



June 2, 2017

Ref: 26021.00

Mr. Anthony Maney



Re: Traffic Evaluation Cherry Street Condominiums, Cherry Street, City of Saratoga Springs, NY

Mr. Maney,

VHB has conducted a Traffic Evaluation for the proposed *Cherry Street Condominiums* located in the southwest corner of the Cherry Street/ Marvin Alley intersection in the City of Saratoga Springs. This evaluation is based on the Schematic Site Plan dated May 3, 2017 prepared by BBL Construction Services and HCP Architects, included as an Attachment to this letter.

A. Project Summary and Existing Conditions

The proposed project includes the construction of 14 condominium units in two buildings, a five-story building along Marvin Alley with eight units and a four-story building along Cherry Street with six units. Primary access to the site is proposed via a full access driveway on Cherry Street. Four of the eight units along Marvin Alley will have direct access onto Marvin Alley. The existing site has one single family home, which would be removed. The project is expected to begin construction soon after approvals are obtained from the City.

Cherry Street is a local City street providing east-west access between Franklin Street and Beekman Street, just north of NY Route 29 (Washington Street). In the project vicinity, Cherry Street provides a single travel lane in each direction with approximately 23 feet of pavement and no shoulders. There is a section of sidewalk along the project frontage, on the north side of the roadway west of the site between Walworth Street and Beekman Street, and on the south side of Cherry Street for a small section adjacent to Beekman Street. Land uses along Cherry Street are primarily residential with two lumberyards to the west of the site. There is no posted speed limit on Cherry Street; therefore, the City speed limit of 30-mph applies.

Marvin Alley is a local City street providing north-south access between Division Street and NY Route 29 (Washington Street). Marvin Alley is a narrow roadway with approximately 13 feet of pavement and no shoulders. There are no sidewalks along Marvin Alley. Marvin Alleys primary function is to provide access to parking and is not meant for through travel. There is no posted speed limit on Marvin Alley; therefore,

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the City speed limit of 30-mph applies. It is likely that vehicles on this alley are traveling at speeds much lower than 30-mph.

Transit in the study area is provided by the Capital District Transportation Authority (CDTA). Bus route 451 travels north of the site along Church Street and Routes 450, 452, and 540 (the Northway Express) travel along Broadway east of the site. Routes 450, 451, and 452 provide service daily while the Northway Express provides only weekday service.

Traffic Evaluation

The peak hour trip generating characteristics of the site were estimated based on data published by the Institute of Transportation Engineers (ITE) in the 9th edition of the Trip Generation Manual. Morning and afternoon peak travel at the site was estimated using ITE land use code 230 for Residential Condominium/Townhouse and are summarized below in Table 1.

Table 1 – Trip Generation Summary

Land Use	Number of Units	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Condominium	14	2	9	11	8	4	12

The proposed residential development is anticipated to generate 11 trips during the morning peak hour and 12 trips during the afternoon peak hour. This magnitude of traffic is less than the NYSDOT and ITE volume thresholds of 100 vehicle trips generated on any one intersection approach for off-site intersection analysis. This guidance was developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off-site intersections and screen out locations that do not meet the 100-vehicle threshold and are unlikely to require mitigation. Based on the magnitude of traffic generated at the proposed site, the traffic generated at the site will be accommodated for by the adjacent roadway network.

Residents on the site will have several options to access the surrounding roadway network including via Marvin Alley to Division Street in the north and Washington Street in the south and via Cherry Street to Franklin Street in the east and Walworth Street or Beekman Street in the west. The site generated trips were distributed onto the adjacent roadway network based on a review of available traffic volume and travel pattern data in the study area to identify the maximum number of trips that would be added to the adjacent roadway network as a result of the project. In general, it is anticipated that a maximum of 75% of the site generated trips will travel to and from the east towards Franklin Street when traveling to and from the site while the remaining 25% could travel to and from the west towards Walworth Street. This distribution of travel results in a maximum of 8 AM and 9 PM peak hour vehicle trips traveling to and from the east and a maximum of 3 AM and 3 PM peak hour trips traveling to and from the west. As the site generated trips continue to distribute beyond Cherry Street and Marvin Alley, the magnitude of traffic associated with the site on other surrounding roadways will be less.



B. Summary and Conclusions

The proposed project includes the construction of 14 condominium units on Cherry Street and Marvin Alley in the City of Saratoga Springs. Primary access to the site is provided via a full access driveway on Cherry Street with access to four units directly onto Marvin Alley. The existing residential home on the site will be removed with the redevelopment. The proposed project fits within the character of the neighborhood which is primarily residential.

The site is anticipated to generate a total of 11 vehicle trips during the AM peak hour and 12 vehicle trips during the PM peak hour which, based on a review of the anticipated distribution of traffic, will result in a maximum volume increase of 8 AM and 9 PM peak hour trips to the east of the site and 3 AM and 3 PM peak hour trips to the west of the site. This magnitude of traffic will be accommodated by the existing roadway network and no mitigation is recommended.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.

A handwritten signature in blue ink that reads "Wendy C. Holsberger".

Wendy C. Holsberger, P.E., PTOE

Director of Transportation



Attachment



Cherry St Development

Proposed Program

Urban Residential (4-Story)

Unit Count: 6
Avg. Net sf: 2,000

Urban Residential (5-Story)

Unit Count: 8
Avg. Net sf: 2,000

Project Data

Acreage: 0.63 acres
27,726sf

Bldg. Coverage: 31%
± 8,600sf footprint
1,500sf Roof Terrace

Green Space: ±35%

Parking Spaces: 22 Provided
18 Garage
4 Surface