

Appendix L: Tab 1

John O'Brien

From: Gordon Stansbury <gtsconsulting@twcny.rr.com>
Sent: Friday, February 4, 2022 11:11 AM
To: 'Parmley, Elizabeth (DOT)'; 'Deep, Jeffrey (DOT)'
Cc: John O'Brien
Subject: Traffic Impact Study Scoping - District East - Shopping town Mall Redevelopment
Attachments: Proposed Traffic Study Scope - District East - Shoppingtown Mall Redevelopment - Dewitt.pdf

[EXTERNAL EMAIL]

Good Morning Betsy and Jeff,

I hope you were both able to dig out this morning without too much hassle!

I am working with OHB REdev, LLC on the potential development of the Shoppingtown Mall site in DeWitt. The proposed redevelopment (District East) will be a mixed use including retail, medical office, office, entertainment and residential. The attached document provides a summary of the proposed uses, proposed access, and the proposed scope of the traffic study that I have prepared. There is also a conceptual layout plan for your consideration. We ask that you please keep the plan confidential at this time.

Can you please review and provide feedback on any additional items that you will require in the TIS. Most specifically, I am looking for feedback on the proposed study area intersections, I expect that I have the rest of the scope pretty well covered.

Let me know if you have any questions.

Thanks, have a good weekend.

Gordon

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Proposed Traffic Impact Assessment Scope of Work – Proposed District East Development Former Shoppingtown Mall – Town of DeWitt, NY

Project Understanding

The proposed development site is the former Shoppingtown Mall in the Town of DeWitt, NY. The site is currently vacant with the exception of the Chili's restaurant and Scotch 'N Sirloin restaurant along Erie Boulevard, and the Keybank on Kinne Road. The proposed District East development will be a mixed use development with commercial, office, residential and entertainment space. The following provides an overall breakdown of anticipated uses:

- General Retail – 207,500 SF
- Medical Office – 200,700 SF
- General Office – 41,600 SF
- Entertainment – 54,900 SF
- Movie Theater – 53,000 SF
- Apartments / Townhouses – 284 Units
- Condominiums – 138 Units

The existing access to the site includes a right in only/full exit driveway to Erie Boulevard, a full entrance/right out only driveway to Erie Boulevard opposite Grenfell Road, a right in only driveway from Kinne Road, a full access driveway to Kinne Road opposite Widewaters Parkway, a full access eastern driveway to Kinne Road, and a full access connection to Butternut Drive via Agway Drive. The proposed access to the development is as follows:

- Right in only / full exit driveway to Erie Boulevard - existing to remain
- Full Access to Erie Boulevard @ Grenfell Road – replacement of limited access driveway
- Right in/right out only driveway on Erie Boulevard – proposed 560 feet north of Grenfell Road
- Full access driveway to Kinne Road – replacement at existing right in only driveway
- Full access driveway to Kinne Road opposite Widewaters Parkway – existing to remain
- Full access driveway to Kinne Road opposite cemetery driveway – existing to remain
- Full access driveway to Kinne Road – proposed 250 feet east of cemetery driveway
- Full access driveway to Kinne Road – proposed 500 feet east of cemetery driveway
- Full access driveway to Kinne Road – proposed 900 feet east of cemetery driveway

A conceptual site plan has been attached for reference. It is requested that this plan be kept confidential at this time.

