JONES STEVES
ATTORNEYS AT LAW

68 West Avenue, P.O. Box 4400
Saratoga Springs, New York 12866
Phone (518) 587-0080
www.saratogalaw.com

May 19, 2022

Sue Baldwin
Town Clerk
Town of Wilton
22 Traver Road
Wilton, New York 12831

Re: Petition for Wilton Mall Mixed-Use Planned Unit Development District

Dear Sue:

Enclosed herewith please find the following in connection with the Joint Application of Wilton Mall, LLC/Macerich and Paramount Development, LLC for enactment of the Wilton Mall Mixed-Use Planned Unit Development District:

1. Application for Wilton Mall Mixed-Use Planned Unit Development District (PUDD);
2. Project Narrative of the Wilton Mall Mixed-Use Planned Unit Development District;
3. Executed FEAF Part I;
4. Town of Wilton – Proposed Zoning Legislation – Wilton Mall Mixed-Use PUDD with (i) PUDD Appendix A – Legal Description, (ii) PUDD Appendix B, Permitted Uses, etc. and (iii) PUDD Appendix B – PUDD Sketch Plan;
5. Our firm check in the amount of $500 to the Town of Wilton for the application fee;

Thank you for your attention to this matter.

Sincerely,

Matthew J. Jones

MJJ/knc

Rec'd Date:

TOWN OF WILTON
22 TRAVER ROAD
GANSEVOORT, NY 12831
PHONE: (518) 587-1939
FAX: (518) 587-2837
Website: www.townofwilton.com

Susan E. Baldwin
Town Clerk

Julie Hotaling
Deputy Town Clerk

APPLICATION FOR PLANNED UNIT DEVELOPMENT DISTRICT (PUDD)

APPLICANT

Date: 5-18-2022

Name: Wilton Mall, LLC c/o Macerich
E-mail: tawney.farmer@macerich.com
Address: 1162 Pittsford-Victor Road, Suite 100
Phone Number: (585) 249-4416 Office
City: Pittsford State: NY Zip Code: 14534
Phone Number: (585) 732-5401 Cell

PUDD SITE

Project Name: Wilton Mall Mixed-Use PUDD
Tax Map (SBL) #: 153.-3-86.112, 153.-3-86.12 153.-3-86.2, 153.-3-86.111
Site Address: 3065 Route 50, Saratoga Springs, NY 12866
Zoning Classification: C-1
Bordering Streets: Louden Road and NYS Route 50

DESCRIPTION:

IS THIS AN AMENDMENT TO AN EXISTING PUDD? No
LOCAL LAW #:

Total Acreage: 101
Building Area (Sq. Ft.): +/- 680,000 Comm. +/- 420,000 Resi.
Total No. of Parking Spaces: +/- 3,500 Commercial +/- 710 Residential
No. of Single Family Dwellings: 0
No. of Multi-Family Buildings: 4 Apartment 86 Townhome
Total No. of Units in Multi-Family Bldgs.: +/- 382
No. of Commercial Buildings: 5
Total Commercial Square Footage: 751,737 SF Existing - 71,740 SF (Bon-Ton) = +/- 680,000 SF

Project Narrative including identified public benefits and/or areas to be dedicated for public use, open space and recreation.

See attached.

WATER/SEWER

(X) Existing Water Hook-up ( ) New Water Hook-up Distance to Nearest Water Line:

(X) Existing Public Sewer ( ) New Sewer Hook-up Distance to Nearest Sewer Line:

PROFESSIONAL CONTACT INFO

Engineer/Architect: Stantec - Mike Mantell, PE
Address: 61 Commercial Street, Suite 100
City: Rochester State: NY Zip Code: 14614
Phone Number: (585) 413-5222 Office (585) 704-5593 Cell
Lic #: 088883

Surveyor: Stantec - Jerome D. Means, PE, PLS
Address: 61 Commercial Street, Suite 100
City: Rochester State: NY Zip Code: 14614
Phone Number: (585) 413-5220 Office (315) 909-1051 Cell
Lic #: 49992

Application must accompany 10 copies of: Draft Legislation, Concept Plan, SEQRA EAF and $500 Application Fee

Project Narrative
of the
Wilton Mall Mixed-Use Planned Unit Development District

Pursuant to Chapter 129, Article XXI et seq. of the Code of the Town of Wilton, Macerich ("Macerich") and Paramount Development, LLC ("Paramount") (hereinafter collectively called "Petitioners") jointly petition the Town Board of the Town of Wilton to amend the Code of the Town of Wilton with the adoption of a Planned Unit Development District to be known as the Wilton Mall Mixed-Use Planned Unit Development District ("PUDD").

Macerich (www.macerich.com) is a leading owner, operator and developer of top retail and mixed-use destinations in primarily major U.S. markets (NYSE:MAC). Headquartered in Santa Monica, CA, Macerich also has a regional office located in Pittsford, NY that is responsible for their eastern properties, including the Wilton Mall. Macerich acquired title to the Wilton Mall[1] in 2004 from the original developer, Wilmorite and has operated the mall since that time.

Paramount Development is based in Sarasota, Florida. Its principals, Don Paxton and Tom Settle have developed nearly 200 rental apartment communities in 28 states over the course of their 60 combined years of service. Paramount's game plan is to carve their niche at the top, raising the bar in every market in which they develop. In other words, they will exceed the standards of the latest-greatest communities in the marketplace with their best-in-class design, amenities and customer service. Paramount is working with many of the county's largest mall owners (and with the municipalities in which they operate) to introduce luxury rental apartments into their mall redevelopment programs. Paramount has contracted with Macerich to purchase two lots (8.678 and 4.881 acres) totaling 13.559 acres of land on the north easterly side of the mall property for purposes of developing up to 382 residential units consisting of 296 apartment units and 86 townhouses (the "Project").

The Project is an effort on the part of Macerich to combat national and local trends of declining sales at mall properties and specifically at the Wilton Mall. These trends are the result of a variety of factors that include, among others, increased competition from national companies with regional facilities capable of rapid delivery of consumer products to consumers at their homes and places of business. Amazon is the largest of these, but there are others who have entered the field.

[1] The Wilton Mall is comprised of 4 tax parcels as follows: (i) Parcel 153.-3-86.112 consisting of 2.24 acres and owned by Penney Property Sub Holdings, LLC and occupied by JC Penny, (ii) Parcel 153.-3-86.12 consisting of 3.74 acres and owned by LBW Saratoga, LLC and occupied by BJ's, (iii) Parcel 153.-3-86.2 consisting of 1.24 acres and owned by Wilton Mall, LLC – Macerich RET and occupied by Dick's Sporting Goods, and (iv) the remaining 93.59 acres owned by Wilton Mall, LLC – Macerich RET. Collectively the four parcels totaling approximately 101 acres and zoned C-1 are referred to as the Wilton Mall.

The convenience offered by mall competitors has caused mall owners throughout the country to adopt a variety of measures to increase sales. Principal among these measures is the effort to increase foot traffic into their malls. To accomplish this, a number of malls have modified their zoning ordinances to accommodate residential development on or immediately adjacent to mall properties so as to offer the convenience of a short walk to shop, workout, enjoy a movie, or dine. In our area, such zoning efforts have been undertaken in Queensbury for property at the Aviation Mall.

Combined with the need to attract more customers, mall owners have undertaken the effort to work with municipalities to "modernize" as-of-right zoning by updating the permitted (commercial) uses so as to expedite the leasing process. Parking requirements are also in need of "modernization" to reflect the current retail environment and the reduction in need produced by cross sharing and varying peaks in a mixed-use environment. A great many municipal zoning ordinances have not kept pace with the live-work-play uses being sought by mall owners thereby casting doubt (and delay) on the determination of whether a use is permitted. Macerich desires to update the ordinance by making use of the Town's Planned Unit Development District legislation to (i) clarify the permitted use status for tenants and prospective tenants within the Wilton Mall, (ii) add more flexibility in reducing the large surpluses of parking on the property, and (iii) to add apartment and townhouse uses to the current mix of permitted, commercial uses. To that end, Petitioners have filed the within application for the creation of the Wilton Mall Mixed-Use Planned Unit Development District.

Attached hereto is (i) the proposed Wilton Mall Mixed-Use Planned Unit Development District legislation, (ii) a legal description of the 101 acres comprising the lands to be subject to the PUDD, (iii) a schedule of uses, parking requirements, greenspace requirements, density, and additional requirements to be incorporated into the PUDD, (iv) an Application for Planned Unit Development District, and (v) a PUDD sketch plan. During the initial presentation to the Town Board, Petitioners will present the first iteration of the Project plans that will result from the residential changes to the Zoning Code being sought herein.

In addition, this petition consists of a SEQRA LEAF which will be evaluated by the SEQRA lead agent in connection with the determination of the environmental impacts arising from the proposed zoning changes and the Project. The SERQA LEAF if supplemented with a Traffic Impact Evaluation and the attachments thereto.

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 applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Wilton Mall Mixed-Use PUDD		
Project Location (describe, and attach a general location map): Wilton Mall, 3065 Route 50		
Brief Description of Proposed Action (include purpose or need): The action includes the creation of a Planned Unit Development District (PUDD) which includes the Wilton Mall Properties. If approved, the applicant will apply for site plan and subdivision approval to develop 382 rental units in two phases.		
Name of Applicant/Sponsor: Wilton Mall, LLC c/o Macerich	Telephone: (585) 249 - 4416 E-Mail: tawney.farmer@macerich.com	
Address: 1162 Pittsford-Victor Road, Suite 100		
City/PO: Pittsford	State: New York	Zip Code: 14534
Project Contact (if not same as sponsor; give name and title/role): Tawney M. Farmer, Vice President, Development	Telephone: (585) 249 - 4416 E-Mail: tawney.farmer@macerich.com	
Address: Same		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor): Same	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)		
Government Entity	**If Yes: Identify Agency and Approval(s) Required**	**Application Date (Actual or projected)**
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No	Wilton Town Board, Creation of a PUDD	May 19, 2022
b. City, Town or Village Planning Board or Commission ☐Yes ☑No	Wilton Planning Board, Advisory Opinion, site plan and subdivision approvals	
c. City, Town or Village Zoning Board of Appeals ☐Yes ☑No		
d. Other local agencies ☐Yes ☑No		
e. County agencies ☑Yes ☐No	Saratoga County Planning Board, Advisory Opinion	
f. Regional agencies ☐Yes ☐No		
g. State agencies ☑Yes ☐No	NYS DOT, Possible Traffic Mitigation	
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:Mohawk Valley Heritage Corridor

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 - 1, Commercial

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? Planned Unit Development District (PUDD)

C.4. Existing community services.

a. In what school district is the project site located? City of Saratoga Springs

b. What police or other public protection forces serve the project site?
Saratoga County Sheriff, New York State Police

c. Which fire protection and emergency medical services serve the project site?
Maple Ave Fire Company No. 4 (Greenfield Fire District), Wilton Emergency Squad

d. What parks serve the project site?
Gavin Park (10 Lewis Rd, Saratoga Springs)

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)? Commercial, Office, Residential

b. a. Total acreage of the site of the proposed action? 101 acres
b. Total acreage to be physically disturbed? 14 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 95 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: 382

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)
Mixed-use: residential and commercial
ii. Is a cluster/conservation layout proposed? ☐ Yes ☑ No
iii. Number of lots proposed? 2 new lots
iv. Minimum and maximum proposed lot sizes? Minimum +/- 4.9 acres Maximum +/-8.7 acres

e. Will the proposed action be constructed in multiple phases? ☑ Yes ☐ No
i. If No, anticipated period of construction: _____ months
ii. If Yes:
- Total number of phases anticipated 2
- Anticipated commencement date of phase 1 (including demolition) 10 month 2022 year
- Anticipated completion date of final phase 12 month 2024 year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases:
It is anticipated that the phase 1 apartments would be completed and occupied prior to the development of phase 2.

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				296
At completion of all phases				382

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

If Yes,

i. Total number of structures _____

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

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

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

If Yes,

i. Purpose of the impoundment: _____

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

_____

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

_____

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

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

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

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (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 the proposed action cause or result in disturbance to bottom sediments? ☐Yes ☐No

If Yes, describe:

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

If Yes:

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

v. Describe any proposed reclamation/mitigation following disturbance:

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

If Yes:

i. Total anticipated water usage/demand per day: Additional 61,250 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: Wilton Water & Sewer Authority
- Does the existing public water supply have capacity to serve the proposal? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No
- Do existing lines serve the project site? ☑Yes ☐No

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

If Yes:

- Describe extensions or capacity expansions proposed to serve this project:
- Source(s) of supply for the district:

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

If, Yes:

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

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

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

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

If Yes:

i. Total anticipated liquid waste generation per day: Additinal 61,250 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):

Sanitary wastewater

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

If Yes:

- Name of wastewater treatment plant to be used: SCSD WWTP in Mechanicville, NY
- Name of district: Saratoga County Sewer District No. 1
- Does the existing wastewater treatment plant have capacity to serve the project? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No

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

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

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

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

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

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

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

If Yes:

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

_____ Square feet or 1.6 acres (impervious surface)

_____ Square feet or 101 acres (parcel size)

ii. Describe types of new point sources. Surface runoff from building roofs, driveways, and parking 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)?

Runoff will be directed to stormwater basin.

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

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

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

If Yes, identify:

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

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

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

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

If Yes:

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

ii. In addition to emissions as calculated in the application, the project will generate:
- _____Tons/year (short tons) of Carbon Dioxide (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 truck trips/day and type (e.g., semi trailers and dump trucks): _____

iii. Parking spaces: Existing 4245 Proposed 4210 Net increase/decrease -35

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

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

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

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

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

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

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: 500,000 kWh/year additional

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

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 - 9 pm
- Saturday: 7 am - 9 pm
- Sunday: -
- Holidays: -

ii. During Operations:

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

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

If yes:

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

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

Describe:

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

If yes:

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

Typical outdoor lighting for pedestrian walks, parking areas, and access drives.

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

Describe:

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

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

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

If Yes:

i. Product(s) to be stored

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

iii. Generally, describe the proposed storage facilities:

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

If Yes:

i. Describe proposed treatment(s):

Pesticides and herbicides typically used for mixed-use developments will be utilized.

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

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

If Yes:

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

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

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

- Construction: No new non-residential projects are proposed
- Operation:

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

- Construction: No new non-residential projects are proposed.
- Operation:

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

If Yes:

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

ii. Anticipated rate of disposal/processing:

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

iii. If landfill, anticipated site life: _____ years

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

If Yes:

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

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

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

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

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

E. Site and Setting of Proposed Action

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

a. Existing land uses.

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

☐ Urban ☐ Industrial ☑ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☑ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

The project site itself is comprised of commercial uses and is adjacent to additional commercial uses and county forest to the east.

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	70.2	71.8	+1.6
• Forested	0	0	0
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	0	0	0
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0	0	0
• Wetlands (freshwater or tidal)	0	0	0
• Non-vegetated (bare rock, earth or fill)	0	0	0
• Other Describe: Grass/mulch/plantings	30.8	29.2	-1.6

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:

Saratoga Hospital Urgent Care - 3040 NY-50, Saratoga Hospital Medical Group - 3044 NY-50, Sean Fuster AUD - 3050 NY-50, Aspen Dental - 3057 NY-50.

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): 546008

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

Site 546008, Saratoga Springs Landfill, has been properly closed/capped under 6NYCRR Part 360 regulations and re-classification to class code 4 completed.

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? >6 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:

Windsor loamy sand, 3-8% slopes	65 %
Windsor loamy sand, 8-15% slopes	35 %
	%

d. What is the average depth to the water table on the project site? Average: >6 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%: 100 % of site
☐ 10-15%: _____% of site
☐ 15% or greater: _____% of site

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

h. Surface water features.
i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐Yes ☑No
ii. Do any wetlands or other waterbodies adjoin the project site? ☐Yes ☑No
If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.
iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐Yes ☑No
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:
Squirrels

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
If Yes:
i. Species and listing (endangered or threatened):
Karner Blue, Frosted Elfin

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
If Yes:
i. Species and listing:

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 the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐ Yes ☑ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

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: Saratoga County Kalabus Perry Trails; Orra Phelps Nature Preserve

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): Local scenic trails; local park.

iii. Distance between project and resource: 3 miles; ½ 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 Wilton Mall LLC c/o Macerich Date 3/23/2022

Signature Tawney M. Farmer Title Tawney Farmer, Vice President, Development

PRINT FORM

March 24, 2022

Ref: 20908.00

Mr. Dusan Peric
Paramount Development, LLC
2 N. Tamiami Trail, 800
Sarasota, FL 34236

Re: Traffic Impact Evaluation, Wilton Mall Re-development, Town of Wilton, NY

Dear Mr. Peric:

VHB Engineering, Surveying, Landscape Architecture and Geology, PC (VHB) has conducted a traffic impact evaluation to assess the potential traffic impacts associated with the re-development of retail space on the Wilton Mall property with residential units located in the Town of Wilton, New York. The proposed Concept Plan, prepared by The LA Group, P.C. is included as Attachment A.

