RESOLUTION 42 OF 2021

RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF KINGSTON, NEW YORK, AUTHORIZING THE MAYOR TO EXPEND FUNDS IN THE FIRST INSTANCE FOR MULTIPLE US DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT COMMUNITY DEVELOPMENT BLOCK GRANT FUNDED AWARDS FOR PARKS IMPROVEMENT PROJECTS

Sponsored By: Finance/Audit Committee: Alderman Scott-Childress, Tallerman, Davis, Hirsch, Schabot

WHEREAS, the City of Kingston has been awarded a series of Community Development Block Grants from various funding years, in the amount of $405,819; and

WHEREAS, there are no matching funding requirements; and

WHEREAS, there are specific requirements and regulations governing the expenditure of these funds; and

WHEREAS, the action is categorized under 6 NYCRR, Part 617.5 as Type II.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF KINGSTON, NEW YORK, AS FOLLOWS:

SECTION 1. Administration of all funds under these grants will be in accordance with all terms and conditions contained in guidelines provided by the HUD Community Development Block Grant Program;

SECTION 2. The Mayor of the City of Kingston is hereby authorized to expend funds in the first instance under the terms of the HUD Community Development Block Grant Program Parks Improvement Projects;

SECTION 3. This resolution shall take effect immediately.

Submitted to the Mayor this ____ day of _____, 2021

Approved by the Mayor this ____ day of _____, 2021

_____

Elisa Tinti, City Clerk

_____

Steven T. Noble, Mayor

Adopted by Council on _____, 2021

Tinti, Elisa

From:	Noble, Steve
Sent:	Friday, February 26, 2021 12:42 PM
To:	Alderman
Cc:	Tinti, Elisa; Timbrouck, Lynsey; Bruck, Amanda
Subject:	Late Communication Request for Monday's Special Finance Meeting
Attachments:	CDBG Budget Transfers 2021_updated 22621.docx
Follow Up Flag:	Follow up
Flag Status:	Completed

Dear President Shaut,

This is a request for placement on the agenda of the next appropriate Committee, and if at all possible, the Special Finance and Audit Committee on March 1, to discuss a request for budget transfers for a variety of Capital Park Improvement Projects for reimbursement by Community Development Block Grant funding. Each of the projects has been previously approved by the Council:

Transfer $405,019 for Park improvements at AMNC, Rickel Knox, Barmann, Van Buren, Kingston Point and Block Parks, per resolutions #123 of 2016, # 106 of 2018, # 63 of 2019, # 11 of 2021.

a. $60,000 AMNC – Kitchen appliances and floors and senior lounge floors
b. $87,000 Block Park – Parking lot paving
c. $72,720 Barmann – Playground upgrades
d. $50,000 Van Buren – Replace safety structure
e. $70,000 Kingston Point – New playground
f. $65,899 Rickel Knox – New playground

I am asking that a Capital account be set up to manage these projects and approve a resolution to spend in the first instance for these important community projects. As you know, we are hoping to get these projects done as soon as possible to stay in compliance with HUD's timeliness guidelines and to also have these sites ready for Summer as best as possible.
Please feel free to contact me with any questions regarding the projects. Thank you for your consideration.

Respectfully Submitted,

Steven T. Noble
Mayor, City of Kingston
420 Broadway
Kingston, NY 12401
845-334-3902
www.kingston-ny.gov

RESOLUTION 43 OF 2021

RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF KINGSTON, NEW YORK, AUTHORIZING THE TRANSFER OF 21 NORTH FRONT STREET TO THE KINGSTON LOCAL DEVELOPMENT CORPORATION PURSUANT TO SECTION 1411 OF THE NOT-FOR-PROFIT CORPORATION LAW

Sponsored By: Finance/Audit Committee: Alderman Scott-Childress, Tallerman, Davis, Hirsch, Schabot

WHEREAS, it is the policy of the State of New York to promote the economic welfare and prosperity of its inhabitants and to actively promote, attract, encourage and develop economically sound commerce and industry; and

WHEREAS, The City of Kingston for a long period of time has sought to address several critical issues that have been negatively affecting the Business District and one such issue has been the lack of adequate parking for visitors and consumers which has been the biggest challenge for Uptown Kingston's economy; and

WHEREAS, THE City of Kingston owns the land located at 21 North Front Street consisting of an approximately acres that is identified as tax map ID, SBL No. 48.80-1-26 and further shown on a map of lands as filed with ; and

WHEREAS, The Mayor issued a Request for Qualifications (RFQ) for a developer to design, construct and operate a mix of housing units, commercial and retail space and most importantly public parking; and

WHEREAS, a developer submitted a proposal that addressed the needs and concerns contemplated in the RFQ; and

WHEREAS, on December 16, 2019, the City of Kingston Planning Board, after a coordinated and comprehensive environmental review conducted pursuant to the State Environmental Quality Review Act, issued a negative declaration; and

WHEREAS, the transfer of 21 North Front Street was considered and addressed by the Planning Board in said coordinated review and negative declaration;

WHEREAS, the Common Council has examined the property and determined that the City no longer needs the property now or in the future for the operation of the City; and

WHEREAS The City has the responsibility and burden to promote the health, safety and general welfare of the residents of the City by, among other things, preventing unemployment and economic deterioration, increasing and maintaining employment opportunities and attracting and sustaining economically sound commerce; and

WHEREAS, the city is desirous of moving this proposal forward in the most efficient, effective and practical manner in accordance with the RFQ; and

WHEREAS, Not-For-Profit Law, Section 1411 empowers a city to sell and convey real property to its local development corporation; and

WHEREAS, Not-For-Profit Law, Section 1411, was created for the charitable or public purpose of relieving and reducing unemployment, promoting and providing for additional maximum employment, bettering and maintaining job opportunities, ...and lessening the burdens of government and acting in the public interest; and

WHEREAS, Not-For-Profit Law, Section 1411 further authorizes the legislative body of a City by resolution, to determine that certain real property of the City not required for use by the City may be sold or leased to a not-for-profit local development corporation for purposes that include lessening the burdens of government and acting in the public interest; and

WHEREAS, the Kingston Local Development Corporation was created under Not-For-Profit Law, Section 1411, with the authority to acquire by purchase, lease, gift bequest, devise or otherwise, real property and without leave of court, to sell, lease, mortgage or otherwise disposed.

WHEREAS, Section 1411 (d) of the Not-For-Profit Law further provides that the sale or lease may be on such terms as may be agreed upon by the City and local development corporation, without appraisal or public bidding; and

WHEREAS, pursuant to and in accordance with Section 1411(d), a public hearing relating to the Disposition was duly scheduled, noticed and conducted by the Common Council prior to the adoption of this resolution which hearing shall be on .

NOW THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF KINGSTON, NEW YORK, AS FOLLOWS:

SECTION 1. Pursuant to Section 1411 (d)(1) of the LDC Act and upon due consideration of the presentations and comments received during the public hearing, the Common Council hereby determines that title to the lands shown on the map as filed with the _____ (the "Property") is not required for use by the City.

SECTION 2. Pursuant to Section 1411 (d) of the LDC Act, the Common Council hereby authorizes the undertaking of the Disposition, including transfer of title and/or a leasehold of up to ninety-nine years, to the Property together with the equipment and assets situate thereon, to the Corporation pursuant to a deed and/or lease to be approved by the Corporation Counsel (the "Deed" and/or "Lease") provided however, that any sale or lease of these lands by the Corporation shall be in accordance with the goals of the City as articulated in this Resolution

SECTION 3. The City shall transfer title to the KLDC in fee unless in the event the City shall need any of the Property for a limited period of time, then the City may transfer a title and/or a leasehold

SECTION 4. The Mayor of the City of Kingston may as set forth in the City Charter and Code and/or as may be required otherwise, is hereby authorized to execute any and all documents related to the Disposition, including the Deed and Lease Agreement(s), subject to approval by the Corporation Counsel of the City of Kingston, along with any other agreements, forms, certificates or applications necessary to effectuate the foregoing.

SECTION 5. That the property at 21 North Front Street, Tax Map No. 48.80-1-26, be transferred to the Kingston Local Development Corporation.

SECTION 6. That this transfer is conditioned with the requirement that any development must include public parking and a public park with restrooms.

SECTION 7. That this transfer shall require the Kingston Local Development Corporation to obtain all necessary approvals during which time the property shall be leased to the city.

SECTION 8. In the event any of these requirement cannot be met the property shall revert back to the city.

SECTION 9. This resolution shall take effect immediately.

Submitted to the Mayor this ____ day of _____, 2021

Elisa Tinti, City Clerk

Approved by the Mayor this ____ day of _____, 2021

Steven T. Noble, Mayor

Adopted by Council on _____, 2021

CITY OF KINGSTON
Office of the Mayor
mayor@kingston-ny.gov

Steven T. Noble
Mayor

January 29th, 2021

Honorable Andrea Shaut
Common Council President
420 Broadway
Kingston, NY 12401

Re: Transfer of 21 N. Front St. parcel to KLDC

Dear President Shaut,

As you are aware, the Ulster County Industrial Development Agency has approved the PILOT agreement regarding the Kingstonian. The next step of the process will be for the City to transfer our parcel located at 21 North Front St. (SBL: 48.80-1-26) to the Kington Local Development Company so that the KLDC can then transfer the property to the Kingstonian Development Corporation.

Specifically, I am requesting that the Council authorize the Mayor to transfer title to the property for the purpose of development pursuant to the terms of the Request for Proposals previously awarded by the City. The authorization would be contingent upon final approval of the site plan by the Planning Board and by an affirmative vote by the KLDC to accept the property.

This transfer would be made pursuant to Section 1411 of the Not-for-Profit Corporation Law of the State of New York which authorizes a legislative body to determine that a parcel of real property is not required for use by the City and further authorizes the City to transfer the property to the local development corporation in order to lessen the burden on government and in the furtherance of the public interest.

As previously outlined and discussed, it is my position that the parcel at issue is no longer needed for City purposes as it stands today, and that the transfer to the KLDC facilitates the redevelopment project moving forward and, as set forth in the numerous previous public presentations, the transfer and development of the property lessens the burden on government posed by the property and serves the public interest. It is also my belief that this transfer is fully in accordance with the mission and bylaws of the KLDC.

I would request that this matter be referred to the appropriate committee for discussion and action and that the Common Council schedule a public hearing with regard to the proposed transfer. Please feel free to contact me with any questions regarding this matter. Thank you for your consideration.

Respectfully Submitted,

Steven. T. Noble
Mayor

City of Kingston Purchasing Department
RFQ#: K16-10
Adaptive Development of Uptown Parking Sites for Mixed Use
Thursday, October 27, 2016
11:00am

Request for Qualifications

Adaptive Development of Uptown Parking Sites for Mixed Use
KINGSTON, NY

RFQ Release Date: Friday, August 19, 2016

Proposals Due: Thursday, October 27, 2016 at 11:00 A.M. local time.

It is recommended that responses be submitted in advance, at least one day prior to the specified date and time to allow for a timely receipt. LATE RESPONSES will NOT be considered.

Send a clearly marked original, and three (3) duplicate copies of each proposal, along with an electronic version.

Please use the above RFQ number on all correspondence.

Steven T. Noble	**Mayor of the City of Kingston**
John Tuey	**Comptroller**
Suzanne Cahill	**Planning Director**
Brian J. Woltman	**Purchasing Agent**

I. INTRODUCTION

The City of Kingston, New York hereinafter referred to as (the "City") is seeking responses from qualified developers to design, construct and operate a mixed use development on three separate parcels owned currently by the City of Kingston. The City is interested in a mix of housing units, appropriate commercial and retail space and public parking, and will consider separate proposals for each location or a combined proposal for all the sites.

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Information regarding the City of Kingston, its' departments, Laws and Codes can be obtained from the City's web site http://www.kingston-ny.gov. Respondents are encouraged to review this information.

Section VIII of this RFQ contains an outline of important meeting dates and deadlines.

The successful respondent to the RFQ will negotiate the terms and conditions of the sale of these parcels the terms of which will be contained in an Agreement negotiated by and between the Developer and the City.

II DEVELOPMENT CONCEPT

There are three sites in Uptown Kingston for which the City will contemplate proposals for adaptive development; the locations are as follows:

Former Uptown Parking Garage Site
21 North Front Street & Odd Side of Schwenk Drive
SBL# 48.80-1-26

North Front Street Parking Lot – (North Side)
65-77 North Front Street
SBL# 48.314-2-16

North Front Street Parking Lot – (South Side)

72-82 North Front Street	SBL# 48.330-3-3(4)(5)
178 Green Street	SBL# 48.330-3-29
69-71 Crown Street	SBL# 48.330-3-9

The City is seeking a highly qualified developer to propose signature mixed-use project(s) which will enhance and complement the current structures and use patterns existent in the neighborhood. The overall vision is for a vertically integrated and vibrant urban project which creates a sense of place sufficient to knit the proposed project with the surrounding historic district and nearby historic properties. The City seeks responses which will enhance the Uptown Business District's viability through the expansion of housing/lodging and commercial/retail opportunities.

Contemplated uses can include, but are not limited to, a mix of residential, hotel, retail and office space, as well as public parking. All development proposals MUST comply with requirements of the City's Procurement Policy and Procedures, these guidelines may be accessed at www.kingston-ny.gov/Purchasing.

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III. DEVELOPMENT OBJECTIVES

The City seeks to achieve the following objectives through this RFQ:

1. Clearly demonstrate that the City will receive public benefits that are commensurate with the value of the real estate being offered including any purchase price offered as part of the proposal.
2. Secure major private sector investment in the construction of a high-quality urban scale mixed-use development.
3. Maximize the level of public benefits to be generated by the proposed development including real estate taxes, job opportunities and public parking.
4. Obtain a project that achieves the highest level of quality in terms of urban and architectural design, while also being particularly careful to respect the historic fabric of the National Register Historic District. Responders shall be required to include a zoning analysis for their proposal.
5. Obtain a highly-visible development that respects central business district revitalization, utilizes smart growth principles, sustainability and green building technologies.
6. Secure a development which integrates components, operational aspects, designs and site layouts with surrounding land use redevelopment plans.
7. Secure a financially feasible development which is market-driven.
8. Facilitate and continue the revitalization of Kingston's Historic Uptown Stockade Area.
9. The City will consider this parcel separately or jointly with the two other locations

IV. DEVELOPMENT GUIDELINES

Former Uptown Parking Garage Site

1. The City is the fee title holder of the parcel. The City demolished a 317 car parking structure located on the 21 North Front Street lot in the spring of 2008. The City seeks a development which embraces mixed-use concepts as part of its design.
2. The proposal should include at least 200 public parking spaces, or propose alternatives to developing public parking as part of the proposed buildings. The selected developer can provide rationale to adjust the public parking requirements as specified in the RFQ. Multi-modal alternatives will be considered.
3. The City will view favorably proposals which include street level commercial, retail, or dining establishments. Any proposals for street level residential units will not be considered.
4. The State of New York Historic Preservation Office approval of the design will be required.
5. Green building technologies, sustainable practices, smart growth principles, and integration by complimenting the historic district and business district character.

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North Front Street Parking Lot – (North Side)

1. The City is the fee holder of the parcel. This lot contains sixty 60 parking spaces, one (1) of which is ADA Accessible. Effort must be taken to maximize parking with any proposed project
2. The City will view favorably proposals which include street level commercial, retail, or dining establishments. Any proposals for street level residential units will not be considered.
3. The State of New York Historic Preservation Office approval of the design will be required.
4. Green building technologies, sustainable practices, smart growth principles, and integration by complimenting the historic district and business district character.
5. This building lot also has adjacent businesses and all development proposals should factor that into their proposal
6. The City will consider these parcels separately or jointly, including the opportunity to develop this parcel with parking on the opposite side of the street or vice versa

North Front Street Parking Lot – (South Side)

1. The City is the fee holder of the parcel. This lot contains sixty 70 parking spaces, three (3) of which are ADA Accessible. Effort must be taken to maximize parking with any proposed project

2. The City will view favorably proposals which include street level commercial, retail, or dining establishments. Any proposals for street level residential units will not be considered.
3. The State of New York Historic Preservation Office approval of the design will be required.
4. Green building technologies, sustainable practices, smart growth principles, and integration by complimenting the historic district and business district character.
5. This building lot also has adjacent businesses and all development proposals should factor that into their proposal
6. The City will consider these parcels separately or jointly, including the opportunity to develop this parcel with parking on the opposite side of the street or vice versa

V. SUBMISSION REQUIREMENTS

All respondents to this RFQ are required to submit detailed information as set forth below. Responses that do not materially conform to this outline will not be considered. Additional material and information, as deemed appropriate by the respondent may be included in the submission package.

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Responses must be submitted in a sealed envelope with the RFQ number and Title along with the name and address of the respondent printed clearly on the outside of the envelope.

Responses are due and must be received no later than 11:00am, October 27, 2016. Late responses WILL NOT be accepted after the due date and time. All respondents are required to submit a clearly marked original, with three (3) photocopies, along with an electronic version of their response to:

Mr. Brian J. Woltman
City of Kingston Purchasing Department
City Hall - 420 Broadway
Kingston, NY 12401

The respondents shall be required to complete, and include within their RFQ Submission, the following forms which are supplied in this solicitation; an Information Sheet, and an Affidavit of Non-Collusion. The response submission should be typed on both sides of 8.5" x 11" paper. Pages should be paginated.

Responses may NOT be submitted in plastic sleeves or spiral binders. Illustrations may be included. All plans are subject to City of Kingston approval. Oversized drawings may be submitted, but must be accompanied by 8.5" x 11" sectionals or reductions to 8.5" x11", no telegraphic or facsimile proposals will be accepted. The response will be evaluated on the basis of its content, not length.

Respondents relying upon the mail or other delivery services must allow for sufficient delivery time for their proposal to arrive by the due date and time.

Faxed or e-mailed submissions **WILL NOT BE ACCEPTED.**

Responders are solely responsible for ensuring that their responses arrive by the due date and time.

All submissions must include a cover letter signed by a duly authorized member of the prime development entity. The individual must be one of the persons identified in Section V, Subsection C of this RFQ as having the authority to represent and make legally binding commitments for the entity.

All RFQ submission materials become the property of the City of Kingston. Proposal submission material will generally be made available for inspection and copying by interested parties upon written request, except when exempted from disclosure under the New York State Freedom of Information Law. The City of Kingston is subject to the New York State Freedom of Information Law, which governs the process for the public disclosure of certain records maintained by the

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City of Kingston. Individuals or firms that submit proposals to the City of Kingston may request that the City except all or part of such a proposal from public disclosure, on the grounds that the

proposal contains trade secrets, proprietary information, or that the information, if disclosed, would cause substantial injury to the competitive position of the individual or firm submitting the information. Such exception may extend to information contained in the request itself, if public disclosure would defeat the purpose for which the exception is sought. The request for exception must be in writing and state, in detail, the specific reasons for the requested exception. It also must specify the proposal or portions thereof for which the exception is requested. If the City of Kingston grants the request for exception from disclosure, the City will keep such proposal or portions thereof in secure facilities.

The City of Kingston shall not be liable for any costs incurred by respondents in the preparation of responses or for any work performed in connection therein.

A. Formal Letter of Interest by Principal Developer

All responses are required to include a Formal Letter of Interest from the Principal Developer.

Letter should be addressed to:

Mr. Brian Woltman, Purchasing Agent
Kingston Purchasing Department
City Hall
420 Broadway
Kingston, New York 14201
(845) 334- 3943 t
(845) 334- 3944 f
bwoltman@kingston-ny.gov

B. Conceptual Plan

Provide a conceptual development plan for the RFQ which is consistent with the Development Concept, Development Objectives and Development Guidelines outlined within this RFQ. Also, provide an accompanying narrative that will enable the City to sufficiently understand the respondent's submission and conformity with the RFQ criteria. Respondents may, but are not required to, submit conceptual drawings illustrating preliminary proposals for site uses and building placement. The plan and the narrative should include preliminary indications of approximate square footages for each proposed use. In addition, the response should include information concerning project quality, features and amenities. Each respondent will include an outline development budget and a preliminary operating pro-forma based on their project concept and their understanding of the Kingston market.

C. Experience and Qualifications of the Developer/Development Team

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Provide a full description of the principal developer and (its related development entities and subsidiaries) along with all team members, including all principals and persons who have or will

have either a direct or indirect financial interest in the development project. Descriptions of the development entity must include, at a minimum, the types of development undertaken by the entity, description of its geographic market focus, length of time in business, description of the principals and key personnel who are most likely to work on the project, description of all persons who have, or will have, a financial interest in the project and identification and resumes of key personnel of any proposed team member.

All submissions must:

- Identify the development entity's name, street address, mailing address, phone number, fax, e-mail address and web page. Specify the legal form of the organization (e.g. corporation, partnership, LLC, Joint Venture, other).
- Describe the development entity including the number of years in business.
- Identify the person(s) with the authority to represent and make legally binding commitments for the principal development entity.
- List all officers, partners, owners, shareholders and members of the development entity by name, title, percentage of ownership and list addresses, telephone numbers and e-mail addresses.
- Provide biographical summaries of company officers and/or principals/owners.
- Identify all members of the proposed development team that are likely to be engaged in a project in Kingston including engineering, architectural, construction, property management, marketing agent, geotechnical, environmental, legal, financial, public relations, and other consultants. Indicate the role of each in implementing the development and managing the completed project.
- Describe the structure of the development team submitting responses to this RFQ.
- Describe the familiarity of the project location and City of Kingston.
- Provide a statement of adequate financial resources. List Business Financial Statements for last three years; a balance of sheet and reconciliation of Net Worth, Profit and Loss Statement (Income Statement).
- Include a finance plan for your project.

- List name, address, telephone, e-mail, percent of ownership, personal net worth and annual compensation of all owners (having 20% or greater interest), officers, directors and/or partners
- Estimated project start (submission of documents for review) and anticipated completion date.

D. Relevant Development Experience

Provide a list of similar projects which the developer/developer team has completed. This description must be in a narrative form that is clear and comprehensive. Brochures and collateral material can be included as appropriate, but should not substitute for a narrative description. All

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respondents must provide examples of a minimum of three completed development projects with project budgets in excess of $10 million.

Information presented about these projects should include:

- Name and location of the project.
- Name, address and telephone number of three references who can be contacted concerning the project, as well as municipal officials involved in the approval and oversight of the project.
- Type of facilities included in the project.
- Total square footage of the project and its component parts.
- Total project costs.
- Sources and Uses statement.
- Photographs of the exteriors and interiors of the completed projects sufficient to determine the quality of the overall project design and architectural detail.
- List of litigation, if any.

- Original budget and timeline for completion and final budget and timeline for completion.

In addition to the above, respondents should also provide as much of the information delineated below as possible pertaining to the three completed projects referenced above:

- Evidence of the developer's experience and/or capacity to implement mixed-use projects containing market rate housing and retail/commercial uses.
- Number of all types of housing units developed.
- Size, pricing and distribution (e.g. studio, one-bedroom etc.) of housing units developed.
- Actual project start and completion dates.
- Number of phases of the project.
- Total duration of all phases.
- Construction type.
- Site and environmental conditions.
- Developer's project team and contact information for all members of the project team.
- Sources and Uses of funds.
- Variance from original project budget.
- References for sources of debt and equity financing.
- Description of leasing activity, current tenants, time necessary to achieve 90% lease-up.
- A description of the total square footage developed.
- A description of the total square footage it currently manages.

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E. Financial Capacity

All respondents must provide evidence of the ability to obtain financing for major real estate projects. Please provide information regarding the financial condition of your firm along with bank and credit references.

Documentation under this section may be submitted under a separate cover to ensure confidentiality. If you choose to submit this information separately, please note it clearly in the appropriate section of the RFQ submission.

- Financial Statements of the parent company of the principal developer, whether publicly traded or privately held for the last three fiscal years. Publicly traded companies should submit the latest annual report and form 10K. Financial statements should be complete and include a balance sheet, profit and loss statement, statement of cash flow and notes to the statements. Audited statements are preferred.
- Dun & Bradstreet report or Federal ID number of the parent company of the principal developer, whether publicly traded or privately held.
- Narrative describing any current or outstanding litigation pending against the team or any of its members, as well as any litigation brought by or against any individual involved with the project, during the last five years.
- List of prior debts involving monetary defaults, bankruptcies or foreclosures.

VI. SELECTION PROCESS AND CRITERIA

All responses will be reviewed and evaluated by a selection committee. Responses will be reviewed and evaluated based upon information contained in the respective submission packages and responsiveness to the submission criteria delineated below.

The selection committee will evaluate the submissions beginning after the posted submission date.

Upon review of the submissions, the City reserves the right to:

1. Take no further action.
2. Select a short list of developers
3. Select a developer based upon the quality of their submission.

Selection Criteria

The factors to be considered in the selection process include but are not limited to:

1. Project impact and feasibility

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2. Development team qualifications, capabilities and prior experience.

3. Attractiveness of the proposed conceptual plan and its ability to facilitate the RFQ's Development Concept, Development Objectives and Development Guidelines.
4. Financial strength of the developer/developer team.
5. Potential candidates will be required to further develop their respective concept in greater detail, in order that the decision makers and public presentation provide an adequate level of information for constructive review and consideration.

VII. INQUIRIES

All questions pertaining to this RFQ are required to be made in writing no later than 4:00pm Tuesday, October 4, 2016 and must be submitted using the questionnaire form included within this specification. All questions must be emailed to Brian Woltman at the following email address: bwoltman@kingston-ny.gov

Respondents with a question directly related to this specification are required to cite the particular page and number, section, and paragraph to which the inquiry refers.

All substantive questions received by the above mentioned deadline will be responded to in the form of an addendum issued no later than Wednesday, October 12, 2016.

The addendum will be sent to all respondents that have registered to receive the RFQ. Only an addendum from the City of Kingston will be considered official. Respondents are advised that the City of Kingston cannot ensure a response to any inquiries received after the due date for question submissions.

VIII. SCHEDULE OF PERTINENT DATES

Milestone	Date	Time	Location
Issue RFQ	August 19, 2016	TBD	City Hall
Developers Conference	September 15, 2016	1:00 pm	21 North Front Street
RFQ Due Date	October 27, 2016	11:00 am	Purchasing Office (City Hall)
Review RFQ Submissions	October 31, 2016	N/A	City Hall
Interview Short List RFQ Respondents	TBD		City Hall

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Select Finalists	TBD	City Hall
Public Presentation Of Finalists	TBD	City Hall
Selection of Preferred Developer	TBD	City Hall
Signed Memorandum of Understanding (MOU)	TBD	City Hall
Agreement	TBD	City Hall

IX. DEVELOPERS' CONFERENCE

A developers' conference will be held on Thursday, September 15, 2016 to answer questions from interested applicants concerning the RFQ. Representatives from the City will be available on site to answer questions. The conference will begin at 1:00 pm at 21 North Front Street, Kingston, NY 12401. The conference will be held rain or shine. Respondents wishing to attend the conference should notify Brian Woltman.

X. DEFINITIONS

Respondent: The term "respondent" means any firm or individual submitting a response for the development of the real estate listed in this RFQ.

Response: The term "response" means the material submitted by a "respondent" in reply to this Request for Qualifications.

Property: The term "property" means the real estate defined herein.

Real Estate: The term "real estate" means the real property delineated in section I. of this RFQ.

XI. TERMS AND CONDITIONS

Instructions to Respondents: All submissions must be in accordance with this Request for Qualifications.

RFQ Information: The information set forth in this RFQ concerning the real estate and its condition, size status, legal requirements and other matters is believed to be accurate but is not so warranted. The City of Kingston and its officers, employees, representatives, agents and consultants make no representation express or implied as to the physical condition of the real estate, status of the title thereto, its suitability for any use, the absence of hazardous and toxic

materials, or any other matter. The City makes no representations as to the accuracy of any statements made herein regarding any environmental conditions of the real estate and any information provided with regard to the environment is not to be relied upon and should be independently verified. All measurements are approximate.

The information provided for respondents is for informational purposes only, and may not be relied upon and does not constitute a representation or warranty by the City of Kingston, its representatives, employees, officers, agents, or consultants that the information contained therein is accurate or complete, and no legal commitment, obligation or liability of the City of Kingston or its representatives, employees, officers, agents or consultants shall arise by use of, or the information relating to any of these materials.

As is Condition & Disclaimers: The real estate will be conveyed "as is" with all faults. The City of Kingston makes no representations or warranties regarding the real estate and the property whatsoever, including without limitation whether the property is in compliance with applicable zoning use and other similar regulations, laws and codes (including without limitation building codes and Americans with Disabilities Act), and respondents are not to rely upon any representations or warranties of any kind whatsoever, express or implied, from the City of Kingston, its representatives, employees, officers, agents or consultants.

Revisions, Interpretations or Corrections: Revisions, interpretations or corrections of specifications made by the City of Kingston shall be by addendum issued before the date set forth for the submission of responses to this RFQ. Interpretations, corrections or changes made in any other manner will not be binding, and respondents shall not rely upon such revisions, interpretations, corrections or changes.

Conflict of Interest: The City of Kingston's employees and the immediate family of City of Kingston employees are not permitted to submit a response to this RFQ. Furthermore, no official or employee of the City of Kingston shall have any personal interest, direct or indirect, in this transaction, nor shall any such elected or appointed official, department head, agent or employee having such an interest participate in any decision, meeting, evaluation or exert any opinion or influence relating to this transaction that affects his or her personal interests or the interests of any person or entity in which he or she is directly or indirectly, interested.

Zoning and Permitting: The City of Kingston does not warrant that the real estate is suitable for any particular use. Verification of the present zoning and determination of permitted uses, along with compliance of the property for present or proposed future use, shall be the responsibility of the respondent. The City of Kingston does not guarantee that any zoning information is necessarily accurate or will remain unchanged. Any inaccuracies or changes in zoning information shall not be cause for adjournment or rescission of any contract resulting from this RFQ. Finally, respondent assumes the entire responsibility of complying with any government requirements and procedures related to intended use, including, but not limited to, licenses, zoning, permitting, habitation restrictions, historic preservation requirements, etc.

City of Kingston Purchasing Department
RFQ#: K16-10
Adaptive Development of Uptown Parking Sites for Mixed Use
Thursday, October 27, 2016
11:00am

RFQ Award Acceptance: The City of Kingston reserves the right at all times to accept or reject in their sole discretion, any or all responses and to waive any defects or technicalities or advertise for new RFQ responses where the acceptance, rejection, waiving or advertising of such would be in the best interest of the City of Kingston. The RFQ process may be terminated or modified without notice at any time.

Notice of Acceptance or Rejection: Notice, by the City of Kingston regarding either acceptance, or rejection of a response to this RFQ shall be deemed to have been sufficiently given when mailed to the respondent, or his or her duly authorized representative, at the address indicated in the cover letter accompanying respondent's submission of a response to this RFQ.

Postponement or Cancellation: The City of Kingston reserves the right to postpone or cancel this RFQ, or reject all responses, if in its judgment it deems it to be in the best interest of the City to do so.

In the event of a postponement or cancellation of this RFQ; the City of Kingston shall not be liable for any costs incurred by respondent in the preparation of their response or for any work performed in connection therein.

City of Kingston Purchasing Department
RFQ#: K16-10
Adaptive Development of Uptown Parking Sites for Mixed Use
Thursday, October 27, 2016
11:00am

SUBMIT ALL QUESTIONS PERTAINING TO THIS RFQ
IN WRITING NO LATER THAN 4:00 PM TUESDAY, OCTOBER 4, 2016.

Please use this form and email questions to Brian Woltman at bwoltman@kingston-ny.gov all substantive questions will be responded to in the form of an addendum.

Date: _____

Company Name: _____

Contact Name: _____

Telephone Number: _____

Fax Number: _____

E-mail: _____

City of Kingston Purchasing Department
RFQ#: K16-10
Adaptive Development of Uptown Parking Sites for Mixed Use
Thursday, October 27, 2016
11:00am

PLEASE RETURN THE FOLLOWING FORMS WITH YOUR RESPONSE

City of Kingston Purchasing Department
RFQ#: K16-10
Adaptive Development of Uptown Parking Sites for Mixed Use
Thursday, October 27, 2016
11:00am

INFORMATION SHEET

NAME OF RESPONDENT: _____

ADDRESS: _____

_____

TYPE OF ENTITY: Corp._____ Partnership_____ Individual_____

LLC_____

If a non publicly owned Corporation: NAME OF CORPORATION: _____

List Principal Stockholders (holding over 5% of outstanding shares) _____

_____

LIST OFFICERS: _____

_____

LIST DIRECTORS: _____

_____

DATE OF ORGANIZATION: _____

If a partnership:
PARTNERS: _____

_____

NAME OF PARTNERSHIP: _____

DATE OF ORGANIZATION: _____

* If the business is conducted under an assumed name, a copy of the certificate required to be filed under the New York General Business Law must be attached.

City of Kingston Purchasing Department
RFQ#: K16-10
Adaptive Development of Uptown Parking Sites for Mixed Use
Thursday, October 27, 2016
11:00am

AFFIDAVIT OF NON-COLLUSION

NAME OF RESPONDER: _____

BUSINESS ADDRESS: _____

I hereby attest that I am the person responsible within my firm for the final decision as to the prices(s) and amount of this proposal or, if not, that I have written authorization, enclosed herewith, from that person to make the statements set out below on his or her behalf and on behalf of my firm.

I further attest that:

1. Any dollar amount stated is this response has been arrived at independently, without consultation, communication or agreement for the purpose of restricting competition with any other contractor, responder or potential responder.
2. Any dollar amount cited in this response, has not been disclosed to any other firm or person who is a responder or potential responder on this project, and will not be so disclosed prior to response opening.
3. No attempt has been made or will be made to solicit, cause or induce any firm or person to refrain from responding to this RFQ, or to submit a proposal higher than the response of this firm, or any intentionally high or non-competitive response or other form of complementary response.
4. The response of my firm is made in good faith and not pursuant to any agreement or discussion with, or inducement from any firm or person to submit a complementary response.
5. My firm has not offered or entered into a subcontract or agreement regarding the purchase of materials or services from any other firm or person, or offered, promised or paid cash or anything of value to any firm or person, whether in connection with this or any other project, in consideration for an agreement or promise by an firm or person to refrain from responding to this RFQ or to submit a complementary response on this project.
6. My firm has not accepted or been promised any subcontract or agreement regarding the sale of materials or services to any firm or person, and has not been promised or paid cash or anything of value by any firm or person, whether in connection with this or any project, in consideration for my firm's submitting a complementary response, or agreeing to do so, on this project.
7. I have made a diligent inquiry of all members, officers, employees, and agents of my firm with responsibilities relating to the preparation, approval or submission of my firm's response on this project and have been advised by each of them that he or she has not participated in any communication, consultation, discussion, agreement, collusion, act or other conduct inconsistent with any of the statements and representations made in this affidavit.

8. By submission of this response, I certify that I have read, am familiar with, and will comply with any and all segments of these specifications.

The person signing this proposal, under the penalties of perjury, affirms the truth thereof.

_____

Signature & Company Position

_____

Print Name & Company Position

_____

Company Name

_____ _____

Date Signed Federal I.D. Number

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (MOU), hereinafter referred to as the Memorandum, entered into on the 20th day of January, 2017, by and between **City of Kingston,** a municipal corporation with offices at 420 Broadway, Kingston, New York, (hereinafter referred to as City) and **Wright Architects PLLC,** with offices at 200 Fair Street, Kingston, New York (hereinafter referred to as Developer)

WHEREAS, the aforementioned parties desire to enter into the herein described Agreement in which they shall work together to accomplish the goals and objectives set forth; and

WHEREAS, the parties are desirous to enter an understanding, thus setting out all necessary working arrangements that both parties agree shall be necessary to complete this Project.

PURPOSE AND SCOPE

The parties intend for this Memorandum of Understanding to provide the cornerstone and structure for any and all possibly impending binding contracts which may be related to the Project.

OBJECTIVES

The parties shall endeavor to work together to develop property known as 21 North Front St. (former Uptown Parking Garage) with a minimum of 200 public parking spaces along with a combination of street level commercial, retail and dining establishment with apartments or hotel.

RESPONSIBILITIES AND OBLIGATIONS OF THE PARTIES

It is the desire and the wish of the parties to this MOU Agreement that this document should not and thus shall not establish nor create any form or manner of a formal agreement, but rather an Agreement between the parties to work together whereby the Developer with the approval of the City markets and obtains investors necessary for the lease and or sale of the property in a manner consistent with the above stated objectives. Developer shall by the expiration of the term of this agreement, present a final and detailed plan for the City to formally approve or reject in writing.

TERMS OF UNDERSTANDING

The term of this Memorandum of Understanding shall be for a period of eighteen (18) months from the aforementioned effective date and may be extended upon written mutual agreement of both parties.

It is the understanding of the parties that due to the term of this agreement and the City's desire to move forward with this project bench marks are required to ensure a timely process. This process shall be in phases as follows:

Phase 1. Developer shall provide to the City, a schematic diagram within six (6) months from the date of this agreement.

Phase 2. Developer shall provide to the City proof of project financing within twelve (12) months from the date of this agreement.

Phase 3. Developer shall provide to the City a completed application for approval from the City of Kingston Planning Board for the Project within eighteen (18) months from the date of this agreement.

During each phase of the project the Developer shall agree to hold public meetings and outreach related to the project in coordination with the City of Kingston.

AMENDMENT OR CANCELLATION OF THIS MEMORANDUM

This Memorandum of Understanding may be amended or modified at any time in writing by mutual consent of both parties.

In addition, the Memorandum of Understanding may be cancelled by either party with 30 days advance written notice, with the exception being where cause for cancellation may include, but is not limited to, a material and significant breach of any of the provisions contained herein, when it may be cancelled upon delivery of written notice to the other party. The parties agree that each will be held harmless for the time and expense associated with this agreement.

GENERAL PROVISIONS

The parties acknowledge and understand that they must be able to fulfill their responsibilities under this Memorandum of Understanding in accordance with the provisions of the law and regulations that govern their activities. Nothing in the Memorandum is intended to negate or otherwise render ineffective any such provisions or operating procedures. The parties assume full responsibility for their performance under the terms of this Memorandum.

If at any time either party is unable to perform their duties or responsibilities under this Memorandum of Understanding consistent with such party's statutory and regulatory mandates, the affected party shall immediately provide written notice to the other party to establish a date for resolution of the matter.

LIMITATION OF LIABILITY

The parties acknowledge and understand that the Project drawings, schemes and methods are the intellectual property of Wright Architects. This information shall not be disclosed unless disclosure is required by law or court order.

No rights or limitation of rights shall arise or be assumed between the parties as a result of the terms of this Memorandum of Understanding.

ARBITRATION/MEDIATION DISPUTE RESOLUTION

The parties to this Memorandum of Understanding agree that should any dispute arise through any aspect of this relationship, including, but not limited to, any matters, disputes or claims, the parties shall confer in good faith to promptly resolve any dispute. In the event that the parties are unable to resolve the issue or dispute between them, then the matter shall be mediated and/or arbitrated in an attempt to resolve any and all issues between the parties.

The parties agree that any claim or dispute that arises from or through this agreement, the relationship or obligations contemplated or outlined within this agreement, if not resolved through mediation, shall then go to and be resolved through final and binding arbitration. Any decision reached by the Arbitrator shall be final and binding and, if required, may be entered as a judgment in any

court having jurisdiction.

In the event that any court having jurisdiction should determine that any portion of this Agreement to be invalid or unenforceable, only that portion shall be deemed invalid and not effective, while the balance of this Agreement shall remain in full effect and enforceable. This Agreement shall be interpreted and governed by and in accordance with the Federal Arbitration Act 9 U.S.C. Section 1-16.

NOTICE

Any notice or communication required or permitted under this Memorandum shall be sufficiently given if delivered in person or by certified mail, return receipt requested, to the address set forth in the opening paragraph or to such address as one may have furnished to the other in writing.

GOVERNING LAW

This Memorandum of Understanding shall be governed by and construed in accordance with the laws of the State of New York.

SEVERABILITY CLAUSE

In the event that any provision of this Memorandum of Understanding shall be deemed to be severable or invalid, and if any term, condition, phrase, or portion of this Memorandum shall be determined to be unlawful or otherwise unenforceable, the remainder of the Memorandum shall remain in full force and effect, so long as the clause severed does not affect the intent of the parties. If a court should find that any provision of this Memorandum to be invalid or unenforceable, but that by limiting said provision it would become valid and enforceable, then said provision shall be deemed to be written, construed and enforced as so limited.

ASSIGNMENT

Neither party to this Memorandum of Understanding may assign or transfer the responsibilities of this agreement herein without the prior written consent of the non-assigning party for which such approval shall not be unreasonably withheld.

ENTIRE UNDERSTANDING

The herein contained Memorandum of Understanding constitutes the entire understanding of the parties pertaining to all matters contemplated hereunder at this time. The parties signing this MOU desire or intend that any implementing contract, license, or other agreement entered into between the parties subsequent hereto shall supersede and preempt any conflicting provision of this Memorandum of Understanding whether written or oral.

AUTHORIZATION AND EXECUTION

This Agreement shall be signed by the above named parties and shall be effective as of the date first above written.

Date: 1/10/17

City of Kingston

By: _____
Steven T. Noble, Mayor

Date: 1/10/17

Wright Architects, PLLC

By: _____
Andrew Wright

State of New York
ss.:
County of Ulster

On this 10th day of January, 2017, before me the undersigned, a notary public in and for said State, personally appeared **Steven T. Noble**, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

HIGGINS
of New
Sept. 19

Notary Public

State of New York
ss.:
County of Ulster

On this 10 day of January, 2017, before me the undersigned, a notary public in and for said State, personally appeared **Andrew Wright**, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Angela A Christoforo
Notary Public

ANGELA A. CHRISTOFORO
Notary Public In the State of New York
Resident In and for Ulster County
Commission Expires 2/22/2018

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (MOU), hereinafter referred to as the Memorandum, entered into on the 20th day of January, 2017, by and between **City of Kingston,** a municipal corporation with offices at 420 Broadway, Kingston, New York, (hereinafter referred to as City) and **Wright Architects PLLC,** with offices at 200 Fair Street, Kingston, New York (hereinafter referred to as Developer)

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GENERAL PROVISIONS

The parties acknowledge and understand that they must be able to fulfill their responsibilities under this Memorandum of Understanding in accordance with the provisions of the law and regulations that govern their activities. Nothing in the Memorandum is intended to negate or otherwise render ineffective any such provisions or operating procedures. The parties assume full responsibility for their performance under the terms of this Memorandum.

If at any time either party is unable to perform their duties or responsibilities under this Memorandum of Understanding consistent with such party's statutory and regulatory mandates, the affected party shall immediately provide written notice to the other party to establish a date for resolution of the matter.

LIMITATION OF LIABILITY

The parties acknowledge and understand that the Project drawings, schemes and methods are the intellectual property of Wright Architects. This information shall not be disclosed unless disclosure is required by law or court order.

No rights or limitation of rights shall arise or be assumed between the parties as a result of the terms of this Memorandum of Understanding.

ARBITRATION/MEDIATION DISPUTE RESOLUTION

The parties to this Memorandum of Understanding agree that should any dispute arise through any aspect of this relationship, including, but not limited to, any matters, disputes or claims, the parties shall confer in good faith to promptly resolve any dispute. In the event that the parties are unable to resolve the issue or dispute between them, then the matter shall be mediated and/or arbitrated in an attempt to resolve any and all issues between the parties.

The parties agree that any claim or dispute that arises from or through this agreement, the relationship or obligations contemplated or outlined within this agreement, if not resolved through mediation, shall then go to and be resolved through final and binding arbitration. Any decision reached by the Arbitrator shall be final and binding and, if required, may be entered as a judgment in any

court having jurisdiction.

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ASSIGNMENT

Neither party to this Memorandum of Understanding may assign or transfer the responsibilities of this agreement herein without the prior written consent of the non-assigning party for which such approval shall not be unreasonably withheld.

ENTIRE UNDERSTANDING

The herein contained Memorandum of Understanding constitutes the entire understanding of the parties pertaining to all matters contemplated hereunder at this time. The parties signing this MOU desire or intend that any implementing contract, license, or other agreement entered into between the parties subsequent hereto shall supersede and preempt any conflicting provision of this Memorandum of Understanding whether written or oral.

AUTHORIZATION AND EXECUTION

This Agreement shall be signed by the above named parties and shall be effective as of the date first above written.

Date: 1/10/17

City of Kingston

By: _____
Steven T. Noble, Mayor

Date: 1/10/17

Wright Architects, PLLC

By: _____
Andrew Wright

State of New York
ss.:
County of Ulster

On this 10th day of January, 2017, before me the undersigned, a notary public in and for said State, personally appeared **Steven T. Noble**, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

HIGGINS
of New York
Sept. 20 17.

Notary Public

State of New York
ss.:
County of Ulster

On this 10 day of January, 2017, before me the undersigned, a notary public in and for said State, personally appeared **Andrew Wright**, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Angela A Christoforo
Notary Public

ANGELA A. CHRISTOFORO
Notary Public In the State of New York
Resident In and for Ulster County
Commission Expires 2/22/2018

ASSIGNMENT

This agreement is made the 14 day of June 2017 by and between **Wright Architects PLLC**, a New York Professional Limited Liability Company with offices at 200 Fair Street, Kingston, New York (hereinafter referred to as "Assignor"), and **JM Development Group, LLC**, a domestic Limited Liability Company with offices located at 2975 Route 9W, New Windsor, New York (hereinafter referred to as "Assignee").

WHEREAS, Wright Architects PLLC, the Assignor, has entered into a Memorandum of Understanding with the City of Kingston, a municipal corporation, with its offices at 420 Broadway, Kingston, New York (hereinafter referred to as "City") which said Memorandum of Understanding is dated January 10, 2017 and attached hereto, and

WHEREAS, pursuant to said Memorandum of Understanding, the Assignor has agreed to perform certain services in connection with the development of property located at 21 North Front Street in the City of Kingston, County of Ulster, and State of New York owned by the City of Kingston (hereinafter referred to as "The Premises"), and

WHEREAS, pursuant to said Memorandum of Understanding, the City has authorized the Assignor to seek and submit a plan for the development of the premises in accordance with the timetable more fully set forth in the Memorandum of Understanding, and

WHEREAS, the Assignor wishes to assign all of its right, title, and interests in the Memorandum of Understanding attached hereto to the Assignee in consideration of the payment of certain monies to Assignor and further in consideration of the mutual covenants and agreements set forth herein, and

WHEREAS, Assignee wishes to assume all of Assignors right, title, and interests in the Memorandum of Understanding attached hereto and to proceed with the development of the premises pursuant to a further agreement with the City to more fully set forth the rights and obligations of the Assignee as the developer and the City of Kingston as the owner of the premises.

NOW, THEREFORE, for value received and in further consideration of the mutual covenants and promises set forth herein, the parties agree as follows:

1. Wright Architects PLLC as Assignor, hereby assigns all of its right, title, and interest in the Memorandum of Understanding attached hereto to JM Development Group, LLC, as Assignee.

2. JM Development Group, LLC, the Assignee, hereby assumes all obligations of Assignor as set forth in the Memorandum of Understanding attached hereto.

3. In consideration for this Assignment, the Assignee hereby agrees to pay to Assignor the sum of fifty thousand dollars ($50,000) subject to the terms and conditions more fully set forth herein.

4. This Assignment, and the payments to be made by Assignee to Assignor hereunder, shall be contingent upon the parties receiving the consent from the City of Kingston to this Assignment, which said consent is required pursuant to the terms of the Memorandum of Understanding attached hereto.

5. This Assignment shall further be contingent upon the Assignee and the City of

Kingston entering into a further binding contract whereby the City agrees to retain the Assignee (or its assignees, if any) as the sole developer of The Premises and the Assignee agrees to develop The Premises. It is understood by the parties, that in order for any subsequent contract between the City of Kingston as the owner of the premises and Assignee as developer of the premises to be binding, that it must comply with all statutes, City of Kingston Charter Provisions, rules, and regulations required for and applicable to the transfer and development of municipal property, including common council and referendum approval, if required.

6. The payment in the amount of $50,000 to be made by Assignee to Assignor shall not be due and owing to Assignor until such time as the contingencies set forth above have been met.

7. Notwithstanding the above, upon the execution of this Assignment, and consent to the Assignment having been duly received from the City of Kingston, the Assignee shall pay the sum of $50,000 to the escrow agent to be held in escrow until such time as there has been compliance with the conditions and contingencies set forth herein. Upon the escrow agent receiving notification in writing from the Assignee that the City of Kingston and Assignee have entered into a duly binding contract for the development of the premises and that there has been full compliance with all statutory requirements necessary for the legal transfer of the premises from the City of Kingston to the Assignee, the escrow agent shall then be authorized to deliver to the Assignor the escrow funds.

   The parties consent that Assignee's attorney, Robert D. Cook, shall serve as escrow agent.

8. The parties further agree, however, that in the event the contingencies set forth herein have not been met (i.e. (1) the Assignee and the City having entered into a binding agreement for the transfer of the premises from the City to the Assignee; and (2) that there has been full compliance with all statutory requirements necessary for the legal transfer of the premises from the City of Kingston to the Assignee) on or before the 31st day of December 2017 (the contingency date), then the Assignee shall have the option to extend the time period for compliance with the contingencies set forth above to December 31, 2018 upon payment from the escrow funds to Assignor in the amount of $25,000. In order to exercise this option, Assignee must notify both Assignor and the escrow agent in writing no later than December 31, 2017, of its intent to exercise this option to extend the contingency date through December 31, 2018. Upon receipt of said written notice, the escrow agent shall be authorized to pay to Assignor from the escrow funds, the amount of $25,000 which said payment shall be the consideration for the contingency date extension and it shall be non-refundable.

   In the event, Assignee does not exercise this option to extend the contingency date on or before December 31, 2017, then this agreement shall be deemed null and void and the parties' rights and obligations under this Assignment shall be terminated. In said event, the escrow agent shall be authorized to release and return the escrow funds to Assignee.

9. If the option to extend the contingency date referenced in Paragraph 8 above is exercised by the Assignee, the parties acknowledge and consent that unless the Assignor and escrow agent shall be notified in writing on or before the 31st day of December 2018 by Assignee that the contingencies set forth above have not been met, then, the escrow agent shall be authorized to pay the balance of the escrow funds in the amount of $25, 000 to the Assignor. If Assignee does notify both the Assignor and escrow agent in writing on or before the 31st day of December 2018, that the contingencies set forth above have not been met. then, unless otherwise extended by mutual agreement of the parties, the escrow agent shall be authorized to release and return the remaining escrow funds in the amount of $25,000 to the Assignee.

10. This agreement shall further be contingent upon the City agreeing that if this Assignment is subsequently rendered null and void due to the failure of the contingencies set forth herein having been met, that the original Memorandum of Understanding attached hereto shall be reinstated and the time periods set forth in the Terms of Understanding shall be extended each for a period equal to the amount of time that this Assignment was in effect prior to its termination pursuant to Paragraphs 8 and 9 hereof.

11. The parties further acknowledge and agree as follows:

I. Nondisclosure of Trade Secrets and Confidential Information.

A. Assignor agrees not to disclose, duplicate, sell, reveal, divulge, publish, furnish, or communicate in any manner, either directly or indirectly, any trade secret or other confidential information of Assignee to any other person or entity unless authorized in writing to do so by Assignee.

B. Assignor further agrees not to use any trade secrets or other confidential information of Assignee for its personal gain or for purposes of others.

C. The obligations of nondisclosure and confidentiality described herein are assumed by Assignor regardless of whether the trade secret or other confidential information has been conceived, originated, discovered, or developed, in whole or in part, by Assignor or whether the trade secret or other confidential information represents Assignor's work product. If Assignor has assisted or participated in the creation, development, and/or preparation of any information that Assignee considers to be a trade secret or confidential information or has created, developed, and/or prepared such trade secret or information, Assignor assigns any rights that it may have in that trade secret or information to Assignee.

II. Definition of Trade Secrets and Confidential Information. For purposes of this agreement, the terms "trade secrets" and "confidential information" mean any knowledge, techniques, processes, or information, or any application thereof, made known or available to Assignor that Assignee treats as a trade secret or confidential, whether existing now or created in the future, including but not limited to information regarding: (i) the cost of materials and supplies; (ii) supplier lists or sources of supplies; (iii) internal business forms, orders, customer accounts, manuals, and instructional materials describing Assignee's methods of operation, including Assignee's Operations Manual; (iv) products, drawings, designs, plans, proposals, and marketing plans; (v) all concepts or ideas in, or reasonably related to, Assignee's business that have not previously been publicly released by Assignee; and (vi) any other information or property of any kind of Assignee that may be protected by law as a trade secret, confidential or proprietary. The trade secrets and other confidential information described in this agreement are the sole property of Assignee.

III. Solicitation of Employees. Assignor further agrees that it will not furnish to or for the benefit of any competitor of Assignee, or the competitor's subsidiaries, the name of any person who is employed by Assignee.

IV. Noncompetition. Assignor agrees and covenants that because of the confidential and sensitive nature of the trade secrets and other confidential information covered by this agreement and because the use of the same may in certain circumstances cause irrevocable damage to Assignee, Assignor will not, until the expiration of three (3) years after the date of this agreement engage, directly or indirectly, or through any corporations or related parties, in any business, enterprise, or employment that is directly competitive with the development of The Premises.

V. Saving Provision. Assignor agrees and stipulates that the covenants herein are fair and reasonable in light of all the facts and circumstances of the relationship between Assignor and Assignee; however, Assignor and Assignee are aware that in certain circumstances courts have refused to enforce certain agreements not to compete. Therefore, in furtherance of the provisions of the preceding paragraph, Assignor and Assignee agree that if a court or arbitrator should decline to enforce the provisions of the

preceding paragraph, that paragraph must be considered modified to restrict Assignor's competition with Assignee to the maximum extent, in both time and geography, which the court or arbitrator finds enforceable.

VI. Binding Effect. This agreement will be binding on Assignor's successors and assignees as though originally signed by these entities/people.

VII. Applicable Law. The validity of this agreement will be governed by the laws of the State of New York. If any provision of this agreement is void or unenforceable in that state, the remainder of this agreement shall be fully enforceable according to its terms.

IN WITNESS WHEREOF, the parties have executed this agreement on this __ day of June 2017.

WRIGHT ARCHITECTS PLLC

BY: _____

JM DEVELOPMENT GROUP, LLC

BY: _____

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IN WITNESS WHEREOF, the parties have executed this agreement on this __ day of June 2017

WRIGHT ARCHITECTS PLLC

BY: _____

JM DEVELOPMENT GROUP, LLC

BY: _____

RECEIVED:
RECEIVED BY
DATE 12/17/19
TIME 8:45 am

617.21
STATE ENVIRONMENTAL QUALITY REVIEW
NEGATIVE DECLARATION
NOTICE OF DETERMINATION OF NON-SIGNIFICANCE

Project Application: 11/28/18 Date: December 16, 2019

SEQRA Type 1 Action: 3/18/19 EAF: Part 3

This Notice and Negative Declaration is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 [State Environmental Quality Review Act] of the New York State Environmental Conservation Law.

The City of Kingston Planning Board, as Lead Agency has determined that the proposed action described below will not have a significant effect on the environment and a Draft Environmental Impact Statement will not be prepared.

NAME OF ACTION: In the Matter of the Application of Kingstonian Development Group, LLC for the Redevelopment Project known as "The Kingstonian" consisting of a Zoning District Overlay Change of 0.313 acres of Improved Lands Into the Mixed Use Overlay District, Together With Special Use Permit, Site Plan and Lot Line Revision Review of a 420 Vehicle Parking Garage, 32 Room Boutique Hotel, 143 Apartments, 9,000 Square Foot Retail/Restaurant Space, Pedestrian Plaza and Walking Bridge Situate Within the[C-2] Commercial Zoning District and the [MUO] Mixed Use Overlay District and the Stockade Historic District.

SEQRA STATUS: Type I Action

CONDITIONED NEGATIVE DECLARATION: No

DESCRIPTION OF THE ACTION:

In accordance with SEQRA [6 NYCRR Part 617 et seq] the City of Kingston Planning Board, as Lead Agency for the above referenced project and coordinating with the Involved and Interested Agencies and the Lead Agency's consultants and in consideration of all of the public comments and written submittals, has identified the relevant areas of environmental concern, examined the same and has rendered this Negative Declaration, finding no significant environmental impacts resulting from the aforesaid Action.

On December 17, 2018 the Applicant appeared before the City of Kingston Planning Board pursuant to an Application for Lot Line Revision, Site Plan and Special Use Permit Approvals for demolition and redevelopment of improved portions of lands owned in fee by Herzog's Supply Co., Inc. and the City of Kingston, for Kingstonian improvements, together with parking and roadway appurtenances for the Kingstonian Project; consisting of:

1.) 420 Vehicle Parking Garage [**290** spaces devoted to public parking].
2.) 32 Room Boutique Hotel.
3.) 129 Units of Apartments [On October 24, 2019, the Applicant voluntarily added 14 units of affordable housing to the project in response to public calls for affordable housing units].
4.) 9,000 Square Foot Retail/Restaurant Space.
5.) Pedestrian Plaza [public use].
6.) Walking Bridge.
7.) Related Project Infrastructure and Appurtenances.

The Subject Premises is currently zoned C-2 (Commercial) and MUO (Mixed Use Overlay) and is located in the Historic Stockade District. A 0.313 acre portion of the site is located outside of the MUO District and on June 4, 2019 the Applicant [as Petitioner] petitioned the City of Kingston Common Council for extension of the MUO District to this 0.313 acre parcel.

The rezoning request was made following the project engineers discovery that the MUOD (Mixed Use Overlay District) did not conform to a portion of the Historic Stockade District. In addition, the inclusion of the 0.313 acres of land within the MUOD permits for multi-family residential units to be accommodated thereby.

The redevelopment project is located at 9-17 and 21 North Front Street, 51 Schwenk Drive and abuts a portion of Fair Street Extension [S/B/L Numbers 48.80-1-25, 48.80-1-26 and 48.80-1-24.120]. The Project will is expected to further result in the demolition of the existing diner and warehouse buildings and a closing off of a portion of Fair Street Extension in order to accommodate 2.72+/- acres of redeveloped area.

It is further noted that a portion of the project site was previously devoted to a public parking garage which

consisted of 317+/- spaces and which was demolished by the City of Kingston in 2008.

The project is classified as a Type I Action pursuant to SEQRA and attendant regulatory authority set forth within 6 NYCRR Parts 617.4(b)(6)(v) and 617.4(B)(9); To Wit:

a.) In a city having a population of 150,000 persons or less, a facility with more than 100,000 square feet of gross floor area [Note, this threshold is a 25% requirement under SEQRA as a result of the Historic Stockade District pursuant to 6 NYCRR Part 617.4(b)(9)].

b.) Any Unlisted Action that exceeds 25% of any threshold established in Section 617.4 of SEQRA, occurring wholly within, partially within or substantially contiguous to any historic building, structure, facility, site or district or prehistoric site listed on the National Register of Historic Places. [Note, in the instant matter the National Historic District Stockade Area.]

Following the Applicants submittal of the Application documents, Long EAF, Part 1, EAF Addendum, Maps and accompanying documentation and reports to the City of Kingston Planning Board, the Planning Board aforesaid declared its intent to serve as Lead Agency for the project and circulated a Notice of Intent to Serve as Lead Agency to all involved and interested agencies on January 29, 2019.

