



**CITY OF SYRACUSE, MAYOR BEN WALSH**  
**300 South State Street, Suite 700 Syracuse, NY 13202**

Department of Neighborhood and Business Development  
 Jake Dishaw, Zoning Administrator  
 Office of Zoning Administration – P: (315)448-8640 E: Zoning@syr.gov

<b><i>MaSPR-24-02</i></b>	<b><i>Staff Report – February 12, 2024</i></b>
<b><i>Application Type:</i></b>	Major Site Plan Review
<b><i>Project Address:</i></b>	1001 Brighton Ave E., Syracuse, NY 13205 Tax Parcel: 062.-02-11.0
<b><i>Summary of Proposed Action:</i></b>	The applicant is requesting a Major Site Plan Review for the property at 1001 East Brighton Avenue, to construct a car wash. In June 2023 Brighton Mews, LLC applied for a special use permit under the old zoning ordinance. Applicant withdrew the special permit application and applied for a major site plan review under the new ReZone Syracuse Zoning Ordinance because car washes are permitted by right in a CM, Commercial Zone District. The previous special use permit application made it to Common Council where the special use permit was then referred back to the City Planning Commission to review a Traffic Impact Study. Applicant has conducted the Traffic Impact Study, and it was determined by McFarland Johnson Traffic Engineer consultants that the proposed car wash will have a negligible impact to the E. Brighton Avenue and E. Seneca Turnpike corridor.
<b><i>Owner/Applicant</i></b>	Joe Hucko, Brighton Mews, LLC. (Owner) Cade Krueger, Project Manager, DDS Companies (Authorized Agent)
<b><i>Existing Zone District:</i></b>	Commercial, CM Zone District
<b><i>Surrounding Zone Districts:</i></b>	The neighboring properties to the south are Medium Density Residential, R4 Zone Districts. The properties to the north and west are in the Commercial, CM Zone Districts. The properties to the east are outside the jurisdiction of the City of Syracuse.
<b><i>Companion Application(s)</i></b>	<b>R-23-31M1-</b> A modification to add .08 acres to Lot 1 of the approved Resubdivision (approved 12/11/23).
<b><i>Scope of Work:</i></b>	The scope of work includes installation of a stormwater management facility, landscaping and screened site features, construction of a new 5,260 SF vehicle washing facility, a new asphalt parking areas and drive-through, and new sanitary and water connections.
<b><i>Staff Analysis:</i></b>	<p><b><u>Pros:</u></b></p> <ul style="list-style-type: none"> <li>- The proposed project will redevelop vacant land into a productive land use that will provide car washing services along a major collector road.</li> <li>- The proposed plans conform with all the zoning ordinance development standards.</li> <li>- Applicant conducted a traffic impact study whereby the low volume of traffic generated by the proposed car wash will have a negligible impact to the operations of the travelling public on the E. Brighton Ave./E. Seneca Turnpike corridor, according to McFarland-Johnson, Inc.</li> <li>- Additional trip generation along this corridor is estimated to be 50 additional trips added during morning peak hours, 78 additional trips during the evening peak hour, and 41 additional trips during the Saturday Midday peak hour as a result of the proposed development, which the current capacity of this corridor can handle.</li> </ul> <p><b><u>Cons:</u></b></p> <ul style="list-style-type: none"> <li>- During pervious hearings adverse comments have been received by members of the public due to traffic concerns.</li> </ul>
<b><i>Zoning Procedural History:</i></b>	1001 E. Brighton Ave: <ul style="list-style-type: none"> <li>- C-1019: Conditional Use to replace existing gas station with new station, Approved on 11/06/1953.</li> <li>- Z-2781: Change Zone District from Residential, RB-1 to Commercial, CB, Approved on 4/15/2015.</li> <li>- Z-2798: Demolish existing buildings and structures to facilitate site alterations and construction of multiple, mixed-use buildings Approved on 2/28/2017.</li> </ul>

	<ul style="list-style-type: none"> <li>- R-16-51: Resubdivide one property into four new lots, Approved 3/1/2017.</li> <li>- R-22-21: Resubdivision to divide one parcel situated at 1001 E Brighton Ave into four lots, Withdrawn on 7/13/2022.</li> <li>- SP-23-10: A Special Use Permit to allow a car wash on the subject property, Withdrawn on 01/18/2024.</li> </ul> <p>901, 911, 915 E. Brighton Ave:</p> <ul style="list-style-type: none"> <li>- C-1019: Conditional Use to replace existing gas station with new station, Approved on 11/06/1953</li> <li>- SP-70-10: Special use permit for gas service station, withdrawn by letter in 1970</li> <li>- Z-2145: Change of occupancy from single family residential to retail gift shop, Approved in 1976</li> <li>- Z-2781: Zone change from planned shopping district to commercial, Approved in 2015</li> <li>- R-16-51: Resubdivide one property into four new lots, Approved 3/1/2017.</li> </ul>
<p><b><i>Summary of Zoning History:</i></b></p>	<p>The earliest land-uses of the subject parcel were once four separate lots used for a gas station and residential homes. As an effort in 2015 to redevelop and convert the area into a major commercial corridor, the Residential, RB-1 and Planned Shopping District, PSD Zone Districts changed to the Commercial, CB Zone District to allow for a greater variety of land uses. The property owner throughout the past 10 years has been preparing the site by demolishing inundated structures and planning to demolish the remaining buildings. The property owners submitted for Special Use Permit in June 2023 as car wash facilities required a Special Use Permit for approval under the old zoning ordinance. After the adoption of ReZone on July 1, 2023, Car Wash facilities no longer require a special use permit and are allowed by right in Commercial, CM Zone Districts. The applicants withdrew their special use permit and resubmitted it as a Major Site Plan Review.</p>
<p><b><i>Code Enforcement History:</i></b></p>	<p>See attached code enforcement history.</p>
<p><b><i>Zoning Violations:</i></b></p>	<p>The proposed lot has no zoning violations.</p>
<p><b><i>Summary of Changes:</i></b></p>	<p>This is not a continued application.</p>
<p><b><i>Property Characteristics:</i></b></p>	<p>The subject property is irregular in shape with 293.03 feet of frontage on East Brighton Ave. and a lot depth of about 329.06 feet.</p>
<p><b><i>SEQR Determination:</i></b></p>	<p>Pursuant to the New York State Environmental Quality Review Regulations, the proposal is an Unlisted Action.</p>
<p><b><i>Onondaga County Planning Board Referral:</i></b></p>	<p>Pursuant to GML §239-1, m and n, the proposal was reviewed by the Onondaga County Planning Board with no opposition.</p>

**Application Submittals:** The application submitted the following in support of the proposed project:

- Major Site Plan Review Application
- Short Environmental Assessment Form Part 1 and EAF Mapper Summary Report
- Site Development Plans: Sheets No. C1 to C11; 1001 East Brighton Ave Splash Car Wash; Project num. 72220321; Prepared by The DDS Companies; Stamped by Edmund Seidler Martin, Licensed Professional Engineer; Dated 04/07/23; Revised 01/29/24; Scaled: As Shown.
- Partial Topographic Survey, 1001 East Brighton Avenue, Part of Lot No. 121. City of Syracuse, Onondaga County, New York. Prepared by Ianuzi & Romans Land Surveying. Dated: 03/23/2023. Scaled: 1”=20’.
- Floor Plan & Exterior Elevations: Prepared by 2Form Architecture and Design. Sheet No. A1.01 and A2.00. Dated 06/14/2023.
- Lighting Plans, Prepared by Lithonia Lighting.

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- Vacuum Plans, Prepared by VACUTECH
- Canopy Layout, Lane Wiring and Digital Menu Plans, Barrier Gate Dimensions, Pegasus Assembly and LPR Camera plans; Prepared by Micrologic Associates; Dated as shown; Scaled: as shown.
- Traffic Impact Study and Letter of Findings: Prepared by McFarland Johnson, Inc.; Dated: 12/11/23.

**Attachments:**

Major Site Plan Review Application

OCPB Comments

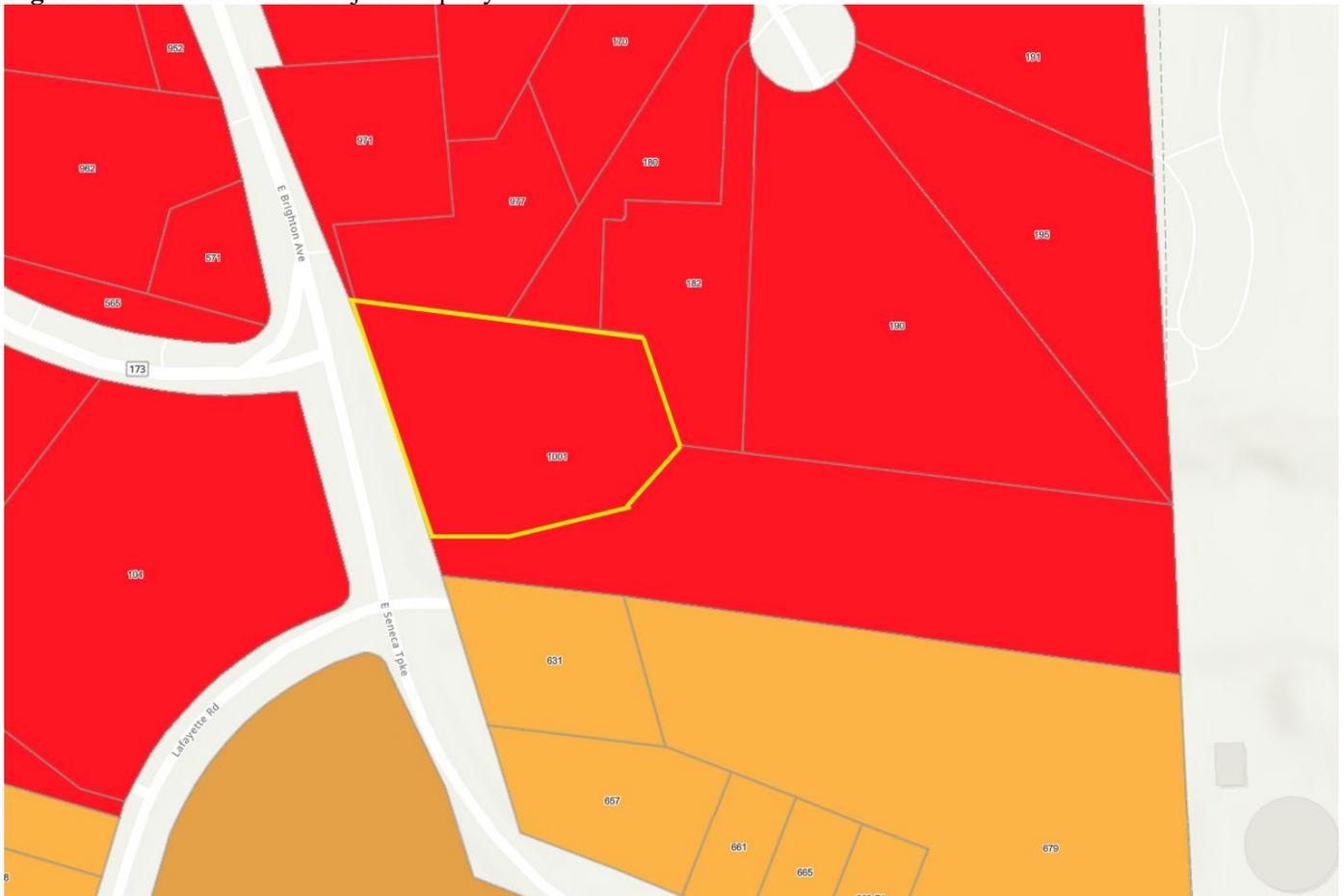
Short Environmental Assessment Form Part 2 & Part 3

IPS Comments from City Departments

Code Enforcement History

**Context Maps:**

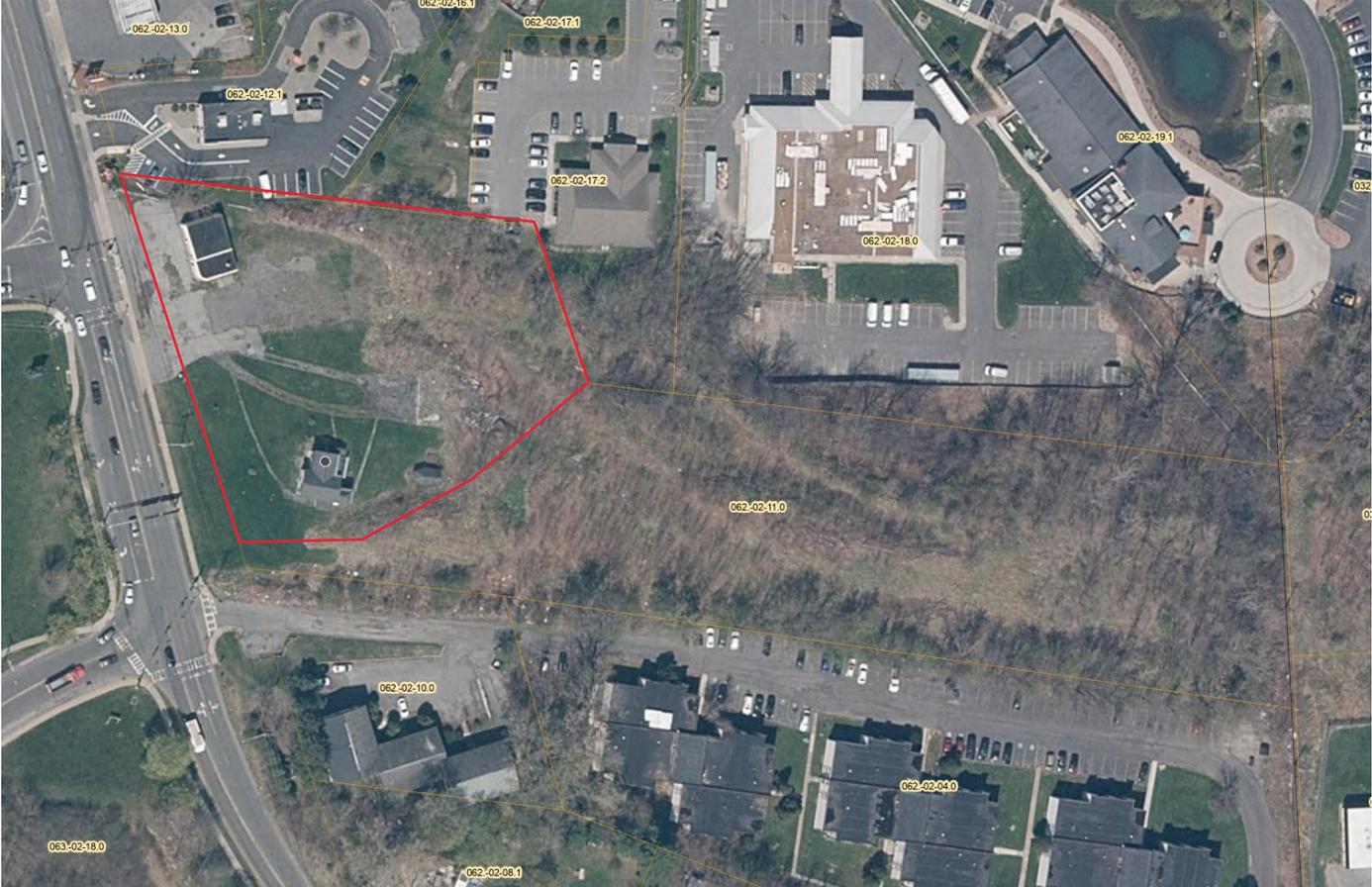
**Figure 1:** Zone District of Subject Property



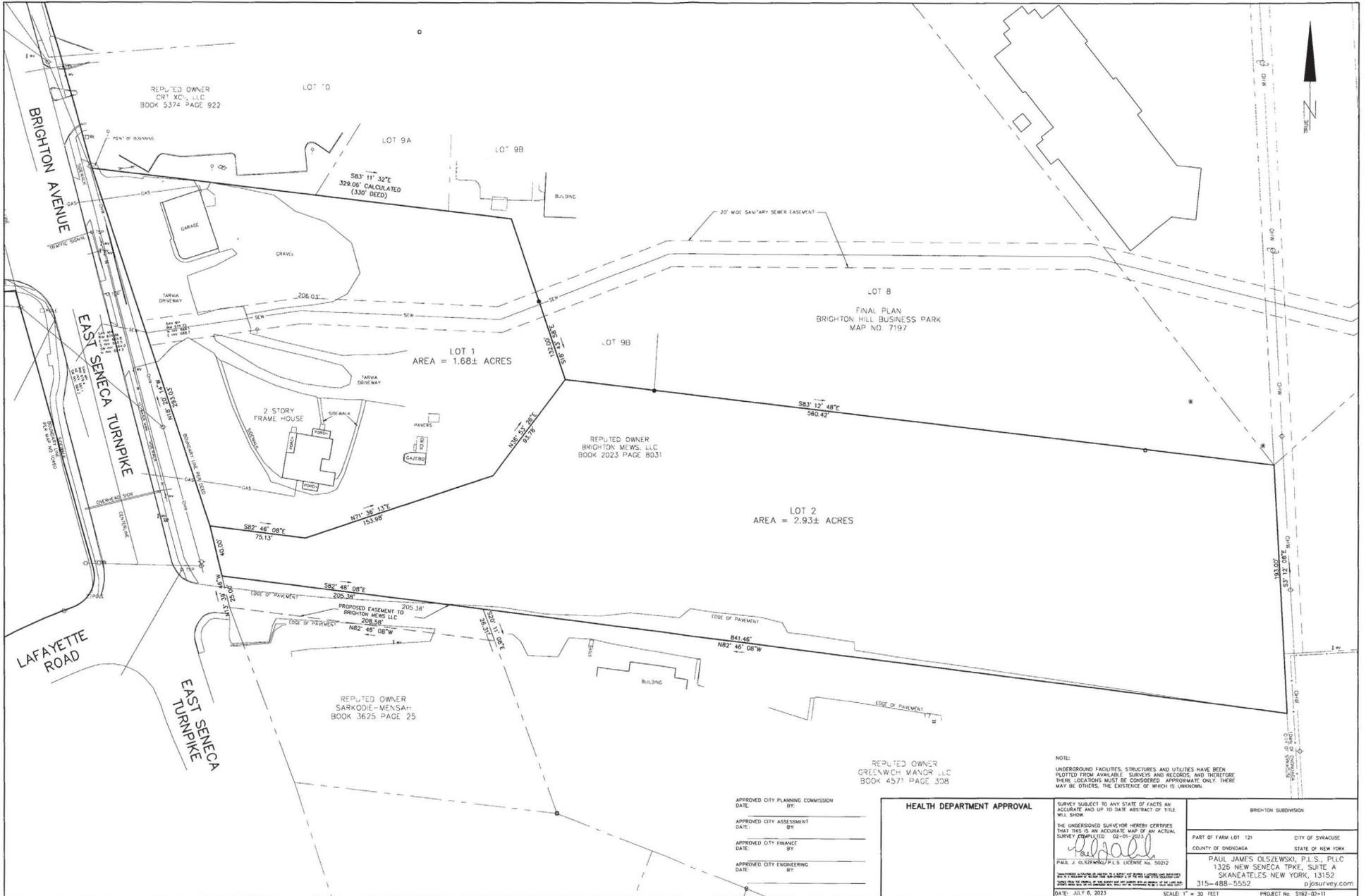
Description: Figure 1 shows the current Zone District of the subject property.

Image Source: City of Syracuse Neighborhood and Business Development, ReZone Syracuse Zoning Map

Figure 2: Aerial Imagery of Subject Property



Description: Figure 2 shows satellite imagery of subject property.  
Image Source: Onondaga County GIS on the Web, <https://spatial.vhb.com/onondaga/>



REPUTED OWNER  
CR7, XC, LLC  
BOOK 5374 PAGE 922

LOT 0

LOT 9A

LOT 9B

S83° 11' 32"E  
329.05' CALCULATED  
(330' DEED)

LOT 8  
FINAL PLAN  
BRIGHTON HILL BUSINESS PARK  
MAP NO. 7197

LOT 1  
AREA = 1.68± ACRES

LOT 9B

REPUTED OWNER  
BRIGHTON MEWS, LLC  
BOOK 2023 PAGE 8031

LOT 2  
AREA = 2.93± ACRES

2 STORY  
FRAME HOUSE

REPUTED OWNER  
SARKODIE-MENSAH  
BOOK 3625 PAGE 25

REPUTED OWNER  
GREENWICH MANOR LLC  
BOOK 4571 PAGE 308

NOTE:  
UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN  
PLOTTED FROM AVAILABLE SURVEYS AND RECORDS AND THEREFORE  
THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY; THERE  
MAY BE OTHERS, THE EXISTENCE OF WHICH IS UNKNOWN.

APPROVED CITY PLANNING COMMISSION  
DATE: \_\_\_\_\_ BY: \_\_\_\_\_

APPROVED CITY ASSESSMENT  
DATE: \_\_\_\_\_ BY: \_\_\_\_\_

APPROVED CITY FINANCE  
DATE: \_\_\_\_\_ BY: \_\_\_\_\_

APPROVED CITY ENGINEERING  
DATE: \_\_\_\_\_ BY: \_\_\_\_\_

**HEALTH DEPARTMENT APPROVAL**

SURVEY SUBJECT TO ANY STATE OF FACTS AN  
ACCURATE AND UP TO DATE ABSTRACT OF TITLE  
WILL SHOW

THE UNDERSIGNED SURVEYOR HEREBY CERTIFIES  
THAT THIS IS AN ACCURATE MAP OF AN ACTUAL  
SURVEY DATED 02-01-2023

*Paul J. Olszewski*  
PAUL J. OLSZEWSKI, P.L.S. LICENSE NO. 50212

BRIGHTON SUBDIVISION

PART OF FARM LOT 121 CITY OF SYRACUSE  
COUNTY OF ONONDAGA STATE OF NEW YORK

PAUL JAMES OLSZEWSKI, P.L.S., PLLC  
1326 NEW SENECA TPKE, SUITE A  
SKANEATELES NEW YORK, 13152  
315-488-5552 pjsurvey.com

DATE: JULY 6, 2023 SCALE: 1" = 30' FEET PROJECT NO: SW2-02-11

January 29, 2024

City of Syracuse  
City Planning Commission  
300 South State St., Suite 700  
Syracuse, New York 13202

Attn: Chairperson Steven Kulick

**Re: 1001 East Brighton Ave – Splash Car Wash**

Dear Mr. Kulick,

On behalf of our client, SPLASH CAR WASH INC., we submit the following application materials for consideration of Major Site Plan Review.

- This Letter of Intent
- 1 Copy – Site Plan Review Form (completed and signed by owner)
- 1 Copy – Short Form EAF (Part 1)
- 1 Copy – Sign Submission Form
- 1 Copy – Sign Design and Location Plan
- 1 Copy – Traffic Impact Letter of Finding
- 1 Copy – Traffic Study
- 1 Copy – Lighting Specification Sheets
- 1 Copy – Site Systems Specification Sheets
- 1 Copy – Full Size Plan Set (22x34)
- 1 Copy – Survey Map
- 1 Copy – Exterior Building Elevations
- 1 Copy – Architectural Rendering

Electronic copies of materials, in PDF format, have been emailed to [Zoning@syr.gov](mailto:Zoning@syr.gov).

We are resubmitting this package as a Major Site Plan Review application at the suggestion of the zoning office, as the proposed car wash is now a permitted use under the updated zoning code and no longer requires a special use permit.

A zoning compliance meeting was conducted on 10/13/22 with zoning office staff, and representatives of the applicant. A predevelopment meeting was conducted on November 30<sup>th</sup>, 2022 with City of Syracuse staff. At this meeting we were advised that the entrance/exit to the site would have to be aligned with Seneca Turnpike and function as a fourth leg of the intersection, which is reflected in the current site layout submitted.

Our last submission to the City of Syracuse Planning Commission was for the 7/17/23 meeting, and included a revised plan set per City Planning Commission comments. During this meeting, Splash obtained a negative SEQR declaration. Splash was given a recommendation from the City Planning Commission to the Common Council for consideration of granting a special use permit on 8/7/23.

We respectfully request to be included on the agenda for the February 12th City Planning Commission meeting for consideration of granting site plan approval. Please contact me directly with any questions regarding this matter at 585-340-0582.

Sincerely,

**DDS Engineering and Surveying, LLP**



Cade Krueger | Project Manager | [ckrueger@ddscompanies.com](mailto:ckrueger@ddscompanies.com) | 585-340-0582



**For Office Use Only**

Zone District: \_\_\_\_\_  
Application Number: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_  
Date: \_\_\_\_\_

Office of Zoning Administration  
300 S State St, Suite 700  
Syracuse, NY 13202  
Phone: (315) 448-8640  
Email: zoning@syrgov.net

**Site Plan Review Application**

*This application may be emailed, or mailed, or delivered in person to the Syracuse Office of Zoning Administration. Do not bind application materials. Faxed submissions will not be processed. **Email submissions must be packaged together in a single PDF with all applicable materials, please call if you want to discuss another electronic delivery method.** If you wish to discuss the application with a member of our staff, please call ahead for an appointment.*

**General Project Information**

Business/project name:	
Street address (as listed in the Syracuse Department of Tax Assessment property tax records):	
Tax Map ID#:	Lot size (sq. ft.):
Current use of property:	Proposed:
Current number of dwelling units (if applicable):	Proposed:
Current onsite parking (if applicable):	Proposed:
Zone District (base and any overlay) of property:	
Companion zoning applications (if applicable, list any related zoning applications):	
Type of Site Plan: <input type="checkbox"/> Major <input type="checkbox"/> Minor	
Project construction (check all that apply): <input type="checkbox"/> Demolition (full or partial) <input type="checkbox"/> New construction <input type="checkbox"/> Exterior alterations <input type="checkbox"/> Site changes	
All existing and proposed signs (sign plan may be required. Attach additional pages if necessary):	
Size:	Type: Location:
Size:	Type: Location:
Nature and extent of Site Plan requested (attach additional pages if necessary):	



Site Plan Review Application

Office of Zoning Administration
300 S State St, Suite 700
Syracuse, NY 13202
Phone: (315) 448-8640
Email: zoning@syrgov.net

Owner/Owner's Agent Certification

By signing this application below, I, as the owner of the property under review give my endorsement of this application.
Print owner's name:
Signature: [Signature] Date:
Mailing address:
Print authorized agent's name: Date: 1/29/2024
Signature: [Signature]
Mailing address:
The names, addresses, and signatures of all owners of the property are required. Please attach additional sheets as needed. If a property owner designates an authorized agent as a legal representative to apply on their behalf or to present the project at the City Planning Commission, please attach an executed power of attorney. Faxed or photocopied signatures will not be accepted.

Required Submittal Sheet

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

Please submit one copy of each of the following:

- Application - filled out completely, dated, and signed by property owner as instructed
State Environmental Quality Review Act (SEQR) - Short Environmental Assessment Form (SEAF) Part One filled out to the best of your ability, dated, and signed
Photographs (Color) of the Project Site - keyed to a property survey or site plan
Photographs (Color) of the Streetscape - including properties adjacent to and across the street from the project site, labeled with addresses and keyed to a property survey or site plan
Application Fee - \$0

Please submit PDFs of plans into one PDF package containing all applicable submittal requirements detailed below. For projects with multiple sites, separate site plan review applications must be submitted for each project site. Hard copies of plans may be submitted in person. All plans must include a title block with author, date, scale, and the Property Tax Assessment address, and must be an accurate graphic representation of all pertinent information that can be correctly interpreted by any person without additional explanation. Plans do not need to be stamped by a licensed professional unless noted below:

- As Built Property Survey(s) of all involved properties illustrating boundaries and current conditions including structures, fencing, parking surface, and retaining walls (signed and stamped by a licensed surveyor)
Site Plan(s) illustrating site alterations and post project conditions that are/will be different from the as built property survey including:
- Zoning (density, setbacks, bldg. and parking surface coverage, screening) and onsite parking requirements
- Demolitions and post demolition conditions
- Structures
- Parking areas including surface type, dimensioned spaces, number of spaces, traffic patterns, and coverage

# Short Environmental Assessment Form

## Part 1 - Project Information

### Instructions for Completing

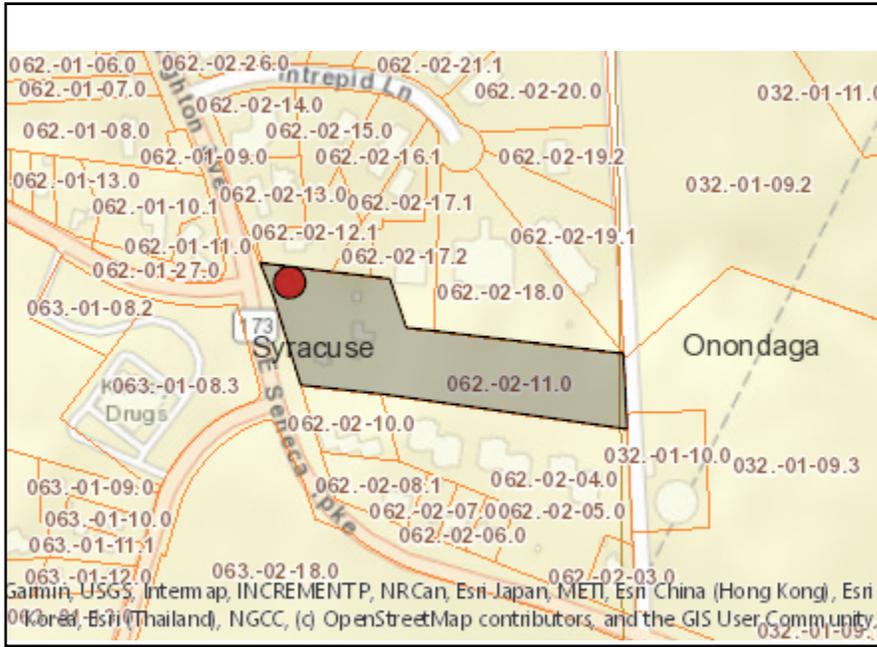
**Part 1 – Project Information.** The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

<b>Part 1 – Project and Sponsor Information</b>				
Name of Action or Project:				
Project Location (describe, and attach a location map):				
Brief Description of Proposed Action:				
Name of Applicant or Sponsor:		Telephone:		
		E-Mail:		
Address:				
City/PO:		State:	Zip Code:	
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>	YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:			NO <input type="checkbox"/>	YES <input type="checkbox"/>
3. a. Total acreage of the site of the proposed action? _____ acres				
b. Total acreage to be physically disturbed? _____ acres				
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres				
4. Check all land uses that occur on, are adjoining or near the proposed action:				
5.     Urban           Rural (non-agriculture)           Industrial           Commercial           Residential (suburban)				
<input type="checkbox"/> Forest           Agriculture                           Aquatic           Other(Specify):				
<input type="checkbox"/> Parkland				

5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation services available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	NO <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ _____	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ _____	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?  b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	NO <input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?  b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____	NO <input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/>	

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: <input type="checkbox"/> Shoreline <input type="checkbox"/> Forest    Agricultural/grasslands    Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban    Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, a. Will storm water discharges flow to adjacent properties? b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
<b>I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE</b>  Applicant/sponsor/name: _____ Date: _____ Signature: <u>Garrett Stier</u> Title: _____		



**Disclaimer:** The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	No
Part 1 / Question 15 [Threatened or Endangered Animal]	Yes
Part 1 / Question 15 [Threatened or Endangered Animal - Name]	Indiana Bat, Northern Long-eared Bat
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	No

**City of Syracuse  
Office of Zoning Administration  
SIGN FORM**

Office Use Filing Date: \_\_\_\_\_ Case: \_\_\_\_\_ Zoning District: \_\_\_\_\_

**SIGN TABLE**

*Please provide the following information for all existing and proposed business identification signage.*

The business / tenant has space on the 1st story at street level:  Yes  No

The business / tenant has space with direct frontage on the street:  Yes  No

Street Name 1: Brighton Ave Linear building or tenant space frontage/width (feet): \_\_\_\_\_

Street Name 2: \_\_\_\_\_ Linear building or tenant space frontage/width (feet): \_\_\_\_\_

Sign Number /Key	Proposed or Existing	Type (wall, projecting, window, ground)	Construction (channel, cabinet, other)	Sign Lighting (external / internal)	Sign Content (for example, Eat at Joe's)	Sign Height (grade to top of sign)	Sign Face Height (feet)	Sign Face Width (feet)	Sign Face Area HxW (sq ft)
#1	Proposed	Ground	Pylon	Internal	Splash Car Wash Express with display	20'	6'	7'-10"	47
#1 display	Proposed	Ground	Pylon	Internal	Digital Display	13'	3'-5"	5'-3"	18
#2	Proposed	Wall	Channel Letters	Internal	Splash Car Wash	20'	5'	12'	60
#3	Proposed	Wall	Channel Letters	Internal	Car Wash	15'	1'-8"	12'	20
#4	Proposed	Wall	1/2" letters	Not	Free Vacuums	12'	1'-2"	12'	14
directionals	Proposed	Ground	Cabinet	Internal	Car Wash Enter or Exit	4'-10"	1'-10"	3'-6"	6.4

**REQUIRED SUBMITTALS**

This Sign Submission Form with the required submittals below must be submitted in **HARD COPY, SINGLE-SIDED** and **NOT BOUND** as follows: **ONE (1) COPY** of this Sign Submission Form; and **ONE (1) FULL-SIZE** and **TO-SCALE PLAN SET** for review, and **ONE (1) REDUCED SET** (11x17 inches, or smaller) for copying, of the items listed below. E-mailed submissions will not be processed.

- AS BUILT PROPERTY SURVEY** illustrating current conditions (**signed and stamped by a licensed surveyor**).
- SIGN DESIGN PLAN** illustrating the type of sign (wall, projecting, window, ground, roof) with the sign face height and width dimensions of outer-most sign boundary shown and noted.
- SIGN PLACEMENT PLAN** illustrating signage (keyed to the Sign Table) on the building façade(s) (signage superimposed on photographs can be used) with the distance from the ground to the top of the sign (sign height) noted.
- SIGN LOCATION PLAN** illustrating the location of property boundaries, and all building and ground signage locations keyed to the above Sign Table.

**SIGN ALLOWANCES**

*Business identification signs are only allowed for uses allowed by right, Variance, or Special Permit*

Zoning District	Type	Location	Number	Maximum Sign Face Area	Maximum Ground Sign Height
Residential (R -)	Wall or Ground	Street frontages 1st story or In front yard	1 per use	15 square feet (3 sf - office) (8 sf - bed & breakfast)	6 feet
Office (O -)	Wall or Ground	Street frontages 1st story or behind the front yard	1 per building	15 square feet	6 feet
Special Permit – All Districts	Wall, Ground	Street frontages	1 wall & 1 ground per business/tenant	40 square feet each (12 sf - trans parking)	30 feet (8 f - trans parking)

*The total area of allowed business signage in the zoning districts below is based on the linear business / tenant space frontage (width) on the street (not the lot frontage)*

Central Business District (CBD -)	Wall, Ground, Projecting, Marquee	Street frontages <u>1st story only</u>	1 per 1 <sup>st</sup> story business/tenant per street	1 square feet per 1 linear foot	
Local Business (BA), Commercial (C -), Industrial (I -),	Wall, Ground, Projecting, Marquee	Street frontages	2 per business/tenant per street	2 square feet per 1 linear foot	30 feet max

**STACKING CAPACITY**

TOTAL STACKING CAPACITY	57±
-------------------------	-----

**SIGN CALLOUTS**

1	ENTER - DOUBLE SIDED
2	EXIT - DOUBLE SIDED

**SITE DATA:**

OWNER: ZEREBNY REVOCABLE TRUST  
 PROJECT LOCATION: 1001 E BRIGHTON AVE, SYRACUSE, NY 13205  
 TAX ACCOUNT #: 062-02-11.0  
 TOTAL AREA: 4.5 ACRES  
 ZONING: COMMERCIAL DISTRICT CB

**PARKING REQUIREMENTS:**

ZONING: COMMERCIAL DISTRICT CB	REQUIRED	PROPOSED
MIN. PARKING SPACE SIZE	9'X18'	9'X20', 14'X20'
SPACES:	xx	2,19

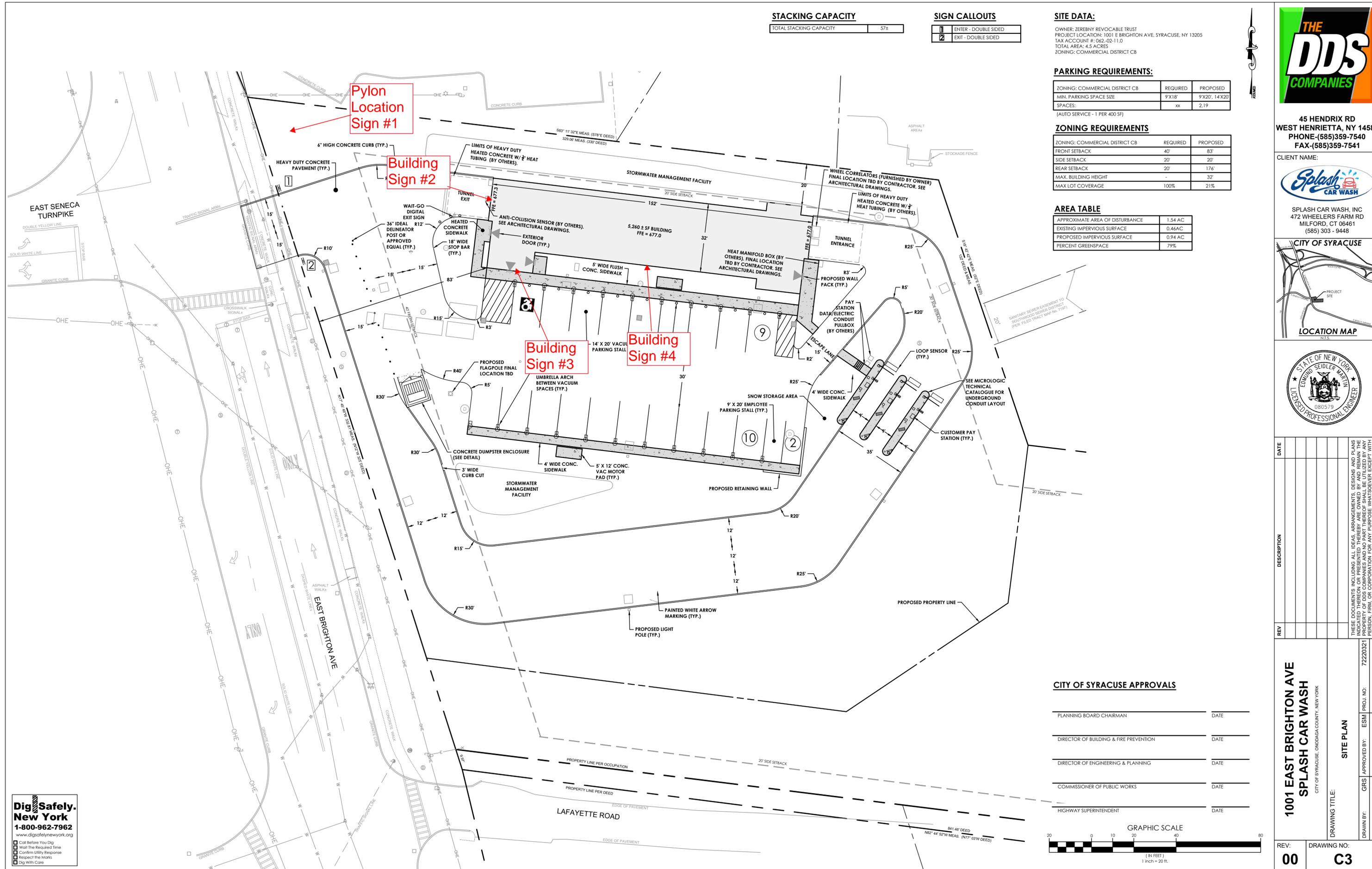
(AUTO SERVICE - 1 PER 400 SF)

**ZONING REQUIREMENTS**

ZONING: COMMERCIAL DISTRICT CB	REQUIRED	PROPOSED
FRONT SETBACK	40'	83'
SIDE SETBACK	20'	20'
REAR SETBACK	20'	176'
MAX. BUILDING HEIGHT	-	32'
MAX LOT COVERAGE	100%	21%

**AREA TABLE**

APPROXIMATE AREA OF DISTURBANCE	1.54 AC
EXISTING IMPERVIOUS SURFACE	0.46 AC
PROPOSED IMPERVIOUS SURFACE	0.94 AC
PERCENT GREENSPACE	79%

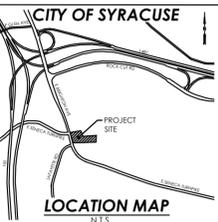


45 HENDRIX RD  
 WEST HENRIETTA, NY 14586  
 PHONE-(585)359-7540  
 FAX-(585)359-7541

CLIENT NAME:



SPLASH CAR WASH, INC  
 472 WHEELERS FARM RD  
 MILFORD, CT 06461  
 (585) 303 - 9448



REV	DATE	DESCRIPTION

**1001 EAST BRIGHTON AVE  
 SPLASH CAR WASH**  
 CITY OF SYRACUSE, ONONDAGA COUNTY, NEW YORK

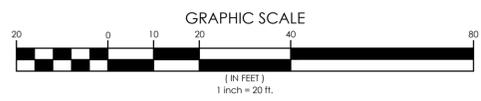
DRAWING TITLE: **SITE PLAN**

DRAWN BY: GRS | PROJ. NO.: 72220321  
 CHECKED BY: CAK | DATE: 4-7-23 | PAGE SIZE: ANSI D

REV: **00** | DRAWING NO.: **C3**

**CITY OF SYRACUSE APPROVALS**

PLANNING BOARD CHAIRMAN	DATE
DIRECTOR OF BUILDING & FIRE PREVENTION	DATE
DIRECTOR OF ENGINEERING & PLANNING	DATE
COMMISSIONER OF PUBLIC WORKS	DATE
HIGHWAY SUPERINTENDENT	DATE



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# 1001 EAST BRIGHTON AVE

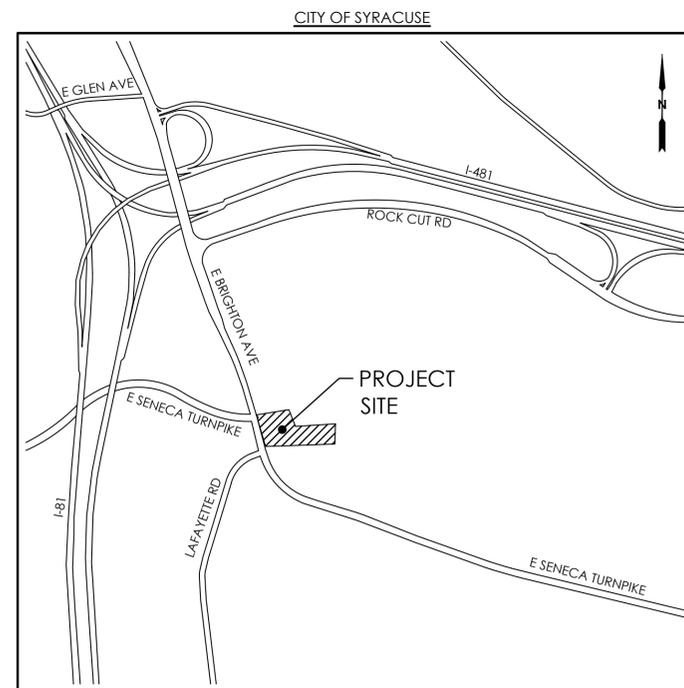
## SPLASH CAR WASH

### SITE DEVELOPMENT PLANS

#### T.A.#062.-02-11.0

CITY OF SYRACUSE  
ONONDAGA COUNTY  
STATE OF NEW YORK

TABLE OF CONTENTS	
SHEET NO.	DESCRIPTION
C0	COVER SHEET
C1	NOTES & LEGEND
C2	EXISTING CONDITIONS AND DEMO PLAN
C3	SITE PLAN
C4	UTILITY PLAN
C5	GRADING PLAN
C6	EROSION AND SEDIMENT CONTROL PLAN
C7	LANDSCAPE PLAN
C8	LIGHTING PLAN
C9	CONSTRUCTION DETAILS - 1
C10	CONSTRUCTION DETAILS - 2
C11	CONSTRUCTION DETAILS - 3



LOCATION MAP  
NOT TO SCALE

PREPARED FOR:



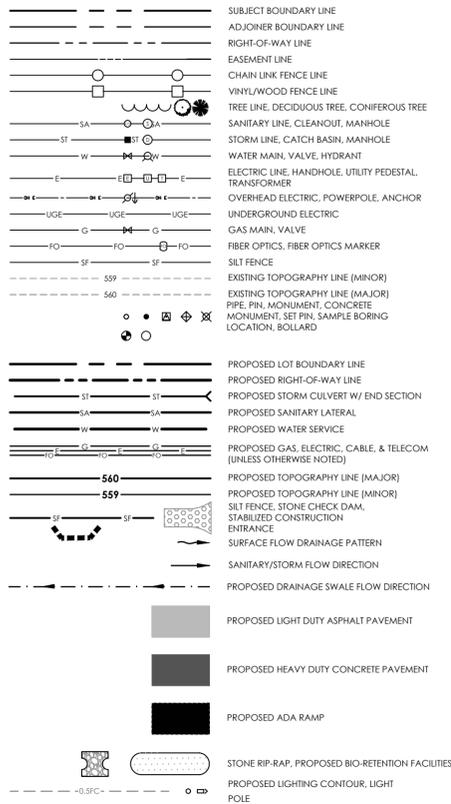
472 WHEELERS FARM RD  
MILFORD, CT 06461

PREPARED BY:



45 HENDRIX ROAD  
WEST HENRIETTA, NY 14586  
PHONE (585) 359-7540  
FAX (585) 359-7547

**LEGEND**



**ABBREVIATIONS**

- EX. EXISTING
- N/F. NOW OR FORMERLY
- TYP. TYPICAL
- T.B.R. TO BE REMOVED
- W/ WITH
- Ø DIAMETER
- T.A. TAX ACCOUNT NUMBER
- F.R.M. PER RECORD MAPPING
- L.A.T. LATERAL
- SWR. SEWER
- C.O. CLEANOUT
- CB. CATCH BASIN
- M.H. MANHOLE
- F.F.E. FINISHED FLOOR ELEVATION
- PR. PROPOSED

**SITE NOTES:**

- PROJECT AREA IS LOCATED IN FLOOD ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS PER FLOOD INSURANCE RATE MAP COMMUNITY PANEL No. 0219F, DATED NOVEMBER 4, 2016.
- EAST BRIGHTON AVENUE SHALL BE KEPT CLEAN AND FREE OF DEBRIS DURING CONSTRUCTION.
- NATIVE AND EXISTING VEGETATION SHOULD BE RETAINED AND PROTECTED TO THE GREATEST EXTENT POSSIBLE AND INCORPORATED INTO THE LANDSCAPE PLAN.
- DEVELOPER IS TO OBTAIN ANY APPROPRIATE STATE, COUNTY AND TOWN PERMITS PRIOR TO CONNECTING TO ANY PUBLIC UTILITIES.
- UNDERGROUND UTILITY LOCATIONS ARE APPROXIMATE. ALL UTILITIES SHALL BE FIELD STAKED BEFORE COMMENCING WORK. CONTRACTOR IS CAUTIONED TO NOTIFY CENTRAL STAKEOUT NUMBER 1-800-962-7962 FOR UNDERGROUND UTILITY LOCATION PRIOR TO CONSTRUCTION.

