



**NCRE
Additional Materials**

September 17, 2018

Brent,

As requested, enclosed please find additional materials which address questions from you and the Planning Board in relation to the NCRE SEQR review. Since we have three municipalities reviewing at once, in cases where a question was asked by another municipality and the answer has already been shared to all, I did not duplicate it here. Included in this package you will find:

1. Additional information about increased employees – how many per day and max at one time?
2. Additional information current A-lot utilization
3. Responses to specific traffic analysis questions
4. Request for an additional visual simulation of the sophomore building at the City/Village municipal line

If you need anything else, please do not hesitate to ask. As always, thank you for your advice and assistance.

A handwritten signature in black ink, appearing to read "Kimberly Michaels". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Kimberly Michaels
Principal

Cc: Chris Baelestra, Town of Ithaca
Lisa Nicholas, City of Ithaca

Number of Jobs Created (LEAF, page 44)

Question: How many new employees will be on site every day, and how many max at any one time?

While operation plans for the buildings are still being developed, below is the current labor projection.

There will be five Residence Hall Directors (RHDs) who are full-time professional, live-in, on-site staff.

There will be additional dining hall staff on site seven days a week.

The anticipated additional staffing shifts are:

6:00 am – 2:00 pm: 15 people
11:00 am – 7:00 pm: 40 people
3:00 pm – 11:00 pm: 20 people

There will also be approximately 30 (non-dining) staff members who are anticipated to have working hours from 8:00 am to 4:30 pm on weekdays. 27 (non-dining) staff members are anticipated to have working hours 8:00 am to 4:30 pm on Saturday and Sunday.

The maximum work force (95) is anticipated to be between 3:00 and 4:30. This is when the dining staff peaks at 60, the 5 RHDs are on campus, and the approximately 30 staff who work 8:00 – 4:30 are still on site.

Transportation: Parking (pages 156-163)

Additional information current A-lot utilization

Permit holders that utilize the A Lot (716 spaces) consist of staff, faculty and temporary staff. The occupancy is roughly 70% during the summer and 81% during the academic year. Utilization counts are taken between 9-10am and 1-2pm. The most recent counts occurred during the spring of last semester and the beginning of this semester.

Traffic Study (appendix tab)

Below are a *series of questions (in italics)* with answers (non-italicized) as provided by the traffic engineer, SRF Associates.

“I see that SRF has set the peak hours for AM and PM, but I think that it is likely that the peak traffic for “south bound left – Triphammer” would be at lunch time. In fact, SRF does not show an AM peak for this movement. Other than the obvious impact to “northbound left – PGR” (delay increases 12.5 seconds), I assume that the next most impacted delay would be “southbound left – Triphammer”. Therefore we would want to know the anticipated traffic thru this intersection at peak hour...not the AM/PM specific hours.”

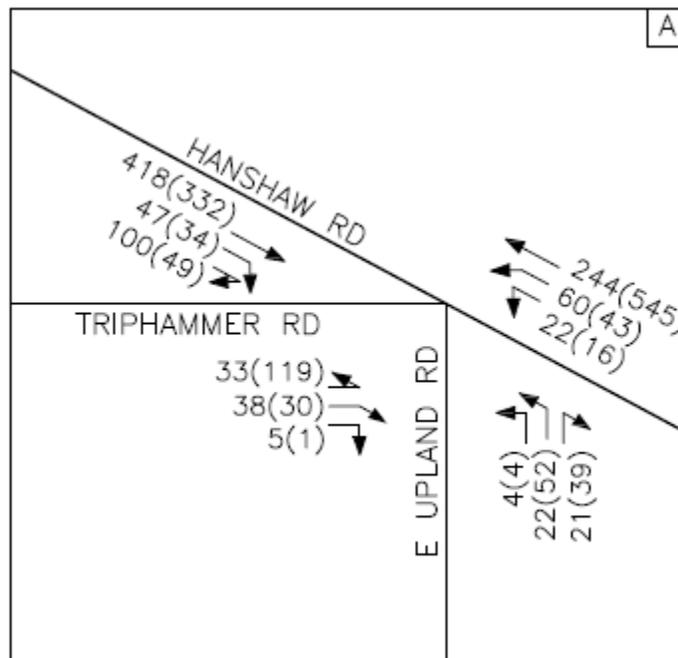
We do not anticipate that a significant volume of students would travel to or from campus during the lunch peak. Impacts during this time period are expected to be very small and unnoticeable.

In the SRF report, the LOS/seconds are shown for each intersection. Is the standard nomenclature that you are making the directional turn onto or off from the street listed in each line of the table?

Standard nomenclature is that the turn is made off from the street listed. Using the “Eastbound left – Mundy wildflower garden” on page 7 as an example, you would read it like this: Traveling direction (eastbound). Turning movement at the intersection (left). Road you are on (Mundy wildflower driveway).

“It seems to me that there is an inaccurate description of one of the turning delays. SRF replacement page 7 shows that the eastbound delay(s) on Triphammer are occurring at PM peak. That does not make sense to me.”

Reviewing the traffic volumes shows significantly greater left turn volumes from Triphammer during the PM peak hour as well as greater PM peak hour volumes that would be in conflict with this traffic. Hence, greater delays during the PM peak hours. See below.



“When you say 7 entering and 3 exiting as a result of the project - where are they entering and exiting from?”

They’re traveling to and from whichever parking lots they are assigned to so they are scattered over the roadway network. Figure 8 in the report shows the actual distribution of the trips.

“When the report says a 2.7 second delay, is this per vehicle in line (so if you're the 3rd vehicle, your wait is 8.1 seconds longer) or is this 2.7 additional seconds of wait total for any given car at the intersection?”

This is an average increase in delay per vehicle, not cumulative. On average, any vehicle traveling on that approach or movement would experience an increase in delay of 2.7 seconds. This increase could be slightly greater or slightly less depending upon the conditions that are presents when the vehicle arrives at the intersection.

“Can you share how you distributed the traffic in the model for the as built conditions? What percentages went where?”

Figure 7 in the report shows the percentage distribution of the trips coming to and from the site/parking lots. The distribution is largely based upon existing travel patterns in the study area. From the report on page 13: The proposed arrival/departure distribution of traffic to be generated is considered a function of several parameters, including the following:

- Proximity and access to Cornell University;
- Existing traffic counts at the study area intersections;
- Retail centers;
- Existing roadway network; and
- Existing traffic conditions and controls

Visual Impacts (pages 93-141)

We are developing an additional view of the project as requested, taken from the north side of Jessup Road, facing the building. View “10a” will be ready for your September 24th Planning Board meeting.