



SCHENECTADY METROPLEX DEVELOPMENT AUTHORITY

RESOLUTION 1685-23

ALCO/MOHAWK HARBOR REDEVELOPMENT PROJECT — ADOPTION OF AN AMENDED FINDINGS STATEMENT PURSUANT TO THE STATE ENVIRONMENTAL QUALITY REVIEW ACT

WHEREAS, an application has been presented to the Schenectady Metroplex Development Authority (“Metroplex” or the “Authority”) by West Yard Properties, LLC, an affiliated entity of Galesi Group with respect to the construction of a 98,000 +/- square foot community event center and home of Union College Hockey at a newly subdivided parcel known as 101 Harborside Drive, City of Schenectady and making further investments and improvements therein (the “Project”); and

WHEREAS, Metroplex has previously undertaken the environmental review of projects to be located in Mohawk Harbor which was formerly known as the Nott Street Industrial Park, formerly used as an industrial site by the American Locomotive Company (“Alco”); and

WHEREAS, Commencing in 2006 as SEQRA lead agency Metroplex developed a Generic Environmental Impact Statement and a Supplemental Generic Environmental Impact Statement for projects within Mohawk Harbor, including the creation of the Harbor itself, the Rivers Casino, hotels, and residential housing, among retail space and restaurants;

WHEREAS, Metroplex as lead agency also issued a SEQRA Finding Statement on the GEIS and an amended SEQRA Finding Statement on the SGEIS for the various projects located within Mohawk Harbor with the amended SEQRA Finding Statement being issued on October 22, 2014, after duly complying with all of the procedural requirements of SEQRA; and

WHEREAS, with respect to the Project, the Authority determined the Project constituted a Type I Action and declared its intention to act as lead agency for the review of the proposed Project under the State Environmental Quality Review Act and the implementing regulations (6 NYCRR 617) of the New York State Department of Environmental Conservation (“SEQRA”); and

WHEREAS, the SEQRA involved agencies consented to Metroplex acting as SEQRA lead agency; and

WHEREAS, the Authority, as an involved agency acting as lead agency commenced review of the SEQRA documentation previously developed in the GEIS, SGEIS and SEQRA Finding Statements and the new SEQRA documentation provided by the Applicant including the plans, traffic report and full EAF;

WHEREAS, Metroplex carefully considered the potential environmental impacts of the Arena Project and completed the attached EAF Parts 2 and 3, as well as included input from the City of Schenectady Planning Board and the other involved and interested agencies; therefore be it

RESOLVED, that Metroplex has determined that the action will not result in a significant adverse impact and that a Supplemental GEIS will not be prepared for this action, as set forth in greater detail in the addendum to EAF Part 3 incorporated herein and attached hereto comprising the issuance of a negative declaration of environmental significance for the Arena Project; and

BE IT FURTHER RESOLVED, that the amended SEQRA negative declaration shall be filed as required by SEQRA and be posted on the Metroplex website.

RESOLVED, this resolution shall take effect immediately.

Motion By: Sharon Jordan

Seconded By: Karen Zalewski-Wildzunas

AYES 8 NOES 0 ABSTAIN 0 ABSENT 1

Date: November 8, 2023

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

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

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

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

A. Project and Applicant/Sponsor Information.

Name of Action or Project:		
Project Location (describe, and attach a general location map):		
Brief Description of Proposed Action (include purpose or need): Final submission parking reflected 59 on site, 227 across three new lots and 550 existing shared parking		
Name of Applicant/Sponsor:		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:
Project Contact (if not same as sponsor; give name and title/role):		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor):		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

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

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

C. Planning and Zoning

C.1. Planning and zoning actions.

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

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

C.2. Adopted land use plans.

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

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

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

If Yes, identify the plan(s):

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

If Yes, identify the plan(s):

C.3. Zoning

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

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

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

If Yes,

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

C.4. Existing community services.

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

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

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

d. What parks serve the project site?

D. Project Details

D.1. Proposed and Potential Development

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

b. a. Total acreage of the site of the proposed action? _____ acres

b. Total acreage to be physically disturbed? _____ acres

c. Total acreage (project site and any contiguous properties) owned
or controlled by the applicant or project sponsor? _____ acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☐ No

i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

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

If Yes,

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

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

iii. Number of lots proposed? _____

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

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

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

ii. If Yes:

- Total number of phases anticipated _____

- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year

- Anticipated completion date of final phase _____ month _____ year

- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, show numbers of units proposed.				
	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
Initial Phase	_____	_____	_____	_____
At completion	_____	_____	_____	_____
of all phases	_____	_____	_____	_____

g. Does the proposed action include new non-residential construction (including expansions)? <input type="checkbox"/> Yes <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes,	
i. Purpose of the impoundment: _____ ii. If a water impoundment, the principal source of the water: <input type="checkbox"/> Ground water <input type="checkbox"/> Surface water streams <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input type="checkbox"/> No (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) If Yes:	
i. What is the purpose of the excavation or dredging? _____ ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site? • Volume (specify tons or cubic yards): _____ • Over what duration of time? _____ iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____ _____ iv. Will there be onsite dewatering or processing of excavated materials? <input type="checkbox"/> Yes <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes:	
i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____ _____	

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

<ul style="list-style-type: none"> • Do existing sewer lines serve the project site? _____ • Will a line extension within an existing district be necessary to serve the project? _____ <p>If Yes:</p> <ul style="list-style-type: none"> • Describe extensions or capacity expansions proposed to serve this project: _____ _____ _____ 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No	
<p>iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? _____</p> <p>If Yes:</p> <ul style="list-style-type: none"> • Applicant/sponsor for new district: _____ • Date application submitted or anticipated: _____ • What is the receiving water for the wastewater discharge? _____ 	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<p>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): _____ _____ _____</p>		
<p>vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____ _____ _____</p>		
<p>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? _____</p> <p>If Yes:</p> <p>i. How much impervious surface will the project create in relation to total size of project parcel?</p> <p style="padding-left: 20px;">_____ Square feet or _____ acres (impervious surface)</p> <p style="padding-left: 20px;">_____ Square feet or _____ acres (parcel size)</p> <p>ii. Describe types of new point sources. _____ _____</p> <p>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)? _____ _____</p> <ul style="list-style-type: none"> • If to surface waters, identify receiving water bodies or wetlands: _____ _____ • Will stormwater runoff flow to adjacent properties? _____ 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No	
<p>iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? _____</p>		
<p>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? _____</p> <p>If Yes, identify:</p> <p>i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles) _____</p> <p>ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers) _____</p> <p>iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation) _____</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No	
<p>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? _____</p> <p>If Yes:</p> <p>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) _____</p> <p>ii. In addition to emissions as calculated in the application, the project will generate:</p> <ul style="list-style-type: none"> • _____ Tons/year (short tons) of Carbon Dioxide (CO₂) • _____ Tons/year (short tons) of Nitrous Oxide (N₂O) • _____ Tons/year (short tons) of Perfluorocarbons (PFCs) • _____ Tons/year (short tons) of Sulfur Hexafluoride (SF₆) • _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs) • _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs) 		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No

<p>h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Estimate methane generation in tons/year (metric): _____</p> <p>ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____</p>			
<p>i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____</p>			
<p>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? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. When is the peak traffic expected (Check all that apply): <input type="checkbox"/> Morning <input type="checkbox"/> Evening <input type="checkbox"/> Weekend <input type="checkbox"/> Randomly between hours of _____ to _____.</p> <p>ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____</p> <p>iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____</p> <p>iv. Does the proposed action include any shared use parking? Yes No</p> <p>v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: _____</p> <p>vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Estimate annual electricity demand during operation of the proposed action: _____</p> <p>ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): _____</p> <p>iii. Will the proposed action require a new, or an upgrade, to an existing substation? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>l. Hours of operation. Answer all items which apply.</p> <table style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ </td> <td style="width: 50%; vertical-align: top;"> <p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ </td> </tr> </table>		<p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ 	<p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____
<p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ 	<p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ 		

<p>m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes:</p> <p>i. Provide details including sources, time of day and duration:</p> <p>_____</p> <p>_____</p>	
<p>ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Describe: _____</p> <p>_____</p>	
<p>n. Will the proposed action have outdoor lighting? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes:</p> <p>i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:</p> <p>_____</p> <p>_____</p>	
<p>ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Describe: _____</p> <p>_____</p>	
<p>o. Does the proposed action have the potential to produce odors for more than one hour per day? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____</p> <p>_____</p> <p>_____</p>	
<p>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? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Product(s) to be stored _____</p> <p>ii. Volume(s) _____ per unit time _____ (e.g., month, year)</p> <p>iii. Generally, describe the proposed storage facilities: _____</p> <p>_____</p>	
<p>q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Describe proposed treatment(s):</p> <p>_____</p> <p>_____</p> <p>_____</p>	
<p>ii. Will the proposed action use Integrated Pest Management Practices? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>	
<p>r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Describe any solid waste(s) to be generated during construction or operation of the facility:</p> <ul style="list-style-type: none"> • Construction: _____ tons per _____ (unit of time) • Operation : _____ tons per _____ (unit of time) <p>ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:</p> <ul style="list-style-type: none"> • Construction: _____ _____ • Operation: _____ _____ <p>iii. Proposed disposal methods/facilities for solid waste generated on-site:</p> <ul style="list-style-type: none"> • Construction: _____ _____ • Operation: _____ _____ 	

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

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

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

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

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

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

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site			
a. Existing land uses. i. Check all uses that occur on, adjoining and near the project site. <input type="checkbox"/> Urban <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input type="checkbox"/> Residential (suburban) <input type="checkbox"/> Rural (non-farm) <input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other (specify): _____ ii. If mix of uses, generally describe: _____ _____			
b. Land uses and coverytypes on the project site.			
Land use or Coverytype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____ _____			

<p>c. Is the project site presently used by members of the community for public recreation? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>i. If Yes: explain: _____</p>	
<p>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? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes,</p> <p>i. Identify Facilities: _____</p> <p>_____</p>	
<p>e. Does the project site contain an existing dam? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Dimensions of the dam and impoundment:</p> <ul style="list-style-type: none"> • Dam height: _____ feet • Dam length: _____ feet • Surface area: _____ acres • Volume impounded: _____ gallons OR acre-feet <p>ii. Dam's existing hazard classification: _____</p> <p>iii. Provide date and summarize results of last inspection: _____</p> <p>_____</p>	
<p>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? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Has the facility been formally closed? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <ul style="list-style-type: none"> • If yes, cite sources/documentation: _____ <p>ii. Describe the location of the project site relative to the boundaries of the solid waste management facility: _____</p> <p>_____</p> <p>iii. Describe any development constraints due to the prior solid waste activities: _____</p> <p>_____</p>	
<p>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? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred: _____</p> <p>_____</p>	
<p>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? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Yes – Spills Incidents database <input type="checkbox"/> Yes – Environmental Site Remediation database <input type="checkbox"/> Neither database </div> <div> Provide DEC ID number(s): _____ Provide DEC ID number(s): _____ </div> </div> <p>ii. If site has been subject of RCRA corrective activities, describe control measures: _____</p> <p>_____</p> <p>iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, provide DEC ID number(s): _____</p> <p>iv. If yes to (i), (ii) or (iii) above, describe current status of site(s): _____</p> <p>_____</p>	

v. Is the project site subject to an institutional control limiting property uses? <input type="checkbox"/> Yes <input type="checkbox"/> No <ul style="list-style-type: none"> • 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? <input type="checkbox"/> Yes <input type="checkbox"/> No • Explain: _____ _____ 	
E.2. Natural Resources On or Near Project Site	
a. What is the average depth to bedrock on the project site? _____ feet	
b. Are there bedrock outcroppings on the project site? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ %	
c. Predominant soil type(s) present on project site: _____ % _____ % _____ %	
d. What is the average depth to the water table on the project site? Average: _____ feet	
e. Drainage status of project site soils: <input type="checkbox"/> Well Drained: _____ % of site <input type="checkbox"/> Moderately Well Drained: _____ % of site <input type="checkbox"/> Poorly Drained _____ % of site	
f. Approximate proportion of proposed action site with slopes: <input type="checkbox"/> 0-10%: _____ % of site <input type="checkbox"/> 10-15%: _____ % of site <input type="checkbox"/> 15% or greater: _____ % of site	
g. Are there any unique geologic features on the project site? <input type="checkbox"/> Yes <input type="checkbox"/> 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)? <input type="checkbox"/> Yes <input type="checkbox"/> No ii. Do any wetlands or other waterbodies adjoin the project site? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes to either <i>i</i> or <i>ii</i> , 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? <input type="checkbox"/> Yes <input type="checkbox"/> No iv. For each identified regulated wetland and waterbody on the project site, provide the following information: <ul style="list-style-type: none"> • 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? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, name of impaired water body/bodies and basis for listing as impaired: _____ _____	
i. Is the project site in a designated Floodway? <input type="checkbox"/> Yes <input type="checkbox"/> No	
j. Is the project site in the 100-year Floodplain? <input type="checkbox"/> Yes <input type="checkbox"/> No	
k. Is the project site in the 500-year Floodplain? <input type="checkbox"/> Yes <input type="checkbox"/> No	
l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <ul style="list-style-type: none"> i. Name of aquifer: _____ 	

<p>m. Identify the predominant wildlife species that occupy or use the project site: _____</p> <p>_____</p> <p>_____</p>	
<p>n. Does the project site contain a designated significant natural community? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Describe the habitat/community (composition, function, and basis for designation): _____</p> <p style="margin-left: 20px;">ii. Source(s) of description or evaluation: _____</p> <p style="margin-left: 20px;">iii. Extent of community/habitat:</p> <ul style="list-style-type: none"> • Currently: _____ acres • Following completion of project as proposed: _____ acres • Gain or loss (indicate + or -): _____ acres 	
<p>o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Species and listing (endangered or threatened): _____</p> <p>_____</p> <p>_____</p>	
<p>p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Species and listing: _____</p> <p>_____</p> <p>_____</p>	
<p>q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, give a brief description of how the proposed action may affect that use: _____</p> <p>_____</p> <p>_____</p>	
<p>E.3. Designated Public Resources On or Near Project Site</p>	
<p>a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes, provide county plus district name/number: _____</p>	
<p>b. Are agricultural lands consisting of highly productive soils present? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p style="margin-left: 20px;">i. If Yes: acreage(s) on project site? _____</p> <p style="margin-left: 20px;">ii. Source(s) of soil rating(s): _____</p>	
<p>c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> Geological Feature</p> <p style="margin-left: 20px;">ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____</p> <p>_____</p> <p>_____</p>	
<p>d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. CEA name: _____</p> <p style="margin-left: 20px;">ii. Basis for designation: _____</p> <p style="margin-left: 20px;">iii. Designating agency and date: _____</p>	

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: i. Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input type="checkbox"/> No
g. Have additional archaeological or historic site(s) or resources been identified on the project site? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: i. Describe possible resource(s): _____ ii. Basis for identification: _____
h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: i. Identify resource: _____ ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____ iii. Distance between project and resource: _____ miles.
i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? <input type="checkbox"/> Yes <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input type="checkbox"/> No

F. Additional Information

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

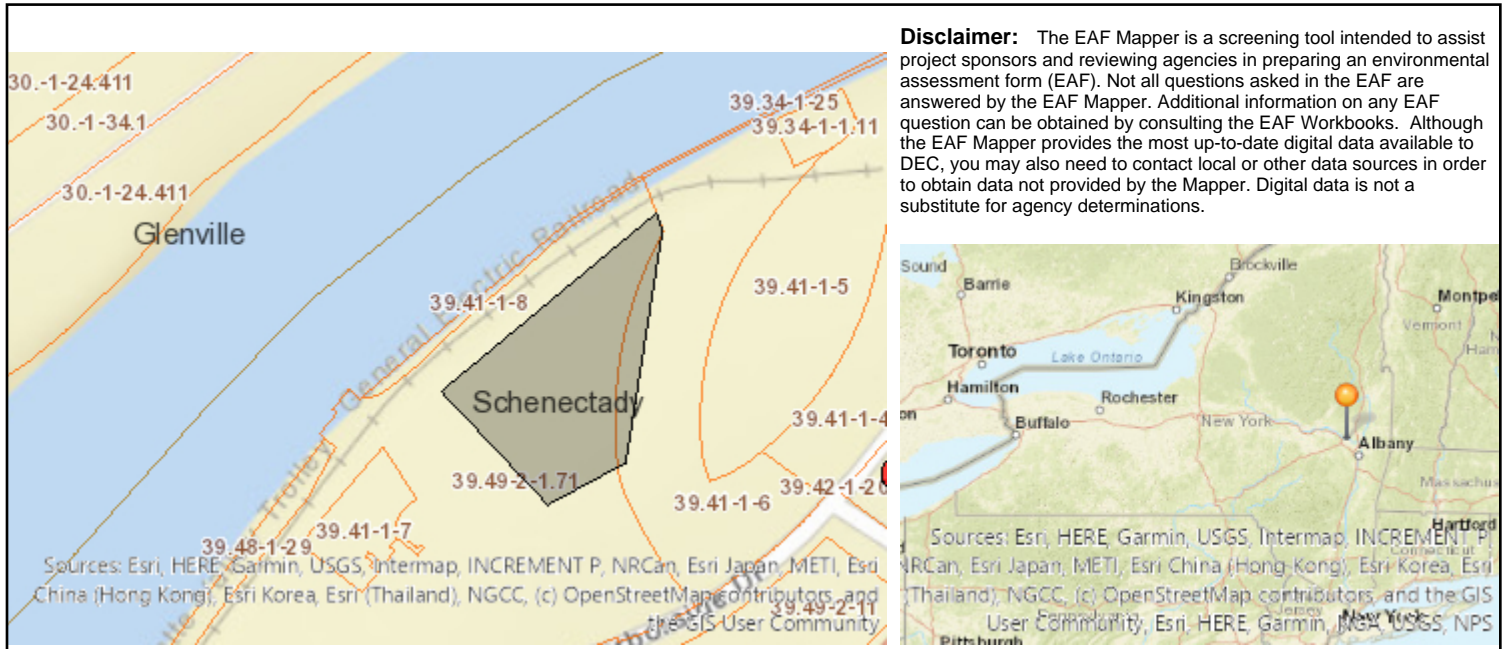
If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

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

Applicant/Sponsor Name _____ Date _____

Signature _____ Title _____



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	Remediation Sites:C447043, Remediation Sites:C447042, NYS Heritage Areas:Mohawk Valley Heritage Corridor
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Yes - Digital mapping data for Spills Incidents are not available for this location. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Yes
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Yes
E.1.h.i [DEC Spills or Remediation Site - DEC ID Number]	C447043, C447042
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	C447037, V00111, C447043, C447044, C447042, 447025, C447033
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	Yes
E.2.k. [500 Year Floodplain]	No

E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer, Primary Aquifer, Sole Source Aquifer Names:Schenectady-Niskayuna SSA
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	Yes
E.2.o. [Endangered or Threatened Species - Name]	Bald Eagle
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	New York State Barge Canal Historic District
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

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

Agency Use Only [If applicable]
Project : Mohawk Harbor Arena
Date : 11/8/2023

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer “**Yes**” to a numbered question, please complete all the questions that follow in that section.
- If you answer “**No**” to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box “Moderate to large impact may occur.”
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the “whole action”.
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1) <i>If “Yes”, answer questions a - j. If “No”, move on to Section 2.</i>			
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g)

☒ NO☐ YES

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

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

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h)

☐ NO☒ YES

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

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

I. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
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4. Impact on groundwater The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) <i>If "Yes", answer questions a - h. If "No", move on to Section 5.</i>			
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

5. Impact on Flooding The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) <i>If "Yes", answer questions a - g. If "No", move on to Section 6.</i>			
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in development within a 100 year floodplain.	E2j	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. The proposed action may result in development within a 500 year floodplain.	E2k	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	<input checked="" type="checkbox"/>	<input type="checkbox"/>

g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
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6. Impacts on Air The proposed action may include a state regulated air emission source. <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES (See Part 1. D.2.f., D.2.h, D.2.g) <i>If "Yes", answer questions a - f. If "No", move on to Section 7.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: i. More than 1000 tons/year of carbon dioxide (CO ₂) ii. More than 3.5 tons/year of nitrous oxide (N ₂ O) iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs) iv. More than .045 tons/year of sulfur hexafluoride (SF ₆) v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions vi. 43 tons/year or more of methane	D2g D2g D2g D2g D2g D2h	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

7. Impact on Plants and Animals The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES <i>If "Yes", answer questions a - j. If "No", move on to Section 8.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	<input type="checkbox"/>	<input type="checkbox"/>

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

8. Impact on Agricultural Resources The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES <i>If "Yes", answer questions a - h. If "No", move on to Section 9.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	E1 a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

9. Impact on Aesthetic Resources The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.) <i>If "Yes", answer questions a - g. If "No", go to Section 10.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile 1/2 -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	<input type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

10. Impact on Historic and Archeological Resources The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.) <i>If "Yes", answer questions a - e. If "No", go to Section 11.</i>			
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

11. Impact on Open Space and Recreation The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan. (See Part 1. C.2.c, E.1.c., E.2.q.) <i>If "Yes", answer questions a - e. If "No", go to Section 12.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	<input type="checkbox"/>	<input type="checkbox"/>
e. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

12. Impact on Critical Environmental Areas The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d) <i>If "Yes", answer questions a - c. If "No", go to Section 13.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

13. Impact on Transportation

The proposed action may result in a change to existing transportation systems.

☐ NO

☒ YES

(See Part 1. D.2.j)

If "Yes", answer questions a - f. If "No", go to Section 14.

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

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy.

☐ NO

☒ YES

(See Part 1. D.2.k)

If "Yes", answer questions a - e. If "No", go to Section 15.

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

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting.

☐ NO

☒ YES

(See Part 1. D.2.m., n., and o.)

If "Yes", answer questions a - f. If "No", go to Section 16.

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

d. The proposed action may result in light shining onto adjoining properties.	D2n	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.)

☐ NO

☒ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

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

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans.
(See Part 1. C.1, C.2. and C.3.)

☒ NO☐ YES

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

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

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character.
(See Part 1. C.2, C.3, D.2, E.3)

☒ NO☐ YES

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

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

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

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

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

Reasons Supporting This Determination:

To complete this section:

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

See attached Part 3 Addendum

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☒ Type 1 ☐ Unlisted

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

Upon review of the information recorded on this EAF, as noted, plus this additional support information
Creighton Manning Traffic Study dated 11/7/2023

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the
Schenectady Metroplex Development Authority as lead agency that:

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

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

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

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

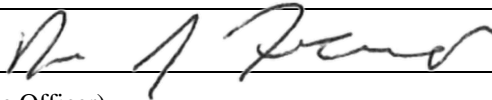
Name of Action: Mohawk Harbor Arena- ALCO/Mohawk Haror Redevelopment

Name of Lead Agency: Schenectady Metroplex Development Authority

Name of Responsible Officer in Lead Agency: David Hogenkamp

Title of Responsible Officer: Executive Director

Signature of Responsible Officer in Lead Agency:



Date: 11/8/23

Signature of Preparer (if different from Responsible Officer)

Date:

For Further Information:

Contact Person: David Hogenkamp, Executive Director, Schenectady Metroplex

Address: 433 State Street, Schenectady, New York 12305

Telephone Number: (518) 377-1109

E-mail: dhogenkamp@schenectadymetroplex.org

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

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)

Other involved agencies (if any)

Applicant (if any)

Environmental Notice Bulletin: <http://www.dec.ny.gov/enb/enb.html>

EAF PART 3 ADDENDUM FOR THE ARENA PROJECT AT MOHAWK HARBOR

Pursuant to Article 8 (State Environmental Quality Review Act - SEQRA) of the Environmental Conservation Law and 6 NYCRR Part 617, the Schenectady Metroplex Development Authority as Lead Agency makes the following declaration of negative environmental significance, determining that a Supplemental GEIS will not be required and that the proposed project will not have a significant adverse environmental impact and is consistent with the previously adopted GEIS, DGEIS and original SEQRA statement of findings and the amended SEQRA statement of findings adopted in October of 2014.

Name of Action: The Arena Project at Mohawk Harbor.

Description of Action: The Schenectady Metroplex Development Authority (Metroplex), as lead agency, reviewed the Alco Waterfront Redevelopment Project, now known as the Mohawk Harbor Project, by requiring the preparation of a Generic Environmental Impact Statement (GEIS) and by adopting a SEQRA Statement of Findings on May 26, 2010. As a result of changes to the Mohawk Harbor Project, Metroplex, again acting as SEQRA lead agency, required the preparation of a Draft Supplemental Generic Environmental Impact Statement (DSGEIS) which Metroplex accepted as complete on August 13, 2014. The public hearing was held on the DSGEIS on September 11, 2014, and written public comments were accepted until September 22, 2014. The Final SGEIS was prepared, reviewed and accepted as complete by Metroplex on October 8, 2014. An amended SEQRA Statement of Findings was issued in October 22, 2014.

The Mohawk Harbor Project SGEIS addressed the changes to the original project, the study area of which continues to be the former American Locomotive Company (Alco) site, also known as the Nott Street Industrial Park (the Study Area). The Mohawk Harbor Project is a mixed use commercial and residential project. The Study Area covers approximately 60 acres and consists of an area that formerly contained industrial buildings. With the exception of the STS Steel facility, all legacy industrial buildings in the area have been demolished and the Mohawk Harbor has been remediated and the NYS Department of Environmental Conservation has issued a Certificate of Completion for the remediation.

At the time of the original GEIS, future development was envisioned to include the construction of new residential units, retail, office, and commercial space, along with transportation improvements, as needed, in the Study Area.

With the SGEIS changes to the configuration of the original project were approved and included:

- Additional residential units;
- Reduction in office space uses;
- Construction of a harbor;
- Widening of the Mohawk River;
- Site access modifications, and;
- Development of a Casino (Gaming Facility) with hotel and structured parking.

The development of Mohawk Harbor has continued over the years consistent with the SGEIS and the amended SEQRA Finding Statement. The area was rezoned by the City as C-3 Commercial Waterfront Mixed Use District. Existing industrial uses within the Alco Study Area have continued to exist as non-conforming uses. The proposed new Arena Project at Mohawk Harbor (“Arena”) is consistent with the current uses at Mohawk Harbor including the casino, hotels, retail stores, residential units, and office space that has already been built. The original time frame for redevelopment of the project of ten years from the adoption of the amended SEQRA finding statement in 2014 was somewhat shortened by the NYS Gaming Commission and Siting Board selecting Mohawk Harbor as the site of the Capital Region Casino—Rush Gaming. A new access way to Erie Boulevard at Maxon Road Extension as shown in the SGEIS has become a public right of way and has complemented all of the improvements to Erie Boulevard, which has successfully mitigated the traffic impacts of the redevelopment of this area of the City. The success of the traffic mitigation measures, most notably the construction of the round-about was confirmed by the November 7, 2023 traffic assessment by Creighton Manning which examined the proposed Arena Project.

The ALCO Heritage Trail, an extension of the Mohawk- Hudson section of the Empire Trail has been extended through the Study Area including portions along the Mohawk River. Bike and pedestrian trails and facilities throughout the Study Area have been installed. The new harbor has a marina and boat access and widening the Mohawk River and the removal of debris from the banks and their reestablishment was all successfully accomplished under the guidance of both the Army Corps of Engineers and NYS Department of Environmental Conservation permits and approvals, as well as the participation of the Canal Authority. An additional public large boat harbor is planned along the trail in coming years.

At issue now is the addition of the Arena to the mix of uses currently present at Mohawk Harbor. The Arena consists of a 97,178 +/- square feet new building which is 48 feet in height, 200 feet in width and 358 feet in length, to be developed on a 3.66-acre site located between the Harbor and Rivers Casino, on a fully remediated portion of Mohawk Harbor. The Arena will create approximately 286 new parking spaces and has proposed the shared use of 550 existing parking spaces already constructed at Mohawk Harbor. The 836 total spaces provided exceeds the 719 spaces required by zoning. The Arena project is being proposed by West Yard Properties, LLC, an affiliated entity of the owner of the property Galesi Group, and is proposed to be used by Union College for athletic and recreational purposes and for athletic events such as its Division I Men’s and Women’s Ice Hockey programs.

The Project Engineer has determined that the water and sewer usage from the Arena will be approximately 18,000 gallons per day and that other than line extensions no sewer or water improvements in terms of the existing utilities or the City POTW will be required. A SWPPP has been prepared demonstrating that the requirements of the NYS DEC general stormwater permit can be met with roof drainage and pavement drainage being directed to the existing municipal storm sewer and with the addition of a hydrodynamic separator. This storm sewer system at Mohawk Harbor ultimately discharges to the Mohawk River. During construction of the Arena all required and appropriate soil erosion and sedimentation control measures will be undertaken as shown in the SWPPP and the site plans for the Arena. The Arena is proposed within an area of the Mohawk Harbor that is within the 100 year and 500 year floodplain for the Mohawk River.

