

Midtown Building, Suite 400 1301 Atlantic Avenue Atlantic City, NJ 08401-7212 Tel 609.348.4515 Fax 609.348.6834

JACK PLACKTER Direct Dial: 609-572-2200 Email Address: JPlackter@FoxRothschild.com

October 19, 2022

VIA FEDEX

Casino Reinvestment Development Authority Division of Land Use and Regulatory Enforcement 15 S Pennsylvania Avenue Atlantic City, NJ 08401

Re: Starboard Industries NJ LLC Block 289, Lots 1, 9, 12 & 14 and Block 290, Lots 2, 3, 4

Dear Sir/Madam:

Enclosed please find the materials in support of the above-reference Application.

- 1. Application Package for Land Use Approval, which is filled out and properly executed (1 original and 4 copies) with exhibits:
 - a. Disclosure Statement, Exhibit A (5 copies);
 - b. Project Narrative, Exhibit B (5 copies);
- 2. Completed Major Preliminary Site Plan Checklist and completed Major Final Site Plan Checklist;
- 3. Traffic Engineering and Air Quality Assessment dated September 15, 2022 (5 copies);
- 4. Agri-Kind NJ LLC ("AK-NJ") SOP for Waste Disposal, Sanitation(5 copies);
- 5. Stormwater Management Report (5 copies);
- 6. Escrow Setup Information;

Casino Reinvestment Development Authority October 19, 2022 Page 2

- 7. Agreement of Sale dated April 7, 2022;
- 8. Deeds to the properties;
- 9. Proposed Cannabis Facility NJDEP & NJCRDA Application (5 copies), prepared by Arthur Ponzio Co. dated August 18, 2022;
- 10. Proposed Cannabis Facility Atlantic City, NJ CRDA Planning Application (5 copies), prepared by SOSH Architects dated September 29, 2022;
- 11. Certification of Paid Taxes dated July 14, 2022 from the City of Atlantic City, Office of the Tax Collector;
- 12. Certified 200' Property Owner List dated October, 2022;
- 13. Check payable to the Casino Reinvestment Development Authority for Application Fees in the total amount of \$950.00;
- 14. Check payable to the Casino Reinvestment Development Authority for Escrow Deposit in the total amount \$5,000.00;
- 15. Two flash drives each containing one (1) copy of the application package.

Should you require anything further to process the Application, please contact my office. Thank you for your assistance in this matter and do not hesitate to reach out to me with any questions.

Very truly yours,

Jack Planter

Jack Plackter JP/sm

cc: Applicant (w/copy of Application only) John J. Barnhart (w/copy of Application only) Arthur W. Ponzio (w/copy of Application only) Thomas Sykes (w/copy of Application only)

City of Atlantic City LAND USE APPLICATION

City of Atlantic City: (Check where applicable)

AC Planning Division Jurisdiction

City of Atlantic City Planning Board 1301 Bacharach Boulevard City Hall-Suite 508 Atlantic City, NJ 08401 609-347-5404

CRDA: (Check where applicable)

NJ CRDA LURED Jurisdiction

Casino Reinvestment Development Authority 15 S Pennsylvania Avenue Atlantic City, NJ 08401 609-347-0500

To be completed by staff only.

Date Filed Application Fees: Scheduled for: Review for Completeness					Applicati Escrow D	on No Deposit				-
					Hearin	g:				-
1. SUBJECT PI Location: 170	ROPERTY 5-1717 Atlar	ntic Avenue, 1714 A	rctic Aven	ue, 1736	Arctic Aven	ue, 19 N. M	artin Luthe	r King Boule	vard, Atlanti	= c City, NJ
Тах Мар	Page Page Page	48 49	Block _ Block _ Block _	289 290		Lot(s) Lot(s) Lot(s)	1,9,12,2 2,3,4	14		-
Dimensions	Frontage	e218.85	De	pth	550'	Tota	al Area _	4.44 acr	es	
Zoning Distric	tCBD					<u></u>				
2. APPLICANT Name_Starboa Email_jcohn@	ard Enter Pagri-kinc	orises NJ LLC I.com								-
Address 740 S	pringdale	e Drive, Suite 1	30, Exte	on PA	19341					-
Telephone Nu Applicant is as	imber <u>610</u>	Corporation	Ø	Par	tnership (כ	Indi	vidual 🗖		-
3 . If Owner is Owner's Nam Email <u>truposz</u> Address <u>3000</u>	other tha e <u>Amelia</u> ms@gma Boardwal	n the applican Associates, a I il.com k, Atlantic City	t, provi New Jer 7, New J	de the sey ge ersey (following neral part 08401	; informa tnership	tion on as to Blo	the Owne ck 289, L	er(s): ots 1, 9 &	ι 14
Telephone Nu	mber 609)-287-8300	iouslyr	rovid	ad with n	rior annl	ication			
Owner's Nam	ie 19 Nori	th MLK Boulev	ard Ass	ociates	s LLC as to	Block 2	90, lots 2	2, 3 and 4		
		Owner's cor	isent w	as pre	viously pr	ovided v	vith prio	r applica	tion.	

Uwner's Name Estate of Eugene Sanderson Beckman Jr.

Owner's consent was previously provided with prior application.

4. DISCLOSURE STATEMENT

Pursuant to N.J.S 40:55D-48.1 [Application by corporation or partnership; list of stockholders owning 10% of stock or 10% interest in partnership.] Disclosure of owners of organization and property subject to application. [A corporation or partnership applying to a governing body of a municipality]Any organization making an application for development under this act [for permission to subdivide a parcel of land into six or more lots, or applying for a variance to construct a multiple dwelling of 25 or more family units or for approval of a site to be used for commercial purposes] shall list the names and addresses of all members, stockholders or individual partners (collectively, "interest holders")[owning at least 10% of its stock of any class or at least 10% of the interest in the partnership], including any other organization holding at least a 10% ownership interest in the organization, and shall also identify the owner of the property subject to the application, including any organization holding at least a 10% ownership interest in the property [as the case may be]. In accordance with 40:55D-48.2 [Disclosure of 10% ownership interest of corporation or partnership which is 10% owner of applying corporation or partnership.] Listing of names and addresses of interest holders of applicant and owner organization. If [a corporation or partnership] an organization owns an interest equivalent to 10% or more of another organization the stock of a corporation, or 10% or greater interest in a partnership, subject to the disclosure requirements hereinabove described, [pursuant to section 1 of this act that organization shall list the names and addresses of its interest holders holding 10% or greater interest in the [partnership, as the case may be, and] organization. [This requirement shall be followed by every corporate stockholder or partner in a partnership, until the names and addresses of the stockholders and individual partners, exceeding the 10% ownership criterion established in this act, have been listed.] In accordance with recently added 40:55D-48.3 Disclosure of all officers and trustees of a non-profit organization. A non-profit organization filing an application for development under this act shall list the names and addresses of all officers and trustees of the non-profit organization. In accordance with 40:55D-48.4 [Failure to comply with act; disapproval of application.] Approval of application. a. No municipal planning board, board of adjustment or [municipal] governing body shall approve the application of any [corporation or partnership] organization or nonprofit organization which does not comply with this act. Any approval not in compliance with this act shall be voidable in a proceeding in lieu of prerogative writ in the Superior Court. b. Any party, including any member of the public, may institute a proceeding in lieu of prerogative writ in the Superior Court to challenge any PROPOSED AMENDMENTS TO MUNICIPAL LAND USE LAW approval granted by a municipal planning board, board of adjustment or governing body on the grounds that such action is void for the reasons stated in subsection a. of this section, and if the court shall find that the approval was not in compliance with this act, the court may declare the approval to be void. In accordance with 40:55D-48.5 [Concealing names of owners;] Organization or non-profit organization failing to disclose; fine. Any [corporation or partnership which conceals] organization or nonprofit organization failing to disclose in accordance with this act, [the names of stockholders owning 10% or more of its stock, or of individual partners owning a 10% or greater interest in the partnership, as the case may be,] shall be subject to a fine of \$1,000 to \$10,000, which shall be [recovered] recoverable in the name of the municipality in any court of record in the State in a summary manner pursuant to the "Penalty Enforcement Law" (N.J.S.A. 2A:58-1 et seq.).