This letter includes an evaluation of the existing traffic operations and future conditions with and without construction of the proposed project. As detailed herein, the proposed project is expected to have minimal impact on local traffic operations.

Site Location and Proposed Development

The 14.5±-acre project site, as shown in Figure 1, is located on the easterly side of the Wilton Mall property, south of NY Route 50 in the Town of Wilton, New York. The proposed project includes demolition of the currently vacant Bon Ton department store at the east end of the Wilton Mall and construction of four apartment buildings containing 296 apartment units and 86 townhouse units and includes reconfiguration of parking and access to parking at the east end of the mall property. Phase one proposes the construction of the four buildings consisting of 296 apartment units and Phase two consists of the 86 townhouse units. The project is anticipated to be fully constructed in 2024. General access to the site will be provided via the existing driveways to Wilton Mall. Direct access to the residential units is proposed via the existing Wilton Mall ring road with the four full movement access driveways operating under stop control. Two driveways will provide access to the 296-unit apartment buildings on the west side of Wilton Mall Road and two driveways will provide access to the 86 townhouse units on the east side of Wilton Mall Road. This study evaluates the potential impacts for full construction of the project.

Existing Conditions

Based on a review of the study area and magnitude of traffic generated by the project and consultation with the Town of Wilton, the traffic study includes an evaluation of the NY Route 50 at South Wilton Mall Driveway/The Shoppes at Wilton Driveway, NY Route 50 at North Wilton Mall Driveway/Lowes Drive and Louden Road at Wilton Mall Driveway, as shown in Figure 1. The following section provides a description of the existing study area roadway and intersection characteristics.

NY Route 50
NY Route 50 is classified as an urban minor arterial that generally provides north-south travel throughout Saratoga County. At the project site, the roadway travels in northeast-southwest direction. For the purposes of this study, NY Route 50 is identified as an east-west roadway. Near the project location, NY Route 50 generally provides a 12-foot wide travel lane in each direction with turn lanes at intersections and eight to ten-foot wide paved shoulders on both sides of the roadway. NY Route 50 has a posted speed limit of 40-mph near the project site. There are no sidewalks on NY Route 50 in the vicinity of the project, so pedestrians use the shoulders and bicyclists use the shoulders and/or share the roadway with motorized vehicles. Land use on NY Route 50 near the project site is primarily commercial.

Louden Road
Louden Road is classified as local Town of Wilton roadway that generally provides east-west travel between NY Route 50 to the west and NY Route 29 to the east. Near the project site, Louden Road provides an 11-foot wide travel lane in each direction with two to three-foot wide paved shoulders on both sides of the roadway. Louden Road has a posted speed limit of 45-mph near the project site and is posted with an eight-ton weight limit. There are no sidewalks on Louden Road near the project, so pedestrians use the shoulders and bicyclists use the shoulders and/or share the roadway with motorized vehicles. Land use on Louden Road near the project site is primarily commercial or undeveloped.

Wilton Mall Road
Wilton Mall Road surrounds the Wilton Mall and provides access to parking for the Wilton Mall and the out parcels. Wilton Mall Road provides one 12-foot wide travel lane in the clockwise direction and two 12-foot wide travel lanes in the counter-clockwise direction. The posted speed limit is 15-mph. There are no sidewalks on Wilton Mall Road but there is a multi-use path from Loudon Road to the south side of the proposed project on the east side of Wilton Mall Road. Land use at the Wilton Mall is a mix of retail, restaurant, office, and health and fitness.

NY Route 50 at South Wilton Mall Driveway/The Shoppes at Wilton Driveway
The NY Route 50 at South Wilton Mall Driveway/The Shoppes at Wilton Driveway intersection is a four-leg signalized intersection. The NY Route 50 eastbound approach provides a left-turn lane, a through lane, and a right-turn lane. The NY Route 50 westbound approach provides a left-turn lane and a shared through/right-turn lane. The South Wilton Mall Driveway northbound approach is a divided roadway providing a shared left-turn/through lane and a right-turn lane. The Shoppes at Wilton Driveway southbound approach provides a left-turn lane and a shared through/right-turn lane. Marked crosswalks and pedestrian countdown timers, signals, and pushbuttons are provided on the westbound and northbound approaches.

NY Route 50 at North Wilton Mall Driveway/Lowes Drive
The NY Route 50 at North Wilton Mall Driveway/Lowes Drive intersection is a four-leg signalized intersection. The NY Route 50 eastbound approach provides a left-turn lane and a shared through/right-turn lane. The NY Route 50 westbound approach provides a left-turn lane, a through lane, and a right-turn lane. The North Wilton Mall Driveway northbound approach is a divided roadway that provides a left-turn lane and a shared through/right-turn lane. The Lowes Drive southbound approach provides a left-turn lane and a shared through/right-turn lane. Marked

crosswalks and pedestrian countdown timers, signals, and pushbuttons are provided on the eastbound and northbound approaches.

Louden Road at Wilton Mall Driveway

The Louden Road at Wilton Mall Driveway intersection is a three-leg unsignalized intersection with the southbound Wilton Mall driveway approach operating under stop control. The Louden Road eastbound approach provides a left-turn lane and a through lane. The Louden Road westbound approach provides single lane for shared travel movements. The southbound Wilton Mall Driveway approach provides a left-turn lane and a right-turn lane. No marked crosswalks or additional pedestrian accommodations are provided at the intersection.

Traffic Volumes

Automatic Traffic Recorder (ATR) data collected by the New York State Department of Transportation (NYSDOT) in October 2018 illustrates general traffic volumes in the study area and is summarized in Table 1. The NYSDOT data can be referenced online on the NYSDOT Traffic Data Viewer.

Table 1 Existing Traffic Volume Summary

		Weekday AM Peak Hour			Weekday PM Peak Hour		
Location	Daily Volume [a]	Vol [b]	K Factor [c]	Dir. Dist.	Vol	K Factor	Dir. Dist.
NY Route 50 [d]	12,472	641	5.1%	68% WB	1,194	9.6%	63% EB

Source: NYSDOT data dated October 2018.
a Daily traffic expressed in vehicles per day (vpd).
b Peak hour volumes expressed in vehicles per hour.
c Percent of daily traffic which occurs during the peak hour.

Table 1 shows that NY Route 50 carries 12,472 vehicles per day (vpd) on a typical weekday, with 5.1 percent of the daily traffic occurring during the weekday AM peak hour and 9.6 percent occurring during the weekday PM peak hour. NY Route 50 traffic is heavier in the westbound direction during the weekday AM peak hour and heavier in the eastbound direction during the weekday PM peak hour. Table 1 also shows that the AM peak hour volume is approximately half of the weekday PM peak hour volume which can be expected given the heavy commercial land use in the project area and that these commercial land uses are not typically operational during the weekday AM peak hour. A review of the NYSDOT ATR data also shows that the Saturday midday peak hour volume is lower than the weekday PM peak hour. The volume review shows that the weekday PM peak hour is the critical peak hour of analysis.

Peak hour turning movement counts (TMCs) were conducted at the NY Route 50 at South Wilton Mall Driveway/The Shoppes at Wilton Driveway, NY Route 50 at North Wilton Mall Driveway/Lowes Drive, and Louden Road at Wilton Mall Driveway on Thursday, March 3, 2022, during the weekday PM peak period from 4:00 to 6:00 p.m. Based on the collected data, the weekday PM peak hour occurred from 4:15 to 5:15 p.m. at the NY Route 50 intersections and from 4:30 to 5:30 p.m. at the Louden Road intersection.

Traffic counts were conducted at a time when traffic volumes could be affected by the COVID-19 Pandemic. To account for potential traffic volume changes, hourly traffic volumes were obtained using an ATR on NY Route 50.

The ATR was installed for a four–day period beginning Thursday, March 3, 2022 through Sunday, March 6, 2022, and coincides with data available from the NYSDOT Traffic Data Viewer that are representative of pre-COVID conditions.

A comparison of the March ATR data with the NYSDOT 2018 ATR data and a comparison of the peak period traffic volumes collected at the NY Route 50 at South Wilton Mall Driveway/The Shoppes at Wilton Driveway intersection as compared to the daily traffic volume data collected by NYSDOT in 2018 indicated that the current turning movement count data is higher than the NYSDOT data during the weekday PM peak period. No COVID-19 adjustment factor was applied to the weekday PM peak hour. The traffic volume count data for the weekday PM peak period is provided in Attachment B. The 2022 Existing PM peak hour traffic volumes are illustrated on Figure 2.

Future Conditions

To determine the impacts of the site-generated traffic volumes near the site, future traffic conditions were evaluated with and without the proposed project. The project is expected to be fully built and occupied in 2024.

Traffic growth on area roadways is a function of the expected land development, environmental activity, and changes in demographics. A frequently used procedure is to identify estimated traffic generated by planned developments that would be expected to affect the project study area roadways. An alternative procedure is to estimate an annual percentage increase and apply that increase to study area traffic volumes. For this evaluation, both procedures were used. The following summarizes this traffic forecasting process.

Historic Growth

Information provided by the Capital District Transportation Committee (CDTC) indicates that traffic volumes on NY Route 50, near the study area are increasing by an annual growth rate of 0.52 percent east of the Lowes Drive and 0.39 percent per year west of Lowes Drive. A growth rate of 0.50 percent for two years was used for this project.

Site Specific Growth

Based on information provided by the Town and VHB's knowledge of proposed projects in the study area, trips associated with the following projects were added to the study area intersections as appropriate:

- Perry Crossing - Retail development including the construction of a ±6,889 square foot (sf) auto parts store, a ±6,113 sf tire retailer, and a ±2,033 sf bank located on the northwest quadrant of the Perry Road at NY Route 50 intersection.
- Ingersoll Road Conservation Residential Subdivision - a 41-unit single family home residential subdivision located on Ingersoll Road, northeast of the project site.
- Wendy's - Conversion of an existing Friendly's restaurant to a Wendy's fast food restaurant located on the southwest quadrant of the NY Route 50 at North Wilton Mall Driveway/Lowes Drive intersection.
- Forest Grove Residential Subdivision - a 321-unit single family residential development on Putnam Lane northeast of the project site.

No-Build Traffic Volumes

The 2024 No-Build traffic volumes were generated with consideration of the general and site-specific growth described above. The resulting 2024 No-Build PM peak hour traffic volumes are provided on Figure 3 and represent future traffic volumes in the study area prior to development of the proposed project.

Site Generated Traffic Volumes

To estimate the site-generated traffic anticipated at the project site, the Institute of Transportation Engineers' (ITE) publication *Trip Generation,11th Edition*[1] was utilized. The number of vehicle trips generated by the proposed project at full buildout was estimated based on ITE Land Use Code (LUC) 220 – Multifamily Residential (Low-Rise) and LUC 221 Multifamily Residential (Mid-Rise). The trip generation estimate for the proposed project is summarized in Table 2.

Table 2 Trip Generation Summary

Land Use	Peak Hour								
	Weekday AM			Weekday PM			Saturday Midday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Multifamily (Mid-Rise) [a]	27	92	119	71	45	116	61	58	119
Multifamily (Low-Rise) [b]	12	38	50	36	22	58	18	17	35
Total	39	130	169	107	67	174	79	75	154

a Trip generation estimate based on ITE LUC 221 – Multifamily Residential (Mid-Rise) for 296 units
b Trip generation estimate based on ITE LUC 220 – Multifamily Residential (Low-Rise) for 86 units.

The proposed project is expected to generate 169 new vehicle trips during the weekday AM peak hour (39 entering and 130 exiting), 174 new vehicle trips during the weekday PM peak hour (107 entering and 67 exiting) and 154 new vehicle trips during the Saturday midday peak hour (79 entering and 75 exiting). It expected that residents of the proposed project will travel to many of the land uses on the Wilton Mall property like the BJ's Wholesale Club or Planet Fitness. The trip generation estimate and following intersection capacity analyses do not account for trips internal to the Wilton Mall property.

While the trip generation for the weekday AM and Saturday midday peak hours is generally comparable to the trip generation for the weekday PM peak hour, given that the weekday PM peak hour is the critical peak hour for analysis for the project since it has a higher existing volume, it represents a worst-case scenario.

The magnitude of site generated trips results in less than the NYSDOT and ITE trip thresholds of the generation of 100 vehicle trips on a single intersection approach for determining the need for detailed off-site intersection analysis. These agency thresholds were developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off-site intersections and screen out locations that do not meet

1 ITE Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington D.C., September 2021

the threshold and are therefore unlikely to require mitigation. However, based on the consultation with the Town, the traffic evaluation includes a detailed evaluation of the three study area intersections.

Trip Distribution
The directional distribution of traffic approaching and departing the site is a function of several variables including population densities, existing travel patterns, and the efficiency of the roadways leading to and from the site. Based on a review of the existing travel patterns and population centers in the area it is estimated that 65 percent of the site generated traffic will travel to and from the west on NY Route 50, 30 percent will travel to and from the east on NY Route 50, and five percent will travel to and from the east on Louden Road. The trip distribution pattern is illustrated on Figure 4.

Build Traffic Volumes
The project-related traffic volumes shown in Table 2 were assigned to the study area roadway network based on the trip distribution and are shown on Figure 5. These assigned volumes were then added to the 2024 No-Build peak hour traffic volumes to develop the 2024 Build peak hour traffic volumes. The 2024 Build traffic volumes are summarized on Figure 6.

Traffic Operations Analysis

Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them. Roadway operating conditions are classified by calculated levels of service (LOS). The evaluation criteria used to analyze the study area intersections is based on the procedures set forth in the latest version of the Highway Capacity Manual (HCM)[2]. LOS is a measure that considers several factors including roadway geometry, speed, and travel delay. Levels of service range from A to F, with LOS A representing short vehicle delays and LOS F representing longer vehicle delays. The level of service designations, which are based on delay and capacity, are reported differently for signalized and unsignalized intersections. The LOS definitions are included in Attachment C.

Intersection Capacity Analysis
Levels of service analyses were conducted for the 2022 Existing, 2024 No-Build, and 2024 Build conditions for the three study area intersections during the weekday PM peak hour. Table 3 summarizes the capacity analysis results for these study area intersections. The capacity analyses worksheets are included in Attachment D.

2 Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington D.C., 2016

Table 3 Intersection Levels of Service Summary – Weekday PM Peak Hour

Location/Movement	2022 Existing LOS [a]	2022 Existing Delay [b]	2024 No-Build LOS	2024 No-Build Delay	2024 Build LOS	2024 Build Delay
NY Route 50 at South Wilton Mall Driveway/The Shoppes at Wilton Driveway (Signalized)						
NY Route 50 EB L	A	6	A	8	A	9
T	A	5	A	7	A	7
R	A	3	A	4	A	5
NY Route 50 WB L	A	6	A	8	A	9
TR	A	4	A	5	A	6
South Wilton Mall NB LT	D	41	D	40	D	40
R	D	35	C	33	C	32
Shoppes at Wilton SB L	D	46	D	46	D	46
TR	D	35	C	33	C	32
Overall	**B**	**10**	**B**	**11**	**B**	**12**
NY Route 50 at North Wilton Mall Driveway/Lowes Drive (Signalized)						
NY Route 50 EB L	C	31	C	26	C	23
TR	C	29	C	24	C	21
NY Route 50 WB L	D	42	D	41	D	40
T	C	25	C	20	B	18
R	C	21	B	17	B	15
North Wilton Mall NB L	C	34	C	33	C	34
TR	C	30	C	29	C	30
Lowes Drive SB L	D	42	D	44	D	49
TR	C	30	C	28	C	28
Overall	**C**	**31**	**C**	**28**	**C**	**27**
Louden Road at Wilton Mall Driveway (Unsignalized)						
Louden Road EB L	A	8	A	8	A	8
Wilton Mall SB L	C	16	C	17	C	19
R	A	10	A	10	A	10

a Level of service
b Average total delay in seconds per vehicle (rounded to nearest whole number)
Average delays are rounded to the nearest whole number so a single delay value may be represented by two LOS.