This notice was accompanied by copies of Application documentation, the SEQRA Long EAF, Part 1, Addendum and Site Plan Maps, in order to initiate coordinated SEQRA review [6 NYCRR Part 617.6(b)(3)].

SEQRA review has progressed during the pendency of the last 12 months by coordinated review with all involved and interested agencies, as well as members of the public participating in various public forums and public hearing venues.

HISTORY OF THE PROJECT.

The initial genesis of this project arose out of the City of Kingston Common Council forwarding a Request for Proposal (RFP) associated with developing a public parking

garage project in order to assist with urgently needed public parking within the uptown area of the City of Kingston.

In 2017, the City of Kingston had forwarded an initiative for economic development with the State of New York and its respective agencies. The resultant earmarks for the Kingstonian Project were made following SEQRA review at the State level [6 NYCRR Part 617.3] and resulted in CFA Grant Funding, Restore NY Grant Funding and DRI Funding in the total amount of 6.8 million dollars being planned for the Kingstonian Project.

A Public Informational Meeting announcing plans for the Kingstonian Project was held by the Mayor of the City of Kingston on October 23, 2018 at the LGBTQ Meeting Room situate on Wall Street in the City of Kingston.

In addition to the aforesaid public Informational Meeting, the Applicant conducted investigations into the statutory and regulatory authority governing project review. Upon the initial Application and as part of the expanded EAF, Part 1, the Applicant submitted an address of the respective reviewing agencies and statutory compliance requirements to the Lead Agency.

The Lead Agency subsequently reviewed the forgoing documentation and added its additional interested agencies thereto. In this regard, it is noted that the City of Kingston Common Council Rezoning was added to the said listing as an Involved Agency upon the submittal of the June 5, 2019 Zoning Petition and the City of Kingston Tree Commission was added to said listing as an interested agency following an October 8, 2019 Applicant meeting with this agency.

STATUTORY REQUIREMENTS/INVOLVED AND INTERESTED AGENCIES:

A.) Involved Agencies Statutory Authority:

1. City of Kingston Planning Board. [Discretionary Review]:

i.) Site Plan Approval.
ii.) Special Use Permit Approval.
iii.) SEQRA Approval.
iv.) Lot Line Revision Approval.

2. City of Kinston Common Council.

   i.) Closing of a City Street.
   ii.) Sale of Land or Easement Conveyance.
   iii.) Deviated PILOT Review.
   iv.) Rezoning Approval.

3. New York State Department of Environmental. Conservation

   i.) SPDES General Permit for Stormwater Discharges.

4. City of Kingston Department of Public Works.

   i.) Curb Cut Permit.
   ii.) Sewer Tap.

5. City of Kingston Zoning Board of Appeals.

   i.) Area Variances for:

      a.) Landscaping strip.
      b.) Setbacks.
      c.) Flood Zone.

6. City of Kingston Historic Landmarks Preservation Commission.

   i.) Notice of Preservation of Action.

7. Ulster County Industrial Development Agency.

   i.) Deviated PILOT Agreement.

8. City of Kingston Water Department.

   i.) Water Tap.

9. City of Kingston Consolidated School District.

   i.) Deviated PILOT Review.

10. Empire State Development Corporation.

   i.) Approval of Grants.
   (Restore New York, Consolidated Funding

Application and Downtown Revitalization Initiative.)

a.) Involved Agencies Statutory Authority:

1.) City of Kingston Zoning Law.
2.) City of Kingston Code.
3.) Sections 20, 27-A, 27-B, 29, 32, 33, 34 and 83 of the General City Law of New York State.
4.) SPDES GP-0-15-002 General Permit for Stormwater Discharges.
5.) City of Kingston Subdivision Regulations.
6.) SEQRA [6 NYCRR Part 617 et. seq.]
7.) Article 18-A of the New York State General Municipal Law.
8.) Article 4 of the New York State Economic Development Law.

B.) Interested Agencies: [Ministerial Reviews]:

1. Ulster County Planning Board.

i.) Referral and Recommendation on Site Plan and Special Use Permit.

2. City of Kingston Building and Safety Division.

i.) Building Permit.
ii.) Demolition Permit.
iii.) Certificate of Occupancy.
iv.) Fire/Safety Inspections.
v.) Flood Plain Development Permit.

3. New York State Office of Parks, Recreation and Historic Preservation.

i.) No Adverse Effect Letter.

4. Ulster County Health Department.

i.) Sewer/Water Hookups.
ii.) Food Service Permit.

5. City of Kingston Heritage Area Commission.

6. Friends of Historic Kingston.

7. United States Fish and Wildlife Service.

8. United States Department of the Army Corps of Engineers.

9. City of Kingston Fire Department.

10. City of Kingston Police Department.

11. City of Kingston Engineering Department.

12. City of Kingston Community Development.

13. Ulster County Legislature.

14. City of Kingston Assessor.

15. Kingston Local Development Corporation.

16. New York State Department of Transportation.

17. Ulster County Department of Public Works.

18. City of Kingston Mayor.

19. City of Kingston Tree Commission.

20. New York State United Teachers Association.

21. Kingstonian Development, LLC.

22. Herzogs Supply Co., Inc.

23. JM Development Group, LLC.

24. City of Kingston Recreation Commission.

25. City of Kingston Tree Commission.

a.) Statutory Authority.

1.) City of Kingston Zoning Law [Sections 405-17, 405-27.1, 405-26, 405-30, 405-32, 405-34, 405-37, 405-40, 405-49, 405-54, 405-

55.1, 405-61, 405-63, 405-64, 405-65, 405-66].

2.) City of Kingston Code.
3.) Section 239-m of the General Municipal Law of New York State.
4.) Section 14.09 of the Historic Preservation Law of New York State.
5.) Article 11 of the Public Health Law of New York State.
6.) 33 CFR Part 330, et. seq.
7.) 16 USC 1531, et. seq.
8.) City of Kingston Code.

PROJECT CONSULTANTS/MAPS:

The following is a current listing of the Applicant's consultants and their respective areas of involvement for the project.

1. Riseley & Moriello, PLLC: Legal
Michael A. Moriello, Esq.
PO Box 4465
Kingston, New York, 12402

2. Mackenzie Architects, PC: Architectural/Visual
Steven Mackenzie, RA
162 Battery Street
Burlington, Vermont 05401

3. Brinnier & Larios, PC: Engineering
Dennis M. Larios, PE
67 Maiden Lane
Kingston, New York, 12401

4. Creighton Planning Engineering LLP: Traffic
Frank A. Filiciotto, PE
2 Winners Circle
Albany, New York, 12205

5. Ecological Solutions LLC: Endangered/Threatened Species
Michael Nowicki
1248 Southford Road
Southburg, Connecticut, 06488

6. Joseph Diamond, PhD: Archaeological/Historical
290 Old Route 209
Hurley, New York, 12443

7. Camoin Associates: Fiscal
120 West Avenue, #303
Saratoga Springs, New York 12866

8. Vernon Hoffman PE: Geotechnical
Soil and Foundation Engineering
21420 Bay Village Drive, Unit 212
Fort Myers Beach, Florida 33931

9. McLoughlin Properties, LLC: Asbestos Abatement
Thomas P. McLoughlin
16 Harcourt Cosman Drive
Newburgh, New York 12550

10. Couch White LLP: PILOT
Harold Gordon, Esq.
PO Box 22222
Albany, New York 12201

The Lead Agency Consultants Consist of:

1. Suzanne Cahill - City Planning Director

2. Kyla DeDea - City Assistant Planner

3. Daniel Gartenstein, Esq. - Assistant Corp. Counsel

4. John Schultheis, PE - City Engineer

5. Daniel Baker, City Assessor

6. HVEA Engineers - Traffic Peer Review
David Ellis, PE
560 Route 52, Suite 201
Beacon, New York 12508

The project maps/plans, as considered by the Lead Agency during the pendency of administrative are as follows:

a.) Existing Conditions.
b.) Site Plan.

c.) Floor Plans.
d.) Preliminary Schematic Utility Plans.
e.) Preliminary Utility Plans.
f.) Architectural Renderings.

There have been various public meetings devoted to the project during the pendency of administrative review and a listing of the City of Kingston Agencies involved therewith, together with the respective meeting dates, to date is set forth as follows:

Kingstonian Meetings to date:

Planning Board Informational Meeting	10/15/18
Planning Board Meeting	12/17/18
Planning Board Meeting	01/22/19
Planning Board Meeting	03/18/19
Special Planning Board Meeting	04/10/19
Special Planning Board Meeting	06/03/19
Common Council Meeting	6/4/19
Planning Board Meeting	07/15/19
Planning Board Public Hearing	08/19/19
Special PB Meeting	09/11/19
Joint Meeting (PC, HAC, HLPC)	09/26/19
Tree Commission Meeting	10/08/19
Zoning Board of Appeals	10/10/19
Historic Landmarks	09/05/19
Heritage Area	09/28/19
Special Planning Board Meeting	11/06/19
Planning Board Public Hearing	11/18/19
Special Planning Board Meeting	12/9/19

REASONS SUPPORTING THE DETERMINATION:

METHODOLOGY: In making this determination of non-significance the Lead Agency and its advisors first examined Part 1 of the Full Environmental Assessment Form [EAF], associated application documentation, addendums and related maps and plans.

On March 19, 2019 the Lead Agency circulated a Notice of Intent to Serve as Lead Agency to all Involved and Interested Agencies classifying the project as Type 1 under SEQRA and including the Application, EAF Part 1, Addendum and related exhibits therein and initiating coordinated review pursuant to 6 NYCRR Parts 617.6(b)(3)(i) and

617.6(b)(2)(i). [A copy of the Long EAF, Part 1 is annexed hereto and made a part hereof as Exhibit "A".]

The Lead Agency further notes that as the project involves an Applicant requested zoning change that meets the threshold for a Type I Action based upon the location of the project in the Stockade Area [National Register of Historic Places], the project Application documents were circulated to the City of Kingston Common Council and considered by said body on June 4, 2019.

As no objections were raised to the establishment of Lead Agency, the City of Kingston Planning Board automatically attained such status at the expiration of thirty (30) days from the date the EAF and supplemental materials were circulated [6 NYCRR Part 617.6(b)(3)(i)]. On June 3, 2014 the Planning Board formally ratified its status as Lead Agency for the project.

The Lead Agency thereafter continued to coordinate with its advisors and consultants in order to further examine and comprehensively review the potential environmental impacts associated with this action through studies, reports, documentation and data which has been made of record.

Coordinated environmental review of the project has also included the Planning Board making its views known in recommending to the Common Council, by way of July 15, 2019 vote, that the zoning change request is appropriate for the project. In addition the City of Kingston Landmarks Commission, City of Kingston Heritage Area Commission and Ulster County Planning Board have all commented upon the project and the attendant zoning change.

By examining the project in coordinated fashion, whereby members of the Planning Board have considered the discretionary purview of the Lead Agency and the Common Council, as well as other involved agencies, the Lead Agency has forwarded the administrative review of this project as part of the administrative/legislative consideration of its potential environmental impacts.

On August 19, 2019 the Lead Agency held a duly noticed public hearing upon Site Plan Application, Special Use Permit Application and Lot Line Revision prior to any determination of environmental significance. At the public

hearing verbal and written comments were received from the public concerning the project. Said public hearing was thereafter held open for 12 day written comment period.

The Applicant and the Lead Agency then engaged in further administrative review in consideration of the Site Plan, Special Use Permit, and SEQRA, thereby refining the project plans and investigating potential environmental impacts.

Based upon the environmental review and the Public Hearing comments and written submittals the Lead Agency determined that the Applicant would be tasked with preparing comprehensive reports in address of identified areas of environmental concern at its June 3, 2019 meeting as follows:

a.) Visual Impacts. Prepared by Mckenzie Architects PC (July 18, 2019).
b.) Archeological/Historic Impacts. Phase 1ACultural Resource Investigation, prepared by Joseph E. Diamond Ph. D (July 11, 2019).
c.) Geotechnical Report and Borings and Site Investigation Results (ConeTec, Inc., - Prepared by Vernon C. Hoffman PE December 17, 2017).
d.) Boring Logs - Conducted by Northeast NSD (Received July 26, 2019).
e.) Custom Soil Resource Report - Prepared by USDA Natural Resources Conservation Services (March 18, 2019).
f.) Endangered/Threatened Species. Habitat Suitability Assessment Report. Prepared by Michael Nowicki, Ecological Solutions (July 8, 2019).
g.) Water Supply. Water Supply and Wastewater Capacity. Prepared by Brinnier and Larios, PC (July 8, 2019).
h.) Traffic Impacts. Prepared by Creighton Manning (July 23, 2019).
i.) Green Technology/Energy Efficiency.
j.) Stormwater Impacts - Preliminary Stormwater Report - Prepared by Brinnier ad Larios, PC (July 8, 2019).
k.) Zoning Petition (June 4, 2019).
l.) Green Concepts - Sustainable Features - Prepared by Mackenzie Architects PC (July 30, 2019).

All of the foregoing areas of environmental concern were thereafter studied by the Applicants consultants, with attendant Reports and written narratives following. All are available at https://www.kingston-ny.gov/content/8399/17321/default.aspx.

In addition, the Applicants attorney has submitted various legal Memorandums in address of Character of the Neighborhood, PILOT/Economic Issues, SEQRA Standards of Review, Segmentation, SEQRA Procedures and SEQRA Substantive Review Standards.

The above referenced Reports, narratives and memorandums were considered by the Lead Agency and made available to the public to review and provide commentary.

At the September 11, 2019 Planning Board Meeting it was determined by the Lead Agency that further investigation and analysis as to traffic and visual impacts was warranted.

After deliberation and consideration of comment raised, the Lead Agency determined to engage its own Traffic Consultant to review the Applicant's Traffic Report and Supplemental information was requested in the area of traffic impacts and associated mitigation. (See Report from HVEA, dated October 7, 2019.)

The architectural documentation and associated visual impacts were thereafter examined by the Lead Agency, the City of Kingston Historic Landmarks Preservation Commission and the Heritage Area Commission at a Joint Meeting on September 26, 2019. This meeting followed upon the August 28, 2019 City of Kingston Heritage Area Commission Meeting and the September 5, 2019 Historic Landmarks Preservation Commission Meeting; all in consideration of visual, historic and architectural effects.

The Lead Agency's Traffic Consultant reviewed the Traffic Report and provided its own Peer Review Comments thereon, while requiring further information by way of answers to traffic questions posed.

The Applicant's Traffic Consultant thereafter responded to the Peer Review comments by submitting a Traffic Report Addendum in address of the traffic issues, as requested. During this period of time the Applicant's Architectural Consultant forwarded additional refined plans

and renderings which detailed the project changes and visual impacts. These submittals contained information and depictions in consideration of the additional 14 units of multi-family housing added to the project.

In both instances, the changes to the project, in terms of traffic and visual, were examined by the Lead Agency at its November 6, 2019 meeting. The Applicant's Traffic Consultant answered traffic questions posed by the Lead Agency and the Applicant's engineering consultant, as well as the Applicant's Principal, answered Lead Agency questions concerning visual impacts.

In addition, the Applicant's attorney submitted a detailed Memorandum in address of site plan and special use permit criteria under the City of Kingston Zoning Law.

It is noted that updated reports, addenda and information in consideration of the 14 units of additional multi-family housing, have been submitted to and considered by the Lead Agency with respect to various environmental factors as examined herein.

At the November 6, 2019 meeting the Lead Agency determined to hold another Public Hearing, owing to the changes to the project by way of the additional 14 units of multi-family housing.

The duly noticed additional SEQRA Public Hearing was held on November 18, 2019 and the Lead Agency accepted oral and written comment in consideration of all aspects of the project and the Public Hearing was held open until November 25, 2019.

At the Public Hearing, the Applicant presented additional visual documentation which portrayed the addition of seven (7) units of multi-family housing at the former top elevation of the multi-family building. Thus, adding on additional story to the building would be visible along Schwenk Drive. However, given public comment, the applicant was required to provide additional visual analysis from John and Wall and a second from the intersection of Fair and North Front. Both visual assessments show no change from the viewshed of the Stockade Historic District.

The Lead Agency received public comments from 8 speakers at the second public hearing and took the same

into consideration in following through with review of the Long EAF, Part 2, giving particular emphasis to visual effects related to the additional seven (7) units and their location in light of descending topography away from Wall Street and Fair Street, as well as the location of the project within the Historic Stockade District.

Following all of the foregoing consultation with involved interested agencies, as detailed above, and the consideration of the 14 additional units of housing, The Lead Agency completed Part 2 of the full EAF of the November 6, 2019 meeting.

The Lead Agency considered the criteria set forth within 6 NYCRR Part 617.7(c), in each case comparing the identified impacts that may be reasonably expected to result from the proposed changes and activities against the indicators of significant adverse impacts on the environment [Part 2 of the full EAF is annexed hereto an made a part hereof as Exhibit "B"].

The Lead Agency scheduled another duly noticed public meeting on December 2, 2019. Said meeting was re-scheduled due to weather conditions and was re-scheduled to December 9, 2019; whereupon additional visual simulations of the on-site structures, including the seven (7) additional multi-family units situate at the uppermost level of the building were examined by the Lead Agency.

At the December 7, 2019 meeting, the Lead Agency read through the draft Negative Declaration in consideration of red-lined changes and additions made thereto by the City of Kingston Planning Director. The Lead Agency then made additional recital clarifications and changes to the Negative Declaration.

While the Lead Agency is aware that this action is classified as Type 1 pursuant to SEQRA procedures and that such classification makes it more likely that an Environmental Impact Statement will be required, under the circumstances of the particular related actions, as hereinafter evaluated, the Lead Agency finds that the facts and information available to it support a determination that all probable and relevant adverse environmental effects have been identified and that they will not be significant and therefore an Environmental Impact Statement is not necessary.

The environmental analysis of the reasonably related long-term, short-term, direct, indirect, sequential and combined impacts of these related and simultaneous environmental factors started with an analysis of the existing conditions of the project site. The review then analyzed the environmental impacts of the proposed changes and actions while comparing those impacts with the impacts on existing land use to determine if the proposed action may have a significant adverse environmental impact.

No other related or subsequent actions are included in any long-range plans for the project site, nor likely to be undertaken, nor dependent on the actions which are now under consideration. [Accordingly, the Lead Agency hereby determines that the entire Administrative Record is incorporated herein by reference.]

The Lead Agency's examination of the specific environmental impacts of the proposed actions and changes and their magnitude is as follows:

1. SUBSTANTIAL ADVERSE CHANGES IN EXISTING AIR QUALITY:

Short term air quality impacts occurring during the construction phase of the project may occur from vegetative clearing, parking structure construction, building construction building demolition and construction of related site appurtenances associated with site work.

Site construction potential impacts will be reduced by employing mitigating site building practices in order to control the potential for fugitive dust and sediment. Among these various practices will be the employment of dust/sediment mitigation measures through the use of hay bales, site watering during periods of dry weather, stabilization seeding, straw mulching, on site grading, limiting site disturbances, drainage, controlled tracking areas where construction vehicles exit onto public streets and the employment of other best management practices as reviewed by the Planning Board.

In addition, the potential for adverse air quality effects will also be naturally limited by the gravelly loam characteristics of the on-site soils and the fact that virtually the entire site is already developed or affected by former development. The Soil Survey of Ulster County,

New York, as prepared by the Soil and Water Conservation Service classifies the on-site soils which are slated for development as being 100% well drained soils.

The Lead Agency's review finds that the project site is made up of well drained soils, especially in the areas which are slated for redevelopment. This condition will further minimize the potential for fugitive dust.

The Lead Agency has identified moderate to large impacts relating to grading and demolition, construction on greater than 15% slopes and the fact that construction may continue for more than one year. However, owing to the mitigation measures set forth herein, impacts do not rise to the level of being classified as significant and as such, the Lead Agency finds these areas to be environmentally non-significant.

The project site will be accentuated by the addition of landscaped areas and tree plantings, with far more vegetation existing at the conclusion of the build portion of the project than presently exists. This will further limit the potential for adverse air quality impacts. [See Existing Conditions Map and Site Plan.]

As to long term air quality impacts from the project, the Lead Agency finds that there is no potential for adverse impacts from vehicle emissions occurring at the site, or as a result of the fully built development. Based upon the number of apartments, retail, hotel, commercial uses and public/private parking and the proximity of the site to an existing and extensive roadway network, there will not be large volumes of idling vehicles introducing pollutants into a concentrated locality. In addition, the pedestrian walkway, sidewalks and bike access will limit the need for additional idling vehicles.

Based upon all of the above, the project will not result in a substantial adverse change in existing air quality.

2. SUBSTANTIAL ADVERSE CHANGE IN EXISTING GROUND OR SURFACE WATER QUANTITY OR QUALITY:

The Lead Agency and its consultants have reviewed the Site Plans and the documentation contained in the EAF and various Addendums submitted as part of this Application and

finds that there will be no significant adverse changes in existing ground or surface water quantity or quality.

In making its determination, the Lead Agency notes that the project site current conditions consist of an existing urban development site which is to be redeveloped with stormwater treatment and no increase in stormwater runoff. In accordance with the SEQRA EAF requirements, the Lead Agency has identified no potential for significant impacts on water on the EAF Part 2.

The action will require the issuance of a SPDES General Permit for Stormwater Discharges [GP-0-15-002] by the New York State Department of Environmental Conservation [NYSDEC] for construction activities disturbing in excess of one (1) acre of land for a multi-family/commercial development.

City of Kingston municipal sewer and water will be utilized by the project and there will be no discharges of sewage effluent to the ground. Water discharges will be treated for removal of contaminants and the post-development flows will be attenuated to at or below present levels.

In address of the above areas, the Lead Agency finds as follows:

A.) Stormwater Treatment: The Applicants have calculated stormwater volumes to take into account all impervious areas and related disturbances within the project site. The Lead Agency notes that the applicable NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity is to be applied to construction related activities during construction and that pollutant loads for total suspended solids, phosphorous, nitrogen and BOD will be treated and removed.

Additionally, a Stormwater Pollution Prevention Plan will control waste materials, petroleum, fertilizers, potential spills, sanitary waste, vehicle parking and housekeeping, including detailed maintenance and inspection measures employed at the site. The Applicant's Notice of Intent [NOI] will be filed with the NYSDEC and the City of Kingston Building Department and will remain active and subject to all maintenance and reporting requirements until completion of all regulated site work and the acceptance by

the NYSDEC of the Applicant's Notice of Termination [NOT]. [See Stormwater Details and Preliminary July 8, 2019 Storm Water Report.]

B.) Stormwater Flow Attenuation: The stormwater management system and pre-development/post development runoff volumes have been calculated by utilization of the TR-55 United States Department of Agriculture Soil Conservation Service Hydro-Cad Procedure, together with hydro-cad stormwater modeling.

Approximately 2.4 acres of the site will be disturbed for the construction of the on-site buildings, parking structure and appurtenances. Stormwater management system construction and site grading will account for portions of this site disturbance.

As a result of the stormwater management practices to be employed on site, there will be a net reduction in peak and volume runoff of stormwater from the pre-existing [developed] site condition. In addition, the stormwater management system will reduce peak stormwater discharge from the site to below the 2, 10, 25 and 100 year storm events as analyzed by the Applicants engineers and reviewed by the Lead Agency's Planner and Engineer.

Based upon the November 6, 2019 testimony of the project engineer, the foregoing figures will not be altered to any degree by the additional 14 units of housing being provided, site disturbances and impervious surfaces have not been increased. [See Preliminary Storm Water Report].

The stormwater management practices include the use of alternative Stormwater Management Practices to treat the water quality volume from the site in accordance with the NYSDEC Design Manual (2015) for redevelopment.

Currently, the premises consist of roofs and pavement which pre-date the NYSDEC Stormwater Regulations and as such, there is no treatment of stormwater discharged into the City of Kingston stormwater infrastructure during storm events.

The peak rate of discharge during the 100 year storm event will be reduced from 20.95 cfs to 19.78 cfs (5.4%) and the total volume runoff will be reduced from 1.54 acre

feet to 1.40 acre feet during the 100 year storm event (8% reduction).

The primary Stormwater management facility will utilize Alternative Stormwater Management Practices to treat the water quality volume from the disturbed and impervious areas. In this regard, two (2) Vortechs 7,000 unit hydro-dynamic separators will be utilized. Additional Stormwater features will include permeable pavers, vegetative swales, infiltration trenches, bio-infiltration and filter beds.

C.) Erosion and Sediment Control: Erosion control will be implemented with the installation of silt fencing around areas of site disturbance until the disturbed areas are stabilized with vegetative surfaces in accordance with the New York State Department of Environmental Conservation Design Manual for Urban Erosion and Sediment Control. [See Preliminary Storm Water Report.]

A Stormwater Pollution Prevention Plan will identify additional erosion/sediment controls as employing gravel stabilized construction entrance/exit pad, downgradient hay bales or silt fences, temporary swales and the utilization of erosion control matting on slopes in excess of three feet horizontal to one foot vertical.

In addition, waste materials, hazardous waste, petroleum, fertilizers, sanitary waste, vehicle tracking sediment, and good housekeeping of the site are regulated under the Stormwater General Permit Regulations and will be the responsibility of the Applicant to have its site superintendent make sure that the Stormwater Pollution Prevention Plan is followed with regard to these areas.

The Lead Agency again emphasizes that, at present, this urban developed site employs no stormwater quality treatment whatsoever. Accordingly, the post-development stormwater condition is expected to be improved by the foregoing stormwater treatment and volume measures.

D.) Site Assessments and Inspections: Under GP-0-15-002 regulatory requirements, inspection of stormwater and erosion control facilities shall be conducted under the supervision of a qualified professional at least seven (7) calendar days and within twenty-four (24) hours of the end of a storm event of 0.5 inches or greater.

Under the Permit regulations, the site operator is required to also maintain a record of all inspection reports in log book which shall be maintained on site and made available to the NYSDEC upon request. The operator will also be required to post, at the site, a summary of the site inspection activities on a monthly basis.

E.) Final Stabilization: In order to file the Notice of Termination [NOT] of coverage under the New York State Stormwater Regulations with the NYSDEC, the Applicant must have a qualified professional engineer perform a final site inspection. As a condition precedent to permit coverage termination, the qualified professional must certify that the site has undergone final stabilization methods and that all temporary erosion and sediment controls which are not required for long term erosion control have been removed.

F.) Water: The City of Kingston municipal sewer and water system is capable of handling the increases in flows attributed to the project. The project will require water demands on a design average of 29,860 GPD. Water will be supplied through a service line and connection to a 16" water main located on North Front Street. The July 8, 2019 Water Supply and Wastewater Capacity Report was supplemented by an October 24, 2019 Addendum No. 1 which demonstrates adequate design flows for the Project in accommodating the additional 14 units of multi-family housing.

The 5% increase in water demand, brought about by the additional units, will not materially affect the City of Kingston water supply, nor the conclusions in the original July 8, 2019 Report.

Adequate fire flow will exist and the designed plans will meet all water supply design standards, back flow prevention measures and associated water regulations promulgated by the City of Kingston Water Department and the Ulster County Health Department Regulations [See also, 10 NYCRR Part 100 et. seq. and the Uniform Fire Prevention and Building Control Act Regulations of New York State, 119 NYCRR Part 450 et. seq.].

The City of Kingston Water Treatment Plant design capacity is 6.8 MGD and this figure is well in excess of current system demands. This excess capacity of the Water

System represents the Safe Yield of the Cooper Lake Reservoir Water System [capacity of 6.0 MGD], less any typical maximum daily demand.

Safe water supply yields have been calculated and based upon the data, 4.1 MGD represents the average daily demand in the City of Kingston. The safe yield capacity for the system is 6 MGD and the total water and wastewater demand for the Project, after calculation for the additional 14 units, is 1.56% of the excess capacity. [See October 24, 2019 Addendum No. 1.]

It is further noted that water pressure for domestic supply and fire flows ranges from 65 psi to 75 psi and this is adequate for providing water supply to the project which figure amounts to less than 3% of the remaining capacity of the system. [See Wastewater Figures at Addendum No. 1.].

The project site currently has a sanitary sewer connection to the City of Kingston sanitary sewer system and is connected to the pump station at Frog Alley. There are no problems at this location in terms of backups, overflows or restrictions. An analysis was performed of the sanitary sewer collection system and Frog Alley Pump Station and this indicates significant excess capacity in the sanitary sewer system.

The Project will have a design flow of 29,860 GPD, including the 14 unit increase in the project. This represents an increase in flow of 5% per day over the original proposal.

The Lead Agency is satisfied that the water and wastewater demands for the project will be adequately met in consideration of the available water supply and associated infrastructure. In this regard, the Lead Agency further finds that water metering, water tap and back flow prevention for the project will be subject to the review and approval requirements of the City of Kingston Water Department under the City of Kingston Code.

In consideration of all of the foregoing, analysis, the Lead Agency finds that adequate municipal water and sewer supply will be provided for by the project. Therefore, there will be no substantial change in existing groundwater or surface water quantity or quality as a result of the project.

3. SUBSTANTIAL ADVERSE CHANGES IN EXISTING TRAFFIC LEVELS:

The Applicants Traffic Engineer has submitted a July 23, 2019 Traffic Impact Study, as well as an October 24, 2019 Response to Comments narrative in address of the October 7, 2019 Peer Review conducted by the Lead Agency's consulting traffic expert, HVEA Engineers. The site specific traffic demands for this mixed use project have been extensively reviewed in light of traffic posing a prominent issue under SEQRA.

The Traffic Study analyzed the existing traffic conditions in light of the planned project and the effect upon traffic patterns, movements, capacity and safety. In addition, the planned parking garage and closure of the Fair Street Extension has been analyzed in consideration of a full build out of the site by 2021, with a design year of 2025.

After consultation with the Lead Agency and the Applicants engineer, and the Lead Agency Engineer the following study areas for intersection analysis was determined, as follows:

- Schwenk Drive/Washington Avenue
- Washington Avenue/North Front Street
- N. Front Street/Frog Alley
- N. Front Street/Wall Street
- N. Front Street/Fair Street
- Schwenk Drive/Fair Street Extension/Plaza Driveway
- Schwenk Drive/Clinton Avenue
- Clinton Avenue/John Street
- Clinton Avenue/Westbrook Avenue
- Clinton Avenue/Main Street

The potential traffic impact of the proposed project was determined by documenting the existing traffic conditions in the area, projecting future traffic volumes, including traffic associated with other developments in the area, adding the peak-hour trip generation of the site, and analyzing the operating conditions of the study area intersections after development of the proposed project.

A sensitivity analysis, in consideration of the impacts of the project as they relate to proposed changes to circulation within the study area resulting from the Downtown Revitalization Initiative (DRI) was also examined.

The Lead Agency identified two areas within the Long EAF, Part 2 whereby moderate to large impacts are identified:

1.) The proposed action may alter the present pattern of movement of people or goods; and,

2.) The closing off of Fair Street Extension.

Accordingly, these areas of environmental concern have been given comprehensive address by the Lead Agency in consideration of the project and related mitigation measures.

As to traffic volumes, the Lead Agency notes the following:

a.) Vehicles: Intersection turning movement counts were conducted at the study area intersections on Thursday, May 9, 2019 from 4:00 to 6:00 p.m. with the exception of the North Front Street/Frog Alley intersection, which was counted on Wednesday June 19, 2019. In addition, traffic associated with the existing driveways on Fair Street Extension was observed. The traffic study focused on the weekday PM peak period, which corresponds to peak operations at the proposed site and peak traffic conditions on the surrounding roadway network.

- The PM peak hour generally occurred from 4:30 p.m. to 5:30 p/=.m.

- The two-way traffic volume on N. Front Street adjacent to the project site was approximately 435 vehicles during the PM peak hour. The two-way traffic volume on Schwenk Drive was 1,255 vehicles during the PM peak hour. Fair Street Extension carried approximately 140 vehicles southbound and 110 vehicles northbound during the PM peak hour.

- Pedestrian activity was observed at the study area intersections during the PM peak hour.

Bicycle and pedestrian activity was also examined during the peak hour.

Transit service in the study area is provided by the Ulster County Area Transit (UCAT) and on April 28, 2019 UCAT proposed changes to the existing bus network in order to improve bus service and eliminate certain bus routes within the uptown service area. There measures were analyzed and found to be of assistance in mitigating further impacts.

The Lead Agency has further studied the project in consideration of Traffic Forecasts, the HVEA Engineers Peer Review and the Supplemental Responses provided by the Applicant's consulting Traffic Engineer, following the addition of 14 units of multi-family housing.

To further evaluate the impact of the proposed development, traffic projections were prepared for a 2025 design year and a comparison was made between the future traffic volumes with and without the project.

A regression analysis of historic traffic volumes in the study area indicates that traffic volume growth in the vicinity of the site has increased by approximately two percent per year over the last several years. Therefore, the Existing 2019 traffic volumes were increased by a two-percent-per-year growth rate for six years to represent general growth in the area. The Lead Agency finds this projection to be reasonable in light of historic traffic growth rates. It is noted that this 2% background growth further accounts for potential future traffic from four boutique hotels currently under consideration, as well as other projects not known at this time.

In addition, the City of Kingston Planning Department indicated that background traffic would increase based on traffic associated with the following other developments for the 2025 No-Build conditions:

- Energy Square – 57 Apartment units above improved areas dedicated to civic space located on Cedar Street. [This project is situated in Midtown within the City of Kingston].

The traffic projections associated with Energy Square

were further added to the Traffic Report and examined in light of future traffic growth.

With respect to trip generation, the Institute of Transportation Engineers (ITE) Trip Generation, 10th edition, was utilized within the Traffic Study to provide trip generation data for various land uses based on studies of similar existing developments located across the country. Trip Generation for this mixed-use project was estimated using ITE land use code (LUC) 221 - Multi-Family Housing Rise, LUC - Shopping Center, and LUC 310 - Hotel, thereby properly classifying the traffic trips.

In addition to the site-specific uses, trip generation of the expanded municipal parking supply was also examined. The Lead Agency agrees with the Traffic Impact Study finding as examined by the Lead Agency, that a greater public parking supply at the site location will attract more drivers to a static parking area, thereby reducing vehicular trips.

Cross access between parking lots allows drivers to also enter and exit the existing surface parking lot via Schwenk Drive, and data examined indicates that a municipal parking garage generates 0.34 trips per space, which provides a conservative trip estimate. The trip generation rate was applied to the total number of public spaces, minus the anticipated number of spaces to be occupied by the project's retail and hotel customers and no trip generation credit was considered for removal of the existing surface lot. Accordingly, the Lead Agency finds that the parking garage acts as a mitigation measure for traffic associated with the project.

Proposed retail use trips may also originate from traffic that is already passing the site on Schwenk Drive and N. Front Street, or diverting from Washington Avenue or Clinton Avenue. Pass-by trips and diverted-link trips have also been examined by the Lead Agency in determining temporary visits to the project site. The Lead Agency noted that in order to estimate the trip generation of the site, a pass-by/diverted-link credit was not applied to trips generated by the retail land uses at the site. Nor was any credit considered for internal capture of vehicles [ie, internal trips to the site which are not made on the street system proximate to the project site].

The Lead Agency finds that, as part of the project, Fair Street Extension will be closed to through traffic. Therefore, the existing trips on Fair Street Extension will be redistributed within the existing street network. The closure of Fair Street Extension will eliminate through traffic between North Front Street and Schwenk Drive and provide for the access to the municipal parking lot on the west side of Fair Street.

The Lead Agency concurs with the Traffic Impact Study's finding that the additional off-street parking created by the proposed project presents an opportunity to recapture these drivers (and potentially attract others who are currently seeking on-street parking) via the proposed project entrances across from Wall Street and across from Kingston Plaza.

Traffic generated by the proposed project was further examined by its distribution based on existing travel patterns; locations of major highways, residential areas, and employment areas; and the access management plan of the proposed project. The Lead Agency concurs with the traffic analysis which shows that 60% of the site-generated traffic exiting the site will travel to the west of Schwenk Drive while the remaining 40% of exiting traffic will travel to the east on Schwenk Drive. It is expected that 20% of vehicles entering the site will travel from the east on N. Front Street, while an additional 20% of vehicles entering the site will travel from the west on N. Front Street. It is anticipated that 20% of the entering traffic will arrive at the site from the east on Schwenk Drive, while 35% of vehicles will enter from the west on Schwenk Drive. The remaining 5% of entering traffic is expected to travel from the south on Wall Street.

The foregoing distributive percentages are not expected to be altered by the addition of 14 units of multi-family housing, as the traffic patterns are expected to remain consistent, irrespective of the 14 additional units [See Traffic Report Addendum].

In addition, trip assignment and 2025 build traffic volumes have been examined by the Lead Agency and its consulting engineer and the estimates provided by the Traffic Impact Study are deemed to be reasonable in light of the traffic methodology employed.

The Lead Agency notes that intersection evaluations were made using Synchro software which automates the procedures contained in the Highway Capacity Manual. Evaluations were also completed using Sim Traffic simulation software. This use of technology is deemed by the Lead Agency to be proper in the instant matter.

Existing, No-Build, and Build condition operational analyses were conducted for the study area intersections. The results of the analyses describe operating conditions in terms of control delay which is the portion of total delay that includes initial deceleration delay, queue move up time, stopped delay, and final acceleration delay for signalized, roundabout, and unsignalized intersections.

The overall existing level of service for the intersections reflect a weighted average of each of the movements and the signalized and un-signalized level of service values were examined for the PM peak hour of adjacent street traffic. In this manner, the non-significant impacts of the proposed project have further been determined by comparing the level of service during the 2025 design year for the No-Build and Build condition.

In address of the calculations reviewed by the Lead Agency, the following traffic Levels of Service have been examined [Note, these Levels of Service will not change from their current classifications as a result of the additional 14 units of multi-family housing]:

i.) Washington Avenue/Hurley Avenue/Schwenk Drive - The analysis shows that this intersection currently operates at overall LOS C during the PM peak hour. Under No-Build conditions, the intersection will continue to operate similarly with most movements experiencing LOS C/D. Under Build conditions, this intersection is expected to operate at overall LOS D with an average increase in delay of approximately two second. It is noted that under Build conditions, the southbound left turn movement will operate at LOS E.

ii.) Washington Avenue/N. Front Street - This intersection currently operates at overall LOS B with all approaches operating at LOS C or better during the PM peak hour. The Lead Agency expects this intersection to operate similarly through build conditions with an average increase in delay of approximately one second.

iii.) North Front Street/Frog Alley - The analysis indicates that the eastbound and westbound left turn movements on N. Front Street currently operate at LOC A and will continue to do so through Build Conditions. The southbound Frog Alley approach currently operates at LOS B and will operate similarly under No-Build conditions. Under Build conditions, the southbound Frog Alley approach will operate at LOS C with approximately four seconds of additional delay.

iv.) North Front Street/Wall Street - The analysis indicates that this intersection currently operates at overall LOS B during the PM peak hour and will continue to do so through Build Conditions.

v.) North Front Street/Fair Street/Fair Street Extension - This intersection currently operates at overall LOS A during the PM peak hour and will continue to operate similarly through Build conditions. It is noted that closing the southbound Fair Street Extension approach will result in a slight improvement to intersection operations given the reduction in turning movements and volume.

vi.) Schwenk Drive/Fair Street Extension/Kingston Plaza - This intersection currently operates at overall LOS E during the PM peak hour. Vehicles turning left into and right out of the Kingston Plaza experience LOS F. Under No-Build conditions, the intersection is expected to operate at overall LOS F with average delays nearly double Existing conditions. It is noted that the westbound Schwenk Drive approach is expected to operate at LOS E under No-Build conditions. Under Build conditions, the intersection will operate similarly with an average increase in delay of four seconds.

vii.) Clinton Avenue/Schwenk Drive - The southbound Schwenk Drive approach currently operates at LOS B during the PM Peak hour. Under No-Build conditions, this approach is expected to operate at LOS C with an additional two seconds of delay. Under Build conditions, this intersection will continue to operate adequately with three additional seconds of delay.

viii.) Clinton Avenue/John Street - The eastbound John Street approach currently operates at LOS B and will continue to do so through No-Build conditions. Under build

conditions, this approach is expected to operate at LOS C with an additional six seconds of delay.

ix.) Clinton Avenue/Westbrook Lane - This intersection currently operates at overall LOS D, with the northbound Clinton Avenue approach experiencing LOS E. Under No-Build conditions, delays at this intersection are anticipated to nearly double, resulting in overall LOS F with the northbound Clinton Avenue approach experiencing LOS F with more than one minute of delay. Under Build conditions, this intersection will operate at LOS F with 15 seconds of additional delay.

x.) Clinton Avenue/Main Street - Vehicles turning left onto Main Street currently experience LOS A and will continue to do so through Build conditions. The southbound Clinton Avenue approach currently operates at LOS B. Under No-Build conditions, this approach will operate at LOS C with three additional seconds of delay. Under Build conditions, this approach will operate similarly with two additional seconds of delay.

A sensitivity analysis was performed by the project's consulting traffic engineer and evaluated by the Lead Agency to determine the impacts of the Kingstonian project. The New York State DRI Grant for the City of Kingston is expected to allocate considerable funding for traffic improvements in the Stockade District, some of which include reversing the direction of traffic flow on some streets as traffic mitigation measures occurring irrespective of the project and being analyzed as follows:

a.) North Front Street from Clinton Avenue to Fair Street Extension would be reversed from one-way westbound to one-way eastbound (towards Clinton Avenue).

b.) John Street from Crown Street to Clinton Avenue would be reversed from one-way eastbound to one-way westbound (away from Clinton Avenue). West of Crown Street, John Street would remain open to two-way traffic.

c.) Main Street from Washington Avenue to Clinton Avenue would be reversed from one-way westbound to one-way eastbound (towards Clinton Avenue).

d.) Wall Street from North Front Street to Henry Street would be reversed from one-way southbound to one-way northbound.

e.) Fair Street from North Front Street to Henry Street would be reversed from one-way southbound to one-way northbound (away from North Front Street).

In addition to the one-way street changes, the DRI also proposes to install an actuated traffic signal system with pedestrian signals and push buttons at the Clinton Avenue/Westbrook Lane and Clinton Avenue/John Street intersections.

f.) The northbound Washington Avenue/Hurley Avenue/Schwenk Drive approach will experience additional minor traffic volume and delay which can be accommodated by existing signal timing adjustments.

g.) The eastbound Schwenk Drive/Fair Street Extension/Kingston Plaza Driveway will experience additional traffic volume and delay. Under No-Build conditions, this intersection will operate with constraints similar to the existing traffic pattern. Construction of the proposed project is expected to improve operations at this intersection by closing the Fair Street Extensions to through traffic as mitigation.

h.) The Clinton Avenue/Westbrook Lane intersection will continue to operate with customary constraints.

i.) The eastbound Clinton Avenue/Main Street approach will experience additional traffic volumes and delay as a result of the new DRI traffic pattern. Under No-Build conditions, the eastbound Main Street approach is expected to operate at LOS D. After completion of the proposed project, the eastbound Main Street approach is expected to operate at LOS F.

In further assessing the Level of Service F and E intersections, the Lead Agency has reviewed the supplemental traffic study documentation forwarded on October 24, 2019 in response to the HVEA Engineers analysis and associated questions. While Level of Service will result in delays, as analyzed, these delays are not deemed to be significant in light of the overall current conditions at Washington Avenue/Hurley Avenue/Schwenk Drive

and at Clinton Avenue/John Street and Clinton Avenue/Westbrook Lane.

Further mitigation measures for the above referenced intersections will include timing parameters and phasing of existing signalization, as well as the planned reactivation of the signal at the Schwenk Drive/Fair Street Extension/Kingston Plaza intersection.

As to improvement of intersection operation through the employment of additional signalization which is not in existence at the present time, the Lead Agency finds that this is not a mitigation measure which is necessary for the project based upon the following:

i.) Moderate traffic delays which are customarily experienced at present under existing conditions.

ii.) The absence of a warrants analysis at present and the fact that the same is not a fair imposition on one particular development. In this regard, this is a continuing City of Kingston and NYSDOT issue with respect to future City of Kingston growth.

iii.) The fact that the NYSDOT has not opined with respect to signalization, whether existing or proposed.

iv.) Concurrence with the Lead Agency's consisting traffic expert and the Applicant's traffic engineer that any future new signalization analysis incorporate an assessment of signal operation at Clinton Avenue/Westbrook Lane and Clinton Avenue/Main Street.

v.) Sensitivity analysis which demonstrates that the overall traffic impacts at the foregoing intersections will remain generally unchanged from the pre-developed status-quo upon project completion.

vi.) Testimony of the Applicants consulting traffic engineer at the November 6, 2019 Planning Board Meeting that additional signalization is not necessary for the project.

The Applicant was requested to provide supplemental analysis of sight lines at the southern garage ramp on Schwenk Drive in order to demonstrate conformance with current standards. In response, the Applicant's consulting

traffic engineer conducted a Supplemental Sight Assessment which analyzed sight distance and stopping sight distance at this location.

The study demonstrates that the available sight distances, in both instances, exceeds the requirements for a 35 MPH operating speed. [Note, this intersection is located within a 30 MPH posted operating speed area.]

In addition, the Lead Agency notes that the Applicant has voluntarily offered that all proposed vegetation and signage will be located a minimum of 15 feet back from the edge of the travel lane to maximize sight lines at this study area.

In light of all of the foregoing, the closure of the Fair Street Extension is not deemed to be significant by the Lead Agency. Nor is the alteration of existing traffic patterns deemed to be significant. The Lead Agency is satisfied that the comprehensive study of traffic impacts demonstrate that the proposed mitigation measures and attendant traffic effects will operate to render these areas of environmental concern non-significant.

Based upon all of the foregoing, the Lead Agency finds that the project will not result in a substantial adverse change in existing traffic levels.

4. SUBSTANTIAL ADVERSE CHANGE IN NOISE LEVELS:

The proposed construction of the buildings, parking garage, pedestrian plaza, roadways, drainage facilities, stormwater management infrastructure, utilities and related appurtenances, together with demolition activities, will be limited in duration and will not generate noise levels which would be substantially objectionable to the public at large.

Although noise levels during construction may intermittently exceed noise levels as regulated locally, the Lead Agency does not find that this impact rises to a level whereby the same can be said to be significant. In this regard, it is noted that temporary construction noise is a fact of life within a city and the Lead Agency is satisfied that regulated hours of operation, intermittent construction, noise ordinance regulations and the generally

confined nature of the project will assist with noise mitigation measures.

Owing to parcel size, previous site development and the sites proximity to densely developed areas of city, construction related noise will take place in an area which is already densely developed. The Lead Agency finds that the immediate areas surrounding the project site are not sensitive receptors for noise impacts.

Long term noise impacts will not be substantial as the construction of apartments, commercial space, parking garage, boutique hotel, project enhancements and related facilities, together with noise resulting from vehicular traffic and project occupancy, will be intermittent and will be customary for the area in the vicinity of the proposed redevelopment project.

There will not be a substantial adverse change in noise levels brought about by the project.

5. SUBSTANTIAL INCREASE IN SOLID WASTE PRODUCTION:

The proposed project will not substantially increase the amount of solid waste production which is regulated pursuant to Article 27 of the Environmental Conservation Law of New York State [6 NYCRR Part 360, et seq.].

After accounting for the additional 14 units of multi-family housing, solid waste generated from the project will amount to approximately 44-55 tons per week, assuming the customary averages per dwelling of per multi-family use, hotel and commercial space requirements. [See also, 6 NYCRR Part 360 et. seq.]

Solid waste will be stored on site in on-site, enclosed dumpsters and will be transported to the Ulster County Resource Recovery Agency Facility in Kingston, New York and/or managed by private contractors to another lawfully operating facility.

The Lead Agency further notes that the above figures do not take into account the savings in tons of solid waste generated by the employment of recycling.

Based upon the foregoing, the project poses no substantial increase in solid waste production.

6. SUBSTANTIAL INCREASE IN POTENTIAL FOR EROSION, FLOODING, LEACHING OR DRAINAGE PROBLEMS:

The project site is not situate within any designated Floodway Area as delineated by the Flood and Emergency Management Agency [FEMA] upon the National Flood Insurance Program Map. A portion of the project site is located within the Flood Zone, inasmuch as the covered walkway will be located upon a small portion of Flood Zone lands. This area is further identified as being within the 500 year flood and as a result the Lead Agency has classified the impact of the project therein as moderate to large.

There are no perennial or ephemeral [intermittent] flowing streams present on the previously developed and/or site areas to be developed upon the site. There are no NYSDEC designated wetlands or Federal Wetlands situate where development is planned, nor will such areas be affected by the project.

The building orientation, appurtenances and associated parking areas will facilitate drainage to catch basins, two Vortechs Treatment Units, and partial infiltration system, as outlined in the Preliminary Stormwater Report and associated exhibits. The Applicant's plans show that the post-development stormwater runoff and the same will not affect the flood zone will be directed to these various areas and treated to remove pollutants in accordance with the SPDES General Permit requirements and the NYSDEC Design Manual (2015).

Therefore, the post-development stormwater is expected to contain less potential contaminants than the current pre-development stormwater runoff and the same will not affect the flood zone. [See Site Plan, Preliminary Storm Water Report Addendum No. 1 and the analysis set forth within Paragraph 2 herein.]

Drainage, leaching and erosion control measures are subject to and are consistent with the NYSDEC, "New York State Design Manual for Erosion and Sediment Control", the New York State and Ulster County Sanitary Codes and SPDES General Permit Requirements. As discussed earlier herein, the project will employ Best Management Practices, as set forth in the NYSDEC Design Manual and as extensively addressed in the Preliminary Storm Water Report, Stormwater

Details, Hydrograph Modeling, existing conditions analysis and all leaching and erosion control measures addressed herein. [See also, Paragraph 1 and Paragraph 2 herein.]

Stormwater generated from the site will be further mitigated with roof drains and a stormwater drainage system consisting of catch basins and adequately sized collection and conveyance piping for discharge of stormwater from both roofs and the parking garage into a stormwater treatment [Vortechs] and infiltration system.

There will be no increases in impervious surface, nor roof surfaces, as a result of the additional 14 units of multi-family housing, as testified to by the Applicants consulting engineer at the November 6, 2019 Planning Board Meeting.

The Lead Agency finds that the construction of the elevated walkway will not pose a significant effect upon the 500 year Flood Zone, nor any other Flood Zone areas, as the only portions of this structure which will be situate at ground level will be the stair towers.

The stair towers will not displace any flood area waters in the event of a flood to any substantial degree and the structure will be adequately anchored [see site plan and details].

In addition, the walkway structure will be two 2' feet above base/flood elevation (as required under the City of Kingston Zoning Law and by FEMA Regulations) in all instances; excepting for the stair towers at ground level.

The parking garage is the only structure which could be affected by the 500 year flood and it has been designed to take the water flow and drain it over time through concrete portals. This mitigation measure is adequate for the project and the Lead Agency finds that no inhabitants or occupants of the project will be adversely affected by the 500 year flood.

This paragraph is to be read, together with paragraph 2 herein and the Lead Agency finds that floodwaters will be dispersed over a large area situate northerly of the project site. Therefore, the placement of the stair towers and portions of the parking garage within of the 500 year flood will not be significant. The 500 year flood issues

was extensively discussed at the Lead Agency's November 6, 2019 meeting and the Lead Agency concurs with the testimony offered by Applicant's engineer at said meeting.

Based upon the foregoing and the engineering analysis conducted by the project engineers and reviewed by the Lead Agency's consulting Planner, the Lead Agency finds that the Applicant's plans and associated methodologies demonstrate that the action will pose no substantial increase in the potential for erosion, flooding, leaching, or drainage problems.

7. THE REMOVAL OR DESTRUCTION OF LARGE QUANTITIES OF VEGETATION OR FAUNA; SUBSTANTIAL INTERFERENCE WITH THE MOVEMENT OF ANY RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES: IMPACTS ON A SIGNIFICANT HABITAT OF ANIMAL OR PLANT, OR THE HABITAT OF SUCH A SPECIES; OR OTHER SIGNIFICANT ADVERSE IMPACTS TO NATURAL RESOURCES:

Vegetation and wildlife at the developed portion of the site is virtually non-existent, as the developed area planned for the site is already largely impacted by buildings/structures. As the site will be redeveloped, installed landscaping will provide vegetation which does not presently exist. Accordingly, the Lead Agency finds that flora, fauna and wildlife will be benefitted upon project completion.

Owing to the virtual non-existence of animals and wildlife at the developed portions of the site at present and areas of densely developed lands situate adjacent to and nearby the site, it is determined that habitat loss and wildlife displacement will not be significant. Accordingly, as the redevelopment will occur on impervious surfaces and/or areas which are vegetated by grass, there will be no adverse effect upon wildlife, flora, or fauna at the premises.

In addition, areas of the site are to be devoted to landscaping which will enhance a portion of on-site habitat for wildlife and vegetation.

The project site is not a known meeting or migratory habitat for any resident migratory fish or wildlife species and there will be no substantial adverse impacts to migrating animals.

The Applicant has submitted a July 8, 2019 Threatened and Endangered Species Habitat Suitability Assessment Report, as prepared by Ecological Solutions, LLC.

This Report identifies the Indiana Bat and Northern Long Eared Bat as federally listed endangered species with the potential for utilizing portions of trees and wooded areas for foraging/nesting opportunities.

However, after consideration of the project site, its impacted areas of construction, and the on-site conditions, the Report concludes that no trees or natural habitat conducive to the Indiana Bat or Northern Long Eared Bat will be impacted. The Lead Agency concurs with this assessment. Accordingly, no mitigation measures are proposed for any potential bat activity at the site, inasmuch as foraging/nesting areas will not be impacted.

In addition, the United States Fish and Wildlife Service also agreed with the No Critical Habitat conclusion by Ecological Solutions, LLC by way of July 8, 2019 Memorandum appended to the Ecological Solutions, LLC Report.

The Lead Agency concurs with the above referenced Report and its conclusions and emphasizes that only pre-disturbed areas, impervious surfaces, grass, and shrubs will be affected by development activities. Therefore, the Lead Agency is satisfied that there will be no deleterious effects upon bat species of any kind during the pendency of project construction activities or following completion thereof.

Based upon all of the foregoing, there will be no substantial adverse impacts in the areas set forth at this Paragraph's heading.

8. THE IMPAIRMENT OF THE ENVIRONMENTAL CHARACTERISTICS OF A CRITICAL ENVIRONMENTAL AREA (CEA) AS DESIGNATED PURSUANT TO SUBDIVISION 617.14(g) OF 6 NYCRR PART 617:

No CEA is designated or situate in the vicinity of the site and none will be impaired as a result of this re-development project.

9. THE CREATION OF A MATERIAL CONFLICT WITH A COMMUNITIES PLANS OR GOALS AS OFFICIALLY APPROVED AND ADOPTED:

The Lead Agency has reviewed the Zoning Petition, various portions of the City of Kingston Comprehensive Plan, the City of Kingston Zoning Law and has coordinated with the Common Council during the pendency of this Application. In so doing, the Lead Agency has further analyzed the change to the project plans which provides for the integration of 14 affordable housing units and notes that this is a welcome addition to the project in response to public and agency comments. Accordingly, the Lead Agency hereby determines that the project does not conflict with the community plans or goals as officially approved and adopted based upon the analysis herein.

The Lead Agency finds that the provision for affordable housing is not required under the City of Kingston Zoning Law for this mixed use project and in so doing concurs with the September 27, 2019 Interpretation of Mr. Eric Kitchen, Zoning Enforcement Officer, City of Kingston.

Moreover, irrespective of the Lead Agency's concurrence, this Interpretation must be followed by the Lead Agency, as the Lead Agency possesses no power to interpret the City of Kingston Zoning Ordinance. Therefore, percentage of affordable housing zoning guide line considerations, economics and like issues pursuant to City of Kingston Zoning Law 205-27.1 are not germane to the Lead Agency's analysis herein.

The vast majority of the project site is zoned compatibly with the planned development of the mixed uses thereon. In this regard, the C-2 and MUO Zoning Districts provide for accommodation of all of the planned uses, pursuant to site plan and special permit review.

A 0.313 acre portion of the site is not located within the MUO Zoning District and as such, is not consistent with the existing zoning; thereby occasioning the Zoning change which was requested by way of June 4, 2019 Zoning Petition by the Applicant in order to accommodate residential housing.

Although the proposed project requires rezoning of 0.313 acres and as such, is not fully consistent with adopted land use plans [see Long EAF, Part 2], the Lead Agency finds that the planned mixed use associated

development will be compatible with the character of uses permitted in the adjacent MUO District, and the zoning change of this 0.313 acre parcel to be included within the MUO District will extend the currently existing MUO District to more consistently conform the 0.313 acre to relevant Historic Stockade District Parameters.

In consideration of the overall mitigation measures employed for the project, the Lead Agency has reviewed the entire context of the project site, the planned enhancements and the attendant impacts on community character.

The purpose of the Zoning Petition is to extend and conform the adjacent MUO District to all of the subject premises which will comprise the redevelopment by Petitioner. The Lead Agency finds that it is consistent to rezone the 0.313 acres with respect to the Historic Stockade District location.

With respect to this area of environmental concern, this Lead Agency finds that the physically developed 0.313 acre premises does not lend itself in any manner to non-inclusion within the MUO District and that, as it is adjacent to the MUO District, the extension and alteration of zoning requested herein is appropriate and does not constitute spot zoning. The Lead Agency bases this finding upon the Record had herein, the analysis pounded within the detailed Zoning Petition and the Lead Agency's own previous experience with approval of the City of Kingston Business Park, Landmark Place and E-2 Square.

With regard to the foregoing, the Lead Agency finds that the following factors have been duly met in consideration of a well-considered and comprehensive plan calculated to serve the general welfare of the community:

a.) Compatibility of the proposed multi-family use with the character uses now permitted in the MUO District.

b.) Compatibility of the proposed multi-family use with the previously established mixed uses proximate to the project site.

c.) The zoning change will assist with benefitting a mix of housing and business uses, including affordable

housing, which is compatible with the recent development of this area of Uptown Kingston.

d.) The C-2 District will not be compromised if rezoning to accommodate additional mixed use occurs.

e.) The proposed uses are consistent with the planning goals of the City of Kingston, as set forth within the city's land use regulations.

In conjunction with the foregoing, the Lead Agency has further examined the objectives of site plan review at Section 405-30 of the City of Kingston Zoning Ordinance for all site plan review procedures. Accordingly, the Lead Agency finds that the project meets the following objectives, for the purposes of SEQRA compliance, as set forth therein:

i.) Conformance with the Comprehensive Plan.
ii.) Design compatibility with surrounding structures.
iii.) Traffic access ways are adequate.
iv.) Parking/loading and interior circulation is adequate.
v.) Landscaping improvements are adequate.
vi.) Pedestrian areas and outdoor lighting are sufficient and prevent the diffusion of glare.
vii.) Drainage and building design are adequate and handicapped accessible.
viii.) Maximization of energy conservation to the maximum extent practicable.

[See also, November 7, 2019 Memorandum by the project attorney.]

An examination of the MUO District shows that the rezoning request and the project meet the purposes of said District under Sections 405-30 [Site Plan] and 405-32 [Special Use Permit] of the City of Kingston Zoning Ordinance. In this regard, the Lead Agency further notes the following goals as set forth within the Zoning Ordinance:

i.) "Encourage mixed use, mixed income and pedestrian based neighborhoods."