	526 Pacific Ave, Unit 1401	
Name Jon Cohn	Address Atlantic City, NJ 08401	Interest 44.79%
Name Craig McHugh	Address 526 Pacific Ave, Unit 2604	Interest 22.76%
Name	Address Atlantic City, NJ 08401	Interest
Name	Address	Interest
Name	Address	Interest

See disclosure statement attached as Exhibit A.

5. PROPERTY INFORMATION:

Restrictions, covenants, easements, association by-laws, existing or proposed on the property: Yes [attach copies] No_____ Proposed___

Present use of the premises: See Project Narrative attached as Exhibit B.

Note: All deed restrictions, covenants, easements, association bylaws, existing and proposed must be submitted for review and must be written in easily understandable English in order to be approved.

6. Applicant's Attorney Jack Plackter

Email jplackter@foxrothschild.com Address Midtown Building, Suite 400, Atlantic City, NJ 08401-7212 Telephone Number 609-572-2200 FAX Number 609-348-6834

7. Applicant's Engineer Jon Barnhart

Email jbarnhart@aponzio.com

Address _____ 400 North Dover Ave, Atlantic City, NJ 08401

Telephone Number 609-344-8194

FAX Number 609-344-1594

8. Applicant's Planning Consultant Jon Barnhart

Email jbarnhart@aponzio.com

Address 400 North Dover Ave. Atlantic City, NJ 08401

Telephone Number 609-344-8194

FAX Number 609-344-1594

9. Applicant's Traffic Engineer Nathan Mosley, PE, CME

Email_nmosley@sallc.org_

Address 277 White Horse Pike, Suite 203 Atco, NJ 08004

Telephone Number 609-714-0400

FAX Number

0.List any other Expert who will submit a report or who will testify for	
he Applicant: [Attach additional sheets as may be necessary]	
lame	a titlear
ield of Expertise	
mail	
ddress	
elephone Number	
AX Number	

11. APPLICATION REPRESENTS A REQUEST FOR THE FOLLOWING:

SUBDIVISION:

- _____ Administrative Review of Minor Subdivision Plan
- _____Administrative Review of Major Subdivision Plan
- _____ Minor Subdivision Approval
- _____ Major Subdivision Approval [Preliminary]
- _____ Major Subdivision Approval [Final]
 - Number of lots to be created _____ Number of proposed dwelling units _____
 - (including remainder lot) (if applicable)

SITE PLAN:

- _____Administrative Review of Minor Site Plan
- _____ Administrative Review of Major Site Plan
- _____ Minor Site Plan Approval
- ____ Major Preliminary Site Plan Approval [Phases (if applicable) ____]
- X Major Final Site Plan Approval [Phases (if applicable) ____]
 - _____ Amendment or Revision to an Approved Site Plan
 - Area to be disturbed (square feet) ____
 - Total number of proposed dwelling units _____
 - ___Request for Waiver From Site Plan Review and Approval

Reason for request: ______

MISC:

- _____ Administrative Review
- _____ Appeal decision of an Administrative Officer [N.J.S. 40:55D- 70a]
- _____ Map or Ordinance Interpretation of Special Question [N.J.S. 40:55D-70b]
- _____ Variance Relief (hardship) [N.J.S. 40:55D-70c(1)]
- ______ Variance Relief (substantial benefit) [N.J.S. 40:55D-70c(2)]
- _____ Variance Relief (use) [N.J.S. 40:55D-70d]
- _____ Conditional Use Approval [N.J.S. 40:55D-67]
- _____ Direct issuance of a permit for a structure in bed of a mapped street, public drainage way, or flood control basin [N.J.S. 40:55D-34]
- _____ Direct issuance of a permit for a lot lacking street frontage [N.J.S. 40:55D-35]

12. Section(s) of Ordinance from which a variance is requested and justification for said request: [attach additional pages as needed]

13. Waivers Requested of Development Standards and/or Submission and justification for request.

Requirements: [attach additional pages as needed] ______

14. Attach a copy of the Notice to appear in the official newspaper of the municipality and to be mailed to the owners of all real property, as shown on the current tax duplicate, located within the State and within 200 feet in all directions of the property, which is the subject of this application. The Notice must specify the sections of the Ordinance from which relief is sought, if applicable.

The publication and the service on the affected owners must be accomplished at least 10 days prior to the date scheduled by the Administrative Officer for the hearing. An affidavit of service on all property owners and a proof of publication must be filed before the application will be complete and the hearing can proceed.

15. Explain in detail the exact nature of the application and the changes to be made at the premises, including the proposed use of the premises:

[attach pages as needed] See Project Narrative attached as Exhibit B.

16. Is a public water line available? Yes

17. Is public sanitary sewer available? Yes

18. Does the application propose a well and septic system? No

19. Have any proposed new lots been reviewed with the Tax Assessor to

determine appropriate lot and block numbers? N/A

20. Are any off-tract improvements required or proposed?<u>No</u>

21. Is the subdivision to be filed by Deed or Plat? N/A

22. What form of security does the applicant propose to provide as

performance and maintenance guarantees? Bond or other payment acceptable to the City

23. Other approvals, which may be required and date plans submitted:

			Date Plans
	Yes	No	Submitted
Atlantic City Municipal Utilities Authority	<u>X</u>		
Atlantic County Health Department	<u>X</u>	- 	· ····································
Atlantic County Planning Board		_ <u>X</u>	
Atlantic County Soil Conservation Dist.	<u> </u>		
NJ Department of Environmental Protection	<u>X</u>		
Sewer Extension Permit	<u>X</u>		
Sanitary Sewer Connection Permit	<u>X</u>		
Stream Encroachment Permit		X	
Waterfront Development Permit		_X	
Wetlands Permit		X	
Tidal Wetlands Permit		X	
Potable Water Construction Permit	X		
Other		X	
NJ Department of Transportation		X	
Public Service Electric & Gas Company		_X	

24. Certification from the Tax Collector that all taxes due on the subject property have been paid.

25. List of Maps, Reports and other materials accompanying the application (attach additional pages as required for complete listing).

Quantity

Description of Item

See cover letter for list of included items and number of copies.

26. The Applicant hereby requests that copies of the reports of the professional staff reviewing the application be provided to the following of the applicant's professionals:

Specify which reports are requested for each of the applicant's professionals or whether all reports should be submitted to the professional listed.

Applicant's Professional Reports Requested All reports requested for each of applicant's professionals Attorney_____

Engineer____

CERTIFICATIONS

27. I Jack Plackter certify that the foregoing statements and the materials submitted are true. I further certify that I am the individual applicant or that I am an Officer of the Corporate applicant and that I am authorized to sign the application for the Corporation or that I am a general partner of the partnership applicant.

[If the applicant is a corporation, this must be signed by an authorized corporate officer. If the applicant is a partnership, this must be signed by a general partner.]

Sworn to and subscribed before me this 9th day of OCTOOR _ 20 22

NOTARY PUBLIC

NICOLE RIVERA Notary Public - State of New Jersey My Commission Expires Mar 6, 2023

Jack Plackter, Esquire Attorney for Applicant

28. I certify that I am the Owner of the property which is the subject of this application, that I have authorized the applicant to make this application and that I agree to be bound by the application, the representations made and the decision in the same manner as if I were the applicant.