The analyses show that the NY Route 50 and Wilton Mall Driveways will operate at acceptable overall LOS (LOS B and LOS C) for the weekday PM peak hour for each of the Existing, No-Build, and Build conditions, with all movements operating at LOS D or better. Table 3 shows that there are some instances where the average delay for a movement is higher during the Existing condition than during the Build condition. This is because the traffic signal will work within the parameters of the traffic signal timing settings and automatically reallocate the amount of green time for a movement based on the traffic volume for critical movements. The Louden Road at Wilton Mall

Driveway intersection movements will operate at LOS C or better with no changes between the No-Build and Build conditions. No improvements are necessary to accommodate the trips associated with the proposed project.

Conclusions

VHB has conducted a traffic impact evaluation to assess the potential traffic impacts associated with the re-development of retail space on the Wilton Mall property with residential units located south of NY Route 50 in the Town of Wilton, New York. Access to the residential units is proposed via the existing Wilton Mall Road. Two full access driveways will serve the 296-unit apartment buildings on the west side of Wilton Mall Road and two full access driveways will serve the 86 townhouse units on the east side of Wilton Mall Road. The analysis prepared was based upon full-build out with the project anticipated to be fully constructed by 2024.

- Based on consultation with the Town, the traffic evaluation focused on the critical weekday PM peak hour at the following intersections:
    - US Route 50 at South Wilton Mall Driveway/The Shoppes at Wilton Driveway
    - US Route 50 at North Wilton Mall Driveway/Lowes Drive
    - Loudon Road/Wilton Mall Driveway
- The proposed project is expected to generate 169 new vehicle trips during the weekday AM peak hour (39 entering and 130 exiting), 174 new vehicle trips during the weekday PM peak hour (107 entering and 67 exiting) and 154 new vehicle trips during the Saturday midday peak hour (79 entering and 75 exiting).
- The capacity analysis shows that with construction of the proposed project, the NY Route 50 at Wilton Mall Driveway intersections maintain the same overall LOS between the 2024 No-Build and Build conditions, with the overall LOS at LOS B for the NY Route 50 at South Wilton Mall Driveway/The Shoppes at Wilton Driveway intersection and LOS C for the NY Route 50 at North Wilton Mall Driveway/Lowes Drive.
- The Louden Road at Wilton Mall Driveway shows the same LOS during the Build condition as the No-Build condition with all movements operating at LOS C or better.

The proposed development will be adequately serviced by the existing intersections and roadway network and no off-site mitigation is recommended as a result of the proposed project.

Please call with questions regarding the above evaluation.

Sincerely,

VHB

Alanna Moran, PE
Project Manager

John Donnan, IE
Project Engineer

Attachments

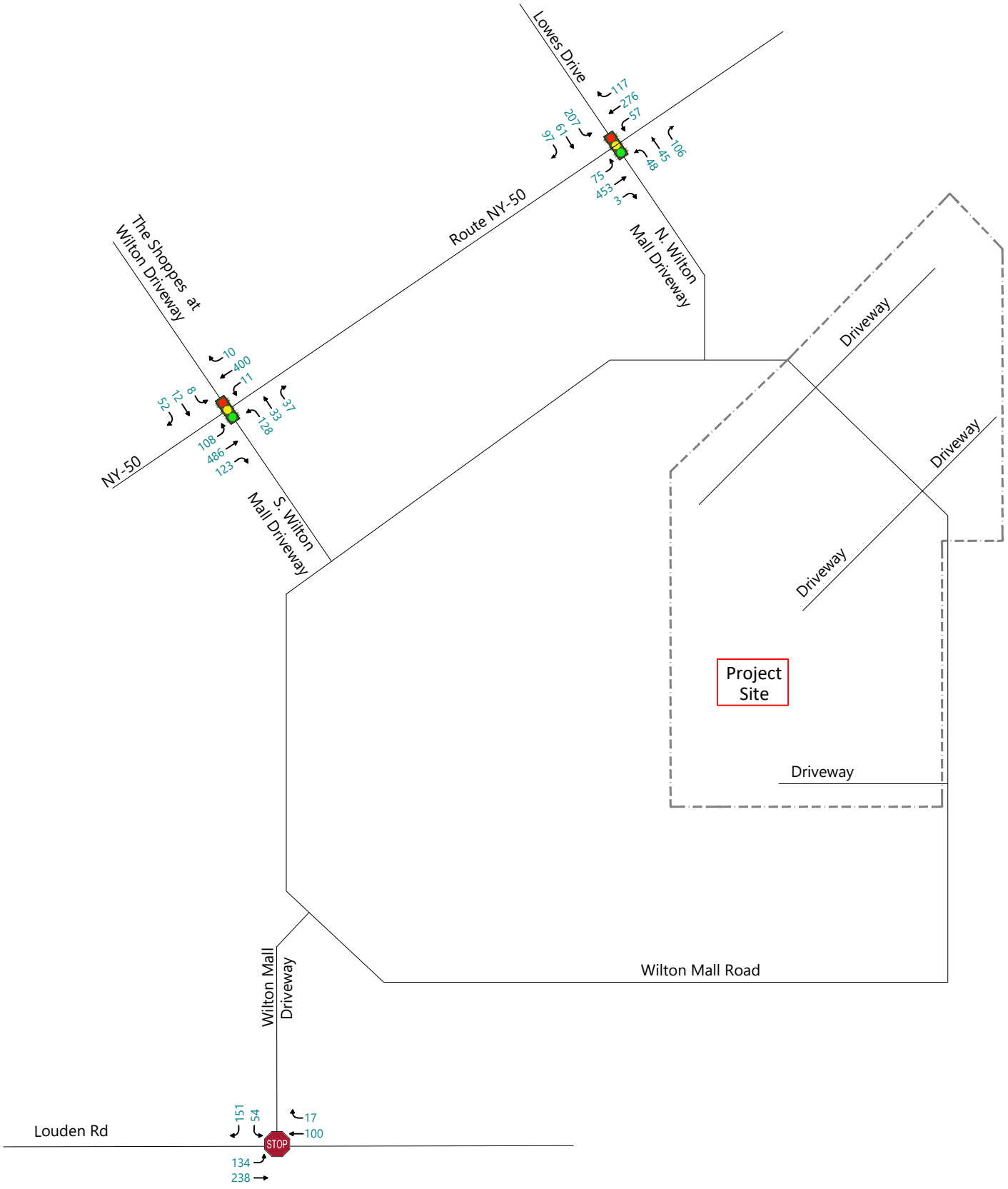
Not to Scale

Legend

Study Intersection

Project Location Map
Wilton Mall Re-Development
Town of Wilton, NY

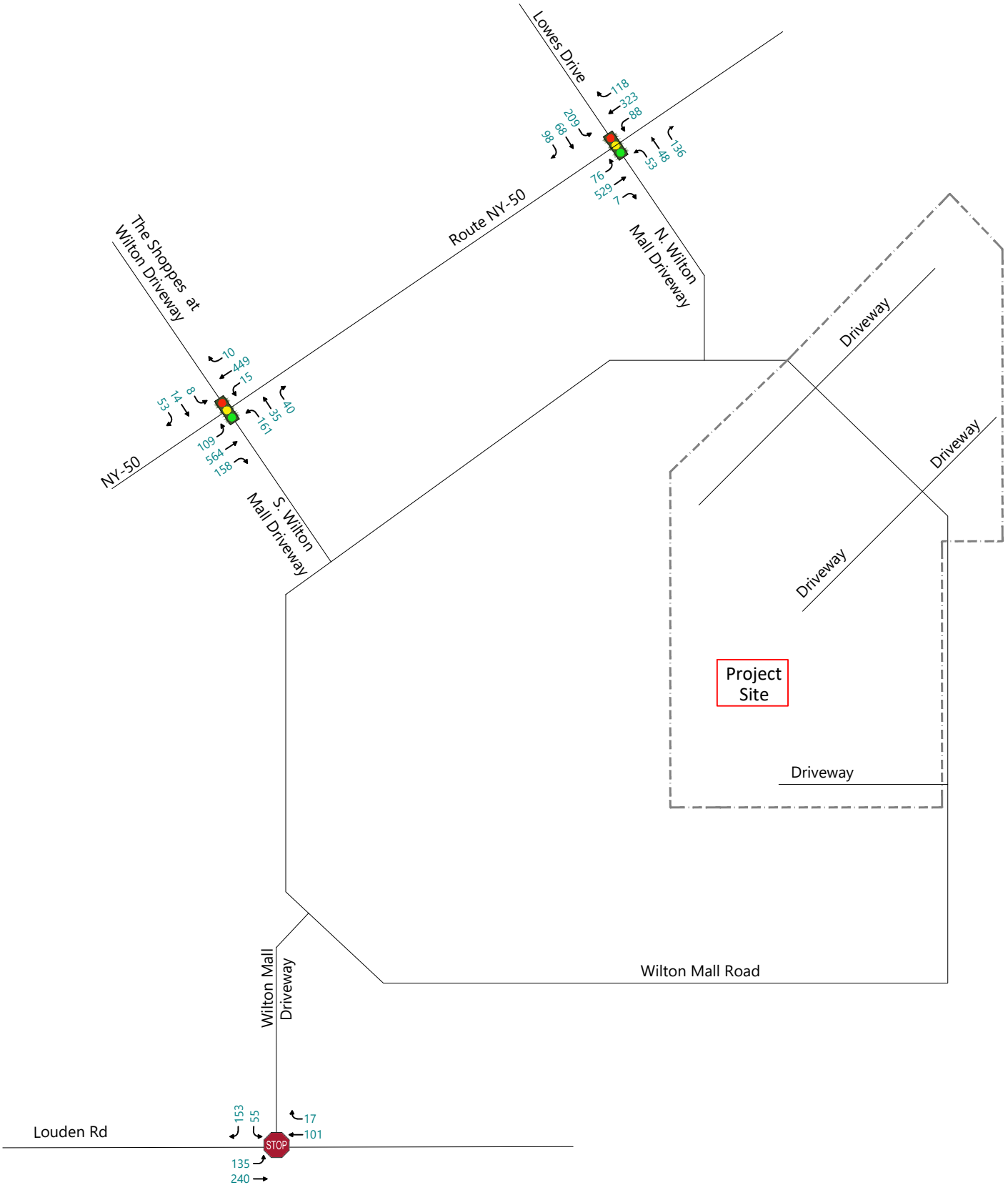
Figure 1



Not to Scale

2022 Existing PM Peak Hour
Traffic Volumes
Wilton Mall Re-Development
Town of Wilton, NY

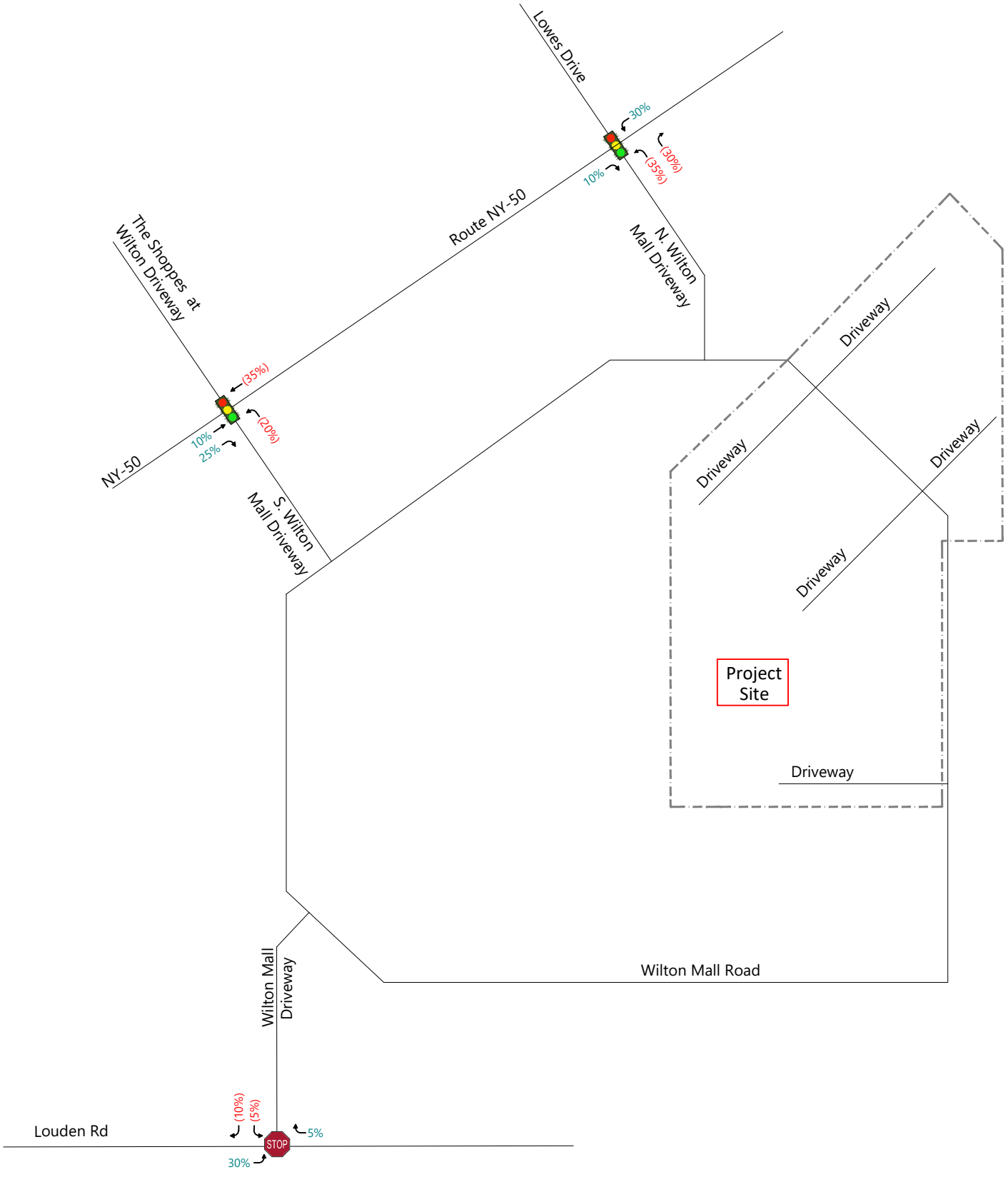
Figure 2



Not to Scale

2024 No-Build PM Peak Hour
Traffic Volumes
Wilton Mall Re-Development
Town of Wilton, NY

Figure 3

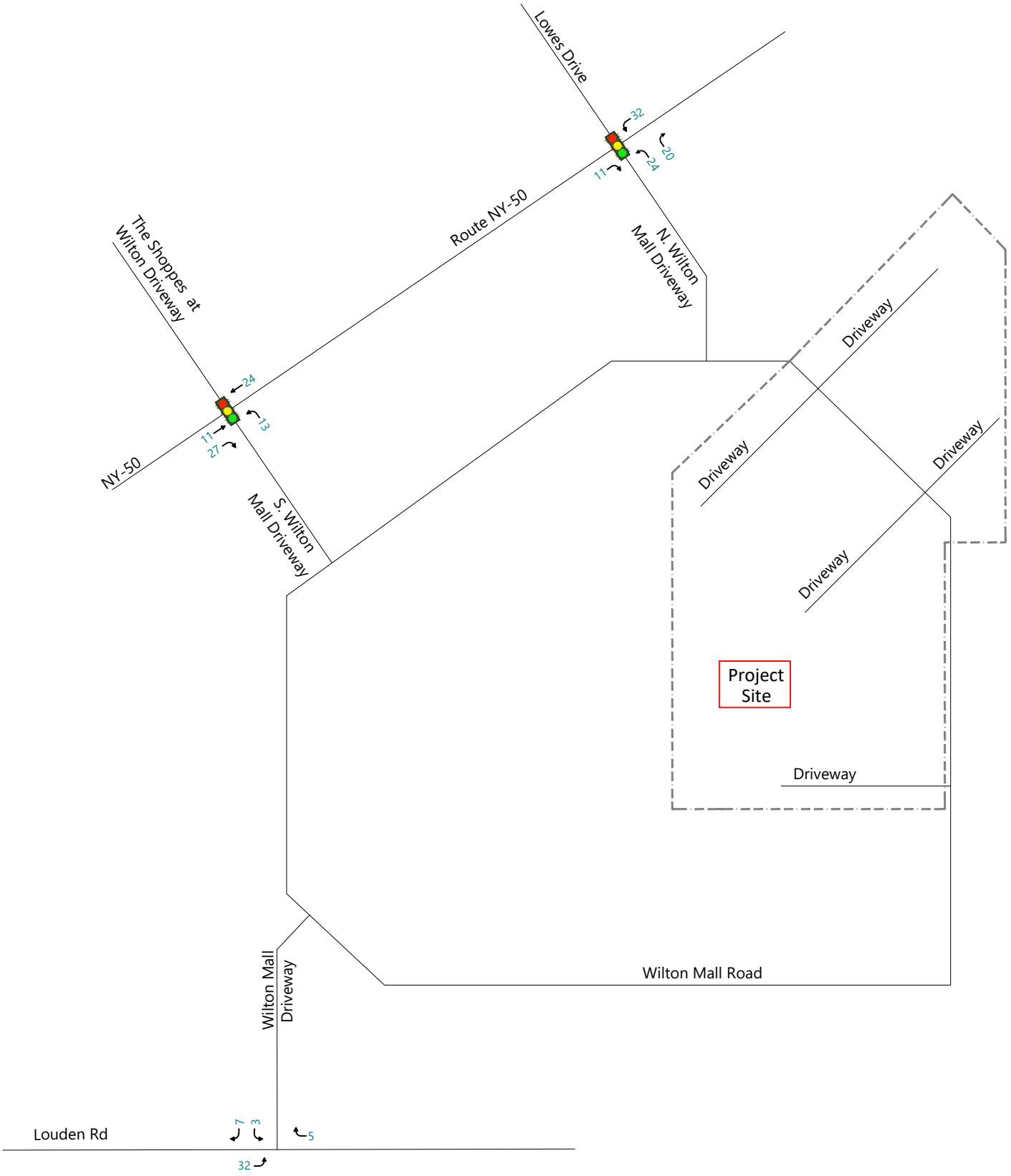


Key: Entering %, (Exiting %)

