

### 3.11 TRANSPORTATION

This section analyzes the potential for the Project to generate significant adverse impacts with regard to transportation and traffic.

#### 3.11.1 Existing Conditions

##### (a) Existing Roadway System

The principal roadways in the vicinity of the Project are NYS Route 208 and Orange County Route No. 27 (Clove Road). The following is a brief description of these and other key area roadways. Copies of the existing capacity analyses, which include lane widths, number of lanes, and traffic control for each of the individual intersections studied are among the appendices to the *Traffic Impact Study* prepared by Maser Consulting and attached hereto as Appendix J-1.

NYS Route 208: This is a major north/south roadway that runs throughout Orange County. It originates at a “T” signalized intersection with NYS Route 17M in Monroe. It then continues in a northeasterly direction and has an interchange connection with NYS Route 17. It then continues northward and has intersections with Museum Village Road, Fairway Drive, Mountain Road (CR44), Peddler Hill Road, Stonegate Drive and Duell Avenue.

In the more immediate vicinity of the Project Site, NYS Route 208 intersects with Clove Road and Round Hill Road. The roadway generally consists of one lane in each direction with a posted speed limit varying between 55 mph and 45 mph in the vicinity of the Project Site. The roadway then continues north into the Village of Washingtonville and then on to northerly sections of the County

Clove Road: This is a two-lane Orange County roadway that originates at an unsignalized “Y” type intersection with NYS Route 208 and continues to the northeast along the Project Site frontage. The roadway generally consists of one lane in each direction with a speed limit of 45 mph. The geometry of the Clove Road connection to NYS Route 208 currently causes confusion to drivers and this contributes to the existing poor operating conditions.

Round Hill Road: This is a Town of Blooming Grove road that connects NYS Route 208 and Clove Road. It consists of one lane per direction and is a “stop” sign controlled four-way intersection with NYS Route 208 and a “stop” sign controlled “T” intersection with Clove Road. It has a speed limit of 30 mph.

Mountain Road (C.R. 44): This is a two-lane Orange County road that originates at a “T” intersection with NYS Route 208 opposite the southerly portion of the Project Site. It has a posted

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speed limit of 40 mph. Mountain Road east of NYS Route 208 has a fairly steep grade continuing in an easterly direction. It also provides a connection to the Village of Kiryas Joel that would see increased use with the Project.

Peddler Hill Road: This is a two-lane Village of South Blooming Grove road that runs northwest from NYS Route 208 to Prospect Road. Peddler Hill Road intersects NYS Route 208 at a “Y” intersection and has a small channelized island separating left and right turn movements. The roadway is approximately 25’ wide.

### **(b) Current Traffic Volumes**

Current traffic volumes for these and other parts of the local road system were developed based on turning movement and Automatic Traffic Recorder (ATR) traffic counts (including any pedestrian, bicycle and truck activity) collected by representatives of Maser Consulting (June and September 2016), previous traffic count data collected in 2014/2015 as well as traffic volume data from the New York State Department of Transportation (NYSDOT). Given that traffic in the NYS Route 208 corridor did not increase from 2005 to 2015 and given that the existing population of Village of South Blooming Grove has become increasingly Satmar Hasidic with fewer vehicles per household, these data are highly likely reflective of or overstate current traffic volumes. In addition, recent peak hour traffic counts collected by the Project’s traffic engineer, on NYS Route 208 at Stonegate Drive in the Village during February 2019 indicate similar traffic volume levels along the corridor to those collected in 2014/2015.

Based on this information, the 2016 Existing Traffic Volumes were developed for the Typical Weekday peak AM, Typical Weekday Peak PM, Friday Peak PM, Saturday Peak and Sunday Peak Hours (as per the Scoping Document) for the following intersections:

- NYS Route 208 and Clove Road (CR 27)
- NYS Route 208 and Round Hill Road
- Clove Road and Round Hill Road
- NYS Route 208 and Mountain Road (CR 44)
- NYS Route 208 and US Route 6/NYS Route 17 EB on/off Ramp
- NYS Route 208 and US Route 6/NYS Route 17 WB on/off Ramp
- NYS Route 208 and Peddler Hill Road
- NYS Route 208 Stonegate Drive
- NYS Route 208 and Museum Village Road S.
- NYS Route 208 and Fairway Drive
- NYS Route 208 and Duelk Avenue
- NYS Route 208 and Lake Shore Drive
- NYS Route 208 Captain Carpenter Road

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- NYS Route 208 and Red Bird Drive
- NYS Route 208 and Mangin Road
- NYS Route 208 and Merriewold Lane
- NYS Route 208 and Shannon Lane
- NYS Route 208 and Blooming Grove Plaza/Sunoco Driveways
- NYS Route 208 and Orange & Rockland/Utilities/Office Park Driveway
- Clove Road and Proposed Project Site Access
- NYS Route 208 and Proposed Project Site Access
- Clove Road and Orchard Lake Drive
- NYS Route 208 and NYS Route 94

Based on the turning movement and ATR count data, the peak hours were found to occur as follows:

Typical Weekday Peak AM Highway Hour	7:30 AM – 8:30 AM
Typical Weekday Peak PM Highway Hour	5:00 PM – 6:00 PM
Peak September Friday PM Highway Hour	5:00 PM – 6:00 PM
Peak September Saturday Hour	12:00 PM – 1:00 PM
Peak September Sunday Hour	12:00 PM – 1:00 PM

The Year 2016 Existing Traffic Volumes for the roadway network are found in Appendix J-1 as Figures No. 2, 2A through 6, 6A for the Weekday Peak AM, Weekday Peak PM, Friday Peak, Saturday Peak and Sunday Peak hours, respectively.

A copy of the turning movement/ATR traffic counts and NYSDOT traffic count data is also attached to Appendix J-1. In addition to the turning movement/ATR traffic counts collected, intersection geometry and traffic control including signal phasing/timings were also obtained.

### **(c) Current Demographic Changes**

The Village of South Blooming Grove, within which the Project would be entirely located, is principally a bedroom community with limited commercial development situated proximate to the Village of Kiryas Joel.

Figure 21 of Section 2.0 illustrates the relationship of the Project to the highway network, to both Villages and to two different areas: one of 507 acres which was proposed to be annexed to the Village of Kiryas Joel and which annexation petition was withdrawn and the other of 164 acres which has been annexed into the Village of Kiryas Joel.

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According to Orange County Real Property Records, there were 561 real estate transfers (approximately 46% of the Village's total 1,216 parcels) from 2016 to 2018, of which approximately 87% were to members of the Satmar Hasidic community of Kiryas Joel. These over 200 homes account for one-third to one-half of all housing units in the Village. Moreover, nearly 88% of those sales have occurred in the last 12 months, indicating a significant Satmar Hasidic migration into the Village. Recent articles in the local press also confirm this migration.

### **(d) Effect of Current Growth on Traffic Patterns**

This shift in demographics influences traffic patterns because the Satmar Hasidic population has very different driving patterns than have heretofore been the case within the Village of South Blooming Grove (e.g., no driving from sundown Friday to sundown Saturday and no driving on many other days of the year on Jewish holidays). In total, Satmar Hasidic households do not generate any traffic for a total of approximately 65 – 75 days per year.

Also, women and young men in the Satmar Hasidic community generally do not drive and, as discussed later in this section, vehicle ownership as well trips per day per Satmar Hasidic household are much lower (roughly half the rates calculated using Institute of Transportation Engineers data). However, no downward adjustment in projected future background traffic growth has been made even though such adjustment is warranted. By not adjusting background traffic growth downward, especially given the substantial shift in population in the Village of South Blooming Grove, the traffic analysis is conservative.

### **(e) Projected No-Build Condition**

A calculation of future no-build conditions in 2030 absent the Project is reflected in Figures No. 7, 7A through 21, 21A of Appendix J-1. Based on NYSDOT historical data, supplemented by the Orange County Department of Public Works (OCDPW) Traffic Count Program data, there has been little to no growth along the NYS Route 208 corridor within the ten years from 2005-2015.

Nonetheless, in this evaluation, to again be conservative, the Existing Traffic Volumes were increased by an ascribed background growth factor of 1.062% per year to the Year 2030 (ETC+10). (A copy of the NYSDOT historical data may be found in Appendix J-1). The resulting Year 2030 Projected Traffic Volumes (for the 2030 No Build Condition) are shown on Figures No. 7, 7Aa through 11, 11A of Appendix J-1 for each of the peak hours.

In addition to the background growth factor, traffic generated by other planned or potential developments was also accounted for, as per the Scoping Document and the consultants' knowledge of other planned developments. As directly specified in the Village Scoping



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Document, the following particular developments were included in the No-Build Traffic Volume projections:

- Sleep Inn Hotel
- South Blooming Grove Commercial Park
- Kiryas Joel 164-acre Annexation
- Metro Asset
- ARA Bagels
- Smith Farm
- Monroe Professional Square
- Bald Hill Estates

The traffic from each of these developments was either obtained from studies prepared for the specific development or computed based on the size of the development utilizing the Institute of Transportation Engineers (ITE) Trip Generation Rates.

It should also be noted the Kiryas Joel 164-acre Annexation (1,960 dwelling units) was based on these higher ITE Trip Generation Rates. Data from the Kiryas Joel community indicates significantly lower trip generation (see later discussion). Moreover, no rezoning of the annexed area has taken place at this point to allow the full 1,960 units.

These volumes were then distributed to the study area locations. The Total Other Development Traffic Volumes are shown on Figures No. 12, 12A through 16, 16A of Appendix J-1 for each of the peak hours. The Other Development Traffic Volumes were added to the 2030 Projected Traffic Volumes to obtain the 2030 Build Traffic Volumes, which are shown on Figures No. 17, 17A through 21, 21A of Appendix J-1 for each of the peak hours.

### **(f) Mass Transit**

There is, with respect to those other modes of transportation, currently no full time bus service provided along NYS Route 208 in the immediate vicinity of the Project Site, with the exception of the George Washington Bridge Express Bus (Short Line Bus), which provides weekday service to/from the area to the GWB station and the NYC Upper West and East Side. The local stop is located at the intersection of NYS Route 208/Clove Road (CR 27) with five (5) morning and five (5) evening buses. There is, however, a shuttle service from the Village of Kiryas Joel to the areas in the Village of South Blooming Grove currently occupied by Satmar Hasidic community members (primarily within the Worley Heights and Capitol Hill Hamlets). This service is used primarily by Satmar Hasidic community members who do not drive in order to travel between their homes and the Village of Kiryas Joel where they are able to shop for Kosher foods, visit family members, etc. A picture of the shuttle is shown in Image 3111.

**Image 3111: South Blooming Grove - Kiryas Joel Shuttle**

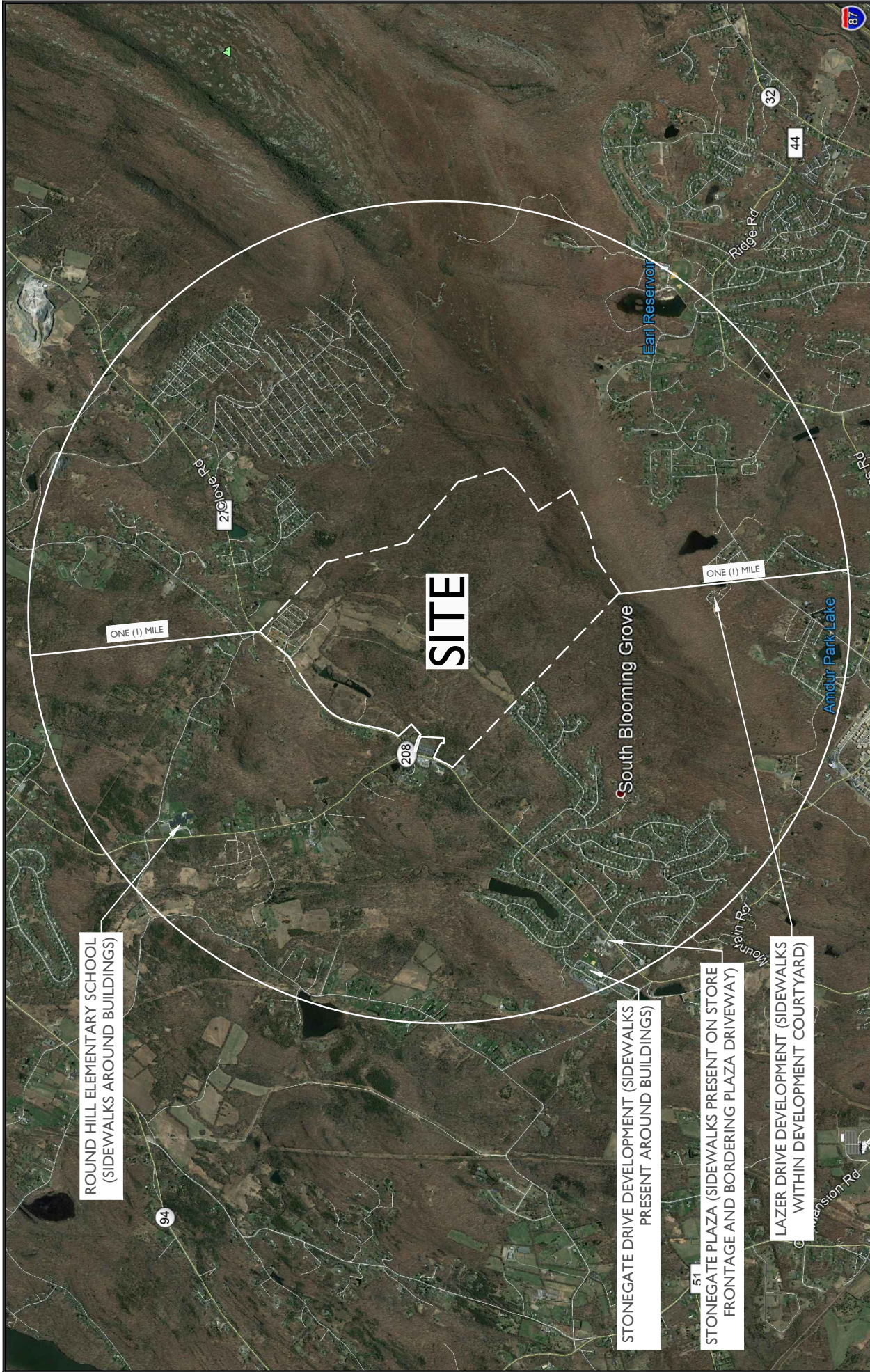


Coach USA/Short Line also provides local service (Main Line of Orange County) between Woodbury Common and Middletown and commuter service between New York and Orange-Rockland County from the Monroe Park and Ride located at Route 17/17M/Museum Village (4 miles south of the Project Site). The Park and Ride is heavily utilized and has no available capacity during peak periods. It is expected mass transit use will increase as the Satmar Hasidic population of the Village increases. Satmar Hasidic men regularly travel together by bus to work and pray en route.

### **(g) Pedestrian Movement and Cycling**

Pedestrian and bicycle activity within the specified radii of the various intersections studied was observed to be either none or very minimal but is tabulated in Figures 3111 and 3112 following.





ROUND HILL ELEMENTARY SCHOOL  
(SIDEWALKS AROUND BUILDINGS)

STONEGATE DRIVE DEVELOPMENT (SIDEWALKS  
PRESENT AROUND BUILDINGS)

STONEGATE PLAZA (SIDEWALKS PRESENT ON STORE  
FRONTAGE AND BORDERING PLAZA DRIVEWAY)

LAZER DRIVE DEVELOPMENT (SIDEWALKS  
WITHIN DEVELOPMENT COURTYARD)



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AS SHOWN	12/19/2017	N.S.T.	P.J.G.
PROJECT NUMBER	DRAWING NAME		
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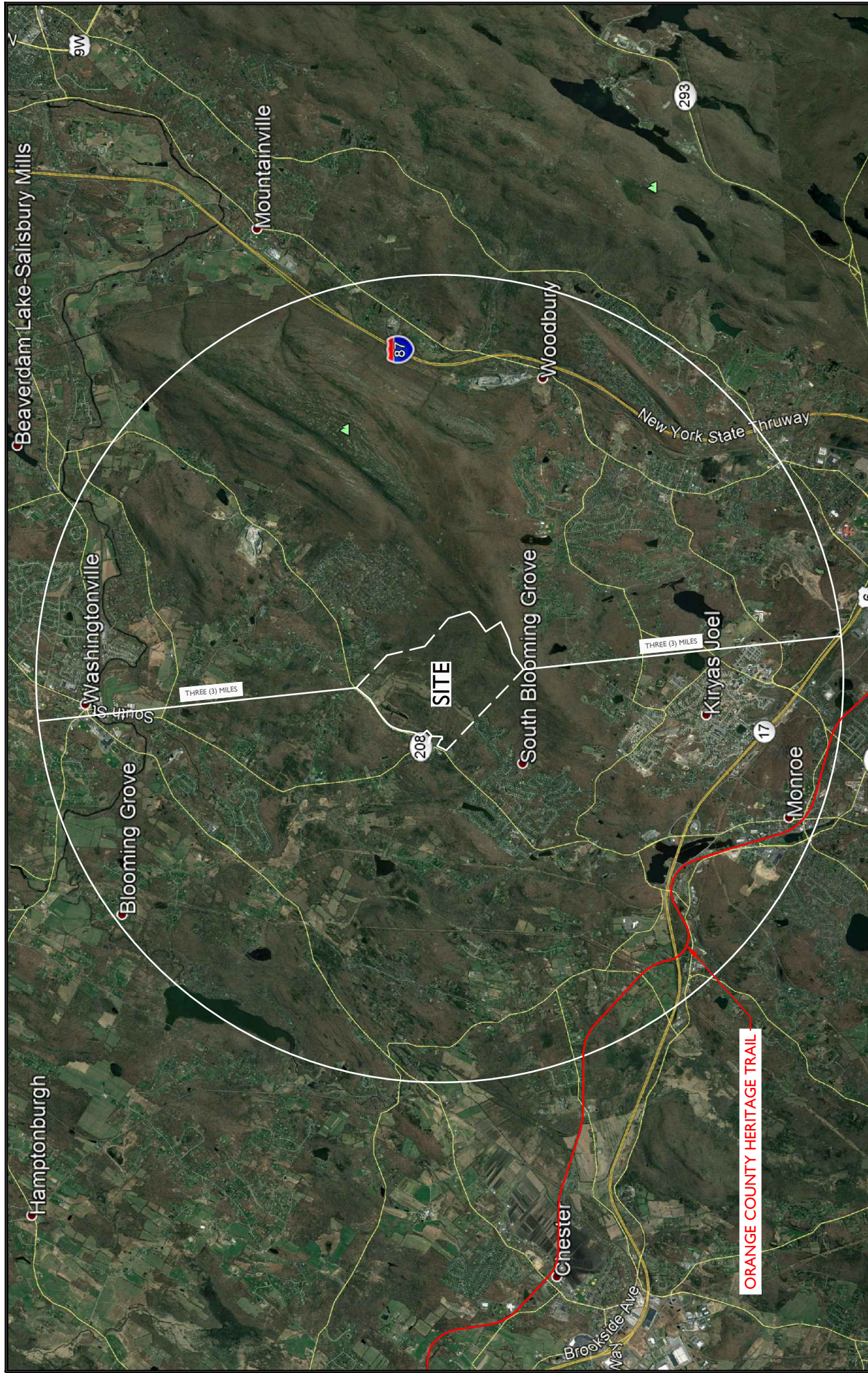
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**EXISTING AREA  
PEDESTRIAN FACILITIES**

SHEET NUMBER

Figure 3111





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SHEET TITLE

**EXISTING AREA BICYCLE FACILITIES**

SHEET NUMBER: **Figure 3112**



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There are no sidewalks at these locations with the exception of the intersection of NYS Route 208 and NYS Route 94 in the Village of Washingtonville and a limited crosswalk section at the intersection of NYS Route 208 and Duelk Avenue. Pedestrian and bicycle activity can, however, be expected to increase significantly as the Project is intended to create a largely walkable community with extensive sidewalks and trails.

### **3.11.2 Potential Impacts**

#### **(a) Methodology for Evaluating Impacts**

Potential transportation impacts of the Project have been evaluated relative to projected baseline no-build conditions as of 2030. No downward adjustment has been made with respect to the likely additional migration of lower traffic generating Satmar Hasidic households into the Village. This has the effect of ensuring a conservative analysis.

Where the minor roadway approaches associated with unsignalized intersections are projected to operate at a Level of Service "F" under future Build Conditions, it assumed there is a potential adverse impact and these locations were identified for possible signalization and/or monitoring for future signalization.

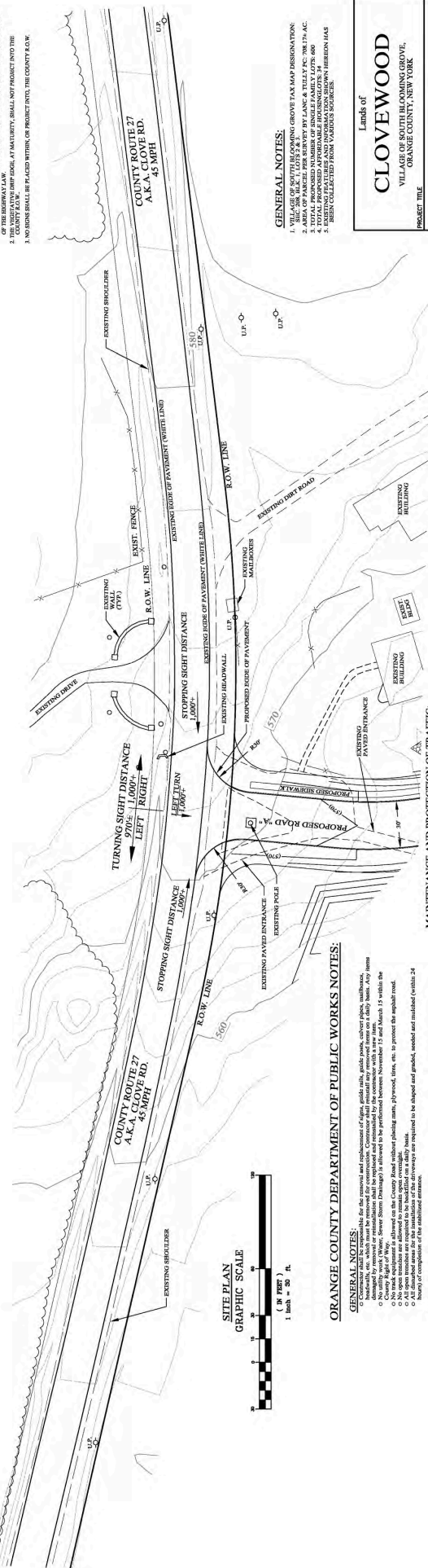
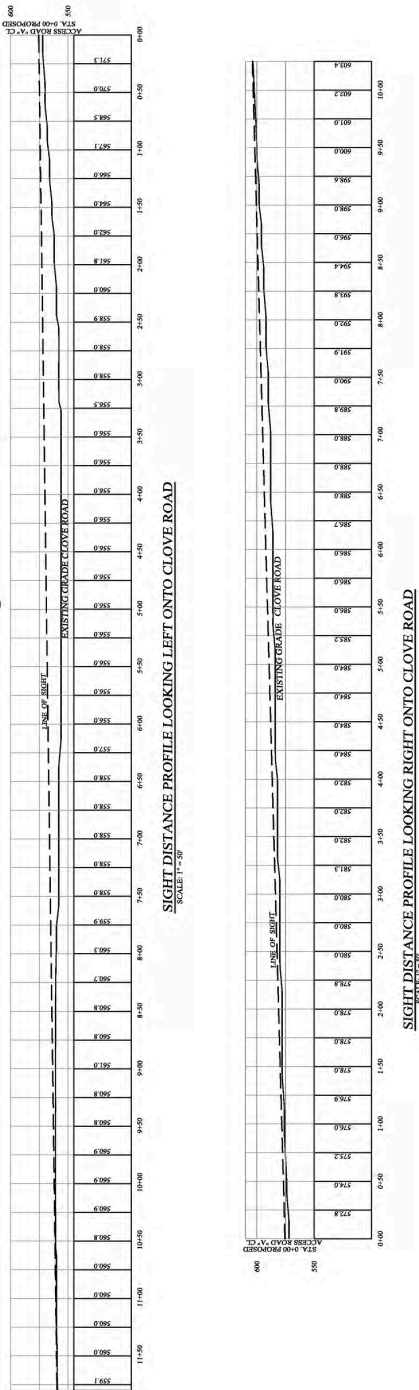
Likewise, where approaches to signalized intersections not proposed for improvement as part of the Project are projected to operate at a Level of Service "F" under future Build Conditions, it assumed there is a potential adverse impact and appropriate mitigation strategies to reduce impacts under future Build Conditions, potential mitigation measures were identified (see Section 3.11.3 hereof) for review and approval by the NYSDOT.

#### **(b) Basic Traffic Assumptions Related to Project**

The Project would consist of approximately 600 single family homes with a future potential for homeowners to propose a maximum of 600 accessory apartments. The latter would be subject to individual Village Board approval and Zoning Code restrictions.

The Project would be developed on the property located on the east side of NYS Route 208 and Clove Road (CR 27) adjacent to the Blooming Grove Shopping Plaza in the Village of South Blooming Grove, New York. Access to the Project Site would be via a new roadway connection to NYS Route 208 and a secondary roadway connection to Clove Road as well as a connection to Arlington Drive to the south (see further discussion below as well as Figure 3113). The two proposed driveways, connection to Road A and internal roadway layout would provide adequate emergency access to/from the Project Site.

Figure 3113



**GENERAL NOTES:**  
VILLAGE OF SOUTH BLOOMING GROVE TAX MAP DESIGNATION: SHC 208, B.L.K. 1, LOTS 2 & 3.  
AREA OF PARCEL PER SURVEY BY LANC & TULLY PC: 708.17% AC.  
TOTAL PROPOSED NUMBER OF SINGLE FAMILY LOTS: 600  
TOTAL PROPOSED AFFORDABLE HOUSING LOTS: 14  
EXISTING FEATURES AND INFORMATION SHOWN HEREON HAS BEEN COLLECTED FROM VARIOUS SOURCES.

Lands of  
**CLOVEWOOD**  
VILLAGE OF SOUTH BLOOMING GROVE,  
ORANGE COUNTY, NEW YORK

### COUNTY ROAD ENTRANCE PLAN

**KIRK ROTHER, P.E.**  
CONSULTING ENGINEER, PLLC  
5 Saint Stephens Lane, Warwick NY 10990  
(845) 988-0670

DATE	REVISIONS
03-28-18	INITIAL PREPARATION

ORANGE COUNTY DEPARTMENT OF PUBLIC WORKS NOTES:

**GENERAL NOTES:**

1. Contractor shall be responsible for the removal and replacement of signs, guide rails, guide posts, solvent pipes, mailboxes, etc. that are damaged or destroyed during the construction.
2. Contractor shall be responsible for the removal and replacement of any items that are damaged or destroyed during the construction. Contractor shall maintain any removed items on a daily basis. Any items that are damaged or destroyed during the construction shall be replaced within 24 hours of the date of damage.
3. No utility work (Water, Sewer, Storm Drain, Gas, etc.) shall be performed between March 15 and March 15 within the County Right of Way.
4. No utility work (Water, Sewer, Storm Drain, Gas, etc.) shall be performed between March 15 and March 15 within the County Right of Way.
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24. No utility work (Water, Sewer, Storm Drain, Gas, etc.) shall be performed between March 15 and March 15 within the County Right of Way.

## LANDSCAPING:

**BACKFILL MATERIALS:**

- Provide Crown Section Details for Backfill! Requirements include the Asphalt, Within 8 feet of the Edge of Pavement, and 8 feet beyond the Edge of Pavement.
- Provide details for Backfill! Road existing (town roads), commercial entrances, and all trenches within Asphalt or as directed by Orange County Inspector.
- Item No. 4: Item 304.2 Subbase Course Type 2 is required to be used as backfill! From edge of pavement out eight feet.
- Extended material is allowed to be used as backfill! material 8 ft beyond the edge of pavement. No boulders/rocks over 12 inches.
- Material is required to be provided to the Orange County Inspector on a daily basis for all material used in the County.

## ASPHALT RESTORATION:

- o All permanent restoration should to be completed as a daily basis.
- o All temporary restorations should be completed within 2 weeks of preparation.
- o It will be the responsibility of the contractor to maintain the  $\pi$  of thinner courses flush with the existing pavement surface throughout the duration of the project.
- o All temporary asphalt is required to be placed in 2" lifts of 2 ft in thickness.
- o All edges of existing asphalt are required to be repair and neck coated prior to existing asphalt.
- o All edges of new asphalt are required to be cut parallel or perpendicular to the mean of the existing asphalt.
- o All new curbing is required to be performed prior to placing asphalt on the top course or on the existing curb.
- o All new curbing is required to be accepted by Orange County.
- o All new curbing is required to be constructed as a complete final width.

## LEGEND

EXISTING PROPERTY LINE  
EXISTING PROPERTY LINE  
PROPOSED SETBACK LINE  
EXISTING 10' CONTOUR LINE  
EXISTING 2' CONTOUR LINE  
PROPOSED 10' CONTOUR LINE  
EXISTING EDGE OF PAVEMENT  
PROPOSED EDGE OF PAVEMENT  
EXISTING EDGE OF CENTERLINE  
EXISTING DMC WETLANDS  
EXISTING FEDERAL WETLANDS  
PROPOSED ROAD CENTERLINE  
PROPOSED ROAD CENTERLINE  
EXISTING EDGE OF PAVEMENT

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Access-related improvements including turn lanes, signalization and/or roundabouts are proposed as part of the Project to accommodate the Project traffic as well as other background traffic.

The development is expected to be completed as one phase with an Estimated Time of Completion (ETC) between 2018-2020. This time is based upon an approximate 18-24 months after Project approval is granted. As required by NYSDOT an evaluation of an ETC+10 is required and therefore the Design Year of 2030 has been utilized in completing the traffic analysis for the Project.

### **(c) Projected Traffic Generation**

This study was prepared to evaluate the potential traffic impacts associated with the proposed Project on the surrounding roadway network, based on the Village Scoping Document. Traffic counts collected by representatives of Maser Consulting, P.A. were utilized to establish the Existing Traffic Volumes for the study area intersections. Weekday PM traffic counts were conducted when public schools were in session.

The Existing Traffic Volumes were then projected to a Year 2030 Design Year taking into account the conservative assumed total background growth rate of 1.062%. In addition, traffic from the No-Build Condition developments in the area was also included in the 2030 Projected Traffic Volumes resulting in the Year 2030 No-Build Traffic Volumes.

Projections of the traffic to be generated by the Project were then made using trip generation rates for the Project under both Scenario No. 1 and Scenario No. 2. Trip generation rates were obtained from information published by the Institute of Transportation Engineers and information referenced in the project Scoping Document (see further discussion following). These volumes were added to the Year 2030 No-Build Traffic Volumes to obtain the Year 2030 Build Traffic Volumes. By convention, women in Scenario No. 1 generally do not drive but, rather, access mass transit or carpool to travel. There is also no driving from sundown Friday to sundown Saturday and on religious holidays in Scenario No. 1, and there are several other cultural norms reducing conventional traffic levels.

Based on the procedures contained in the *Highway Capacity Manual* using the *SYNCHRO* analysis procedures, the traffic volumes were then compared to roadway capacities to determine existing and future Levels of Service and operating conditions. Specific improvements to serve existing and/or future conditions were identified that are part of the Project. Those improvements included as part of the Project were included in determining future levels of service and operating conditions.



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Based on the 2011-2015 American Community Survey (ACS) five-year estimates, Orange County has 1.77 vehicles per household. The Town of Blooming Grove has 2.02 vehicles per household, the Village of South Blooming Grove has 1.99 vehicles per household and the Village of Kiryas Joel has 0.50 vehicles per household. A copy of the data may be found in Appendix J-1.

Furthermore, Census data indicates, with respect to Means of Transportation to Work, that approximately 74% of Orange County's population drives alone, 10% carpools, 5% uses public transportation, 6% use other transportation (walked, bicycle, taxi) and 5% worked at home. Within the Village of South Blooming Grove, approximately 83% drive alone, 9% carpool, 5% use public transportation, 2% used other transportation and 1% worked at home. Within Kiryas Joel, only approximately 28% drive alone, 16% carpool, 20% use public transportation, 31% use other means of transportation, and 5% work at home.

<b>Table 31111</b>			
<b>Projected Traffic Generation</b>			
<b>Unit Type</b>	<b>Trip Rate</b>	<b>Total Volume 600 Dwelling Units</b>	<b>Total Volume 600 Dwellings + 600 Accessory Apartments</b>
<b>Community Scenario No. 1 - Satmar Hasidic Demographic (1)</b>			
Weekly Peak AM Hour	0.390	239	422
Weekly Peak PM Hour	0.540	326	601
Weekly Peak Friday Hour (4)	N/A	N/A	N/A
Peak Saturday Hour (4)	N/A	N/A	N/A
Peak Sunday Hour	0.443	266	460
<b>Community Scenario No. 2 - South Blooming Grove Demographic (2)</b>			
Weekly Peak AM Hour	0.720	429	668
Weekly Peak PM Hour	0.870	527	853
Weekly Peak Friday Hour	0.870	527	853
Peak Saturday Hour	0.890	543	828
Peak Sunday Hour	0.760	460	726
<b>Kiryas Joel Traffic (3)</b>			
Weekly Peak AM Hour	0.360	216	432
Weekly Peak PM Hour	0.435	261	522
<b>Notes:</b> (1) Scenario No. 1 rates based on ITE Land Use 221 - Low Rise Apartment Rates (2) Scenario No. 2 rates based on ITE Land Use 210 - Single-Family Rates (3) Kiryas Joel rates based on data obtained from DEIS prepared for Kiryas Joel Annexation (4) No significant Saturday traffic is actually anticipated under Scenario No. 1			

Estimates of the amount of traffic to be generated by the proposed 600 homes plus the potential future 600 accessory apartments were developed based on data published by the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation, 9th Edition, 2012*.