[If the owner is a corporation, this must be signed by an authorized corporate officer. If the owner is a partnership, this must be signed by a general partner.]

Sworn to and subscribed before me this

14th day of OCTOBER_, 20 dd

NOTARY PUBLIC

SIGNATURE OF OWNER

29. I understand that the sum of \$5,000 has been deposited in an escrow account (Builder's Trust Account). In accordance with Land Use Fees and Escrow Deposit Requirements, I further understand that the escrow account is established to cover the cost of professional services including engineering, planning, legal and other expenses associated with the review of submitted materials and the publication of the decision by the Board. Sums not utilized in the review process shall be returned. If additional sums are deemed necessary, I understand that I will be notified of the required additional amount and shall add that sum to the escrow account within fifteen (15) days.

within fifteen (15) days.

Date

Jack Plackter, Esquire Attorney for Applicant

EXHIBIT A

STARBOARD ENTERPRISES NJ LLC, a New Jersey limited liability company

July 7, 2022

DISCLOSURE STATEMENT

LISTS OF NAMES AND ADDRESSES OF STOCKHOLDERS OR INDIVIDUALS OWNING 10% OF THE CORPORATION STOCK OR 10% INTEREST IN THE PARTNERSHIP (N.J.S.A. 40:55D-48.1 AND 48.2)

Set forth below are the names and addresses of the members of the Company owning a 10% or greater beneficial interest in Starboard Enterprises NJ LLC, a New Jersey limited liability company.

Jon Cohn 526 Pacific Ave, Unit 1401 Atlantic City, NJ 08401

Craig McHugh 526 Pacific Ave, Unit 2604 Atlantic City, NJ 08401

EXHIBIT B

Project Narrative:

Starboard Enterprises NJ LLC, a New Jersey limited liability company ("Starboard") is requesting Major Preliminary and Major Final Site Plan Approval from the CRDA to develop the 1700 block of Atlantic Avenue and associated parking lot on Martin Luther King Boulevard (the "Property"). Agri-Kind NJ LLC ("AK-NJ") will be the operator and tenant of the Property. AK-NJ will use the Property for Class 1 and Class 2 Cannabis Business operations. The Property is located within the Central Business zoning District (CBD) of the Atlantic City Tourism District. The Applicant has already received the following bulk ('c') variance relief:

- a) To permit a front yard setback of 3.5' from the staircases to Indiana Ave. where a minimum front yard setback of 5' is required;
- b) To permit 80% building coverage where 30% is permitted; and
- c) To permit 90% impervious coverage where 80% is permitted.

In addition, the Applicant received a use variance to operate a Class 1 and Class 2 Cannabis Business operation. However, on October 13, 2022 the Green Zone Redevelopment Plan was adopted so a use variance is no longer necessary.

Starboard's facility is proposed to be located on Block 289 with additional parking on Block 290. Atlantic City has adopted a revised Green Zone Redevelopment Plan. The use is permitted under the Green Zone Redevelopment Plan that was recently implemented by the City of Atlantic City and CRDA. As the site's location along a major transportation route and the proposal to keep the Atlantic Avenue frontage "retail-oriented", the site is particularly suitable for the proposed use. Further, the Property is located in a commercial section of the Tourism District and will provide a visually appealing structure that enhances the immediate community and overall development of Atlantic City. The site is properly sized for this use, its design is compatible with surrounding uses, the project will diversify Atlantic City's economy, the commercial cultivation and manufacturing facility is consistent with the surrounding neighborhood and the lots are currently vacant and underutilized.

The facility will be fit out with state-of-the-art security and surveillance systems and hardware, adding additional support to local police forces, and deterring crime by providing supplemental lighting to the area, especially near entries and parking areas. Internally, the facility will resemble a pharmaceutical manufacturing facility with clean rooms and sterile environments, and entry to the public will be allowed in an organized manner, providing tours to create another tourism attraction. The project will provide needed year-round employment opportunities to members of the community, while generating tax revenue for the City.

As shown below, one of the vacant lots at 19 N. Martin Luther King Boulevard is already used for parking purposes and minimal development will be conducted here, aside from cleanliness and security precautions.



After approval and after the Applicant receives title, the Applicant will cause the dumpster and other encroachments on Block 289, Lot 14 to be removed.

The facility will be constructed in a phased approach. This approach is dependent on feasibility and supply lead times. Incrementally, AK-NJ will fit out the entire facility, but the first phase will be just enough to achieve operational status from the Cannabis Regulatory Commission ("CRC"). This initial phase will allow AK-NJ to begin cultivation of cannabis to be harvested and/or processed in time for the next phase to come online to support these operational tasks. Expansion will continue until the whole footprint is fit out.

Deliverable	Objective
Shell Erection	Whole Exterior Structure
Initial Fit-out	Initial Operations / Operationalization
Expansion / post-	Expand Operations and Open Post-
harvest	Harvest
Expansion	Expand Operations
	DeliverableShell ErectionInitial Fit-outExpansion / post- harvestExpansion

In addition to typical planning, zoning, and construction permits, being a cannabis business requires state and local approval to conduct such business. AK-NJ will be required to have its annual cannabis license in order to operate its intended business(s) at the site.



15 South Pennsylvania Avenue

Atlantic City, NJ 08401

NJ CRDA – City of Atlantic City - Major Preliminary Site Plan Checklist (Form # 6)

REQUIRED APPLICATION ITEMS

Project Name: Starboard Enterprises NJ LLC

Prepared by: Fox Rothschild, LLP

____ Application #__

Title Starboard Enterprises NJ LLC Date 10-19-22

Note : Five (5) copies of plans and supporting documents are required as the initial submission. Ten (10) copies of plans are required for final sign-off and distribution.

ltem #	Description	REQUIRED	SUBMITTED	WAIVER REQUESTED BY APPLICANT	Waiver Recommended by Reviewer
1	Completed Land Use Application Form	X	Х		
2	Payment of Required Application and Escrow Fees (19:66-3.4)	Х	х		
3	Name and address, email address of property owner and applicant.	X	Х		
4	Proof of real estate taxes and other assessments paid.		Х		
5	Name, signature, license number, seal and address of each professional consultant, as applicable, involved in preparation of required documents.	x	х		
6	Project narrative describing existing conditions, surrounding uses and the proposed development including list of variance and design waiver relief sought, if any.	х	x		
7	Title block denoting type of application, tax map sheet, project address, block and lot, and street location.	Х	х		
8	Proof of ownership of property. (Report of title, copy of deed AS FILED with the Atlantic County Clerk's Office, affidavit or other documentation evidencing ownership.)	x	х		
9	Consent of property owner to applicant to development project.	Х	х		
10	FOR ADMINISTRATIVE REVIEW AND APPROVAL: Certification from Applicant's licensed professional that the development proposed meets all requirements and no	Х	Reflected on plans by Jon Barnhart		