To address this concern, during construction of the Mohawk Harbor site construction sheet piles were placed approximately along the Floodway limit. A significant head wall and retaining wall structure was built at College Creek. This allowed for a stabilized slope to be constructed and allowed the Mohawk-Hudson Hike-Bike Trail to be constructed close to the top of the slope to take advantage of the Mohawk River viewshed. As construction took place, a cap of a minimum depth of 2-feet was provided over the existing ground as part of Brownfield mitigation. Additional fill was placed where required to provide pads for all buildings where the first-floor elevation was a minimum of 2-feet above the AE Special Flood Hazards Zone. All completed buildings to date meet this requirement as does the proposed Mohawk Harbor Event Center.

The entire 3.66-acre area proposed to be used for the Arena Project was previously disturbed and revegetated to the extent not currently impervious. Upon completion of the Arena Project, 2.6 acres will be built up with the structure (1.49 acres) and parking with 1.06 acres remaining as landscaped lawn or ornamental plantings. The site plans show that the lighting for the Arena Project involves fixtures on 16 poles (12-16 feet in height) with fixtures also proposed for the side of the building--all with LED lights which are shielded and downward directed to eliminate sky glow. All lighting is more than 300 feet away from the nearest occupied structure.

The information regarding the Arena project has been submitted by the Applicant to the City and to Metroplex and includes a completed EAF Part 1 and a traffic assessment dated November 7, 2023 has also been undertaken by Creighton Manning evaluating the success of the traffic mitigation measures already built for Mohawk Harbor and whether the projected traffic trips that will result from the operation of the Arena Project at Mohawk Harbor will require any additional mitigation measures. The traffic report also addresses the use of secondary roads by the public and how that may affect other areas of the City, such as the Front Street and the Stockade neighborhoods.

Past SEQRA review of Mohawk Harbor evaluated future land uses for the Study Area and those uses changed between the GEIS and the SGEIS.

The original GEIS evaluated the below future land uses for the Study Area are as follows:

Land Use	Amount/Size
Residential	50 Townhomes 50 Condos 100 Apartments
Hotel	125 Rooms
Commercial (includes office & R&D)	450,000 square feet
Retail (including restaurants)	75,000 square feet

The SGEIS evaluated a different mix of future land uses as follows:

LAND USE	ORIGINAL DGEIS PROPOSAL	AMENDED PROPOSAL CASINO	ALTERNATIVE PROPOSAL MOVIE/TV
Residential	50 Townhouses	10 Townhouses	0 Townhouses

	50 Condos 100 Apartments	70 Condos 304 Apartments	145 Condos 304 Apartments
Hotel – Stand alone	125 Rooms	124 Rooms	124 Rooms
Banquet Facility	-	-	30,000 sq. ft.
Commercial	450,000 sq. ft. (incl. R&D)	60,000 sq. ft.	35,000 sq. ft.
Retail (including Restaurant)	75,000 sq. ft.	130,000 sq. ft.	141,100 sq. ft.
Supermarket	-	-	40,000 sq. ft.
Casino/Gaming Facility	-	160,000 sq. ft.	-
Hotel	-	185 +/- rooms	-
Movie/TV studio	-	-	203,800 sq. ft.
Light Industrial	100,000 sq. ft.	-	-

For comparison purposes today, the AMENDED PROPOSAL CASINO was the mix of uses that ultimately came to fruition.

Within that mix of uses the following has been built to date:

Residential: 206 Apartments (216,667sf) and 15 townhomes (49,000sf) --
TOTAL RESIDENTIAL = 265,667 SF

Hotel(s): Marriott Hotel = 124 Rooms (70,847sf) and Landing Hotel = 167 Rooms (94,874sf) --
TOTAL HOTEL(S) = 165,721 SF

Office: 200 Harborside Drive = 28,854sf; 220 Harborside Drive = 43,111sf
Riverhouse = 21,230sf --
TOTAL OFFICE = 98,186 SF

Retail: 200 Harborside Drive = 10,306sf; 220 Harborside Drive = 22,734SF
Riverhouse = 16,809 --
TOTAL RETAIL = 49,849 SF

Entertainment: Rivers Casino = 140,000sf –
TOTAL ENTERTAINMENT = 140,000sf.

The review of the development anticipated to be built in the SGEIS under the casino project column shows that not all of the development has been completed to date.

Specifically, 309 hotel rooms (standalone and associated with the casino) were anticipated to be built and thus far only 291 hotel rooms have been built. Ten townhouses, 70 condos and 304 apartments were anticipated to be built and thus far 206 apartments and 15 townhouses have been built. No condos have been built. For Commercial office space 60,000 square feet was proposed to be built and 98,186 Square feet was built. For commercial retail space 130,000

square feet was proposed to be built and only 49,849 square feet has been constructed. Lastly, the casino/gaming facility was anticipated to be 160,000 square feet and only 140,000 square feet has been constructed.

While the Commercial office space exceeded the anticipated amount by 38,186 square feet, the retail space is less than anticipated by 80,151 square feet. The casino facility is approximately 20,000 less than anticipated and withstanding minor improvements is assumed to be 100% built out. 65 residential condominiums could still be built (subtracting from the numbers allocated to the condominiums, for simplicity's sake, the 5 extra townhouses that were built). Overall, the arena at 97,178 square feet, with a different pattern of peak traffic hours, fits well into the remaining square footage available for construction as anticipated in the Supplemental GEIS evaluation for the casino option.

As part of the existing SEQRA review for the Mohawk Harbor, the Erie Boulevard Corridor was extensively evaluated and studies were undertaken by or on behalf of NYSDOT, Metroplex and the City of Schenectady and the transportation study in the SGEIS demonstrated that transportation improvements were required in the Study Area.

EVALUATION FROM 2010 SEQRA FINDINGS STATEMENT:

The Study Area has several key intersections, which form the basis of the impact analysis. Traffic volumes for morning and evening peak traffic were developed by traffic counts conducted in 2005, 2006 and 2007, which were adjusted to reflect existing 2010 conditions.

Key intersections reviewed during the previous study include:

- Erie Boulevard & State Street
- Erie Boulevard & Liberty Street
- Erie Boulevard & Union Street
- Erie Boulevard & Nott Street
- Erie Boulevard/Freemans Bridge Road & Maxon Road Extension
- Freemans Bridge Road & Sunnyside Road

Considering the intersection improvements that resulted from the development of the site or other projects, there are substantial pedestrian amenities that have been improved. These include sidewalks along both sides of Erie Boulevard between State Street and Nott Street. Pedestrian signals and crosswalks are provided at several locations, including a mid-block pedestrian crossing at 1462 Erie Boulevard. Sidewalks are not provided on either side of Erie Boulevard north of Nott Street adjacent to the Study Area, however a fully signalized intersection exists at Mohawk Harbor Way/Erie Boulevard/Maxon Road, with pedestrian crosswalks. This intersection connects pedestrian traffic from the east and north from existing sidewalks and a portion of the Empire Trail on Peek Street to the main entrance of Mohawk Harbor. Additionally, the City of Schenectady is progressing multiple Downtown Revitalization Initiative project to reconnect the public right of way on Jay Street to intersect at Nott Street ("Jay Street Connector"), which will further improve pedestrian access from the east and downtown to the

Mohawk Harbor Way/Erie Boulevard/Maxon Road intersection. A pedestrian tunnel connection to an existing mid-block crosswalk, that has flashing beacons, will provide an alternative safer crossing for Union College students and other pedestrians looking to access the event space from downtown restaurants and parking.

The site is heavily served by transit. The Capital District Transportation Authority provides bus service directly to Mohawk Harbor Harborside Drive station with the 370 and 763 services that connect to Troy and Albany respectively. These services intersect Bus Rapid Transit (BRT) service along major routes (such as State Street) to access major employment and activity centers in the region. CDTA, through its START program, also provides limited “curb-to-curb” transportation service on an advance reservation basis for persons with disabilities.

Traffic was evaluated for the existing conditions, future conditions without site development and future conditions with the redevelopment of the Alco site for the proposed mix of residential, commercial and light industrial uses.

Several of the intersections within the study area are included in projects that already have been improved or are being considered in the regional Transportation Improvement Program: namely the Erie Boulevard Corridor Project, which extends from I-890 to Liberty Street, includes the section of Erie Boulevard from State Street to Union Street, and previous projects for intersection improvements at Erie Boulevard and Nott Street. The planned Jay Street Connector project also will provide an alternative corridor to access downtown in a vehicle or as a pedestrian and other portions of the City of Schenectady and surrounding communities.

Because of these ongoing and/or pending projects, additional improvements at these locations are not recommended at this time.

Mitigation measures already completed or proposed to address the potential traffic impacts at other study intersections include:

- **Erie Boulevard at Nott Street** - Site planning and design for the Study Area is consistent with the previously completed and planned intersection improvements at this location which resulted in the roundabout.
- **Erie Boulevard/Freemans Bridge Road at Maxon Road Extension** – A separate right-turn lane was constructed on the Erie Boulevard northbound approach to the intersection and signal timings was adjusted to optimize the peak hour operations. This physical improvement at the intersection involved updating the existing signal system.
- **Freemans Bridge Road at Sunnyside Road** – Optimization of the traffic signal was completed to reflect the increased traffic volumes and patterns associated with the site development.
- **Erie Boulevard at Site Access** – A new site driveway was installed on Erie Boulevard, north of the intersection at Nott Street, located a minimum distance of ¼ mile from existing adjacent traffic signals (Nott Street and Maxon Road Extension). A new traffic signal and turning lanes were installed

at this intersection. Any additional signal timing improvements may involve approval in addition to the permitting requirements of NYSDOT.

- **Jay Street Connector/ Alco Pedestrian tunnel** – as previously discussed, the planned extension of Jay Street to provide a direct vehicular connection between downtown Schenectady to Nott Street will allow vehicles to minimize travel on Erie Boulevard, East Front Street, Seward Place and Park Place by providing an additional north-south alternative to access downtown and the project site. It is anticipated that this corridor will be a more friendly alternative for Pedestrian traffic and will connect to the existing Alco pedestrian tunnel, which will see a makeover with new artwork, lighting, and wayfinding.
- **Further enhancements to Erie Boulevard north of the roundabout** – while not necessary, the City of Schenectady may consider discussing with NYSDOT on additional improvements for pedestrians utilizing the Erie Boulevard/Maxon Road Extension/

While Metroplex does not foresee any significant impacts to traffic during current peak congestion, the project shall coordinate with the City of Schenectady for local road and with NYSDOT as it relates to the section of Erie Boulevard under State purview. The relationship between the land use and transportation infrastructure plays a role in the travel patterns and modes of transportation. The layout of the parking infrastructure, walkability and transit-friendly nature of the site, and the anticipated scheduling of the planned uses are in fact complementary, will result in a staggered nature of vehicles leaving the site (i.e. the mix of entertainment, living and office space may increase time spent at the site), reducing peak traffic. Finally, the design of pedestrian and bicycle accommodations should also provide relief on traffic creating less stress on the system.

EVALUATION OF CHANGES REPRESENTED BY 2014 SGEIS:

Table ES-2 at page 2 in the DSEIS provides a breakdown of peak hour trip generation for the Original, Amended and Alternative proposals. The Amended and Alternative development proposals required the following improvements to adjacent transportation infrastructure:

- The Amended Proposal required restriping and widening the Maxon Road Extension approach for a short right-turn lane. The Alternative Proposal only required signal timing modifications at this intersection.
- The Amended Proposal required the installation of a signalized intersection with the proposed site driveway opposite Maxon Road on Erie Boulevard, including the removal of Maxon Road turning restrictions. The Alternative Proposal required this intersection to be signalized also.
- Both Proposals recommended the construction of a roundabout at the Erie Boulevard and Nott Street intersection to include a site access drive, and require three westbound lanes on the Nott Street Approach.

- The Amended Proposal recommended restriping the intersection of Nott Street & Maxon Road to permit a left-turn, thru/right-turn lane for Maxon Road southbound.
- The Amended Proposal recommended signal timing modifications at the intersections of Union Street, Liberty Street, and State Street along Erie Boulevard.
- Both Proposals recommended the development of an effective way-finding system.

Either of the proposed alternatives with the mitigation measures set forth above and continued cooperation with the City and the NYSDOT are acceptable in terms of transportation impacts, all of which will be mitigated to the greatest extent practicable.

As discussed above, the Creighton Manning Traffic Assessment has fully evaluated the Arena Project and its potential transportation impacts in the context of existing traffic patterns with a substantial portion of the Mohawk Harbor development having been completed. As relayed in the Traffic Assessment, completed mitigation measures including the installation of a traffic circle, road way realignment, reconstruction, left-turn only lanes, and signal timing adjustments in the Erie Boulevard Corridor immediately adjacent to the Mohawk Harbor Project, including the relocated site access on or near STS Steel property have provided a transportation network that successfully moves vehicles through the area with good levels of service at the traffic circles and intersections. The Traffic Assessment looks back at the constructed mitigation measures and the mix of uses that have been built, and the proposed Arena Project, and has determined that the mitigation measures originally addressed in the SEQRA SOF for the SGEIS, have been successful and will continue to be successful for the Arena. This is due to three things: 1) the Friday and Saturday peak period that applies to these events; 2) the fact that the Mohawk Harbor has not been fully built out as originally projected in the SGEIS and its traffic study, leaving 410 trips available; and 3) the fact that shuttle and bus transportation is available to the students who will attend the events, along with the public who will be driving to the events. The Traffic Assessment concludes that sufficient transportation capacity exists for the Arena.

To address public concerns regarding potential traffic increases on Front Street and through the Stockade because of events at the Arena, Section 5 of the Creighton Manning study analyzed the current traffic condition. Previously, the 2014 SDGEIS did conclude no improvements were required at the intersection of Front Street/ & N. Ferry Street & Green Street as it operates at LOS A and the Front Street/Rush Street intersection was installed as part of Mohawk Harbor development. The Assessment does confirm that vehicle traffic and speed continue to perform well, and no significant traffic impacts are anticipated as Front Street will not see a significant increase in traffic and the roadway has excess capacity. With that said, Creighton Manning offered some traffic calming measures and wayfinding suggestions to be considered in Section 7 of the Traffic Assessment that could assist the neighborhoods with their goals to improve quality of life. As it relates to the historic Stockade neighborhood, the City has previously adopted the *Historic Stockade District Comprehensive Streetscape Plan* which offers multiple well-received traffic calming measures.

As noted above all past contamination issues have been addressed and all old industrial buildings and structures have been demolished. Mohawk Harbor continues to contain some pre-existing industrial operations, including STS Steel, that are now nonconforming uses following the City's zoning changes several years ago. A small portion of the property currently leased by STS Steel was used for a public right of way to provide access to Erie Boulevard. The Certificate of Completion was issued by NYS DEC for Mohawk Harbor and new building construction within the Study Area, such as the Arena Project, will require a submission to DEC and evaluation for use of vapor intrusion. Contaminated soil disturbed during demolition and construction has been and will continue to be managed as set forth in the DEC approved work plans.

All historical and archeological issues were previously addressed in the GEIS and SGEIS and the area proposed to be used by the Arena Project is within those previously evaluated disturbed areas. Moreover, the existing mixed-use commercial and residential development, including the casino, hotels, restaurants and the harbor, continues to represent a significant aesthetic enhancement of the Erie Boulevard corridor and Mohawk River waterfront for Schenectady. Dilapidated, vacant, and underdeveloped buildings have been demolished and new residential, commercial and office space has been constructed. The visual character of the Study Area has improved and will be further improved with the Arena Project.

As noted above Mohawk Harbor Area is zoned C-3, and the Arena is consistent with the zoning and the City's Comprehensive Plan. The Arena also effectively brings Union College, an important local institution, to the City's waterfront. Having students, Union College visitors and alumni visit the waterfront for events at the Arena will only further enhance this area of the City.

The water supply for the Study Area will continue to be provided from the City of Schenectady's water system. Sufficient water provided by the City exists for the proposed Arena use of 18,000 gpd, as well as sufficient wastewater treatment also provided by the City.

Temporary construction impacts may include noise, dust, and traffic. These impacts will be mitigated through the use of Best Management Practices as set forth Arena Project plans. As discussed above, standard mitigation measures are recommended, including the preparation of a Stormwater Pollution Prevention Plan to address erosion and sediment control.

Finally, the Bald Eagle is an endangered specie that often nests along the Mohawk River. The site does not have any nests or mature, large trees that would serve as a nesting area for the eagle. Furthermore, the development is not intended to result in any new hazards for the eagle.

After a thorough review of the existing environmental record and the new information presented in connection with the Arena project, Metroplex concludes that no significant adverse environmental impacts will result from the construction and operation of the Arena project and a supplemental GEIS will not be prepared.

November 8, 2023

Mr. David Hogenkamp
Schenectady County Metroplex Development Authority
433 State Street
Schenectady, NY 12305

RE: Traffic Assessment, Union College Ice Arena, Harborside Drive, City of Schenectady, Schenectady County, New York; CM Project 123-443

Dear Mr. Hogenkamp:

Creighton Manning Engineering, LLP (CM) has conducted a *Traffic Assessment* for the proposed *Union College Ice Arena* development located on Harborside Drive in the City of Schenectady. This assessment is based on information provided in the site plan prepared by *LaBella*, dated October 9, 2023 (last revised November 7, 2023 - see Attachment A).

1.0 Project Description

The proposed *Union Ice Arena* project includes the construction of a 97,178 +/- square foot(SF) ice hockey arena along with new parking areas totaling approximately 59 parking spaces on-site, approximately 227 spaces at several new off-site and shared parking areas in the vicinity of the project. This is in addition to existing shared parking facilities of 550 parking spaces provided for anticipated events for a total of 836 that exceeds the zoning requirement of 719. The proposed ice hockey arena will be used primarily for Union College Ice Hockey games, with seating for about 2,200 people. The new arena can also accommodate special events with attendance up to 3,595. New sidewalks are proposed on the west side of Maxon Road to the intersection with Erie Boulevard to connect the venue to the proposed parking lot located in the northwest quadrant of the Maxon Road/Nott Street intersection. Direct vehicular access to the site is proposed via an extension of the northeastern limit of River Street, as well as a new, full-access driveway on the west side of River Street. It is anticipated that the proposed development will be fully built and occupied by 2025. The project location, study intersections, and proposed new parking areas are shown on Figure 1.

2.0 Existing Conditions

Roadway Serving the Site

Erie Boulevard is classified as an urban principal arterial other that travels in a northeast-southwest direction from the I-890 Exit 4C interchange at its southwestern limit, to Freemans Bridge Road at its northeastern limit. Erie Boulevard provides two 11½-foot wide travel lanes in each direction, and 4 to 10-foot wide paved shoulders on either side of the road in the area near the project site. A 14-foot wide median is provided on Erie Boulevard from the Rush Street/Nott Street intersection to the Mohawk Harbor Way/Maxon Road intersection. An 11½-foot wide two-way left-turn lane (TWLTL) is provided on Erie Boulevard from the Mohawk Harbor Way/Maxon Road intersection to the Maxon Road Extension/Freemans Bridge Road intersection. A sidewalk is provided on both sides of Erie Boulevard



southwest of the intersection with Rush Street/Nott Street. The posted speed limit is 40-mph north of the Rush Street/Nott Street intersection and 30-mph south of this intersection. Land uses along the roadway generally consist of industrial, commercial, and some residential uses. It is noted that the *Rivers Casino and Resort Schenectady* is located southwest of the project site. The project site is within *Mohawk Harbor*, an area of the City zoned for the Casino, office, retail, hotel, residential, and recreational uses. The *Mohawk Harbor* was the subject of a Generic Environmental Impact Statement (GEIS) and Supplemental Environmental Impact Statement (SEIS) which included a full evaluation of transportation impacts resulting from the development of *Mohawk Harbor*. For the purpose of this traffic study, Erie Boulevard will be considered a north-south road with side streets considered as east-west roads.

Study Area Intersections

- The Erie Boulevard/Rush Street/Nott Street intersection is a four-leg, two-lane roundabout operating under yield control on all legs. The northbound and southbound Erie Boulevard approaches provide a left-turn/through lane and a through/right-turn lane. The westbound Nott Street approach provides a left-turn lane, a left-turn/through lane and a right-turn slip ramp. The eastbound Rush Street approach provides a single lane for shared travel movements. Sidewalks are provided on both sides of Erie Boulevard south of the roundabout and on the south side of Rush Street and Nott Street. A marked crosswalk is provided on the west leg and south leg of the intersection.
- The Erie Boulevard/Mohawk Harbor Road/Maxon Road intersection is a four-leg intersection operating under actuated traffic signal control. The northbound and southbound Erie Boulevard approaches provide an exclusive left-turn lane and two through lanes with shared right-turn movements. The eastbound Mohawk Harbor Way approach provides an exclusive left-turn lane and a shared through/right turn lane while the westbound Maxon Road approach provides one lane for shared travel movements. Sidewalks are provided on the north side of Mohawk Harbor Way and Maxon Road. A marked crosswalk is provided on the north leg of the intersection with pedestrian signals/pushbuttons to cross Erie Boulevard.

Transit Availability

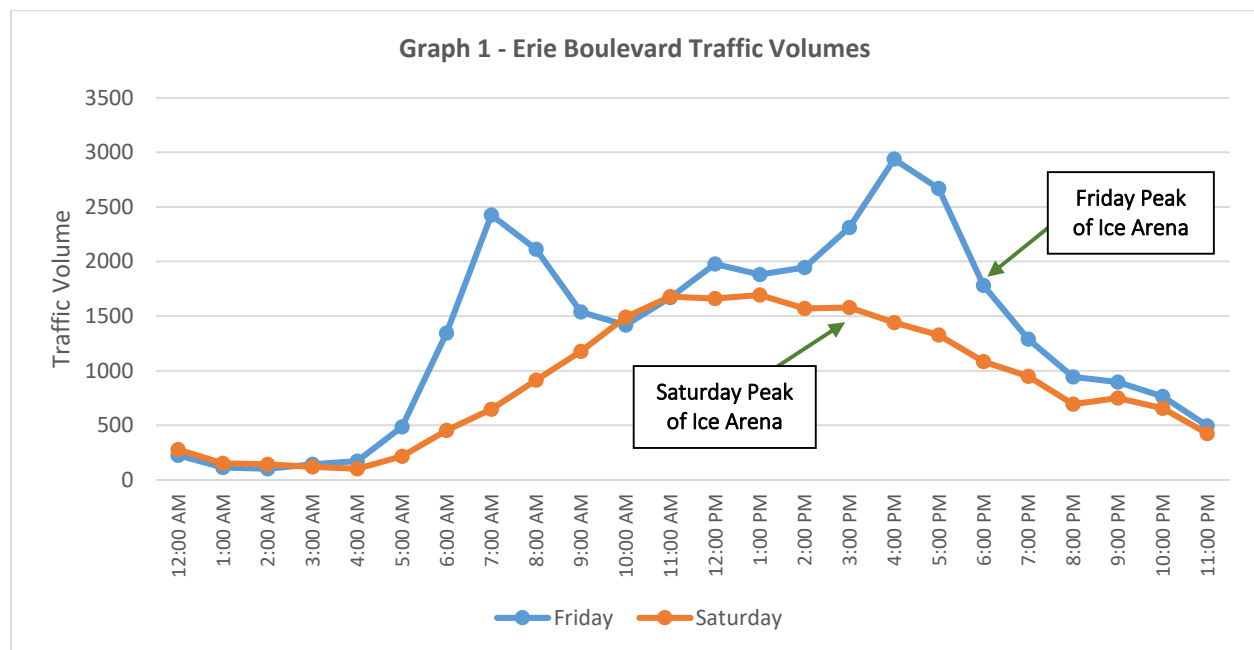
The Capital District Transportation Authority (CDTA) provides transit service adjacent to the site on Harbor Side Drive. The *Troy/Schenectady Route 370* runs between Downtown Troy, *Latham Farms*, Downtown Schenectady, and *Rivers Casino*. The route provides service seven days a week approximately every half hour from 7:00 a.m. to 7:00 p.m. and every hour from 7:00 p.m. until midnight. All *Union College* students can use all CDTA bus routes including the Northway Xpress and STAR service by swiping their ID card.

In addition, *Union College* provides a trolley and/or shuttle service that runs in a continuous “clockwise” route on and around the campus (see Map 1). Each trip takes approximately 30 minutes from 6:00 p.m. to midnight on Sunday through Friday, and from 6:00 p.m. to 2:00 a.m. on Saturday during the academic term. *Union College* has agreed to extend the trolley service or to provide shuttle service to the new ice arena during events in order to provide service for the students, visitors, and fans who park at the campus or the off-site lot at Nott Street/Maxon Road to the new facility.



Data Collection

It is noted that the Union College Hockey team generally plays on Friday and Saturday nights at 7:00 p.m. or on Saturday afternoon at 4:00 p.m. Trip generation data for other similar uses suggests that approximately 75% of attendees generally arrive during the hour prior to the event. Available traffic volume data provided by NYSDOT on Erie Boulevard shows that peak traffic volume conditions on the roadways adjacent to the proposed development typically occur during the morning (7:00 to 8:00 a.m.) and the afternoon (4:00 to 5:00 p.m.) commuter time periods. Traffic generally tapers off after these time periods as shown on Graph 1. A review of traffic volume information shows that midday traffic on a Saturday (3:00 to 4:00 p.m.) is comparable to the later afternoon peak on a Friday (6:00 to 7:00 p.m.) which would represent worst-case conditions for the proposed ice arena; therefore, in order to minimize any overlap with special events that were occurring at the *Rivers Casino* on a Friday, turning movement counts were conducted at the study area intersections on Saturday, October 28, 2023 during the Saturday peak period (2:00 to 4:00 p.m.), which corresponds to the peak weekend commuter period and peak operations of the ice arena for an “Entering” condition when attendees are arriving for an event. It is noted that traffic volume conditions on the adjacent roadways will be much lower when events at the proposed ice arena conclude; therefore, in order to provide a worst-case assessment, the midday Saturday peak hour volumes were also used for an “Exiting” condition when attendees are departing an event.



In addition, an automatic traffic recorder (ATR) was installed on Front Street approximately 70-feet west of Mohawk Avenue from Thursday, October 26, 2023 to Tuesday, October 31, 2023 to collect volume and speed data near the proposed site. Data collected from the ATR shows that Front Street currently serves approximately 1,790 vehicles per Friday and approximately 1,430 vehicles per Saturday. The data also indicates that the 85th percentile speed¹ on Front Street is approximately 33-mph in the northbound direction and 26-mph in the southbound direction.

¹ The 85th percentile speed is the speed in which 85 percent of drivers were observed driving at or below.

3.0 Traffic Assessment

Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers' (ITE) *Trip Generation* is the industry standard used for estimating trip generation for proposed land uses based on data collected at similar uses. The ITE's *Trip Generation Manual*, 11th Edition, provides data for Land Use 465 for an Ice Skating Rink; however, based on a review of the published ITE data, it was found that this data is generally applicable to stand-alone recreational type facilities dedicated for public use and not competitive college-level hockey games which will typically include a considerable number of spectators. As such, using the ITE data would likely be an under representation of trip generation for the project.

In order to determine reasonable trip generation projections for the proposed development, CM researched various studies conducted by professional agencies for similar projects as well as published industry-standard literature. The sources utilized to develop a trip generation methodology are included under Attachment C

Based on the research findings as well as data published by the U.S. Census Bureau, a number of key assumptions were made to develop trip generation estimates for a typical hockey game. For example, industry standards suggest that vehicle occupancy for a sporting event is approximately 2.5 persons/vehicle. In addition, it is anticipated that a typical shuttle or trolley will be able to accommodate approximately 25 passengers. These assumptions, and the arrival and departure peak-hour trip generations are summarized in Table 1. Note that all employees for any event are assumed to arrive/leave outside the peak hours and hence, are not considered in the analysis.