This source was specifically required by the Village Scoping Document as are the particular trip generation rate categories used in this developing these estimates. Land Use 221 rates for Low

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Rise Apartments were used for Scenario No. 1 calculations to take into consideration the type of community proposed. Land Use 210 rates were used for Scenario No. 2 calculations.

A comparison was also made with rates set forth in the DEIS for a recent Kiryas Joel Annexation, due to the potential occupancy of the Project by residents of the Kiryas Joel community moving into the Village; a demographic pattern already established (see Section 3.4). Table 3111 summarizes. Hourly Trip Generation Rates and Anticipated Project Site Generated Traffic volumes for each of the peak hours may be found in Appendix J-1.

The above comparison confirms the projected occupancy of the Project under Scenario No. 1 would generate less traffic than Scenario No. 2.

### **(d) Arrival and Departure Distribution**

An arrival and departure distribution was established based on a review of the existing traffic volumes, the location of the proposed Project Site vehicular ingress and egress locations, relationship to the nearby roadways and expected travel patterns. These distributions were used to assign the Project's traffic volumes to the roadway network. The resulting arrival and departure distributions are shown on Figures No. 22, 22A and 23, 23A, respectively, of Appendix J-1.

### **(e) 2030 Build Condition Traffic Volumes**

The Project's traffic volumes were assigned to the roadway network utilizing the above-referenced arrival and departure distributions. The resulting Project traffic volumes are shown on Figures No. 24, 24A through 28, 28A of Appendix J-1 for each of the Peak Hours.

The Project traffic volumes were added to the Year 2030 No-Build Traffic Volumes, resulting in the Year 2030 Build Traffic Volumes which are shown on Figures No. 29, 29A through 33, 33A of Appendix J-1 for the Weekday Peak AM, Weekday Peak PM, Friday Peak PM, Saturday Peak Highway, and Sunday Peak Highway Hours, respectively.

Analyses were also conducted of the Base Lot Count option (340 dwellings plus 340 accessory apartments) as specified in the Village Scoping Document, the results of which may be found in Appendix J-1. The Low Density option would not be an economic use of the property, nor would it warrant Applicant investment in traffic improvements. It would result in no improvements in levels of service compared to the No-Build Condition and was not further analyzed.

### **(f) Analysis Procedures**

Capacity analyses were prepared using the SYNCHRO 8 analysis software to determine existing and future traffic operating conditions at study area intersections. The following is a brief description of the analysis method utilized in the traffic analysis:

Signalized Intersection Capacity Analysis: Capacity analyses for signalized intersections were performed in accordance with the procedures described in the 2010 Highway Capacity Manual, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is based on Levels of Service (see earlier discussion).

A Level of Service “A” represents the best condition and a Level of Service “F” represents the worst condition. In between, a Level of Service “B” is still representative of low volume to capacity ratios with more vehicles stopping than with Level of Service “A” conditions. A Level of Service “C” is generally used as a design standard while a Level of Service “D” is acceptable during peak periods. A Level of Service “E” represents an operation near capacity.

The average vehicle delay was computed for each approach to the intersection as well as the overall intersection to gauge intersection Levels of Service.

Unsignalized Intersection Capacity Analysis: The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the 2010 Highway Capacity Manual. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line.

The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. The average amount of vehicle delay is computed for each critical movement with respect to the intersection, so as to identify the Level of Service.

Two-Lane Highway Analysis (Arterial Analysis): Two-lane highway analyses (arterial analyses) were conducted for uninterrupted flow where there are no traffic control devices that interrupt traffic and where no platoons are formed by upstream signals (or roundabouts) that are 2 to 3 miles from the nearest signal (or roundabout).

The two-lane analysis method in this report was also performed in accordance with the procedures described in the 2010 Highway Capacity Manual. Additional data on Levels of Service can be found in Appendix J-1.

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### **(g) Results of Analysis**

Capacity analyses were performed at each of the study area intersections utilizing the procedures described above to evaluate current and future operating conditions. Each capacity analysis takes into consideration appropriate Peak Hour Factors (PHF) and truck percentages for each of the study area intersections.

Based on the field surveys, existing pedestrian and bicycle activity during peak hours was found to be minimal. Signal timings were obtained in the field and compared with available signal timing data from the NYSDOT.

The Applicant would be responsible for any of the access related improvements including the signalization of the connection to NYS Route 208. The Project also includes proposed improvements to the NYS Route 208 and Clove Road intersection and the NYS Route 208 and Mountain Road intersections, subject to NYSDOT permits (see discussions below).

Tables found in Appendix J-1 (e.g. Tables 1, 2, 3, 4 and 5 for Scenario No. 1 and Tables 1S, 2S, 3S, 4S and 5S for Scenario No. 2) summarize results of the capacity analyses (Levels of Service, delays, volume-to-capacity (v/c) ratio and 95th percentile queues) for 2016 Existing Condition, Year 2030 No-Build and Year 2030 Build Conditions. Copies of capacity analyses for intersections may be found in Appendix J-1.

It should also be noted the installation of proposed traffic signals at the Clove and Mountain Road intersections would provide increased gaps in the traffic stream at other low volume intersections, allowing more opportunities for vehicles at such intersections to exit. Also, two proposed park and ride facilities able to accommodate upward of 300 vehicles each would reduce NYS Route 208 traffic.

Most of these side roads have relatively low exiting left turn volume levels. These volume levels would not meet NYSDOT requirements for traffic signal warrants and, therefore, it is unlikely signals would be approved by the agency in such instances. Notwithstanding this, analyses of signalization impacts have been conducted in several instances to assess intersection operations with signalization.

Where signalization is not warranted under the 2030 Build Condition there is considered to be no significant adverse environmental impact.

The following are the specific results of the analysis with respect to the Project under the various community scenarios specified in the Village Scoping Document. All of the Level of Service tables

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for the intersections are found at the end of this Section following. Additional details regarding each analysis are included with Appendix J-1.

NYS Route 208 and Clove Road (CR 27): NYS Route 208 and Clove Road intersect at an unsignalized “Y” type intersection. Northbound and southbound approaches each consist of a single lane. The north section of the “Y” intersection is an old roadbed. The intersection is “Stop” sign controlled. The alignment of the Clove Road approach at an acute angle limits visibility for drivers attempting to enter NYS Route 208. The intersection already experiences delays with vehicle conflicts, as Tables 3112A and 3112B following indicate.

An analysis of existing conditions, conducted for 2016 level traffic, indicates NYS Route 208 operates at LOS A or B for all movements, but the Clove Road approach operates as poorly as LOS E for the weekday peak AM hour and Saturday peak hour. Moreover, under the No-Build condition without the Project, the level of service is projected to decline to LOS F in 2030 for all peak hours.

These conditions have been well-known for some time. The 2005 Town of Blooming Grove Comprehensive Plan stated: “the awkward geometry of this intersection makes turns difficult during periods of high traffic volumes.” Some \$960,000 was, in fact, included in Public Law 109-59 enacted by the US Congress in 2005 for “realignment of Clove Road and Rt. 208, access management improvements including signalization.” The money has not been spent to date but the following excerpts from the July 25, 2017 minutes of the Town of Blooming Grove Town Board reflect the long history of attempts to correct this problem situation independent of the needs of the Project.

### ***RATIFY - CONFIRMING INTENT TO PROCEED - CLOVE ROAD/NYS ROUTE 208 INTERSECTION***

***WHEREAS***, the Town of Blooming Grove Town Board and the NYS DOT were the recipients of an award from New York State for the realignment of Clove Road and NYS Route 208 in the amount of approximately \$961,416 for Access Management Improvements, NYS DOT Project No. 848747; and

***WHEREAS***, the Town Board has considered whether to authorize the reallocation of that grant money to other projects within the county; and

***WHEREAS***, after due deliberation and consideration, the Town Board confirms that it is in the best interests of the residents, businesses and taxpayers of the Town to use those funds for the intended purpose to improve the Clove Road/NYS Route 208 intersection.

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***NOW, THEREFORE, BE IT RESOLVED** that the Town of Blooming Grove Town Board hereby confirms and reiterates its intent to utilize NYS DOT program funds in the amount of \$961,416 to work with the NYS DOT and Orange County to accomplish its intended purpose of realigning the NYS Route 208/Clove Road intersection effective September 7, 2016.*

The Applicant proposes to create one public park and ride facility able to accommodate upwards of 300 vehicles and one Project park and ride facility able to accommodate updates of 300 vehicles which would remove significant traffic from NYS Route 208 and thereby enhance these improvements.

As Table 3112A and 3112B in Section 3.11.4 illustrate, improvements are required regardless of the traffic that would be generated by the Project. Taking into account the park and ride as well as other proposed improvements that would be part of the Project, this intersection would, with 600 dwelling units plus another potential 600 accessory apartments, operate at no less than an overall LOS C condition.

The Clove Road approach would be improved from an existing LOS F condition to LOS D or better for all analyzed movements, despite adding Project traffic (once again, at 600 dwelling units plus 600 potential accessory apartments) and other anticipated traffic growth.

The Project would not have the potential to generate a significant adverse traffic impact in terms of change in levels of service when compared to other development options and, therefore, the latter require no detailed further analysis. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison.

NYS Route 208 and Round Hill Road: Round Hill Road and NYS Route 208 intersect at an unsignalized four-way intersection with one lane per approach. The intersection is “Stop” sign controlled. As Table 3113 in Section 3.11.4 illustrates, the Round Hill Road and NYS Route 208 intersection performs at no less than LOS D for all traffic movements, assuming 600 dwelling units plus 600 potential accessory apartments under Scenario No. 1. Scenario No. 2 calculations also produce similar results, albeit with slightly longer delays.

Regardless of scenario, it is apparent this intersection will operate at acceptable levels of service under the most conservative (highest) projections of traffic from the Project. It is also apparent these traffic levels and conditions would not meet warrants for signalization. Therefore, no mitigation or further analysis is required.

Round Hill Road and Clove Road: Round Hill Road and Clove Road intersect at an unsignalized “T” intersection. Each of the approaches consists of one lane. The intersection is “Stop” sign

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controlled.

As Table 3114 in Section 3.11.4 illustrates, the Round Hill Road and Clove Road intersection performs at no less than LOS B for all traffic movements, assuming 600 dwelling units plus 600 potential accessory apartments under Scenario No. 1 (the Project). The same is true for Scenario No. 2, with very little difference in delays.

Regardless of scenario, it is apparent this intersection will operate at acceptable levels of service under the most conservative (highest) projections of traffic from the Project. It is also apparent these traffic levels and conditions would not meet warrants for signalization. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison. There is, therefore, no mitigation or further analysis required.

NYS Route 208 and Mountain Road (C.R. 44): Mountain Road intersects with NYS Route 208 at an unsignalized “T” type intersection. All approaches to the intersection consist of one lane in each direction. The intersection is currently “Stop” sign controlled.

Based upon this analysis of the traffic volumes for the Existing and No-Build conditions, a separate left turn lane on NYS Route 208 and a two-lane exit on the Mountain Road approach at this intersection, combined with a traffic signal are needed to improve the operations of the intersection. Such improvements are required regardless of the proposed Project.

Signalization would result in significant improvements in the operation of most movements compared with the Existing and 2030 No-Build Conditions, but still result in improved overall levels of service for the intersection.

Additionally, an evaluation of a potential roundabout was conducted as an alternative to signalization and other geometric improvements. A roundabout solution would also yield improved overall levels of service for this intersection. See Appendix J-1. The LOS comparison for this intersection is found in Tables 3115A and 3115B in Section 3.11.14.

The Applicant would agree to contribute to paying an appropriate portion of the costs of these improvements as may be determined as part of the Highway Work Permit process with NYSDOT, assuming other highway improvements (e.g., connection from Kingsville Drive to Mountain Road) have not, in the interim, alleviated the existing condition at Mountain Road, which would be analyzed based on monitoring of actual conditions. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison.

NYS Route 208 and US Route 6/NYS Route 17 EB On/Off Ramp: The US Route 6/NYS Route 17 EB on/off ramp intersects NYS Route 208 at a signalized intersection. The NYS Route 208



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southbound approach consists of one lane for left/through movements and a two-lane northbound approach with separate through and right turn lanes. The US Route 6/NYS Route 17 EB on/off ramp consists of one lane for left and right turn movements.

Under current conditions, on NYS Route 208 southbound, through vehicles currently use the shoulder to bypass vehicles that are stopped to make a left turn onto the ramp.

As shown on Tables 3116A and 3116B in Section 3.11.4, during certain peak hours, the overall intersection level of service is projected to operate near or at a LOS E/F in the future due to significant anticipated growth in traffic (including from other potential developments).

Data from the Level of Service Summary Tables 3116A and 3116B in Section 3.11.4 illustrate certain improvements may be needed to improve the overall operation of this intersection in the future even without the Project as a result of expected background traffic growth in the area.

These improvements would include signal timing changes and the provision of a new separate left turn lane on NYS Route 208 (see Figure A-3 of Appendix J-1). The tables illustrate improved levels of service will result. It is proposed to mitigate any impact from the Project by agreeing to contribute a fair share of the costs of these improvements should they be pursued by NYSDOT. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison.

NYS Route 208 and US Route 6/NYS Route 17 WB On/Off Ramp: The US Route 6/NYS Route 17 WB on/off Ramp intersects NYS Route 208 opposite the Monroe Professional Building at a signalized intersection. The NYS Route 208 SB approach consists of a shared lane for left, through and right turn movements and the northbound approach consists of two lanes in the form of a shared left/through lane and a separate right turn lane. The US Route 6/NYS Route 17 WB on/off Ramp consists of two lanes in the form of a shared left/through lane and a separate right turn lane.

As the data in Level of Service Summary Tables 3117A and 3117B in Section 3.11.4 illustrates, certain improvements may be needed to improve the overall operation of this intersection in the future even without the Project as a result of expected background traffic growth in the area.

These types improvements would include signal timing changes, provision of new separate left turn lanes on NYS Route 208 and/or widening on the Office Driveway approach within the existing right-of-way and Route 17 off-ramp. In order to offset any potential impact from the Project's traffic, the Applicant would agree to contribute a fair share of the costs of these improvements should they be undertaken by NYSDOT. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison.

NYS Route 208 and Peddler Hill Road: Peddler Hill Road and NYS Route 208 intersect at an

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unsignalized channelized “T” intersection. Each of the approaches to the intersection consists of one lane. The intersection is “Stop” sign controlled.

As shown on Tables 3118A and 3118B in Section 3.11.4, during certain peak hours, the Peddler Hill Road approach is currently operating at, or is projected to operate near or at a LOS E/F, given significant anticipated future growth in traffic (including from other potential developments).

A traffic signal, as well as a potential northbound left turn lane on NYS Route 208, may be needed to improve the operation of this intersection, depending upon actual traffic and the impact of other NYS Route 208 improvements in creating gaps in the traffic stream.

Therefore, monitoring of this intersection would be appropriate to evaluate the actual future traffic levels and the need for Peddler Hill improvements, regardless of the traffic from the Project.

Analysis of potential signalization and northbound left turn lane improvements in Tables 3118A and 3118B illustrates the changes in levels of service that would be likely to occur in that event under Scenarios No. 1 and 2.

Overall levels of service would range from LOS A to LOS B under Community Scenario No. 1 and LOS A to LOS C under Scenario No. 2. Signalization, nonetheless, at these traffic volume levels, would be unlikely since they would not likely meet the necessary warrants. Moreover, it is not uncommon for such a side road to operate with delays while the major road (NYS Route 208 in this instance) operates at better levels of service.

Finally, it should be noted installation of a traffic signal at the Mountain Road and NYS Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Peddler Hill Road. Additionally, the establishment of a public park and ride facility within the Project, the rapidly evolving and lower-traffic generating demographic character and a proposed extension of the existing Blooming Grove Shuttle shuttle service from the Village of Kiryas Joel to areas within the Village of South Blooming Grove shown in Image 3111 above to the Project would all be expected to lower NYS Route 208 traffic and create still more gaps in the traffic stream.

Given these various analyses, mitigation of the traffic impacts of the Project in the form of continued monitoring is proposed for purposes of determining actual traffic impacts and ability to satisfy signalization warrants. Should such monitoring show warrants could be satisfied, the Applicant would contribute a fair share of the costs. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison.

NYS Route 208 Stonegate Drive: Stonegate Drive and NYS Route 208 intersect at an unsignalized

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“T” intersection. Each of the approaches to the intersection consists of one lane. The intersection is “Stop” sign controlled.

A traffic signal could improve the operation of this intersection, depending upon actual traffic and the impact of other NYS Route 208 improvements in creating gaps in the traffic stream. Therefore, monitoring of this intersection is appropriate to evaluate the actual future traffic levels and the need for Stonegate Drive improvements, regardless of traffic from the Project.

Analysis of potential signalization in Table 3119 in Section 3.11.4 illustrates the changes in levels of service that would be likely to occur in that event under Scenarios No. 1 and 2. As shown in Table 3119 in Section 3.11.4, overall levels of service would range from LOS A to LOS B under both Community Scenario No. 1 and No. 2. Signalization, nonetheless, at these traffic volume levels, would be unlikely since they would likely not meet the necessary warrants.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Stonegate Drive in this case) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Moreover, because Stonegate Drive has low existing left turn volumes (5 to 13 vehicles per hour during peak periods), it is, again, unlikely a traffic signal would be warranted.

Once again, installation of a traffic signal at the Mountain Road and NYS Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Stonegate Drive. The two proposed park and ride facilities, the evolving lower-traffic generating demographic character and proposed extension of shuttle service to the Project would all be expected to lower NYS Route 208 traffic and create more gaps in the traffic stream.

See Table Appendix J-1 for Alternative Build Scenario Trip Generation Comparison.

Given these various analyses, monitoring is proposed to assess future traffic conditions and the ability to satisfy signalization warrants.

NYS Route 208 and Museum Village Road South: Museum Village Road South and NYS Route 208 intersect at an unsignalized “T” intersection. Each of the approaches to the intersection consists of one lane. The intersection is “Stop” sign controlled.

As shown on Tables 31110A and 31110B at the end of this Section, during certain peak hours, the overall intersection level of service is projected to operate in the future, with significant anticipated growth in traffic (including from other potential developments), near or at a LOS E/F.

As the data in the Level of Service Summary Tables 31110A and 31110B at the end of this Section

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illustrate, certain improvements would be needed to improve the overall operation of this intersection in the future even without traffic from the Project as a result of expected background traffic growth in the area. Signalization has, therefore, been analyzed for this intersection. The tables illustrate improved levels of service would result from such an improvement.

Installation of a traffic signal at the Mountain Road and NYS Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Museum Village Road. The two proposed park and ride facilities, the evolving lower-traffic generating demographic character and proposed extension of shuttle service to the Project would all be expected to reduce NYS Route 208 traffic and create more gaps in the traffic stream.

See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison.

Given these various analyses continued monitoring is proposed to determine future traffic conditions and ability to satisfy signalization warrants. Should such monitoring show warrants would be satisfied, the Applicant would contribute a fair share of the costs.

NYS Route 208 and Fairway Drive: Fairway Drive (a private drive for a golf driving range) and NYS Route 208 intersect at an unsignalized “T” intersection. Each of the approaches to the “Stop” sign controlled intersection consists of one lane. As previously noted, for unsignalized intersections, it is not uncommon for the side road (Fairway Drive) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Because Fairway Drive has very low existing left turn volumes (less than 5 vehicles per hour during peak periods), it is unlikely that a traffic signal would be warranted.

Nonetheless, signalization has been evaluated with a view toward improving the overall operation of the intersection. Analysis of potential signalization indicates the following changes in levels of service would be likely to occur in that event under Scenarios No. 1 and 2 depicted in Table 3.11.1 in Section 3.11.4.

Installation of a traffic signal at the Clove Road and NYS Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Fairway Drive.

The two proposed park and ride facilities, the evolving lower-traffic generating demographic character and proposed extension of shuttle service to the Project would all be expected to lower NYS Route 208 traffic and create more gaps in the traffic stream. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison. Given these various analyses, continued monitoring is proposed for purposes of determining future traffic conditions and ability to satisfy signalization warrants.

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NYS Route 208 and Duelk Avenue: Duelk Avenue intersects NYS Route 208 at a signalized intersection. There is a painted crosswalk across NYS Route 208 on the south side of this intersection with pedestrian landing areas on either side of the road.

The NYS Route 208 northbound and southbound approaches each consists of one lane for left, through and right turn movements. The Duelk Avenue westbound approach consists of two lanes in the form of a shared left/through lane and a separate right turn lane.

Traffic signal timing changes were also considered at this location under future conditions to improve the operation of this intersection regardless of the Project.

Tables 31112A and 31112B at the end of this Section detail the analyses made, indicating the proposed timing changes, if determined necessary following monitoring.

Notwithstanding this, the two proposed park and ride facilities, the evolving lower-traffic generating demographic character and proposed extension of shuttle service to the Project would all be expected to lower NYS Route 208 traffic and improve operations conditions.

See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison. Given these various analyses, continued monitoring is proposed for purposes of determining future traffic conditions and whether the potentially needed improvements would be necessary.

NYS Route 208 and Lake Shore Drive: Lake Shore Drive and NYS Route 208 intersect at an unsignalized “T” intersection. Each of the approaches to the intersection consists of one lane. The intersection is “Stop” sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Lake Shore Drive in this instance) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Because Lake Shore Drive has low existing left turn volumes (10 to 15 vehicles per hour during peak periods), it is unlikely a traffic signal would be warranted.

Nonetheless, signalization has been evaluated with a view toward improving the overall operation of the intersection. Analysis of potential signalization indicates the following changes in levels of service would be likely to occur in that event, which is illustrated in Table 31113 in Section 3.11.4.

Installation of a traffic signal at the Clove Road and NYS Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Lake Shore Drive.

The two proposed park and ride facilities, the evolving lower-traffic generating demographic

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character and proposed extension of shuttle service to the Project would all be expected to lower NYS Route 208 traffic and create more gaps in the traffic stream. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison.

Given these various analyses, continued monitoring is proposed for purposes of determining future traffic conditions and ability to satisfy signalization warrants.

NYS Route 208 Captain Carpenter Road: Captain Carpenter Road and NYS Route 208 intersect at an unsignalized “T” intersection. Each of the approaches to the intersection consists of one lane. The intersection is “Stop” sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Captain Carpenter Road in this instance) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Because Captain Carpenter Road has low existing left turn volumes (10 to 13 vehicles per hour during peak periods), it is unlikely a traffic signal would be warranted.

Nonetheless, signalization has been evaluated with a view toward improving the overall operation of the intersection. Analysis of potential signalization in Table 31114 in Section 3.11.4 indicates the changes in levels of service likely to occur in that event.

Installation of a traffic signal at the Clove Road and NYS Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Captain Carpenter Road.

The two proposed park and ride facilities, the evolving lower-traffic generating demographic character and proposed extension of shuttle service to the Project would all be expected to lower NYS Route 208 traffic and create more gaps in the traffic stream. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison.

Given these various analyses, continued monitoring is proposed for purposes of determining future traffic impacts and ability to satisfy signalization warrants.

NYS Route 208 and Red Bird Drive: Red Bird Drive and NYS Route 208 intersect at an unsignalized “T” intersection. Each of approach to the “Stop” sign controlled intersection consists of one lane.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Red Bird Drive in this instance) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service.

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Because Red Bird Drive has low existing left turn volumes (Less than 5 vehicles per hour during peak periods), it is unlikely a traffic signal would be warranted. Nonetheless, signalization has been evaluated (see Table 31115 in Section 3.11.4) with a view toward improving the overall operation of the intersection.

Installation of a traffic signal at the Clove Road and NYS Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Red Bird Drive. The two proposed park and ride facilities, the evolving lower-traffic generating demographic character and proposed extension of shuttle service to the Project would be expected to lower NYS Route 208 traffic and create more gaps in the traffic stream. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison.

Given these various analyses, monitoring is proposed for purposes of determining future traffic conditions and ability to satisfy signalization warrants.

NYS Route 208 and Mangin Road: Mangin Road and NYS Route 208 intersects at an unsignalized “T” intersection. Each of the approaches to the intersection consists of one lane. The intersection is “Stop” sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Mangin Road in this instance) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Because Mangin Road has low existing left turn volumes (10 to 17 vehicles per hour during peak periods), it is unlikely a traffic signal would be warranted.

Nonetheless, signalization has been evaluated with a view toward improving the overall operation of the intersection. Analysis of potential signalization in Table 31116 in Section 3.11.4 indicates the changes in levels of service likely to occur in that event.

Installation of a traffic signal at the Clove Road and NYS Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Mangin Road.

The two proposed park and ride facilities, the evolving lower-traffic generating demographic character and proposed extension of shuttle service to the Project would all be expected to lower NYS Route 208 traffic and create more gaps in the traffic stream. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison.

Given these various analyses, continued monitoring is proposed for purposes of determining future traffic conditions and ability to satisfy signalization warrants.

NYS Route 208 and Merriewold Lane: Merriewold Lane and NYS Route 208 intersects at an



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unsignalized “T” intersection. Each of the approaches to the intersection consists of one lane. The intersection is “Stop” sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Merriewold Lane in this instance) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service.

Because Merriewold Lane has low existing left turn volumes (13 to 37 vehicles per hour during peak periods), it is unlikely a traffic signal would be warranted. Nonetheless, signalization has been evaluated with a view toward improving the overall operation of the intersection. Analysis of potential signalization in Table 3.11.17 in Section 3.11.4 indicates the changes in levels of service likely to occur in that event.

Given these various analyses, continued monitoring is proposed for purposes of determining future traffic conditions and ability to satisfy signalization warrants.

Installation of a traffic signal at the Clove Road and NYS Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Merriewold Lane.

The proposed public park and ride facility within the project, the evolving lower-traffic generating demographic character and proposed extension of shuttle service to the Project would all be expected to lower NYS Route 208 traffic and create more gaps in the traffic stream. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison.

NYS Route 208 and Shannon Lane: Shannon Lane (a low volume private drive for two homes) and NYS Route 208 intersect at an unsignalized “T” intersection. Each of the approaches to the intersection consists of one lane. The intersection is “Stop” sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Shannon Lane in this instance) to operate with delays while the major road (NYS Route 208 in this instance) operates at better levels of service. Since Shannon Lane has low exiting left turn volumes (less than five vehicles per hour during peak periods), it is unlikely a traffic signal would be warranted. It should be noted installation of a traffic signal at the Clove Road and NYS Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Shannon Lane. Additionally, the establishment of the two park and ride facilities, the rapidly evolving and lower-traffic generating demographic character and a proposed extension of Kiryas Joel shuttle service to the Project would all be expected to lower NYS Route 208 traffic and create still more gaps in the traffic stream.

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NYS Route 208 and Blooming Grove Plaza/Sunoco Driveways: The Blooming Grove Plaza/Sunoco Driveways and NYS Route 208 intersect at an unsignalized “T” intersection. Each of the approaches to the intersection consists of one lane. The intersection is “Stop” sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road to operate with delays while the major road operates at better levels of service. Because Blooming Grove Plaza/Sunoco Driveways have low existing left turn volumes (13 to 29 vehicles per hour during peak periods), it is unlikely a traffic signal would be warranted.

Nonetheless, signalization has been evaluated with a view toward improving the overall operation of the intersection.

Analysis of potential signalization in Table 31119 in Section 3.11.4 following indicates the changes in levels of service likely to occur in that event.

Installation of a traffic signal at the Clove Road and NYS Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Blooming Grove Plaza/Sunoco Driveways.

The proposed two park and ride facilities, the evolving lower-traffic generating demographic character and proposed extension of shuttle service to the Project would all be expected to lower NYS Route 208 traffic and create more gaps in the traffic stream. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison.

Given these various analyses, continued monitoring is proposed for purposes of determining future traffic conditions and ability to satisfy signalization warrants.

NYS Route 208 and Orange & Rockland Utilities Way: Orange & Rockland Utilities Way and NYS Route 208 intersect at an unsignalized “T” intersection. The NYS Route 208 southbound approach consists of two lanes in the form of a separate left turn lane and a separate through lane and the northbound approach consists of two lanes in the form of a separate through lane and a separate right turn lane. The intersection is “Stop” sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Orange & Rockland Utilities Way in this instance) to operate with delays while the major road (NYS Route 208 in this case) operates at better levels of service. Because Orange & Rockland Utilities Way has low existing left turn volumes (5 to 23 vehicles per hour during peak periods), it is unlikely a traffic signal would be warranted.

Nonetheless, signalization has been evaluated with a view toward improving the overall operation

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of the intersection. Analysis of potential signalization in Tables 31120A and 31120B in Section 3.11.4 indicates the changes in levels of service likely to occur in that event.

Installation of a traffic signal at the Clove Road and NYS Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Orange & Rockland Utilities Way.

The two proposed park and ride facilities, the evolving lower-traffic generating demographic character and proposed extension of shuttle service to the Project would all be expected to lower NYS Route 208 traffic and create more gaps in the traffic stream. See Appendix J-1 for Alternative Build Scenario Trip Generation Comparison. Given these various analyses, continued monitoring is proposed for purposes of determining future traffic conditions and ability to satisfy signalization warrants.

Clove Road and Proposed Project Site Access Road: The Project Site would be secondarily accessed via an unsignalized “T” intersection with Clove Road located to the northeast of NYS Route 208.

Clove Road currently has one lane in each direction in this area and the sight distances for the driveway are identified on the Site Plan in Appendix A. The access road exit approach would consist of one lane and would be controlled by a “Stop” sign. As Table 31121 in Section 3.11.4 indicates, the intersection would operate at acceptable levels of service.

NYS Route 208 and Proposed South Project Site Access Roadway: The primary Project Site access would be via a new roadway connection to NYS Route 208 south of the Blooming Grove Plaza. NYS Route 208 currently has one lane in each direction.

Accommodating future Project Site access would require the construction of a separate right turn lane on the northbound approach and a separate left turn lane on the southbound approach. The Project Site access roadway would be constructed to consist of a separate left and right turn lane. LOS data is summarized in Tables 31122A and 31122B in Section 3.11.4.

Based on the future traffic volumes and analysis results, this intersection would need to be signalized after approximately 150 lots are completed and occupied. The presence of the traffic signal at the proposed access will provide additional gaps in the traffic stream, which will tend to improve the ability to enter and exit other unsignalized driveways especially those located north of the Project Site access.

Also, an evaluation of a potential roundabout was conducted as an alternative to signalization and other geometric improvements. The analysis indicates a roundabout at this location would be a

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viable alternate to traffic signalization.

The choice between these options would need to be made in conjunction with NYSDOT as part of the Highway Work Permit process as the Project proceeds through the approval process.

Clove Road and Orchard Lake Drive/WM Corrie Drive: The intersection is “Stop” sign controlled. Orchard Lake Drive and WM Corrie Drive intersect with Clove Road at an unsignalized, full movement intersection. All of the approaches to the intersection are one lane. As Table 31123 in Section 3.11.4 following indicates, the intersection would operate at acceptable levels of service.

NYS Route 94 and NYS Route 208: NYS Route 208 and NYS Route 94 intersect at a signalized intersection. The NYS Route 208 northbound and southbound approaches each consist of two lanes in the form of a separate left turn lane and a shared through/right turn lane.

The NYS Route 94 eastbound approach consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane.

The NYS Route 94 westbound approach consists of three lanes in the form of a separate left turn, through lane and right turn lanes. Traffic signal timing changes were also considered at this location under future conditions. LOS comparison Data is summarized in Tables 31124A and 31124B in Section 3.11.4.

Although it is not anticipated a significant amount of the project traffic would travel through the intersection of NYS Route 94 and NYS Route 208, traffic data was compiled to address this location in response to a NYSDOT request.

NYS Route 208 and South Sunoco Driveway: The results of the analysis for the separately analyzed Sunoco southern driveway (Intersection No. 25 in the Traffic Impact Study attached hereto as Appendix J-1) are shown in Table 31125 in Section 3.11.4.

### **(h) Alternative Build Conditions**

The Village Scoping Document requires analysis of two demographic scenarios under the future With Action (or Build) condition:

- Community Scenario 1: Development occupied by Satmar Hasidic community.
- Community Scenario 2: Development occupied by a community with demographics similar to existing conditions in the Village of South Blooming Grove

As a result of these two community scenarios and the three build alternatives, a total of six scenarios are evaluated as part of the Build Condition in the formulation of recommended measures and Project features to address potential transportation impacts. Appendix J-1

summarizes the data.

### **(i) Other Traffic Considerations**

Various other traffic and transportation-related issues were also reviewed and are summarized below:

Road A/Arlington Drive: Consistent with Village of South Blooming Grove Zoning Code, the Site Plan (Appendix A) shows a proposed connection to Arlington Drive, which is located to the south of the Project Site. This connection, part of Road A, would accommodate pedestrian, bicycle and some vehicular traffic between both residential areas, which is consistent with Southeastern Orange County Traffic and Land Use Study recommendations and would provide an emergency access to both residential areas. Road A would also provide an additional option for reducing traffic along NYS Route 208 and Mountain Road for traffic destined to/from both residential communities.