**EROSION & SEDIMENT CONTROLS**

- THESE PLANS REFLECT APPROXIMATELY 1.54 ACRES OF SOIL DISTURBANCE, THEREFORE COVERAGE UNDER THE NYSDEC SPDES GENERAL PERMIT FOR STORMWATER DISCHARGES, GP-0-20-001, IS REQUIRED.
- PROCEDURES OUTLINED IN THE NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL MUST BE FOLLOWED THROUGHOUT THE DURATION OF CONSTRUCTION OF THIS PROJECT. THROUGHOUT CONSTRUCTION, EMPHASIS WILL BE PLACED ON PREVENTING EROSION OF THE DISTURBED AND EXPOSED SOIL WITHIN THE SITE.
- VEGETATIVE MEASURES SUCH AS JUTE MESH, SEEDING AND MULCHING WILL BE UTILIZED TO HELP PREVENT ERODING OF THE SOIL. JUTE MESH SHALL BE USED ON ALL SLOPES OF 1V:3H AND STEEPER. SEE HATCHED AREAS ON SHEET C5.
- BARE SOIL WILL BE SEEDED WITHIN 14 DAYS OF EXPOSURE. IF CONSTRUCTION IS SUSPENDED, OR SECTIONS COMPLETED, AREAS WILL BE SEEDED OR MULCHED IMMEDIATELY.
- TEMPORARY SEEDING WILL CONSIST OF RYEGRASS PLACED AT A RATE OF 30 LBS. PER ACRE OR 0.7 LBS. PER 1,000SF. THE AREA IS TO THEN BE MULCHED WITH HAY OR STRAW AT A RATE OF 2 TONS PER ACRE OR 90 LBS. PER 1,000SF.
- TOPSOIL SHALL BE PLACED AT A DEPTH OF 6" MINIMUM.
- PERMANENT SEEDINGS SHALL FOLLOW THE CHART LISTED BELOW. MULCH SHALL BE SMALL GRAIN STRAW APPLIED AT A RATE OF 2 TONS PER ACRE OR 90 LBS. PER 1,000SF.

GENERAL SEED MIX:	VARIETY	LBS/ACRE	LBS/1,000SF
	BIRDSFOOD TREFOIL* OR COMMON WHITE CLOVER*	8 LBS	0.20 LBS
	PLUS TALL FESCUE	KY-31/REBEL 20 LBS	0.45 LBS
	PLUS REDTOP OR RYEGRASS (PERENNIAL)	COMMON 5 LBS	0.05 LBS 0.10 LBS

\*ADD INOCULANT IMMEDIATELY PRIOR TO SEEDING

- SEDIMENT CONTROL CONCERNS ARE ADDRESSED BY USE OF PERIMETER CONTROLS SUCH AS SILT FENCE AND STONE CHECK DAMS.
- THE PAVED STREET ADJACENT TO THE SITE ENTRANCE WILL BE SWEEP DAILY TO REMOVE ANY EXCESS MUD, DIRT OR ROCK TRACKED FROM THE SITE. DUMP TRUCKS HAULING MATERIAL FROM THE CONSTRUCTION SITE WHICH IS PRONE TO BLOWING FROM THE WIND WILL BE COVERED WITH A TARP/AULIN.

**CONSTRUCTION SEQUENCE:**

- THE PROPOSED EROSION AND SEDIMENT PLAN WILL BE DISCUSSED WITH CONTRACTORS BEFORE BEGINNING ANY EARTH DISTURBING ACTIVITIES TO ENSURE THAT ALL CONTRACTORS ARE AWARE OF THE PROPER INSTALLATION OF THE EESC MEASURES AND THE NEED FOR ANY MAINTENANCE, WHICH MAY BE REQUIRED AS THE PROJECT PROGRESSES. THIS WILL BE IMPORTANT IN PROTECTING THE ADJACENT PROPERTIES DURING THE CONSTRUCTION PERIOD.
- PROPERTY LINES SHALL BE DELINEATED.
- CONTRACTOR TO INSTALL STABILIZED CONSTRUCTION ENTRANCE AT PROPOSED EAST BRIGHTON AVE ENTRANCE AS SHOWN ON THE GRADING PLAN SHEET C5.
- INSTALL PERIMETER SEDIMENT CONTROLS (SILT FENCING) AND TREE PROTECTION AS SHOWN ON GRADING PLAN SHEET C5. IMMEDIATELY STABILIZE ANY AREAS DISTURBED BY THIS ACTIVITY.
- GRADE STORMWATER MANAGEMENT FACILITIES AND INSTALL OUTLET STRUCTURES PER SHEETS C4 AND C5.
- CLEAR AND GRUB REMAINDER OF SITE AS SHOWN ON PLAN AND CONSTRUCT ONSITE DRAINAGE IMPROVEMENTS.
- CONSTRUCT STAGING AREA(S) AS REQUIRED.
- THE OPERATOR AND OWNER/DEVELOPER SHALL COMPLETE AN ASSESSMENT OF THE SITE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
- STRIP AND STOCKPILE TOPSOIL AS DIRECTED BY DEVELOPER, USING APPROPRIATE SILT FENCING AND/OR SEEDING TO STABILIZE STOCKPILES UPON COMPLETION OF THIS ACTIVITY. ALL SOIL STOCKPILES SHALL HAVE PERIMETER SILT FENCE INSTALLED A MIN. OF 15' FROM TOE OF SLOPE.
- STABILIZE ALL DISTURBED AREAS WHICH WILL REMAIN INACTIVE FOR 14 DAYS OR MORE.
- COMPLETE ROUGH GRADING OF THE SITE.
- INSTALL UNDERGROUND UTILITIES PER THE UTILITY PLAN SHEET C4.
- CONSTRUCT BUILDING AND INSTALL DRIVEWAY BASE.
- MAINTAIN SEDIMENT AND EROSION CONTROL THROUGH OUT THE ENTIRE CONSTRUCTION PROCESS.
- COMPLETE FINAL SITE GRADING, REAPPLY TOPSOIL (MINIMUM 6" THICKNESS), INSTALL PERMANENT SEEDING, FERTILIZER, AND MULCH.
- UPON PERMANENT STABILIZATION OF INDIVIDUAL PORTIONS OF THE SITE, REMOVE INDIVIDUAL TEMPORARY SEDIMENTATION CONTROL MEASURES AS APPROPRIATE.
- CONTACT DDS ENGINEERS FOR FINAL SWPPP INSPECTION AND FILING OF NOTICE OF TERMINATION FOR NYSDEC SPDES GENERAL PERMIT FOR STORMWATER DISCHARGES GP-0-20-001.

**New York State Stormwater Management Design Manual**

Chapter 5: Green Infrastructure Practices  
Section 5.1 Planning for Green Infrastructure: Preservation of Natural Features and Conservation Design

Type of Soil Disturbance	Soil Restoration Requirement	Comments/Examples
No soil disturbance	Restoration not permitted	Preservation of Natural Features
Minimal soil disturbance	Restoration not required	Clearing and grubbing
Areas where topsoil is stripped only - no change in grade	HSG A & B apply 6 inches of topsoil	HSG C&D Aerate* and apply 6 inches of topsoil
	HSG A & B	HSG C & D
Areas of cut or fill	Aerate and apply 6 inches of topsoil	Apply full Soil Restoration **
Heavy traffic areas on site (especially in a zone 5-25 feet around buildings but not within a 5 foot perimeter around foundation walls)	Apply full Soil Restoration (de-compaction and compost enhancement)	
Areas where Runoff Reduction and/or Infiltration practices are applied	Restoration not required, but may be applied to enhance the reduction specified for appropriate practices.	Keep construction equipment from crossing these areas. To protect newly installed practice from any ongoing construction activities construct a single phase operation fence area
Redevelopment projects	Soil Restoration is required on redevelopment projects in areas where existing impervious area will be converted to pervious area.	

\*Aeration includes the use of machines such as tractor-drawn implements with coulters making a narrow slit in the soil, a roller with many spikes making indentations in the soil, or prongs which function like a mini-subsoiler.

\*\* Per "Deep Ripping and De-compaction, DEC 2008".



45 HENDRIX RD  
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PHONE-(585)359-7540  
FAX-(585)359-7541

CLIENT NAME:



SPLASH CAR WASH, INC  
472 WHEELERS FARM RD  
MILFORD, CT 06461  
(585) 303 - 9448



REV	DESCRIPTION	DATE
01	REVISED PER SYRACUSE CITY PLANNING COMMISSION COMMENTS	7-10-23
02	LANDSCAPE REVISED PER CITY FORESTRY DIVISION COMMENTS	7-31-23
03	RESUBMISSION FOR MAJOR SITE PLAN APPROVAL	1-29-24

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**1001 EAST BRIGHTON AVE  
SPLASH CAR WASH**  
CITY OF SYRACUSE, ONONDAGA COUNTY, NEW YORK

DRAWING TITLE: **NOTES AND LEGEND**

DRAWN BY: GRS | APPROVED BY: ESM | PROJ. NO.: 72220321  
CHECKED BY: CAK | DATE: 4-7-23 | PAGE SIZE: ANSI D



- DEMOLITION NOTES:**
- DEMOLITION PERMIT TO BE ACQUIRED FROM THE CITY OF SYRACUSE BUILDING DEPARTMENT.
  - CONTRACTOR TO RESTORE SOIL AND ESTABLISH TURF IN ALL AREAS TO BE GRASS LAWN / LANDSCAPED. SEE SITE PLAN.
  - ALL EX SIGNS, CONCRETE SIDEWALKS, AND PLANT BEDS T.B.R. UNLESS OTHERWISE NOTED.
  - CONTRACTOR TO COORDINATE LOCATION, SHUT OFF, AND REMOVAL OF EXISTING UTILITY SERVICES TO BUILDINGS PRIOR TO DEMOLITION.



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CITY OF SYRACUSE



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1001 EAST BRIGHTON AVE  
SPLASH CAR WASH  
CITY OF SYRACUSE, ONONDAGA COUNTY, NEW YORK

DRAWING TITLE: **EXISTING CONDITIONS AND DEMO PLAN**

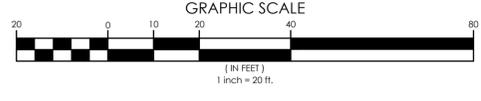
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GRS APPROVED BY: ESM  
CAK DATE: 4-7-23 PAGE SIZE: 4-7-23

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**STACKING CAPACITY**

TOTAL STACKING CAPACITY	57±
-------------------------	-----

**SIGN CALLOUTS**

1	ENTER - DOUBLE SIDED
2	EXIT - DOUBLE SIDED

**SITE DATA:**

OWNER: BRIGHTON MEWS, LLC  
 PROJECT LOCATION: 1001 E BRIGHTON AVE, SYRACUSE, NY 13205  
 TAX ACCOUNT #: 042-02-11.0  
 TOTAL AREA: 1.68 ACRES  
 ZONING: COMMERCIAL DISTRICT CB

**PARKING REQUIREMENTS:**

ZONING: COMMERCIAL DISTRICT CB	REQUIRED	PROPOSED
MIN. PARKING SPACE SIZE	9'X18'	9'X20', 14'X20'
SPACES:	-	2,19 (21 TOTAL)

**ZONING REQUIREMENTS**

ZONING: COMMERCIAL DISTRICT CB	REQUIRED	PROPOSED
FRONT SETBACK	40'	83'
SIDE SETBACK	20'	20'
REAR SETBACK	20'	68'
MAX. BUILDING HEIGHT	-	35'
MAX LOT COVERAGE	100%	53%

**AREA TABLE**

APPROXIMATE AREA OF DISTURBANCE	1.54 AC
EXISTING IMPERVIOUS SURFACE	0.46AC
PROPOSED IMPERVIOUS SURFACE	0.94 AC
PERCENT GREENSPACE	43%



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CITY OF SYRACUSE



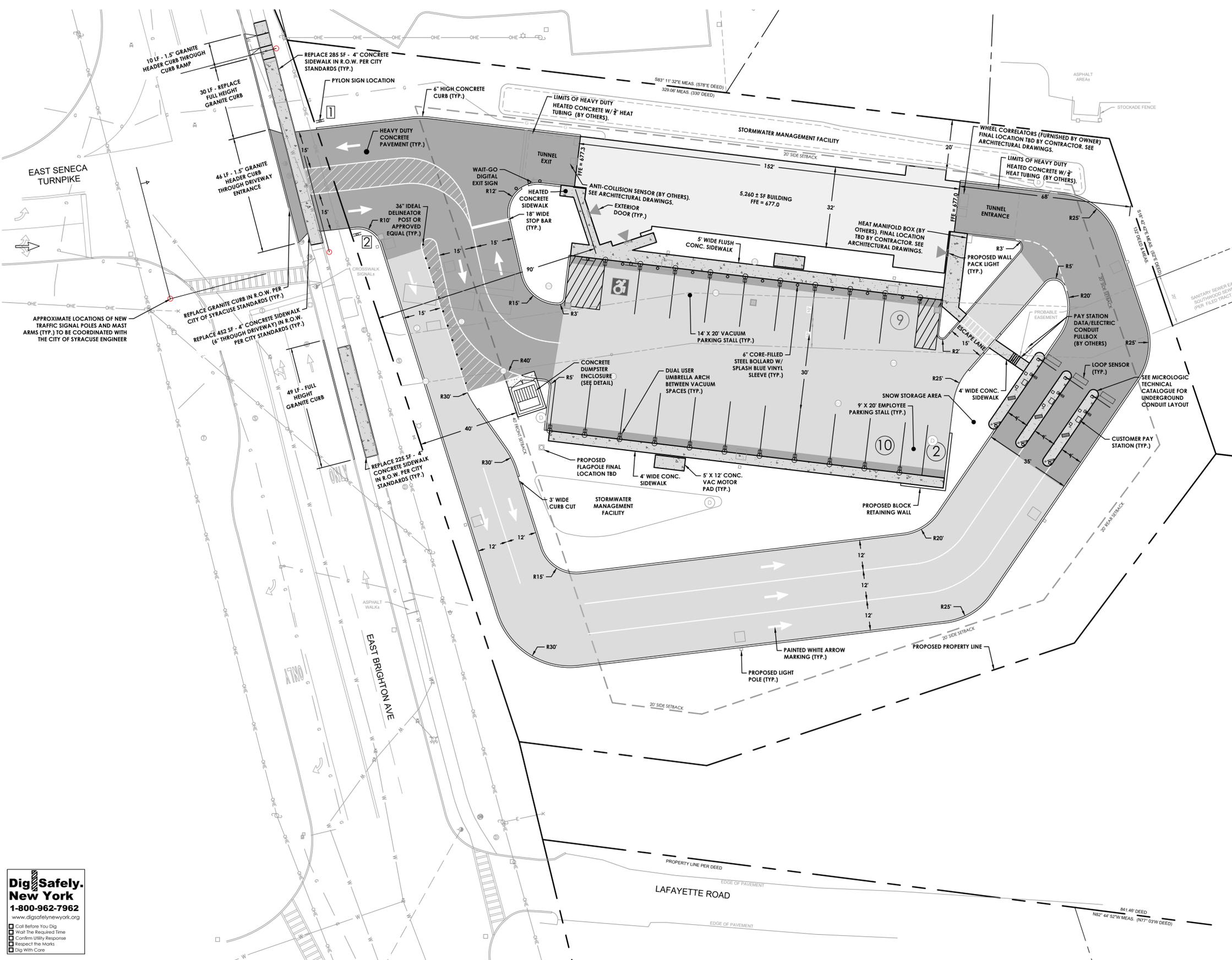
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03	RESUBMISSION FOR MAJOR SITE PLAN APPROVAL	1-29-24

1001 EAST BRIGHTON AVE  
**SPLASH CAR WASH**  
 CITY OF SYRACUSE, ONONDAGA COUNTY, NEW YORK

DRAWING TITLE: **SITE PLAN**

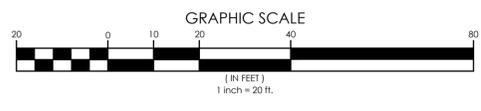
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 APPROVED BY: ESM  
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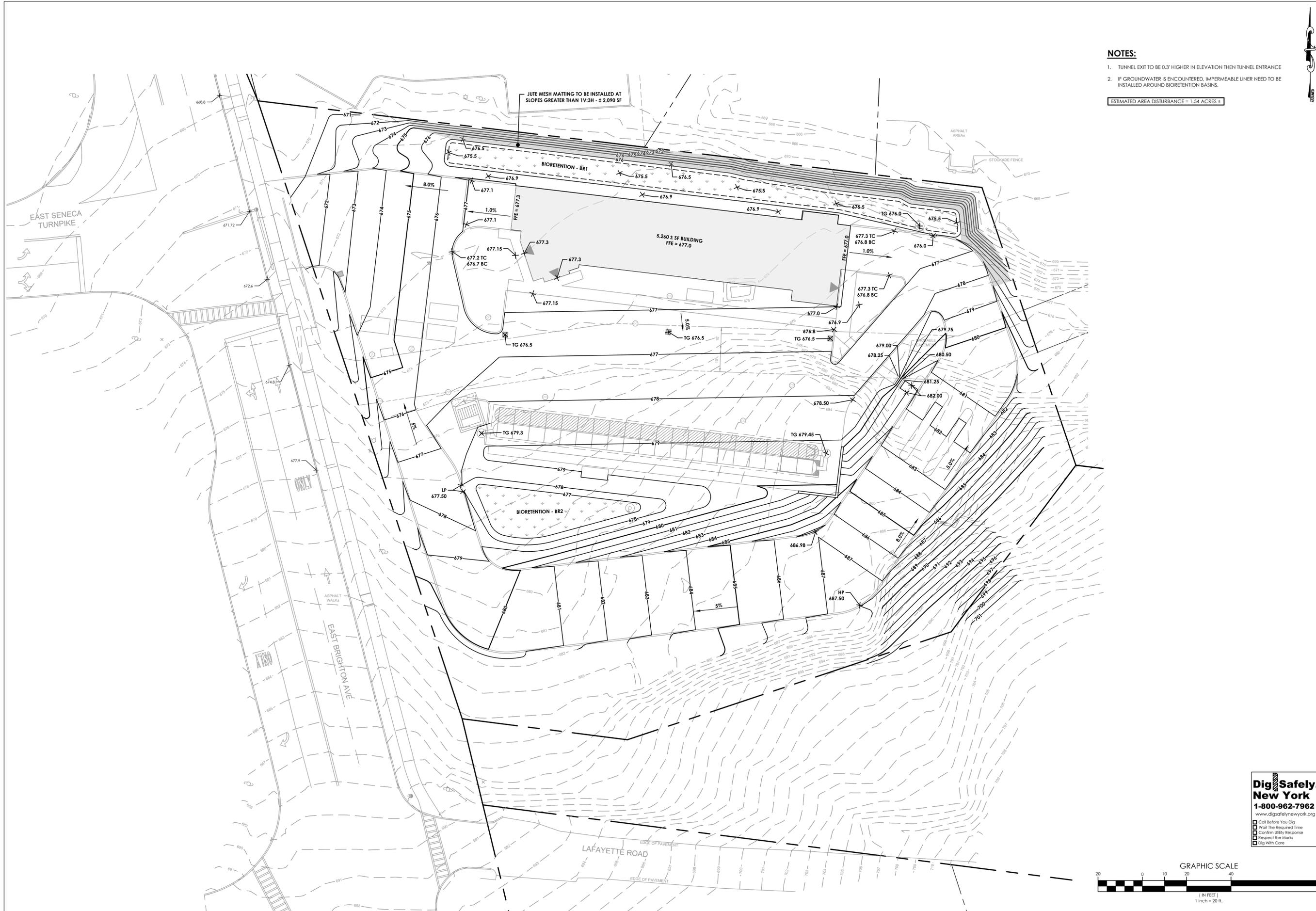


**CITY OF SYRACUSE APPROVALS**

PLANNING COMMISSION CHAIRMAN	DATE
DIRECTOR OF BUILDING & FIRE PREVENTION	DATE
DIRECTOR OF ENGINEERING & PLANNING	DATE
COMMISSIONER OF PUBLIC WORKS	DATE
HIGHWAY SUPERINTENDENT	DATE







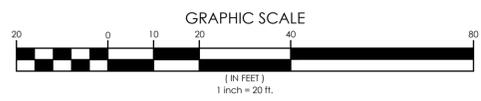
**NOTES:**

- TUNNEL EXIT TO BE 0.3' HIGHER IN ELEVATION THEN TUNNEL ENTRANCE
- IF GROUNDWATER IS ENCOUNTERED, IMPERMEABLE LINER NEED TO BE INSTALLED AROUND BIORETENTION BASINS.

ESTIMATED AREA DISTURBANCE = 1.34 ACRES ±

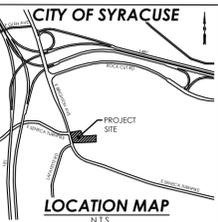
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CLIENT NAME:  
  
 SPLASH CAR WASH, INC  
 472 WHEELERS FARM RD  
 MILFORD, CT 06461  
 (585) 303 - 9448



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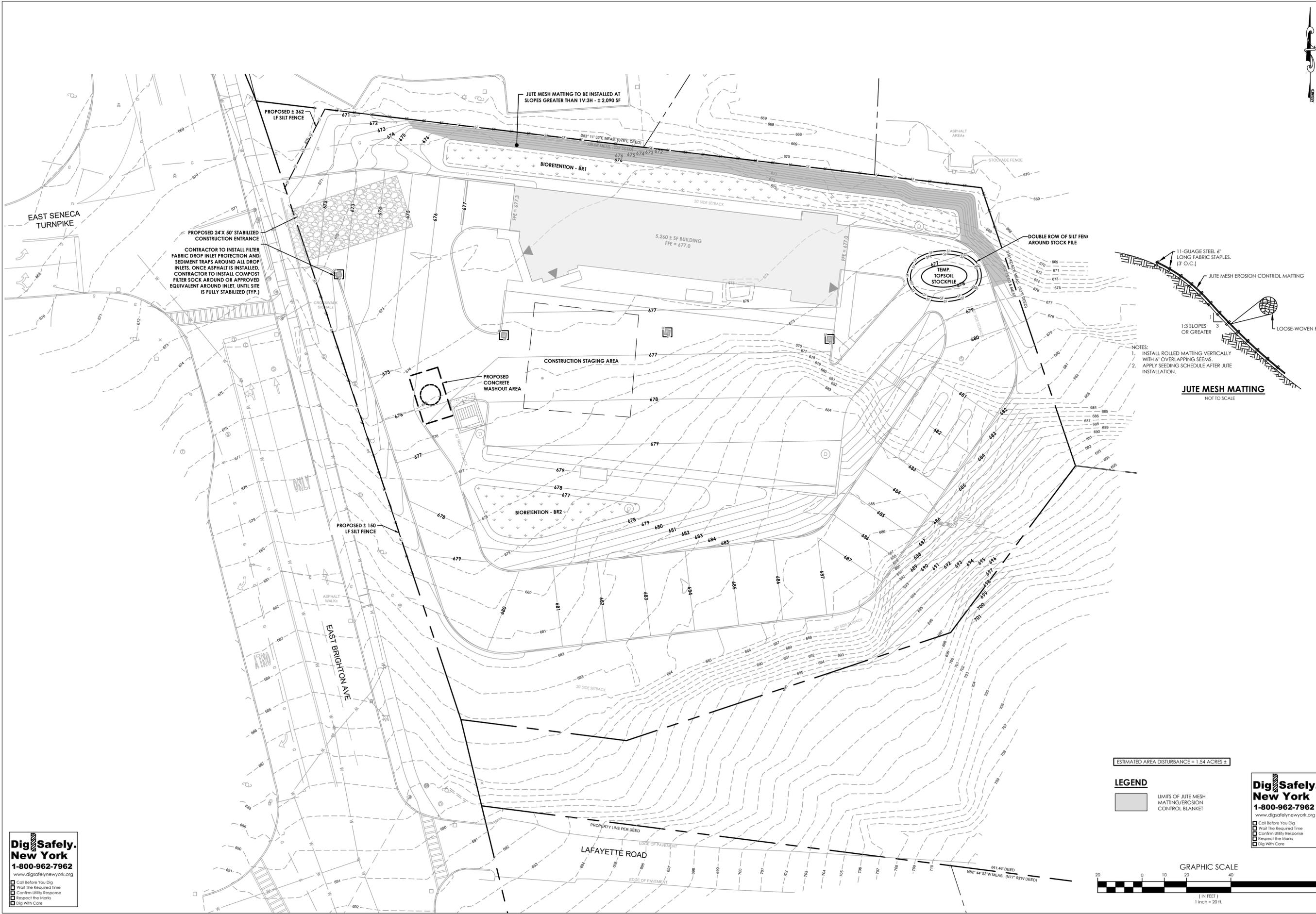
**1001 EAST BRIGHTON AVE**  
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 CITY OF SYRACUSE, ONONDAGA COUNTY, NEW YORK

DRAWING TITLE: **GRADING PLAN**

REV: **03** DRAWING NO: **C5**

ANSI D

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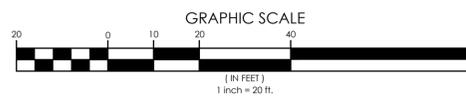
ESTIMATED AREA DISTURBANCE = 1.54 ACRES ±

**LEGEND**

- LIMITS OF JUTE MESH MATTING/EROSION CONTROL BLANKET

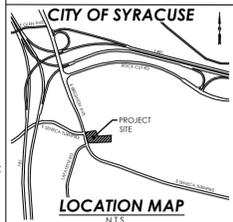
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**1001 EAST BRIGHTON AVE  
 SPLASH CAR WASH**  
 CITY OF SYRACUSE, ONONDAGA COUNTY, NEW YORK

DRAWING TITLE:  
**EROSION AND SEDIMENT CONTROL PLAN**

REV: **03** DRAWING NO: **C6**

APPROVED BY: ESM PROJ. NO: 72220321  
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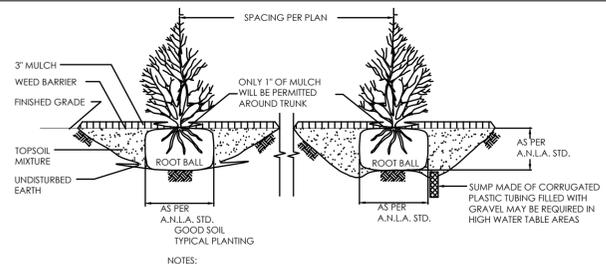
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**GENERAL NOTES**

1. ANY PROPOSED DEVIATION TO THE LANDSCAPING PLAN MUST FIRST BE REVIEWED AND APPROVED BY THE PLANNING COMMISSION CHAIRMAN AND THE DIRECTOR OF ENGINEERING/PLANNING PRIOR TO THE INSTALLATION OF THE PROPOSED LANDSCAPING CHANGES.

**PLANTING NOTES**

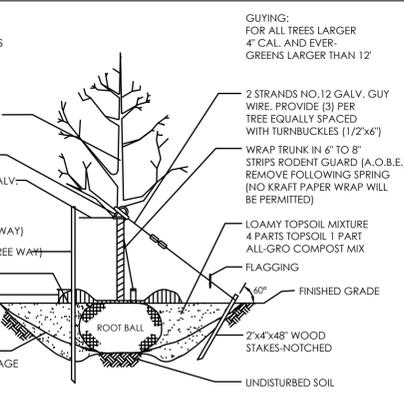
1. MULCH AROUND INDIVIDUAL PLANTS ONLY. SHREDDED HARDWOOD MULCH IS THE ONLY ACCEPTED MULCH. PINE MULCH AND WOOD CHIPS WILL FLOAT AND MOVE TO THE PERIMETER OF THE PRETREATMENT AREA DURING A STORM EVENT AND ARE NOT ACCEPTABLE. SHREDDED MULCH MUST BE WELL AGED (6 TO 12 MONTHS) FOR ACCEPTANCE.
2. THE PLANT ROOT BALL SHOULD BE PLANTED SO 1/8TH OF THE BALL IS ABOVE FINAL GRADE SURFACE.
3. ROOT STOCK OF THE PLANT MATERIAL SHALL BE KEPT MOIST DURING TRANSPORT AND ON-SITE STORAGE. THE DIAMETER OF THE PLANTING PIT SHALL BE AT LEAST SIX INCHES LARGER THAN THE DIAMETER OF THE PLANTING BALL. SET AND MAINTAIN THE PLANT STRAIGHT DURING THE ENTIRE PLANTING PROCESS. THOROUGHLY WATER GROUND BED COVER AFTER INSTALLATION.
4. TREES SHALL BE BRACED USING 2" X 2" STAKES ONLY AS NECESSARY AND FOR THE FIRST GROWING SEASON ONLY. STAKES ARE TO BE EQUALLY SPACED ON THE OUTSIDE OF THE TREE BALL.
5. GRASSES AND LEGUME SEED SHALL BE TILLED INTO THE SOIL TO A DEPTH OF AT LEAST ONE INCH. GRASS AND LEGUME PLUGS SHALL BE PLANTED FOLLOWING THE NON-GRASS GROUND COVER PLANTING SPECIFICATIONS.
6. ALL DISTURBED UNSURFACED AREAS SHALL RECEIVE MIN. SIX INCHES OF TOPSOIL, SEED AND MULCH AND SHALL BE WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.



**SHRUB PLANTING DETAIL**  
NOT TO SCALE

- NOTES:
1. IF ROOT BALL IS COVERED IN BURLAP, REMOVE TOP 1/3 OF THE BURLAP.
  2. PRUNE BROKEN BRANCHES TO RETAIN NATURAL FORM OF THE SHRUB.

**STAKING:**  
FOR ALL TREES SMALLER  
4" CAL AND EVERGREENS  
5'-12' HT. REMOVE STAKE  
ONE YEAR AFTER  
PLANTING.



**GUYING:**  
FOR ALL TREES LARGER  
4" CAL. AND EVER-  
GREENS LARGER THAN 12'

SET TRUNK PLUMB  
LEAN SLIGHTLY INTO  
PREVAILING WIND

GARDEN HOSE  
2 STRANDS NO. 12 GALV.  
PLIABLE STEEL WIRE  
(TWIST TO TIGHTEN  
NOT OVERTIGHTEN.  
ALLOW FOR SOME SWAY)

WEED BARRIER  
3" MULCH  
(TYP. SEE NOTE 3)

OPTION FOR AREAS  
WITH GOOD DRAINAGE

NOTES:

1. USE 8" STAKES-DRIVE 48" BELOW GROUND.
2. ROOT COLLAR TO BE SLIGHTLY ABOVE SURROUNDING GRADE.
3. MULCH CAN NOT BE MORE THAN 1" THICK AT ROOT COLLAR EXTENDING OUT AT LEAST 6" FROM THE BARK. THEN IT CAN BE THICKENED.
4. MULCH IS TO BE PLACED 3" TO 6" AWAY FROM THE TRUNK.
5. MULCHING AROUND TREE TO HAVE A DIAMETER OF 6" MINIMUM.

**TREE PLANTING DETAIL**  
NOT TO SCALE

SEED SCHEDULE	
LAWN AREAS	65% FINE FESCUE 20% CREEPING RED FESCUE 15% PERENNIAL RYEGRASS
GRASS SEED PORTION - 42 POUNDS	
60.8% REDTOP 27.5% RED FESCUE 11.2% ANNUAL RYE GRASS	
LEGUME SEED PORTION - 4 POUNDS	
100% BIRDS-FOOT TREFOIL	
WILDFLOWER SEED PORTION - 1 POUND	
41.9% COMMON YARROW 24.1% BLACK-EYED SUSAN 9.8% OX-EYE DAISY 8.6% NEW ENGLAND ASTER 4.5% DAMES ROCKET 5.8% QUEEN ANNES LACE 3.3% PENNSYLVANIA SMARTWEED	

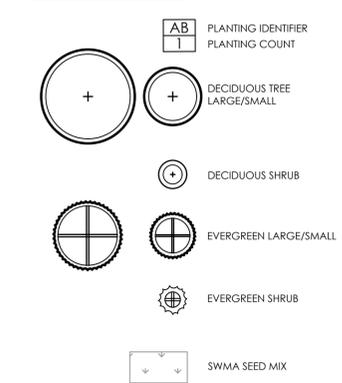
SEEDING RATE: 6.0 LBS. PER 1,000 SF.  
MULCH RATE: STRAW AT TWO TONS PER ACRE, OR WOOD FIBER MULCH USED WITH A HYDROSEEDING APPLICATION METHOD, WITH TACKIFIER, AT THE TOWN INSPECTORS DISCRETION.

FERTILIZER: 5:10:10 AT 20 LBS PER 1,000 SF

**PLANT LIST**

DECIDUOUS TREES						
KEY	BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE	ROOT	REMARKS
MA	MALUS 'ADIRONDACK'	ADIRONDACK CRABAPPLE	8	3" CAL.	B&B	-
VP	VIBURNUM PRUNIFOLIUM DARK TOWER	DARK TOWER BLACKHAW VIBURNUM	4	2" CAL.	B&B	TREE FORM, KLYN NURSERY
DECIDUOUS SHRUBS						
KEY	BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE	ROOT	REMARKS
HA	HYDRANGEA ARB. 'ANNABELLE'	ANNABELLE HYDRANGEA	15	24 - 30" HT.	#5 CONT	-
LR	LIGUSTRUM AMURENSE	AMUR PRIVET	166	4" MIN. HT.	#5 CONT	-
RA	RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	16	18" - 24" SPR	#3 CONT	HEAVY
SS	SPIRAEA JAPONICA 'SHIROBANA'	SHIROBANA SPIREA	10	24" HT.	#3 CONT	-
EVERGREEN SHRUBS						
KEY	BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE	ROOT	REMARKS
BG	BUXUS X. 'GREEN VELVET'	GREEN VELVET BOXWOOD	13	18" SPR.	#3 CONT	-
JB	JUNIPERUS SABINA 'BUFFALO'	BUFFALO JUNIPER	5	18" SPR	#3 CONT	-
PG	PICEA PUNGENS 'GLOBOSA'	GLOBE BLUE SPRUCE	4	24" SPR	#5 CONT	-
TG	THUJA PLICATA 'GREEN GIANT'	GREEN GIANT CEDAR	2	7-8'	B&B	-
GRASS AND PERENNIALS						
KEY	BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE	ROOT	REMARKS
HH	HEMEROCALLIS 'HAPPY RETURNS'	HAPPY RETURNS DAYLILY	4	#2 CONT.	CLUMP	-
HS	HEMEROCALLIS STELLA D'ORO	STELLA D'ORO DAYLILY	18	CLUMP	#2 CONT	-

**PLANTING LEGEND**

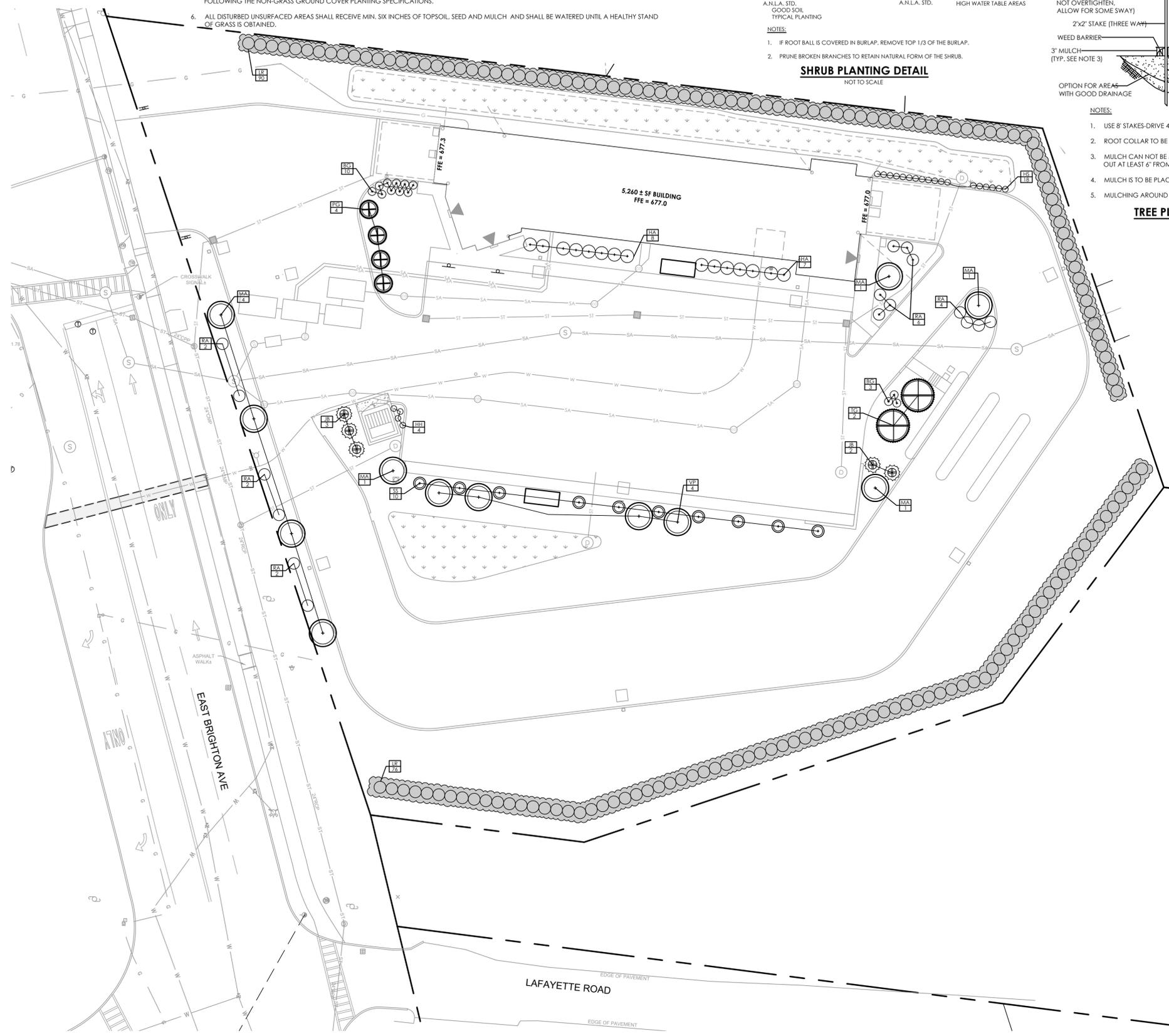


**CITY OF SYRACUSE APPROVALS**

PLANNING COMMISSION CHAIRMAN \_\_\_\_\_ DATE \_\_\_\_\_

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PHONE-(585)359-7540  
FAX-(585)359-7541

CLIENT NAME:



SPLASH CAR WASH, INC  
472 WHEELERS FARM RD  
MILFORD, CT 06461  
(585) 303 - 9448

CITY OF SYRACUSE



LOCATION MAP  
N.T.S.