Not to Scale

Primary Trip Distribution
Wilton Mall Re-Development
Town of Wilton, NY

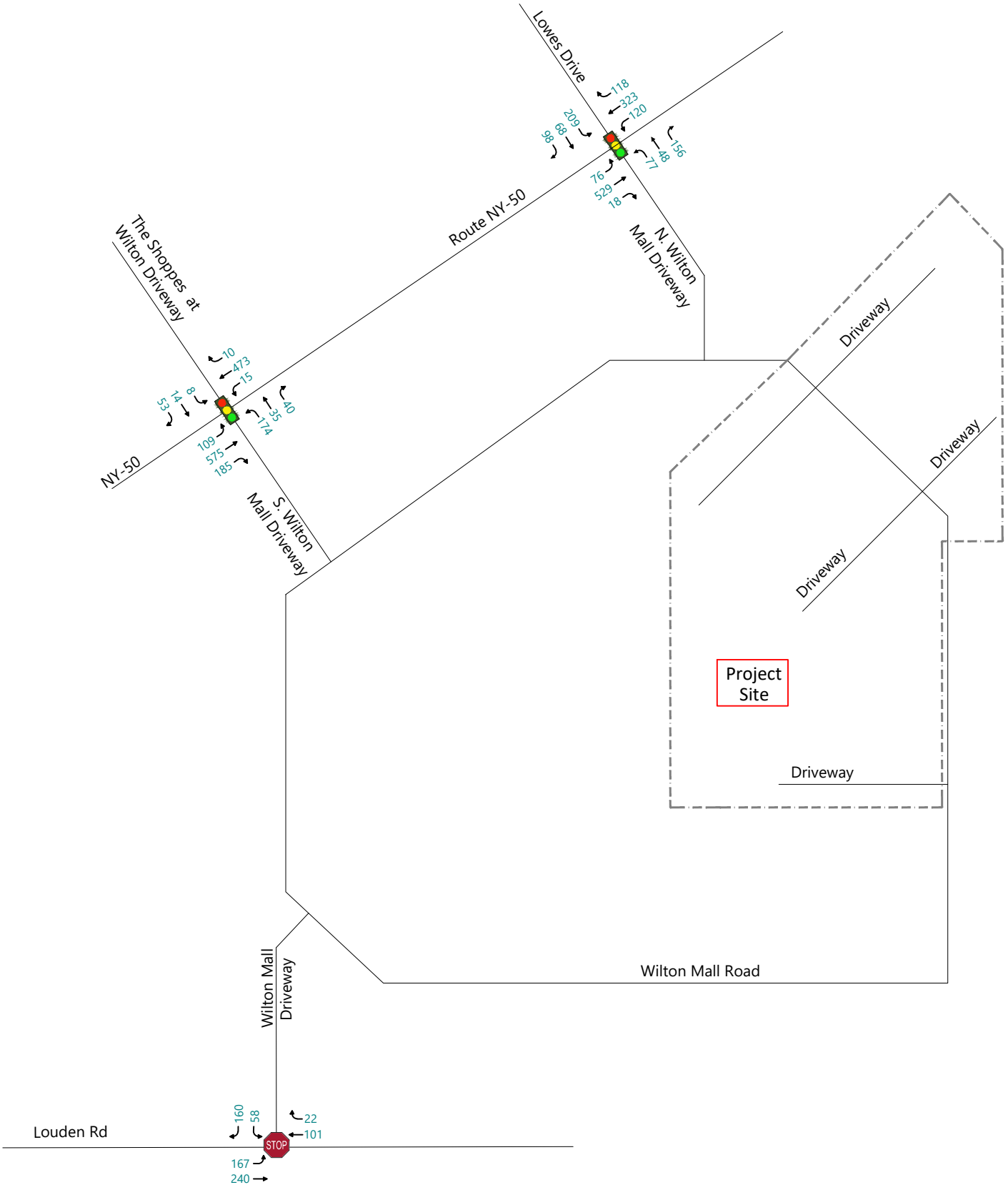
Figure 4



Not to Scale

Primary Trip Assignment
PM Peak Hour
Wilton Mall Re-Development
Town of Wilton, NY

Figure 5



Not to Scale

2024 Build PM Peak
Traffic Volumes
Wilton Mall Re-Development
Town of Wilton, NY

Figure 6

Attachments

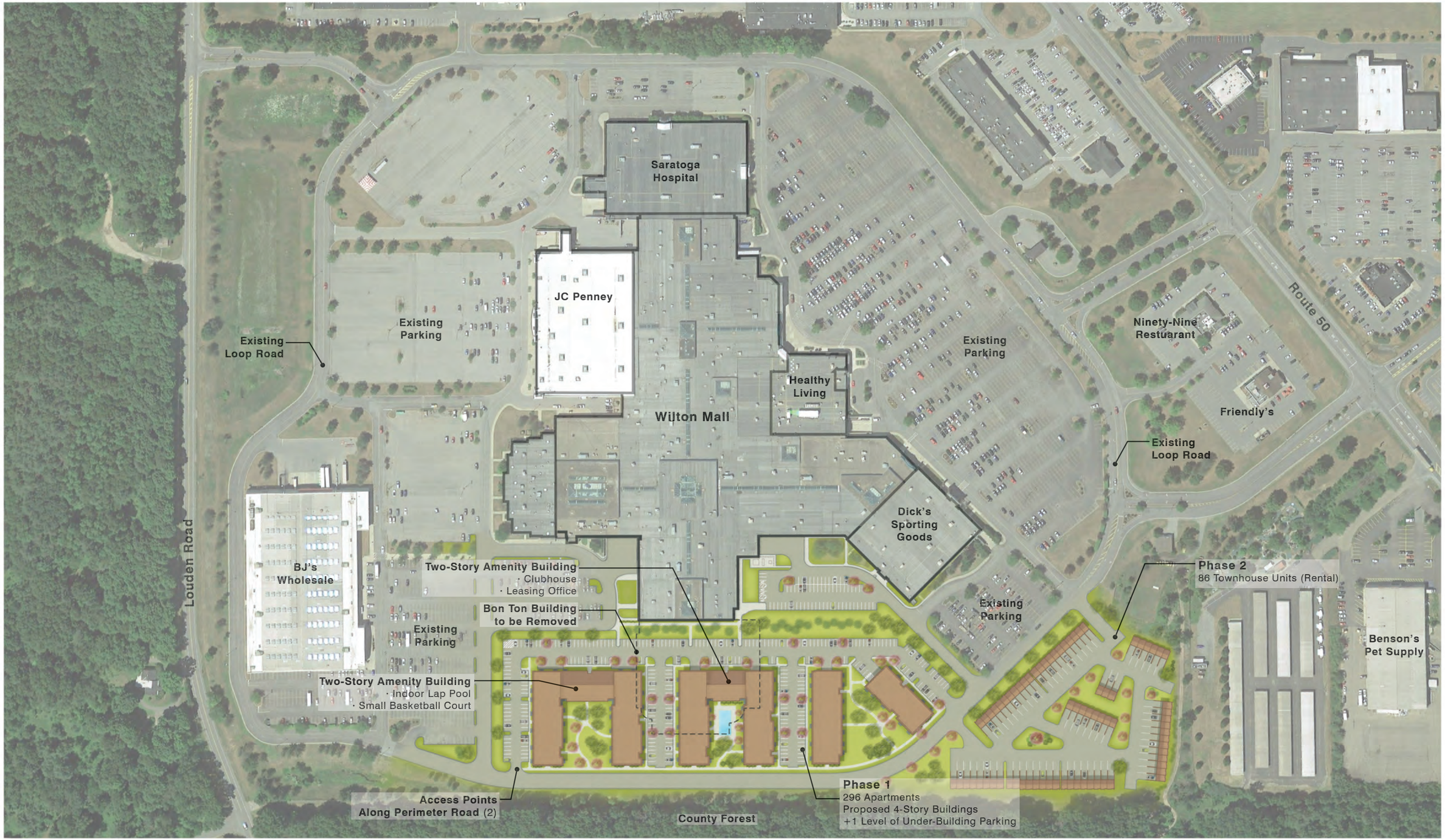
A. Concept Plan

B. Turning Movement Count Data

C. LOS Definitions

D. Capacity Analysis Worksheets

Attachment A – Concept Plan



Proposed Residential Development

Wilton, New York

Concept Plan

September 2021

0 25 50 100 200

SCALE: 1"=100'

The LA GROUP

Landscape Architecture & Engineering P.C.

People. Purpose. Place.

Attachment B – Turning Movement Count Data

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: NY 50 Wilton Mall Entrance / Best Buy Entrance
Site Code: Wilton, New York
Start Date: 03/03/2022

Turning Movement Data

Start Time	NY 50 Southbound							Wilton Mall Entrance Westbound							NY 50 Northbound							Best Buy Entrance Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	2	0	83	2	0	0	87	3	5	7	27	0	0	42	29	7	99	19	0	0	154	3	9	3	0	0	0	15	298
4:15 PM	1	0	102	2	0	0	105	4	1	12	40	0	0	57	23	2	128	32	0	0	185	3	7	3	3	0	0	16	363
4:30 PM	2	0	92	4	0	0	98	2	7	8	29	0	1	46	24	7	125	22	0	0	178	1	15	3	0	0	0	19	341
4:45 PM	3	0	114	3	0	0	120	7	4	7	29	0	0	47	38	2	116	30	0	0	186	7	9	3	2	0	0	21	374
Hourly Total	8	0	391	11	0	0	410	16	17	34	125	0	1	192	114	18	468	103	0	0	703	14	40	12	5	0	0	71	1376
5:00 PM	4	0	89	2	0	0	95	5	7	6	30	0	0	48	24	3	117	24	0	0	168	2	8	3	3	0	0	16	327
5:15 PM	1	0	93	0	0	0	94	1	7	8	23	0	0	39	30	8	122	26	0	0	186	3	9	3	4	0	0	19	338
5:30 PM	2	0	73	5	0	0	80	6	2	12	22	0	0	42	33	6	116	35	0	0	190	4	9	3	1	0	0	17	329
5:45 PM	5	1	95	3	0	0	104	4	4	8	23	0	0	39	45	0	107	9	0	0	161	4	4	1	3	0	0	12	316
Hourly Total	12	1	350	10	0	0	373	16	20	34	98	0	0	168	132	17	462	94	0	0	705	13	30	10	11	0	0	64	1310
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	20	1	741	21	0	0	783	32	37	68	223	0	1	360	246	35	930	197	0	0	1408	27	70	22	16	0	0	135	2686
Approach %	2.6	0.1	94.6	2.7	0.0	-	-	8.9	10.3	18.9	61.9	0.0	-	-	17.5	2.5	66.1	14.0	0.0	-	-	20.0	51.9	16.3	11.9	0.0	-	-	-
Total %	0.7	0.0	27.6	0.8	0.0	-	29.2	1.2	1.4	2.5	8.3	0.0	-	13.4	9.2	1.3	34.6	7.3	0.0	-	52.4	1.0	2.6	0.8	0.6	0.0	-	5.0	-
Motorcycles	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
% Motorcycles	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	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	20	1	734	21	0	-	776	32	37	68	222	0	-	359	246	33	919	197	0	-	1395	26	70	22	16	0	-	134	2664
% Cars & Light Goods	100.0	100.0	99.1	100.0	-	-	99.1	100.0	100.0	100.0	99.6	-	-	99.7	100.0	94.3	98.8	100.0	-	-	99.1	96.3	100.0	100.0	100.0	-	-	99.3	99.2
Other Vehicles	0	0	7	0	0	-	7	0	0	0	1	0	-	1	0	2	11	0	0	-	13	1	0	0	0	0	-	1	22
% Other Vehicles	0.0	0.0	0.9	0.0	-	-	0.9	0.0	0.0	0.0	0.4	-	-	0.3	0.0	5.7	1.2	0.0	-	-	0.9	3.7	0.0	0.0	0.0	-	-	0.7	0.8
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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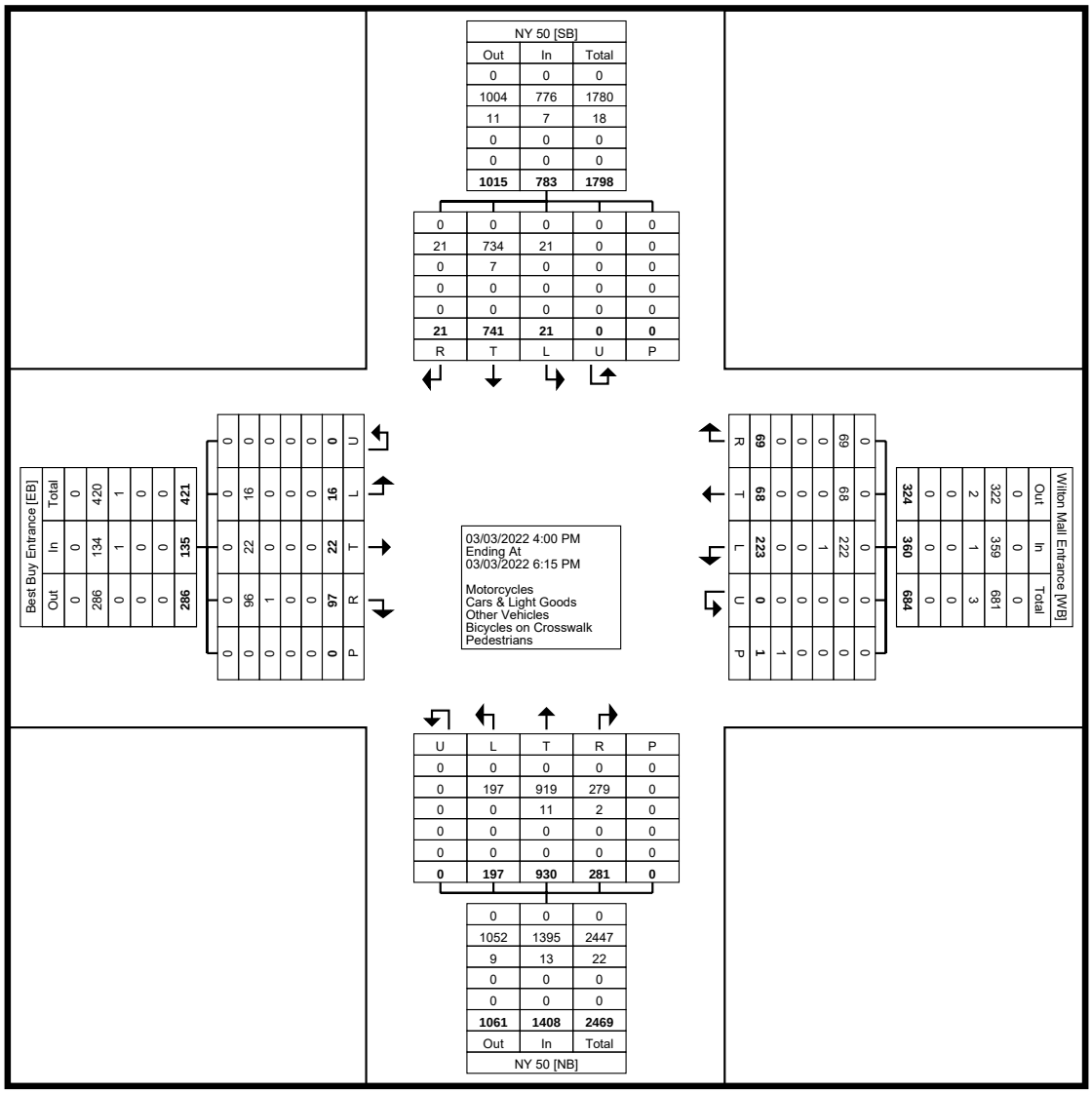
Start Date: 03/03/2022



