board. Mr. Hopkins stated that keeping in line with the open communication for this project he would like to see the project kept open and resume with updated plans for the next ZBA meeting.

Board Comments:

The board agreed to keep the case open and will schedule the next review of the project for the February 2025 ZBA meeting.

Meeting was adjourned at 5:37pm.