Addressing special use permit objectives under the City of Kingston Zoning Ordinance, the Lead Agency finds:

i.) The project is readily accessible for fire and police protection.
ii.) The project is in harmony with the C-2 Zoning District.
iii.) The project will not be detrimental to surrounding properties.
iv.) Pedestrian and vehicular traffic will not be hazardous, nor in conflict with the normal traffic of the neighborhood.
v.) The location and height of the structures and attendant landscaping will not hinder or discourage appropriate development and use of adjacent lands. [See also, November 7, 2019 Memorandum by the project attorney.]

With respect to Section 405-32(F)(1) of the City of Kingston Zoning Ordinance, the Applicant has requested a waiver of the one (1) year Special Use Permit renewal period, so that any special use permit approval shall run with the land for this project. Provided the use and development of the premises lawfully complies with all approvals which may be granted, the Lead Agency is inclined to favor the granting of this waiver. However, no waiver has been granted as of the date of adoption of this Negative Declaration.

From an historical/aesthetic perspective, a portion of the project site was formerly utilized as a parking garage, Montgomery Ward Store and as a long ago hotel ["Kingstonian"] premises. In this regard, the Lead Agency notes that the project architect has designed a building which complements the historical nature of the iconic former Kingstonian building, as well as the historic buildings which are proximate to the site.

The current design of the project fosters connectivity, walkability and non-vehicular travel to and from the project improvements and the uptown area of Kingston.

Based upon the Record, the Maps and Plans and the foregoing development measures, the Lead Agency finds that the identified increase in density of land use, by way of the 0.313 acre development, is not significant.

The Lead Agency further finds that the proposed Zoning Ordinance and Zoning Map changes are consistent with the City of Kingston Comprehensive Plan and is, in and of itself, part of a comprehensive plan calculated to serve the general welfare of the Kingston Community.

Finally, the Lead Agency notes that while economic figures, tax information and other economic indicia offered by the Applicant, and/or members of the public, are relevant to the zoning change request, the same cannot lawfully form the basis for a grant or denial of a SEQRA Negative Declaration. Accordingly, the Lead Agency has not considered economics, in either a positive or negative way, in reaching its environmental findings within this Negative Declaration of Environmental Significance.

Based upon all of the foregoing, the proposed adaptive re-use project will not create a material conflict with the City of Kingston plans or goals as officially approved and adopted.

10. THE IMPAIRMENT OF THE CHARACTER OR QUALITY OF IMPORTANT HISTORICAL, ARCHAEOLOGICAL, ARCHITECTURAL OR AESTHETIC RESOURCES OR OF EXISTING COMMUNITY OR NEIGHBORHOOD CHARACTER:

The Lead Agency finds that there will be no adverse effect upon the character or quality of important historical, archaeological or architectural resources.

The project is located in the Stockade District which area of uptown Kingston is listed on the National Register of Historic Places. Accordingly, the Lead Agency has devoted particular attention to the projects effects on the foregoing area of environmental concern.

Addressing visual impacts, the Lead Agency has extensively examined the visual impacts of the project and has sought to coordinate its review efforts with the Historic Landmarks Preservation Commission and the Heritage Area Commission by consulting with and participating in a joint special meeting with said agencies on September 26, 2019 as part of coordinated SEQRA review.

Moderate to large visual impacts have been identified by the Lead Agency in areas as follows:

i.) Visibility from officially designated Stockade Historic District.
ii.) Public access vantage points.
iii.) Visual context of proximate areas.

The Applicant submitted on August 7, 2019 Visual Impact Analysis, which has been supplemented by an October 7, 2019 correspondence in address of comments by the New York State Office of Parks, Recreation and Historic Preservation [NYSOPRHP]. This address has been provided by Mackenzie Architects, PC and has been supplemented by oral/pictorial presentations at various meetings before the Lead Agency during the pendency of project review.

Ten visual simulations from ten vantage points have been examined in light of the historically designated Stockade District and associated mitigation measures, with emphasis upon:

a.) Project scale.
b.) Building character.
c.) Materials.
d.) Colors.
e.) Fenestrations.
f.) Detailing.
g.) Restoration.
h.) Historical context.
i.) Previous uses.
j.) Commercial viability.
k.) Restoration of the Stockade District.
l.) Brick masonry.
m.) Punched openings.
n.) Stone sills.
o.) Lintels.
p.) Openings.
q.) Glazing.
r.) Cornice expressions.
s.) Hidden parking.
t.) Open air public plaza.
u.) Façade continuity.
v.) Transom windows.
w.) Stepped building design.
x.) Clapboard siding.

In addition, the Lead Agency has been provided with a virtual visual tour by the Applicant at various Planning

Board meetings, wherein examination of particularized visual aspects of the project have been considered.

Further, the Lead Agency has also reviewed additional visual simulations of the building from Wall Street and Fair Street and Clinton Avenue and Fair Street, as a result of the addition of seven (7) units of multi-family housing at the former top story of the project site.

In this regard, the Applicant's consulting engineer presented the additional visual simulations prepared by the Applicant's consulting architect to the Lead Agency and the public at the December 9, 2019 Planning Board meeting. The visual simulations conclusively show that the additional seven (7) units of multi-family housing will not be visible from any portion of the Historic Stockade District.

Accordingly, based upon the extensive analysis provided for within this Negative Declaration, there are no significant adverse effects associated with the Historic Stockade District, not to the character of the neighborhood proximate to the project, as a result of the additional seven (7) units and the associated change in the height of the multi-family structure.

The seven (7) additional units will be seen from Schwenk Drive and the Kingston Plaza, as shown by the Visual Simulations aforesaid. However, the Lead Agency does not consider these viewpoints to be of a sensitive nature and owing to the overall visual context of the areas proximate to Schwenk Drive and the Kingston Plaza, said visual effects are not adverse. Therefore, the Lead Agency finds these effects to be insignificant both visually and with respect to the character of the neighborhood.

Based upon the analysis set forth above, the Lead Agency finds that visual effects of the project have been satisfactorily mitigated to a point whereby they have been rendered non-significant in terms of building height, visual context, Historic Stockade District effects, neighborhood character and additional areas of environmental concern, as detailed within the examination set forth above.

Project entrances, Fair Street Extension closing, open air plaza, multi-family locations, commercial space and parking garage particulars have been reviewed by the Lead

Agency and its consulting planner through the visual study process.

The project massing has been the source of detailed discussion during review and the Lead Agency is satisfied that the buildings and structures comprising the project have been moderated to harmonize the historical use of the premises with the current housing, parking and commercial needs which are necessary within the uptown area of Kingston.

Examination of the historical pattern of development and the present architecture comprising historic Fair Street have taken place with intra-agency cooperation at various meetings during the pendency of administrative review. The Lead Agency is satisfied that the project is consistent with the historic architecture and visual context of the Historic Stockade District. [See renderings, visual simulations and photographs of record].

Based upon the visual methodology employed, changes to the architecture, massing mitigation measures, garage camouflage, the simulations and the review conducted by the Lead Agency, the Lead Agency is satisfied that the visual impacts of the project have been thoroughly examined and mitigated to the maximum extent practicable. Therefore, none of these areas of environmental concern identified as moderate to large are significant.

In this regard, the Lead Agency further notes, even with the addition of an additional story to accommodate 7 of the 14 units of additional multi-family housing, the height of the proposed multi-family building does not require an area variance. Inasmuch as the surrounding environs are consistent with the architectural and historical context of the building, the visual impacts of the additional units have been mitigated to the maximum extent practicable. Avoidance of an area variance for height has been important to the Lead Agency, owing to previous non realized plans for development of this particular site in the past.

The Lead Agency has reviewed the renderings and visual simulations of the project and finds that the additional 7 units, accommodated by an additional story of building, will not be visible from the Historic Stockade District,

nor from the Historic Senate House, to any significant degree.

This owes itself, in part, to the descending topography of the project site in proximity to the current Fair Street Extension, travelling towards Schwenk Drive and the vertical stepping of building components. Therefore, the visual impacts associated with the additional units will not adversely affect the historic Wall Street and Fair Street corridors.

Although these units will be visible from the area proximate to Schwenk Drive, looking in a southerly direction therefrom, the Lead Agency finds that this portion of the project is not adversely affecting Sensitive Visual Receptor Areas, historic structures or the Stockade Historic District at large.

Moreover, development within cities possessing historical districts occurs frequently within the northeast and the Lead Agency finds that if the development is planned, as in the instant case, with a sensitivity to the overall historical context, the introduction of new buildings and structures does not introduce significant visual elements which are discordant with the existing historical architecture.

The Lead Agency engaged in an extensive discussion with the Applicant's project engineer and the Applicant at its November 6, 2019 meeting in consideration of project mitigation measures, including the changing of interior residential units to accommodate 7 of the additional 14 multi-family units. These project modifications were subsequently reviewed at the Lead Agency's November 18, 2019 meeting. By locating of the additional 7 units within the previously planned portions of the project, the structural massing has been further mitigated.

The Lead Agency finds that the foregoing mitigation measures have assisted with mitigating the potential for adverse visual effects emanating from the additional 7 units to be physically constructed within the Historic Stockade District.

The area variances which the project requires are minor in nature and for the most part, owe themselves to the nature of the physical development proximate to the

project. The area variances which are planned for the project are as follows:

1.) Landscaping [landscaped strips along property lines; Zoning Ordinance Section 405-40A(2)].

2.) Setbacks [front, side and rear yards; fee, Zoning Ordinance Density Schedule].

3.) Flood Zone [stair towers for the elevated walkway; Zoning Ordinance Sections 405-26(D) and 405-26(G)(4)].

On October 10, 2019 the Applicant appeared before the City of Kingston Zoning Board of Appeals in order to address the foregoing area variance requests and a detailed presentation was made. Subsequently, the Applicant has provided an Area Variance Application Addendum analysis of the balancing test for the grant of area variances to the Zoning Board of Appeals, with a copy provided to the Lead Agency.

The Lead Agency finds the balancing analysis to be effective in demonstrating the propriety of granting these several area variances in light of the overall project plans and the reasoning employed within the analysis is incorporated herein by reference.

With respect to parking requirements, the Lead Agency is satisfied that Zoning Ordinance passages relating to landscaping, screening and layout will likely be effectively addressed by way of waiver, if necessary, pursuant to Section 405-34(H) of the City of Kingston Zoning Ordinance. This owes itself to the rather obvious fact that one of the central aspects of the project is the planned indoor parking garage.

The Lead Agency has reviewed the area variances requested, the detailed November 26, 2019 Addendum and the Zoning Ordinance criteria associated therewith and in so doing finds that there are no significant adverse environmental effects posed by the area variances requested.

The Lead Agency further finds that substantially greater landscaping will be added to the project than that which currently exists and the Applicant has already met

with the City of Kingston Tree Commission on October 8, 2019 in forwarding the landscaping plans. The Lead Agency is confident that the Tree Commission will provide for further expert guidance in the area of landscaping for the project.

Presently, there are approximately 8 trees located at the project site. The additional landscaping planned for the project will further comply with the minimum caliper at base and minimum height requirements for street trees under the Zoning Ordinance.

Extensive planning has been involved to enclose and shelter the planned parking garage from view and the Lead Agency notes that the parking requirements, as set forth within the Zoning Ordinance and applicable to the above areas of area variance review, are applicable to open air parking areas.

In any event, as no parking waiver may be granted until a determination of significance is made, the Lead Agency defers with respect to waivers. However, the Lead Agency notes that, if the Applicant requests area variances from the parking requirements, in lieu of or in addition to the waivers, the same will not be environmentally significant, based upon the area variance documentation and associated balancing analysis provided to date.

Based upon the Visual Analysis performed and the Lead Agency's additional consideration of the potential aesthetic effects presented by the building and appurtenances, the Lead Agency finds that the visual impacts of the proposed action have been mitigated to a point whereby the overall visual effect is consistent with the existing historic, architectural and physical context proximate to the project site and as a result, is not environmentally significant. Accordingly the planned development will not result in significant adverse visual impacts.

With respect to community character, the Lead Agency finds that the planned mixed use of the project, coupled with the addition of an affordable housing component, adequately demonstrates consistency with existing community character. This area of Kingston has been undergoing a revitalization during the past several years and the occupancy of the project will add to the walkability,

connectivity and aesthetic enhancement of the Uptown Kingston Area.

The project plans further provide for an open air public plaza where members of the public will be accommodated for shopping and leisure activities. This inclusivity is consistent with mixed use goals and attributes.

The Applicant has provided an extensive legal analysis of community character by way of Memorandum submittal and the Lead Agency takes notice of the fact that the New York State Court of Appeals has determined that inclusion of a specially permitted use within a Zoning Law is tantamount to a legislative finding that said use is in harmony with the character of the neighborhood.

The Lead Agency is satisfied that the goals of the Mixed Use Overlay District have been met by the project and that the combination of residential and commercial uses will add to the current commercial and residential sustainably and revitalization of the uptown area.

Addressing the lighting - outdoor lighting will not exceed 5 foot candles, in accordance with the Illuminating Engineering Society of North America [IESNA] recommended level for building exteriors.

All lighting will be glare shielded and LED, as necessary, to avoid light trespass on neighboring properties and adjoining roadways. An acceptable uniformity ratio will be maintained over access ways and on building improvements in order to avoid patterns of bright lights that are disruptive of vision. Luminaire mounting heights will be positioned to avoid visual impacts and the lighting employed will be Dark Sky compliant to the maximum extent practicable.

Based upon the foregoing, there will be no adverse impacts as a result of the planned lighting for the project.

In address of potential archaeological impacts, the Applicant has submitted a Phase 1A Cultural Resource Investigation addressing archaeological and historical effects posed by the proposed project, same as prepared by Joseph E. Diamond, PhD and being dated July 11, 2019.

The project area and entire property was visited by the Applicant's consultant, and an analysis of various historical publications was undertaken as noted within the Phase 1A Report.

In addition, the Phase 1A Report gives extensive address to the historic Stockade District, existing structures, previous archeological activities and detailed historical context as follows:

i.) Environmental/Physical Setting.
ii.) Senate House.
iii.) NYU Excavations [1970-1971].
iv.) Fred Johnston House.
v.) Matthews Person House.
vi.) Old Dutch Church.
vii.) North Front Street.
viii.) Louw-Bogardus House.
ix.) NYU Excavations [Green Street].

Pre-contact and historic sites have further been investigated within the Phase 1A Report, with particular emphasis being devoted to the Stockade constructed by Peter Stuyvesant and the potential for location of a reputed moat which may have been constructed by Mr. Stuyvesant.

Moderate to large impacts were identified by the Lead Agency in its conduct of archeological review based upon the projects location within the Stockade Historic District, proximity to restrictive archeological areas and the alteration of the entire site by way of consideration of improvements.

The Phase 1A Report details the existing site conditions, noting the current four story building, the diner property and the former development of portions of the premises. A Phase 1B Report will be prepared in the future in order to shovel test and catalog any historical/cultural artifacts which may be found. However, as the site is already developed and/or affected by buried remains of the former parking garage thereon, the Phase 1B testing will be ongoing during the project build out. [See Phase 1B Monitoring Proposal submitted by Joseph E. Diamond, PhD to the NYSOPRHP.]

The Lead Agency has noted the environmental importance of archeological/historic resources within the Long EAF, Part 2 in several identified areas of concern and in consideration of the April 12, 2019 and September 19, 2019 correspondences by the NYSOPRHP.

The NYSOPRHP has identified building massing, elimination of the Fair Street Extension and architectural considerations as having the potential for adverse effects upon the Stockade Historic District. Based upon the record, the Lead Agency is not in agreement with this position. Nevertheless, once the September 19, 2019 NYSOPRHP correspondence, was received by the Lead Agency, the Applicant has worked to mitigate historical effects and articulate an architectural design aesthetic which is consistent with the historical setting and surrounding architecture. [See detailed address of these areas above, as well as the subsequent Planning Board meeting on September 26, 2019 (joint meeting) and November 6, 2019. In addition, meetings with the Heritage Area Commission [8/28/19] and Historic Landmarks Commission [9/5/19] have further been held].

As a result of all of the foregoing, the Lead Agency finds the massing and architectural/historical context of the project to be consistent with the Stockade District and design compatible with respect to visual effect; especially at Fair Street. Accordingly, the Lead Agency finds that diligent effect have been made by the Applicant and its consulting architect to design a project which is historically and architecturally appropriate for the Historic Stockade District in light of the currently existing architecture.

In address of the NYSOPRHP referencing the elimination of Fair Street Extension, the Lead Agency does not concur with the description of this street as "historic". Fair Street Extension was constructed [circa August 5, 1881 by Ordinance] in order to provide access to Schwenk Drive and other developing areas of uptown Kingston and it does not possess historic attributes which can be said to be part of the clearly historic periods associated with Fair Street or Wall Street.

Fair Street Extension currently consists of the Herzog Warehouse, a vacant Diner and the paved area which formerly housed the previous parking garage. It is not attractive

in terms of appearance and is under-utilized as a through street [see Traffic Report and Paragraph 3 analysis herein].

None of the currently visible historic enhancements of the Stockade District are associated with the Fair Street Extension and the Lead Agency notes that, excepting for the southerly end of Fair Street Extension, no portion of street is situate in visual proximity to the Historic Stockade District.

The Lead Agency further emphasizes that the NYSOPRHP is an interested agency under SEQRA and as such, does not possess discretionary permit review authority project. Therefore, as SEQRA does not alter the jurisdiction among agencies, the Lead Agency finds that no significance adverse environmental effects area associated with archeological, cultural or historic resources, irrespective of the NYSOPRHP review to date. [See also, 6 NYCRR Part 617.3].

Based upon the archeological/historical examinations to date, the architectural/visual documentation of record, and the location of all planned site disturbances within pre-disturbed areas and all mitigation measures analyzed herein, the Lead Agency finds that the project does not result in any significant environmental effects related to archaeological or historic resources.

Based upon all of the above, the Lead Agency finds that the project will not impair the character or quality of important historical, archaeological, architectural or aesthetic resources or of existing community or neighborhood character.

11. A MAJOR CHANGE IN THE USE OF EITHER THE QUANTITY OR TYPE OF ENERGY:

The project will utilize electricity and natural gas during the construction phase for infrastructure and site related improvements. Electric service and natural gas will be provided service connections from the existing Central Hudson.

Following construction of improvements, the project will continue to use customary and normal energy sources in quantities and types which will not result in major energy

changes, To Wit: Electricity, natural gas and/or oil. [See the New York State Fire Prevention Code and the New York State Building Code and the New York State Energy Conservation Code; Section 373 of the Executive Law of the State of New York.]

In consideration of the 14 additional units of multi-family housing, the project will result in an electricity demand of 176000 to 242000 kw hours per month. The Lead Agency finds this usage to be reasonable and customary for urban redevelopment.

On July 30, 2019, the project architect submitted Sustainable Features Report to the Lead Agency which references project design in accordance with the following energy codes:

a.) 2015 International Energy Conservation Code.
b.) 2016 Supplement to the New York State Energy Conservation Construction Code.
c.) 2013 ASHRAE 90.1 2013.
d.) New York State Building and Fire Code.

In addition, the Report lists features high performance building envelopes, R-21 walls, R-49 roofs and double glazed windows, Energy Star HVAC systems, energy efficient water distribution, use of recycled material and additional features.

The project plans call for bicycle facilities, sidewalks, green vehicle charging areas, optimized energy performance, renewables, minimization of waste, enhanced pedestrian access, mixed use linkages and lessening dependence on vehicular travel.

The Lead Agency is satisfied that the Applicant has designed plans which provide for sustainability and which minimize the carbon footprint of the project to the maximum extent practicable in light of the proposed uses and planned occupancies.

The recently enacted New York State Regulations in energy efficiency and green energy incentives will further work to provide for a project which is considerably improved from a conventional energy use multi-family and commercial occupancy project.

Based upon the foregoing, the project will not result in a major change in the use of either the quantity or type of energy.

12. THE CREATION OF A HAZARD TO HUMAN HEALTH:

The Lead Agency finds no evidence that the proposed project will create a hazard to human health as no generation or disposal of toxic or hazardous substances or noxious fumes will be occurring as a result of the project. No adverse changes in this area are proposed which would deviate from those which are lawfully a part of multi-family, commercial and parking uses.

With regard to development activities and occupancy which will be conducted at the site, petroleum products storage and use will be governed by applicable provisions of the New York State Navigation Law [Section 175], the New York State Environmental Conservation Law [Section 17-1743] and the New York State Transportation Law [Section 14-f], as well as the Clean Water Act [33 CFR Sections 1200 et seq].

Chemical products storage will be governed by the Resource Conservation and Recovery Act (RCRA) [40 CFR Section 261-270] and the Occupational Safety and Health Administration (OSHA) [29 CFR Sections 1910.1000-1910.1500] and New York State Regulatory Authority at 6 NCYRR Parts 370 et seq., The Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) [7 USC Sections 136-136y] and 6 NYCRR Part 325 et seq. [See also, Stormwater Pollution and Prevention Plan.]

The Applicants consulting geo-tech Engineer has further submitted a December 7, 2017 Presentation of Site Investigation Results with soil boring logs and a Geo-Technical Report, dated December 17, 2017. These Reports demonstrate that foundations and building construction will be accommodated on site in a safe manner.

With respect to demolition of the Herzog Warehouse Building and the Diner, the Lead Agency is satisfied that blasting and demolition related activities will be conducted pursuant to the City of Kingston Code, the Executive Law of New York State and in accordance with strict liability requirements under law. Supervision of all demolition will be undertaken by the City of Kingston

Building and Safety Divisions and the Lead Agency notes that the issuance of a Demolition Permit is classified as a ministerial act under SEQRA, thereby rendering it Type 2 [exempt from review thereunder].

Based upon the above, the Lead Agency finds that there is no creation of a hazard to human health as a result of the project.

13. A SUBSTANTIAL CHANGE IN THE USE, OR INTENSITY OF USE, OF LAND INCLUDING AGRICULTURAL, OPEN SPACE OR RECREATIONAL RESOURCES, OR IN ITS CAPACITY TO SUPPORT EXISTING USES:

The proposed project will not adversely affect any agricultural resources, agricultural district or open space recreational resources.

As the project site is presently substantially developed and situate within a densely populated area of the city, the project will not result in a loss of open space deemed important to the community. [See Existing Conditions Plan.]

In addition, the project incorporates a planned Pedestrian Plaza for members of the public, thereby creating additional public recreational space in an open air setting.

The Lead Agency further finds no substantial change in the use of land or the lands capacity to support existing uses thereon for the reason set forth above and elsewhere within this Negative Declaration. [See Paragraphs 2, 3, 6, 7, 9 and 10.]

14. ENCOURAGING OR ATTRACTING A LARGE NUMBER OF PEOPLE TO A PLACE OR PLACES FOR MORE THAN A FEW DAYS, COMPARED TO THE NUMBER OF PEOPLE WHO WOULD COME TO SUCH PLACE ABSENT THE ACTION:

The Lead Agency finds that the building and ultimate occupancy of apartment units, commercial space, restaurant and parking garage, together with infrastructure and related appurtenances, will not attract large numbers of people to the site.

This project is not planned to be a phased development. However, it is possible that construction will continue for more than one (1) year. The Applicant has presented the information and documentation referenced herein to show that the construction and demolition activities will be intermittent and of reasonable duration over the previously disturbed and developed site, with construction personnel inspectors, visitors and invitees being of a number which is normal and customary for the planned infrastructure improvements and associated development of the premises. [See also Paragraphs 1, 2, 3, 4, 5, 6, 7, 9 and 10.]

The on-site internal access will not be utilized as major collector streets and the site will not be utilized for a mass gathering such as contemplated by the above Paragraph heading.

Based upon the foregoing, modest numbers of persons will be assimilated over the project site and surrounding area over time and large numbers of people will not be attracted to the site or area for more than a few days as a result of the action.

15. THE CREATION OF A MATERIAL DEMAND FOR OTHER ACTIONS THAT WOULD RESULT IN ONE OF THE ABOVE CONSEQUENCES:

The construction of the proposed project and related infrastructure will not create any material demand for other actions which would result in one of the previously discussed consequences.

The site characteristics, planning and engineering methodology and planned density of the project render the site capable of accommodating the planned development without adverse environmental effect. In this regard, the Lead Agency finds that the proposed action will create employment. However, the employment will not displace other workers. Therefore, this potential impact is not significant. [See Paragraphs 1, 4, 5, 9 and 14.]

The Lead Agency further finds that, as with any residential project, the proposed action will create a demand for additional community services (schools, police and fire). However, these demands are not determined to be adverse for the following reasons;

a.) Adequate numbers of police, fire and emergency personnel and modern response vehicles and apparatus presently exist to accommodate the project in the City of Kingston.

b.) The site is located within the Historic Stockade District and is easily accessible to the paid and professional City of Kingston Fire Department.

c.) Existing fire hydrants are located proximate to the project site.

d.) The City of Kingston Fire Department and City of Kingston Police Department have been made interested agencies under SEQRA and no objections to the project have been forwarded by said entities.

e.) Automated sprinkler systems will service the buildings pursuant to the requirements of the New York State Fire Code.

f.) Based upon the Lead Agency review of the Site Plan, it is determined that the sites planned parking and access channelization is adequate to permit full fire protection access to the building.

g.) The resulting increases in population, school attendees, and demand for additional services will be small, assimilated over time, will not be material and will not have adverse effects upon the environmental criteria set forth above and studied herein. [See also, Paragraph 9 herein.]

h.) As a full statement of the proposed action is required to be forwarded to the Ulster County Planning Board prior to the grant of Site Plan and Special Use Permit Approvals, this Negative Declaration will be forwarded to said board in accordance with Section 239-m of the General Municipal Law of New York State.

Based upon all of the foregoing, this action will not create any material demand for other actions which would result in one of the previously discussed consequences.

16. CHANGES IN TWO OR MORE ELEMENTS OF THE ENVIRONMENT, NO ONE OF WHICH HAS A SIGNIFICANT IMPACT ON THE

ENVIRONMENT, BUT WHEN CONSIDERED TOGETHER RESULT IN A SUBSTANTIAL ADVERSE IMPACT ON THE ENVIRONMENT:

Based upon the information contained in this Negative Declaration of Environmental Significance and the record before the Lead Agency there will be no changes in two or more elements of the environment which, when considered together, would result in a substantial adverse impact on the environment. Therefore, extensive cumulative impact analysis is not applicable to this action. [See Paragraphs 1 thru 15 herein, as well as the Legal Memorandums submitted by the project attorney.]

In address of the cumulative impacts issue, the Lead Agency has studied and taken into account the impact of the project and the simultaneous and sequential effects of ongoing development projects within Uptown Kingston [see paragraphs 3, 9 and 10].

Traffic, visuals, historic, cultural and neighborhood character have all been examined in light of the present and expected development within the Uptown Kingston area, as well as the City of Kingston at large and the combined inputs resulting therefore do not rise to a level that can be said to be significant.

Growth within the City of Kingston is to be expected and there is nothing within the record to suggest that this project has been broken up into parts, thereby avoiding environmental significance [see Rezoning Petition and additional affordable housing units analysis herein].

Combined impacts on the environment which may reasonably be anticipated have been studied by the Lead Agency herein and speculative environmental consequences are not required to be engaged in by a Lead Agency under SEQRA. The Lead Agency is satisfied that all non-speculative environmental impacts of this action have been examined and/or mitigated under SEQRA in accordance with all regulatory authority [6 NYCRR Part 617 et. seq.].

17. TWO OR MORE RELATED ACTIONS UNDERTAKEN, FUNDED OR APPROVED BY AN AGENCY, NONE OF WHICH HAS OR WOULD HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT, BUT WHEN CONSIDERED CUMULATIVELY WOULD MEET ONE OR MORE OF THE CRITERIA OF PART 617.7(c):

None of the probable impacts on the environment that are associated with or which result from incremental or increased impacts of this action, when such impacts are added to other related past, present or reasonably foreseeable future actions, will be significant. The Lead Agency has reviewed and analyzed the proposed Site Development Plans, Special Use Permit Criteria, the Zoning Petition, the Environmental Assessment Form, studies and all related Addenda, the Administrative Record and the physical changes to the environment that will take place simultaneously or sequentially and has determined that their combined effects will not be significant.

The Lead Agency notes that public controversy (both pro and con) related to the project has been part of the Administrative Record. However, this determination has not been influenced one way or the other as a result thereof.

In this regard, emphasis has been given to testimony and written submittals in all instances, particularly with respect to affordable housing, visual impacts, architectural features, historical issues, character of the neighborhood and traffic.

This project has further provided for use of public funds and public/private cooperation by the Applicant with the City of Kingston in meeting various parking, housing and commercial needs within the City of Kingston.

The Lead Agency recognizes that the planned Payment in Lieu of Taxes [PILOT] is a controversial aspect of the project. However, this area of review is not the province of the Lead Agency, as it would be improper under SEQRA to balance economic impacts and/or tax implications against the environment under a Negative Declaration of Environmental Significance.

Therefore, the Lead Agency has not weighed the economic effects of the project on taxes, jobs, revenues, or any other economic indicators [either benefits or detriments] against the environment in issuing this Negative Declaration.

With further respect to the modifications to the project which are made in order to accommodate affordable housing, the related environmental impacts have been extensively examined by the Lead Agency.

Resultant changes to traffic, visual assessment, solid waste, water, sewer, energy and other areas of environmental concerns have been studied, quantified and qualitatively considered by the Lead Agency and the public at large as part of an ongoing coordinated SEQRA review process.

The Lead Agency is satisfied that all project changes and mitigation measures have been addressed as part of an open, deliberative and coordinated review process. As such, no aspects of the project have been segmented or shielded from review by the public [see Public Meetings, Public Hearings, Written Comment Periods, Legal Memorandums and Public Informational Meetings to date].

The Lead Agency further states that, although environmental review of the project by the Lead Agency is concluded once a Negative Declaration is issued, further Public Hearings concerning site plan, special use permits, lot line revisions, area variances and rezoning aspects of the project will be held as part of the continuing review of the project. Therefore, the public, involved agencies and interested agencies will continue to forward the entire Administrative Record for the project.

With further regard to any subsequent actions that may possibly arise as the result of the proposed project, the Lead Agency has addressed all identified and relevant long-term, short-term and cumulative impacts and effects of the proposed activities and actions, as well as any related actions, as now submitted, and the Applicants have no identifiable long-range or overall plans for any subsequent development, changes in use or other activities relating to the proposed project.

As to any potential future development of the site, or subsequent actions involving the site beyond those analyzed herein, there is currently no information available at this time as to whether any such actions will in fact occur.

Approval of the action contemplated by the current project now before the Lead Agency does not commit the Lead Agency to any particular course of action with respect to future development of the site beyond what is analyzed herein. Any future physical expansion of the project and associated development beyond that which is approved will

require independent and separate environmental review pursuant to SEQRA, unless the same shall be lawfully determined to be designated as a Type II or Exempt Action in accordance with 6 NYCRR Part 617 et. seq.

Due to the continued environmental and other administrative review requirements of any subsequent development activities in the area of the project site and in the City of Kingston on a case by case exercise of discretion by reviewing agencies and officials, it is not necessary nor reasonable to require, at this time, a hypothetical "worst case" analysis of all speculative environmental effects or potential environmentally threatening uses which could be anticipated at some time in the future.

The Lead Agency is further satisfied that any possible environmental effects of any future development within the City of Kingston, or any lawful change in use of the project site, can be adequately addressed through subsequent discretionary administrative and environmental review.

In making its determination, the Lead Agency has not balanced any potential benefits of the proposed action against potential harm.

CONCLUSION:

Based on the information currently available to the Lead Agency and the above analysis and evaluation of all the relevant and probable environmental impacts related to the activities and actions herein proposed, the City of Kingston Planning Board, as Lead Agency, determines that there will be no significant adverse environmental impacts associated with this project and no Environmental Impact Statement [EIS] will be required for the action. Therefore, this determination of non-significance and Negative Declaration under SEQRA is hereby approved, adopted, and issued by the Lead Agency. [See also; Lead Agency Resolution annexed hereto and made a part hereof as Exhibit "C".]

FOR FURTHER INFORMATION:
CONTACT PERSON:

Ms. Suzanne Cahill,
City of Kingston Planner
City of Kingston
Planning Board
City Hall, 420 Broadway
Kingston, New York 12401
(845) 334-3955

FILINGS:

Pursuant to 6 NYCRR Part 617.12(b) and in exceedance of the requirements therein, a copy of this Negative Declaration is being filed with:

City of Kingston Planning Board
Mr. Wayne Platte, Chairman
City Hall
420 Broadway
Kingston, New York 12401

City of Kingston Common Council
City Hall
420 Broadway
Kingston, New York 12401

New York State Department of Environmental Conservation
Ms. Kelly Turtorro, Region 3 Director
21 South Putt Corners Road
New Paltz, New York 12561

City of Kingston Department of Public Works
Mr. Edward Norman, Superintendent
25 East O'Reilly Street
Kingston, New York 12401

City of Kingston Zoning Board of Appeals
5 Garraghan Drive
Kingston, New York 12401

City of Kingston Historic Landmark Preservation Commission
5 Garraghan Drive
Kingston, New York 12401

Ulster County Industrial Development Agency
PO Box 4265
Kingston, New York 12401

City of Kingston Water Department
Ms. Judith Hansen, Superintendent
111 Jansen Avenue
Kingston, New York 12401

Kingston City Schools Consolidated
21 Wynkoop Place
Kingston, New York 12401

Empire State Development Corporation
625 Broadway
Kingston, New York 12401

Ulster County Planning Department
Mr. Dennis Doyle, Director
244 Fair Street, PO Box 1800
Kingston, New York 12401

City of Kingston Building and Safety Division
Mr. Stephan Knox, Director
5 Garraghan Drive
Kingston, New York 12401

NYS Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Ms. Ruth L. Pierpont, Director
Peebles Island, PO Box 189
Waterford, New York 12188

Ulster County Health Department
Carol M. Smith, MD, MPH,
Commissioner
239 Golden Hill Lane
Kingston, New York 12401

Heritage Area Commission
Mr. Hayes Clement, Chairperson
420 Broadway
Kingston, New York 12401

Friends of Historic Kingston
63 Main Street
Kingston, New York 12401

United States Department of the Interior
Fish and Wildlife Service
Ms. Robyn Niver
3817 Luker Road
Cortland, New York 13045

United States Department of the Army Corps of Engineers
Mr. Brian Orzel
26 Federal Plaza
New York, New York 10278

City of Kingston Fire Department
Fire Chief Mark Brown
Central Fire Station
19 East O'Reilly Street
Kingston, New York 12401

City of Kingston Police Department
Police Chief Egidio Tinti,
1 Garraghan Drive
Kingston, New York 12401

Mr. John Shutthesis, PE
City Hall
420 Broadway
Kingston, New York 12401

City of Kingston Local Development Corporation
Ms. Brenna Robinson
City Hall
420 Broadway
Kingston, New York 12401

New York State Department of Transportation
50 Wolf Road
Albany, New York 12232

Ulster County Department of Public Works
Mr. Thomas Jackson, Commissioner
315 Shamrock Lane
Kingston, New York 12401

City of Kingston Assessor
Mr. Daniel Baker
City Hall
20 Broadway
Kingston, New York 12401

Mayor Steve Noble
City Hall
420 Broadway
Kingston, New York 12401

New York State United Teachers Association
800 Troy-Schenectady Road
Latham, New York 12110

Kingstonian Development, LLC
Mr. John Bonura, Jr.
2951 US Route 9W
New Windsor, New York 12553

JM Development Group, LLC
Mr. John Bonura, Jr.
176 Rinaldi Blvd.
Poughkeepsie, New York 12601

Herzogs Supply Co., Inc.
Mr. Brad Jordan
151 Plaza Road
Kingston, New York 12401

City of Kingston Recreation Commission
Mr. Kevin Gilfeather
467 Broadway
Kingston, New York 12401

City of Kingston Tree Commission
Ms. Sara Wenk
City Hall
420 Broadway
Kingston, New York, 12401

Pursuant to 6 NYCRR Part 617.12(c)(1) Notice of this Type 1 Action Negative Declaration and Determination of Environmental Non-Significance is being published in the Environmental Notice Bulletin. [ENB]

Dated: December 16, 2019

WAYNE PLATTE, Chairman
City of Kingston Planning Board

EXHIBIT "A"

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

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

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

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

A. Project and Sponsor Information.

Name of Action or Project: Kingstonian Project		
Project Location (describe, and attach a general location map): North Front Street and Fair Street Extension, City of Kingston (location map attached)		
Brief Description of Proposed Action (include purpose or need): The project involves the redevelopment of the City of Kingston parking garage property,the Herzogs Supply Co., Inc. warehouse property and the Uptown Grill property(also owned by Herzogs Supply Co., Inc). The proposed project includes the following elements: 420 car parking garage, 129 apartment units, 32 room hotel, 8,950 Sq. Ft. of retail space, a pedestrian plaza area, and an elevated pedestrian link to connect to Kingston Plaza. Parcels of Land include: City Parking Garage(1.43 acres), Herzogs warehouse (0.49 acres), and Uptown Grille (0.49 acres), along with portions of Fair Street Extension and a small pocket park owned by the City of Kingston. The project further includes consolidation of several tax parcels(subdivision-lot line deletions). SEQRA Type 1 Action pursuant to 6NYCRR Parts 617.4(b),(6)(iv) and 6NYCRR 617.4(b)(9).		
Name of Applicant/Sponsor: Kingstonian Development Group, LLC	Telephone: 845-486-4700 E-Mail: jab@bonurahospitality.com	
Address: 2975 Route 9W		
City/PO: New Windsor	State: NY	Zip Code: 12553
Project Contact (if not same as sponsor; give name and title/role): same as sponsor	Telephone: 845-486-4700 E-Mail: jab@bonurahospitality.com	
Address: same as above		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor): Herzogs Supply Co., Inc. and City of Kingston	Telephone: 845-338-6300;845-331-0080 E-Mail: brad@herzogs.com; mayor@	
Address: 151 Plaza Road(Herzogs) and 420 Broadway(City of Kingston)		
City/PO: Kingston	State: NY	Zip Code: 12401

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)		
Government Entity	**If Yes: Identify Agency and Approval(s) Required**	**Application Date (Actual or projected)**
a. City Council, Town Board, ☑Yes☐No or Village Board of Trustees	Sale or Lease of Land/Closing of Fair St Ext	December 2018
b. City, Town or Village ☑Yes☐No Planning Board or Commission	Site Plan and Special Use Permit	December 2018
c. City Council, Town or ☑Yes☐No Village Zoning Board of Appeals	Area variance(s)-possible, not definite	December 2018
d. Other local agencies ☑Yes☐No	Historic Landmarks Commission, City of Kingston Public Works, Water Dept	December 2018
e. County agencies ☑Yes☐No	Ulster County IDA Ulster County Planning Board	December 2018
f. Regional agencies ☐Yes☐No		
g. State agencies ☑Yes☐No	Funding of portions of project(Empire St. Dev) NYSDEC SPDES General Permit for Stormwater	January 2019
h. Federal agencies ☐Yes☐No		

i. Coastal Resources.

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

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

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

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

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

C.2. Adopted land use plans.

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

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

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

If Yes, identify the plan(s):

NYS Heritage Areas:Kingston

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

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
C-2 Zone, Mixed Use Overlay District

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

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? Kingston City Schools

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

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

d. What parks serve the project site?
All City Parks

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Mixed Use, Residential, Hotel, Commercial, and Municipal Parking

b. a. Total acreage of the site of the proposed action? 2.4 acres
b. Total acreage to be physically disturbed? 2.4 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 2.4 acres

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

d. Is the proposed action a subdivision, or does it include a subdivision? ☑ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
Lot Line Revision/Consolidation
ii. Is a cluster/conservation layout proposed? ☐ Yes ☑ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 15 months
ii. If Yes:
- Total number of phases anticipated 1
- Anticipated commencement date of phase 1 (including demolition) 9 month 2019 year
- Anticipated completion date of final phase 12 month 2020 year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

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

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase	129			
At completion of all phases	129			

g. Does the proposed action include new non-residential construction (including expansions)? ☐ Yes ☐ No
If Yes,
i. Total number of structures 2
ii. Dimensions (in feet) of largest proposed structure: 48 height; 170 width; and 380 length
iii. Approximate extent of building space to be heated or cooled: 176,000 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☑ No
If Yes,
i. Purpose of the impoundment: _____
ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify: _____
iii. If other than water, identify the type of impounded/contained liquids and their source. _____
iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres
v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length
vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☑ No
If Yes:
i. What is the purpose of the excavation or dredging? _____
ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?
- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____
iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No
If yes, describe. _____
v. What is the total area to be dredged or excavated? _____ acres
vi. What is the maximum area to be worked at any one time? _____ acres
vii. What would be the maximum depth of excavation or dredging? _____ feet
viii. Will the excavation require blasting? ☐ Yes ☐ No
ix. Summarize site reclamation goals and plan: _____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No
If Yes:
i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

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

iii. Will proposed action cause or result in disturbance to bottom sediments? ☐Yes☐No
If Yes, describe:

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

- acres of aquatic vegetation proposed to be removed:
- expected acreage of aquatic vegetation remaining after project completion:
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):
- proposed method of plant removal:
- if chemical/herbicide treatment will be used, specify product(s):

v. Describe any proposed reclamation/mitigation following disturbance:

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

i. Total anticipated water usage/demand per day: 28,320 gallons/day

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

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

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

- Describe extensions or capacity expansions proposed to serve this project:
- Source(s) of supply for the district: Upland Reservoirs in the Town of Woodstock, Mink Hollow Watershed

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

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

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

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

d. Will the proposed action generate liquid wastes? ☑Yes☐No
If Yes:

i. Total anticipated liquid waste generation per day: 28,320 gallons/day

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

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

- Name of wastewater treatment plant to be used: City of Kingston Wastewater Treatment Facility
- Name of district:
- Does the existing wastewater treatment plant have capacity to serve the project? ☑Yes☐No
- Is the project site in the existing district? ☑Yes☐No
- Is expansion of the district needed? ☐Yes☑No

- Do existing sewer lines serve the project site? ☑Yes ☐No
- Will line extension within an existing district be necessary to serve the project? ☐Yes ☑No

If Yes:

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

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes ☑No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

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

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

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑Yes ☐No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or 2.4 acres (impervious surface)

_____ Square feet or 2.4 acres (parcel size)

ii. Describe types of new point sources. Current site is fully developed with parking lots and buildings. The project will disturb most of the site but will not create additional impervious areas.

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

Stormwater will be collected and directed to the existing City of Kingston storm sewer system on Schwenk Drive. Water quality volume from project will be treated using redevelopment standards required under SPDES General Permit for construction activities.

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐Yes ☑No

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

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐Yes ☑No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

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

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

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☑No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☑No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☑Yes ☐No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐Morning ☑Evening ☐Weekend ☐Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of semi-trailer truck trips/day: 2

iii. Parking spaces: Existing 120 Proposed 420 Net increase/decrease 300

iv. Does the proposed action include any shared use parking? ☑Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

The project will close a portion of Fair Street Extension as a through road.

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☑Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☑Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☑Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: 160,000-220,000 kw-hours per month

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

Local Utility Grid

iii. Will the proposed action require a new, or an upgrade to, an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 7 am - 4 pm
- Saturday: 7 am - 4 pm
- Sunday: _____
- Holidays: _____

ii. During Operations:

- Monday - Friday: 24 hrs
- Saturday: 24 hrs
- Sunday: 24 hrs
- Holidays: 24 hrs

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

During construction there will be construction equipment operating on the site from 7 AM until 4 PM, 5-6 days per week.

ii. Will proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe: _____

n.. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

LED shielded light fixtures in all public areas, with average foot-candle distribution in the range of 1-2, consistent with Dark Sky standards.

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

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally describe proposed storage facilities: _____

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

If Yes:

i. Describe proposed treatment(s):

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

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☑ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : 40-50 tons per week (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Will attempt to crush and re-use masonry components of two buildings to be demolished.
- Operation: aggressively promote recycling within the complex

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

- Construction: C & D Landfill disposal of portions of old warehouse building and diner to be demolished.
- Operation: _____

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

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

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

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

E. Site and Setting of Proposed Action

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

a. Existing land uses.

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

☑ Urban ☐ Industrial ☑ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☑ Other (specify): Senate House Museum

ii. If mix of uses, generally describe:

Urban and commercial Mixed Uses which are consistent with the development pattern in the area of the City which are proximate to the project.

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	2.6	2.5	no change
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: Landscaped Areas		0.1	

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

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑Yes ☐No
If Yes,
i. Identify Facilities:
Group home(s) generally located in the uptown area within 1/4 mile of the site.

e. Does the project site contain an existing dam? ☐Yes ☑No
If Yes:
i. Dimensions of the dam and impoundment:
- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

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

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

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

iii. Describe any development constraints due to the prior solid waste activities: _____

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

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

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☑Yes ☐No
If yes, provide DEC ID number(s): C356035

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):
Project was given certificate of completion on 12/03/2010. It is now a CVS Pharmacy.

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

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

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? greater than 60 feet

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

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

ML(made land)	70 %
PmD (Plainfield Sandy Loam)	20 %
Un(Unadilla Silt Loam)	10 %

d. What is the average depth to the water table on the project site? Average: 10-20 feet

e. Drainage status of project site soils:
☑ Well Drained: 100 % of site
☐ Moderately Well Drained: ____ % of site
☐ Poorly Drained ____ % of site

f. Approximate proportion of proposed action site with slopes:
☑ 0-10%: 65 % of site
☑ 10-15%: 25 % of site
☑ 15% or greater: 10 % of site

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

h. Surface water features.

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

ii. Do any wetlands or other waterbodies adjoin the project site? ☐Yes ☑No
If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐Yes ☑No

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

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

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

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

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

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

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

m. Identify the predominant wildlife species that occupy or use the project site: _____

n. Does the project site contain a designated significant natural community? ☐Yes ☑No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation): _____
ii. Source(s) of description or evaluation: _____
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☑ Yes ☐No

Northern Long-eared Bat

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐Yes ☑No

An endangered species report will be prepared for the project.

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐Yes ☑No
If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐Yes ☑No
If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐Yes ☑No
i. If Yes: acreage(s) on project site? _____
ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐Yes ☑No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐Yes ☑No
If Yes:
i. CEA name: _____
ii. Basis for designation: _____
iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National Register of Historic Places? ☑ Yes ☐ No

If Yes:

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

ii. Name: Kingston Stockade District, Senate House

iii. Brief description of attributes on which listing is based:

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

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

If Yes:

i. Describe possible resource(s):

ii. Basis for identification:

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

If Yes:

i. Identify resource:

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

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

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

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

F. Additional Information

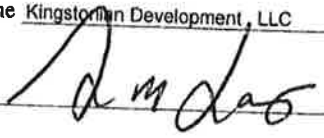
Attach any additional information which may be needed to clarify your project.

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

G. Verification

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

Applicant/Sponsor Name Kingstonian Development, LLC Date 11/27/17

Signature  Title Project Engineer

PRINT FORM

EXHIBIT "B"

Agency Use Only [If applicable]

Project:

Date:

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

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

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

Tips for completing Part 2:

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

1. Impact on Land
Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)
☐ NO ☑ YES
If "Yes", answer questions a - j. If "No", move on to Section 2.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	☑	☐
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	☐	☑
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	☑	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	☑	☐
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	☐	☑
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	☑	☐
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	☑	☐
h. Other impacts: Construction grading and demolition		☐	☑

2. Impact on Geological Features

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

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

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

3. Impacts on Surface Water

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

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

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

l. Other impacts: _____		☐	☐

4. Impact on groundwater
The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) ☑NO ☐YES
If "Yes", answer questions a - h. If "No", move on to Section 5.

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

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

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

g. Other impacts: _____ _____		☐	☐

6. Impacts on Air
The proposed action may include a state regulated air emission source. (See Part 1. D.2.f., D.2.h, D.2.g) ☑NO ☐YES
If "Yes", answer questions a - f. If "No", move on to Section 7.

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

7. Impact on Plants and Animals
The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☐NO ☑YES
If "Yes", answer questions a - j. If "No", move on to Section 8.

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

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

8. Impact on Agricultural Resources
The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑NO ☐YES
If "Yes", answer questions a - h. If "No", move on to Section 9.

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

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

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

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

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

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

11. Impact on Open Space and Recreation

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

☑ NO ☐ YES

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

12. Impact on Critical Environmental Areas

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

☑ NO ☐ YES

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

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

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

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

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

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

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

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

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

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

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. ☐ NO ☑ YES

(See Part 1. C.1, C.2. and C.3.)

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

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

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. ☑ NO ☐ YES

(See Part 1. C.2, C.3, D.2, E.3)

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

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

PRINT FULL FORM

Traffic Impact Study

The Kingstonian

9-21 North Front Street

City of Kingston, New York

CM Project No. 118-025

Prepared For:

City of Kingston Planning Board
420 Broadway
Kingston, New York

July 23, 2019

Prepared By:
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CHAPTER I
INTRODUCTION

This report summarizes the results of a Traffic Impact Study completed for the proposed *Kingstonian Mixed-use Development* located in the City of Kingston, Ulster County, New York. The site is comprised of three parcels located on Fair Street Extension between N. Front Street and Schwenk Drive. A map illustrating the project location is shown on Figure 1.1.

A. Planned Project

The proposed project involves the construction of a mixed-use retail development that includes 131 apartment units above 8,950 SF of retail space, as well as a 32-room hotel located on Fair Street Extension between N. Front Street and Schwenk Drive. The development of the subject property will result in the creation of 420 off-street parking spaces. The residential portion of the proposed project will be served by 131 assigned parking spaces, a 1:1 ratio with respect to the number of units. The remaining 289 spaces will be available to the public and operated by the City of Kingston. This represents an approximately 150-space increase in the area's off-street parking supply when compared to the existing condition and may reduce the amount of driving (i.e., circling the bock) associated with the search for on-street parking in Uptown, which is limited. For residents of the project with more than one vehicle, the applicant plans to designate approximately 50 parking spaces in the Kingston Plaza shopping center for additional capacity. In order to accommodate these residents and to provide for enhanced connectivity between the two properties in general, the Kingstonian project proposes to construct a pedestrian bridge over Schwenk Drive.

Access to and from the site is currently provided via Fair Street Extension, Schwenk Drive, and N. Front Street. Fair Street Extension will be closed to through traffic with development of the site, and provide access to and from the site via a parking garage ramp. It is noted that the segment of Fair Street Extension between the proposed garage and N. Front Street will be used to create a pedestrian plaza. A ramp on Schwenk Drive east of Fair Street Extension will also provide access to and from the

parking garage, as well as access for deliveries. A third ramp on N. Front Street opposite Wall Street will provide ingress to the parking garage.

Based on a review of the proposed land uses, the existing traffic volumes and adjacent roadway network, the following access modifications are proposed at the site:

- Closure of Fair Street Extension to through traffic in order to provide access to and from the parking garage.
- Addition of a fourth leg to the N. Front Street/Wall Street intersection to provide access to the parking garage. This will require relocation of the existing flashing beacon and mast arm.

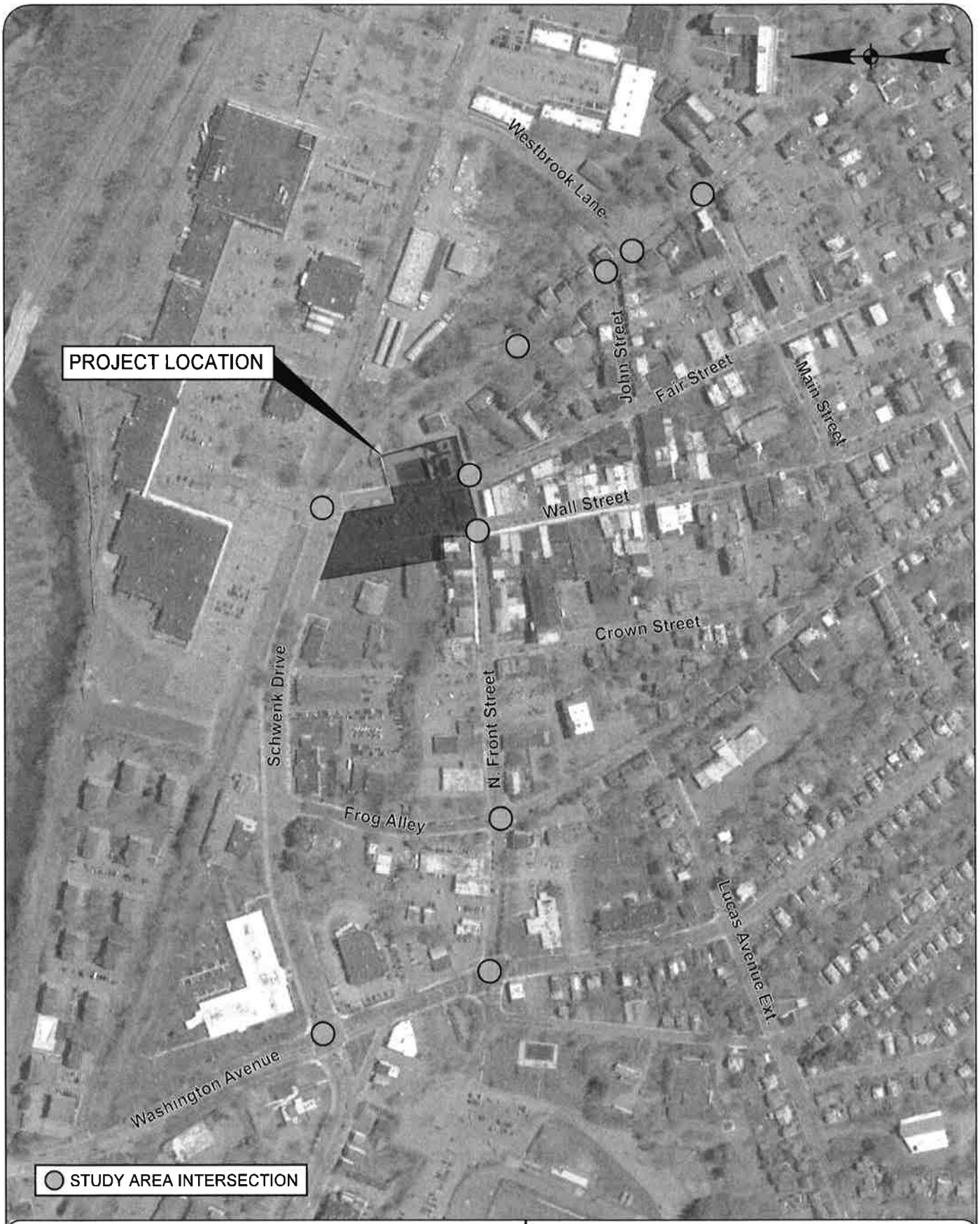
The "Illustrative Site Plan" prepared by Brinnier & Larios, P.C. Engineers & Land Surveyors dated November, 2018 is included under Appendix A. This traffic impact study provides an assessment of the development assuming full build-out of the site in 2021, with a design year of 2025.

B. Study Area and Methodology

The study area for this analysis includes the following intersections:

- Schwenk Drive/Washington Avenue
- Washington Avenue/North Front Street
- N. Front Street/Frog Alley
- N. Front Street/Wall Street
- N. Front Street/Fair Street
- Schwenk Drive/Fair Street Extension/Plaza Driveway
- Schwenk Drive/Clinton Avenue
- Clinton Avenue/John Street
- Clinton Avenue/Westbrook Avenue
- Clinton Avenue/Main Street

The potential traffic impact of the proposed project was determined by documenting the existing traffic conditions in the area, projecting future traffic volumes, including traffic associated with other developments in the area, adding the peak-hour trip generation of the site, and analyzing the operating conditions of the study area intersections after development of the proposed project. Additionally, a sensitivity analysis considers the impacts of the project as they relate to proposed changes to circulation within the study area resulting from the Downtown Revitalization Initiative (DRI).



PROJECT LOCATION

KINGSTONIAN MIXED-USE DEVELOPMENT
CITY OF KINGSTON
ULSTER COUNTY, NEW YORK

Creighton Manning

PROJECT: 118-025	DATE: 07/2019	FIGURE: 1.1

CHAPTER II

EXISTING CONDITIONS

A. Roadways Serving the Site

- Schwenk Drive – Schwenk Drive is classified as an Urban Local Road that connects Clinton Avenue and Washington Avenue in the City of Kingston. West of Fair Street, Schwenk Drive consists of a two 12-foot-wide travel lanes in each direction with an approximate 15-foot-wide raised median. East of Fair Street, Schwenk Drive narrows considerably, providing a single 12-foot-wide lane in each direction and no median. Traffic volume data provided by NYSDOT indicates that Schwenk Drive carried approximately 12,400 vehicles per day (vpd) in 2013. The posted speed limit on Schwenk Drive is 30-mph. Sidewalks are provided on both sides of Schwenk Drive west of Fair Street. East of Fair Street, a sidewalk is provided on the north side of Schwenk Drive only. Land uses along Schwenk Drive are a primarily commercial.

- N. Front Street – N. Front Street is classified as an Urban Minor Arterial near the project site provides east-west travel between Clinton Avenue and Washington Avenue. N. Front Street provides one 12-foot-wide travel lane in each direction with an approximate nine-foot-wide parking lane on both sides of the roadway. Traffic volume data provided by NYSDOT indicates that approximately 6,600 vpd passed the site in 2016. The posted speed limit on North Front Street is 30-mph. Sidewalks are provided on both sides of the roadway and land uses along Front Street are generally commercial.

- Fair Street Extension – Fair Street Extension is classified as an urban local road that provides north-south travel between Schwenk Drive and North Front Street. Fair Street Extension consists of an approximate 15-foot-wide travel lane in each direction and sidewalks on both side of the roadway. Traffic data collected by Creighton Manning Engineering, LLP (CME) on Fair Street Extension indicates that the roadway currently carries approximately 2,300 vpd. It is noted that south of North Front Street, Fair Street Extension becomes Fair Street which is classified as an Urban Major Collector and provides one-way southbound travel to Henry Street (NY Route 32).

B. Study Area Intersections

- Schwenk Drive/Washington Avenue/Hurley Avenue – This is a four-leg intersection operating under actuated traffic signal control. The eastbound Hurley Avenue approach and northbound Washington Avenue approach each provide an exclusive left-turn lane as well as two through lanes with shared right turns. The southbound Washington Avenue approach and Westbound Schwenk Drive approach each provide a single through lane as well as an exclusive left-turn lane and a separate right-turn lane. Sidewalks and curb ramps are present on all intersection approaches. Likewise, marked

crosswalks, pedestrian push buttons, and countdown timers are present on all intersection crossings.

- Washington Avenue/N. Front Street – This is a four-leg intersection operating under actuated traffic signal control. The eastbound and westbound North Front Street approaches each provide an exclusive left-turn lane and a shared through/right-turn lane. The northbound Washington Avenue approach provides a shared lane for through/left-turn movements as well as a separate right turn lane. The southbound Washington Avenue approach provides an exclusive left-turn lane, a single through lane, and a separate right-turn lane. Sidewalks and curb ramps are present on all intersection approaches. Likewise, marked crosswalks, pedestrian push buttons, and countdown timers are present on all intersection crossings.

- N. Front Street/Frog Alley – This is a four leg intersection operating under stop sign control on the southbound Frog Alley approach. All approaches provide a single lane for shared travel movements. It is noted that exiting the intersection to the south, Frog Alley becomes a one-way street southbound. Sidewalks and marked crosswalks are present on all intersection legs.