Turning Movement Data Plot

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Count Name: NY 50 Wilton Mall Entrance / Best Buy Entrance
Site Code: Wilton, New York
Start Date: 03/03/2022

Turning Movement Peak Hour Data (4:15 PM)

Start Time	NY 50 Southbound							Wilton Mall Entrance Westbound							NY 50 Northbound							Best Buy Entrance Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
4:15 PM	1	0	102	2	0	0	105	4	1	12	40	0	0	57	23	2	128	32	0	0	185	3	7	3	3	0	0	16	363
4:30 PM	2	0	92	4	0	0	98	2	7	8	29	0	1	46	24	7	125	22	0	0	178	1	15	3	0	0	0	19	341
4:45 PM	3	0	114	3	0	0	120	7	4	7	29	0	0	47	38	2	116	30	0	0	186	7	9	3	2	0	0	21	374
5:00 PM	4	0	89	2	0	0	95	5	7	6	30	0	0	48	24	3	117	24	0	0	168	2	8	3	3	0	0	16	327
Total	10	0	397	11	0	0	418	18	19	33	128	0	1	198	109	14	486	108	0	0	717	13	39	12	8	0	0	72	1405
Approach %	2.4	0.0	95.0	2.6	0.0	-	-	9.1	9.6	16.7	64.6	0.0	-	-	15.2	2.0	67.8	15.1	0.0	-	-	18.1	54.2	16.7	11.1	0.0	-	-	-
Total %	0.7	0.0	28.3	0.8	0.0	-	29.8	1.3	1.4	2.3	9.1	0.0	-	14.1	7.8	1.0	34.6	7.7	0.0	-	51.0	0.9	2.8	0.9	0.6	0.0	-	5.1	-
PHF	0.625	0.000	0.871	0.688	0.000	-	0.871	0.643	0.679	0.688	0.800	0.000	-	0.868	0.717	0.500	0.949	0.844	0.000	-	0.964	0.464	0.650	1.000	0.667	0.000	-	0.857	0.939
Motorcycles	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
% Motorcycles	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	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	10	0	395	11	0	-	416	18	19	33	128	0	-	198	109	12	479	108	0	-	708	12	39	12	8	0	-	71	1393
% Cars & Light Goods	100.0	-	99.5	100.0	-	-	99.5	100.0	100.0	100.0	100.0	-	-	100.0	100.0	85.7	98.6	100.0	-	-	98.7	92.3	100.0	100.0	100.0	-	-	98.6	99.1
Other Vehicles	0	0	2	0	0	-	2	0	0	0	0	0	-	0	0	2	7	0	0	-	9	1	0	0	0	0	-	1	12
% Other Vehicles	0.0	-	0.5	0.0	-	-	0.5	0.0	0.0	0.0	0.0	-	-	0.0	0.0	14.3	1.4	0.0	-	-	1.3	7.7	0.0	0.0	0.0	-	-	1.4	0.9
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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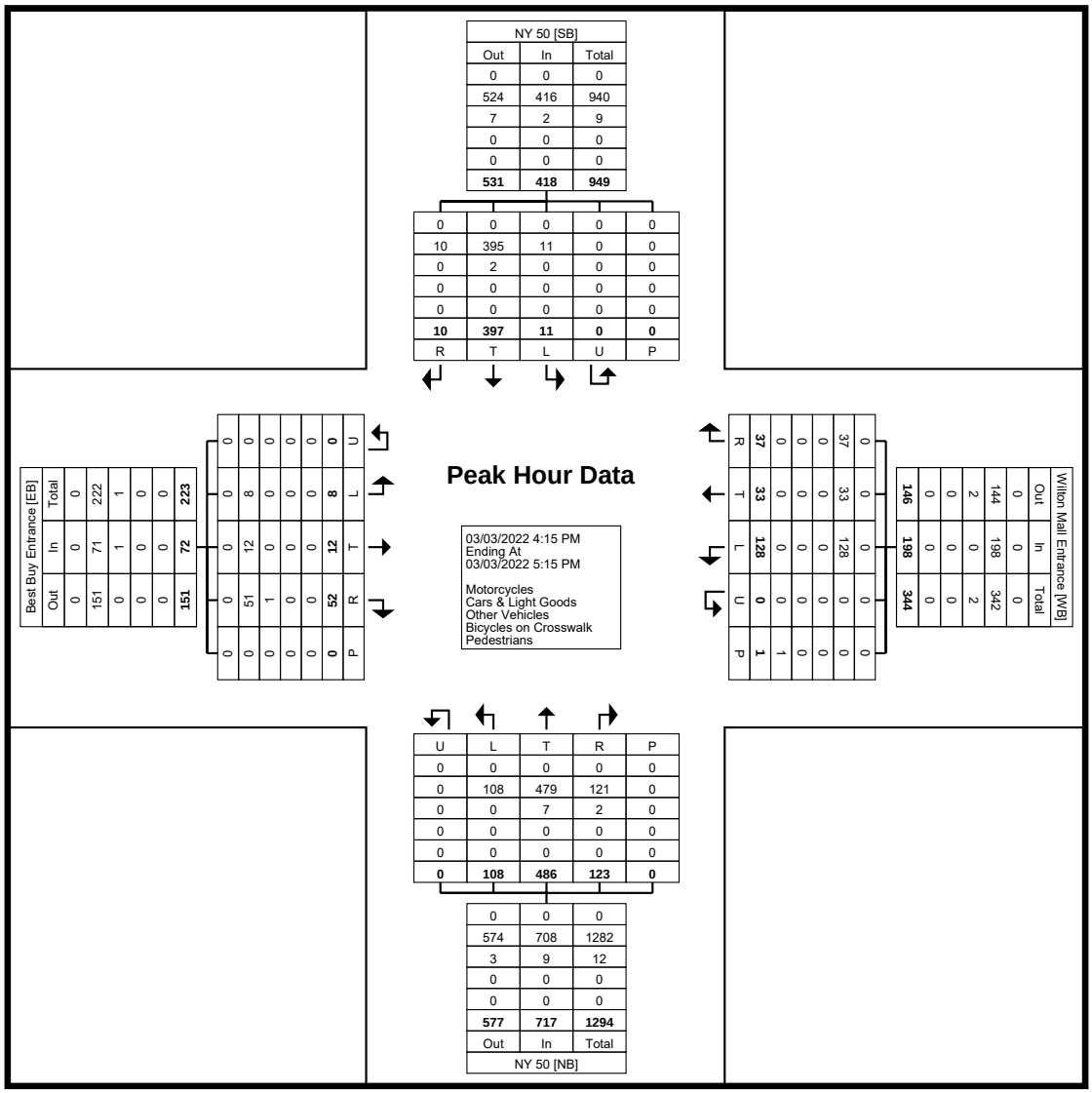

Turning Movement Peak Hour Data Plot (4:15 PM)

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: NY 50 / Lowes Drive
Site Code: Wilton, New York
Start Date: 03/03/2022

Turning Movement Data

Start Time	NY 50 Southbound							Wilton Mall Entrance Westbound							NY 50 Northbound							Lowes Dr Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	15	8	61	16	0	0	100	9	15	14	13	0	0	51	1	1	99	13	0	0	114	13	3	12	54	0	0	82	347
4:15 PM	14	8	68	12	0	0	102	10	7	14	12	0	0	43	0	0	120	24	0	0	144	17	8	21	38	0	0	84	373
4:30 PM	21	7	67	14	0	0	109	19	13	12	9	0	0	53	1	0	103	18	0	0	122	13	9	14	58	0	0	94	378
4:45 PM	30	6	78	19	0	0	133	17	7	9	12	0	0	45	0	0	114	18	0	0	132	23	9	15	57	0	0	104	414
Hourly Total	80	29	274	61	0	0	444	55	42	49	46	0	0	192	2	1	436	73	0	0	512	66	29	62	207	0	0	364	1512
5:00 PM	22	9	63	12	0	0	106	21	12	10	15	0	0	58	2	0	118	15	0	0	135	13	5	11	54	0	0	83	382
5:15 PM	17	9	64	16	0	0	106	14	12	9	5	0	0	40	0	0	121	16	0	0	137	18	11	7	43	0	0	79	362
5:30 PM	16	11	57	13	0	0	97	12	4	8	7	0	0	31	1	0	96	17	0	0	114	12	6	14	48	0	0	80	322
5:45 PM	16	9	66	22	0	0	113	13	7	10	9	0	0	39	1	1	100	18	0	0	120	15	13	10	45	0	0	83	355
Hourly Total	71	38	250	63	0	0	422	60	35	37	36	0	0	168	4	1	435	66	0	0	506	58	35	42	190	0	0	325	1421
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	151	67	524	124	0	0	866	115	77	86	82	0	0	360	6	2	872	139	0	0	1019	124	64	104	397	0	0	689	2934
Approach %	17.4	7.7	60.5	14.3	0.0	-	-	31.9	21.4	23.9	22.8	0.0	-	-	0.6	0.2	85.6	13.6	0.0	-	-	18.0	9.3	15.1	57.6	0.0	-	-	-
Total %	5.1	2.3	17.9	4.2	0.0	-	29.5	3.9	2.6	2.9	2.8	0.0	-	12.3	0.2	0.1	29.7	4.7	0.0	-	34.7	4.2	2.2	3.5	13.5	0.0	-	23.5	-
Motorcycles	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
% Motorcycles	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	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	150	67	519	124	0	-	860	115	77	81	81	0	-	354	3	2	863	139	0	-	1007	124	64	99	397	0	-	684	2905
% Cars & Light Goods	99.3	100.0	99.0	100.0	-	-	99.3	100.0	100.0	94.2	98.8	-	-	98.3	50.0	100.0	99.0	100.0	-	-	98.8	100.0	100.0	95.2	100.0	-	-	99.3	99.0
Other Vehicles	1	0	5	0	0	-	6	0	0	5	1	0	-	6	3	0	9	0	0	-	12	0	0	5	0	0	-	5	29
% Other Vehicles	0.7	0.0	1.0	0.0	-	-	0.7	0.0	0.0	5.8	1.2	-	-	1.7	50.0	0.0	1.0	0.0	-	-	1.2	0.0	0.0	4.8	0.0	-	-	0.7	1.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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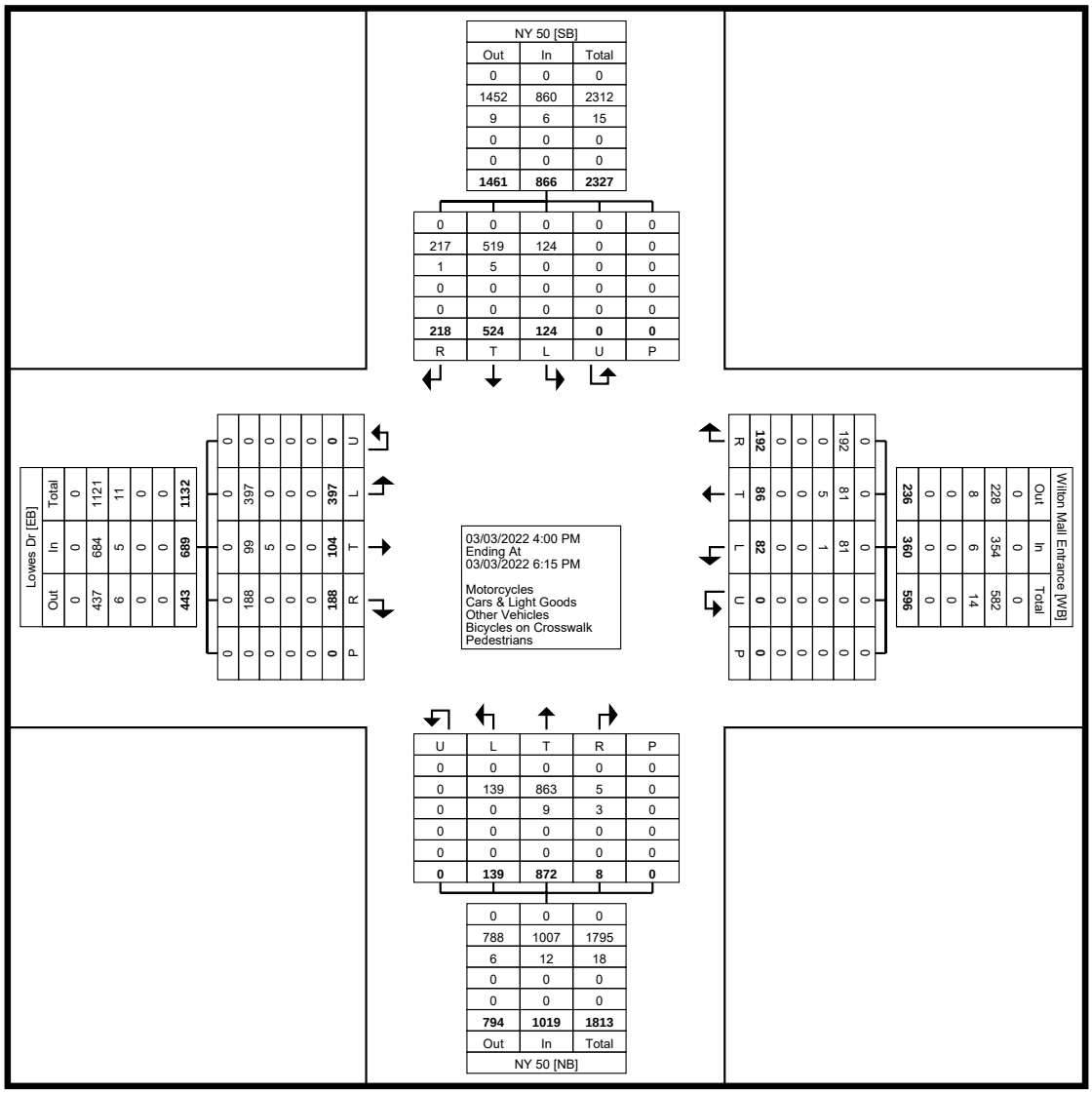

Turning Movement Data Plot

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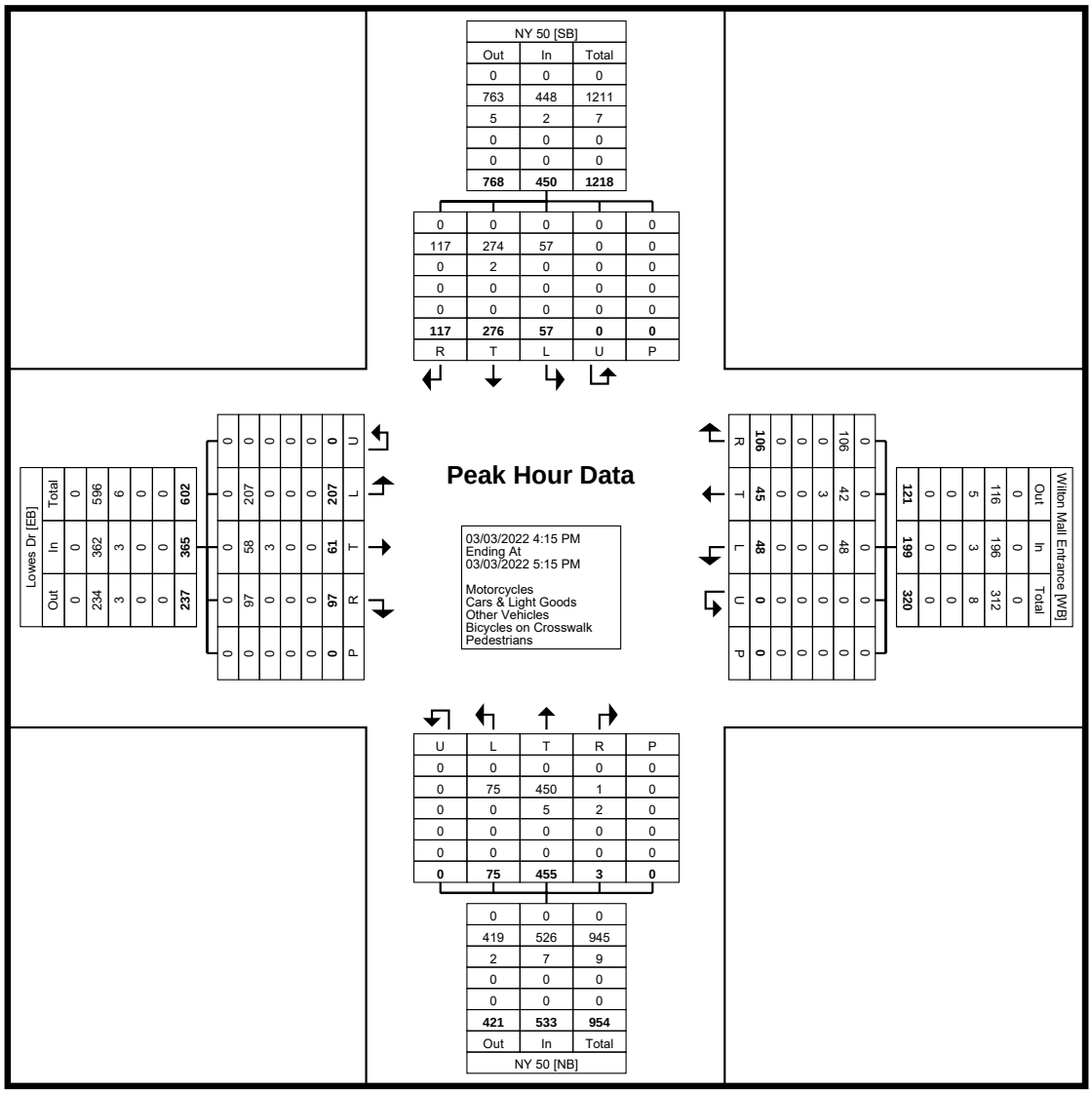
Turning Movement Peak Hour Data (4:15 PM)