Table 1 – Assumptions and Trip Generation Summary (2,200 Seats)

Assumptions							
1.	Proposed Capacity	2,200					
2.	Attendance Rate	100%					
3.	Percent of Attendees arriving during peak hour prior to game	75% = 1,650 Attendees					
4.	Percent of Attendees departing during peak hour after game	90% = 1,980 Attendees					
5.	Percent of Attendees that are students, faculty, and/or staff *	25%					
6.	CDTA Transit Credit	5%					
7.	Trips made via Uber/Lyft/etc. (Ridesharing)	2%					
Trip Generation		Arrival Peak Hour			Departure Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
3./4.	Attendees using Personal Vehicle	448	0	448	0	538	538
5.	Students/Faculty/Staff (Trolley/Shuttle Use/Walking)	17	17	34	20	20	40
6.	CDTA Transit Users (No New Trips)	0	0	0	0	0	0
7.	Ridesharing Trips	13	13	26	16	16	32
Total Trips		478	30	508	36	574	610

* These attendees are assumed to arrive/depart the site via walking and/or shuttle service provided by Union College

The proposed project is expected to generate 508 new vehicle trips during the arrival peak hour of a hockey game and 610 new vehicle trips during departure peak hour of a hockey game. It is noted that the frequency and potentially the number of trolley/shuttles used to transport students/faculty/staff from the campus may need to increase before and after a hockey game in order to accommodate the influx of users on game day.

Future Traffic Volumes

To evaluate the impact of the proposed development, traffic projections were prepared for the expected year of completion, 2025. Historical traffic volume data found in the latest version of the *Traffic Data Report* published by NYSDOT indicates that traffic volumes in the vicinity of the site have varied from an approximate ½ percent per year increase to a two percent per year decrease. In order to provide a conservative assessment, a general background growth rate of ½ percent per year was applied to the traffic on the study area roadways for two years to develop the 2025 No-Build traffic volumes which represent future traffic volumes in the study area *without* the proposed development. These volumes are illustrated in Figure 2-2.

Traffic generated by the project was distributed on the study area roadways based on the existing turning movement counts conducted at the site intersections and expected travel routes. The primary trip distribution patterns for an arrival and departure condition are shown on Figure 3-1. The associated trip assignment volumes for the arrival time period are shown on Figure 4-1 while the departure time period are shown on Figure 4-2. The site generated trips were added to the 2025 No-Build traffic volumes resulting in the 2025 Build traffic volumes for the weekend Saturday peak hour. The 2025 Build traffic volumes for arrival and departure time periods shown on Figure 5-1 and Figure 5-2 represent the future traffic volumes after the project is complete.

Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using the Synchro 11 Software, which automates the procedures contained in the *Highway Capacity Manual*. Table 2 summarizes the results of the level of service calculations for the proposed project. The detailed level of service analyses are included under Attachment D.

Table 2 – Level of Service Summary

Intersection			Control	Saturday Peak Hour			
				2023 Existing	2025 No-Build	2025 Build Entering	2025 Build Exiting
Erie Boulevard/Rush Street/Nott Street			R				
Erie Boulevard NB	LT,TR			A (7.8)	A (7.9)	A (9.0)	A (8.7)
Erie Boulevard SB	LT,TR			A (8.3)	A (8.4)	A (9.7)	A (9.6)
Rush Street EB	LTR			B (11.1)	B (11.3)	B (11.6)	C (20.3)
Nott Street WB	L,LT,R			A (4.0)	A (4.0)	A (5.5)	A (4.6)
Overall				A (7.7)	A (7.8)	A (8.9)	A (9.9)
Erie Boulevard/Mohawk Harbor Road/Maxon Road			S				
Mohawk Harbor Road EB	L			B (16.0)	B (16.1)	B (18.7)	B (17.4)
	TR			B (13.6)	B (13.7)	B (16.3)	B (14.8)
Maxon Road WB	LTR			C (20.7)	C (20.8)	C (24.3)	C (24.6)
Erie Boulevard NB	L			A (10.0)	B (10.1)	B (12.5)	B (12.9)
	T,TR			B (14.5)	B (14.5)	B (14.6)	B (18.1)
Erie Boulevard SB	L			B (10.1)	B (10.1)	B (10.9)	B (12.9)
	T,TR			B (14.4)	B (14.5)	B (17.2)	B (18.3)
Overall				B (14.3)	B (14.4)	B (16.1)	B (17.6)

S, R = Signal Controlled intersection, Roundabout intersection

EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches

L, T, R = Left-turn, Through, and/or Right-turn movements

X (Y.Y) = Level of service (Average delay in seconds per vehicle)

The impact of the project can be described by comparing the analysis of the No-Build and Build operating

conditions. The follow observations are evident from this analysis:

- **Erie Boulevard/Rush Street/Nott Street**– The level of service analysis indicates that the existing roundabout currently operates at an overall LOS A during Saturday peak hour and will continue to operate similarly through No-Build conditions. After full build-out of the proposed *Union College Ice Arena*, the roundabout will continue to operate at an overall LOS A with all approaches operating at LOS C or better during the Arrival or Departure time periods. It is noted that eastbound and westbound queuing will not impact the adjacent intersections. No mitigation is recommended at this location.
- **Erie Boulevard/Mohawk Harbor Road/Maxon Road** – The level of service analysis indicates that this intersection operates at an overall LOS B during the Saturday peak hour with all movements operating at LOS C or better and will continue to operate similarly through No-Build conditions. After full build-out of the proposed *Union College Ice Arena*, this signalized intersection will continue to operate at an overall LOS B with all approaches operating at LOS C or better. It is noted that eastbound queuing will not impact the adjacent intersection. No mitigation is recommended at this location.

It is important to note that the traffic analysis is based on the entire hour before and after an event. It is normal to expect some temporary short-term traffic congestion to occur within the hour immediately before or after an event.

4.0 Sensitivity Analysis

A sensitivity analysis has been conducted for use of the site as a concert venue that can accommodate special events with attendance up to 3,595. Similar to the hockey games, it is not anticipated that these types of special events would coincide with typical peak commuter time periods; therefore, traffic was assigned to the study area intersections during the same Saturday peak period which is consistent with a late afternoon time period. Similar to the assessment conducted for a sporting event, industry standards suggest that vehicle occupancy is approximately 2.5 persons/vehicle for a special event like a concert. Table 3 summarizes the anticipated trip generation for the site using many of the same resources identified for the hockey game.

Table 3 – Special Event Assumptions and Trip Generation Summary (3,595 seats)

Assumptions							
1.	Proposed Capacity	3,595					
2.	Attendance Rate	100%					
3.	Percent of Attendees arriving during peak hour prior to game	65% = 2,337 Attendees					
4.	Percent of Attendees departing during peak hour after game	90% = 3,235 Attendees					
5.	Percent of Attendees that are students, faculty, and/or staff *	25%					
6.	CDTA Transit Credit	5%					
7.	Trips made via Uber/Lyft/etc. (Ridesharing)	2%					
Trip Generation		Arrival Peak Hour			Departure Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
3./4.	Attendees using Personal Vehicle	584	0	584	0	809	809
5.	Students/Faculty/Staff (Trolley/Shuttle Use/Walking)	23	23	46	32	32	64
6.	CDTA Transit Users (No New Trips)	0	0	0	0	0	0
7.	Ridesharing Trips	19	19	38	26	26	52
Total Trips		626	42	668	58	867	925

* These attendees are assumed to arrive/depart the site via walking and/or shuttle service provided by Union College

Under these conditions, a maximum of approximately 668 vehicles are expected to arrive at a special event

the hour prior to the start time while a maximum of approximately 925 vehicles are expected to depart the same special event at its completion. The arrival and departure special event traffic was assigned to the study area intersections similar to the hockey use shown on Figure 6-1 and Figure 6-2. The results of the site generated traffic assignment for a special event were added to the 2025 No-Build traffic volumes to develop the 2025 Build Sensitivity traffic volumes for the arrival and departure time periods as shown on Figure 7-1 and Figure 7-2.

The level of service analysis (summarized below on Table 4) indicates that the study area intersections will continue to operate adequately when the proposed development is fully operational with a special event such as a concert. No improvements are recommended for the special event condition.

Table 4 – Sensitivity Level of Service Summary (Special Event)

Intersection	Control	Saturday Peak Hour			
		2023 Existing	2025 No-Build	2025 Build Entering	2025 Build Exiting
Erie Boulevard/Rush Street/Nott Street	R				
Erie Boulevard NB LT,TR		A (7.8)	A (7.9)	A (9.4)	A (9.2)
Erie Boulevard SB LT,TR		A (8.3)	A (8.4)	B (10.3)	B (10.4)
Rush Street EB LTR		B (11.1)	B (11.3)	B (11.7)	C (31.6)
Nott Street WB L,LT,R		A (4.0)	A (4.0)	B (10.2)	A (4.8)
Overall		A (7.7)	A (7.8)	A (9.3)	B (12.3)
Erie Boulevard/Mohawk Harbor Road/Maxon Road	S				
Mohawk Harbor Road EB L		B (16.0)	B (16.1)	B (20.0)	B (19.3)
TR		B (13.6)	B (13.7)	B (17.5)	B (15.9)
Maxon Road WB LTR		C (20.7)	C (20.8)	C (26.1)	C (25.3)
Erie Boulevard NB L		A (10.0)	B (10.1)	B (13.4)	B (13.4)
T,TR		B (14.5)	B (14.5)	B (14.4)	B (18.5)
Erie Boulevard SB L		B (10.1)	B (10.1)	B (11.1)	B (13.3)
T,TR		B (14.4)	B (14.5)	B (17.9)	B (18.9)
Overall		B (14.3)	B (14.4)	B (16.7)	B (18.3)

S, R = Signal Controlled intersection, Roundabout intersection
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X (Y.Y) = Level of service (Average delay in seconds per vehicle)

5.0 Front Street Evaluation

Roadway Conditions

Front Street is classified as an urban local road that provides a 22-foot wide travel way with no shoulders south of Rush Street. The roadway is paved with sidewalks on both sides of the street and on-street parking is allowed on one side of the road. Visual observations indicate that Front Street is in fair condition. Trucks are not permitted on Front Street south of the casino and there is a railroad bridge with an 11', 6" clearance. Land uses along Front Street include residential homes, commercial properties, *Front Street Park*, and *Rivers Casino* at the north end of the roadway. The posted speed limit is 30-mph. As noted above, the ATR installed near Mohawk Avenue indicates that the 85th percentile speed is approximately 33-mph in the northbound direction and 26-mph in the southbound direction.

Roadway capacity criteria provided by the Capital Region Transportation Committee (CRTC) indicates that local roads have a peak hour capacity of 625 vehicles *in each direction*. The traffic volume data recorded by Creighton Manning shows that Front Street currently serves approximately 90 AM peak hour trips and 145 PM peak hour trips near the casino. As shown on Figure 3-1, it is anticipated that at the very most 15% of

special event attendees may use Front Street to bypass Erie Boulevard in order to access points south of the site. While we do not expect this amount of traffic on Front Street based on the proposed location of the arena at *Mohawk Harbor* and the reality that the higher population areas of Western Glenville as well as the Town of Niskayuna and the residential neighborhoods of the City of Schenectady, the majority of attendees would most likely take an alternative route north or east. We note that the proposed ice hockey arena/event center could add approximately 100 to 140 trips during the peak entering and exiting conditions, respectively, for worst-case conditions. This means that Front Street will continue to provide adequate capacity even with the addition of traffic associated with the site. It is noted that events are typically held during off-peak times; therefore, more than adequate capacity would be provided since traffic will remain well below the 625 vehicles per hour per direction capacity (less than 50% capacity).

Roadway characteristics of Front Street were compared to criteria detailed in *A Policy on Geometric Design of Highways and Streets, 2018* published by AASHTO. Based on this document, an urban local street is a public roadway that serves motor vehicles, transit, pedestrians, and bicyclists and that development or improvement of streets should be based on a functional street classification. In addition, the publication indicates that traffic volume is not usually a major factor in determining geometric criteria to be used in designing urban residential streets. Lanes should be 10 to 11 feet wide and can be reduced to 9-foot wide where the available right-of-way imposes severe limitations. Roadway cross-sections on Front Street indicate that the width of the road is generally 22-feet which is consistent with guidelines provided by AASHTO.

The posted speed limit on Front Street is 30-mph. As noted above, the ATR installed near Mohawk Avenue indicates that the 85th percentile speed is approximately 33-mph in the northbound direction and 26-mph in the southbound direction which indicates that existing motorists are generally traveling the speed limit. It is noted that members of the public have expressed concern to City officials that special event attendees may drive faster as they attempt to leave the venue. Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic-calming measures can include items such as narrowing streets, reducing speed limits, installing speed humps, designating pedestrian crosswalks, improving signs, or adding on-street parking. It is noted that existing on-street parking conditions help reduce vehicle speeding in the area. The City of Schenectady could also consider lowering the speed limit in the Front Street neighborhood if excessive speed becomes an issue. The implementation of other measures such as speed humps or raised pedestrian crosswalks could be considered to make the use of Front Street less desirable from a regional transportation perspective. It is recommended that variable message boards or static wayfinding signs be considered on Harborside Drive to direct attendees to the desired travel routes.

6.0 Rivers Casino Threshold Analysis

The *Rivers Casino & Resort Schenectady* located adjacent to the proposed arena opened its doors in February 2017. A Supplemental Draft Generic Environmental Impact Statement (SDGEIS) was developed for *Mohawk Harbor* by Bergmann Associates which was accepted as complete in August 2014. The development plan included in the SDGEIS included a variety of uses for the *Rivers Casino & Resort Schenectady* (originally known as the *Mohawk Harbor* project); however, a review of the actual development plan shows that the eventual full build-out plan was slightly smaller than the original proposal. Table 5 summarizes the amended proposal for the *Mohawk Harbor* project and what was eventually built. The table also summarizes the number of PM peak hour trips that were anticipated to be generated by the site versus what was built.

Table 5 – Mohawk Harbor Development Plan Comparison

Land Use	Amended Casino Proposal	Currently Build (100%)
Residential	10 Townhouses 70 Condos 304 Apartments	15 Townhouses 0 Condos 206 Apartments
Hotel – Stand alone	124 Rooms	124 Rooms
Commercial	60,000 sq. ft.	98,186 sq. ft.
Retail (including Restaurant)	130,000 sq. ft.	49,849 sq. ft.
Casino/Gaming Facility	160,000 sq. ft.	140,000 sq. ft.
Hotel w/ Banquet Hall	185 +/- rooms 450 seats	167 Rooms 450 seats
PM Peak Hour Trips	1,615	1,205
Difference	-410	

Table 5 indicates that the *Mohawk Harbor* development is generating approximately 410 fewer trips than anticipated during peak conditions since the eventual development plan was smaller than the approved project. This suggests that the transportation improvements constructed to accommodate the site have reserve capacity since the use is less intense than originally anticipated. This is supported by the overall good levels of service provided at the study area intersections even with traffic associated with the proposed *Union College Ice Arena*.

7.0 Conclusions

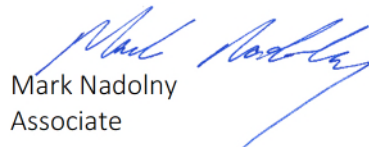
The proposed *Union College Ice Arena* project includes the construction of a 97,178 +/- SF ice hockey arena along with new parking areas on-site totaling 59 parking spaces. The project also includes several new off-site and shared parking areas in the vicinity of the project totaling 227 new parking and 550 existing spaces provided for anticipated events for a total of 836 that exceeds the zoning requirement of 719. The proposed ice hockey arena will be used primarily for Union College Ice Hockey games, with seating for about 2,200 fans. New sidewalks are proposed on the west side of Maxon Road to the intersection with Erie Boulevard to connect the venue to the proposed parking lot located in the northwest quadrant of the Maxon Road/Nott Street intersection. Direct vehicular access to the site is proposed via an extension of the northeastern limit of River Street, as well as a new, full-access driveway on the west side of River Street. It is anticipated that the proposed development will be fully built and occupied by 2025. The following is noted regarding the proposed project:


- When a hockey game is played with 100% attendance of the 2,200 seats, the proposed project is expected to generate 508 new vehicle trips during the arrival peak hour and 610 new vehicle trips during departure peak hour.
- When a special event such as a concert with 100% attendance of the 3,595 seats, the proposed project is expected to generate 668 new vehicle trips during the arrival peak hour and 925 new vehicle trips during departure peak hour.
- It is noted that the frequency and potentially the number of trolley/shuttles used to transport students/faculty/staff from the campus may need to increase before and after a hockey game in order to accommodate the influx of users on game day.
- The level of service analysis indicates that the study area intersections will operate adequately during the peak hours before and after a hockey game or special event is held at the proposed arena. Mitigation is not recommended at these locations.
- It is important to note that the traffic analysis is based on the entire hour before and after an event. It is normal to expect some temporary short-term traffic congestion to occur within the hour immediately before or after an event.

- Roadway capacity criteria provided by CRTC indicates that local roads have a peak hour capacity of 625 vehicles in each direction. Front Street currently serves approximately 90 AM peak hour trips and 145 PM peak hour trips near the casino. It is anticipated that 15% of special event attendees may use Front Street to bypass Erie Boulevard in order to access points south of the site. This indicates that the proposed ice hockey arena/event center could add approximately 100 to 140 trips during the peak entering and exiting conditions, respectively, during worst-case conditions. Front Street will continue to provide adequate capacity even with the addition of traffic associated with the site. It is noted that events are typically held during off-peak times; therefore, more than adequate capacity would be provided since traffic will remain well below the 625 vehicles per hour per direction capacity.
- Members of the public have expressed concern to City officials that special event attendees may drive faster on Front Street as they attempt to leave the venue. It is noted that existing on-street parking conditions help reduce vehicle speeding in the area. The City of Schenectady could also consider lowering the speed limit in the Front Street neighborhood if excessive speed becomes an issue. The implementation of other measures such as speed humps or raised pedestrian crosswalks could be considered to make the use of Front Street less desirable from a regional transportation perspective. It is recommended that variable message boards or static wayfinding signs be considered on Harborside Drive to direct attendees to the desired travel routes.
- A review of the *Mohawk Harbor* development indicates that it is generating approximately 410 fewer trips than originally anticipated during peak conditions since the eventual development plan was smaller than the approved project. This suggests that the transportation improvements constructed to accommodate the site have reserve capacity since the use is less intense than originally anticipated. This is supported by the overall good levels of service provided at the study area intersections even with traffic associated with the proposed *Union College Ice Arena*.

Please feel free to call our office if you have any questions or comments regarding the above evaluation.

Respectfully submitted,
Creighton Manning Engineering, LLP


Mark Nadolny
Associate


Mark A. Sargent, P.E.
Partner/Senior Traffic Manager

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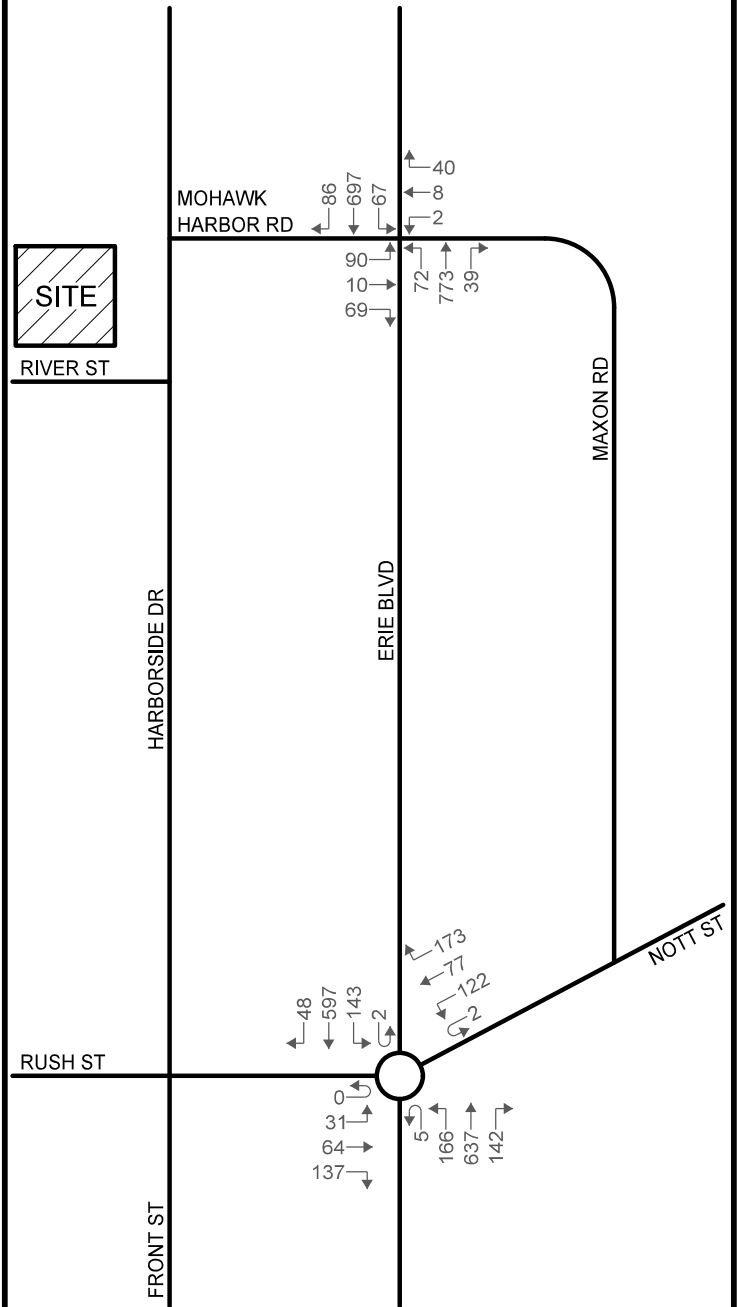
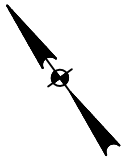
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EXISTING 2023



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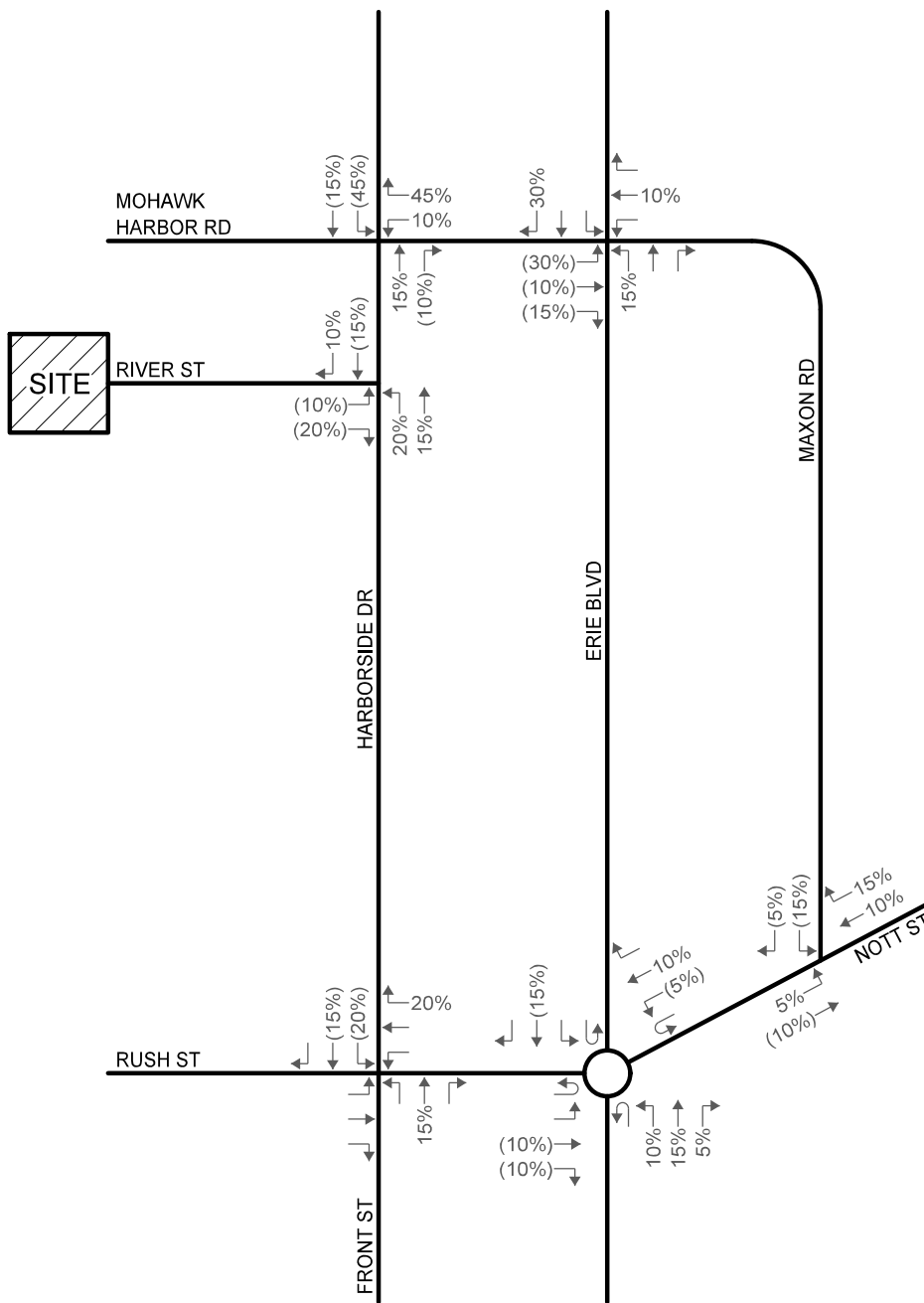
NO-BUILD 2025



EXISTING AND NO-BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

UNION COLLEGE ICE ARENA
CITY OF SCHENECTADY, NY





ENTERING (EXITING)

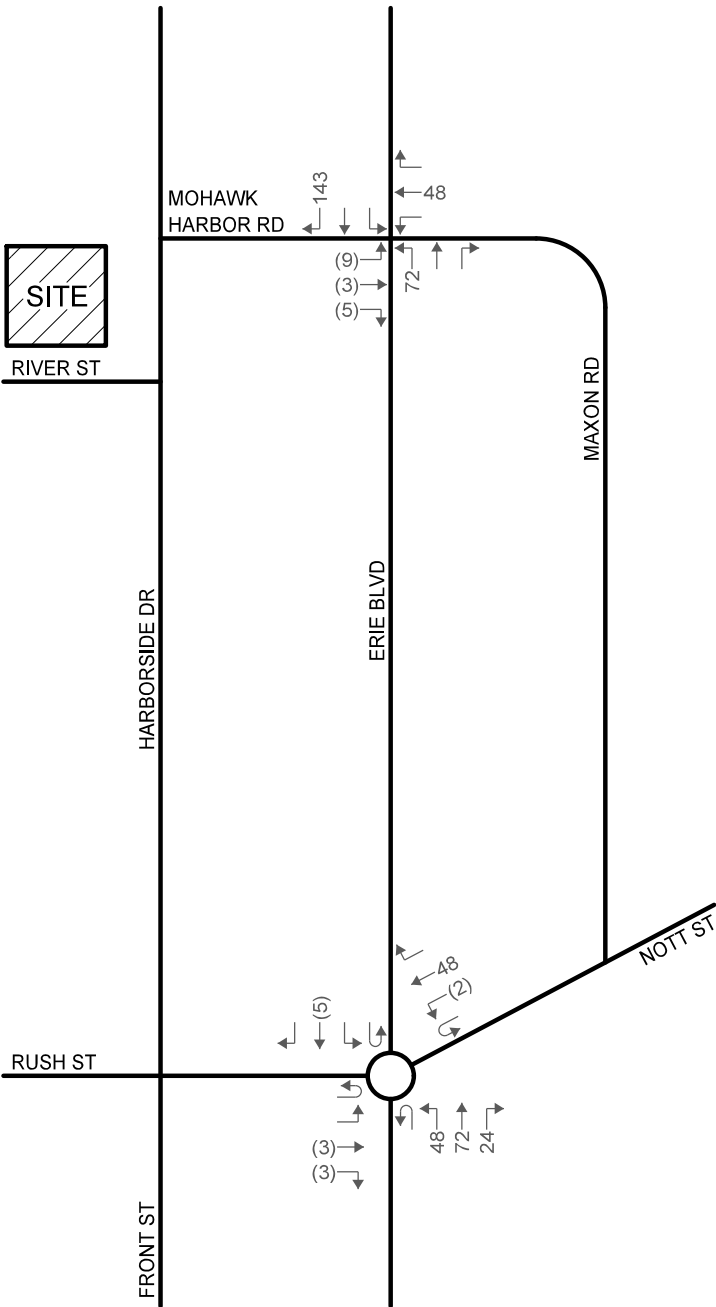
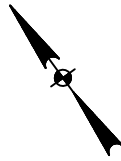
TRIP DISTRIBUTION