	variance or design waivers are requested. (19:66-4.6)				
11	Zoning Schedule listing: Use, lot area, lot width, lot depth, yard setbacks, floor area ratio, density, building coverage, building height and parking requirements, including existing and proposed with conformity status of each.	X	х		
12	Certified List of Property Owners within 200' Radius of the subject property by City of Atlantic City Tax assessor's Office.	Х	х		
13	Public Notice in compliance with NJSA 40:55D-12.	X	will be provide date	d closer to hearing	
14	North arrow, scale and graphic scale.	Х	Х		
15	Signature blocks for Hearing Officer, Land Use Regulation Enforcement Officer, Engineer and Planner.	Х	x		
16	Key map(s) at a legible scale showing location of property with existing structures, uses, streets, public right of ways, municipal boundaries, public parks, beaches, environmental sensitive areas, zoning district boundaries within 200 feet of the subject property. Property tax lots within 200 feet of the subject property taken from the most recent municipal tax map records.	X	x		
17	List of any existing or proposed deed restrictions, easements, covenants, Homeowners Association Agreements, etc. as recorded or in recordable form if proposed.	Х	N/A		
18	List of development stages or phases, if any.	Х	N/A		
19	List of approvals or permits required by other regulatory authorities having jurisdiction and the status of same.	Х	x		
20	Land Title Survey and topographic survey depicting existing conditions prepared by New Jersey licensed professional land surveyor. All elevations shall be based on NAVD 1988. The horizontal datum shall on the NJ State Plane Coordinate System (NAD 1983) Survey shall include all existing conditions, including buildings, structures, parking areas with parking space striping, driveways, walkways, site lighting/fixtures, fences, stoops, stairs, porches, easements, walls, patios, curbs, roof overhangs, overhead wires, bay windows, building setbacks of building on-site and adjoining the site, landscape areas, trees, utility poles, flag poles, directional and identification signs, spot elevations, contours in one foot intervals, FEMA	X	X		

a 🐠 🤢 📔 2018 01 02 Major Preliminary Site Plan Checklist (Form # 6)

	Flood Zone, State Claim areas, utility poles, utilities such as water, sanitary sewer, storm sewer, electric, gas, cable, telephone, etc. Improvements in adjoining right-of-ways / roadways / streets including painted traffic markings.			
21	Stormwater management plans and drainage calculations. (19:66-7.5)	х	x	
22	Site Plan depicting proposed buildings, structures, existing and proposed building setbacks, landscape areas, lighting / fixtures, lighting intensity, location of identification signage and directional signs, trash enclosure, building setback lines (dashed) and their dimensions from the property lines, parking area plan showing spaces, size and type, aisle width, curb cuts, drives, driveways, and all ingress and egress areas and dimensions.	Х	x	
23	Grading plan depicting direction of flow of surface run-off, spot elevations, contours within 1 foot intervals, stormwater management structures	х	x	
24	Landscaping Plan, details and plant schedule (19:66-7.6)	×	x	
25	Lighting plan and details (19:66-7.10)	Х	x	
26	Soil Erosion and Sediment Control Plan. (Required for soil disturbance of 5,000 sq. ft. or greater)	Х	x	
27	Plans of proposed utility layouts including sanitary sewer, water, gas, telephone, cable and electricity and showing proposed connections to existing or any proposed utility systems.	Х	x	
28	Road and paving cross-sections and profiles.	X	х	
29	Solid and liquid waste management plan.	Х	x	
30	Vehicular and pedestrian circulation patterns, Traffic control signs, directional signs and Sight triangles	Х	x	
31	Preliminary architectural plan and elevations, and areas and type of each proposed use.	Х	x	
32	Electronic copy of the full application including: application, photos, maps, reports, plans and other exhibits in pdf format. Maximum size of file(s) 4 MB.	×	x	



15 South Pennsylvania Avenue

Atlantic City, NJ 08401

NJ CRDA - City of Atlantic City - Major Final Site Plan Checklist (Form #7)

REQUIRED APPLICATION ITEMS

Project Name: Starboard Enterprises NJ LLC Title Starboard Enterprises NJ LLC

Prepared by: Fox Rothschild, LLP

_ Application # _

Date10-19-22

Note : Five (5) copies of plans and supporting documents are required as the initial submission. Ten (10) copies of plans are required for final sign-off and distribution.

Item #	Description	REQUIRED	SUBMITTED	WAIVER REQUESTED BY APPLICANT	Waiver Recommended by Reviewer
1	Completed Land Use Application Form	Х	Х		
2	Payment of Required Application and Escrow Fees (19:66-3.4)	Х	х		
3	Name and address, email address of property owner and applicant.	Х	х		
4	Proof of real estate taxes and other assessments paid.		Х		
5	Name, signature, license number, seal and address of each professional consultant, as applicable, involved in preparation of required documents.	Х	X		
6	Project narrative describing existing conditions, surrounding uses and the proposed development including list of variance and design waiver relief sought, if any.	Х	х		
7	Title block denoting type of application, tax map sheet, project address, block and lot, and street location.	Х	х		
8	Proof of ownership of property. (Report of title, copy of deed AS FILED with the Atlantic County Clerk's Office, affidavit or other documentation evidencing ownership.)	Х	х		
9	Consent of property owner to applicant to development project.	X	Х		

,

10	FOR ADMINISTRATIVE REVIEW AND APPROVAL: Certification from Applicant's licensed professional that the development proposed meets all requirements and no variance or design waivers are requested. (19:66-4.6)	Х	х		
11	Zoning Schedule listing: Use, lot area, lot width, lot depth, yard setbacks, floor area ratio, density, building coverage, building height and parking requirements, including existing and proposed with conformity status of each.	Х	X		
12	Certified List of Property Owners within 200' Radius of the subject property by City of Atlantic City Tax assessor's Office.	Х	Х		
13	Public Notice in compliance with NJSA 40:55D-12.	Х	will be provid hearing date	led closer to	
14	North arrow, scale and graphic scale.	Х	Х		
15	Signature blocks for Hearing Officer, Land Use Regulation Enforcement Officer, Engineer and Planner.	Х	х		
16	Key map(s) at a legible scale showing location of property with existing structures, uses, streets, public right of ways, municipal boundaries, public parks, beaches, environmental sensitive areas, zoning district boundaries within 200 feet of the subject property. Property tax lots within 200 feet of the subject property taken from the most recent municipal tax map records.	Х	х		
17	List of any existing or proposed deed restrictions, easements, covenants, Homeowners Association Agreements, etc. as recorded or in recordable form if proposed.	Х	N/A		
18	List of development stages or phases, if any.	Х	N/A		
19	List of approvals or permits required by other regulatory authorities having jurisdiction and the status of same.	Х	х		

20	Land Title Survey and topographic survey depicting existing conditions prepared by New Jersey licensed professional land surveyor. All elevations shall be based on NAVD 1988. The horizontal datum shall on the NJ State Plane Coordinate System (NAD 1983) Survey shall include all existing conditions, including buildings, structures, parking areas with parking space striping, driveways, walkways, site lighting/fixtures, fences, stoops, stairs, porches, easements, walls, patios, curbs, roof overhangs, overhead wires, bay windows, building setbacks of building on-site and adjoining the site, landscape areas, trees, utility poles, flag poles, directional and identification signs, spot elevations, contours in one foot intervals, FEMA Flood Zone, State Claim areas, utility poles, utilities such as water, sanitary sewer, storm sewer, electric, gas, cable, telephone, etc. Improvements in adjoining right-of-ways / roadways / streets including painted traffic markings.	X	X	
21	Stormwater management plans and drainage calculations. (19:66-7.5)	Х	Х	
22	Site Plan depicting proposed buildings, structures, existing and proposed building setbacks, landscape areas, lighting / fixtures, lighting intensity, location of identification signage and directional signs, trash enclosure, building setback lines (dashed) and their dimensions from the property lines, parking area plan showing spaces, size and type, aisle width, curb cuts, drives, driveways, and all ingress and egress areas and dimensions.	X	X	
23	Grading plan depicting direction of flow of surface run-off, spot elevations, contours within 1 foot intervals, stormwater management structures	×	Х	
24	Landscaping Plan, details and plant schedule (19:66-7.6)	х	Х	
25	Lighting plan and details (19:66-7.10)	Х	Х	
26	Soil Erosion and Sediment Control Plan. (Required for soil disturbance of 5,000 sq. ft. or greater)	X	x	
27	Plans of proposed utility layouts including sanitary sewer, water, gas, telephone, cable and electricity and showing proposed connections to existing or any proposed utility systems.	Х	х	
28	Road and paving cross-sections and profiles.	Х	Х	

29	Solid and liquid waste management plan.	х	x		
30	Vehicular and pedestrian circulation patterns, Traffic control signs, directional signs and Sight triangles	Х	x		
31	Preliminary architectural plan and elevations, and areas and type of each proposed use.	х	x		
32	Estimate of costs of on-site and off-site improvements [19:66-3.4 (b)]	Х	x		
33	Electronic copy of the full application including: application, photos, maps, reports, plans and other exhibits in pdf format. Maximum size of file(s) 4 MB.	х	x		
34	Performance guarantee [19:66-3.4 (b)]	Х	Will be provided	upon approval.	
35	Maintenance guarantee (19:66-16.3)	Х	Will be provided	upon approval.	
36	Inspection Fees (19:66-16.1)	Х	Will be provide	d upon approval.	