Start Time	NY 50 Southbound							Wilton Mall Entrance Westbound							NY 50 Northbound							Lowes Dr Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:15 PM	14	8	68	12	0	0	102	10	7	14	12	0	0	43	0	0	120	24	0	0	144	17	8	21	38	0	0	84	373
4:30 PM	21	7	67	14	0	0	109	19	13	12	9	0	0	53	1	0	103	18	0	0	122	13	9	14	58	0	0	94	378
4:45 PM	30	6	78	19	0	0	133	17	7	9	12	0	0	45	0	0	114	18	0	0	132	23	9	15	57	0	0	104	414
5:00 PM	22	9	63	12	0	0	106	21	12	10	15	0	0	58	2	0	118	15	0	0	135	13	5	11	54	0	0	83	382
Total	87	30	276	57	0	0	450	67	39	45	48	0	0	199	3	0	455	75	0	0	533	66	31	61	207	0	0	365	1547
Approach %	19.3	6.7	61.3	12.7	0.0	-	-	33.7	19.6	22.6	24.1	0.0	-	-	0.6	0.0	85.4	14.1	0.0	-	-	18.1	8.5	16.7	56.7	0.0	-	-	-
Total %	5.6	1.9	17.8	3.7	0.0	-	29.1	4.3	2.5	2.9	3.1	0.0	-	12.9	0.2	0.0	29.4	4.8	0.0	-	34.5	4.3	2.0	3.9	13.4	0.0	-	23.6	-
PHF	0.725	0.833	0.885	0.750	0.000	-	0.846	0.798	0.750	0.804	0.800	0.000	-	0.858	0.375	0.000	0.948	0.781	0.000	-	0.925	0.717	0.861	0.726	0.892	0.000	-	0.877	0.934
Motorcycles	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
% Motorcycles	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	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	87	30	274	57	0	-	448	67	39	42	48	0	-	196	1	0	450	75	0	-	526	66	31	58	207	0	-	362	1532
% Cars & Light Goods	100.0	100.0	99.3	100.0	-	-	99.6	100.0	100.0	93.3	100.0	-	-	98.5	33.3	-	98.9	100.0	-	-	98.7	100.0	100.0	95.1	100.0	-	-	99.2	99.0
Other Vehicles	0	0	2	0	0	-	2	0	0	3	0	0	-	3	2	0	5	0	0	-	7	0	0	3	0	0	-	3	15
% Other Vehicles	0.0	0.0	0.7	0.0	-	-	0.4	0.0	0.0	6.7	0.0	-	-	1.5	66.7	-	1.1	0.0	-	-	1.3	0.0	0.0	4.9	0.0	-	-	0.8	1.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: NY 50 / Lowes Drive
Site Code: Wilton, New York
Start Date: 03/03/2022



Turning Movement Peak Hour Data Plot (4:15 PM)

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Louden Rd / Wilton Mall Entrance
Site Code: Wilton,New York
Start Date: 03/03/2022

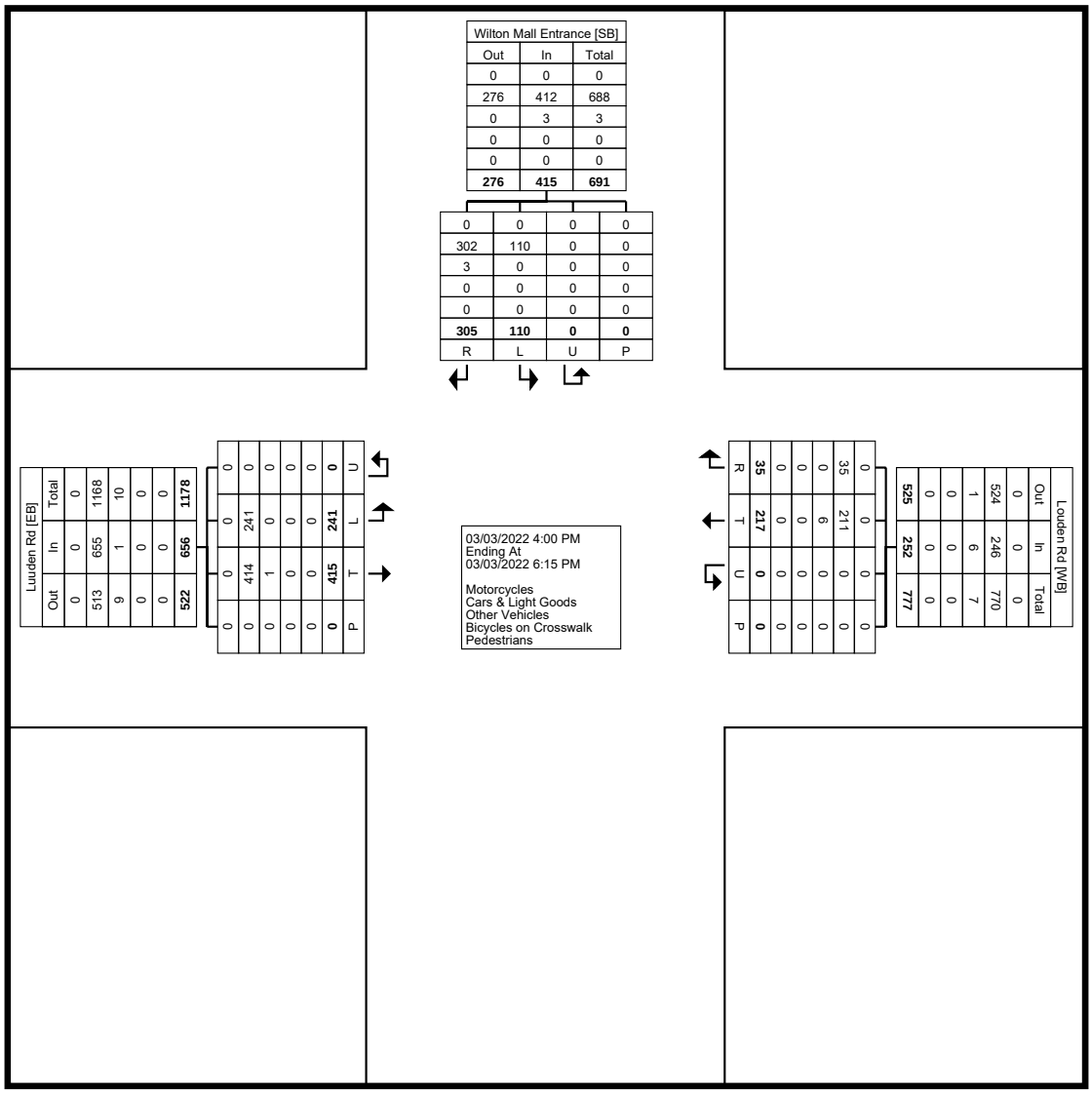
Turning Movement Data

Start Time	Wilton Mall Entrance Southbound					Louden Rd Westbound					Luuden Rd Eastbound					
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:00 PM	38	17	0	0	55	3	24	0	0	27	41	31	0	0	72	154
4:15 PM	41	6	0	0	47	5	30	0	0	35	51	30	0	0	81	163
4:30 PM	46	14	0	0	60	4	32	0	0	36	65	31	0	0	96	192
4:45 PM	32	13	0	0	45	5	22	0	0	27	59	35	0	0	94	166
Hourly Total	157	50	0	0	207	17	108	0	0	125	216	127	0	0	343	675
5:00 PM	40	11	0	0	51	3	22	0	0	25	53	37	0	0	90	166
5:15 PM	33	16	0	0	49	5	24	0	0	29	61	31	0	0	92	170
5:30 PM	35	23	0	0	58	7	37	0	0	44	49	25	0	0	74	176
5:45 PM	40	10	0	0	50	3	26	0	0	29	36	21	0	0	57	136
Hourly Total	148	60	0	0	208	18	109	0	0	127	199	114	0	0	313	648
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	305	110	0	0	415	35	217	0	0	252	415	241	0	0	656	1323
Approach %	73.5	26.5	0.0	-	-	13.9	86.1	0.0	-	-	63.3	36.7	0.0	-	-	-
Total %	23.1	8.3	0.0	-	31.4	2.6	16.4	0.0	-	19.0	31.4	18.2	0.0	-	49.6	-
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	302	110	0	-	412	35	211	0	-	246	414	241	0	-	655	1313
% Cars & Light Goods	99.0	100.0	-	-	99.3	100.0	97.2	-	-	97.6	99.8	100.0	-	-	99.8	99.2
Other Vehicles	3	0	0	-	3	0	6	0	-	6	1	0	0	-	1	10
% Other Vehicles	1.0	0.0	-	-	0.7	0.0	2.8	-	-	2.4	0.2	0.0	-	-	0.2	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Louden Rd / Wilton Mall Entrance
Site Code: Wilton,New York
Start Date: 03/03/2022



Turning Movement Data Plot

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Louden Rd / Wilton Mall Entrance
Site Code: Wilton,New York
Start Date: 03/03/2022

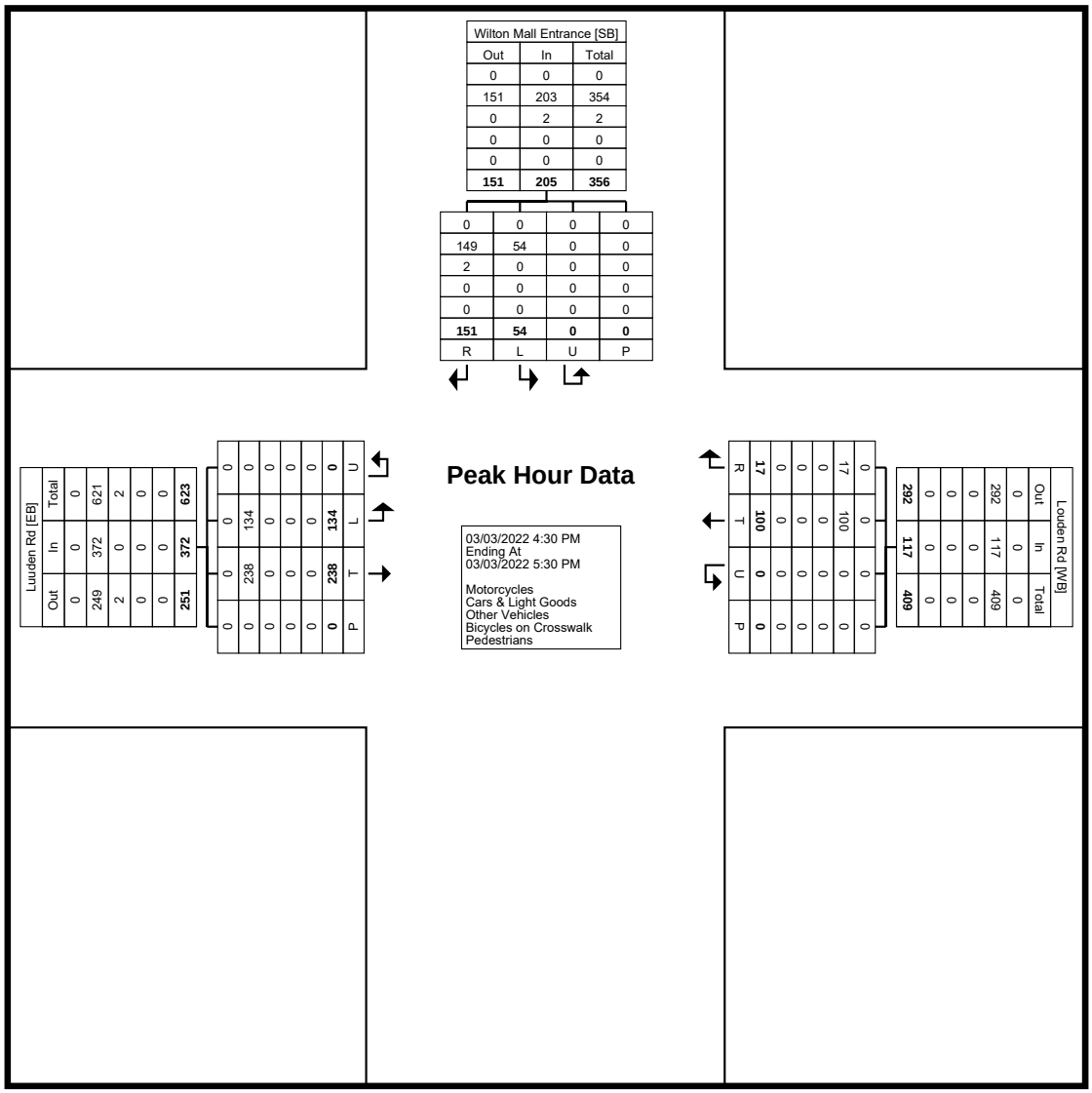
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Wilton Mall Entrance Southbound					Louden Rd Westbound					Luuden Rd Eastbound					
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:30 PM	46	14	0	0	60	4	32	0	0	36	65	31	0	0	96	192
4:45 PM	32	13	0	0	45	5	22	0	0	27	59	35	0	0	94	166
5:00 PM	40	11	0	0	51	3	22	0	0	25	53	37	0	0	90	166
5:15 PM	33	16	0	0	49	5	24	0	0	29	61	31	0	0	92	170
Total	151	54	0	0	205	17	100	0	0	117	238	134	0	0	372	694
Approach %	73.7	26.3	0.0	-	-	14.5	85.5	0.0	-	-	64.0	36.0	0.0	-	-	-
Total %	21.8	7.8	0.0	-	29.5	2.4	14.4	0.0	-	16.9	34.3	19.3	0.0	-	53.6	-
PHF	0.821	0.844	0.000	-	0.854	0.850	0.781	0.000	-	0.813	0.915	0.905	0.000	-	0.969	0.904
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	149	54	0	-	203	17	100	0	-	117	238	134	0	-	372	692
% Cars & Light Goods	98.7	100.0	-	-	99.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	99.7
Other Vehicles	2	0	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Other Vehicles	1.3	0.0	-	-	1.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Louden Rd / Wilton Mall Entrance
Site Code: Wilton,New York
Start Date: 03/03/2022



Turning Movement Peak Hour Data Plot (4:30 PM)

Attachment C – LOS Definitions

Level of Service Definitions

Signal Controlled Intersections

The evaluation criteria used to analyze signalized intersections is based on the procedures set forth in the latest version of the *Highway Capacity Manual* (HCM)[1].

The level of service (LOS) of a signalized intersection 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 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 measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

Level of service A – This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

Level of service B – This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

Level of service C – 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.

Level of service D – This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

Level of service E - This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

[1] Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington D.C., 2016.

Level of Service F - This level is typically assigned when the volume-to-capacity 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 volume-to-capacity 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 volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates 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).

The following lists the LOS thresholds established for motorized vehicle mode at a signalized intersection.

CONTROL DELAY (s/veh)	LOS by Volume-to-Capacity Ratio[a]	
	≤1.0	≥1.0
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

[a] For approach-based and intersection wide assessments, LOS is defined solely by control delay.

Two Way Stop Controlled Intersections

The evaluation criteria used to analyze Two-Way Stop Controlled (TWSC) intersections is based on the procedures set forth in the latest version of the *Highway Capacity Manual* (HCM)[1].