The Traffic Impact evaluation assumed all Project generated traffic destined to and from the south was assigned directly from the Project Site connection directly to the NYS Route 208 corridor. The Arlington Drive connection if used for normal traffic in lieu of just emergency vehicles would reduce the resulting volumes on NYS Route 208, generally lessening any potential impacts along NYS Route 208 north of Merriewold Drive. If some of the southbound traffic did use the Arlington Drive connection to access the Merriewold Drive intersection to enter and exit NYS Route 208, this would generally reduce a portion of the through traffic from the development on NYS Route 208 but likely add to the left turn exiting traffic from Merriewold Drive. An analysis of the peak periods shows that similar Levels of Service would be obtained under this condition with delays during peak hours for left turn movements exiting Merriewold Drive onto NYS Route 208. The intersection would have to be monitored for potential signalization to determine if signal warrants would be satisfied in the future based on actual volumes (see Attachment 1 of Appendix J-2).

Evaluation of NYS Route 208 Intersections South of Clove Road: A review of the Level of Service Summary Tables (see Appendix J-1) for the intersections on NYS Route 208 south of the Project Site indicates that under existing conditions, several key intersections along the corridor are hampered by the lack of separate left turn lanes on NYS Route 208, which impedes the efficiency of flow especially for the significant through traffic on the corridor. It should be noted in this regard, that while NYS Route 208 in this area has an average daily traffic (ADT) of approximately 9,000 vehicles per day, other similar state highways such as portions of NYS Route 55 and NYS Route 17K, where these separate turn lanes have been provided, currently process significantly higher daily traffic volumes ranging from 13,000 to 15,000 vehicles per day.

It should be further noted the installation of a traffic signal at the proposed Project Site access with

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NYS Route 208 will provide additional gaps in the traffic stream which would improve the ability to enter and exit other unsignalized intersections such as The Blooming Grove Plaza/Sunoco Driveway, Shannon Lane, Merriewold Lane, Mangin Road, Red Bird Drive, Captain Carpenter Road, and Lake Shore Drive.

Post-Construction Monitoring Study: Because demographics are shifting and some traffic impacts of the Project are speculative, a post-construction monitoring study consistent with NYSDOT Highway Work Permit requirements would be undertaken to identify future trip generation from the Project as well as future traffic conditions.

This study would be completed by the Applicant and used to identify conditions after the completion of 300 lots of development so that actual versus projected traffic volumes can be identified. This would enable adjustments to be made, such as additional traffic signals (if warranted), adjustment to signal timings/phasing or other minor improvement adjustments, as necessary at the Project entrance or at other off-site intersections.

Consideration of Other Available Lands: There are an additional 22 acres of property that are not planned to be developed as part of the Project. In the event that this acreage is proposed for development, the potential traffic impacts would be evaluated at that time taking into account the traffic to be generated by the Project.

Pedestrian and Bicycle Accommodations: The Site Plan (Appendix A) accommodates pedestrian and bicycle movements, including connection to the adjacent Arlington Drive, to address gaps in the existing network. Also, at the signal connection of the Project Site access with NYS Route 208, sidewalks and crosswalks will be provided in compliance with current NYSDOT criteria.

Short Term Construction Impacts: Construction activities will typically be performed between 8:00 AM and 5:00 PM, Monday through Friday. Based on the progress of the week, it may be necessary to perform some weekend work, but all work would be completed in conformance with the Village of South Blooming Grove code requirements. Manpower and the number of construction vehicle traffic will vary through the course of the work. A Construction Phasing and Construction Management Plan will be developed as part of the final Site Plan approvals.

A separate analysis of traffic conditions during construction has not been prepared, as construction generation and impacts would be significantly less than the projected traffic impacts from the Project. As part of the Construction Phasing and Construction Management Plan, any short-term or temporary mitigation strategies, including the use of potential flagmen, signing, etc., will be coordinated with the NYSDOT as part of the Highway Work Permit.

The construction trucking routes will be primarily from NYS Route 208 and NYS Route 17 EB

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and WB on/off Ramps. The construction truck activity impacts (temporary conditions) would occur during the two years following approval of the Project and based on the hours of operation these impacts would have less of an impact than the analyzed peak hour conditions for the 600 units. Construction Traffic is discussed in more detailed in Section 3.16.

Provision of Improvements to Increase Public Transit Access and Utilization: Current park and ride facilities in the area including the major facilities located in Monroe, on the south side of NYS Route 17 east of Museum Village Road as well as those on NYS Route 32 in the Villages of Harriman and Woodbury, are at capacity during peak hours on weekdays. Also, there is an express bus operated by Short Line, which travels along NYS Route 208 and has a stop at NYS Route 208 and Clove Road. Based on recent census data, between 5% to 6.5% of the working population in the Village of South Blooming Grove and the Village of Washingtonville utilize public transportation for travel to and from work.

Two areas have been designated for proposed park and ride facilities. An area near the proposed access connection to NYS Route 208 (identified as the conceptual sewage treatment plan area) for general public use and an area within the Project Site (identified as the undeveloped area in the center of the Project Site) for Cloewood residents themselves. These areas would accommodate upwards of 300 parking spaces each and would significantly increase park and ride capacity as well as reduce NYS Route 208 traffic.

These facilities would be available to complement and expand express bus service along the NYS Route 208 corridor. The provision of such a park and ride facility would divert vehicles which currently drive to the Monroe Park and Ride facility and travel along NYS Route 208. These vehicles would be able to use the new publicly accessible park and ride facility, use the bus service from this facility without driving further south on NYS Route 208. This would reduce the number of passenger cars traveling on NYS Route 208 and would increase bus transit trips. This is consistent with County and regional planning recommendations to provide needed Park and Ride facilities and to reduce overall automobile trips.

The Applicant would work with the NYSDOT, Orange County, the Village of South Blooming Grove and the operators of the area bus services to coordinate the implementation of these services. This would reduce automobile trips in the area. The park and ride within the Project for Project residents would further reduce the number of vehicle trips generated by the Project.

Evaluation of Potential Roundabouts versus New Signalized Intersections: As per NYSDOT criteria for locations where the potential installation of a traffic signal is proposed as an improvement, such as at the Project Site access connection to NYS Route 208 or at the NYS Route 208 and Mountain Road intersection, a separate evaluation was undertaken to evaluate use of a roundabout.



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The results of the analyses for these locations with the alternate roundabout improvement instead of signalization are summarized in the Level of Service Tables (see Appendix J-1). The analyses indicate the construction of roundabouts at these locations would be viable alternates to traffic signalization and either could be constructed. The determination on this will be finalized with the NYSDOT as part of the Highway Work Permit process. A roundabout evaluation is contained in Appendix J-1.

Two-Lane Highway Analysis (Arterial Analysis): The two-lane highway analyses (arterial analysis) were conducted for uninterrupted flow where there are no traffic control devices that interrupt traffic and where no platoons are formed by upstream signals (or roundabout) that are 2 to 3 miles from the nearest signal (or roundabout). The two-lane analysis method in this report was also performed in accordance with the procedures described in the 2010 Highway Capacity Manual. The arterial analysis is found on Page 30 of the Traffic Impact Study in Appendix J-1. An overall description of the results is provided in Attachment 6 of Appendix J-2.

Based on the above, two-lane highway analyses were conducted north of Clove Road (C.R. 27) and south of Clove Road (C.R. 27) for 2016 existing, 2030 No-Build, 2030 Build and 2030 Combined Build Conditions. The resulting Levels of Service, volume-to-capacity (v/c) ratio and Average Travel Speed (ATS) are summarized on Tables 1K-5K for Community Scenario No. 1 and Tables 1K-S - 5K-S for Community Scenario No. 2 in Appendix J-1. Copies of the two-lane analyses are also contained in Appendix J-1.

Proposed Roadway Layout Review: The Site Plan (see Appendix A) was reviewed relative to the proposed access connection and internal roadway layout. The provision of multiple access points would provide adequate emergency access to the Project Site. The Road A connection to Arlington Drive would also provide improved emergency access to that existing residential area.

The Site Plan shows roadway grades, which would satisfy the Village Code requirements and based on American Association of State Highway and Transportation Officials (AASHTO) criteria can accommodate typical emergency vehicles even during snow/ice conditions with normal maintenance during such events.

A general safety analysis conducted for this purpose indicates the Site Plan complies with generally accepted safety standards and public roadways would be maintained in similar fashion as other public roadways are today. Also, an Autoturn analysis was prepared for the roadway network using a fire vehicle consistent with that used by the Village of South Blooming Grove emergency services. See Appendix J-1.

The Site Plan (Appendix A) has been designed with an extensive sidewalk and trail system to accommodate the future peak pedestrian trips expected to be generated by the Project and,

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specifically, Scenario No. 1's religious Sabbath and holiday pedestrian traffic.

The Project Site access connection with NYS Route 208 would require a Highway Work Permit from the NYSDOT. Also, the Project Site access connection to Clove Road would require an access permit from the Orange County Department of Public Works.

Accident Evaluation: All available accident data for the surrounding roadways for the latest three years was obtained from the NYSDOT and a detailed summary for the study area network by location, date, time and included traffic control, accident class, number of vehicles/injuries, light conditions, road conditions, weather, manner of collision and apparent contributing factors is provided in Appendix J-1. Accident rates were also calculated for both the NYS Route 208 and Clove Road corridor and are also summarized in Appendix J-1.

A review of the accident summaries indicates typical type of accidents, which include rear-end and left turn accidents with apparent contributing factors such as failure to yield right-of-way, following too closely and driver inattention. It should be noted that the improvements proposed by the Applicant and other recommended improvements (required regardless of Project development) would help address some of these existing problem locations.

Based upon a review of the accident data, collision diagrams were prepared for the following intersections where a high number of accidents were observed: NYS Route 208/Clove Road, NYS Route 208/Mountain Road, NYS Route 208/Duelk Avenue and NYS Route 208/NYS Route 17 Westbound/Eastbound Ramps. A copy of these diagrams may be found in Appendix J-1 for purposes of detailed design considerations during NYSDOT permit discussions.

### **3.11.3 Mitigation**

As summarized above, several intersections in the study area would require improvements regardless of future traffic from the Project. As part of the Project, the Applicant would be responsible for any of the Project Site access-related improvements including the signalization of the connection to NYS Route 208. The Project also includes proposed improvements to the NYS Route 208 and Clove Road intersection and the NYS Route 208 and Mountain Road intersections, subject to NYSDOT permits. These actions would alleviate existing traffic conditions as well as increase capacity for future Project generated traffic.

The completion of the access related intersection improvements would include separate left and right turn lanes on NYS Route 208 and traffic signalization of the Project Site access intersection with NYS Route 208. These improvements would ensure that traffic generated by the Project would be accommodated on the roadway system in the vicinity of the Project Site. No mitigation would be required as these improvements are included as part of the Project.

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The proposed Project public park and ride facility would also improve existing traffic conditions by taking existing vehicles off NYS Route 208 and by increasing park and ride facility capacity. Furthermore, the Project's private park and ride facility would also reduce the Project's traffic generation.

It should also be noted the installation of the traffic signal at the proposed primary access would provide additional gaps in the traffic stream, which would improve the ability to enter and exit from unsignalized intersections, especially north of the Project Site access.

This is also likely to be complemented by the continued evolution of the demographic composition of the Village population; changes that would likely yield less traffic. Given changes in demographics and low historic background growth rates, the mitigation proposed for any potential significant adverse traffic impact would be to monitor future traffic conditions and install signalization and/or adjust signal timing at then existing signal intersections when such improvements are warranted by NYSDOT.

### **3.11.4 Level of Service Tables**

Following are the LOS Tables for intersections analyzed in the Traffic Impact Study.

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Table 3112A							
LOS Comparison - NYS Route 208/Clove Road							
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	Clove Road SWB LR	E[47.5]	F[158.9]	F[193.5]	F[224.9]	N/A	N/A
	Clove Road WB LR	N/A	N/A	N/A	N/A	D[49.1]	D[49.7]
	NYS Route 208 NB TR	N/A	N/A	N/A	N/A	A[8.2]	A[8.7]
	NYS Route 208 SB LT	A[0.0]	A[0.0]	A[0.0]	A[0.0]	B[10.0]	B[10.3]
	Overall	N/A	N/A	N/A	N/A	B[18.3]	B[18.7]
Weekday Peak PM Hour	Clove Road SWB LR	D[34.6]	F[121.4]	F[154.7]	F[183.9]	N/A	N/A
	Clove Road WB LR	N/A	N/A	N/A	N/A	D[47.3]	D[47.8]
	NYS Route 208 NB TR	N/A	N/A	N/A	N/A	C[17.7]	C[20.2]
	NYS Route 208 SB LT	A[9.8]	B[10.5]	B[10.7]	B[10.8]	A[4.9]	A[5.0]
	Overall	N/A	N/A	N/A	N/A	C[19.0]	C[20.6]
September Friday Peak PM Hour	Clove Road SWB LR	D[33.0]	F[111.9]	F[111.9]	F[111.9]	N/A	N/A
	Clove Road WB LR	N/A	N/A	N/A	N/A	D[48.1]	D[48.1]
	NYS Route 208 NB TR	N/A	N/A	N/A	N/A	B[12.8]	B[12.8]
	NYS Route 208 SB LT	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[4.8]	A[4.8]
	Overall	N/A	N/A	N/A	N/A	B[16.6]	B[16.6]
Saturday Peak Hour	Clove Road SWB LR	E[36.3]	F[69.3]	F[69.3]	F[69.3]	N/A	N/A
	Clove Road WB LR	N/A	N/A	N/A	N/A	D[48.3]	D[48.3]
	NYS Route 208 NB TR	N/A	N/A	N/A	N/A	A[8.0]	A[8.0]
	NYS Route 208 SB LT	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[5.3]	A[5.3]
	Overall	N/A	N/A	N/A	N/A	B[14.2]	B[14.2]
Sunday Peak Hour	Clove Road SWB LR	D[26.2]	F[69.4]	F[86.0]	F[100.3]	N/A	N/A
	Clove Road WB LR	N/A	N/A	N/A	N/A	D[49.2]	D[49.7]
	NYS Route 208 NB TR	N/A	N/A	N/A	N/A	A[7.4]	A[7.7]
	NYS Route 208 SB LT	A[8.4]	A[8.8]	A[8.9]	A[9.0]	A[5.8]	A[6.0]
	Overall	N/A	N/A	N/A	N/A	B[14.2]	B[14.4]
Table 3112B							
LOS Comparison - NYS Route 208/Clove Road							
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 2							
Weekday Peak AM Hour	Clove Road SWB LR	E[47.5]	F[158.9]	F[225.4]	F[268.3]	N/A	N/A
	Clove Road WB LR	N/A	N/A	N/A	N/A	D[49.7]	D[50.5]
	NYS Route 208 NB TR	N/A	N/A	N/A	N/A	A[8.7]	A[9.3]
	NYS Route 208 SB LT	A[0.0]	A[0.0]	A[0.0]	A[0.0]	B[10.3]	B[10.8]
	Overall	N/A	N/A	N/A	N/A	B[18.7]	B[19.3]
Weekday Peak PM Hour	Clove Road SWB LR	D[34.6]	F[121.4]	F[177.2]	F[215.3]	N/A	N/A
	Clove Road WB LR	N/A	N/A	N/A	N/A	D[47.8]	D[48.5]
	NYS Route 208 NB TR	N/A	N/A	N/A	N/A	B[19.6]	C[23.5]
	NYS Route 208 SB LT	A[9.8]	B[10.5]	B[10.8]	B[11.0]	A[5.0]	A[5.2]
	Overall	N/A	N/A	N/A	N/A	C[20.2]	C[22.7]
September Friday Peak PM Hour	Clove Road SWB LR	D[33.0]	F[111.8]	F[162.6]	F[200.1]	N/A	N/A
	Clove Road WB LR	N/A	N/A	N/A	N/A	D[49.2]	D[49.8]
	NYS Route 208 NB TR	N/A	N/A	N/A	N/A	B[15.4]	B[17.7]
	NYS Route 208 SB LT	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[5.2]	A[5.4]
	Overall	N/A	N/A	N/A	N/A	B[18.3]	B[19.7]
Saturday Peak Hour	Clove Road SWB LR	E[36.3]	F[69.3]	F[111.8]	F[141.1]	N/A	N/A
	Clove Road WB LR	N/A	N/A	N/A	N/A	D[50.0]	D[50.8]
	NYS Route 208 NB TR	N/A	N/A	N/A	N/A	A[9.4]	B[10.3]
	NYS Route 208 SB LT	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[5.8]	A[6.0]
	Overall	N/A	N/A	N/A	N/A	B[15.2]	B[15.8]
Sunday Peak Hour	Clove Road SWB LR	D[26.2]	F[69.4]	F[100.3]	F[122.9]	N/A	N/A
	Clove Road WB LR	N/A	N/A	N/A	N/A	D[49.7]	D[50.4]
	NYS Route 208 NB TR	N/A	N/A	N/A	N/A	A[7.7]	A[8.2]
	NYS Route 208 SB LT	A[8.4]	A[8.8]	A[9.0]	A[9.1]	A[6.0]	A[6.2]
	Overall	N/A	N/A	N/A	N/A	B[14.4]	B[14.8]

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Table 3113A					
LOS Comparison - NYS Route 208/Round Hill Road					
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments
Community Scenario No. 1					
Weekday Peak AM Hour	Round Hill Road EB LTR	B[14.1]	C[16.4]	C[16.7]	C[17.0]
	Round Hill Road WB LTR	C[15.6]	C[19.2]	C[17.7]	C[17.3]
	NYS Route 208 NB LTR	A[8.5]	A[8.7]	A[8.7]	A[8.8]
	NYS Route 208 SB LTR	A[7.8]	A[8.0]	A[8.1]	A[8.1]
Weekday Peak PM Hour	Round Hill Road EB LTR	C[16.6]	C[21.9]	C[24.1]	D[26.4]
	Round Hill Road WB LTR	B[14.6]	C[17.4]	C[16.6]	C[16.3]
	NYS Route 208 NB LTR	A[7.9]	A[8.2]	A[8.3]	A[8.3]
	NYS Route 208 SB LTR	A[8.4]	A[8.7]	A[8.8]	A[8.9]
September Friday Peak PM Hour	Round Hill Road EB LTR	C[15.9]	C[21.3]	C[21.3]	C[21.3]
	Round Hill Road WB LTR	C[17.6]	C[22.2]	C[22.2]	C[22.2]
	NYS Route 208 NB LTR	A[8.0]	A[8.2]	A[8.2]	A[8.2]
	NYS Route 208 SB LTR	A[8.3]	A[8.7]	A[8.7]	A[8.7]
Saturday Peak Hour	Round Hill Road EB LTR	B[14.2]	C[16.3]	C[16.3]	C[16.3]
	Round Hill Road WB LTR	B[12.9]	B[14.2]	B[14.2]	B[14.2]
	NYS Route 208 NB LTR	A[8.0]	A[8.2]	A[8.2]	A[8.2]
	NYS Route 208 SB LTR	A[8.2]	A[8.4]	A[8.4]	A[8.4]
Sunday Peak Hour	Round Hill Road EB LTR	B[12.6]	B[14.9]	C[15.5]	C[16.0]
	Round Hill Road WB LTR	B[13.1]	C[15.3]	B[14.6]	B[14.2]
	NYS Route 208 NB LTR	A[8.0]	A[8.3]	A[8.4]	A[8.4]
	NYS Route 208 SB LTR	A[7.7]	A[8.0]	A[8.0]	A[8.1]

Table 3113B					
LOS Comparison - NYS Route 208/Round Hill Road					
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments
Community Scenario No. 2					
Weekday Peak AM Hour	Round Hill Road EB LTR	B[14.1]	C[16.4]	C[17.1]	C[17.6]
	Round Hill Road WB LTR	C[15.6]	C[19.2]	C[17.4]	C[17.0]
	NYS Route 208 NB LTR	A[8.5]	A[8.7]	A[8.8]	A[8.8]
	NYS Route 208 SB LTR	A[7.8]	A[8.0]	A[8.1]	A[8.2]
Weekday Peak PM Hour	Round Hill Road EB LTR	C[16.6]	C[21.9]	D[25.6]	D[28.7]
	Round Hill Road WB LTR	B[14.6]	C[17.4]	C[16.2]	C[16.2]
	NYS Route 208 NB LTR	A[7.9]	A[8.2]	A[8.3]	A[8.4]
	NYS Route 208 SB LTR	A[8.4]	A[8.7]	A[8.9]	A[9.0]
September Friday Peak PM Hour	Round Hill Road EB LTR	C[15.9]	C[21.3]	C[24.9]	D[27.6]
	Round Hill Road WB LTR	C[17.6]	C[22.2]	C[20.9]	C[20.9]
	NYS Route 208 NB LTR	A[8.0]	A[8.2]	A[8.3]	A[8.4]
	NYS Route 208 SB LTR	A[8.3]	A[8.7]	A[8.8]	A[8.9]
Saturday Peak Hour	Round Hill Road EB LTR	B[14.2]	C[16.3]	C[18.3]	C[19.5]
	Round Hill Road WB LTR	B[12.9]	B[14.2]	B[13.5]	B[13.5]
	NYS Route 208 NB LTR	A[8.0]	A[8.2]	A[8.3]	A[8.4]
	NYS Route 208 SB LTR	A[8.2]	A[8.4]	A[8.5]	A[8.6]
Sunday Peak Hour	Round Hill Road EB LTR	B[12.6]	B[14.9]	C[16.0]	C[16.7]
	Round Hill Road WB LTR	B[13.1]	C[15.3]	B[14.2]	B[14.1]
	NYS Route 208 NB LTR	A[8.0]	A[8.3]	A[8.4]	A[8.4]
	NYS Route 208 SB LTR	A[7.7]	A[8.0]	A[8.1]	A[8.1]

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Table 3114					
LOS Comparison - Clove Road/Round Hill Road					
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments
Community Scenario No. 1					
Weekday	Round Hill Road SB LR	B[10.4]	B[10.9]	B[11.0]	B[11.1]
Peak AM Hour	Round Hill Road NEB LT	A[7.9]	A[8.0]	A[8.1]	A[8.1]
Weekday	Round Hill Road SB LR	B[11.2]	B[11.9]	B[11.7]	B[11.7]
Peak PM Hour	Round Hill Road NEB LT	A[7.6]	A[7.7]	A[7.8]	A[7.8]
September Friday	Round Hill Road SB LR	B[11.1]	B[11.8]	B[11.8]	B[11.8]
Peak PM Hour	Round Hill Road NEB LT	A[7.7]	A[7.9]	A[7.9]	A[7.9]
Saturday	Round Hill Road SB LR	B[10.0]	B[10.1]	B[10.1]	B[10.1]
Peak Hour	Round Hill Road NEB LT	A[7.7]	A[7.7]	A[7.7]	A[7.7]
Sunday	Round Hill Road SB LR	B[10.1]	B[10.6]	B[10.6]	B[10.6]
Peak Hour	Round Hill Road NEB LT	A[7.7]	A[7.8]	A[7.8]	A[7.8]
Community Scenario No. 2					
Weekday	Round Hill Road SB LR	B[10.4]	B[10.9]	B[11.1]	B[11.3]
Peak AM Hour	Round Hill Road NEB LT	A[7.9]	A[8.0]	A[8.1]	A[8.2]
Weekday	Round Hill Road SB LR	B[11.2]	B[11.9]	B[11.7]	B[11.7]
Peak PM Hour	Round Hill Road NEB LT	A[7.6]	A[7.7]	A[7.8]	A[7.8]
September Friday	Round Hill Road SB LR	B[11.1]	B[11.8]	B[11.7]	B[11.8]
Peak PM Hour	Round Hill Road NEB LT	A[7.7]	A[7.9]	A[7.9]	A[8.0]
Saturday	Round Hill Road SB LR	B[10.0]	B[10.1]	B[10.2]	B[10.2]
Peak Hour	Round Hill Road NEB LT	A[7.7]	A[7.7]	A[7.8]	A[7.8]
Sunday	Round Hill Road SB LR	B[10.1]	B[10.6]	B[10.6]	B[10.7]
Peak Hour	Round Hill Road NEB LT	A[7.7]	A[7.8]	A[7.8]	A[7.9]

# Clovewood Draft Environmental Impact Statement

Table 3115A										
LOS Comparison - NYS Route 208/Mountain Road										
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project & Proposed Improvements w/ Park & Ride		2030 With Proposed Project & Proposed Improvements (Roundabout) w/ Park & Ride		
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	Traffic Movement	600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments
Community Scenario No. 1										
Weekday Peak AM Hour	Mountain Road WB LR	C[18.1]	F[167.8]	F[394.1]	F[947.9]	N/A	N/A	WB Approach	A[6.2]	A[6.4]
	Mountain Road WB L	N/A	N/A	N/A	N/A	D[51.8]	D[54.6]			
	Mountain Road WB R	N/A	N/A	N/A	N/A	C[32.1]	D[43.0]			
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[8.6]	A[9.5]	NB Approach	A[5.3]	A[5.8]
	NY Route 208 NB R	N/A	N/A	N/A	N/A	A[2.4]	A[2.1]			
	NYS Route 208 SB LT	A[8.1]	A[8.7]	A[9.1]	A[9.5]	N/A	N/A	SB Approach	B[11.1]	B[12.7]
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	A[5.3]	A[6.1]			
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	B[13.5]	B[15.5]			
Overall		N/A	N/A	N/A	N/A	B[16.6]	B[18.5]	Overall	A[8.8]	A[9.9]
Weekday Peak PM Hour	Mountain Road WB LR	E[35.0]	F[718.5]	F[>1000]	F[>1000]	N/A	N/A	WB Approach	C[20.4]	C[23.8]
	Mountain Road WB L	N/A	N/A	N/A	N/A	E[79.5]	E[79.5]			
	Mountain Road WB R	N/A	N/A	N/A	N/A	F[72.3]	E[61.5]			
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	C[24.6]	F[63.7]	NB Approach	C[15.6]	B[15.8]
	NY Route 208 NB R	N/A	N/A	N/A	N/A	A[2.2]	A[4.3]			
	NYS Route 208 SB LT	B[11.9]	C[16.9]	C[18.0]	C[22.4]	N/A	N/A	SB Approach	A[7.2]	A[7.7]
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	D[47.9]	E[76.3]			
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[4.6]	A[4.9]			
Overall		N/A	N/A	N/A	N/A	C[25.7]	D[45.7]	Overall	B[13.6]	B[14.4]
September Friday Peak PM Hour	Mountain Road WB LR	D[31.4]	F[574.8]	F[389.0]	F[389.0]	N/A	N/A	WB Approach	B[10.4]	B[10.4]
	Mountain Road WB L	N/A	N/A	N/A	N/A	F[114.1]	F[114.1]			
	Mountain Road WB R	N/A	N/A	N/A	N/A	E[59.4]	E[59.4]			
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	B[10.6]	B[10.6]	NB Approach	A[9.2]	A[9.2]
	NY Route 208 NB R	N/A	N/A	N/A	N/A	A[1.9]	A[1.9]			
	NYS Route 208 SB LT	B[11.3]	C[15.4]	B[13.8]	B[13.8]	N/A	N/A	SB Approach	A[6.6]	A[6.6]
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	B[11.0]	B[11.0]			
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[3.7]	A[3.7]			
Overall		N/A	N/A	N/A	N/A	B[16.8]	B[16.8]	Overall	A[8.4]	A[8.4]
Saturday Peak Hour	Mountain Road WB LR	C[15.7]	C[18.7]	C[18.7]	C[18.7]	N/A	N/A	WB Approach	A[6.3]	A[6.3]
	Mountain Road WB L	N/A	N/A	N/A	N/A	E[63.2]	E[63.2]			
	Mountain Road WB R	N/A	N/A	N/A	N/A	E[60.8]	E[60.8]			
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[4.6]	A[4.6]	NB Approach	A[5.6]	A[5.6]
	NY Route 208 NB R	N/A	N/A	N/A	N/A	A[1.3]	A[1.3]			
	NYS Route 208 SB LT	A[9.1]	A[9.5]	A[9.5]	A[9.5]	N/A	N/A	SB Approach	A[5.7]	A[5.7]
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	A[2.6]	A[2.6]			
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[2.6]	A[2.6]			
Overall		N/A	N/A	N/A	N/A	A[6.0]	A[6.0]	Overall	A[5.7]	A[5.7]
Sunday Peak Hour	Mountain Road WB LR	C[17.8]	F[89.1]	F[296.4]	F[619.4]	N/A	N/A	WB Approach	A[7.3]	A[8.1]
	Mountain Road WB L	N/A	N/A	N/A	N/A	E[62.0]	E[58.9]			
	Mountain Road WB R	N/A	N/A	N/A	N/A	E[56.4]	E[57.7]			
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[8.4]	B[10.8]	NB Approach	A[7.4]	A[8.0]
	NY Route 208 NB R	N/A	N/A	N/A	N/A	A[2.1]	A[2.3]			
	NYS Route 208 SB LT	A[9.0]	B[10.5]	B[11.4]	B[12.2]	N/A	N/A	SB Approach	A[7.4]	A[7.9]
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	A[6.1]	A[8.8]			
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[5.3]	A[6.7]			
Overall		N/A	N/A	N/A	N/A	B[13.3]	B[15.1]	Overall	A[7.4]	A[8.0]



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Table 3115B										
LOS Comparison - NYS Route 208/Mountain Road										
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project & Proposed Improvements w/ Park & Ride		2030 With Proposed Project and Proposed Improvements (Roundabout) w/ Park & Ride		
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	Traffic Movement	600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments
Community Scenario No. 2										
Weekday Peak AM Hour	Mountain Road WB LR	C[18.1]	F[167.8]	F[915.3]	F[>1000]	N/A	N/A	WB Approach	A[6.6]	A[6.9]
	Mountain Road WB L	N/A	N/A	N/A	N/A	D[51.6]	D[54.9]			
	Mountain Road WB R	N/A	N/A	N/A	N/A	C[31.6]	D[42.7]			
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[9.5]	B[10.7]	NB Approach	A[5.8]	A[6.5]
	NY Route 208 NB R	N/A	N/A	N/A	N/A	A[2.7]	A[2.5]			
	NYS Route 208 SB LT	A[8.1]	A[8.7]	A[9.5]	B[10.1]	N/A	N/A	SB Approach	B[12.6]	C[15.3]
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	A[5.9]	A[7.1]			
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	B[16.0]	B[19.8]			
Overall		N/A	N/A	N/A	N/A	B[17.8]	C[20.7]	Overall	A[9.8]	B[11.8]
Weekday Peak PM Hour	Mountain Road WB LR	E[35.0]	F[718.5]	F[>1000]	F[>1000]	N/A	N/A	WB Approach	C[20.5]	E[40.2]
	Mountain Road WB L	N/A	N/A	N/A	N/A	E[79.5]	E[79.5]			
	Mountain Road WB R	N/A	N/A	N/A	N/A	E[58.4]	F[94.5]			
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	F[53.9]	F[80.7]	NB Approach	C[15.0]	C[19.7]
	NY Route 208 NB R	N/A	N/A	N/A	N/A	A[4.0]	A[4.2]			
	NYS Route 208 SB LT	B[11.9]	C[16.9]	C[21.2]	D[30.0]	N/A	N/A	SB Approach	A[7.6]	A[8.3]
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	F[86.6]	F[138.5]			
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[4.9]	A[5.2]			
Overall		N/A	N/A	N/A	N/A	D[41.5]	E[62.5]	Overall	B[13.4]	C[19.2]
September Friday Peak PM Hour	Mountain Road WB LR	D[31.4]	F[574.8]	F[>1000]	F[842.5]	N/A	N/A	WB Approach	C[16.0]	D[26.3]
	Mountain Road WB L	N/A	N/A	N/A	N/A	F[114.1]	F[114.1]			
	Mountain Road WB R	N/A	N/A	N/A	N/A	F[150.5]	F[104.5]			
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	B[15.1]	C[34.4]	NB Approach	B[12.2]	C[15.1]
	NY Route 208 NB R	N/A	N/A	N/A	N/A	A[2.3]	A[4.5]			
	NYS Route 208 SB LT	B[11.3]	C[15.4]	C[18.5]	C[24.6]	N/A	N/A	SB Approach	A[7.6]	A[8.2]
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	C[32.6]	F[81.7]			
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[4.1]	A[4.4]			
Overall		N/A	N/A	N/A	N/A	C[30.0]	D[40.2]	Overall	B[11.1]	B[14.5]
Saturday Peak Hour	Mountain Road WB LR	C[15.7]	C[18.7]	E[43.7]	F[170.5]	N/A	N/A	WB Approach	B[10.0]	B[13.4]
	Mountain Road WB L	N/A	N/A	N/A	N/A	D[54.4]	D[53.5]			
	Mountain Road WB R	N/A	N/A	N/A	N/A	E[63.2]	E[78.5]			
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	B[11.5]	B[15.1]	NB Approach	A[7.1]	A[8.0]
	NY Route 208 NB R	N/A	N/A	N/A	N/A	A[1.5]	A[1.7]			
	NYS Route 208 SB LT	A[9.1]	A[9.5]	B[11.0]	B[12.2]	N/A	N/A	SB Approach	A[6.6]	A[7.2]
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	A[9.6]	B[15.7]			
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[6.7]	A[8.2]			
Overall		N/A	N/A	N/A	N/A	B[13.8]	B[18.8]	Overall	A[7.1]	A[8.2]
Sunday Peak Hour	Mountain Road WB LR	C[17.8]	F[89.1]	F[619.4]	F[>1000]	N/A	N/A	WB Approach	A[8.1]	A[9.6]
	Mountain Road WB L	N/A	N/A	N/A	N/A	E[58.9]	E[57.5]			
	Mountain Road WB R	N/A	N/A	N/A	N/A	E[57.7]	E[62.3]			
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	B[10.8]	B[13.6]	NB Approach	A[8.0]	A[9.1]
	NY Route 208 NB R	N/A	N/A	N/A	N/A	A[2.3]	A[2.6]			
	NYS Route 208 SB LT	A[9.0]	B[10.5]	B[12.2]	B[13.7]	N/A	N/A	SB Approach	A[7.9]	A[8.6]
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	A[8.8]	B[13.9]			
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[6.7]	A[8.1]			
Overall		N/A	N/A	N/A	N/A	B[15.1]	B[18.0]	Overall	A[8.0]	A[9.0]