Shropshire Associates LLC

SBE Certified

Traffic Engineering, Transportation Planning & Design

277 White Horse Pike, Suite 203, Atco, NJ 08004 P: 609-714-0400 F: 609-714-9944 www.sallc.org David R. Shropshire, PE, PP A Andrew Feranda, PE, PTOE, CME Randal C. Barranger, PE Nathan B. Mosley, PE, CME

(via email: tsykes@sosharch.com)

September 15, 2022

Mr. Tom Sykes SOSH Architects 1020 Atlantic Avenue Atlantic City, New Jersey 08401

Re: Traffic Engineering and Air Quality Assessment AC Cannabis Facility Block 289, Lots 1, 9, 12, & 14 Block 290, Lots 2, 3, & 4 Dr. Martin Luther King Jr Boulevard & Atlantic Avenue Atlantic City, Atlantic County, NJ SA Project No. 22224

Dear Tom:

At your request, Shropshire Associates LLC has prepared a Traffic Engineering Assessment report to support the Atlantic City CRDA use variance and site plan applications, as well as the future CAFRA Permit application for the proposed cannabis cultivation facility along Dr. Martin Luther King Jr. Boulevard and Atlantic Avenue in Atlantic City, Atlantic County, NJ. The site is bounded by Dr. Martin Luther King Jr. Boulevard on the east, Indiana Avenue on the west, Atlantic Avenue on the south, and Arctic Avenue on the north. The existing property is currently vacant.

Based on current site plan information provided by your office, the proposal is for the construction of a 125,020-square foot (SF) cultivation facility on the properties that will include a loading area off of eastbound Dr. Martin Luther King Jr. Boulevard between its intersections with Arctic Avenue and Atlantic Avenue. In addition, the proposed development includes an off-street parking lot on the westbound side of Dr. Martin Luther King Jr. Boulevard, opposite the site, that will provide a total of 75 off-street parking spaces for employees. It should be noted that this proposed development will include only a cultivation facility and will not include any retail or medicinal sales at the site.

Access to facility and the off-street parking will be provided via Dr. Martin Luther King Jr. Boulevard between its intersections with Arctic Avenue and Atlantic Avenue. Final approval will be required from Atlantic City with regards to the design, location, and operations of the future driveway.

Existing Conditions

A field reconnaissance was conducted to determine the features of the adjacent roadways in the study area. A brief description of the roads and intersections within the study area are provided below.

Along the site's eastern frontage, **Dr. Martin Luther King Jr. Boulevard** is a four (4) lane median-divided local roadway under the jurisdiction of Atlantic City. Dr. Martin Luther King

Traffic Impact Studies - Transportation Planning - Access Permitting - Traffic Signal Design - Noise & Air Quality Evaluations - Parking Studies & Design Eminent Domain Consulting - Roadway Improvement Plans - Municipal Traffic Consulting & Reviews - Vehicle Turning Analysis - Safety Evaluations Master Planning - Data Collection - Accident Analysis - Lighting Design - Design Alternatives - Use Variance Analysis - Expert Testimony

SA Project No. 22224 September 15, 2022 Page 2 of 8



Jr. Boulevard has an approximate cartway width of 70' and both the northbound and southbound directions consist of a 17' outer travel lane and 13' inner travel lane, as well as a 10' grass median. The posted speed limit on Dr. Martin Luther King Jr. Boulevard is 25 MPH. For this assessment, Dr. Martin Luther King Jr. Boulevard is assumed to extend in a general north-south direction.

South of the site, **Atlantic Avenue** is a five (5) lane undivided local roadway under the jurisdiction of Atlantic City. Atlantic Avenue has an approximate cartway width of 68', consisting of on-street parking along both the eastbound and westbound directions, 10' outer travel lanes, 11' inner travel lanes, and a 12' left-turn lane. The posted speed limit on Atlantic Avenue is 25 MPH. For this assessment, Atlantic Avenue is assumed to extend in a general east-west direction.

North of the site, **Arctic Avenue** is a two (2) lane undivided local roadway under the jurisdiction of Atlantic City. Arctic Avenue is a one-way road in the eastbound direction. Arctic Avenue has an approximate cartway width of 38', consisting of on-street parking along both the northern and southern sides and two (2) 12' travel lanes. The posted speed limit on Arctic Avenue is 25 MPH. For this assessment, Arctic Avenue is assumed to extend in a general eastwest direction.

West of the site, **Indiana Avenue** is a one (1) lane undivided local roadway under the jurisdiction of Atlantic City. Indiana Avenue is a one-way road in the northbound direction. Indiana Avenue has an approximate cartway width of 26', consisting of on-street parking on the western side and a 17' travel lane. The posted speed limit on Indiana Avenue is 25 MPH. For this assessment, Indiana Avenue is assumed to extend in a general north-south direction.

The four-legged **Dr. Martin Luther King Jr. Boulevard and Atlantic Avenue** intersection controlled by a three-phase traffic signal operating on a 100-second background cycle length. The northbound Dr. Martin Luther King Jr. Boulevard approach consists of a shared through/left-turn lane and a shared through/right-turn lane. The southbound Dr. Martin Luther King Jr. approach consists of a shared through/left-turn lane, one (1) dedicated through lane, and one (1) dedicated right-turn lane. Both the eastbound and westbound Atlantic Avenue approaches consist of one (1) dedicated left-turn lane, one (1) dedicated through lane, and a shared through/right-turn lane.

The four-legged **Dr. Martin Luther King Jr. Boulevard and Arctic Avenue** intersection controlled by a two-phase traffic signal operating on a fixed background cycle length. The northbound Dr. Martin Luther King Jr. Boulevard approach consists of one (1) dedicated through lane and a shared through/right-turn lane. The southbound Dr. Martin Luther King Jr. approach consists of one (1) dedicated left-turn lane and two (2) dedicated through lanes. The eastbound Arctic Avenue approaches consist of a shared through/left-turn lane and a shared through/right-turn lane.

Traffic Count Data

To determine the amount of traffic on the adjacent roadway network, manual turning movement counts (MTMC) were conducted at the study intersections on Tuesday, August 16, 2022. The counts were conducted during the weekday morning (6:00 AM to 9:00 AM) and the weekday afternoon (3:00 PM to 6:00 PM) peak periods. A summary of the traffic counts can be found in the appendix to this assessment and the existing peak hour volumes are illustrated on Figure 1.

Shropshire Associates LLC 277 White Horse Pike, Suite 203 Atco, NJ 08004 P: 609-714-0400 F: 609-714-9944 www.sallc.org



Future Conditions

As indicated above, the proposal is for a 125,020 SF cannabis cultivation facility on the property. The traffic resulting from the proposed development will not affect the adjacent roadway network until the development is fully built out, which is anticipated to be by the year 2024. It can be expected that the traffic volumes along the adjacent roadways will increase as a result of general area traffic growth. Based on the *Annual Background Growth Table* prepared by NJDOT, a 1.00% annual traffic growth will occur in the vicinity of the site. Therefore, in order to estimate the No-Build volumes, the annual growth rate of 1.00% was applied to the existing traffic volumes, which are illustrated in Figure 2.