REV	DESCRIPTION	DATE
01	REVISED PER SYRACUSE CITY PLANNING COMMISSION COMMENTS	7-10-23
02	LANDSCAPE REVISED PER CITY FORESTRY DIVISION COMMENTS	7-31-23
03	RESUBMISSION FOR MAJOR SITE PLAN APPROVAL	1-29-24

1001 EAST BRIGHTON AVE  
SPLASH CAR WASH  
CITY OF SYRACUSE, ONONDAGA COUNTY, NEW YORK

DRAWING TITLE: LANDSCAPE PLAN

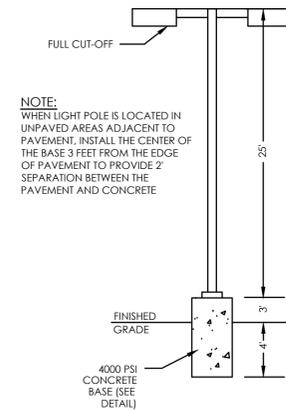
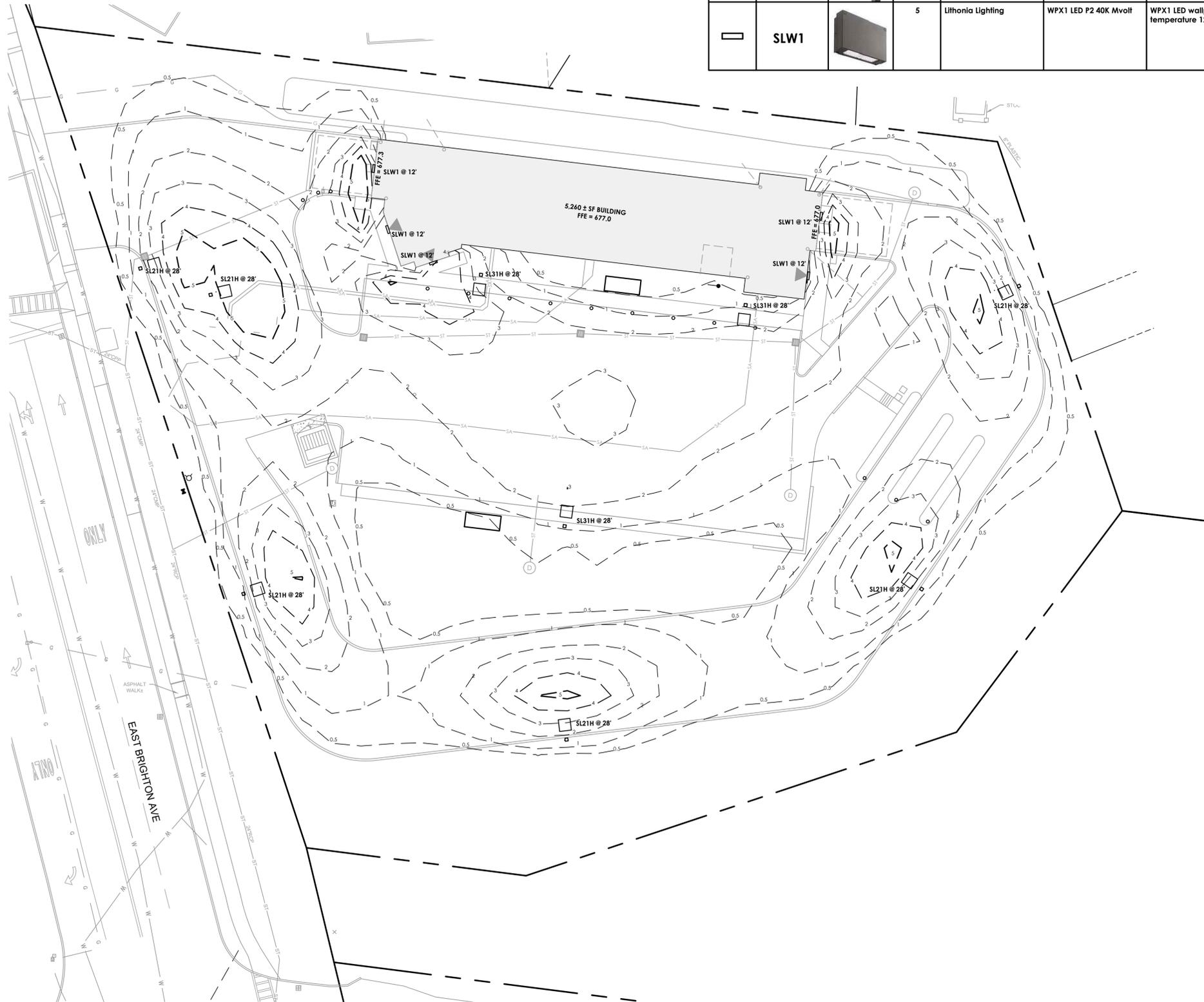
DRAWN BY: ESM PROJ. NO.: 72220321  
CHECKED BY: CAK DATE: 4-7-23 PAGE SIZE: ANSI D

REV: 03 DRAWING NO: C7

LIGHTING SCHEDULE										
Symbol	Label	Image	QTY	Manufacturer	Catalog	Description	Lamp Output	LLF	Input Power	Distribution
	SL21H		6	Lithonia Lighting	RSX1 LED P3 40K R2 HS	RSX LED Area Luminaire Size 1 P3 Lumen Package 4000K CCT Type R2 Distribution with HS shield	10640	0.92	109.44	TYPE II, SHORT, BUG RATING: B1 - U0 - G2
	SL31H		3	Lithonia Lighting	RSX1 LED P4 40K R3 HS	RSX LED Area Luminaire Size 1 P4 Lumen Package 4000K CCT Type R3 Distribution with HS shield	11482	0.92	133.14	TYPE III, SHORT, BUG RATING: B1 - U0 - G2
	SLW1		5	Lithonia Lighting	WPX1 LED P2 40K Mvolt	WPX1 LED wallpack 3000lm 4000K color temperature 120-277 Volts	2913	0.92	24.42	TYPE III, SHORT, BUG RATING: B1 - U0 - G1

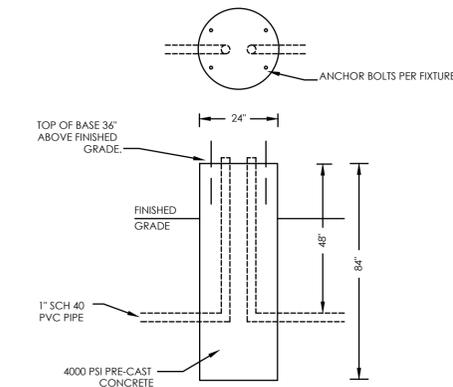


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www.pointsourcegroup.com

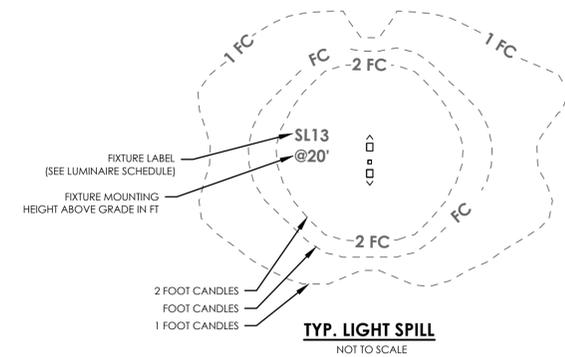


NOTE:  
WHEN LIGHT POLE IS LOCATED IN UNPAVED AREAS ADJACENT TO PAVEMENT, INSTALL THE CENTER OF THE BASE 3 FEET FROM THE EDGE OF PAVEMENT TO PROVIDE 2" SEPARATION BETWEEN THE PAVEMENT AND CONCRETE

**LIGHT POLE DETAIL**  
NOT TO SCALE

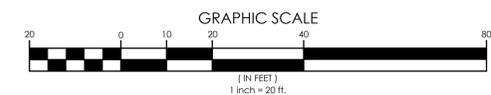


**LIGHT POLE BASE DETAIL**  
NOT TO SCALE



**CITY OF SYRACUSE APPROVALS**

PLANNING COMMISSION CHAIRMAN \_\_\_\_\_ DATE \_\_\_\_\_



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472 WHEELERS FARM RD  
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(585) 303 - 9448



REV	DESCRIPTION	DATE
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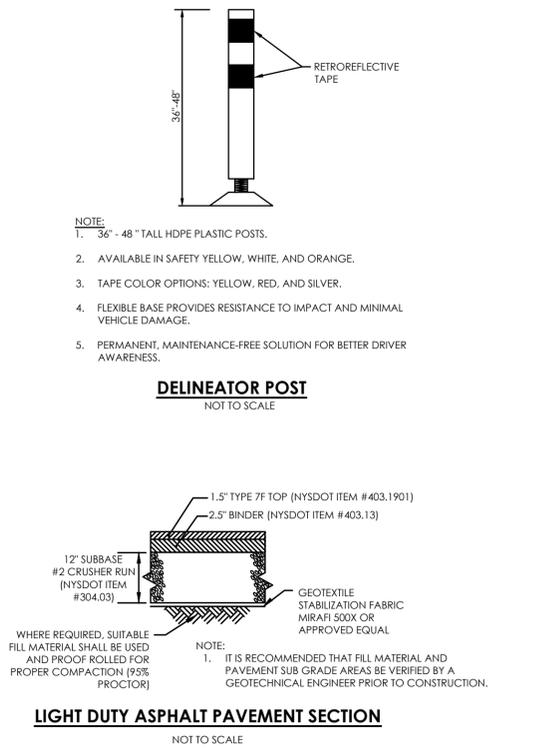
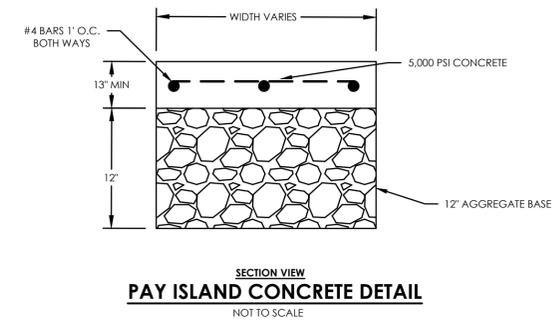
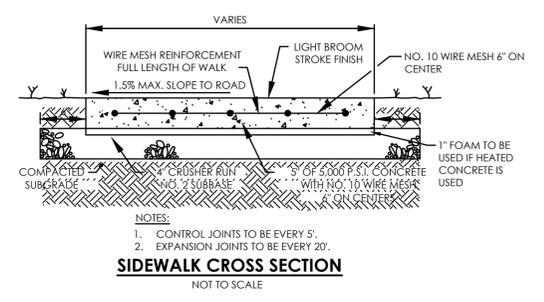
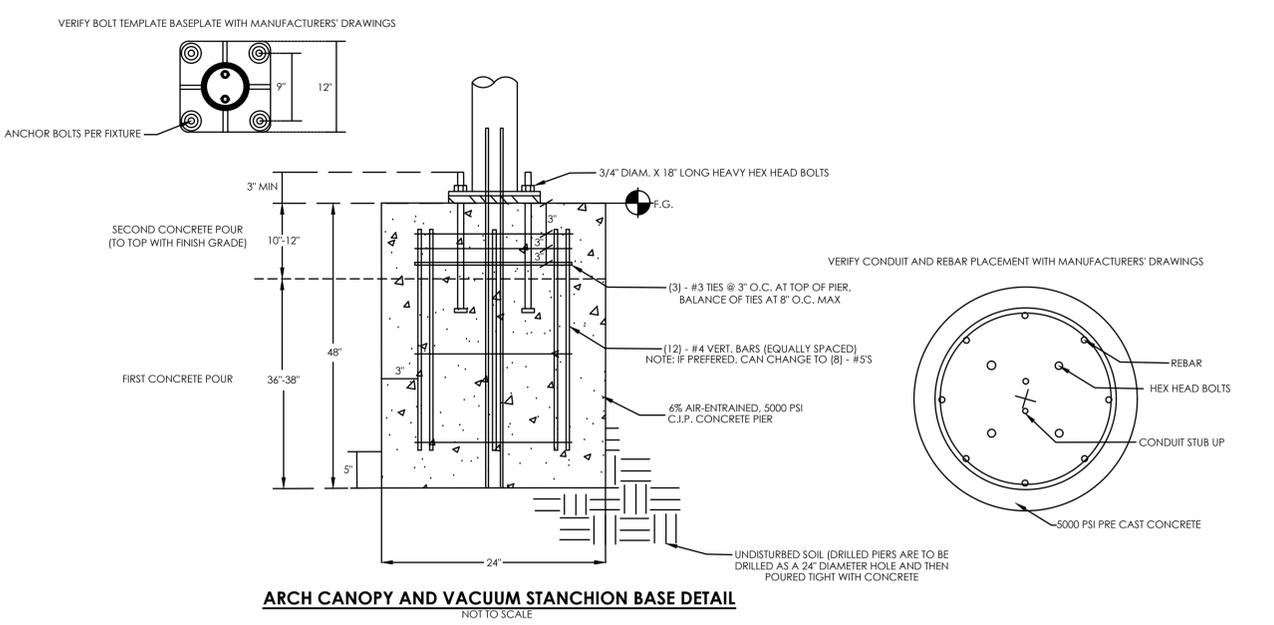
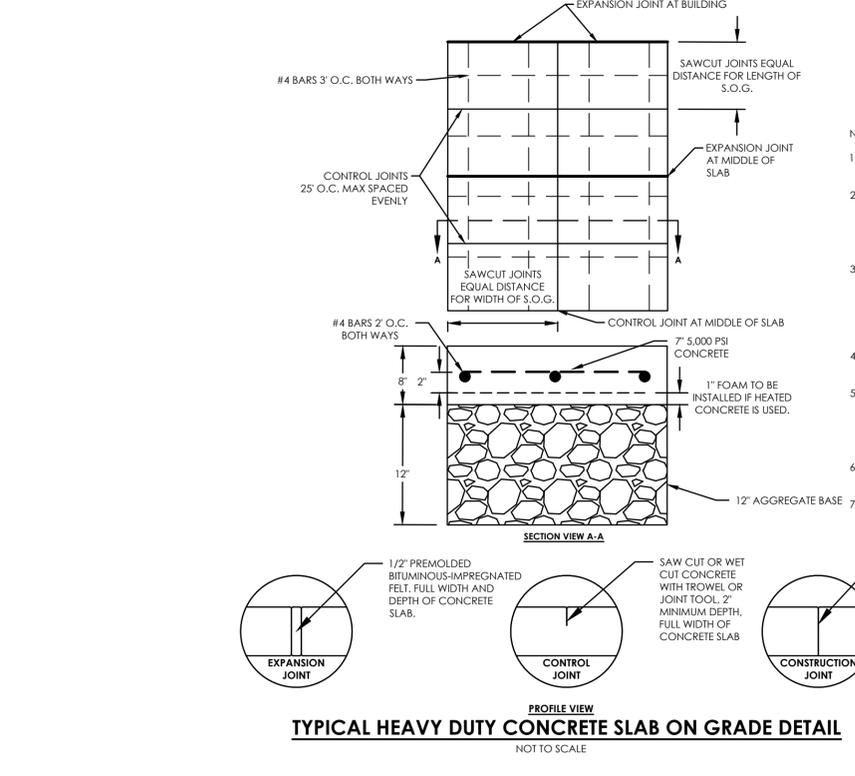
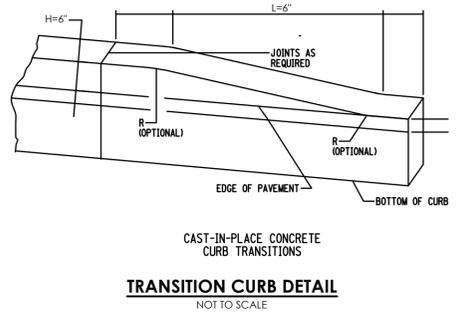
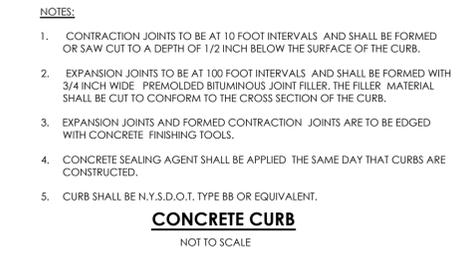
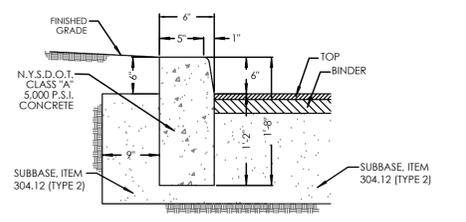
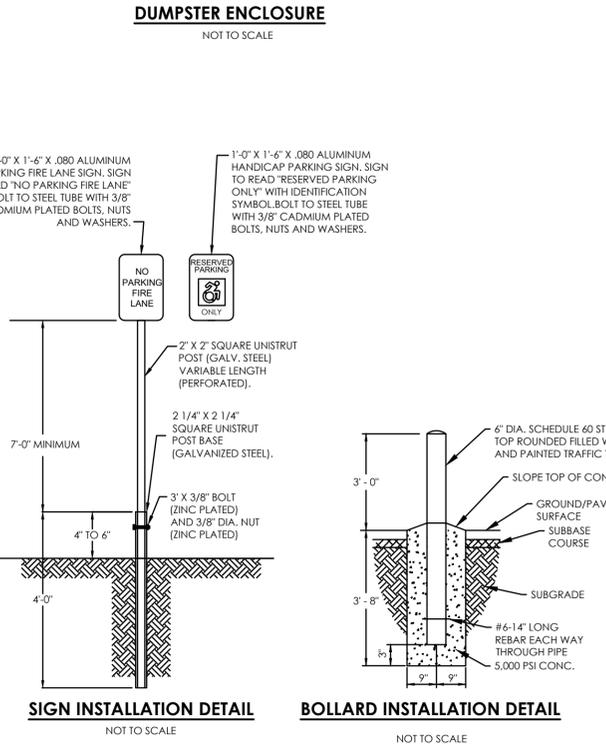
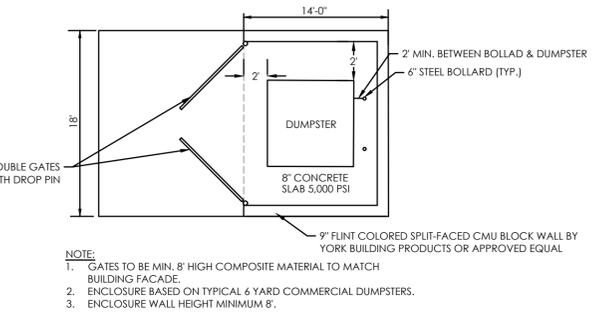
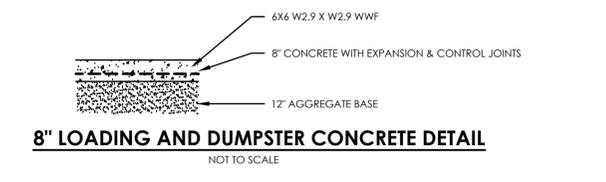
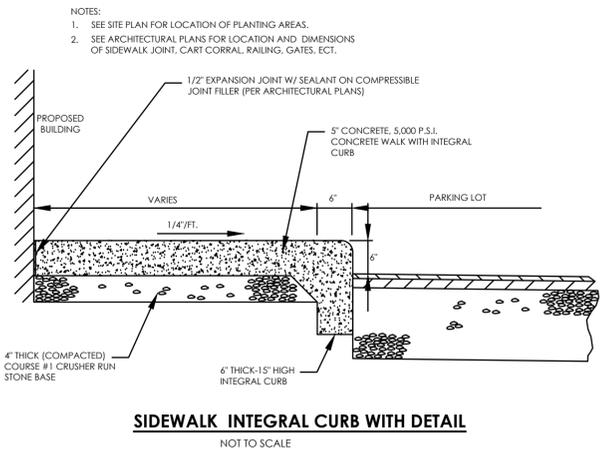
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CITY OF SYRACUSE, ONONDAGA COUNTY, NEW YORK

DRAWING TITLE: **LIGHTING PLAN**

APPROVED BY: GRS  
DRAWN BY: ESM  
CHECKED BY: CAK

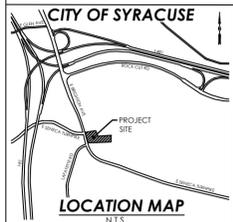
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PAGE SIZE: 4-7-23  
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REV: **03** DRAWING NO: **C8**



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 FAX-(585)359-7541

CLIENT NAME:  
  
 SPLASH CAR WASH, INC  
 472 WHEELERS FARM RD  
 MILFORD, CT 06461  
 (585) 303 - 9448



DATE	DESCRIPTION
7-10-23	REVISED PER SYRACUSE CITY PLANNING COMMISSION COMMENTS
7-31-23	LANDSCAPE REVISED PER CITY FORESTRY DIVISION COMMENTS
1-29-24	RESUBMISSION FOR MAJOR SITE PLAN APPROVAL

1001 EAST BRIGHTON AVE  
 SPLASH CAR WASH  
 CITY OF SYRACUSE, ONONDAGA COUNTY, NEW YORK

DRAWING TITLE: **CONSTRUCTION DETAILS - 1**

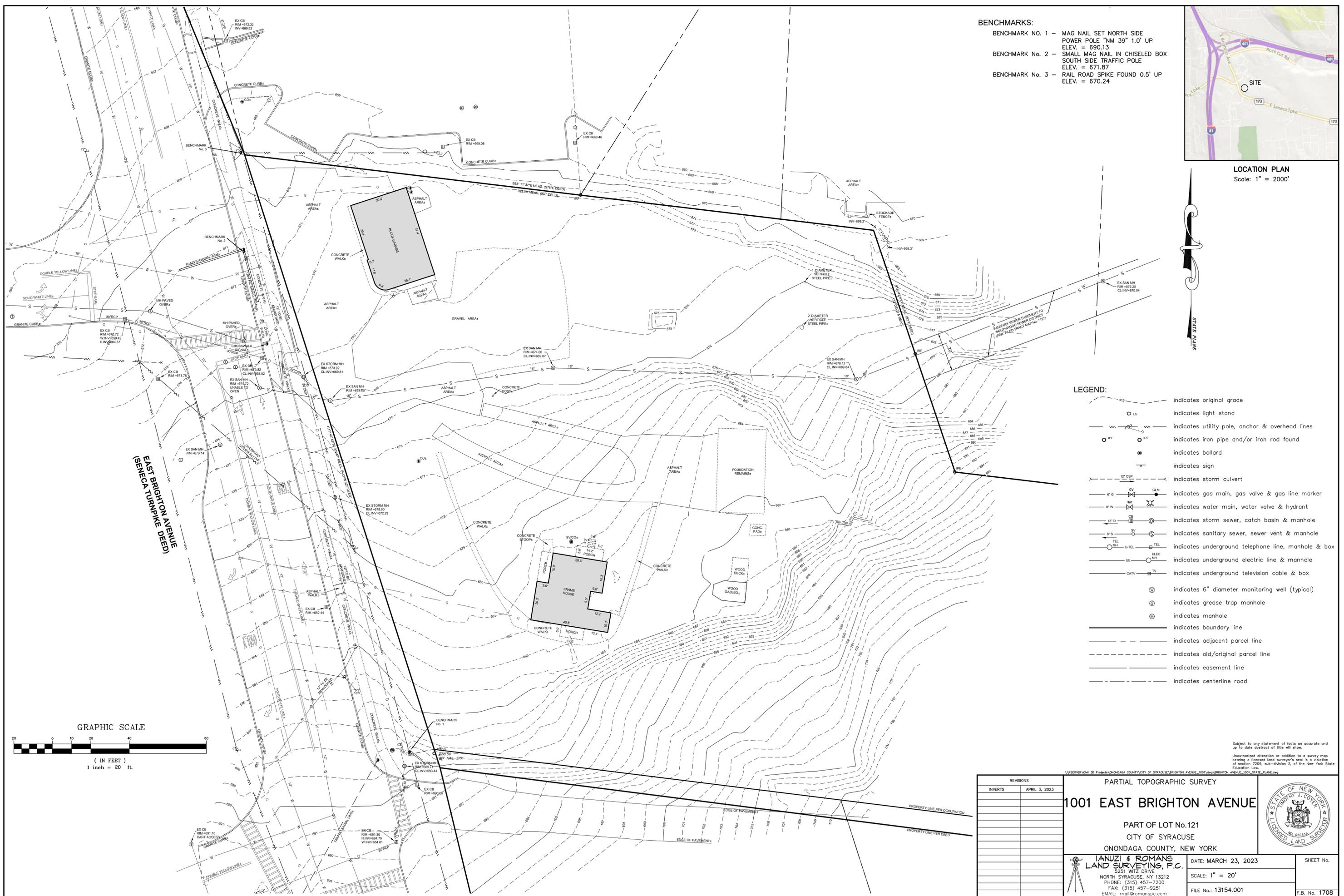
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REV: **03** DRAWING NO: **C9**







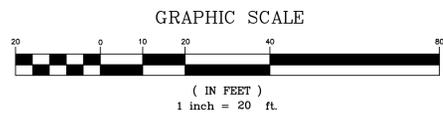
- BENCHMARKS:**
- BENCHMARK NO. 1 - MAG NAIL SET NORTH SIDE POWER POLE "NM 39" 1.0' UP ELEV. = 690.13
  - BENCHMARK NO. 2 - SMALL MAG NAIL IN CHISELED BOX SOUTH SIDE TRAFFIC POLE ELEV. = 671.87
  - BENCHMARK NO. 3 - RAIL ROAD SPIKE FOUND 0.5' UP ELEV. = 670.24



**LOCATION PLAN**  
Scale: 1" = 2000'

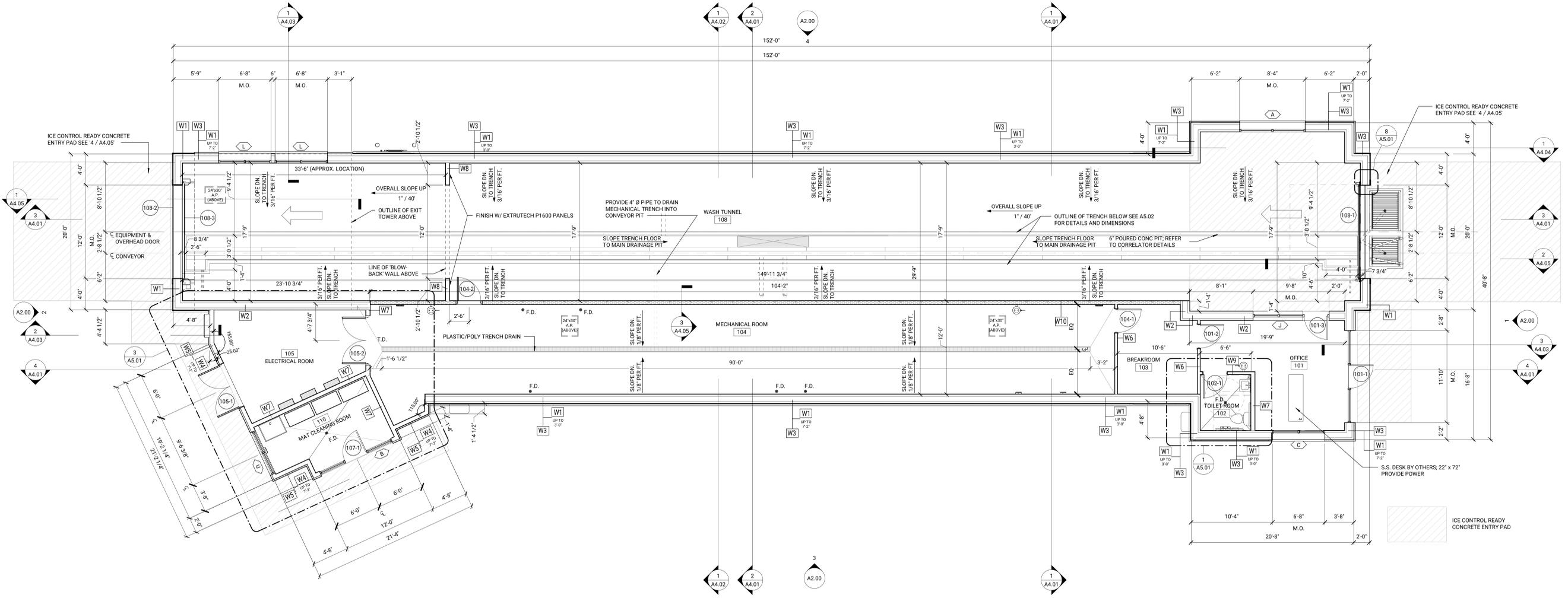


- LEGEND:**
- indicates original grade
  - indicates light stand
  - indicates utility pole, anchor & overhead lines
  - indicates iron pipe and/or iron rod found
  - indicates bollard
  - indicates sign
  - indicates storm culvert
  - indicates gas main, gas valve & gas line marker
  - indicates water main, water valve & hydrant
  - indicates storm sewer, catch basin & manhole
  - indicates sanitary sewer, sewer vent & manhole
  - indicates underground telephone line, manhole & box
  - indicates underground electric line & manhole
  - indicates underground television cable & box
  - indicates 6" diameter monitoring well (typical)
  - indicates grease trap manhole
  - indicates manhole
  - indicates boundary line
  - indicates adjacent parcel line
  - indicates old/original parcel line
  - indicates easement line
  - indicates centerline road

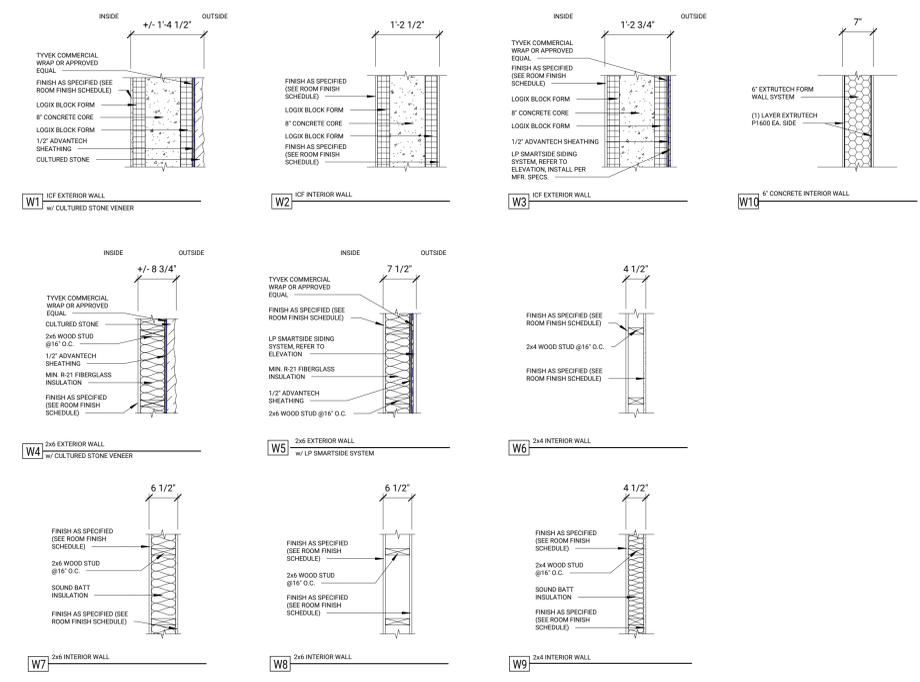


REVISIONS		PARTIAL TOPOGRAPHIC SURVEY	
INVERTS	APRIL 3, 2023	<b>1001 EAST BRIGHTON AVENUE</b>	
		PART OF LOT No.121 CITY OF SYRACUSE ONONDAGA COUNTY, NEW YORK	
		<b>IANUZI &amp; ROMANS</b> <b>LAND SURVEYING, P.C.</b> 5251 WITZ DRIVE NORTH SYRACUSE, NY 13212 PHONE: (315) 457-7200 FAX: (315) 457-9251 EMAIL: mail@romanspc.com	DATE: MARCH 23, 2023 SCALE: 1" = 20' FILE No.: 13154.001
		SHEET No.	F.B. No. 1708

Subject to any statement of facts on accurate and up to date abstract of title will show. Unauthorized alteration or addition to a survey map bearing a licensed land surveyor's seal is a violation of section 7209, sub-division 2, of the New York State Education Law.



**1 GROUND FLOOR PLAN**  
 3/16" = 1'-0"



**WALL TYPES**  
 GENERAL NOTE:  
 FOR ICF WALLS PROVIDE LOGIX BLOCK OR APPROVED EQUAL FASTENING RIB SPACING AS SPECIFIED PER MANUFACTURER, TYP.

- GENERAL FLOOR PLAN NOTES**
- NOTES APPLY TO ALL FLOOR PLANS AND ELEVATED FLOOR PLANS.
  - DIMENSIONS ARE TO FACE OF STUD, OR COLUMN CENTER LINE UNLESS NOTED OTHERWISE.
  - WHERE ADJACENT PARTITION TYPES ARE OF DIFFERENT OVERALL THICKNESS, ALIGN FINISHES ON VISIBLE SIDE, AND FURS OPPOSITE SIDE AS REQUIRED FOR A FLUSH INSTALLATION.
  - WALL TYPES AROUND ROOMS AND SPACES SHALL BE CONTINUOUS AROUND THE ENTIRE SPACE. WHERE MORE THAN ONE PARTITION TYPE IS INDICATED, THE WALL TYPE WITH THE HIGHEST FIRE AND/OR ACOUSTICAL PERFORMANCE SHALL BE USED.
  - REFER TO THE FINISH SCHEDULE AND/OR FLOOR PLANS FOR LOCATION OF FINISH MATERIALS FOR WALL TYPES INDICATING DIFFERENT FINISHES ON EACH SIDE OF WALL.
  - PROVIDE STEEL STUD GAUGES AND/OR DIAGONAL BRACING AT TOPS OF WALLS PER MANUFACTURER'S RECOMMENDATIONS FOR WALL TYPE, HEIGHT, AND USE BASED ON L/240 LIMITING HEIGHTS.
  - PROVIDE CONTINUOUS HORIZONTAL BRIDGING FOR WALLS EXTENDING 10'-0" OR GREATER IN HEIGHT FROM FINISH FLOOR.
  - ALL MATERIALS USED IN RATED ASSEMBLIES SHALL CONFORM TO REFERENCED STANDARDS.
  - FIRE SAFE ALL PENETRATIONS THROUGH FIRE RATED WALLS TO THE LEVEL OF PROTECTION REQUIRED BY THE WALL. FIRE SAFE AT PERIMETERS OF RATED WALLS WHERE Voids OCCUR, SUCH AS DECK FLUTES.
  - ALL UL-RATED WALL ASSEMBLIES SHALL BE IDENTIFIED W/ STENCILING ABOVE THE FINISHED CEILING ON BOTH FACES, ON ALL WALLS AS 'FIRE BARRIER'. PROTECT ALL OPENINGS WITH HOUR RATING INCLUDED.
  - PROVIDE ACOUSTICAL CAULKING AROUND ALL PERIMETERS EDGES AND PENETRATIONS AT SOUND-INSULATED WALLS, OFFSET ELECT AND TELEPHONE OUTLETS 16" MIN (SEPARATE STUD CAVITIES). AT SOUND INSULATED WALLS PROVIDE ACOUSTICAL CAULKING AROUND ALL PERIMETERS EDGES AND PENETRATIONS, OFFSET ELECT, AND TELEPHONE OUTLETS 16" MIN (SEPARATE STUD CAVITIES)
  - COORDINATE DIMENSIONS FOR STRUCTURAL MEMBER LOCATIONS WITH STRUCTURAL DRAWINGS, TYPICAL.
  - DUE TO REVISIONS MADE DURING THE DEVELOPMENT OF THESE DRAWINGS AND POTENTIAL INACCURACIES STEMMING FROM PRINTING OR REPRODUCTION OF THIS DOCUMENT, INDICATED DIMENSIONS MAY NOT BE PROPERLY REPRESENTED. DO NOT SCALE DRAWINGS.
  - FINAL LOCATIONS OF PLUMBING & ELECTRICAL UNDER SLAB TO BE REVIEWED ON SITE PRIOR TO POURING OF CONCRETE FLOOR.
  - FINAL BOLLARD DESIGN AND LOCATIONS PER CIVIL DRAWINGS, TYPICAL.

PROJECT NO. 23016

REVISIONS

**NOT FOR CONSTRUCTION**

06/14/2023

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PROJECT NORTH

DRAWN BY: Author  
 CHECKED BY: Checker  
 PROJECT STATUS: PLANNING BOARD  
 SCALE: As Indicated

**FLOOR PLAN**

**GENERAL ELEVATION NOTES**

1. FOR GRAPHIC SYMBOLS AND ABBREVIATIONS SEE SHEET C0.01
2. CONTRACTORS SHALL VERIFY ALL EXTERIOR MATERIALS, COLORS, AND FINISHES WITH THE ARCHITECT. ANY DISCRENCIES NOTED SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT FOR CLARIFICATION.
3. THE EXTERIOR WALL AS SHOWN SHALL BE A COMPLETE SYSTEM INCLUDING ALL STIFFENERS, FASTENERS, SEALANTS, JOINTING, MISCELLANEOUS PIECES, AND MATERIAL THICKNESS AS REQUIRED TO FORM A WATERTIGHT ENCLOSURE.
4. ALL DETAILS ARE TO BE COORDINATED WITH THE STRUCTURAL FRAMING AND OTHER BUILDING COMPONENTS INCLUDING ROOFING, EXTERIOR CLADDING ITEMS, GLAZING, INTERIOR FINISH, AND OTHER RELATED BUILDING COMPONENTS.
5. EXTERIOR FINISHES SHOWN CAN BE ASSUMED TO WRAP AROUND PROJECTING ELEMENTS UNLESS OTHERWISE NOTED.
6. PROVIDE INTERNATIONAL SYMBOL OF ACCESSIBILITY. 6 INCH MIN. SIZE ADJOINING ENTRY DOOR-SIGN SHALL CONSIST OF WHITE FIGURE ON A BLUE BACKGROUND. MOUNT SIGN AT 5'-0" A.F.F.
7. REFER TO ELECTRICAL AND LIGHTING DRAWINGS FOR ALL EXTERIOR LIGHTING TYPES AND MOUNTING HEIGHT.
8. ALL SEALANT JOINTS SHALL BE SIZED SUCH THAT THEY WILL BE WITHIN THE SIZE RANGE RECOMMENDED BY THE SEALANT MANUFACTURER.
9. VERIFY ALL CLEAR OPENINGS FOR WINDOW AND LOUVER INSTALLATIONS.
10. ALL MASONRY ATTACHMENTS, LINTELS, SHELF ANGLES, AND SUPPORTS SHALL BE HOT-DIPPED GALVANIZED STEEL. ALL SHIMS SHALL BE NON-CORROSIVE MATERIALS.
11. ALL SILLS, WINDOW HEADS, AND SHELF ANGLES SHALL HAVE FLASHING EXTENDED TO THE OUTSIDE OF THE WALL WHETHER OR NOT SHOWN ON THE DRAWINGS.
12. NOTE: OVERALL DIMENSIONS SHOWN ARE TO FINISHED EXTERIOR FACE, TYPICAL.