Level of service (LOS) for a TWSC intersection 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 the major -street left turns, by using the criteria given in the Table below. 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 LOS deficiencies for minor movements. LOS F is assigned to a movement if its volume-to-capacity ratio exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections differ somewhat from the criteria 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.

The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The following thresholds are used to determine TWSC levels of service:

CONTROL DELAY (s/veh)	LOS by Volume-to-Capacity Ratio[a]	
	v/c≤1.0	v/c≥1.0
≤10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

[a] The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

All Way Stop Controlled Intersections

The evaluation criteria used to analyze All-Way Stop Controlled (AWSC) intersections is based on the procedures set forth in the latest version of the *Highway Capacity Manual* (HCM)[1].

The level of service of an AWSC intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

AWSC intersections are a type of unsignalized intersection that require drivers on all approaches to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. If no traffic is present on the other approaches, a driver can proceed immediately after stopping. If there is traffic on one or more of the other approaches, a driver proceeds only after determining that no vehicles are currently in the intersection and that it is the driver's turn to proceed. The AWSC methodology analyzes each intersection approach separately.

The key variable in determining the capacity of an AWSC intersection is the distribution of traffic volumes among the approaches. Under ideal conditions traffic would be

evenly distributed among the approaches. The flow rate for any given approach increases as the traffic decreases on the other approaches, allowing a smaller headway between vehicles departing from the stop line.

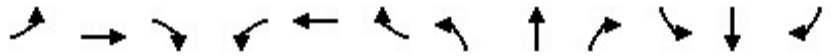
The following thresholds are used to determine AWSC levels of service:

CONTROL DELAY (s/veh)	LOS by Volume-to-Capacity Ratio[a]	
	v/c≤1.0	v/c≥1.0
≤10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

[a] For approaches and intersection wide assessment, LOS is defined solely by control delay.

Attachment D – Capacity Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	486	123	11	400	10	128	33	37	8	12	52
Future Volume (veh/h)	108	486	123	11	400	10	128	33	37	8	12	52
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	1900	1885	1870	1900	1885	1900	1900	1900	1900	1976	1976	1945
Adj Flow Rate, veh/h	115	517	116	12	426	11	136	35	19	9	13	14
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, %	0	1	2	0	1	0	0	0	0	0	0	2
Cap, veh/h	724	1409	1184	602	1367	35	227	41	237	107	128	138
Arrive On Green	0.75	0.75	0.75	0.75	0.75	0.75	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	967	1885	1584	806	1829	47	1077	277	1610	1426	870	937
Grp Volume(v), veh/h	115	517	116	12	0	437	171	0	19	9	0	27
Grp Sat Flow(s),veh/h/ln	967	1885	1584	806	0	1877	1354	0	1610	1426	0	1807
Q Serve(g_s), s	4.2	9.1	1.9	0.5	0.0	7.3	10.7	0.0	1.0	0.6	0.0	1.2
Cycle Q Clear(g_c), s	11.5	9.1	1.9	9.6	0.0	7.3	11.9	0.0	1.0	12.5	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.03	0.80		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	724	1409	1184	602	0	1403	267	0	237	107	0	266
V/C Ratio(X)	0.16	0.37	0.10	0.02	0.00	0.31	0.64	0.00	0.08	0.08	0.00	0.10
Avail Cap(c_a), veh/h	724	1409	1184	602	0	1403	439	0	424	272	0	476
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	0.98	0.00	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.8	4.2	3.3	5.8	0.0	3.9	40.2	0.0	35.0	45.8	0.0	35.1
Incr Delay (d2), s/veh	0.5	0.7	0.2	0.0	0.0	0.3	0.9	0.0	0.1	0.1	0.0	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	0.8	2.7	0.5	0.1	0.0	2.0	4.0	0.0	0.4	0.2	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	4.9	3.4	5.9	0.0	4.2	41.2	0.0	35.0	45.9	0.0	35.1
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		748			449			190			36	
Approach Delay, s/veh		4.9			4.3			40.6			37.8	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		76.0		19.0		76.0		19.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s		13.5		14.5		11.6		13.9				
Green Ext Time (p_c), s		10.3		0.0		6.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			10.3									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	453	3	57	276	117	48	45	106	207	61	97
Future Volume (veh/h)	75	453	3	57	276	117	48	45	106	207	61	97
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	1900	1885	922	1900	1885	1900	1976	1868	1976	1976	1826	1900
Adj Flow Rate, veh/h	81	487	3	61	297	94	52	48	72	223	66	71
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
Percent Heavy Veh, %	0	1	66	0	1	0	0	7	0	0	5	0
Cap, veh/h	318	673	4	199	678	579	308	164	246	325	196	211
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1009	1872	12	921	1885	1610	1323	674	1012	1343	805	866
Grp Volume(v), veh/h	81	0	490	61	297	94	52	0	120	223	0	137
Grp Sat Flow(s),veh/h/ln	1009	0	1883	921	1885	1610	1323	0	1686	1343	0	1670
Q Serve(g_s), s	6.3	0.0	21.4	5.8	11.4	3.8	3.2	0.0	5.5	15.4	0.0	6.4
Cycle Q Clear(g_c), s	17.7	0.0	21.4	27.2	11.4	3.8	9.6	0.0	5.5	20.9	0.0	6.4
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.60	1.00		0.52
Lane Grp Cap(c), veh/h	318	0	677	199	678	579	308	0	410	325	0	407
V/C Ratio(X)	0.26	0.00	0.72	0.31	0.44	0.16	0.17	0.00	0.29	0.69	0.00	0.34
Avail Cap(c_a), veh/h	592	0	1189	450	1191	1017	334	0	444	351	0	440
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)	0.95	0.00	0.95	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	26.3	38.1	23.1	20.7	33.6	0.0	29.3	37.8	0.0	29.6
Incr Delay (d2), s/veh	0.9	0.0	3.0	3.9	2.1	0.6	0.4	0.0	0.6	3.9	0.0	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	1.5	0.0	9.5	1.5	5.2	1.5	1.1	0.0	2.3	5.3	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	0.0	29.3	42.1	25.2	21.3	34.0	0.0	29.8	41.7	0.0	29.8
LnGrp LOS	C	A	C	D	C	C	C	A	C	D	A	C
Approach Vol, veh/h		571			452			172			360	
Approach Delay, s/veh		29.5			26.7			31.1			37.1	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	2		4		6		8	
Phs Duration (G+Y+Rc), s	39.2		28.1		39.2		28.1	
Change Period (Y+Rc), s	5.0		5.0		5.0		5.0	
Max Green Setting (Gmax), s	60.0		25.0		60.0		25.0	
Max Q Clear Time (g_c+I1), s	23.4		22.9		29.2		11.6	
Green Ext Time (p_c), s	7.5		0.2		4.9		0.9	

Intersection Summary		
HCM 6th Ctrl Delay		30.6
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	134	238	100	17	54	151
Future Vol, veh/h	134	238	100	17	54	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	149	264	111	19	60	168

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	130	0	-	0	683	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	562	-
Critical Hdwy	4.1	-	-	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.309
Pot Cap-1 Maneuver	1468	-	-	-	418	933
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1468	-	-	-	376	933
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1468	-	-	-	376	933
HCM Lane V/C Ratio	0.101	-	-	-	0.16	0.18
HCM Control Delay (s)	7.7	-	-	-	16.4	9.7
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.6	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	564	158	15	449	10	161	35	40	8	14	53
Future Volume (veh/h)	109	564	158	15	449	10	161	35	40	8	14	53
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	1900	1885	1870	1900	1885	1900	1900	1900	1900	1976	1976	1945
Adj Flow Rate, veh/h	116	600	153	16	478	11	171	37	23	9	15	15
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, %	0	1	2	0	1	0	0	0	0	0	0	2
Cap, veh/h	648	1358	1141	501	1322	30	263	42	281	108	158	158
Arrive On Green	0.72	0.72	0.72	0.72	0.72	0.72	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	921	1885	1584	721	1835	42	1112	241	1610	1419	906	906
Grp Volume(v), veh/h	116	600	153	16	0	489	208	0	23	9	0	30
Grp Sat Flow(s),veh/h/ln	921	1885	1584	721	0	1878	1353	0	1610	1419	0	1813
Q Serve(g_s), s	5.2	12.4	2.8	0.9	0.0	9.4	13.1	0.0	1.1	0.6	0.0	1.3
Cycle Q Clear(g_c), s	14.5	12.4	2.8	13.3	0.0	9.4	14.5	0.0	1.1	15.1	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.02	0.82		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	648	1358	1141	501	0	1352	305	0	281	108	0	317
V/C Ratio(X)	0.18	0.44	0.13	0.03	0.00	0.36	0.68	0.00	0.08	0.08	0.00	0.09
Avail Cap(c_a), veh/h	648	1358	1141	501	0	1352	436	0	424	233	0	477
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	0.97	0.00	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.8	5.5	4.1	8.2	0.0	5.0	39.0	0.0	32.8	45.7	0.0	32.9
Incr Delay (d2), s/veh	0.6	1.0	0.2	0.1	0.0	0.3	1.0	0.0	0.0	0.1	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.9	0.8	0.1	0.0	2.8	4.8	0.0	0.4	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	6.5	4.4	8.2	0.0	5.4	40.0	0.0	32.9	45.8	0.0	33.0
LnGrp LOS	A	A	A	A	A	A	D	A	C	D	A	C
Approach Vol, veh/h		869			505			231			39	
Approach Delay, s/veh		6.4			5.5			39.3			35.9	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.4		21.6		73.4		21.6				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s		16.5		17.1		15.3		16.5				
Green Ext Time (p_c), s		12.5		0.0		7.1		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			11.4									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	529	7	88	323	118	53	48	136	209	68	98
Future Volume (veh/h)	76	529	7	88	323	118	53	48	136	209	68	98
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	1900	1885	922	1900	1885	1900	1976	1868	1976	1976	1826	1900
Adj Flow Rate, veh/h	82	569	8	95	347	95	57	52	104	225	73	72
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
Percent Heavy Veh, %	0	1	66	0	1	0	0	7	0	0	5	0
Cap, veh/h	371	805	11	232	819	699	330	146	293	319	222	219
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	962	1854	26	850	1885	1610	1313	556	1112	1300	844	832
Grp Volume(v), veh/h	82	0	577	95	347	95	57	0	156	225	0	145
Grp Sat Flow(s),veh/h/ln	962	0	1880	850	1885	1610	1313	0	1668	1300	0	1676
Q Serve(g_s), s	6.1	0.0	23.8	9.8	12.1	3.4	3.5	0.0	7.2	16.2	0.0	6.6
Cycle Q Clear(g_c), s	18.3	0.0	23.8	33.5	12.1	3.4	10.1	0.0	7.2	23.4	0.0	6.6
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.67	1.00		0.50
Lane Grp Cap(c), veh/h	371	0	817	232	819	699	330	0	439	319	0	441
V/C Ratio(X)	0.22	0.00	0.71	0.41	0.42	0.14	0.17	0.00	0.36	0.71	0.00	0.33
Avail Cap(c_a), veh/h	561	0	1188	400	1191	1017	330	0	439	319	0	441
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)	0.91	0.00	0.91	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	21.9	35.6	18.6	16.2	32.3	0.0	28.5	38.0	0.0	28.2
Incr Delay (d2), s/veh	0.6	0.0	2.2	5.3	1.6	0.4	0.4	0.0	0.7	5.9	0.0	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	1.4	0.0	10.1	2.3	5.3	1.3	1.1	0.0	3.0	5.6	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	0.0	24.1	40.9	20.2	16.6	32.7	0.0	29.1	43.9	0.0	28.4
LnGrp LOS	C	A	C	D	C	B	C	A	C	D	A	C
Approach Vol, veh/h		659			537			213			370	
Approach Delay, s/veh		24.3			23.2			30.1			37.8	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	46.3		30.0		46.3		30.0					
Change Period (Y+Rc), s	5.0		5.0		5.0		5.0					
Max Green Setting (Gmax), s	60.0		25.0		60.0		25.0					
Max Q Clear Time (g_c+I1), s	25.8		25.4		35.5		12.1					
Green Ext Time (p_c), s	9.1		0.0		5.7		1.2					

Intersection Summary		
HCM 6th Ctrl Delay	27.5	
HCM 6th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	135	240	101	17	55	153
Future Vol, veh/h	135	240	101	17	55	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	150	267	112	19	61	170

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	131	0	-	0	689	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	4.1	-	-	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.309
Pot Cap-1 Maneuver	1467	-	-	-	415	932
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1467	-	-	-	373	932
Mov Cap-2 Maneuver	-	-	-	-	373	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	572	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1467	-	-	-	373	932
HCM Lane V/C Ratio	0.102	-	-	-	0.164	0.182
HCM Control Delay (s)	7.7	-	-	-	16.5	9.7
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.6	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	575	185	15	473	10	174	35	40	8	14	53
Future Volume (veh/h)	109	575	185	15	473	10	174	35	40	8	14	53
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	1900	1885	1870	1900	1885	1900	1900	1900	1900	1976	1976	1945
Adj Flow Rate, veh/h	116	612	182	16	503	11	185	37	23	9	15	15
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, %	0	1	2	0	1	0	0	0	0	0	0	2
Cap, veh/h	617	1339	1125	472	1305	29	278	42	297	108	167	167
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	900	1885	1584	694	1838	40	1130	226	1610	1419	906	906
Grp Volume(v), veh/h	116	612	182	16	0	514	222	0	23	9	0	30
Grp Sat Flow(s),veh/h/ln	900	1885	1584	694	0	1878	1356	0	1610	1419	0	1813
Q Serve(g_s), s	5.6	13.2	3.6	1.0	0.0	10.4	14.1	0.0	1.1	0.6	0.0	1.3
Cycle Q Clear(g_c), s	16.0	13.2	3.6	14.2	0.0	10.4	15.4	0.0	1.1	16.0	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.02	0.83		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	617	1339	1125	472	0	1334	320	0	297	108	0	334
V/C Ratio(X)	0.19	0.46	0.16	0.03	0.00	0.39	0.69	0.00	0.08	0.08	0.00	0.09
Avail Cap(c_a), veh/h	617	1339	1125	472	0	1334	435	0	424	220	0	477
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	0.97	0.00	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	5.9	4.5	8.9	0.0	5.5	38.5	0.0	32.1	45.7	0.0	32.1
Incr Delay (d2), s/veh	0.7	1.1	0.3	0.1	0.0	0.4	1.3	0.0	0.0	0.1	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.3	1.0	0.1	0.0	3.2	5.1	0.0	0.4	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	7.0	4.8	9.0	0.0	5.9	39.8	0.0	32.1	45.8	0.0	32.2
LnGrp LOS	A	A	A	A	A	A	D	A	C	D	A	C
Approach Vol, veh/h		910			530			245			39	
Approach Delay, s/veh		6.9			6.0			39.0			35.3	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.5		22.5		72.5		22.5				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s		18.0		18.0		16.2		17.4				
Green Ext Time (p_c), s		13.1		0.0		7.6		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	529	18	120	323	118	77	48	156	209	68	98
Future Volume (veh/h)	76	529	18	120	323	118	77	48	156	209	68	98
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	1900	1885	922	1900	1885	1900	1976	1868	1976	1976	1826	1900
Adj Flow Rate, veh/h	82	569	19	129	347	95	83	52	126	225	73	72
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
Percent Heavy Veh, %	0	1	66	0	1	0	0	7	0	0	5	0
Cap, veh/h	409	847	28	264	880	752	330	127	309	298	222	219
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	962	1814	61	841	1885	1610	1313	484	1173	1274	844	832
Grp Volume(v), veh/h	82	0	588	129	347	95	83	0	178	225	0	145
Grp Sat Flow(s),veh/h/ln	962	0	1874	841	1885	1610	1313	0	1657	1274	0	1676
Q Serve(g_s), s	5.8	0.0	23.1	13.4	11.4	3.2	5.2	0.0	8.4	16.6	0.0	6.6
Cycle Q Clear(g_c), s	17.2	0.0	23.1	36.5	11.4	3.2	11.8	0.0	8.4	25.0	0.0	6.6
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.71	1.00		0.50
Lane Grp Cap(c), veh/h	409	0	875	264	880	752	330	0	436	298	0	441
V/C Ratio(X)	0.20	0.00	0.67	0.49	0.39	0.13	0.25	0.00	0.41	0.75	0.00	0.33
Avail Cap(c_a), veh/h	568	0	1184	402	1191	1017	330	0	436	298	0	441
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)	0.90	0.00	0.90	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	19.7	33.9	16.5	14.3	33.0	0.0	28.9	39.3	0.0	28.2
Incr Delay (d2), s/veh	0.5	0.0	1.7	6.4	1.3	0.3	0.6	0.0	0.9	9.4	0.0	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	1.3	0.0	9.6	3.1	4.9	1.2	1.7	0.0	3.4	5.9	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	21.4	40.2	17.9	14.7	33.6	0.0	29.8	48.7	0.0	28.4
LnGrp LOS	C	A	C	D	B	B	C	A	C	D	A	C
Approach Vol, veh/h		670			571			261			370	
Approach Delay, s/veh		21.6			22.4			31.0			40.7	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	49.4		30.0		49.4		30.0					
Change Period (Y+Rc), s	5.0		5.0		5.0		5.0					
Max Green Setting (Gmax), s	60.0		25.0		60.0		25.0					
Max Q Clear Time (g_c+I1), s	25.1		27.0		38.5		13.8					
Green Ext Time (p_c), s	9.4		0.0		5.8		1.4					

Intersection Summary												
HCM 6th Ctrl Delay			26.9									
HCM 6th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	167	240	101	22	58	160
Future Vol, veh/h	167	240	101	22	58	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	186	267	112	24	64	178

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	136	0	-	0	763	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	639	-
Critical Hdwy	4.1	-	-	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.309
Pot Cap-1 Maneuver	1461	-	-	-	375	929
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	530	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1461	-	-	-	327	929
Mov Cap-2 Maneuver	-	-	-	-	327	-
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	530	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1461	-	-	-	327	929
HCM Lane V/C Ratio	0.127	-	-	-	0.197	0.191
HCM Control Delay (s)	7.8	-	-	-	18.7	9.8
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.7	0.7

Town of Wilton -- Proposed zoning legislation

Wilton Mall Mixed-Use PUDD

SECTION I: Title of proposed PUD District.
This local law shall be known as "Local Law No. _____ of 20 ____ of the Town of Wilton amending the Code of the Town of Wilton, as adopted October 3, 1991, providing for the creation of a Planned Unit Development District to be known as "Wilton Mall Mixed-Use PUDD."