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Table 3116A							
LOS Comparison - NYS Route 208/Route 17 EB On/Off Ramp							
Description	Traffic Movement	Signalized Intersection As Is Current Condition		Signalized Intersection As Is Current Condition w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	NYS Route 17 EB Ramp WB LR	C[28.2]	C[27.9]	C[27.9]	C[28.2]	E[74.0]	E[74.1]
	NYS Route 208 NB TR	A[2.4]	A[4.3]	A[4.4]	A[4.4]	D[50.5]	D[53.5]
	NYS Route 208 SB LT	E[67.2]	F[450.3]	F[348.3]	F[390.8]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	D[46.7]	D[46.0]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	B[14.0]	A[13.4]
	Overall	D[38.7]	F[222.3]	F[165.6]	F[188.6]	D[39.2]	D[39.6]
Weekday Peak PM Hour	NYS Route 17 EB Ramp WB LR	C[27.9]	D[46.0]	D[52.3]	E[56.0]	E[73.2]	E[73.2]
	NYS Route 208 NB TR	A[5.3]	A[9.1]	A[10.0]	B[10.9]	D[43.6]	D[47.4]
	NYS Route 208 SB LT	E[61.8]	F[626.6]	F[769.2]	F[936.1]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	D[45.4]	D[48.5]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[0.2]	A[0.2]
	Overall	C[32.6]	F[291.0]	F[354.8]	F[429.2]	C[29.5]	C[31.5]
September Friday Peak PM Hour	NYS Route 17 EB Ramp WB LR	C[27.3]	D[43.7]	D[43.7]	D[43.7]	E[69.7]	E[69.7]
	NYS Route 208 NB TR	A[4.8]	A[8.4]	A[8.4]	A[8.4]	E[41.6]	E[41.6]
	NYS Route 208 SB LT	D[35.1]	F[495.5]	F[495.5]	F[495.5]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	E[42.4]	E[42.4]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[1.0]	A[1.0]
	Overall	C[20.7]	F[233.0]	F[233.0]	F[233.0]	C[28.2]	C[28.2]
Saturday Peak Hour	NYS Route 17 EB Ramp WB LR	C[28.2]	C[27.7]	C[27.7]	C[27.7]	E[74.0]	E[74.0]
	NYS Route 208 NB TR	A[3.1]	A[4.5]	A[4.5]	A[4.5]	C[30.4]	C[30.4]
	NYS Route 208 SB LT	B[16.2]	F[139.9]	F[139.9]	F[139.9]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	C[25.7]	C[25.7]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[0.6]	A[0.6]
	Overall	C[10.9]	E[69.7]	E[69.7]	E[69.7]	C[21.5]	C[21.5]
Sunday Peak Hour	NYS Route 17 EB Ramp WB LR	C[28.0]	C[28.6]	C[29.2]	C[29.9]	E[72.1]	E[72.1]
	NYS Route 208 NB TR	A[2.9]	A[5.1]	A[5.5]	A[5.7]	C[32.2]	C[32.9]
	NYS Route 208 SB LT	B[17.9]	F[290.8]	F[352.3]	F[397.2]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	C[31.6]	C[32.9]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[0.4]	A[0.3]
	Overall	B[12.0]	F[148.1]	F[179.0]	F[201.7]	C[23.6]	C[24.1]

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Table 3116B							
LOS Comparison - NYS Route 208/Route 17 EB On/Off Ramp							
Description	Traffic Movement	Signalized Intersection As Is Current Condition		Signalized Intersection As Is Current Condition w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 2							
Weekday Peak AM Hour	NYS Route 17 EB Ramp WB LR	C[28.2]	C[27.9]	C[28.5]	C[28.5]	E[74.0]	E[74.1]
	NYS Route 208 NB TR	A[2.4]	A[4.3]	A[4.5]	A[4.5]	D[51.8]	E[55.2]
	NYS Route 208 SB LT	E[67.2]	F[450.3]	F[392.7]	F[616.1]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	D[47.8]	D[48.5]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	B[14.3]	B[14.3]
	Overall	D[38.7]	F[222.3]	F[188.8]	F[317.8]	D[39.9]	D[41.0]
Weekday Peak PM Hour	NYS Route 17 EB Ramp WB LR	C[27.9]	D[46.0]	D[54.4]	E[61.7]	E[73.2]	E[73.2]
	NYS Route 208 NB TR	A[5.3]	A[9.1]	B[10.6]	B[11.8]	D[46.1]	D[51.5]
	NYS Route 208 SB LT	E[61.8]	F[626.6]	F[890.0]	F[>1000]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	D[47.6]	D[55.0]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[0.2]	A[0.2]
	Overall	C[32.6]	F[291.0]	F[409.9]	F[506.6]	C[30.8]	C[34.1]
September Friday Peak PM Hour	NYS Route 17 EB Ramp WB LR	C[27.3]	D[43.7]	D[53.3]	E[60.0]	E[69.7]	E[69.7]
	NYS Route 208 NB TR	A[4.8]	A[8.4]	A[9.6]	B[10.6]	D[47.7]	D[53.1]
	NYS Route 208 SB LT	D[35.1]	F[495.5]	F[690.0]	F[852.9]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	D[48.4]	D[54.0]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[0.7]	A[0.5]
	Overall	C[20.7]	F[233.0]	F[321.4]	F[394.6]	C[31.5]	C[34.4]
Saturday Peak Hour	NYS Route 17 EB Ramp WB LR	C[28.2]	C[27.7]	C[28.1]	C[29.0]	E[74.0]	E[74.0]
	NYS Route 208 NB TR	A[3.1]	A[4.5]	A[5.1]	A[5.4]	C[32.4]	C[33.7]
	NYS Route 208 SB LT	B[16.2]	F[139.9]	F[247.5]	F[313.8]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	C[30.1]	C[32.6]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[0.5]	A[0.5]
	Overall	B[10.9]	E[69.7]	F[121.1]	F[153.0]	C[23.1]	C[24.1]
Sunday Peak Hour	NYS Route 17 EB Ramp WB LR	C[28.0]	C[28.6]	C[29.9]	C[30.8]	E[72.1]	E[72.1]
	NYS Route 208 NB TR	A[2.9]	A[5.1]	A[5.7]	A[6.0]	C[32.9]	C[34.0]
	NYS Route 208 SB LT	B[17.9]	F[290.8]	F[397.2]	F[466.3]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	C[32.9]	C[34.8]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[0.3]	A[0.2]
	Overall	B[12.0]	F[148.1]	F[201.7]	F[236.4]	C[24.1]	C[24.8]

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Table 3117A									
LOS Comparison - NYS Route 208 & Office Driveway/Route 17 WB On/Off Ramp									
Description	Traffic Movement	Signalized Intersection As Is Current Condition		Signalized Intersection As Is Current Condition w/ Park & Ride		2030 With Proposed Project and Proposed Improvements (Timing Improvements & Separate Left Turn Lane on NYS Route 208) w/ Park & Ride		2030 With Proposed Project and Proposed Improvements (Timing Improvements & Separate Left Turn Lane on NYS Route 208 w/ Two Lane EB Approach and Three Lane WB Approach) w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1									
Weekday Peak AM Hour	Office Driveway EB LTR	C[22.8]	C[21.9]	C[21.9]	C[21.9]	F[98.8]	F[98.8]	N/A	N/A
	Office Driveway EB LT	N/A	N/A	N/A	N/A	N/A	N/A	E[76.0]	E[76.0]
	Office Driveway EB R	N/A	N/A	N/A	N/A	N/A	N/A	E[78.0]	E[78.0]
	NYS Route 17 WB Ramp LT	C[24.1]	C[24.0]	C[24.0]	C[24.0]	E[78.3]	E[78.3]	N/A	N/A
	NYS Route 17 WB Ramp L	N/A	N/A	N/A	N/A	N/A	N/A	E[67.0]	E[67.0]
	NYS Route 17 WB Ramp T	N/A	N/A	N/A	N/A	N/A	N/A	E[62.0]	E[62.0]
	NYS Route 17 WB Ramp R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 NB LT	A[3.6]	A[6.1]	A[6.0]	A[6.1]	N/A	N/A	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	B[12.1]	D[42.2]	B[11.7]	B[11.7]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	B[16.3]	B[16.4]	B[15.9]	B[16.1]
	NYS Route 208 NB R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 SB LTR	B[11.8]	E[56.9]	D[43.6]	E[63.5]	N/A	N/A	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	B[14.6]	B[15.5]	B[14.0]	B[14.9]
	NYS Route 208 TR	N/A	N/A	N/A	N/A	B[18.9]	C[28.4]	B[17.1]	C[25.5]
	Overall	B[11.5]	D[42.5]	C[32.9]	D[46.3]	C[26.1]	C[32.2]	C[23.1]	C[27.6]
Weekday Peak PM Hour	Office Driveway EB LTR	C[20.1]	C[21.0]	C[21.0]	C[21.0]	F[261.5]	F[261.5]	N/A	N/A
	Office Driveway EB LT	N/A	N/A	N/A	N/A	N/A	N/A	F[85.3]	F[97.1]
	Office Driveway EB R	N/A	N/A	N/A	N/A	N/A	N/A	F[103.3]	F[122.7]
	NYS Route 17 WB Ramp LT	C[24.9]	F[91.5]	F[91.5]	F[91.5]	F[133.7]	F[133.7]	N/A	N/A
	NYS Route 17 WB Ramp L	N/A	N/A	N/A	N/A	N/A	N/A	F[97.9]	F[97.9]
	NYS Route 17 WB Ramp T	N/A	N/A	N/A	N/A	N/A	N/A	D[42.5]	D[42.5]
	NYS Route 17 WB Ramp R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 NB LT	A[9.3]	B[13.4]	B[15.5]	B[17.2]	N/A	N/A	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	C[26.7]	D[37.8]	C[22.0]	C[21.8]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	C[34.3]	D[36.0]	C[34.3]	C[35.0]
	NYS Route 208 NB R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 SB LTR	B[11.7]	C[25.3]	D[43.9]	E[77.3]	N/A	N/A	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	D[39.9]	D[52.4]	C[28.5]	C[34.9]
	NYS Route 208 TR	N/A	N/A	N/A	N/A	C[27.2]	D[36.1]	C[20.6]	C[23.5]
	Overall	B[14.1]	D[36.8]	D[43.8]	E[56.9]	E[74.6]	E[77.4]	D[47.8]	D[50.0]
September Friday Peak PM Hour	Office Driveway EB LTR	C[21.1]	C[20.4]	C[20.4]	C[20.4]	F[161.7]	F[161.7]	N/A	N/A
	Office Driveway EB LT	N/A	N/A	N/A	N/A	N/A	N/A	E[70.6]	E[70.6]
	Office Driveway EB R	N/A	N/A	N/A	N/A	N/A	N/A	F[88.3]	F[88.3]
	NYS Route 17 WB Ramp LT	C[23.8]	D[36.4]	D[36.4]	D[36.4]	E[77.9]	E[77.9]	N/A	N/A
	NYS Route 17 WB Ramp L	N/A	N/A	N/A	N/A	N/A	N/A	E[71.1]	E[71.1]
	NYS Route 17 WB Ramp T	N/A	N/A	N/A	N/A	N/A	N/A	D[45.2]	D[45.2]
	NYS Route 17 WB Ramp R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 NB LT	A[7.1]	B[11.8]	B[11.8]	B[11.8]	N/A	N/A	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	C[25.1]	C[25.1]	C[23.2]	C[23.2]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	D[36.3]	D[36.3]	C[34.5]	C[34.5]
	NYS Route 208 NB R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 SB LTR	A[8.4]	B[18.3]	B[18.3]	B[18.3]	N/A	N/A	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	C[28.2]	C[28.2]	C[26.2]	C[26.2]
	NYS Route 208 TR	N/A	N/A	N/A	N/A	B[16.6]	B[16.6]	B[13.1]	B[13.1]
	Overall	B[11.3]	C[20.4]	C[20.4]	C[20.4]	D[48.6]	D[48.6]	D[37.9]	D[37.9]
Saturday Peak Hour	Office Driveway EB LTR	C[22.1]	C[22.4]	C[22.4]	C[22.4]	E[73.1]	E[73.1]	N/A	N/A
	Office Driveway EB LT	N/A	N/A	N/A	N/A	N/A	N/A	E[74.1]	E[74.1]
	Office Driveway EB R	N/A	N/A	N/A	N/A	N/A	N/A	E[75.1]	E[75.1]
	NYS Route 17 WB Ramp LT	C[23.9]	C[23.7]	C[23.7]	C[23.7]	E[74.5]	E[74.5]	E[74.5]	E[74.5]
	NYS Route 17 WB Ramp L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	NYS Route 17 WB Ramp T	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	NYS Route 17 WB Ramp R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 NB LT	A[4.7]	A[6.3]	A[6.3]	A[6.3]	N/A	N/A	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	C[23.2]	C[23.2]	C[23.2]	C[23.2]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	C[31.3]	C[31.3]	C[31.3]	C[31.3]
	NYS Route 208 NB R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 SB LTR	A[6.5]	A[9.4]	A[9.4]	A[9.4]	N/A	N/A	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	C[22.5]	C[22.5]	C[22.5]	C[22.5]
	NYS Route 208 TR	N/A	N/A	N/A	N/A	B[13.0]	B[13.0]	B[13.0]	B[13.0]
	Overall	A[8.6]	B[11.6]	B[11.6]	B[11.6]	C[32.1]	C[32.1]	C[32.2]	C[32.2]
Sunday Peak Hour	Office Driveway EB LTR	C[21.2]	B[19.9]	B[19.9]	B[19.9]	E[77.6]	E[77.6]	N/A	N/A
	Office Driveway EB LT	N/A	N/A	N/A	N/A	N/A	N/A	E[74.4]	E[74.4]
	Office Driveway EB R	N/A	N/A	N/A	N/A	N/A	N/A	E[75.1]	E[75.1]
	NYS Route 17 WB Ramp LT	C[24.0]	C[25.7]	C[25.7]	C[25.7]	E[78.1]	E[78.1]	E[78.1]	E[78.1]
	NYS Route 17 WB Ramp L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	NYS Route 17 WB Ramp T	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	NYS Route 17 WB Ramp R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 NB LT	A[5.0]	A[9.2]	A[9.7]	B[10.1]	N/A	N/A	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	C[29.1]	D[36.4]	C[29.1]	D[36.4]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	C[31.4]	C[32.1]	C[31.4]	C[32.1]
	NYS Route 208 NB R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 SB LTR	A[8.1]	B[19.0]	C[22.7]	C[27.1]	N/A	N/A	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	C[25.8]	C[27.6]	C[25.8]	C[27.6]
	NYS Route 208 TR	N/A	N/A	N/A	N/A	C[28.0]	D[35.9]	C[28.0]	D[35.9]
	Overall	A[9.9]	B[18.0]	B[19.8]	C[22.1]	D[40.8]	D[44.2]	D[40.6]	D[44.1]

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Table 3117B									
LOS Comparison - NYS Route 208 & Office Driveway/Route 17 WB On/Off Ramp									
Description	Traffic Movement	Signalized Intersection As Is Current Condition		Signalized Intersection As Is Current Condition w/ Park & Ride		2030 With Proposed Project and Proposed Improvements (Timing Improvements & Separate Left Turn Lane on NYS Route 208) w/ Park & Ride		2030 With Proposed Project and Proposed Improvements (Timing Improvements & Separate Left Turn Lane on NYS Route 208 w/ Two Lane EB Approach and Three Lane WB Approach) w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 2									
Weekday Peak AM Hour	Office Driveway EB LTR	C[22.8]	C[21.9]	C[21.9]	C[21.9]	F[88.0]	F[111.2]	N/A	N/A
	Office Driveway EB LT	N/A	N/A	N/A	N/A	N/A	N/A	E[76.0]	E[76.0]
	Office Driveway EB R	N/A	N/A	N/A	N/A	N/A	N/A	E[78.0]	E[78.0]
	NYS Route 17 WB Ramp LT	C[24.1]	C[24.0]	C[24.0]	C[24.0]	E[78.3]	E[78.3]	N/A	N/A
	NYS Route 17 WB Ramp L	N/A	N/A	N/A	N/A	N/A	N/A	E[67.0]	E[67.0]
	NYS Route 17 WB Ramp T	N/A	N/A	N/A	N/A	N/A	N/A	E[62.0]	E[62.0]
	NYS Route 17 WB Ramp R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 NB LT	A[3.6]	A[6.1]	A[6.1]	A[6.2]	N/A	N/A	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	D[40.2]	D[41.3]	B[11.7]	D[41.6]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	B[17.0]	B[16.1]	B[16.0]	B[16.1]
	NYS Route 208 NB R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 SB LTR	B[11.8]	E[56.9]	E[62.5]	F[93.2]	N/A	N/A	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	B[16.2]	B[16.1]	B[14.9]	B[16.1]
	NYS Route 208 TR	N/A	N/A	N/A	N/A	C[30.8]	D[41.8]	C[24.9]	D[41.8]
	Overall	B[11.5]	D[42.5]	D[45.5]	E[66.6]	C[33.3]	D[39.4]	C[27.2]	D[37.4]
Weekday Peak PM Hour	Office Driveway EB LTR	C[20.1]	C[21.0]	C[21.0]	C[21.0]	F[261.5]	F[261.5]	N/A	N/A
	Office Driveway EB LT	N/A	N/A	N/A	N/A	N/A	N/A	F[85.3]	F[85.3]
	Office Driveway EB R	N/A	N/A	N/A	N/A	N/A	N/A	F[103.3]	F[103.3]
	NYS Route 17 WB Ramp LT	C[24.9]	F[91.5]	F[91.5]	F[91.5]	F[133.7]	F[133.7]	N/A	N/A
	NYS Route 17 WB Ramp L	N/A	N/A	N/A	N/A	N/A	N/A	F[97.9]	F[97.9]
	NYS Route 17 WB Ramp T	N/A	N/A	N/A	N/A	N/A	N/A	D[42.5]	D[42.5]
	NYS Route 17 WB Ramp R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 NB LT	A[9.3]	B[13.4]	B[16.6]	B[18.9]	N/A	N/A	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	D[36.5]	D[37.5]	D[37.4]	D[37.4]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	D[37.5]	D[39.9]	D[37.6]	D[37.6]
	NYS Route 208 NB R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 SB LTR	B[11.7]	C[25.3]	E[68.9]	F[126.4]	N/A	N/A	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	D[38.6]	F[65.0]	D[52.9]	D[52.9]
	NYS Route 208 TR	N/A	N/A	N/A	N/A	D[35.5]	E[48.6]	D[37.6]	D[37.6]
	Overall	B[14.1]	D[36.8]	D[53.6]	E[76.6]	F[77.1]	F[82.1]	D[54.9]	D[54.9]
September Friday Peak PM Hour	Office Driveway EB LTR	C[21.1]	C[20.4]	C[20.4]	C[20.4]	F[161.7]	F[161.7]	N/A	N/A
	Office Driveway EB LT	N/A	N/A	N/A	N/A	N/A	N/A	E[70.6]	E[70.6]
	Office Driveway EB R	N/A	N/A	N/A	N/A	N/A	N/A	F[88.3]	F[88.3]
	NYS Route 17 WB Ramp LT	C[23.8]	D[36.4]	D[36.4]	D[36.4]	E[77.9]	E[77.9]	N/A	N/A
	NYS Route 17 WB Ramp L	N/A	N/A	N/A	N/A	N/A	N/A	E[71.1]	E[71.1]
	NYS Route 17 WB Ramp T	N/A	N/A	N/A	N/A	N/A	N/A	D[45.2]	D[45.2]
	NYS Route 17 WB Ramp R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 NB LT	A[7.1]	B[11.8]	B[13.8]	B[15.2]	N/A	N/A	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	C[27.4]	C[30.8]	C[24.5]	C[26.5]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	D[39.0]	D[40.8]	D[36.9]	D[38.6]
	NYS Route 208 NB R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 SB LTR	A[8.4]	B[18.3]	C[29.8]	D[51.5]	N/A	N/A	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	D[39.5]	E[57.7]	D[35.7]	D[48.9]
	NYS Route 208 TR	N/A	N/A	N/A	N/A	C[23.4]	C[30.6]	B[18.2]	C[23.4]
	Overall	B[11.3]	C[20.4]	C[25.2]	C[34.4]	D[50.9]	D[54.5]	D[40.1]	D[42.8]
Saturday Peak Hour	Office Driveway EB LTR	C[22.1]	C[22.4]	C[22.4]	C[22.4]	E[73.1]	E[73.1]	N/A	N/A
	Office Driveway EB LT	N/A	N/A	N/A	N/A	N/A	N/A	E[74.1]	E[74.1]
	Office Driveway EB R	N/A	N/A	N/A	N/A	N/A	N/A	E[75.1]	E[75.1]
	NYS Route 17 WB Ramp LT	C[23.9]	C[23.7]	C[23.7]	C[23.7]	E[74.5]	E[74.5]	E[74.5]	E[74.5]
	NYS Route 17 WB Ramp L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	NYS Route 17 WB Ramp T	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	NYS Route 17 WB Ramp R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 NB LT	A[4.7]	A[6.3]	A[6.8]	A[7.2]	N/A	N/A	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	C[25.1]	C[28.0]	C[25.1]	C[28.0]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	C[33.3]	C[34.5]	C[33.3]	C[34.5]
	NYS Route 208 NB R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 SB LTR	A[6.5]	A[9.4]	B[11.7]	B[13.5]	N/A	N/A	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	C[24.2]	C[26.1]	C[24.2]	C[26.1]
	NYS Route 208 TR	N/A	N/A	N/A	N/A	B[19.7]	C[26.3]	B[19.7]	C[26.3]
	Overall	A[8.6]	B[11.6]	B[12.5]	B[13.3]	C[34.6]	D[37.6]	C[34.7]	D[37.7]
Sunday Peak Hour	Office Driveway EB LTR	C[21.2]	B[19.9]	B[19.9]	B[19.9]	E[77.6]	E[77.6]	N/A	N/A
	Office Driveway EB LT	N/A	N/A	N/A	N/A	N/A	N/A	E[74.4]	E[74.4]
	Office Driveway EB R	N/A	N/A	N/A	N/A	N/A	N/A	E[75.1]	E[75.1]
	NYS Route 17 WB Ramp LT	C[24.0]	C[25.7]	C[25.7]	C[25.7]	E[78.1]	E[78.1]	E[78.1]	E[78.1]
	NYS Route 17 WB Ramp L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	NYS Route 17 WB Ramp T	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	NYS Route 17 WB Ramp R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 NB LT	A[5.0]	A[9.2]	B[10.1]	B[10.6]	N/A	N/A	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	D[36.4]	D[39.7]	D[36.4]	D[39.7]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	C[32.1]	C[33.0]	C[32.1]	C[33.0]
	NYS Route 208 NB R	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	NYS Route 208 SB LTR	A[8.1]	B[19.0]	C[27.1]	D[38.1]	N/A	N/A	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	C[27.6]	C[30.5]	C[27.6]	C[30.5]
	NYS Route 208 TR	N/A	N/A	N/A	N/A	D[35.9]	F[48.5]	D[35.9]	F[48.5]
	Overall	A[9.9]	B[18.0]	C[22.1]	C[27.7]	D[44.2]	D[49.7]	D[44.1]	D[49.6]

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Table 3118A							
LOS Comparison - NYS Route 208/Peddler Hill Road							
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	Peddler Hill Road SEB LR	D[28.4]	E[46.6]	E[49.8]	F[76.0]	N/A	N/A
	Peddler Hill Road SEB L	N/A	N/A	N/A	N/A	C[23.1]	C[29.9]
	Peddler Hill Road SEB R	N/A	N/A	N/A	N/A	C[27.9]	D[35.5]
	NYS Route 208 NB LT	B[10.4]	B[11.2]	B[11.3]	B[12.1]	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	B[17.5]	C[24.8]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[3.0]	A[2.8]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[7.5]	B[13.8]
	Overall	N/A	N/A	N/A	N/A	A[7.9]	B[12.6]
Weekday Peak PM Hour	Peddler Hill Road SEB LR	D[26.9]	D[57.3]	F[70.9]	F[84.1]	N/A	N/A
	Peddler Hill Road SEB L	N/A	N/A	N/A	N/A	C[29.1]	D[40.4]
	Peddler Hill Road SEB R	N/A	N/A	N/A	N/A	D[38.5]	D[49.2]
	NYS Route 208 NB LT	A[8.8]	A[9.5]	A[9.9]	B[10.4]	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	A[4.4]	A[4.4]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	B[5.8]	B[16.0]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[2.2]	A[2.0]
	Overall	N/A	N/A	N/A	N/A	A[5.2]	B[11.3]
September Friday Peak PM Hour	Peddler Hill Road SEB LR	F[55.8]	F[236.2]	F[136.1]	D[136.1]	N/A	N/A
	Peddler Hill Road SEB L	N/A	N/A	N/A	N/A	B[17.4]	B[17.4]
	Peddler Hill Road SEB R	N/A	N/A	N/A	N/A	B[19.1]	B[19.1]
	NYS Route 208 NB LT	A[8.8]	A[9.5]	A[9.5]	A[9.5]	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	A[6.0]	A[6.0]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[4.5]	A[4.5]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[3.4]	A[3.4]
	Overall	N/A	N/A	N/A	N/A	A[4.8]	A[4.8]
Saturday Peak Hour	Peddler Hill Road SEB LR	C[16.7]	C[19.4]	C[19.4]	C[19.4]	N/A	N/A
	Peddler Hill Road SEB L	N/A	N/A	N/A	N/A	B[12.3]	B[12.3]
	Peddler Hill Road SEB R	N/A	N/A	N/A	N/A	C[19.3]	C[19.3]
	NYS Route 208 NB LT	A[8.8]	A[9.2]	A[9.2]	A[9.2]	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	A[6.7]	A[6.7]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[4.2]	A[4.2]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[4.2]	A[4.2]
	Overall	N/A	N/A	N/A	N/A	A[5.0]	A[5.0]
Sunday Peak Hour	Peddler Hill Road SEB LR	D[30.3]	F[59.4]	F[112.3]	F[193.1]	N/A	N/A
	Peddler Hill Road SEB L	N/A	N/A	N/A	N/A	B[18.5]	C[20.9]
	Peddler Hill Road SEB R	N/A	N/A	N/A	N/A	C[20.4]	C[22.9]
	NYS Route 208 NB LT	A[9.2]	A[9.9]	B[10.4]	B[10.8]	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	A[9.0]	A[9.9]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[3.4]	A[3.5]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[4.3]	A[4.3]
	Overall	N/A	N/A	N/A	N/A	A[4.8]	A[4.9]

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Table 3118B							
LOS Comparison - NYS Route 208/Peddler Hill Road							
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 2							
Weekday Peak AM Hour	Peddler Hill Road SEB LR	D[28.4]	E[46.6]	F[74.9]	F[139.5]	N/A	N/A
	Peddler Hill Road SEB L	N/A	N/A	N/A	N/A	C[29.4]	C[34.1]
	Peddler Hill Road SEB R	N/A	N/A	N/A	N/A	C[35.0]	D[40.3]
	NYS Route 208 NB LT	B[10.4]	B[11.2]	B[12.0]	B[13.2]	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	C[24.1]	D[42.8]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[2.9]	A[2.9]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	B[13.2]	C[33.3]
	Overall	N/A	N/A	N/A	N/A	B[12.1]	C[25.9]
Weekday Peak PM Hour	Peddler Hill Road SEB LR	D[26.9]	F[57.3]	F[73.2]	F[103.1]	N/A	N/A
	Peddler Hill Road SEB L	N/A	N/A	N/A	N/A	D[36.4]	D[45.5]
	Peddler Hill Road SEB R	N/A	N/A	N/A	N/A	D[45.3]	D[54.2]
	NYS Route 208 NB LT	A[8.8]	A[9.5]	B[10.3]	B[10.8]	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	A[4.5]	A[5.1]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	B[11.4]	D[35.3]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[2.1]	A[2.5]
	Overall	N/A	N/A	N/A	N/A	A[8.5]	C[22.9]
September Friday Peak PM Hour	Peddler Hill Road SEB LR	F[55.8]	F[236.2]	F[725.2]	F[>1000]	N/A	N/A
	Peddler Hill Road SEB L	N/A	N/A	N/A	N/A	C[26.5]	D[35.5]
	Peddler Hill Road SEB R	N/A	N/A	N/A	N/A	C[28.5]	D[37.8]
	NYS Route 208 NB LT	A[8.8]	A[9.5]	B[10.3]	B[10.8]	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	A[6.3]	A[6.7]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[5.5]	B[13.5]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[3.0]	A[3.0]
	Overall	N/A	N/A	N/A	N/A	A[5.4]	B[10.1]
Saturday Peak Hour	Peddler Hill Road SEB LR	C[16.7]	C[19.4]	D[31.5]	E[44.8]	N/A	N/A
	Peddler Hill Road SEB L	N/A	N/A	N/A	N/A	B[16.5]	C[20.0]
	Peddler Hill Road SEB R	N/A	N/A	N/A	N/A	C[22.8]	C[26.2]
	NYS Route 208 NB LT	A[8.8]	A[9.2]	A[10.0]	B[10.5]	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	A[8.1]	A[9.1]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[4.5]	A[4.7]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[4.2]	A[4.2]
	Overall	N/A	N/A	N/A	N/A	A[5.1]	A[5.3]
Sunday  Peak Hour	Peddler Hill Road SEB LR	D[30.3]	F[59.4]	F[193.1]	F[401.9]	N/A	N/A
	Peddler Hill Road SEB L	N/A	N/A	N/A	N/A	C[20.9]	C[25.1]
	Peddler Hill Road SEB R	N/A	N/A	N/A	N/A	C[22.9]	C[27.2]
	NYS Route 208 NB LT	A[9.2]	A[9.9]	B[10.8]	B[11.4]	N/A	N/A
	NYS Route 208 NB L	N/A	N/A	N/A	N/A	A[9.9]	B[11.7]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[3.5]	A[3.5]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[4.3]	A[4.4]
	Overall	N/A	N/A	N/A	N/A	A[4.9]	A[5.1]



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Table 3119							
LOS Comparison - NYS Route 208/Stonegate Road							
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	Stonegate Drive SEB LR	C[22.0]	D[29.5]	D[31.1]	E[39.4]	C[27.5]	C[34.4]
	NYS Route NEB LT	B[10.1]	B[10.8]	B[10.9]	B[11.6]	A[2.5]	A[2.2]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[5.6]	A[7.4]
	Overall	N/A	N/A	N/A	N/A	A[5.4]	A[6.7]
Weekday Peak PM Hour	Stonegate Drive SEB LR	C[20.7]	D[30.5]	E[37.4]	F[56.7]	D[43.1]	D[48.0]
	NYS Route NEB LT	A[8.6]	A[9.1]	A[9.5]	A[9.8]	B[17.1]	B[16.1]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[2.2]	A[2.4]
	Overall	N/A	N/A	N/A	N/A	B[12.4]	B[11.5]
September Friday Peak PM Hour	Stonegate Drive SEB LR	C[22.0]	D[32.5]	D[27.6]	D[27.6]	C[23.9]	C[23.9]
	NYS Route NEB LT	A[8.7]	A[9.2]	A[9.2]	A[9.2]	A[4.7]	A[4.7]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[3.3]	A[3.3]
	Overall	N/A	N/A	N/A	N/A	A[4.4]	A[4.4]
Saturday Peak Hour Peak Hour	Stonegate Drive SEB LR	C[16.3]	C[18.4]	C[18.4]	C[18.4]	B[15.6]	B[15.6]
	NYS Route NEB LT	A[8.8]	A[9.1]	A[9.1]	A[9.1]	A[4.6]	A[4.6]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[4.6]	A[4.6]
	Overall	N/A	N/A	N/A	N/A	A[4.8]	A[4.8]
Sunday Peak Hour	Stonegate Drive SEB LR	C[17.5]	C[22.7]	D[28.2]	D[34.0]	C[22.9]	C[26.6]
	NYS Route NEB LT	A[9.0]	A[9.6]	B[10.0]	B[10.4]	A[3.7]	A[3.6]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[4.5]	A[4.4]
	Overall	N/A	N/A	N/A	N/A	A[4.5]	A[4.4]
Community Scenario No. 2							
Weekday Peak AM Hour	Stonegate Drive SEB LR	C[22.0]	D[29.5]	E[39.4]	F[56.6]	C[34.0]	D[44.3]
	NYS Route NEB LT	B[10.1]	B[10.8]	B[11.5]	B[12.5]	A[2.2]	A[2.1]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[7.1]	B[13.3]
	Overall	N/A	N/A	N/A	N/A	A[6.5]	B[10.9]
Weekday Peak PM Hour	Stonegate Drive SEB LR	C[20.7]	D[30.5]	F[51.4]	F[126.0]	D[45.1]	E[74.0]
	NYS Route NEB LT	A[8.6]	A[9.1]	A[9.8]	B[10.2]	B[12.6]	C[26.4]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[2.4]	A[2.1]
	Overall	N/A	N/A	N/A	N/A	A[9.3]	B[18.1]
September Friday Peak PM Hour	Stonegate Drive SEB LR	C[22.0]	D[32.5]	F[53.4]	F[98.6]	D[36.3]	D[47.9]
	NYS Route NEB LT	A[8.7]	A[9.2]	A[9.9]	B[10.3]	A[7.1]	B[12.9]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[2.8]	A[2.7]
	Overall	N/A	N/A	N/A	N/A	A[5.7]	A[9.3]
Saturday Peak Hour Peak Hour	Stonegate Drive SEB LR	C[16.3]	C[18.4]	D[27.8]	E[36.6]	C[23.8]	C[29.3]
	NYS Route NEB LT	A[8.8]	A[9.1]	A[9.8]	B[10.3]	A[4.2]	A[4.2]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[4.0]	A[3.9]
	Overall	N/A	N/A	N/A	N/A	A[4.4]	A[4.3]
Sunday Peak Hour	Stonegate Drive SEB LR	C[17.5]	C[22.7]	D[34.0]	E[45.7]	C[26.6]	C[31.9]
	NYS Route NEB LT	A[9.0]	A[9.6]	B[10.4]	B[10.9]	A[3.6]	A[3.6]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[4.4]	A[4.7]
	Overall	N/A	N/A	N/A	N/A	A[4.4]	A[4.6]