UNION COLLEGE ICE ARENA
CITY OF SCHENECTADY, NY



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ARRIVAL PEAK HOUR



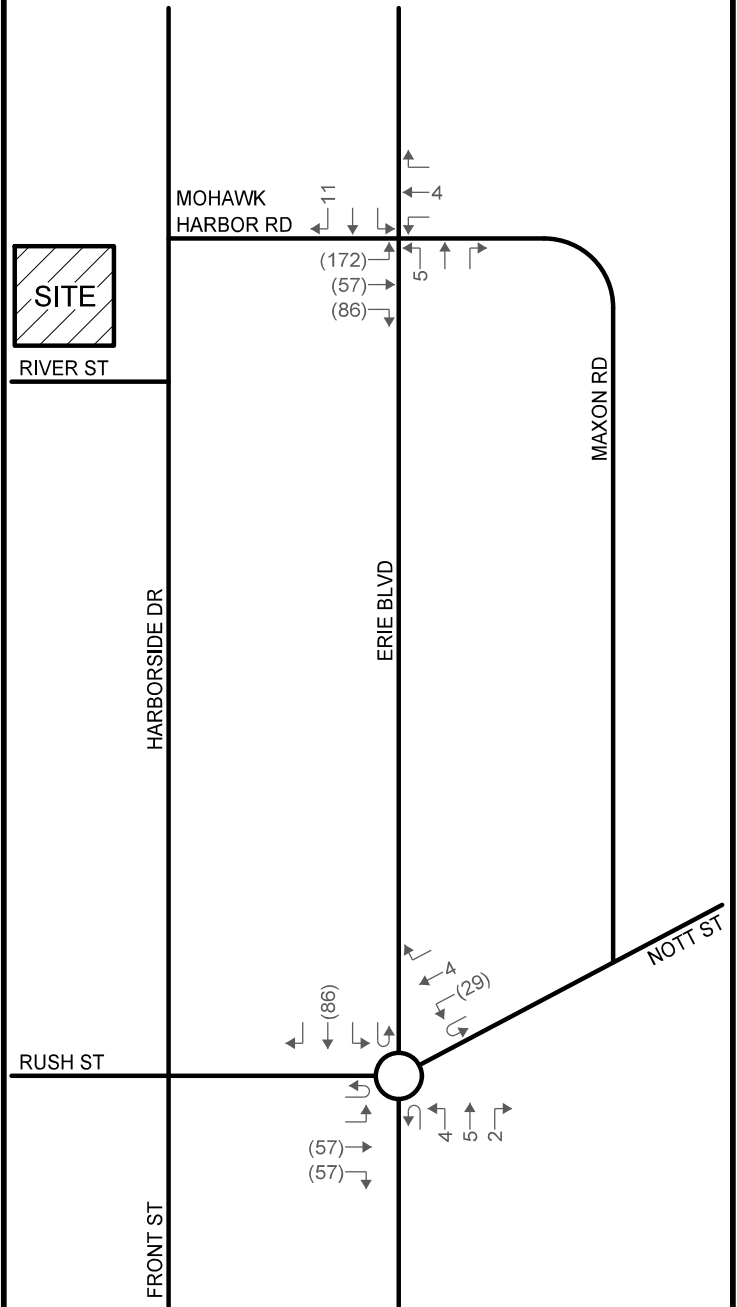
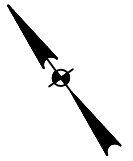
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TRIP ASSIGNMENT

UNION COLLEGE ICE ARENA
CITY OF SCHENECTADY, NY

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DEPARTURE PEAK HOUR

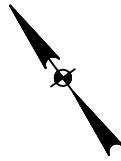


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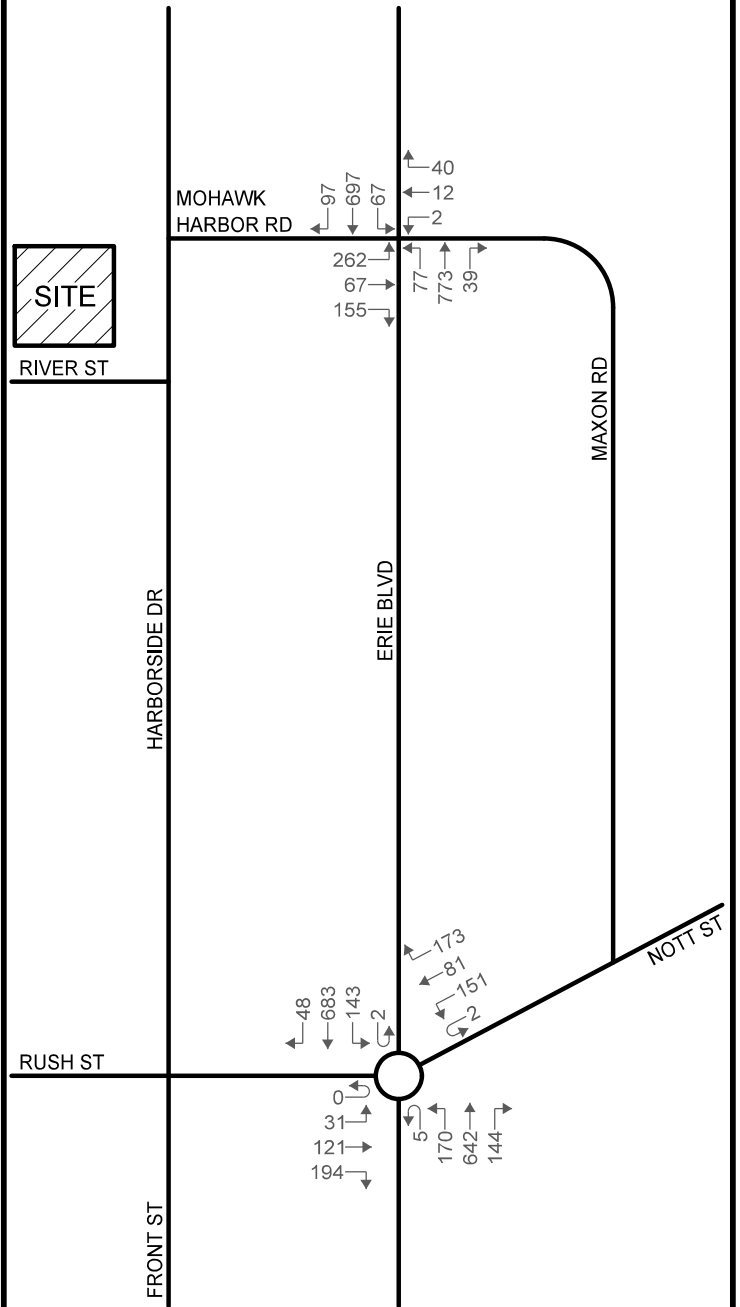
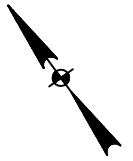
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BUILD 2025 ARRIVAL PEAK HOUR



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BUILD 2025 DEPARTURE PEAK HOUR



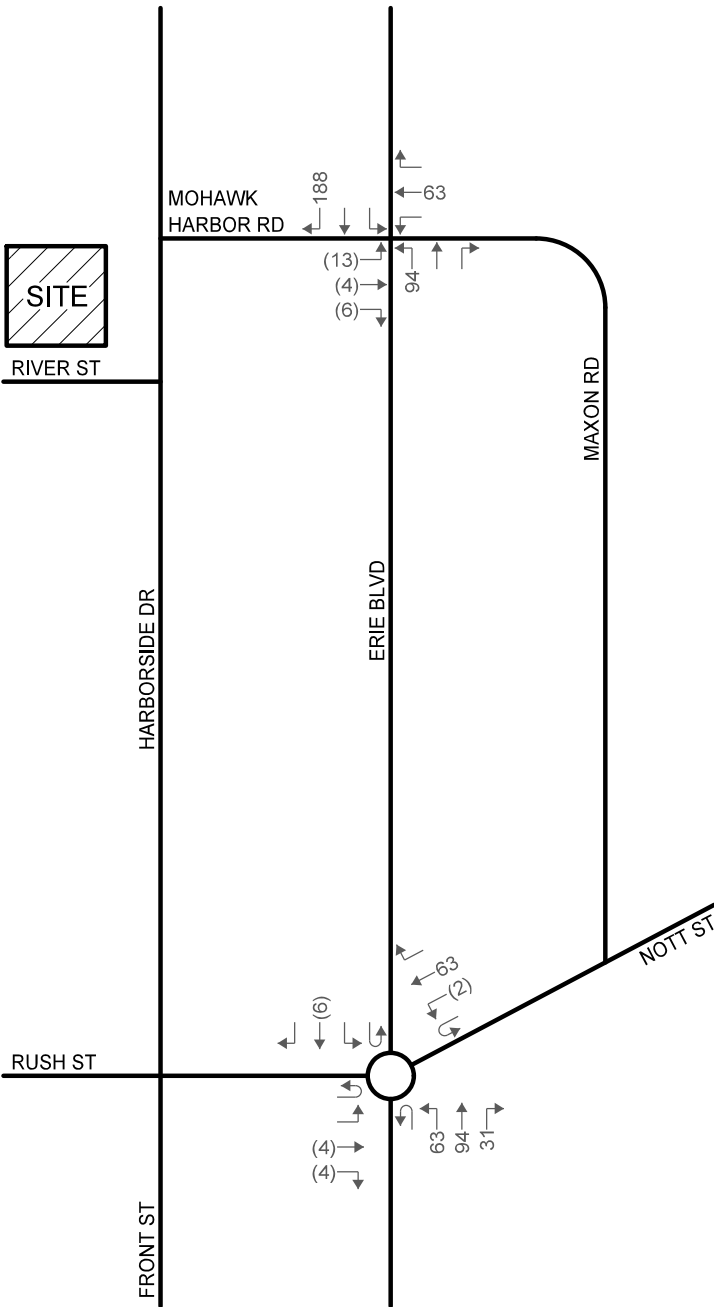
BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

UNION COLLEGE ICE ARENA
CITY OF SCHENECTADY, NY



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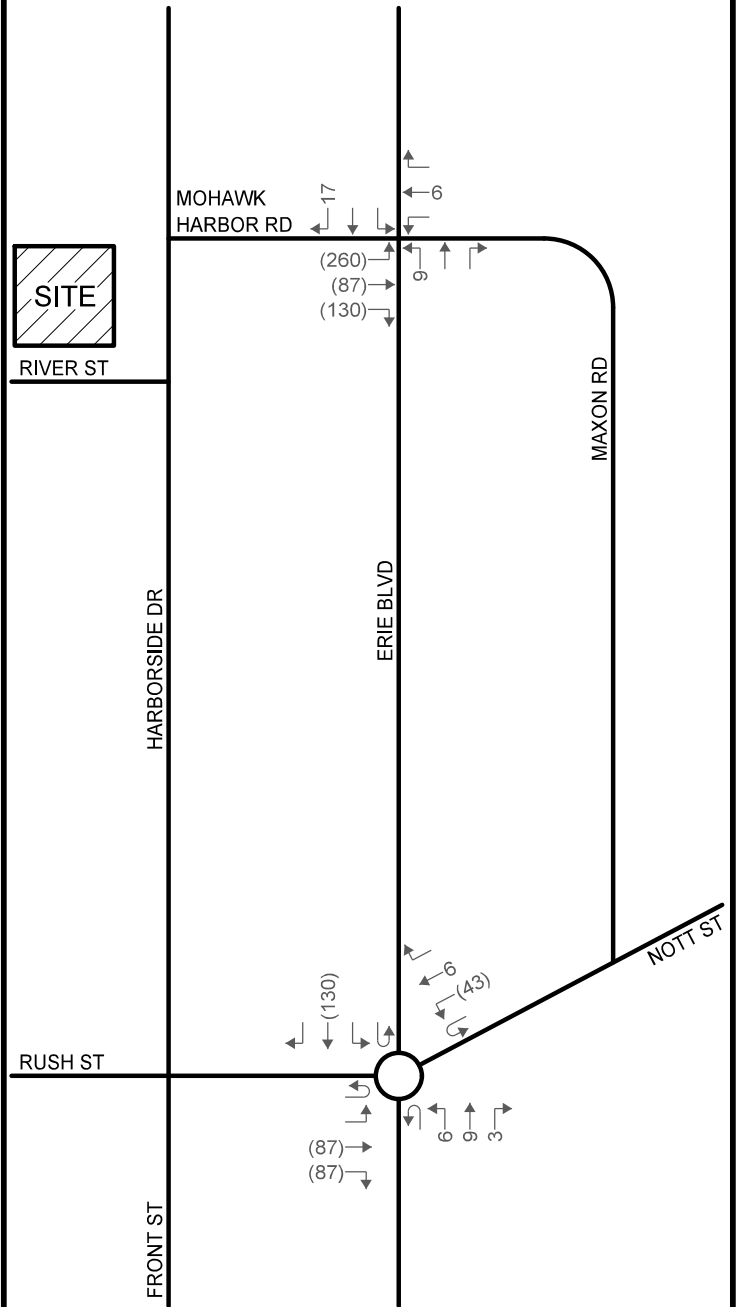
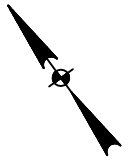
ARRIVAL PEAK HOUR



ENTERING (EXITING)

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DEPARTURE PEAK HOUR



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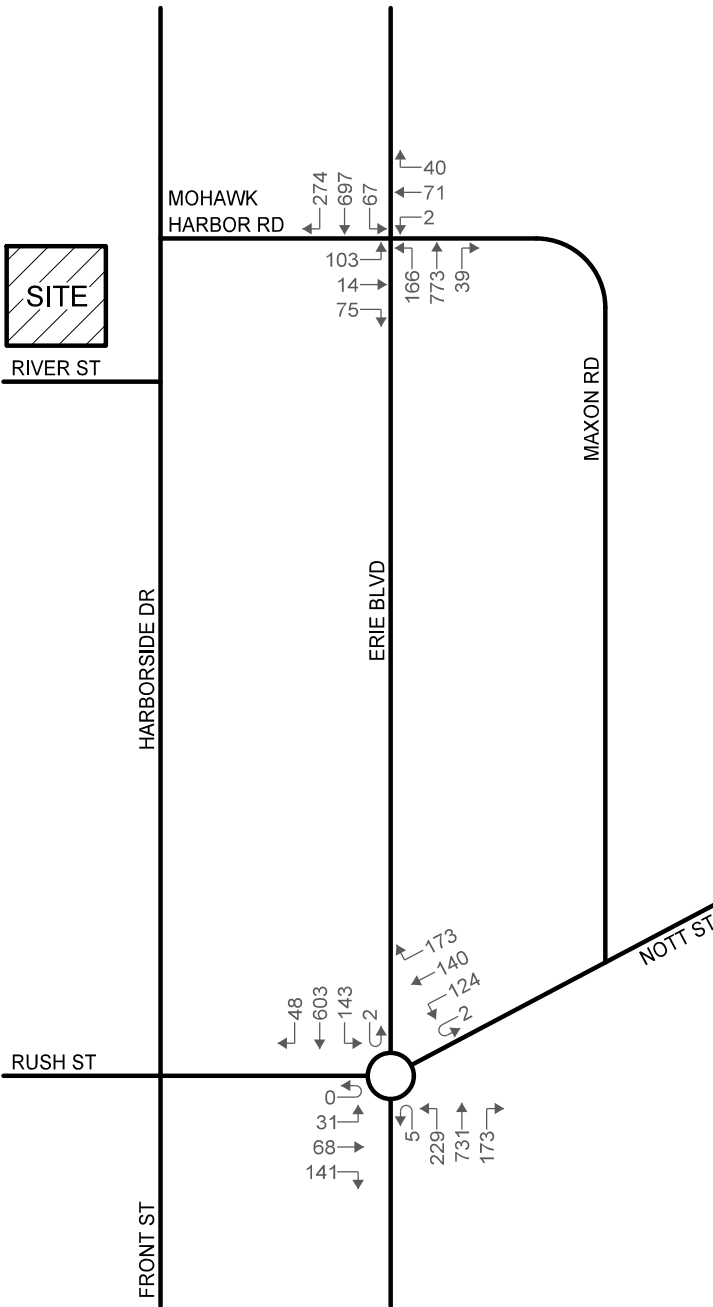
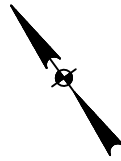
SENSITIVITY ANALYSIS
TRIP ASSIGNMENT

UNION COLLEGE ICE ARENA
CITY OF SCHENECTADY, NY



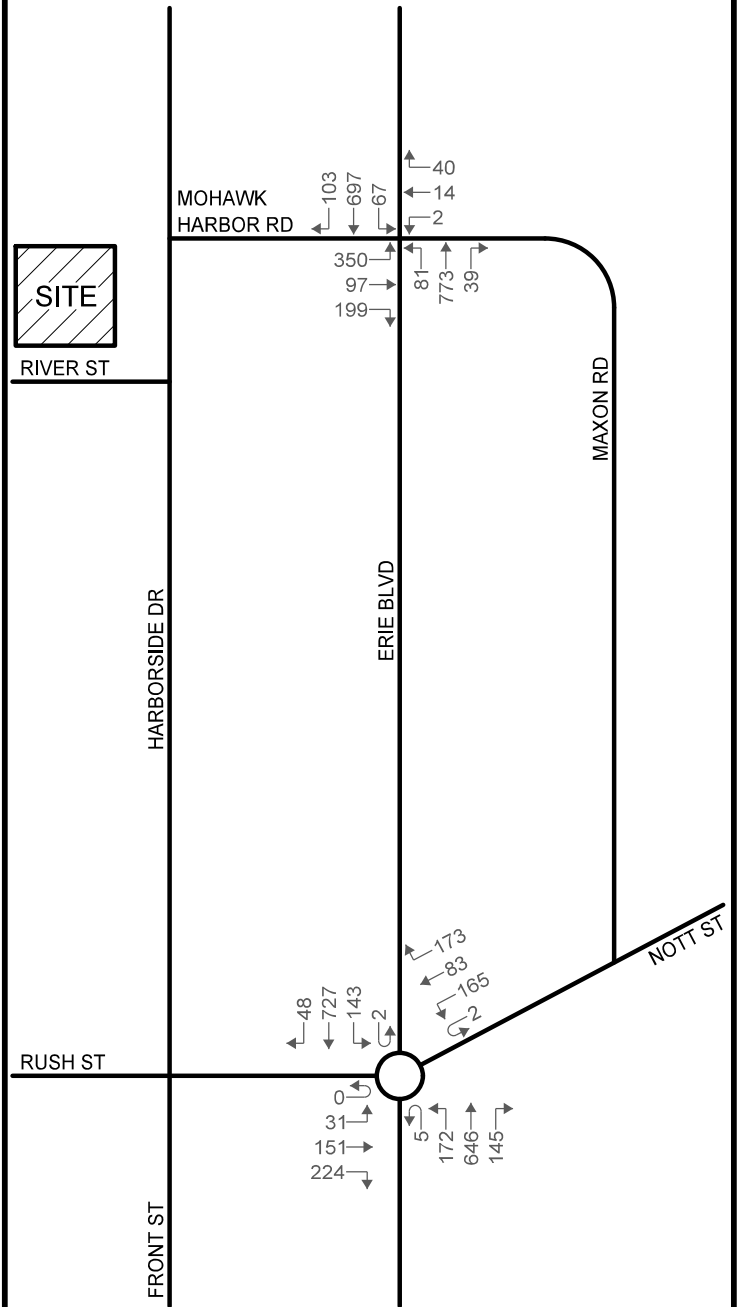
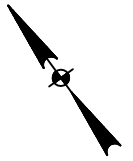
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BUILD 2025 ARRIVAL PEAK HOUR



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BUILD 2025 DEPARTURE PEAK HOUR



BUILD SENSITIVITY ANALYSIS TRAFFIC VOLUMES
SATURDAY PEAK HOUR

UNION COLLEGE ICE ARENA
CITY OF SCHENECTADY, NY



Attachment A Site Plan

Union College Ice Arena
City of Schenectady, New York



NOT FOR CONSTRUCTION

APPLICANT:
MAXON ALCO HOLDINGS LLC
220 HARBORSIDE DRIVE
SCHENECTADY, NY 12305

DESIGNER:
LA BELLA ASSOCIATES, INC.
220 HARBORSIDE DRIVE
SCHENECTADY, NY 12305

DESIGN DEVELOPMENT
EVENT CENTER
No. 101 HARBORSIDE DRIVE
CITY OF SCHENECTADY,
SCHENECTADY COUNTY, NEW YORK

PROPOSED SITE COVERAGE STATISTICS			
Area	S.F.	ACRES	%
Total Area	100,000	2.30	100.0
Sub-Total Impervious Area	110,000	2.50	110.0
Building Area	60,000	1.40	60.0
Paved Area	50,000	1.15	50.0
Grass Area	40,000	0.90	40.0

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Attachment B
Traffic Volume Data

Union College Ice Arena
City of Schenectady, New York

123-443: Erie Blvd & Maxon Rd Sat - TMC

Sat Oct 28, 2023

Full Length (2 PM-4 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1126910, Location: 42.823954, -73.931907, Site Code: 123-443



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	Mohawk Harbor Way							Maxon Rd Westbound							Erie Blvd Northbound							Erie Blvd Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2023-10-28 2:00PM	20	5	7	0	13	45	0	1	2	8	0	9	20	0	17	183	18	0	2	220	0	15	169	27	0	1	212	1	251
2:15PM	17	5	10	0	5	37	0	0	0	3	0	2	5	0	13	152	4	0	0	169	0	15	143	24	0	4	186	0	272
2:30PM	15	1	5	0	5	26	0	2	2	3	1	5	13	0	17	175	32	0	4	228	0	18	161	14	0	6	199	0	279
2:45PM	17	7	13	0	5	42	0	0	5	3	0	8	16	0	23	184	8	0	1	216	0	19	174	17	0	3	213	1	300
Hourly Total	69	18	35	0	28	150	0	3	9	17	1	24	54	0	70	694	62	0	7	833	0	67	647	82	0	14	810	2	1102
3:00PM	26	2	11	0	5	44	0	0	0	5	0	4	9	0	16	180	8	0	2	206	0	23	172	20	0	3	218	0	246
3:15PM	24	1	15	0	6	46	0	2	2	3	0	8	15	0	11	211	12	0	3	237	1	10	177	16	0	4	207	1	254
3:30PM	22	0	8	0	5	35	0	0	1	4	0	5	10	0	21	190	4	0	1	216	0	14	167	19	0	3	203	1	237
3:45PM	9	6	9	0	4	28	0	0	1	5	0	2	8	0	22	166	10	0	4	202	0	11	191	19	0	0	221	1	233
Hourly Total	81	9	43	0	20	153	0	2	4	17	0	19	42	0	70	747	34	0	10	252	1	58	707	74	0	10	849	3	970
4:00PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	28	79	0	48	305	0	5	13	34	1	43	96	0	140	1441	192	0	5	1694	1	125	1354	156	0	24	1659	5	3641
% Approach	49.2	9.2	25.9	0	15.7	-	-	5.2	13.5	35.4	1.0	44.8	-	-	8.3	80.2	11.3	0	0.2	-	-	7.5	81.6	9.4	0	1.4	-	-	-
% Total	4.1	0.8	2.2	0	1.3	8.4	-	0.1	0.4	0.9	0	1.2	2.6	-	3.8	39.6	3.9	0	0.2	27.3	-	3.4	37.2	4.3	0	0.7	45.6	-	-
Lights	149	28	78	0	48	303	-	5	13	32	1	42	93	-	135	1420	187	0	5	553	-	125	1339	155	0	24	1643	-	3594
% Lights	99.3	100	98.7	0	100	99.3	-	100	100	94.1	100	97.7	96.9	-	96.4	98.5	97.5	0	100	97.9	-	100	98.9	99.4	0	100	99.0	-	98.7
Articulated Trucks and Single-Unit Trucks	1	0	1	0	0	2	-	0	0	2	0	0	2	-	1	17	0	0	0	5	-	0	12	0	0	0	12	-	34
%Articulated Trucks and Single-Unit Trucks	0.7	0	1.3	0	0	0.7	-	0	0	5.9	0	0	2.1	-	0	0	5.9	0	0	2.1	-	0	0.9	0	0	0	0.7	-	0.9
Buses	0	0	0	0	0	-	-	0	0	0	0	0	-	-	0	0	5	0	0	5	-	0	3	10	0	4	-	11	
% Buses	0	0	0	0	0	0.5	-	0	0	0	0	0	0	-	2.9	0.2	2.5	0	0	1.2	-	0	0.2	0.6	0	0	0.2	-	0.3
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	1	1	-	0	1	0	0	0	0	-	0	0	0	0	0	0	-	2
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	2.3	1.0	-	0	0.1	0	0	0	0	0	-	0	0	0	0	0	0	-	0.1
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

123-443: Erie Blvd & Maxon Rd Sat - TMC

Sat Oct 28, 2023

Full Length (2 PM-4 PM)

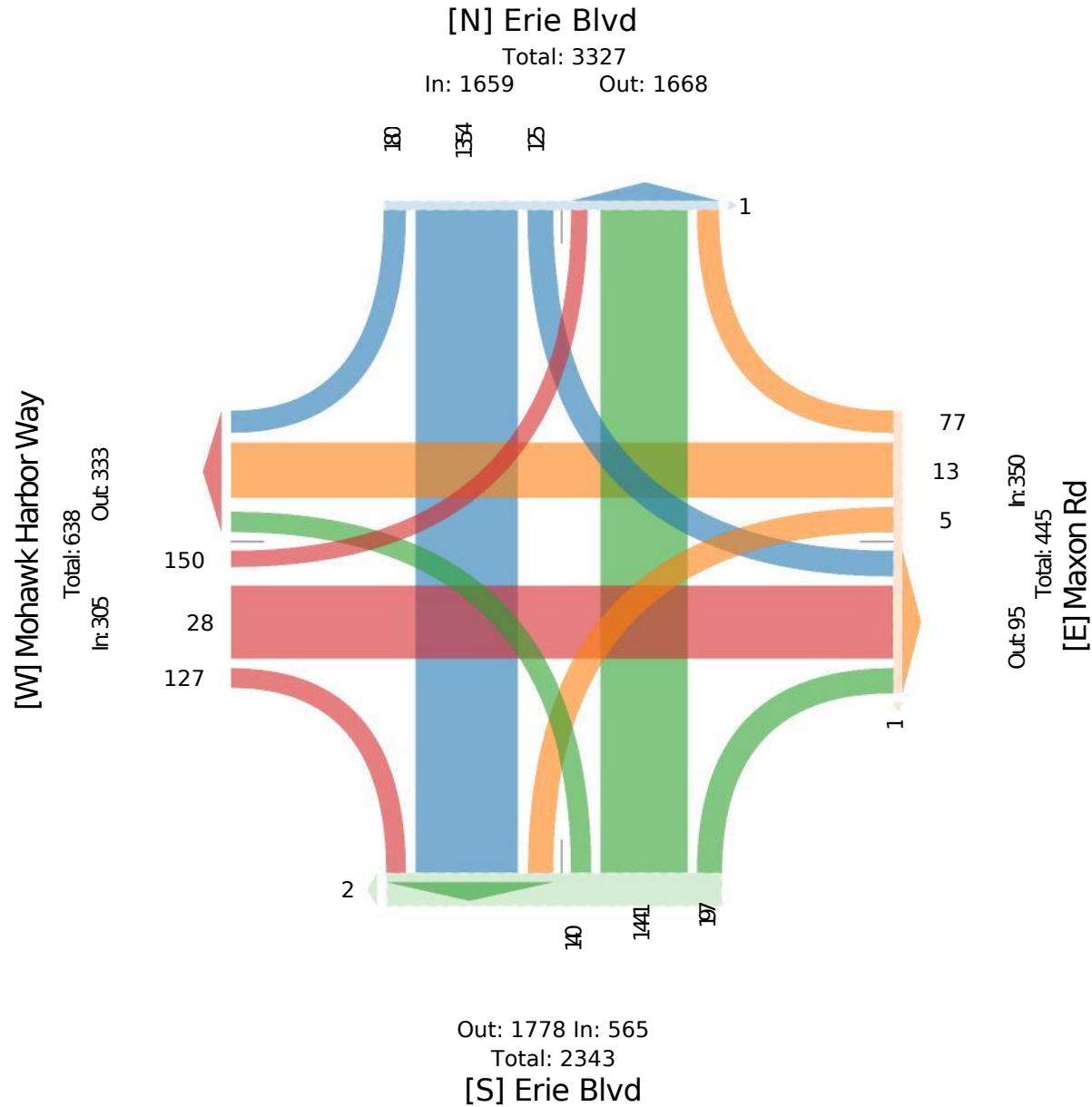
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1126910, Location: 42.823954, -73.931907, Site Code: 123-443



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-443: Erie Blvd & Maxon Rd Sat - TMC