- N. Front Street/Wall Street – This is a three-leg intersection operating under all-way stop control with a flashing beacon mounted to a mast arm. The eastbound and westbound North Front Street approaches each provide a single lane for shared travel movements. The northbound Wall Street approach is one-way towards North Front Street and provides separate left- and right-turn lanes. Sidewalks and curb ramps are present on all intersection approaches, and marked crosswalks are provided across all intersection legs.

- N. Front Street/Fair Street/Fair Street Extension – This intersection is a four-leg intersection operating under all-way stop control. The southbound Fair Street Extension approach and the eastbound North Front Street approach each provide a single lane for shared travel movements. The westbound North Front Street approach is one-way westbound and provides an exclusive left-turn lane in addition to a shared lane for through/right-turn movements. It is noted that south of North Front Street, Fair Street is one-way southbound exiting the intersection. Sidewalks and curb ramps are present on all intersection approaches, and marked crosswalks are provided across all intersection legs.

- Schwenk Drive/Fair Street Ext/Kingston Plaza Driveway – This is a four-leg intersection operating under all-way stop sign control with a flashing beacon. The eastbound Schwenk Drive approach and the southbound Kingston Plaza driveway approach each provide an exclusive left-turn lane, single through lane, and separate right-turn lane. The northbound Fair Street Extension approach and westbound Schwenk Drive approach each provide a single

lane for all travel movements. Sidewalks and marked crosswalks are present on all intersection approaches.

- Schwenk Drive/Clinton Avenue – This is a three-leg intersection operating under stop sign control on the westbound Schwenk Drive approach. All approaches provide a single lane for shared travel movements. It is noted that north of Schwenk Drive, Clinton Avenue is a one-way street northbound. Sidewalks are provided on both sides of Clinton Avenue south of Schwenk Drive. North of the intersection, sidewalks are provided on the west side of Clinton Avenue and the east side of Schwenk Drive. There are no marked crosswalks at this intersection.

- Clinton Avenue/John Street – This intersection is a three-leg intersection operating under yield control on the eastbound John Street approach. The eastbound John Street approach provides a single lane for shared travel movements in addition to a parking lane on the north side of the roadway. It is noted that John Street is one-way towards Clinton Avenue entering the intersection. The northbound and southbound Clinton Avenue approaches provide a single lane for through movements. Sidewalks are present on all intersection approaches, and a marked crosswalk is provided across John Street.

- Clinton Avenue/Westbrook Lane – This intersection is a three-leg intersection operating under all way stop sign control. The northbound and southbound Clinton Avenue approaches each provide a single lane for shared travel movements. The westbound Westbrook Lane approach provides separate left- and right-turn lanes. Sidewalks are present on both sides of Clinton Avenue, and on the south side of Westbrook Lane. Curb ramps and a marked crosswalk are provided across the westbound Westbrook Lane approach.

- Clinton Avenue/Main Street – This intersection is a three-leg intersection operating under stop sign control on the southbound Clinton Avenue approach. All approaches provide a single lane for shared travel movements. It is noted that Main Street is one-way westbound exiting the intersection. Sidewalks and marked crosswalks are present on all intersection legs.

C. Existing Conditions

Traffic Volumes

Intersection turning movement counts were conducted at the study area intersections on Thursday, May 9, 2019 from 4:00 to 6:00 p.m. with the exception of the North Front Street/Frog Alley intersection, which was counted on Wednesday June 19, 2019. In addition, traffic associated with the existing driveways on Fair Street Extension was observed. This traffic study focuses on the weekday PM peak period, which

corresponds to peak operations at the proposed site and peak traffic conditions on the surrounding roadway network. The 2019 Existing PM peak hour traffic volumes are shown on Figure 2.1 and form the basis for all traffic forecasts. The raw turning movement count data is included in Appendix B. The following observations are evident based on the existing traffic volume data:

- The PM peak hour generally occurred from 4:30 p.m. to 5:30 p.m.
- The two-way traffic volume on N. Front Street adjacent to the project site was approximately 435 vehicles during the PM peak hour. The two-way traffic volume on Schwenk Drive was 1,255 vehicles during the PM peak hour. Fair Street Extension carried approximately 140 vehicles southbound and 110 vehicles northbound during the PM peak hour.
- Significant pedestrian activity was observed at the study area intersections during the PM peak hour, as would be expected in an urban environment with a robust sidewalk network. Bicycle and pedestrian activity is summarized in Table 2.1 below.

Table 2.1 – Bicycle and Pedestrian Activity Summary

Location	PM Peak Hour	
	Pedestrians	Bicyclists
Schwenk Drive/Washington Avenue	1	0
Washington Avenue/N. Front Street	7	0
Schwenk Drive/Fair Street	60	1
Schwenk Drive/Clinton Avenue	0	0
N. Front Street/Wall Street	125	0
N. Front Street/Fair Street	115	2
Clinton Avenue/John Street	4	1
Clinton Avenue/Westbrook Street	31	1
Clinton Avenue/Main Street	52	3

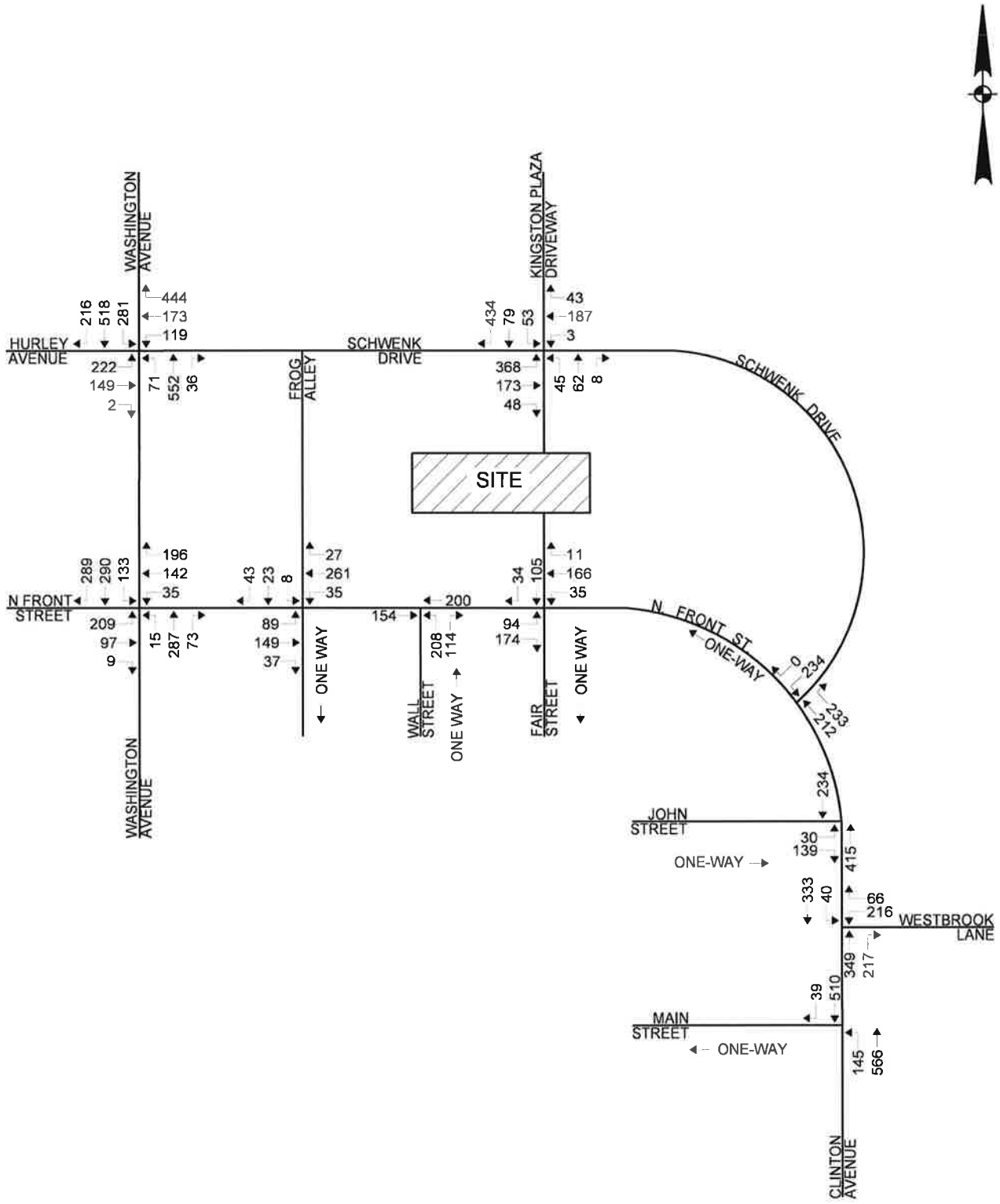
D. Transit

Transit service in the study area is provided by the Ulter County Area Transit (UCAT). Downtown Kingston is one of UCAT's larger activity nodes, and is therefore well served by numerous routes as summarized in Table 2.2.

Table 2.2 – Summary of Existing Transit Service

Route	Weekday		Saturday		Sunday	
	Span	Frequency (minutes)	Span	Frequency (minutes)	Span	Frequency (minutes)
EU	6:15AM – 9:35PM	75	10:30AM – 4:30PM	2 Trips	None	None
KPL	5:15AM – 8:15PM	180	6:45AM – 4:14PM	120	None	None
KS	5:30AM – 8:30PM	60	8:00AM – 6:00PM	120	None	None
R	5:20AM – 5:20PM	30/60	None	None	None	None
Z	5:15AM – 5:30PM	60/120	8:00AM – 2:00PM	2 Trips	None	None
Red	7:00AM – 7:00PM	30	8:30AM – 6:00PM	60	None	None
Blue	7:00AM – 6:30PM	30	None	None	None	None

It is noted that on April 29, 2019 UCAT proposed substantial changes to the existing bus network in order to improve service to, from, and around the City of Kingston. Implementation of these changes would result in fewer bus routes within the service area, although bus frequency would increase.



2019 EXISTING PM PEAK HOUR
TRAFFIC VOLUMES

KINGSTONIAN MIXED-USE DEVELOPMENT
CITY OF KINGSTON, NEW YORK

Creighton Manning

PROJECT:	118-025	DATE:	07/2019	FIGURE:	2.1

CHAPTER III
TRAFFIC FORECASTS

To evaluate the impact of the proposed development, traffic projections were prepared for a 2025 design year (2021 Build+4) and a comparison was made between the future traffic volumes with and without the project.

A. 2025 No-Build Traffic Volumes

No-Build traffic volumes include trips associated with other development projects in the study area and general background traffic growth. A regression analysis of historic traffic volumes in the study area indicates that traffic volume growth in the vicinity of the site has increased by approximately two percent per year over the last several years; therefore, the Existing 2019 traffic volumes were increased by a two-percent-per-year growth rate for six years to represent general growth in the area. It is noted that this 2% background growth accounts for potential future traffic from four boutique hotels currently under consideration, as well as other projects not known as this time. In addition, the City of Kingston Planning Department indicated that background traffic would increase based on traffic associated with the following other developments for the 2025 No-Build conditions as shown on Figure 3.1:

- *Energy Square* – 57 Apartment units above 11 KSF dedicated to civic space located on Cedar Street.

The 2025 No-Build traffic volumes are illustrated on Figures 3.1 and represent traffic conditions expected at the study area intersections before development of the proposed project.

B. Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from the project site. The Institute of Transportation Engineers (ITE) *Trip Generation*, 10th edition, provides trip generation data for various land uses based on studies of similar existing developments located across the country. Trip Generation for this mixed-use project was estimated using ITE land use code (LUC) 221 – Multi-Family Housing Mid-

Rise, LUC 820 – Shopping Center, and LUC 310 – Hotel. It is noted that LUC 231 – Mid-Rise Residential with First Floor Commercial was considered for this project, but was determined to be an inaccurate representation of trip generation due to small sample size.

In addition to the site-specific uses, trip generation of the expanded municipal parking supply was also estimated since it is possible that a greater public parking supply at the site location will attract more drivers. Data collected by CME indicates that the existing 131-space surface lot generates 36 trips to and from Fair Street Extension, which equates to 0.275 trips per parking space. It is noted that cross access between parking lots allows drivers to also enter and exit the lot via Schwenk Drive, and therefore the 0.275 trips per space could be an underestimate. Local data collected by CME indicates that a municipal parking garage generates 0.34 trips per space, which provides a more conservative trip estimate. Please note that the trip generation rate was applied to the total number of public spaces minus the anticipated number of spaces to be occupied by the project's retail and hotel customers (289-89). Further, no trip generation credit was taken for removal of the existing surface lot.

It is also noted that some trips to the proposed retail uses may originate from traffic that is already passing the site on Schwenk Drive and N. Front Street, or diverting from Washington Avenue or Clinton Avenue. Pass-by trips and diverted-link trips are made by drivers who will stop at the site before continuing on to their primary destination. For example, an eastbound trip on Schwenk Drive may stop at the site and then continue eastbound towards its intended destination. This type of trip would be considered a pass-by trip. In addition, a southbound trip on Washington Avenue that diverts to the site and then leaves the site traveling on N. Front Street onto Washington Avenue southbound would be considered a diverted-link trip. In order to conservatively estimate the trip generation of the site, a pass-by/diverted-link credit was not applied to trips generated by the retail land uses at the site.

There is also the potential for interaction among the land uses within the multi-use site. An internal capture rate is generally defined as a percentage reduction in the trip generation estimates for individual land uses to account for trips internal to the site that are not made on the major street system. In order to conservatively estimate trip

generation of the site, an internal capture credit was not applied. The PM peak hour trip generation estimate is summarized in Table 3.1.

Table 3.1 – Trip Generation Summary

Land Use	LUC	Size	PM Peak Hour		
			Enter	Exit	Total
Multi-Family Housing (Mid-Rise)	221	131 units	35	23	58
Shopping Center	820	8.95 KSF	16	18	34
Hotel	310	32 rooms	11	12	23
Municipal Parking Garage	CME Data	200 Spaces	14	54	68
		Total Trips	**76**	**107**	**183**

The proposed development will generate a total of 183 new vehicle trips during the PM peak hour.

As part of the project, Fair Street Extension will be closed to through traffic. Therefore, the existing trips on Fair Street Extension will be redistributed within the existing street network. The closure of Fair Street Extension will eliminate through traffic between North Front Street and Schwenk Drive and thus the access to the municipal parking lot on the west side of Fair Street Extension between these roadways. However, the additional off-street parking created by the proposed project presents an opportunity to recapture these drivers (and potentially attract others who are currently seeking on-street parking) via the proposed project entrances across from Wall Street and across from Kingston Plaza. The observed 36 vehicles utilizing the driveway on Fair Street Extension as well as through traffic on Fair Street Extension were conservatively redistributed within the roadway network, but it is noted that these drivers could be recaptured in the future once the project is built and the parking is restored and enhanced.

C. Trip Distribution

Trip distribution describes where traffic originates or where traffic is destined. Traffic generated by the proposed project was distributed based on existing travel patterns; locations of major highways, residential areas, and employment areas; and the access management plan of the proposed project. It is expected that 60 percent of the

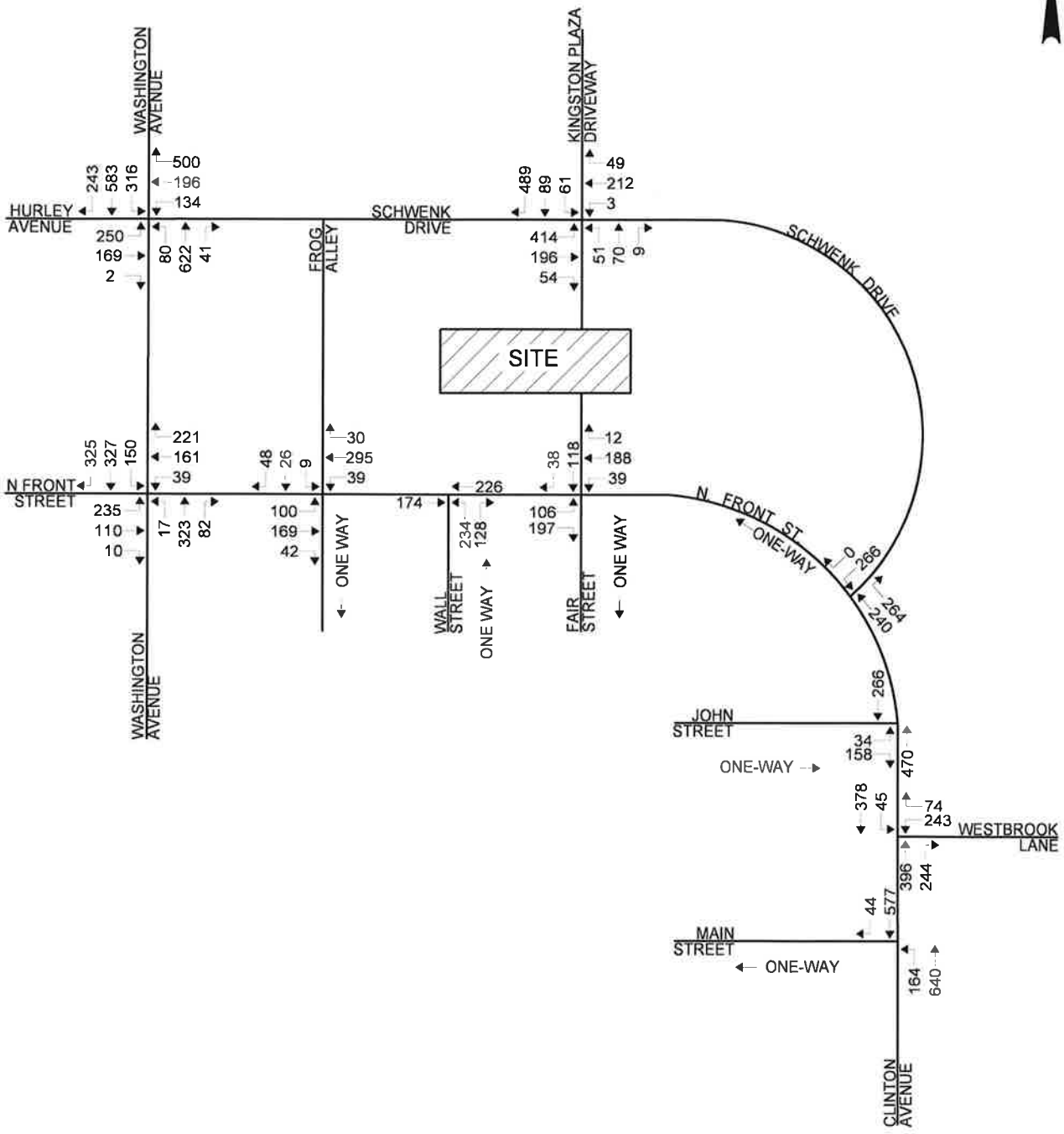
site-generated traffic exiting the site will travel to the west on Schwenk Drive while the remaining 40 percent of exiting traffic will travel to the east on Schwenk Drive. It is expected that 20 percent of vehicles entering the site will travel from the east on N. Front Street, while an additional 20% of vehicles entering the site will travel from the west on N. Front Street. It is anticipated that 20% of the entering traffic will arrive at the site from the east on Schwenk Drive, while 35% of vehicles will enter from the west on Schwenk Drive. The remaining 5 percent of entering traffic is expected to travel from the south on Wall Street. Figure 3.2 illustrates the expected distribution of trips for the proposed development.

D. Trip Assignment

Trip assignment combines the results of the trip generation and trip distribution and determines the specific paths and roadways that will be used between various origin/destination pairs. Figure 3.3 show the resulting trip assignment for the proposed project for the weekday PM peak hour.

E. 2025 Build Traffic Volumes

The results of the site generated traffic assignment were added to the 2025 No-Build traffic volumes to develop the 2025 Build traffic volumes. The 2025 Build traffic volumes are shown on Figure 3.4.



2025 NO-BUILD PM PEAK HOUR
TRAFFIC VOLUMES

KINGSTONIAN MIXED-USE DEVELOPMENT
CITY OF KINGSTON, NEW YORK

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PROJECT: 118-025	DATE: 07/2019	FIGURE: 3.1

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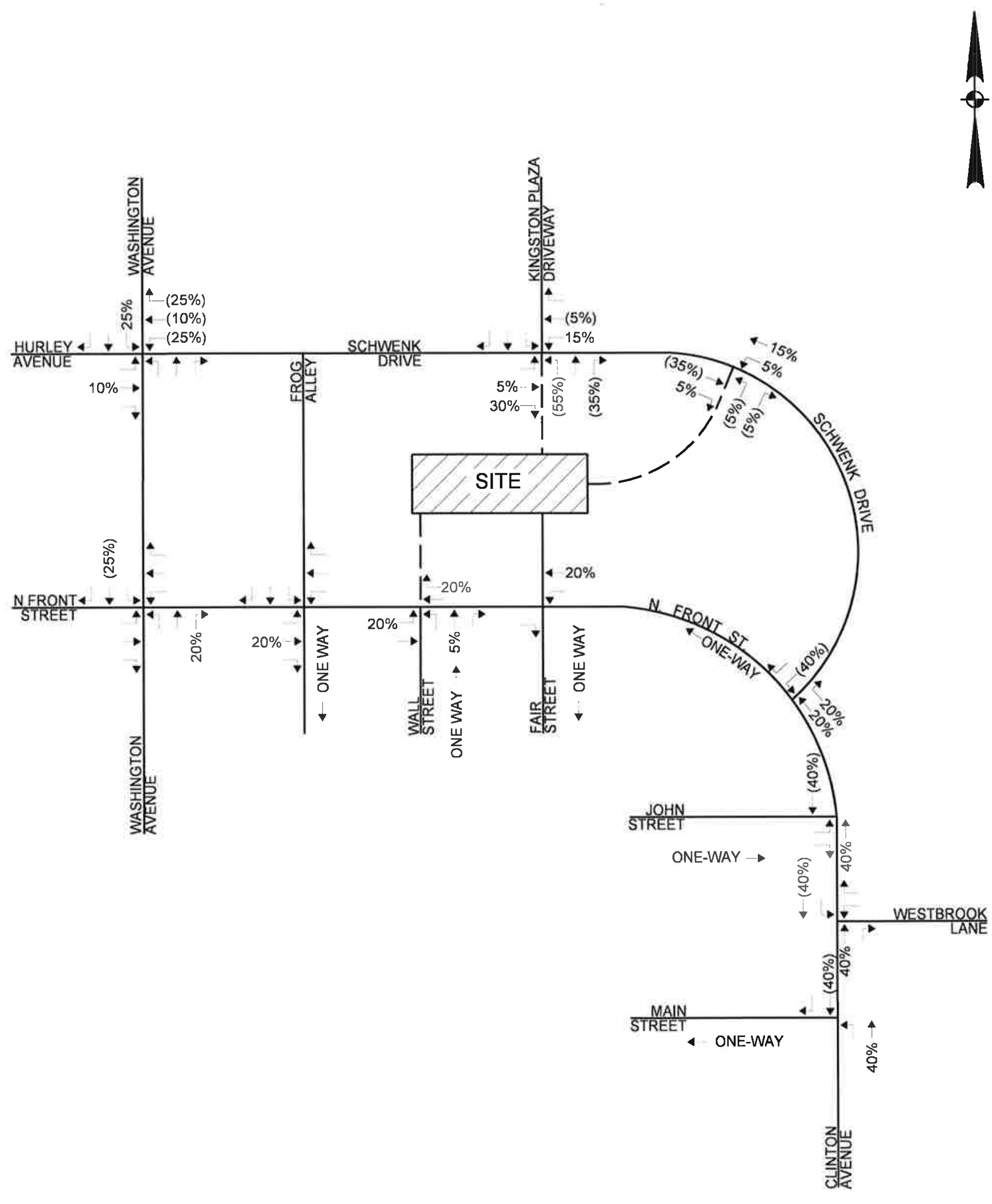

ENTER (EXIT)

TRIP DISTRIBUTION

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CITY OF KINGSTON, NEW YORK

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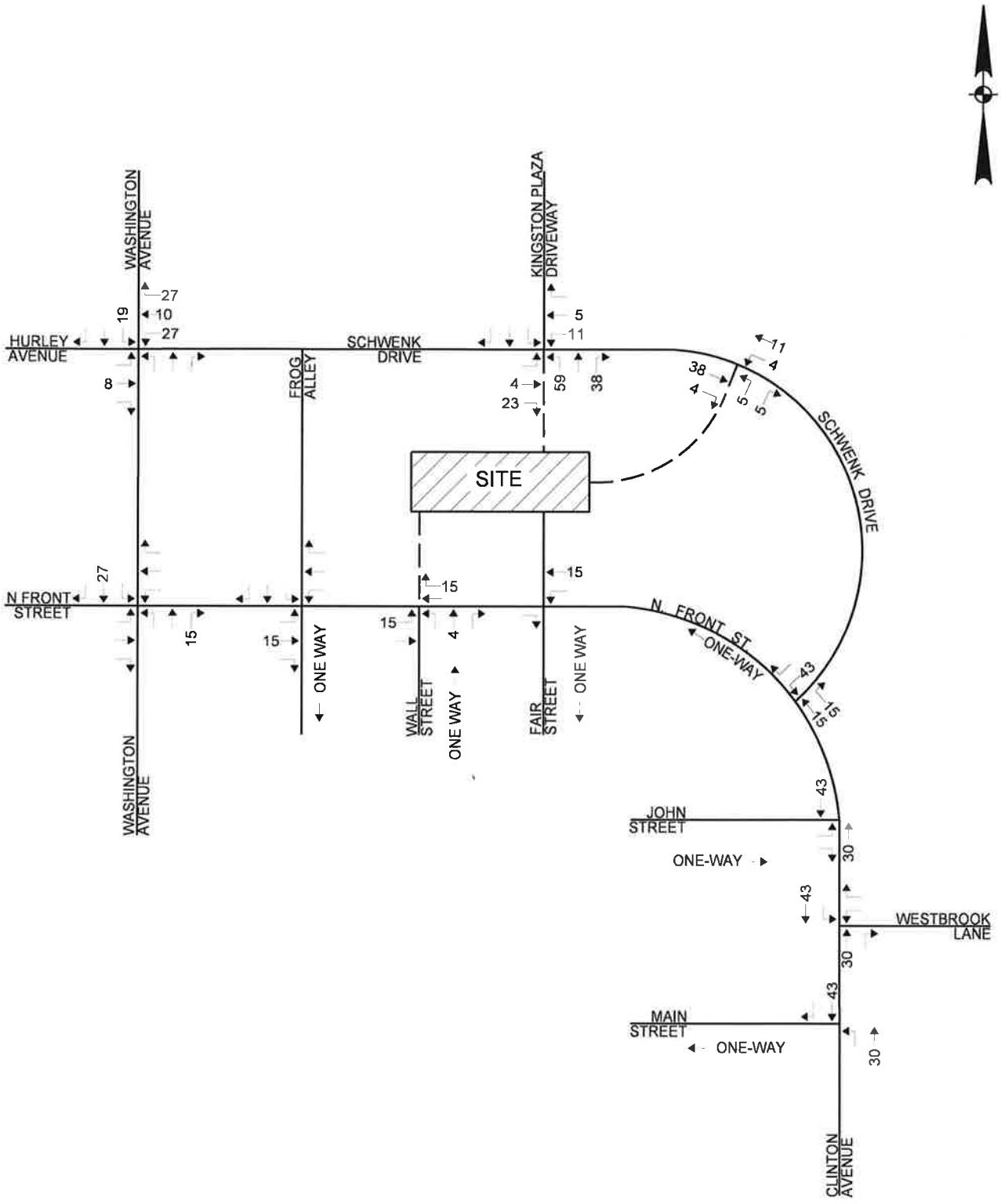
PROJECT:	118-025	DATE:	07/2019	FIGURE:	3.2



TRIP ASSIGNMENT

KINGSTONIAN MIXED-USE DEVELOPMENT
CITY OF KINGSTON, NEW YORK

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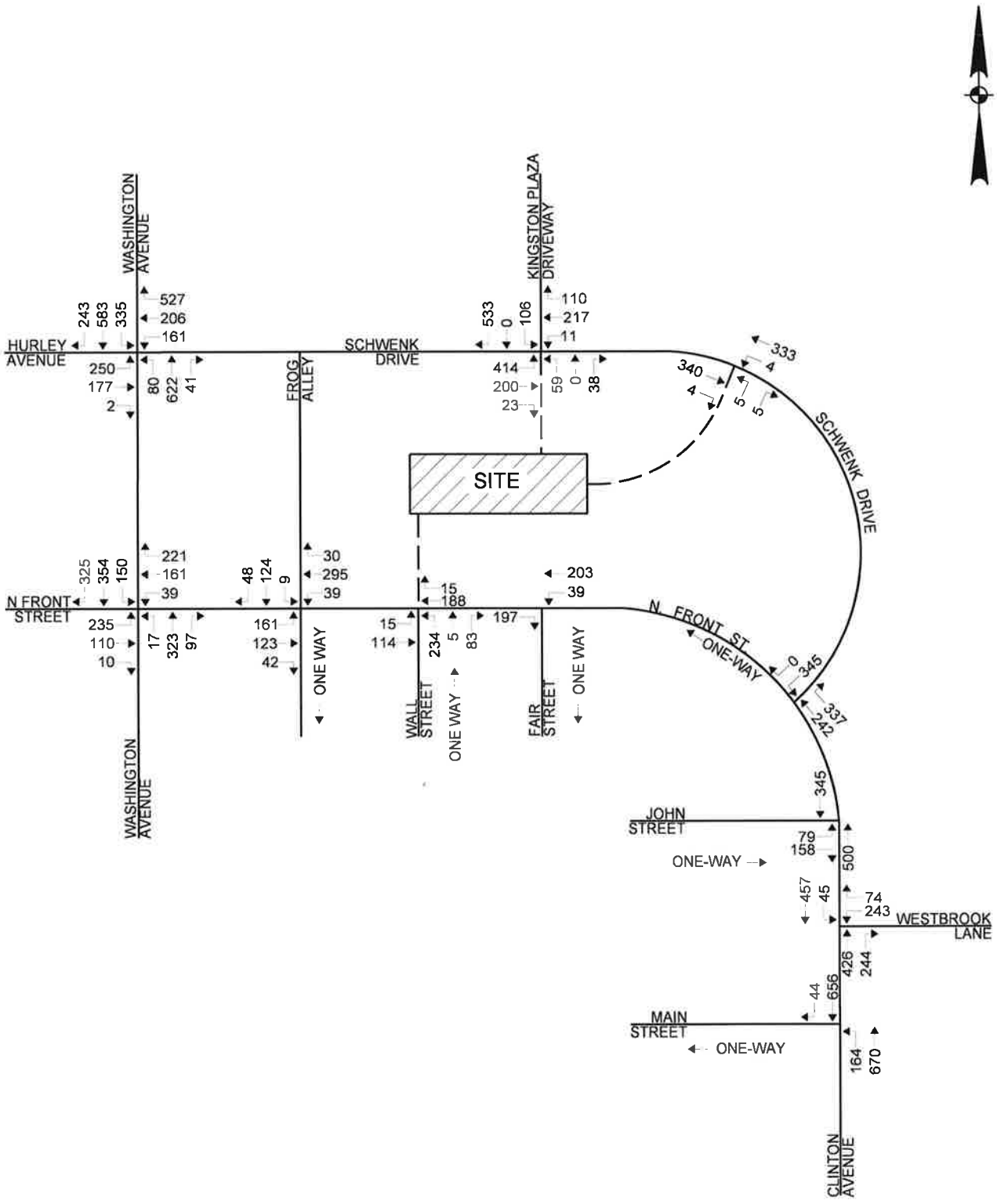
PROJECT:	118-025	DATE:	07/2019	FIGURE:	3.3



2025 BUILD PM PEAK HOUR
TRAFFIC VOLUMES

KINGSTONIAN MIXED-USE DEVELOPMENT
CITY OF KINGSTON, NEW YORK

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PROJECT:	118-025	DATE:	07/2019	FIGURE:	3.4

CHAPTER IV
ANALYSIS

A. Capacity/Level of Service Analysis

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro software which automates the procedures contained in the Highway Capacity Manual. Evaluations were also completed using SimTraffic simulation software. Levels of service range from A to F with level of service A conditions considered excellent with very little delay while level of service F generally represents conditions with very long delays. In general, overall level of service D or better conditions are desirable during peak hour operating conditions on each intersection lane group; however, in some cases, lesser levels of service are accepted by municipalities and NYSDOT during peak operating periods. Appendix C contains further detailed descriptions of LOS criteria for signalized and unsignalized intersections and copies of the detailed level of service reports.

Existing, No-Build, and Build condition operational analyses were conducted for the study area intersections. The results of the analyses describe operating conditions in terms of control delay which is the portion of total delay that includes initial deceleration delay, queue move up time, stopped delay, and final acceleration delay for signalized, roundabout, and unsignalized intersections. The overall existing LOS values for the intersections reflect a weighted average of each of the movements. The signalized and unsignalized LOS values are presented in Table 4.1 for the PM peak hour of adjacent street traffic. The relative impact of the proposed project can be determined by comparing the level of service during the 2025 design year for the No-Build and Build condition. The **bolded** values represent locations where drops in levels of service occur between the No-Build and Build conditions.

Table 4.1 – Peak Hour Level of Service Summary

Intersection		Control	PM Peak Hour			
			2019 Existing	2025 No-Build	2025 Build	2025 Build w/ Imp.
Washington Avenue/Hurley Avenue/Schwenk Drive		S				
Hurley Avenue EB	L		C (20.4)	C (24.9)	C (26.9)	C (34.0)
	T,TR		C (22.0)	C (25.2)	C (26.9)	C (26.3)
Schwenk Drive WB	L		C (21.3)	C (23.9)	C (24.0)	C (22.1)
	T		C (27.1)	C (30.9)	C (31.7)	C (28.6)
	R		B (18.0)	B (20.0)	B (20.1)	B (18.1)
Washington Avenue NB	L		D (41.4)	D (52.4)	D (54.2)	D (49.0)
	T,TR		C (30.8)	D (41.5)	D (44.7)	D (37.1)
Washington Avenue SB	L		D (39.2)	D (53.8)	**E (59.2)**	D (51.9)
	T		C (28.8)	D (36.9)	D (36.3)	C (31.1)
	R		B (12.0)	B (13.0)	B (13.6)	B (13.4)
Overall			C (26.9)	C (33.9)	**D (35.4)**	C (31.7)
Washington Avenue/N. Front Street		S				
N. Front Street EB	L		B (14.3)	B (15.8)	B (16.6)	
	TR		B (10.5)	B (11.4)	B (11.4)	
N. Front Street WB	LT		C (20.4)	C (22.7)	C (22.8)	
	R		B (15.7)	B (17.7)	B (17.7)	
Washington Avenue NB	LT		C (22.6)	C (23.5)	C (23.4)	
	R		B (18.2)	B (18.4)	B (18.6)	
Washington Avenue SB	L		B (15.4)	B (16.2)	B (16.2)	
	T		B (13.0)	B (13.6)	B (13.9)	
	R		A (8.0)	A (7.8)	A (7.8)	
Overall			B (15.5)	B (16.5)	B (16.6)	
N. Front Street/Frog Alley		TW				
N. Front Street EB	LTR		A (8.1)	A (8.3)	A (8.5)	
N. Front Street WB	LTR		A (7.7)	A (7.8)	A (7.6)	
Frog Alley SB	LTR		B (11.8)	B (12.7)	**C (16.1)**	
N. Front Street/Wall Street		AW				
N. Front Street EB	[L]TR		A (9.7)	B (10.4)	A (9.4)	
N. Front Street WB	LT[R]		B (10.2)	B (11.1)	A (10.1)	
Wall Street NB	L[T]R		B (11.9)	B (13.9)	B (12.0)	
Overall			B (10.9)	B (12.3)	B (10.9)	
N. Front Street/Fair Street/Fair Street Extension[1]		AW				
N. Front Street EB	LR		A (9.8)	B (10.7)	--	
	[R]		--	--	A (7.7)	
N. Front Street WB	L,TR		A (8.7)	A (9.2)	--	
	[L,T]		--	--	A (8.1)	
Fair Street Ext SB	TR		A (9.3)	A (9.8)	--	
Overall			A (9.3)	A (10.0)	A (7.9)	
Schwenk Drive/Fair Street Extension/Kingston Plaza Drwy		AW				
Schwenk Drive EB	L		F (52.6)	F (90.5)	F (92.7)	
	T		C (15.8)	C (18.4)	C (19.2)	
	R		B (10.7)	B (11.5)	B (11.1)	
Schwenk Drive WB	LTR		D (26.2)	E (36.0)	F (56.8)	
Fair Street Extension NB	LTR		C (18.0)	C (20.9)	C (18.9)	
Kingston Plaza Drwy SB	L		B (12.6)	B (13.4)	C (15.2)	
	T		B (12.5)	B (13.4)	B (11.2)	
	R		F (51.3)	F (94.1)	F (127)	
Overall			E (36.4)	F (60.1)	F (77.5)	
Schwenk Drive EB	L	S			C (35.2)	C (20.1)
	T				B (13.7)	B (11.6)
	R				B (11.9)	B (10.4)
Schwenk Drive WB	LTR				C (29.8)	C (32.1)
Fair Street Extension NB	LTR				C (20.3)	B (19.6)
Kingston Plaza Drwy SB	L				B (19.9)	B (19.2)
	T				B (17.7)	B (17.1)
	R				D (51.8)	B (15.9)
Overall					C (34.7)	B (20.0)
Clinton Avenue/Schwenk Drive		TW				
Schwenk Drive SB	LR		B (13.6)	C (15.3)	C (20.0)	

Intersection		Control	PM Peak Hour			
			2019 Existing	2025 No-Build	2025 Build	2025 Build w/ Imp.
Clinton Avenue/John Street		Y*				
John Street EB	LR		B (12.4)	B (13.6)	**C (21.3)**	
John Street EB	LR	S				B (14.3)
Clinton Avenue NB	LT					A (2.7)
Clinton Avenue SB	TR					A (6.3)
Overall						A (6.4)
Clinton Avenue/Westbrook Lane		AW				
Westbrook Lane WB	L,R		B (14.8)	C (17.0)	C (17.7)	
Clinton Avenue NB	TR		E (39.9)	F (85.5)	F (119)	
Clinton Avenue SB	LT		C (19.8)	D (26.9)	**E (44.8)**	
Overall			D (28.0)	F (51.8)	F (72.5)	
Westbrook Lane WB	L	S				B (16.5)
	R					B (13.1)
Clinton Avenue NB	TR					B (10.3)
Clinton Avenue SB	LT					A (5.6)
Overall						A (9.9)
Clinton Avenue/Main Street		TW				
Clinton Avenue NB	LT		A (7.6)	A (7.6)	A (7.6)	A (5.2)
Clinton Avenue SB	TR		B (14.4)	C (16.6)	C (20.3)	--
Schwenk Drive/Site Driveway		TW				
Schwenk Drive WB	LT		--	--	A (8.1)	
Site Driveway NB	LR		--	--	B (12.6)	

S, TW, AW, Y = Signalized, Two-Way Stop, All-Way Stop, Yield controlled intersection
*John Street/Clinton Avenue intersection modeled as a Stop Control on eastbound John Street approach
EB, WB, NB, SB = Eastbound, Westbound, Northbound, or Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn intersection movements
X (Y.Y) = Level of service (Average delay in seconds per vehicle)
LT[R] = LT: Existing geometry, LTR: [Future geometry]
-- = Not Applicable

The following observations are evident from this analysis:

Washington Avenue/Hurley Avenue/Schwenk Drive – The analysis shows that this intersection currently operates at overall LOS C during the PM peak hour. Under No-Build conditions, the intersection will continue to operate similarly with most movements experiencing LOS C/D. Under Build conditions, this intersection is expected to operate at overall LOS D with an average increase in delay of approximately two second. It is noted that under Build conditions, the southbound left turn movement will operate at LOS E. It is recommended that minor adjustments to the traffic signal timing be made to accommodate the fluctuation in traffic.

Washington Avenue/N. Front Street – This intersection currently operates at overall LOS B with all approaches operating at LOS C or better during the PM peak hour. This intersection is expected to operate similarly through build conditions with an average increase in delay of approximately one second.

N. Front Street/Frog Alley – The analysis indicates that the eastbound and westbound left turn movements on N. Front Street currently operate at LOS A and will continue to do so through Build Conditions. The southbound Frog Alley approach currently operates at LOS B and will operate similarly under No-Build conditions. Under Build conditions, the southbound Frog Alley approach will operate at LOS C with approximately four seconds of additional delay.

N. Front Street/Wall Street – The analysis indicates that this intersection currently operates at overall LOS B during the PM peak hour and will continue to do so through Build Conditions.

N. Front Street/Fair Street/Fair Street Extension – This intersection currently operates at overall LOS A during the PM peak hour and will continue to operate similarly through Build conditions. It is noted that closing the southbound Fair Street Extension approach will result in a slight improvement to intersection operations given the reduction in turning movements and volume.

Schwenk Drive/Fair Street Extension/Kingston Plaza – This intersection currently operates at overall LOS E during the PM peak hour. Vehicles turning left into and right out of the Kingston Plaza experience LOS F. Under No-Build conditions, the intersection is expected to operate at overall LOS F with average delays nearly double Existing conditions. It is noted that the westbound Schwenk Drive approach is expected to operate at LOS E under No-Build conditions. Under Build conditions, the intersection will operate similarly with an average increase in delay of four seconds. In order to improve operations at this intersection, it is recommended that the existing traffic signal be reactivated and provide full signal control (i.e., green-yellow-red instead of flashing red). A signal warrants analysis could confirm the need for signalization. The analysis indicates that this will result in overall LOS D and delays similar to Existing conditions. It is noted that the operations of this signal could be further improved by providing vehicle detection and replacing the southbound signal head to allow for a right-turn overlap that could operate concurrently with the eastbound left-turn phase. Should these improvements be pursued, the intersection is expected to operate at overall LOS B with all movements operating at LOS C or better. Since pedestrian accommodations are lacking at this intersection, upgrades to the traffic signal should consider new pedestrian crossing signals, countdown timers, push buttons, and ADA-compliant ramps.

Clinton Avenue/Schwenk Drive – The southbound Schwenk Drive approach currently operates at LOS B during the PM Peak hour. Under No-Build conditions, this approach is expected to operate at LOS C with an additional two seconds of delay. Under Build conditions, this intersection will continue to operate adequately with three additional seconds of delay.

Clinton Avenue/John Street – The eastbound John Street approach currently operates at LOS B and will continue to do so through No-Build conditions. Under build conditions, this approach is expected to operate at LOS C with an additional six seconds of delay. Review of the traffic simulation indicates that under Build conditions, queues from the Clinton Avenue/Westbrook Lane intersection to the south will extend through John Street, impacting eastbound traffic. The City should consider signalization of the Clinton Avenue/John Street intersection in which the signal operates as a pair with the Clinton Avenue/Westbrook Lane intersection to the south. This would result in overall LOS A with delay comparable to No-Build

conditions. The City should also consider coordinating the Clinton Avenue/John Street signal with the Clinton Avenue/Albany Avenue intersection.

Clinton Avenue/Westbrook Lane – This intersection currently operates at overall LOS D, with the northbound Clinton Avenue approach experiencing LOS E. Under No-Build conditions, delays at this intersection are anticipated to nearly double, resulting in overall LOS F with the northbound Clinton Avenue approach experiencing LOS F with more than one minute of delay. Under Build conditions, this intersection will operate similarly with 15 seconds of additional delay. The City should consider signalization of this intersection, which would result in overall LOS A with all approaches operating at LOS B or better. A signal warrants analysis could confirm the need for signalization. Additionally, signalizing this intersection in conjunction with the Clinton Avenue/John Street intersection would provide an added benefit to pedestrians who would be able to cross Clinton Avenue when Clinton Avenue is fully stopped. The City should also consider coordinating the Clinton Avenue/Westbrook Lane signal with the Clinton Avenue/Albany Avenue intersection.

Clinton Avenue/Main Street – Vehicles turning left onto Main Street currently experience LOS A and will continue to do so through Build conditions. The southbound Clinton Avenue approach currently operates at LOS B. Under No-Build conditions, this approach will operate at LOS C with three additional seconds of delay. Under Build conditions, this approach will operate similarly with two additional seconds of delay. A review of the traffic simulation model indicates that queues associated with the southbound stop control on Clinton Avenue sometimes extend through the Clinton Avenue/Westbrook Lane intersection to the north. Further, this stop sign configuration is unconventional in that the northbound approach does not have the same control. Therefore, it is recommended that the City consider removing this stop sign.

B. DRI Sensitivity Level of Service Analysis

Given the potential for significant changes to the traffic patterns in the study area as a result of the Kingston Downtown Revitalization Initiative (DRI), a sensitivity analysis was performed to determine the impacts of the Kingstonian project, should the changes occur. The New York State DRI Grant for the City of Kingston will allocate $10,000,000 for traffic improvements in the Stockade District, some of which include reversing the direction of traffic flow on some streets. The one-way street changes resulting from the proposed DRI traffic are summarized below and shown on Figure 3.5:

- N. Front Street from Clinton Avenue to Fair Street Extension would be reversed from one-way westbound to one-way eastbound (towards Clinton Avenue).
- John Street from Crown Street to Clinton Avenue would be reversed from one-way eastbound to one-way westbound (away from Clinton Avenue). It is noted that west of Crown Street, John Street would remain open to two-way traffic.
- Main Street from Washington Avenue to Clinton Avenue would be reversed from one-way westbound to one-way eastbound (towards Clinton Avenue)
- Wall Street from N. Front Street to Henry Street would be reversed from one-way southbound to one-way northbound (towards N. Front Street).

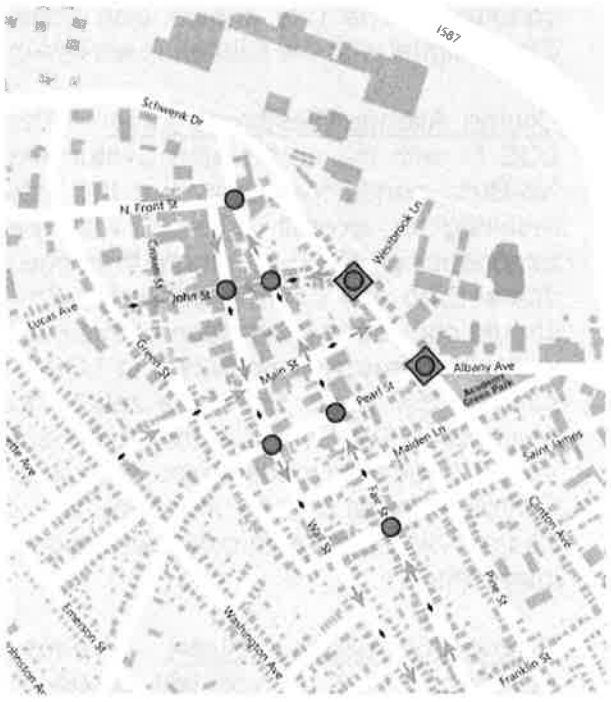
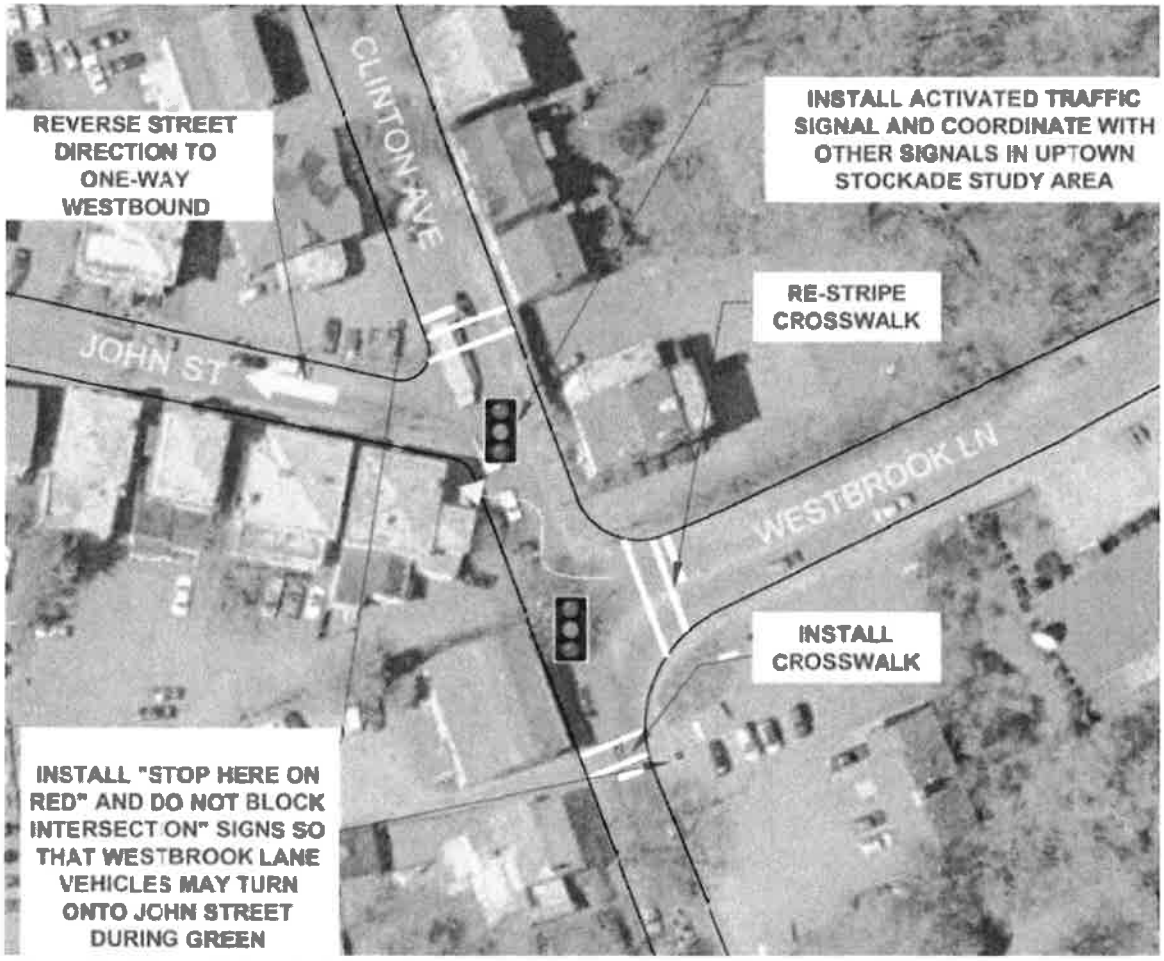


Figure 4.1 – DRI One-Way Traffic Pattern

- Fair Street from N. Front Street to Henry Street would be reversed from one-way southbound to one-way northbound (away from N. Front Street).

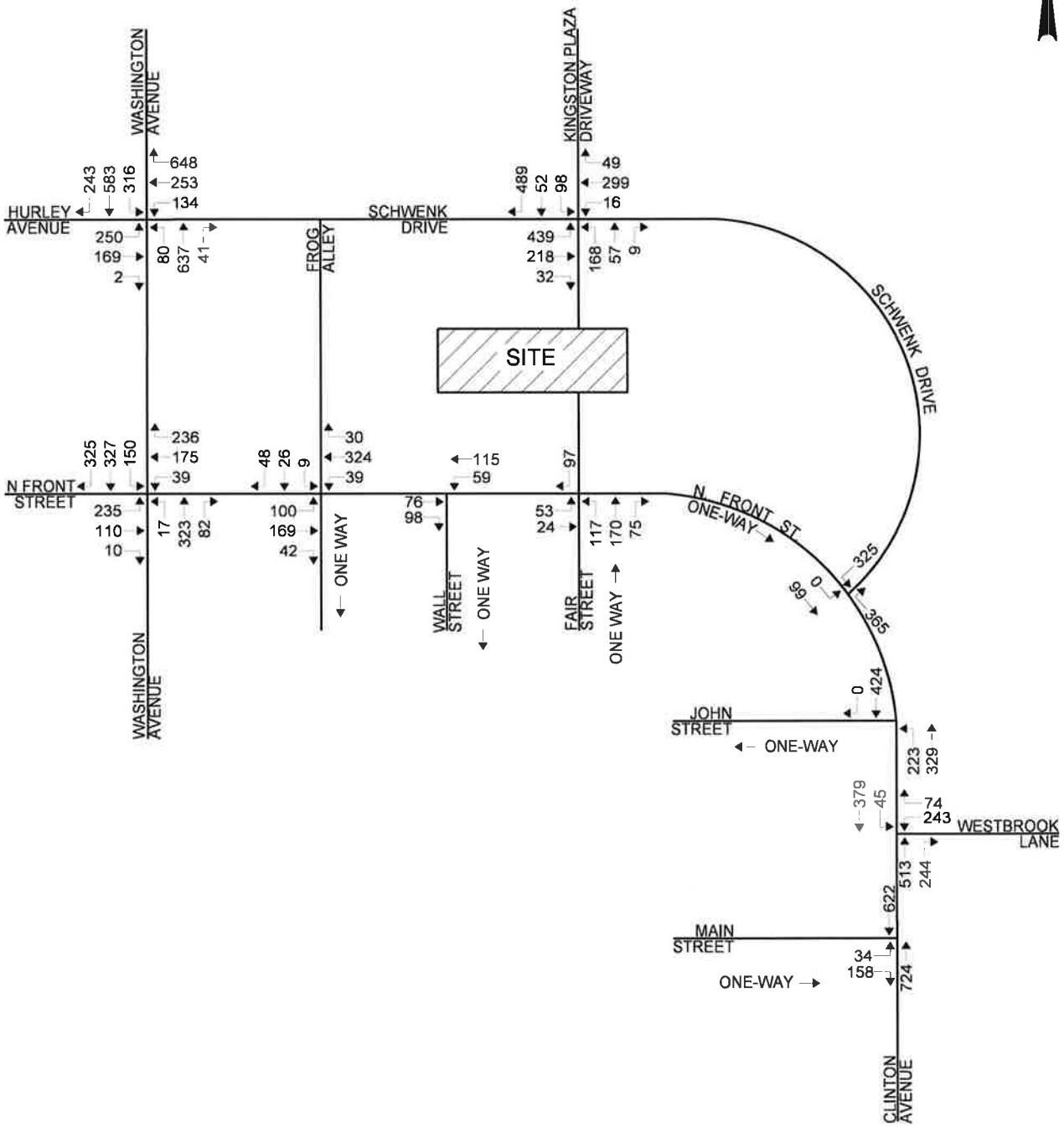
In addition to the one-way street changes, the DRI also proposes to install an actuated traffic signal system with pedestrian signals and push buttons at the Clinton Avenue/Westbrook Lane and Clinton Avenue/John Street intersections as shown in Figure 3.6 below. This recommendation is similar to CME's for the non-DRI scenario discussed previously herein.



Source: City of Kingston Uptown Stockade Area Transportation Plan, Figure 11: Proposed Improvements at Clinton Avenue and John Street / Westbrook Lane, January 2009, The RBA Group

Figure 4.2 – Clinton Avenue/Westbrook Lane/John Street Signalization

Traffic at the study area intersections was redistributed based on the above changes, in order to develop the 2025 No-Build Sensitivity traffic volumes shown on Figure 3.7. Likewise, the proposed trip distribution and resulting assignment were modified to account for the new traffic pattern. The Sensitivity Trip Distribution and Sensitivity Trip Assignment are shown on Figures 3.8 and 3.9. The Sensitivity Trip Assignment was then added to the 2025 No-Build Sensitivity traffic volumes, resulting in the 2025 Build Sensitivity traffic volumes, shown on Figure 3.10. The resulting level of service and delays are described in Table 4.2 below.