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Table 3110A							
LOS Comparison - NYS Route 208/Museum Village Road							
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	Museum Village Road S. EB LR	F[70.9]	F[335.1]	F[290.2]	F[369.4]	F[84.9]	F[84.9]
	NYS Route NB LT	B[10.9]	B[12.6]	B[12.2]	B[12.6]	A[2.9]	A[3.0]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	B[17.3]	C[22.3]
	Overall	N/A	N/A	N/A	N/A	B[17.7]	C[21.0]
Weekday Peak PM Hour	Museum Village Road S. EB LR	F[762.2]	F[>1000]	F[>1000]	F[>1000]	F[119.3]	F[119.3]
	NYS Route NB LT	A[8.7]	A[9.5]	A[9.7]	A[9.9]	C[21.4]	C[29.7]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	B[10.8]	B[11.4]
	Overall	N/A	N/A	N/A	N/A	C[30.6]	C[34.5]
September Friday Peak PM Hour	Museum Village Road S. EB LR	F[374.7]	F[>1000]	F[>1000]	F[>1000]	E[72.8]	E[72.8]
	NYS Route NB LT	A[8.7]	A[9.5]	A[9.5]	A[9.5]	B[13.3]	B[13.3]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	B[10.9]	B[10.9]
	Overall	N/A	N/A	N/A	N/A	B[19.7]	B[19.7]
Saturday Peak Hour	Museum Village Road S. EB LR	E[48.0]	F[97.6]	F[97.6]	F[97.6]	D[53.4]	D[53.4]
	NYS Route NB LT	A[9.0]	A[9.4]	A[9.4]	A[9.4]	A[4.5]	A[4.5]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[4.6]	A[4.6]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[4.7]
Sunday Peak Hour	Museum Village Road S. EB LR	F[118.2]	F[667.3]	F[882.5]	F[>1000]	D[53.8]	D[53.8]
	NYS Route NB LT	A[9.3]	B[10.0]	B[10.3]	B[10.4]	B[12.5]	B[13.2]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	B[19.2]	C[20.6]
	Overall	N/A	N/A	N/A	N/A	C[20.4]	C[21.2]

Table 3110B							
LOS Comparison - NYS Route 208/Museum Village Road							
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 2							
Weekday Peak AM Hour	Museum Village Road S. EB LR	F[70.9]	F[335.1]	F[369.4]	F[500.6]	F[84.9]	F[84.9]
	NYS Route NB LT	B[10.9]	B[12.6]	B[12.6]	B[13.2]	A[3.0]	A[8.5]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	C[21.8]	C[32.8]
	Overall	N/A	N/A	N/A	N/A	C[20.6]	C[29.5]
Weekday Peak PM Hour	Museum Village Road S. EB LR	F[762.2]	F[>1000]	F[>1000]	F[>1000]	F[119.3]	F[119.3]
	NYS Route NB LT	A[8.7]	A[9.5]	A[9.9]	B[10.1]	C[26.5]	D[41.8]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	B[11.3]	B[12.2]
	Overall	N/A	N/A	N/A	N/A	C[33.0]	D[40.6]
September Friday Peak PM Hour	Museum Village Road S. EB LR	F[374.7]	F[>1000]	F[>1000]	F[>1000]	E[72.8]	E[72.8]
	NYS Route NB LT	A[8.7]	A[9.5]	A[9.8]	A[10.0]	B[18.3]	C[24.3]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	B[12.1]	B[13.0]
	Overall	N/A	N/A	N/A	N/A	C[22.0]	C[25.1]
Saturday Peak Hour	Museum Village Road S. EB LR	E[48.0]	F[97.6]	F[209.1]	F[304.2]	D[53.4]	D[53.4]
	NYS Route NB LT	A[9.0]	A[9.4]	A[9.8]	B[10.0]	A[9.9]	B[10.8]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	B[12.7]	B[13.7]
	Overall	N/A	N/A	N/A	N/A	B[13.8]	B[14.5]
Sunday Peak Hour	Museum Village Road S. EB LR	F[118.2]	F[667.3]	F[>1000]	F[>1000]	D[53.8]	D[53.8]
	NYS Route NB LT	A[9.3]	B[10.0]	B[10.4]	B[10.7]	B[13.2]	B[14.4]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	C[20.6]	C[22.9]
	Overall	N/A	N/A	N/A	N/A	C[21.2]	C[22.6]

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Table 31111							
LOS Comparison - NYS Route 208/Fairway Drive							
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	Fairway Drive EB LR	C[20.0]	D[27.1]	D[25.2]	D[27.1]	D[33.5]	D[36.3]
	NYS Route 208 NB LT	B[10.8]	B[12.5]	B[12.0]	B[12.5]	A[2.1]	A[2.0]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	B[10.3]	B[13.5]
	Overall	N/A	N/A	N/A	N/A	A[7.8]	B[10.1]
Weekday Peak PM Hour	Fairway Drive EB LR	D[31.1]	F[59.6]	F[58.8]	F[68.3]	D[92.2]	D[44.6]
	NYS Route 208 NB LT	A[8.6]	A[9.3]	A[9.5]	A[9.7]	B[13.4]	C[20.2]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[2.3]	A[2.4]
	Overall	N/A	N/A	N/A	N/A	A[9.4]	B[13.8]
September Friday Peak PM Hour	Fairway Drive EB LR	C[21.8]	E[37.2]	D[32.3]	D[32.3]	C[30.6]	C[30.6]
	NYS Route 208 NB LT	A[8.7]	A[9.4]	A[9.4]	A[9.4]	A[6.1]	A[6.1]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[2.8]	A[2.8]
	Overall	N/A	N/A	N/A	N/A	A[4.9]	A[4.9]
Saturday Peak Hour	Fairway Drive EB LR	C[23.7]	D[30.4]	D[30.4]	D[30.4]	B[18.9]	B[18.9]
	NYS Route 208 NB LT	A[9.2]	A[9.6]	A[9.6]	A[9.6]	A[4.5]	A[4.5]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[4.6]	A[4.6]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[4.7]
Sunday Peak Hour	Fairway Drive EB LR	C[17.7]	C[23.9]	D[26.5]	D[28.7]	C[23.3]	C[25.0]
	NYS Route 208 NB LT	A[9.2]	A[9.8]	B[10.1]	B[10.3]	A[4.3]	A[4.3]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[4.6]	A[4.6]
	Overall	N/A	N/A	N/A	N/A	A[4.6]	A[4.6]
Community Scenario No. 2							
Weekday Peak AM Hour	Fairway Drive EB LR	C[20.0]	D[27.1]	D[27.0]	D[29.5]	D[36.2]	D[48.6]
	NYS Route 208 NB LT	B[10.8]	B[12.5]	B[12.4]	B[13.0]	A[2.0]	A[1.6]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	B[13.2]	B[12.7]
	Overall	N/A	N/A	N/A	N/A	A[9.9]	A[9.4]
Weekday Peak PM Hour	Fairway Drive EB LR	C[19.9]	D[31.2]	F[54.6]	F[108.4]	D[38.0]	D[45.9]
	NYS Route 208 NB LT	A[8.4]	A[8.9]	A[9.5]	A[9.9]	A[7.6]	B[17.6]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[2.7]	A[2.9]
	Overall	N/A	N/A	N/A	N/A	A[6.5]	B[12.7]
September Friday Peak PM Hour	Fairway Drive EB LR	C[21.8]	E[37.2]	E[41.5]	F[50.1]	D[36.6]	D[43.5]
	NYS Route 208 NB LT	A[8.7]	A[9.4]	A[9.7]	A[9.9]	A[9.4]	B[11.9]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[2.6]	A[2.5]
	Overall	N/A	N/A	N/A	N/A	A[6.9]	A[8.3]
Saturday Peak Hour	Fairway Drive EB LR	C[23.7]	D[30.4]	E[41.0]	E[48.3]	C[23.7]	C[26.5]
	NYS Route 208 NB LT	A[9.2]	A[9.6]	B[10.1]	B[10.3]	A[4.4]	A[4.4]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[4.3]	A[4.2]
	Overall	N/A	N/A	N/A	N/A	A[4.5]	A[4.4]
Sunday Peak Hour	Fairway Drive EB LR	C[17.7]	C[23.9]	D[28.7]	D[32.4]	C[25.0]	C[27.5]
	NYS Route 208 NB LT	A[9.2]	A[9.8]	B[10.3]	B[10.5]	A[4.3]	A[4.4]
	NYS Route 208 SB TR	N/A	N/A	N/A	N/A	A[4.6]	A[4.6]
	Overall	N/A	N/A	N/A	N/A	A[4.6]	A[4.6]

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**Table 31112A**

**LOS Comparison - NYS Route 208/Duelk Avenue**

Description	Traffic Movement	Signalized, As Is Current Condition		Signalized, As Is Current Condition w/ Park & Ride		2030 With Proposed Project & Proposed Improvements (Timing) w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	Duelk Avenue EB LTR	C[34.2]	C[34.2]	C[34.2]	C[34.2]	N/A	D[53.1]
	Duelk Avenue WB LT	C[34.8]	C[34.7]	C[34.7]	C[34.7]	N/A	D[54.9]
	Duelk Avenue WB R	C[28.7]	C[28.6]	C[28.6]	C[28.6]	N/A	D[46.5]
	NYS Route 208 NEB LTR	A[5.9]	A[6.9]	A[7.2]	A[7.6]	N/A	N/A
	NYS Route 208 NB LTR	N/A	N/A	N/A	N/A	N/A	A[6.6]
	NYS Route 208 SWB LTR	B[12.3]	B[17.9]	B[18.9]	C[31.1]	N/A	N/A
	NYS Route 208 SB LTR	N/A	N/A	N/A	N/A	N/A	B[18.3]
	Overall	B[13.9]	B[17.0]	B[17.5]	D[47.1]	N/A	B[19.1]
Weekday Peak PM Hour	Duelk Avenue EB LTR	C[32.4]	C[32.7]	C[32.7]	C[32.7]	E[69.7]	E[69.7]
	Duelk Avenue WB LT	C[32.3]	C[32.7]	C[32.7]	C[32.7]	E[75.1]	E[75.1]
	Duelk Avenue WB R	C[28.7]	C[28.8]	C[28.8]	C[28.8]	E[64.5]	E[64.5]
	NYS Route 208 NEB LTR	B[19.7]	D[52.8]	E[64.2]	F[115.4]	N/A	N/A
	NYS Route 208 NB LTR	N/A	N/A	N/A	N/A	C[21.4]	D[44.0]
	NYS Route 208 SWB LTR	A[6.7]	A[8.4]	A[9.9]	B[11.5]	N/A	N/A
	NYS Route 208 SB LTR	N/A	N/A	N/A	N/A	A[7.1]	A[9.8]
	Overall	B[17.0]	D[37.3]	D[43.5]	E[74.7]	C[20.3]	C[34.2]
September Friday Peak PM Hour	Duelk Avenue EB LTR	C[31.8]	C[32.0]	C[32.0]	C[32.0]	E[68.4]	E[68.4]
	Duelk Avenue WB LT	C[32.5]	C[32.9]	C[32.9]	C[32.9]	E[72.3]	E[72.3]
	Duelk Avenue WB R	C[28.7]	C[28.7]	C[28.7]	C[28.7]	E[62.3]	E[62.3]
	NYS Route 208 NEB LTR	B[12.6]	C[21.8]	B[14.2]	B[14.2]	N/A	N/A
	NYS Route 208 NB LTR	N/A	N/A	N/A	N/A	A[8.9]	A[8.9]
	NYS Route 208 SWB LTR	A[6.6]	A[8.0]	A[8.0]	A[8.0]	N/A	N/A
	NYS Route 208 SB LTR	N/A	N/A	N/A	N/A	A[5.7]	A[5.7]
	Overall	B[12.5]	B[18.0]	B[13.5]	B[13.5]	B[13.3]	B[13.3]
Saturday Peak Hour	Duelk Avenue EB LTR	C[31.7]	C[31.9]	C[31.9]	C[31.9]	N/A	N/A
	Duelk Avenue WB LT	C[32.4]	C[33.0]	C[33.0]	C[33.0]	N/A	N/A
	Duelk Avenue WB R	C[28.5]	C[28.5]	C[28.5]	C[28.5]	N/A	N/A
	NYS Route 208 NEB LTR	A[7.7]	A[8.9]	A[8.9]	A[8.9]	N/A	N/A
	NYS Route 208 NB LTR	N/A	N/A	N/A	N/A	N/A	N/A
	NYS Route 208 SWB LTR	A[7.0]	A[8.0]	A[8.0]	A[8.0]	N/A	N/A
	NYS Route 208 SB LTR	N/A	N/A	N/A	N/A	N/A	N/A
	Overall	B[10.0]	B[10.9]	B[10.9]	B[10.9]	N/A	N/A
Sunday Peak Hour	Duelk Avenue EB LTR	C[33.3]	C[33.1]	C[33.1]	C[33.1]	N/A	N/A
	Duelk Avenue WB LT	C[33.2]	C[33.9]	C[33.9]	C[33.9]	N/A	N/A
	Duelk Avenue WB R	C[29.0]	C[29.2]	C[29.2]	C[29.2]	N/A	N/A
	NYS Route 208 NEB LTR	A[7.6]	A[9.3]	B[11.2]	B[13.3]	N/A	N/A
	NYS Route 208 NB LTR	N/A	N/A	N/A	N/A	N/A	N/A
	NYS Route 208 SWB LTR	A[8.0]	B[10.1]	B[12.0]	B[14.0]	N/A	N/A
	NYS Route 208 SB LTR	N/A	N/A	N/A	N/A	N/A	N/A
	Overall	B[11.1]	B[12.5]	B[13.8]	B[15.5]	N/A	N/A

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**Table 31112B**

**LOS Comparison - NYS Route 208/Duelk Avenue**

Description	Traffic Movement	Signalized, As Is Current Condition		Signalized, As Is Current Condition w/ Park & Ride		2030 With Proposed Project & Proposed Improvements (Timing) w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 2							
Weekday Peak AM Hour	Duelk Avenue EB LTR	C[34.2]	C[34.2]	C[34.2]	C[34.2]	E[58.9]	E[58.9]
	Duelk Avenue WB LT	C[34.8]	C[34.7]	C[34.7]	C[34.7]	E[62.5]	E[62.5]
	Duelk Avenue WB R	C[28.7]	C[28.6]	C[28.6]	C[28.6]	D[52.3]	D[52.3]
	NYS Route 208 NEB LTR	A[5.9]	A[6.9]	A[7.7]	A[8.1]	N/A	N/A
	NYS Route 208 NB LTR	N/A	N/A	N/A	N/A	A[6.5]	A[7.1]
	NYS Route 208 SWB LTR	B[12.3]	B[17.9]	C[29.9]	E[67.4]	N/A	N/A
	NYS Route 208 SB LTR	N/A	N/A	N/A	N/A	B[16.7]	C[28.6]
	Overall	B[13.9]	B[17.0]	C[24.1]	D[47.9]	B[18.7]	C[25.9]
Weekday Peak PM Hour	Duelk Avenue EB LTR	C[32.4]	C[32.7]	C[32.7]	C[32.7]	E[69.7]	E[69.7]
	Duelk Avenue WB LT	C[32.3]	C[32.7]	C[32.7]	C[32.7]	E[75.1]	E[75.1]
	Duelk Avenue WB R	C[28.7]	C[28.8]	C[28.8]	C[28.8]	E[64.5]	E[64.5]
	NYS Route 208 NEB LTR	B[19.7]	D[52.8]	F[97.9]	F[159.6]	N/A	N/A
	NYS Route 208 NB LTR	N/A	N/A	N/A	N/A	C[34.7]	F[75.8]
	NYS Route 208 SWB LTR	A[6.7]	A[8.4]	B[11.2]	B[13.9]	N/A	N/A
	NYS Route 208 SB LTR	N/A	N/A	N/A	N/A	A[9.5]	B[11.9]
	Overall	B[17.0]	D[37.3]	E[63.7]	F[101.8]	C[28.6]	D[53.6]
September Friday Peak PM Hour	Duelk Avenue EB LTR	C[31.8]	C[32.0]	C[32.0]	C[32.0]	E[68.4]	E[68.4]
	Duelk Avenue WB LT	C[32.5]	C[32.9]	C[32.9]	C[32.9]	E[72.3]	E[72.3]
	Duelk Avenue WB R	C[28.7]	C[28.7]	C[28.7]	C[28.7]	E[62.3]	E[62.3]
	NYS Route 208 NEB LTR	B[12.6]	C[21.8]	D[43.5]	F[91.7]	N/A	N/A
	NYS Route 208 NB LTR	N/A	N/A	N/A	N/A	B[16.5]	C[33.9]
	NYS Route 208 SWB LTR	A[6.6]	A[8.0]	B[10.3]	B[12.2]	N/A	N/A
	NYS Route 208 SB LTR	N/A	N/A	N/A	N/A	A[7.0]	A[9.0]
	Overall	B[12.5]	B[18.0]	C[30.5]	E[58.7]	B[16.9]	C[27.1]
Saturday Peak Hour	Duelk Avenue EB LTR	C[31.7]	C[31.9]	C[31.9]	C[31.9]	N/A	N/A
	Duelk Avenue WB LT	C[32.4]	C[33.0]	C[33.0]	C[33.0]	N/A	N/A
	Duelk Avenue WB R	C[28.5]	C[28.5]	C[28.5]	C[28.5]	N/A	N/A
	NYS Route 208 NEB LTR	A[7.7]	A[8.9]	B[14.2]	C[21.0]	N/A	N/A
	NYS Route 208 NB LTR	N/A	N/A	N/A	N/A	N/A	N/A
	NYS Route 208 SWB LTR	A[7.0]	A[8.0]	B[11.0]	B[13.8]	N/A	N/A
	NYS Route 208 SB LTR	N/A	N/A	N/A	N/A	N/A	N/A
	Overall	B[10.0]	B[10.9]	B[14.2]	B[18.6]	N/A	N/A
Sunday Peak Hour	Duelk Avenue EB LTR	C[33.3]	C[33.1]	C[33.1]	C[33.1]	N/A	N/A
	Duelk Avenue WB LT	C[33.2]	C[33.9]	C[33.9]	C[33.9]	N/A	N/A
	Duelk Avenue WB R	C[29.0]	C[29.2]	C[29.2]	C[29.2]	N/A	N/A
	NYS Route 208 NEB LTR	A[7.6]	A[9.3]	B[13.3]	B[18.9]	N/A	N/A
	NYS Route 208 NB LTR	N/A	N/A	N/A	N/A	N/A	N/A
	NYS Route 208 SWB LTR	A[8.0]	B[10.1]	B[14.0]	B[18.4]	N/A	N/A
	NYS Route 208 SB LTR	N/A	N/A	N/A	N/A	N/A	N/A
	Overall	B[11.1]	B[12.5]	B[15.5]	B[19.9]	N/A	N/A

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**Table 31113**

**LOS Comparison - NYS Route 208/Lake Shore Drive**

Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	Lake Shore Drive SEB LR	C[20.8]	D[27.2]	D[29.0]	F[36.2]	C[22.7]	C[25.7]
	NYS Route 208 NEB LT	B[10.3]	B[11.0]	B[11.1]	B[11.8]	A[2.8]	A[2.5]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[5.6]	A[5.8]
	Overall	N/A	N/A	N/A	N/A	A[5.1]	A[5.3]
Weekday Peak PM Hour	Lake Shore Drive SEB LR	C[19.9]	D[31.2]	E[38.7]	F[61.3]	D[39.5]	D[37.9]
	NYS Route 208 NEB LT	A[8.4]	A[8.9]	A[9.2]	A[9.5]	A[8.6]	A[8.8]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[2.4]	A[2.1]
	Overall	N/A	N/A	N/A	N/A	A[7.4]	A[5.8]
September Friday Peak PM Hour	Lake Shore Drive SEB LR	C[21.9]	D[34.0]	D[28.7]	D[28.7]	B[19.6]	B[19.6]
	NYS Route 208 NEB LT	A[8.4]	A[8.9]	A[8.9]	A[8.9]	A[4.8]	A[4.8]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[3.7]	A[3.7]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[4.7]
Saturday Peak Hour Peak Hour	Lake Shore Drive SEB LR	C[16.7]	C[19.6]	C[19.6]	C[19.6]	B[13.4]	B[13.4]
	NYS Route 208 NEB LT	A[8.7]	A[8.9]	A[8.9]	A[8.9]	A[4.7]	A[4.7]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[4.9]	A[4.9]
	Overall	N/A	N/A	N/A	N/A	A[4.9]	A[4.9]
Sunday Peak Hour	Lake Shore Drive SEB LR	C[17.3]	C[23.4]	D[30.8]	E[38.7]	C[21.9]	C[25.6]
	NYS Route 208 NEB LT	A[8.9]	A[9.4]	A[9.9]	B[10.2]	A[4.0]	A[3.9]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[4.5]	A[4.4]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[4.7]
Community Scenario No. 2							
Weekday Peak AM Hour	Lake Shore Drive SEB LR	C[20.8]	D[27.2]	E[36.2]	F[50.6]	C[27.8]	D[36.5]
	NYS Route 208 NEB LT	B[10.3]	B[11.0]	B[11.7]	B[12.8]	A[2.5]	A[2.1]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[5.7]	A[9.2]
	Overall	N/A	N/A	N/A	N/A	A[5.2]	A[7.6]
Weekday Peak PM Hour	Lake Shore Drive SEB LR	C[19.9]	D[31.2]	F[54.6]	F[108.4]	D[44.6]	D[45.9]
	NYS Route 208 NEB LT	A[8.4]	A[8.9]	A[9.5]	A[9.9]	D[39.5]	B[17.6]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[2.5]	A[2.9]
	Overall	N/A	N/A	N/A	N/A	C[26.9]	B[12.7]
September Friday Peak PM Hour	Lake Shore Drive SEB LR	C[21.9]	D[34.0]	F[58.6]	F[108.8]	C[30.9]	D[39.6]
	NYS Route 208 NEB LT	A[8.4]	A[8.9]	A[9.5]	A[9.9]	A[5.1]	A[8.2]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[3.0]	A[2.8]
	Overall	N/A	N/A	N/A	N/A	A[4.8]	A[6.6]
Saturday Peak Hour Peak Hour	Lake Shore Drive SEB LR	C[16.7]	C[19.6]	D[33.6]	E[48.6]	C[23.0]	C[29.0]
	NYS Route 208 NEB LT	A[8.7]	A[8.9]	A[9.7]	B[10.2]	A[4.4]	A[4.3]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[4.1]	A[3.9]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[4.7]
Sunday Peak Hour	Lake Shore Drive SEB LR	C[17.3]	C[23.4]	E[38.7]	F[56.6]	C[25.6]	C[31.6]
	NYS Route 208 NEB LT	A[8.9]	A[9.4]	B[10.2]	B[10.8]	A[3.8]	A[3.8]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[4.4]	A[4.3]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[4.7]

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Table 31114							
LOS Comparison - NYS Route 208/Captain Carpenter Road							
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	Captain Carpenter Road NB LR	C[18.0]	C[23.0]	C[24.3]	D[28.8]	C[20.9]	C[25.7]
	NYS Route 208 SWB LT	A[7.9]	A[8.2]	A[8.3]	A[8.4]	N/A	N/A
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[2.9]	A[2.5]
	NYS Route 208 SWB LT	N/A	N/A	N/A	N/A	A[5.3]	A[5.4]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[4.7]
Weekday Peak PM Hour	Captain Carpenter Road NB LR	C[23.4]	D[33.5]	E[39.1]	F[52.7]	C[33.7]	C[34.7]
	NYS Route 208 SWB LT	A[9.9]	B[10.7]	B[10.9]	B[11.7]	N/A	N/A
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[8.6]	A[8.8]
	NYS Route 208 SWB LT	N/A	N/A	N/A	N/A	A[2.4]	A[2.6]
	Overall	N/A	N/A	N/A	N/A	A[6.6]	A[6.7]
September Friday Peak PM Hour	Captain Carpenter Road NB LR	C[20.2]	D[27.7]	C[23.9]	C[23.9]	B[18.2]	B[18.2]
	NYS Route 208 SWB LT	A[9.5]	B[10.2]	A[9.6]	A[9.6]	N/A	N/A
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[5.0]	A[5.0]
	NYS Route 208 SWB LT	N/A	N/A	N/A	N/A	A[3.7]	A[3.7]
	Overall	N/A	N/A	N/A	N/A	A[4.6]	A[4.6]
Saturday Peak Hour Peak Hour	Captain Carpenter Road NB LR	C[17.9]	C[20.8]	C[20.8]	C[20.8]	B[13.4]	B[13.4]
	NYS Route 208 SWB LT	A[8.6]	A[8.8]	A[8.8]	A[8.8]	N/A	N/A
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[4.9]	A[4.9]
	NYS Route 208 SWB LT	N/A	N/A	N/A	N/A	A[4.7]	A[4.7]
	Overall	N/A	N/A	N/A	N/A	A[4.9]	A[4.9]
Sunday Peak Hour	Captain Carpenter Road NB LR	C[16.2]	C[20.9]	D[26.3]	D[31.3]	B[20.0]	C[23.3]
	NYS Route 208 SWB LT	A[8.5]	A[8.9]	A[9.3]	A[9.6]	N/A	N/A
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[4.0]	A[3.9]
	NYS Route 208 SWB LT	N/A	N/A	N/A	N/A	A[4.5]	A[4.3]
	Overall	N/A	N/A	N/A	N/A	A[4.4]	A[4.3]
Community Scenario No. 2							
Weekday Peak AM Hour	Captain Carpenter Road NB LR	C[18.0]	C[23.0]	D[29.1]	E[36.5]	C[25.4]	C[32.2]
	NYS Route 208 SWB LT	A[7.9]	A[8.2]	A[8.5]	A[8.6]	N/A	N/A
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[2.6]	A[2.2]
	NYS Route 208 SWB LT	N/A	N/A	N/A	N/A	A[5.4]	A[7.9]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[6.3]
Weekday Peak PM Hour	Captain Carpenter Road NB LR	C[23.4]	D[33.5]	E[48.1]	F[72.0]	C[32.3]	D[43.6]
	NYS Route 208 SWB LT	A[9.9]	B[10.7]	B[11.4]	B[12.5]	N/A	N/A
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[7.4]	B[13.1]
	NYS Route 208 SWB LT	N/A	N/A	N/A	N/A	A[2.7]	A[2.4]
	Overall	N/A	N/A	N/A	N/A	A[5.8]	A[9.3]
September Friday Peak PM Hour	Captain Carpenter Road NB LR	C[20.2]	D[27.7]	E[38.3]	F[53.5]	C[28.2]	D[35.7]
	NYS Route 208 SWB LT	A[9.5]	B[10.2]	B[10.8]	B[11.8]	N/A	N/A
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[5.1]	A[8.0]
	NYS Route 208 SWB LT	N/A	N/A	N/A	N/A	A[3.0]	A[2.8]
	Overall	N/A	N/A	N/A	N/A	A[4.5]	A[6.2]
Saturday Peak Hour Peak Hour	Captain Carpenter Road NB LR	C[17.9]	C[20.8]	D[33.2]	E[43.8]	C[20.4]	C[25.4]
	NYS Route 208 SWB LT	A[8.6]	A[8.8]	A[9.7]	B[10.2]	N/A	N/A
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[4.5]	A[4.4]
	NYS Route 208 SWB LT	N/A	N/A	N/A	N/A	A[4.1]	A[3.9]
	Overall	N/A	N/A	N/A	N/A	A[4.4]	A[4.3]
Sunday Peak Hour	Captain Carpenter Road NB LR	C[16.2]	C[20.9]	D[31.3]	E[40.6]	C[23.3]	C[28.3]
	NYS Route 208 SWB LT	A[8.5]	A[8.9]	A[9.6]	B[10.1]	N/A	N/A
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[3.9]	A[3.9]
	NYS Route 208 SWB LT	N/A	N/A	N/A	N/A	A[4.3]	A[4.3]
	Overall	N/A	N/A	N/A	N/A	A[4.3]	A[4.3]



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Table 31115							
LOS Comparison - NYS Route 208/Red Bird Drive							
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	Red Bird Drive SEB LR	C[15.4]	C[17.5]	C[17.7]	C[20.1]	C[20.0]	C[24.3]
	NYS Route 208 NEB LT	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[3.0]	A[2.6]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[5.5]	A[5.6]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[4.7]
Weekday Peak PM Hour	Red Bird Drive SEB LR	C[22.1]	D[32.2]	E[38.5]	F[52.6]	C[33.9]	C[34.9]
	NYS Route 208 NEB LT	A[8.3]	A[8.7]	A[9.0]	A[9.3]	A[8.1]	A[8.3]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[2.4]	A[2.6]
	Overall	N/A	N/A	N/A	N/A	A[6.2]	A[6.2]
September Friday Peak PM Hour	Red Bird Drive SEB LR	C[21.0]	D[29.8]	D[25.6]	D[25.6]	B[18.0]	B[18.0]
	NYS Route 208 NEB LT	A[8.4]	A[8.8]	A[8.8]	A[8.8]	A[4.8]	A[4.8]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[3.7]	A[3.7]
	Overall	N/A	N/A	N/A	N/A	A[4.4]	A[4.4]
Saturday Peak Hour Peak Hour	Red Bird Drive SEB LR	C[18.2]	C[21.4]	C[21.4]	C[21.4]	B[13.8]	B[13.8]
	NYS Route 208 NEB LT	A[8.6]	A[8.8]	A[8.8]	A[8.8]	A[4.7]	A[4.7]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[4.8]	A[4.8]
	Overall	N/A	N/A	N/A	N/A	A[4.8]	A[4.8]
Sunday Peak Hour	Red Bird Drive SEB LR	C[17.7]	C[23.1]	D[29.2]	E[35.0]	B[18.4]	C[21.2]
	NYS Route 208 NEB LT	A[8.7]	A[9.2]	A[9.6]	A[9.9]	A[4.0]	A[3.9]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[4.6]	A[4.5]
	Overall	N/A	N/A	N/A	N/A	A[4.4]	A[4.2]
Community Scenario No. 2							
Weekday Peak AM Hour	Red Bird Drive SEB LR	C[15.4]	C[17.5]	C[19.9]	C[23.7]	C[24.0]	C[30.8]
	NYS Route 208 NEB LT	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[2.7]	A[2.2]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[5.5]	A[7.7]
	Overall	N/A	N/A	N/A	N/A	A[4.6]	A[6.0]
Weekday Peak PM Hour	Red Bird Drive SEB LR	C[22.1]	D[32.2]	E[48.1]	F[72.1]	C[32.7]	D[43.7]
	NYS Route 208 NEB LT	A[8.3]	A[8.7]	A[9.3]	A[9.7]	A[7.0]	B[12.5]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[2.7]	A[2.4]
	Overall	N/A	N/A	N/A	N/A	A[5.4]	A[8.8]
September Friday Peak PM Hour	Red Bird Drive SEB LR	C[21.0]	D[29.8]	E[43.8]	F[63.2]	C[28.0]	D[35.2]
	NYS Route 208 NEB LT	A[8.4]	A[8.8]	A[9.4]	A[9.7]	A[5.0]	A[7.7]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[3.0]	A[2.8]
	Overall	N/A	N/A	N/A	N/A	A[4.2]	A[5.8]
Saturday Peak Hour Peak Hour	Red Bird Drive SEB LR	C[18.2]	C[21.4]	E[35.8]	E[49.6]	C[21.3]	C[26.7]
	NYS Route 208 NEB LT	A[8.6]	A[8.8]	A[9.6]	B[10.1]	A[4.3]	A[4.3]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[4.1]	A[3.9]
	Overall	N/A	N/A	N/A	N/A	A[4.3]	A[4.1]
Sunday Peak Hour	Red Bird Drive SEB LR	C[17.7]	C[23.1]	E[35.0]	E[45.9]	C[21.2]	C[25.7]
	NYS Route 208 NEB LT	A[8.7]	A[9.2]	A[9.9]	B[10.4]	A[3.9]	A[3.9]
	NYS Route 208 SWB TR	N/A	N/A	N/A	N/A	A[4.5]	A[4.3]
	Overall	N/A	N/A	N/A	N/A	A[4.2]	A[4.1]

