



**Consulting**

1396 White Bridge Road

Chittenango, NY 13037

Tel: (315) 391-5110

June 10, 2022

Keystone Associates  
58 Exchange Street  
Binghamton, NY 13901

Attn: Mr. Kenneth Ellsworth

**Re: Trip Generation Comparison  
Proposed Five Mile Point Warehouse vs. Existing Zoning Potential  
Town of Kirkwood, NY**

Dear Mr. Ellsworth:

I have prepared a comparison of the potential trip generation for the proposed Five Mile Point Warehouse development versus a potential buildout of the site with various uses that are permitted under the existing property zoning.

The proposed Five Mile Point warehouse development includes a 227,500 SF warehouse building (#1) and a 236,250 SF warehouse building #2, for a total development of 463,750 SF. Trips generated by the proposed development were estimated using the ITE Trip Generation, 11<sup>th</sup> Edition, using Land Use 155 – High Cube Fulfillment Center Warehouse – With Small Package Sorting, as documented in the March 24<sup>th</sup>, 2022 traffic impact study completed by GTS Consulting.

Under the existing zoning of the property, the following potential development scenarios have been identified:

- 412,000 SF of retail space
- 400,000 SF of office space
- A 500 bed hospital

Potential trips that could be generated under each scenario were estimated using the ITE Trip Generation, 11<sup>th</sup> Edition, using Land Use 820 – Shopping Center (>150K), Land Use 710 – General Office Building, and Land Use 610 – Hospital.

The following table summarizes the trip generation estimate for the proposed Five Mile Point warehouse development versus the trip generation potential for each scenario under the existing zoning. The difference of the proposed use from the potential use under existing zoning is shown in parentheses.



Mr. Ellsworth  
June 10, 2022  
Page 2 of 2

**Re: Trip Generation Comparison  
Proposed Five Mile Point Warehouse vs. Existing Retail Zoning Potential  
Town of Kirkwood, NY**

**Trip Generation Summary – Proposed Warehouse Use vs. Potential Retail Development**

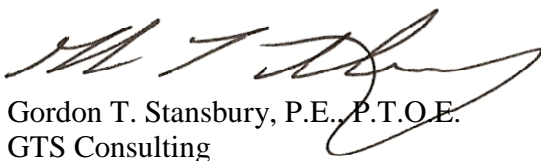
	<b>Morning Peak Hour</b>		<b>Evening Peak Hour</b>	
	<b>Entering</b>	<b>Exiting</b>	<b>Entering</b>	<b>Exiting</b>
Warehouse/Distribution – 463,750 SF	326	77	217	340
Retail – 412,000 SF	215 (+111)	132 (-55)	672 (-455)	728 (-388)
Office – 400,000 SF	535 (-209)	73 (+4)	98 (+119)	478 (-138)
Hospital – 500 Beds	644 (-318)	251 (-174)	279 (-62)	566 (-226)

The proposed redevelopment of the Five Mile Point Speedway with warehouse uses, even using the most conservatively high trip generation estimates as documented in the traffic study, would generate notably less traffic than the potential retail, office, or hospital uses that are allowed under the current zoning, particularly during the evening peak hour. During the morning peak hour, retail uses could potential generate 15% less trips the proposed development, however office uses could produce 51% more trips while a hospital could produce 122% more trips. During the evening peak hour, retail uses could potentially generate 209% more trips than the proposed developed, office uses could produce 5% more trips and a hospital could produce 71% more trips. It is also noted that the warehouse use will primarily generate peak volumes during shift changes only with minimal traffic volumes expected during other hours of the day. The detailed trip generation calculations have been attached.

The existing raceway a significant traffic generator both in terms of car and truck traffic. With a typical fan attendance of over 400 people and 350 people participating in the race pits, the raceway generates hundreds of vehicular trips entering and exiting the site on race days. Additionally, the site employs up to 50 people associated with vendors and concessions, and approximately 120 trucks (racecar haulers) also entering and exiting the site on race days.

If you have any questions or need additional information, please call.

Sincerely,

  
Gordon T. Stansbury, P.E., P.T.O.E.  
GTS Consulting

Attachments – Trip Generation Estimates

**Proposed Five Mile Point Industrial Development  
Frances Street @ Robert Street - Town of Kirkwood, NY  
Trip Generation Estimate**

Proposed Development	463,750 SF - Industrial Buildings (#1 - 227,500 SF, #2 - 236,250 SF)
Potential Development - Existing Zoning	412,000 SF - Retail 400,000 SF - Office 500 Bed - Hospital 400 Spectator Race Track

***ITE Trip Generation - 11th Edition - Potential Land Uses***

*Land Use 155 - High Cube Fulfillment Center Warehouse - Sort*

Morning Peak Hour	0.87 Trips/1,000 SF	81% Enter	19% Exit
Evening Peak Hour	1.20 Trips/1,000 SF	39% Enter	61% Exit

*Land Use 820 - Shopping Center (>150K)*

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

*Land Use 710 - General Office Building*

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

*Land Use 610 - Hospital*

Morning Peak Hour	1.79 Trips/Bed	72% Enter	28% Exit
Evening Peak Hour	1.69 Trips/Bed	33% Enter	67% Exit

### Trip Generation Estimate - Proposed Industrial Development

	Morning Peak Hour			Evening Peak Hour		
	Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
463,750 SF Industrial Building	403	326	77	557	217	340

### Trip Generation Estimates - Potential Uses - Existing Zoning

Development	Morning Peak Hour			Evening Peak Hour		
	Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
Retail - 412,000 SF	346	215	132	1401	672	728
Office - 400,000 SF	608	535	73	576	98	478
Hospital - 500 Beds	895	644	251	845	279	566

### Conclusions

As documented in the 3/24/22 Traffic Study - Land Use 155 provided the most conservative estimate of potential traffic generated for the proposed development under an industrial land use.

#### *Morning Peak Hour*

Retail Uses could generate overall traffic at levels approximately 14% less than the proposed development potential

Office Uses could generate overall traffic at levels approximately 51% higher than the proposed development potential

Hospital Uses could generate overall traffic at levels approximately 122% higher than the proposed development potential

#### *Evening Peak Hour*

Retail Uses could generate overall traffic at levels approximately 209% higher than the proposed development potential

Office Uses could generate overall traffic at levels approximately 5% higher than the proposed development potential

Hospital Uses could generate overall traffic at levels 71% higher than the proposed development potential