Sat Oct 28, 2023

PM Peak (WKND) (2:45 PM - 3:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1126910, Location: 42.823954, -73.931907, Site Code: 123-443



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

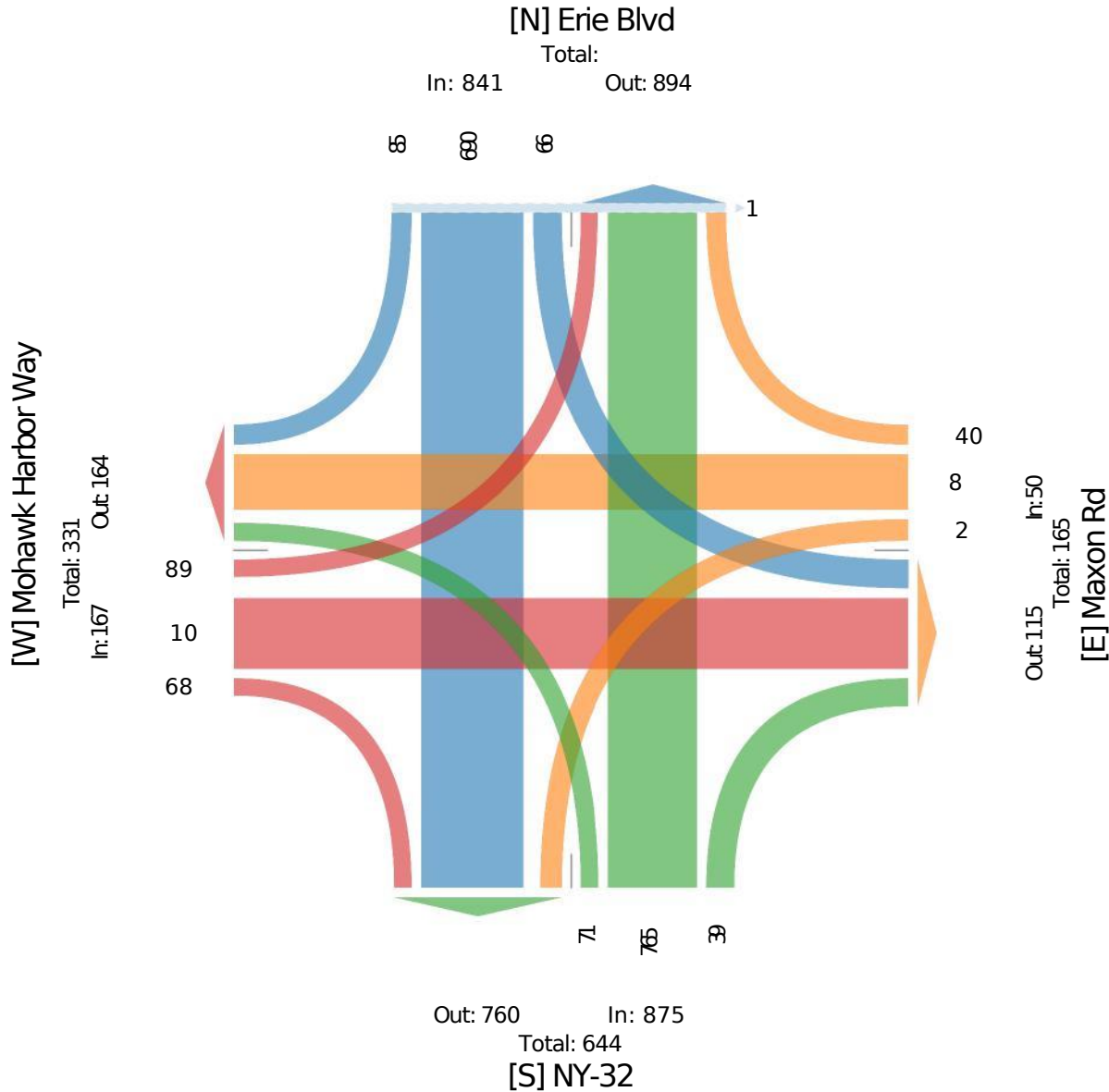
Leg Direction	Mohawk Harbor Way							Maxon Rd Westbound							Erie Blvd Northbound							Erie Blvd Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2023-10-28 2:45PM	17	7	13	0	5	42	0	0	5	3	0	8	54	0	23	184	8	0	1	216	0	19	174	17	0	3	213	1	478
3:00PM	26	2	11	0	5	44	0	0	0	5	0	4	48	0	16	180	8	0	2	206	0	23	172	20	0	3	218	0	467
3:15PM	24	1	15	0	6	46	0	2	2	3	0	8	43	0	11	211	12	0	3	237	0	10	177	16	0	4	207	1	490
3:30PM	22	0	8	0	5	35	0	0	1	4	0	5	57	0	21	190	4	0	1	216	0	14	167	19	0	3	203	1	459
Total	89	10	47	0	21	167	0	2	8	15	0	25	202	0	71	765	32	0	7	875	0	66	690	72	0	13	841	3	1894
% Approach	53.3%	6.0%	28.1%	0%	12.6%	-	4.0%	16.0%	30.0%	0%	50.0%	-	-	-	8.5%	91.5%	17.3%	0%	0.3%	-	-	7.8%	82.0%	8.6%	0%	1.5%	-	-	-
% Total	4.7%	0.5%	2.5%	0%	1.1%	8.8%	-	0.1%	0.4%	0.8%	0%	1.3%	2.6%	-	3.7%	40.4%	4.9%	0%	0.1%	28.4%	-	3.5%	36.4%	3.8%	0%	0.7%	44.4%	-	-
PHF	0.856	0.357	0.783	-	0.875	0.908	-	0.250	0.400	0.750	-	0.750	0.817	-	0.722	0.892	0.772	0.905	0.921	-	0.717	0.975	0.900	-	0.813	0.964	-	0.965	
Lights	89	10	46	0	21	166	-	2	8	14	0	24	48	-	69	762	30	0	7	302	-	66	681	72	0	13	832	-	1877
% Lights	100%	100%	97.9%	0%	100%	99.4%	-	100%	100%	93.3%	0%	96%	96.0%	-	97.2%	99.6%	96.3%	0%	100%	96.5%	-	100%	98.7%	100%	0%	100%	98.9%	-	99.1%
Articulated Trucks and Single-Unit Trucks	0	0	1	0	0	1	-	0	0	1	0	0	1	-	1	2	0	0	0	4	-	0	7	0	0	0	7	-	12
% Articulated Trucks and Single-Unit Trucks	0%	0%	2.1%	0%	0%	0.6%	-	0%	0.0%	6.7%	0%	0%	2.0%	-	0%	1.7%	1.4%	0.3%	1.3%	-	0%	1.0%	0%	0%	0%	0.8%	-	1.1%	
Buses	0	0	0	0	0	0	-	0	0	0	0	0	0	-	1	4	1	0	0	6	-	0	2	0	0	0	1	-	3
% Buses	4.2%	0.6%	0%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	0%	-	1.4%	0%	3.7%	0%	0%	2.2%	-	0%	0.4%	0%	0%	0%	0.3%	-	0.2%
Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0	0	0	0	1	1	-	0	1	0	0	0	0	-	0	0	0	0	0	0	-	2
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	4%	2%	-	0%	0.1%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	--	-	3	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	--	-	0	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	--	-	0%	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

123-443: Erie Blvd & Maxon Rd Sat - TMC
Sat Oct 28, 2023
PM Peak (WKND) (2:45 PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1126910. Location: 42.823954, -73.931907. Site Code: 123-443



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US





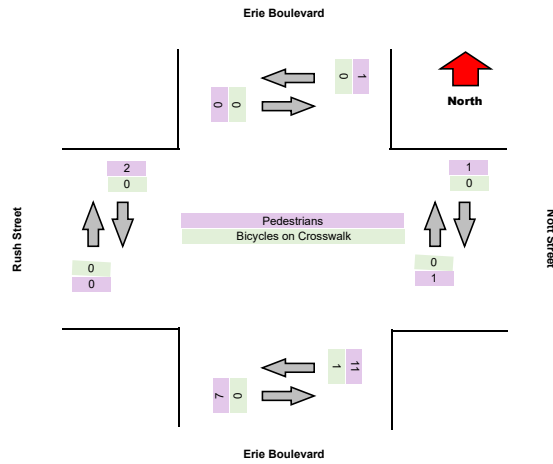
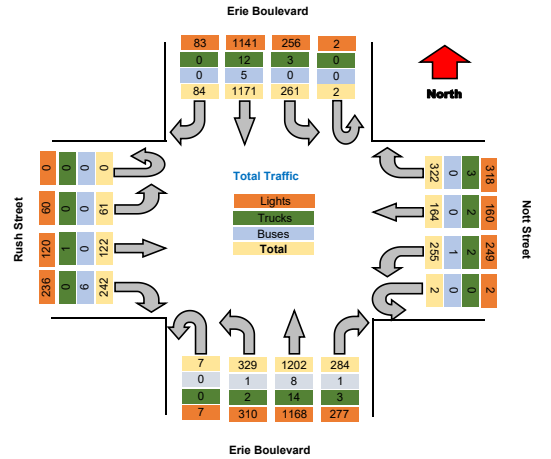
Project	Creighton Manning
Project Code	11675
Site Name	11675-2
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2023-10-28, Saturday
Location	Erie Boulevard & Nott Street
Latitude and Longitude	42.821646, -73.935679

	Start	End	PHF
PM Peak	2023-10-28 14:30:00	2023-10-28 15:30:00	0.97

Leg Direction	Erie Boulevard										North Street										Erie Boulevard										Rush Street									
	Southbound										Westbound										Northbound										Eastbound									
Start Time	Right	Thru	Left	U-Turn	App Total	Opp Total	Opp Right	Opp Thru	Opp Left	Opp U-Turn	Opp App Total	Right	Thru	Left	U-Turn	App Total	Opp Total	Opp Right	Opp Thru	Opp Left	Opp U-Turn	Opp App Total	Right	Thru	Left	U-Turn	App Total	Opp Total	Opp Right	Opp Thru	Opp Left	Opp U-Turn	Opp App Total							
14:00:00	10	36	28	0	193	0	0	0	0	0	193	40	29	28	0	97	0	0	0	0	0	97	28	15	34	31	0	93	0	0	0	0	93							
14:15:00	10	143	29	0	182	0	0	0	0	0	182	32	14	38	0	84	1	0	0	0	0	85	24	6	2	0	32	0	0	0	0	32								
14:30:00	13	148	28	0	189	0	0	0	0	0	189	34	19	33	0	86	0	0	0	0	0	86	47	18	5	0	70	0	0	0	0	70								
14:45:00	8	150	28	0	197	0	0	0	0	0	197	31	29	30	0	162	0	0	0	0	0	162	35	18	7	0	60	0	0	0	0	60								
Hourly Total	131	131	121	0	781	0	0	0	0	0	781	123	78	128	0	365	1	0	0	0	0	366	123	69	94	36	0	222	0	0	0	0	222							
15:00:00	11	142	40	2	195	0	0	0	0	0	195	34	22	35	1	92	0	0	0	0	0	92	36	103	64	1	264	0	0	0	0	264								
15:15:00	15	151	36	0	202	0	0	0	0	0	202	52	15	23	0	90	0	0	0	0	0	90	28	157	30	1	218	1	2	28	16	10	54							
15:30:00	8	130	29	0	164	0	0	0	0	0	164	41	28	36	0	103	0	0	0	0	0	103	38	154	38	1	231	1	0	26	21	8	66							
15:45:00	15	150	25	0	196	0	0	0	0	0	196	38	28	33	0	99	0	0	0	0	0	99	36	158	35	0	231	0	0	0	0	0	231							
Hourly Total	62	582	130	2	787	0	1	105	85	125	1	373	0	1	120	0	0	0	0	0	0	120	0	0	0	0	918	6	4	110	67	41	218							
Grand Total	38	1171	281	2	1818	0	1	322	154	255	2	743	0	1	284	1202	329	7	1822	0	0	1822	242	122	81	8	435	0	0	0	0	0	435							
% Approach	5.5%	77.1%	17.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	43.3%	22.1%	34.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.6%	66.0%	18.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%							
% Right	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	32.7%	16.6%	24.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	56.9%	28.7%	14.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%							
% Left	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.8	160	249	0	729	0	0	0	0	0	0	236	120	34	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%							
% Lights	98.8%	97.8%	98.1%	100.0%	97.6%	0.0%	0.0%	98.8%	97.6%	97.6%	100.0%	88.1%	0.0%	0.0%	0.0%	97.7%	97.2%	84.2%	100.0%	96.7%	0.0%	0.0%	97.5%	95.0%	98.4%	98.4%	0.0%	97.3%	0.0%	0.0%	0.0%	0.0%	0.0%							
% Trucks	0	12	3	0																																				

Summary

Turning Movement Data Plot

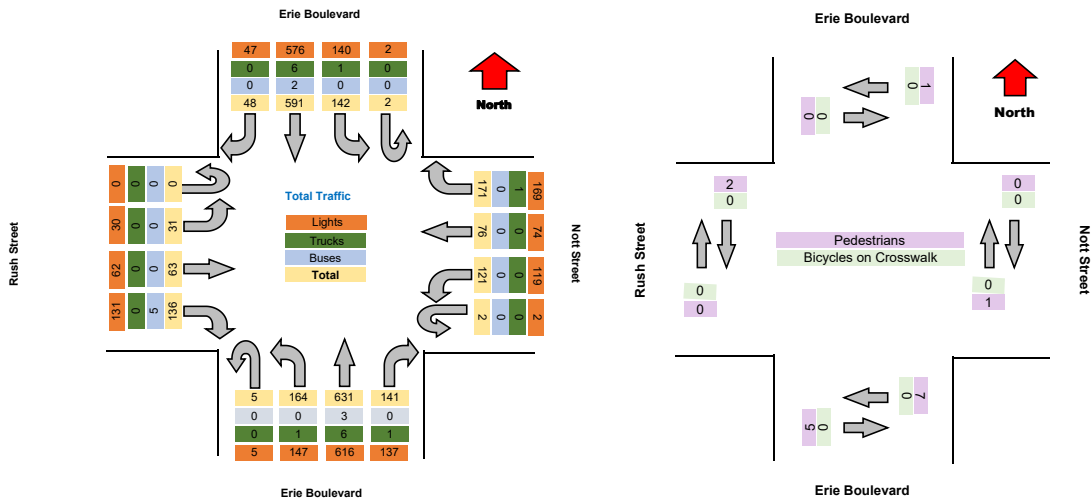


Summary

Turning Movement Peak Hour Data (PM)

14:30:00

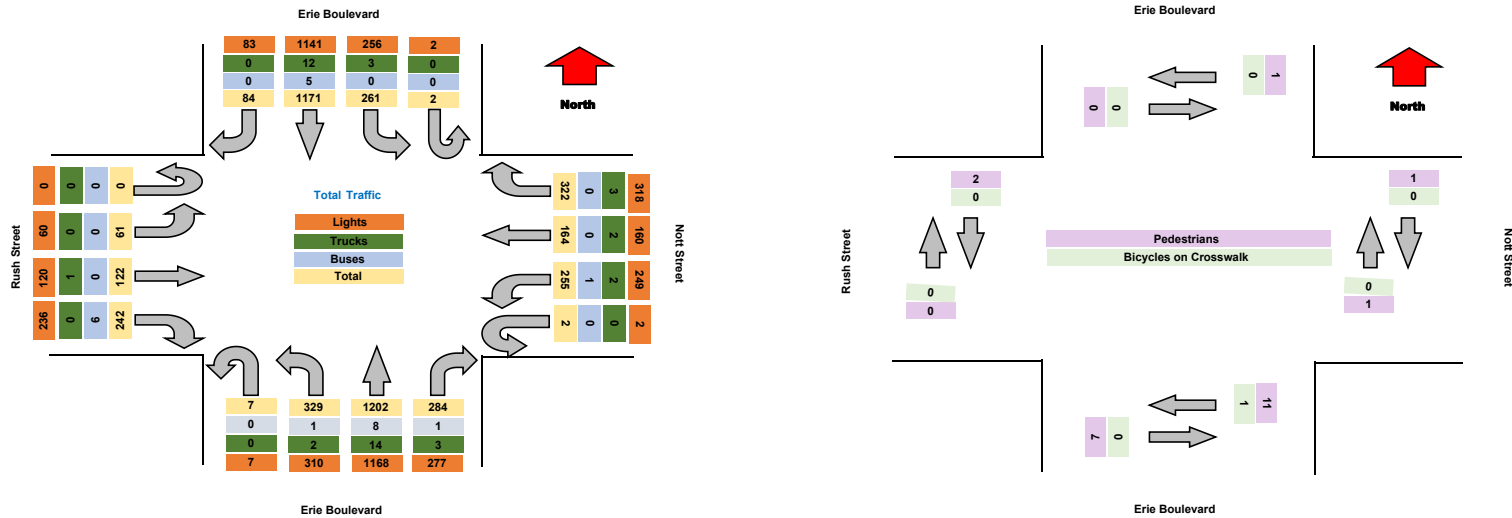
Leg	Erie Boulevard										Nott Street										Erie Boulevard										Rush Street										Total
	Southbound					Westbound					Northbound					Southbound					Westbound					Eastbound															
Direction	Right	Thru	Left	U-Turn	App Total	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb	Right	Thru	Left	U-Turn	App Total	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb	Right	Thru	Left	U-Turn	App Total	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb	Rel% Cb			
Start Time																																									
14:30:00	13	148	28	0	189	0	0	0	0	0	34	19	33	0	86	0	0	0	0	0	44	160	39	0	243	0	0	0	0	0	0	0	0	0	0	0	588				
14:45:00	9	150	38	0	197	0	0	0	0	0	51	20	30	1	102	0	0	0	0	0	33	151	31	1	216	0	2	0	0	0	0	0	0	0	0	0	573				
15:00:00	11	142	40	2	195	0	1	0	0	0	34	22	35	1	92	0	1	0	0	0	36	163	64	1	264	0	1	0	0	0	0	0	0	0	0	599					
15:15:00	15	151	36	0	202	0	0	0	0	0	52	15	23	0	90	0	0	0	0	0	28	157	30	3	218	0	2	0	0	0	0	0	0	0	0	604					
Grand Total	48	591	152	2	793	0.00%	0.00%	0.00%	0.00%	0.00%	171	78	121	2	372	0.00%	0.00%	0.00%	0.00%	0.00%	161	631	164	5	941	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2324				
% Approach	6.1%	75.5%	18.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	48.2%	20.9%	32.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	67.1%	17.4%	0.5%	0.0%	0.0%	0.0%	59.1%	27.4%	13.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						
% Total	2.1%	25.4%	6.1%	0.1%	33.7%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	3.3%	5.2%	0.1%	15.9%	0.0%	0.0%	0.0%	0.0%	6.1%	27.2%	7.1%	0.2%	0.0%	0.0%	0.0%	5.9%	2.7%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						
PHF	0.800	0.800	0.888	0.250	0.869	0.000	0.000	0.000	0.000	0.000	0.822	0.864	0.864	0.500	0.807	0.800	0.800	0.800	0.800	0.801	0.958	0.641	0.417	0.821	0.800	0.800	0.723	0.875	0.775	0.000	0.821	0.800	0.800	0.800	0.800						
Lights	47	576	140	2	765	0	0	0	0	0	169	74	119	2	364	0	0	0	0	0	137	616	147	5	905	0	0	0	0	0	0	0	0	0	0	2287					
% Lights	97.9%	97.5%	98.6%	100.0%	97.7%	0.0%	0.0%	0.0%	0.0%	0.0%	98.8%	97.4%	98.3%	100.0%	98.4%	0.0%	0.0%	0.0%	0.0%	0.0%	97.2%	97.6%	89.6%	100.0%	95.2%	0.0%	0.0%	0.0%	96.3%	98.4%	95.6%	0.0%	0.0%	0.0%	97.1%						
Trucks	0	6	1	0	7	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	6	1	0	8	0	0	0	0	0	0	0	0	0	0	16					
% Trucks	0.0%	1.0%	0.7%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.7%	1.0%	0.6%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%						
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	10					
% Buses	0.0%	0.3%	0.0%	0.0%	0.3%	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%	0.5%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%	0.4%						
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	0	0	2	0						
% Pedestrians	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%	0.0%	0.0%	0.0%	0.7%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%						
Bicycles on Crosswalk	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						
% Bicycles on Crosswalk	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%	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%						



Turning Movement Data

Leg	Erie Boulevard								Nott Street								Erie Boulevard								Rush Street								Total
Direction	Southbound				Westbound				Northbound				Eastbound																				
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW					
14:00:00	10	147	36	0	193	0	0	40	25	28	0	93	0	0	43	154	31	0	228	0	0	26	15	6	0	47	0	0	561				
14:15:00	10	143	29	0	182	0	0	32	14	38	0	84	1	0	38	129	50	0	217	0	1	24	6	2	0	32	0	0	515				
14:30:00	13	148	28	0	189	0	0	34	19	33	0	86	0	0	44	160	39	0	243	0	0	47	18	5	0	70	0	0	588				
14:45:00	9	150	38	0	197	0	0	51	20	30	1	102	0	0	33	151	31	1	216	6	2	35	16	7	0	58	0	0	573				
Hourly Total	42	588	131	0	761	0	0	157	78	129	1	365	1	0	158	594	151	1	904	6	3	132	55	20	0	207	0	0	2237				
15:00:00	11	142	40	2	195	0	1	34	22	35	1	92	0	1	36	163	64	1	264	0	1	26	13	9	0	48	0	0	599				
15:15:00	15	151	36	0	202	0	0	52	15	23	0	90	0	0	28	157	30	3	218	1	2	28	16	10	0	54	0	2	564				
15:30:00	5	130	29	0	164	0	0	41	26	36	0	103	0	0	38	154	38	1	231	1	1	26	21	8	0	55	0	0	553				
15:45:00	11	160	25	0	196	0	0	38	23	32	0	93	0	0	24	134	46	1	205	4	0	30	17	14	0	61	0	0	555				
Hourly Total	42	583	130	2	757	0	1	165	86	126	1	378	0	1	126	608	178	6	918	6	4	110	67	41	0	218	0	2	2271				
Grand Total	84	1171	261	2	1518	0	1	322	164	255	2	743	1	1	284	1202	329	7	1822	12	7	242	122	61	0	425	0	2	4508				
% Approach	5.5%	77.1%	17.2%	0.1%	0.0%	0.0%	0.0%	43.3%	22.1%	34.3%	0.3%	0.0%	0.0%	0.0%	15.6%	66.0%	18.1%	0.4%	0.0%	0.0%	0.0%	56.9%	28.7%	14.4%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Total	1.9%	26.0%	5.8%	0.0%	33.7%	0.0%	0.0%	7.1%	3.6%	5.7%	0.0%	16.5%	0.0%	0.0%	6.3%	26.7%	7.3%	0.2%	40.4%	0.0%	0.0%	5.4%	2.7%	1.4%	0.0%	9.4%	0.0%	0.0%	0.0%	0.0%			
Lights	83	1141	256	2	1482	0	0	318	160	249	2	729	0	0	277	1168	310	7	1762	0	0	236	120	60	0	416	0	0	4389				
% Lights	98.8%	97.4%	98.1%	100.0%	97.6%	0.0%	0.0%	98.8%	97.6%	97.6%	100.0%	98.1%	0.0%	0.0%	97.5%	97.2%	94.2%	100.0%	96.7%	0.0%	0.0%	97.5%	98.4%	98.4%	0.0%	97.9%	0.0%	0.0%	97.4%	0.0%			
Trucks	0	12	3	0	15	0	0	3	2	2	0	7	0	0	3	14	2	0	19	0	0	0	1	0	0	1	0	0	42				
% Trucks	0.0%	1.0%	1.1%	0.0%	1.0%	0.0%	0.0%	0.9%	1.2%	0.8%	0.0%	0.9%	0.0%	0.0%	1.1%	1.2%	0.6%	0.0%	1.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.2%	0.0%	0.0%	0.9%	0.0%			
Buses	0	5	0	0	5	0	0	0	0	1	0	1	0	0	1	8	1	0	10	0	0	6	0	0	0	6	0	0	22				
% Buses	0.0%	0.4%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.1%	0.0%	0.0%	0.4%	0.7%	0.3%	0.0%	0.5%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.5%	0.0%			
Pedestrians	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	11	7	0	0	0	0	0	0	2	0	0			
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	91.7%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
% Bicycles on Crosswalk	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%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

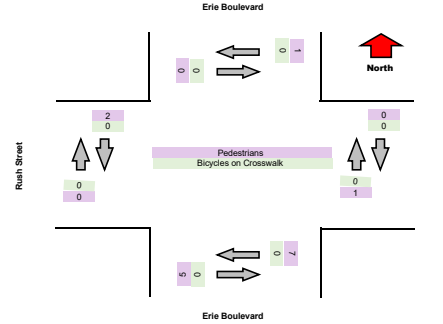
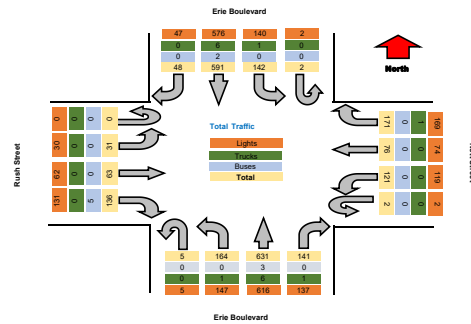
Turning Movement Data Plot



Turning Movement Peak Hour Data (PM)

14:30:00

Leg Direction	Erie Boulevard Southbound								Nott Street Westbound								Erie Boulevard Northbound								Rush Street Eastbound								Total
	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		
Start Time																																	
14:30:00	13	148	28	0	189	0	0		34	19	33	0	86	0	0		44	160	39	0	243	0	0	0	47	18	5	0	70	0	0	0	588
14:45:00	9	150	38	0	197	0	0	1	51	20	30	1	102	0	1	36	151	31	1	216	6	2	35	16	7	0	58	0	0	0	573		
15:00:00	11	142	40	2	195	0	1		34	22	35	1	92	0	1	36	163	64	1	264	0	1	26	13	9	0	48	0	0	0	599		
15:15:00	15	151	36	0	202	0	0	1	52	15	23	0	90	0	0	28	157	30	3	218	1	2	28	16	10	0	54	0	2	564			
Grand Total	48	591	142	2	783	0	1		171	76	121	2	370	0	1	141	631	164	5	941	7	5	136	63	31	0	230	0	2	2324			
% Approach	6.1%	75.5%	18.1%	0.3%	0.0%	0.0%	0.0%		46.2%	20.5%	32.7%	0.5%	0.0%	0.0%	0.0%	15.0%	67.1%	17.4%	0.5%	0.0%	0.0%	0.0%	59.1%	27.4%	13.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
% Total	0.8%	21.5%	6.1%	0.1%	33.7%	0.0%	0.0%		7.4%	3.3%	5.2%	0.1%	15.9%	0.0%	0.0%	6.1%	27.2%	7.1%	0.2%	40.5%	0.0%	0.0%	5.9%	2.7%	1.3%	0.0%	9.9%	0.0%	0.0%	0.0%	0.0%		
PHF	0.800	0.978	0.888	0.250	0.969	0.000	0.000		0.822	0.864	0.864	0.500	0.907	0.000	0.000	0.801	0.968	0.641	0.417	0.891	0.000	0.000	0.723	0.875	0.775	0.000	0.821	0.000	0.000	0.970	0.000	0.000	0.970
Lights	47	576	140	2	765	0	0		169	74	119	2	364	0	0	137	616	147	5	905	0	0	131	62	30	0	223	0	0	2257			
% Lights	97.9%	97.5%	98.6%	100.0%	97.7%	0.0%	0.0%		98.8%	97.4%	98.3%	100.0%	98.4%	0.0%	0.0%	97.2%	97.6%	89.6%	100.0%	96.2%	0.0%	0.0%	96.3%	98.4%	96.8%	0.0%	97.0%	0.0%	0.0%	97.1%			
Trucks	0	6	1	0	7	0	0		1	0	0	0	1	0	0	1	6	1	0	8	0	0	0	0	0	0	0	0	0	0	0	16	
% Trucks	0.0%	1.0%	0.7%	0.0%	0.9%	0.0%	0.0%		0.6%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.7%	1.0%	0.6%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%		
Buses	0	2	0	0	2	0	0		0	0	0	0	0	0	0	0	3	0	0	3	0	0	5	0	0	0	5	0	0	0	10		
% Buses	0.0%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.3%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%	0.4%			
Pedestrians	0	0	0	0	0	0	1		0	0	0	0	0	0	1	0	0	0	0	0	7	5	0	0	0	0	0	0	0	2	0	0	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
Bicycles on Crosswalk	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	
% Bicycles on Crosswalk	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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	



MetroCount Traffic Executive **Weekly Vehicle Counts (Virtual Week)**

VirtWeeklyVehicle-22 -- English (ENU)

Datasets:

Site: [123-443] Front St, approximately 70-feet west of Mohawk Ave
Attribute: Union Ice Arena
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 1
Survey Duration: 13:31 Thursday, October 26, 2023 => 9:42 Tuesday, October 31, 2023,
Zone:
File: 123-443 0 2023-10-31 0943.EC1 (Plus)
Identifier: R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 14:00 Thursday, October 26, 2023 => 9:00 Tuesday, October 31, 2023 (4.79167)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: East, West (bound), P = East
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7054 / 7063 (99.87%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-22

Site: 123-443.1.2EW

Description: Front St, approximately 70-feet west of Mohawk Ave

Filter time: 14:00 Thursday, October 26, 2023 => 9:00 Tuesday, October 31, 2023

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(EW) Sp(6,99) Headway(>0) Span(0 - 328.084)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	22.0	19.0	*	*	20.0	28.0	45.0	20.3	26.8
0100-0200	7.0	8.0	*	*	12.0	19.0	12.0	9.0	11.6
0200-0300	9.0	10.0	*	*	18.0	25.0	23.0	12.3	17.0
0300-0400	5.0	7.0	*	*	4.0	16.0	16.0	5.3	9.6
0400-0500	6.0	3.0	*	*	11.0	11.0	14.0	6.7	9.0
0500-0600	19.0	11.0	*	*	20.0	15.0	13.0	16.7	15.6
0600-0700	23.0	39.0	*	*	43.0	16.0	15.0	35.0	27.2
0700-0800	77.0	74.0	*	*	72.0	24.0	17.0	74.3	52.8
0800-0900	90.0	81.0	*	*	100.0	43.0	44.0	90.3	71.6
0900-1000	77.0	*	*	*	81.0	63.0	80.0	79.0	75.3
1000-1100	73.0	*	*	*	103.0	78.0	63.0	88.0	79.3
1100-1200	71.0	*	*	*	104.0	117.0	85.0	87.5	94.3
1200-1300	87.0	*	*	*	118.0	101.0	129.0	102.5	108.8
1300-1400	79.0	*	*	*	111.0	110.0	84.0	95.0	96.0
1400-1500	94.0	*	*	62.0	129.0	102.0	79.0	95.0	93.2
1500-1600	133.0	*	*	131.0	147.0	103.0	88.0	137.0	120.4
1600-1700	142.0	*	*	148.0	149.0	83.0	81.0	146.3	120.6
1700-1800	118.0	*	*	137.0	124.0	87.0	72.0	126.3	107.6
1800-1900	109.0	*	*	151.0	130.0	75.0	62.0	130.0	105.4
1900-2000	66.0	*	*	90.0	69.0	74.0	49.0	75.0	69.6
2000-2100	45.0	*	*	72.0	59.0	68.0	55.0	58.7	59.8
2100-2200	40.0	*	*	50.0	70.0	63.0	28.0	53.3	50.2
2200-2300	34.0	*	*	41.0	68.0	59.0	32.0	47.7	46.8
2300-2400	31.0	*	*	38.0	28.0	48.0	21.0	32.3	33.2
Totals									
0700-1900	1150.0	*	*	*	1368.0	986.0	884.0	1251.3	1125.1
0600-2200	1324.0	*	*	*	1609.0	1207.0	1031.0	1473.3	1331.9
0600-0000	1389.0	*	*	*	1705.0	1314.0	1084.0	1553.3	1411.9
0000-0000	1457.0	*	*	*	1790.0	1428.0	1207.0	1623.7	1501.5
AM Peak	0800	*	*	*	1100	1100	1100		
	90.0	*	*	*	104.0	117.0	85.0		
PM Peak	1600	*	*	*	1600	1300	1200		
	142.0	*	*	*	149.0	110.0	129.0		

* - No data.