**ELEVATION KEYNOTES**

NO.	DESCRIPTION
1	29 GA. 1-1/2" STANDING SEAM, 16" PANEL WIDTH, CUSTOM COLOR SW6966 BLUEBLOOD ROOFING, TO BE PROVIDED BY EB MARTIN (885) 536-0944, 2845 NY-364, PENN YAN, NY 14527. NO ALTERNATES ACCEPTED
2	PREFINISHED ALUMINUM FASCIA, COLOR - MATCH TO SW FRANK BLUE - SW6967
3	CLEAR ANODIZED ALUMINUM FRAMING
4	ELDORADO STONE VENEER, STYLE: VANTAGE30, COLOR: STORMCLOUD
5	ELDORADO SPLIT-EDGE WAINSCOTT SILL, COLOR: BLUE STEEL
6	LP SMARTSIDE LAP SIDING - CEDAR TEXTURE, COLOR - MATCH TO SW FRANK BLUE - SW6967
7	LP SMARTSIDE LAP SIDING - CEDAR TEXTURE, COLOR - MATCH TO SW LUPINE - SW6810
8	LP SMARTSIDE LAP SIDING - CEDAR TEXTURE, COLOR - MATCH TO SW PERFECT PERIWINKLE - SW9065
9	LP SMARTSIDE LAP SIDING - CEDAR TEXTURE, COLOR - MATCH TO SW LOBELIA - SW6809
10	LP SMARTSIDE LAP SIDING - CEDAR TEXTURE, COLOR - MATCH TO SW CELESTIAL - SW6808
11	LP SMARTSIDE LAP SIDING - CEDAR TEXTURE, COLOR - MATCH TO SW WONDROUS BLUE - SW6807
12	LED WALLPACK LIGHT; REFER TO CIVIL DRAWINGS AND LIGHTING SCHEDULE, TYPICAL
13	LP SMARTSIDE LAP SIDING - CEDAR TEXTURE, COLOR - MATCH TO SW GRIZZLE GRAY - SW7068
14	KNOX BOX (VERIFY LOCATION WITH LOCAL FIRE MARSHAL)
15	UTILITY METER, REFER TO MEP DRAWINGS, EXACT LOCATION TO BE COORDINATED w/ CIVIL AND UTILITY COMPANIES, TYP.
16	LED WALL SCONCE, MANUF: MINKA LAVERY - FIN: BRUSHED ALUMINUM
17	WALL MOUNTED CONDENSER, SEE SCHEDULE ON SHEET M1.01
18	LP SMARTSIDE TRIM, CEDAR TEXTURE, COLOR - MATCH TO SW GRIZZLE GRAY - SW7068
19	LP SMARTSIDE PANEL - SMOOTH FINISH, COLOR - MATCH TO SW GRIZZLE GRAY - SW7068
20	LP SMARTSIDE BOARD & BATTEN - CEDAR TEXTURE, COLOR - MATCH TO SW GRIZZLE GRAY - SW7068
21	(2) ROWS OF CONTINUOUS SNOW GRDS; MATCH ROOF COLOR, TYP. PROVIDED BY EB MARTIN (885) 536-0944, 2845 NY-364, PENN YAN, NY 14527. NO ALTERNATES ACCEPTED
22	12" x 24" ELDORADO STONE VENEER, STYLE: ZEN24, COLOR: NICKEL
23	LP SMARTSIDE TRIM, COLOR - MATCH TO SW IRON ORE - SW7069
24	DOWNSPOUT, VERIFY TIE-IN LOCATION WITH CIVIL DRAWINGS
25	LP SMARTSIDE LAP SIDING - CEDAR TEXTURE, COLOR - MATCH TO SW IRON ORE - SW7069

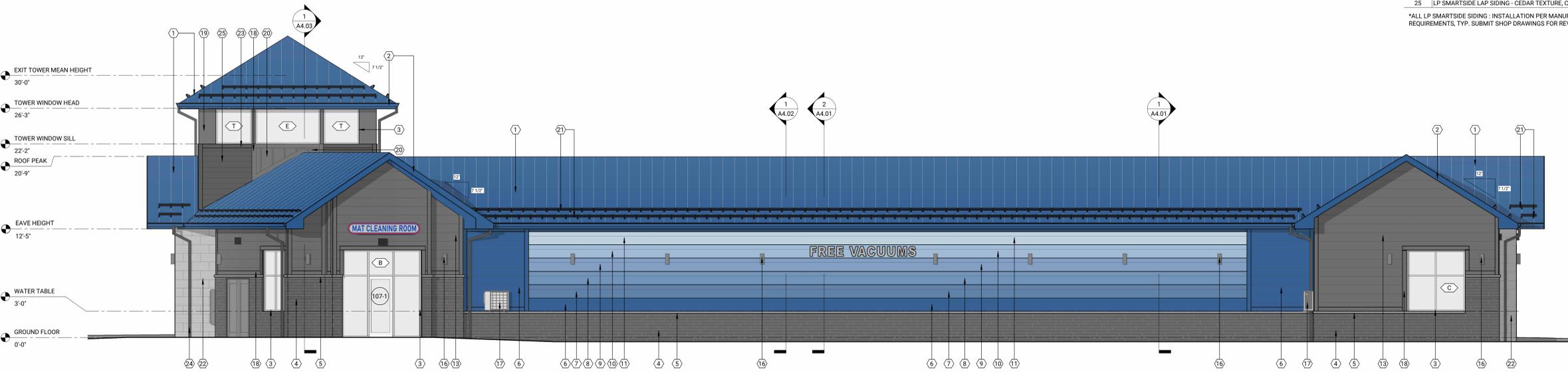
\*ALL LP SMARTSIDE SIDING - INSTALLATION PER MANUFACTURER'S RECOMMENDATIONS & WARRANTY REQUIREMENTS, TYP. SUBMIT SHOP DRAWINGS FOR REVIEW & APPROVAL PRIOR TO FABRICATION



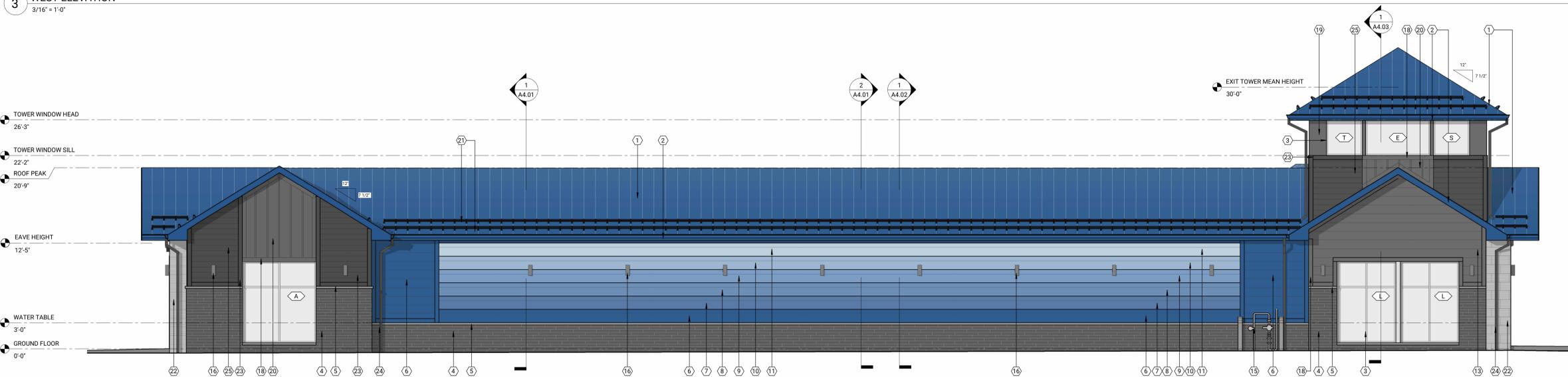
**2 NORTH ELEVATION**  
3/16" = 1'-0"



**1 SOUTH ELEVATION**  
3/16" = 1'-0"



**3 WEST ELEVATION**  
3/16" = 1'-0"



**4 EAST ELEVATION**  
3/16" = 1'-0"



SYRACUSE, NY





December 11, 2023

Cade Krueger  
Project Manager  
The DDS Companies  
45 Hendrix Road  
West Henrietta, NY 14586

RE: Splash Carwash Development – Syracuse, NY  
Traffic Impact Letter of Findings

Dear Mr. Krueger,

McFarland Johnson, Inc. (MJ) has reviewed existing and future traffic conditions associated with the proposed Splash Car Wash development and respectively submits this Traffic Letter of Findings. The intent of this letter is to analyze the impacts, if any, that the proposed development may have on the existing study area intersections and surrounding roadway network. The following intersections were analyzed for this traffic study based on coordination with the City of Syracuse and are shown in Figure 1 – Site Location:

- East Seneca Turnpike @ East Brighton Avenue – 3-Legged Signalized Intersection
- East Seneca Turnpike @ Lafayette Road – 4-Legged Signalized Intersection

The proposed development is located at 1001 East Brighton Avenue and will consist of an automated car wash with a single car wash tunnel and include 21 parking spaces along the east side of East Brighton Avenue, as shown on the site concept plan, Figure 2, developed by DDS Companies dated April 7, 2023. The site plan shows a single access driveway that will act as the fourth leg of the existing signalized intersection of East Brighton Avenue and East Seneca Turnpike (NYS Route 173).

### **Existing Conditions**

Evaluation of the existing and future traffic conditions within the study area requires an understanding of the existing transportation system. Data such as roadway geometrics, traffic signal timings, and peak hour traffic volumes provide the basis for a thorough understanding of existing conditions and the requisite data necessary to provide projections of future traffic conditions under the no-build and build scenarios. Existing intersection lane configurations are shown in Figure 3.

### **2023 Existing Traffic Volumes**

Existing traffic volumes for the East Seneca Turnpike/East Brighton Avenue intersection were established based on Turning Movement Counts (TMC), which were recorded Tuesday, March 28, 2023 from 7:00 to 9:00 AM and 4:00 to 6:00 PM, by McFarland Johnson. Traffic volumes for the East Seneca Turnpike/Lafayette Road intersection was taken from a traffic memo completed by the Syracuse Metropolitan Transportation Council (SMTC) dated September 22, 2022. The TMC data shows that the morning traffic in the study area peaks between 7:30 and 8:30 AM in the morning, while the evening traffic peaks between 4:30 and 5:30 PM

These volumes were used as the base scenario to develop a comparison to future conditions and enable the analysis to calibrate the traffic model to mimic the present real-life operations. The traffic volume data is attached to this letter and the resultant peak hour volume diagram is shown in Figure 4 – 2023 Existing Volumes.

**2025 No-Build Traffic Volumes**

As the proposed development is anticipated to be completed by 2025, the 2023 traffic volumes were further grown by an annual background growth rate of 0.5% per year to create the 2025 No-Build traffic volumes. This enables the analysis to establish projected background volumes for the year 2025. This growth rate was established using historical New York Department of Transportation (NYSDOT) tube count data. It is assumed that this 0.5% growth rate will account for any additional background traffic from developments within the study area over the next two years. The 2025 traffic volumes are shown in Figure 5 – 2025 No- Build Volumes.

**Trip Distribution**

Development of a projected trip distribution model for the Splash Car Wash development is based on the overall commuter traffic patterns of the East Brighton Avenue and East Seneca Turnpike corridors determined from NYSDOT tube count data and manual turn movement count data collected. The study assumed a majority of the generated traffic would enter from the south and exit to the north during the morning peak hour and a majority utilizing the East Brighton Avenue corridor to enter and exit the development during the evening peak hour from the north and south, with some traffic utilizing the East Seneca Turnpike corridor during both peak hour time frames. See Figure 6 showing the anticipated trip distribution percentages.

**Trip Generation**

The Splash Car Wash Development consists of a single car wash tunnel and 21 parking spaces. For analysis purposes, site generated traffic was estimated using trip generation rates provided in the Institute of Transportation Engineers’ (ITE) Trip Generation manual, 10th edition as shown in the table below and the attached Figure 3 – Trip Assignment. “Automated Car Wash” (ITE Land Use Code 948) was chosen as the proposed development will be automated. Based on other Splash Carwashes in operation, they estimate a maximum of 200 cars per day utilize the carwash facility. Using this generated rate estimates a total of 50 additional trips during the morning peak hour, 78 additional trips during the evening peak hour, and 41 additional trips during the Saturday Midday peak hour as a result of the proposed development. These ITE generated estimates are consistent with the operations at other Splash Carwash facilities.

**TRIP GENERATION CALCULATION TABLE**

ITE Trip Generation 10th Edition, Verified Using ITE Web-Based App:

Type of Land Use	ITE Code	Independent Variable (IV)	Weekday Morning Peak			Weekday Evening Peak		
			Enter	Exit	Total	Enter	Exit	Total
Automated Car Wash	948	Car Wash Tunnels	Average Rate = 50.0			Average Rate = 77.5		
			50%	50%	100%	50%	50%	100%
			25	25	50	39	39	78
			<b>Total Base Trips</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>39</b>	<b>39</b>
		**Pass-by Trips	-12	-12	-23	-18	-18	-36
<b>TOTAL SITE GENERATED TRIPS</b>			<b>13</b>	<b>13</b>	<b>27</b>	<b>21</b>	<b>21</b>	<b>42</b>

\* As trip generation data was unavailable for the morning peak hour, the lower range of Weekday Evening trip generation rates (50%) was used to estimate Weekday Morning Peak Hour trip

\*\*A Pass-by rate of 46% has been applied to Weekday Morning and Weekday Evening peak hours.

Due to the service related land use, the proposed car wash is expected to generate pass-by trips. Pass-by trips apply to commercial and retail developments where vehicles that are already on the roadway utilize the proposed development. Because these vehicles were already on the road, the trips are deducted from the roadway and added to the turn movements in and out of the proposed development driveway. The Pass-By rate was based on the land use and assigned as 46% during all peak hours. These rates were checked against the ITE Trip Generation Handbook and found to be appropriate for the proposed land uses as well as estimated rates from other Splash Carwash facilities. Figure 7 includes the trip assignment with the pass-by trips credits for the proposed development.

**2025 Build Traffic Volumes**

The build volumes shown in Figure 8 – 2025 Build Traffic Volumes represent the 2025 No-Build volumes for each scenario combined with the additional estimated trips generated by the proposed car wash development.

**Capacity Analysis**

A capacity analysis was performed using Synchro 11.0 traffic modeling software and the procedures defined in the Highway Capacity Manual (6<sup>th</sup> Edition) were used to determine operating conditions for the 2023 Existing, 2025 No-Build, and 2025 Build scenarios. For modeling purposes within the Synchro software, signal timings for both the existing and proposed scenarios were taken from the previously referenced SMTC traffic memo. The Level of Service Summary Table below shows the results of the capacity analysis; Synchro analysis printouts are attached to this letter.

Study Intersection	Approach and Movement		MORNING PEAK HOUR					
			2023 EXISTING		2025 NO-BUILD		2025 BUILD	
			Delay	LOS	Delay	LOS	Delay	LOS
<b>No. 1</b> - E. Seneca Turnpike/Site Driveway at E.Brighton Ave (Signalized)	Eastbound	L-R	27.2	C	27.4	C	42.8	D
		(T-R)					32.2	C
	Westbound	(L-T-R)					33.4	C
	Northbound	L-T-(R)	21.7	C	21.2	C	21.2	C
	Southbound	(L)-T	16.9	B	16.8	B	19.2	B
		R	0.3	A	0.2	A	0.4	A
<b>OVERALL</b>			<b>19.9</b>	<b>C</b>	<b>19.7</b>	<b>C</b>	<b>23.6</b>	<b>C</b>
<b>No. 2</b> - E. Seneca Turnpike at Lafayette Road (Signalized)	Eastbound	L-T-R	48.3	D	48.3	D	48.0	D
	Westbound	L-T-R	14.2	B	14.2	B	14.1	B
	Northbound	L-T-R	5.5	A	5.5	A	5.9	A
	Southbound	L-T	5.8	A	5.8	A	9.9	A
		R	2.5	A	2.5	A	5.6	A
	<b>OVERALL</b>			<b>11.5</b>	<b>B</b>	<b>11.5</b>	<b>B</b>	<b>12.7</b>

Study Intersection	Approach and Movement		EVENING PEAK HOUR					
			2023 EXISTING		2025 NO-BUILD		2025 BUILD	
			Delay	LOS	Delay	LOS	Delay	LOS
No. 1 - E. Seneca Turnpike/Site Driveway at E. Brighton Ave (Signalized)	Eastbound	L-R	37.4	D	37.6	D	54.8	D
		(T-R)					32.4	C
	Westbound	(L-T-R)					46.4	D
	Northbound	L-T-(R)	15.0	B	15.0	B	14.3	B
	Southbound	(L)-T	15.1	B	15.2	B	20.2	C
		R	0.5	A	0.5	A	0.6	A
	<b>OVERALL</b>		<b>17.7</b>	<b>B</b>	<b>17.8</b>	<b>B</b>	<b>21.1</b>	<b>C</b>
No. 2 - E. Seneca Turnpike at Lafayette Road (Signalized)	Eastbound	L-T-R	53.1	D	53.2	D	53.4	D
	Westbound	L-T-R	17.3	B	17.2	B	17.9	B
	Northbound	L-T-R	4.8	A	4.8	A	5.2	A
	Southbound	L-T	4.0	A	4.0	A	4.8	A
		R	1.0	A	1.0	A	1.0	A
	<b>OVERALL</b>		<b>10.1</b>	<b>B</b>	<b>10.1</b>	<b>B</b>	<b>10.4</b>	<b>B</b>

As shown in the table, the study area intersections are currently operating at acceptable levels of service (LOS). Overall intersection and turn movement levels of service will remain consistent with background conditions during the morning peak hour with the additional traffic generated by the proposed development. During the evening peak hour, the addition of the site driveway as the fourth leg of the intersection drops the overall intersection LOS from an 'B' to a 'C', for an increase in average delay of 3.3 seconds. Individual turn movements at this intersection will see an increase in delay during both peak hours as a result of the proposed development, varying from 0.2 to 17.2 seconds. Signal timings and the actuated corridor coordination offsets at this intersection will need to be optimized to accommodate the proposed driveway as the fourth leg of the intersection. The fourth leg was added to the intersection signal phasing as a split phase signal with the eastbound approach to allow the dual left turn lanes to operate as they do today. The split timing also results in no impact to the signal operations and the traveling public when no vehicles are detected exiting the proposed car wash development.

**Conclusion**

The capacity analysis revealed that the additional traffic generated by the proposed Splash car wash at 1001 East Brighton Avenue will have a negligible impact to the operations of the traveling public on the East Brighton Avenue/East Seneca Turnpike corridor, due to the low volume of projected trips resulting from the development. Eastbound vehicles at the East Seneca Turnpike/Site Driveway and East Brighton Avenue intersection will experience greater delay as a result of the addition of a fourth leg to the intersection; however due to the proposed split signal timing the increase in delay would only occur when vehicles are existing the proposed site. The proposed I-81 Viaduct project will not have any impact on the trip distribution within the study area or the number of trips generated by the car wash. The existing signalized intersection will need to be modified to add a fourth leg to provide traffic control to the proposed carwash driveway.

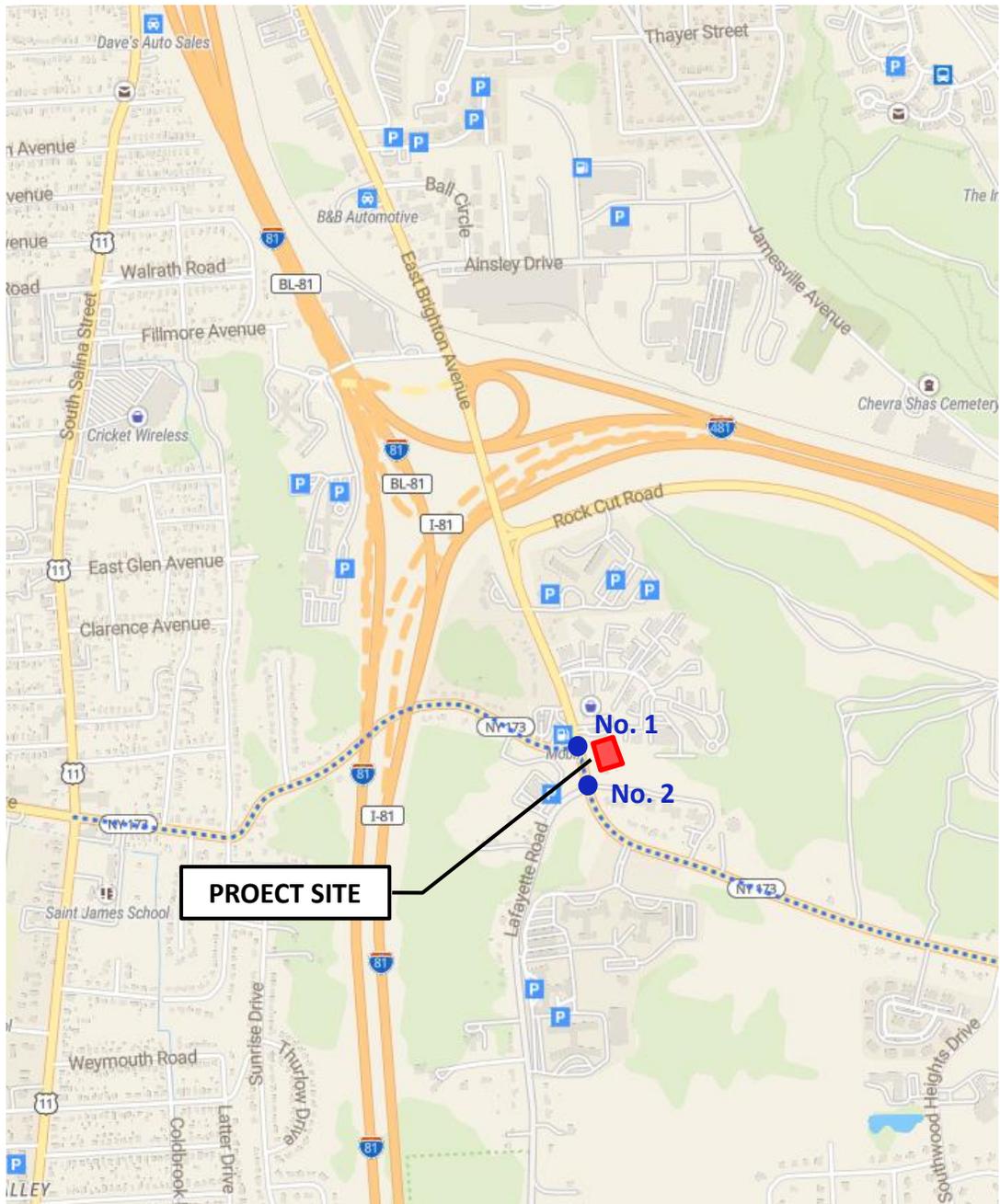
Please do not hesitate to call should you require additional information or have any questions.  
Sincerely yours,

McFARLAND-JOHNSON, INC.

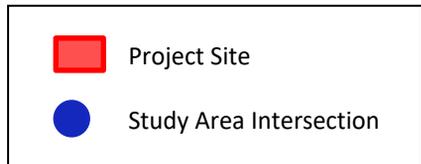


Adam J. Frosino, PE, PTOE  
Project Manager

McFarland-Johnson, Inc.

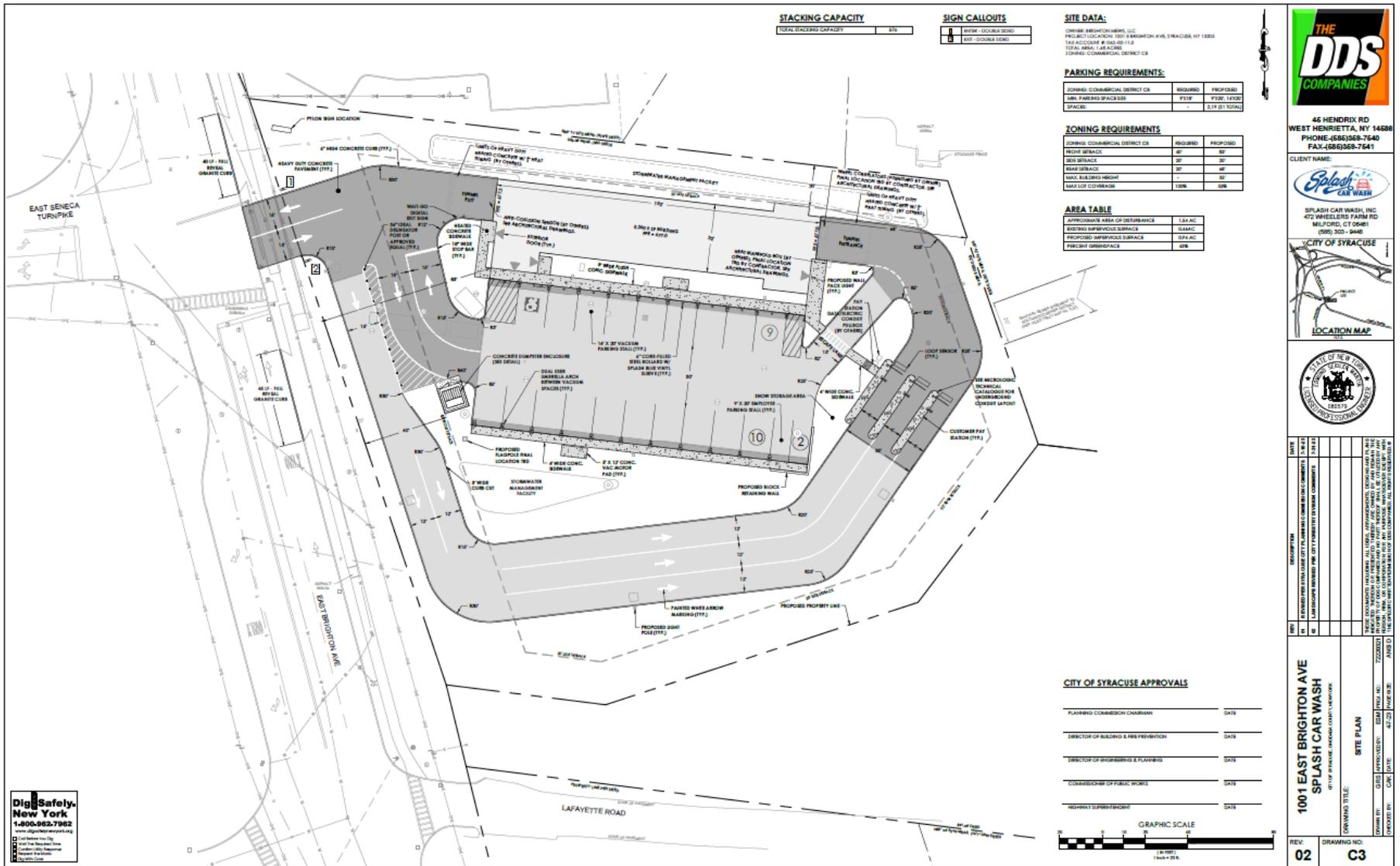


**LEGEND**



Not to Scale

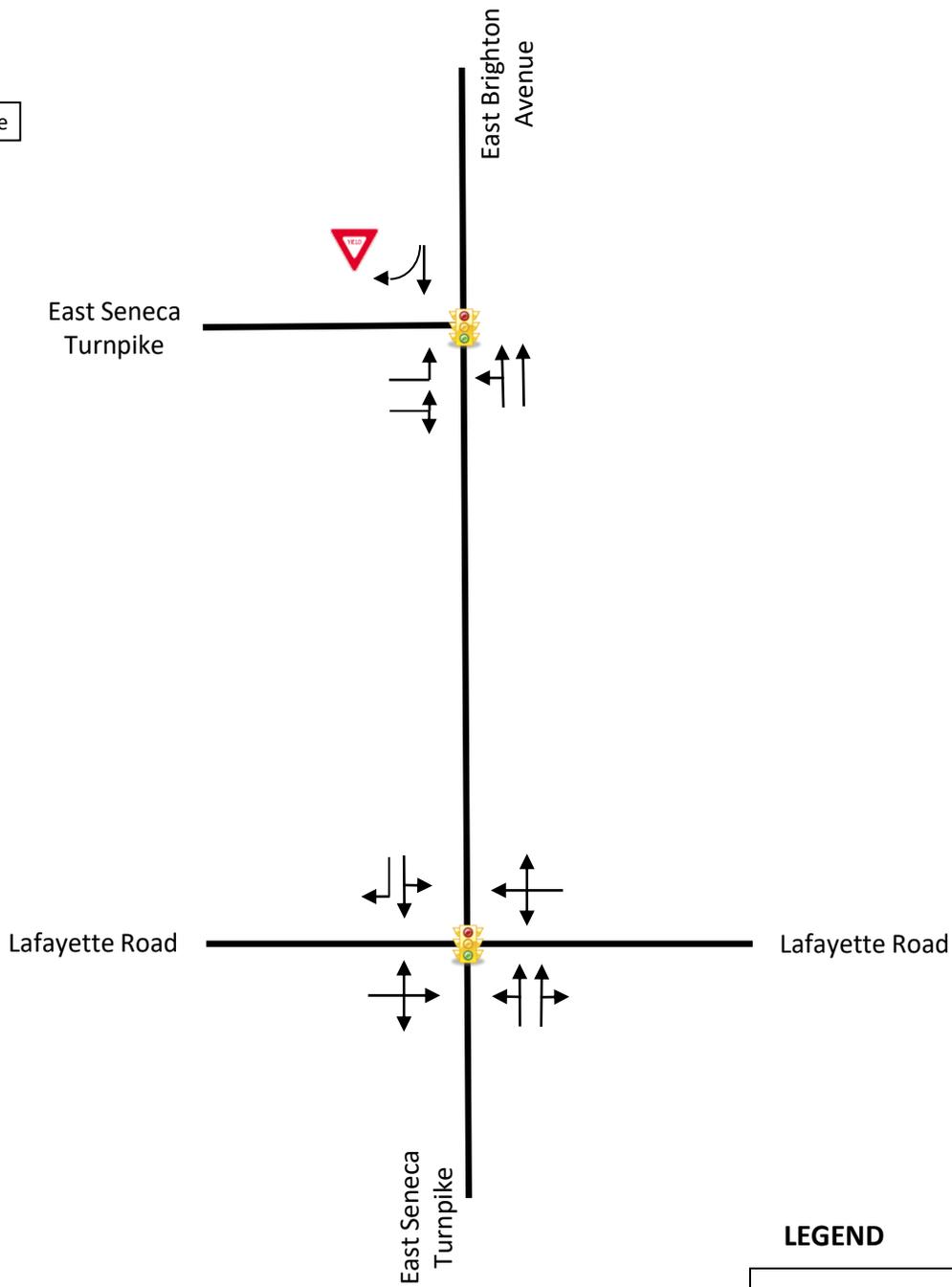
**Project Location Map**



Concept Site Plan



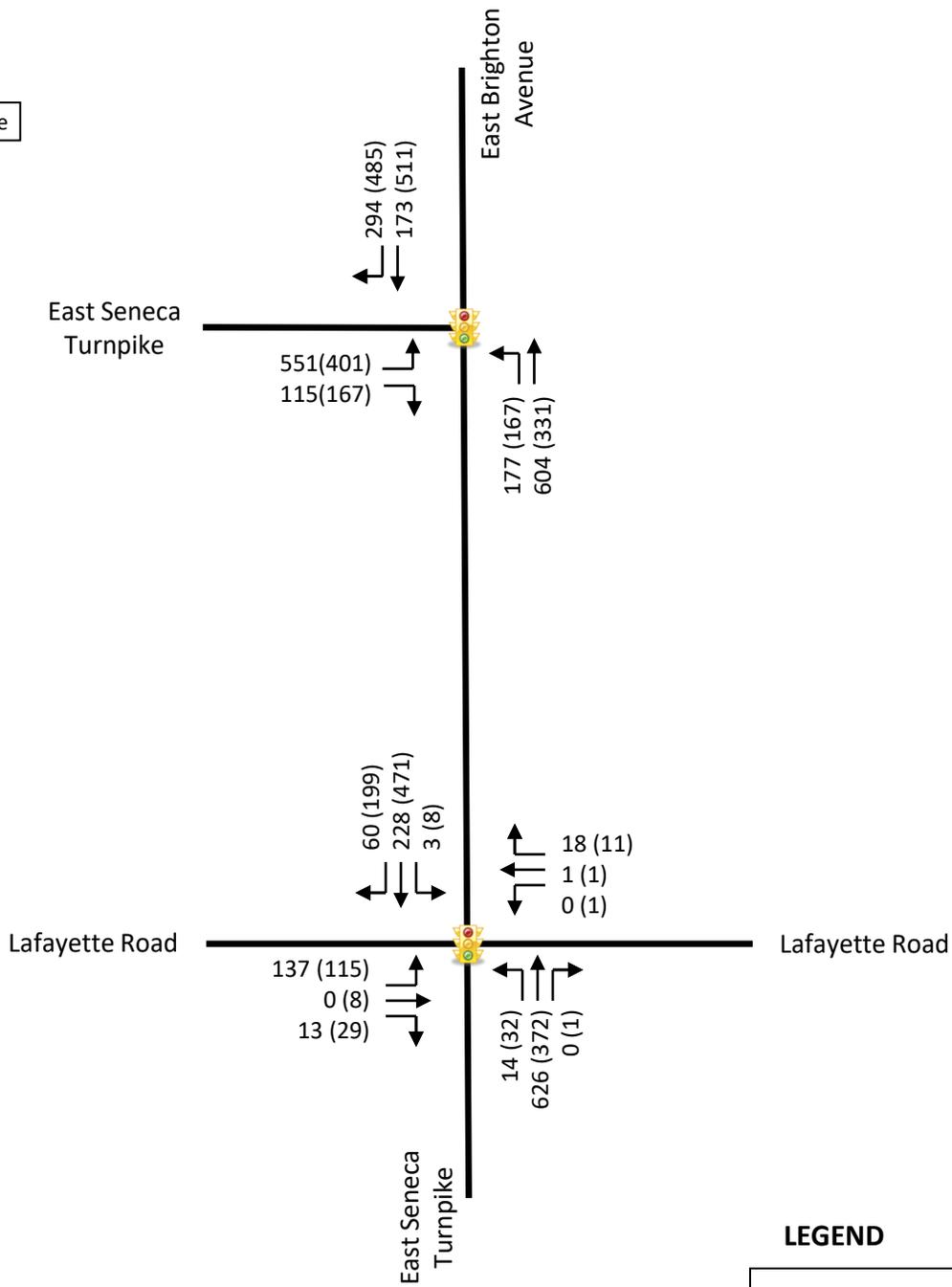
Not to Scale



### Existing Intersection Geometry



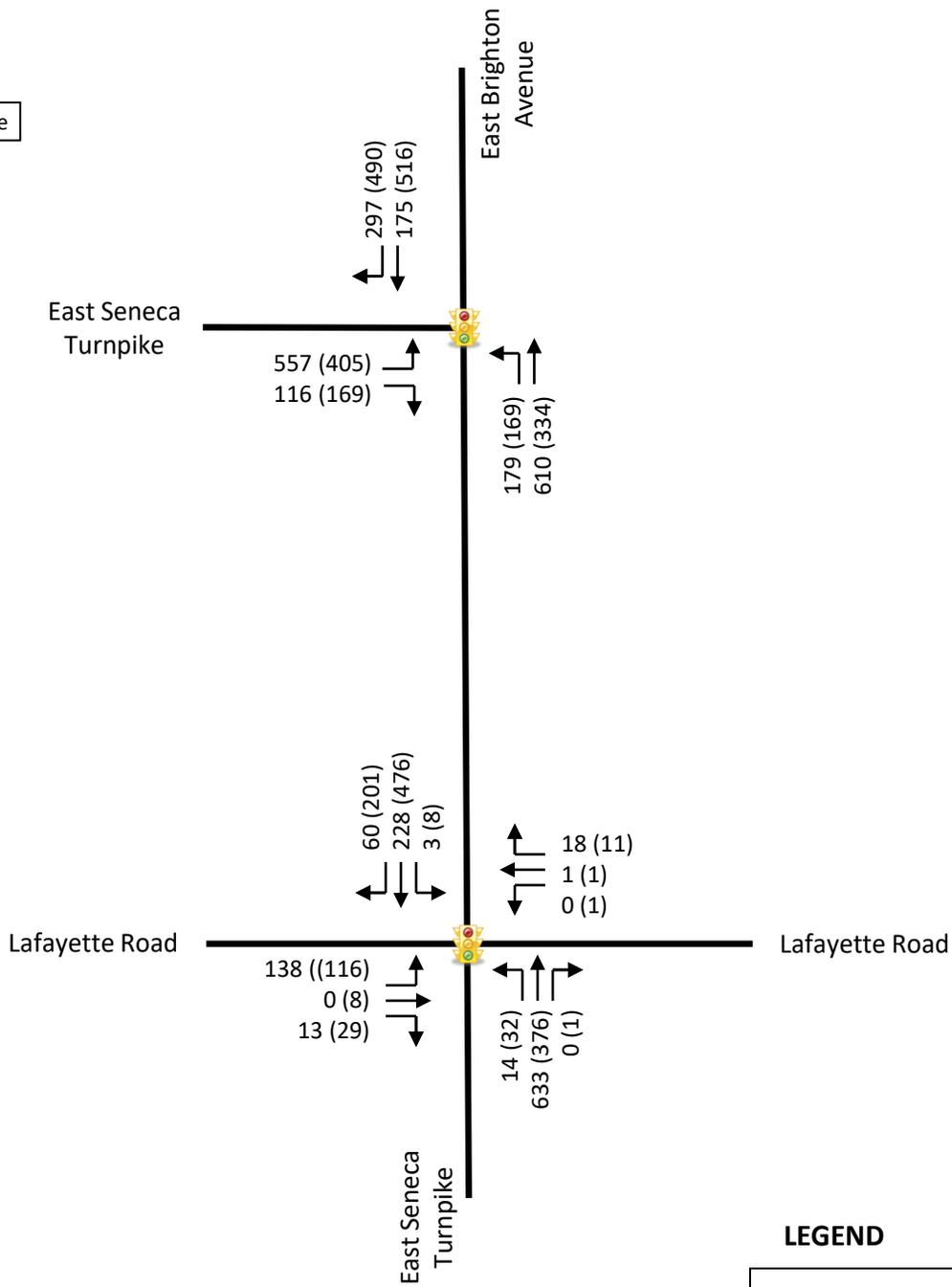
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### 2023 Existing Volumes



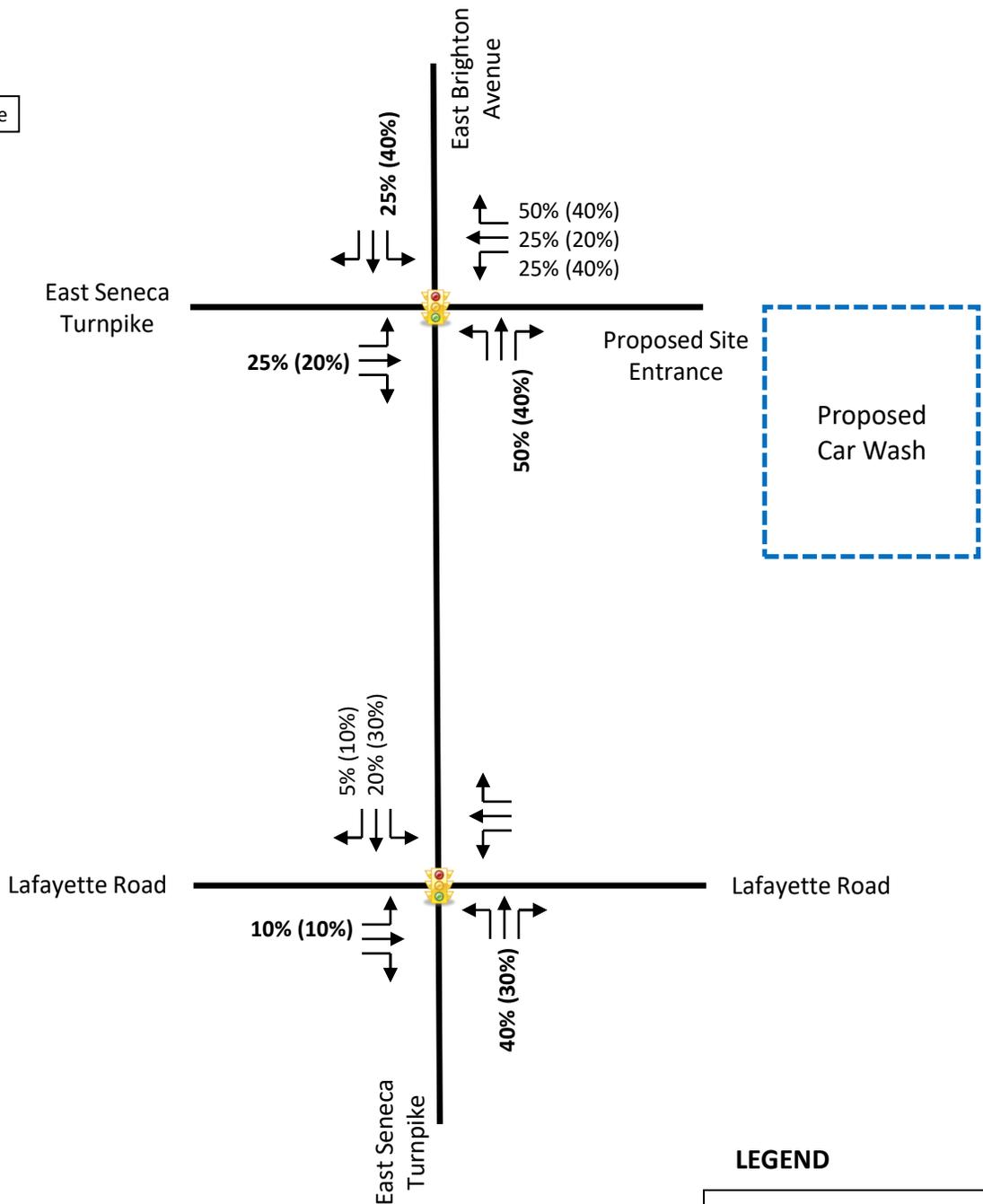
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### 2025 No Build Volumes



Not to Scale



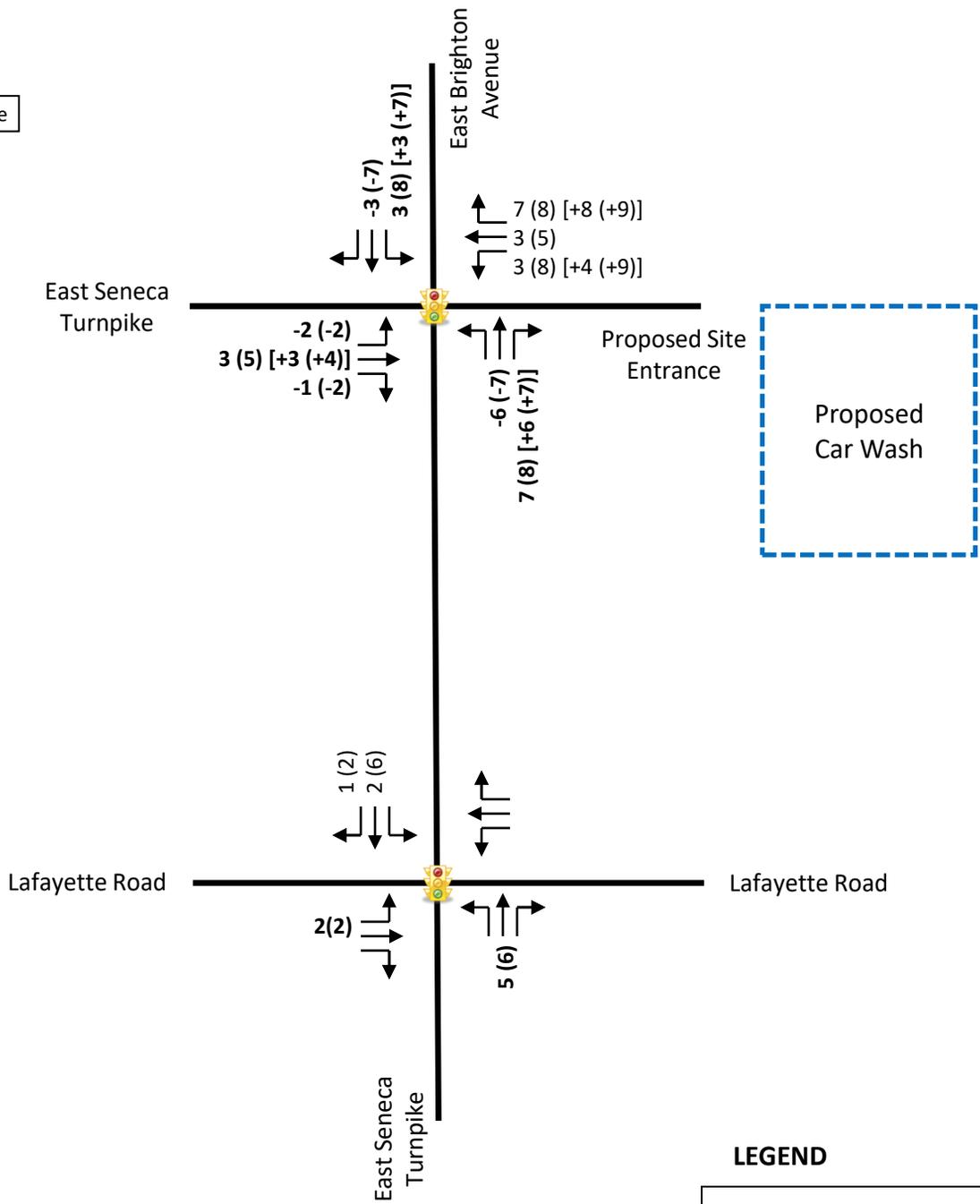
### LEGEND

	Turn Movement
### (###%)	Percentage of Site Generated Traffic: AM(PM), (Entering & Exiting)