Trip Generation

The amount of peak hour traffic to be generated by the proposed cultivation facility during the weekday AM and weekday PM conditions has been estimated based upon site-specific information provided by the Applicant.

- It is anticipated that there will be approximately 140 total employees at the facility during the primary daytime shift once the facility is fully operational. The arrival and departure times of these employees will be staggered in order to minimize the off-site traffic and vehicular impacts.
- It is anticipated that approximately 60% of the total employees will utilize their personal vehicles to travel to and from the facility.
- For the primary shift time, the arrivals will occur between 7:00 9:00 AM, while the departures will occur between 3:00 – 5:00 PM.
- It is anticipated that large deliveries to the site will be approximately one (1) tractortrailer every 1-2 days.
- It is anticipated that small deliveries to the site will be approximately two (2) box trucks per day.
- It is anticipated that product deliveries to clients from the site will be approximately five (5) vans per day.

Based upon this operational information and in order to provide for a very conservative "worst-case" scenario analysis, it is anticipated that the full primary workforce will arrive during the AM peak hour and depart during the PM peak hour. In addition, it has been assumed that one (1) inbound and outbound tractor-trailer trip will occur during the peak hour conditions, two (2) inbound and outbound box truck trips will occur during the peak hour conditions, and five (5) inbound and outbound delivery van trips will occur during the peak hour conditions. This peak hour trip generation analysis is shown below in Table 1.

Table 1 Trip Generation – AC Cannabis Facility							
Trip Type	AM Peak Hour			PM Peak Hour			
	In	Out	Total	In	Out	Total	
Passenger Vehicles	84	0	84	0	84	84	
Tractor- Trailers	1	1	2	1	1	2	
Box Trucks	2	2	4	2	2	4	
Delivery Vans	5	5	10	5	5	10	
Total	92	8	100	8	92	100	

The traffic to be generated by the proposed cultivation facility must be distributed to the adjacent roadway network in a manner in which the trucks and employees can reasonably be expected to travel. The site traffic was assigned to the roadway network based on the routes that trucks and employees will take to and from the facility. The employee passenger vehicle trips shown in Figure 1 were assigned to the adjacent roadway network based on the existing flow of traffic (Figure 3A). The anticipated truck trip distribution is shown on Figure 3B. The passenger vehicle site traffic assignment (Figure 4A) and the truck site traffic assignment (Figure 4B) were then combined to determine the total site traffic assignment (Figure 4C) for the proposed facility. The total site traffic (Figure 4C) was then added to the No-Build volumes to determine the Build volumes, which are illustrated in Figure 5.

Operational Analysis

In order to measure the quality of the traffic flow for the adjacent roadways and intersections, capacity analyses for the study intersections have been completed based upon the methods outlined in the *Highway Capacity Manual*. Capacity analysis is a procedure used to estimate the ability of the roadway network to carry traffic. Capacity analyses are performed based on a Level of Service methodology. Level of Service (LOS) is a qualitative measure that characterizes the operational conditions of a roadway or intersection based on the perceptions by motorists and passengers. Levels of Service are defined for each type of facility (i.e. freeways, highways, signalized intersections, unsignalized intersections). These Levels of Service range from LOS A to LOS F, with a LOS A representing the best operating conditions and a LOS F representing the worst operating conditions.

The level of service for an unsignalized intersection is determined based on the average control delay associated with each minor movement (i.e. yielding left-turn movements from the major roads and stop-controlled movements from the minor approaches). The Levels of Service for signalized intersections are classified in terms of delay, which is based on the extent of driver discomfort and frustration, fuel consumption and lost travel time. The delay experienced by a motorist consists of many factors that relate to control, geometrics, and traffic. Some of these factors include the quality of progression, traffic signal cycle length, the green ratio, and the volume-to-capacity ratio. The Level of Service criteria for unsignalized and intersections are provided in Table 2.

Table 2 Level of Service Criteria						
Level of Service	Unsignalized Delay (sec)	Signalized Delay (sec)				
А	≤ 10	≤ 10				
В	> 10 and ≤ 15	> 10 and ≤ 20				
С	> 15 and ≤ 25	> 20 and ≤ 35				
D	> 25 and ≤ 35	> 35 and ≤ 55				
E	> 35 and ≤ 50	> 55 and ≤ 80				
F	> 50	> 80				

In order to assess the traffic impact of the proposed development, the roadway network was evaluated under the Existing, No-Build and Build conditions using the above-described methodology and the latest Synchro software. A detailed description of the study intersections' operations under the three scenarios is provided below, with the resulting Existing, No-Build and Build Levels of Service illustrated on Figures 6, 7, and 8; respectively. The capacity analysis worksheets are attached for reference.

Dr. Martin Luther King Jr. Boulevard and Atlantic Avenue Intersection

Under the existing conditions, the Dr. Martin Luther King Jr. Boulevard and Atlantic Avenue signalized intersection currently operates at an overall LOS C during both the AM and PM peak hours. In addition, all individual movements currently operate at a LOS C or better during both peak hours.

Under the future No-Build conditions, the Martin Luther King Jr. Boulevard and Atlantic Avenue signalized intersection will continue to operate at an overall LOS C during both the AM and PM peak hours. All individual movements will continue to operate at existing levels of service with the exception of the eastbound Atlantic Avenue through/right-turn movements, which will operate at a LOS C during the AM peak hour.

Under the future Build conditions, the traffic resulting from the proposed Cannabis facility will have a minimal impact on the Martin Luther King Jr. Boulevard and Atlantic Avenue signalized intersection. Overall, the signalized intersection will operate at a LOS B during the AM peak hour and LOS C during the PM peak hour. All individual movements will continue to operate at No-Build levels of service. No further improvements or mitigation are recommended for this study location to accommodate the traffic to be generated by the proposed development.

Dr. Martin Luther King Jr. Boulevard and Arctic Avenue Intersection

Under the existing conditions, the Dr. Martin Luther King Jr. Boulevard and Arctic Avenue signalized intersection currently operates at an overall LOS B during both the AM and PM peak hours. In addition, all individual movements currently function at a LOS C or better during both the AM and PM peak hours.

Under the future No-Build and Build conditions, the Dr. Martin Luther King Jr. Boulevard and Arctic Avenue signalized intersection will continue to operate at an overall LOS B during both the AM and PM peak hours. All individual movements will continue to operate at existing levels of service during both the AM and PM peak hours. The traffic resulting from the proposed Cannabis facility will have a no impact on the future levels of service at the Martin Luther King Jr. Boulevard and Arctic Avenue signalized intersection. No further improvements or mitigation are

P: 609-714-0400 F: 609-714-9944 www.sallc.org



recommended for this study location to accommodate the traffic to be generated by the proposed development.

Dr. Martin Luther King Jr. Boulevard and Main Site Driveway Intersection

Under the future conditions, access to the off-street parking area for employees is proposed via one (1) new right-in/right-out only driveway along northbound Dr. Martin Luther King Jr. Boulevard, north of Atlantic Avenue. The proposed driveway will be stop-controlled at its intersection with Dr. Martin Luther King Jr. Boulevard and consist of single lanes for both inbound and outbound movements.

Based upon this configuration, the westbound site driveway stop-controlled outbound rightturn movements will operate at a LOS A during both the weekday AM and weekday PM peak hours.