MetroCount Traffic Executive **Speed Statistics**

SpeedStat-26 -- English (ENU)

Datasets:

Site: [123-443] Front St, approximately 70-feet west of Mohawk Ave
Attribute: Union Ice Arena
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 1
Survey Duration: 13:31 Thursday, October 26, 2023 => 9:42 Tuesday, October 31, 2023,
Zone:
File: 123-443 0 2023-10-31 0943.EC1 (Plus)
Identifier: R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 14:00 Thursday, October 26, 2023 => 9:00 Tuesday, October 31, 2023
(4.79167)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: East (bound), P = East
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 3247 / 7063 (45.97%)

Speed Statistics

SpeedStat-26

Site: 123-443.1.2EW
Description: Front St, approximately 70-feet west of Mohawk Ave
Filter time: 14:00 Thursday, October 26, 2023 => 9:00 Tuesday, October 31, 2023
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(E) Sp(6,99) Headway(>0) Span(0 - 328.084)

Vehicles = 3247

Posted speed limit = 30 mph, Exceeding = 965 (29.72%), Mean Exceeding = 34.64 mph

Maximum = 63.3 mph, **Minimum** = 6.4 mph, **Mean** = 27.0 mph

85% Speed = 33.3 mph, **95% Speed** = 37.6 mph, **Median** = 26.4 mph

10 mph Pace = 21 - 31, **Number in Pace** = 1886 (58.08%)

Variance = 42.93, **Standard Deviation** = 6.55 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	3247 100.0%	0.00	0.00	0.00
5 - 10	6 0.2%	6 0.2%	3241 99.8%	0.00	0.00	0.00
10 - 15	53 1.6%	59 1.8%	3188 98.2%	0.00	0.00	0.00
15 - 20	387 11.9%	446 13.7%	2801 86.3%	0.00	0.00	0.00
20 - 25	856 26.4%	1302 40.1%	1945 59.9%	0.00	0.00	0.00
25 - 30	980 30.2%	2282 70.3%	965 29.7%	0.00	0.00	0.00
30 - 35	631 19.4%	2913 89.7%	334 10.3%	0.00	0.00	0.00
35 - 40	235 7.2%	3148 97.0%	99 3.0%	0.00	0.00	0.00
40 - 45	64 2.0%	3212 98.9%	35 1.1%	0.00	0.00	0.00
45 - 50	22 0.7%	3234 99.6%	13 0.4%	0.00	0.00	0.00
50 - 55	6 0.2%	3240 99.8%	7 0.2%	0.00	0.00	0.00
55 - 60	4 0.1%	3244 99.9%	3 0.1%	0.00	0.00	0.00
60 - 65	3 0.1%	3247 100.0%	0 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	3247 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	3247 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	3247 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	3247 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	3247 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	3247 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	3247 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 30 (PSL)	2282 70.3%	965 29.7%

MetroCount Traffic Executive **Speed Statistics**

SpeedStat-27 -- English (ENU)

Datasets:

Site: [123-443] Front St, approximately 70-feet west of Mohawk Ave
Attribute: Union Ice Arena
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 1
Survey Duration: 13:31 Thursday, October 26, 2023 => 9:42 Tuesday, October 31, 2023,
Zone:
File: 123-443 0 2023-10-31 0943.EC1 (Plus)
Identifier: R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 14:00 Thursday, October 26, 2023 => 9:00 Tuesday, October 31, 2023
(4.79167)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: West (bound), P = East
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 3807 / 7063 (53.90%)

Speed Statistics

SpeedStat-27

Site: 123-443.1.2EW
Description: Front St, approximately 70-feet west of Mohawk Ave
Filter time: 14:00 Thursday, October 26, 2023 => 9:00 Tuesday, October 31, 2023
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(W) Sp(6,99) Headway(>0) Span(0 - 328.084)

Vehicles = 3807

Posted speed limit = 30 mph, Exceeding = 127 (3.34%), Mean Exceeding = 32.41 mph

Maximum = 43.1 mph, Minimum = 6.2 mph, Mean = 21.2 mph

85% Speed = 26.4 mph, 95% Speed = 29.1 mph, Median = 21.3 mph

10 mph Pace = 16 - 26, Number in Pace = 2545 (66.85%)

Variance = 25.26, Standard Deviation = 5.03 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	3807 100.0%	0.00	0.00	0.00
5 - 10	33 0.9%	33 0.9%	3774 99.1%	0.00	0.00	0.00
10 - 15	424 11.1%	457 12.0%	3350 88.0%	0.00	0.00	0.00
15 - 20	1055 27.7%	1512 39.7%	2295 60.3%	0.00	0.00	0.00
20 - 25	1400 36.8%	2912 76.5%	895 23.5%	0.00	0.00	0.00
25 - 30	768 20.2%	3680 96.7%	127 3.3%	0.00	0.00	0.00
30 - 35	107 2.8%	3787 99.5%	20 0.5%	0.00	0.00	0.00
35 - 40	19 0.5%	3806 100.0%	1 0.0%	0.00	0.00	0.00
40 - 45	1 0.0%	3807 100.0%	0 0.0%	0.00	0.00	0.00
45 - 50	0 0.0%	3807 100.0%	0 0.0%	0.00	0.00	0.00
50 - 55	0 0.0%	3807 100.0%	0 0.0%	0.00	0.00	0.00
55 - 60	0 0.0%	3807 100.0%	0 0.0%	0.00	0.00	0.00
60 - 65	0 0.0%	3807 100.0%	0 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	3807 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	3807 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	3807 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	3807 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	3807 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	3807 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	3807 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 30 (PSL)	3680 96.7%	127 3.3%

Attachment C

Trip Generation Sources

Union College Ice Arena
City of Schenectady, New York

Trip Generation Resources

1. Technical Memorandum prepared by E. Metzger for the *“Madison Square Garden Relocation and Expansion Transportation Planning Assumptions”* and dated November 11, 2003.
2. Traffic Impact Report prepared by Fitzgerald & Halliday, Inc. for the *“University of Connecticut Ice Hockey Arena Development Project”* and dated February 13, 2020.
3. Traffic Analysis prepared by Traffic, Planning, and Design, Inc. for the *“Allentown Arena and City Center Development”* and dated May 5, 2014.
4. Presentation slides prepared by The University of St. Thomas for the *“Multipurposed Arena EAW Open House”* with an unknown date.
5. Technical Memorandum prepared by Philip Habib & Associates for the *“Seaside Park and Community Arts Center EIS (PHA #1250)”* and dated September 3, 2013
6. Shared Parking, 3rd Edition, published by the Urban Land Institute (ULI) in 2020

Attachment D
Level of Service Summary

Union College Ice Arena
City of Schenectady, New York

LOS Definitions

The following is an excerpt from the Highway Capacity Manual, 6th Edition (HCM).

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay *and* volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each LOS.

LOS A describes operations with a control delay of 10 s/veh or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the v/c ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and v/c ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).




















Average control delay and queue length at roundabout controlled intersections are calculated using SIDRA Intersection. The physical geometry such as entry lane width and approach flare, and traffic volume at the roundabout are factors that influence the intersection's performance. The average delay reported using SIDRA Intersection is based on the signalized HCM Method of Delay for Level-of-Service.

HCM 6th Signalized Intersection Summary

Metroplex Union Ice Arena; 123-443

1: Erie Blvd & Mohawk Harbor Way/Maxon Rd

Existing 2023_Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	10	68	2	8	40	71	765	39	66	690	85
Future Volume (veh/h)	89	10	68	2	8	40	71	765	39	66	690	85
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	0.99		1.00	1.00		0.98	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	1900	1870	1900	1900	1826	1856	1885	1826	1900	1885	1900
Adj Flow Rate, veh/h	92	10	70	2	8	41	73	789	40	68	711	88
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	0	0	5	3	1	5	0	1	0
Cap, veh/h	510	58	404	79	32	143	371	1225	62	366	1126	139
Arrive On Green	0.07	0.28	0.28	0.11	0.11	0.11	0.06	0.35	0.35	0.06	0.35	0.35
Sat Flow, veh/h	1810	205	1432	29	293	1321	1767	3464	176	1810	3208	397
Grp Volume(v), veh/h	92	0	80	51	0	0	73	408	421	68	397	402
Grp Sat Flow(s),veh/h/ln	1810	0	1637	1643	0	0	1767	1791	1849	1810	1791	1814
Q Serve(g_s), s	2.1	0.0	1.8	0.0	0.0	0.0	1.2	9.4	9.4	1.1	9.1	9.1
Cycle Q Clear(g_c), s	2.1	0.0	1.8	1.4	0.0	0.0	1.2	9.4	9.4	1.1	9.1	9.1
Prop In Lane	1.00		0.88	0.04		0.80	1.00		0.09	1.00		0.22
Lane Grp Cap(c), veh/h	510	0	461	253	0	0	371	633	654	366	629	637
V/C Ratio(X)	0.18	0.00	0.17	0.20	0.00	0.00	0.20	0.64	0.64	0.19	0.63	0.63
Avail Cap(c_a), veh/h	745	0	662	736	0	0	615	1629	1682	621	1629	1650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	13.4	20.3	0.0	0.0	9.8	13.4	13.4	9.8	13.4	13.4
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.4	0.0	0.0	0.3	1.1	1.1	0.2	1.1	1.0
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	0.8	0.0	0.6	0.5	0.0	0.0	0.4	3.4	3.5	0.4	3.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	0.0	13.6	20.7	0.0	0.0	10.0	14.5	14.4	10.1	14.4	14.4
LnGrp LOS	B	A	B	C	A	A	B	B	B	B	B	B
Approach Vol, veh/h	172			51			902			867		
Approach Delay, s/veh	14.9			20.7			14.1			14.1		
Approach LOS	B			C			B			B		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	22.5		18.9	8.2	22.4	8.6	10.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	45.0		20.0	10.0	45.0	10.0	20.0				
Max Q Clear Time (g_c+I1), s	3.1	11.4		3.8	3.2	11.1	4.1	3.4				
Green Ext Time (p_c), s	0.1	6.1		0.3	0.1	5.8	0.1	0.2				

Intersection Summary

HCM 6th Ctrl Delay 14.3




















HCM 6th LOS B

Notes

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

HCM 6th Signalized Intersection Summary Metroplex Union Ice Arena; 123-443




















1: Erie Blvd & Mohawk Harbor Way/Maxon Rd
No-Build 2025_Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	10	69	2	8	40	72	773	39	67	697	86
Future Volume (veh/h)	90	10	69	2	8	40	72	773	39	67	697	86
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	0.99		1.00	1.00		0.98	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	1900	1870	1900	1900	1826	1856	1885	1826	1900	1885	1900
Adj Flow Rate, veh/h	93	10	71	2	8	41	74	797	40	69	719	89
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	0	0	5	3	1	5	0	1	0
Cap, veh/h	509	57	403	78	32	143	370	1233	62	365	1133	140
Arrive On Green	0.07	0.28	0.28	0.11	0.11	0.11	0.06	0.36	0.36	0.06	0.35	0.35
Sat Flow, veh/h	1810	202	1434	29	293	1321	1767	3466	174	1810	3208	397
Grp Volume(v), veh/h	93	0	81	51	0	0	74	412	425	69	401	407
Grp Sat Flow(s),veh/h/ln	1810	0	1636	1643	0	0	1767	1791	1849	1810	1791	1814
Q Serve(g_s), s	2.1	0.0	1.9	0.0	0.0	0.0	1.3	9.6	9.6	1.2	9.3	9.3
Cycle Q Clear(g_c), s	2.1	0.0	1.9	1.4	0.0	0.0	1.3	9.6	9.6	1.2	9.3	9.3
Prop In Lane	1.00		0.88	0.04		0.80	1.00		0.09	1.00		0.22
Lane Grp Cap(c), veh/h	509	0	460	252	0	0	370	637	658	365	633	641
V/C Ratio(X)	0.18	0.00	0.18	0.20	0.00	0.00	0.20	0.65	0.65	0.19	0.63	0.63
Avail Cap(c_a), veh/h	741	0	657	731	0	0	611	1619	1672	617	1619	1640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	13.5	20.4	0.0	0.0	9.8	13.4	13.4	9.9	13.4	13.4
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.4	0.0	0.0	0.3	1.1	1.1	0.2	1.1	1.0
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	0.8	0.0	0.6	0.5	0.0	0.0	0.4	3.4	3.5	0.4	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	13.7	20.8	0.0	0.0	10.1	14.5	14.5	10.1	14.5	14.5
LnGrp LOS	B	A	B	C	A	A	B	B	B	B	B	B
Approach Vol, veh/h	174		51			911			877			
Approach Delay, s/veh	15.0		20.8			14.1			14.1			
Approach LOS	B		C			B			B			
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	22.7		19.0	8.2	22.6	8.6	10.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	45.0		20.0	10.0	45.0	10.0	20.0				
Max Q Clear Time (g_c+I1), s	3.2	11.6		3.9	3.3	11.3	4.1	3.4				
Green Ext Time (p_c), s	0.1	6.1		0.3	0.1	5.9	0.1	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	14.4											
HCM 6th LOS	B											
Notes												

HCM 6th Signalized Intersection Summary Metroplex Union Ice Arena; 123-443

1: Erie Blvd & Mohawk Harbor Way/Maxon Rd

Build 2025 - Entering_Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	13	74	2	56	40	144	773	39	67	697	229
Future Volume (veh/h)	99	13	74	2	56	40	144	773	39	67	697	229
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	0.99		0.99	1.00		0.98	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	1900	1870	1900	1900	1826	1856	1885	1826	1900	1885	1900
Adj Flow Rate, veh/h	102	13	76	2	58	41	148	797	40	69	719	236
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	0	0	5	3	1	5	0	1	0
Cap, veh/h	470	70	407	62	145	100	346	1403	70	373	1016	334
Arrive On Green	0.07	0.29	0.29	0.14	0.14	0.14	0.08	0.40	0.40	0.06	0.38	0.38
Sat Flow, veh/h	1810	240	1403	12	1035	715	1767	3466	174	1810	2650	870
Grp Volume(v), veh/h	102	0	89	101	0	0	148	412	425	69	486	469
Grp Sat Flow(s),veh/h/ln	1810	0	1642	1762	0	0	1767	1791	1849	1810	1791	1729
Q Serve(g_s), s	2.7	0.0	2.5	0.0	0.0	0.0	3.0	10.7	10.7	1.3	13.9	13.9
Cycle Q Clear(g_c), s	2.7	0.0	2.5	3.2	0.0	0.0	3.0	10.7	10.7	1.3	13.9	13.9
Prop In Lane	1.00		0.85	0.02		0.41	1.00		0.09	1.00		0.50
Lane Grp Cap(c), veh/h	470	0	477	307	0	0	346	725	748	373	687	663
V/C Ratio(X)	0.22	0.00	0.19	0.33	0.00	0.00	0.43	0.57	0.57	0.18	0.71	0.71
Avail Cap(c_a), veh/h	647	0	543	642	0	0	501	1333	1377	570	1333	1287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	16.1	23.7	0.0	0.0	11.7	13.9	13.9	10.7	15.8	15.8
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.6	0.0	0.0	0.8	0.7	0.7	0.2	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.9	1.3	0.0	0.0	1.1	3.9	4.1	0.5	5.2	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	0.0	16.3	24.3	0.0	0.0	12.5	14.6	14.6	10.9	17.1	17.2
LnGrp LOS	B	A	B	C	A	A	B	B	B	B	B	B
Approach Vol, veh/h	191			101			985			1024		
Approach Delay, s/veh	17.6			24.3			14.3			16.7		
Approach LOS	B			C			B			B		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	29.5		22.6	9.7	28.2	9.1	13.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	45.0		20.0	10.0	45.0	10.0	20.0				
Max Q Clear Time (g_c+I1), s	3.3	12.7		4.5	5.0	15.9	4.7	5.2				
Green Ext Time (p_c), s	0.1	6.1		0.3	0.2	7.3	0.1	0.4				

Intersection Summary

HCM 6th Ctrl Delay 16.1




















HCM 6th LOS B

Notes

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





















HCM 6th Signalized Intersection Summary Metroplex Union Ice Arena; 123-443

1: Erie Blvd & Mohawk Harbor Way/Maxon Rd
Build 2025 - Exiting_Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	67	155	2	12	40	77	773	39	67	697	97
Future Volume (veh/h)	262	67	155	2	12	40	77	773	39	67	697	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	0.99		0.99	1.00		0.98	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	1900	1870	1900	1900	1826	1856	1885	1826	1900	1885	1900
Adj Flow Rate, veh/h	270	69	160	2	12	41	79	797	40	69	719	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	0	0	5	3	1	5	0	1	0
Cap, veh/h	627	177	411	66	42	132	322	1168	59	320	1051	146
Arrive On Green	0.16	0.35	0.35	0.11	0.11	0.11	0.06	0.34	0.34	0.06	0.33	0.33
Sat Flow, veh/h	1810	508	1177	25	397	1233	1767	3466	174	1810	3158	439
Grp Volume(v), veh/h	270	0	229	55	0	0	79	412	425	69	408	411
Grp Sat Flow(s),veh/h/ln	1810	0	1685	1655	0	0	1767	1791	1849	1810	1791	1806
Q Serve(g_s), s	7.2	0.0	6.0	0.0	0.0	0.0	1.7	11.6	11.6	1.4	11.5	11.5
Cycle Q Clear(g_c), s	7.2	0.0	6.0	1.8	0.0	0.0	1.7	11.6	11.6	1.4	11.5	11.5
Prop In Lane	1.00		0.70	0.04		0.75	1.00		0.09	1.00		0.24
Lane Grp Cap(c), veh/h	627	0	588	241	0	0	322	604	623	320	596	601
V/C Ratio(X)	0.43	0.00	0.39	0.23	0.00	0.00	0.25	0.68	0.68	0.22	0.68	0.68
Avail Cap(c_a), veh/h	653	0	588	625	0	0	515	1377	1422	525	1377	1389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	14.3	24.1	0.0	0.0	12.5	16.7	16.7	12.5	16.9	16.9
Incr Delay (d2), s/veh	0.5	0.0	0.4	0.5	0.0	0.0	0.4	1.4	1.3	0.3	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	2.1	0.7	0.0	0.0	0.6	4.4	4.6	0.5	4.4	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	14.8	24.6	0.0	0.0	12.9	18.1	18.0	12.9	18.3	18.3
LnGrp LOS	B	A	B	C	A	A	B	B	B	B	B	B
Approach Vol, veh/h		499			55			916			888	
Approach Delay, s/veh		16.2			24.6			17.6			17.8	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	24.7		25.4	8.6	24.5	14.2	11.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	45.0		20.0	10.0	45.0	10.0	20.0				
Max Q Clear Time (g_c+I1), s	3.4	13.6		8.0	3.7	13.5	9.2	3.8				
Green Ext Time (p_c), s	0.1	6.1		1.0	0.1	6.0	0.1	0.2				
Intersection Summary												
HCM 6th Ctrl Delay				17.6								
HCM 6th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												




















HCM 6th Signalized Intersection Summary

1: Erie Blvd & Mohawk Harbor Way/Maxon Rd
Build 2025 - Entering - Special Event Sensitivity Analysis_Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	14	75	2	71	40	166	773	39	67	697	274
Future Volume (veh/h)	103	14	75	2	71	40	166	773	39	67	697	274
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	0.99		0.99	1.00		0.98	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	1900	1870	1900	1900	1826	1856	1885	1826	1900	1885	1900
Adj Flow Rate, veh/h	106	14	77	2	73	41	171	797	40	69	719	282
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	0	0	5	3	1	5	0	1	0
Cap, veh/h	447	73	399	58	161	89	348	1471	74	380	990	388
Arrive On Green	0.07	0.29	0.29	0.14	0.14	0.14	0.09	0.42	0.42	0.06	0.39	0.39
Sat Flow, veh/h	1810	253	1391	10	1140	629	1767	3466	174	1810	2513	986
Grp Volume(v), veh/h	106	0	91	116	0	0	171	412	425	69	512	489
Grp Sat Flow(s),veh/h/ln	1810	0	1644	1778	0	0	1767	1791	1849	1810	1791	1708
Q Serve(g_s), s	3.0	0.0	2.7	0.0	0.0	0.0	3.6	11.0	11.0	1.4	15.6	15.6
Cycle Q Clear(g_c), s	3.0	0.0	2.7	3.8	0.0	0.0	3.6	11.0	11.0	1.4	15.6	15.6
Prop In Lane	1.00		0.85	0.02		0.35	1.00		0.09	1.00		0.58
Lane Grp Cap(c), veh/h	447	0	471	308	0	0	348	760	785	380	706	673
V/C Ratio(X)	0.24	0.00	0.19	0.38	0.00	0.00	0.49	0.54	0.54	0.18	0.73	0.73
Avail Cap(c_a), veh/h	606	0	513	610	0	0	472	1257	1298	563	1257	1198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	17.3	25.3	0.0	0.0	12.3	13.8	13.8	10.8	16.5	16.5
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.8	0.0	0.0	1.1	0.6	0.6	0.2	1.4	1.5
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	1.2	0.0	1.0	1.6	0.0	0.0	1.3	4.1	4.2	0.5	6.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	0.0	17.5	26.1	0.0	0.0	13.4	14.4	14.4	11.1	17.9	18.0
LnGrp LOS	B	A	B	C	A	A	B	B	B	B	B	B
Approach Vol, veh/h		197			116			1008			1070	
Approach Delay, s/veh		18.8			26.1			14.2			17.5	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	32.2		23.4	10.5	30.3	9.3	14.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	45.0		20.0	10.0	45.0	10.0	20.0				
Max Q Clear Time (g_c+I1), s	3.4	13.0		4.7	5.6	17.6	5.0	5.8				
Green Ext Time (p_c), s	0.1	6.1		0.4	0.2	7.7	0.1	0.4				
Intersection Summary												
HCM 6th Ctrl Delay				16.7								
HCM 6th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

1: Erie Blvd & Mohawk Harbor Way/Maxon Rd
Build 2025 - Exiting - Special Event Sensitivity Analysis_Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	97	199	2	14	40	81	773	39	67	697	103
Future Volume (veh/h)	350	97	199	2	14	40	81	773	39	67	697	103
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	0.99		0.99	1.00		0.98	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	1900	1870	1900	1900	1826	1856	1885	1826	1900	1885	1900
Adj Flow Rate, veh/h	361	100	205	2	14	41	84	797	40	69	719	106
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	0	0	5	3	1	5	0	1	0
Cap, veh/h	637	198	406	64	48	129	318	1171	59	316	1040	153
Arrive On Green	0.17	0.36	0.36	0.11	0.11	0.11	0.06	0.34	0.34	0.06	0.33	0.33
Sat Flow, veh/h	1810	555	1137	23	443	1194	1767	3466	174	1810	3132	461
Grp Volume(v), veh/h	361	0	305	57	0	0	84	412	425	69	411	414
Grp Sat Flow(s),veh/h/ln	1810	0	1692	1660	0	0	1767	1791	1849	1810	1791	1802
Q Serve(g_s), s	10.0	0.0	8.5	0.0	0.0	0.0	1.8	11.9	11.9	1.5	12.0	12.0
Cycle Q Clear(g_c), s	10.0	0.0	8.5	1.9	0.0	0.0	1.8	11.9	11.9	1.5	12.0	12.0
Prop In Lane	1.00		0.67	0.04		0.72	1.00		0.09	1.00		0.26
Lane Grp Cap(c), veh/h	637	0	603	241	0	0	318	605	625	316	595	598
V/C Ratio(X)	0.57	0.00	0.51	0.24	0.00	0.00	0.26	0.68	0.68	0.22	0.69	0.69
Avail Cap(c_a), veh/h	637	0	603	607	0	0	500	1337	1380	513	1337	1345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	15.2	24.8	0.0	0.0	13.0	17.2	17.2	12.9	17.5	17.5
Incr Delay (d2), s/veh	1.2	0.0	0.7	0.5	0.0	0.0	0.4	1.4	1.3	0.3	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	3.0	0.7	0.0	0.0	0.7	4.6	4.8	0.6	4.7	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	0.0	15.9	25.3	0.0	0.0	13.4	18.5	18.5	13.3	18.9	18.9
LnGrp LOS	B	A	B	C	A	A	B	B	B	B	B	B
Approach Vol, veh/h		666			57			921			894	
Approach Delay, s/veh		17.7			25.3			18.0			18.5	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	25.4		26.5	8.8	25.0	15.0	11.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	45.0		20.0	10.0	45.0	10.0	20.0				
Max Q Clear Time (g_c+I1), s	3.5	13.9		10.5	3.8	14.0	12.0	3.9				
Green Ext Time (p_c), s	0.1	6.1		1.3	0.1	6.0	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay 18.3
HCM 6th LOS B

Notes

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

LANE SUMMARY

 **Site: 1 [Erie-Nott-Rush - EX Saturday (Site Folder: Casino Roundabout - 4 Leg)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Erie Boulevard/Nott Street/Rush Street
Existing 2023
Saturday Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV %	[Total veh/h	HV %	veh/h	v/c	%	sec		[Veh	Dist] ft		ft	%	%
South: Erie Boulevard - NB															
Lane 1	485	0.6	485	0.6	1108	0.438	100	7.8	LOS A	2.5	62.1	Full	1300	0.0	0.0
Lane 2 ^d	485	0.7	485	0.7	1108	0.438	100	7.9	LOS A	2.5	62.1	Full	1300	0.0	0.0
Approach	970	0.7	970	0.7		0.438		7.8	LOS A	2.5	62.1				
East: Nott Street - WB															
Lane 1	97	0.0	97	0.0	608	0.159	100	7.8	LOS A	0.6	14.5	Short	250	0.0	NA
Lane 2 ^d	108	0.0	108	0.0	680	0.159	100	7.1	LOS A	0.6	14.3	Full	335	0.0	0.0
Lane 3	176	1.0	176	1.0	1658	0.106	100	0.0	LOS A	0.0	0.0	Short	160	0.0	NA
Approach	381	0.5	381	0.5		0.159		4.0	LOS A	0.6	14.5				
North: Erie Boulevard - SB															
Lane 1	388	1.0	388	1.0	938	0.414	100	8.5	LOS A	2.1	51.9	Full	1200	0.0	0.0
Lane 2 ^d	419	0.9	419	0.9	1013	0.414	100	8.0	LOS A	2.0	51.1	Full	1200	0.0	0.0
Approach	807	0.9	807	0.9		0.414		8.3	LOS A	2.1	51.9				
West: Rush Street- EB															
Lane 1 ^d	238	2.4	238	2.4	624	0.382	100	11.1	LOS B	1.7	42.1	Full	285	0.0	0.0
Approach	238	2.4	238	2.4		0.382		11.1	LOS B	1.7	42.1				
All Vehicles	2397	0.9	2397	0.9		0.438		7.7	LOS A	2.5	62.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)												
South: Erie Boulevard - NB												
Mov.	U	L2	T1	R2	Total	%HV						
From S							Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	S	W	N	E			veh/h	Satn	Util.	SL	Ov.	Lane
							v/c	%	%	%	%	No.