## Trip Distribution



Not to Scale



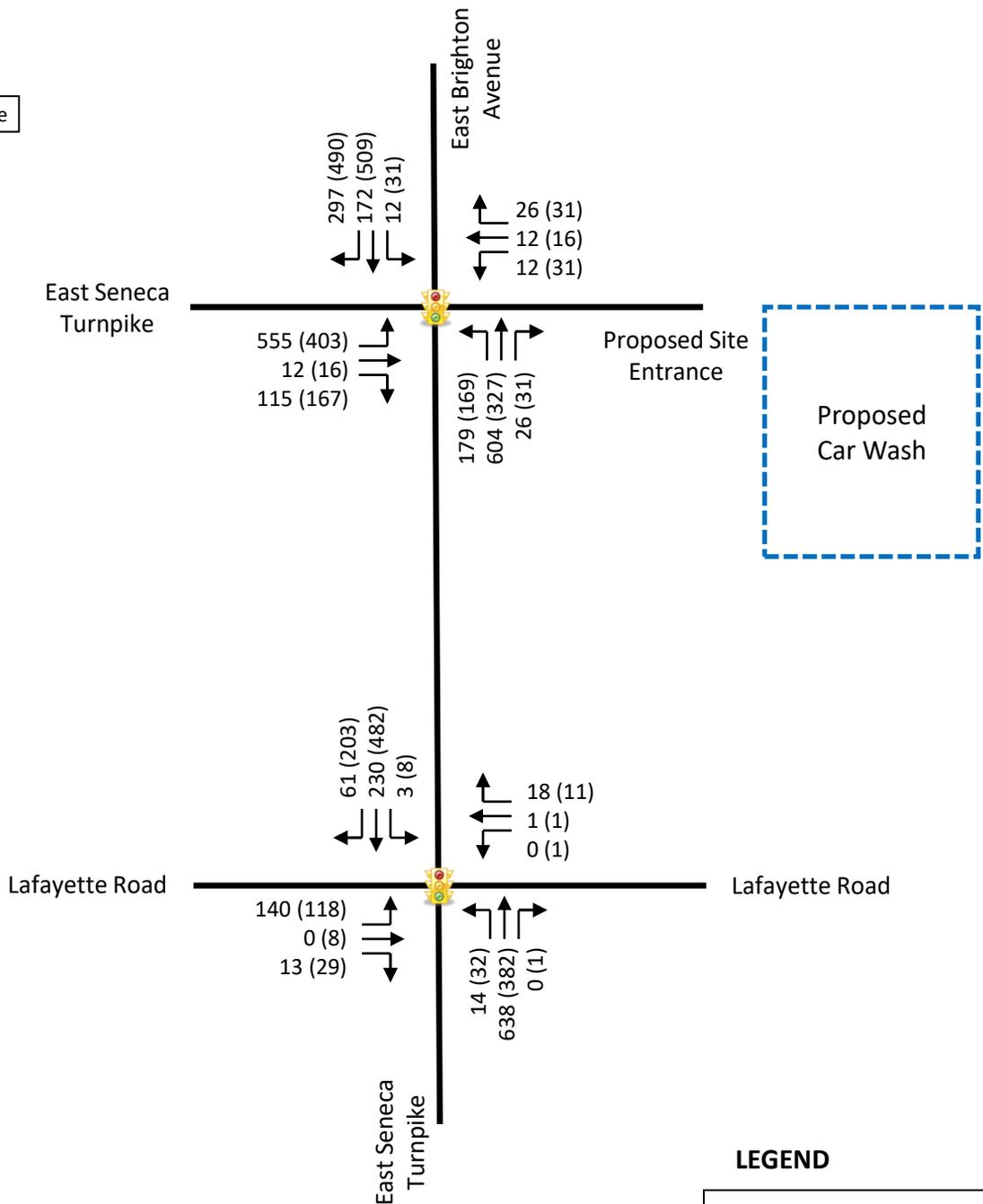
### LEGEND

	Turn Movement
## (##)	Site Generated Traffic: AM(PM), ( <b>Entering &amp; Exiting</b> )
[+/- ##]	Pass-by Trips

## Trip Assignment



Not to Scale



### 2025 Build Volumes

Lanes, Volumes, Timings  
1: E. Seneca Turnpike & E. Brighton Avenue

2023 Existing - AM  
11/29/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			TT	T	T
Traffic Volume (vph)	551	115	177	604	173	294
Future Volume (vph)	551	115	177	604	173	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	13	12	15
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	1.00
Frt	0.974					0.850
Flt Protected	0.960			0.989		
Satd. Flow (prot)	3298	0	0	3577	1863	1742
Flt Permitted	0.960			0.818		
Satd. Flow (perm)	3298	0	0	2959	1863	1742
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	28					323
Link Speed (mph)	30			30	30	
Link Distance (ft)	377			303	266	
Travel Time (s)	8.6			6.9	6.0	
Peak Hour Factor	0.91	0.91	0.87	0.87	0.91	0.91
Heavy Vehicles (%)	4%	7%	7%	2%	2%	2%
Adj. Flow (vph)	605	126	203	694	190	323
Shared Lane Traffic (%)						
Lane Group Flow (vph)	731	0	0	897	190	323
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	1.00	0.96	1.00	0.88
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		pm+pt	NA	NA	Free
Protected Phases	3		1	6	2	
Permitted Phases			6			Free
Detector Phase	3		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		7.0	10.0	10.0	
Minimum Split (s)	13.5		12.5	23.5	23.5	
Total Split (s)	45.0		23.0	55.0	32.0	
Total Split (%)	45.0%		23.0%	55.0%	32.0%	
Maximum Green (s)	39.5		17.5	49.5	26.5	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.5		1.5	1.5	1.5	
Lost Time Adjust (s)	3.0			3.0	3.0	
Total Lost Time (s)	8.5			8.5	8.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	C-Max	C-Max	
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	

Lanes, Volumes, Timings  
 1: E. Seneca Turnpike & E. Brighton Avenue

2023 Existing - AM  
 11/29/2023

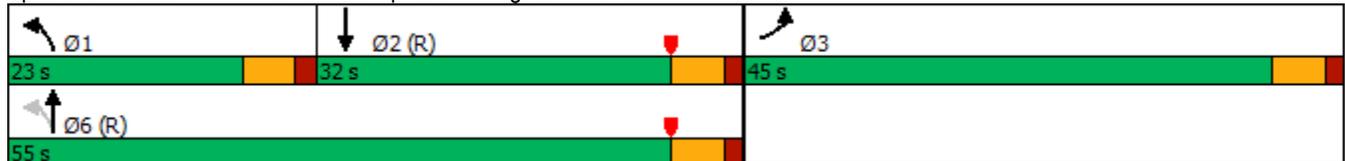


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	36.5			46.5	46.5	100.0
Actuated g/C Ratio	0.36			0.46	0.46	1.00
v/c Ratio	0.60			0.65	0.22	0.19
Control Delay	27.2			18.6	16.8	0.2
Queue Delay	0.0			2.3	0.0	0.0
Total Delay	27.2			20.9	16.8	0.2
LOS	C			C	B	A
Approach Delay	27.2			20.9	6.4	
Approach LOS	C			C	A	
Queue Length 50th (ft)	185			185	70	0
Queue Length 95th (ft)	245			201	115	0
Internal Link Dist (ft)	297			223	186	
Turn Bay Length (ft)						
Base Capacity (vph)	1221			1375	866	1742
Starvation Cap Reductn	0			332	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.60			0.86	0.22	0.19

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 26.5 (27%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 19.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 71.5%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: E. Seneca Turnpike & E. Brighton Avenue



Lanes, Volumes, Timings  
3: E. Seneca Turnpike & Lafayette Road

2023 Existing - AM  
11/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Volume (vph)	137	0	13	0	1	18	14	626	0	3	226	59
Future Volume (vph)	137	0	13	0	1	18	14	626	0	3	226	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	12	12	13	13	13
Storage Length (ft)	0		0	0		0	0		175	0		140
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Fr <sub>t</sub>		0.988			0.871							0.850
Fl <sub>t</sub> Protected		0.956						0.999			0.999	
Satd. Flow (prot)	0	1994	0	0	1622	0	0	3536	0	0	1923	1636
Fl <sub>t</sub> Permitted		0.728						0.946			0.992	
Satd. Flow (perm)	0	1518	0	0	1622	0	0	3348	0	0	1909	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			22							70
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			331			336			303	
Travel Time (s)		6.2			7.5			7.6			6.9	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	165	0	16	0	1	22	17	745	0	4	269	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	181	0	0	23	0	0	762	0	0	273	70
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		1.0	1.0		10.0	10.0	10.0
Minimum Split (s)	11.5	11.5		11.5	11.5		15.5	15.5		15.5	15.5	15.5
Total Split (s)	29.0	29.0		29.0	29.0		71.0	71.0		71.0	71.0	71.0
Total Split (%)	29.0%	29.0%		29.0%	29.0%		71.0%	71.0%		71.0%	71.0%	71.0%
Maximum Green (s)	23.5	23.5		23.5	23.5		65.5	65.5		65.5	65.5	65.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.5			5.5			5.5			5.5	5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max



Lanes, Volumes, Timings  
1: E. Seneca Turnpike & E. Brighton Avenue

2023 Existing - PM  
11/29/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	401	167	167	331	511	485
Future Volume (vph)	401	167	167	331	511	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	13	12	15
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	1.00
Frt	0.956					0.850
Flt Protected	0.966			0.983		
Satd. Flow (prot)	3337	0	0	3631	1881	1759
Flt Permitted	0.966			0.602		
Satd. Flow (perm)	3337	0	0	2223	1881	1759
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	61					358
Link Speed (mph)	30			30	30	
Link Distance (ft)	377			303	266	
Travel Time (s)	8.6			6.9	6.0	
Peak Hour Factor	0.90	0.90	0.93	0.93	0.89	0.89
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	446	186	180	356	574	545
Shared Lane Traffic (%)						
Lane Group Flow (vph)	632	0	0	536	574	545
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	1.00	0.96	1.00	0.88
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		pm+pt	NA	NA	Free
Protected Phases	3		1	6	2	
Permitted Phases			6			Free
Detector Phase	3		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		7.0	10.0	10.0	
Minimum Split (s)	13.5		12.5	23.5	23.5	
Total Split (s)	35.0		23.0	70.0	47.0	
Total Split (%)	33.3%		21.9%	66.7%	44.8%	
Maximum Green (s)	29.5		17.5	64.5	41.5	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.5		1.5	1.5	1.5	
Lost Time Adjust (s)	3.0			3.0	3.0	
Total Lost Time (s)	8.5			8.5	8.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	C-Max	C-Max	
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	

Lanes, Volumes, Timings  
 1: E. Seneca Turnpike & E. Brighton Avenue

2023 Existing - PM  
 11/29/2023

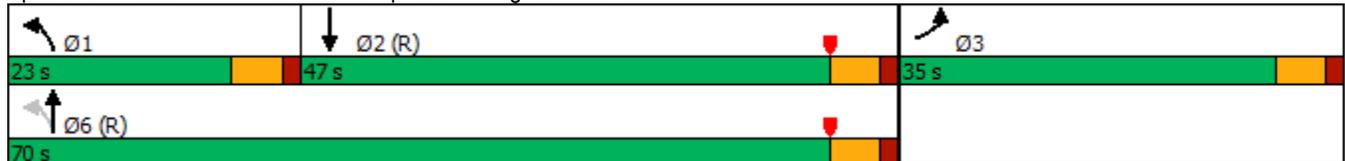


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	26.5			61.5	61.5	105.0
Actuated g/C Ratio	0.25			0.59	0.59	1.00
v/c Ratio	0.71			0.41	0.52	0.31
Control Delay	37.4			14.4	15.1	0.5
Queue Delay	0.0			0.5	0.0	0.0
Total Delay	37.4			15.0	15.1	0.5
LOS	D			B	B	A
Approach Delay	37.4			15.0	8.0	
Approach LOS	D			B	A	
Queue Length 50th (ft)	180			125	216	0
Queue Length 95th (ft)	244			174	302	0
Internal Link Dist (ft)	297			223	186	
Turn Bay Length (ft)						
Base Capacity (vph)	887			1302	1101	1759
Starvation Cap Reductn	0			378	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.71			0.58	0.52	0.31

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 17.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 78.8%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: E. Seneca Turnpike & E. Brighton Avenue



Lanes, Volumes, Timings  
3: E. Seneca Turnpike & Lafayette Road

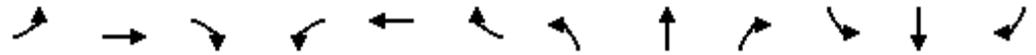
2023 Existing - PM  
11/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Volume (vph)	115	8	29	1	1	11	32	372	1	8	471	199
Future Volume (vph)	115	8	29	1	1	11	32	372	1	8	471	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	12	12	13	13	13
Storage Length (ft)	0		0	0		0	0		175	0		140
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.974			0.880							0.850
Flt Protected		0.964			0.997			0.996			0.999	
Satd. Flow (prot)	0	1982	0	0	1634	0	0	3525	0	0	1923	1636
Flt Permitted		0.767			0.985			0.887			0.992	
Satd. Flow (perm)	0	1577	0	0	1615	0	0	3139	0	0	1909	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			16							212
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			331			336			303	
Travel Time (s)		6.2			7.5			7.6			6.9	
Peak Hour Factor	0.89	0.89	0.89	0.70	0.70	0.70	0.88	0.88	0.88	0.94	0.94	0.94
Adj. Flow (vph)	129	9	33	1	1	16	36	423	1	9	501	212
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	171	0	0	18	0	0	460	0	0	510	212
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		1.0	1.0		10.0	10.0	10.0
Minimum Split (s)	11.5	11.5		11.5	11.5		15.5	15.5		15.5	15.5	15.5
Total Split (s)	29.0	29.0		29.0	29.0		76.0	76.0		76.0	76.0	76.0
Total Split (%)	27.6%	27.6%		27.6%	27.6%		72.4%	72.4%		72.4%	72.4%	72.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		70.5	70.5		70.5	70.5	70.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.5			5.5			5.5			5.5	5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max

Lanes, Volumes, Timings  
 3: E. Seneca Turnpike & Lafayette Road

2023 Existing - PM  
 11/29/2023

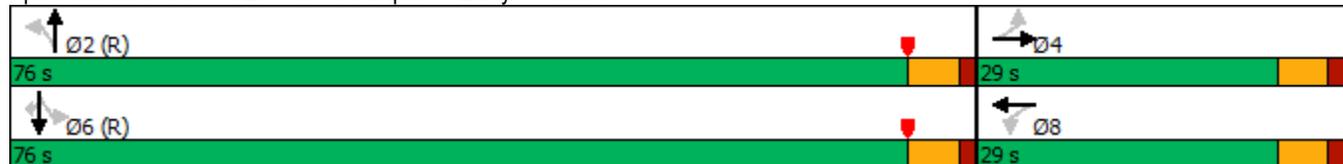


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)	3.0	3.0		3.0	3.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		15.9			15.9			78.1			78.1	78.1
Actuated g/C Ratio		0.15			0.15			0.74			0.74	0.74
v/c Ratio		0.69			0.07			0.20			0.36	0.17
Control Delay		53.1			17.3			4.8			3.7	0.7
Queue Delay		0.0			0.0			0.0			0.3	0.3
Total Delay		53.1			17.3			4.8			4.0	1.0
LOS		D			B			A			A	A
Approach Delay		53.1			17.3			4.8			3.1	
Approach LOS		D			B			A			A	
Queue Length 50th (ft)		103			1			41			78	4
Queue Length 95th (ft)		161			14			72			122	m11
Internal Link Dist (ft)		193			251			256			223	
Turn Bay Length (ft)												140
Base Capacity (vph)		361			373			2333			1419	1270
Starvation Cap Reductn		0			0			0			407	626
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.47			0.05			0.20			0.50	0.33

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 10.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 59.3%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: E. Seneca Turnpike & Lafayette Road



Lanes, Volumes, Timings  
1: E. Seneca Turnpike & E. Brighton Avenue

2025 No Build - AM  
11/29/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	557	116	179	610	175	297
Future Volume (vph)	557	116	179	610	175	297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	13	12	15
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	1.00
Frt	0.974					0.850
Flt Protected	0.960			0.989		
Satd. Flow (prot)	3298	0	0	3577	1863	1742
Flt Permitted	0.960			0.817		
Satd. Flow (perm)	3298	0	0	2955	1863	1742
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	28					326
Link Speed (mph)	30			30	30	
Link Distance (ft)	377			303	266	
Travel Time (s)	8.6			6.9	6.0	
Peak Hour Factor	0.91	0.91	0.87	0.87	0.91	0.91
Heavy Vehicles (%)	4%	7%	7%	2%	2%	2%
Adj. Flow (vph)	612	127	206	701	192	326
Shared Lane Traffic (%)						
Lane Group Flow (vph)	739	0	0	907	192	326
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	1.00	0.96	1.00	0.88
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		pm+pt	NA	NA	Free
Protected Phases	3		1	6	2	
Permitted Phases			6			Free
Detector Phase	3		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		7.0	10.0	10.0	
Minimum Split (s)	13.5		12.5	23.5	23.5	
Total Split (s)	45.0		23.0	55.0	32.0	
Total Split (%)	45.0%		23.0%	55.0%	32.0%	
Maximum Green (s)	39.5		17.5	49.5	26.5	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.5		1.5	1.5	1.5	
Lost Time Adjust (s)	3.0			3.0	3.0	
Total Lost Time (s)	8.5			8.5	8.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	C-Max	C-Max	
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	

Lanes, Volumes, Timings  
 1: E. Seneca Turnpike & E. Brighton Avenue

2025 No Build - AM  
 11/29/2023

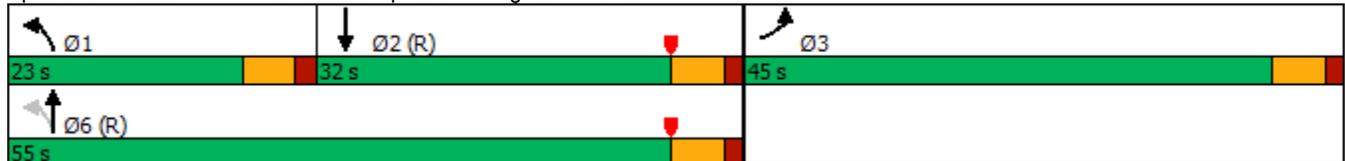


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	36.5			46.5	46.5	100.0
Actuated g/C Ratio	0.36			0.46	0.46	1.00
v/c Ratio	0.61			0.66	0.22	0.19
Control Delay	27.4			18.8	16.8	0.2
Queue Delay	0.0			2.4	0.0	0.0
Total Delay	27.4			21.2	16.8	0.2
LOS	C			C	B	A
Approach Delay	27.4			21.2	6.4	
Approach LOS	C			C	A	
Queue Length 50th (ft)	188			188	71	0
Queue Length 95th (ft)	248			203	116	0
Internal Link Dist (ft)	297			223	186	
Turn Bay Length (ft)						
Base Capacity (vph)	1221			1374	866	1742
Starvation Cap Reductn	0			326	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.61			0.87	0.22	0.19

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 26.5 (27%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 19.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 72.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: E. Seneca Turnpike & E. Brighton Avenue



Lanes, Volumes, Timings  
3: E. Seneca Turnpike & Lafayette Road

2025 No Build - AM  
11/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Volume (vph)	138	0	13	0	1	18	14	633	0	3	228	60
Future Volume (vph)	138	0	13	0	1	18	14	633	0	3	228	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	12	12	13	13	13
Storage Length (ft)	0		0	0		0	0		175	0		140
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Fr <sub>t</sub>		0.988			0.871							0.850
Fl <sub>t</sub> Protected		0.956						0.999			0.999	
Satd. Flow (prot)	0	1994	0	0	1622	0	0	3536	0	0	1923	1636
Fl <sub>t</sub> Permitted		0.728						0.946			0.992	
Satd. Flow (perm)	0	1518	0	0	1622	0	0	3348	0	0	1909	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			22							71
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			331			336			303	
Travel Time (s)		6.2			7.5			7.6			6.9	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	166	0	16	0	1	22	17	754	0	4	271	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	182	0	0	23	0	0	771	0	0	275	71
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		1.0	1.0		10.0	10.0	10.0
Minimum Split (s)	11.5	11.5		11.5	11.5		15.5	15.5		15.5	15.5	15.5
Total Split (s)	29.0	29.0		29.0	29.0		71.0	71.0		71.0	71.0	71.0
Total Split (%)	29.0%	29.0%		29.0%	29.0%		71.0%	71.0%		71.0%	71.0%	71.0%
Maximum Green (s)	23.5	23.5		23.5	23.5		65.5	65.5		65.5	65.5	65.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.5			5.5			5.5			5.5	5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max



Lanes, Volumes, Timings  
1: E. Seneca Turnpike & E. Brighton Avenue

2025 No Build - PM  
11/29/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	405	169	169	334	516	490
Future Volume (vph)	405	169	169	334	516	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	13	12	15
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	1.00
Frt	0.956					0.850
Flt Protected	0.966			0.983		
Satd. Flow (prot)	3337	0	0	3631	1881	1759
Flt Permitted	0.966			0.599		
Satd. Flow (perm)	3337	0	0	2212	1881	1759
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	61					358
Link Speed (mph)	30			30	30	
Link Distance (ft)	377			303	266	
Travel Time (s)	8.6			6.9	6.0	
Peak Hour Factor	0.90	0.90	0.93	0.93	0.89	0.89
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	450	188	182	359	580	551
Shared Lane Traffic (%)						
Lane Group Flow (vph)	638	0	0	541	580	551
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	1.00	0.96	1.00	0.88
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		pm+pt	NA	NA	Free
Protected Phases	3		1	6	2	
Permitted Phases			6			Free
Detector Phase	3		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		7.0	10.0	10.0	
Minimum Split (s)	13.5		12.5	23.5	23.5	
Total Split (s)	35.0		23.0	70.0	47.0	
Total Split (%)	33.3%		21.9%	66.7%	44.8%	
Maximum Green (s)	29.5		17.5	64.5	41.5	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.5		1.5	1.5	1.5	
Lost Time Adjust (s)	3.0			3.0	3.0	
Total Lost Time (s)	8.5			8.5	8.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	C-Max	C-Max	
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	

Lanes, Volumes, Timings  
 1: E. Seneca Turnpike & E. Brighton Avenue

2025 No Build - PM  
 11/29/2023

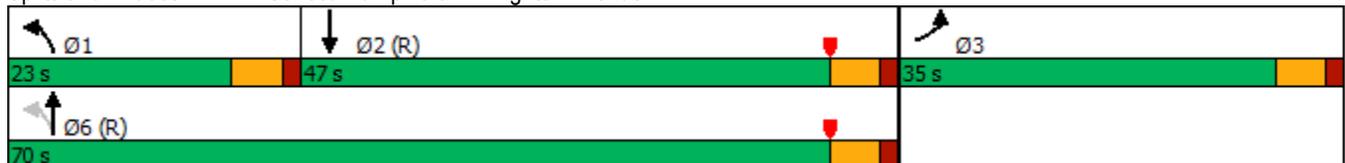


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	26.5			61.5	61.5	105.0
Actuated g/C Ratio	0.25			0.59	0.59	1.00
v/c Ratio	0.72			0.42	0.53	0.31
Control Delay	37.6			14.5	15.2	0.5
Queue Delay	0.0			0.5	0.0	0.0
Total Delay	37.6			15.0	15.2	0.5
LOS	D			B	B	A
Approach Delay	37.6			15.0	8.0	
Approach LOS	D			B	A	
Queue Length 50th (ft)	183			127	219	0
Queue Length 95th (ft)	247			176	306	0
Internal Link Dist (ft)	297			223	186	
Turn Bay Length (ft)						
Base Capacity (vph)	887			1295	1101	1759
Starvation Cap Reductn	0			369	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.72			0.58	0.53	0.31

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 17.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 79.4%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: E. Seneca Turnpike & E. Brighton Avenue



Lanes, Volumes, Timings  
3: E. Seneca Turnpike & Lafayette Road

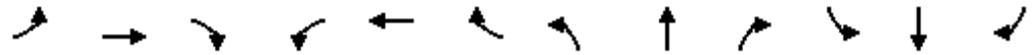
2025 No Build - PM  
11/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Volume (vph)	116	8	29	1	1	11	32	376	1	8	476	201
Future Volume (vph)	116	8	29	1	1	11	32	376	1	8	476	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	12	12	13	13	13
Storage Length (ft)	0		0	0		0	0		175	0		140
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Fr <sub>t</sub>		0.974			0.880							0.850
Fl <sub>t</sub> Protected		0.964			0.997			0.996			0.999	
Satd. Flow (prot)	0	1982	0	0	1634	0	0	3525	0	0	1923	1636
Fl <sub>t</sub> Permitted		0.767			0.985			0.886			0.992	
Satd. Flow (perm)	0	1577	0	0	1615	0	0	3136	0	0	1909	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			16							214
Link Speed (mph)		30			30			30				30
Link Distance (ft)		273			331			336				303
Travel Time (s)		6.2			7.5			7.6				6.9
Peak Hour Factor	0.89	0.89	0.89	0.70	0.70	0.70	0.88	0.88	0.88	0.94	0.94	0.94
Adj. Flow (vph)	130	9	33	1	1	16	36	427	1	9	506	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	0	18	0	0	464	0	0	515	214
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		1.0	1.0		10.0	10.0	10.0
Minimum Split (s)	11.5	11.5		11.5	11.5		15.5	15.5		15.5	15.5	15.5
Total Split (s)	29.0	29.0		29.0	29.0		76.0	76.0		76.0	76.0	76.0
Total Split (%)	27.6%	27.6%		27.6%	27.6%		72.4%	72.4%		72.4%	72.4%	72.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		70.5	70.5		70.5	70.5	70.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.5			5.5			5.5			5.5	5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max

Lanes, Volumes, Timings  
 3: E. Seneca Turnpike & Lafayette Road

2025 No Build - PM  
 11/29/2023

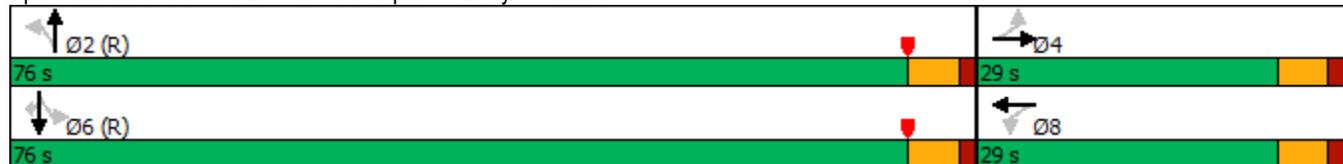


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)	3.0	3.0		3.0	3.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		16.1			16.1			77.9			77.9	77.9
Actuated g/C Ratio		0.15			0.15			0.74			0.74	0.74
v/c Ratio		0.69			0.07			0.20			0.36	0.17
Control Delay		53.2			17.2			4.8			3.7	0.7
Queue Delay		0.0			0.0			0.0			0.3	0.3
Total Delay		53.2			17.2			4.8			4.0	1.0
LOS		D			B			A			A	A
Approach Delay		53.2			17.2			4.8			3.1	
Approach LOS		D			B			A			A	
Queue Length 50th (ft)		104			1			42			80	4
Queue Length 95th (ft)		163			14			72			124	m11
Internal Link Dist (ft)		193			251			256			223	
Turn Bay Length (ft)												140
Base Capacity (vph)		360			373			2327			1417	1269
Starvation Cap Reductn		0			0			0			406	625
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.48			0.05			0.20			0.51	0.33

Intersection Summary

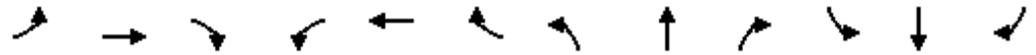
Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 10.1      Intersection LOS: B  
 Intersection Capacity Utilization 59.4%      ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: E. Seneca Turnpike & Lafayette Road



Lanes, Volumes, Timings  
 1: E. Seneca Turnpike & Site Driveway & E. Brighton Avenue

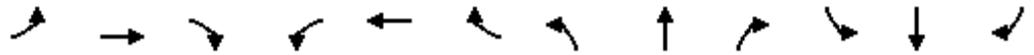
2025 Build - AM  
 11/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	555	6	115	7	3	15	179	604	13	6	172	297
Future Volume (vph)	555	6	115	7	3	15	179	604	13	6	172	297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12	12	13	12	12	12	15
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.948			0.920			0.998				0.850
Flt Protected	0.950	0.969			0.985			0.989			0.998	
Satd. Flow (prot)	1649	1579	0	0	1688	0	0	3570	0	0	1859	1742
Flt Permitted	0.950	0.969			0.985			0.816			0.966	
Satd. Flow (perm)	1649	1579	0	0	1688	0	0	2946	0	0	1799	1742
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			16			2				326
Link Speed (mph)		30			30			30				30
Link Distance (ft)		377			185			303				266
Travel Time (s)		8.6			4.2			6.9				6.0
Peak Hour Factor	0.91	0.92	0.91	0.92	0.92	0.92	0.87	0.87	0.92	0.92	0.91	0.91
Heavy Vehicles (%)	4%	2%	7%	2%	2%	2%	7%	2%	2%	2%	2%	2%
Adj. Flow (vph)	610	7	126	8	3	16	206	694	14	7	189	326
Shared Lane Traffic (%)	38%											
Lane Group Flow (vph)	378	365	0	0	27	0	0	914	0	0	196	326
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.96	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	3	3		7	7		1	6			2	3
Permitted Phases							6			2		2
Detector Phase	3	3		7	7		1	6		2	2	3
Switch Phase												
Minimum Initial (s)	7.0	7.0		3.5	3.5		7.0	10.0		10.0	10.0	7.0
Minimum Split (s)	22.5	22.5		8.0	8.0		12.5	23.5		23.5	23.5	22.5
Total Split (s)	47.5	47.5		8.0	8.0		12.5	44.5		32.0	32.0	47.5
Total Split (%)	47.5%	47.5%		8.0%	8.0%		12.5%	44.5%		32.0%	32.0%	47.5%
Maximum Green (s)	43.0	43.0		3.5	3.5		7.0	39.0		26.5	26.5	43.0
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	1.0
Lost Time Adjust (s)	3.0	0.0			0.0			3.0			3.0	0.0
Total Lost Time (s)	7.5	4.5			4.5			8.5			8.5	4.5
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	None
Walk Time (s)	7.0	7.0						7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0						11.0		11.0	11.0	11.0

Lanes, Volumes, Timings  
 1: E. Seneca Turnpike & Site Driveway & E. Brighton Avenue

2025 Build - AM  
 11/29/2023

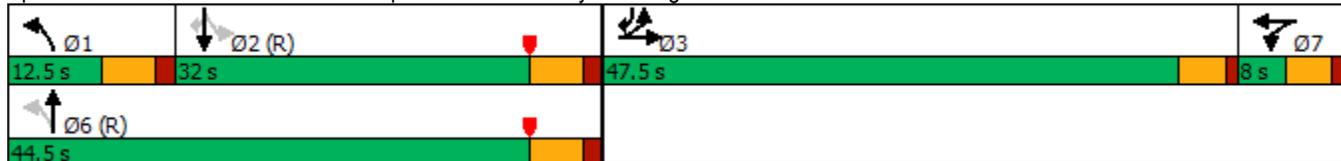


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)	0	0						0		0	0	0
Act Effct Green (s)	29.4	32.4			5.5			48.5			48.5	91.3
Actuated g/C Ratio	0.29	0.32			0.06			0.48			0.48	0.91
v/c Ratio	0.78	0.68			0.25			0.64			0.22	0.20
Control Delay	42.8	32.2			33.4			20.7			19.2	0.4
Queue Delay	0.0	0.0			0.0			0.5			0.0	0.0
Total Delay	42.8	32.2			33.4			21.2			19.2	0.4
LOS	D	C			C			C			B	A
Approach Delay		37.6			33.4			21.2			7.5	
Approach LOS		D			C			C			A	
Queue Length 50th (ft)	230	191			7			171			77	0
Queue Length 95th (ft)	293	251			35			355			146	6
Internal Link Dist (ft)		297			105			223			186	
Turn Bay Length (ft)												
Base Capacity (vph)	659	697			108			1430			873	1662
Starvation Cap Reductn	0	0			0			190			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.57	0.52			0.25			0.74			0.22	0.20

Intersection Summary

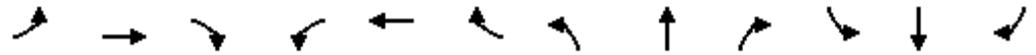
Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 33 (33%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 23.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: E. Seneca Turnpike & Site Driveway & E. Brighton Avenue



Lanes, Volumes, Timings  
3: E. Seneca Turnpike & Lafayette Road

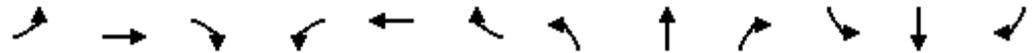
2025 Build - AM  
11/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Volume (vph)	140	0	13	0	1	18	14	638	0	3	230	61
Future Volume (vph)	140	0	13	0	1	18	14	638	0	3	230	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	12	12	13	13	13
Storage Length (ft)	0		0	0		0	0		175	0		140
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Fr <sub>t</sub>		0.988			0.871							0.850
Fl <sub>t</sub> Protected		0.956						0.999			0.999	
Satd. Flow (prot)	0	1994	0	0	1622	0	0	3536	0	0	1923	1636
Fl <sub>t</sub> Permitted		0.728						0.946			0.992	
Satd. Flow (perm)	0	1518	0	0	1622	0	0	3348	0	0	1909	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			22							73
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			331			336			303	
Travel Time (s)		6.2			7.5			7.6			6.9	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	169	0	16	0	1	22	17	760	0	4	274	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	185	0	0	23	0	0	777	0	0	278	73
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		1.0	1.0		10.0	10.0	10.0
Minimum Split (s)	11.5	11.5		11.5	11.5		15.5	15.5		15.5	15.5	15.5
Total Split (s)	29.0	29.0		29.0	29.0		71.0	71.0		71.0	71.0	71.0
Total Split (%)	29.0%	29.0%		29.0%	29.0%		71.0%	71.0%		71.0%	71.0%	71.0%
Maximum Green (s)	23.5	23.5		23.5	23.5		65.5	65.5		65.5	65.5	65.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.5			5.5			5.5			5.5	5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max

Lanes, Volumes, Timings  
 3: E. Seneca Turnpike & Lafayette Road

2025 Build - AM  
 11/29/2023

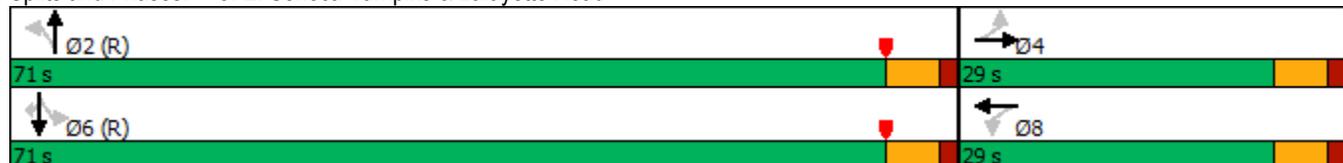


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)	3.0	3.0		3.0	3.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		15.8			15.8			73.2			73.2	73.2
Actuated g/C Ratio		0.16			0.16			0.73			0.73	0.73
v/c Ratio		0.71			0.08			0.32			0.20	0.06
Control Delay		47.9			14.1			5.6			3.5	0.7
Queue Delay		0.5			0.0			0.0			0.6	0.0
Total Delay		48.4			14.1			5.6			4.1	0.7
LOS		D			B			A			A	A
Approach Delay		48.4			14.1			5.6			3.4	
Approach LOS		D			B			A			A	
Queue Length 50th (ft)		96			1			76			16	0
Queue Length 95th (ft)		142			18			121			47	1
Internal Link Dist (ft)		193			251			256			223	
Turn Bay Length (ft)												140
Base Capacity (vph)		377			398			2451			1397	1217
Starvation Cap Reductn		0			0			0			762	0
Spillback Cap Reductn		39			42			204			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.55			0.06			0.35			0.44	0.06

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 64 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 11.1  
 Intersection Capacity Utilization 52.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 3: E. Seneca Turnpike & Lafayette Road



Lanes, Volumes, Timings  
 1: E. Seneca Turnpike & Site Driveway & E. Brighton Avenue

2025 Build - PM  
 11/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	403	9	167	17	5	17	169	327	15	15	509	490
Future Volume (vph)	403	9	167	17	5	17	169	327	15	15	509	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12	12	13	12	12	12	15
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.911			0.941			0.996				0.850
Flt Protected	0.950	0.982			0.979			0.984			0.999	
Satd. Flow (prot)	1649	1527	0	0	1716	0	0	3527	0	0	1861	1742
Flt Permitted	0.950	0.982			0.979			0.590			0.978	
Satd. Flow (perm)	1649	1527	0	0	1716	0	0	2115	0	0	1822	1742
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73			18			4				538
Link Speed (mph)		30			30			30				30
Link Distance (ft)		377			185			303				266
Travel Time (s)		8.6			4.2			6.9				6.0
Peak Hour Factor	0.91	0.92	0.91	0.92	0.92	0.92	0.87	0.87	0.92	0.92	0.91	0.91
Heavy Vehicles (%)	4%	2%	7%	2%	2%	2%	7%	2%	2%	2%	2%	2%
Adj. Flow (vph)	443	10	184	18	5	18	194	376	16	16	559	538
Shared Lane Traffic (%)	26%											
Lane Group Flow (vph)	328	309	0	0	41	0	0	586	0	0	575	538
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.96	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	3	3		7	7		1	6			2	3
Permitted Phases							6			2		2
Detector Phase	3	3		7	7		1	6		2	2	3
Switch Phase												
Minimum Initial (s)	7.0	7.0		4.0	4.0		7.0	10.0		10.0	10.0	7.0
Minimum Split (s)	22.5	22.5		8.5	8.5		12.5	23.5		23.5	23.5	22.5
Total Split (s)	37.0	37.0		8.5	8.5		12.5	59.5		47.0	47.0	37.0
Total Split (%)	35.2%	35.2%		8.1%	8.1%		11.9%	56.7%		44.8%	44.8%	35.2%
Maximum Green (s)	32.5	32.5		4.0	4.0		7.0	54.0		41.5	41.5	32.5
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	1.0
Lost Time Adjust (s)	3.0	0.0			0.0			3.0			3.0	0.0
Total Lost Time (s)	7.5	4.5			4.5			8.5			8.5	4.5
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	None
Walk Time (s)	7.0	7.0						7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0						11.0		11.0	11.0	11.0



Lanes, Volumes, Timings  
3: E. Seneca Turnpike & Lafayette Road

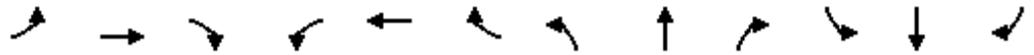
2025 Build - PM  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Volume (vph)	118	8	29	1	1	11	32	382	1	8	482	203
Future Volume (vph)	118	8	29	1	1	11	32	382	1	8	482	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	12	12	13	13	13
Storage Length (ft)	0		0	0		0	0		175	0		140
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Fr <sub>t</sub>		0.975			0.883							0.850
Fl <sub>t</sub> Protected		0.963			0.997			0.996			0.999	
Satd. Flow (prot)	0	1982	0	0	1640	0	0	3525	0	0	1923	1636
Fl <sub>t</sub> Permitted		0.768			0.982			0.877			0.991	
Satd. Flow (perm)	0	1581	0	0	1615	0	0	3104	0	0	1908	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			13							242
Link Speed (mph)		30			30			30				30
Link Distance (ft)		273			331			336				303
Travel Time (s)		6.2			7.5			7.6				6.9
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	142	10	35	1	1	13	38	455	1	10	574	242
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	187	0	0	15	0	0	494	0	0	584	242
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		1.0	1.0		10.0	10.0	10.0
Minimum Split (s)	11.5	11.5		11.5	11.5		15.5	15.5		15.5	15.5	15.5
Total Split (s)	29.0	29.0		29.0	29.0		76.0	76.0		76.0	76.0	76.0
Total Split (%)	27.6%	27.6%		27.6%	27.6%		72.4%	72.4%		72.4%	72.4%	72.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		70.5	70.5		70.5	70.5	70.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.5			5.5			5.5			5.5	5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max

Lanes, Volumes, Timings  
 3: E. Seneca Turnpike & Lafayette Road

2025 Build - PM  
 11/29/2023

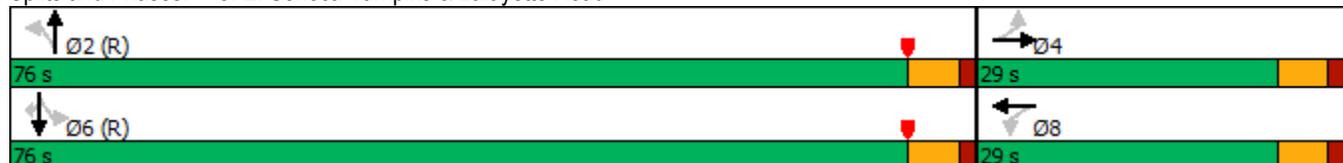


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)	3.0	3.0		3.0	3.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		17.0			17.0			77.0			77.0	77.0
Actuated g/C Ratio		0.16			0.16			0.73			0.73	0.73
v/c Ratio		0.71			0.06			0.22			0.42	0.19
Control Delay		53.4			17.9			5.2			4.8	0.7
Queue Delay		0.0			0.0			0.0			1.0	0.6
Total Delay		53.4			17.9			5.2			5.8	1.2
LOS		D			B			A			A	A
Approach Delay		53.4			17.9			5.2			4.5	
Approach LOS		D			B			A			A	
Queue Length 50th (ft)		114			1			47			30	0
Queue Length 95th (ft)		160			16			76			154	1
Internal Link Dist (ft)		193			251			256			223	
Turn Bay Length (ft)												140
Base Capacity (vph)		361			371			2276			1399	1264
Starvation Cap Reductn		0			0			0			529	683
Spillback Cap Reductn		0			0			20			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.52			0.04			0.22			0.67	0.42

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 10.9  
 Intersection Capacity Utilization 59.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 3: E. Seneca Turnpike & Lafayette Road





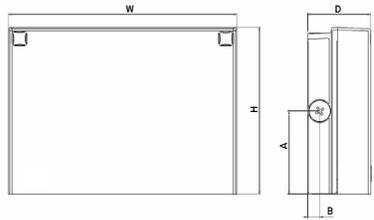
# WPX LED Wall Packs



Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

## Specifications



Front View

Side View

Luminaire	Height (H)	Width (W)	Depth (D)	Side Conduit Location		Weight
				A	B	
WPX1	8.1" (20.6 cm)	11.1" (28.3 cm)	3.2" (8.1 cm)	4.0" (10.3 cm)	0.6" (1.6 cm)	6.1 lbs (2.8kg)
WPX2	9.1" (23.1 cm)	12.3" (31.1 cm)	4.1" (10.5 cm)	4.5" (11.5 cm)	0.7" (1.7 cm)	8.2 lbs (3.7kg)
WPX3	9.5" (24.1 cm)	13.0" (33.0 cm)	5.5" (13.7 cm)	4.7" (12.0 cm)	0.7" (1.7 cm)	11.0 lbs (5.0kg)

## Introduction

The WPX LED wall packs are energy-efficient, cost-effective, and aesthetically appealing solutions for both HID wall pack replacement and new construction opportunities. Available in three sizes, the WPX family delivers 1,550 to 9,200 lumens with a wide, uniform distribution.