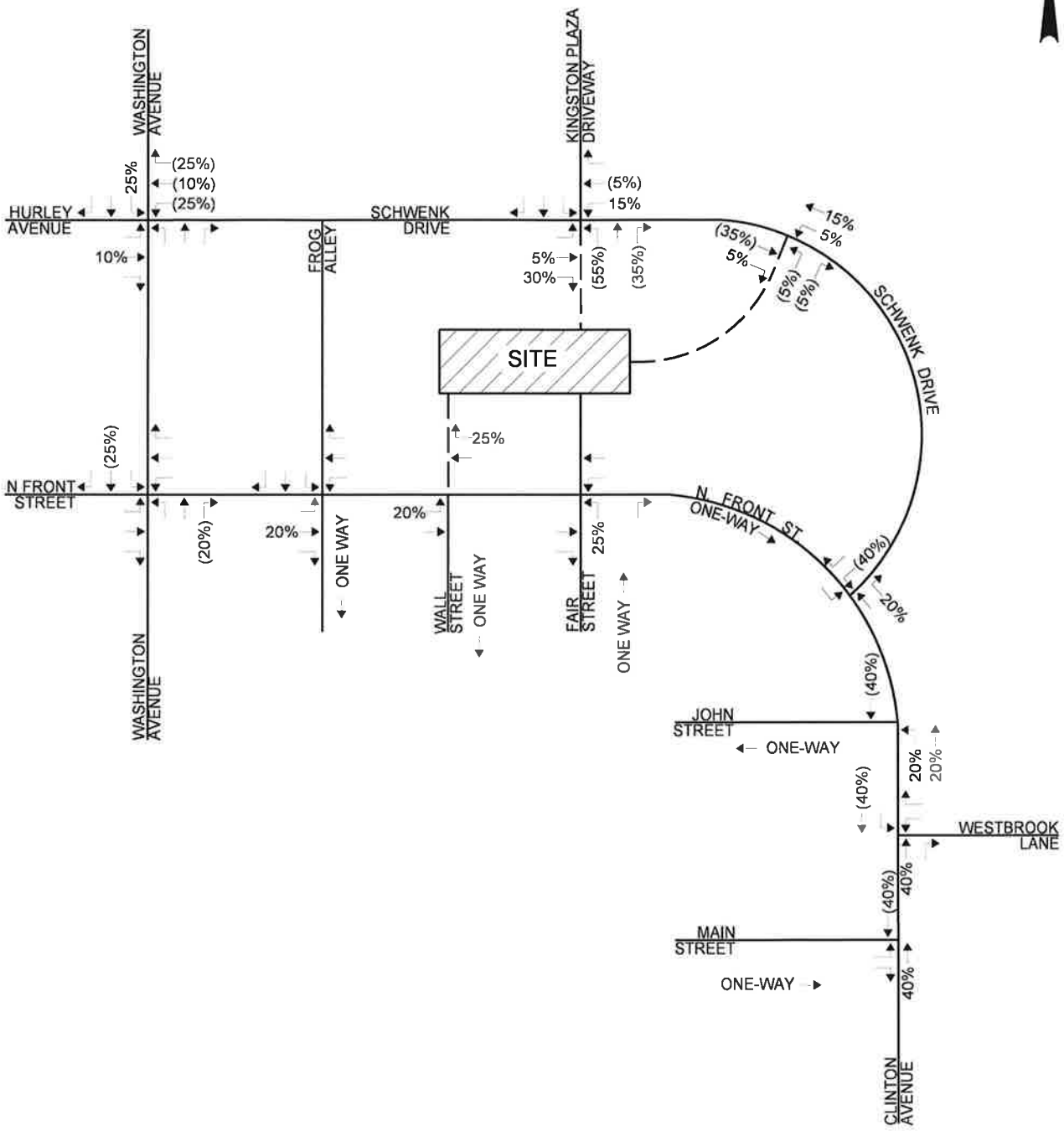


2025 NO-BUILD SENSITIVITY
PM PEAK HOUR TRAFFIC VOLUMES

KINGSTONIAN MIXED-USE DEVELOPMENT
CITY OF KINGSTON, NEW YORK

Creighton Manning

PROJECT:	118-025	DATE:	07/2019	FIGURE:	4.3



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SENSITVITY TRIP DISTRIBUTION	Creighton Manning		
KINGSTONIAN MIXED-USE DEVELOPMENT CITY OF KINGSTON, NEW YORK	PROJECT: 118-025	DATE: 07/2019	FIGURE: 4.4

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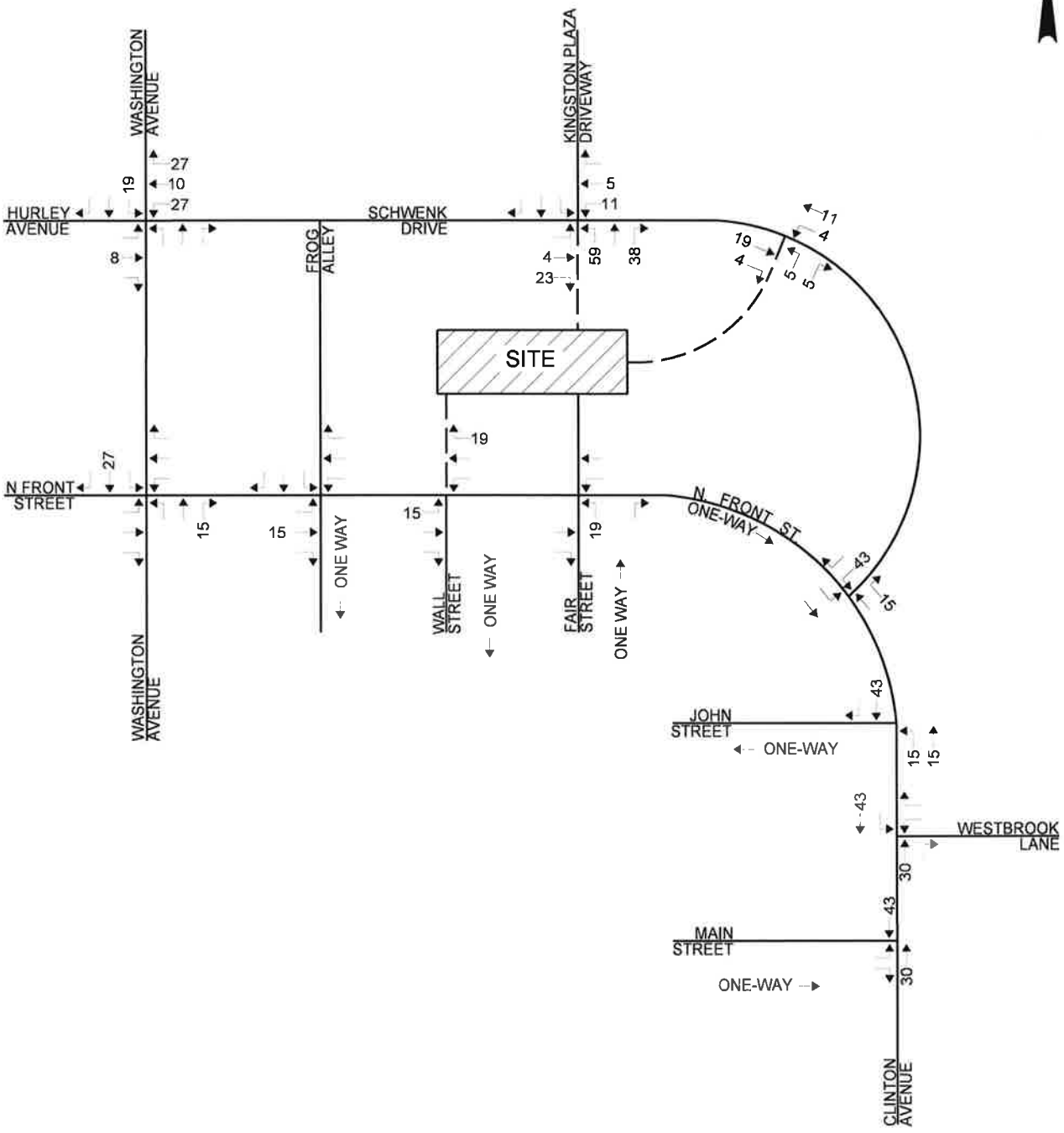
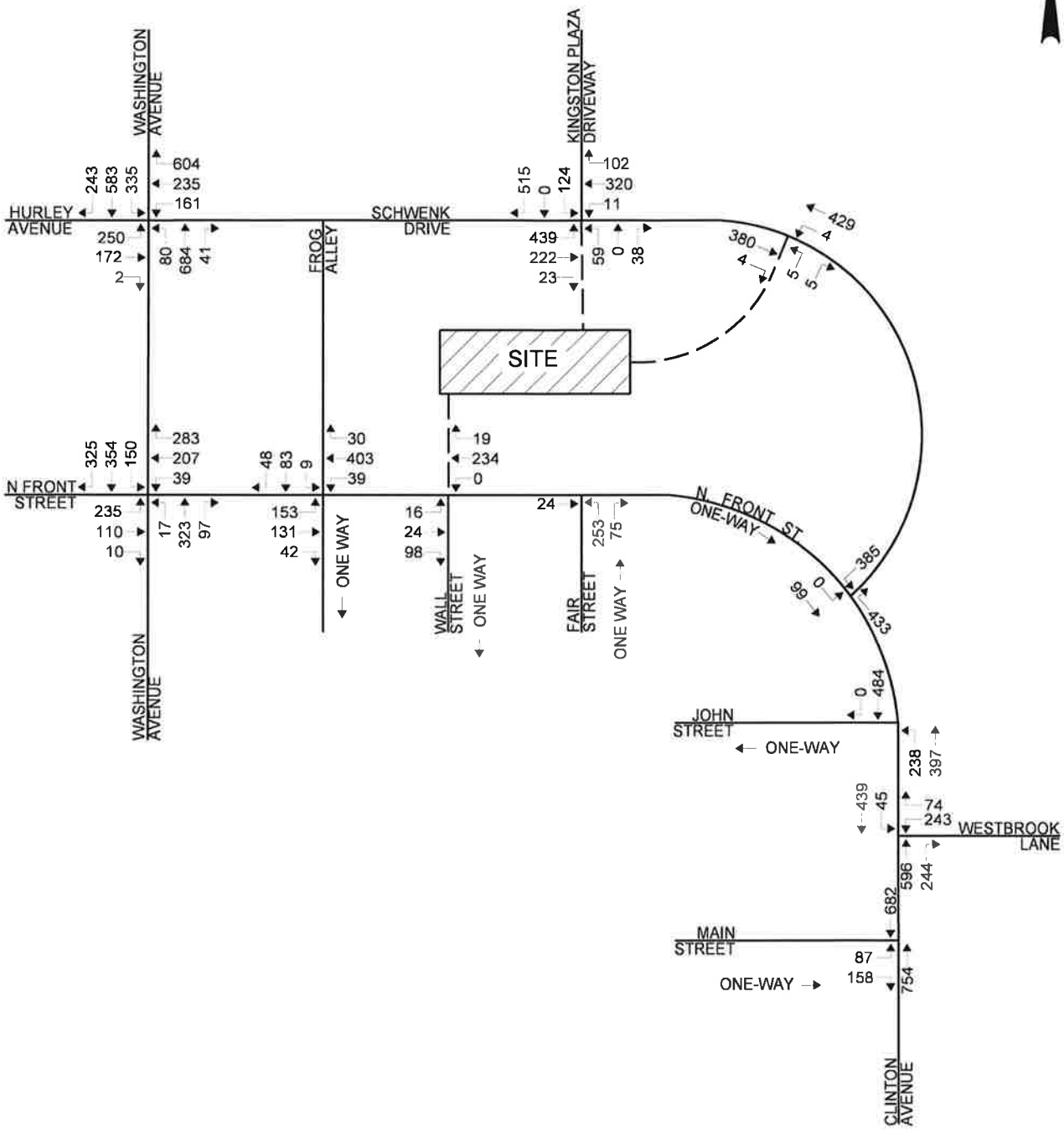


SENSITIVITY TRIP ASSIGNMENT

KINGSTONIAN MIXED-USE DEVELOPMENT
CITY OF KINGSTON, NEW YORK

Creighton Manning

PROJECT:	118-025	DATE:	07/2019	FIGURE:	4.5



2025 SENSITIVITY BUILD
PM PEAK HOUR TRAFFIC VOLUMES

KINGSTONIAN MIXED-USE DEVELOPMENT
CITY OF KINGSTON, NEW YORK

Creighton Manning

PROJECT:	118-025	DATE:	07/2019	FIGURE:	4.6

Table 4.2 – DRI Sensitivity Level of Service Summary

Intersection		Control	PM Peak Hour		
			2025 No-Build	2025 Build	2025 Build w/ Imp.
Washington Avenue/Hurley Avenue/Schwenk Drive		S			
Hurley Avenue EB	L		C (27.8)	C (29.4)	D (47.4)
	T,TR		C (25.3)	C (27.7)	C (26.5)
Schwenk Drive WB	L		C (23.5)	C (24.4)	C (23.4)
	T		C (31.5)	C (32.7)	C (29.5)
	R		C (23.8)	C (22.7)	B (20.0)
Washington Avenue NB	L		E (58.4)	E (58.7)	D (52.2)
	T,TR		D (53.3)	**E (56.6)**	D (43.7)
Washington Avenue SB	L		E (65.7)	E (69.7)	D (48.2)
	T		D (44.3)	D (38.4)	C (30.4)
	R		B (16.4)	B (15.4)	B (14.7)
	Overall		D (39.6)	D (40.3)	C (34.2)
Washington Avenue/N. Front Street		S			
N. Front Street EB	L		B (16.0)	B (17.1)	
	TR		B (11.4)	B (11.4)	
N. Front Street WB	LT		C (23.0)	C (23.8)	
	R		B (17.9)	B (18.9)	
Washington Avenue NB	LT		C (23.5)	C (23.4)	
	R		B (18.4)	B (18.6)	
Washington Avenue SB	L		B (16.2)	B (16.2)	
	T		B (13.6)	B (13.9)	
	R		A (7.8)	A (7.8)	
	Overall		B (16.6)	B (17.1)	
N. Front Street/Frog Alley		TW			
N. Front Street EB	LTR		A (8.4)	A (8.9)	
N. Front Street WB	LTR		A (7.8)	A (7.7)	
Frog Alley SB	LTR		B (13.1)	**C (17.3)**	
N. Front Street/Wall Street[1]		AW			
N. Front Street EB	[L]TR		A (7.7)	A (7.4)	
N. Front Street WB	LT[R]		A (8.6)	A (8.7)	
	Overall		A (8.2)	A (8.2)	
N. Front Street/Fair Street/Fair Street Extension		AW			
N. Front Street EB	LT		A (8.8)	--	
	[T]		--	A (7.8)	
Fair Street NB	LTR		B (10.7)	--	
	[LR]		--	A (9.6)	
Fair Street Ext SB	R		A (7.5)	--	
	Overall		A (9.8)	A (9.5)	

Intersection		Control	PM Peak Hour		
			2025 No-Build	2025 Build	2025 Build w/ Imp.
Schwenk Drive/Fair Street Extension/Kingston Plaza Drwy		AW			
Schwenk Drive EB	L		F (173)	F (123)	
	T		D (26.8)	**F (89.2)**	
	R		B (13.0)	B (11.6)	
Schwenk Drive WB	LTR		F (123)	F (155)	
Fair Street Extension NB	LTR		E (48.8)	C (21.4)	
Kingston Plaza Drwy SB	L		C (17.5)	C (16.9)	
	T		B (14.3)	B (11.7)	
	R		F (156)	F (129)	
Overall			F (113)	F (112)	
Schwenk Drive EB	L	S		D (51.3)	C (29.7)
	T			B (16.8)	B (14.5)
	R			B (11.8)	B (11.0)
Schwenk Drive WB	LTR			D (39.4)	D (42.3)
Fair Street Extension NB	LTR			C (22.0)	C (23.1)
Kingston Plaza Drwy SB	L			C (22.1)	C (23.3)
	T			B (19.2)	C (20.2)
	R			D (52.7)	B (18.2)
Overall				D (38.4)	C (25.4)
N. Front Street/Clinton Avenue/Schwenk Drive		TW			
Schwenk Drive SB	L		B (11.4)	B (12.2)	
Clinton Avenue/John Street[1]		TW			
Clinton Avenue NB	L		A (5.2)	A (5.6)	
Clinton Avenue NB	LT	S			A (9.8)
Clinton Avenue SB	TR				A (5.9)
Overall					A (8.1)
Clinton Avenue/Westbrook Lane		AW			
Westbrook Lane WB	L,R		C (17.0)	C (17.5)	
Clinton Avenue NB	TR		F (164)	F (242)	
Clinton Avenue SB	LT		D (27.1)	D (39.4.)	
Overall			F (94.3)	F (139)	
Westbrook Lane WB	L	S			D (46.5)
	R				C (28.2)
Clinton Avenue NB	TR				A (8.1)
Clinton Avenue SB	LT				A (2.0)
Overall					B (12.9)
Clinton Avenue/Main Street		TW			
Main Street EB	LR		D (33.6)	**F (119)**	
Main Street EB	LR	S			D (37.3)
Clinton Avenue NB	T				B (13.8)
Clinton Avenue SB	T				A (8.8)
Overall					B (15.2)
Schwenk Drive/Site Driveway		TW			
Schwenk Drive WB	LT		--	A (8.1)	
Site Driveway NB	LR		--	B (13.6)	

S, TW, AW, Y = Signalized, Two-Way Stop, All-Way Stop, Yield controlled intersection
*John Street/Clinton Avenue intersection modeled as a Stop Control on eastbound John Street approach
EB, WB, NB, SB = Eastbound, Westbound, Northbound, or Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn intersection movements
X (Y.Y) = Level of service (Average delay in seconds per vehicle)
LT[R] = LT: Existing geometry, LTR: [Future geometry]
-- = Not Applicable

Under the DRI traffic pattern, the impacts of the proposed project are generally similar to the existing traffic pattern. The following is noted regarding the Sensitivity LOS analysis:

- The northbound Washington Avenue/Hurley Avenue/Schwenk Drive approach will experience additional traffic volume and delay. The impacts of the proposed

project at this intersection are similar to those under the existing traffic pattern and can be mitigated with minor signal timing adjustments.

- The eastbound Schwenk Drive/Fair Street Extension/Kingston Plaza Driveway will experience additional traffic volume and delay. Under No-Build conditions, this intersection will operate with constraints similar to the existing traffic pattern. Construction of the proposed project is expected to improve operations at this intersection by closing Fair Street Extension to through traffic. It is still recommend that the traffic signal be reactivated.
- The Clinton Avenue/Westbrook Lane intersection will continue to operate with constraints under DRI conditions. A review of the traffic simulation model indicates that under the new traffic pattern, vehicles traveling northbound on Clinton Avenue attempting to turn left onto John Street may create queues that extend into the Clinton Avenue/Westbrook Lane intersection. As such, it is recommended that the City pursue the plan to signalize this intersection as proposed in the DRI, subject to warrants analysis.
- The eastbound Clinton Avenue/Main Street approach will experience additional traffic volume and delay as a result of the new DRI traffic pattern. Under No-Build conditions, the eastbound Main Street approach is expected to operate at LOS D. After completion of the proposed project, the eastbound Main Street approach is expected to operate at LOS F with over a minute of additional delay. It is noted that a review of the traffic simulation model indicates that under No-Build conditions northbound queues from the Clinton Avenue/Westbrook Lane intersection are anticipated to extend through the Clinton Avenue/Main Street intersection. After signalization of the Clinton Avenue/Westbrook Lane intersection, traffic on Clinton Avenue will flow more freely, reducing the number of gaps for traffic turning from Main Street. Therefore, it is recommended that the City consider signalization of the Clinton Avenue/Main Street intersection as part of the DRI traffic pattern. Signalization at this intersection should also consider coordination with the proposed Clinton Avenue/Westbrook Lane intersection to the north, as well as the Clinton Avenue/Albany Avenue intersection to the south.

CHAPTER V
CONCLUSIONS AND RECOMMENDATIONS

A Traffic Impact Study was completed for the construction of a mixed-use urban redevelopment that includes 131 apartment units above 8,950 SF of retail space, and a 32 room Hotel located on Fair Street Extension between N. Front Street and Schwenk Drive in the City of Kingston. The proposed redevelopment will close Fair Street Extension to through traffic in order to provide access to the site. Additional access is proposed on Schwenk Drive east of Fair Street Extension and on N. Front Street, opposite Wall Street.

The project is expected to be completed in 2021, although a conservative design year of 2025 was used for the analysis. The project will generate approximately 115 new vehicle trips during the PM peak hour. The following conclusions and recommendations are offered:

1. The closure of Fair Street Extension to through traffic as part of the Kingstonian project is not expected to have an adverse impact on the operation of adjacent intersections based on CME's capacity analysis contained herein.

2. The increase in off-street public parking as a result of the project is expected to reduce the number of drivers seeking an available on-street parking space along streets in Uptown, circling the block in the process. This would in turn reduce the number of redundant turning movements and associated conflicts with pedestrians.

3. The Washington Avenue/Hurley Avenue/Schwenk Drive intersection will experience an approximate and de minimus two-second increase in overall delay, with the southbound left turn movement experiencing LOS E after completion of the project. As an improvement measure, adjusting the traffic signal timing to reduce the cycle length and increase the percentage of green time given to the northbound and southbound movements will result in non-adverse and impaired vehicular movements.

4. The Schwenk Drive/Fair Street Extension/Kingston Plaza Driveway intersection currently operates with customary urban constraints, with vehicles entering and exiting the Kingston Plaza to and from the west experiencing the greatest delays. After completion of the project, this intersection will continue to operate within the current status quo. However, it is recommended that the existing traffic signal at this intersection be

reactivated. This can be expected to improve intersection operations beyond the current condition.

5. The Clinton Avenue/John Street and Clinton Avenue/Westbrook Lane intersections currently experience customary urban constraints due to traffic volumes on Clinton Avenue and the close proximity of each intersection to one another. A review of the traffic simulation model indicates that under No-Build conditions, southbound queues from the Clinton Avenue/Westbrook Lane intersection are periodically expected to extend to and at times through the Clinton Avenue/John Street intersection. Further, northbound queues at the Clinton Avenue/Westbrook Lane intersection periodically extend on Clinton Avenue to the Albany Street intersection. After completion of the project, both intersections are anticipated to experience continued delay. In order to accommodate future growth and provide for improved mobility, the City could consider signalizing these intersections and operating them as a pair, as proposed in the DRI. These signals could also be coordinated with the Clinton Avenue/Albany Avenue intersection.

6. The project proposes an off-street delivery area accessed via a driveway on Schwenk Drive. The intent of this design is to eliminate the need for delivery vehicles to use the urban street grid to the south where turning radii are smaller and pedestrian activity is greater. This will eliminate additional vehicular deliveries within the area experiencing urban traffic constraints.

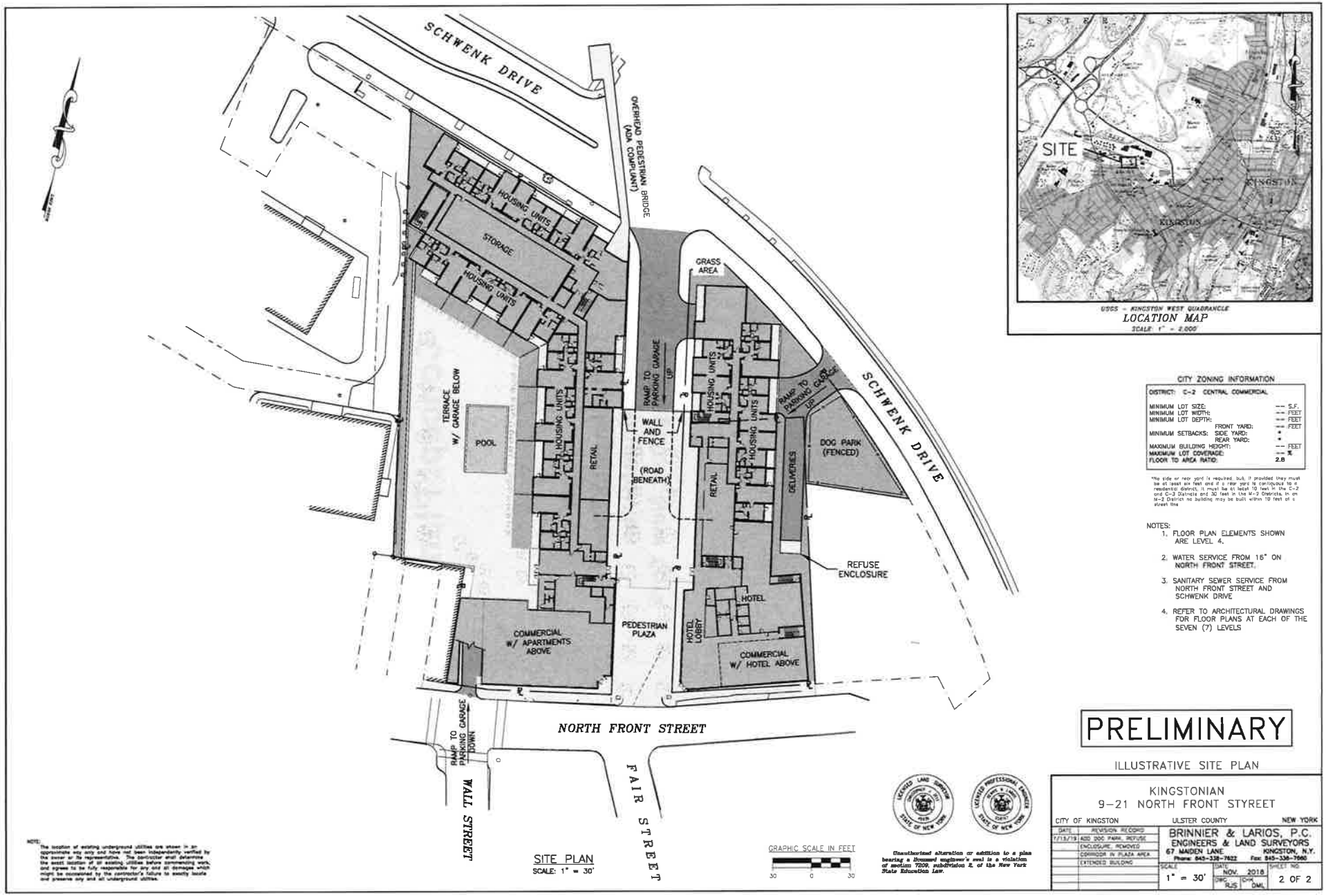
7. The Sensitivity Analysis indicates the under the proposed DRI traffic changes, the project impacts remain generally unchanged and the same mitigation measures are proposed. It is further noted that under the DRI traffic pattern, the Clinton Avenue/Main Street intersection will experience queuing impacts from the adjacent Clinton Avenue/Westbrook Lane intersection. Therefore, although the overall traffic impacts remain generally unchanged between the pre and post-development conditions, the City may wish to consider signalization of this intersection as part of the DRI initiative.

The above analysis indicates that the mixed-use development results in impacts at study area intersections that will be adequately addressed through signal timing modifications, signal reactivation, and signalization of unsignalized intersections along Clinton Avenue. It is noted that a preliminary review of parcel boundaries indicates that adequate ROW is available to construct the proposed improvements at the study area intersections; however, traffic related concepts will be refined as the SEQRA and site plan reviews progress in order to ensure that the adjacent properties are not adversely impacted by the proposed improvements.

Appendix A

Concept Plan

Traffic Impact Study
The Kingstoinan
City of Kingston, New York



SITE PLAN
SCALE: 1" = 30'

GRAPHIC SCALE IN FEET
30 0 30

CITY ZONING INFORMATION

DISTRICT: C-2 CENTRAL COMMERCIAL		
MINIMUM LOT SIZE:	---	S.F.
MINIMUM LOT WIDTH:	---	FEET
MINIMUM LOT DEPTH:	---	FEET
MINIMUM SETBACKS: FRONT YARD:	---	FEET
SIDE YARD:	*	
REAR YARD:	*	
MAXIMUM BUILDING HEIGHT:	---	FEET
MAXIMUM LOT COVERAGE:	---	%
FLOOR TO AREA RATIO:	2.8	

*No side or rear yard is required, but if provided they must be at least six feet and if a rear yard is contiguous to a residential district, it must be at least 10 feet in the C-2 and C-3 Districts and 30 feet in the M-2 Districts. In an M-2 District no building may be built within 10 feet of a street line

NOTES:
1. FLOOR PLAN ELEMENTS SHOWN ARE LEVEL 4.
2. WATER SERVICE FROM 16" ON NORTH FRONT STREET.
3. SANITARY SEWER SERVICE FROM NORTH FRONT STREET AND SCHWENK DRIVE
4. REFER TO ARCHITECTURAL DRAWINGS FOR FLOOR PLANS AT EACH OF THE SEVEN (7) LEVELS

NOTE:
The location of existing underground utilities are shown in an approximate way only and have not been independently verified by the owner or its representative. The contractor shall determine the exact location of all existing utilities before commencing work, and agrees to be fully responsible for any and all damages which might be occasioned by the contractor's failure to exactly locate and preserve any and all underground utilities.

Unauthorized alteration or addition to a plan bearing a licensed engineer's seal is a violation of section 7209, subdivision 2, of the New York State Education Law.

PRELIMINARY

ILLUSTRATIVE SITE PLAN

KINGSTONIAN
9-21 NORTH FRONT STYREET
CITY OF KINGSTON ULSTER COUNTY NEW YORK

DATE	REVISION RECORD
7/13/19	ADD DOG PARK, REFUSE ENCLOSURE, REMOVED CORRIDOR IN PLAZA AREA
	EXTENDED BUILDING

BRINNIER & LARIOS, P.C.
ENGINEERS & LAND SURVEYORS
67 MAIDEN LANE KINGSTON, N.Y.
Phone: 845-338-7622 Fax: 845-338-7660

SCALE: 1" = 30' DATE: NOV. 2018 SHEET NO.: 2 OF 2
DRG. RJS CHK. DML

Appendix B

Turning Movement Counts

Traffic Impact Study
The Kingstonian
City of Kingston, New York

TRI-STATE TRAFFIC DATA

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184 Baker Rd

Coatesville, Pennsylvania, United States 19320
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Kingston, NY
Clinton Ave & John St
Thursday, May 9, 2019
Location: 41.934134, -74.017406

Count Name: Clinton Ave & John St
Site Code:
Start Date: 05/09/2019
Page No: 1

Turning Movement Data

Start Time	John St Eastbound				Clinton Ave Northbound				Clinton Ave Southbound				
	Left	Right	Peds	App. Total	Thru	U-Turn	Peds	App. Total	Thru	U-Turn	Peds	App. Total	Int. Total
4:00 PM	9	40	1	49	87	0	0	87	54	0	0	54	190
4:15 PM	7	36	2	43	116	0	2	116	43	0	2	43	202
4:30 PM	4	41	0	45	99	0	6	99	54	0	0	54	198
4:45 PM	3	35	4	38	101	0	2	101	39	0	0	39	178
Hourly Total	23	152	7	175	403	0	10	403	190	0	2	190	768
5:00 PM	13	38	1	51	104	0	0	104	53	0	1	53	208
5:15 PM	5	41	0	46	96	0	0	96	68	0	1	68	210
5:30 PM	7	25	1	32	110	0	0	110	60	0	0	60	202
5:45 PM	5	35	1	40	105	0	0	105	53	0	0	53	198
Hourly Total	30	139	3	169	415	0	0	415	234	0	2	234	818
Grand Total	53	291	10	344	818	0	10	818	424	0	4	424	1586
Approach %	15.4	84.6	-	-	100.0	0.0	-	-	100.0	0.0	-	-	-
Total %	3.3	18.3	-	21.7	51.6	0.0	-	51.6	26.7	0.0	-	26.7	-
Lights	53	286	-	339	811	0	-	811	414	0	-	414	1564
% Lights	100.0	98.3	-	98.5	99.1	-	-	99.1	97.6	-	-	97.6	98.6
Buses	0	3	-	3	4	0	-	4	9	0	-	9	16
% Buses	0.0	1.0	-	0.9	0.5	-	-	0.5	2.1	-	-	2.1	1.0
Trucks	0	2	-	2	3	0	-	3	1	0	-	1	6
% Trucks	0.0	0.7	-	0.6	0.4	-	-	0.4	0.2	-	-	0.2	0.4
Bicycles on Crosswalk	-	-	1	-	-	-	0	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	10.0	-	-	-	0.0	-	-	-	25.0	-	-
Pedestrians	-	-	9	-	-	-	10	-	-	-	3	-	-
% Pedestrians	-	-	90.0	-	-	-	100.0	-	-	-	75.0	-	-

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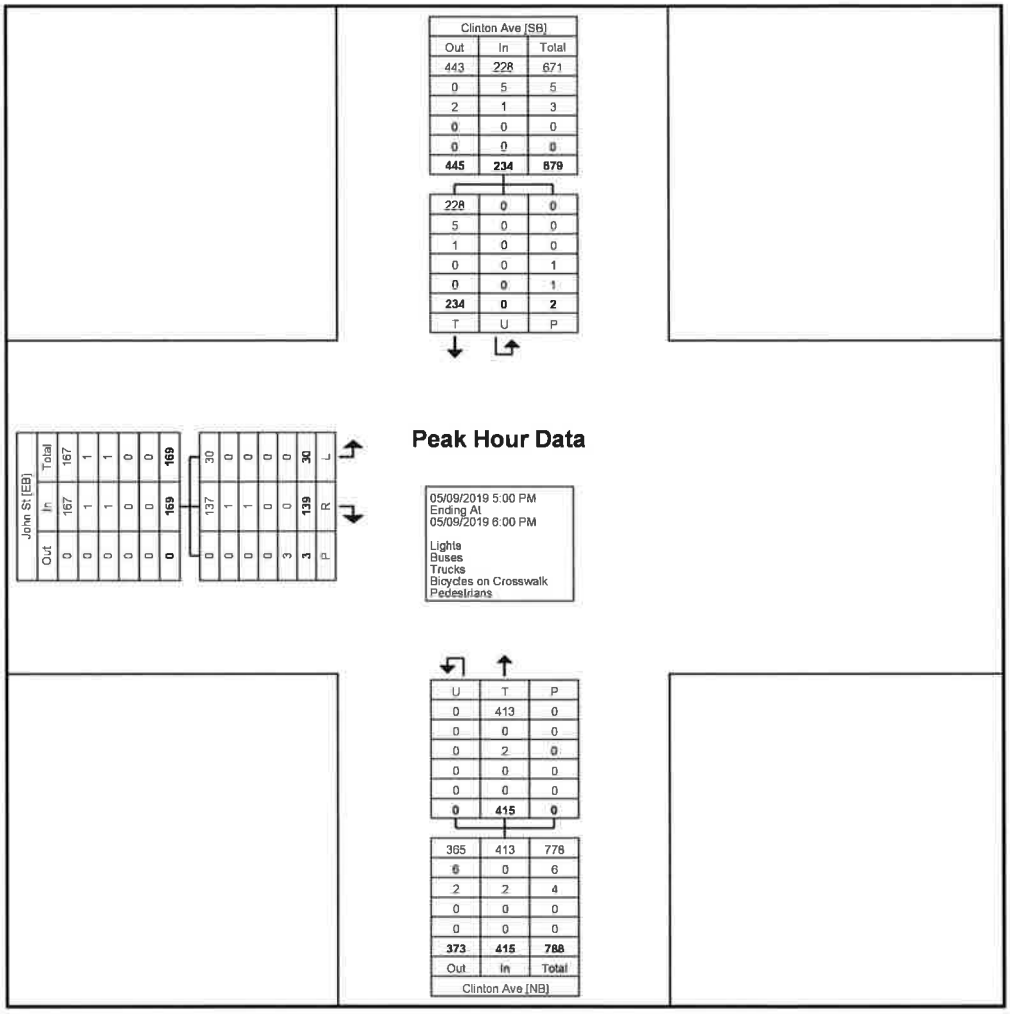
Kingston, NY
Clinton Ave & John St
Thursday, May 9, 2019
Location: 41.934134, -74.017406

Count Name: Clinton Ave & John St
Site Code:
Start Date: 05/09/2019

Turning Movement Peak Hour Data (5:00 PM)

Start Time	John St Eastbound				Clinton Ave Northbound				Clinton Ave Southbound				
	Left	Right	Peds	App. Total	Thru	U-Turn	Peds	App. Total	Thru	U-Turn	Peds	App. Total	Int. Total
5:00 PM	13	38	1	51	104	0	0	104	53	0	1	53	208
5:15 PM	5	41	0	46	96	0	0	96	68	0	1	68	210
5:30 PM	7	25	1	32	110	0	0	110	60	0	0	60	202
5:45 PM	5	35	1	40	105	0	0	105	53	0	0	53	198
Total	30	139	3	169	415	0	0	415	234	0	2	234	818
Approach %	17.8	82.2	-	-	100.0	0.0	-	-	100.0	0.0	-	-	-
Total %	3.7	17.0	-	20.7	50.7	0.0	-	50.7	28.6	0.0	-	28.6	-
PHF	0.577	0.848	-	0.828	0.943	0.000	-	0.943	0.860	0.000	-	0.860	0.974
Lights	30	137	-	167	413	0	-	413	228	0	-	228	808
% Lights	100.0	98.6	-	98.8	99.5	-	-	99.5	97.4	-	-	97.4	98.8
Buses	0	1	-	1	0	0	-	0	5	0	-	5	6
% Buses	0.0	0.7	-	0.6	0.0	-	-	0.0	2.1	-	-	2.1	0.7
Trucks	0	1	-	1	2	0	-	2	1	0	-	1	4
% Trucks	0.0	0.7	-	0.6	0.5	-	-	0.5	0.4	-	-	0.4	0.5
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	3	-	-	-	0	-	-	-	1	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	50.0	-	-



Turning Movement Peak Hour Data Plot (5:00 PM)

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Kingston, NY
Clinton Ave & Main St
Thursday, May 9, 2019
Location: 41.933308, -74.016399

Count Name: Clinton Ave & Main St
Site Code:
Start Date: 05/09/2019
Page No: 1

Turning Movement Data

Start Time	Main St Eastbound		Clinton Ave Northbound					Clinton Ave Southbound					
	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:00 PM	2	0	31	124	0	0	155	122	9	0	5	131	286
4:15 PM	4	0	25	151	0	3	176	115	12	0	0	127	303
4:30 PM	5	0	34	149	0	2	183	126	8	0	6	134	317
4:45 PM	13	0	37	132	0	4	169	114	12	0	1	126	295
Hourly Total	24	0	127	556	0	9	683	477	41	0	12	518	1201
5:00 PM	7	0	38	125	0	1	163	129	9	0	4	138	301
5:15 PM	7	0	36	136	0	1	172	141	10	0	4	151	323
5:30 PM	5	0	28	128	0	1	156	132	11	0	0	143	299
5:45 PM	2	0	27	133	0	0	160	112	13	0	2	125	285
Hourly Total	21	0	129	522	0	3	651	514	43	0	10	557	1208
Grand Total	45	0	256	1078	0	12	1334	991	84	0	22	1075	2409
Approach %	-	-	19.2	80.8	0.0	-	-	92.2	7.8	0.0	-	-	-
Total %	-	0.0	10.6	44.7	0.0	-	55.4	41.1	3.5	0.0	-	44.6	-
Lights	-	0	255	1057	0	-	1312	980	81	0	-	1061	2373
% Lights	-	-	99.6	98.1	-	-	98.4	98.9	96.4	-	-	98.7	98.5
Buses	-	0	1	14	0	-	15	8	2	0	-	10	25
% Buses	-	-	0.4	1.3	-	-	1.1	0.8	2.4	-	-	0.9	1.0
Trucks	-	0	0	7	0	-	7	3	1	0	-	4	11
% Trucks	-	-	0.0	0.6	-	-	0.5	0.3	1.2	-	-	0.4	0.5
Bicycles on Crosswalk	5	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	11.1	-	-	-	-	0.0	-	-	-	-	4.5	-	-
Pedestrians	40	-	-	-	-	12	-	-	-	-	21	-	-
% Pedestrians	88.9	-	-	-	-	100.0	-	-	-	-	95.5	-	-

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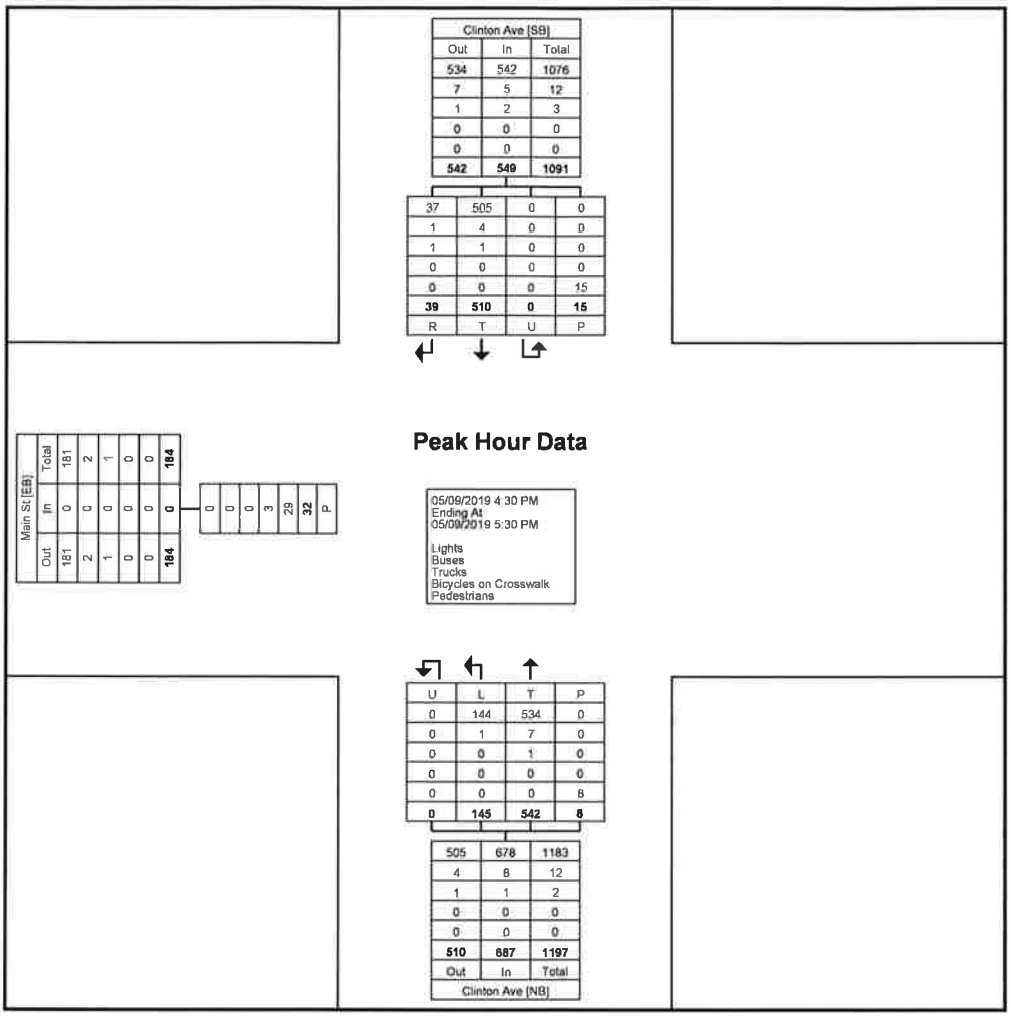
Kingston, NY
Clinton Ave & Main St
Thursday, May 9, 2019
Location: 41.933308, -74.016399

Count Name: Clinton Ave & Main St
Site Code:
Start Date: 05/09/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Main St Eastbound		Clinton Ave Northbound					Clinton Ave Southbound					
	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:30 PM	5	0	34	149	0	2	183	126	8	0	6	134	317
4:45 PM	13	0	37	132	0	4	169	114	12	0	1	126	295
5:00 PM	7	0	38	125	0	1	163	129	9	0	4	138	301
5:15 PM	7	0	36	136	0	1	172	141	10	0	4	151	323
Total	32	0	145	542	0	8	687	510	39	0	15	549	1236
Approach %	-	-	21.1	78.9	0.0	-	-	92.9	7.1	0.0	-	-	-
Total %	-	0.0	11.7	43.9	0.0	-	55.6	41.3	3.2	0.0	-	44.4	-
PHF	-	0.000	0.954	0.909	0.000	-	0.939	0.904	0.813	0.000	-	0.909	0.957
Lights	-	0	144	534	0	-	678	505	37	0	-	542	1220
% Lights	-	-	99.3	98.5	-	-	98.7	99.0	94.9	-	-	98.7	98.7
Buses	-	0	1	7	0	-	8	4	1	0	-	5	13
% Buses	-	-	0.7	1.3	-	-	1.2	0.8	2.6	-	-	0.9	1.1
Trucks	-	0	0	1	0	-	1	1	1	0	-	2	3
% Trucks	-	-	0.0	0.2	-	-	0.1	0.2	2.6	-	-	0.4	0.2
Bicycles on Crosswalk	3	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	9.4	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	29	-	-	-	-	8	-	-	-	-	15	-	-
% Pedestrians	90.6	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)

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Kingston, NY
Clinton Ave & Westbrook Lane
Thursday, May 9, 2019
Location: 41.933942, -74.017118

Count Name: Clinton Ave & Westbrook Ln
Site Code:
Start Date: 05/09/2019
Page No: 1

Turning Movement Data

Start Time	Westbrook Ln Westbound					Clinton Ave Northbound					Clinton Ave Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
4:00 PM	49	17	0	1	66	72	57	0	0	129	9	78	0	0	87	282
4:15 PM	47	12	0	0	59	100	43	0	1	143	8	71	0	3	79	281
4:30 PM	54	13	0	0	67	82	64	0	1	146	6	86	0	7	92	305
4:45 PM	55	13	0	2	68	84	53	0	1	137	10	65	0	6	75	280
Hourly Total	205	55	0	3	260	338	217	0	3	555	33	300	0	16	333	1148
5:00 PM	64	23	0	5	87	75	42	0	2	117	11	70	0	1	81	285
5:15 PM	43	13	0	5	56	85	58	0	1	143	13	102	0	1	115	314
5:30 PM	57	17	0	2	74	90	35	0	0	125	1	84	0	0	85	284
5:45 PM	44	8	0	1	52	99	41	0	0	140	8	77	0	0	85	277
Hourly Total	208	61	0	13	269	349	176	0	3	525	33	333	0	2	366	1160
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	413	116	0	16	529	687	393	0	6	1080	66	633	0	18	699	2308
Approach %	78.1	21.9	0.0	-	-	63.6	36.4	0.0	-	-	9.4	90.6	0.0	-	-	-
Total %	17.9	5.0	0.0	-	22.9	29.8	17.0	0.0	-	46.8	2.9	27.4	0.0	-	30.3	-
Lights	410	115	0	-	525	682	376	0	-	1058	62	622	0	-	684	2267
% Lights	99.3	99.1	-	-	99.2	99.3	95.7	-	-	98.0	93.9	98.3	-	-	97.9	98.2
Buses	2	0	0	-	2	1	13	0	-	14	4	9	0	-	13	29
% Buses	0.5	0.0	-	-	0.4	0.1	3.3	-	-	1.3	6.1	1.4	-	-	1.9	1.3
Trucks	1	1	0	-	2	4	4	0	-	8	0	2	0	-	2	12
% Trucks	0.2	0.9	-	-	0.4	0.6	1.0	-	-	0.7	0.0	0.3	-	-	0.3	0.5
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	6.3	-	-	-	-	16.7	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	15	-	-	-	-	5	-	-	-	-	18	-	-
% Pedestrians	-	-	-	93.8	-	-	-	-	83.3	-	-	-	-	100.0	-	-

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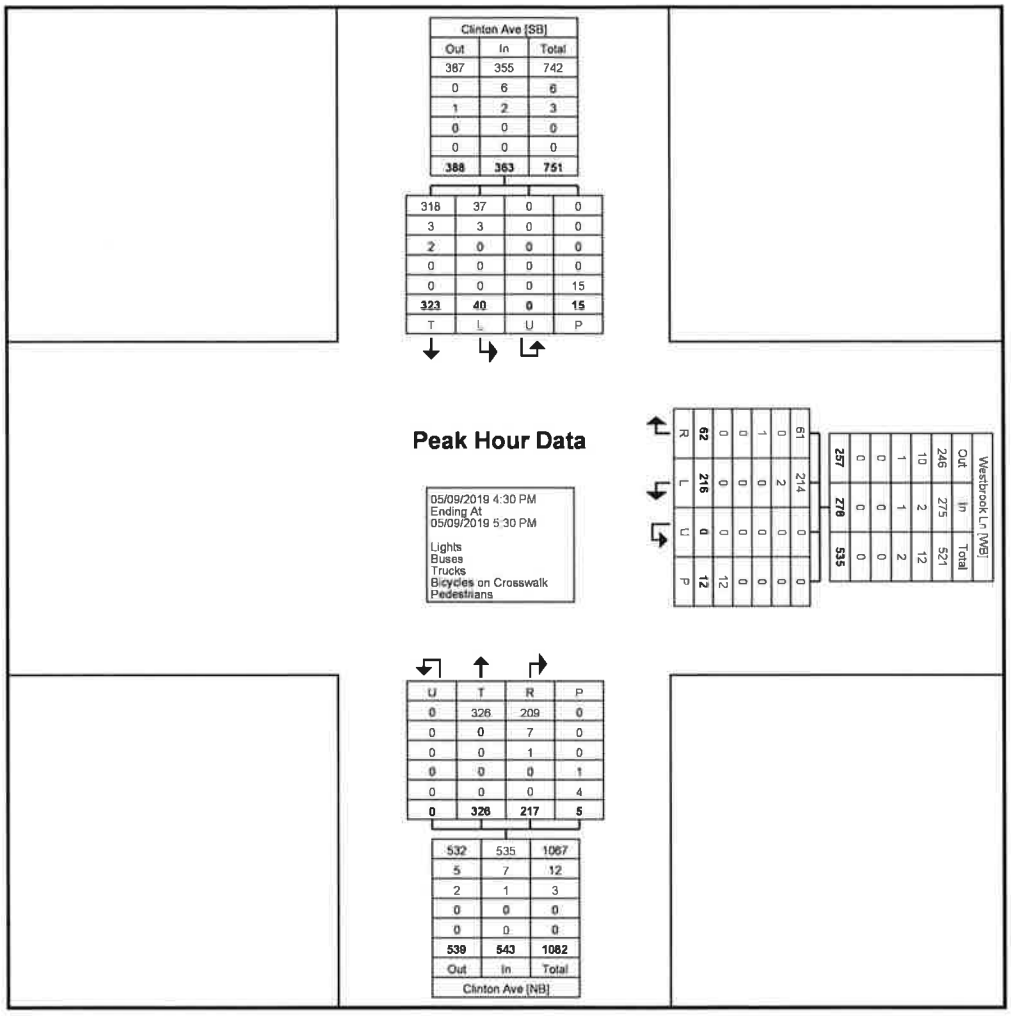
Kingston, NY
Clinton Ave & Westbrook Lane
Thursday, May 9, 2019
Location: 41.933942, -74.017118

Count Name: Clinton Ave & Westbrook Ln
Site Code:
Start Date: 05/09/2019
Page No: 3

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Westbrook Ln Westbound					Clinton Ave Northbound					Clinton Ave Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
4:30 PM	54	13	0	0	67	82	64	0	1	146	6	86	0	7	92	305
4:45 PM	55	13	0	2	68	84	53	0	1	137	10	65	0	6	75	280
5:00 PM	64	23	0	5	87	75	42	0	2	117	11	70	0	1	81	285
5:15 PM	43	13	0	5	56	85	58	0	1	143	13	102	0	1	115	314
Total	216	62	0	12	278	326	217	0	5	543	40	323	0	15	363	1184
Approach %	77.7	22.3	0.0	-	-	60.0	40.0	0.0	-	-	11.0	89.0	0.0	-	-	-
Total %	18.2	5.2	0.0	-	23.5	27.5	18.3	0.0	-	45.9	3.4	27.3	0.0	-	30.7	-
PHF	0.844	0.674	0.000	-	0.799	0.959	0.848	0.000	-	0.930	0.769	0.792	0.000	-	0.789	0.943
Lights	214	61	0	-	275	326	209	0	-	535	37	318	0	-	355	1165
% Lights	99.1	98.4	-	-	98.9	100.0	96.3	-	-	98.5	92.5	98.5	-	-	97.8	98.4
Buses	2	0	0	-	2	0	7	0	-	7	3	3	0	-	6	15
% Buses	0.9	0.0	-	-	0.7	0.0	3.2	-	-	1.3	7.5	0.9	-	-	1.7	1.3
Trucks	0	1	0	-	1	0	1	0	-	1	0	2	0	-	2	4
% Trucks	0.0	1.6	-	-	0.4	0.0	0.5	-	-	0.2	0.0	0.6	-	-	0.6	0.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	20.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	12	-	-	-	-	4	-	-	-	-	15	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	80.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)

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Kingston, NY
N Front St & Fair St
Thursday, Maay 9, 2019
Location: 41.935234, -74.019545

Count Name: N Front St & Fair St
Site Code:
Start Date: 05/09/2019
Page No: 1

Turning Movement Data

Start Time	N Front St Eastbound					N Front St Westbound					Fair St Northbound		Fair St Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
4:00 PM	14	39	0	12	53	9	35	2	4	46	15	0	16	6	0	10	22	121
4:15 PM	20	34	0	11	54	6	42	0	9	48	5	0	18	15	0	3	33	135
4:30 PM	28	45	0	14	73	5	34	4	4	43	12	0	29	10	0	5	39	155
4:45 PM	18	36	0	9	54	12	36	3	9	51	7	0	23	5	0	5	28	133
Hourly Total	80	154	0	46	234	32	147	9	26	188	39	0	86	36	0	23	122	544
5:00 PM	26	40	0	12	66	11	33	2	14	46	5	0	22	10	0	7	32	144
5:15 PM	21	50	0	6	71	4	49	1	3	54	4	0	31	9	0	1	40	165
5:30 PM	15	32	0	5	47	3	46	2	3	51	5	0	20	7	0	5	27	125
5:45 PM	6	46	0	7	52	6	50	2	5	58	1	0	24	7	0	2	31	141
Hourly Total	68	168	0	30	236	24	178	7	25	209	15	0	97	33	0	15	130	575
6:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Grand Total	148	322	0	76	470	56	325	17	51	398	54	0	183	69	0	38	252	1120
Approach %	31.5	68.5	0.0	-	-	14.1	81.7	4.3	-	-	-	-	72.6	27.4	0.0	-	-	-
Total %	13.2	28.8	0.0	-	42.0	5.0	29.0	1.5	-	35.5	-	0.0	16.3	6.2	0.0	-	22.5	-
Lights	148	316	0	-	464	55	322	17	-	394	-	0	179	68	0	-	247	1105
% Lights	100.0	98.1	-	-	98.7	98.2	99.1	100.0	-	99.0	-	-	97.8	98.6	-	-	98.0	98.7
Buses	0	3	0	-	3	0	0	0	-	0	-	0	3	0	0	-	3	6
% Buses	0.0	0.9	-	-	0.6	0.0	0.0	0.0	-	0.0	-	-	1.6	0.0	-	-	1.2	0.5
Trucks	0	3	0	-	3	1	3	0	-	4	-	0	1	1	0	-	2	9
% Trucks	0.0	0.9	-	-	0.6	1.8	0.9	0.0	-	1.0	-	-	0.5	1.4	-	-	0.8	0.8
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	1	-	0	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	1.3	-	-	-	-	2.0	-	0.0	-	-	-	-	10.5	-	-
Pedestrians	-	-	-	75	-	-	-	-	50	-	54	-	-	-	-	34	-	-
% Pedestrians	-	-	-	98.7	-	-	-	-	98.0	-	100.0	-	-	-	-	89.5	-	-

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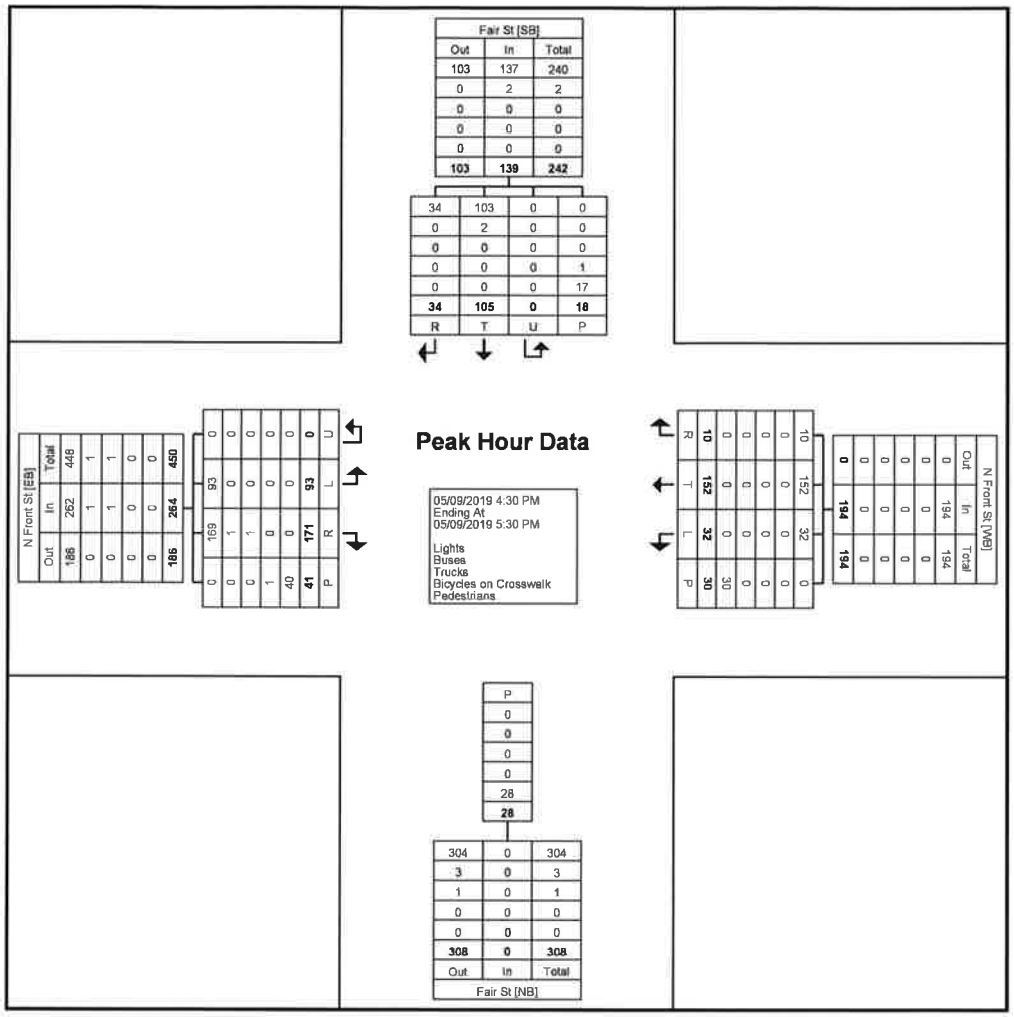
Kingston, NY
N Front St & Fair St
Thursday, Maay 9, 2019
Location: 41.935234, -74.019545

Count Name: N Front St & Fair St
Site Code:
Start Date: 05/09/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	N Front St Eastbound					N Front St Westbound					Fair St Northbound		Fair St Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
4:30 PM	28	45	0	14	73	5	34	4	4	43	12	0	29	10	0	5	39	155
4:45 PM	18	36	0	9	54	12	36	3	9	51	7	0	23	5	0	5	28	133
5:00 PM	26	40	0	12	66	11	33	2	14	46	5	0	22	10	0	7	32	144
5:15 PM	21	50	0	6	71	4	49	1	3	54	4	0	31	9	0	1	40	165
Total	93	171	0	41	264	32	152	10	30	194	28	0	105	34	0	18	139	597
Approach %	35.2	64.8	0.0	-	-	16.5	78.4	5.2	-	-	-	-	75.5	24.5	0.0	-	-	-
Total %	15.6	28.6	0.0	-	44.2	5.4	25.5	1.7	-	32.5	-	0.0	17.6	5.7	0.0	-	23.3	-
PHF	0.830	0.855	0.000	-	0.904	0.667	0.776	0.625	-	0.898	-	0.000	0.847	0.850	0.000	-	0.869	0.905
Lights	93	169	0	-	262	32	152	10	-	194	-	0	103	34	0	-	137	593
% Lights	100.0	98.8	-	-	99.2	100.0	100.0	100.0	-	100.0	-	-	98.1	100.0	-	-	98.6	99.3
Buses	0	1	0	-	1	0	0	0	-	0	-	0	2	0	0	-	2	3
% Buses	0.0	0.6	-	-	0.4	0.0	0.0	0.0	-	0.0	-	-	1.9	0.0	-	-	1.4	0.5
Trucks	0	1	0	-	1	0	0	0	-	0	-	0	0	0	0	-	0	1
% Trucks	0.0	0.6	-	-	0.4	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	2.4	-	-	-	-	0.0	-	0.0	-	-	-	-	5.6	-	-
Pedestrians	-	-	-	40	-	-	-	-	30	-	28	-	-	-	-	17	-	-
% Pedestrians	-	-	-	97.6	-	-	-	-	100.0	-	100.0	-	-	-	-	94.4	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)

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Kingston, NY
N Front St & Wall St
Thursday, May 9, 2019
Location: 41.935165, -74.020044

Count Name: N Front St & Wall St
Site Code:
Start Date: 05/09/2019
Page No: 1

Turning Movement Data

Start Time	N Front St Eastbound				N Front St Westbound				Wall St Northbound				
	Thru	U-Turn	Peds	App. Total	Thru	U-Turn	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
4:00 PM	40	0	24	40	46	0	13	46	45	12	18	57	143
4:15 PM	27	0	14	27	54	0	9	54	39	24	7	63	144
4:30 PM	42	0	15	42	46	0	10	46	47	33	12	80	168
4:45 PM	33	0	6	33	41	0	13	41	49	22	12	71	145
Hourly Total	142	0	59	142	187	0	45	187	180	91	49	271	600
5:00 PM	39	0	13	39	44	0	14	44	68	27	4	95	178
5:15 PM	40	0	10	40	59	0	8	59	44	32	8	76	175
5:30 PM	37	0	15	37	56	0	4	56	45	10	5	55	148
5:45 PM	38	0	4	38	59	0	1	59	39	12	11	51	148
Hourly Total	154	0	42	154	218	0	27	218	196	81	28	277	649
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	296	0	101	296	405	0	72	405	377	172	77	549	1250
Approach %	100.0	0.0	-	-	100.0	0.0	-	-	68.7	31.3	-	-	-
Total %	23.7	0.0	-	23.7	32.4	0.0	-	32.4	30.2	13.8	-	43.9	-
Lights	295	0	-	295	402	0	-	402	367	167	-	534	1231
% Lights	99.7	-	-	99.7	99.3	-	-	99.3	97.3	97.1	-	97.3	98.5
Buses	1	0	-	1	0	0	-	0	1	2	-	3	4
% Buses	0.3	-	-	0.3	0.0	-	-	0.0	0.3	1.2	-	0.5	0.3
Trucks	0	0	-	0	3	0	-	3	9	3	-	12	15
% Trucks	0.0	-	-	0.0	0.7	-	-	0.7	2.4	1.7	-	2.2	1.2
Bicycles on Crosswalk	-	-	2	-	-	-	1	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	2.0	-	-	-	1.4	-	-	-	2.6	-	-
Pedestrians	-	-	99	-	-	-	71	-	-	-	75	-	-
% Pedestrians	-	-	98.0	-	-	-	98.6	-	-	-	97.4	-	-