Dr. Martin Luther King Jr. Boulevard and Truck Site Driveway Intersection

Under the future conditions, truck and delivery access to the development is proposed via one (1) new right-in/right-out only driveway along southbound Dr. Martin Luther King Jr. Boulevard, north of Atlantic Avenue. The proposed driveway will be stop-controlled at its intersection with Dr. Martin Luther King Jr. Boulevard and consist of single lanes for both inbound and outbound movements.

Based upon this configuration, the eastbound site driveway stop-controlled right-turn movements will operate at a LOS A during both the weekday AM and weekday PM peak hours.

Air Quality Report

NJDEP Protocol

The New Jersey Department of Environmental Protection (NJDEP) outlines an air quality evaluation protocol in *Air Quality Analysis for Intersections*. NJDEP requires dispersion modeling to demonstrate that the National Ambient Air Quality Standards (NAAQS) for carbon monoxide will not be exceeded due to the additional traffic to be generated by a proposed development. As per N.J.A.C. 7:27-13.5, carbon monoxide concentrations shall not exceed 35 ppm for one-hour average concentrations and 9 ppm for eight-hour average concentrations.

Levels of service (LOS) results are the basis for determining whether or not an intersection requires dispersion modeling. Generally, a LOS A, B or C indicates that vehicle delays at an intersection are not significant enough to generate excessive CO concentrations. At signalized intersections, any movement that functions at a LOS D, E or F requires CO dispersion modeling. For unsignalized intersections, a LOS E or F on the stop-controlled approaches, and a LOS D, E or F for the major street left-turn movement indicates the need for CO dispersion modeling.

Data Analysis

The intersections to be analyzed for air quality violations are dependent on the levels of service at each intersection. Based on the levels of service presented in in this Traffic Engineering and Air Quality Assessment report and the NJDEP protocol, dispersion modeling is not required for any of the study locations. Therefore, no further improvements are required at the study locations due to air quality conditions.



Conclusion

Based on the traffic analysis and evaluation provided in this Traffic Engineering and Air Quality Assessment report, the traffic resulting from the proposed cultivation facility will have a minimal impact on the adjacent roadway network and can be safely and efficiently accommodated based upon the following conclusions:

- Based upon the current information provided, the proposed development will conservatively generate an estimated total of 100 trips during the AM peak hour and 100 trips during the PM peak hour.
- The traffic resulting from the proposed Cannabis facility will have a minimal impact on the Martin Luther King Jr. Boulevard and Atlantic Avenue signalized intersection. Overall, the signalized intersection will operate at a LOS B during the AM peak hour and LOS C during the PM peak hour. All individual movements will continue to operate at No-Build levels of service. No further improvements or mitigation are recommended for this study location to accommodate the traffic to be generated by the proposed development.
- The traffic resulting from the proposed development will cause no changes in the future Build levels of service at Dr. Martin Luther King Jr. Boulevard and Arctic Avenue study location. Overall, the intersection will continue to operate at a LOS B during both the AM and PM peak hours. All individual movements will continue to operate at existing levels of service during both the AM and PM peak hours. No further improvements or mitigation are recommended for this study location to accommodate the traffic to be generated by the proposed development.
- Access to the off-street parking area for employees is proposed via one (1) new right-in/right-out only driveway along northbound Dr. Martin Luther King Jr. Boulevard, north of Atlantic Avenue. The proposed driveway will be stop-controlled at its intersection with Dr. Martin Luther King Jr. Boulevard and consist of single lanes for both inbound and outbound movements.

Based upon this configuration, the westbound site driveway stop-controlled right-turn movements will operate at a LOS A during both the weekday AM and weekday PM peak hours.

 Access to the truck access to the development is proposed via one (1) new rightin/right-out only driveway along southbound Dr. Martin Luther King Jr. Boulevard, north of Atlantic Avenue. The proposed driveway will be stop-controlled at its intersection with Dr. Martin Luther King Jr. Boulevard and consist of single lanes for both inbound and outbound movements.

Based upon this configuration, the eastbound site driveway stop-controlled right-turn movements will operate at a LOS A during both the weekday AM and weekday PM peak hours.

 Based on the levels of service presented in in this Traffic Engineering and Air Quality Assessment report and the NJDEP protocol, dispersion modeling is not required for any of the study locations. Therefore, no further improvements are required at the study locations due to air quality conditions. SA Project No. 22224 September 15, 2022 Page 8 of 8



Should you have any questions or require additional information, please feel free to contact us.

Sincerely, Shropshire Associates LLC

Nathan B. Mosley, P.E., C.N.E

Nathan B. Mosley, P.E., C.N Professional Engineer N.J. License No. 48698 *NBM Attachments*

cc: John Barnhart

(via email: jbarnhart@aponzio.com)

Shropshire Associates LLC

.

.

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.salic.org FIGURE 1 EXISTING VOLUMES





AC Cannabis Facility

Atlantic City, Atlantic County, NJ September 2022



The copying or rease of this document, or portions thereat, for other than the original project or the purpose originally intended, without the written permission of Shropshire Associated LLC. is prohibited.



.

.

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org







AC Cannabis Facility

Atlantic City, Atlantic County, NJ September 2022



The copying or reuse of this document, or partions thereas, for other than the ariginal project or the purpase ariginally intended, without the written permission of Shropshire Associates LLC, is prohibited.



AC Cannabis Facility

Atlantic City, Atlantic County, NJ September 2022

TRAFFIC SIGNAL

The copying or reuse of this document, or portions thereof, for other than the original project or the purpose originally intended, githout the gritten permission of Shropshire Associates LLC, is prohibited.

Shropshire Associates LLC

.

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org







AC Cannabis Facility

Atlantic City, Atlantic County, NJ September 2022



The copying or reuse of this document, or partians thereaf, far ather than the ariginal project or the purpose originally intended, without the written permission of Shropahire Associates LLC. Is prahibited.



.

.

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org FIGURE 4A SITE TRAFFIC (Passenger Vehicles)





AC Cannabis Facility

Atlantic City, Atlantic County, NJ September 2022

TRAFFIC SIGNAL

The capying or reuse of this document, or portions thereas, for other than the original project or the purpose originally intended, without the written permission of Shropshire Associates LLC. Is prohibited.



277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org







AC Cannabis Facility

Atlantic City, Atlantic County, NJ September 2022

TRAFFIC SIGNAL

The capying or reuse of this dacument, or portions thereof, for other than the original project or the purpose originally intended, without the written permission of Shropshire Associates LLC. is prohibited.



AC Cannabis Facility

Atlantic City, Atlantic County, NJ September 2022

TRAFFIC SIGNAL

The copying or reuse of this document, or portions thereof, for other than the ariginal project or the purpose ariginally intended, without the written permission of Shropshire Associates LLC, is prohibited.

.
.

•

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org FIGURE 5 BUILD VOLUMES





AC Cannabis Facility

Atlantic City, Atlantic County, NJ September 2022

TRAFFIC SIGNAL

The copying or reuse of this document, or portions thereof, for other than the originol project or the purpose originally intended, githout the gritten permission of Shropshire Associates LLC, is prohibited.

SA Project No. 22224

.

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org







AC Cannabis Facility

Atlantic City, Atlantic County, NJ September 2022

TRAFFIC SIGNAL

SA Project No. 22224

The copying or reuse of this document, or portions thereaf, for other than the original project or the purpose originally intended, without the written permission of Shropshire Associates LLC. Is prohibited.

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org

FIGURE 7 NO-BUILD LEVELS OF SERVICE





AC Cannabis Facility

Atlantic City, Atlantic County, NJ September 2022

TRAFFIC SIGNAL

SA Project No. 22224

The copying or reuse of this document, or portions thereas, for other than the original project or the purpose originally intended, without the written permission of Shropshire Associates LLC, is prohibited.

.

.