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**Table 31116**

**LOS Comparison - NYS Route 208/Mangin Road**

Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	Mangin Road NWB LR	C[15.6]	C[20.0]	C[21.4]	C[25.3]	C[25.0]	C[31.4]
	NYS Route 208 SWB LT	A[8.6]	A[9.0]	A[9.2]	A[9.3]	A[5.3]	A[6.1]
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[2.7]	A[2.4]
	Overall	N/A	N/A	N/A	N/A	A[5.0]	A[5.5]
Weekday Peak PM Hour	Mangin Road NWB LR	C[21.2]	D[30.0]	D[34.2]	E[46.5]	D[36.3]	D[37.3]
	NYS Route 208 SWB LT	B[10.0]	B[10.9]	B[11.1]	B[12.1]	A[2.4]	A[2.6]
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[8.9]	A[9.1]
	Overall	N/A	N/A	N/A	N/A	A[7.0]	A[7.1]
September Friday Peak PM Hour	Mangin Road NWB LR	C[20.7]	D[28.9]	C[24.3]	C[24.3]	B[19.1]	B[19.1]
	NYS Route 208 SWB LT	A[9.6]	B[10.4]	A[9.8]	A[9.8]	A[3.7]	A[3.7]
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[4.9]	A[4.9]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[4.7]
Saturday Peak Hour Peak Hour	Mangin Road NWB LR	C[15.7]	C[18.1]	C[18.1]	C[18.1]	B[14.5]	B[14.5]
	NYS Route 208 SWB LT	A[8.7]	A[8.9]	A[8.9]	A[8.9]	A[4.7]	A[4.7]
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[4.8]	A[4.8]
	Overall	N/A	N/A	N/A	N/A	A[5.0]	A[5.0]
Sunday Peak Hour	Mangin Road NWB LR	C[15.8]	C[20.1]	D[25.6]	D[30.9]	C[20.0]	C[23.4]
	NYS Route 208 SWB LT	A[8.4]	A[8.8]	A[9.2]	A[9.5]	A[4.6]	A[4.4]
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[4.0]	A[3.9]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[4.6]
Community Scenario No. 2							
Weekday Peak AM Hour	Mangin Road NWB LR	C[15.6]	C[20.0]	D[25.5]	D[33.2]	C[31.0]	D[40.7]
	NYS Route 208 SWB LT	A[8.6]	A[9.0]	A[9.4]	A[9.6]	A[5.9]	B[10.1]
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[2.4]	A[2.1]
	Overall	N/A	N/A	N/A	N/A	A[5.4]	A[8.3]
Weekday Peak PM Hour	Mangin Road NWB LR	C[21.2]	D[30.0]	E[42.7]	F[65.8]	C[34.9]	E[56.6]
	NYS Route 208 SWB LT	B[10.0]	B[10.9]	B[11.7]	B[13.0]	A[2.7]	A[2.6]
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[7.6]	B[10.8]
	Overall	N/A	N/A	N/A	N/A	A[6.1]	A[8.2]
September Friday Peak PM Hour	Mangin Road NWB LR	C[20.7]	D[28.9]	E[41.5]	F[63.6]	C[30.3]	D[38.4]
	NYS Route 208 SWB LT	A[9.6]	B[10.4]	B[11.1]	B[12.2]	A[3.1]	A[2.9]
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[5.1]	A[8.3]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[6.6]
Saturday Peak Hour Peak Hour	Mangin Road NWB LR	C[15.7]	C[18.1]	D[28.8]	E[38.8]	C[22.8]	C[28.7]
	NYS Route 208 SWB LT	A[8.7]	A[8.9]	A[9.9]	B[10.5]	A[4.1]	A[3.9]
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[4.4]	A[4.3]
	Overall	N/A	N/A	N/A	N/A	A[4.6]	A[4.5]
Sunday Peak Hour	Mangin Road NWB LR	C[15.8]	C[20.1]	D[30.9]	E[42.4]	C[23.4]	C[28.7]
	NYS Route 208 SWB LT	A[8.4]	A[8.8]	A[9.5]	B[10.0]	A[4.4]	A[4.3]
	NYS Route 208 NEB TR	N/A	N/A	N/A	N/A	A[3.9]	A[3.8]
	Overall	N/A	N/A	N/A	N/A	A[4.6]	A[4.6]

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Table 31117							
LOS Comparison - NYS Route 208/Merriewold Lane							
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	Merriewold Lane SEB LTR	C[24.9]	D[34.4]	E[37.6]	E[47.2]	C[20.3]	C[24.7]
	Merriewold Lane NWB LTR	C[20.6]	D[28.3]	D[30.8]	E[39.3]	C[21.0]	C[25.7]
	NYS Route 208 NEB LTR	B[12.2]	B[13.3]	B[13.5]	B[14.7]	A[3.0]	A[2.6]
	NYS Route 208 SWB LTR	A[8.0]	A[8.3]	A[8.4]	A[8.5]	A[5.2]	A[5.3]
	Overall	N/A	N/A	N/A	N/A	A[5.0]	A[5.1]
Weekday Peak PM Hour	Merriewold Lane SEB LTR	D[29.2]	F[52.0]	F[71.1]	F[128.1]	D[35.5]	D[34.4]
	Merriewold Lane NWB LTR	E[37.0]	F[67.9]	F[89.0]	F[155.5]	C[34.8]	C[33.8]
	NYS Route 208 NEB LTR	A[8.3]	A[8.8]	A[9.1]	A[9.4]	A[7.9]	A[6.1]
	NYS Route 208 SWB LTR	B[10.1]	B[11.0]	B[11.3]	B[12.2]	A[2.5]	A[2.2]
	Overall	N/A	N/A	N/A	N/A	A[6.8]	A[5.4]
September Friday Peak PM Hour	Merriewold Lane SEB LTR	D[25.6]	E[42.2]	D[33.9]	D[33.9]	B[18.3]	B[18.3]
	Merriewold Lane NWB LTR	D[29.0]	E[49.9]	E[38.5]	E[38.5]	B[18.8]	B[18.8]
	NYS Route 208 NEB LTR	A[8.3]	A[8.8]	A[8.8]	A[8.8]	A[4.8]	A[4.8]
	NYS Route 208 SWB LTR	A[9.5]	B[10.3]	A[9.7]	A[9.7]	A[3.7]	A[3.7]
	Overall	N/A	N/A	N/A	N/A	A[4.9]	A[4.9]
Saturday Peak Hour Peak Hour	Merriewold Lane SEB LTR	C[23.5]	D[29.6]	D[29.6]	D[29.6]	B[13.7]	B[13.7]
	Merriewold Lane NWB LTR	C[19.6]	C[23.3]	C[23.3]	C[23.3]	B[13.8]	B[13.8]
	NYS Route 208 NEB LTR	A[8.5]	A[8.8]	A[8.8]	A[8.8]	A[4.8]	A[4.8]
	NYS Route 208 SWB LTR	A[8.6]	A[8.8]	A[8.8]	A[8.8]	A[4.7]	A[4.7]
	Overall	N/A	N/A	N/A	N/A	A[5.0]	A[5.0]
Sunday Peak Hour	Merriewold Lane SEB LTR	D[25.6]	E[37.7]	F[54.2]	F[71.4]	C[20.7]	C[24.1]
	Merriewold Lane NWB LTR	C[24.7]	E[40.4]	F[67.2]	F[105.1]	C[21.8]	C[25.4]
	NYS Route 208 NEB LTR	A[8.7]	A[9.3]	A[9.7]	B[10.0]	A[3.9]	A[3.9]
	NYS Route 208 SWB LTR	A[8.6]	A[9.0]	A[9.5]	A[9.9]	A[4.4]	A[4.4]
	Overall	N/A	N/A	N/A	N/A	A[4.8]	A[4.9]
Community Scenario No. 2							
Weekday Peak AM Hour	Merriewold Lane SEB LTR	C[24.9]	D[34.4]	E[47.7]	F[66.6]	C[24.5]	C[31.5]
	Merriewold Lane NWB LTR	C[20.6]	D[28.3]	E[40.0]	F[57.3]	C[25.5]	C[32.9]
	NYS Route 208 NEB LTR	B[12.2]	B[13.3]	B[14.6]	C[16.3]	A[2.7]	A[2.3]
	NYS Route 208 SWB LTR	A[8.0]	A[8.3]	A[8.5]	A[8.7]	A[5.3]	A[7.2]
	Overall	N/A	N/A	N/A	N/A	A[5.1]	A[6.4]
Weekday Peak PM Hour	Merriewold Lane SEB LTR	D[29.2]	F[52.0]	F[109.8]	F[251.8]	C[34.4]	D[40.9]
	Merriewold Lane NWB LTR	E[37.0]	F[67.9]	F[132.6]	F[276.7]	C[33.8]	D[40.1]
	NYS Route 208 NEB LTR	A[8.3]	A[8.8]	A[9.4]	A[9.8]	A[6.9]	B[14.2]
	NYS Route 208 SWB LTR	B[10.1]	B[11.0]	B[11.9]	B[13.2]	A[2.8]	A[3.3]
	Overall	N/A	N/A	N/A	N/A	A[6.1]	B[10.7]
September Friday Peak PM Hour	Merriewold Lane SEB LTR	D[25.6]	E[42.2]	F[71.5]	F[131.6]	C[28.5]	D[35.6]
	Merriewold Lane NWB LTR	D[29.0]	E[49.9]	F[94.7]	F[200.1]	C[29.4]	D[36.9]
	NYS Route 208 NEB LTR	A[8.3]	A[8.8]	A[9.3]	A[9.7]	A[4.9]	A[7.9]
	NYS Route 208 SWB LTR	A[9.5]	B[10.3]	B[11.0]	B[12.0]	A[3.0]	A[2.9]
	Overall	N/A	N/A	N/A	N/A	A[5.0]	A[6.8]
Saturday Peak Hour Peak Hour	Merriewold Lane SEB LTR	C[23.5]	D[29.6]	F[60.6]	F[98.9]	C[21.0]	C[26.1]
	Merriewold Lane NWB LTR	C[19.6]	C[23.3]	E[42.3]	F[64.1]	C[21.2]	C[26.4]
	NYS Route 208 NEB LTR	A[8.5]	A[8.8]	A[9.6]	B[10.0]	A[4.3]	A[4.3]
	NYS Route 208 SWB LTR	A[8.6]	A[8.8]	A[9.7]	B[10.3]	A[4.1]	A[3.9]
	Overall	N/A	N/A	N/A	N/A	A[4.6]	A[4.6]
Sunday Peak Hour	Merriewold Lane SEB LTR	D[25.6]	E[37.7]	F[71.4]	F[109.4]	C[24.1]	C[29.2]
	Merriewold Lane NWB LTR	C[24.7]	E[40.4]	F[105.1]	F[216.5]	C[25.4]	C[30.9]
	NYS Route 208 NEB LTR	A[8.7]	A[9.3]	B[10.0]	B[10.6]	A[3.9]	A[4.1]
	NYS Route 208 SWB LTR	A[8.6]	A[9.0]	A[9.9]	B[10.4]	A[4.4]	A[4.7]
	Overall	N/A	N/A	N/A	N/A	A[4.9]	A[5.2]

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**Table 31118**

**LOS Comparison - NYS Route 208/Shannon Lane**

Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments
Community Scenario No. 1					
Weekday	Shannon NWB LR	C[15.0]	C[18.2]	C[19.1]	C[21.7]
Peak AM Hour	NYS Route 208 SWB LT	A[8.0]	A[8.3]	A[8.4]	A[8.6]
Weekday	Shannon NWB LR	C[18.7]	C[24.2]	D[26.6]	D[33.4]
Peak PM Hour	NYS Route 208 SWB LT	A[9.9]	B[10.8]	B[11.0]	B[11.9]
September Friday	Shannon NWB LR	C[17.9]	C[23.0]	C[20.1]	C[20.1]
Peak PM Hour	NYS Route 208 SWB LT	A[9.4]	B[10.1]	A[9.5]	A[9.5]
Saturday	Shannon NWB LR	C[15.0]	C[16.8]	C[16.8]	C[16.8]
Peak Hour	NYS Route 208 SWB LT	A[8.6]	A[8.8]	A[8.8]	A[8.8]
Sunday	Shannon NWB LR	B[14.7]	C[17.9]	C[21.6]	C[24.9]
Peak Hour	NYS Route 208 SWB LT	A[8.4]	A[8.8]	A[9.2]	A[9.5]
Community Scenario No. 2					
Weekday	Shannon NWB LR	C[15.0]	C[18.2]	C[21.9]	D[26.3]
Peak AM Hour	NYS Route 208 SWB LT	A[8.0]	A[8.3]	A[8.6]	A[8.7]
Weekday	Shannon NWB LR	C[18.7]	C[24.2]	D[30.9]	E[41.1]
Peak PM Hour	NYS Route 208 SWB LT	A[9.9]	B[10.8]	B[11.6]	B[12.7]
September Friday	Shannon NWB LR	C[17.9]	C[23.0]	D[29.7]	E[39.0]
Peak PM Hour	NYS Route 208 SWB LT	A[9.4]	B[10.1]	B[10.7]	B[11.7]
Saturday	Shannon NWB LR	C[15.0]	C[16.8]	C[24.5]	D[30.6]
Peak Hour	NYS Route 208 SWB LT	A[8.6]	A[8.8]	A[9.7]	B[10.3]
Sunday	Shannon NWB LR	B[14.7]	C[17.9]	C[24.9]	D[30.9]
Peak Hour	NYS Route 208 SWB LT	A[8.4]	A[8.8]	A[9.5]	A[10.0]

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Table 31119							
LOS Comparison - NYS Route 208/Blooming Grove Plaza/Sunoco							
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	Sunoco Driveway EB LTR	C[23.4]	D[32.6]	D[34.1]	E[35.9]	B[19.6]	C[20.1]
	Blooming Grove Plaza WB LTR	C[20.0]	D[28.9]	B[30.4]	D[31.9]	B[19.2]	B[19.7]
	NYS Route 208 NB LTR	A[9.6]	B[10.2]	B[10.2]	B[10.3]	A[3.2]	A[3.1]
	NYS Route 208 SB LTR	A[7.9]	A[8.2]	A[8.3]	A[8.3]	A[5.3]	A[5.3]
	Overall	N/A	N/A	N/A	N/A	A[4.9]	A[4.9]
Weekday Peak PM Hour	Sunoco Driveway EB LTR	F[67.8]	F[200.1]	F[255.9]	F[307.4]	C[31.3]	C[33.0]
	Blooming Grove Plaza WB LTR	E[45.7]	F[128.7]	F[168.9]	F[204.5]	C[33.0]	C[34.8]
	NYS Route 208 NB LTR	A[8.5]	A[9.0]	A[9.2]	A[9.2]	A[7.9]	A[8.8]
	NYS Route 208 SB LTR	B[10.1]	B[11.0]	B[11.2]	B[11.4]	A[3.0]	A[3.0]
	Overall	N/A	N/A	N/A	N/A	A[7.5]	A[8.1]
September Friday Peak PM Hour	Sunoco Driveway EB LTR	E[45.9]	F[96.2]	F[96.2]	F[96.2]	C[20.6]	C[20.6]
	Blooming Grove Plaza WB LTR	D[26.7]	E[44.7]	E[44.7]	E[44.7]	C[21.3]	C[21.3]
	NYS Route 208 NB LTR	A[8.3]	A[8.8]	A[8.8]	A[8.8]	A[5.0]	A[5.0]
	NYS Route 208 SB LTR	A[9.4]	B[10.1]	B[10.1]	B[10.1]	A[3.4]	A[3.4]
	Overall	N/A	N/A	N/A	N/A	A[5.2]	A[5.2]
Saturday Peak Hour	Sunoco Driveway EB LTR	D[31.5]	E[42.5]	E[42.5]	E[42.5]	B[13.5]	B[13.5]
	Blooming Grove Plaza WB LTR	C[20.7]	D[25.5]	D[25.5]	D[25.5]	B[13.7]	B[13.7]
	NYS Route 208 NB LTR	A[8.6]	A[8.8]	A[8.8]	A[8.8]	A[4.9]	A[4.9]
	NYS Route 208 SB LTR	A[8.6]	A[8.9]	A[8.9]	A[8.9]	A[4.8]	A[4.8]
	Overall	N/A	N/A	N/A	N/A	A[5.3]	A[5.3]
Sunday Peak Hour	Sunoco Driveway EB LTR	D[29.8]	E[49.6]	F[55.1]	F[58.8]	B[16.5]	B[17.0]
	Blooming Grove Plaza WB LTR	C[19.7]	D[28.1]	D[30.3]	D[32.0]	B[16.5]	B[17.1]
	NYS Route 208 NB LTR	A[8.8]	A[9.3]	A[9.4]	A[9.5]	A[4.2]	A[4.2]
	NYS Route 208 SB LTR	A[8.4]	A[8.8]	A[8.9]	A[9.0]	A[4.8]	A[4.8]
	Overall	N/A	N/A	N/A	N/A	A[5.0]	A[5.0]
Community Scenario No. 2							
Weekday Peak AM Hour	Sunoco Driveway EB LTR	C[23.4]	D[32.6]	E[36.1]	E[38.4]	C[20.9]	C[20.9]
	Blooming Grove Plaza WB LTR	C[20.0]	D[28.9]	D[31.9]	D[33.7]	C[20.4]	C[20.4]
	NYS Route 208 NB LTR	A[9.6]	B[10.2]	B[10.3]	B[10.4]	A[3.1]	A[3.1]
	NYS Route 208 SB LTR	A[7.9]	A[8.2]	A[8.3]	A[8.4]	A[5.3]	A[5.3]
	Overall	N/A	N/A	N/A	N/A	A[4.9]	A[4.9]
Weekday Peak PM Hour	Sunoco Driveway EB LTR	F[67.8]	F[200.1]	F[293.1]	F[375.7]	C[34.5]	C[34.5]
	Blooming Grove Plaza WB LTR	E[45.7]	F[128.7]	F[193.4]	F[243.5]	C[36.5]	C[36.5]
	NYS Route 208 NB LTR	A[8.5]	A[9.0]	A[9.2]	A[9.3]	A[10.0]	A[10.0]
	NYS Route 208 SB LTR	B[10.1]	B[11.0]	B[11.4]	B[11.6]	A[3.0]	A[3.0]
	Overall	N/A	N/A	N/A	N/A	A[8.8]	A[8.8]
September Friday Peak PM Hour	Sunoco Driveway EB LTR	E[45.9]	F[96.2]	F[127.1]	F[148.2]	C[22.6]	C[24.0]
	Blooming Grove Plaza WB LTR	D[26.7]	E[44.7]	F[55.3]	F[63.8]	C[23.5]	C[25.0]
	NYS Route 208 NB LTR	A[8.3]	A[8.8]	A[8.9]	A[9.0]	A[5.0]	A[5.0]
	NYS Route 208 SB LTR	A[9.4]	B[10.1]	B[10.4]	B[10.6]	A[3.3]	A[3.2]
	Overall	N/A	N/A	N/A	N/A	A[5.2]	A[5.2]
Saturday Peak Hour	Sunoco Driveway EB LTR	D[31.5]	E[42.5]	F[51.5]	F[57.6]	B[14.9]	B[15.6]
	Blooming Grove Plaza WB LTR	C[20.7]	D[25.5]	D[29.2]	D[31.7]	B[15.0]	B[15.8]
	NYS Route 208 NB LTR	A[8.6]	A[8.8]	A[9.0]	A[9.0]	A[4.8]	A[4.7]
	NYS Route 208 SB LTR	A[8.6]	A[8.9]	A[9.1]	A[9.2]	A[4.7]	A[4.6]
	Overall	N/A	N/A	N/A	N/A	A[5.2]	A[5.1]
Sunday Peak Hour	Sunoco Driveway EB LTR	D[29.8]	E[49.6]	F[58.8]	F[65.8]	B[17.0]	B[17.8]
	Blooming Grove Plaza WB LTR	C[19.7]	D[28.1]	D[32.0]	D[34.9]	B[17.1]	B[17.8]
	NYS Route 208 NB LTR	A[8.8]	A[9.3]	A[9.5]	A[9.6]	A[4.2]	A[4.2]
	NYS Route 208 SB LTR	A[8.4]	A[8.8]	A[9.0]	A[9.1]	A[4.8]	A[4.7]
	Overall	N/A	N/A	N/A	N/A	A[5.0]	A[4.9]

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Table 31120A							
LOS Comparison - NYS Route 208/O&R Driveway							
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	O&R Driveway WB LR	C[19.2]	D[28.2]	D[27.0]	D[29.6]	C[26.1]	C[29.2]
	NYS Route 208 SB LT	A[8.1]	A[8.6]	A[8.7]	A[8.7]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	A[3.5]	A[3.3]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[5.8]	A[6.0]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[2.6]	A[2.4]
	NYS Route 208 NB R	N/A	N/A	N/A	N/A	A[1.9]	A[1.7]
	Overall	N/A	N/A	N/A	N/A	A[5.3]	A[5.5]
Weekday Peak PM Hour	O&R Driveway WB LR	C[23.8]	E[36.5]	E[35.7]	E[40.6]	D[38.6]	D[41.1]
	NYS Route 208 SB LT	B[11.0]	B[12.5]	B[12.1]	B[12.6]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	C[22.3]	C[31.9]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[2.5]	A[2.6]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	[14.3]	C[21.7]
	NYS Route 208 NB R	N/A	N/A	N/A	N/A	A[1.2]	A[1.1]
	Overall	N/A	N/A	N/A	N/A	B[10.0]	B[14.7]
September Friday Peak PM Hour	O&R Driveway WB LR	C[22.6]	E[36.0]	D[29.8]	D[29.8]	C[24.8]	C[24.8]
	NYS Route 208 SB LT	A[9.9]	B[11.1]	B[10.4]	B[10.4]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	A[9.6]	A[9.6]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[3.5]	A[3.5]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[5.1]	A[5.1]
	NYS Route 208 NB R	N/A	N/A	N/A	N/A	A[1.8]	A[1.8]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[4.7]
Saturday Peak Hour	O&R Driveway WB LR	C[15.3]	C[17.7]	C[17.7]	C[17.7]	B[14.6]	B[14.6]
	NYS Route 208 SB LT	A[8.6]	A[9.0]	A[9.0]	A[9.0]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	A[6.9]	A[6.9]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[4.9]	A[4.9]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[4.8]	A[4.8]
	NYS Route 208 NB R	N/A	N/A	N/A	N/A	A[2.7]	A[2.7]
	Overall	N/A	N/A	N/A	N/A	A[4.9]	A[4.9]
Sunday Peak Hour	O&R Driveway WB LR	C[18.3]	C[24.5]	D[27.4]	D[29.7]	B[18.8]	B[20.3]
	NYS Route 208 SB LT	A[8.4]	A[8.9]	A[9.1]	A[9.2]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	A[6.0]	A[6.1]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[4.9]	A[4.8]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[4.0]	A[4.0]
	NYS Route 208 NB R	N/A	N/A	N/A	N/A	A[2.2]	A[2.1]
	Overall	N/A	N/A	N/A	N/A	A[4.6]	A[4.5]

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**Table 31120B**

**LOS Comparison - NYS Route 208/O&R Driveway**

Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride		2030 With Proposed Project and Proposed Improvements w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 2							
Weekday Peak AM Hour	O&R Driveway WB LR	C[19.2]	D[28.2]	D[29.7]	D[33.9]	C[29.0]	C[33.8]
	NYS Route 208 SB LT	A[8.1]	A[8.6]	A[8.8]	A[8.8]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	A[3.3]	A[3.1]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[6.0]	A[7.4]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[2.5]	A[2.3]
	NYS Route 208 NB R	N/A	N/A	N/A	N/A	A[1.7]	A[1.5]
	Overall	N/A	N/A	N/A	N/A	A[5.4]	A[6.5]
Weekday Peak PM Hour	O&R Driveway WB LR	C[23.8]	E[36.5]	E[39.2]	E[45.8]	C[34.9]	D[38.8]
	NYS Route 208 SB LT	B[11.0]	B[12.5]	B[12.4]	B[13.1]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	B[16.2]	C[22.0]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[2.8]	A[2.9]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[9.3]	B[14.1]
	NYS Route 208 NB R	N/A	N/A	N/A	N/A	A[1.3]	A[1.2]
	Overall	N/A	N/A	N/A	N/A	A[6.8]	A[9.8]
September Friday Peak PM Hour	O&R Driveway WB LR	C[22.6]	E[36.0]	E[38.9]	D[47.1]	C[31.4]	D[35.8]
	NYS Route 208 SB LT	A[9.9]	B[11.1]	B[11.1]	B[11.6]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	B[11.8]	B[14.3]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[3.2]	A[3.0]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[6.0]	A[7.9]
	NYS Route 208 NB R	N/A	N/A	N/A	N/A	A[1.5]	A[1.3]
	Overall	N/A	N/A	N/A	N/A	A[5.2]	A[6.3]
Saturday Peak Hour	O&R Driveway WB LR	C[15.3]	C[17.7]	C[21.0]	C[23.2]	B[17.8]	B[19.9]
	NYS Route 208 SB LT	A[8.6]	A[9.0]	A[9.4]	A[9.6]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	A[7.3]	A[7.6]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[4.7]	A[4.5]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[4.7]	A[4.6]
	NYS Route 208 NB R	N/A	N/A	N/A	N/A	A[2.3]	A[2.1]
	Overall	N/A	N/A	N/A	N/A	A[4.7]	A[4.6]
Sunday Peak Hour	O&R Driveway WB LR	C[18.3]	C[24.5]	D[29.7]	D[33.6]	C[20.3]	C[22.4]
	NYS Route 208 SB LT	A[8.4]	A[8.9]	A[9.2]	A[9.5]	N/A	N/A
	NYS Route 208 SB L	N/A	N/A	N/A	N/A	A[6.1]	A[6.2]
	NYS Route 208 SB T	N/A	N/A	N/A	N/A	A[4.8]	A[4.7]
	NYS Route 208 NB T	N/A	N/A	N/A	N/A	A[4.0]	A[3.9]
	NYS Route 208 NB R	N/A	N/A	N/A	N/A	A[2.1]	A[1.9]
	Overall	N/A	N/A	N/A	N/A	A[4.5]	A[4.5]



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Table 31121					
LOS Comparison - Clove Road/Site Access Driveway					
Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments
Community Scenario No. 1					
Weekday	NWB LR	N/A	N/A	B[10.3]	B[10.7]
Peak AM Hour	SWB LT	N/A	N/A	A[7.6]	A[7.6]
Weekday	NWB LR	N/A	N/A	D[28.6]	D[34.1]
Peak PM Hour	SWB LT	N/A	N/A	B[10.7]	B[11.0]
September Friday	NWB LR	N/A	N/A	A[0.0]	A[0.0]
Peak PM Hour	SWB LT	N/A	N/A	A[0.0]	A[0.0]
Saturday	NWB LR	N/A	N/A	A[0.0]	A[0.0]
Peak Hour	SWB LT	N/A	N/A	A[0.0]	A[0.0]
Sunday	NWB LR	N/A	N/A	B[10.6]	B[11.0]
Peak Hour	SWB LT	N/A	N/A	A[7.8]	A[7.8]
Community Scenario No. 2					
Weekday	NWB LR	N/A	N/A	B[10.7]	B[11.3]
Peak AM Hour	SWB LT	N/A	N/A	A[7.6]	A[7.7]
Weekday	NWB LR	N/A	N/A	D[32.1]	E[40.9]
Peak PM Hour	SWB LT	N/A	N/A	B[10.9]	B[11.3]
September Friday	NWB LR	N/A	N/A	B[12.8]	B[13.7]
Peak PM Hour	SWB LT	N/A	N/A	A[8.3]	A[8.5]
Saturday	NWB LR	N/A	N/A	B[11.1]	B[11.7]
Peak Hour	SWB LT	N/A	N/A	A[7.9]	A[8.0]
Sunday	NWB LR	N/A	N/A	B[11.0]	B[11.6]
Peak Hour	SWB LT	N/A	N/A	A[7.8]	A[7.9]

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Table 31122A								
LOS Comparison - NYS Route 208/Site Access								
Description	Traffic Movement	Signalized Intersection w/ Park & Ride				Roundabout w/ Park & Ride		
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	Traffic Movement	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1								
Weekday Peak AM Hour	WB L	N/A	N/A	B[19.3]	B[19.3]	WB Approach	A[7.0]	A[9.8]
	WB R	N/A	N/A	B[16.4]	B[15.5]			
	NB T	N/A	N/A	B[10.9]	B[13.0]	NB Approach	A[6.0]	A[7.5]
	NB R	N/A	N/A	A[4.8]	A[4.1]			
	SB L	N/A	N/A	A[6.5]	A[8.6]	SB Approach	A[8.5]	B[10.4]
	SB T	N/A	N/A	A[6.1]	A[9.4]			
	Overall	N/A	N/A	A[8.8]	B[11.6]	Overall	A[7.6]	A[9.5]
Weekday Peak PM Hour	WB L	N/A	N/A	C[24.4]	C[29.7]	WB Approach	B[12.9]	D[27.9]
	WB R	N/A	N/A	C[27.0]	C[30.7]			
	NB T	N/A	N/A	B[16.6]	B[16.7]	NB Approach	C[19.3]	B[13.6]
	NB R	N/A	N/A	A[2.5]	A[2.8]			
	SB L	N/A	N/A	B[11.5]	B[13.2]	SB Approach	A[5.5]	A[6.4]
	SB T	N/A	N/A	A[4.4]	A[4.5]			
	Overall	N/A	N/A	B[12.7]	B[13.4]	Overall	B[14.4]	B[13.4]
September Friday Peak PM Hour	WB L	N/A	N/A	A[0.0]	A[0.0]	WB Approach	A[9.9]	A[9.9]
	WB R	N/A	N/A	B[16.4]	B[16.4]			
	NB T	N/A	N/A	A[5.8]	A[5.8]	NB Approach	B[10.1]	B[10.1]
	NB R	N/A	N/A	A[0.0]	A[0.0]			
	SB L	N/A	N/A	A[0.0]	A[0.0]	SB Approach	A[4.7]	A[4.7]
	SB T	N/A	N/A	A[4.7]	A[4.7]			
	Overall	N/A	N/A	A[6.3]	A[6.3]	Overall	A[8.0]	A[8.0]
Saturday Peak Hour	WB L	N/A	N/A	A[0.0]	A[0.0]	WB Approach	N/A	N/A
	WB R	N/A	N/A	A[0.0]	A[0.0]			
	NB T	N/A	N/A	A[1.4]	A[1.4]	NB Approach	A[8.3]	A[8.3]
	NB R	N/A	N/A	A[0.0]	A[0.0]			
	SB L	N/A	N/A	A[0.0]	A[0.0]	SB Approach	A[5.1]	A[5.1]
	SB T	N/A	N/A	A[1.4]	A[1.4]			
	Overall	N/A	N/A	A[1.4]	A[1.4]	Overall	A[6.7]	A[6.7]
Sunday Peak Hour	WB L	N/A	N/A	B[18.0]	B[19.4]	WB Approach	A[7.3]	A[9.2]
	WB R	N/A	N/A	B[15.9]	B[16.5]			
	NB T	N/A	N/A	A[8.0]	A[9.5]	NB Approach	A[7.2]	A[7.3]
	NB R	N/A	N/A	A[3.5]	A[3.5]			
	SB L	N/A	N/A	A[5.8]	A[6.8]	SB Approach	A[5.9]	A[6.8]
	SB T	N/A	N/A	A[4.4]	A[5.4]			
	Overall	N/A	N/A	A[6.7]	A[8.1]	Overall	A[6.6]	A[7.2]