The WPX full cut-off solutions fully cover the footprint of the HID glass wall packs that they replace, providing a neat installation and an upgraded appearance. Reliable IP66 construction and excellent LED lumen maintenance ensure a long service life. Photocell and emergency egress battery options make WPX ideal for every wall mounted lighting application.

## Ordering Information

EXAMPLE: WPX2 LED 40K MVOLT DDBXD

Series	Color Temperature	Voltage	Options	Finish
WPX1 LED P1	30K 3000K	MVOLT 120V - 277V	(blank) None	DDBXD Dark bronze
WPX1 LED P2	40K 4000K	347 347V <sup>3</sup>	E4WH Emergency battery backup, CEC compliant (4W, 0°C min) <sup>2</sup>	DWHXD White
WPX2 LED	50K 5000K		E14WC Emergency battery backup, CEC compliant (14W, -20°C min) <sup>2</sup>	DBLXD Black
WPX3 LED			PE Photocell <sup>3</sup>	Note : For other options, consult factory.

Note: The lumen output and input power shown in the ordering tree are average representations of all configuration options. Specific values are available on request.

### NOTES

- All WPX wall packs come with 6kV surge protection standard, except WPX1 LED P1 package which comes with 2.5kV surge protection standard. Add SPD6KV option to get WPX1 LED P1 with 6kV surge protection. Sample nomenclature: WPX1 LED P1 40K MVOLT SPD6KV DDBXD
- Battery pack options only available on WPX1 and WPX2.
- Battery pack options not available with 347V and PE options.

## FEATURES & SPECIFICATIONS

### INTENDED USE

The WPX LED wall packs are designed to provide a cost-effective, energy-efficient solution for the one-for-one replacement of existing HID wall packs. The WPX1, WPX2 and WPX3 are ideal for replacing up to 150W, 250W, and 400W HID luminaires respectively. WPX luminaires deliver a uniform, wide distribution. WPX is rated for -40°C to 40°C.

### CONSTRUCTION

WPX feature a die-cast aluminum main body with optimal thermal management that both enhances LED efficacy and extends component life. The luminaires are IP66 rated, and sealed against moisture or environmental contaminants.

### ELECTRICAL

Light engine(s) configurations consist of high-efficacy LEDs and LED lumen maintenance of L90/100,000 hours. Color temperature (CCT) options of 3000K, 4000K and 5000K with minimum CRI of 70. Electronic drivers ensure system power factor >90% and THD <20%. All luminaires have 6kV surge protection (Note: WPX1 LED P1 package comes with a standard surge protection rating of 2.5kV. It can be ordered with an optional 6kV surge protection). All photocell (PE) operate on MVOLT (120V - 277V) input.

Note: The standard WPX LED wall pack luminaires come with field-adjustable drive current feature. This feature allows tuning the output current of the LED drivers to adjust the lumen output (to dim the luminaire).

### INSTALLATION

WPX can be mounted directly over a standard electrical junction box. Three 1/2 inch conduit ports on three sides allow for surface conduit wiring. A port on the back surface allows poke-through conduit wiring on surfaces that don't have an electrical junction box. Wiring can be made in the integral wiring compartment in all cases. WPX is only recommended for installations with LEDs facing downwards.

### LISTINGS

CSA Certified to meet U.S. and Canadian standards. Suitable for wet locations. IP66 Rated. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at [www.designlights.org/QPL](http://www.designlights.org/QPL) to confirm which versions are qualified. International Dark Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

### WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: [www.acuitybrands.com/CustomerResources/Terms\\_and\\_conditions.aspx](http://www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx).

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.



## Performance Data

### Electrical Load

Luminaire	Input Power (W)	120V	208V	240V	277V	347V
WPX1 LED P1	11W	0.09	0.05	0.05	0.04	0.03
WPX1 LED P2	24W	0.20	0.12	0.10	0.09	0.07
WPX2	47W	0.39	0.23	0.20	0.17	0.14
WPX3	69W	0.58	0.33	0.29	0.25	0.20

### Projected LED Lumen Maintenance

Data references the extrapolated performance projections in a 25°C ambient, based on 6,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	50,000	75,000	100,000
Lumen Maintenance Factor	>0.94	>0.92	>0.90

### Lumen Output

Luminaire	Color Temperature	Lumen Output
WPX1 LED P1	3000K	1,537
	4000K	1,568
	5000K	1,602
WPX1 LED P2	3000K	2,748
	4000K	2,912
	5000K	2,954
WPX2	3000K	5,719
	4000K	5,896
	5000K	6,201
WPX3	3000K	8,984
	4000K	9,269
	5000K	9,393

### Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-50°C (32-122°F).

Ambient	Ambient	Lumen Multiplier
0°C	32°F	1.05
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

### HID Replacement Guide

Luminaire	Equivalent HID Lamp	WPX Input Power
WPX1 LED P1	100W	11W
WPX1 LED P2	150W	24W
WPX2	250W	47W
WPX3	400W	69W

### Emergency Egress Battery Packs

The emergency battery backup is integral to the luminaire — no external housing or back box is required. The emergency battery will power the luminaire for a minimum duration of 90 minutes and deliver minimum initial output of 550 lumens. Both battery pack options are CEC compliant.

Battery Type	Minimum Temperature Rating	Power (Watts)	Controls Option	Ordering Example
Standard	0°C	4W	E4WH	WPX2 LED 40K MVOLT <b>E4WH</b> DDBXD
Cold Weather	-20°C	14W	E14WC	WPX2 LED 40K MVOLT <b>E14WC</b> DDBXD

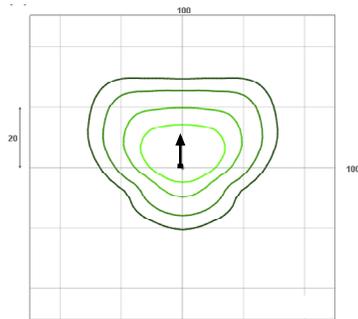
## Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting [WPX LED](#) homepage. Tested in accordance with IESNA LM-79 and LM-80 standards

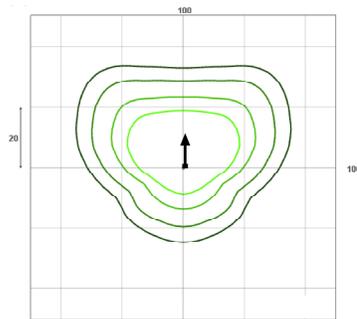
#### LEGEND

<span style="display:inline-block; width:10px; height:10px; background-color:#004a99;"></span>	0.1 fc
<span style="display:inline-block; width:10px; height:10px; background-color:#008000;"></span>	0.2 fc
<span style="display:inline-block; width:10px; height:10px; background-color:#90ee90;"></span>	0.5 fc
<span style="display:inline-block; width:10px; height:10px; background-color:#ffff00;"></span>	1.0 fc

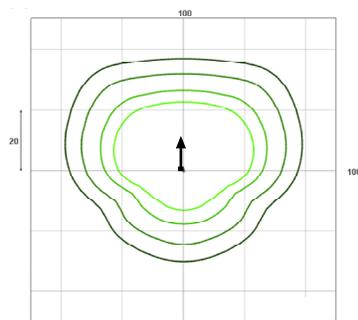
WPX1 LED P1



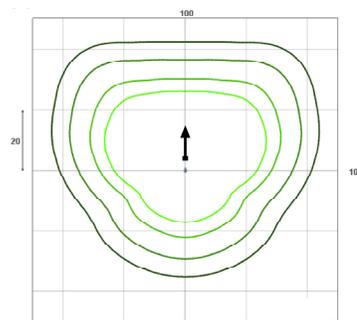
WPX1 LED P2



WPX2 LED



WPX3 LED



Mounting Height = 12 Feet.



# RSX1 LED Area Luminaire

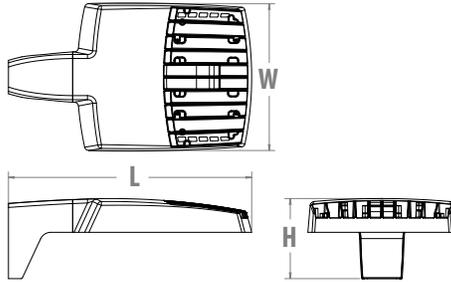


Catalog Number
Notes
Type

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## Specifications

<b>EPA (ft<sup>2</sup>@0°):</b>	0.57 ft <sup>2</sup> (0.05 m <sup>2</sup> )
<b>Length:</b>	21.8" (55.4 cm) (SPA mount)
<b>Width:</b>	13.3" (33.8 cm)
<b>Height:</b>	3.0" (7.6 cm) Main Body 7.2" (18.4 cm) Arm
<b>Weight: (SPA mount):</b>	22.0 lbs (10.0 kg)



## Introduction

The new RSX LED Area family delivers maximum value by providing significant energy savings, long life and outstanding photometric performance at an affordable price. The RSX1 delivers 7,000 to 17,000 lumens allowing it to replace 70W to 400W HID luminaires.

The RSX features an integral universal mounting mechanism that allows the luminaire to be mounted on most existing drill hole patterns. This "no-drill" solution provides significant labor savings. An easy-access door on the bottom of mounting arm allows for wiring without opening the electrical compartment. A mast arm adaptor, adjustable integral slipfitter and other mounting configurations are available.

## Ordering Information

**EXAMPLE: RSX1 LED P4 40K R3 MVOLT SPA DDBXD**

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX1 LED	P1 P2 P3 P4	30K 3000K 40K 4000K 50K 5000K	R2 Type 2 Wide R3 Type 3 Wide R3S Type 3 Short R4 Type 4 Wide R4S Type 4 Short R5 Type 5 Wide <sup>1</sup> R5S Type 5 Short <sup>1</sup> AFR Automotive Front Row AFRR90 Automotive Front Row Right Rotated AFRL90 Automotive Front Row Left Rotated	MVOLT (120V-277V) <sup>2</sup> HVOLT (347V-480V) <sup>3</sup> XVOLT (277V-480V) <sup>4</sup> <b>(use specific voltage for options as noted)</b> 120 <sup>3</sup> 277 <sup>5</sup> 208 <sup>3</sup> 347 <sup>5</sup> 240 <sup>3</sup> 480 <sup>5</sup>	SPA Square pole mounting (3.0" min. SQ pole for 1 at 90°, 3.5" min. SQ pole for 2, 3, 4 at 90°) RPA Round pole mounting (3.2" min. dia. RND pole for 2, 3, 4 at 90°, 3.0" min. dia. RND pole for 1 at 90°, 2 at 180°, 3 at 120°) MA Mast arm adaptor (fits 2-3/8" OD horizontal tenon) IS Adjustable slipfitter (fits 2-3/8" OD tenon) <sup>6</sup> WBA Wall bracket <sup>1</sup> WBASC Wall bracket with surface conduit box AASP Adjustable tilt arm square pole mounting <sup>6</sup> AARP Adjustable tilt arm round pole mounting <sup>6</sup> AAWB Adjustable tilt arm with wall bracket <sup>6</sup> AAWSC Adjustable tilt arm wall bracket and surface conduit box <sup>6</sup>

Options	Finish
<p><b>Shipped Installed</b></p> <p>HS House-side shield<sup>7</sup></p> <p>PE Photocontrol, button style<sup>8,9</sup></p> <p>PEX Photocontrol external threaded, adjustable<sup>9,10</sup></p> <p>PER7 Seven-wire twist-lock receptacle only (no controls)<sup>9,11,12,13</sup></p> <p>CE34 Conduit entry 3/4" NPT (Qty 2)</p> <p>SF Single fuse (120, 277, 347)<sup>5</sup></p> <p>DF Double fuse (208, 240, 480)<sup>5</sup></p> <p>SPD20KV 20KV Surge pack (10KV standard)</p> <p>FAO Field adjustable output<sup>9,13</sup></p> <p>DMG 0-10V dimming extend out back of housing for external control (control ordered separate)<sup>9,13</sup></p>	<p>DDBXD Dark Bronze</p> <p>DBLXD Black</p> <p>DNAXD Natural Aluminum</p> <p>DWHXD White</p> <p>DDBTXD Textured Dark Bronze</p> <p>DBLTXD Textured Black</p> <p>DNATXD Textured Natural Aluminum</p> <p>DWHGXD Textured White</p>
<p><b>Shipped Installed</b></p> <p><b>*Standalone and Networked Sensors/Controls (factory default settings, see table page 9)</b></p> <p>NLTAIR2 nLight AIR generation 2<sup>13,14,15</sup></p> <p>PIRHN Networked, Bi-Level motion/ambient sensor (for use with NLTAIR2)<sup>13,15,16</sup></p> <p>BAA Buy America(n) Act Compliant</p> <p><b>*Note: PIRHN with nLight Air can be used as a standalone or networked solution. Sensor coverage pattern is affected when luminaire is tilted.</b></p> <p><b>Shipped Separately (requires some field assembly)</b></p> <p>EGS External glare shield<sup>7</sup></p> <p>EGFV External glare full visor (360° around light aperture)<sup>7</sup></p> <p>BS Bird spikes<sup>17</sup></p>	



## Ordering Information

### Accessories

Ordered and shipped separately.

RSX1HS	RSX1 House side shield (includes 1 shield)
RSX1HSAFRR U	RSX1 House side shield for AFR rotated optics (includes 1 shield)
RSX1EGS (FINISH) U	External glare shield (specify finish)
RSX1EGFV (FINISH) U	External glare full visor (specify finish)
RSXRPA (FINISH) U	RSX Universal round pole adaptor plate (specify finish)
RSXWBA (FINISH) U	RSX WBA wall bracket (specify finish) <sup>1</sup>
RSXSCB (FINISH) U	RSX Surface conduit box (specify finish, for use with WBA, WBA not included)
DLL127F 1.5 JU	Photocell -SSL twist-lock (120-277V) <sup>18</sup>
DLL347F 1.5 CUL JU	Photocell -SSL twist-lock (347V) <sup>18</sup>
DLL480F 1.5 CUL JU	Photocell -SSL twist-lock (480V) <sup>18</sup>
DSHORT SBK U	Shorting cap <sup>18</sup>

### NOTES

- 1 Any Type 5 distribution, is not available with WBA.
- 2 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- 3 HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
- 4 XVOLT driver not available with P1 or P2. XVOLT driver operates on any line voltage from 277V-480V (50/60 Hz). XVOLT not available with fusing (SF or DF) and not available with PE or PEX.
- 5 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- 6 Maximum tilt is 90° above horizontal.
- 7 It may be ordered as an accessory.
- 8 Requires MVOLT or 347V.
- 9 Not available in combination with other light sensing control options (following options cannot be combined: PE, PEX, PER7, FAO, DMG, PIRHN). Exception: PE or PEX and FAO can be combined.
- 10 Requires 120V, 208V, 240V or 277V.
- 11 Twistlock photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included. Dimming leads capped for future use.
- 12 For units with option PER7, the mounting must be restricted to +/- 45° from horizontal aim per ANSI C136.10-2010.
- 13 Two or more of the following options cannot be combined including DMG, PER7, FAO and PIRHN.
- 14 Must be ordered with PIRHN.
- 15 Requires MVOLT or HVOLT.
- 16 Must be ordered with NLTAIR2. For additional information on PIRHN visit [here](#).
- 17 Must be ordered with fixture for factory pre-drilling.
- 18 Requires luminaire to be specified with PER7 option. Ordered and shipped as a separate line item from Acuity Brands Controls.

## External Shields



House Side Shield



External Glare Shield

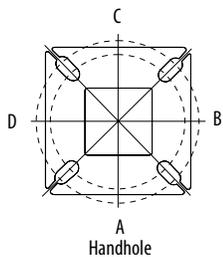


External 360 Full Visor

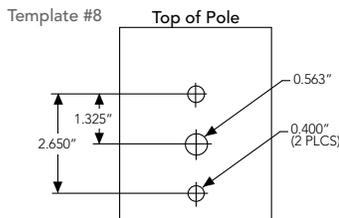
## Pole/Mounting Information

Accessories including bullhorns, cross arms and other adapters are available under the accessories tab at Lithonia's Outdoor Poles and Arms product page. Click here to visit [Accessories](#).

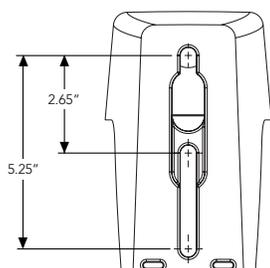
### HANDHOLE ORIENTATION



### RSX POLE DRILLING



### RSX STANDARD ARM & ADJUSTABLE ARM



### Round Tenon Mount - Pole Top Slipfitters

Tenon O.D.	RSX Mounting	Single	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2 - 3/8"	RPA, AARP	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 320	AS3-5 390	AS3-5 490
2 - 7/8"	RPA, AARP	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	RPA, AARP	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

### Drill/Side Location by Configuration Type

Drilling Template	Mounting Option	Single	2 @ 180	2 @ 90	3 @ 120	3 @ 90	4 @ 90
	Head Location	Side B	Side B & D	Side B & C	Round Pole Only	Side B, C & D	Side A, B, C & D
#8	Drill Nomenclature	DM19AS	DM28AS	DM29AS	DM32AS	DM39AS	DM49AS

### RSX1 - Luminaire EPA

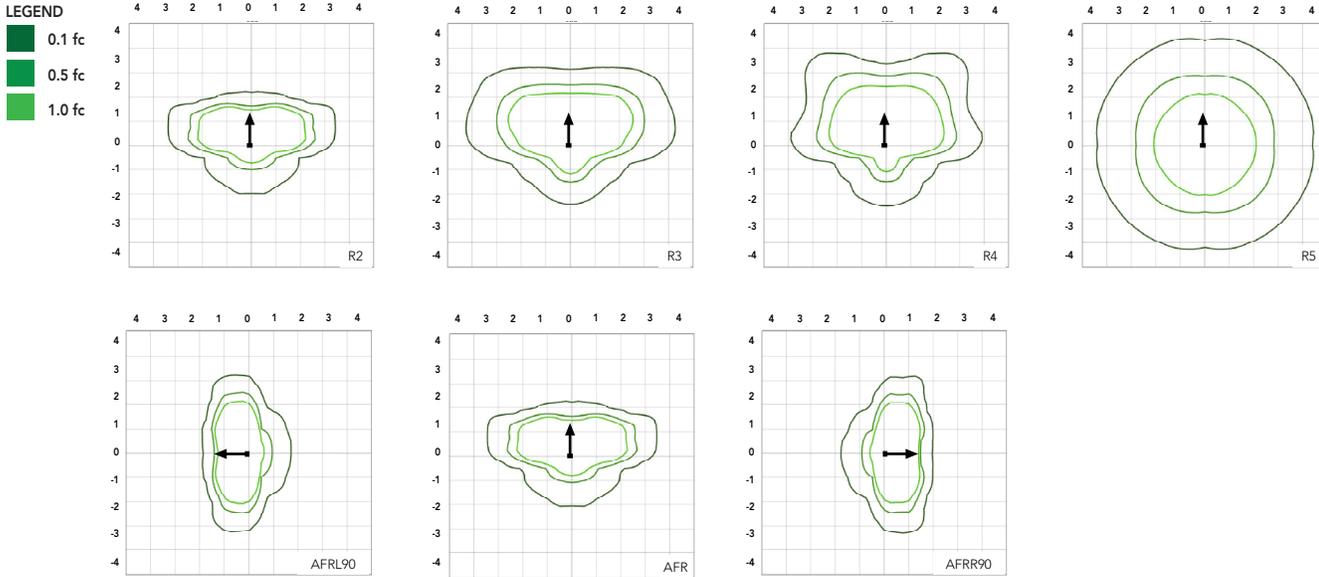
\*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single	2 @ 90	2 @ 180	3 @ 90	3 @ 120	4 @ 90	2 Side by Side	3 Side by Side	4 Side by Side	
SPA - Square Pole Adaptor	0.57	1.03	1.05	1.52	1.36	2.03	1.31	1.7	2.26	
RPA - Round Pole Adaptor	0.62	1.08	1.15	1.62	1.46	2.13	1.36	1.8	2.36	
MA - Mast Arm Adaptor	0.49	0.95	0.89	1.36	1.2	1.87	1.23	1.54	2.1	
IS - Integral Slipfitter AASP/AARP - Adjustable Arm Square/Round Pole	0°	0.57	1.03	1.05	1.52	1.36	2.03	1.31	1.7	2.26
	10°	0.68	1.34	1.33	2	1.74	2.64	1.35	2.03	2.71
	20°	0.87	1.71	1.73	2.56	2.26	3.42	1.75	2.62	3.49
	30°	1.24	2.19	2.3	3.21	2.87	4.36	2.49	3.73	4.97
	40°	1.81	2.68	2.98	3.85	3.68	5.30	3.62	5.43	7.24
	45°	2.11	2.92	3.44	4.2	4.08	5.77	4.22	6.33	8.44
	50°	2.31	3.17	3.72	4.52	4.44	6.26	4.62	6.94	9.25
	60°	2.71	3.66	4.38	5.21	5.15	7.24	5.43	8.14	10.86
	70°	2.78	3.98	4.54	5.67	5.47	7.91	5.52	8.27	11.03
	80°	2.76	4.18	4.62	5.97	5.76	8.31	5.51	8.27	11.03
90°	2.73	4.25	4.64	6.11	5.91	8.47	5.45	8.18	10.97	

# Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [RSX Area homepage](#).

Isofootcandle plots for the RSX1 LED P4 40K. Distances are in units of mounting height (20').



## Performance Data

### Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-50°C (32-122°F).

Ambient	Ambient	Lumen Multiplier
0°C	32°F	1.05
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97
45°C	113°F	0.96
50°C	122°F	0.95

### Electrical Load

Performance Package	System Watts (W)	Current (A)					
		120V	208V	240V	277V	347V	480V
P1	51W	0.42	0.25	0.21	0.19	0.14	0.11
P2	72W	0.60	0.35	0.30	0.26	0.21	0.15
P3	109W	0.91	0.52	0.45	0.39	0.31	0.23
P4	133W	1.11	0.64	0.55	0.48	0.38	0.27

### Projected LED Lumen Maintenance

Operating Hours	50,000	75,000	100,000
Lumen Maintenance Factor	>0.97	>0.95	>0.92

Values calculated according to IESNA TM-21-11 methodology and valid up to 40°C.

# Performance Data

## Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

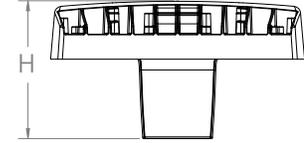
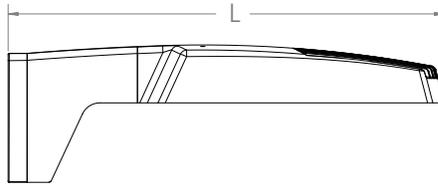
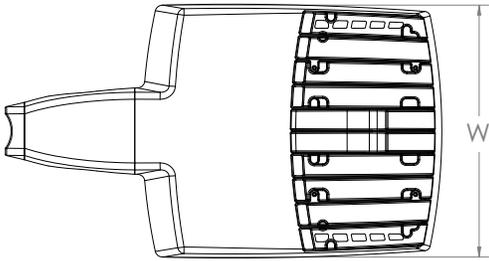
Performance Package	System Watts	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
			Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P1	51W	R2	6,482	1	0	1	126	7,121	1	0	1	139	7,121	1	0	1	139
		R3	6,459	1	0	2	127	7,096	1	0	2	139	7,096	1	0	2	139
		R3S	6,631	1	0	1	129	7,286	1	0	2	142	7,286	1	0	2	142
		R4	6,543	1	0	2	128	7,189	1	0	2	141	7,189	1	0	2	141
		R4S	6,313	1	0	1	124	6,936	1	0	1	136	6,936	1	0	1	136
		R5	6,631	3	0	2	130	7,286	3	0	2	143	7,286	3	0	2	143
		R5S	6,807	3	0	1	133	7,479	3	0	1	147	7,479	3	0	1	147
		AFR	6,473	1	0	1	127	7,112	1	0	1	139	7,112	1	0	1	139
		AFRR90	6,535	2	0	2	127	7,179	2	0	2	140	7,179	2	0	2	140
		AFRL90	6,562	2	0	1	128	7,210	2	0	2	140	7,210	2	0	2	140
P2	72W	R2	8,991	2	0	1	123	9,878	2	0	1	135	9,878	2	0	1	135
		R3	8,959	2	0	2	124	9,843	2	0	2	137	9,843	2	0	2	137
		R3S	9,198	2	0	2	126	10,106	2	0	2	139	10,106	2	0	2	139
		R4	9,077	2	0	2	126	9,972	2	0	2	139	9,972	2	0	2	139
		R4S	8,757	1	0	2	122	9,622	2	0	2	134	9,622	2	0	2	134
		R5	9,198	4	0	2	128	10,106	4	0	2	140	10,106	4	0	2	140
		R5S	9,443	3	0	1	131	10,374	3	0	1	144	10,374	3	0	1	144
		AFR	8,979	2	0	1	125	9,865	2	0	1	137	9,865	2	0	1	137
		AFRR90	9,064	3	0	2	124	9,959	3	0	2	137	9,959	3	0	2	137
		AFRL90	9,102	3	0	2	125	10,001	3	0	2	137	10,001	3	0	2	137
P3	109W	R2	12,808	2	0	1	117	14,072	2	0	2	129	14,072	2	0	2	129
		R3	12,763	2	0	2	117	14,023	2	0	2	129	14,023	2	0	2	129
		R3S	13,104	2	0	2	120	14,397	2	0	2	132	14,397	2	0	2	132
		R4	12,930	2	0	2	119	14,206	2	0	2	130	14,206	2	0	2	130
		R4S	12,475	2	0	2	114	13,707	2	0	2	126	13,707	2	0	2	126
		R5	13,104	4	0	2	120	14,397	4	0	2	132	14,397	4	0	2	132
		R5S	13,452	3	0	2	123	14,779	3	0	2	136	14,779	3	0	2	136
		AFR	12,791	2	0	1	117	14,053	2	0	2	129	14,053	2	0	2	129
		AFRR90	12,913	3	0	3	118	14,187	3	0	3	130	14,187	3	0	3	130
		AFRL90	12,967	3	0	2	118	14,247	3	0	3	130	14,247	3	0	3	130
P4	133W	R2	14,943	2	0	2	112	16,417	2	0	2	123	16,417	2	0	2	123
		R3	14,890	2	0	3	112	16,360	2	0	3	123	16,360	2	0	3	123
		R3S	15,287	2	0	2	115	16,796	2	0	2	126	16,796	2	0	2	126
		R4	15,085	2	0	3	113	16,574	2	0	3	125	16,574	2	0	3	125
		R4S	14,554	2	0	2	109	15,991	2	0	2	120	15,991	2	0	2	120
		R5	15,287	4	0	2	115	16,796	4	0	2	126	16,796	4	0	2	126
		R5S	15,693	4	0	2	118	17,242	4	0	2	130	17,242	4	0	2	130
		AFR	14,923	2	0	2	112	16,395	2	0	2	123	16,395	2	0	2	123
		AFRR90	15,065	3	0	3	113	16,551	3	0	3	124	16,551	3	0	3	124
		AFRL90	15,128	3	0	3	114	16,621	3	0	3	125	16,621	3	0	3	125

## Dimensions & Weights

### Luminaire Weight by Mounting Type

Mounting Configuration	Total Luminaire Weight
SPA	22 lbs
RPA	24 lbs
MA	22 lbs
WBA	25 lbs
WBASC	28 lbs
IS	25 lbs
AASP	25 lbs
AARP	27 lbs
AAWB	28 lbs
AAWSC	31 lbs

#### RSX1 with Round Pole Adapter (RPA)

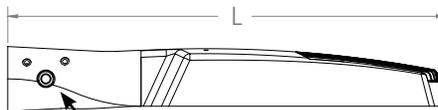
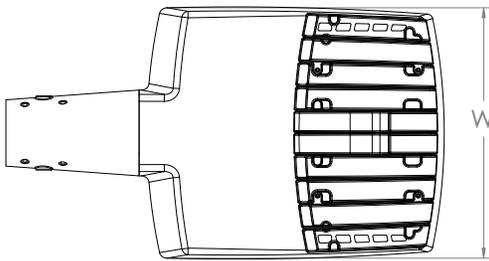


Note: RPA — Round Pole mount can also be used to mount on square poles by omitting the round pole adapter plate shown here.



Length: 22.8" (57.9 cm)  
 Width: 13.3" (33.8 cm)  
 Height: 3.0" (7.6 cm) Main Body  
 7.2" (18.4 cm) Arm

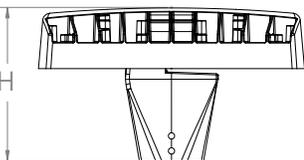
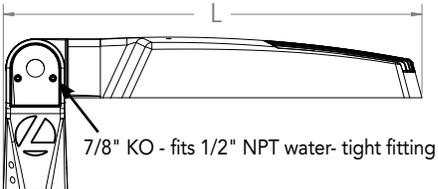
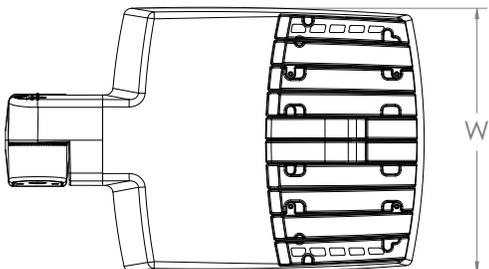
#### RSX1 with Mast Arm Adapter (MA)



7/16" locking thru bolt/nut provided

Length: 23.2" (59.1 cm)  
 Width: 13.3" (33.8 cm)  
 Height: 3.0" (7.6 cm) Main Body  
 3.5" (8.9 cm) Arm

#### RSX1 with Adjustable Slipfitter (IS)



7/8" KO - fits 1/2" NPT water-tight fitting

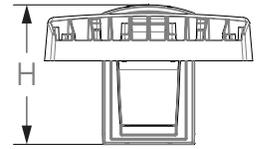
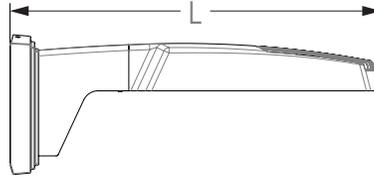
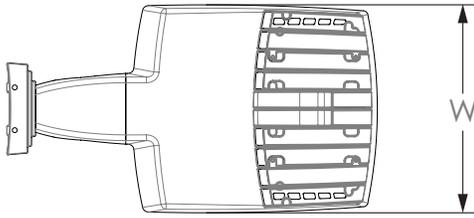
Length: 20.7" (52.7 cm)  
 Width: 13.3" (33.8 cm)  
 Height: 3.0" (7.6 cm) Main Body  
 7.6" (19.3 cm) Arm



COMMERCIAL OUTDOOR

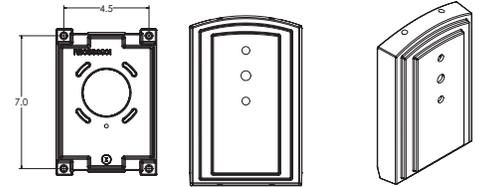
## Dimensions

### RSX1 with Wall Bracket (WBA)

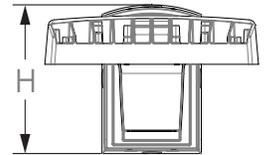
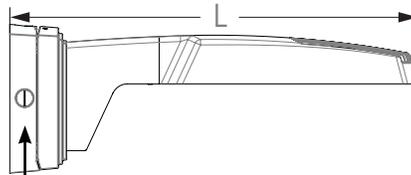
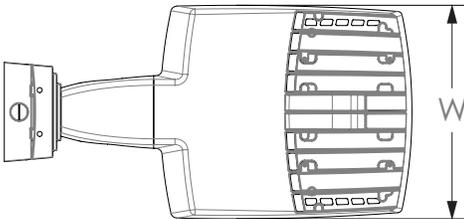


Length: 23.6" (59.9 cm)  
 Width: 13.3" (33.8 cm)  
 Height: 3.0" (7.6 cm) Main Body  
 8.9" (22.6 cm) Arm

#### Wall Bracket (WBA) Mounting Detail



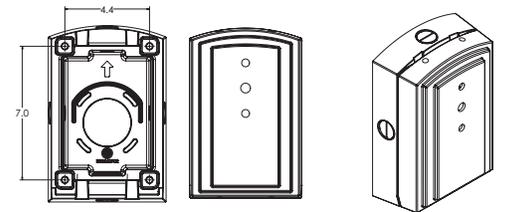
### RSX1 with Wall Bracket with Surface Conduit Box (WBASC)



3/4" NPT taps with plugs - Qty (4) provided

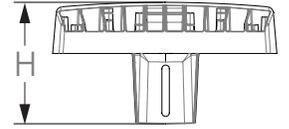
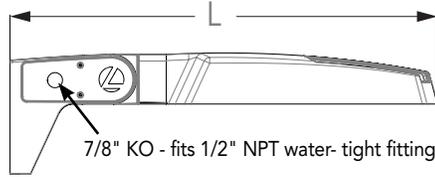
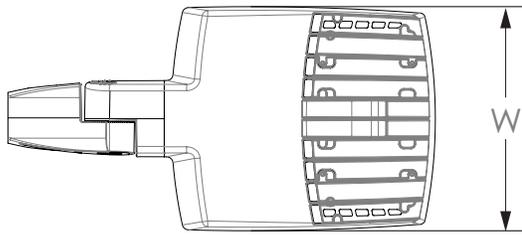
Length: 25.3" (64.3 cm)  
 Width: 13.3" (33.8 cm)  
 Height: 3.0" (7.6 cm) Main Body  
 9.2" (23.4 cm) Arm

#### Surface Conduit Box (SCB) Mounting Detail

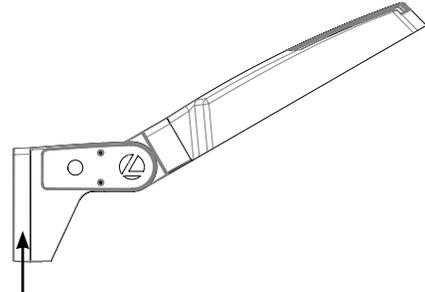


## Dimensions

### RSX1 with Adjustable Tilt Arm - Square or Round Pole (AASP or AARP)



Length: 25.3" (65.3 cm) **AASP**  
 26.3" (66.8 cm) **AARP**  
 Width: 13.3" (33.8 cm)  
 Height: 3.0" (7.6 cm) Main Body  
 7.2" (18.2 cm) Arm



**NOTE:**  
 RPA - Round Pole mount can also be used to mount on square poles by omitting the round pole adapter plate shown here.

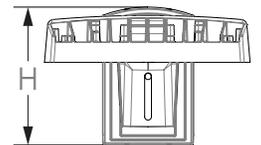
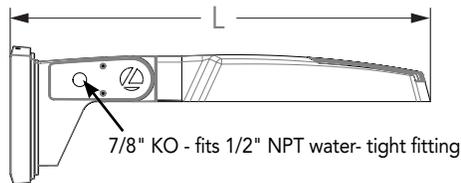
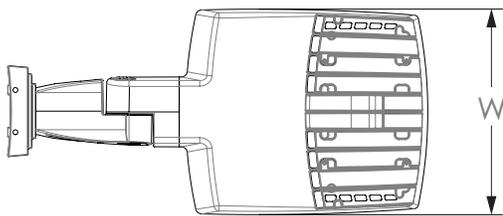


#### Notes

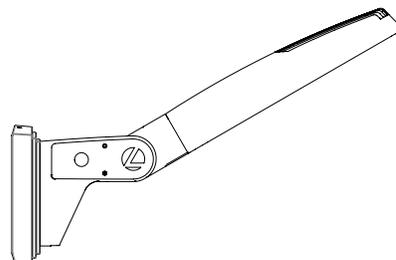
AASP: Requires 3.0" min. square pole for 1 at 90°. Requires 3.5" min. square pole for mounting 2, 3, 4 at 90°.

AARP: Requires 3.2" min. dia. round pole for 2, 3, 4 at 90°. Requires 3.0" min. dia. round pole for mounting 1 at 90°, 2 at 180°, 3 at 120°.

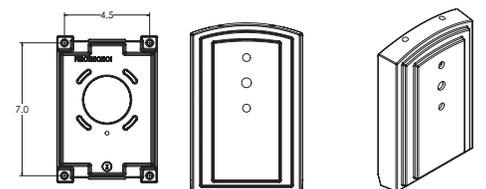
### RSX1 with Adjustable Tilt Arm with Wall Bracket (AAWB)



Length: 27.1" (68.8 cm)  
 Width: 13.3" (33.8 cm)  
 Height: 3.0" (7.6 cm) Main Body  
 8.9" (22.6 cm) Arm

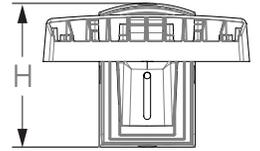
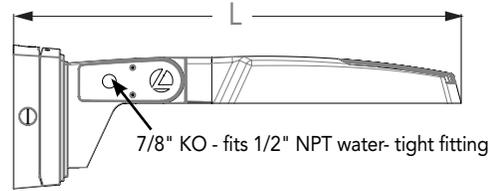
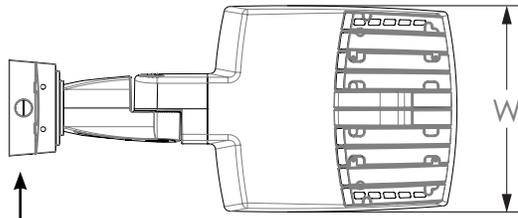


#### Wall Bracket (WBA) Mounting Detail

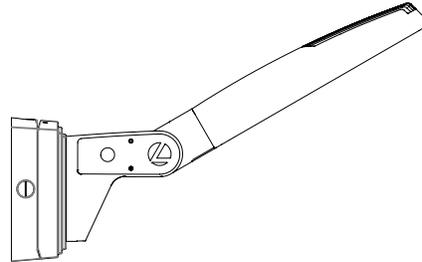


## Dimensions

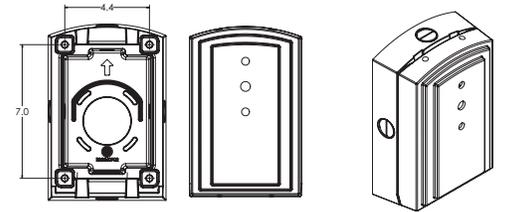
### RSX1 with Adjustable Tilt Arm with Wall Bracket and Surface Conduit Box (AAWSC)



3/4" NPT taps with plugs - Qty (4) provided

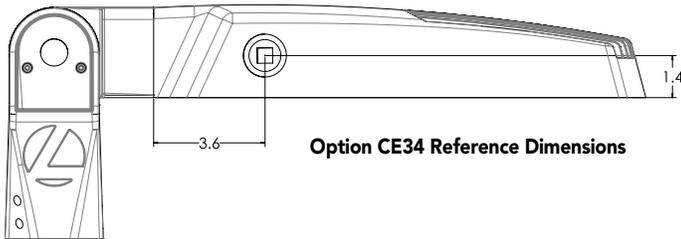


### Surface Conduit Box (SCB) Mounting Detail



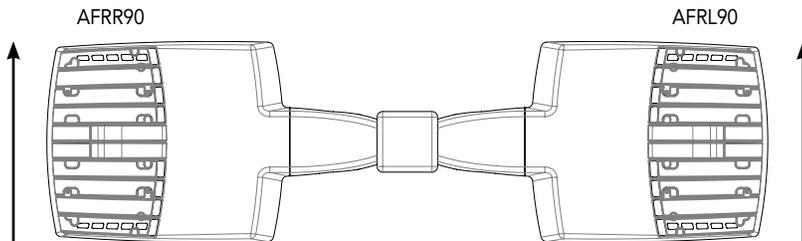
Length: 28.8" (73.2 cm)  
 Width: 13.3" (33.8 cm)  
 Height: 3.0" (7.6 cm) Main Body  
 9.2" (23.4 cm) Arm

### Additional Reference Drawings



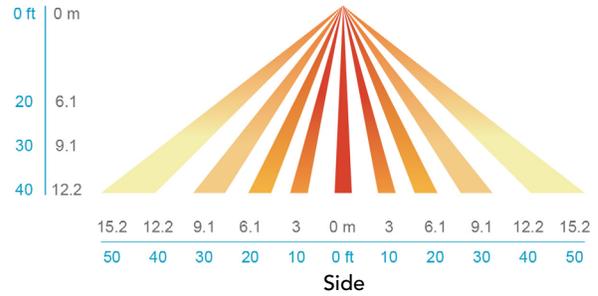
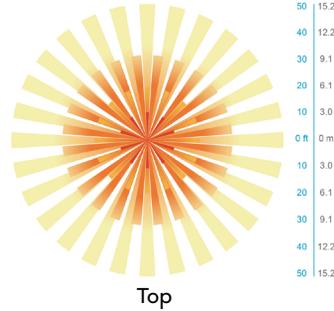
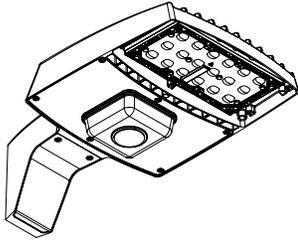
Option CE34 Reference Dimensions

### Automotive Front Row - Rotated Optics (AFRL90/R90)



(Example: 2@180 - arrows indicate direction of light exiting the luminaire)

## nLight Sensor Coverage Pattern NLTAIR2 PIRHN



Motion Sensor Default Settings - Option PIRHN						
Option	Dimmed State (unoccupied)	High Level (when occupied)	Photocell Operation	Dwell Time (occupancy time delay)	Ramp-up Time (from unoccupied to occupied)	Ramp-down Time (from occupied to unoccupied)
NLTAIR2 PIRHN	Approx. 30% Output	100% Output	Enabled @ 1.5FC	7.5 minutes	3 seconds	5 minutes

\*Note: NLTAIR2 PIRHN default settings including photocell set-point, high/low dim rates, and occupancy sensor time delay are all configurable using the Clairity Pro App. Sensor coverage pattern shown with luminaire at 0°. Sensor coverage pattern is affected when luminaire is tilted.