SECTION II: The Code of the Town of Wilton, as adopted October 3, 1991, and the Zoning Map of the Town of Wilton set forth therein and made a part thereof are amended by changing from the existing zoning districts C-1 as hereinafter described and creating within the boundaries of said newly described area a planned development district to be known and described as Wilton Mall Mixed-Use PUDD.

SECTION III: The area of Wilton Mall Mixed-Use PUDD consists of approximately 101 acres in the Town of Wilton and is bounded and described as set forth in Appendix A (legal description) and Appendix B (PUDD sketch plan), attached hereto and made a part hereof. The area is located at 3065 NY-50 and approximately bordered by Louden Road, NY-50, and Wilton Mall Road.

SECTION IV: The PUDD sketch plan, proposed uses, open space requirements, bulks standards, and parking requirements are set forth in Appendix B and are in the office of the Town Clerk. The Town Board may amend the sketch plan after a public hearing.

SECTION V: All parcels within the Wilton Mall Mixed-Use PUDD are currently connected or otherwise have direct access to municipal water and sewer service. The district's current water and sewer capacities are sufficient to serve the redevelopment's projected demands.

SECTION VI: Established construction standards for buildings and public improvements, i.e., plans to be approved by licensed architect or engineer. Construction shall comply with New York State Uniform Fire Prevention and Building Code. All construction shall be subject to inspection by Town Building Inspector, Town Engineer and Town Highway Superintendent.

SECTION VII: Construction to begin within 2 years of final approvals and issuance of all required permits. Construction will proceed in two phases as illustrated on Appendix B – PUDD Sketch Plan. Phase I will commence first and within the above timeframe.

SECTION VIII: All roads, drainage easements and rights-of-way shall be constructed by the developer and shall be in accordance with the Town Building Code and Chapter 109, Town Subdivision Regulations, of the Code of the Town of Wilton, and shall be offered without cost to the Town of Wilton for public use.

SECTION IX: Uses permitted in PUDD are set forth in Appendix B. Developer shall follow procedures of Chapter 129, Article XXIII Site Plan Review, of the Code of the Town of Wilton and the procedures of Chapter 109, Town Subdivision Regulations, of the Code of the Town of Wilton; uses shall be limited except to those approved by the Town Board in this local law. The Town Board acknowledges that the new lots created for the apartment units of Phase 1 and the

townhome rental units for Phase 2 will not meet several criteria under Chapter 109 et seq. – Subdivision of Land (access to a public street, for example) and the criteria under Chapter 129, Article XXIII – Site Plan Review and Article XXIV – Additional Regulations (maximum lot coverage or principal buildings per lot, for examples). The Town Board finds that the benefits of the projects contemplated by this PUDD outweigh the utility of strict application of the subdivision regulations and site plan criteria and, as such, the Planning Board is authorized and directed by the enactment of this PUDD to waive strict application of the Zoning Code (specifically including Chapter 109 et seq. Subdivision of Land and Chapter 129 Article XXIII – Site Plan Review and Article XXIV – Additional Regulations) to the degree necessary or useful to accomplish the projects and plans depicted on the PUDD sketch plan attached as Appendix B.

SECTION X: Submission of plans. The developer shall, in accordance Chapter 129, Article XXIII Site Plan Review, of the Code of the Town of Wilton and Subdivision Regulations, and subject to the provisions of Section IX herein submit plans for approval of each phase of construction prior to the issuance of a building permit.

SECTION XI: This local law shall take effect immediately upon filing in the office of the Secretary of State.

Wilton Mall Mixed-Use PUDD

APPENDIX A

Legal description of the Wilton Mall Mixed-Use PUDD:

All that tract or parcel of land containing 100.961 acres, more or less, situate in Great Lots 2 and 3, 18th Allotment, Kayaderosseras Patent, in the Town of Wilton, Saratoga County, New York and being more particularly bounded and described as follows:

Beginning at a point in the northerly right-of-way line of Louden Road (49.5' right-of-way), said point being the southeasterly corner of lands now or formerly Pyramid Centers and Company (Tax Map I.D. No. 153.00-03-048); thence

1. N 05°14'07" E, along the easterly boundary line of lands now or formerly of Pyramid Centers and Company, a distance of 1,663.94 feet to a point located at the southwesterly corner of lands now or formerly Eileen and Lawrence Aronson (Tax Map I.D. No. 153.00-03-041); thence

2. N 56°53'07" E, along the southerly boundary line of the aforementioned Aronson lands, a distance of 500.00 feet to a set 5/8" rebar located at the southeasterly corner of the aforementioned Aronson lands; thence

3. N 05°14'07" E, along the easterly boundary line of the aforementioned Aronson lands, a distance of 424.12 feet to a set 5/8" rebar located on the southeasterly right-of-way line of New York State Route No. 50 (right-of-way width varies); thence

4. N 56°53'07" E, along the aforementioned southeasterly right-of-way line, a distance of 722.27 feet to a point; thence

5. S 33°04'14" E, along the southwesterly boundary line of a parcel now or to be conveyed to R & M Woodbury Partnership, a distance of 588.21 feet to an angle point; thence

6. S 84°33'53" E, along the southerly boundary line of a parcel now or to be conveyed to R & M Woodbury Partnership, a distance of 530.79 feet to a point on the westerly boundary line of lands now or formerly County of Saratoga (Tax Map I.D. No. 154.00-01-048); thence

7. S 04°50'57" W, along the westerly boundary line of the aforementioned County of Saratoga lands, a distance of 2,241.71 feet to a point on the northerly right-of- way line of Louden Road (49.5' right-of-way); thence westerly, along the northerly right-of-way line of Louden Road, the following three courses:

8. S 75°27'49" W, a distance of 261.64 feet to a point of curvature; thence

9. Westerly, along a curve to the right, having a radius of 675.25 feet, through a central angle of 19°14'14", a distance of 226.72 feet to a point of tangency; thence

10. N 85°17'57" W, a distance of 1,400.77 feet to the point of beginning.

Wilton Mall Mixed-Use PUDD

APPENDIX B

1. Permitted uses.

   The following uses are allowed in the Wilton Mall Mixed-Use PUDD as demarcated into the following zones on the sketch plan:
   - Commercial Zone (87.4 acres)
     - All uses permitted in the C-1 Commercial District zone (see Schedule H)
     - Educational institution facilities*
   - Multifamily Zone (13.6 acres)
     - All uses permitted in the Commercial Zone
     - Dwelling, Multifamily

** New use defined below (all other uses defined in section 129-4)*

2. Special use permit uses.

   The following uses are allowed with the issuance of a special use permit:
   - All uses permitted by special permit in the C-1 Commercial District zone (see Schedule H)

3. Additional requirements

   A. Height and bulk
      a. Minimum perimeter building setback from district boundary: 30 feet
      b. Minimum perimeter building setback from public streets for buildings over 3 stories: 250 feet
      c. Maximum building height (measured from the average elevation of the proposed finished grade around the perimeter of the building to the finished floor elevation of highest occupied level): 55 feet
      d. Maximum building coverage: 30%
      e. Paved area setbacks
         i. 50 feet minimum along street frontages and where the Wilton Mall Mixed-Use PUDD abuts any residential district
         ii. 15 feet minimum in all other conditions

   B. Parking
      a. Required parking shall be based on a ratio of at least 4.0 spaces per 1,000 square feet of gross leasable area (GLA).
      b. Exceptions to minimum required parking requirements:
         i. Hotel/Motel/Inn: 1.0 per room
         ii. Multifamily residential: 1.5 per dwelling unit

   C. Green space
      a. At least 25% of the gross area of the Wilton Mall Mixed-Use PUDD shall be green space.

   D. Residential density

a. There shall be no more than 400 residential units within the Wilton Mall Mixed-Use PUDD.

E. Additional requirements for Townhouses
   a. Minimum unit sizes shall be 600 square feet and not less than 14 feet in width
   b. Where more than one building is constructed, there shall be a minimum of 20 feet between the buildings
   c. There shall be no more than 15 individual dwellings attached by common or party walls per floor in any building

DEFINITION FOR NEW USE INTRODUCED BY THE WILTON MALL MIXED-USE PUDD (TO BE ADDED TO SECTION 129-4):

- **Educational institution facilities**: Buildings, facilities, and grounds serving educational institutions such as community colleges, technical schools, and universities, including but not limited to classrooms, administrative offices, student services, libraries, workspaces, multimedia studios, lounges, food service, clinics, and research space.

SITE DATA:

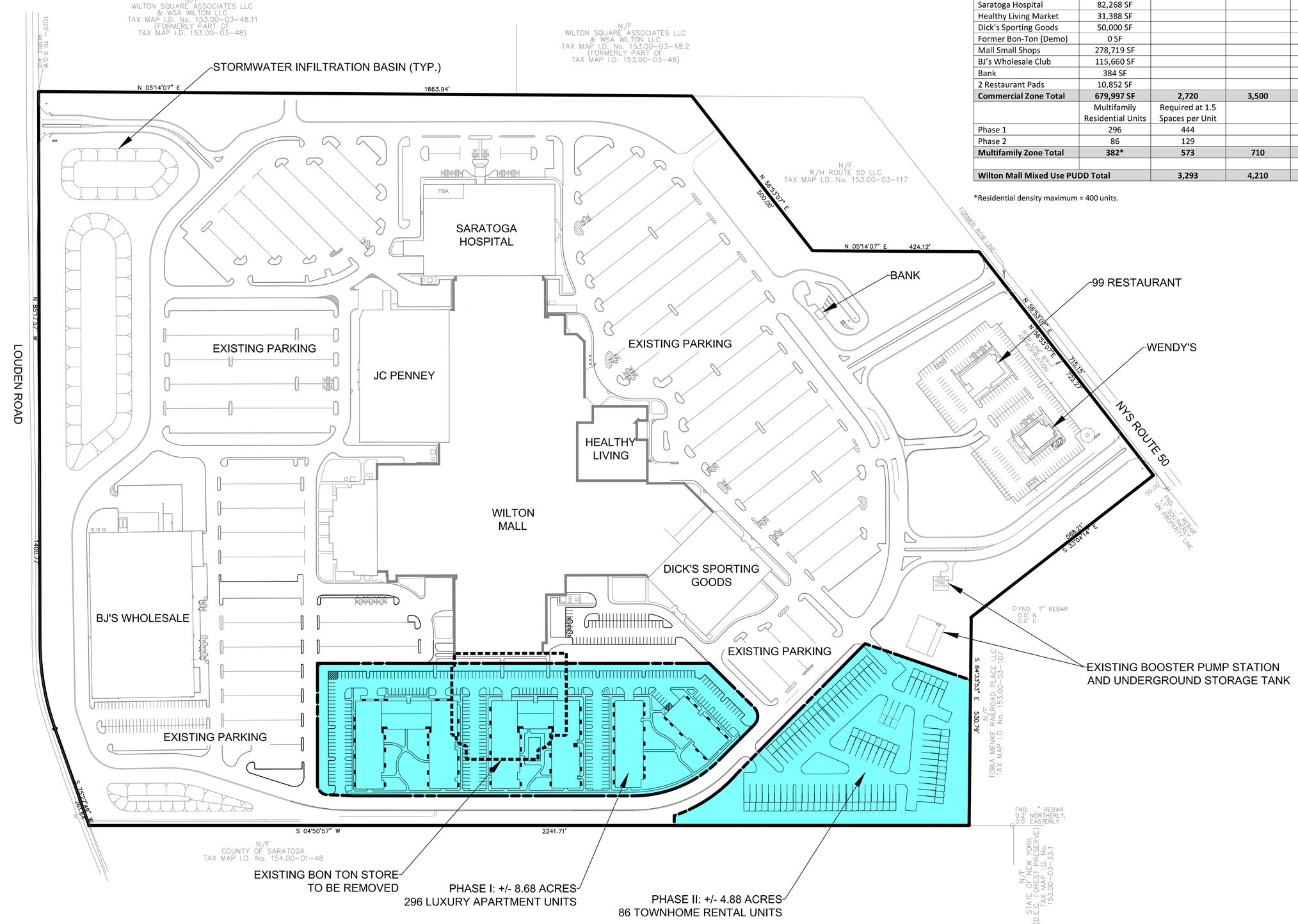
1. ADDRESS: 3064 NY-50, SARATOGA SPRINGS, NY 12866

2. TOTAL MALL PUDD AREA: +/- 100.96 ACRES
   - COMMERCIAL ZONE AREA: +/- 87.40 ACRES
   - MULTI-FAMILY ZONE AREA: +/- 13.56 ACRES

3. PUDD GREENSPACE (AS SHOWN): +/- 28.9% (25% MIN.)

4. BUILDING COVERAGE (AS SHOWN): +/- 21.2% (30% MAX.)

5. BUILDING HEIGHT (ESTIMATED): 39.5' (55' MAX.)



N

0 100 200 300

SCALE IN FEET

PARKING DATA TABLE

Building	Gross Leasable Floor Area (GLA)	Parking Spaces		
		Required at 4.0 Spaces per 1,000 SF GLA	Provided (Estimate)	Surplus (Estimate)
Former Theater	26,538 SF			
JC Penney	84,188 SF			
Saratoga Hospital	82,268 SF			
Healthy Living Market	31,388 SF			
Dick's Sporting Goods	50,000 SF			
Former Bon-Ton (Demo)	0 SF			
Mall Small Shops	278,719 SF			
BJ's Wholesale Club	115,660 SF			
Bank	384 SF			
2 Restaurant Pads	10,852 SF			
Commercial Zone Total	**679,997 SF**	**2,720**	**3,500**	**780**
	Multifamily Residential Units	Required at 1.5 Spaces per Unit		
Phase 1	296	444		
Phase 2	86	129		
Multifamily Zone Total	**382***	**573**	**710**	**137**
Wilton Mall Mixed Use PUDD Total		**3,293**	**4,210**	**917**

*Residential density maximum = 400 units.

Stantec

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Consultants

Legend

PUDD BOUNDARY

COMMERCIAL ZONE

MULTI-FAMILY ZONE

Notes

Revision	By	Appd.	YY.MM.DD
1 SUBMISSION TO TOWN BOARD	LAD	MM	22.05.19

Issued — By — Appd. — YY.MM.DD

File Name: CS100.dwg — DWN: Dwn. — CHKD: Chkd. — DSGN: Dsgn. — DATE: YY.MM.DD

Permit-Seal

Client/Project
WILTON MALL

MIXED-USE PUDD

TOWN OF WILTON, SARATOGA COUNTY, NY

Title
APPENDIX B - PUDD SKETCH PLAN

Project No. 192800199 — Scale 1" = 100'

Drawing No. CS 100 — Sheet 1 of 1 — Revision 0