Lane 1	5	169	311	-	485	0.6	1108	0.438	100	NA	NA
Lane 2	-	-	340	145	485	0.7	1108	0.438	100	NA	NA
Approach	5	169	651	145	970	0.7		0.438			
East: Nott Street - WB											
Mov.	U	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From E							Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	E	S	W	N			veh/h	v/c	%	%	No.
Lane 1	2	95	-	-	97	0.0	608	0.159	100	0.0	2
Lane 2	-	30	78	-	108	0.0	680	0.159	100	NA	NA
Lane 3	-	-	-	176	176	1.0	1658	0.106	100	0.0	2
Approach	2	125	78	176	381	0.5		0.159			
North: Erie Boulevard - SB											
Mov.	U	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From N							Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	N	E	S	W			veh/h	v/c	%	%	No.
Lane 1	2	146	240	-	388	1.0	938	0.414	100	NA	NA
Lane 2	-	-	370	49	419	0.9	1013	0.414	100	NA	NA
Approach	2	146	609	49	807	0.9		0.414			
West: Rush Street- EB											
Mov.	U	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W							Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	W	N	E	S			veh/h	v/c	%	%	No.
Lane 1	1	32	65	140	238	2.4	624	0.382	100	NA	NA
Approach	1	32	65	140	238	2.4		0.382			
Total %HV Deg.Satn (v/c)											
All Vehicles	2397	0.9		0.438							

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Erie Boulevard - NB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Nott Street - WB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
North: Erie Boulevard - SB				

Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Rush Street- EB				
Lane 1	0.0	0.0	0.0	0.0

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LANE SUMMARY

 **Site: 1 [Erie-Nott-Rush - NB Saturday (Site Folder: Casino Roundabout - 4 Leg)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Erie Boulevard/Nott Street/Rush Street
No-Build 2025
Saturday Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV %	[Total veh/h	HV %	veh/h	v/c	%	sec		[Veh	Dist] ft		ft	%	%
South: Erie Boulevard - NB															
Lane 1	490	0.6	490	0.6	1106	0.443	100	7.9	LOS A	2.5	63.1	Full	1300	0.0	0.0
Lane 2 ^d	489	0.7	489	0.7	1105	0.443	100	7.9	LOS A	2.5	63.1	Full	1300	0.0	0.0
Approach	979	0.7	979	0.7		0.443		7.9	LOS A	2.5	63.1				
East: Nott Street - WB															
Lane 1	98	0.0	98	0.0	604	0.162	100	7.9	LOS A	0.6	14.7	Short	250	0.0	NA
Lane 2 ^d	109	0.0	109	0.0	675	0.162	100	7.2	LOS A	0.6	14.6	Full	335	0.0	0.0
Lane 3	178	1.0	178	1.0	1658	0.108	100	0.0	LOS A	0.0	0.0	Short	160	0.0	NA
Approach	386	0.5	386	0.5		0.162		4.0	LOS A	0.6	14.7				
North: Erie Boulevard - SB															
Lane 1	391	1.0	391	1.0	934	0.419	100	8.6	LOS A	2.1	54.0	Full	1200	0.0	0.0
Lane 2 ^d	423	0.9	423	0.9	1009	0.419	100	8.1	LOS A	2.1	52.0	Full	1200	0.0	0.0
Approach	814	0.9	814	0.9		0.419		8.4	LOS A	2.1	54.0				
West: Rush Street- EB															
Lane 1 ^d	240	2.4	240	2.4	619	0.388	100	11.3	LOS B	1.7	43.1	Full	285	0.0	0.0
Approach	240	2.4	240	2.4		0.388		11.3	LOS B	1.7	43.1				
All Vehicles	2420	0.9	2420	0.9		0.443		7.8	LOS A	2.5	63.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)													
South: Erie Boulevard - NB													
Mov.	U	L2	T1	R2	Total	%HV							
From S							Cap.	Deg.	Lane	Prob.	Ov.		
To Exit:	S	W	N	E			veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.		

Lane 1	5	171	314	-	490	0.6	1106	0.443	100	NA	NA
Lane 2	-	-	343	146	489	0.7	1105	0.443	100	NA	NA
Approach	5	171	657	146	979	0.7		0.443			
East: Nott Street - WB											
Mov.	U	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From E							Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	E	S	W	N			veh/h	v/c	%	%	No.
Lane 1	2	96	-	-	98	0.0	604	0.162	100	0.0	2
Lane 2	-	30	79	-	109	0.0	675	0.162	100	NA	NA
Lane 3	-	-	-	178	178	1.0	1658	0.108	100	0.0	2
Approach	2	126	79	178	386	0.5		0.162			
North: Erie Boulevard - SB											
Mov.	U	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From N							Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	N	E	S	W			veh/h	v/c	%	%	No.
Lane 1	2	147	242	-	391	1.0	934	0.419	100	NA	NA
Lane 2	-	-	373	49	423	0.9	1009	0.419	100	NA	NA
Approach	2	147	615	49	814	0.9		0.419			
West: Rush Street- EB											
Mov.	U	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W							Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	W	N	E	S			veh/h	v/c	%	%	No.
Lane 1	1	32	66	141	240	2.4	619	0.388	100	NA	NA
Approach	1	32	66	141	240	2.4		0.388			
Total %HV Deg.Satn (v/c)											
All Vehicles	2420	0.9				0.443					

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Erie Boulevard - NB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Nott Street - WB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
North: Erie Boulevard - SB				

Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Rush Street- EB				
Lane 1	0.0	0.0	0.0	0.0

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LANE SUMMARY

 Site: 1 [Erie-Nott-Rush - BU Arrival Saturday (Site Folder: Casino Roundabout - 4 Leg)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Erie Boulevard/Nott Street/Rush Street
Build 2025 - Arrival Peak Hour
Saturday Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV %	[Total veh/h	HV %	veh/h	v/c	%	sec		[Veh	Dist] ft		ft	%	%
South: Erie Boulevard - NB															
Lane 1	564	0.6	564	0.6	1104	0.511	100	9.0	LOS A	3.2	79.4	Full	1300	0.0	0.0
Lane 2 ^d	564	0.7	564	0.7	1102	0.511	100	9.1	LOS A	3.2	79.3	Full	1300	0.0	0.0
Approach	1128	0.6	1128	0.6		0.511		9.0	LOS A	3.2	79.4				
East: Nott Street - WB															
Lane 1	122	0.0	122	0.0	538	0.226	100	9.7	LOS A	0.8	20.6	Short	250	0.0	NA
Lane 2 ^d	137	0.0	137	0.0	607	0.226	100	8.7	LOS A	0.8	20.5	Full	335	0.0	0.0
Lane 3	178	1.0	178	1.0	1658	0.108	100	0.0	LOS A	0.0	0.0	Short	160	0.0	NA
Approach	437	0.4	437	0.4		0.226		5.5	LOS A	0.8	20.6				
North: Erie Boulevard - SB															
Lane 1	393	1.0	393	1.0	850	0.462	100	10.0	LOS B	2.8	70.8	Full	1200	0.0	0.0
Lane 2 ^d	427	0.9	427	0.9	925	0.462	100	9.4	LOS A	2.8	70.0	Full	1200	0.0	0.0
Approach	820	0.9	820	0.9		0.462		9.7	LOS A	2.8	70.8				
West: Rush Street- EB															
Lane 1 ^d	246	2.3	246	2.3	615	0.400	100	11.6	LOS B	1.8	45.2	Full	285	0.0	0.0
Approach	246	2.3	246	2.3		0.400		11.6	LOS B	1.8	45.2				
All Vehicles	2631	0.9	2631	0.9		0.511		8.9	LOS A	3.2	79.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)													
South: Erie Boulevard - NB													
Mov.	U	L2	T1	R2	Total	%HV							
From S							Cap.	Deg.	Lane	Prob.	Ov.		
To Exit:	S	W	N	E			veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.		

Lane 1	5	221	338	-	564	0.6	1104	0.511	100	NA	NA
Lane 2	-	-	392	171	564	0.7	1102	0.511	100	NA	NA
Approach	5	221	731	171	1128	0.6		0.511			
East: Nott Street - WB											
Mov.	U	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From E To Exit:	E	S	W	N			Cap. veh/h	v/c	%	%	
Lane 1	2	120	-	-	122	0.0	538	0.226	100	0.0	2
Lane 2	-	8	129	-	137	0.0	607	0.226	100	NA	NA
Lane 3	-	-	-	178	178	1.0	1658	0.108	100	0.0	2
Approach	2	128	129	178	437	0.4		0.226			
North: Erie Boulevard - SB											
Mov.	U	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From N To Exit:	N	E	S	W			Cap. veh/h	v/c	%	%	
Lane 1	2	147	243	-	393	1.0	850	0.462	100	NA	NA
Lane 2	-	-	378	49	427	0.9	925	0.462	100	NA	NA
Approach	2	147	621	49	820	0.9		0.462			
West: Rush Street- EB											
Mov.	U	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From W To Exit:	W	N	E	S			Cap. veh/h	v/c	%	%	
Lane 1	1	32	69	144	246	2.3	615	0.400	100	NA	NA
Approach	1	32	69	144	246	2.3		0.400			
Total %HV Deg.Satn (v/c)											
All Vehicles	2631	0.9		0.511							

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Erie Boulevard - NB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Nott Street - WB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
North: Erie Boulevard - SB				

Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Rush Street- EB				
Lane 1	0.0	0.0	0.0	0.0

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LANE SUMMARY

 Site: 1 [Erie-Nott-Rush - BU Depature Saturday (Site Folder: Casino Roundabout - 4 Leg)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Erie Boulevard/Nott Street/Rush Street
Build 2025 - Departure Peak Hour
Saturday Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV %	[Total veh/h	HV %	veh/h	v/c	%	sec		[Veh	Dist] ft		ft	%	%
South: Erie Boulevard - NB															
Lane 1	496	0.6	496	0.6	1049	0.472	100	8.7	LOS A	2.7	67.7	Full	1300	0.0	0.0
Lane 2 ^d	495	0.7	495	0.7	1048	0.472	100	8.7	LOS A	2.7	67.7	Full	1300	0.0	0.0
Approach	991	0.7	991	0.7		0.472		8.7	LOS A	2.7	67.7				
East: Nott Street - WB															
Lane 1	114	0.0	114	0.0	599	0.190	100	8.3	LOS A	0.7	17.5	Short	250	0.0	NA
Lane 2 ^d	127	0.0	127	0.0	670	0.190	100	7.6	LOS A	0.7	17.3	Full	335	0.0	0.0
Lane 3	178	1.0	178	1.0	1658	0.108	100	0.0	LOS A	0.0	0.0	Short	160	0.0	NA
Approach	420	0.4	420	0.4		0.190		4.6	LOS A	0.7	17.5				
North: Erie Boulevard - SB															
Lane 1	434	1.0	434	1.0	902	0.481	100	9.9	LOS A	3.1	78.7	Full	1200	0.0	0.0
Lane 2 ^d	470	0.9	470	0.9	976	0.481	100	9.4	LOS A	3.1	77.5	Full	1200	0.0	0.0
Approach	903	0.9	903	0.9		0.481		9.6	LOS A	3.1	78.7				
West: Rush Street- EB															
Lane 1 ^d	358	2.2	358	2.2	557	0.642	100	20.3	LOS C	3.9	98.4	Full	285	0.0	0.0
Approach	358	2.2	358	2.2		0.642		20.3	LOS C	3.9	98.4				
All Vehicles	2671	0.9	2671	0.9		0.642		9.9	LOS A	3.9	98.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)													
South: Erie Boulevard - NB													
Mov.	U	L2	T1	R2	Total	%HV							
From S							Cap.	Deg.	Lane	Prob.	Ov.		
To Exit:	S	W	N	E			veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.		

Lane 1	5	175	315	-	496	0.6	1049	0.472	100	NA	NA
Lane 2	-	-	347	148	495	0.7	1048	0.472	100	NA	NA
Approach	5	175	662	148	991	0.7		0.472			
East: Nott Street - WB											
Mov.	U	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From E To Exit:	E	S	W	N			Cap. veh/h	v/c	%	%	
Lane 1	2	112	-	-	114	0.0	599	0.190	100	0.0	2
Lane 2	-	44	84	-	127	0.0	670	0.190	100	NA	NA
Lane 3	-	-	-	178	178	1.0	1658	0.108	100	0.0	2
Approach	2	156	84	178	420	0.4		0.190			
North: Erie Boulevard - SB											
Mov.	U	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From N To Exit:	N	E	S	W			Cap. veh/h	v/c	%	%	
Lane 1	2	147	284	-	434	1.0	902	0.481	100	NA	NA
Lane 2	-	-	420	49	470	0.9	976	0.481	100	NA	NA
Approach	2	147	704	49	903	0.9		0.481			
West: Rush Street- EB											
Mov.	U	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From W To Exit:	W	N	E	S			Cap. veh/h	v/c	%	%	
Lane 1	1	32	125	200	358	2.2	557	0.642	100	NA	NA
Approach	1	32	125	200	358	2.2		0.642			
Total %HV Deg.Satn (v/c)											
All Vehicles	2671	0.9		0.642							

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Erie Boulevard - NB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Nott Street - WB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
North: Erie Boulevard - SB				

Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Rush Street- EB				
Lane 1	0.0	0.0	0.0	0.0

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Project: N:\Projects\2023\123-443 Metroplex - Union Ice Arena\Working\Traffic\Analysis\Sidra\20231102_Erie-Nott-Rush_123443.sip9

LANE SUMMARY

 **Site: 1 [Erie-Nott-Rush - BU Sensitivity Arrival Saturday (Site Folder: Casino Roundabout - 4 Leg)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Erie Boulevard/Nott Street/Rush Street
Build 2025 Sensitivity - Arrival Peak Hour
Saturday Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance															
	Demand Flows Arrival Flows				Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: Erie Boulevard - NB															
Lane 1	587	0.6	587	0.6	1103	0.532	100	9.4	LOS A	3.5	88.6	Full	1300	0.0	0.0
Lane 2 ^d	586	0.7	586	0.7	1101	0.532	100	9.4	LOS A	3.5	88.7	Full	1300	0.0	0.0
Approach	1173	0.6	1173	0.6		0.532		9.4	LOS A	3.5	88.7				
East: Nott Street - WB															
Lane 1	129	0.0	129	0.0	520	0.248	100	10.4	LOS B	0.9	22.6	Short	250	0.0	NA
Lane 2 ^d	146	0.0	146	0.0	588	0.248	100	9.3	LOS A	0.9	22.5	Full	335	0.0	0.0
Lane 3	178	1.0	178	1.0	1658	0.108	100	0.0	LOS A	0.0	0.0	Short	160	0.0	NA
Approach	453	0.4	453	0.4		0.248		6.0	LOS A	0.9	22.6				
North: Erie Boulevard - SB															
Lane 1	393	1.0	393	1.0	826	0.475	100	10.5	LOS B	3.0	74.9	Full	1200	0.0	0.0
Lane 2 ^d	428	0.9	428	0.9	900	0.475	100	9.9	LOS A	3.0	74.5	Full	1200	0.0	0.0
Approach	821	0.9	821	0.9		0.475		10.2	LOS B	3.0	74.9				
West: Rush Street- EB															
Lane 1 ^d	248	2.3	248	2.3	615	0.404	100	11.7	LOS B	1.8	45.8	Full	285	0.0	0.0
Approach	248	2.3	248	2.3		0.404		11.7	LOS B	1.8	45.8				
All Vehicles	2695	0.8	2695	0.8		0.532		9.3	LOS A	3.5	88.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)													
South: Erie Boulevard - NB													
Mov.	U	L2	T1	R2	Total	%HV							
From S							Cap.	Deg.	Lane	Prob.	Ov.		
To Exit:	S	W	N	E			veh/h	Satn	Util.	SL	Ov.	Lane	
								v/c	%	%	%	No.	

Lane 1	5	236	346	-	587	0.6	1103	0.532	100	NA	NA
Lane 2	-	-	408	178	586	0.7	1101	0.532	100	NA	NA
Approach	5	236	754	178	1173	0.6		0.532			
East: Nott Street - WB											
Mov.	U	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From E To Exit:	E	S	W	N			Cap. veh/h	v/c	%	%	
Lane 1	2	127	-	-	129	0.0	520	0.248	100	0.0	2
Lane 2	-	1	144	-	146	0.0	588	0.248	100	NA	NA
Lane 3	-	-	-	178	178	1.0	1658	0.108	100	0.0	2
Approach	2	128	144	178	453	0.4		0.248			
North: Erie Boulevard - SB											
Mov.	U	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From N To Exit:	N	E	S	W			Cap. veh/h	v/c	%	%	
Lane 1	2	147	243	-	393	1.0	826	0.475	100	NA	NA
Lane 2	-	-	379	49	428	0.9	900	0.475	100	NA	NA
Approach	2	147	622	49	821	0.9		0.475			
West: Rush Street- EB											
Mov.	U	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From W To Exit:	W	N	E	S			Cap. veh/h	v/c	%	%	
Lane 1	1	32	70	145	248	2.3	615	0.404	100	NA	NA
Approach	1	32	70	145	248	2.3		0.404			
Total %HV Deg.Satn (v/c)											
All Vehicles	2695	0.8		0.532							

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Erie Boulevard - NB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Nott Street - WB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
North: Erie Boulevard - SB				

Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Rush Street- EB				
Lane 1	0.0	0.0	0.0	0.0

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Project: N:\Projects\2023\123-443 Metroplex - Union Ice Arena\Working\Traffic\Analysis\Sidra\20231102_Erie-Nott-Rush_123443.sip9

LANE SUMMARY

 Site: 1 [Erie-Nott-Rush - BU Sensitivity Departure Saturday (Site Folder: Casino Roundabout - 4 Leg)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Erie Boulevard/Nott Street/Rush Street
Build 2025 Sensitivity - Departure Peak Hour
Saturday Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance															
	Demand Flows Arrival Flows				Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV %	[Total veh/h	HV %	veh/h	v/c	%	sec		[Veh	Dist] ft		ft	%	%
South: Erie Boulevard - NB															
Lane 1	499	0.6	499	0.6	1020	0.489	100	9.2	LOS A	3.2	80.2	Full	1300	0.0	0.0
Lane 2 ^d	499	0.7	499	0.7	1019	0.489	100	9.2	LOS A	3.2	80.3	Full	1300	0.0	0.0
Approach	998	0.7	998	0.7		0.489		9.2	LOS A	3.2	80.3				
East: Nott Street - WB															
Lane 1	122	0.0	122	0.0	595	0.204	100	8.6	LOS A	0.8	18.9	Short	250	0.0	NA
Lane 2 ^d	136	0.0	136	0.0	666	0.204	100	7.8	LOS A	0.7	18.7	Full	335	0.0	0.0
Lane 3	178	1.0	178	1.0	1658	0.108	100	0.0	LOS A	0.0	0.0	Short	160	0.0	NA
Approach	436	0.4	436	0.4		0.204		4.8	LOS A	0.8	18.9				
North: Erie Boulevard - SB															
Lane 1	455	1.0	455	1.0	886	0.514	100	10.7	LOS B	3.7	92.4	Full	1200	0.0	0.0
Lane 2 ^d	493	0.9	493	0.9	961	0.514	100	10.1	LOS B	3.6	91.8	Full	1200	0.0	0.0
Approach	948	0.9	948	0.9		0.514		10.4	LOS B	3.7	92.4				
West: Rush Street- EB															
Lane 1 ^d	420	2.2	420	2.2	528	0.794	100	31.6	LOS C	6.2	157.1	Full	285	0.0	0.0
Approach	420	2.2	420	2.2		0.794		31.6	LOS C	6.2	157.1				
All Vehicles	2802	1.0	2802	1.0		0.794		12.3	LOS B	6.2	157.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)													
South: Erie Boulevard - NB													
Mov.	U	L2	T1	R2	Total	%HV							
From S							Cap.	Deg.	Lane	Prob.	Ov.		
To Exit:	S	W	N	E			veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.		

Lane 1	5	177	317	-	499	0.6	1020	0.489	100	NA	NA
Lane 2	-	-	349	149	499	0.7	1019	0.489	100	NA	NA
Approach	5	177	666	149	998	0.7		0.489			
East: Nott Street - WB											
Mov.	U	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From E To Exit:	E	S	W	N			Cap. veh/h	v/c	%	%	
Lane 1	2	120	-	-	122	0.0	595	0.204	100	0.0	2
Lane 2	-	51	86	-	136	0.0	666	0.204	100	NA	NA
Lane 3	-	-	-	178	178	1.0	1658	0.108	100	0.0	2
Approach	2	170	86	178	436	0.4		0.204			
North: Erie Boulevard - SB											
Mov.	U	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From N To Exit:	N	E	S	W			Cap. veh/h	v/c	%	%	
Lane 1	2	147	306	-	455	1.0	886	0.514	100	NA	NA
Lane 2	-	-	444	49	493	0.9	961	0.514	100	NA	NA
Approach	2	147	749	49	948	0.9		0.514			
West: Rush Street- EB											
Mov.	U	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From W To Exit:	W	N	E	S			Cap. veh/h	v/c	%	%	
Lane 1	1	32	156	231	420	2.2	528	0.794	100	NA	NA
Approach	1	32	156	231	420	2.2		0.794			
Total %HV Deg.Satn (v/c)											
All Vehicles	2802	1.0		0.794							

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Erie Boulevard - NB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Nott Street - WB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
North: Erie Boulevard - SB				

Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Rush Street- EB				
Lane 1	0.0	0.0	0.0	0.0

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Appendix: Lead Agency Request Confirmations



October 18, 2023

Re: Mohawk Harbor Arena Project, 101 Harborside Drive (currently a portion of 1 Rush Street), City of Schenectady, County of Schenectady, New York (the "Project")

To Involved Agencies:

Ray Gillen
Chair

Bradley G. Lewis
Vice Chair

Sharon A. Jordan
Secretary

Karen Zalewski-
Wildzunas
Treasurer

Michael Angelozzi

Robert J. Dieterich

Todd M. Edwards

Hayward Horton

Steven Rifenburg

In compliance with 6 NYCRR § 617.6, this notice serves as the Schenectady Metroplex Development Authority's ("Metroplex") declaration of intent to serve as lead agency for the above referenced Project located at 101 Harborside Drive (currently a portion of 1 Rush Street), City of Schenectady, County of Schenectady, New York.

As a provider of funding and other economic benefits for the Project. Metroplex has jurisdiction to serve as lead agency under SEQRA for this action. Metroplex previously acted as Lead Agency with respect to the redevelopment of the former ALCO campus as Mohawk Harbor and evaluated the potential environmental effects and maintains the record of the Final Generic Environmental Impact Statement for Mohawk Harbor. The arena project is a portion of this site.

Attached for your review is Part I of the Full Environmental Assessment Form ("EAF") that reflects the proposed Project. Also attached is a list of agencies that have been identified as involved agencies for the coordination of environmental review. Any objection to Metroplex's declaration of intent to serve as lead agency must be made within 30 days of receipt of this notice.

Sincerely,

A handwritten signature in black ink, appearing to read 'David J. Hogenkamp'.

David J. Hogenkamp
Executive Director

Enc.: Part I, EAF

Involved Agencies

Schenectady Metroplex Development Authority
433 State Street
Schenectady, NY 12305

City of Schenectady Planning Commission
City Hall, 105 Jay Street
Schenectady, NY 12305

City of Schenectady Zoning Bd. of Appeals
City Hall, 105 Jay Street
Schenectady, NY 12305

New York State Department of Environmental
Conservation
625 Broadway
Albany, NY 12233

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

New York State Empire State Development
433 River St., Suite 1003
Troy, NY 12180
Attn: Michael J. Yevoli, Regional Director
michael.yevoli@esd.ny.gov

City of Schenectady Industrial Development
Agency
433 State Street
Schenectady, New York 12301-0068

Schenectady County Legislature
620 State Street
Schenectady, NY 12305

Schenectady County Department of Economic
Development & Planning
Schaffer Heights
Suite 303
107 Nott Terrace
Schenectady, NY 12308

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Environmental Permits, Region 4

1130 North Westcott Road, Schenectady, NY 12306-2014

P: (518) 357-2069 | F: (518) 357-2593

www.dec.ny.gov

November 8, 2023

David J. Hogenkamp, Executive Director
Schenectady County Metroplex Development Authority
433 State Street
Schenectady, NY 12305

Emailed to: dhogenkamp@schenectadymetroplex.org

Re: Lead Agency Coordination Response
Maxon Alco Holdings, LLC
Mohawk Harbor Arena Project
101 Harborside Drive
Town of Schenectady, Schenectady County

Dear David J. Hogenkamp:

This letter responds to your correspondence of October 18, 2023, regarding lead agency coordination for the project referenced herein, under Article 8 (State Environmental Quality Review – SEQR) of the Environmental Conservation Law and 6 NYCRR Part 617. The New York State Department of Environmental Conservation (the DEC) has the following interest in this project:

<u>Name of Action:</u>	Mohawk Harbor Arena Project
<u>DEC Contact Person:</u>	Kate Malcolm, Regional Permit Administrator
<u>SEQR Classification:</u>	Type I

DEC Position: Based on the information provided, the Department has no objection to your agency assuming lead agency status for this action. ****The DEC must be notified immediately if the project/proposed action scope changes, or the EAF is revised.***

Possible DEC Permitting Requirements

A review of NYS protected resources near or within the project site was performed using existing ArcGIS data (see enclosed Project Location and NYS Resources Map). Please note that jurisdictional maps are meant to provide approximate sizes and locations of resources. Actual field conditions may vary from those depicted on the maps. The following provides a summary of potential state permitting requirements for the project based on the results of the protected resources review and project information submitted with your correspondence.



Protection of Waters Program

The Mohawk River, a Class A waterbody, is located on or along the project site. A Stream Disturbance Permit is required for any disturbance to the bed or banks of a protected stream.

If a Protection of Waters permit is ultimately not required for this project, please keep in mind that New York State Water Quality Standards must be maintained at all times. Activities which result in sedimentation and/or turbid waters may constitute a violation of water quality standards and the Environmental Conservation Law (ECL). All necessary precautions should be taken to prevent contamination of the waterbody by silt, sediment, fuels, solvents, lubricants, or any other pollutant associated with the project. All disturbed areas should be stabilized promptly after construction and all soils and debris resulting from the project should be moved to a location where they cannot enter the stream during periods of heavy rain.