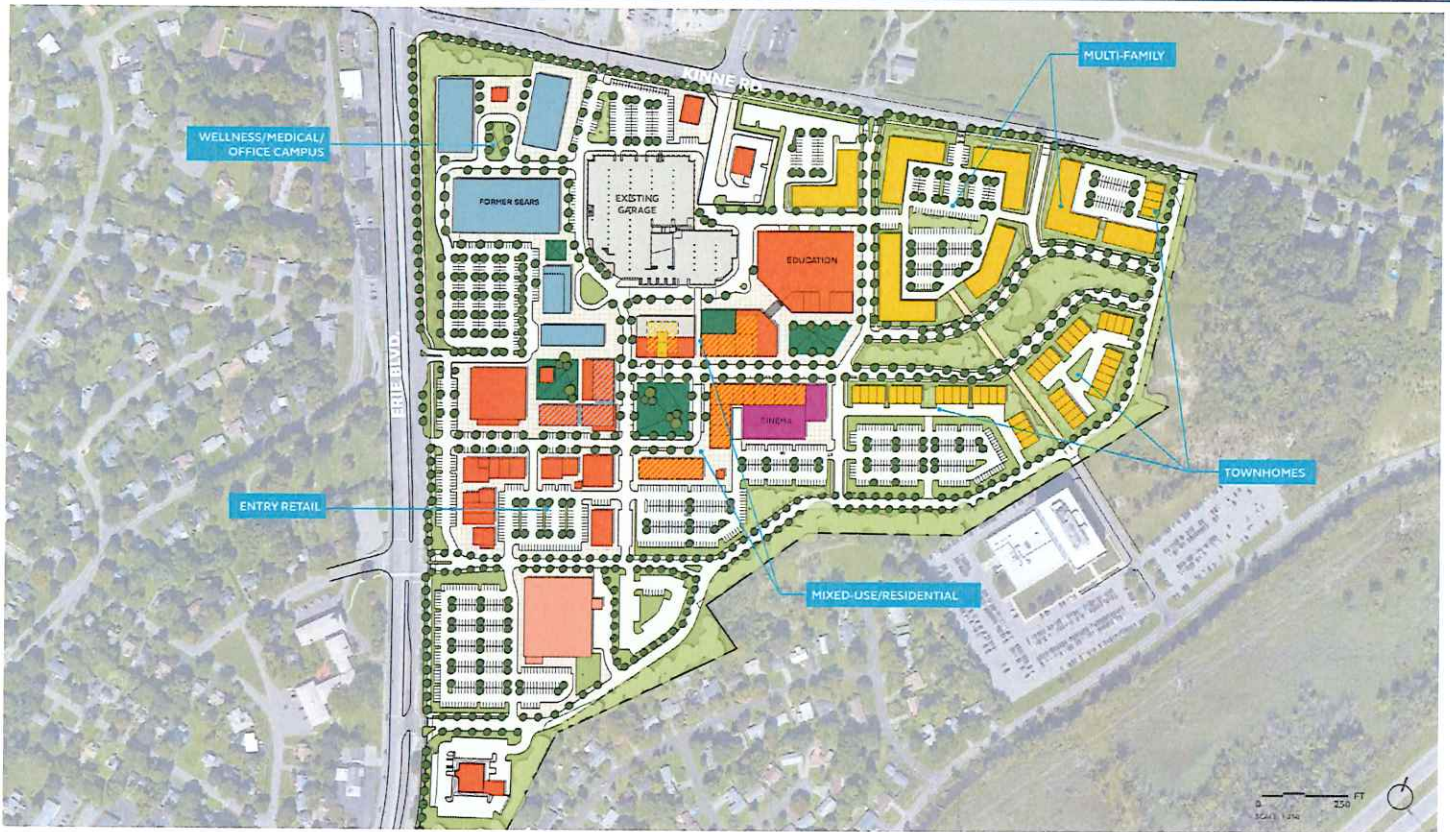
Proposed Scope of Services – Traffic Impact Study

1. Collect traffic turning movement counts at the following 7 study area intersections on a typical weekday morning between 7-9am, a typical Friday evening between 4-6pm and a typical Saturday midday between 11am-1pm to ensure that the actual peak hours of the adjacent streets are captured.
 - Erie Boulevard @ East Genesee Street
 - Erie Boulevard @ Southern Access
 - Erie Boulevard @ Grenfell Road / Northern Access
 - Erie Boulevard @ Kinne Road
 - Kinne Road @ Post Office Driveway / Right in Only Access
 - Kinne Road @ Widewaters Road / Site Access
 - Butternut Drive @ Agway Drive

**Proposed Traffic Impact Assessment Scope of Work – Proposed District East Development
Former Shoppingtown Mall – Town of DeWitt, NY**

Counts will include passenger cars, heavy vehicles by direction, pedestrians and will be completed when area schools are in session.