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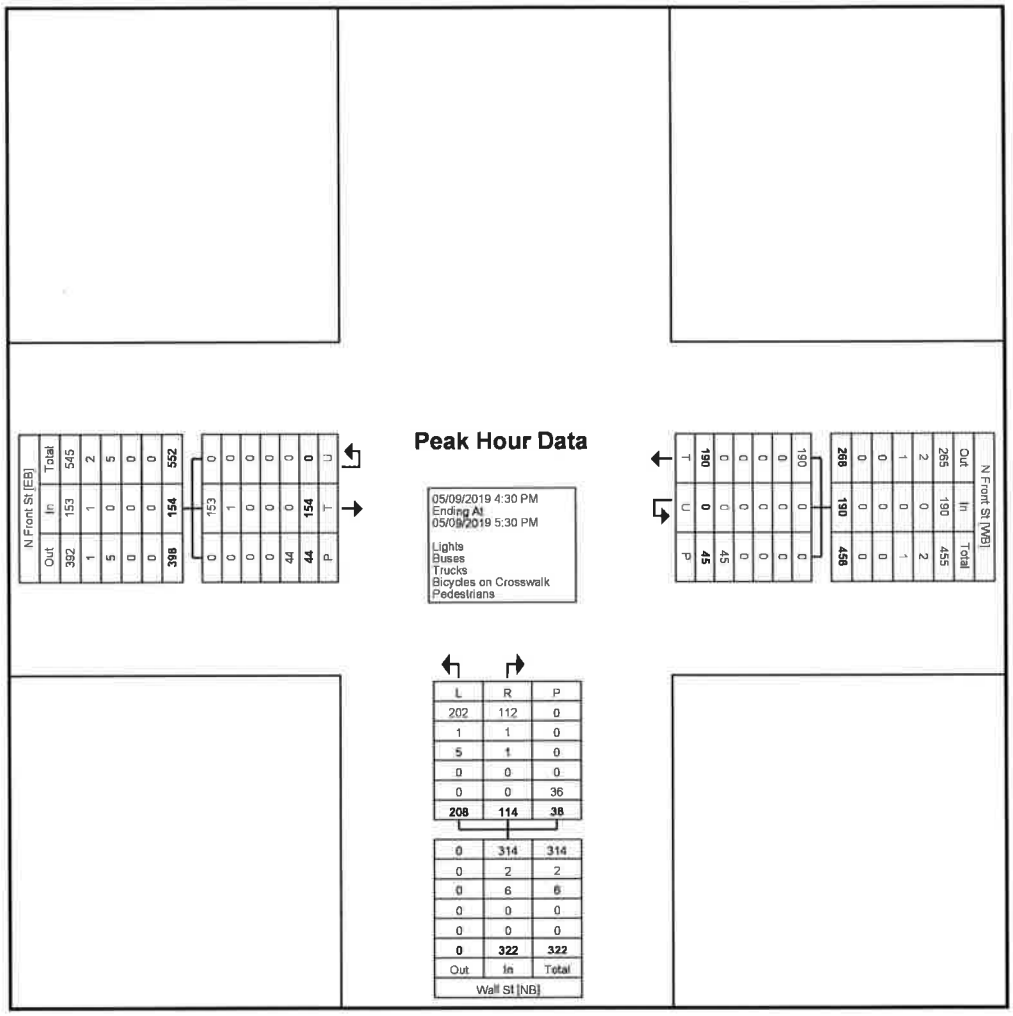
Kingston, NY
N.Front St & Wall St
Thursday, May 9, 2019
Location: 41.935165, -74.020044

Count Name: N Front St & Wall St
Site Code:
Start Date: 05/09/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	N Front St Eastbound				N Front St Westbound				Wall St Northbound				
	Thru	U-Turn	Peds	App. Total	Thru	U-Turn	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
4:30 PM	42	0	15	42	46	0	10	46	47	33	12	80	168
4:45 PM	33	0	6	33	41	0	13	41	49	22	12	71	145
5:00 PM	39	0	13	39	44	0	14	44	68	27	4	95	178
5:15 PM	40	0	10	40	59	0	8	59	44	32	8	76	175
Total	154	0	44	154	190	0	45	190	208	114	36	322	666
Approach %	100.0	0.0	-	-	100.0	0.0	-	-	64.6	35.4	-	-	-
Total %	23.1	0.0	-	23.1	28.5	0.0	-	28.5	31.2	17.1	-	48.3	-
PHF	0.917	0.000	-	0.917	0.805	0.000	-	0.805	0.765	0.864	-	0.847	0.935
Lights	153	0	-	153	190	0	-	190	202	112	-	314	657
% Lights	99.4	-	-	99.4	100.0	-	-	100.0	97.1	98.2	-	97.5	98.6
Buses	1	0	-	1	0	0	-	0	1	1	-	2	3
% Buses	0.6	-	-	0.6	0.0	-	-	0.0	0.5	0.9	-	0.6	0.5
Trucks	0	0	-	0	0	0	-	0	5	1	-	6	6
% Trucks	0.0	-	-	0.0	0.0	-	-	0.0	2.4	0.9	-	1.9	0.9
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	44	-	-	-	45	-	-	-	36	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)

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Kingston, NY
Schwenk Dr & Fair St
Thursday, May 9, 2019
Location: 41.936411, -74.019825

Count Name: Schwenk Dr & Fair St & Kingston Plaza
Site Code:
Start Date: 05/09/2019
Page No: 1

Turning Movement Data

Start Time	Schwenk Dr Eastbound							Schwenk Dr Westbound							Fair St Northbound							Kingston Plaza Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:00 PM	89	46	4	4	0	1	143	0	46	2	7	0	10	55	2	12	0	0	0	1	14	8	14	22	78	0	0	122	334
4:15 PM	93	32	2	13	0	0	140	0	58	6	11	0	5	75	10	9	0	1	0	2	20	10	17	26	75	0	0	128	363
4:30 PM	96	42	7	9	0	3	154	1	43	2	9	0	12	55	17	16	0	2	0	4	35	11	20	27	84	0	2	142	386
4:45 PM	91	28	2	9	0	2	130	0	51	4	6	0	7	61	7	14	0	1	0	2	22	10	18	30	66	0	1	124	337
Hourly Total	369	148	15	35	0	6	567	1	198	14	33	0	34	246	36	51	0	4	0	9	91	39	69	105	303	0	3	516	1420
5:00 PM	83	42	1	9	0	4	135	1	57	3	7	0	11	68	16	17	0	1	0	3	34	13	15	29	73	0	1	130	367
5:15 PM	98	47	2	9	0	0	156	1	36	6	6	0	6	49	5	15	1	2	0	1	23	15	26	46	79	0	2	166	394
5:30 PM	77	49	3	7	0	3	136	0	50	8	2	0	3	60	2	13	0	1	0	0	16	10	18	57	79	0	2	164	376
5:45 PM	82	33	4	12	0	1	131	1	45	7	2	0	5	55	4	4	0	2	0	0	10	16	11	78	41	0	0	146	342
Hourly Total	340	171	10	37	0	8	558	3	188	24	17	0	25	232	27	49	1	6	0	4	83	54	70	210	272	0	5	606	1479
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	709	319	25	72	0	14	1125	4	386	38	50	0	59	478	63	100	1	10	0	13	174	93	139	315	575	0	8	1122	2899
Approach %	63.0	28.4	2.2	6.4	0.0	-	-	0.8	80.8	7.9	10.5	0.0	-	-	36.2	57.5	0.6	5.7	0.0	-	-	8.3	12.4	28.1	51.2	0.0	-	-	-
Total %	24.5	11.0	0.9	2.5	0.0	-	38.8	0.1	13.3	1.3	1.7	0.0	-	16.5	2.2	3.4	0.0	0.3	0.0	-	6.0	3.2	4.8	10.9	19.8	0.0	-	38.7	-
Lights	696	316	24	69	0	-	1105	4	383	38	50	0	-	475	63	100	1	10	0	-	174	87	136	310	566	0	-	1099	2853
% Lights	98.2	99.1	96.0	95.8	-	-	98.2	100.0	99.2	100.0	100.0	-	-	99.4	100.0	100.0	100.0	100.0	-	-	100.0	93.5	97.8	98.4	98.4	-	-	98.0	98.4
Buses	12	3	1	1	0	-	17	0	1	0	0	0	-	1	0	0	0	0	0	-	0	6	3	5	8	0	-	22	40
% Buses	1.7	0.9	4.0	1.4	-	-	1.5	0.0	0.3	0.0	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	6.5	2.2	1.6	1.4	-	-	2.0	1.4
Trucks	1	0	0	2	0	-	3	0	2	0	0	0	-	2	0	0	0	0	0	-	0	0	0	0	1	0	-	1	6
% Trucks	0.1	0.0	0.0	2.8	-	-	0.3	0.0	0.5	0.0	0.0	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.2	-	-	0.1	0.2
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	5	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	8.5	-	-	-	-	-	-	7.7	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	14	-	-	-	-	-	-	54	-	-	-	-	-	-	12	-	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	91.5	-	-	-	-	-	-	92.3	-	-	-	-	-	-	100.0	-	-

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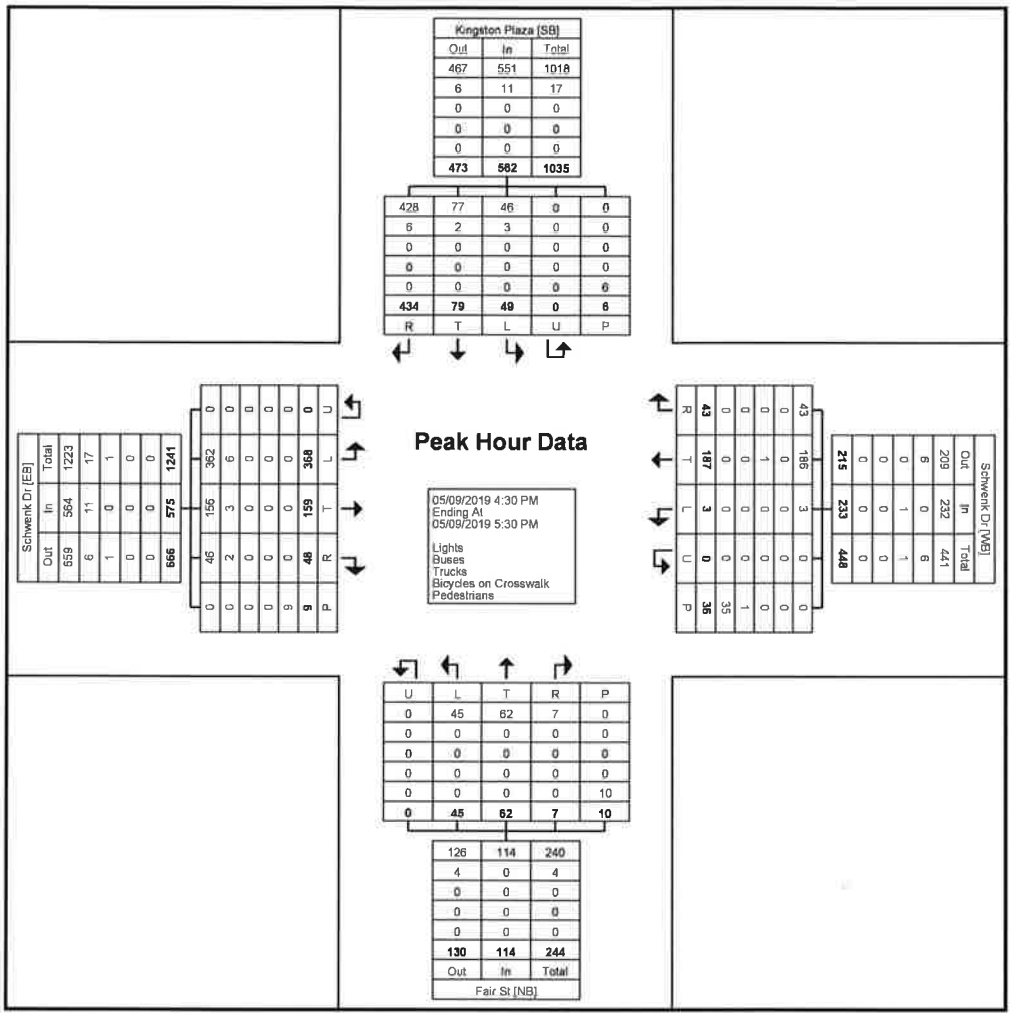
Kingston, NY
Schwenk Dr & Fair St
Thursday, May 9, 2019
Location: 41.936411, -74.019825

Count Name: Schwenk Dr & Fair St & Kingston Plaza
Site Code:
Start Date: 05/09/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Schwenk Dr Eastbound							Schwenk Dr Westbound							Fair St Northbound							Kingston Plaza Southbound							
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
4:30 PM	96	42	7	9	0	3	154	1	43	2	9	0	12	55	17	16	0	2	0	4	35	11	20	27	84	0	2	142	386
4:45 PM	91	28	2	9	0	2	130	0	51	4	6	0	7	61	7	14	0	1	0	2	22	10	18	30	66	0	1	124	337
5:00 PM	83	42	1	9	0	4	135	1	57	3	7	0	11	68	16	17	0	1	0	3	34	13	15	29	73	0	1	130	367
5:15 PM	98	47	2	9	0	0	156	1	36	6	6	0	6	49	5	15	1	2	0	1	23	15	26	46	79	0	2	166	394
Total	368	159	12	36	0	9	575	3	187	15	28	0	36	233	45	62	1	6	0	10	114	49	79	132	302	0	6	562	1484
Approach %	64.0	27.7	2.1	6.3	0.0	-	-	1.3	80.3	6.4	12.0	0.0	-	-	39.5	54.4	0.9	5.3	0.0	-	-	8.7	14.1	23.5	53.7	0.0	-	-	-
Total %	24.8	10.7	0.8	2.4	0.0	-	38.7	0.2	12.6	1.0	1.9	0.0	-	15.7	3.0	4.2	0.1	0.4	0.0	-	7.7	3.3	5.3	8.9	20.4	0.0	-	37.9	-
PHF	0.93 9	0.846	0.429	1.000	0.000	-	0.921	0.750	0.820	0.625	0.778	0.000	-	0.857	0.662	0.912	0.250	0.750	0.000	-	0.814	0.817	0.760	0.717	0.899	0.000	-	0.846	0.942
Lights	362	156	11	35	0	-	564	3	186	15	28	0	-	232	45	62	1	6	0	-	114	46	77	129	299	0	-	551	1461
% Lights	98.4	98.1	91.7	97.2	-	-	98.1	100.0	99.5	100.0	100.0	-	-	99.6	100.0	100.0	100.0	100.0	-	-	100.0	93.9	97.5	97.7	99.0	-	-	98.0	98.5
Buses	6	3	1	1	0	-	11	0	0	0	0	0	-	0	0	0	0	0	0	-	0	3	2	3	3	0	-	11	22
% Buses	1.6	1.9	8.3	2.8	-	-	1.9	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	6.1	2.5	2.3	1.0	-	-	2.0	1.5
Trucks	0	0	0	0	0	-	0	0	1	0	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1
% Trucks	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.5	0.0	0.0	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	2.8	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	-	35	-	-	-	-	-	-	10	-	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	97.2	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)

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Kingston, NY
Scwhenk Dr & Clinton Ave
Thursday, May 9, 2019
Location: 41.934891, -74.018129

Count Name: Scwhenk Dr & Clinton Ave
Site Code:
Start Date: 05/09/2019

Turning Movement Data

Start Time	N Front St Eastbound		Clinton Ave Northbound					Schwenk Dr Southbound					
	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:00 PM	0	0	47	55	0	0	102	53	0	0	0	53	155
4:15 PM	0	0	47	76	0	0	123	44	0	0	0	44	167
4:30 PM	0	0	46	55	0	0	101	54	0	0	0	54	155
4:45 PM	0	0	49	62	0	0	111	38	0	0	0	38	149
Hourly Total	0	0	189	248	0	0	437	189	0	0	0	189	626
5:00 PM	0	0	47	67	0	0	114	58	0	0	0	58	172
5:15 PM	0	0	56	47	0	0	103	64	0	0	0	64	167
5:30 PM	0	0	53	60	0	0	113	60	0	0	0	60	173
5:45 PM	0	0	56	55	0	0	111	50	0	0	0	50	161
Hourly Total	0	0	212	229	0	0	441	232	0	0	0	232	673
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	401	477	0	0	878	421	0	0	0	421	1299
Approach %	-	-	45.7	54.3	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	-	0.0	30.9	36.7	0.0	-	67.6	32.4	0.0	0.0	-	32.4	-
Lights	-	0	398	474	0	-	872	411	0	0	-	411	1283
% Lights	-	-	99.3	99.4	-	-	99.3	97.6	-	-	-	97.6	98.8
Buses	-	0	0	1	0	-	1	10	0	0	-	10	11
% Buses	-	-	0.0	0.2	-	-	0.1	2.4	-	-	-	2.4	0.8
Trucks	-	0	3	2	0	-	5	0	0	0	-	0	5
% Trucks	-	-	0.7	0.4	-	-	0.6	0.0	-	-	-	0.0	0.4
Bicycles on Crosswalk	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

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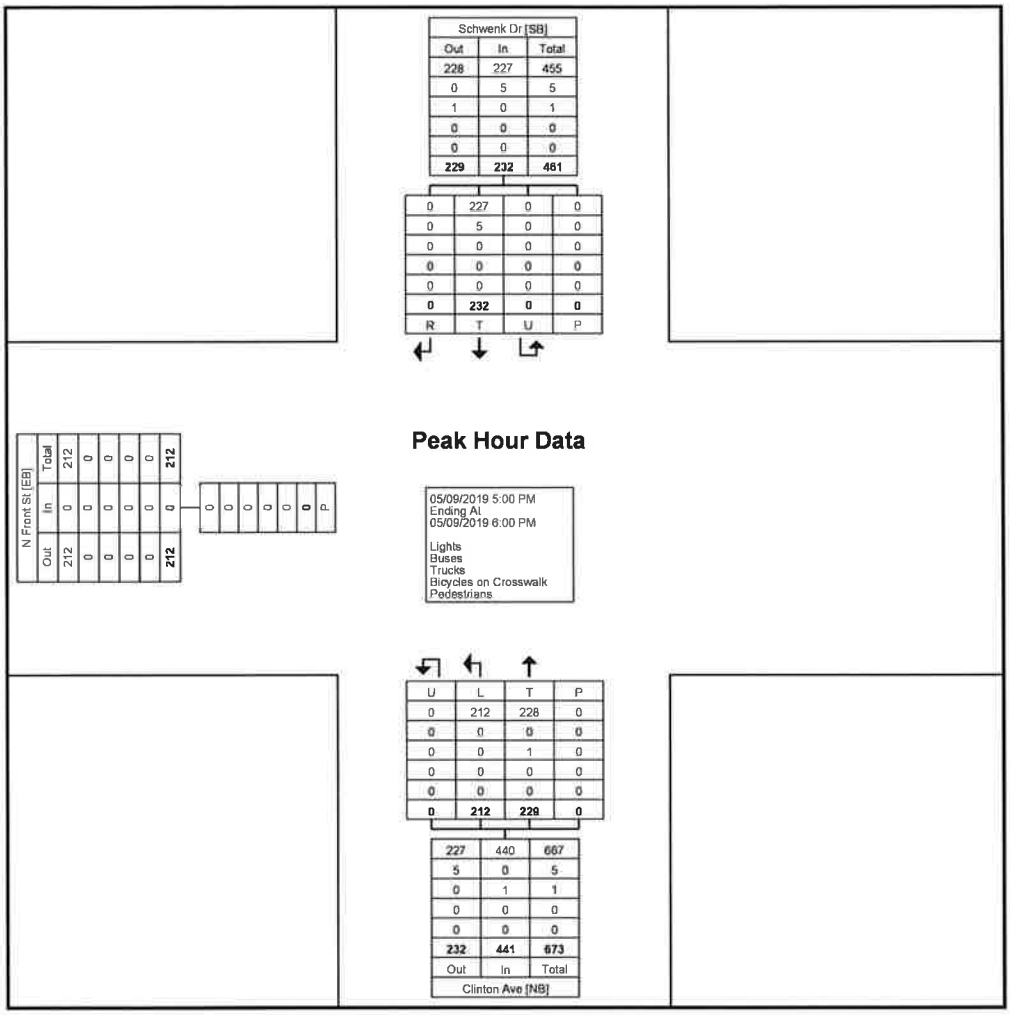
Kingston, NY
Scwhenk Dr & Clinton Ave
Thursday, May 9, 2019
Location: 41.934891, -74.018129

Count Name: Scwhenk Dr & Clinton Ave
Site Code:
Start Date: 05/09/2019

Turning Movement Peak Hour Data (5:00 PM)

Start Time	N Front St Eastbound		Clinton Ave Northbound					Schwenk Dr Southbound					
	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
5:00 PM	0	0	47	67	0	0	114	58	0	0	0	58	172
5:15 PM	0	0	56	47	0	0	103	64	0	0	0	64	167
5:30 PM	0	0	53	60	0	0	113	60	0	0	0	60	173
5:45 PM	0	0	56	55	0	0	111	50	0	0	0	50	161
Total	0	0	212	229	0	0	441	232	0	0	0	232	673
Approach %	-	-	48.1	51.9	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	-	0.0	31.5	34.0	0.0	-	65.5	34.5	0.0	0.0	-	34.5	-
PHF	-	0.000	0.946	0.854	0.000	-	0.967	0.906	0.000	0.000	-	0.906	0.973
Lights	-	0	212	228	0	-	440	227	0	0	-	227	667
% Lights	-	-	100.0	99.6	-	-	99.8	97.8	-	-	-	97.8	99.1
Buses	-	0	0	0	0	-	0	5	0	0	-	5	5
% Buses	-	-	0.0	0.0	-	-	0.0	2.2	-	-	-	2.2	0.7
Trucks	-	0	0	1	0	-	1	0	0	0	-	0	1
% Trucks	-	-	0.0	0.4	-	-	0.2	0.0	-	-	-	0.0	0.1
Bicycles on Crosswalk	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (5:00 PM)

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Kingston, NY
Scwhenk Dr & Washington Ave
Thursday, May 9, 2019
Location: 41.936416, -74.02551

Count Name: Scwhenk Dr & Washington Ave
Site Code:
Start Date: 05/09/2019

Turning Movement Data

Start Time	Hurley Ave Eastbound							Schwenk Dr Westbound							Washington Ave Northbound							Washington Ave Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:00 PM	54	38	0	0	0	0	92	25	48	64	10	1	1	148	20	138	6	0	0	2	164	80	145	35	11	0	0	271	675
4:15 PM	54	41	1	0	0	0	96	24	42	80	22	0	0	168	25	118	8	0	0	0	151	73	134	28	17	0	0	252	667
4:30 PM	58	35	0	0	0	0	93	33	48	77	28	1	0	187	15	125	11	0	0	0	151	68	130	44	17	0	0	259	690
4:45 PM	59	46	1	0	0	0	106	28	37	72	21	0	0	158	17	148	8	0	0	1	173	65	130	35	16	0	2	246	683
Hourly Total	225	160	2	0	0	0	387	110	175	293	81	2	1	661	77	529	33	0	0	3	639	286	539	142	61	0	2	1028	2715
5:00 PM	52	32	0	0	0	0	84	30	40	96	51	1	0	218	16	135	5	0	0	0	156	75	132	27	17	0	0	251	709
5:15 PM	53	36	1	0	0	0	90	28	48	68	31	2	0	177	23	144	9	3	0	0	179	73	126	40	20	0	0	259	705
5:30 PM	52	44	0	0	0	0	96	24	51	62	24	0	1	161	22	134	14	1	0	0	171	66	135	28	26	0	2	255	683
5:45 PM	36	38	0	0	0	0	74	24	55	60	21	0	0	160	19	135	7	0	0	0	161	74	120	21	16	0	1	231	626
Hourly Total	193	150	1	0	0	0	344	106	194	286	127	3	1	716	80	548	35	4	0	0	667	288	513	116	79	0	3	996	2723
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
Grand Total	418	310	3	0	0	0	731	216	369	579	208	5	2	1377	157	1079	68	4	0	3	1308	574	1052	258	140	0	5	2024	5440
Approach %	57.2	42.4	0.4	0.0	0.0	-	-	15.7	26.8	42.0	15.1	0.4	-	-	12.0	82.5	5.2	0.3	0.0	-	-	28.4	52.0	12.7	6.9	0.0	-	-	-
Total %	7.7	5.7	0.1	0.0	0.0	-	13.4	4.0	6.8	10.6	3.8	0.1	-	25.3	2.9	19.8	1.3	0.1	0.0	-	24.0	10.6	19.3	4.7	2.6	0.0	-	37.2	-
Lights	415	306	3	0	0	-	724	213	365	572	204	5	-	1359	153	1067	66	4	0	-	1290	562	1032	254	139	0	-	1987	5360
% Lights	99.3	98.7	100.0	-	-	-	99.0	98.6	98.9	98.8	98.1	100.0	-	98.7	97.5	98.9	97.1	100.0	-	-	98.6	97.9	98.1	98.4	99.3	-	-	98.2	98.5
Buses	0	3	0	0	0	-	3	3	4	2	3	0	-	12	3	2	2	0	0	-	7	9	10	3	0	0	-	22	44
% Buses	0.0	1.0	0.0	-	-	-	0.4	1.4	1.1	0.3	1.4	0.0	-	0.9	1.9	0.2	2.9	0.0	-	-	0.5	1.6	1.0	1.2	0.0	-	-	1.1	0.8
Trucks	3	1	0	0	0	-	4	0	0	5	1	0	-	6	1	10	0	0	0	-	11	3	10	1	1	0	-	15	36
% Trucks	0.7	0.3	0.0	-	-	-	0.5	0.0	0.0	0.9	0.5	0.0	-	0.4	0.6	0.9	0.0	0.0	-	-	0.8	0.5	1.0	0.4	0.7	-	-	0.7	0.7
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	3	-	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

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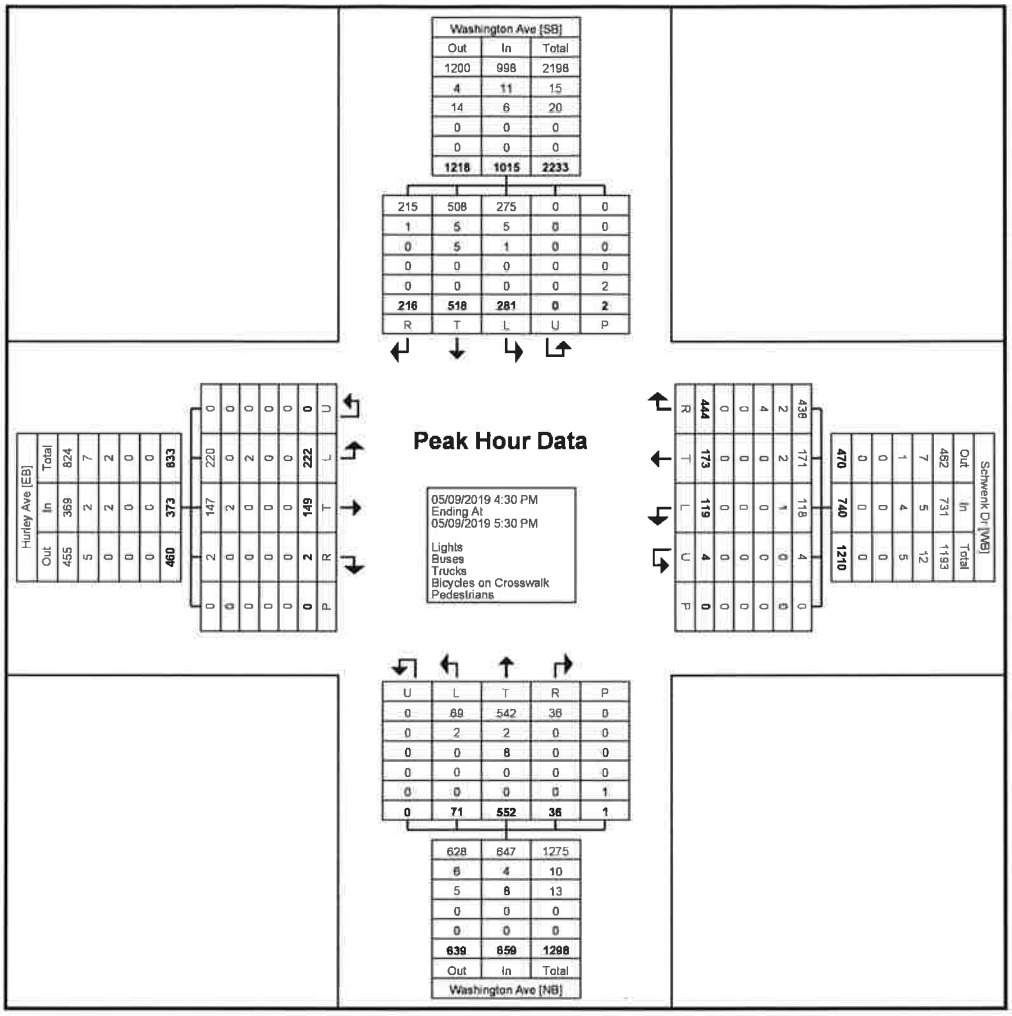
Kingston, NY
Scwhenk Dr & Washington Ave
Thursday, May 9, 2019
Location: 41.936416, -74.02551

Count Name: Scwhenk Dr & Washington Ave
Site Code:
Start Date: 05/09/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Hurley Ave Eastbound							Schwenk Dr Westbound							Washington Ave Northbound							Washington Ave Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:30 PM	58	35	0	0	0	0	93	33	48	77	28	1	0	187	15	125	11	0	0	0	151	68	130	44	17	0	0	259	690
4:45 PM	59	46	1	0	0	0	106	28	37	72	21	0	0	158	17	148	8	0	0	1	173	65	130	35	16	0	2	246	683
5:00 PM	52	32	0	0	0	0	84	30	40	96	51	1	0	218	16	135	5	0	0	0	156	75	132	27	17	0	0	251	709
5:15 PM	53	36	1	0	0	0	90	28	48	68	31	2	0	177	23	144	9	3	0	0	179	73	126	40	20	0	0	259	705
Total	222	149	2	0	0	0	373	119	173	313	131	4	0	740	71	552	33	3	0	1	659	281	518	146	70	0	2	1015	2787
Approach %	59.5	39.9	0.5	0.0	0.0	-	-	16.1	23.4	42.3	17.7	0.5	-	-	10.8	83.8	5.0	0.5	0.0	-	-	27.7	51.0	14.4	6.9	0.0	-	-	-
Total %	8.0	5.3	0.1	0.0	0.0	-	13.4	4.3	6.2	11.2	4.7	0.1	-	26.6	2.5	19.8	1.2	0.1	0.0	-	23.6	10.1	18.6	5.2	2.5	0.0	-	36.4	-
PHF	0.941	0.810	0.500	0.000	0.000	-	0.880	0.902	0.901	0.815	0.642	0.500	-	0.849	0.772	0.932	0.750	0.250	0.000	-	0.920	0.937	0.981	0.830	0.875	0.000	-	0.980	0.983
Lights	220	147	2	0	0	-	369	118	171	308	130	4	-	731	69	542	33	3	0	-	647	275	508	145	70	0	-	998	2745
% Lights	99.1	98.7	100.0	-	-	-	98.9	99.2	98.8	98.4	99.2	100.0	-	98.8	97.2	98.2	100.0	100.0	-	-	98.2	97.9	98.1	99.3	100.0	-	-	98.3	98.5
Buses	0	2	0	0	0	-	2	1	2	2	0	0	-	5	2	2	0	0	0	-	4	5	5	1	0	0	-	11	22
% Buses	0.0	1.3	0.0	-	-	-	0.5	0.8	1.2	0.6	0.0	0.0	-	0.7	2.8	0.4	0.0	0.0	-	-	0.6	1.8	1.0	0.7	0.0	-	-	1.1	0.8
Trucks	2	0	0	0	0	-	2	0	0	3	1	0	-	4	0	8	0	0	0	-	8	1	5	0	0	0	-	6	20
% Trucks	0.9	0.0	0.0	-	-	-	0.5	0.0	0.0	1.0	0.8	0.0	-	0.5	0.0	1.4	0.0	0.0	-	-	1.2	0.4	1.0	0.0	0.0	-	-	0.6	0.7
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)

TRI-STATE TRAFFIC DATA

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Kingston, NY
Washington Ave & N Front St
Thursday, May 9, 2019
Location: 41.935105, -74.024852

Count Name: Washington Ave & N Front St
Site Code:
Start Date: 05/09/2019
Page No: 1

Turning Movement Data

Start Time	Grandma Brown Ln Eastbound							N Front St Westbound							Washington Ave Northbound							Washington Ave Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:00 PM	35	13	0	1	0	0	49	8	33	38	11	0	1	90	6	88	7	4	0	4	105	21	65	57	44	0	2	187	431
4:15 PM	42	20	0	0	0	0	62	9	34	20	15	0	0	78	5	83	11	13	0	0	112	30	66	42	54	0	0	192	444
4:30 PM	34	30	0	0	0	1	64	6	41	22	14	0	0	83	3	81	12	9	0	2	105	31	70	55	26	0	0	182	434
4:45 PM	47	19	2	1	0	0	69	7	36	21	26	0	0	90	5	83	12	13	0	1	113	39	65	54	13	0	0	171	443
Hourly Total	158	82	2	2	0	1	244	30	144	101	66	0	1	341	19	335	42	39	0	7	435	121	266	208	137	0	2	732	1752
5:00 PM	48	23	2	0	0	3	73	11	30	51	17	0	0	109	2	44	1	8	0	7	55	31	82	35	36	0	1	184	421
5:15 PM	51	27	1	0	0	0	79	9	36	27	9	0	0	81	3	93	10	16	0	2	122	38	61	52	20	0	0	171	453
5:30 PM	63	28	3	0	0	1	94	8	40	31	14	0	0	93	5	67	5	8	0	2	85	25	82	63	16	0	0	186	458
5:45 PM	78	25	2	0	0	1	105	7	33	19	4	0	0	63	2	58	5	4	0	1	69	30	67	23	41	0	1	161	398
Hourly Total	240	103	8	0	0	5	351	35	139	128	44	0	0	346	12	262	21	36	0	12	331	124	292	173	113	0	2	702	1730
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	398	185	10	2	0	6	595	65	283	229	110	0	1	687	31	597	63	75	0	19	766	245	558	381	250	0	4	1434	3482
Approach %	66.9	31.1	1.7	0.3	0.0	-	-	9.5	41.2	33.3	16.0	0.0	-	-	4.0	77.9	8.2	9.8	0.0	-	-	17.1	38.9	26.6	17.4	0.0	-	-	-
Total %	11.4	5.3	0.3	0.1	0.0	-	17.1	1.9	8.1	6.6	3.2	0.0	-	19.7	0.9	17.1	1.8	2.2	0.0	-	22.0	7.0	16.0	10.9	7.2	0.0	-	41.2	-
Lights	395	183	10	2	0	-	590	63	282	221	108	0	-	674	31	587	62	74	0	-	754	244	537	376	247	0	-	1404	3422
% Lights	99.2	98.9	100.0	100.0	-	-	99.2	96.9	99.6	96.5	98.2	-	-	98.1	100.0	98.3	98.4	98.7	-	-	98.4	99.6	96.2	98.7	98.8	-	-	97.9	98.3
Buses	0	1	0	0	0	-	1	0	0	2	1	0	-	3	0	3	1	1	0	-	5	1	7	5	1	0	-	14	23
% Buses	0.0	0.5	0.0	0.0	-	-	0.2	0.0	0.0	0.9	0.9	-	-	0.4	0.0	0.5	1.6	1.3	-	-	0.7	0.4	1.3	1.3	0.4	-	-	1.0	0.7
Trucks	3	1	0	0	0	-	4	2	1	6	1	0	-	10	0	7	0	0	0	-	7	0	14	0	2	0	-	16	37
% Trucks	0.8	0.5	0.0	0.0	-	-	0.7	3.1	0.4	2.6	0.9	-	-	1.5	0.0	1.2	0.0	0.0	-	-	0.9	0.0	2.5	0.0	0.8	-	-	1.1	1.1
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	16.7	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	-	1	-	-	-	-	-	-	19	-	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	83.3	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

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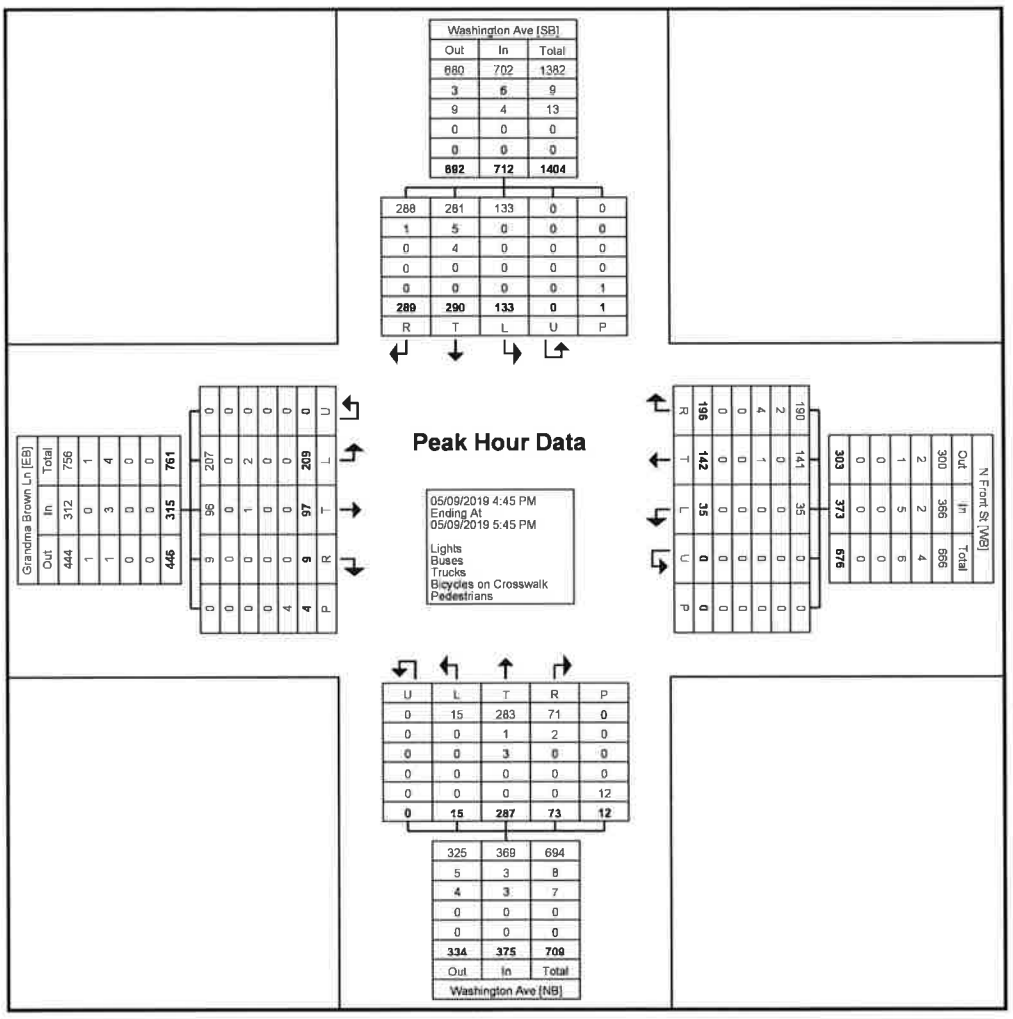
Kingston, NY
Washington Ave & N Front St
Thursday, May 9, 2019
Location: 41.935105, -74.024852

Count Name: Washington Ave & N Front St
Site Code:
Start Date: 05/09/2019

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Grandma Brown Ln Eastbound							N Front St Westbound							Washington Ave Northbound							Washington Ave Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:45 PM	47	19	2	1	0	0	69	7	36	21	26	0	0	90	5	83	12	13	0	1	113	39	65	54	13	0	0	171	443
5:00 PM	48	23	2	0	0	3	73	11	30	51	17	0	0	109	2	44	1	8	0	7	55	31	82	35	36	0	1	184	421
5:15 PM	51	27	1	0	0	0	79	9	36	27	9	0	0	81	3	93	10	16	0	2	122	38	61	52	20	0	0	171	453
5:30 PM	63	28	3	0	0	1	94	8	40	31	14	0	0	93	5	67	5	8	0	2	85	25	82	63	16	0	0	186	458
Total	209	97	8	1	0	4	315	35	142	130	66	0	0	373	15	287	28	45	0	12	375	133	290	204	85	0	1	712	1775
Approach %	66.3	30.8	2.5	0.3	0.0	-	-	9.4	38.1	34.9	17.7	0.0	-	-	4.0	76.5	7.5	12.0	0.0	-	-	18.7	40.7	28.7	11.9	0.0	-	-	-
Total %	11.8	5.5	0.5	0.1	0.0	-	17.7	2.0	8.0	7.3	3.7	0.0	-	21.0	0.8	16.2	1.6	2.5	0.0	-	21.1	7.5	16.3	11.5	4.8	0.0	-	40.1	-
PHF	0.829	0.866	0.667	0.250	0.000	-	0.838	0.795	0.888	0.637	0.635	0.000	-	0.856	0.750	0.772	0.583	0.703	0.000	-	0.768	0.853	0.884	0.810	0.590	0.000	-	0.957	0.969
Lights	207	96	8	1	0	-	312	35	141	125	65	0	-	366	15	283	27	44	0	-	369	133	281	203	85	0	-	702	1749
% Lights	99.0	99.0	100.0	100.0	-	-	99.0	100.0	99.3	96.2	98.5	-	-	98.1	100.0	98.6	96.4	97.8	-	-	98.4	100.0	96.9	99.5	100.0	-	-	98.6	98.5
Buses	0	0	0	0	0	-	0	0	0	1	1	0	-	2	0	1	1	1	0	-	3	0	5	1	0	0	-	6	11
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.8	1.5	-	-	0.5	0.0	0.3	3.6	2.2	-	-	0.8	0.0	1.7	0.5	0.0	-	-	0.8	0.6
Trucks	2	1	0	0	0	-	3	0	1	4	0	0	-	5	0	3	0	0	0	-	3	0	4	0	0	0	-	4	15
% Trucks	1.0	1.0	0.0	0.0	-	-	1.0	0.0	0.7	3.1	0.0	-	-	1.3	0.0	1.0	0.0	0.0	-	-	0.8	0.0	1.4	0.0	0.0	-	-	0.6	0.8
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	-	12	-	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (4:45 PM)

Project No.: 118-025
Counted By: PJA
Location: Frog Alley/N. Front St
Comments: PM Peak

File Name : PM_Frog Alley-Front St_20190619
Site Code : 11802501
Start Date : 6/19/2019
Page No : 1

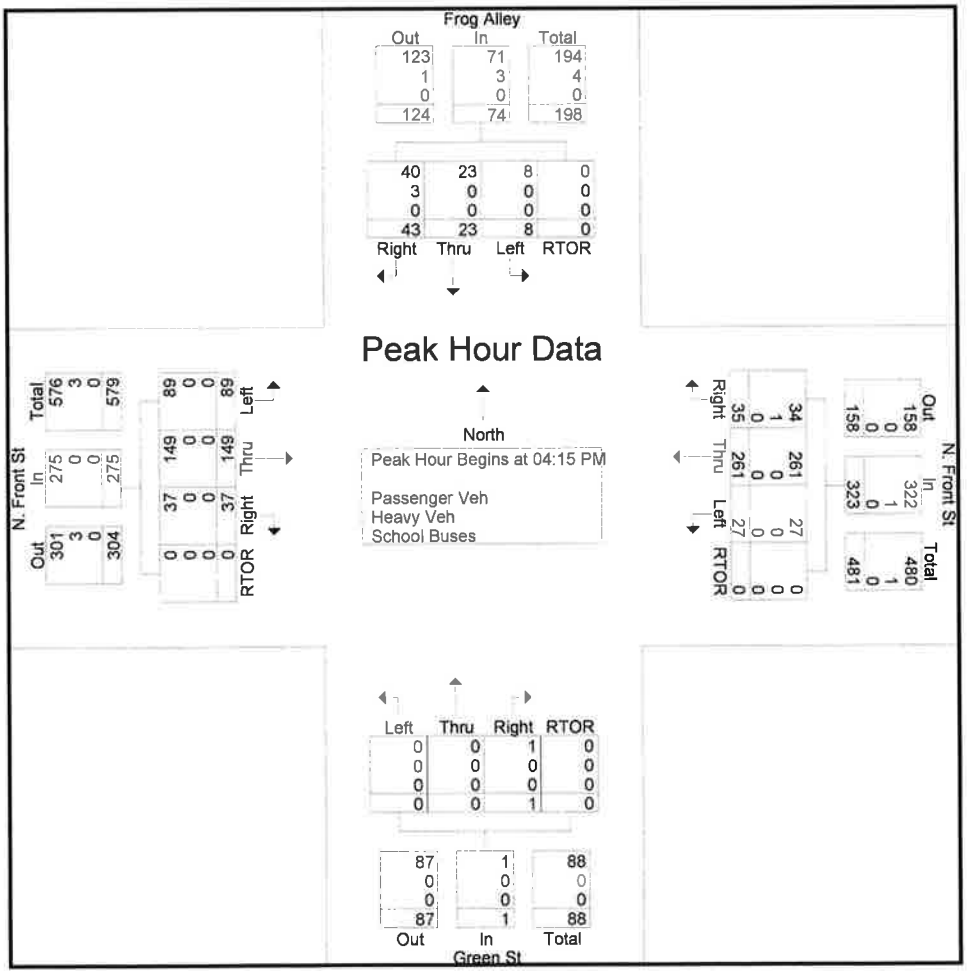
Groups Printed- Passenger Veh - Heavy Veh - School Buses

	Frog Alley Southbound					N. Front St Westbound					Green St Northbound					N. Front St Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	3	3	16	0	22	7	63	11	0	81	1	0	0	0	1	19	38	12	0	69	173
04:15 PM	2	5	3	0	10	3	65	4	0	72	0	0	1	0	1	19	47	6	0	72	155
04:30 PM	2	9	22	0	33	7	65	10	0	82	0	0	0	0	0	29	32	10	0	71	186
04:45 PM	1	6	6	0	13	5	61	10	0	76	0	0	0	0	0	22	27	6	0	55	144
Total	8	23	47	0	78	22	254	35	0	311	1	0	1	0	2	89	144	34	0	267	658
05:00 PM	3	3	12	0	18	12	70	11	0	93	0	0	0	0	0	19	43	15	0	77	188
05:15 PM	2	6	3	0	11	6	55	5	0	66	0	0	0	0	0	11	44	10	0	65	142
05:30 PM	2	3	9	0	14	6	58	6	0	70	0	0	0	0	0	17	34	10	0	61	145
05:45 PM	6	6	8	0	20	13	51	4	0	68	0	0	0	0	0	13	39	18	0	70	158
Total	13	18	32	0	63	37	234	26	0	297	0	0	0	0	0	60	160	53	0	273	633
Grand Total	21	41	79	0	141	59	488	61	0	608	1	0	1	0	2	149	304	87	0	540	1291
Apprch %	14.9	29.1	56	0		9.7	80.3	10	0		50	0	50	0		27.6	56.3	16.1	0		
Total %	1.6	3.2	6.1	0	10.9	4.6	37.8	4.7	0	47.1	0.1	0	0.1	0	0.2	11.5	23.5	6.7	0	41.8	
Passenger Veh	21	41	72	0	134	59	487	60	0	606	1	0	1	0	2	148	303	87	0	538	1280
% Passenger Veh	100	100	91.1	0	95	100	99.8	98.4	0	99.7	100	0	100	0	100	99.3	99.7	100	0	99.6	99.1
Heavy Veh	0	0	7	0	7	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	11
% Heavy Veh	0	0	8.9	0	5	0	0.2	1.6	0	0.3	0	0	0	0	0	0.7	0.3	0	0	0.4	0.9
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Creighton Manning

File Name : PM_Frog Alley-Front St_20190619
Site Code : 11802501
Start Date : 6/19/2019
Page No : 2

	Frog Alley Southbound					N. Front St Westbound					Green St Northbound					N. Front St Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:15:00 PM																					
4:15:00 PM	2	5	3	0	10	3	65	4	0	72	0	0	**1**	0	**1**	19	**47**	6	0	72	155
4:30:00 PM	2	**9**	**22**	0	**33**	7	65	10	0	82	0	0	0	0	0	**29**	32	10	0	71	186
4:45:00 PM	1	6	6	0	13	5	61	10	0	76	0	0	0	0	0	22	27	6	0	55	144
5:00:00 PM	**3**	3	12	0	18	**12**	**70**	**11**	0	**93**	0	0	0	0	0	19	43	**15**	0	**77**	**188**
Total Volume	8	23	43	0	74	27	261	35	0	323	0	0	1	0	1	89	149	37	0	275	673
% App. Total	10.8	31.1	58.1	0		8.4	80.8	10.8	0		0	0	100	0		32.4	54.2	13.5	0		
PHF	.667	.639	.489	.000	.561	.583	.932	.795	.000	.868	.000	.000	.250	.000	.250	.767	.793	.617	.000	.893	.895
Passenger Veh	8	23	40	0	71	27	261	34	0	322	0	0	1	0	1	89	149	37	0	275	669
% Passenger Veh	100	100	93.0	0	95.9	100	100	97.1	0	99.7	0	0	100	0	100	100	100	100	0	100	99.4
Heavy Veh	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
% Heavy Veh	0	0	7.0	0	4.1	0	0	2.9	0	0.3	0	0	0	0	0	0	0	0	0	0	0.6
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Creighton Manning

Project No.: 118-025
Counted By: MF
Location: Fair St, Kingston
Comments

File Name : 1118025pDrwy
Site Code : 11802501
Start Date : 7/2/2019
Page No : 1

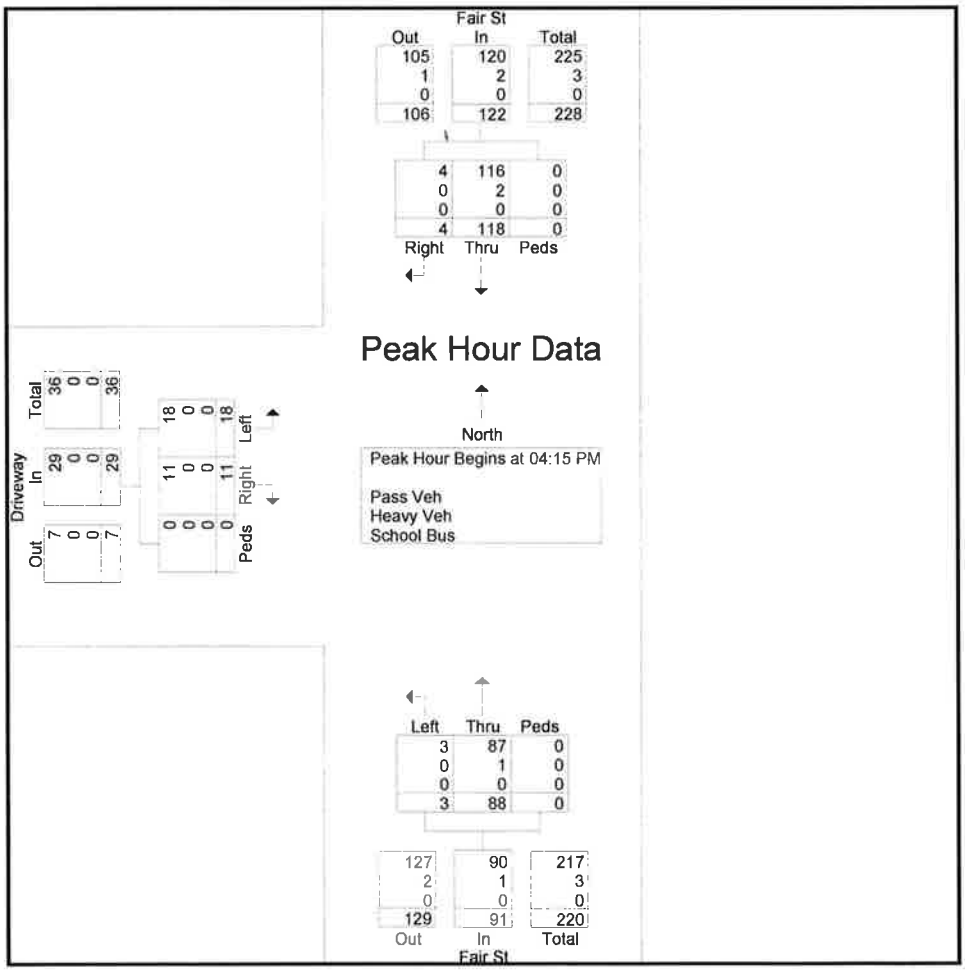
Groups Printed- Pass Veh - Heavy Veh - School Bus

	Fair St Southbound				Fair St Northbound				Driveway Eastbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	36	0	0	36	0	17	0	17	2	1	0	3	56
04:15 PM	32	1	0	33	1	17	0	18	4	0	0	4	55
04:30 PM	28	1	0	29	0	19	0	19	3	5	0	8	56
04:45 PM	28	1	0	29	0	19	0	19	2	0	0	2	50
Total	124	3	0	127	1	72	0	73	11	6	0	17	217
05:00 PM	30	1	0	31	2	33	0	35	9	6	0	15	81
05:15 PM	27	1	0	28	0	19	0	19	2	1	0	3	50
05:30 PM	29	0	0	29	2	14	0	16	0	1	0	1	46
05:45 PM	22	1	0	23	0	13	0	13	0	2	0	2	38
Total	108	3	0	111	4	79	0	83	11	10	0	21	215
Grand Total	232	6	0	238	5	151	0	156	22	16	0	38	432
Apprch %	97.5	2.5	0		3.2	96.8	0		57.9	42.1	0		
Total %	53.7	1.4	0	55.1	1.2	35	0	36.1	5.1	3.7	0	8.8	
Pass Veh	230	6	0	236	5	149	0	154	22	16	0	38	428
% Pass Veh	99.1	100	0	99.2	100	98.7	0	98.7	100	100	0	100	99.1
Heavy Veh	2	0	0	2	0	2	0	2	0	0	0	0	4
% Heavy Veh	0.9	0	0	0.8	0	1.3	0	1.3	0	0	0	0	0.9
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0

Project No.: 118-025
Counted By: MF
Location: Fair St, Kingston
Comments

File Name : 1118025pDrwy
Site Code : 11802501
Start Date : 7/2/2019
Page No : 2

	Fair St Southbound				Fair St Northbound				Driveway Eastbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 4:15:00 PM													
4:15:00 PM	**32**	**1**	0	**33**	1	17	0	18	4	0	0	4	55
4:30:00 PM	28	1	0	29	0	19	0	19	3	5	0	8	56
4:45:00 PM	28	1	0	29	0	19	0	19	2	0	0	2	50
5:00:00 PM	30	1	0	31	**2**	**33**	0	**35**	**9**	**6**	0	**15**	**81**
Total Volume	118	4	0	122	3	88	0	91	18	11	0	29	242
% App. Total	96.7	3.3	0		3.3	96.7	0		62.1	37.9	0		
PHF	.922	1.00	.000	.924	.375	.667	.000	.650	.500	.458	.000	.483	.747
Pass Veh	116	4	0	120	3	87	0	90	18	11	0	29	239
% Pass Veh	98.3	100	0	98.4	100	98.9	0	98.9	100	100	0	100	98.8
Heavy Veh	2	0	0	2	0	1	0	1	0	0	0	0	3
% Heavy Veh	1.7	0	0	1.6	0	1.1	0	1.1	0	0	0	0	1.2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0



Appendix C

Level of Service Analysis

Traffic Impact Study
The Kingstonian
City of Kingston, New York

LOS Definitions

The following is an excerpt from the 2010 Highway Capacity Manual (HCM).

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay *and* volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each LOS.

LOS A describes operations with a control delay of 10 s/veh or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the v/c ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and v/c ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

Level of Service Criteria for Unsignalized Intersections

Level of service (LOS) for Two-Way Stop-Controlled (TWSC) intersections is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns by using criteria given in Exhibit 19-1. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements. LOS F is assigned to the movement if the volume-to-capacity (v/c) ratio for the movement exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections are somewhat different from the criteria used in Chapter 18 for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce users' delay tolerance.