General information on streams and the permitting process can be located on our website at www.dec.ny.gov/permits/6042.html

Water Quality Certification

It appears that federally regulated wetlands and/or waterbodies may be located on or near the subject property. Work within certain wetlands and other waters of the U.S. may require a permit from the US Army Corps of Engineers (USACE). A Water Quality Certification, pursuant to Section 401 of the Federal Clean Water Act, may be required from the DEC when a USACE permit is issued. The DEC recommends you contact the USACE directly regarding federal wetlands and waters of the U.S. regulatory jurisdictions and permitting requirements. The USACE NY District regulatory program for this area is handled out of the USACE Upstate Regulatory Field Office in Watervliet NY. The Regulatory Field Office general phone number is (518) 266-6351 and the general email address is cenan.rfo@usace.army.mil.

Please refer to this DEC website link <http://www.dec.ny.gov/permits/6546.html> for more information on Water Quality Certifications, including state procedures instituted in response to new USEPA rules.

SPDES General Permit for Construction Activities Stormwater Discharge

Any project which results in a disturbance of one acre or more of land, must be in compliance with the State Pollutant Discharge Elimination System (SPDES) Phase II regulations for Stormwater Discharges Associated with Construction Activities. Information regarding the SPDES General Permit for Stormwater Discharges can be found on the DEC's website at <http://www.dec.ny.gov/chemical/8468.html>.

SPDES Wastewater Discharge

A SPDES permit is required for any facility that proposes a surface discharge (i.e., wastewater discharges to a surface water such as a stream) or discharges more than 1,000 gallons per day of sewage/wastewater into ground waters of the State (i.e., septic system). Information regarding wastewater discharges approval requirements can be found on the DEC's website at <http://www.dec.ny.gov/permits/6054.html>.

Water Withdrawal Program

If this project requires a new potable water supply system with a limiting maximum capacity of 100,000 gallons or more per day, a Water Withdrawal Permit may be required, pursuant to 6 NYCRR Part 601. Depending on projected water usage for this project, a modification to the City of Schenectady water withdrawal permit may be necessary.

Please refer to the DEC's water withdrawal permit program information page located on our website at <https://www.dec.ny.gov/permits/6036.html> for more information.

Endangered or Threatened Species Incidental Take Permit

If the proposed action will result in a "take" of a threatened or endangered species, a Part 182 Incidental Take Permit will be required from the DEC prior to starting any work on the project. A "take" is defined within ECL §11-0535 regulations as an activity interfering with an essential behavior or habitat occupied by threatened or endangered species.

The information available in the New York Natural Heritage Program (NYNHP) database regarding known occurrences of rare or state-listed animals and plants, significant communities and other significant habitats has been reviewed. According to NYNHP database information, the project site *is* located within an area that has a known occurrence of bald eagle. Further restrictions may apply to this project to avoid impacts to this protected species. Please contact DEC Wildlife Biologist, Rachel Bakerian at Rachel.bakerian@dec.ny.gov for site specific information.

Additional Information and Requirements

Cultural Resources

This project site appears to be located within an area of potential historical or archeological significance. If approvals/permits are ultimately needed from this DEC, consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) will likely be required in order to better evaluate this project's impacts on these resources. To initiate consultation with OPRHP, please visit their project submission website at <https://cris.parks.ny.gov/>. Please add Kate Malcolm at kate.malcolm@dec.ny.gov to the list of contacts for your project.

Please note that construction activities that have the potential to affect historic and/or archeological resources are not eligible for coverage under the SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-20-001) unless documentation of satisfactory compliance with Section 106 of the National Historic Preservation Act is received from OPRHP for the project site.

Federal Emergency Management Agency's National Flood Insurance Program

The proposed project appears to be located within a mapped floodplain or floodway. A floodplain is the land area that is susceptible to being inundated by water from any source during the one percent-annual chance flood. Encroachments in floodplains, such as the construction or modification of structures, mining, dredging, filling, grading, paving, excavation, drilling, storage of materials, or projects that change the waterbody such as stream bank or channel work, can potentially increase flood water heights. Please contact your municipal floodplain administrator (usually the Code Enforcement Office or Building Inspector) as this proposal may require a municipal floodplain development permit.

Sanitary Sewer

If an extension of any existing public sanitary sewer service is necessary, the DEC requires review/approval before the extension is constructed, particularly if it is intended to convey 2,500 gallons per day or more of residential sewage alone or in combination with stormwater, as required by 6 NYCRR Part 750. Further information can be provided by DEC after plans are submitted for review.

Environmental Justice (CP-29)

This project site is located within a potential Environmental Justice (EJ) area and may be subject to enhanced public participation requirements. This policy applies to specific permit applications designated as major under the Uniform Procedures Act, 6 NYCRR Part 621. If qualifying approvals or permits are needed from the DEC, a determination may need to be made as to whether the project will result in potential adverse environmental impacts that are likely to affect this potential Environmental Justice area. More information on Environmental Justice can be found on the DEC's website at <https://www.dec.ny.gov/regulations/36951.html>

Disadvantaged Communities (CP-49)

This project site is located within a mapped Disadvantaged Community area and may be subject to CP-49. This policy provides guidance regarding the incorporation of climate change considerations into DEC approvals and permits. In 2022, DEC revised CP-49 to reflect requirements under the Climate Leadership and Community Protection Act (CLCPA). This includes guidance for implementing provisions of Sections 7 and 9 of the CLCPA. If qualifying approvals or permits are needed from the DEC, an evaluation may be required so DEC can evaluate potential impacts that are likely to affect the mapped Disadvantaged Community

area. More information on Disadvantaged Communities can be found on the DEC's website at <https://www.dec.ny.gov/permits/128509.html>.

Remediation Site(s) and/or Site Spill(s) History

The proposed project is located on parcels that are currently in the New York State Brownfield Cleanup Program (BCP). The parcels consist of the ALCO-Maxon Site – Parcel A, Site No. C447042 and the ALCO-Maxon Site - Parcel B, Site No. C447043.

Remediation at the above sites is complete. Prior to remediation, the primary contaminants of concern in soil were a class of semi-volatile organic compounds (SVOCs) known as polycyclic aromatic hydrocarbons (PAHs) and the metals arsenic, lead, and mercury. The primary contaminants of concern in groundwater were volatile organic compounds (VOCs), including tetrachloroethene (PCE), trichloroethene (TCE) and their associated breakdown products. PCE and TCE were also detected in soil vapor samples.

Remedial actions have successfully achieved soil cleanup objectives for restricted-residential use at both sites (C447042 and C447043). Residual contamination in the soil and groundwater is being managed at both sites under Site Management Plans (SMPs), requiring specific operation, maintenance, monitoring and reporting activities. The SMPs also require that all new buildings constructed at the sites be evaluated for soil vapor intrusion, and that specific actions be taken to address exposures related to soil vapor intrusion, if identified.

Please feel free to contact me by e-mail at Kate.Malcolm@dec.ny.gov or by telephone at (518) 357-2459 if you have any questions.

Sincerely,

K. Malcolm

Kate Malcolm
Regional Permit Administrator

Encl.: Project Location & NYS Resources Map

ecc: Matthew Dunham, R4 DER
Rachel Bakerian, R4 Wildlife
David Ahl, Maxon Alco Holdings, LLC



Department of
Environmental
Conservation

**PROJECT LOCATION &
NYS RESOURCES MAP**

Maxon Alco Holdings, LLC
Mohawk Harbor Arena Project
101 Harborside Drive
Town of Schenectady
Schenectady County

Date: 11/01/2023



1 inch = 1,000 feet

Legend

Tax Parcels - Schenectady County selection



Regulated Freshwater Wetlands

Class 1 Wetland



Class 2 Wetland



Class 3 Wetland

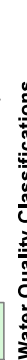


Class 4 Wetland



Freshwater Wetland Adjacent Area

Freshwater Wetland Adjacent Area



Water Quality Classifications

Unprotected



Protected



E&I Animals - Recent

All except fish



Fish



SC Animals - Recent

All except fish

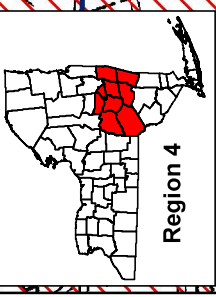
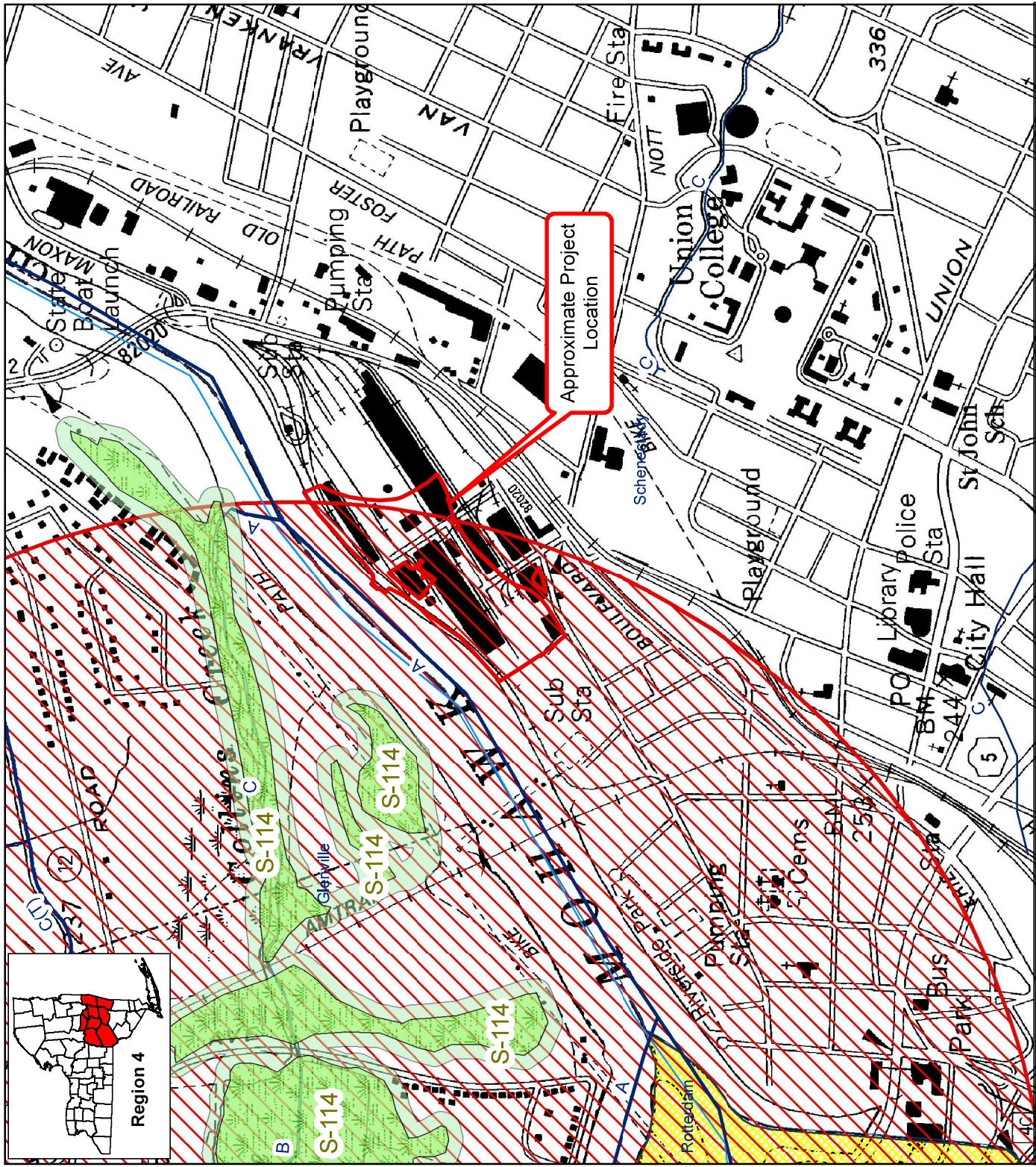


Fish



Critical Environmental Areas

Critical Environmental Areas



Division of Environmental Permits Projection: NAD_1983_UTM_Zone_18N

Disclaimer: This map was prepared by the NYSDEC Division of Environmental Permits using the most current data available. It is deemed accurate but is not guaranteed. NYSDEC is not responsible for any inaccuracies in the data and does not necessarily endorse any interpretations or products derived from the data.



**PROJECT LOCATION &
NYS RESOURCES MAP**

Maxon Alco Holdings, LLC
Mohawk Harbor Arena Project
101 Harborside Drive
Town of Schenectady
Schenectady County

Date: 11/01/2023



1 inch = 1,000 feet

Legend

Tax Parcels - Schenectady County selection

Remediation Sites

Remediation Sites

Remediation Site Borders

Remediation Site Borders

Environmental Esasements

Environmental Esasements

Sediment Cap

Sediment Cap

Regulated Freshwater Wetlands

Class 1 Wetland

Class 2 Wetland

Class 3 Wetland

Class 4 Wetland

Freshwater Wetland Adjacent Area

Freshwater Wetland Adjacent Area

Estuarine and Marine Deepwater

Estuarine and Marine Wetland

Freshwater Emergent Wetland

Freshwater Forested/Shrub Wetland

Freshwater Pond

Lake

Riverine

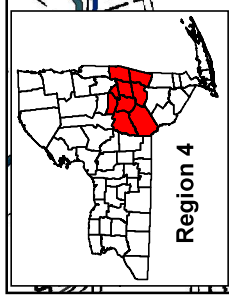
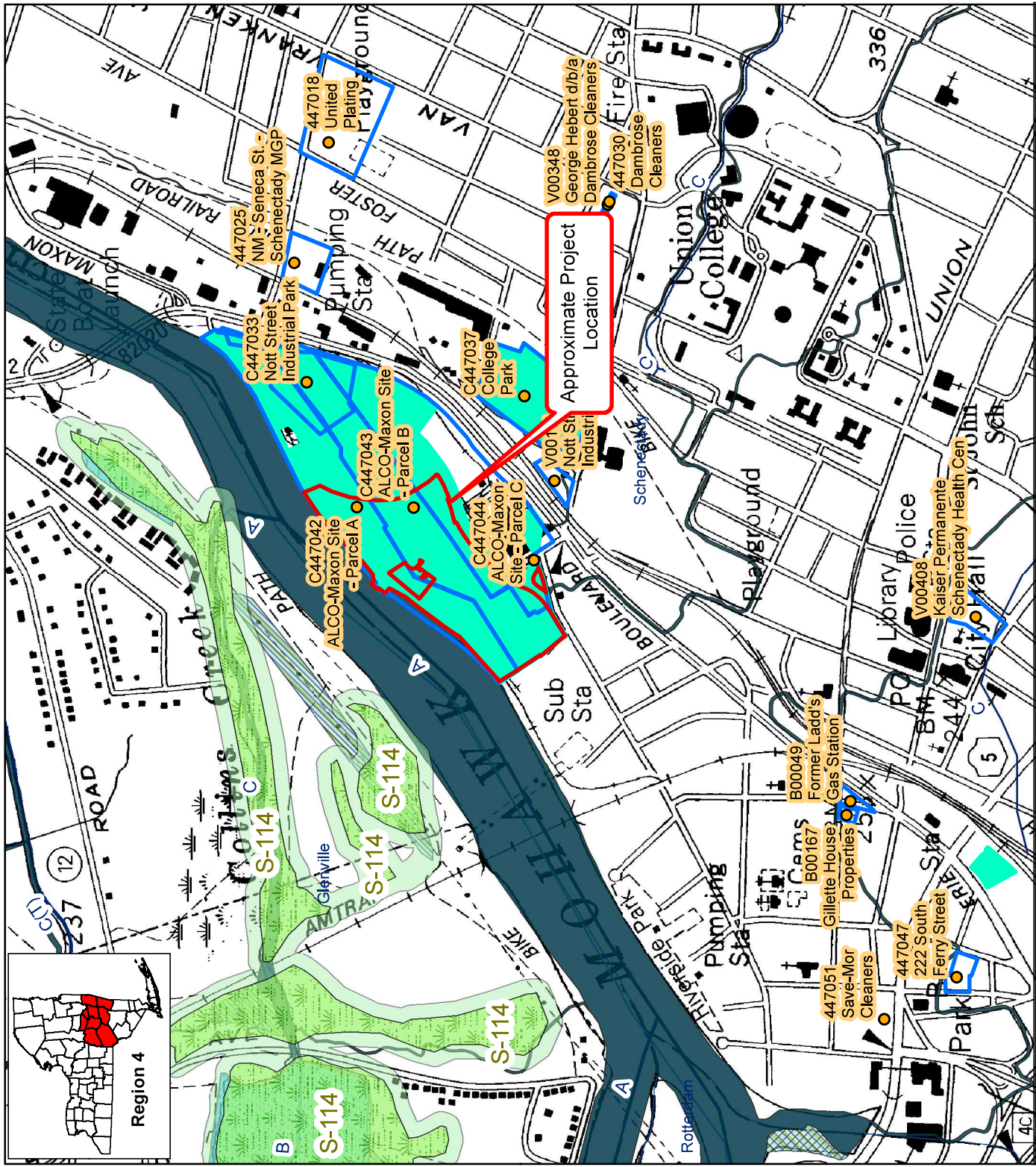
Other

Emergent, Forested/Shrub

Riverine, Lake, Pond

Other

Water Quality Classifications



Disclaimer: This map was prepared by the NYSDEC Division of Environmental Permits using the most current data available. It is deemed accurate but is not guaranteed. NYSDEC is not responsible for any inaccuracies in the data and does not necessarily endorse any interpretations or products derived from the data.



CONSENT AS TO LEAD AGENCY STATUS

New York State Department of Transportation hereby consents to Schenectady Metroplex Development Authority acting as "Lead Agency" for purposes of SEQRA with respect to the proposed Mohawk Harbor Arena Project in the City of Schenectady

By: 

Title: Region 1 Capital Program Manager

Date: November 7, 2023

Print Name: Gregory Wichser

Return to:

David J. Hogenkamp
Executive Director
Schenectady County Metroplex Development Authority
433 State Street
Schenectady, New York 12305
(518) 377-1109, ext. 102
dhogenkamp@schenectadymetroplex.org

CONSENT AS TO LEAD AGENCY STATUS

EMPIRE STATE DEVELOPMENT hereby consents to Schenectady Metroplex Development Authority acting as “Lead Agency” for purposes of SEQRA with respect to the proposed Mohawk Harbor Arena Project in the City of Schenectady

By: New York State Urban Development Corporation d/b/a Empire State Development

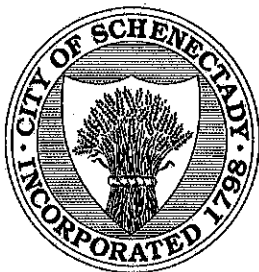
Title: Director, Planning and Environmental Review

Date: 10/27/2023

Print Name: Nicole J. Francis

Return to:

David J. Hogenkamp
Executive Director
Schenectady County Metroplex Development Authority
433 State Street
Schenectady, New York 12305
(518) 377-1109, ext. 102
dhogenkamp@schenectadymetroplex.org



City of Schenectady

NEW YORK

Planning Commission

Room 206, City Hall, Jay Street
Schenectady, NY 12305-1938

October 26, 2023

David Hogenkamp
Executive Director, Metroplex
433 State Street, 4th Floor
Schenectady, NY 12305

Re: Mohawk Harbor Arena

Dear Mr. Hogenkamp:

The Schenectady Metroplex Development Authority has been identified as an involved agency according to the State Environmental Quality Review 6NYCRR 617.2(t). The City of Schenectady Planning Commission identified the proposal as a Type I Action pursuant to Section 617.4 due to exceeding the following thresholds:

- (iii) parking for 500 vehicles in a city, town or village having a population of 150,000 persons or less;
- (iv) parking for 1,000 vehicles in a city, town or village having a population of more than 150,000 persons;
- (v) in a city, town or village having a population of 150,000 persons or less, a facility with more than 100,000 square feet of gross floor area

As you know, Metroplex has expressed interest in acting as the Lead Agency for the environmental review. The Planning Commission supports Metroplex in that action, as Metroplex was the Lead Agency and prepared the Environmental Impact Statement for the Mohawk Harbor Development.

Included with this letter are the plans and applications submitted to the Planning Commission to date. This information is intended to assist Metroplex with the environmental review and determination.

If you have any questions about the Planning Commission review process and would like to speak to me further, please do not hesitate to contact me via email or by phone at (518) 382-5147 x 8.

Sincerely,

Christine S. Primiano, Principal Planner

Encl. Mohawk Harbor Arena plans; applications to the Planning Commission
List of Involved Agencies

David Hogenkamp

From: Jack Connelly <JConnelly@schenectadyny.gov>
Sent: Monday, November 6, 2023 4:07 PM
To: David Hogenkamp
Cc: Christine Primiano; Christopher Marney
Subject: RE: Metroplex lead agency letter

Hi David,

I apologize for not sending this sooner.

Yes, the BZA consents to Metroplex being lead agency for the Mohawk Harbor Rink.



Jack Connelly
Assistant Planner
105 Jay Street – Room 109
Schenectady, N.Y. 12305
Tel: 518-382-5147 Ext. 5393
Email: jconnelly@schenectadyny.gov

From: David Hogenkamp <DHogenkamp@schenectadymetroplex.org>
Sent: Monday, November 6, 2023 4:01 PM
To: Jack Connelly <JConnelly@schenectadyny.gov>
Cc: Christine Primiano <CPrimiano@schenectadyny.gov>; Christopher Marney <CMarney@schenectadyny.gov>
Subject: FW: Metroplex lead agency letter

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Hi Jack,

I am just checking all my boxes to get SEQRA completed for the Mohawk Harbor Rink.

Technically I don't have this back from the BZA yet. Can you please confirm via email or send me back the form below stating that the BZA is consenting to Metroplex serving as lead agency on the project

Thanks,

CONSENT AS TO LEAD AGENCY STATUS

Schenectady County - Planning
Les. hereby consents to Schenectady
Metroplex Development Authority acting as "Lead Agency" for purposes of SEQRA with respect to
the proposed Mohawk Harbor Arena Project in the City of Schenectady

By: 

Title: Commissioner Planning + Eco Dev.

Date: 10/24/23

Print Name: Ray Gillen

Return to:

David J. Hogenkamp
Executive Director
Schenectady County Metroplex Development Authority
433 State Street
Schenectady, New York 12305
(518) 377-1109, ext. 102
dhogenkamp@schenectadymetroplex.org

CONSENT AS TO LEAD AGENCY STATUS

CITY IDA hereby consents to Schenectady
Metroplex Development Authority acting as "Lead Agency" for purposes of SEQRA with respect to
the proposed Mohawk Harbor Arena Project in the City of Schenectady

By: David Hogenkamp 

Title: Exec. Dir.

Date: 10/24/2023

Print Name: David J. Hogenkamp

Return to:

David J. Hogenkamp
Executive Director
Schenectady County Metroplex Development Authority
433 State Street
Schenectady, New York 12305
(518) 377-1109, ext. 102
dhogenkamp@schenectadymetroplex.org

David Hogenkamp

From: David Hogenkamp
Sent: Tuesday, October 31, 2023 11:24 AM
To: Labatore, Adam C CIV USARMY CENAN (USA); Bakner, Teresa; Gitchell, Amy L CIV USARMY CENAN (USA)
Subject: RE: [Non-DoD Source] RE: Schenectady Metroplex seeking to continue as lead agency for SEQRA review of Mohawk Harbor Arena Project

Thank you all.

From: Labatore, Adam C CIV USARMY CENAN (USA) <Adam.C.Labatore@usace.army.mil>
Sent: Tuesday, October 31, 2023 7:13 AM
To: Bakner, Teresa <TBakner@woh.com>; Gitchell, Amy L CIV USARMY CENAN (USA) <Amy.L.Gitchell@usace.army.mil>
Cc: David Hogenkamp <DHogenkamp@schenectadymetroplex.org>
Subject: RE: [Non-DoD Source] RE: Schenectady Metroplex seeking to continue as lead agency for SEQRA review of Mohawk Harbor Arena Project

Hi Teresa:

We have no objection.

Thank You,

Adam Labatore
Biologist, Regulatory Branch
Upstate New York Section
New York District, U.S. Army Corps of Engineers
(518) 266-6353 (Office)
(518) 308-9153 (Mobile)

From: Bakner, Teresa <TBakner@woh.com>
Sent: Monday, October 30, 2023 3:56 PM
To: Gitchell, Amy L CIV USARMY CENAN (USA) <Amy.L.Gitchell@usace.army.mil>
Cc: David Hogenkamp <DHogenkamp@schenectadymetroplex.org>; Labatore, Adam C CIV USARMY CENAN (USA) <Adam.C.Labatore@usace.army.mil>
Subject: RE: [Non-DoD Source] RE: Schenectady Metroplex seeking to continue as lead agency for SEQRA review of Mohawk Harbor Arena Project

Thanks Amy, again we just need an email back saying the ACOE has no objection to Schenectady Metroplex being SEQRA lead agency. If you have any questions please let me know.

Thanks!

Terresa M. Bakner | Whiteman Osterman & Hanna LLP

Partner

One Commerce Plaza | Albany | New York | 12260

| o | 518.487.7615 | f | 518.487.7777

| e | Tbakner@woh.com | w | www.woh.com

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From: Gitchell, Amy L CIV USARMY CENAN (USA) <Amy.L.Gitchell@usace.army.mil>

Sent: Thursday, October 26, 2023 3:48 PM

To: Bakner, Teresa <TBakner@woh.com>

Cc: David Hogenkamp <DHogenkamp@schenectadymetroplex.org>; Bakner, Teresa <TBakner@woh.com>; Labatore, Adam C CIV USARMY CENAN (USA) <Adam.C.Labatore@usace.army.mil>

Subject: RE: [Non-DoD Source] RE: Schenectady Metroplex seeking to continue as lead agency for SEQRA review of Mohawk Harbor Arena Project

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Hi Teresa:

I'm out of the office for the rest of the week but Adam Labatore and I will look at this next week and get back to you.

Sincerely,
Amu

Amy L. Gitchell
Chief, Upstate Regulatory Field Office
US Army Corps of Engineers - New York District
Office: 518-266-6364
Cell: 518-312-5135

Sent with BlackBerry Work
(www.blackberry.com)

From: Bakner, Teresa <TBakner@woh.com>

Date: Thursday, Oct 26, 2023 at 3:41 PM

To: Gitchell, Amy L CIV USARMY CENAN (USA) <Amy.L.Gitchell@usace.army.mil>

Cc: David Hogenkamp <DHogenkamp@schenectadymetroplex.org>, Bakner, Teresa <TBakner@woh.com>

Subject: [Non-DoD Source] RE: Schenectady Metroplex seeking to continue as lead agency for SEQRA review of Mohawk Harbor Arena Project

Hi Amy,

Just checking in to see if you can just drop me an email confirming that the ACOE does not want to be SEQRA lead agency.

Thanks!
Teresa

Terresa M. Bakner | Whiteman Osterman & Hanna LLP

Partner

One Commerce Plaza | Albany | New York | 12260

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From: Bakner, Teresa <TBakner@woh.com>
Sent: Friday, October 20, 2023 4:41 PM
To: Gitchell, Amy L CIV USARMY CENAN (USA) <Amy.L.Gitchell@usace.army.mil>
Cc: David Hogenkamp <DHogenkamp@schenectadymetroplex.org>; Bakner, Teresa <TBakner@woh.com>
Subject: Schenectady Metroplex seeking to continue as lead agency for SEQRA review of Mohawk Harbor Arena Project

Dear Amy,

My firm represents Schenectady Metroplex. Schenectady Metroplex is seeking lead agency status pursuant to the NYS Environmental Quality Review Act and plans to conduct the environmental review for the proposed new ice hockey arena to be located at the Mohawk Harbor in the City of Schenectady. Schenectady Metroplex has been the SEQRA lead agency for Mohawk Harbor development and oversaw the adoption of the Supplemental Generic Impact Statement for Mohawk Harbor.

While we do not believe any federal resources will be affected by the arena project-- in an abundance of caution, the determination was made to treat the US Army Corps of Engineers as an involved agency. I would greatly appreciate it if you could sign the attached consent to Schenectady Metroplex being lead agency and return it via email to David and me.

If you have any questions please do not hesitate to contact me.

Thank you!
Teresa

Teresa M. Bakner | Whiteman Osterman & Hanna LLP

Partner

One Commerce Plaza | Albany | New York | 12260

| o | 518.487.7615 | f | 518.487.7777

| e | Tbakner@woh.com | w | www.woh.com

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