## FEATURES & SPECIFICATIONS

### INTENDED USE

The RSX LED area luminaire is designed to provide a long-lasting, energy-efficient solution for the one-for-one replacement of existing metal halide or high pressure sodium lighting. The RSX1 delivers 7,000 to 17,000 lumens and is ideal for replacing 70W to 400W HID pole-mounted luminaires in parking lots and other area lighting applications.

### CONSTRUCTION

The RSX LED area luminaire features a rugged die-cast aluminum main body that uses heat-dissipating fins and flow-through venting to provide optimal thermal management that both enhances LED performance and extends component life. Integral "no drill" mounting arm allows the luminaire to be mounted on existing pole drillings, greatly reducing installation labor. The light engine and housing are sealed against moisture and environmental contaminants to IP66. The low-profile design results in a low EPA, allowing pole optimization. All mountings are rated for minimum 1.5 G vibration load per ANSI C136.31. 3G Mountings: Include SPA, RPA, MA, IS, AASP, and AARP rated for 3G vibration. 1.5G Mountings: Include WBA, WBASC, AAWB and AAWSC rated for 1.5G vibration.

### FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures superior adhesion as well as a minimum finish thickness of 3 mils. The result is a high-quality finish that is warrantied not to crack or peel.

### OPTICS

Precision acrylic refractive lenses are engineered for superior application efficiency, distributing the light to where it is needed most. Available in short and wide pattern distributions including Type 2, Type 3, Type 3S, Type 4, Type 4S, Type 5, Type 5S, AFR (Automotive Front Row), and AFR rotated AFR90 and ARFL90.

### ELECTRICAL

Light engine(s) configurations consist of high-efficacy LEDs mounted on metal-core circuit boards and aluminum heat sinks to maximize heat dissipation. Light engines are IP66 rated. LED lumen maintenance is >L92/100,000 hours. CCT's of 3000K, 4000K and 5000K (minimum 70 CRI) are available. Fixtures ship standard with 0-10v dimming driver. Class 1 electronic drivers ensure system power factor >90% and THD <20%. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

### STANDARD CONTROLS

The RSX LED area luminaire has a wide assortment of control options. Dusk to dawn controls include MVOLT and 347V button-type photocells and NEMA twist-lock photocell receptacles.

### nLIGHT AIR CONTROLS

The RSX LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing with photocontrol functionality and is suitable for mounting heights up to 40 feet. No commissioning is required when using factory default settings that provide basic stand-alone motion occupancy dimming that is switched on and off with a built-in photocell. See chart above for motion sensor default out-of-box settings. For more advanced wireless functionality, such as group dimming, nLight AIR can be commissioned using a smartphone and the easy-to-use CLAIRITY app. nLight AIR equipped luminaires can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclipse. Additional information about nLight Air can be found [here](#).

### INSTALLATION

Integral "no-drill" mounting arm allows for fast, easy mounting using existing pole drillings. Select the "SPA" option for square poles and the "RPA" option to mount to round poles. Note, the RPA mount can also be used for mounting to square poles by omitting the RPA adapter plate. Select the "MA" option to attach the luminaire to a 2 3/8" horizontal mast arm or the "IS" option for an adjustable slipfitter that mounts on a 2 3/8" OD tenon. The adjustable slipfitter has an integral junction box and offers easy installation. Can be tilted up to 90° above horizontal. Additional mountings are available including a wall bracket, adjustable tilt arm for direct-to-pole and wall and a surface conduit box for wall mount applications.

### LISTINGS

CSA Certified to meet U.S. and Canadian standards. Suitable for wet locations. Rated for -40°C minimum ambient. DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at [www.designlights.org/QPL](http://www.designlights.org/QPL) to confirm which versions are qualified. International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only. U.S. Patent No. D882, 1465

### BUY AMERICAN

Product with the BAA option is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT. Please refer to [www.acuitybrands.com/buy-american](http://www.acuitybrands.com/buy-american) for additional information.

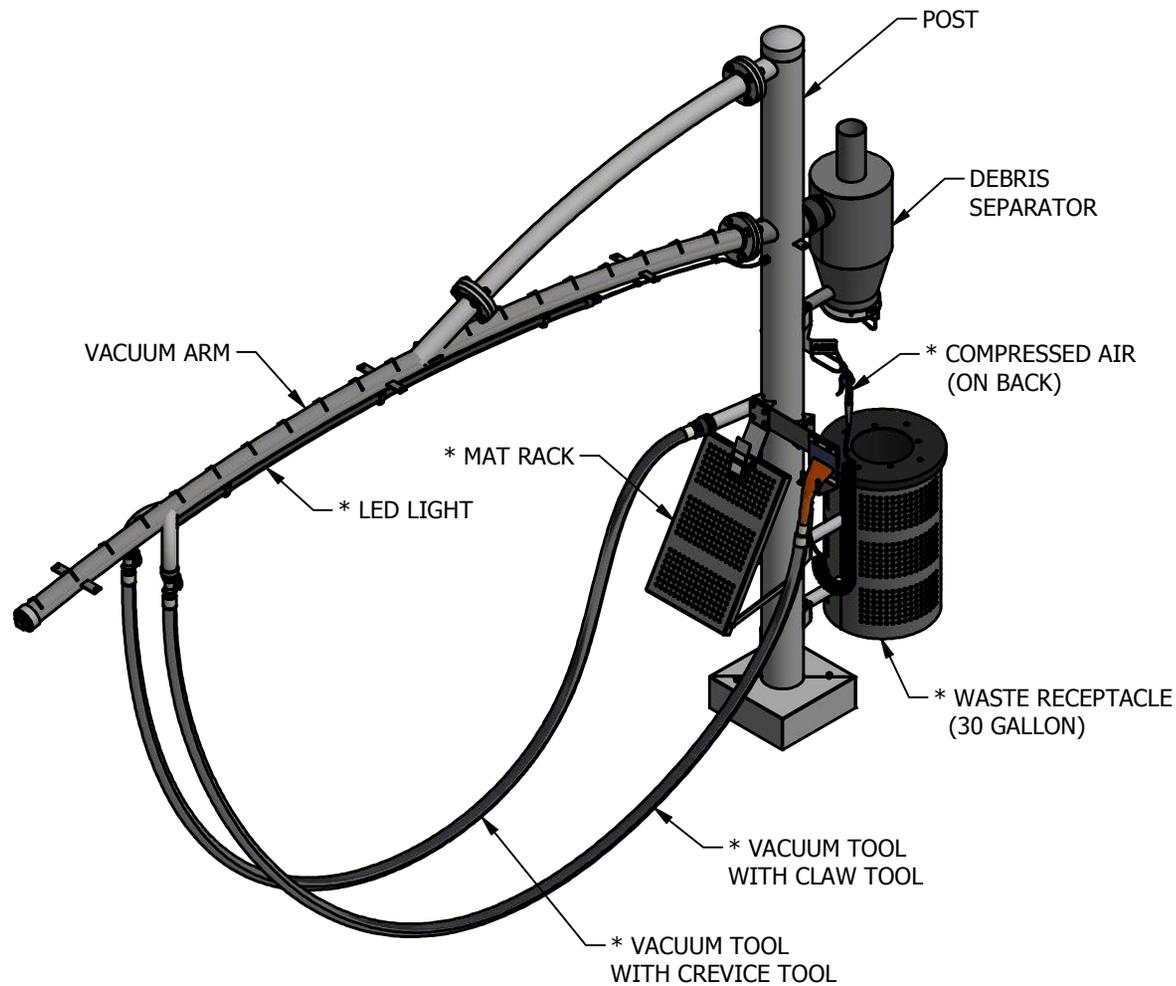
### WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at:

[www.acuitybrands.com/support/warranty/terms-and-conditions](http://www.acuitybrands.com/support/warranty/terms-and-conditions)

**Note:** Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

# VACUUM ARCH - HALF PALM ARCH



## HALF PALM ARCH EQUIPMENT SELECTIONS

- \* # WASTE :
  - 30 GALLON RECEPTACLE
  - 55 GALLON RECEPTACLE
  - NONE
- \* # WASTE HINGE : (recommended for 55 gallon waste receptacle)
  - YES
  - NO
- \* # MAT RACK SIZE : (located on front of arch)
  - 13" X 27" WITH BUMPERS
  - 17" X 27" WITHOUT BUMPERS
  - NONE
- \* # TOWEL BIN
- \* # LED TUBE LIGHT :
  - EIGHT (8) FOOT
  - NONE
- \* # COMPRESSED AIR : (located on back of arch)
  - ONE (1) HOSE
  - TWO (2) HOSES
  - NONE
- \* # AWNING :
  - PLEASE CONTACT YOUR VACUTECH SALES TEAMMATE FOR AWNING OPTIONS
- \* VACUUM TOOL TYPE :
  - TWO (2) CLAW TOOLS
  - TWO (2) CREVICE TOOLS
  - ONE (1) CLAW TOOL AND ONE (1) CREVICE TOOL
- \* VACUUM DELIVERY :
  - OVERHEAD PIPING
  - UNDERGROUND PIPING

## ACCESSORY OPTIONS SHOWN

- WASTE : (located on back of arch)
  - 30 GALLON RECEPTACLE
- MAT RACK SIZE : (located on front of arch)
  - 17" X 27" WITHOUT BUMPERS
- LED TUBE LIGHT :
  - EIGHT (8) FOOT
- COMPRESSED AIR : (located on back of arch)
  - TWO (2) HOSES
- VACUUM TOOL TYPE :
  - ONE (1) CLAW TOOL AND ONE (1) CREVICE TOOL

VACUTECH, LLC  
1350 HI-TECH DRIVE  
SHERIDAN, WY 82801  
1-800-917-9444  
www.vacutechllc.com



**VACUTECH**

\* INDICATES EQUIPMENT SELECTIONS

# PREPPED FOR FUTURE INSTALL AS A STANDARD BUILD

PLEASE CONTACT VACUTECH FOR PRICING AND QUESTIONS

# VACUUM DELIVERY ARCH

VACUTECH ORIGINALS

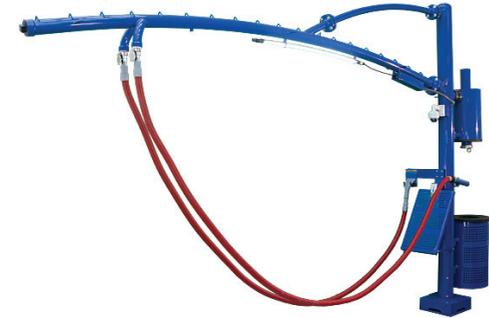
Distinct aesthetics meet functional design for optimal customer experience.



**SENTINEL  
ARCH\***



**RIVAL  
ARCH\***



**PALM  
ARCH\*\***

\* Powder coated steel finish only.

\*\* Available in powder coated steel or stainless steel finish.



**UMBRELLA  
ARCH\*\***



**UNDERGROUND  
ARCH\*\***

- Attract customers with a unique, custom look for your car wash
- Dual hoses improve customer efficiency and speed
- Hoses and accessories perfectly positioned for customer convenience and comfort
- Full line of accessories available including: Waste receptacles, mat racks, LED lighting, awnings, canopies, towel bins and more
- Easily retrieve large debris from the primary separator such as:
  - Keys, jewelry, coins, pens and pencils

- Engineered and manufactured in Wyoming, USA

# SEPARATORS

DEBRIS REMOVAL SYSTEM

Removing debris, making cleanup and maintenance a breeze

## Filter Separators



Model 3160    Model 3179    Model 3888    Model 4596    Model 50108

## Primary Separators



Model 3136    Model 2448    Model 3160    Model 3860

## FILTER SEPARATORS

- Provides protection for the heart of the vacuum system
  - Filters air before it enters the turbine (vacuum producer)
  - Cyclonic separation of dirt and debris
  - Debris is deposited in the debris bucket for easy cleaning
- Standard vacuum pressure gauge to monitor performance
- No tools required to access or maintain filter bags
- Simple maintenance options without the need for tools
  - Bag shaker - Simply move the handle back and forth to remove dust from filter bags
  - Pulse Jet - Automatic self-cleaning feature through use of compressed air
- Engineered and manufactured in Wyoming, USA

## PRIMARY SEPARATORS

- Cyclonic separation of dirt and debris prior to entering filter separator
- Extends filter separator maintenance intervals
- Extends life of filter separator filters
- Engineered and manufactured in Wyoming, USA

\* Custom sized separators available, ask for details.

# VACUUM PRODUCERS

ENGINEERED PERFORMANCE

Specifically engineered for the needs of your location

## VacStar Turbine Series

## PowerFlow Turbine Series



VacStar V

VacStar IV

VacStar III

VacStar II

PowerFlow II

PowerFlow III

PowerFlow IV

## VACSTAR/POWERFLOW VACUUM PRODUCERS

- **Broadest range of equipment and configurations for precise performance and maximum efficiency**

- Seven series of vacuum producers
- Horsepower range from 5 to 150
- Standard and high elevation options

- **Precision alignment and balancing for quiet operation and longest service life**

- Laser shaft alignment
- Static and dynamic balancing of components and system across operational speed range

- **Calibrated and tested for maximum efficiency**

- Calibrated for full use of motor capacity
- Each unit is run tested for:
  - Vibration, amp draw, air flow, pressure

- **Durable, long-lasting performance**

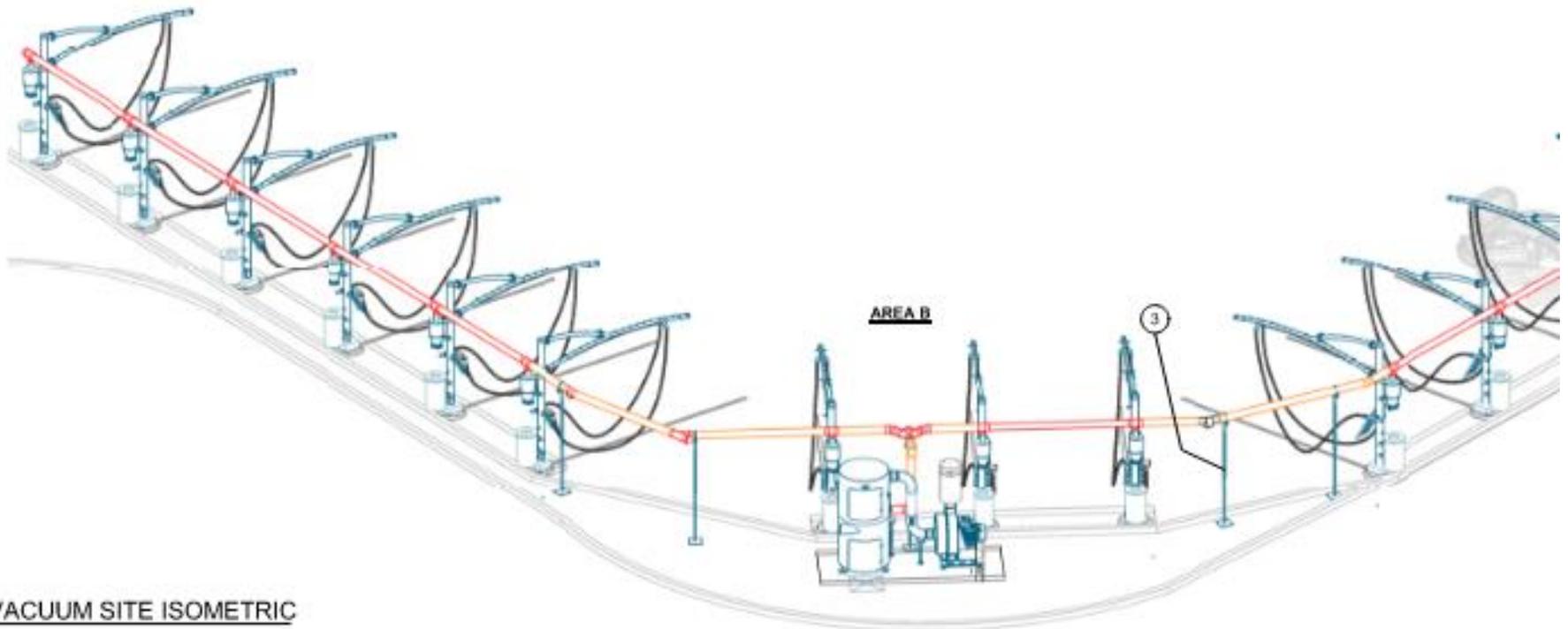
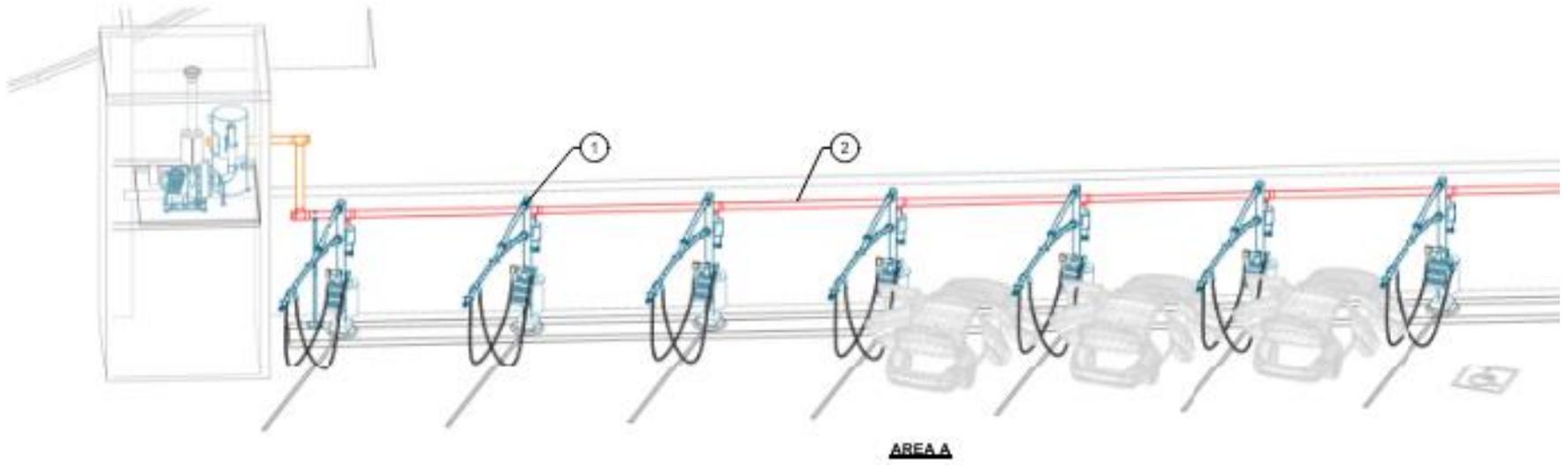
- Low maintenance requirements

- **Engineered and manufactured in Wyoming, USA**

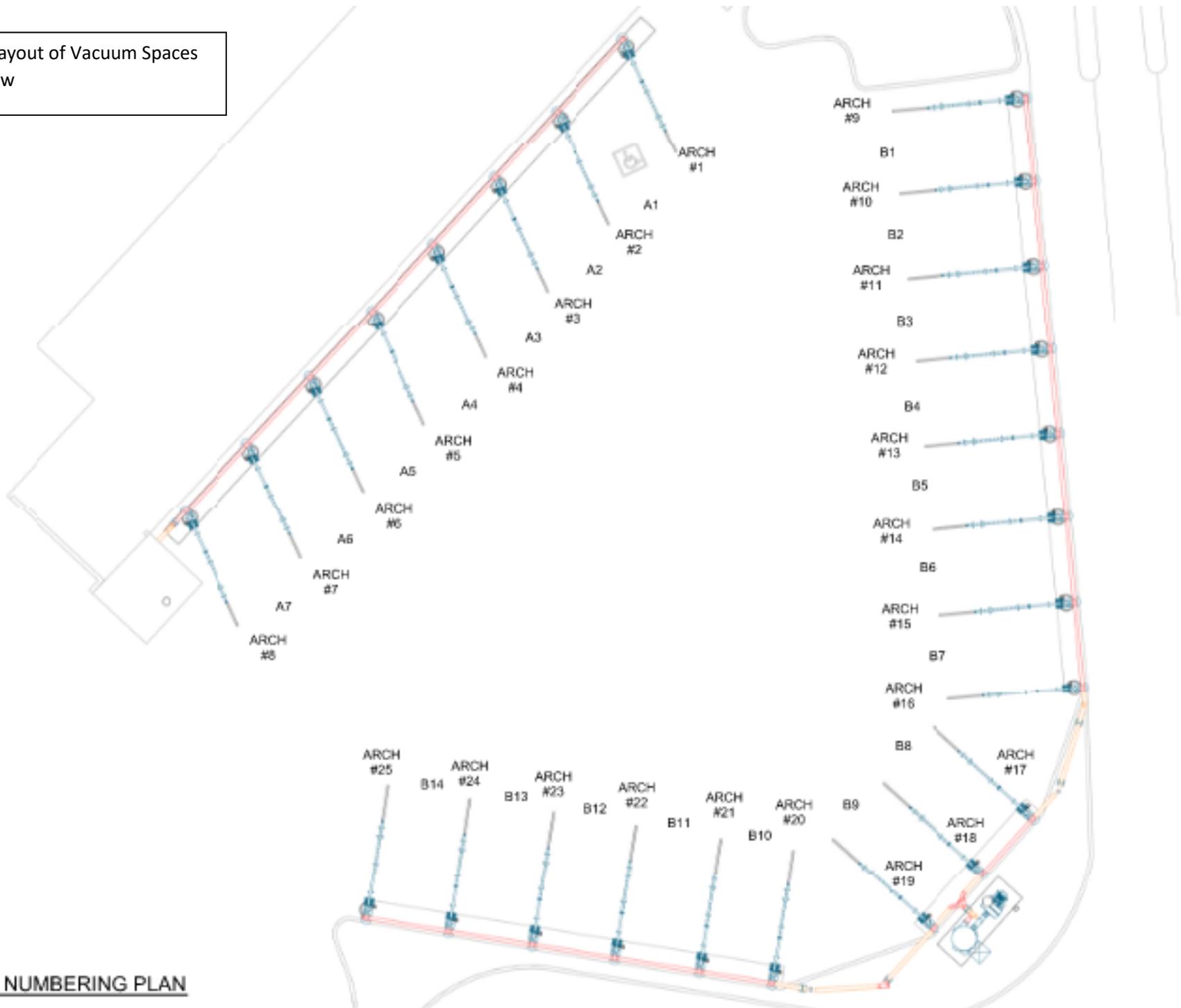




Example Layout of Vacuum Spaces  
in Isometric View

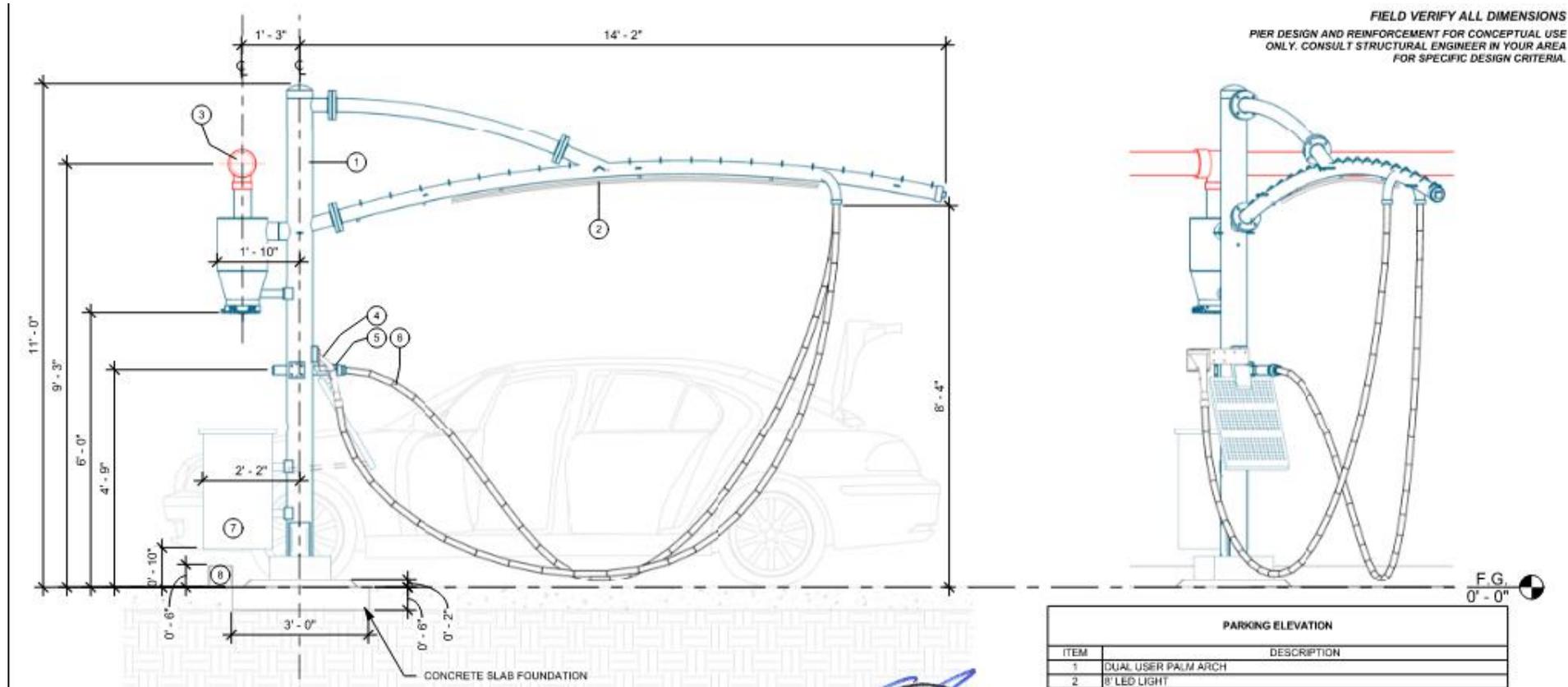


Example Layout of Vacuum Spaces  
in Plan View

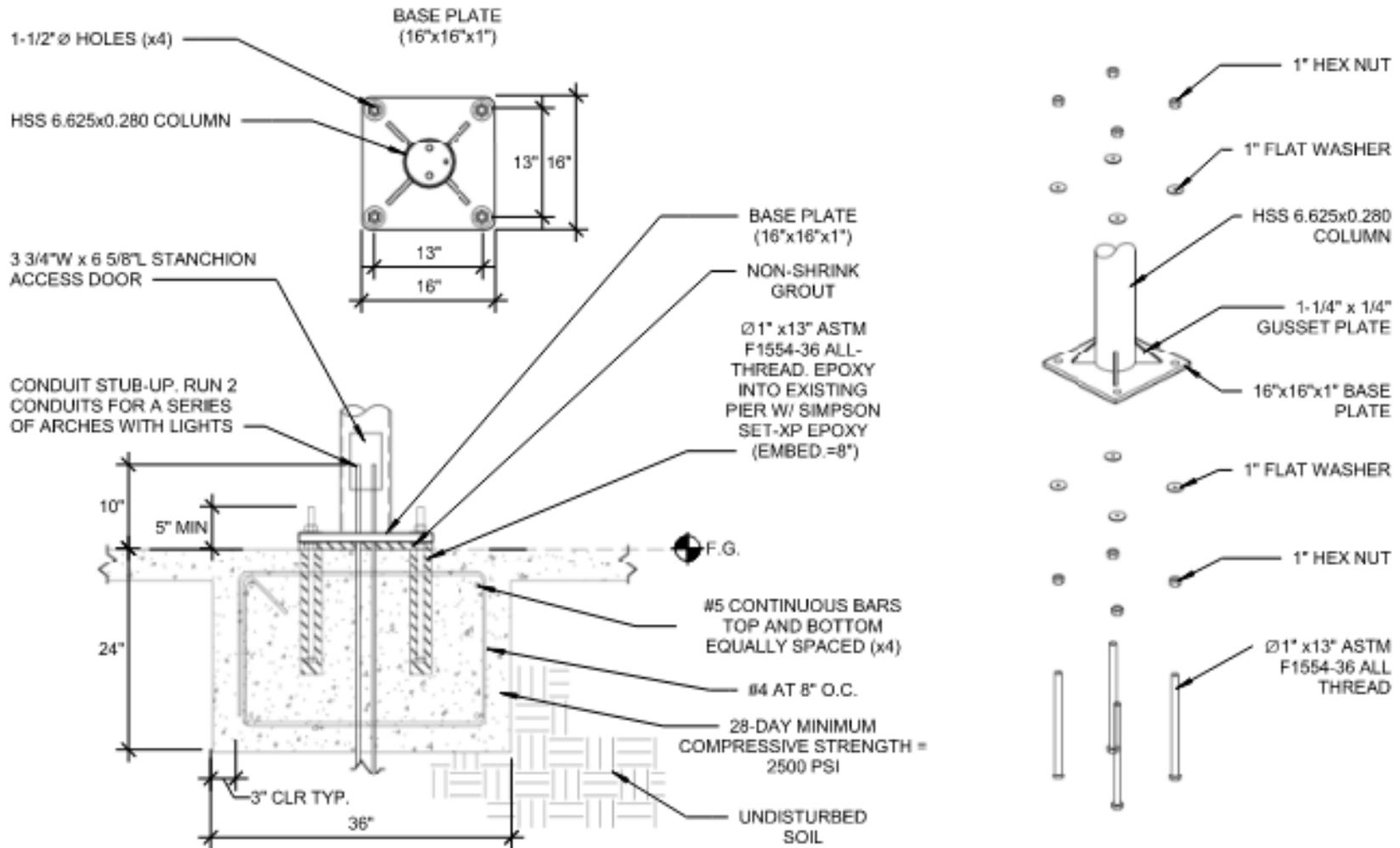


1 ARCH NUMBERING PLAN

Typical Palm Arch Vacuum Stanchion and Hose Arch

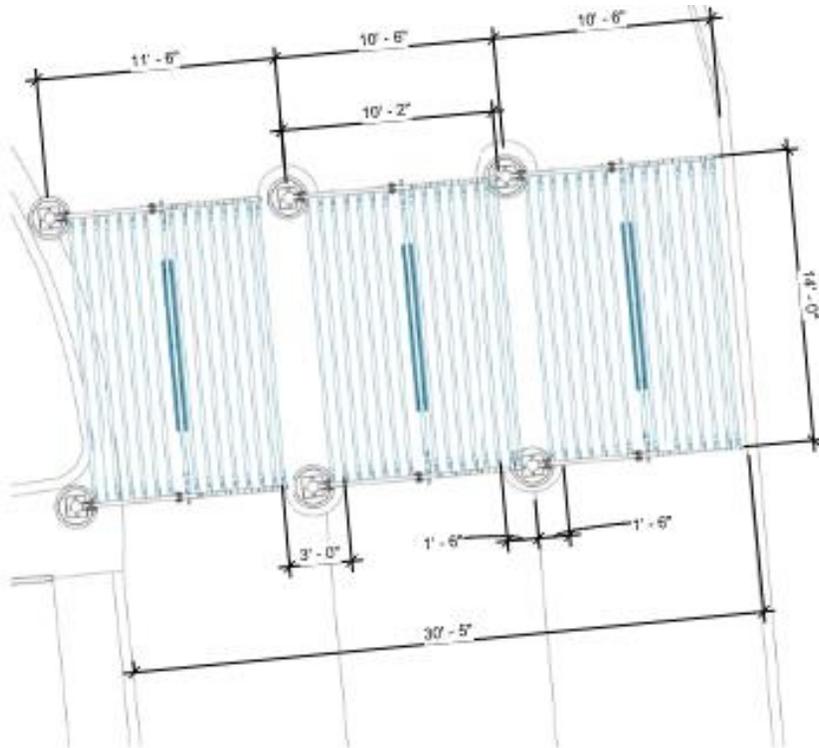


Typical Vacuum Base and Foundation

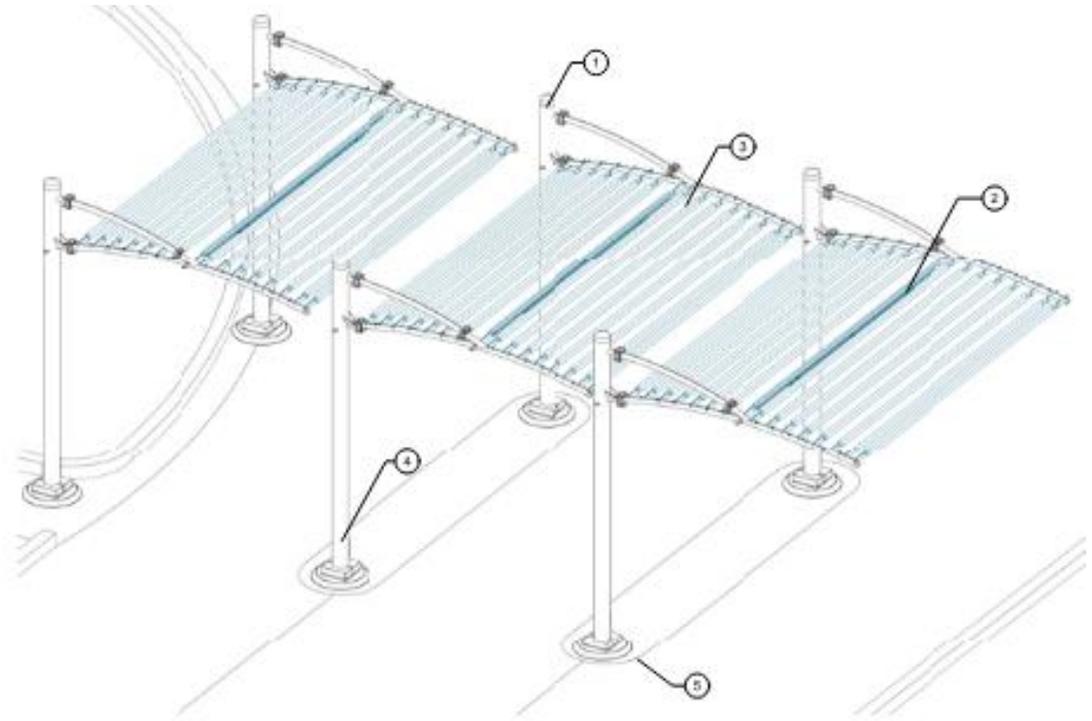


**NOTE:**  
 PIER DESIGN AND REINFORCEMENT FOR CONCEPTUAL USE ONLY. CONSULT STRUCTURAL ENGINEER IN YOUR AREA FOR SPECIFIC DESIGN CRITERIA.

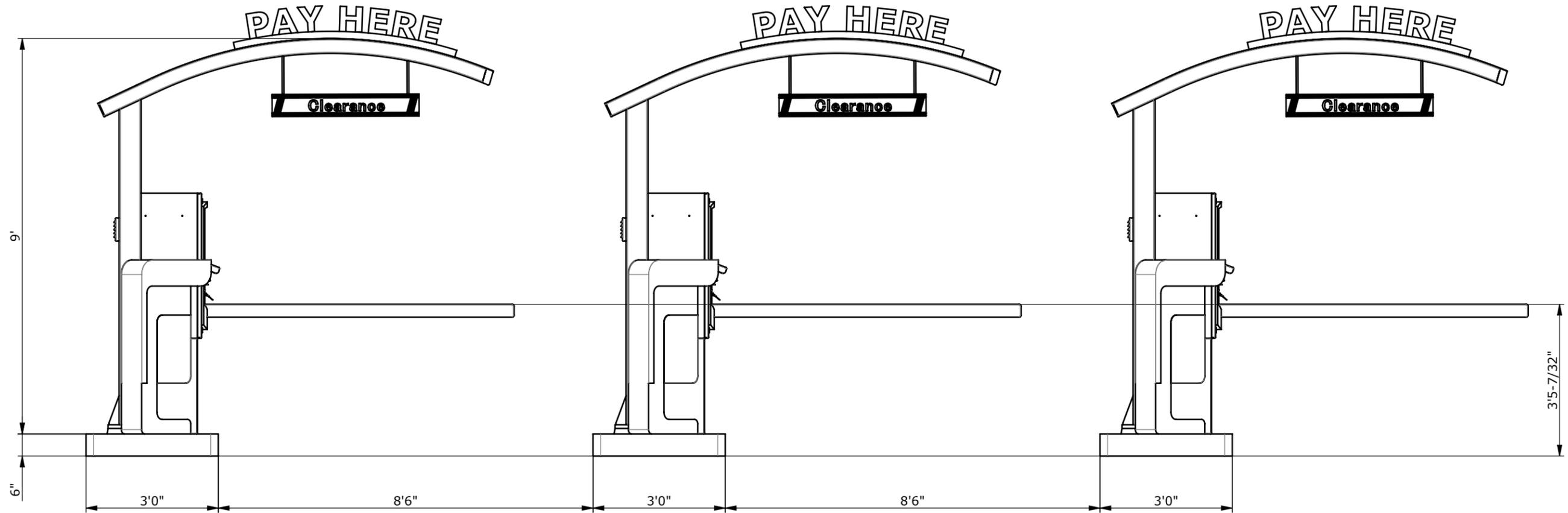
Typical Pay Station Canopy (Tentative)



① POS SITE PLAN



② POS ISOMETRIC



**SIDE VIEW**

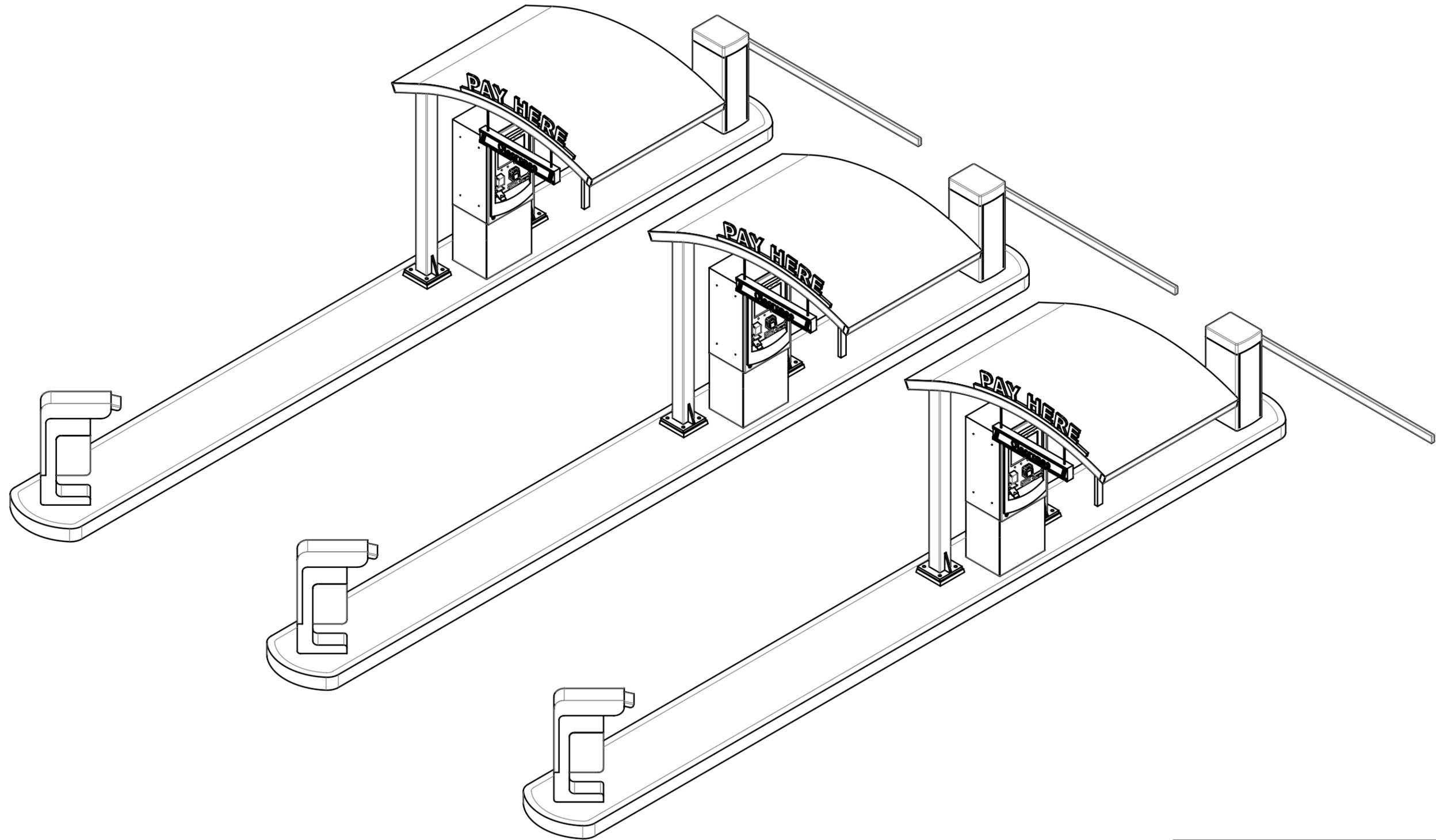
	NAME	DATE	
DRAWN	RUEL E.	05/26/2019	
CHECKED	MIGUEL G.	05/26/2019	
ENG APPR.	MIGUEL G.	05/26/2019	
			PART NAME
			<b>CANOPY LAYOUT</b>
			SHEET 3 OF 4
			SCALE: 1:30