The LOS criteria for All-Way Stop-Controlled (AWSC) intersections are given in Exhibit 20-2. LOS F is assigned if the v/c ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

Exhibits 19-1/20-2:
Level-of-Service Criteria for Stop Controlled Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c ≥ 1.0
10.0	A	F
>10.0 and ≤ 15.0	B	F
>15.0 and ≤ 25.0	C	F
>25.0 and ≤ 35.0	D	F
>35.0 and ≤ 50.0	E	F
>50.0	F	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	149	2	119	173	444	71	552	36	281	518	216
Future Volume (veh/h)	222	149	2	119	173	444	71	552	36	281	518	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1856	1870	1870	1870	1870	1900
Adj Flow Rate, veh/h	227	152	2	121	177	319	72	563	34	287	529	149
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	3	2	2	2	2	0
Cap, veh/h	428	927	12	482	390	631	109	743	45	336	645	753
Arrive On Green	0.12	0.26	0.26	0.07	0.21	0.21	0.06	0.22	0.22	0.19	0.34	0.34
Sat Flow, veh/h	1795	3620	48	1795	1885	1593	1767	3405	205	1781	1870	1610
Grp Volume(v), veh/h	227	75	79	121	177	319	72	293	304	287	529	149
Grp Sat Flow(s),veh/h/ln	1795	1791	1876	1795	1885	1593	1767	1777	1833	1781	1870	1610
Q Serve(g_s), s	7.2	2.5	2.5	3.9	6.2	11.5	3.0	11.7	11.8	11.8	19.6	4.1
Cycle Q Clear(g_c), s	7.2	2.5	2.5	3.9	6.2	11.5	3.0	11.7	11.8	11.8	19.6	4.1
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	428	459	481	482	390	631	109	388	400	336	645	753
V/C Ratio(X)	0.53	0.16	0.16	0.25	0.45	0.51	0.66	0.76	0.76	0.85	0.82	0.20
Avail Cap(c_a), veh/h	469	591	619	564	696	890	350	586	605	494	765	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	21.9	21.9	21.1	26.3	17.3	34.8	27.7	27.8	29.7	22.7	11.8
Incr Delay (d2), s/veh	1.0	0.2	0.2	0.3	0.8	0.6	6.6	3.0	3.0	9.5	6.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.0	1.1	1.6	2.8	4.0	1.5	5.1	5.3	5.7	9.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	22.0	22.0	21.3	27.1	18.0	41.4	30.8	30.8	39.2	28.8	12.0
LnGrp LOS	C	C	C	C	C	B	D	C	C	D	C	B
Approach Vol, veh/h		381			617			669			965	
Approach Delay, s/veh		21.1			21.3			31.9			29.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	21.5	10.5	24.4	9.7	31.1	14.3	20.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	25.0	9.0	25.0	15.0	31.0	11.0	28.0
Max Q Clear Time (g_c+I1), s	13.8	13.8	5.9	4.5	5.0	21.6	9.2	13.5
Green Ext Time (p_c), s	0.5	2.8	0.1	0.7	0.1	2.8	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	97	9	35	142	196	15	287	73	133	290	289
Future Volume (veh/h)	209	97	9	35	142	196	15	287	73	133	290	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.98		0.97	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1856	1885	1885	1856	1900	1856	1900
Adj Flow Rate, veh/h	215	100	8	36	146	134	15	296	29	137	299	210
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	3	1	1	3	0	3	0
Cap, veh/h	491	738	59	118	358	488	71	420	362	367	751	840
Arrive On Green	0.12	0.43	0.43	0.23	0.23	0.23	0.23	0.23	0.23	0.09	0.41	0.41
Sat Flow, veh/h	1795	1720	138	206	1579	1531	36	1808	1559	1810	1856	1602
Grp Volume(v), veh/h	215	0	108	182	0	134	311	0	29	137	299	210
Grp Sat Flow(s),veh/h/ln	1795	0	1858	1785	0	1531	1845	0	1559	1810	1856	1602
Q Serve(g_s), s	5.1	0.0	2.1	0.0	0.0	3.9	1.1	0.0	0.9	3.2	6.9	4.3
Cycle Q Clear(g_c), s	5.1	0.0	2.1	5.0	0.0	3.9	9.2	0.0	0.9	3.2	6.9	4.3
Prop In Lane	1.00		0.07	0.20		1.00	0.05		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	491	0	797	477	0	488	491	0	362	367	751	840
V/C Ratio(X)	0.44	0.00	0.14	0.38	0.00	0.27	0.63	0.00	0.08	0.37	0.40	0.25
Avail Cap(c_a), veh/h	636	0	797	744	0	726	1117	0	907	505	1079	1123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	10.4	19.9	0.0	15.4	21.2	0.0	18.1	14.7	12.7	7.9
Incr Delay (d2), s/veh	0.6	0.0	0.1	0.5	0.0	0.3	1.4	0.0	0.1	0.6	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.8	2.1	0.0	1.3	3.9	0.0	0.3	1.2	2.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	10.5	20.4	0.0	15.7	22.6	0.0	18.2	15.4	13.0	8.0
LnGrp LOS	B	A	B	C	A	B	C	A	B	B	B	A
Approach Vol, veh/h		323			316			340			646	
Approach Delay, s/veh		13.0			18.4			22.2			11.9	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	10.4	19.0		30.8		29.4	12.1	18.7				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	35.0		23.0		35.0	12.0	23.0				
Max Q Clear Time (g_c+I1), s	5.2	11.2		4.1		8.9	7.1	7.0				
Green Ext Time (p_c), s	0.1	2.0		0.5		2.6	0.3	1.3				

Intersection Summary			
HCM 6th Ctrl Delay		15.5	
HCM 6th LOS		B	

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	89	149	37	35	261	27	0	0	0	8	23	43
Future Vol, veh/h	89	149	37	35	261	27	0	0	0	8	23	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	7
Mvmt Flow	99	166	41	39	290	30	0	0	0	9	26	48

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	320	0	0	207	0	0	768	788	305
Stage 1	-	-	-	-	-	-	383	383	-
Stage 2	-	-	-	-	-	-	385	405	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.363
Pot Cap-1 Maneuver	1251	-	-	1376	-	-	373	326	723
Stage 1	-	-	-	-	-	-	694	616	-
Stage 2	-	-	-	-	-	-	692	602	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1251	-	-	1376	-	-	327	0	723
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	0	-
Stage 1	-	-	-	-	-	-	632	0	-
Stage 2	-	-	-	-	-	-	668	0	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0.8	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1251	-	-	1376	-	-	608
HCM Lane V/C Ratio	0.079	-	-	0.028	-	-	0.135
HCM Control Delay (s)	8.1	0	-	7.7	0	-	11.8
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	-	0.5

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	154	0	0	200	208	114
Future Vol, veh/h	154	0	0	200	208	114
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	0	0	0	3	2
Mvmt Flow	166	0	0	215	224	123
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.7	10.2	11.9
HCM LOS	A	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	65%	0%	0%
Vol Thru, %	0%	100%	100%
Vol Right, %	35%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	322	154	200
LT Vol	208	0	0
Through Vol	0	154	200
RT Vol	114	0	0
Lane Flow Rate	346	166	215
Geometry Grp	1	1	1
Degree of Util (X)	0.461	0.233	0.297
Departure Headway (Hd)	4.793	5.056	4.977
Convergence, Y/N	Yes	Yes	Yes
Cap	748	704	716
Service Time	2.855	3.132	3.049
HCM Lane V/C Ratio	0.463	0.236	0.3
HCM Control Delay	11.9	9.7	10.2
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.4	0.9	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	94	0	174	35	166	11	0	0	0	0	105	34
Future Volume (vph)	94	0	174	35	166	11	0	0	0	0	105	34
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	103	0	191	38	182	12	0	0	0	0	115	37

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total (vph)	294	38	194	152
Volume Left (vph)	103	38	0	0
Volume Right (vph)	191	0	12	37
Hadj (s)	-0.31	0.50	-0.04	-0.12
Departure Headway (s)	4.4	5.7	5.1	5.0
Degree Utilization, x	0.36	0.06	0.28	0.21
Capacity (veh/h)	793	610	677	666
Control Delay (s)	9.8	7.8	8.8	9.3
Approach Delay (s)	9.8	8.7		9.3
Approach LOS	A	A		A

Intersection Summary			
Delay	9.3		
Level of Service	A		
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	36.4
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	367	173	48	3	187	43	45	62	8	53	79	434
Future Vol, veh/h	367	173	48	3	187	43	45	62	8	53	79	434
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	4	0	0	0	0	0	0	6	2	1
Mvmt Flow	390	184	51	3	199	46	48	66	9	56	84	462
Number of Lanes	1	1	1	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	3
HCM Control Delay	38.4	26.2	18	42.3
HCM LOS	E	D	C	E

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	39%	100%	0%	0%	1%	100%	0%	0%
Vol Thru, %	54%	0%	100%	0%	80%	0%	100%	0%
Vol Right, %	7%	0%	0%	100%	18%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	367	173	48	233	53	79	434
LT Vol	45	367	0	0	3	53	0	0
Through Vol	62	0	173	0	187	0	79	0
RT Vol	8	0	0	48	43	0	0	434
Lane Flow Rate	122	390	184	51	248	56	84	462
Geometry Grp	8	7	7	7	8	7	7	7
Degree of Util (X)	0.342	0.908	0.402	0.102	0.628	0.134	0.186	0.929
Departure Headway (Hd)	10.053	8.37	7.856	7.171	9.121	8.57	7.985	7.247
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	357	433	458	499	397	421	452	503
Service Time	7.83	6.124	5.609	4.924	6.89	6.27	5.685	4.947
HCM Lane V/C Ratio	0.342	0.901	0.402	0.102	0.625	0.133	0.186	0.918
HCM Control Delay	18	52.6	15.8	10.7	26.2	12.6	12.5	51.3
HCM Lane LOS	C	F	C	B	D	B	B	F
HCM 95th-tile Q	1.5	9.9	1.9	0.3	4.1	0.5	0.7	11.1

Intersection						
Int Delay, s/veh	4.7					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	234	0	212	233	0	0
Future Vol, veh/h	234	0	212	233	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	241	0	219	240	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	339	339	0	0
Stage 1	339	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.42	6.2	-	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-
Pot Cap-1 Maneuver	657	708	-	-
Stage 1	722	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	657	708	-	-
Mov Cap-2 Maneuver	657	-	-	-
Stage 1	722	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	13.6	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	657
HCM Lane V/C Ratio	-	-	0.367
HCM Control Delay (s)	-	-	13.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	139	0	415	234	0
Future Volume (Veh/h)	30	139	0	415	234	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	151	0	451	254	0
Pedestrians	3				1	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	709	257	257			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	709	257	257			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	81	100			
cM capacity (veh/h)	402	782	1316			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	184	451	254
Volume Left	33	0	0
Volume Right	151	0	0
cSH	669	1316	1700
Volume to Capacity	0.28	0.00	0.15
Queue Length 95th (ft)	28	0	0
Control Delay (s)	12.4	0.0	0.0
Lane LOS	B		
Approach Delay (s)	12.4	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	38.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	216	66	349	217	40	333
Future Volume (vph)	216	66	349	217	40	333
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	230	70	371	231	43	354

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	230	70	602	397
Volume Left (vph)	230	0	0	43
Volume Right (vph)	0	70	231	0
Hadj (s)	0.52	-0.67	-0.20	0.05
Departure Headway (s)	7.7	6.4	5.5	6.0
Degree Utilization, x	0.49	0.13	0.91	0.66
Capacity (veh/h)	456	535	646	576
Control Delay (s)	16.6	9.2	39.9	19.8
Approach Delay (s)	14.8		39.9	19.8
Approach LOS	B		E	C

Intersection Summary			
Delay	28.0		
Level of Service	D		
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection						
Int Delay, s/veh	7.1					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↰	↑	
Traffic Vol, veh/h	0	0	145	566	510	39
Future Vol, veh/h	0	0	145	566	510	39
Conflicting Peds, #/hr	15	8	29	0	0	29
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	1	1	5
Mvmt Flow	0	0	151	590	531	41

Major/Minor	Major1		Minor2	
Conflicting Flow All	29	0	921	58
Stage 1	-	-	29	-
Stage 2	-	-	892	-
Critical Hdwy	4.11	-	6.51	6.25
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.51	-
Follow-up Hdwy	2.209	-	4.009	3.345
Pot Cap-1 Maneuver	1591	-	~ 272	1000
Stage 1	-	-	-	-
Stage 2	-	-	~ 362	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	1547	-	0	946
Mov Cap-2 Maneuver	-	-	0	-
Stage 1	-	-	0	-
Stage 2	-	-	0	-

Approach	NB	SB
HCM Control Delay, s	1.5	14.4
HCM LOS		B

Minor Lane/Major Mvmt	NBL	NBT	SBLn1
Capacity (veh/h)	1547	-	946
HCM Lane V/C Ratio	0.098	-	0.605
HCM Control Delay (s)	7.6	0	14.4
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0.3	-	4.2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	169	2	134	196	500	80	622	41	316	583	243
Future Volume (veh/h)	250	169	2	134	196	500	80	622	41	316	583	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1856	1870	1870	1870	1870	1900
Adj Flow Rate, veh/h	255	172	2	137	200	376	82	635	39	322	595	177
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	3	2	2	2	2	0
Cap, veh/h	413	973	11	492	421	678	106	772	47	360	690	793
Arrive On Green	0.12	0.27	0.27	0.08	0.22	0.22	0.06	0.23	0.23	0.20	0.37	0.37
Sat Flow, veh/h	1795	3626	42	1795	1885	1593	1767	3401	209	1781	1870	1610
Grp Volume(v), veh/h	255	85	89	137	200	376	82	331	343	322	595	177
Grp Sat Flow(s),veh/h/ln	1795	1791	1877	1795	1885	1593	1767	1777	1833	1781	1870	1610
Q Serve(g_s), s	9.5	3.2	3.3	5.1	8.2	15.8	4.1	15.8	15.8	15.7	26.2	5.6
Cycle Q Clear(g_c), s	9.5	3.2	3.3	5.1	8.2	15.8	4.1	15.8	15.8	15.7	26.2	5.6
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	413	481	504	492	421	678	106	403	416	360	690	793
V/C Ratio(X)	0.62	0.18	0.18	0.28	0.48	0.55	0.77	0.82	0.82	0.89	0.86	0.22
Avail Cap(c_a), veh/h	413	502	526	533	592	823	297	498	514	420	690	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	25.0	25.0	23.6	30.1	19.3	41.3	32.7	32.8	34.6	26.0	12.9
Incr Delay (d2), s/veh	2.8	0.2	0.2	0.3	0.8	0.7	11.1	8.8	8.7	19.1	10.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	1.4	1.4	2.2	3.8	5.7	2.1	7.6	7.9	8.6	13.2	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	25.2	25.2	23.9	30.9	20.0	52.4	41.5	41.4	53.8	36.9	13.0
LnGrp LOS	C	C	C	C	C	B	D	D	D	D	D	B
Approach Vol, veh/h		429			713			756			1094	
Approach Delay, s/veh		25.0			23.8			42.7			38.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	25.2	12.0	28.9	10.4	37.9	16.0	24.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	25.0	9.0	25.0	15.0	31.0	11.0	28.0
Max Q Clear Time (g_c+I1), s	17.7	17.8	7.1	5.3	6.1	28.2	11.5	17.8
Green Ext Time (p_c), s	0.3	2.4	0.1	0.8	0.1	1.2	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	110	10	39	161	221	17	323	82	150	327	325
Future Volume (veh/h)	235	110	10	39	161	221	17	323	82	150	327	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.98		0.97	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1856	1885	1885	1856	1900	1856	1900
Adj Flow Rate, veh/h	242	113	9	40	166	160	18	333	39	155	337	247
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	3	1	1	3	0	3	0
Cap, veh/h	471	731	58	114	337	468	70	452	393	352	776	880
Arrive On Green	0.13	0.42	0.42	0.22	0.22	0.22	0.25	0.25	0.25	0.09	0.42	0.42
Sat Flow, veh/h	1795	1721	137	214	1562	1529	41	1794	1560	1810	1856	1602
Grp Volume(v), veh/h	242	0	122	206	0	160	351	0	39	155	337	247
Grp Sat Flow(s),veh/h/ln	1795	0	1858	1776	0	1529	1834	0	1560	1810	1856	1602
Q Serve(g_s), s	6.2	0.0	2.6	1.4	0.0	5.2	2.2	0.0	1.2	3.8	8.2	5.2
Cycle Q Clear(g_c), s	6.2	0.0	2.6	6.3	0.0	5.2	11.1	0.0	1.2	3.8	8.2	5.2
Prop In Lane	1.00		0.07	0.19		1.00	0.05		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	471	0	789	451	0	468	521	0	393	352	776	880
V/C Ratio(X)	0.51	0.00	0.15	0.46	0.00	0.34	0.67	0.00	0.10	0.44	0.43	0.28
Avail Cap(c_a), veh/h	574	0	789	700	0	690	1048	0	857	477	1019	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	11.3	22.0	0.0	17.2	21.9	0.0	18.3	15.4	13.2	7.7
Incr Delay (d2), s/veh	0.9	0.0	0.1	0.7	0.0	0.4	1.5	0.0	0.1	0.9	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.0	2.6	0.0	1.7	4.7	0.0	0.4	1.5	3.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	11.4	22.7	0.0	17.7	23.5	0.0	18.4	16.2	13.6	7.8
LnGrp LOS	B	A	B	C	A	B	C	A	B	B	B	A
Approach Vol, veh/h		364			366			390			739	
Approach Delay, s/veh		14.3			20.5			22.9			12.2	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	10.6	21.0		32.1		31.7	13.3	18.8				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	35.0		23.0		35.0	12.0	23.0				
Max Q Clear Time (g_c+I1), s	5.8	13.1		4.6		10.2	8.2	8.3				
Green Ext Time (p_c), s	0.1	2.3		0.5		3.0	0.3	1.5				

Intersection Summary			
HCM 6th Ctrl Delay		16.5	
HCM 6th LOS		B	

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	100	163	42	39	295	30	0	0	0	9	26	48
Future Vol, veh/h	100	163	42	39	295	30	0	0	0	9	26	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	7
Mvmt Flow	111	181	47	43	328	33	0	0	0	10	29	53

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	361	0	0	228	0	0	858	881	345
Stage 1	-	-	-	-	-	-	431	431	-
Stage 2	-	-	-	-	-	-	427	450	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.363
Pot Cap-1 Maneuver	1209	-	-	1352	-	-	330	288	687
Stage 1	-	-	-	-	-	-	660	586	-
Stage 2	-	-	-	-	-	-	662	575	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1209	-	-	1352	-	-	283	0	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	283	0	-
Stage 1	-	-	-	-	-	-	590	0	-
Stage 2	-	-	-	-	-	-	636	0	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0.8	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1209	-	-	1352	-	-	561
HCM Lane V/C Ratio	0.092	-	-	0.032	-	-	0.164
HCM Control Delay (s)	8.3	0	-	7.8	0	-	12.7
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	-	0.6

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	174	0	0	226	234	128
Future Vol, veh/h	174	0	0	226	234	128
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	0	0	0	3	2
Mvmt Flow	187	0	0	243	252	138
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.4	11.1	13.9
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	65%	0%	0%
Vol Thru, %	0%	100%	100%
Vol Right, %	35%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	362	174	226
LT Vol	234	0	0
Through Vol	0	174	226
RT Vol	128	0	0
Lane Flow Rate	389	187	243
Geometry Grp	1	1	1
Degree of Util (X)	0.544	0.277	0.354
Departure Headway (Hd)	5.033	5.336	5.24
Convergence, Y/N	Yes	Yes	Yes
Cap	720	674	688
Service Time	3.033	3.367	3.268
HCM Lane V/C Ratio	0.54	0.277	0.353
HCM Control Delay	13.9	10.4	11.1
HCM Lane LOS	B	B	B
HCM 95th-tile Q	3.3	1.1	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	106	0	197	39	188	12	0	0	0	0	118	38
Future Volume (vph)	106	0	197	39	188	12	0	0	0	0	118	38
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	116	0	216	43	207	13	0	0	0	0	130	42

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total (vph)	332	43	220	172
Volume Left (vph)	116	43	0	0
Volume Right (vph)	216	0	13	42
Hadj (s)	-0.31	0.50	-0.04	-0.12
Departure Headway (s)	4.5	5.8	5.2	5.1
Degree Utilization, x	0.42	0.07	0.32	0.25
Capacity (veh/h)	763	596	661	631
Control Delay (s)	10.7	8.0	9.5	9.8
Approach Delay (s)	10.7	9.2		9.8
Approach LOS	B	A		A

Intersection Summary			
Delay	10.0		
Level of Service	A		
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	60.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	414	196	54	3	212	49	51	70	9	61	89	489
Future Vol, veh/h	414	196	54	3	212	49	51	70	9	61	89	489
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	4	0	0	0	0	0	0	6	2	1
Mvmt Flow	440	209	57	3	226	52	54	74	10	65	95	520
Number of Lanes	1	1	1	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	3
HCM Control Delay	62.8	36	20.9	75.2
HCM LOS	F	E	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	39%	100%	0%	0%	1%	100%	0%	0%
Vol Thru, %	54%	0%	100%	0%	80%	0%	100%	0%
Vol Right, %	7%	0%	0%	100%	19%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	414	196	54	264	61	89	489
LT Vol	51	414	0	0	3	61	0	0
Through Vol	70	0	196	0	212	0	89	0
RT Vol	9	0	0	54	49	0	0	489
Lane Flow Rate	138	440	209	57	281	65	95	520
Geometry Grp	8	7	7	7	8	7	7	7
Degree of Util (X)	0.402	1.055	0.469	0.118	0.738	0.157	0.214	1.086
Departure Headway (Hd)	11.004	8.984	8.466	7.776	9.922	9.033	8.445	7.703
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	329	405	427	464	368	400	428	473
Service Time	8.704	6.684	6.166	5.476	7.622	6.733	6.145	5.403
HCM Lane V/C Ratio	0.419	1.086	0.489	0.123	0.764	0.163	0.222	1.099
HCM Control Delay	20.9	90.5	18.4	11.5	36	13.4	13.4	94.1
HCM Lane LOS	C	F	C	B	E	B	B	F
HCM 95th-tile Q	1.9	14	2.4	0.4	5.7	0.6	0.8	16.5

Intersection	
Int Delay, s/veh	5.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	266	0	240	264	0	0
Future Vol, veh/h	266	0	240	264	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	274	0	247	272	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	383	383	0	0
Stage 1	383	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.42	6.2	-	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-
Pot Cap-1 Maneuver	620	669	-	-
Stage 1	689	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	620	669	-	-
Mov Cap-2 Maneuver	620	-	-	-
Stage 1	689	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.3	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	620
HCM Lane V/C Ratio	-	-	0.442
HCM Control Delay (s)	-	-	15.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	158	0	470	266	0
Future Volume (Veh/h)	34	158	0	470	266	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	172	0	511	289	0
Pedestrians	3				1	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	804	292	292			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	804	292	292			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	77	100			
cM capacity (veh/h)	354	747	1278			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	209	511	289
Volume Left	37	0	0
Volume Right	172	0	0
cSH	624	1278	1700
Volume to Capacity	0.33	0.00	0.17
Queue Length 95th (ft)	37	0	0
Control Delay (s)	13.6	0.0	0.0
Lane LOS	B		
Approach Delay (s)	13.6	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	243	74	396	244	45	378
Future Volume (vph)	243	74	396	244	45	378
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	259	79	421	260	48	402

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	259	79	681	450
Volume Left (vph)	259	0	0	48
Volume Right (vph)	0	79	260	0
Hadj (s)	0.52	-0.67	-0.20	0.05
Departure Headway (s)	7.8	6.6	5.8	6.2
Degree Utilization, x	0.56	0.15	1.09	0.77
Capacity (veh/h)	441	525	628	573
Control Delay (s)	19.2	9.6	85.5	26.9
Approach Delay (s)	17.0		85.5	26.9
Approach LOS	C		F	D

Intersection Summary			
Delay	51.8		
Level of Service	F		
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection						
Int Delay, s/veh	8.1					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↰	↱	
Traffic Vol, veh/h	0	0	164	640	577	44
Future Vol, veh/h	0	0	164	640	577	44
Conflicting Peds, #/hr	15	8	29	0	0	29
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	1	1	5
Mvmt Flow	0	0	171	667	601	46

Major/Minor	Major1		Minor2	
Conflicting Flow All	29	0	1038	58
Stage 1	-	-	29	-
Stage 2	-	-	1009	-
Critical Hdwy	4.11	-	6.51	6.25
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.51	-
Follow-up Hdwy	2.209	-	4.009	3.345
Pot Cap-1 Maneuver	1591	-	~ 232	1000
Stage 1	-	-	-	-
Stage 2	-	-	~ 319	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	1547	-	0	946
Mov Cap-2 Maneuver	-	-	0	-
Stage 1	-	-	0	-
Stage 2	-	-	0	-

Approach	NB	SB
HCM Control Delay, s	1.6	16.6
HCM LOS		C

Minor Lane/Major Mvmt	NBL	NBT	SBLn1
Capacity (veh/h)	1547	-	946
HCM Lane V/C Ratio	0.11	-	0.684
HCM Control Delay (s)	7.6	0	16.6
HCM Lane LOS	A	A	C
HCM 95th %tile Q(veh)	0.4	-	5.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	177	2	161	206	527	80	622	41	335	583	243
Future Volume (veh/h)	250	177	2	161	206	527	80	622	41	335	583	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1856	1870	1870	1870	1870	1900
Adj Flow Rate, veh/h	255	181	2	164	210	404	82	635	39	342	595	177
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	3	2	2	2	2	0
Cap, veh/h	400	947	10	505	436	706	106	761	47	376	701	794
Arrive On Green	0.12	0.26	0.26	0.09	0.23	0.23	0.06	0.22	0.22	0.21	0.37	0.37
Sat Flow, veh/h	1795	3629	40	1795	1885	1593	1767	3401	209	1781	1870	1610
Grp Volume(v), veh/h	255	89	94	164	210	404	82	331	343	342	595	177
Grp Sat Flow(s),veh/h/ln	1795	1791	1878	1795	1885	1593	1767	1777	1833	1781	1870	1610
Q Serve(g_s), s	10.0	3.6	3.6	6.3	9.0	17.6	4.3	16.5	16.6	17.4	27.1	5.8
Cycle Q Clear(g_c), s	10.0	3.6	3.6	6.3	9.0	17.6	4.3	16.5	16.6	17.4	27.1	5.8
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	400	468	490	505	436	706	106	398	410	376	701	794
V/C Ratio(X)	0.64	0.19	0.19	0.32	0.48	0.57	0.77	0.83	0.83	0.91	0.85	0.22
Avail Cap(c_a), veh/h	400	482	505	519	568	817	285	478	493	403	701	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	26.7	26.7	23.6	30.9	19.3	43.0	34.4	34.4	35.8	26.6	13.4
Incr Delay (d2), s/veh	3.3	0.2	0.2	0.4	0.8	0.7	11.2	10.3	10.2	23.4	9.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	1.5	1.6	2.7	4.1	6.4	2.2	8.1	8.4	9.8	13.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	26.9	26.9	24.0	31.7	20.1	54.2	44.7	44.6	59.2	36.3	13.6
LnGrp LOS	C	C	C	C	C	C	D	D	D	E	D	B
Approach Vol, veh/h		438			778			756			1114	
Approach Delay, s/veh		26.9			24.0			45.7			39.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.6	25.8	13.3	29.3	10.6	39.8	16.0	26.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	25.0	9.0	25.0	15.0	31.0	11.0	28.0
Max Q Clear Time (g_c+I1), s	19.4	18.6	8.3	5.6	6.3	29.1	12.0	19.6
Green Ext Time (p_c), s	0.2	2.2	0.0	0.9	0.1	0.9	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	110	10	39	161	221	17	323	97	150	354	325
Future Volume (veh/h)	235	110	10	39	161	221	17	323	97	150	354	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.98		0.97	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1856	1885	1885	1856	1900	1856	1900
Adj Flow Rate, veh/h	242	113	9	40	166	160	18	333	54	155	365	247
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	3	1	1	3	0	3	0
Cap, veh/h	470	730	58	114	337	468	70	452	394	352	777	881
Arrive On Green	0.13	0.42	0.42	0.22	0.22	0.22	0.25	0.25	0.25	0.09	0.42	0.42
Sat Flow, veh/h	1795	1721	137	214	1562	1529	40	1792	1560	1810	1856	1602
Grp Volume(v), veh/h	242	0	122	206	0	160	351	0	54	155	365	247
Grp Sat Flow(s),veh/h/ln	1795	0	1858	1776	0	1529	1832	0	1560	1810	1856	1602
Q Serve(g_s), s	6.2	0.0	2.6	1.4	0.0	5.2	2.2	0.0	1.7	3.8	9.1	5.2
Cycle Q Clear(g_c), s	6.2	0.0	2.6	6.3	0.0	5.2	11.1	0.0	1.7	3.8	9.1	5.2
Prop In Lane	1.00		0.07	0.19		1.00	0.05		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	470	0	789	450	0	468	522	0	394	352	777	881
V/C Ratio(X)	0.51	0.00	0.15	0.46	0.00	0.34	0.67	0.00	0.14	0.44	0.47	0.28
Avail Cap(c_a), veh/h	574	0	789	699	0	690	1045	0	856	476	1018	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	11.3	22.0	0.0	17.3	21.9	0.0	18.5	15.4	13.4	7.7
Incr Delay (d2), s/veh	0.9	0.0	0.1	0.7	0.0	0.4	1.5	0.0	0.2	0.9	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.0	2.6	0.0	1.7	4.7	0.0	0.6	1.5	3.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	0.0	11.4	22.8	0.0	17.7	23.4	0.0	18.6	16.2	13.9	7.8
LnGrp LOS	B	A	B	C	A	B	C	A	B	B	B	A
Approach Vol, veh/h		364			366			405			767	
Approach Delay, s/veh		14.4			20.6			22.8			12.4	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	10.6	21.1		32.1		31.7	13.3	18.8				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	35.0		23.0		35.0	12.0	23.0				
Max Q Clear Time (g_c+I1), s	5.8	13.1		4.6		11.1	8.2	8.3				
Green Ext Time (p_c), s	0.1	2.4		0.5		3.2	0.3	1.5				

Intersection Summary		
HCM 6th Ctrl Delay		16.6
HCM 6th LOS		B

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	161	123	42	39	295	30	0	0	0	9	124	48
Future Vol, veh/h	161	123	42	39	295	30	0	0	0	9	124	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	7
Mvmt Flow	179	137	47	43	328	33	0	0	0	10	138	53

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	361	0	0	184	0	0	950	973	345
Stage 1	-	-	-	-	-	-	431	431	-
Stage 2	-	-	-	-	-	-	519	542	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.363
Pot Cap-1 Maneuver	1209	-	-	1403	-	-	291	254	687
Stage 1	-	-	-	-	-	-	660	586	-
Stage 2	-	-	-	-	-	-	601	523	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1209	-	-	1403	-	-	233	0	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	0	-
Stage 1	-	-	-	-	-	-	550	0	-
Stage 2	-	-	-	-	-	-	578	0	-

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0.8	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1209	-	-	1403	-	-	525
HCM Lane V/C Ratio	0.148	-	-	0.031	-	-	0.383
HCM Control Delay (s)	8.5	0	-	7.6	0	-	16.1
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-	-	1.8

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	114	0	0	188	15	234	5	83	0	0	0
Future Vol, veh/h	15	114	0	0	188	15	234	5	83	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	1	0	0	0	2	3	2	2	0	0	0
Mvmt Flow	16	123	0	0	202	16	252	5	89	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.4	10.1	12
HCM LOS	A	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	73%	12%	0%
Vol Thru, %	2%	88%	93%
Vol Right, %	26%	0%	7%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	322	129	203
LT Vol	234	15	0
Through Vol	5	114	188
RT Vol	83	0	15
Lane Flow Rate	346	139	218
Geometry Grp	1	1	1
Degree of Util (X)	0.462	0.197	0.297
Departure Headway (Hd)	4.808	5.103	4.904
Convergence, Y/N	Yes	Yes	Yes
Cap	744	698	727
Service Time	2.867	3.175	2.969
HCM Lane V/C Ratio	0.465	0.199	0.3
HCM Control Delay	12	9.4	10.1
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.5	0.7	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	0	197	39	203	0	0
Future Volume (vph)	0	197	39	203	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	216	43	223	0	0

Direction, Lane #	EB 1	WB 1	WB 2
Volume Total (vph)	216	43	223
Volume Left (vph)	0	43	0
Volume Right (vph)	216	0	0
Hadj (s)	-0.58	0.50	0.00
Departure Headway (s)	3.7	5.1	4.6
Degree Utilization, x	0.22	0.06	0.29
Capacity (veh/h)	963	689	769
Control Delay (s)	7.7	7.2	8.3
Approach Delay (s)	7.7	8.1	
Approach LOS	A	A	

Intersection Summary			
Delay	7.9		
Level of Service	A		
Intersection Capacity Utilization	27.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	77.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	414	200	23	11	217	110	59	0	38	106	1	533
Future Vol, veh/h	414	200	23	11	217	110	59	0	38	106	1	533
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	0	0	2	2	2	6	2	1
Mvmt Flow	440	213	24	12	231	117	63	0	40	113	1	567
Number of Lanes	1	1	1	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	3
HCM Control Delay	66.7	56.8	18.9	108.1
HCM LOS	F	F	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	61%	100%	0%	0%	3%	100%	0%	0%
Vol Thru, %	0%	0%	100%	0%	64%	0%	100%	0%
Vol Right, %	39%	0%	0%	100%	33%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	414	200	23	338	106	1	533
LT Vol	59	414	0	0	11	106	0	0
Through Vol	0	0	200	0	217	0	1	0
RT Vol	38	0	0	23	110	0	0	533
Lane Flow Rate	103	440	213	24	360	113	1	567
Geometry Grp	8	7	7	7	8	7	7	7
Degree of Util (X)	0.302	1.059	0.482	0.051	0.903	0.276	0.002	1.18
Departure Headway (Hd)	11.376	9.194	8.674	7.947	9.652	9.051	8.462	7.718
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	318	396	419	453	378	399	425	476
Service Time	9.076	6.894	6.374	5.647	7.352	6.751	6.162	5.418
HCM Lane V/C Ratio	0.324	1.111	0.508	0.053	0.952	0.283	0.002	1.191
HCM Control Delay	18.9	92.7	19.2	11.1	56.8	15.2	11.2	126.7
HCM Lane LOS	C	F	C	B	F	C	B	F
HCM 95th-tile Q	1.2	14	2.5	0.2	9.2	1.1	0	20.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	414	200	23	11	217	110	59	0	38	106	1	533
Future Volume (veh/h)	414	200	23	11	217	110	59	0	38	106	1	533
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	0.99		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900	1870	1870	1870	1811	1870	1885
Adj Flow Rate, veh/h	440	213	24	12	231	117	63	0	40	113	1	567
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	0	0	0	2	2	2	6	2	1
Cap, veh/h	532	945	796	47	394	194	296	14	158	599	728	605
Arrive On Green	0.12	0.51	0.51	0.34	0.34	0.34	0.39	0.00	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1781	1870	1576	24	1171	575	603	37	406	1324	1870	1555
Grp Volume(v), veh/h	440	213	24	360	0	0	103	0	0	113	1	567
Grp Sat Flow(s),veh/h/ln	1781	1870	1576	1769	0	0	1046	0	0	1324	1870	1555
Q Serve(g_s), s	11.0	6.0	0.7	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	33.3
Cycle Q Clear(g_c), s	11.0	6.0	0.7	15.9	0.0	0.0	5.5	0.0	0.0	4.9	0.0	33.3
Prop In Lane	1.00		1.00	0.03		0.32	0.61		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	532	945	796	635	0	0	469	0	0	599	728	605
V/C Ratio(X)	0.83	0.23	0.03	0.57	0.00	0.00	0.22	0.00	0.00	0.19	0.00	0.94
Avail Cap(c_a), veh/h	532	945	796	635	0	0	469	0	0	599	728	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	13.1	11.8	26.2	0.0	0.0	19.2	0.0	0.0	19.2	17.7	27.9
Incr Delay (d2), s/veh	13.7	0.6	0.1	3.6	0.0	0.0	1.1	0.0	0.0	0.7	0.0	23.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	2.6	0.3	7.2	0.0	0.0	1.6	0.0	0.0	1.7	0.0	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	13.7	11.9	29.8	0.0	0.0	20.3	0.0	0.0	19.9	17.7	51.8
LnGrp LOS	D	B	B	C	A	A	C	A	A	B	B	D
Approach Vol, veh/h		677			360			103			681	
Approach Delay, s/veh		27.6			29.8			20.3			46.4	
Approach LOS		C			C			C			D	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		42.0		53.0		42.0	16.0	37.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		37.0		48.0		37.0	11.0	32.0				
Max Q Clear Time (g_c+I1), s		7.5		8.0		35.3	13.0	17.9				
Green Ext Time (p_c), s		0.8		1.4		0.5	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			34.7									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	7.5					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	345	0	242	337	0	0
Future Vol, veh/h	345	0	242	337	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	356	0	249	347	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	423	423	0	0
Stage 1	423	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.42	6.2	-	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-
Pot Cap-1 Maneuver	588	635	-	-
Stage 1	661	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	588	635	-	-
Mov Cap-2 Maneuver	588	-	-	-
Stage 1	661	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	20	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	588
HCM Lane V/C Ratio	-	-	0.605
HCM Control Delay (s)	-	-	20
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	4

Intersection						
Int Delay, s/veh	4.7					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	79	158	0	500	345	0
Future Vol, veh/h	79	158	0	500	345	0
Conflicting Peds, #/hr	1	0	3	0	0	3
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, %	0	1	0	0	3	0
Mvmt Flow	86	172	0	543	375	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	922	378	378	0	-	0
Stage 1	378	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.2	-	-	-
Pot Cap-1 Maneuver	302	671	1192	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	300	669	1189	-	-	-
Mov Cap-2 Maneuver	300	-	-	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1189	-	474	-	-
HCM Lane V/C Ratio	-	-	0.543	-	-
HCM Control Delay (s)	0	-	21.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	3.2	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	243	74	426	244	45	457
Future Volume (vph)	243	74	426	244	45	457
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	259	79	453	260	48	486

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	259	79	713	534
Volume Left (vph)	259	0	0	48
Volume Right (vph)	0	79	260	0
Hadj (s)	0.52	-0.67	-0.19	0.04
Departure Headway (s)	8.0	6.8	6.0	6.2
Degree Utilization, x	0.58	0.15	1.18	0.92
Capacity (veh/h)	433	513	610	569
Control Delay (s)	20.1	9.8	119.3	44.8
Approach Delay (s)	17.7		119.3	44.8
Approach LOS	C		F	E

Intersection Summary			
Delay	72.5		
Level of Service	F		
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection						
Int Delay, s/veh	10.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↰	↱	
Traffic Vol, veh/h	0	0	164	670	656	44
Future Vol, veh/h	0	0	164	670	656	44
Conflicting Peds, #/hr	15	8	29	0	0	29
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	1	1	5
Mvmt Flow	0	0	171	698	683	46

Major/Minor	Major1		Minor2	
Conflicting Flow All	29	0	1069	58
Stage 1	-	-	29	-
Stage 2	-	-	1040	-
Critical Hdwy	4.11	-	6.51	6.25
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.51	-
Follow-up Hdwy	2.209	-	4.009	3.345
Pot Cap-1 Maneuver	1591	-	~ 222	1000
Stage 1	-	-	-	-
Stage 2	-	-	~ 309	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	1547	-	0	946
Mov Cap-2 Maneuver	-	-	0	-
Stage 1	-	-	0	-
Stage 2	-	-	0	-

Approach	NB	SB
HCM Control Delay, s	1.5	20.3
HCM LOS		C

Minor Lane/Major Mvmt	NBL	NBT	SBLn1
Capacity (veh/h)	1547	-	946
HCM Lane V/C Ratio	0.11	-	0.771
HCM Control Delay (s)	7.6	0	20.3
HCM Lane LOS	A	A	C
HCM 95th %tile Q(veh)	0.4	-	7.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	340	4	4	333	5	5
Future Vol, veh/h	340	4	4	333	5	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, #	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	370	4	4	362	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	374	0	742	372
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	370	-
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	-	-	1184	-	383	674
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1184	-	381	674
Mov Cap-2 Maneuver	-	-	-	-	381	-
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	696	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	487	-	-	1184	-
HCM Lane V/C Ratio	0.022	-	-	0.004	-
HCM Control Delay (s)	12.6	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	177	2	161	206	527	80	622	41	335	583	243
Future Volume (veh/h)	250	177	2	161	206	527	80	622	41	335	583	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1856	1870	1870	1870	1870	1900
Adj Flow Rate, veh/h	255	181	2	164	210	404	82	635	39	342	595	177
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	3	2	2	2	2	0
Cap, veh/h	346	838	9	466	435	710	108	789	48	381	720	755
Arrive On Green	0.08	0.23	0.23	0.08	0.23	0.23	0.06	0.23	0.23	0.21	0.38	0.38
Sat Flow, veh/h	1795	3629	40	1795	1885	1593	1767	3401	209	1781	1870	1610
Grp Volume(v), veh/h	255	89	94	164	210	404	82	331	343	342	595	177
Grp Sat Flow(s),veh/h/ln	1795	1791	1878	1795	1885	1593	1767	1777	1833	1781	1870	1610
Q Serve(g_s), s	7.0	3.4	3.4	5.8	8.1	15.8	3.8	14.7	14.7	15.6	24.0	5.5
Cycle Q Clear(g_c), s	7.0	3.4	3.4	5.8	8.1	15.8	3.8	14.7	14.7	15.6	24.0	5.5
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	346	413	433	466	435	710	108	412	425	381	720	755
V/C Ratio(X)	0.74	0.22	0.22	0.35	0.48	0.57	0.76	0.80	0.81	0.90	0.83	0.23
Avail Cap(c_a), veh/h	346	493	517	466	519	780	211	532	548	426	720	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	26.0	26.0	21.7	27.8	17.3	38.6	30.3	30.3	31.9	23.2	13.2
Incr Delay (d2), s/veh	8.0	0.3	0.2	0.5	0.8	0.8	10.4	6.8	6.7	19.9	7.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.4	1.5	2.4	3.6	5.6	1.9	6.9	7.1	8.6	11.5	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	26.3	26.3	22.1	28.6	18.1	49.0	37.1	37.0	51.9	31.1	13.4
LnGrp LOS	C	C	C	C	C	B	D	D	D	D	C	B
Approach Vol, veh/h		438			778			756			1114	
Approach Delay, s/veh		30.7			21.8			38.3			34.6	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.9	24.4	12.0	24.3	10.1	37.2	12.0	24.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	25.0	7.0	23.0	10.0	25.0	7.0	23.0
Max Q Clear Time (g_c+I1), s	17.6	16.7	7.8	5.4	5.8	26.0	9.0	17.8
Green Ext Time (p_c), s	0.3	2.6	0.0	0.8	0.1	0.0	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	414	200	23	11	217	110	59	0	38	106	1	533
Future Volume (veh/h)	414	200	23	11	217	110	59	0	38	106	1	533
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	0.99		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900	1870	1870	1870	1811	1870	1885
Adj Flow Rate, veh/h	440	213	24	12	231	117	63	0	40	113	1	567
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	0	0	0	2	2	2	6	2	1
Cap, veh/h	591	960	809	49	298	147	290	16	151	585	694	895
Arrive On Green	0.20	0.51	0.51	0.26	0.26	0.26	0.37	0.00	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1781	1870	1576	24	1169	574	600	42	408	1324	1870	1552
Grp Volume(v), veh/h	440	213	24	360	0	0	103	0	0	113	1	567
Grp Sat Flow(s),veh/h/ln	1781	1870	1576	1767	0	0	1050	0	0	1324	1870	1552
Q Serve(g_s), s	14.8	5.4	0.6	3.5	0.0	0.0	3.8	0.0	0.0	0.0	0.0	21.3
Cycle Q Clear(g_c), s	14.8	5.4	0.6	16.4	0.0	0.0	5.1	0.0	0.0	4.4	0.0	21.3
Prop In Lane	1.00		1.00	0.03		0.32	0.61		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	591	960	809	494	0	0	456	0	0	585	694	895
V/C Ratio(X)	0.74	0.22	0.03	0.73	0.00	0.00	0.23	0.00	0.00	0.19	0.00	0.63
Avail Cap(c_a), veh/h	647	1257	1059	716	0	0	456	0	0	585	694	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	11.5	10.4	30.0	0.0	0.0	18.5	0.0	0.0	18.5	17.1	12.5
Incr Delay (d2), s/veh	4.3	0.1	0.0	2.1	0.0	0.0	1.1	0.0	0.0	0.7	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	2.1	0.2	7.0	0.0	0.0	1.5	0.0	0.0	1.6	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	11.6	10.4	32.1	0.0	0.0	19.6	0.0	0.0	19.2	17.1	15.9
LnGrp LOS	C	B	B	C	A	A	B	A	A	B	B	B
Approach Vol, veh/h		677			360			103			681	
Approach Delay, s/veh		17.1			32.1			19.6			16.5	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		37.0		49.3		37.0	22.3	27.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		32.0		58.0		32.0	20.0	33.0				
Max Q Clear Time (g_c+I1), s		7.1		7.4		23.3	16.8	18.4				
Green Ext Time (p_c), s		0.7		1.4		1.9	0.5	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			20.0									
HCM 6th LOS			B									

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	79	158	0	500	345	0
Future Volume (vph)	79	158	0	500	345	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.5	
Lane Util. Factor	1.00			1.00	1.00	
Frpb, ped/bikes	1.00			1.00	1.00	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	0.91			1.00	1.00	
Flt Protected	0.98			1.00	1.00	
Satd. Flow (prot)	1689			1900	1845	
Flt Permitted	0.98			1.00	1.00	
Satd. Flow (perm)	1689			1900	1845	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	172	0	543	375	0
RTOR Reduction (vph)	126	0	0	0	0	0
Lane Group Flow (vph)	132	0	0	543	375	0
Confl. Peds. (#/hr)	1		3			3
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Turn Type	Prot			NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	12.4			25.9	25.9	
Effective Green, g (s)	12.4			25.9	25.9	
Actuated g/C Ratio	0.26			0.55	0.55	
Clearance Time (s)	4.5			4.5	4.5	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	442			1040	1010	
v/s Ratio Prot	c0.08			c0.29	0.20	
v/s Ratio Perm						
v/c Ratio	0.30			0.52	0.37	
Uniform Delay, d1	14.0			6.8	6.1	
Progression Factor	1.00			0.34	1.00	
Incremental Delay, d2	0.4			0.4	0.2	
Delay (s)	14.3			2.7	6.3	
Level of Service	B			A	A	
Approach Delay (s)	14.3			2.7	6.3	
Approach LOS	B			A	A	

Intersection Summary

HCM 2000 Control Delay	6.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	47.3	Sum of lost time (s)	9.0
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	243	74	426	244	45	457
Future Volume (vph)	243	74	426	244	45	457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5			4.5
Lane Util. Factor	1.00	1.00	1.00			1.00
Frpb, ped/bikes	1.00	0.97	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	0.95			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1787	1544	1757			1862
Flt Permitted	0.95	1.00	1.00			0.89
Satd. Flow (perm)	1787	1544	1757			1672
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	259	79	453	260	48	486
RTOR Reduction (vph)	0	58	35	0	0	0
Lane Group Flow (vph)	259	21	678	0	0	534
Confl. Peds. (#/hr)	15	4		12	12	
Confl. Bikes (#/hr)				1		
Heavy Vehicles (%)	1%	2%	0%	4%	7%	1%
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	12.4	12.4	25.9			25.9
Effective Green, g (s)	12.4	12.4	25.9			25.9
Actuated g/C Ratio	0.26	0.26	0.55			0.55
Clearance Time (s)	4.5	4.5	4.5			4.5
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	468	404	962			915
v/s Ratio Prot	c0.14		c0.39			
v/s Ratio Perm		0.01				0.32
v/c Ratio	0.55	0.05	0.70			0.58
Uniform Delay, d1	15.1	13.1	7.9			7.1
Progression Factor	1.00	1.00	1.00			0.66
Incremental Delay, d2	1.4	0.1	2.4			0.9
Delay (s)	16.5	13.1	10.3			5.6
Level of Service	B	B	B			A
Approach Delay (s)	15.7		10.3			5.6
Approach LOS	B		B			A

Intersection Summary

HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	47.3	Sum of lost time (s)	9.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	164	670	656	44
Future Volume (Veh/h)	0	0	164	670	656	44
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	0	171	698	683	46
Pedestrians	29			8	15	
Lane Width (ft)	0.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			1	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					270	
pX, platoon unblocked	0.82	0.82	0.82			
vC, conflicting volume	1790	743	758			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1852	582	600			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	79			
cM capacity (veh/h)	53	423	810			

Direction, Lane #	NB 1	SB 1
Volume Total	869	729
Volume Left	171	0
Volume Right	0	46
cSH	810	1700
Volume to Capacity	0.21	0.43
Queue Length 95th (ft)	20	0
Control Delay (s)	5.2	0.0
Lane LOS	A	
Approach Delay (s)	5.2	0.0
Approach LOS		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	97.4%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	177	2	161	235	604	80	684	41	335	583	243
Future Volume (veh/h)	250	177	2	161	235	604	80	684	41	335	583	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1856	1870	1870	1870	1870	1900
Adj Flow Rate, veh/h	255	181	2	164	240	482	82	698	39	342	595	177
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	3	2	2	2	2	0
Cap, veh/h	376	1027	11	519	490	743	106	786	44	367	703	779
Arrive On Green	0.11	0.28	0.28	0.08	0.26	0.26	0.06	0.23	0.23	0.21	0.38	0.38
Sat Flow, veh/h	1795	3629	40	1795	1885	1594	1767	3422	191	1781	1870	1610
Grp Volume(v), veh/h	255	89	94	164	240	482	82	362	375	342	595	177
Grp Sat Flow(s),veh/h/ln	1795	1791	1878	1795	1885	1594	1767	1777	1836	1781	1870	1610
Q Serve(g_s), s	10.7	3.8	3.8	6.7	11.0	23.6	4.7	20.1	20.1	19.2	29.6	6.5
Cycle Q Clear(g_c), s	10.7	3.8	3.8	6.7	11.0	23.6	4.7	20.1	20.1	19.2	29.6	6.5
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	376	507	531	519	490	743	106	408	422	367	703	779
V/C Ratio(X)	0.68	0.18	0.18	0.32	0.49	0.65	0.78	0.89	0.89	0.93	0.85	0.23
Avail Cap(c_a), veh/h	376	507	531	525	518	768	260	436	451	367	703	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	27.6	27.6	24.1	32.0	20.8	47.2	38.0	38.0	39.7	29.1	15.2
Incr Delay (d2), s/veh	4.8	0.2	0.2	0.3	0.8	1.8	11.4	18.7	18.3	30.0	9.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	1.7	1.7	2.9	5.1	8.8	2.4	10.7	11.0	11.3	14.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	27.7	27.7	24.4	32.7	22.7	58.7	56.6	56.3	69.7	38.4	15.4
LnGrp LOS	C	C	C	C	C	C	E	E	E	E	D	B
Approach Vol, veh/h		438			886			819			1114	
Approach Delay, s/veh		28.7			25.7			56.7			44.4	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	28.4	13.6	33.8	11.1	43.3	16.0	31.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	25.0	9.0	25.0	15.0	31.0	11.0	28.0
Max Q Clear Time (g_c+I1), s	21.2	22.1	8.7	5.8	6.7	31.6	12.7	25.6
Green Ext Time (p_c), s	0.0	1.3	0.0	0.9	0.1	0.0	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	110	10	39	207	283	17	323	97	150	354	325
Future Volume (veh/h)	235	110	10	39	207	283	17	323	97	150	354	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.98		0.97	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1856	1885	1885	1856	1900	1856	1900
Adj Flow Rate, veh/h	242	113	9	40	213	224	18	333	54	155	365	247
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	3	1	1	3	0	3	0
Cap, veh/h	432	730	58	104	349	468	70	452	394	352	777	881
Arrive On Green	0.13	0.42	0.42	0.22	0.22	0.22	0.25	0.25	0.25	0.09	0.42	0.42
Sat Flow, veh/h	1795	1721	137	177	1617	1529	40	1792	1560	1810	1856	1602
Grp Volume(v), veh/h	242	0	122	253	0	224	351	0	54	155	365	247
Grp Sat Flow(s),veh/h/ln	1795	0	1858	1795	0	1529	1832	0	1560	1810	1856	1602
Q Serve(g_s), s	6.2	0.0	2.6	3.1	0.0	7.6	2.2	0.0	1.7	3.8	9.1	5.2
Cycle Q Clear(g_c), s	6.2	0.0	2.6	8.0	0.0	7.6	11.1	0.0	1.7	3.8	9.1	5.2
Prop In Lane	1.00		0.07	0.16		1.00	0.05		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	432	0	789	452	0	468	522	0	394	352	777	881
V/C Ratio(X)	0.56	0.00	0.15	0.56	0.00	0.48	0.67	0.00	0.14	0.44	0.47	0.28
Avail Cap(c_a), veh/h	536	0	789	705	0	690	1045	0	856	476	1018	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	11.3	22.7	0.0	18.1	21.9	0.0	18.5	15.4	13.4	7.7
Incr Delay (d2), s/veh	1.1	0.0	0.1	1.1	0.0	0.8	1.5	0.0	0.2	0.9	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.0	3.4	0.0	2.6	4.7	0.0	0.6	1.5	3.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	11.4	23.8	0.0	18.9	23.4	0.0	18.6	16.2	13.9	7.8
LnGrp LOS	B	A	B	C	A	B	C	A	B	B	B	A
Approach Vol, veh/h		364			477			405			767	
Approach Delay, s/veh		14.8			21.5			22.8			12.4	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	10.6	21.1		32.1		31.7	13.3	18.8				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	35.0		23.0		35.0	12.0	23.0				
Max Q Clear Time (g_c+I1), s	5.8	13.1		4.6		11.1	8.2	10.0				
Green Ext Time (p_c), s	0.1	2.4		0.5		3.2	0.3	1.9				

Intersection Summary			
HCM 6th Ctrl Delay		17.1	
HCM 6th LOS		B	

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	153	131	42	39	403	30	0	0	0	9	83	48
Future Vol, veh/h	153	131	42	39	403	30	0	0	0	9	83	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	7
Mvmt Flow	170	146	47	43	448	33	0	0	0	10	92	53

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	481	0	0	193	0	0	1061	1084	465
Stage 1	-	-	-	-	-	-	551	551	-
Stage 2	-	-	-	-	-	-	510	533	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.363
Pot Cap-1 Maneuver	1092	-	-	1392	-	-	250	219	587
Stage 1	-	-	-	-	-	-	581	519	-
Stage 2	-	-	-	-	-	-	607	528	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1092	-	-	1392	-	-	198	0	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	198	0	-
Stage 1	-	-	-	-	-	-	479	0	-
Stage 2	-	-	-	-	-	-	582	0	-

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0.6	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1092	-	-	1392	-	-	448
HCM Lane V/C Ratio	0.156	-	-	0.031	-	-	0.347
HCM Control Delay (s)	8.9	0	-	7.7	0	-	17.3
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-	-	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕							
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	16	24	98	0	234	19	0	0	0	0	0	0
Future Volume (vph)	16	24	98	0	234	19	0	0	0	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	17	26	105	0	252	20	0	0	0	0	0	0

Direction, Lane #	EB 1	WB 1
Volume Total (vph)	148	272
Volume Left (vph)	17	0
Volume Right (vph)	105	20
Hadj (s)	-0.40	-0.04
Departure Headway (s)	3.8	4.0
Degree Utilization, x	0.15	0.30
Capacity (veh/h)	938	895
Control Delay (s)	7.4	8.7
Approach Delay (s)	7.4	8.7
Approach LOS	A	A

Intersection Summary			
Delay	8.2		
Level of Service	A		
Intersection Capacity Utilization	27.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑				↾	
Traffic Vol, veh/h	24	0	0	0	253	75
Future Vol, veh/h	24	0	0	0	253	75
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	26	0	0	0	278	82
Number of Lanes	1	0	0	0	1	0

Approach	EB	NB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left		EB
Conflicting Lanes Left	0	1
Conflicting Approach Right	NB	
Conflicting Lanes Right	1	0
HCM Control Delay	7.8	9.6
HCM LOS	A	A

Lane	NBLn1	EBLn1
Vol Left, %	77%	0%
Vol Thru, %	0%	100%
Vol Right, %	23%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	328	24
LT Vol	253	0
Through Vol	0	24
RT Vol	75	0
Lane Flow Rate	360	26
Geometry Grp	1	1
Degree of Util (X)	0.397	0.034
Departure Headway (Hd)	3.962	4.68
Convergence, Y/N	Yes	Yes
Cap	908	770
Service Time	1.984	2.68
HCM Lane V/C Ratio	0.396	0.034
HCM Control Delay	9.6	7.8
HCM Lane LOS	A	A
HCM 95th-tile Q	1.9	0.1

Intersection	
Intersection Delay, s/veh	111.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	439	222	23	11	320	102	59	0	38	124	1	515
Future Vol, veh/h	439	222	23	11	320	102	59	0	38	124	1	515
Peak Hour Factor	0.94	0.49	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	0	0	2	2	2	6	2	1
Mvmt Flow	467	453	24	12	340	109	63	0	40	132	1	548
Number of Lanes	1	1	1	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	3
HCM Control Delay	103.8	155	21.4	106.7
HCM LOS	F	F	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	61%	100%	0%	0%	3%	100%	0%	0%
Vol Thru, %	0%	0%	100%	0%	74%	0%	100%	0%
Vol Right, %	39%	0%	0%	100%	24%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	439	222	23	433	124	1	515
LT Vol	59	439	0	0	11	124	0	0
Through Vol	0	0	222	0	320	0	1	0
RT Vol	38	0	0	23	102	0	0	515
Lane Flow Rate	103	467	453	24	461	132	1	548
Geometry Grp	8	7	7	7	8	7	7	7
Degree of Util (X)	0.323	1.144	1.047	0.052	1.227	0.331	0.003	1.179
Departure Headway (Hd)	12.717	9.731	9.207	8.473	10.264	9.549	8.955	8.206
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	285	378	399	425	359	379	402	449
Service Time	10.417	7.431	6.907	6.173	7.964	7.249	6.655	5.906
HCM Lane V/C Ratio	0.361	1.235	1.135	0.056	1.284	0.348	0.002	1.22
HCM Control Delay	21.4	122.7	89.2	11.6	155	16.9	11.7	128.5
HCM Lane LOS	C	F	F	B	F	C	B	F
HCM 95th-tile Q	1.4	16.4	13.6	0.2	18.6	1.4	0	19.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	439	222	23	11	320	102	59	0	38	124	1	515
Future Volume (veh/h)	439	222	23	11	320	102	59	0	38	124	1	515
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900	1870	1870	1870	1811	1870	1885
Adj Flow Rate, veh/h	467	453	24	12	340	109	63	0	40	132	1	548
Peak Hour Factor	0.94	0.49	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	0	0	0	2	2	2	6	2	1
Cap, veh/h	494	973	819	43	432	136	290	14	156	580	711	590
Arrive On Green	0.15	0.52	0.52	0.32	0.32	0.32	0.38	0.00	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	1870	1576	19	1351	424	611	36	411	1324	1870	1553
Grp Volume(v), veh/h	467	453	24	461	0	0	103	0	0	132	1	548
Grp Sat Flow(s),veh/h/ln	1781	1870	1576	1794	0	0	1058	0	0	1324	1870	1553
Q Serve(g_s), s	15.0	15.3	0.7	4.5	0.0	0.0	4.6	0.0	0.0	0.6	0.0	33.8
Cycle Q Clear(g_c), s	15.0	15.3	0.7	23.3	0.0	0.0	5.9	0.0	0.0	6.5	0.0	33.8
Prop In Lane	1.00		1.00	0.03		0.24	0.61		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	494	973	819	611	0	0	460	0	0	580	711	590
V/C Ratio(X)	0.95	0.47	0.03	0.75	0.00	0.00	0.22	0.00	0.00	0.23	0.00	0.93
Avail Cap(c_a), veh/h	494	973	819	611	0	0	460	0	0	580	711	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	15.2	11.7	31.0	0.0	0.0	20.8	0.0	0.0	21.2	19.2	29.7
Incr Delay (d2), s/veh	29.1	1.6	0.1	8.4	0.0	0.0	1.1	0.0	0.0	0.9	0.0	23.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	6.7	0.3	11.3	0.0	0.0	1.8	0.0	0.0	2.2	0.0	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	16.8	11.8	39.4	0.0	0.0	22.0	0.0	0.0	22.1	19.2	52.7
LnGrp LOS	D	B	B	D	A	A	C	A	A	C	B	D
Approach Vol, veh/h		944			461			103			681	
Approach Delay, s/veh		33.7			39.4			22.0			46.7	
Approach LOS		C			D			C			D	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		43.0		57.0		43.0	20.0	37.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		38.0		52.0		38.0	15.0	32.0				
Max Q Clear Time (g_c+I1), s		7.9		17.3		35.8	17.0	25.3				
Green Ext Time (p_c), s		0.8		3.2		0.7	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay			38.4									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	9.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	385	0	0	433	0	99
Future Vol, veh/h	385	0	0	433	0	99
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	-	-
Veh in Median Storage, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	397	0	0	446	0	102