2. Collect 50 spot speed measurements on Erie Boulevard at the proposed new access location, and on Kinne Road to the east of the site to determine 85th percentile speeds under free flow conditions.
3. Review and verify available sight distances along Erie Boulevard and Kinne Road from the proposed unsignalized driveway locations.
4. Collect additional data needed to analyze traffic operations, including roadway geometry, speed limits and traffic control. Existing signal timing data will be obtained from NYSDOT to ensure that the signals are properly modeled.
5. Obtain the most current three years worth of accident data for the study area and complete an accident analysis. Accident data will be summarized in a tabular format, accident rates will be calculated and compared to statewide averages for similar facilities. Collision diagrams will not be prepared.
6. Review available AADT and speed data from the NYSDOT website for inclusion in the report.
7. Review historical traffic volumes and trends to identify adjustments to the existing traffic volumes to account for the current COVID pandemic.
8. Review recommended sight distances from AASHTO and compare with the actual distances that are available at the proposed driveways.
9. Complete a 2022 existing conditions capacity analysis of the study area intersections using Synchro10 in order to identify existing operations.
10. Grow the existing traffic volumes to the assumed 2027 design year, assuming a 5 year build out of the development.
11. Contact the Town of DeWitt and incorporate any approved development trips into the design year traffic volumes.
12. Contact NYSDOT and incorporate any planned roadway improvements and associated traffic pattern changes into the design year models.
13. Complete a 2027 background conditions capacity analysis.
14. Estimate the trips generated by the proposed development using the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, or other data that may be available. Estimates will include new, multi-use and pass-by trips.
15. Develop an expected arrival/departure distribution of trips generated for the development based on existing travel patterns and access to the adjacent expressway system in the area.
16. Distribute the new and pass-by trips to study area intersections and site driveways, and add to the 2027 background traffic volumes for the resultant 2027 build traffic volumes expected when the development is complete.
17. Complete a capacity analysis of the build condition with no improvements to identify the potential impacts of the proposed development.
18. Complete an additional capacity analysis of the build condition traffic volumes with improvements, if any, needed to mitigate the impacts of the proposed development.
19. Summarize the above work using NYSDOT's TIS format.



SITE PLAN BY CRTKL



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DISTRICT EAST MASTER PLAN

DEWITT, NEW YORK

Sheet Number:	S-1
Sheet Name:	SITE PLAN
Scale:	N.T.S.
Date:	JANUARY 17, 2022

John O'Brien

From: Gordon Stansbury <gtsconsulting@twcny.rr.com>
Sent: Wednesday, February 9, 2022 3:57 PM
To: 'Deep, Jeffrey (DOT)'
Cc: John O'Brien; 'Parmley, Elizabeth (DOT)'
Subject: RE: Traffic Impact Study Scoping - District East - Shopping town Mall Redevelopment

[EXTERNAL EMAIL]

Jeff,

Thank you for your initial feedback. I will put together the trip generation estimate for the proposed development as well as an estimate for the mall as full occupancy and forward when complete.

Please note, I was talking with SMTC today (regarding the demand modeling you requested for the Lakeshore Village development). They have indicated that any modeling completed will have to be at the request of NYSDOT, since it is a private development project. The primary items they will need to complete demand modeling is number/type of residential units and number of jobs by broad use (retail, office, etc) for everything else. They will then be able to produce percentage traffic increases on area roadways which we will have to use to develop a distribution for our trip generation estimate. I will work with John to get the jobs estimates and provide that with the trip generation estimate. We can coordinate on SMTC modeling after you have reviewed our information.

Thanks

Gordon

Gordon T. Stansbury P.E., PTOE

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From: Deep, Jeffrey (DOT) [mailto:Jeffrey.Deep@dot.ny.gov]
Sent: Wednesday, February 09, 2022 2:54 PM
To: GTSCONSULTING@TWCNY.RR.COM
Cc: 'John O'Brien' <jobrien@hb1872.build>; Parmley, Elizabeth (DOT) <Elizabeth.Parmley@dot.ny.gov>
Subject: RE: Traffic Impact Study Scoping - District East - Shopping town Mall Redevelopment

Gordon,

Thank you for reaching out early in the planning. Considering the size of the development, we'd like more information before determining the study area. SMTC demand modeling will need to be consulted and trip generation information provided for our review to better understand the magnitude of the development and possible impacts to the surrounding area.

Our preliminary comments on the TIS scope:

1. Study area:
 - a. Include E. Genesee @ Pickwick Rd.
 - b. Include Kinne Rd @ Butternut Dr and Towpath.
 - c. Additional intersection may be required.
2. PSAP Corridor improvements which are to be constructed this summer need to be incorporated into the future build models.
3. In addition to comparing to the existing conditions, the TIS should also compare as if the mall is fully occupied since there is mitigation already in place around the property.
4. The conceptual plan shows two new access points on Erie Blvd; only the one new right-in right-out is mentioned in the scope. In general, the Department is not in favor of additional access to Erie Blvd; it creates additional conflict points for both vehicles and pedestrians. The TIS should show why this access is beneficial to the State's road network/intersections.