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Table 31122B								
LOS Comparison - NYS Route 208/Site Access								
Description	Traffic Movement	Signalized Intersection w/ Park & Ride				Roundabout w/ Park & Ride		
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	Traffic Movement	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 2								
Weekday Peak AM Hour	WB L	N/A	N/A	B[19.9]	C[31.3]	WB Approach	A[9.6]	C[15.5]
	WB R	N/A	N/A	B[16.0]	B[17.7]			
	NB T	N/A	N/A	B[13.1]	B[16.6]	NB Approach	A[7.5]	A[7.5]
	NB R	N/A	N/A	A[4.3]	A[3.4]			
	SB L	N/A	N/A	A[8.4]	B[11.7]	SB Approach	B[10.3]	B[14.0]
	SB T	N/A	N/A	A[8.9]	B[16.8]			
	Overall	N/A	N/A	B[11.4]	B[18.5]	Overall	A[9.4]	B[12.5]
Weekday Peak PM Hour	WB L	N/A	N/A	C[27.3]	D[46.4]	WB Approach	D[25.5]	F[54.2]
	WB R	N/A	N/A	C[28.6]	C[34.7]			
	NB T	N/A	N/A	B[19.7]	C[22.7]	NB Approach	B[13.3]	B[14.4]
	NB R	N/A	N/A	A[2.8]	A[3.0]			
	SB L	N/A	N/A	B[13.0]	C[16.9]	SB Approach	A[6.2]	A[7.1]
	SB T	N/A	N/A	A[4.6]	A[5.4]			
	Overall	N/A	N/A	B[14.5]	B[18.1]	Overall	B[12.9]	C[18.9]
September Friday Peak PM Hour	WB L	N/A	N/A	C[22.8]	C[27.6]	WB Approach	C[18.3]	D[30.7]
	WB R	N/A	N/A	C[23.7]	C[26.1]			
	NB T	N/A	N/A	B[13.1]	B[18.0]	NB Approach	B[10.1]	B[10.7]
	NB R	N/A	N/A	A[3.1]	A[3.4]			
	SB L	N/A	N/A	A[9.5]	B[12.5]	SB Approach	A[6.0]	A[6.8]
	SB T	N/A	N/A	A[4.6]	A[5.6]			
	Overall	N/A	N/A	B[10.8]	B[13.7]	Overall	A[10.0]	B[12.9]
Saturday Peak Hour	WB L	N/A	N/A	C[22.0]	C[30.6]	WB Approach	B[11.9]	C[19.0]
	WB R	N/A	N/A	B[18.3]	C[20.1]			
	NB T	N/A	N/A	B[11.1]	B[16.3]	NB Approach	A[8.2]	A[8.6]
	NB R	N/A	N/A	A[3.3]	A[3.3]			
	SB L	N/A	N/A	A[8.5]	B[11.6]	SB Approach	A[6.8]	A[8.1]
	SB T	N/A	N/A	A[5.7]	A[7.9]			
	Overall	N/A	N/A	A[9.5]	B[13.6]	Overall	A[8.1]	B[10.1]
Sunday Peak Hour	WB L	N/A	N/A	B[19.4]	C[21.8]	WB Approach	A[9.2]	B[12.9]
	WB R	N/A	N/A	B[16.5]	B[17.6]			
	NB T	N/A	N/A	A[9.5]	B[12.1]	NB Approach	A[7.3]	A[7.4]
	NB R	N/A	N/A	A[3.5]	A[3.5]			
	SB L	N/A	N/A	A[6.8]	A[8.8]	SB Approach	A[6.6]	A[7.9]
	SB T	N/A	N/A	A[5.4]	A[7.2]			
	Overall	N/A	N/A	A[8.1]	B[10.4]	Overall	A[7.2]	A[8.4]

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**Table 31123**

**LOS Comparison - Clove Road/Orchard Lake Drive/WM Corrie Drive**

Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments
Community Scenario No. 1					
Weekday Peak AM Hour	Clove Road EB LTR	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	Clove Road WB LTR	A[7.5]	A[7.6]	A[7.6]	A[7.6]
	Orchard Lake Drive NB LTR	B[11.2]	B[11.9]	B[12.0]	B[12.2]
	WM Corrie Drive	B[11.0]	B[11.6]	B[11.7]	B[11.8]
Weekday Peak PM Hour	Merriewold Lane SEB LTR	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	Merriewold Lane NWB LTR	A[8.0]	A[8.1]	A[8.1]	A[8.1]
	NYS Route 208 NEB LTR	B[11.4]	B[12.3]	B[12.4]	B[12.5]
	NYS Route 208 SWB LTR	A[0.0]	A[0.0]	A[0.0]	A[0.0]
September Friday Peak PM Hour	Merriewold Lane SEB LTR	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	Merriewold Lane NWB LTR	A[7.9]	A[8.1]	A[8.1]	A[8.1]
	NYS Route 208 NEB LTR	B[12.1]	B[13.3]	B[13.3]	B[13.3]
	NYS Route 208 SWB LTR	B[11.6]	B[12.6]	B[12.6]	B[12.6]
Saturday Peak Hour Peak Hour	Merriewold Lane SEB LTR	A[7.6]	A[7.6]	A[7.6]	A[7.6]
	Merriewold Lane NWB LTR	A[7.6]	A[7.7]	A[7.7]	A[7.7]
	NYS Route 208 NEB LTR	B[10.4]	B[10.6]	B[10.6]	B[10.6]
	NYS Route 208 SWB LTR	B[11.8]	B[12.2]	B[12.2]	B[12.2]
Sunday Peak Hour	Merriewold Lane SEB LTR	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	Merriewold Lane NWB LTR	A[7.6]	A[7.7]	A[7.7]	A[7.7]
	NYS Route 208 NEB LTR	B[10.6]	B[11.2]	B[11.3]	B[11.4]
	NYS Route 208 SWB LTR	A[0.0]	A[0.0]	A[0.0]	A[0.0]
Community Scenario No. 2					
Weekday Peak AM Hour	Clove Road EB LTR	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	Clove Road WB LTR	A[7.5]	A[7.6]	A[7.6]	A[7.7]
	Orchard Lake Drive NB LTR	B[11.2]	B[11.9]	B[12.2]	B[12.3]
	WM Corrie Drive	B[11.0]	B[11.6]	B[11.8]	B[11.9]
Weekday Peak PM Hour	Merriewold Lane SEB LTR	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	Merriewold Lane NWB LTR	A[8.0]	A[8.1]	A[8.1]	A[8.1]
	NYS Route 208 NEB LTR	B[11.4]	B[12.3]	B[12.5]	B[12.7]
	NYS Route 208 SWB LTR	A[0.0]	A[0.0]	A[0.0]	A[0.0]
September Friday Peak PM Hour	Merriewold Lane SEB LTR	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	Merriewold Lane NWB LTR	A[7.9]	A[8.1]	A[8.1]	A[8.1]
	NYS Route 208 NEB LTR	B[12.1]	B[13.3]	B[13.6]	B[13.8]
	NYS Route 208 SWB LTR	B[11.6]	B[12.6]	B[12.9]	B[13.1]
Saturday Peak Hour Peak Hour	Merriewold Lane SEB LTR	A[7.6]	A[7.6]	A[7.6]	A[7.7]
	Merriewold Lane NWB LTR	A[7.6]	A[7.7]	A[7.7]	A[7.7]
	NYS Route 208 NEB LTR	B[10.4]	B[10.6]	B[10.8]	B[10.9]
	NYS Route 208 SWB LTR	B[11.8]	B[12.2]	B[12.5]	B[12.7]
Sunday Peak Hour	Merriewold Lane SEB LTR	A[0.0]	A[0.0]	A[0.0]	A[0.0]
	Merriewold Lane NWB LTR	A[7.6]	A[7.7]	A[7.7]	A[7.7]
	NYS Route 208 NEB LTR	B[10.6]	B[11.2]	B[11.4]	B[11.5]
	NYS Route 208 SWB LTR	A[0.0]	A[0.0]	A[0.0]	A[0.0]

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Table 31124A							
LOS Comparison - NYS Route 208/NYS Route 94							
Description	Traffic Movement	Signalized Intersection, As is Current Condition		Signalized Intersection As is Current Condition w/ Park & Ride		2030 With Proposed Project and Proposed Improvements (Timing) w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 1							
Weekday Peak AM Hour	NYS Route 94 EB L	C[24.3]	C[27.4]	C[27.9]	C[28.4]	C[28.0]	C[28.5]
	NYS Route 94 EB TR	C[23.0]	C[27.4]	C[28.1]	C[28.6]	C[28.1]	C[28.6]
	NYS Route 94 WB L	C[20.9]	C[27.0]	C[28.0]	C[28.8]	C[28.0]	C[28.8]
	NYS Route 94 WB T	C[21.5]	C[25.1]	C[26.1]	C[26.9]	C[26.0]	C[26.8]
	NYS Route 94 WB R	A[3.5]	A[4.4]	A[4.6]	A[4.8]	A[4.6]	A[4.8]
	NYS Route 208 NB L	C[20.5]	C[22.3]	C[22.4]	C[22.4]	C[22.2]	C[22.3]
	NYS Route 208 NB TR	C[24.5]	C[29.4]	C[31.8]	C[34.0]	C[29.9]	C[31.7]
	NYS Route 208 SB L	B[18.6]	C[21.2]	C[21.4]	C[21.6]	C[21.3]	C[21.5]
	NYS Route 208 SB TR	C[22.8]	C[26.6]	C[26.7]	C[26.8]	C[26.6]	C[26.7]
	Overall	C[20.9]	C[25.0]	C[26.0]	C[26.7]	C[25.7]	C[26.4]
Weekday Peak PM Hour	NYS Route 94 EB L	C[28.2]	C[28.7]	C[28.6]	C[28.5]	C[33.2]	C[34.4]
	NYS Route 94 EB TR	D[38.1]	C[33.7]	D[48.4]	D[49.4]	D[45.8]	D[50.2]
	NYS Route 94 WB L	C[30.9]	D[38.4]	C[36.2]	D[37.2]	E[61.2]	E[67.5]
	NYS Route 94 WB T	C[31.0]	C[33.6]	C[34.0]	C[34.4]	D[37.5]	D[40.9]
	NYS Route 94 WB R	A[6.7]	A[7.1]	A[7.2]	A[7.3]	B[10.5]	B[10.9]
	NYS Route 208 NB L	C[22.1]	C[25.1]	C[25.5]	C[25.9]	B[19.9]	C[21.1]
	NYS Route 208 NB TR	E[70.7]	F[201.0]	F[220.7]	F[237.8]	D[43.4]	D[50.9]
	NYS Route 208 SB L	C[21.4]	C[24.3]	C[24.6]	C[25.0]	E[57.4]	E[57.2]
	NYS Route 208 SB TR	B[19.3]	C[23.4]	C[24.0]	C[24.6]	C[20.8]	C[21.8]
	Overall	D[36.3]	E[67.5]	E[74.7]	E[79.3]	D[41.1]	D[45.0]
September Friday Peak PM Hour	NYS Route 94 EB L	C[29.1]	C[29.9]	C[30.0]	C[30.0]	C[33.4]	C[33.4]
	NYS Route 94 EB TR	D[43.2]	D[35.1]	D[52.4]	D[52.4]	D[45.2]	D[45.2]
	NYS Route 94 WB L	C[30.3]	C[37.4]	C[33.3]	C[33.3]	E[59.2]	E[59.2]
	NYS Route 94 WB T	C[31.5]	C[34.8]	D[35.3]	D[35.3]	D[38.6]	D[38.6]
	NYS Route 94 WB R	A[6.4]	A[6.8]	A[6.7]	A[6.7]	A[9.1]	A[9.1]
	NYS Route 208 NB L	C[23.0]	C[26.4]	C[25.9]	C[25.9]	C[21.3]	C[21.3]
	NYS Route 208 NB TR	E[60.6]	F[183.0]	F[175.8]	F[175.8]	D[42.9]	D[42.9]
	NYS Route 208 SB L	C[21.9]	C[25.4]	C[24.9]	C[24.9]	D[48.6]	D[48.6]
	NYS Route 208 SB TR	C[20.0]	C[24.5]	C[24.0]	C[24.0]	C[21.7]	C[21.7]
	Overall	D[35.2]	E[61.6]	E[63.0]	E[63.0]	D[40.0]	D[40.0]
Saturday Peak Hour	NYS Route 94 EB L	C[25.3]	C[26.2]	C[26.2]	C[26.2]	C[26.9]	C[26.9]
	NYS Route 94 EB TR	D[37.8]	D[33.6]	D[33.6]	D[33.6]	D[44.9]	D[44.9]
	NYS Route 94 WB L	C[33.7]	D[43.6]	D[43.6]	D[43.6]	D[43.0]	D[43.0]
	NYS Route 94 WB T	C[32.5]	C[34.4]	C[34.4]	C[34.4]	C[34.7]	C[34.7]
	NYS Route 94 WB R	A[7.6]	A[8.0]	A[8.0]	A[8.0]	A[8.6]	A[8.6]
	NYS Route 208 NB L	C[23.0]	C[24.4]	C[24.4]	C[24.4]	C[21.8]	C[21.8]
	NYS Route 208 NB TR	D[51.6]	F[95.6]	F[95.6]	F[95.6]	D[39.2]	D[39.2]
	NYS Route 208 SB L	C[21.7]	C[23.9]	C[23.9]	C[23.9]	C[23.2]	C[23.2]
	NYS Route 208 SB TR	C[20.2]	C[22.3]	C[22.3]	C[22.3]	C[20.1]	C[20.1]
	Overall	C[32.7]	D[43.2]	D[43.2]	D[43.2]	C[33.7]	C[33.7]
Sunday Peak Hour	NYS Route 94 EB L	C[24.2]	C[27.1]	C[26.8]	C[26.7]	C[27.4]	C[27.8]
	NYS Route 94 EB TR	D[36.6]	D[35.0]	D[48.1]	D[48.4]	D[47.3]	D[49.4]
	NYS Route 94 WB L	C[35.0]	D[46.5]	D[48.3]	D[49.8]	D[53.0]	D[55.5]
	NYS Route 94 WB T	C[32.4]	C[34.8]	D[41.5]	D[41.7]	D[40.0]	D[41.7]
	NYS Route 94 WB R	A[8.0]	A[9.4]	A[9.9]	A[9.9]	A[9.6]	B[10.1]
	NYS Route 208 NB L	C[24.9]	C[26.5]	C[26.3]	C[26.3]	C[24.6]	C[24.9]
	NYS Route 208 NB TR	D[38.0]	E[65.7]	E[73.0]	F[80.4]	D[49.8]	D[52.9]
	NYS Route 208 SB L	C[21.9]	C[25.2]	C[25.1]	C[25.4]	C[23.5]	C[24.1]
	NYS Route 208 SB TR	C[22.0]	C[25.4]	C[25.3]	C[25.6]	C[23.6]	C[24.2]
	Overall	C[28.5]	D[35.4]	D[40.6]	D[42.2]	D[36.8]	D[38.5]

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Table 31124A							
LOS Comparison - NYS Route 208/NYS Route 94							
Description	Traffic Movement	Signalized Intersection, As is Current Condition		Signalized Intersection As is Current Condition w/ Park & Ride		2030 With Proposed Project and Proposed Improvements (Timing) w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments	600 Dwelling Units (D.U.)	600 D.U. + 600 Accessory Apartments
Community Scenario No. 2							
Weekday Peak AM Hour	NYS Route 94 EB L	C[24.3]	C[27.4]	C[28.3]	C[28.9]	C[28.4]	C[29.0]
	NYS Route 94 EB TR	C[23.0]	C[27.4]	C[28.6]	C[29.3]	C[28.6]	C[29.4]
	NYS Route 94 WB L	C[20.9]	C[27.0]	C[28.9]	C[30.2]	C[28.8]	C[30.2]
	NYS Route 94 WB T	C[21.5]	C[25.1]	C[26.9]	C[28.1]	C[26.8]	C[28.0]
	NYS Route 94 WB R	A[3.5]	A[4.4]	A[4.8]	A[5.0]	A[4.8]	A[5.0]
	NYS Route 208 NB L	C[20.5]	C[22.3]	C[22.5]	C[22.6]	C[22.3]	C[22.5]
	NYS Route 208 NB TR	C[24.5]	C[29.4]	C[34.0]	D[37.3]	C[31.7]	C[34.5]
	NYS Route 208 SB L	B[18.6]	C[21.2]	C[21.7]	C[22.1]	C[21.5]	C[21.9]
	NYS Route 208 SB TR	C[22.8]	C[26.6]	C[26.9]	C[27.3]	C[26.7]	C[27.1]
	Overall	C[20.9]	C[25.0]	C[26.8]	C[28.0]	C[26.4]	C[27.5]
Weekday Peak PM Hour	NYS Route 94 EB L	C[28.2]	C[28.7]	C[28.6]	C[28.5]	C[33.4]	D[35.0]
	NYS Route 94 EB TR	D[38.1]	C[33.7]	D[49.1]	D[50.6]	D[47.3]	D[52.3]
	NYS Route 94 WB L	C[30.9]	D[38.4]	D[36.8]	D[38.3]	E[63.6]	E[75.8]
	NYS Route 94 WB T	C[31.0]	C[33.6]	C[34.3]	C[34.8]	D[38.7]	D[42.5]
	NYS Route 94 WB R	A[6.7]	A[7.1]	A[7.3]	A[7.5]	B[10.7]	B[11.3]
	NYS Route 208 NB L	C[22.1]	C[25.1]	C[25.8]	C[26.4]	C[20.2]	C[21.3]
	NYS Route 208 NB TR	E[70.7]	F[201.0]	F[233.0]	F[257.5]	D[45.9]	D[53.4]
	NYS Route 208 SB L	C[21.4]	C[24.3]	C[24.8]	C[25.4]	E[65.3]	E[64.7]
	NYS Route 208 SB TR	B[19.3]	C[23.8]	C[24.4]	C[25.3]	C[21.3]	C[22.2]
	Overall	D[36.3]	E[67.5]	E[78.0]	F[84.6]	D[43.1]	D[48.1]
September Friday Peak PM Hour	NYS Route 94 EB L	C[29.1]	C[29.9]	C[29.9]	C[29.9]	C[34.6]	D[35.1]
	NYS Route 94 EB TR	D[43.2]	D[35.1]	D[54.8]	E[56.4]	D[50.8]	D[52.2]
	NYS Route 94 WB L	C[30.3]	C[37.4]	D[35.2]	D[36.5]	E[68.2]	E[76.5]
	NYS Route 94 WB T	C[31.5]	C[34.8]	D[36.6]	D[37.5]	D[43.3]	D[44.4]
	NYS Route 94 WB R	A[6.4]	A[6.8]	A[6.9]	A[7.0]	B[10.1]	B[10.4]
	NYS Route 208 NB L	C[23.0]	C[26.4]	C[26.7]	C[27.2]	C[22.3]	C[22.5]
	NYS Route 208 NB TR	E[60.6]	F[183.0]	F[210.0]	F[230.4]	D[49.7]	D[52.6]
	NYS Route 208 SB L	C[21.9]	C[25.4]	C[25.7]	C[26.2]	E[69.1]	E[78.7]
	NYS Route 208 SB TR	C[20.0]	C[24.5]	C[25.2]	C[26.0]	C[23.3]	C[23.8]
	Overall	D[35.2]	E[61.6]	E[71.7]	E[77.0]	D[46.7]	D[49.7]
Saturday Peak Hour	NYS Route 94 EB L	C[25.3]	C[26.2]	C[25.9]	C[25.8]	C[28.8]	C[29.8]
	NYS Route 94 EB TR	D[37.8]	D[33.6]	D[48.4]	D[49.3]	D[51.2]	D[54.9]
	NYS Route 94 WB L	C[33.7]	D[43.6]	D[39.4]	D[40.2]	D[49.9]	D[53.9]
	NYS Route 94 WB T	C[32.5]	C[34.4]	D[36.1]	D[36.5]	D[37.7]	D[39.4]
	NYS Route 94 WB R	A[7.6]	A[8.0]	A[8.6]	A[8.7]	A[9.6]	B[10.3]
	NYS Route 208 NB L	C[23.0]	C[24.4]	C[26.0]	C[26.4]	C[22.7]	C[23.1]
	NYS Route 208 NB TR	D[51.6]	F[95.6]	F[136.5]	F[156.0]	D[45.9]	D[50.1]
	NYS Route 208 SB L	C[21.7]	C[23.9]	C[25.3]	C[25.6]	C[26.4]	C[28.7]
	NYS Route 208 SB TR	C[20.2]	C[22.3]	C[24.2]	C[24.8]	C[21.3]	C[22.1]
	Overall	C[32.7]	D[43.2]	D[54.8]	E[59.7]	D[38.3]	D[41.1]
Sunday Peak Hour	NYS Route 94 EB L	C[24.2]	C[27.1]	C[26.7]	C[26.7]	C[27.8]	C[28.2]
	NYS Route 94 EB TR	D[36.6]	D[35.0]	D[48.4]	D[48.6]	D[49.4]	D[51.9]
	NYS Route 94 WB L	C[35.0]	D[46.5]	D[49.8]	D[52.2]	E[55.5]	E[58.8]
	NYS Route 94 WB T	C[32.4]	C[34.8]	D[41.7]	D[41.8]	D[41.7]	D[43.8]
	NYS Route 94 WB R	A[8.0]	A[9.4]	A[9.9]	A[10.0]	B[10.1]	B[10.7]
	NYS Route 208 NB L	C[24.9]	C[26.5]	C[26.3]	C[26.4]	C[24.9]	C[25.3]
	NYS Route 208 NB TR	D[38.0]	E[65.7]	F[80.4]	F[88.5]	D[52.9]	E[57.2]
	NYS Route 208 SB L	C[21.9]	C[25.2]	C[25.4]	C[25.4]	C[24.1]	C[24.8]
	NYS Route 208 SB TR	C[22.0]	C[25.4]	C[25.6]	C[25.8]	C[24.2]	C[24.8]
	Overall	C[28.5]	D[35.4]	D[42.2]	D[44.1]	D[38.5]	D[40.8]

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**Table 31125**

**LOS Comparison - NYS Route 208/Sunoco South Driveway**

Description	Traffic Movement	Unsignalized Intersection		Unsignalized Intersection w/ Park & Ride	
		2016 Existing	2030 No-Build	2030 Build 600 Dwelling Units (D.U.)	2030 Build 600 D.U. + 600 Accessory Apartments
Community Scenario No. 1					
Weekday Peak AM Hour	Sunoco South Driveway EB LR	C[18.5]	C[24.1]	C[24.9]	D[25.8]
	NYS Route 208 NB LT	A[9.1]	A[9.6]	A[9.7]	A[9.7]
Weekday Peak PM Hour	Sunoco South Driveway EB LR	C[17.7]	D[25.2]	D[27.4]	D[29.5]
	NYS Route 208 NB LT	A[8.4]	A[8.9]	A[9.1]	A[9.1]
September Friday Peak PM Hour	Sunoco South Driveway EB LR	C[18.7]	D[27.6]	D[27.6]	D[27.6]
	NYS Route 208 NB LT	A[8.3]	A[8.7]	A[8.7]	A[8.7]
Saturday Peak Hour	Sunoco South Driveway EB LR	B[14.5]	C[16.6]	C[16.6]	C[16.6]
	NYS Route 208 NB LT	A[8.4]	A[8.6]	A[8.6]	A[8.6]
Sunday Peak Hour	Sunoco South Driveway EB LR	C[15.4]	C[20.0]	C[20.9]	C[21.7]
	NYS Route 208 NB LT	A[8.6]	A[9.1]	A[9.1]	A[9.2]
Community Scenario No. 2					
Weekday Peak AM Hour	Sunoco South Driveway EB LR	C[18.5]	C[24.1]	D[25.8]	D[26.9]
	NYS Route 208 NB LT	A[9.1]	A[9.6]	A[9.7]	A[9.8]
Weekday Peak PM Hour	Sunoco South Driveway EB LR	C[17.7]	D[25.2]	D[28.9]	D[31.9]
	NYS Route 208 NB LT	A[8.4]	A[8.9]	A[9.1]	A[9.2]
September Friday Peak PM Hour	Sunoco South Driveway EB LR	C[18.7]	D[27.6]	D[31.7]	D[34.7]
	NYS Route 208 NB LT	A[8.3]	A[8.7]	A[8.8]	A[8.9]
Saturday Peak Hour	Sunoco South Driveway EB LR	B[14.5]	C[16.6]	C[18.0]	C[18.9]
	NYS Route 208 NB LT	A[8.4]	A[8.6]	A[8.8]	A[8.8]
Sunday Peak Hour	Sunoco South Driveway EB LR	C[15.4]	C[20.0]	C[21.7]	C[22.9]
	NYS Route 208 NB LT	A[8.6]	A[9.1]	A[9.2]	A[9.3]



### 3.12 NOISE IMPACTS

This Section analyzes the potential of the Project to generate significant adverse noise impacts from residential use and traffic. The potential of the Project to generate significant short-term adverse noise impacts from construction activity is separately analyzed in Section 3.16. This Section describes existing ambient noise conditions both on-site and off-site; the estimated increase in noise due to on-site conditions; and the potential impacts of noise from post-construction traffic on sensitive noise receptor locations near the Project. Mitigation measures that would reduce potential significant adverse impacts are also discussed.

#### 3.12.1 Existing Conditions

Noise can be defined as loud, undesirable, and unwanted sounds. The noise assessment described in this Section, carried out by Tim Miller Associates, has been designed to evaluate the noise expected to be generated by the Project and whether that noise would generate significant adverse impacts.

Most sounds heard in the environment are not limited to a single frequency, but rather consist of a band of frequencies, each with a different intensity or volume level. The level of a noise is measured and expressed in decibels (“dB”). Since the human ear cannot perceive all pitches or frequencies with equal acuity, these measures are adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel (“dBA”). The dBA is used to gauge and compare the relative loudness of sounds as perceived by humans. As a baseline reference, Table 3121 provides typical dBA levels for various common sounds.

<b>Table 3121</b>		
<b>Relative Loudness of Common Sounds Expressed in Decibels (dBA)</b>		
<b>Source</b>	<b>dBA</b>	<b>Subjective Description</b>
Human breathing	5	Very faint
Rustle of leaves in wind	10	Very faint
Average whisper	20	Very faint
Average residence with stereo playing	30	Faint
Soft radio music in apartment	40	Faint
Average office	50	Moderate
Near freeway auto traffic	60	Moderate
Stenographic room	70	Loud
School cafeteria with untreated surfaces	80	Loud
Noisy factory	85	Very Loud
Noisy urban street	90	Very Loud
Auto horn at 10 feet	100	Very Loud
Accelerating motorcycle at few feet away	110	Deafening
Threshold of feeling: hard rock band	120	Deafening
Threshold of pain	130	Deafening
Jet engine at 300 feet	140	Deafening
Source: Based on "The Noise Guidebook," U.S. Department of Housing and Urban Development, March 1985.		

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Since dBA measures a noise level at a single instant, while ambient noise levels are constantly varying, other measurement are used to describe noise levels over a period of time. The equivalent noise level (“ $L_{eq}$ ”) is the constant, average sound level, that, over a period of time, is generated by a noise source.  $L_{eq}$  is used to predict future noise levels by logarithmically adding the contributions from new noise sources to the existing ambient levels, and by relating specific sounds to increased noise levels.  $L_{eq}$  is the generally accepted noise measurement criteria for noise assessments. To establish a representative interval,  $L_{eq}$  measurements are typically based on a monitoring period of no less than 15 minutes.

A one-decibel change in noise levels is the smallest detectable by the human ear under suitable laboratory conditions. However, under normal conditions, a change in noise levels of two or three decibels is required for the average person to perceive a difference. Tables 3122 and 3123 show community perception of noise level changes and response to increased noise levels, respectively.

Table 3122	
Perception of Changes in Noise Levels	
Change (dBA)	Average Ability to Perceive Changes in Noise Levels Human Perception of Change
2-3	Barely perceptible
5	Readily noticeable
10	A doubling or halving of the loudness of sound
20	A dramatic change
40	Difference between a faintly audible sound and a very loud sound
Source: Bolt Baranek and Neuman, Inc. Fundamentals and Abatement of Highway Traffic Noise, Report No. PB-222-703. Prepared for Federal Highway Administration, June 1973.	

Table 3123		
Community Response to Increases in Noise Levels		
Change (dBA)	Response Category	Description of Response
0	None	No observed reaction
5	Little	Sporadic complaints
10	Medium	Widespread complaints
15	Strong	Threats of community action
20	Very strong	Vigorous community action
Source: International Standard Organization, Noise Assessment with Respect to Community Reactions, 150/TC 43. (New York: United Nations, November, 1969)		

### State and Local Noise Regulations

The following are the noise regulations and standards applicable to the Project:

*Village Code:* Noise that would be generated by the proposed Project would be subject to Village Code Chapter 73: Noise. According to the Code, the intent of the Village is to: “*establish and impose restrictions upon the creation of excessive, unnecessary or unusually loud noise within the*

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*limits of the Village of South Blooming Grove in pursuant of and for the purpose of securing and promoting the public health, comfort convenience, safety, welfare. Prosperity and the peace and quiet of the Village of South Blooming Grove and its inhabitants.”*

An “unreasonable noise,” as defined in the Code is: *“Any excessive or unusually loud sound or any sound which either annoys, disturbs, injures or endangers the comfort, repose, health, peace or safety of a reasonable person of normal sensitivities or which causes injury to animal life or damage to property or business.”*

Standards provided in the Code for determining whether an unreasonable noise exists include, but are not limited to: volume, intensity, unusual nature, time, and location.

The Code lists specific prohibited acts related to noise, including the use of loudspeakers, business and industrial operations, sound reproduction devices, trucks, and construction (short-term construction noise impacts are analyzed in Section 16.d). The Code sets forth specific sound levels that are restricted at a point on the receiving property nearest the sound source. The restriction for “nighttime hours” (11:00 PM to 8:00 AM) is 75 dBA, and the restriction for “daytime hours” (8:00 AM to 11:00 PM) is 90 dBA.

*FHWA Noise Guidelines:* The Federal Highway Administration (“FHWA”) guidelines recommend exterior design noise levels, which are applicable to federal highway projects adjacent to various land uses that would be exposed to noise generated by the vehicular traffic from the highways. FHWA establishes an exterior design noise threshold of 67 dBA ( $L_{eq}$ ) for residential areas; however, noises approaching this level are also considered. The definition of “approaching” is 1 dBA below the design noise level. Therefore, FHWA recommends use of noise abatement measures in highway projects adjacent to residential areas where the noise level could exceed 66 dBA ( $L_{eq}$ ).

*NYSDEC Noise Policy:* The NYSDEC policy and guidance document “Assessing and Mitigating Noise Impacts” (2000) provides noise impact assessment methods, examines the circumstances under which sounds create significant noise impacts, and identifies noise avoidance and mitigation measures. The policy is primarily provided to “evaluate the potential for adverse impacts of sound generated and emanating to receptors outside of the facility or property,” during NYSDEC review of an application for a permit. Though the Project would not be subject to NYSDEC permit review, these noise assessment methods, as best practices, were used in the noise assessment for the proposed Project where appropriate.

“Assessing and Mitigating Noise Impacts” discusses thresholds for significant sound pressure level (or “decibel level-dBA”) increases above ambient sound levels. The document does not provide

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specific noise thresholds, but rather addresses how increases in noise from a new noise source may impact surrounding land uses and receptors.

*U.S. Department of Housing and Urban Development Noise Standards:* The United States Department of Housing and Urban Development (“HUD”) has adopted environmental noise standards for determining acceptability of federally-assisted projects and mitigation measures to ensure that activities assisted by HUD achieve the goal of attaining a suitable living environment. The proposed Project would not be subject to HUD guidelines. However, these standards represent appropriate goals for any type of development. Table 3124 summarizes HUD site acceptability standards based on external noise levels.

Table 3124	
HUD Site Acceptability Standards	
Category	Outdoor dBA (Ldn)
Acceptable	Not exceeding 65
Normally Unacceptable	65 to 75
Unacceptable	Above 75
Source: Title 24, Code of Federal Regulations, Part 51.103 (c), Exterior Standards.	

The 65 dBA criterion is more restrictive than the criteria used by the FHWA related to the standards or noise or roadway design as noted above.

### Existing Ambient Noise Levels

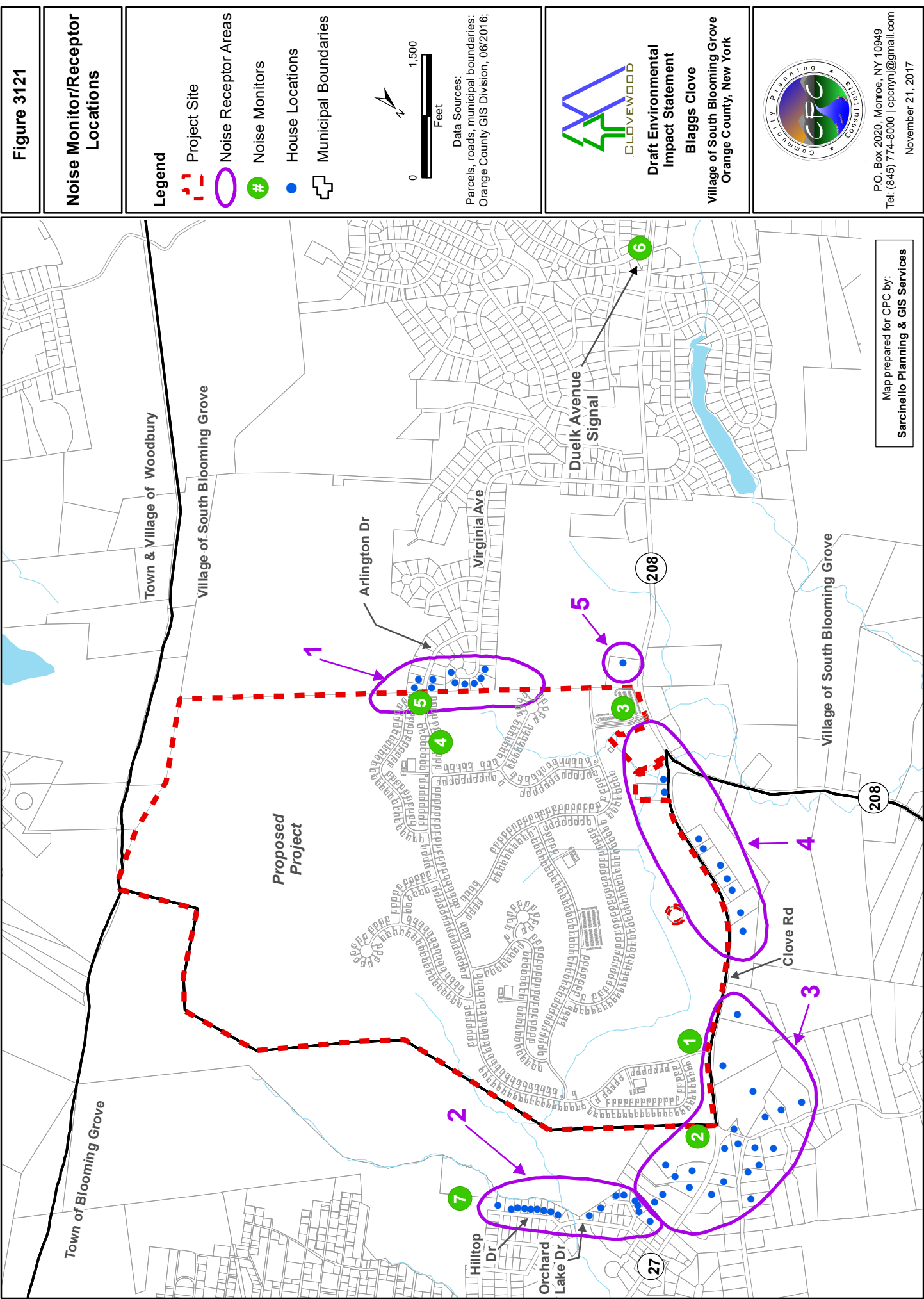
Existing ambient noise levels are described below in the setting and sensitive receptors section.