Major/Minor	Minor1		Major2	
Conflicting Flow All	102	-	0	0
Stage 1	0	-	-	-
Stage 2	102	-	-	-
Critical Hdwy	6.42	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	2.2	-
Pot Cap-1 Maneuver	896	0	-	-
Stage 1	-	0	-	-
Stage 2	922	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	896	-	-	-
Mov Cap-2 Maneuver	896	-	-	-
Stage 1	-	-	-	-
Stage 2	922	-	-	-

Approach	WB	SB
HCM Control Delay, s	12.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	896	-	-
HCM Lane V/C Ratio	0.443	-	-
HCM Control Delay (s)	12.2	0	-
HCM Lane LOS	B	A	-
HCM 95th %tile Q(veh)	2.3	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	238	397	484	0
Future Volume (Veh/h)	0	0	238	397	484	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	259	432	526	0
Pedestrians	3				1	
Lane Width (ft)	0.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1480	529	529			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1480	529	529			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	75			
cM capacity (veh/h)	105	552	1048			

Direction, Lane #	NB 1	SB 1
Volume Total	691	526
Volume Left	259	0
Volume Right	0	0
cSH	1048	1700
Volume to Capacity	0.25	0.31
Queue Length 95th (ft)	24	0
Control Delay (s)	5.6	0.0
Lane LOS	A	
Approach Delay (s)	5.6	0.0
Approach LOS		

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	243	74	596	244	45	439
Future Volume (vph)	243	74	596	244	45	439
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	259	79	634	260	48	467

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	259	79	894	515
Volume Left (vph)	259	0	0	48
Volume Right (vph)	0	79	260	0
Hadj (s)	0.52	-0.67	-0.15	0.05
Departure Headway (s)	8.0	6.8	6.0	6.2
Degree Utilization, x	0.57	0.15	1.48	0.89
Capacity (veh/h)	434	514	608	576
Control Delay (s)	19.9	9.8	242.1	39.4
Approach Delay (s)	17.5		242.1	39.4
Approach LOS	C		F	E

Intersection Summary			
Delay	138.9		
Level of Service	F		
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection						
Int Delay, s/veh	17.3					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	87	158	0	754	682	0
Future Vol, veh/h	87	158	0	754	682	0
Conflicting Peds, #/hr	15	8	29	0	0	29
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	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	1	1	5
Mvmt Flow	91	165	0	785	710	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1510	718	-	0	-	0
Stage 1	710	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	134	432	0	-	-	0
Stage 1	491	-	0	-	-	0
Stage 2	446	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	134	429	-	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	491	-	-	-	-	-
Stage 2	446	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	118.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	241	-
HCM Lane V/C Ratio	-	1.059	-
HCM Control Delay (s)	-	118.6	-
HCM Lane LOS	-	F	-
HCM 95th %tile Q(veh)	-	10.7	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	361	4	4	429	5	5
Future Vol, veh/h	361	4	4	429	5	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, #	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	392	4	4	466	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	396	0	868	394
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	474	-
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	-	-	1163	-	323	655
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1163	-	321	655
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	431	-	-	1163	-
HCM Lane V/C Ratio	0.025	-	-	0.004	-
HCM Control Delay (s)	13.6	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	177	2	161	235	604	80	684	41	335	583	243
Future Volume (veh/h)	250	177	2	161	235	604	80	684	41	335	583	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1856	1870	1870	1870	1870	1900
Adj Flow Rate, veh/h	255	181	2	164	240	482	82	698	39	342	595	177
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	3	2	2	2	2	0
Cap, veh/h	307	921	10	459	479	749	107	825	46	384	741	745
Arrive On Green	0.07	0.25	0.25	0.07	0.25	0.25	0.06	0.24	0.24	0.22	0.40	0.40
Sat Flow, veh/h	1795	3629	40	1795	1885	1594	1767	3422	191	1781	1870	1610
Grp Volume(v), veh/h	255	89	94	164	240	482	82	362	375	342	595	177
Grp Sat Flow(s),veh/h/ln	1795	1791	1878	1795	1885	1594	1767	1777	1836	1781	1870	1610
Q Serve(g_s), s	6.0	3.5	3.5	6.0	9.8	20.7	4.1	17.5	17.5	16.7	25.3	6.0
Cycle Q Clear(g_c), s	6.0	3.5	3.5	6.0	9.8	20.7	4.1	17.5	17.5	16.7	25.3	6.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	307	455	477	459	479	749	107	428	443	384	741	745
V/C Ratio(X)	0.83	0.20	0.20	0.36	0.50	0.64	0.76	0.85	0.85	0.89	0.80	0.24
Avail Cap(c_a), veh/h	307	458	481	459	483	753	511	494	511	515	741	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	26.3	26.3	23.0	28.7	18.1	41.6	32.5	32.5	34.2	24.0	14.6
Incr Delay (d2), s/veh	17.3	0.2	0.2	0.5	0.8	1.9	10.6	11.5	11.2	14.0	6.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	1.5	1.6	2.6	4.4	7.5	2.1	8.7	8.9	8.5	11.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.4	26.5	26.5	23.4	29.5	20.0	52.2	44.0	43.7	48.2	30.4	14.7
LnGrp LOS	D	C	C	C	C	B	D	D	D	D	C	B
Approach Vol, veh/h		438			886			819			1114	
Approach Delay, s/veh		38.7			23.2			44.7			33.4	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.4	26.7	11.0	27.8	10.5	40.6	11.0	27.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	26.0	25.0	6.0	23.0	26.0	25.0	6.0	23.0
Max Q Clear Time (g_c+I1), s	18.7	19.5	8.0	5.5	6.1	27.3	8.0	22.7
Green Ext Time (p_c), s	0.6	2.2	0.0	0.8	0.2	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	439	222	23	11	320	102	59	0	38	124	1	515
Future Volume (veh/h)	439	222	23	11	320	102	59	0	38	124	1	515
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	0.99		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900	1870	1870	1870	1811	1870	1885
Adj Flow Rate, veh/h	467	453	24	12	340	109	63	0	40	132	1	548
Peak Hour Factor	0.94	0.49	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	0	0	0	2	2	2	6	2	1
Cap, veh/h	536	1001	844	43	390	122	281	14	150	559	682	880
Arrive On Green	0.20	0.54	0.54	0.29	0.29	0.29	0.36	0.00	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	1870	1576	19	1350	424	610	37	411	1324	1870	1552
Grp Volume(v), veh/h	467	453	24	461	0	0	103	0	0	132	1	548
Grp Sat Flow(s),veh/h/ln	1781	1870	1576	1794	0	0	1059	0	0	1324	1870	1552
Q Serve(g_s), s	17.6	14.8	0.7	7.7	0.0	0.0	4.8	0.0	0.0	0.6	0.0	24.0
Cycle Q Clear(g_c), s	17.6	14.8	0.7	24.5	0.0	0.0	6.1	0.0	0.0	6.7	0.0	24.0
Prop In Lane	1.00		1.00	0.03		0.24	0.61		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	536	1001	844	555	0	0	444	0	0	559	682	880
V/C Ratio(X)	0.87	0.45	0.03	0.83	0.00	0.00	0.23	0.00	0.00	0.24	0.00	0.62
Avail Cap(c_a), veh/h	542	1085	914	628	0	0	444	0	0	559	682	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	14.2	11.0	33.9	0.0	0.0	21.9	0.0	0.0	22.3	20.2	14.9
Incr Delay (d2), s/veh	11.3	0.2	0.0	8.4	0.0	0.0	1.2	0.0	0.0	1.0	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	6.1	0.2	11.7	0.0	0.0	1.8	0.0	0.0	2.3	0.0	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	14.5	11.0	42.3	0.0	0.0	23.1	0.0	0.0	23.3	20.2	18.2
LnGrp LOS	C	B	B	D	A	A	C	A	A	C	C	B
Approach Vol, veh/h		944			461			103			681	
Approach Delay, s/veh		21.9			42.3			23.1			19.2	
Approach LOS		C			D			C			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		41.5		58.5		41.5	24.7	33.9				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		32.0		58.0		32.0	20.0	33.0				
Max Q Clear Time (g_c+I1), s		8.1		16.8		26.0	19.6	26.5				
Green Ext Time (p_c), s		0.7		3.3		1.5	0.1	1.6				

Intersection Summary												
HCM 6th Ctrl Delay			25.4									
HCM 6th LOS			C									

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	238	397	484	0
Future Volume (vph)	0	0	238	397	484	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	
Lane Util. Factor				1.00	1.00	
Frpb, ped/bikes				1.00	1.00	
Flpb, ped/bikes				1.00	1.00	
Frt				1.00	1.00	
Flt Protected				0.98	1.00	
Satd. Flow (prot)				1864	1845	
Flt Permitted				0.59	1.00	
Satd. Flow (perm)				1117	1845	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	259	432	526	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	691	526	0
Confl. Peds. (#/hr)	1		3			3
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Turn Type			custom	NA	NA	
Protected Phases			5 8	2 8	6	
Permitted Phases			2			
Actuated Green, G (s)				74.8	65.9	
Effective Green, g (s)				74.8	65.9	
Actuated g/C Ratio				0.80	0.70	
Clearance Time (s)					5.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)				1034	1300	
v/s Ratio Prot				c0.13	c0.29	
v/s Ratio Perm				c0.41		
v/c Ratio				0.67	0.40	
Uniform Delay, d1				4.0	5.7	
Progression Factor				2.14	1.00	
Incremental Delay, d2				1.2	0.2	
Delay (s)				9.8	5.9	
Level of Service				A	A	
Approach Delay (s)	0.0			9.8	5.9	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	93.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	243	74	596	244	45	439
Future Volume (vph)	243	74	596	244	45	439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0			5.0
Lane Util. Factor	1.00	1.00	1.00			1.00
Frpb, ped/bikes	1.00	0.98	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	0.96			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1787	1546	1778			1862
Flt Permitted	0.95	1.00	1.00			0.73
Satd. Flow (perm)	1787	1546	1778			1361
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	259	79	634	260	48	467
RTOR Reduction (vph)	0	61	15	0	0	0
Lane Group Flow (vph)	259	18	879	0	0	515
Confl. Peds. (#/hr)	15	4		12	12	
Confl. Bikes (#/hr)				1		
Heavy Vehicles (%)	1%	2%	0%	4%	7%	1%
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Actuated Green, G (s)	17.6	21.3	57.2			65.9
Effective Green, g (s)	17.6	21.3	57.2			65.9
Actuated g/C Ratio	0.19	0.23	0.61			0.70
Clearance Time (s)	5.0	5.0	5.0			5.0
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	336	434	1087			979
v/s Ratio Prot	c0.14	0.00	c0.49			c0.02
v/s Ratio Perm		0.01				0.35
v/c Ratio	0.77	0.04	0.81			0.53
Uniform Delay, d1	36.0	28.1	13.9			6.5
Progression Factor	1.00	1.00	0.32			0.23
Incremental Delay, d2	10.4	0.0	3.6			0.5
Delay (s)	46.5	28.2	8.1			2.0
Level of Service	D	C	A			A
Approach Delay (s)	42.2		8.1			2.0
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	93.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	87	158	0	754	682	0
Future Volume (vph)	87	158	0	754	682	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			5.0	5.0	
Lane Util. Factor	1.00			1.00	1.00	
Frpb, ped/bikes	0.97			1.00	1.00	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	0.91			1.00	1.00	
Flt Protected	0.98			1.00	1.00	
Satd. Flow (prot)	1654			1881	1881	
Flt Permitted	0.98			1.00	1.00	
Satd. Flow (perm)	1654			1881	1881	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	91	165	0	785	710	0
RTOR Reduction (vph)	65	0	0	0	0	0
Lane Group Flow (vph)	191	0	0	785	710	0
Confl. Peds. (#/hr)	15	8	29			29
Confl. Bikes (#/hr)		3				
Heavy Vehicles (%)	0%	0%	1%	1%	1%	5%
Turn Type	Prot			NA	NA	
Protected Phases	4			2	6	
Permitted Phases						
Actuated Green, G (s)	18.1			57.2	65.9	
Effective Green, g (s)	18.1			57.2	65.9	
Actuated g/C Ratio	0.19			0.61	0.70	
Clearance Time (s)	4.5			5.0	5.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	320			1150	1325	
v/s Ratio Prot	c0.12			c0.42	c0.38	
v/s Ratio Perm						
v/c Ratio	0.60			0.68	0.54	
Uniform Delay, d1	34.4			12.1	6.5	
Progression Factor	1.00			1.00	1.30	
Incremental Delay, d2	3.0			1.7	0.3	
Delay (s)	37.3			13.8	8.8	
Level of Service	D			B	A	
Approach Delay (s)	37.3			13.8	8.8	
Approach LOS	D			B	A	

Intersection Summary			
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	93.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

October 24, 2019

Wayne Platte Jr., Chairman
City of Kingston Planning Board
420 Broadway
Kingston, NY 12401

RE: Response to Comments, The Kingstonian, 9-21 N. Front Street, City of Kingston, Ulster County, New York; CM Project No. 118-025

Dear Mr. Platte:

Creighton Manning Engineering, LLP (CM) is in receipt of the October 7, 2019 comments from HVEA Engineers regarding the Kingstonian project in the City of Kingston. Below is a summary of the comments and our responses.

Comment #1: "The closure of Fair Street Extension is a critical component of the proposed development. It has been adequately demonstrated that this action shall have no significant adverse traffic impact on the adjacent roadway network."

Response: Acknowledged.

Comment #2: "We defer to the City's Planning Department regarding parking requirements under the existing and proposed conditions."

Response: Acknowledged.

Comment #3: "We agree that the projected overall operating conditions at the Washington Avenue/Hurley Avenue/Schwenk Drive intersections may be improved via a review and revision of prevailing timing parameters and/or phasing."

Response: Acknowledged.

Comment #4: "The reactivation of the signal at Schwenk Drive/Fair Street Extension/Kingston Plaza intersection should be made a condition of project approval. The safe and efficient passage of project related traffic is dependent upon this mitigation action."

Response: Acknowledged.

Comment #5: "We concur that the operating conditions at both the Clinton Avenue/John Street and Clinton Avenue/Westbrook Lane may be improved via signalization and we agree that any such assessment should incorporate the signal operation at Clinton Avenue/Albany Street."

Response: Acknowledged.

Comment #6: "Again, we defer to the City's planning group for an evaluation of the proposed off-street deliveries and refuse collection."

Response: Acknowledged.

Comment #7: "We agree that the DRI initiative shall result in poor operating conditions at the Clinton Avenue/Main Street intersection (LOS F on Main Street) and concur that this condition may be improved via signalization."

Response: Acknowledged.

Comment #8: We suggest that, "The applicant be required to undertake an assessment of sight lines at the southern garage ramp on Schwenk Drive [and] demonstrate conformance with current standards."

Response: A sight distance assessment was conducted at the proposed southern access on Schwenk Drive. The available *intersection* sight distance was measured from the perspective of a driver looking in both directions along Schwenk Drive to determine if adequate sight lines are available. The intersection sight distance looking straight ahead for vehicles traveling westbound on Schwenk Drive (i.e., those turning left into the proposed garage ramp) was also measured. The available intersection sight distance on a minor approach should provide drivers a sufficient view of the intersecting roadway to allow vehicles to enter or exit the intersection without excessively slowing vehicles traveling at or near the operating speed on the intersecting mainline.

Stopping sight distance was also measured at the existing intersection. Stopping sight distance is the length of the roadway ahead that is visible to the driver. The available stopping sight distance on a roadway should be of sufficient length to enable a vehicle traveling at or near the operating speed to stop before reaching a stationary object in its path.

The posted speed limit in the City of Kingston is 30 mph. The available sight distances compared to the guidelines presented in AASHTO's *A Policy on Geometric Design of Highways and Streets*, 2011, and NYSDOT design guidance (EB 17-007) for the 35-mph operating speed (posted speed limit plus five mph) on Schwenk Drive are summarized in Table 1.

Table 1 – Sight Distance Evaluation (feet)

Intersection		Intersection Sight Distance[1]				Stopping Sight Distance[2]	
		Right Turn from Site Driveway (D_L)	Left Turn from Site Driveway		Left Turn from Schwenk Drive (D_S)	SSD_{EB}	SSD_{WB}
			Looking Left (D_L)	Looking Right (D_R)			
Schwenk Drive/Site Driveway	Available	>550	>550	290	>550	>550	370
	Recommended	335	390	390	285	205	250

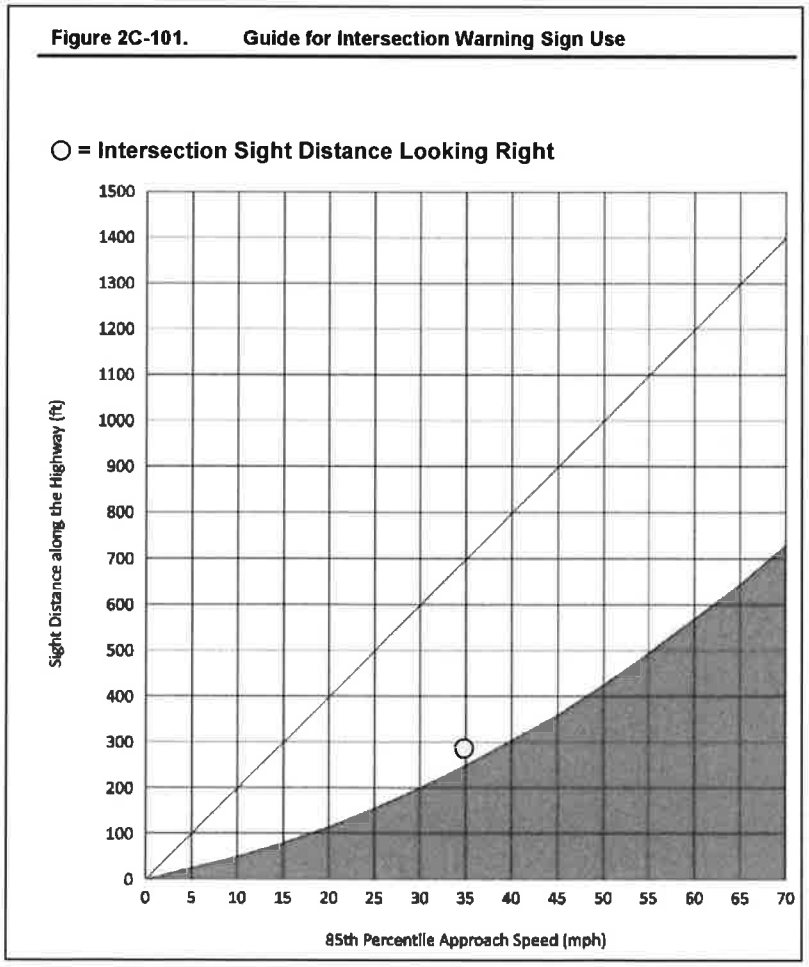
1. Intersection sight distance is measured at 14.5 feet back from the travel way at an eye height and object height of 3.5 feet.
2. Stopping sight distance is measured at an eye height of 3.5 feet for a 2-foot object located in the path of vehicles travelling on the mainline.

The available stopping sight distance for vehicles traveling eastbound and westbound on Schwenk Drive and the distance looking straight for drivers turning left into the site exceeds AASHTO guidelines for a 35-mph operating speed. In addition, the available intersection sight distance looking left to make a right turn exiting the site also exceeds AASHTO guidelines for the 35-mph operating speed.

Photograph #1 – Sight Distance Looking Left

Photograph #2 – Sight Distance Looking Right

Drivers turning left out of the driveway also need to look right along Schwenk Drive. The available sight distance looking right is less than desirable at 35 mph. Figure 2C-101 found in the New York State Supplement (NYS Supplement) to the National Manual for Uniform Traffic Control Devices (NMUTCD) provides guidance for the installation of "Intersection Warning" signs as mitigation for sight distance. A review of Figure 2C-101 (see figure below) indicates that the available sight distance looking to the right at the Site Driveway is less than desirable, but not critically limited for a 35-mph operating speed and therefore an "Intersection Warning" sign is not recommended. It is recommended that any proposed vegetation and/or signage related to the site be placed a minimum of 15 feet back from the edge of the travel lane to maximize sight lines along the site frontage and provide clear lines of sight for vehicles exiting the site.



Reference: NYS Supplement to the Manual on Uniform Traffic Control Devices for Streets and Highways (2009 Edition), page 119

Comment #10: We suggest that, "In lieu of the 'relocation' of the flashing beacon at N/ Front Street/Wall Street consideration should be given to a 3-Color signal to better facilitate the safe and efficient flow of traffic at the proposed ingress to the development."

Response: A level of service (LOS) evaluation was conducted at the N. Front Street/Wall Street/Site Driveway intersection to assess the operational characteristics of modifying the flashing beacon, which provides for all-way stop control, to a three-color traffic signal. It is noted that the analysis is based on the current (Non-DRI) traffic patterns and that under the DRI scenario a signal would provide little value to vehicular traffic as both the site driveway and Wall Street would provide one-way travel away from N. Front Street. The results of the LOS analysis are summarized in table 2.

Table 2 – LOS Summary

Intersection		PM Peak Hour			
		2019 Existing	2025 No-Build	2025 Build	2025 Build w/ Signal
N. Front Street/Wall Street/Site Driveway					
N. Front Street EB	[L]TR	A (9.7)	B (10.4)	A (9.4)	A (7.4)
N. Front Street WB	LT[R]	B (10.2)	B (11.1)	B (10.1)	A (8.4)
Wall Street NB	L[T]R	B (11.9)	B (13.9)	B (12.0)	A (6.4)
	Overall	B (10.9)	B (12.3)	B (10.9)	A (7.2)

EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X (Y.Y) = Level of service (Average delay in seconds per vehicle)
-- = Not Applicable

The analysis shows that construction of a full traffic signal at the N. Front Street/Wall Street/Site Driveway intersection will result in an approximate four-second reduction in overall delay. Although there is a theoretical benefit to the change in intersection operation, the degree of improvement is marginal and may not be commensurate with the associated construction cost. It is noted that should the City wish to pursue signalization at this intersection, a complete signal warrants analysis as outlined in the national Manual on Uniform Traffic Control Devices (MUTCD) should be conducted.

If you have any questions regarding above, please don't hesitate to contact our office.

Respectfully submitted,
Creighton Manning Engineering, LLP

Frank A. Filiciotto, PE
Branch Manager

Jesse Vogl, AICP
Project Planner

Attachments

Cc: Joe Bonura
Dennis Larios, PE

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↾	
Traffic Vol, veh/h	154	0	0	200	208	114
Future Vol, veh/h	154	0	0	200	208	114
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	0	0	0	3	2
Mvmt Flow	166	0	0	215	224	123
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.7	10.2	11.9
HCM LOS	A	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	65%	0%	0%
Vol Thru, %	0%	100%	100%
Vol Right, %	35%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	322	154	200
LT Vol	208	0	0
Through Vol	0	154	200
RT Vol	114	0	0
Lane Flow Rate	346	166	215
Geometry Grp	1	1	1
Degree of Util (X)	0.461	0.233	0.297
Departure Headway (Hd)	4.793	5.056	4.977
Convergence, Y/N	Yes	Yes	Yes
Cap	748	704	716
Service Time	2.855	3.132	3.049
HCM Lane V/C Ratio	0.463	0.236	0.3
HCM Control Delay	11.9	9.7	10.2
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.4	0.9	1.2

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	174	0	0	226	234	128
Future Vol, veh/h	174	0	0	226	234	128
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	0	0	0	3	2
Mvmt Flow	187	0	0	243	252	138
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.4	11.1	13.9
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	65%	0%	0%
Vol Thru, %	0%	100%	100%
Vol Right, %	35%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	362	174	226
LT Vol	234	0	0
Through Vol	0	174	226
RT Vol	128	0	0
Lane Flow Rate	389	187	243
Geometry Grp	1	1	1
Degree of Util (X)	0.544	0.277	0.354
Departure Headway (Hd)	5.033	5.336	5.24
Convergence, Y/N	Yes	Yes	Yes
Cap	720	674	688
Service Time	3.033	3.367	3.268
HCM Lane V/C Ratio	0.54	0.277	0.353
HCM Control Delay	13.9	10.4	11.1
HCM Lane LOS	B	B	B
HCM 95th-tile Q	3.3	1.1	1.6

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	114	0	0	188	15	234	5	83	0	0	0
Future Vol, veh/h	15	114	0	0	188	15	234	5	83	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	1	0	0	0	2	3	2	2	0	0	0
Mvmt Flow	16	123	0	0	202	16	252	5	89	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.4	10.1	12
HCM LOS	A	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	73%	12%	0%
Vol Thru, %	2%	88%	93%
Vol Right, %	26%	0%	7%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	322	129	203
LT Vol	234	15	0
Through Vol	5	114	188
RT Vol	83	0	15
Lane Flow Rate	346	139	218
Geometry Grp	1	1	1
Degree of Util (X)	0.462	0.197	0.297
Departure Headway (Hd)	4.808	5.103	4.904
Convergence, Y/N	Yes	Yes	Yes
Cap	744	698	727
Service Time	2.867	3.175	2.969
HCM Lane V/C Ratio	0.465	0.199	0.3
HCM Control Delay	12	9.4	10.1
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.5	0.7	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	114	0	0	188	15	234	5	83	0	0	0
Future Volume (veh/h)	15	114	0	0	188	15	234	5	83	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1885	1885	0	0	1900	1900	1900	1870	1900			
Adj Flow Rate, veh/h	16	123	0	0	202	16	252	5	89			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	1	1	0	0	0	0	0	2	0			
Cap, veh/h	201	402	0	0	409	32	460	9	163			
Arrive On Green	0.24	0.24	0.00	0.00	0.24	0.24	0.37	0.37	0.37			
Sat Flow, veh/h	112	1704	0	0	1738	138	1236	25	436			
Grp Volume(v), veh/h	139	0	0	0	0	218	346	0	0			
Grp Sat Flow(s),veh/h/ln	1817	0	0	0	0	1875	1697	0	0			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	2.3	3.7	0.0	0.0			
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.0	0.0	2.3	3.7	0.0	0.0			
Prop In Lane	0.12		0.00	0.00		0.07	0.73		0.26			
Lane Grp Cap(c), veh/h	603	0	0	0	0	442	632	0	0			
V/C Ratio(X)	0.23	0.00	0.00	0.00	0.00	0.49	0.55	0.00	0.00			
Avail Cap(c_a), veh/h	1914	0	0	0	0	1837	2106	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	7.2	0.0	0.0	0.0	0.0	7.6	5.7	0.0	0.0			
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.9	0.7	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	0.6	0.6	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.4	0.0	0.0	0.0	0.0	8.4	6.4	0.0	0.0			
LnGrp LOS	A	A	A	A	A	A	A	A	A			
Approach Vol, veh/h		139			218			346				
Approach Delay, s/veh		7.4			8.4			6.4				
Approach LOS		A			A			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		13.1		9.9				9.9				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		28.5		22.5				22.5				
Max Q Clear Time (g_c+I1), s		5.7		3.4				4.3				
Green Ext Time (p_c), s		2.2		0.7				1.1				
Intersection Summary												
HCM 6th Ctrl Delay			7.2									
HCM 6th LOS			A									

October 24, 2019

Wayne Platte Jr., Chairman
City of Kingston Planning Board
420 Broadway
Kingston, NY 12401

RE: Updated Trip Generation Evaluation, The Kingstonian, 9-21 N. Front Street, City of Kingston, Ulster County, New York; CM Project No. 118-025

Dear Mr. Platte:

Creighton Manning Engineering, LLP (CM) has conducted an Updated Trip Generation Evaluation for the proposed *Kingstonian* located on N. Front Street in the City of Kingston. The initial *Kingstonian TIS* (dated July 23, 2019) indicated that the site would provide 131 apartment units. Since the submittal of the TIS, the applicant is considering the construction of 14 affordable housing units as a community benefit in addition to the 131 units. The following assessment compares the updated site trip generation to the trip generation presented in the initial TIS.

Trip Generation

Trip generation determines the quantity of traffic expected to travel to and from a given site. The Institute of Transportation Engineers (ITE) collects actual traffic counts from similar land uses and publishes them in *Trip Generation, 10th Edition*, which is the industry standard used for estimating trip generation for a proposed land use. The weekday PM peak hour trip generation has been estimated for the original and revised project based on ITE Land Use Code (LUC) 221 for Multi-family housing (mid-rise). Table 1 summarizes the trip generation comparison between each land use.

Table 1 – *Kingstonian* Trip Generation Comparison

Land Use	LUC	Size	PM Peak Hour		
			Enter	Exit	Total
Multi-Family Housing (Mid-Rise)	*221*	*145 units*	*38*	*25*	*63*
Shopping Center	820	8.95 KSF	16	18	34
Hotel	310	32 rooms	11	12	23
Municipal Parking Garage	CM Data	200 Spaces	14	54	68
Updated Trip Generation – Total Trips			**79**	**109**	**188**
Initial TIS – Total Trips			*76*	*107*	*183*
Difference			*3*	*2*	*5*

The trip generation comparison shows that the site with 14 additional affordable housing units is expected to generate five additional vehicle trips (three entering and two exiting) during the PM peak hour when compared to the initial TIS. This results in fewer than two additional vehicles on any one approach during the PM peak hour, which is not significant or perceptible. Therefore, the conclusions and findings of the original study and subsequent response to comments remain applicable.

If you have any questions regarding above, please don't hesitate to contact our office.

Respectfully submitted,
Creighton Manning Engineering, LLP

Frank A. Filiciotto, PE
Branch Manager

Jesse Vogl, AICP
Project Planner

cc: Joe Bonura
Dennis Larios, PE

Estimated Costs for City of Kingston to Construct a 290 Car Garage

Construction Cost Estimate - 290 Spaces @ $40,000 per space $11,600,000

Additional Costs Estimate - $4,882,000 – Removal of Old Garage (subsurface), Site Stabilization, Storm Water Treatment Infrastructure, Design, Construction Management, Design Services. Legal, Bonding, Administrative, and Interest during Construction.

Estimated Municipal Construction Cost(s) is $16,482,000

Estimated Interest Cost (25 Years at 3.75%)

$1,025,000 annual municipal bond payment.

Bond Payment 25 Year Cost - $25,626,000

Estimated Maintenance Costs over 25 Years ($30 per space, per month)

($104,000 annual)

30x290x12x25 = $2,600,000 for 25 years

Estimated Operational Costs for 25 Years ($15 per Space)

($87,000 annual)

25x290x12x25 = $2,175,000 for 25 years

Estimated Municipal Cost for **25 Years** is about **$30,401,000**

($1,216,040 annual cost to municipality)

PRELIMINARY ESTIMATE OF COST
290 CAR PARKING STRUCTURE
21 North Front Street
CITY OF KINGSTON

Item	Description	Estimated Cost
Removals	Removals of old Garage Foundations & Other removals	$800,000.00
Site Stabilization	Geotechnical/Subsurface Stabilization	$600,000.00
Parking Structure including Foundations, elevators, lighting, entrances, gates, controls	290 spaces @ $40,000/space includes 5% contingency	$11,600,000.00
Stormwater Treatment	lump sum	$400,000.00
Sub-Total Construction		**$13,400,000.00**
Design Services	Allowance at 8%	$1,072,000.00
Construction Management and Supervision	Allowance at 8%	$1,072,000.00
Legal, Bonding and Administrative	Allowance at 3%	$402,000.00
Interest During Construction		$536,000.00
Total Project Cost		**$16,482,000.00**

HVEA
ENGINEERS

Via Email

October 7, 2019

Wayne Platte Jr., Chairman
City of Kingston Planning Board
420 Broadway
Kingston, NY 12401

Re: The Kingstonian – Review of Traffic Impact Study
9-21 North Front Street
City of Kingston, Ulster County, New York

Dear Mr. Platte:

HVEA Engineers reviewed the following documents associated with the proposed Kingstonian project:

- Traffic Impact Study, prepared by Creighton Manning Engineering, LLP dated July 23, 2019

Having reviewed the document provided we find the same to be consistent with current standards and guidelines regarding applied methodology. While we concur in general with the Conclusions and Recommendations offered in Chapter V (page 32), we offer the following as confirmation of proposed mitigation of potential traffic impacts:

1. The closure of Fair Street Extension is a critical component of the proposed development. It has been adequately demonstrated that this action shall have no significant adverse traffic impact on the adjacent roadway network.

2. We defer to the City's Planning Department regarding parking requirements under existing and proposed conditions.

3. We agree that the projected overall operating conditions at the Washington Avenue/Hurley Avenue/Schwenk Drive intersection may be improved via a review and revision of prevailing timing parameters and/or phasing.

4. The reactivation of the signal at Schwenk Drive/Fair Street Extension/Kingston Plaza intersection should be made a condition of project approval. The safe and efficient passage of project related traffic is dependent upon this mitigation action.

5. We concur that the operating conditions at both the Clinton Avenue/John Street and Clinton Avenue/Westbrook Lane may be improved via signalization and we agree that any such assessment should incorporate the signal operation at Clinton Avenue/Albany Street.

6. Again, we defer to the City's planning group for an evaluation of the proposed off-street deliveries and refuse collection.

7. We agree that the DRI initiative shall result in poor operating conditions at the Clinton Avenue/Main Street intersection (LOS F on Main Street) and concur that this condition may be improved via signalization.

In addition to the above, we suggest the following:

a. The applicant be required to undertake an assessment of sight lines at the southern garage ramp on Schwenk Drive demonstrate conformance with current standards.

b. In lieu of the "relocation" of the flashing beacon at N. Front Street/Wall Street consideration should be given to a 3-Color signal to better facilitate the safe and efficient flow of traffic at the proposed ingress to the development.

We trust this letter adequately conveys HVEA's review of the Traffic Impact Study. Please contact our office with any questions.

Sincerely,

David Ellis

David Ellis

cc: Suzanne Cahill
Planning Director

Law Offices of
Rodenhausen Chale & Polidoro LLP

55 Chestnut Street
Rhinebeck, New York 12572

February 10, 2021

Via E-mail: ward3@kingston-ny.gov
Reynolds Scott-Childress, Chairman
City of Kingston Finance and Audit Committee
420 Broadway
Kingston, New York 12401

Re: Proposed Transfer of Property at 21 N Front Street (the "Property")
To the Kingston Local Development Corporation ("KLDC")

Dear Chair Scott-Childress and Members of the Committee:

I am writing on behalf of several property owners within the Uptown neighborhood of the City of Kingston. We understand that the Finance and Audit Committee ("Committee") will be discussing a proposed transfer of the above-referenced, city-owned Property to the KLDC at no cost to facilitate the development of the Kingstonian project (the "Kingstonian"). If permitted, this conveyance would result in the elimination of an existing public parking lot and the construction of an inadequate replacement of those parking spaces in the form of a private parking garage. Our clients are concerned about the negative effects of this transfer including the loss of publicly available parking spaces, loss of public parkland, and the giveaway of taxpayer-owned land to a developer.

As you are aware, pursuant to New York State Not-for-Profit Corporation Law § 1411(d) and City of Kingston Code § 106-1, the City must find that property is not needed for a public purpose before it may transfer its property to a local development corporation. The Property at issue, however, *is* needed for a public purpose – parking. The Property provides vital public parking for Uptown Kingston, an area which the Common Council has acknowledged already lacks sufficient public parking. The Kingstonian will result in a net loss of publicly available parking spaces within Uptown Kingston. Despite claims to the contrary by the Kingstonian's proponents, simple math demonstrates that, after accounting for the parking spaces to be used by the Kingstonian's tenants and occupants, there will be fewer remaining publicly available parking spaces in the Kingstonian's parking garage than exist now at the Property. For further detail regarding the City's own parking requirements and the net negative effect of the Project on available parking, see the attached letter previously submitted to the Committee. As the Property is necessary for an important public purpose, parking, the City cannot make the necessary findings under State law or its own Code to permit the conveyance of the Property to the KLDC.

The Property also serves a second public purpose as a public park (the "Park"). The Park contains a passive recreation area with playground grounds painted on the ground, several picnic tables, a sitting wall and landscaping. Parks and open spaces serve an important public purpose in

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vpolidoro@rodenhausenchale.com

urban areas by providing resting spots, gathering spaces and a place to recreate. Open air spaces are especially important during the pandemic when employees, restaurant customers and apartment dwellers are seeking outdoor spaces to gather and eat. The City cannot plausibly find that the Park does not serve a public purpose and is therefore prohibited from conveying the Property to the KLDC.

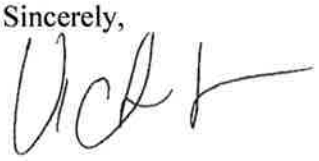
Even if, for the sake of argument, the City could find that the Park does not serve a public purpose, the City is still prohibited from conveying the Property to the KLDC. Specifically, section 1411(d) of the NPCL prohibits the City from conveying any land that is "inalienable as a forest preserve or a parkland." The issue of whether the Park constitutes inalienable parkland is currently pending before the Ulster County Supreme Court and any action to convey the Property before this issue is decided would open the City to further legal action.

It is apparent that the City is seeking to convey the Property to the KLDC in order to do what it is otherwise prohibited from doing, conveying a city-owned parking lot to a private developer for free. The City must fulfill its obligations to its taxpayers and negotiate a fair price for the Property. See City of Kingston Code § 106-1. We believe that doing so would require, at minimum, an appraisal of the fair market value of the Property. The City has assessed the Property at $724,000 and its fair market value is likely significantly higher since the pandemic has caused Ulster County to have the fastest rising property values in the Country.

Given that the Project will actually reduce publicly available parking and frustrate the Property's public purposes, the City cannot justifiably claim that the conveyance of the Property will be paid back in the form of public benefits. Moreover, any alleged public benefits have already been presented by the developers as the basis for grants and PILOTs worth tens of millions of dollars and zoning amendments custom-tailored to allow the Kingstonian. After everything the City and its residents have given and will give up to indulge the Kingstonian, the City must ensure that it receives fair compensation before handing over City-owned, publicly-utilized Property to private developers.

Please be guided accordingly.

Sincerely,



Victoria L. Polidoro

Cc: Mayor Steve Noble
Dan Gartenstein, Esq.
Alderwoman Andrea Shaut

RISELEY & MORIELLO
ATTORNEYS AT LAW
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Richard F. Riseley
Michael A. Moriello

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February 25, 2021

City of Kingston Finance and Audit Committee
Mr. Reynolds Scott-Childress, Chair
City Hall
420 Broadway
Kingston, New York 12401

RE: Response to Correspondence by Victoria Polidoro, Esq.

Dear Chair Scott-Childress and Members of the Committee:

As you are aware, we represent Kingstonian Development, LLC (the "Developer"), which is an affiliate of JM Development Group, LLC ("JM Development"), in connection with the development of the Kingstonian Project (the "Project"). We write you in response to the February 10, 2021 letter of attorney Victoria L. Polidoro opposing the transfer of the City's property at 21 North Front Street (the "Property") to the Kingston Local Development Corporation ("KLDC") in connection with the Project.

Ms. Polidoro's letter utterly misstates the requirements of Not-For-Profit Corporation Law Section 1411 by positing that "the City must find that property is not needed for a public purpose before it may transfer its property to a local development corporation." Rather, Section 1411 only provides that a city "may…determine that…real property owned by the…city…is not required for use by such …city…".

Moreover, Section 106-1 of the Kingston Code is completely irrelevant to this issue, inasmuch as the provisions of Section 1411 pre-empt and overrule the, "provisions of any general, special or local law, charter or ordinance to the contrary".

Thus, the real question is whether or not the City has actual use of the Property in its operation,. In this regard, there is absolutely no requirement or mandate that bars the City from transferring property that is "needed for a public purpose". Rather, the use of the Property by the City, present or prospective, is strictly a matter of legislative judgment and discretion, and should not and is not, subject to second-guessing by persons not involved in the City's management and functioning.

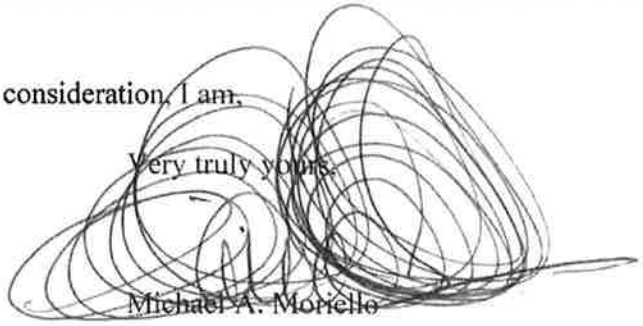
In this regard, the conclusory and completely unfounded opinion of Ms. Polidoro that the Project will result in fewer publicly available parking spaces, has no bearing on the City's determination to transfer the Property. Again, Section 1411 of the Not-For-Profit Corporation Law does not impose any sort of "public purpose" test or obligation on the City. Notwithstanding this fact, this project will actually result in additional parking for the public.

Finally, we also note that Ms. Polidoro's assertion that a small portion of the Property is a public park has now been officially rejected in the recent Decision of Supreme Court Justice Richard Mott, a copy of which is enclosed. This action, as referenced within Ms. Polidoro's letter, has been dismissed in its entirety, which includes the denial of all causes of action alleging that a portion of the Property constitutes parkland.

Accordingly, we respectfully request that the contentions set forth in Ms. Polidoro's letter to you be given no consideration herein.

Thanking you for your continuing consideration, I am,

Very truly yours,



Michael A. Moriello

Enclosure

cc: Joseph Bonura, Jr.
Brad Jordan
Patrick Page
Daniel Gartenstein, Esq.
Kevin Bryant, Esq.
Robert Cook, Esq.
Chip Gordon, Esq.
Alita Guida, Esq.

SUPREME COURT OF THE STATE OF NEW YORK
COUNTY OF ULSTER

----------X

61 CROWN STREET, LLC, 311 WALL STREET, LLC, 317 WALL STREET, LLC, 323 WALL STREET OWNERS, LLC, 63 NORTH FRONT STREET, LLC, 314 WALL STREET, LLC, and 328 WALL STREET, LLC,

Plaintiff,

-against-

DECISION/ORDER

Index No. EF2020-2075
R.J.I. No. 55-20-0873
Richard Mott, J.S.C.

CITY OF KINGSTON COMMON COUNCIL, STEVEN T. NOBLE, IN HIS CAPACITY AS MAYOR OF THE CITY OF KINGSTON, JM DEVELOPMENT GROUP, LLC, HERZOG SUPPLY CO., INC., KINGSTONIAN DEVELOPMENT, LLC, PATRICK PAGE HOLDINGS, L.P., BLUE STONE REALTY, LLC, WRIGHT ARCHITECT, PLLC,

Defendants.

----------X

Motion Return Date: December 31, 2020

APPEARANCES:

Plaintiffs:

Victoria Polidoro, Esq.
Rosenhausen Chale & Polidoro, LLC
55 Chestnut Street
Rhinebeck, NY 12572

-and-

J. Scott Greer, Esq.
50 Haight Avenue
Poughkeepsie, NY 12603

Defendants:

Kevin R. Bryant, Esq.
Corporation Counsel – City of Kingston
420 Broadway
Kingston, NY 12401

-and-

Daniel Gartenstein, Esq.,
Assistant Corporation Counsel – City of Kingston
420 Broadway/PO Box 3575
Kingston, NY 12402
For City of Kingston Common Council (Council) and Steven T. Noble in his Capacity as Mayor of the City of Kingston (Mayor, collectively, City)

Michael A. Moriello, Esq.
Riseley & Moriello
111 Green Street/PO Box 4465
Kingston, NY 12402
For JM Development Group, LLC, (JM), Herzog Supply Co, Inc., (Herzog), Kingstonian Development, LLC and Patrick Page Holdings, LLC (Developers)

Robert D. Cook, Esq.
Cook, Netter, Cloonan, Kurtz & Murphy, PC
85 Main Street
Kingston, NY 12401
For Blue Stone Realty, LLC (Blue Stone) and Andrew Wright Architects, PLLC (Wright)

Mott, J.

Developers move for summary judgment dismissing this action for declaratory and injunctive relief alleging illegal acts of the Council and/or Mayor pursuant to CPLR § 3001 and General Municipal Law (GML) § 51.[1] The City supports the motion. Plaintiffs oppose.[2]

Background

Plaintiffs challenge the City's actions relative to Developers' Kingstonian Project (Project) in the City's Stockade Historic District (KSHD) which involves City-owned parcels, including, *inter alia*, 21 N. Front Street. The KSHD is zoned C-2 (commercial) with a Multi-

[1] This section authorizes a taxpayer suit to "prevent any official illegal act." Id.

[2] Blue Stone/Wright answers seeking dismissal and an attorney-fee award asserting this action is frivolous and seeks the same relief against it in a prior pending proceeding. However, they have not made a submission on this motion.

Use Overlay District (MUOD) permitting residential use.[3] Following a Request for Qualification to develop City parcels, including an outdoor parking lot and defunct municipal parking garage (Garage), the Mayor signed a Memorandum of Understanding (MOU) with Wright. The MOU states it is a non-binding agreement to work together to obtain investors for the lease and/or sale of said property to develop "a minimum of 200 parking spaces and a combination of street-level commercial, retail and dining establishment with apartments or hotel." Thereafter, Wright, with the Mayor's consent, assigned the MOU to JM, with consideration therefore conditioned upon obtaining, *inter alia,* "...Council and referendum approval, if required." Following the Planning Board's (PB) negative SEQR declaration, the Council approved the extension of the MUOD to Herzog's .313-acre Project parcel bordering the KSHD (Herzog Parcel), also in the C-2 zoning district, conditioned upon compliance with a 10% affordable housing quota.

Plaintiffs' 1st cause of action asserts that a 1,584' sq. picnic area is parkland that the City intends to alienate without first obtaining required legislative approval. The 2nd seeks to enjoin said alienation without such approval. The 3rd and 4th seek declarations that the MOU and its assignment are null and void as lacking Council approval required for the conveyance of City land. The 5th claims the Council engaged in illegal spot-zoning when it extended the MUOD to the Herzog Parcel for the sole benefit of the Project, contrary to the City's Comprehensive Plan (CP) and despite harm to neighboring landowners. They allege

[3] The Project consists of a 420 space parking garage, 143 apartments a 32-room hotel and 9000' sq. of retail/restaurant space, closure of Fair Street Extension to create a public pedestrian plaza with a footbridge to a shopping mall across Schwenk Drive. This Project is subject of 3 other pending matters in which Plaintiffs herein are petitioners, to wit: *Creda, LLC, et al v. City of Kingston Planning Board, et al,* Index No. EF2020-253 (the parkland issue is also the subject of this proceeding challenging the Project's negative SEQR declaration); *61 Crown Street, LLC, et al v. NYS Department of Parks, Recreation and Historic Preservation*, Index No. EF2020-2079; *61 Crown Street, LLC, et al v. City of Kingston Zoning Board of Appeals, et al,* Index No. EF2020-2205.

harm by increased traffic and noise, diminished parking and destruction of the historic KSHD character, including a bluff feature and viewshed, due to the Project's scale.

Parties' Contentions

Developers claim the picnic area depicted in Plaintiffs' photographs is not public parkland, has never been dedicated as such and that its use for festivals sponsored by a local business association or as an urban beautification space does not impliedly render it so. They submit the affidavit of professional land surveyor Christopher J. Zell (Zell) who states that, per his survey, the depicted area extends 30' x 66' or 1,980' sq., is part of the Garage's lot and has no separate tax map designation. He states that his investigation reveals same has never been inventoried, utilized, administered or promoted as parkland and is not listed or managed as a park by the City's Parks & Recreation Department, as corroborated by its website park listings.[4] Further, he states said lot was acquired by the City as successor-in-interest to the defunct Kingston Community Development Agency *via* a 1981 Assembly Bill which he attaches. He states that, prior thereto, it was surplused by a Housing and Urban Development renewal project following Garage construction in 1968 and transferred to the City with the Garage. In addition, Developers submit the affidavit of Ron Woods (Woods), 50-year chairman of the Kingston Recreation Commission, that the subject parcel has never been used, maintained or occupied as a public park or listed by the City in any tourist brochure or website as such during his chairmanship, which ended in 2019.

[4] Zell states the disputed area is located at North Front and Fair Streets by the entrance to the Garage, while Plaintiffs assert it extends along the entire south side of North Front Street, between Fair and Wall Streets. Notwithstanding the parties' contradictory assertions as to the size of the picnic area, its depiction in photographs and Zell's estimate of its larger area renders this dispute irrelevant.

Further, Developers claim the MOU and assignment are self-described as non-binding and, therefore, cannot be construed as property conveyances. In addition, they aver that objections to a potential future conveyance is not ripe for review. Moreover, they maintain, *inter alia*,[5] that the Council's zoning determination is presumed valid and its consideration of the Project's consistency with the City's land use plan is evidenced by its reliance upon the PB's negative SEQR declaration and the Ulster County Planning Board's (UCPB) recommendation of an affordable housing minimum for new development.

The City relies upon Developers' submission and asserts that summary judgment is appropriate in land use matters against a municipality. They aver Plaintiffs fail to raise any issues of fact or potentially relevant discovery in support of their claims. Finally, they insist that out-of-context legislator comments are irrelevant to the core determination of whether the Herzog Parcel rezoning is consistent with the City's land-use plan.

Plaintiffs contend issues of fact persist as to its parkland and spot-zoning claims and that relevant information, within the exclusive control of Defendants, precludes summary judgment pre-discovery.[6] They assert the picnic area's use for public events, such as the annual Snowflake Festival and as a passive picnic recreation area is sufficient to raise an issue of fact as to implicit parkland designation. They submit an Ulster County Property Description Report for 21 North Front Street (Tax Map ID 48.80-1-26) indicating its use as a parking lot with a 1584' sq. picnic area on a concrete patio. Further, they proffer

[5] They claim, *inter alia*, failure to exhaust administrative remedies as Plaintiffs' did not intervene in administrative proceedings/reviews that examined the Project and in which the parkland issue was never raised. Further, hey claim dismissal of the parkland claims is merited as a discretionary matter, pursuant to CPLR 3211(a)(4), since it has been raised by Plaintiffs in a prior proceeding, and because they lack standing. Insofar as Plaintiffs' substantive claims lack merit, the objections in point of law have not been addressed.
[6] Plaintiffs' reply does not address their MOU-related claims.

Snowflake Festival announcements and photographs of people eating lunch at 4 picnic tables during a 1 ½-hour observation by William Pickney,[7] as proof of its recreational use. In addition, they maintain, upon information and belief, that there was once a sign or plaque posted and that internal City documents regarding event permits and its maintenance of the area may yield evidence in support of their parkland claim.

Further, they maintain the Council's rezoning of the Herzog Parcel constitutes spot-zoning since it was approved solely to benefit the Project which was stymied by the prohibition of residential use under its existing C-2 zoning. In support, it cites UCPB comments that the MUOD does not appear to authorize new residential construction and that the failure to impose an affordable housing requirement on such construction appears contrary to the purpose of the MUOD. Further, they cite an alderperson's comments opposing referral for a full vote due to outstanding questions about the implications of extending the MUOD beyond the existing KSHD.

Discussion/Summary Judgment

Summary judgment is appropriate in a declaratory judgment action upon an undisputed factual record, *Russell v Town of Pittsford*, 94 AD2d 410, 412 [4th Dept 1983] and upon the same standard as in any civil action. On summary judgment, the moving party must establish *prima facie* entitlement to judgment as a matter of law "by adducing sufficient competent evidence to show that there are no issues of material fact." *Alvarez v Prospect Hosp.*, 68 NY2d 320, 324 [1986]. "Only when the movant bears this burden and the nonmoving party fails to demonstrate the existence of any material issue of fact will the motion be properly granted." *Staunton v Brooks*, 129 AD3d 1371 [3d Dept. 2015], citing

[7] He is an employee of Plaintiffs' real estate management company.

Lacasse v Sorbello, 121 AD3d 1241, 1241 [3d Dept. 2014]. However, "bald, conclusory assertions or speculation and a shadowy semblance of an issue are insufficient to defeat summary judgment, as are merely conclusory claims." *Stonehill Capital Mgt., LLC v Bank of the W.*, 28 NY3d 439, 448 [2016].

Parkland/Public Trust Doctrine/1st and 2nd Causes of Action[8]

The public trust doctrine requires that the alienation of land impliedly dedicated to parkland be legislatively approved. *Coney Is. Boardwalk Community Gardens v City of New York*, 172 AD3d 1366, 1368 [2d Dept 2019]. Whether a parcel has been so dedicated is a factual issue and is determined by,

> "the owner's acts and declarations and the circumstances surrounding the use of the land...[and where...] a landowner's acts are equivocal, or do not clearly and plainly indicate the intention to permanently abandon the property to [public use], they are insufficient to establish [parkland dedication]." Id.

Such acts and declarations must be "unmistakable in their purpose and decisive in their character." *Matter of Glick v Harvey,* 25 NY3d 1175, 1180 [2015]. Further, a party seeking to establish same, must show that "the public has accepted the land as dedicated to a public use." Id.

Here, Developers and the City have met their burden of establishing, by the Zell and Woods affidavits, the absence of any public declarations of unmistakable purpose or intent to designate the picnic area for *permanent* use as a public park and that it was not acquired, limited or designated for that purpose. Moreover, temporary recreational use of public land is insufficient to establish implicit park dedication. Id; *Coney Is. Boardwalk Community Gardens v City of New York*, 172 AD3d 1366.

[8] Plaintiffs have standing on the parkland issue as taxpayers, pursuant to GML § 51.

Plaintiffs' reliance upon *Matter of Lazore v Bd. of Trustees of Vil. of Massena*, 191 AD2d 764, 765 [3d Dept 1993] (village's acceptance of disputed parcel only states that parcel is to provide site for recreational purposes on the portion not needed for other purposes) is misplaced. The *Lazore* court found no such dedication despite equivocal references to park use in public documents and the parcel's denomination as a park in a proposed zoning map. Moreover, unlike *Vil. of Croton-On-Hudson v Westchester County*, 38 AD2d 979, 980 [2d Dept 1972], affd, 30 NY2d 959 [1972] where 20 acres had been used recreationally for over 45 years, the disputed area here is a sidewalk setback, irrefutably part of a Garage lot inherited from a defunct City development agency as surplused land. Such circumstances are more akin to the facts in *Coney Is. Boardwalk Community Gardens v City of New York*, 172 AD3d 1366, where the court rejected an implied parkland claim despite long-term licensing and use as a community garden, citing the municipality's years-long indecision about its development.

In rebuttal, Plaintiffs fail to raise a triable issue of fact or establish a potential for relevant discovery where even the management of a public area by a parks department would be insufficient to establish parkland. *Matter of Glick v Harvey*, 25 NY3d at 1180 (management documentation, including permits, memoranda and leases show that parks department management was temporary and provisional). Moreover, internal City documents are incapable of evidencing a public unequivocal statement of such dedication and Plaintiffs offer no support for their conclusory allegations as to potential discovery. Thus, their 1st and 2nd causes of action are dismissed.

MOU/3rd and 4th Causes of Action

Here, the MOU and its assignment establish, by their terms, that they do not entail the lease or sale of real property because they are non-binding and reference only potential future events subject to required approvals. Therefore, Defendants have met their initial burden establishing the MOU and assignment are not conveyances of land and Plaintiffs have failed to raise a triable issue of fact in rebuttal. Thus, Plaintiffs' 3rd and 4th causes of action are dismissed. *Salvador v Town of Queensbury*, 162 AD3d 1359 [3d Dept 2018] (lack of justiciable controversy requires dismissal of declaratory judgment action).

Herzog Parcel Rezoning/5th Cause of Action

"Zoning determinations enjoy a strong presumption of validity, which can only be overcome by a showing that the decision ... was unreasonable and arbitrary." *Save Our Forest Action Coalition Inc. v City of Kingston,* 246 AD2d 217, 221 [3d Dept 1998]. Prohibited spot-zoning,

> "defined as the process of singling out a small parcel of land for a use classification totally different from that of the surrounding area for the benefit of the owner ... and to the detriment of other owners -- is the very antithesis of planned zoning." *Rodgers v Vil. of Tarrytown*, 302 NY 115, 116 [1951].

To determine if spot-zoning has occurred a court may consider the rezoning's consistency with a comprehensive land-use plan, compatibility "with surrounding uses, the likelihood of harm to surrounding properties, the availability and suitability of other parcels and the recommendations of professional planning staff." *Save Our Forest Action Coalition Inc. v City of Kingston,* 246 AD2d at 221. However, "the ultimate test is whether the change is other than part of a well-considered and comprehensive plan calculated to serve the general welfare of the community." Id.

Here, although rezoning smoothed the way for the Project, that does not render it inconsistent with the City's land-use plan. Reviews by City and County planning authorities, perforce, considered the Project's coherence with KSHD zoning, evaluated environmental impacts and were considered by the Council as stated in its resolution. Plaintiffs' reliance upon an interim UCPB observation regarding potential inconsistencies of the Project with the MUOD ignores that those issues later were addressed by the City's Zoning Board of Appeals and by the Council's imposition of a 10% affordable housing requirement as a condition of rezoning. Thus, the administrative record rationally supports the Council's extension of the MUOD to the adjacent Herzog Parcel, with an underlying zoning designation identical to that of the KSHD, as consistent with the City's land-use plan. In rebuttal, Plaintiffs fail to raise an issue of fact impugning the presumptive validity of said determination, requiring dismissal of the 5th cause of action. See, e.g., *Matter of Lazore v Bd. of Trustees of Vil. of Massena*, 191 AD2d at 765.

Accordingly, the motion is granted and the action is dismissed.

This constitutes the Decision and Order of this Court. The Court is Efiling this Decision and Order, but Developers are not relieved from compliance with the provisions of CPLR §2220 with regard to notice of entry. The Court is remitting the original hard copy of Plaintiff's Exhibit A to the Court Clerk for filing with the County Clerk.

Dated: Hudson, New York
February 17, 2021

RICHARD MOTT, J.S.C.

Papers Considered:

1. Notice of Motion, Memorandum of Law and Affirmation of Michael A. Moriello, Esq., dated November 30, 2020; Verified Answer, Affirmation and Memorandum of Law of Michael A. Moriello, Esq., dated November 24, 2020 with Exhibits A-F;
2. Answer of Michael T. Cook, Esq., dated November 2, 2020;

3. Verified Answer of Kevin Bryant, Esq., dated November 4, 2020 with Record on Appeal, Memorandum of Law of Kevin R. Bryant, Esq., and Daniel Gartenstein, Esq., dated November 5, 2020 with Exhibits A-C; Affirmation in Support of Summary Judgment of Daniel Gartenstein, Esq., dated December 24, 2020;
4. Opposition Affirmation of Victoria L. Polidoro, Esq., with Exhibits A-G[9] and Memorandum of Law of Victoria L. Polidoro, Esq., and J. Scott Greer, Esq., dated December 24, 2020; Memorandum of Law in Support of Complaint of Victoria Polidoro, Esq., and J. Scott Greer, Esq., dated August 21, 2020;
5. Reply Affirmation and Memorandum of Law of Michael A. Moriello, Esq., dated December 28, 2020 with Exhibits A-C.

[9] Exhibit A, filed in hard copy, includes the Verified Complaint of Victoria L. Polidoro, Esq., and J. Scott Greer, Esq., Verification of Julio Hernandez and Complaint Exhibits 1-18.