Please let me know if you have any questions.

Thank you,

Jeff

Jeffrey A. Deep

Assistant Permit Engineer

New York State Department of Transportation, Central New York Region

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From: Deep, Jeffrey (DOT)

Sent: Friday, February 4, 2022 1:03 PM

To: Gordon Stansbury <gtsconsulting@twcny.rr.com>; Parmley, Elizabeth (DOT) <Elizabeth.Parmley@dot.ny.gov>

Cc: 'John O'Brien' <jobrien@hb1872.build>

Subject: RE: Traffic Impact Study Scoping - District East - Shopping town Mall Redevelopment

Good Afternoon Gordon,

Thanks, I hope you were too!

Thank you for the explanation and scope. We'll take a look and follow up with you soon.

Have a good weekend

Jeff

Jeffrey A. Deep

Assistant Permit Engineer

New York State Department of Transportation, Central New York Region

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John O'Brien

From: Gordon Stansbury <gtsconsulting@twcny.rr.com>
Sent: Friday, February 18, 2022 1:04 PM
To: 'Deep, Jeffrey (DOT)'
Cc: John O'Brien; 'Parmley, Elizabeth (DOT)'
Subject: RE: Traffic Impact Study Scoping - District East - Shopping town Mall Redevelopment
Attachments: Trip Generation Estimate.pdf.

[EXTERNAL EMAIL]

Jeff,

I have attached the trip generation estimate which shows both the proposed and previous estimates for the site. Overall, using a straight retail land use for the previous mall, I am estimating that at peak, the mall generated approximately 1000 trips during the morning peak, 4,046 trips during the evening peak and 5236 trips during the Saturday peak. The proposed redevelopment will be a significantly lower overall traffic generator with approximately 982 trips during the morning peak, 2060 trips during the evening peak and 2659 trips during the Saturday peak. I conservatively assumed a 10% multi-use/transit credit in the proposed estimate.

Please review and confirm if there are any additional study requirements in addition to your previous notes below.

Let me know if you need anything further to finalize the study scope.

Thanks

Gordon

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Proposed District East Development - Former Shoppingtown Mall
Town of DeWitt, NY
Trip Generation Estimate

Previous Development	1,189,958 SF - Shopping Mall (Including Movie Theater - 46,954 SF & Outparcels - 33,285 SF)
Proposed Development	207,500 SF - Retail 200,700 SF - Medical Office 41,600 SF - General Office 54,900 SF - Entertainment 53,000 SF - Movie Theater 171 Units - Apartments 251 Units - Townhouses / Condominiums

ITE Trip Generation - 11th Edition

Land Use 820 - Shopping Center (>150K) - Use for Retail & Previous Mall

Morning Peak Hour	0.84 Trips/1,000 SF	62% Enter	38% Exit
Evening Peak Hour	3.40 Trips/1,000 SF	48% Enter	52% Exit
Saturday Peak Hour	4.40 Trips/1,000 SF	52% Enter	48% Exit

Land Use 720 - Medical-Dental Office Building - Use for Medical Office

Morning Peak Hour	3.10 Trips/1,000 SF	79% Enter	21% Exit
Evening Peak Hour	3.93 Trips/1,000 SF	30% Enter	70% Exit
Saturday Peak Hour	3.02 Trips/1,000 SF	57% Enter	43% Exit

Land Use 710 - General Office Building - Use for General Office

Morning Peak Hour	1.52 Trips/1,000 SF	88% Enter	12% Exit
Evening Peak Hour	1.44 Trips/1,000 SF	17% Enter	83% Exit
Saturday Peak Hour	0.53 Trips/1,000 SF	54% Enter	46% Exit

Land Use 435 - Multipurpose Recreational Facility - Use for Entertainment

Morning Peak Hour*	0.88 Trips/1,000 SF	62% Enter	38% Exit
Evening Peak Hour	3.58 Trips/1,000 SF	55% Enter	45% Exit
Saturday Peak Hour*	4.63 Trips/1,000 SF	52% Enter	48% Exit

* - No data available for morning/Saturday peak hours, assume PM peak proportional to AM/Saturday, similar to retail