### Setting and Sensitive Receptors

The Project Site is in the vicinity of undeveloped land and single-family residential developments of varying densities. There is limited commercial development located along NYS Route 208 and on Clove Road. For the purposes of this assessment, sensitive receptors are defined as the existing homes in residential developments and single-family homes near the Project Site. No other types of sensitive receptors, such as schools, day care centers, nursing homes, or hospitals, exist in the vicinity of the Project Site. The nearest school is the Round Hill Elementary School, located approximately 1.25 miles north of the Project entrance on NYS Route 208, and the nearest daycare is on Route 94 in the Town, approximately 2.5 miles from the Project Site.

*Locations:* Five generalized areas with receptor locations are shown in the map in Figure 3121. The receptor areas outlined on the map are identified as follows:

- Area 1 - The Capitol Hill residential development southwest and adjacent to the property;
- Area 2 - The Orchard Lake residential development northwest of the Site;





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- Area 3 - Several single-family homes near the northeast entrance to the Project, including homes on Round Hill Road and the south side of Clove Road;
- Area 4 - Single-family homes on the northwest side of Clove Road, across from the property frontage; and
- Area 5 – Single-family homes on NYS Route 208, located west and southwest of the Site. Noise measurements were collected at the signalized intersection at Duelk Road and NYS Route 208.

*Noise Measurements:* Existing ambient noise levels were measured on October 25, 2016 at seven locations, both on- and off-site. Noise monitoring locations are shown in Figure 3121. The locations were selected to assess existing on- and off-site noise conditions, to permit comparison to future noise estimates and potential noise impacts that would result from the Project. The locations are described as follows:

- Location 1 – Near the northwest entrance to the proposed Project;
- Location 2 – Near the northwest property line, between the proposed entrance and off-site neighbors on Clove Road;
- Location 3- Near the southwest entrance to the proposed Project;
- Location 4 – On-site, between the Project’s proposed residential development and existing Capitol Hill development residences;
- Location 5 – On the southwest property line of the Project Site, adjacent to existing Capitol Hill development residences;
- Location 6 – Off-site, near the intersection of NYS Route 208 and Duelk Avenue (this is the closest signalized intersection to the Site); and
- Location 7 – Near existing residences on Hilltop Drive, directly northeast of the property and proposed residences.

Existing noise measurements at the monitoring locations during AM and PM peak traffic hours, are provided in Table 3125.

<b>Table 3125</b>		
<b>Ambient Sound Levels (dBA)(L<sub>eq</sub>) - 25-Oct-16</b>		
<b>Location</b>	<b>Noise Level (AM Period)</b>	<b>Noise Level (PM Period)</b>
Location 1	57.2	56.1
Location 2	56.5	56.2
Location 3	60.8	56.3
Location 4	44.6	49.1
Location 5	45.1	57.5
Location 6	65.3	63.4
Location 7	46.2	49.2
Source: Tim Miller Associates, Inc.		
Notes: Monitoring locations 1, 2, 3 and 6 were used to evaluate traffic noise and therefore the monitoring period corresponded with peak traffic periods: 7:00 to 9:00 a.m. and 4:30 to 6:30 p.m. Monitoring locations 4, 5 and 7 were used to evaluate ambient conditions interior to the site and to coincide with typical daytime activities, with a monitoring period of: 8:00 to 10:00 a.m. and 3:00 to 5:00 p.m.		

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Monitoring Locations 1, 2, 3 and 6 were used to evaluate the potential impacts from mobile (traffic) noise sources, while Locations 1, 2, 3, 4, 5 and 7 were used to evaluate potential impacts from stationary noise sources in the Project (see further discussion of impacts below).

As anticipated, the average noise levels measured near NYS Route 208 and Clove Road (Locations 1, 2, 3 and 6) were higher than the noise levels in the interior of the Project Site (Location 4) or at off-site locations in the nearby residential developments (Locations 5 and 7).

The principal source of ambient noise at the Project Site is vehicles traveling along the two major roads in the area. Other noise sources that contribute to the ambient noise levels at the Project Site include: off-site mobile source noise from traffic along Clove Road and NYS Route 208, to the immediate north of the Project Site; and sounds emanating from the Project Site, such as birds and the wind blowing through the on-site trees and vegetation.

### **3.12.2 Potential Impacts**

The Project would generate increased noise levels from existing conditions for residences in the vicinity of the Project Site. These noise sources can be categorized as: “mobile” noise sources related to Project-generated on- and off-site traffic; and “stationary” noise sources resulting from residential activity on the Project Site, including residential HVAC equipment, outdoor activity such as lawn mowing, and the on-site sewage treatment plant.

Due to the size of the property and the Project’s layout and design, the majority of development (internal roads and new homes) would be located in the interior of the Project Site. As shown in the Site Plan in Appendix A, open space or parkland consisting of existing vegetation would be preserved along all of the property boundaries. This vegetated buffer would be a minimum of 860 feet along the northwest, southwest, and southeast property borders. In the northeast corner of the development, the buffer would be a minimum of 100 feet. This buffer would provide distance between new residences and nearby residential noise receptors.

Vegetation generally does not provide noise reduction, unless the vegetation is relatively dense and of sufficient depth. According to NYSDEC’s “Assessing and Mitigating Noise Impacts” guidance document, dense vegetation that is at least 100 feet in depth would reduce sound levels by 3 to 7 dBA. Given the extensive vegetated buffers that would be provided by the Project, noise at many of the residential receptor locations would be attenuated.

To the average person, a noise level increase of one to two dBA is barely perceptible; an increase of 5 dBA is noticeable; an increase of 10 dBA is a large increase; and an increase of 20 dBA or more is perceived as a dramatic change. Annoyance to people frequently results from increases of 10 dBA or more, depending upon the frequency and duration of the noise events.

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The following criteria are used in the noise assessment for the proposed Project to define a “noise impact”:

For mobile sources, an increase of 6 dBA or more in the noise level from the “No Build” to “Build” conditions, per the NYSDOT “Environmental Procedures Manual” (1998). This manual was prepared primarily for use in determining changes in noise levels for highway improvements or for use in the creation of highways where there was no highway. As stated in the manual “this application is intended to determine a traffic noise impact and should not be used for the purpose of determining a ‘significant’ noise impact.”

For stationary sources, noise levels that exceed 65 dBA, per HUD guidelines for external noise levels.

### Mobile Noise Sources (Traffic)

Noise monitoring locations were selected to coincide with the traffic study intersections and nearby residences that may be most affected by the residential traffic traveling to and from the Project Site.

Monitoring Locations 1 and 2 measure noise levels from traffic on Clove Road in the area of the northern Project entrance, and capture the noise levels experienced by neighbors near Clove Road. Location 3 measures traffic noise on NYS Route 208 and at the proposed southern entrance to the Project Site. Noise from traffic going to and from the Blooming Grove Plaza (a small shopping center) and the Sunoco Service station on the north side of NYS Route 208 are also captured by this location.

Location 6, at NYS Route 208 and Duell Avenue, measures the noise from the traffic on NYS Route 208, the vehicles exiting or entering Duell Avenue, and vehicles entering and exiting the Southgate Shopping Plaza and South Blooming Grove Fire Department.

The vehicular noise analysis for the Project employed a logarithmic equation to identify whether there would be potential for significant noise impacts. Due to its ease of use, the New York City Environmental Quality Review (“CEQR”) Manual recommends using this as a first-level screening analysis technique for most actions where traffic is the dominant noise source (this equation is used below).

Using the following formula, future traffic noise levels at Locations 2 and 5 can be calculated using measured existing noise levels, existing traffic volumes (No Build), and predicted Build traffic volumes:

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$$FNL = 10 * \log_{10} (F PCE / E PCE) + E NL$$

Where:

- F NL = Future Noise Level (both Build and No-Build)
- E NL = Existing Noise Level
- F PCE = Future Passenger Car Equivalent (both Build and No-Build)
- E PCE = Existing Passenger Car Equivalent

Traffic volumes are represented as Passenger Car Equivalent (“PCE”) values, since vehicles such as trucks would generate greater noise levels than passenger cars. In accordance with the CEQR Manual, trucks categorized by DOT as Vehicle Class F5 through F8 (two- to four-axle one-unit trucks) were considered a medium-weight truck and assigned a value of 13 PCE. This category would include box trucks typically used for local delivery.

During traffic counts conducted for this impact statement, medium and large trucks were not distinguished. For the purposes of this analysis, trucks were assigned a medium-weight value, since NYS Route 208 and Clove Road are not a major truck route for tractor trailers.

To determine the increase in noise levels related to traffic in the AM Peak, PM Peak, and Saturday Peak traffic hours for the Build Condition at the two locations along Clove Road (Locations 1 and 2) and along NYS Route 208 (Locations 3 and 6), the methodology and equation shown above were used.

The change in noise levels between the No-Build and Build Conditions due to traffic during the weekday Peak AM hours (7:30 am - 8:30 am) and the weekday peak PM hours (5:00 to 6:00 pm) were calculated as less than 2.0 dBA at each of the four study intersections on Clove Road and NYS Route 208. Tables showing the calculations and projected increases in traffic noise are provided in Appendix J.

The estimated increase in traffic noise resulting from project traffic for nearby residents would be 2.0 dBA or less, substantially less than the 6 dBA increase typically requiring abatement for highway projects. Although the Project is not a highway project, the 6 dBA criteria provides a useful measure by which to compare the No-Build and Build Conditions. Based on this assessment, the Project would not have the potential to generate any significant adverse mobile-source (traffic) noise impacts.

### Stationary Noise Sources

The Project’s residential development would generate noise from noise sources typical of a residential subdivision, and such noise would be consistent with the nearby and neighboring residential property uses. These noise sources may include: heating and cooling equipment such

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as air conditioning units; occasional lawn mowers and/or snow blowers; and barking dogs. Individual residential air conditioners are typically not an intrusive noise source. Property maintenance, such as lawn mowing and snow removal, are typically undertaken during daytime hours.

The anticipated residential noise would be dampened by the layout and design of the Project. As further described below, the Project has been designed so that the developed areas would be set back a significant distance from the Project Site's borders and would be located behind extensive vegetated buffers. Therefore, ample distance and vegetative screening would be provided between the proposed Project's new internal roads and homes, and the existing residences within the vicinity of the Site.

The proposed Project would feature a new wastewater treatment plant, to be located in the southwest portion of the Project Site, near the southwest Project entrance and the existing Blooming Grove Shopping Center. The WWTP would be contained in a building, and therefore mechanical equipment would be enclosed, shielding any noise from nearby receptors. Only three existing residences are within 500 feet of the proposed WWTP, and these residences already experience traffic noise from NYS Route 208 that exceeds the noise levels that would be produced by the WWTP.

### **3.12.3 Mitigation**

The Project would not have the potential to generate any significant adverse noise impacts, and therefore no mitigation would be required. Even the slight noise that may be perceived at the few neighboring residential properties located within 50 feet of Clove Road and NYS Route 208, near the proposed Project entrance, would be barely perceptible and would not constitute an adverse impact, as it would be less than 2.0 dBA. Furthermore, the surrounding vegetation would act as a buffer and reduce any minor Project noise. Therefore, no mitigation would be required.



### **3.13 AIR QUALITY IMPACTS**

Air quality is a relative measure of the amount of noxious substances that occur in the air and that are caused by natural and human processes. Certain airborne gases and particles can cause or contribute to the deterioration and/or destruction of biological life, as well as damage to property and other physical components of the environment.

Air contaminants or pollutants can be defined as solid particles, liquefied particles, and vapor or gases which are discharged into, or form in, the outdoor atmosphere. Air quality in any particular location is influenced by contaminants discharged into the atmosphere and by regional and local climatic and weather conditions.

Atmospheric conditions such as sunlight, rainfall and humidity, air turbulence, temperature differences, and wind speed and direction can disperse, intensify, or chemically change or alter the compositions of air contaminants.

#### **3.13.1 Existing Conditions**

The Project Site is located in Orange County, which is among the counties that make up Region 3 of the NYSDEC Hudson Valley Air Quality Control Region, one of nine regions in New York State monitored for compliance with Federal and State ambient air quality standards. Region 3 also includes Rockland, Ulster, Dutchess, Putnam, and Westchester Counties.

#### Air Quality Standards and Compliance

In conducting this analysis, the NYS EPA and NYSDEC websites were reviewed. The website for the NYSEPA is <https://www.epa.gov/criteria-air-pollutants/naaqs-table> and for NYSDEC is <https://www.dec.ny.gov/chemical/281.html>.

EPA, pursuant to the federal Clean Air Act (“CAA”), has promulgated National Ambient Air Quality Standards (“NAAQS”), which are considered the minimum levels of air quality necessary (with a margin of safety) to protect public health.

NAAQS promulgated by EPA include primary and secondary standards. Primary standards are intended to provide public health protection for the most vulnerable segments of the population, such as children, the elderly, and the infirm, who are more susceptible to respiratory infections and other air quality-related health problems. Locations or source-receptors for these populations are schools, hospitals, and convalescent homes, as well as other related facilities. Secondary standards are aimed at protecting public welfare by preventing adverse effects to animals, crops, vegetation, buildings, and visibility.

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EPA has set NAAQS for six principal air contaminants (known as “criteria” air pollutants), identifying these particular pollutants as being of concern nationwide: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>) (also termed photochemical oxidants), particulate matter, sulfur dioxide (SO<sub>2</sub>), and lead (Pb). The sources of these contaminants, their effects on human health and the nation’s welfare, and their final disposition in the atmosphere vary considerably. However, for all contaminants except sulfur dioxide and suspended particulates, the primary and secondary standards are identical.

Pursuant to the CAA, each state, including New York, is responsible for development of a state implementation plan (“SIP”) to provide a regulatory framework in which to implement the requirements of the CAA. The New York SIP adopted Ambient Air Quality Standards (AAIS) from a list of seven criteria pollutants established by EPA. Table 3131 lists federal and state air quality standards.

Table 3131							
State and Federal Air Quality Standards							
		New York State Standards			Corresponding Federal Standards (Primary Standards)		
Pollutant	Avg Period	Conc.	Units	Stat	Conc.	Units	Stat
Sulfur Dioxide	12 consecutive months	0.03	ppm	Arithmetic Mean (“AM”)	0.03	ppm	Arithmetic Mean
	24-hour	0.14	ppm	Maximum	0.14	ppm	Maximum
	3-hour	0.5	ppm	Maximum	None		
	1-hour (max.)	None	-	Maximum	0.075	ppm	Maximum
Carbon Monoxide	8-hour	9	ppm	Maximum	9	ppm	Maximum
	1-hour	35	ppm	Maximum	35	ppm	Maximum
Ozone	8-hour	0.07	ppm	Maximum	0.07	ppm	Maximum
Nitrogen Dioxide	12 consecutive months	0.05	ppm	Arithmetic Mean (“AM”)	100	µg/m³	AM
					0.53	ppm	AM
	1-hour	None	-	Maximum	0.1	ppm	Maximum
Lead <sup>2</sup>	3 consecutive months	None			0.15	µg/m³	3-mo. Average
Fine Particulate Matter (PM <sub>2.5</sub> )	12 consecutive months	None			12	µg/m³	Geometric Mean (“GM”)
	24-hours	None			35	µg/m³	Maximum
Inhalable Particulates (PM <sub>10</sub> )	24-hours	None			150	µg/m³	Maximum
<sup>1</sup> All maximum values are concentrations not to be exceeded more than once per calendar year. (Federal Ozone Standard not to be exceeded more than three days in three calendar years).							
<sup>2</sup> Lead - Federal standards for lead not yet officially adopted by NYS, but is currently being applied to determine compliance status.							
<sup>3</sup> Fine Particulate Matter – Compliance with Federal Standard is determined by using the average of the 99 <sup>th</sup> percentile 24 hour value during the past 3 years, which cannot exceed 35 ug/m <sup>3</sup> .							

### Sources of Air Pollution

Sources of air pollution are generally characterized as mobile or non-point sources (transportation-related) or stationary sources (e.g., a smokestack). In general, the primary pollutants related to

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mobile sources are carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), and hydrocarbons. Sources of air pollutants are summarized in Table 3132.

Oxidants, primarily ozone, result from the breakdown of NO<sub>x</sub> compounds in the atmosphere by sunlight. Total suspended particulates are the result of both mobile sources, as well as industrial sources and operations.

Stationary sources, primarily manufacturing or utility operations, result in the addition of sulfur dioxides (SO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), hydrocarbons and particulates to the atmosphere.

NYSDEC does not regulate or model fugitive dust generated from construction operations.

<b>Table 3132</b>	
<b>Principal Sources of Air Pollutants</b>	
<b>Pollutant</b>	<b>Principal Sources</b>
Carbon Monoxide (CO)	Motor Vehicles (90%) Other Combustion Sources (10%)
Oxidants (primarily Ozone)	Produced by the Action of Sunlight on HC and NO <sub>x</sub> Compounds in the Atmosphere
Nitrogen Oxides (NO <sub>x</sub> )	Stationary Source Combustion (50%) Mobile Sources (50%)
Hydrocarbons (HC)	Motor Vehicles (60%) Industrial Process and Evaporative Losses from Storage Facilities (40%)
Particulates (part)	Many Sources (Stationary and Mobile) Including Crushing and Grinding Operations and Natural Resources
Sulfur Dioxide (SO <sub>2</sub> )	Electric Power Generation (40%) Space Heating (30%) Other Combustion of Fuels in Industrial Processes (30%)
Source: (1) DGEIS for IBM - Proposed Re-zoning, IBM Properties, Town of Fishkill, October 3, 1983, prepared by Ronald A. Freeman Associates, P.C. Consulting Engineers; (2) NYSDEC Region 3, NYS Air Quality Report, Ambient Air Monitoring System Annual Report 1992-DAR-93-1	
Note: The percentage figures represent approximate contributions for the sources identified in middle-latitude areas. For more specific information, refer to the annual reports of the Council on Environmental Quality.	

### Existing Air Quality: Control Region 3 (Hudson Valley)

New York State is divided into nine Air Quality Control Regions ("AQCR"), in order to evaluate air quality by geographic regions. NYSDEC has a network of ambient air monitoring stations located in each of the AQCRs, in order to evaluate the attainment status of each region with respect to the SIP. The Project Site is located in Region 3: Hudson Valley Air Quality Control Region. The Federal criteria pollutants currently monitored within Region 3 include sulfur dioxide (SO<sub>2</sub>), ozone (O<sub>3</sub>), total suspended particulates (PM<sub>2.5</sub>) and lead. The remaining criteria pollutants, carbon monoxide (CO) and nitrogen dioxide (NO<sub>2</sub>), are not monitored in the Region 3 AQCR, but are monitored in the Region 2 AQCR, which includes the five boroughs of New York City.

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NYSDEC maintains a number of monitoring stations in the Hudson Valley to measure existing ambient air quality within Region 3. These stations are sometimes operated over limited periods of time, and some are utilized to sample only certain parameters. Monitoring stations are located at White Plains and Mamaroneck in Westchester County; Mt. Ninham in Putnam County; Millbrook and Poughkeepsie in Dutchess County; Belleayre Mountain, New Paltz, and Saugerties in Ulster County; and Valley Central, Newburgh (2), Wallkill (3), and Scotchtown in Orange County. Table 3133 lists stations referenced in the NYSDEC's 2016 Air Quality Report and the pollutants monitored at each.

<b>Table 3133</b>				
<b>NYSDEC Region 3 Air Quality Monitoring</b>				
<b>Stations</b>	<b>Parameters</b>			
	<b>Lead</b>	<b>Sulfur Dioxide</b>	<b>Inhalable Particulates</b>	<b>Ozone</b>
Mamaroneck 5956-01	✓		✓	
Wallkill 3566-02	✓			
Scotchtown 3566-11	✓			
Mt. Ninham 3951-01		✓	✓	✓
Belleayre Mtn. 5565-03		✓	✓	✓
Saugerties 5524-03			✓	
New Paltz 5522-01			✓	
Poughkeepsie 1302-06			✓	
Newburgh 3502-04			✓	
White Plains 5902-04			✓	✓
Valley Central 3527-01				✓
Millbrook 1328-01				✓
Source: Region 3 Air Quality Data, NYSDEC Division of Air Resources				

Table 3134 summarizes data for Region 3. Sampling information for pollutants not included in the Table is either not collected in Region 3, or is collected at locations distant from the Project Site. Information from distant locations would not be representative of ambient air quality conditions in the Project vicinity. Based on this data, all monitored contaminants are within acceptable levels within Region 3.

<b>Table 3134</b>				
<b>Regional Air Quality Data Summary</b>				
<b>Monitoring Location</b>	<b>Pollutant</b>	<b>Concentration</b>	<b>Air Quality Standards</b>	<b>Within Standard?</b>
Valley Central	Ozone (O3)	0.072 ppm (2)	.08 ppm (2)	Yes
Mt. Ninham	Sulfur Dioxide (SO2)	0.59 ppb (1)	30 ppb (1)	Yes
Mt. Ninham	Ozone (O3)	0.072 ppm (2)	.08 ppm (2)	Yes
Newburgh	Inhalable Particulates (PM2.5)	7.4 ug/m3 (1)	12 ug/m3 (1)	Yes
Wallkill	Lead (Pb)	0.02 g/m3 (3)	0.15ug/m3	Yes
Notes: (1) Annual Arithmetic Mean in parts per billion (ppb); (2) 4th Highest Daily Maximum 8-Hour Average in parts per million (ppm); (3) Maximum Quarterly Average in grams per cubic meter (g/m3)).				
Source: NYSDEC, Region 3, Air Quality Data, 2016				

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### Existing Air Pollution Sources

*Vehicle-Generated Air Quality Impacts – Existing Conditions:* The primary pollutants associated with vehicular exhaust emissions are nitrogen dioxide (NO<sub>2</sub>), hydrocarbons (HC), and carbon monoxide (CO). Since short-term exposure to elevated CO concentrations can have acute health impacts, state and federal standards have been developed for ambient CO concentrations to protect the health and welfare of the general public with an adequate margin of safety.

There are currently no enforced short-term health standards for NO<sub>2</sub> and HC. The primary concern pertaining to these pollutants is their role in the photochemical reactions that lead to the formation of secondary pollutants known as ozone (O<sub>3</sub>) and “smog,” known lung and eye irritants. Ozone and smog formation is a slow process that would occur outside the primary impact area of the Project; thus, these pollutants are only reviewed on a regional (mesoscale) basis for “regionally significant” projects. Because the proposed Project is not regionally significant, a mesoscale air quality analysis would not be required, and all air quality impact analyses focus on local (microscale) air quality impacts and compliance with standards for CO.

Land neighboring the Project generally supports a mixture of residential and commercial uses. There are limited industrial uses in the area. Existing sources of air pollution in the vicinity of the Project include vehicle and engine exhaust, as well as emissions from commercial and residential heating and hot water systems.

*Existing Air Pollution Receptors:* Potential sensitive receptors within the vicinity of the Project include residential dwellings located to the northeast (Orchard Lake Drive and Hilltop Drive) and to the southwest (Virginia Avenue and Arlington Drive). Residences fronting on or near Clove Road and NYS Route 208 southwest of the Project Site may also be considered sensitive receptors for traffic-related air quality impacts, as further described below.

### **3.13.2 Potential Impacts**

The Project, as a residential development, would not emit greenhouse gases at the level requiring federal or state air emission permits, either during construction or after completion.

Stationary greenhouse gas (GHG) emissions for the Project are directly related to energy use and primarily related to fuel combustion for residential heating. According to NYSDEC *Guide for Assessing Energy Use and Greenhouse Gas Emissions in Environmental Impact Statements* (July 2009), emissions of CO<sub>2</sub> account for an estimated 88% of total annual GHG emissions in New York. The great majority of these emissions (88.3 %) result from fuel combustion. The remaining proportion of GHG emissions come from electricity distribution, refrigerant substitutes, the

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management of municipal waste, municipal wastewater, and agriculture, as well as natural gas leakage.

It is anticipated that the Project residences would be heated with a combination of natural gas, propane and electricity. The on-site combustion of natural gas and propane for heating, hot water and for cooking would result in emissions of greenhouse gases such as CO<sub>2</sub> from the Project Site. On-site combustion sources are considered stationary sources of emissions as opposed to the off-site generation of electricity. Fixed emergency generators, if installed by homeowners, would also be direct stationary sources of CO<sub>2</sub> and other greenhouse gases. The use of emergency generators is occasional and temporary and would be a minor source of overall Project emissions.

The operation of the Project's wastewater treatment plant would result in the generation of methane gas over the life cycle of the treatment plant. Wastewater treatment plants typically generate methane, CO<sub>2</sub>, hydrogen and ammonia. The wastewater treatment plant would be constructed to current, efficient treatment standards and therefore, the generation of methane gases would be minimized.

Stationary greenhouse gas emissions from the Project can be calculated through energy use estimates. New York State households consume an average of 103 million Btu per year<sup>1</sup>. Natural gas is anticipated to be the primary source of heating for the Project. Utilizing a Greenhouse Gas Inventory model, potential future stationary greenhouse gas emissions from the Project can be estimated<sup>2</sup>.

The estimates of greenhouse gas emissions provided in Table 3134 also represent relevant priority pollutants, since those priority pollutants resulting from residential uses generally consist of greenhouse gases.

The below estimates are based on typical New York households and do not account for the current energy efficient construction and heating systems found in new homes. The proposed project will include multiple energy efficiencies that will reduce greenhouse gas emissions, from the levels described below.

Air contaminants which typically are of concern with respect to projects that will generate more vehicle trips include ozone, carbon monoxide, nitrogen oxides, and lead. Air contaminants typically of concern with respect to residential projects are sulfur dioxide and inhalable particulate matter from heating and hot water systems.

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<sup>1</sup> U.S. Energy Information Administration ([www.eia.gov](http://www.eia.gov)), 2018

<sup>2</sup> Local Greenhouse Gas Inventory Tool: Community Module, March 2018, U.S. EPA



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Table 3134				
Estimated Stationary Greenhouse Gas Emissions				
Greenhouse Gas	Gas Emission per Unit (kg)	Metric ton CO2	Total Project Emission (kg)	Total Metric Ton CO2 Equivalent
		Equivalent per Unit		
CO2	54.5	5.5	32,700	3,300
CH4	0.00514	0.01	3.08	6
N2O	0.0001	0	0	0
Note/Source: Emissions based on annual household use of 103 million btu's, and utilizing Local Greenhouse Gas Inventory Tool: Community Module, March 2018, U.S. EPA				

The traffic volumes generated by the proposed Project are below the screening thresholds for NYSDOT regional transportation control programs, and thus conform with the SIP to bring the area into compliance with the carbon monoxide standards.

### Mobile (Traffic Related) Air Quality Impacts

The primary generator of air emissions from any proposed residence is the operation of passenger vehicles. The potential impact from the project-generated traffic was evaluated using NYSDOT's "Environmental Procedures Manual," Chapter 1, Section 9, Projects Needing Air Quality Analysis (January 2001) (the "NYSDOT Procedures Manual").

Carbon monoxide (CO) is the primary pollutant of concern for traffic-generated air emissions and is used by NYSDOT as a screening tool, since CO generally has local impacts and higher concentrations of CO are limited to within a short distance of heavily traveled roadways.

According to the NYSDOT Procedures Manual, intersections with level of service ("LOS") "C" or better do not require an air quality analysis. Some six current and proposed signalized intersections were examined near the Project Site as part of the traffic analysis, as listed: NYS Route 208 and Clove Road; NYS Route 208 and Mountain Road; NYS Route 208 and Route 17 EB Ramp; NYS Route 208 and Route 17 WB Ramp; NYS Route 208 and Duell Avenue; NYS Route 208 and Project Site Access; and NYS Route 208 and Route 94.

The future overall levels of service for the above-listed intersections are summarized in Table 3135 below. These levels of service are for the Build condition, or with the Project as proposed under Scenario No. 1 including the potential for 600 accessory apartments, and with the proposed traffic mitigation measures. Further description of levels of service, traffic volumes and intersection operation is found in Section 3.11 of the DEIS. Levels of service tables are provided in Section 3.11.4. Each of the intersections listed above may be signalized, as per NYSDOT warrants.

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Table 3135				
Summary of Traffic Conditions for Microscale Air Quality Screening				
Intersection	Level of Service	Total Intersection Volume	Project Generated Traffic	Percent increase Between Build and No-Build Scenarios
NYS Route 208 / Clove Road	AM - B PM - C	N/A	N/A	N/A
NYS Route 208 / Mountain Rd.	AM - A PM - B	N/A	N/A	N/A
NYS Route / US Route 6 / Route 17 Eastbound Ramp	AM - D PM - C	2222	69	3.10%
		NA	NA	NA
NYS Route / US Route 6 /Route 17 Westbound Ramp	AM - B PM - D	NA	NA	NA
		2954	130	4.40%
NYS Route 208 / Duelk Ave.	AM - B PM - C	NA	NA	NA
NYS Route / Project Driveway	AM - A PM - B	NA	NA	NA
NYS Route / Route 94	AM - C PM - D	NA	NA	NA
		1971	23	1.20%
Source: Levels-of-Service from Section 3.11.4 based upon the Traffic Impact Study prepared by Maser Consulting in Appendix J-1. LOS and volumes provided are for AM and PM peak weekday traffic.				

The NYSDOT Procedures Manual indicates that intersections having a LOS “D” in the Build condition should be further evaluated to determine the need for a microscale air quality analysis. The screening criteria are: 10% or more reduction in the source-receptor distance; 10% or more increase in traffic volume on affected roadways between the No Build and Build scenarios; 10% or more increase in vehicle emissions; any increase in the number of queued lanes; and 20% reduction in speed.

Evaluation of the projected traffic indicates that, following Project development, the NYS Route 208 and Route 17 ramps and Route 94 intersections would result in LOS D conditions in the Build Condition (Scenario No. 1 with proposed improvements and with Park & Ride).

As indicated in the Table, the Project would add substantially less than 10 percent volume to those three intersections that are anticipated to have a level of service D in the Build condition. The Project would not exceed any of the criteria for further CO microscale air quality analysis. Therefore, a microscale air quality analysis is not required for the three identified signalized intersections with predicted level of service D, in the build condition. Based on the screening analysis, it is not anticipated that the ambient air quality standards would be exceeded.

All other intersections involved in the Project area would be stop sign controlled. The NYSDOT EPM states: *“It is not expected that intersections in a build alternative controlled by stop signs will require an air quality analysis”*. Thus, while some non-signalized intersections may have a Build level of service lower than “C”, the screening analysis concludes that traffic volumes associated with stop sign controlled intersections are not sufficiently high to warrant further CO

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microscale analysis. The level of CO at a stop sign controlled intersection would not exceed ambient air quality standards. This screening methodology was also confirmed in phone conversations with Jane Lao and Dr. John Zamurs, from the NYSDOT Environmental Analysis Bureau (EAB).

The carbon monoxide screening analysis of vehicle generated emissions documents that the additional site traffic would not result in adverse air quality impacts at the primary intersections accessing the Project Site. Proposed traffic mitigation measures were included in all screening air quality impact analyses. Based on the intersection capacity analysis, the projected vehicle queues at the study intersections resulting from the Project would not be significant enough to cause air quality concerns. Given the proposed density of the project and the projected volume of traffic, no air quality impacts are expected to result from the Project.

### **Stationary Air Quality Impacts**

The primary generators of air emissions from the proposed residences include passenger vehicles, gas-powered equipment, and heating systems. Given the proposed density of the Project, the projected volume of traffic, the installation of new and efficient heating systems, and proposed landscaping, no significant adverse long-term air quality impacts are expected to result from the Project. The WWTP would be contained in a building and therefore, mechanical equipment would be enclosed, shielding any potential odors.

### **3.13.3 Mitigation**

The Project would not have adverse impacts on air quality. Heat and electric supply to the residential units, as well as traffic ingress and egress to and from the Project, would not produce greenhouse gas produce emissions at a greater level than those generated by any other residential activity, and would very likely be less. The Project would reduce travel by facilitating home occupations, including home professional and telework offices, which are permitted by the Village Zoning Code.

In addition, a 2001 National Household Travel Survey, conducted by the Federal Highway Administration, revealed that subdivisions with lot sizes in the range of one quarter of an acre generated an average of only 19,959 vehicle miles traveled (“VMT”) per housing unit, while most lots in the two-acre range generate an average of 22,351 VMT. The larger lots generate approximately 10.6% more VMT, which, in turn, creates more air emissions, particularly CO<sub>2</sub>.

According to the above air quality analysis, the Project would not have the potential to generate any significant adverse impacts upon air quality, including those upon local sensitive receptors; and therefore, no mitigation would be required.