8 7 6 5 4 3 2 1

D  
C  
B  
A

D  
C  
B  
A

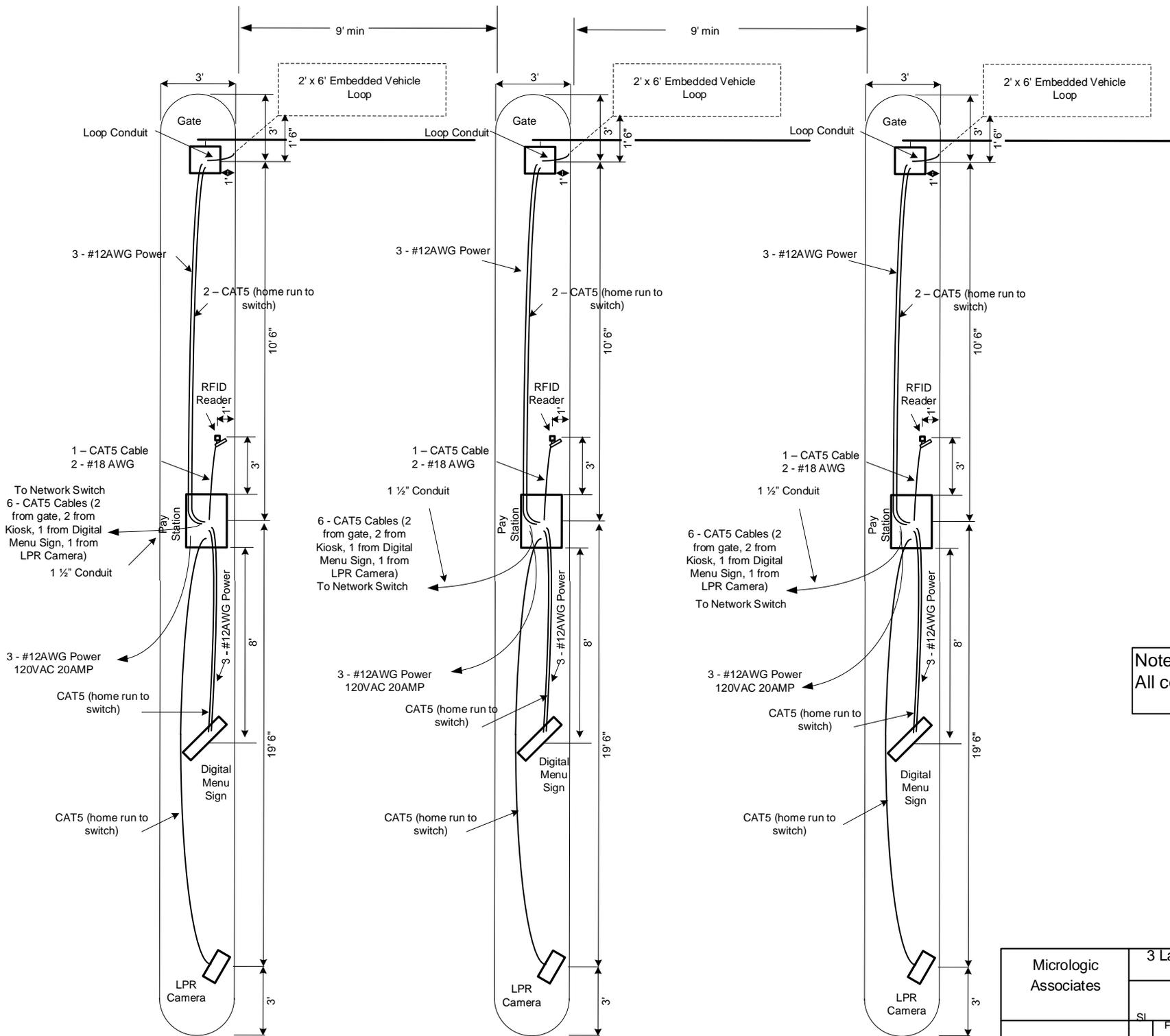


**ISOMETRIC VIEW**

	NAME	DATE	
DRAWN	RUEL E.	05/26/2019	
CHECKED	MIGUEL G.	05/26/2019	
ENG APPR.	MIGUEL G.	05/26/2019	
			PART NAME
			<b>CANOPY LAYOUT</b>
			SHEET 4 OF 4
			SCALE: 1:40

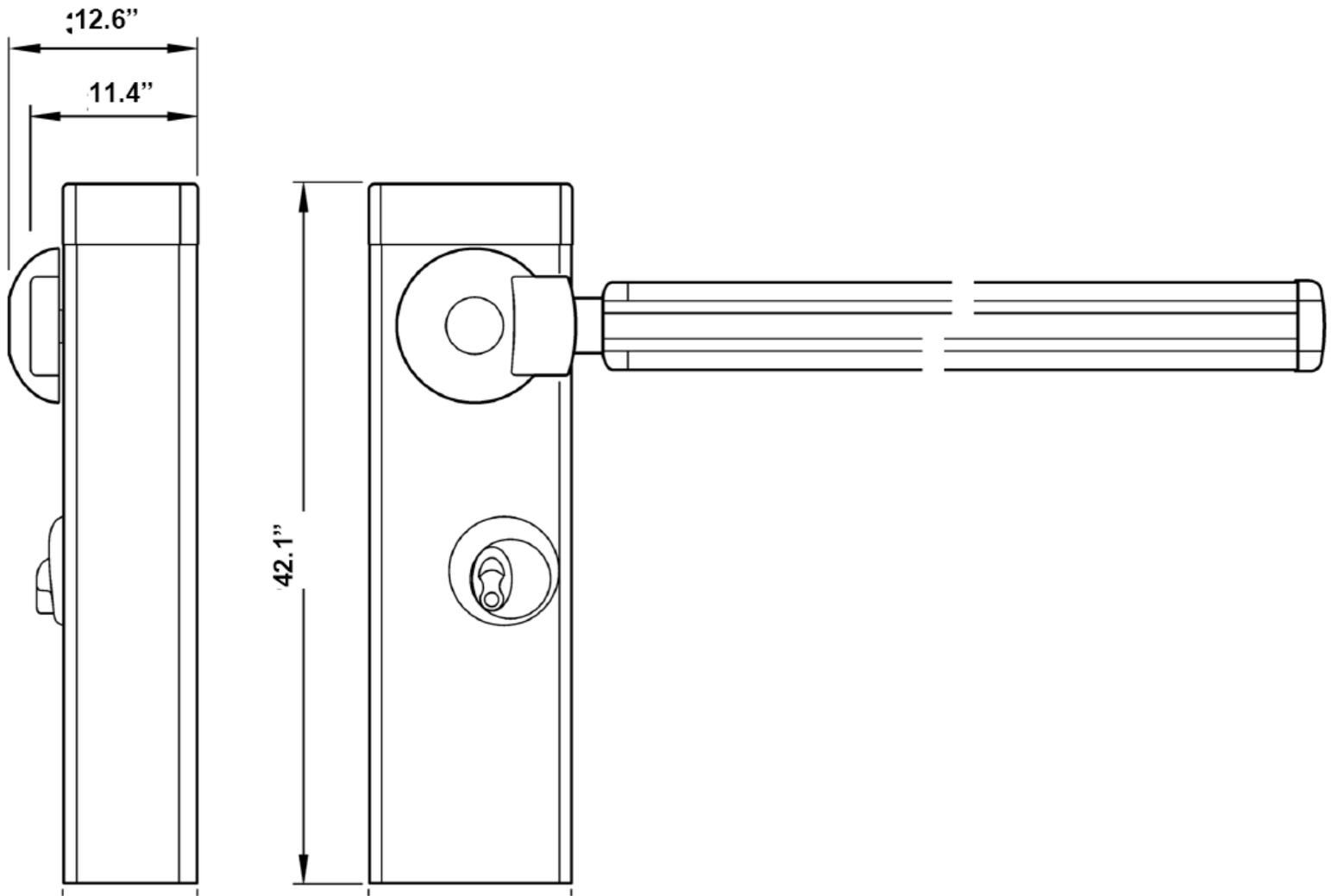


8 7 6 5 4 3 2 1

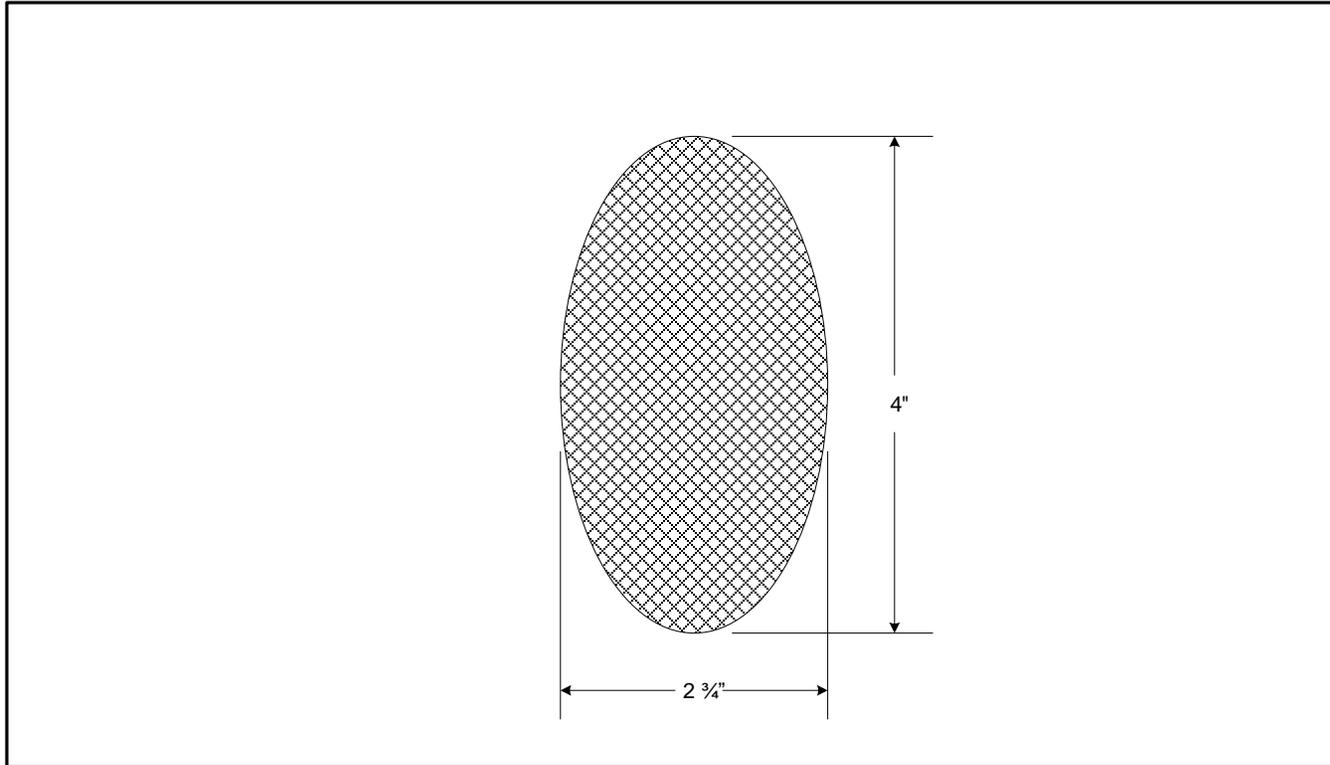


Note:  
All conduits 1" unless noted

Micrologic Associates		3 Lane Wiring with Digital Menu, LPR and RFID		
SI	FSCM NO	DWG NO	RE	
SCAL	None	SHEET		01
E	None			1 OF 1



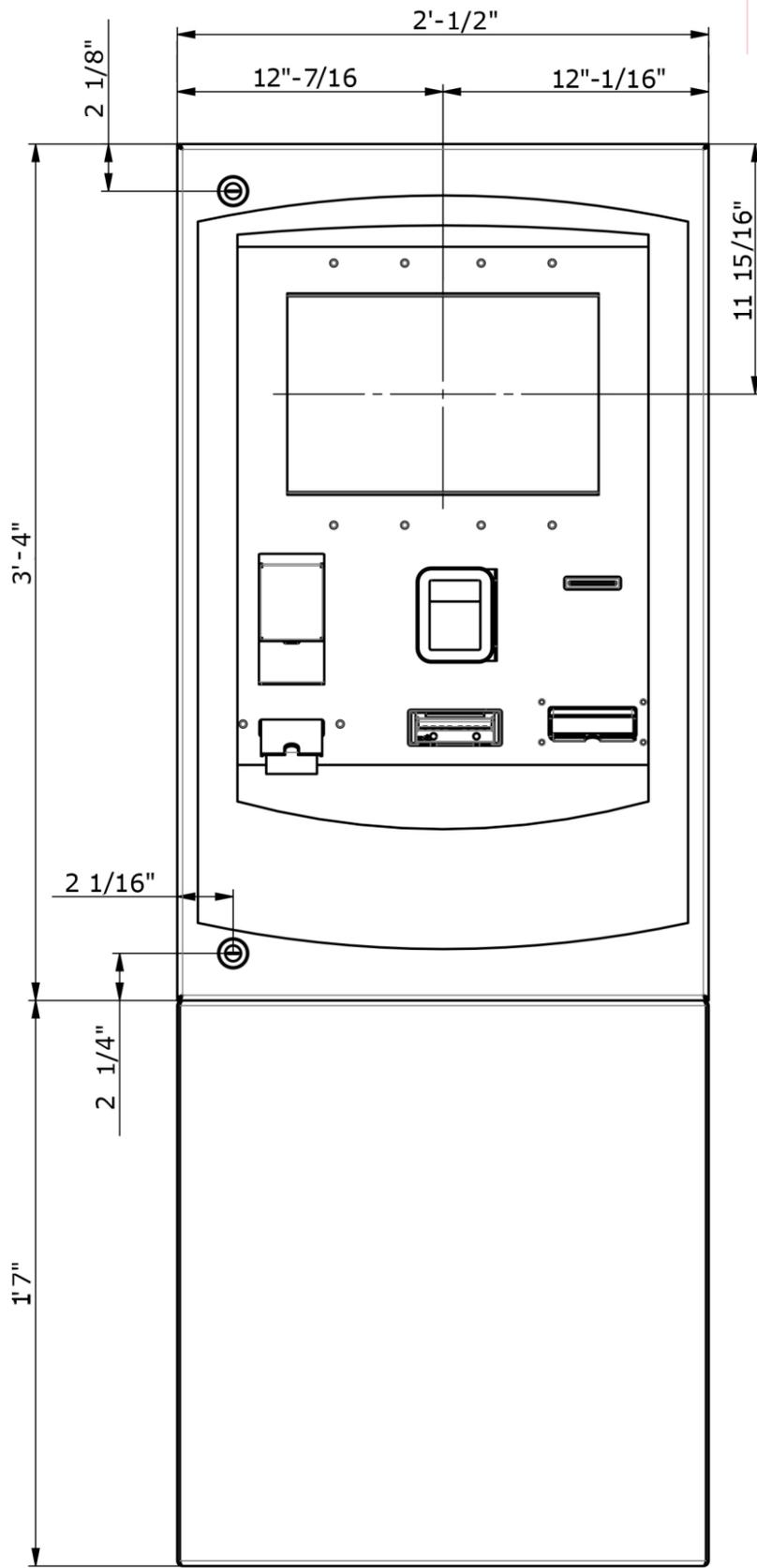
Micrologic Associates 1895 US 46 Ledgewood, NJ 07852 P: 973-598-0808 F: 973-598-8969		Barrier Gate Dimensions		
		FSCM NO	DWG NO	REV
SCALE	None	SHEET	1 OF 2	



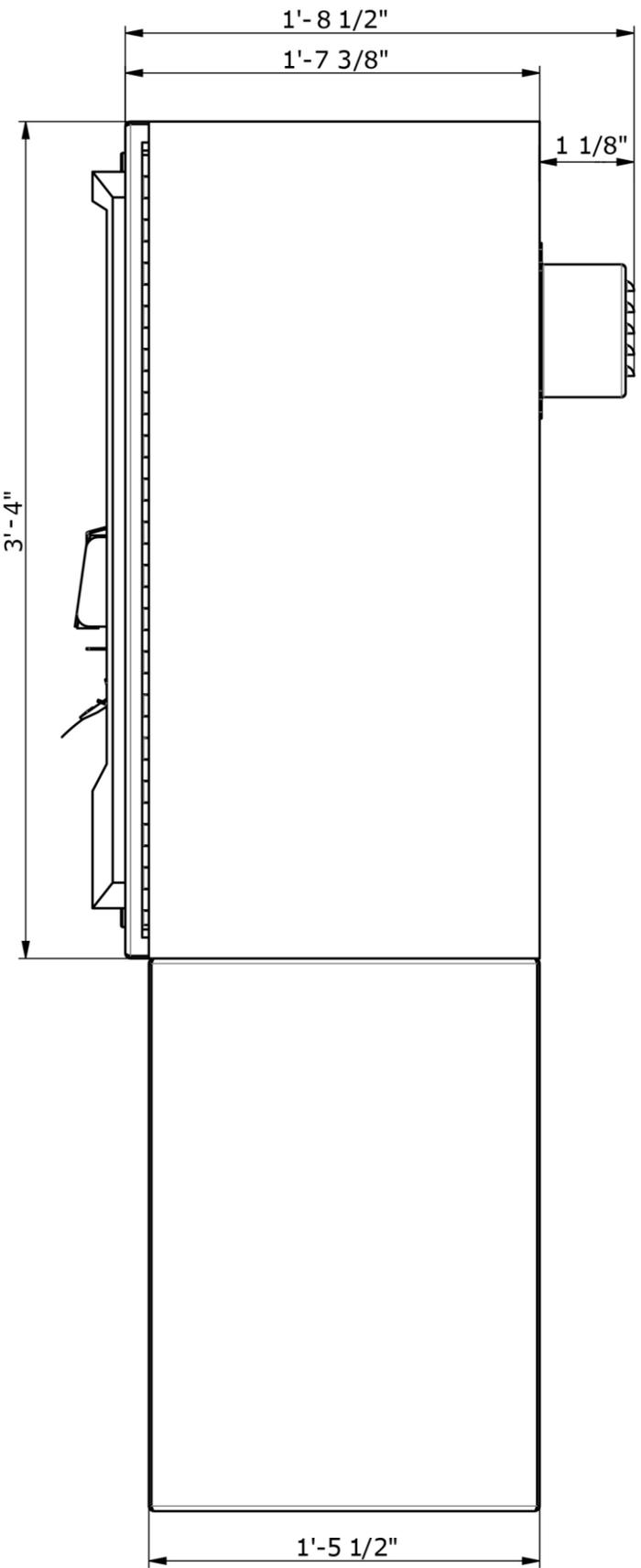
← 12" →

Edge of Curb

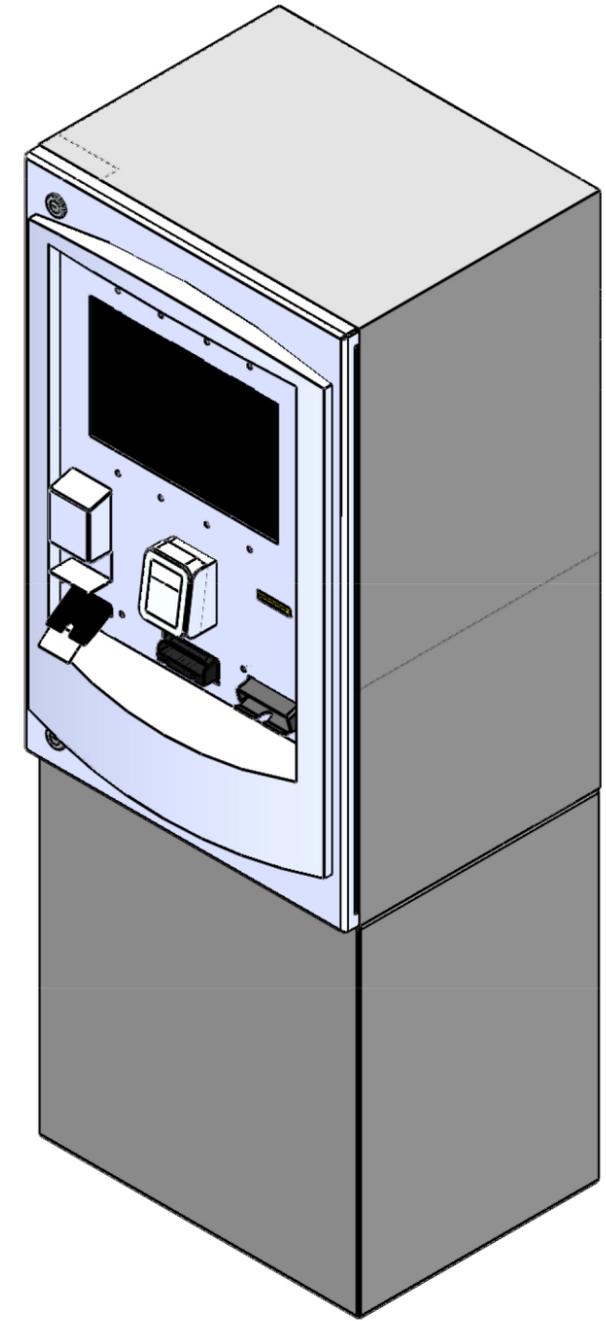
Micrologic Associates 1895 US 46 Ledgewood, NJ 07852 P: 973-598-0808 F: 973-598-8969	Barrier Gate		
	Conduit Area Dimensions		
	FSCM NO	DWG NO	REV
SCALE	None	SHEET	2 OF 2



**FRONT VIEW**



**SIDE VIEW**



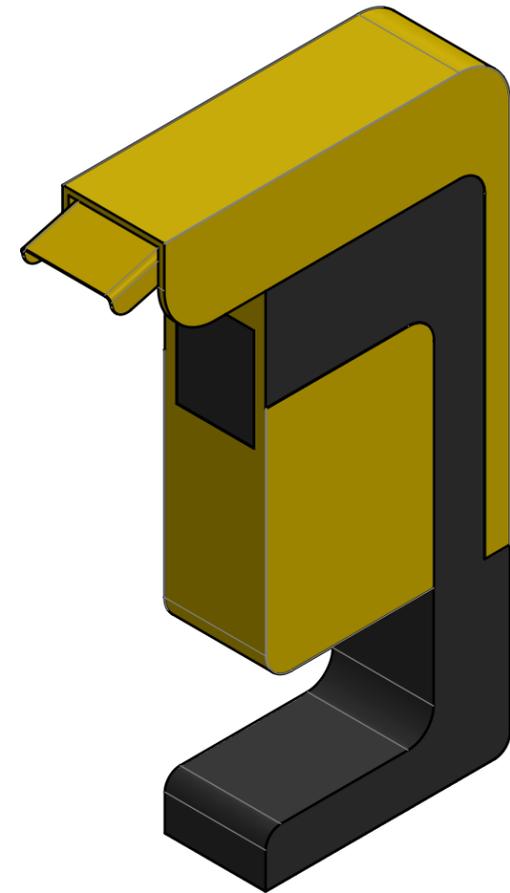
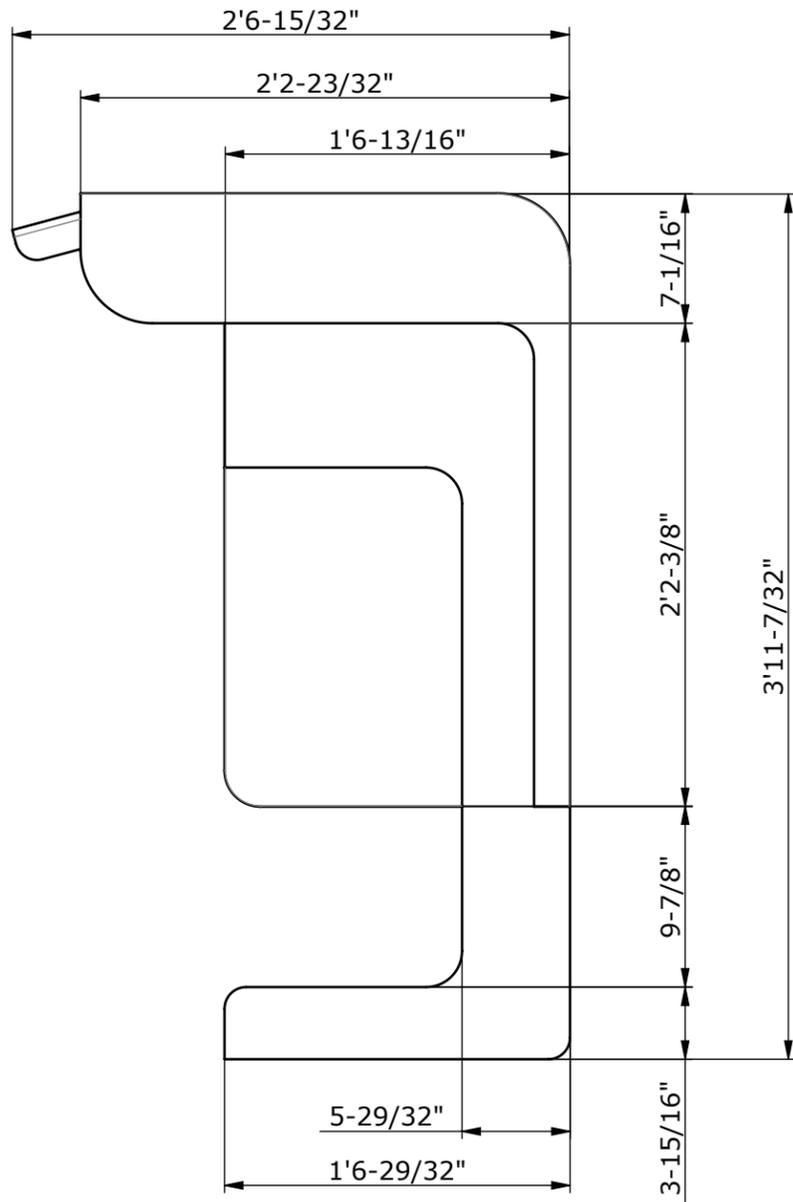
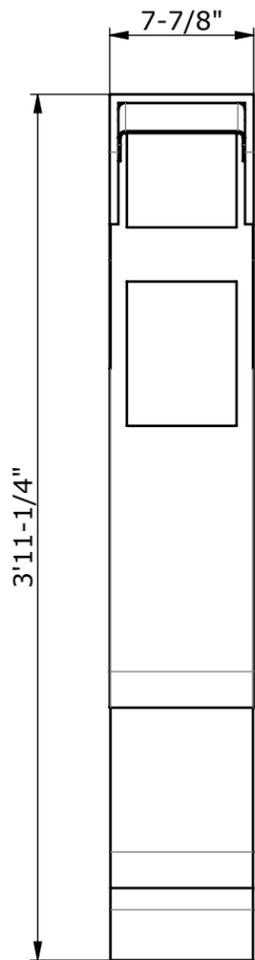
**ISOMETRIC VIEW**

	NAME	DATE	<b>PEGASUS ASSEMBLY</b>
DRAWN	RUEL E.	02/10/2018	
CHECKED	MIGUEL G.	02/10/2018	
ENG APPR.	MIGUEL G.	02/10/2018	
			PART NAME
			<b>PEGASUS V2</b>
		SHEET 1 OF 1	SCALE: 1:8



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ISOMETRIC VIEW

	NAME	DATE		
DRAWN	RUEL E.	04/02/2018		
CHECKED	MIGUEL G.	04/02/2018		
ENG APPR.	MIGUEL G.	04/02/2018		
			PART NAME	
			LPR CAMERA	
			SHEET 1 OF 1	SCALE: 1:10

Project:	MaSPR-24-02
Date:	2/12/24

## *Short Environmental Assessment Form*

### *Part 2 - Impact Assessment*

**Part 2 is to be completed by the Lead Agency.**

Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept “Have my responses been reasonable considering the scale and context of the proposed action?”

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will the proposed action result in a change in the use or intensity of use of land?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Will the proposed action impair the character or quality of the existing community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Will the proposed action impact existing:		
a. public / private water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. public / private wastewater treatment utilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action create a hazard to environmental resources or human health?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project: MaSPR-24-02

Date: 2/12/24

### *Short Environmental Assessment Form Part 3 Determination of Significance*

For every question in Part 2 that was answered “moderate to large impact may occur”, or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.

Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.

Syracuse City Planning Commission 2/12/24

\_\_\_\_\_  
Name of Lead Agency

\_\_\_\_\_  
Date

Steven Kulick

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Print or Type Name of Responsible Officer in Lead Agency

\_\_\_\_\_  
Title of Responsible Officer

\_\_\_\_\_  
Signature of Responsible Officer in Lead Agency

\_\_\_\_\_  
Signature of Preparer (if different from Responsible Officer)

**PRINT FORM**



J.Ryan McMahon, II  
County Executive

# Onondaga County Planning Board

## RESOLUTION OF THE ONONDAGA COUNTY PLANNING BOARD

Meeting Date: June 28, 2023

OCPB Case # Z-23-179

- WHEREAS, the Onondaga County Planning Board, pursuant to General Municipal Law, Section 239 l, m and n, has considered and reviewed the referral for a SPECIAL PERMIT from the City of Syracuse Planning Commission at the request of Brighton Mews, LLC for the property located at 1001 East Brighton Avenue; and
- WHEREAS, General Municipal Law Section 239-m allows the County Planning Board to review issuance of special permits and the site is located within 500 feet of New York State Route 173, a state highway, and the municipal boundary between the City of Syracuse and the Town of Onondaga; and
- WHEREAS, the applicant is requesting a special permit to allow the construction of a car wash facility (Splash Car Wash) on a 1.60-acre portion of a 4.53-acre parcel in a Commercial, Class B (CB) zoning district; and
- WHEREAS, the Board is concurrently reviewing a subdivision referral (S-23-22) to divide the parcel into two new lots; the Board previously offered No Position with Comment regarding previous development plans to subdivide the parcel into four lots (S-16-80), construct a mixed-use development of 5 buildings (Z-16-396), and street dedication (Z-16-395); it appears none of the proposed actions were completed; and
- WHEREAS, the site is located along Brighton Avenue, a city street, which becomes NYS Route 173 at the boundary with the Town of Onondaga, which borders the property to the east; the site currently contains a vacant house, accessory structures, and a former commercial vehicle service garage, all to be demolished; surrounding land uses include commercial and office uses along Intrepid Lane, suburban style retail buildings, multiple apartment buildings, and a drinking water system facility; and
- WHEREAS, the proposed car wash would be placed on newly subdivided lot 1 (1.0 acres); per the Site Plan dated 4/7/23, the car wash would have a 30'-wide, driveway located at the northern end of the site's frontage on Brighton Avenue, extending from the existing signalized intersection of East Seneca Turnpike and East Brighton Avenue; the driveway provides access to the 21-space vacuum stall parking lot and the one-way interior drive that circulates along the southern boundary and leads to the 5,260 sf, 152'-long car wash tunnel situated along the northern parcel boundary; and
- WHEREAS, the interior driveway to the car wash is two lanes along the frontage along Brighton Avenue, expanding to three lanes leading to the customer pay station; a 15'-wide "Escape Lane" connects the carwash driveway to the rear of the parking lot; a dumpster enclosure is located between the car wash and vacuum lot driveways; and
- WHEREAS, per the Environmental Assessment Form (EAF) dated 4/7/23, 1.54 acres of the site will be disturbed by the proposed project; two stormwater management facilities are noted on the Site Plan, one between the carwash tunnel and the northern parcel boundary and one between the vacuum lot and the southern

carwash driveway; per the EAF, stormwater will be directed to “Storm Water Management Facilities and underground storm chambers”; per the Utility Plan dated 4/7/23, stormwater management facilities appear to collect and divert stormwater to existing municipal stormwater infrastructure; an April 7, 2023 letter from the DDS Companies notes stormwater will discharge to an existing 24" CMP line within the East Brighton Avenue right-of-way;

ADVISORY NOTE: Any project that cumulatively disturbs one acre or more of land must be covered under the NYS SPDES Permit; the municipality is advised to ensure that the applicant has obtained the appropriate permits from the NYS Department of Environmental Conservation prior to municipal approval; and

WHEREAS, a Traffic Impact Letter of Findings from McFarland Johnson dated 4/7/23 was submitted with the referral; the trip generation analysis concluded the carwash will add “50 additional trips during the morning peak hour, 78 during the evening peak hour, and 41 during the Saturday midday peak hour” and noted the site-generated trips are below the typical threshold that would warrant a Traffic Impact Study; and

WHEREAS, the Site Plan dated 4/7/23 shows a 9.97'-wide area along the southern property boundary of proposed lot 2 labeled along the north line as "Property Line per Occupation" and along the southern boundary as "Property Line per Deed"; this discrepancy regarding property boundaries is not depicted on the Brighton Subdivision Plan dated 5/11/23; it is not clear if this parcel-boundary discrepancy is included in the 40'-wide frontage shown on the Subdivision Plan; and

WHEREAS, the Brighton Subdivision Plan dated 5/11/23 shows a 20'-wide sanitary sewer easement running east/west through new Lot 1; GIS mapping shows a city sewer line extending through this portion of the parcel; this easement and sewer infrastructure are not shown on submitted Site Plans; it appears the building is situated to avoid the sewer line, however, parking, sidewalks and site work appears to occur within the presumed easement area; and

WHEREAS, the proposed carwash will have 4 proposed signs per the Kassis Superior Signs plan dated 4/6/23: a 20' high by 108' wide pylon sign with a 75" by 94" internally lit sign positioned above two 41" by 63" 8mm LED displays mounted back to back, the pylon sign would be located at the Brighton Street frontage; signs 2, 3, and 4 are building mounted: sign 2 is an internally illuminated 170" by 48" sign mounted above the exit of the carwash, sign 3 is an internally illuminated 12' by 20" sign on the southern façade of the carwash, and sign 4 is 144' by 14" painted brushed silver glossy sign identifying the vacuum area; and

WHEREAS, per the referral notice, the site is served by City of Syracuse public drinking water and no changes to the existing infrastructure are proposed; however, demolition, change of use and new construction is proposed on site; and

WHEREAS, per the referral notice, the site was previously served by public sewers and is located in the Metropolitan Wastewater Treatment Plant and MIS pump station service area and an increase in use is expected with construction of a new building; per Onondaga County Department of Water Environment Protection, a Capacity Assurance request has been received and is under review; ADVISORY NOTE: Per the Onondaga County Department of Water Environment Protection, any and all demolition of buildings requires a permit for sewer disconnects; the applicant must contact Plumbing Control to ensure appropriate permits are obtained;

ADVISORY NOTE: Per the Onondaga County Department of Water Environment Protection, the applicant must develop a 1 gallon to 1 gallon sanitary flow offset plan/project in coordination with the municipal engineer; and

WHEREAS, the site may contain the Indiana Bat and Northern Long-eared Bat, or their associated habitat, which has been listed by the state or federal government as a threatened or endangered animal species (per EAF Mapper); impacts to bat species are often associated with tree clearing and from the Site Plan it appears that some trees will be removed as part of the proposed project;

ADVISORY NOTE: Per the NYS Department of Environmental Conservation (DEC), if the site contains a threatened or endangered species and/or associated habitat, and the project requires review under the State Environmental Quality Review Act (SEQRA), a request for a project screening should be submitted to the New York Natural Heritage Program or to the regional DEC Division of Environmental Permits office; and

the site or a portion of it is located in or adjacent to an area designated as sensitive for archaeological sites on the NYS Historic Preservation Office archaeological site inventory (per EAF Mapper); and

NOW THEREFORE BE IT RESOLVED, that the Onondaga County Planning Board recommends the following MODIFICATION(S) to the proposed action prior to local board approval of the proposed action:

1. The City and applicant must confirm the presence and location of any easements on site, notably an existing sanitary sewer easement which appears to be located within the project disturbance area, and any easements must be reflected on the Site Plan. The City must ensure no impacts to regional sewer infrastructure from the proposed project as part of plan review.
2. The applicant must confirm safe and adequate access to proposed Lot 2, in coordination with the City Engineer, prior to plan approval. The proposed 40-foot frontage onto East Brighton Avenue creates potential limitations for future development, and the proximity of the frontage to existing interesections may present challenges for access. The applicant and City are encouraged to reduce curb cuts onto congested East Seneca Turnpike by exploring alternative means of access for future property development.

The Board offers the following comment:

The City is encouraged to require alternate siting, building orientation, circulation and/or screening in order to reduce the visual impact of driveways, drive lanes, parking and dumpsters as prominent features at the front of the site.



Martin E. Voss, Chairman  
Onondaga County Planning Board



OFFICE OF ZONING ADMINISTRATION  
Ben Walsh, Mayor

To: Brighton Mews, LLC  
From: Cristian Toellner, Zoning Planner  
Date: 2/9/2024 7:42:50 AM  
Re: Major Site Plan Review MaSPR-24-02  
1001 Brighton Ave E, Syracuse, 13205

The Departments and/or Boards below have reviewed your application and provided the following comments for your information and action as appropriate.

Please modify the proposal as necessary to address the comments/recommendations. Upon receipt of any revisions and/or written justification to the Office of Zoning Administration, a Public Hearing will be scheduled.

Please contact the Zoning Office at (315) 448-8640 or [Zoning@syr.gov](mailto:Zoning@syr.gov) if you have any questions.

Approval	Status	Status Date	Reviewer	Comments
Planning Commission	Pending	05/02/2023		
DPW Sewers - Zoning	Internal Review Complete	05/03/2023	Vinny Esposito	SWPPP must be submitted and approved by the City Engineer. Sanitary connection must be approved by Onondaga County WEP. Storm water connections must be into the main sewer. All catch basins must have sumps and traps.
Eng. Design & Cons. - Zoning	Internal Review Complete	05/24/2023	Mirza Malkoc	All construction in the R.O.W. will require a permit, all construction in the R.O.W. to be per City standards and specifications.
Eng. Mapping - Zoning	Internal Review Complete	05/16/2023	Ray Wills	No objection to the project. No impact on Mapping Division assets.
Water Engineering - Zoning	Internal Review Complete	10/04/2023	Kim Kelchner	10/04/2023 Private Hydrant at edge of property along road is not allowed. 1) new City fire hydrant can be installed for \$6,000.00 in the City Road Rite-of-Way in the location you want. 2.) Water services over 100 feet in length require a water meter pit. 3.) Meter Pit on Private Property needs to be installed to use Potable Water Plastic Pipe( pipe material has to be submitted for approval to the SWD Engineering). 4) Cross Connection Control Plane paperwork needs to be submitted to SWD <a href="mailto:Kkelchner@syr.gov">Kkelchner@syr.gov</a> 5) Application for services has to be completed and fee's paid.
City Planning - Zoning	Internal Review Complete	05/25/2023	Allison Bodine	The City Planning Division has reviewed the application and finds the proposed use to be acceptable. The City is in the process of adopting a new zoning ordinance, ReZone Syracuse, that will reclassify this parcel to a Commercial (CM) zoning district. Car wash

facilities will be permitted by right in the CM district with the adoption of the ReZone. The land use is also consistent with the City’s adopted Land Use and Development Plan, which designates this property as a suburban commercial character area. These areas are “the typical location of ‘big-box’ commercial activities” and “[d]esign standards should ensure that these buildings remain aesthetically pleasing rather than detracting from the surrounding area.”

Given the site’s proximity to residential properties, the applicant must confirm that all lighting is down lit and will be completely contained onsite, and hours of operation are reasonable and will not impose any potential impacts to neighboring properties. The proposed landscaping on-site appears to be sufficient to provide a visual buffer and screening for drive aisles and parking areas. Additional landscaping along the front of the site is encouraged and should be coordinated with the City Arborist and shown on the project plans.

To further minimize impacts to neighboring properties, the applicant is advised to amend the signage plan to be consistent with the zoning ordinance, including the proposed use of LED changeable message signs.

Fire Prevention - Zoning	Internal Review Complete	05/04/2023	Elton Davis	<p>1. A fire access plan sheet shall be submitted clearly documenting:</p> <p>a. The locations and dimensions of all required fire apparatus access roadways (Fire Code of New York State §503) and all required aerial fire apparatus access roadways (FCNYS §D105). Widths and distances from the access roadway to all portions of exterior walls shall be documented.</p> <p>b. Locations of all fire hydrants. Distances from each building to the nearest hydrant shall be shown (FCNYS §507.5.1). Any buildings that will require standpipe systems shall have a hydrant located within 100 feet of the Fire Department Connection serving the system (FCNYS §507.5.1.1).</p>
DPW Traffic Control- Zoning	Internal Review Complete	05/24/2023	Joe DiBello	any road or pedestrian closure/detour must have correct signage in place per MUTCD
Eng Sewers- Zoning	Internal Review Complete	05/24/2023	Mirza Malkoc	<ul style="list-style-type: none"> <li>• The Project is subject to Onondaga County’s 1:1 offset. The City requires an offset plan &amp; details for review. Applicant shall submit sanitary flow data to the Engineering Department, the determined offset plan then most likely will require Common Council Approval.</li> <li>• Onondaga County Plumbing Control shall review and approve the plans as well.</li> <li>• All installation &amp; restoration work to be done to City of Syracuse specifications &amp; details.</li> </ul>
Eng Stormwater (SWPPP)- Zoning	Internal Review Complete	05/24/2023	Mirza Malkoc	<ul style="list-style-type: none"> <li>• Stormwater Pollution Prevention Plan (SWPPP) is required for review due to disturbance of greater than 10,000sf.</li> <li>• Stormwater Access &amp; Maintenance Agreements shall be submitted for review.</li> <li>• Proposed grading shall be graded to prevent stormwater sheet flow to adjoining properties &amp; to the City R.O.W.</li> </ul>
DPW - Transportation Planner	Internal Review Complete	06/20/2023	Neil Milcarek-Burke	No major concern with proposed redevelopment, however, there are deficiencies along the site frontage and ROW that will require correction and updating as part of the project. Additional engineering work is required as improvements to the traffic signal will need

to be incorporated.

- The opening to the parcel will need to function as the 4th leg of the intersection
- Modifications to the existing signal will be required to also provide signalized control for the opening, which may require protected movements and also necessary updates to cabinet equipment to support and updates
- A new mast/arm will likely be required to accomplish this goal, on the west side of the intersection
- Ped signals/accommodations will be required as part of the signal update
- The existing signal pole and cabinet on the east side of Brighton (in front of your project) will require bollards or other protection to prevent strikes from vehicles turning into/out of the proposed opening
- Signal upgrades must be designed and stamped by a licensed traffic engineer and submitted to the City for review and acceptance as part of this project
- Extant curb-cuts and driveways are to be properly abandoned with full reveal granite curb and apron/driveways removed.
- ADA compliant concrete leadwalk is required from the interior sidewalk area to the public sidewalk within the Brighton Avenue ROW. Leadwalk to provide no less than 10' offset from driveway and should align with ADA corner and crosswalk to the extent possible. Leadwalk to incorporate 5'+ offset from interior drive lanes.
- Bike parking required near the man doors/accessible parking area via 2 staple-style racks (no wave racks) in a conspicuous and well-lit area offset from driveisles and parking stalls 5'+
- Additional plantings are needed to provide some low-growing screening and enhancement of the streetscape along Brighton Avenue, between drive isle and prop line, using a varied schedule of hardy plant materials
- Further guidance should be sought from the Forestry Division regarding species and placement of trees and other plantings

\*\*\*If at any point during the future operation of the site the traffic from the project creates negative impacts to the intersection or surrounding streets the owner/ applicant will be required to make corrections to the satisfaction of the City of Syracuse.

City of Syracuse  
**Parcel History**  
01/01/1900 - 02/09/2024  
Tax Map #: 062.-02-11.0  
Owners: Brighton Mews, LLC  
Zoning: CM

Address	Date	Transaction	Transaction Type	Status	Description
1001 Brighton Ave E	05/18/23	Violation	SPCC - Section 27-116 (E) - Vacant Property Registry	Open	
1001 Brighton Ave E	05/18/23	Violation	2020 PMCNYS - Section 304.2 - Protective Treatment	Open	
1001 Brighton Ave E	09/15/23	Violation	Section 105.2 Building Permits	Open	