Land Use 445 - Movie Theater - Use for Movie Theater

Morning Peak Hour**	0.00 Trips/1,000 SF	50% Enter	50% Exit
Evening Peak Hour	6.17 Trips/1,000 SF	94% Enter	6% Exit
Saturday Peak Hour	17.91 Trips/1,000 SF	53% Enter	47% Exit

** - Not open during morning peak commuter hour

Land Use 221 - Multifamily Housing (Mid-Rise) - Use for Apartments

Morning Peak Hour	0.37 Trips/Unit	23% Enter	77% Exit
Evening Peak Hour	0.39 Trips/Unit	61% Enter	39% Exit
Saturday Peak Hour	0.39 Trips/Unit	51% Enter*	49% Exit*

Land Use 215 - Single-Family Attached Housing - Use for Townhouses / Condominiums

Morning Peak Hour	0.48 Trips/Home	31% Enter	69% Exit
Evening Peak Hour	0.57 Trips/Home	57% Enter	43% Exit
Saturday Peak Hour	0.57 Trips/Home	48% Enter	52% Exit

Assume a 10% Multi-Use Trip/Transit Trip Credit

Pass-by Credits - ITE Trip Generation Handbook, 3rd Edition

Land Use 820 - PM - 34%, Sat - 26%, Assume AM - 10%

Assume Pass-by Credit Applies to Commercial Uses - Retail, Entertainment, Movie Theater
 Applied after multi-use/transit credit to avoid compounding results

Trip Generation Estimate - Proposed District East Development

Development	Size	Morning Peak Hour			Evening Peak Hour			Saturday Peak Hour		
		Total Trips	Entering	Exiting	Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
Retail	207,500 SF	174	108	66	706	339	367	913	475	438
Medical Office	200,700 SF	622	491	131	789	237	552	606	345	261
General Office	41,600 SF	63	55	8	60	10	50	22	12	10
Entertainment	54,900 SF	49	31	18	197	109	88	254	132	122
Movie Theater	53,000 SF	0	0	0	327	307	20	949	503	446
Apartments	171 Units	63	15	48	67	41	26	67	34	33
Townhouses / Condos	251 Units	120	37	83	143	81	62	143	69	74
Total Trips Generated		1091	737	354	2289	1124	1165	2954	1570	1384
Multi Use / Transit Credit - 10%		-109	-74	-35	-229	-112	-117	-295	-157	-138
Total Vehicular Trips Generated		982	663	319	2060	1012	1048	2659	1413	1246
Commercial Pass-by Credit										
AM - 10%		-20	-10	-10						
PM - 34%					-376	-188	-188			
Sat - 26%								-494	-247	-247
Total New Trips Generated		962	652	309	1683	824	860	2165	1166	999

Trip Generation Estimate - Previous Shoppingtown Mall

Development	Size	Morning Peak Hour			Evening Peak Hour			Saturday Peak Hour		
		Total Trips	Entering	Exiting	Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
Retail	1,189,958 SF	1000	620	380	4046	1942	2104	5236	2723	2513

John O'Brien

From: Deep, Jeffrey (DOT) <Jeffrey.Deep@dot.ny.gov>
Sent: Monday, February 28, 2022 3:20 PM
To: GTSCONSULTING@TWCNY.RR.COM
Cc: John O'Brien; Parmley, Elizabeth (DOT)
Subject: RE: Traffic Impact Study Scoping - District East - Shopping town Mall Redevelopment

[EXTERNAL EMAIL]

Gordon,

Thank you for the information. We believed the ITE Trip Gen numbers for the existing mall size are very conservative compared to what the mall was or would be generating. Considering this and without having actual historic information to compare, we won't require a comparison or analysis of the mall as if it was fully operational.

We have no additional requirements for the TIS limits, summarized below:

- E. Genesee @ Pickwick Rd.
- Kinne Rd @ Butternut Dr and Towpath.
- Erie Boulevard @ East Genesee Street
- Erie Boulevard @ Southern Access
- Erie Boulevard @ Grenfell Road / Northern Access
- Erie Boulevard @ Kinne Road
- Kinne Road @ Post Office Driveway / Right in Only Access
- Kinne Road @ Widewaters Road / Site Access
- Butternut Drive @ Agway Drive

Please let me know if you have any questions.

Thank you,

Jeff

Jeffrey A. Deep

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