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org FIGURE 8 BUILD LEVELS OF SERVICE





AC Cannabis Facility

Atlantic City, Atlantic County, NJ September 2022

TRAFFIC SIGNAL

The copying or reuse of this document, or portions thereof, for other than the original project or the purpose originally intended, githout the gritten permission of Shropahire Associates LLC, is prohibited.

SA Project No. 22224

N/S Route: Dr. Martin Luther King Jr. Blvd. E/W Route: Arctic Ave. Atlantic City/Atlantic County/NJ Tuesday/Clear/BP/D4-2870

: 22224001
: 22224001
: 8/16/2022
: 1

Groups Printed- Unshifted - Tractor Trailers												1	
	Dr. Mart	tin Luthe	r King Jr.	Dr. Ma	artin Luth	er Kina .	Ir Blvd		A	victic Ave	e.		
		Blvd.		51.110	North	bound				astbour	nd		
	S	outhbou	nd										
Start Time	Thru	Left	App. Total	Right	Thru	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Int. Total
06:00 AM	12	4	16	0	9	0	9	0	20	2	0	22	47
06:15 AM	25	5	30	0	6	0	6	3	51	7	0	61	97
06:30 AM	35	4	39	0	7	0	7	0	94	10	0	104	150
06:45 AM	29	5	34	2	14	0	16	4	102	16	0	122	172
Total	101	18	119	2	36	0	38	7	267	35	0	309	466
07:00 AM	23	3	26	0	17	0	17	1	75	18	0	94	137
07:15 AM	20	0	20	2	18	0	20	4	Q1	17	õ	112	161
07.10 / 10	20	13	29	2	23	0	20	2	115	13	0	130	192
07.30 AN	24	13	37	1	19	3	20	6	148	10	0	173	239
Total	08	38	136	5	76	3	84	13	429	67	0	509	729
Total	00	00	100	0		Ũ	0.1			0.	•		
08:00 AM	29	18	47	0	9	0	9	3	142	14	0	159	215
08:15 AM	20	19	39	4	26	0	30	7	166	20	0	193	262
08:30 AM	27	13	40	3	21	2	26	7	148	6	0	161	227
08:45 AM	29	17	46	2	32	0	34	7	171	12	0	190	270
Total	105	67	172	9	88	2	99	24	627	52	0	703	974
*** BREAK ***													
03:00 PM	32	14	46	5	74	0	79	13	165	45	0	223	348
03:15 PM	26	16	42	4	84	0	88	14	131	34	0	179	309
03:30 PM	35	13	48	5	48	0	53	9	170	43	1	223	324
03:45 PM	28	11	39	1	54	2	57	10	159	27	0	196	292
Total	121	54	175	15	260	2	277	46	625	149	1	821	1273
04:00 PM	29	14	43	7	82	0	89	11	152	47	0	210	342
04:15 PM	29	13	42	7	74	1	82	12	129	57	1	199	323
04:30 PM	38	13	51	6	77	ò	83	15	134	39	2	190	324
04:45 PM	36	13	49	7	65	0	72	12	139	56	1	208	329
Total	132	53	185	27	298	1	326	50	554	199	4	807	1318
		-											
05:00 PM	23	14	37	4	69	1	74	11	133	55	0	199	310
05:15 PM	29	14	43	7	64	1	72	15	145	34	0	194	309
05:30 PM	21	12	33	3	47	2	52	10	119	23	0	152	237
05:45 PM	33	18	51	3	61	0	64	12	130	31	1	174	289
Total	106	58	164	17	241	4	262	48	527	143	1	719	1145
Grand Total	663	288	951	75	999	12	1086	188	3029	645	6	3868	5905
Apprch %	69.7	30.3	001	6.9	92	1.1		4.9	78.3	16.7	0.2		
Total %	11.2	4.9	16.1	1.3	16.9	0.2	18.4	3.2	51.3	10.9	0.1	65.5	
Unshifted	661	288	949	75	998	12	1085	188	3027	645	6	3866	5900
% Unshifted	99.7	100	99.8	100	99.9	100	99.9	100	99.9	100	100	99.9	99.9
Tractor Trailers	2	0	2	0	1	0	1	0	2	0	0	2	5
% Tractor Trailers	0.3	0	0.2	0	0.1	0	0.1	0	0.1	0	0	0.1	0.1

N/S Route: Dr. Martin Luther King Jr. Blvd. E/W Route: Arctic Ave. Atlantic City/Atlantic County/NJ Tuesday/Clear/BP/D4-2870

File Name	: 22224001
Site Code	: 22224001
Start Date	: 8/16/2022
Page No	: 2

	Dr. Mar S	tin Luthe Blvd. Southbou	r King Jr. nd	Dr. Martin Luther King Jr. Blvd. Arc Northbound Ea							e. nd		
Start Time	Thru	Left	App. Total	Right	Thru	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Int. Total
Peak Hour Analysis	From 06:	00 AM to	08:45 AM	- Peak 1 o	f 1								
Peak Hour for Entir	e Intersec	tion Begii	ns at 08:00	AM									
08:00 AM	29	18	47	0	9	0	9	3	142	14	0	159	215
08:15 AM	20	19	39	4	26	0	30	7	166	20	0	193	262
08:30 AM	27	13	40	3	21	2	26	7	148	6	0	161	227
08:45 AM	29	17	46	2	32	0	34	7	171	12	0	190	270
Total Volume	105	67	172	9	88	2	99	24	627	52	0	703	974
% App. Total	61	39		9.1	88.9	2		3.4	89.2	7.4	0		
PHF	.905	.882	.915	.563	.688	.250	.728	.857	.917	.650	.000	.911	.902
Unshifted	105	67	172	9	88	2	99	24	627	52	0	703	974
% Unshifted	100	100	100	100	100	100	100	100	100	100	0	100	100
Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0



Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

77 Whitehorse Pike, Suite 20 Atco, NJ 08004

N/S Route: Dr. Martin Luther King Jr. Blvd. E/W Route: Arctic Ave. Atlantic City/Atlantic County/NJ Tuesday/Clear/BP/D4-2870

File Name : 22224001 Site Code : 22224001 Start Date : 8/16/2022 Page No : 3

	Dr. Mar S	tin Luthe Blvd. Southbou	er King Jr. Ind	Dr. M	artin Lutł Nortł	ner King . nbound	Jr. Blvd.						
Start Time	Thru	Left	App. Total	Right	Thru	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Int. Total
Peak Hour Analysis	s From 03:	00 PM to	05:45 PM ·	- Peak 1 o	f 1								
Peak Hour for Entir	e Intersec	tion Begi	ns at 04:00	PM									
04:00 PM	29	14	43	7	82	0	89	11	152	47	0	210	342
04:15 PM	29	13	42	7	74	1	82	12	129	57	1	199	323
04:30 PM	38	13	51	6	77	0	83	15	134	39	2	190	324
04:45 PM	36	13	49	7	65	0	72	12	139	56	1	208	329
Total Volume	132	53	185	27	298	1	326	50	554	199	4	807	1318
% App. Total	71.4	28.6		8.3	91.4	0.3		6.2	68.6	24.7	0.5		
PHF	.868	.946	.907	.964	.909	.250	.916	.833	.911	.873	.500	.961	.963
Unshifted	132	53	185	27	298	1	326	50	554	199	4	807	1318
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100
Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0



N/S Route: Dr. Martin Luther King Jr. Blvd. E/W Route: Atlantic Ave. Atlantic City/Atlantic Count/NJ Tuesday/Clear/AS/D4-3730

: 22224002
: 22224002
: 8/16/2022
: 1

C		Groups Printed- Unshifted - Tractor Trailers																			
	Sr.	Marti	n Luth	er Kin	g Jr.		۸+	lantia I	N 100		Dr.	. Marti	n Luth	ier Kin	g Jr.		A +	antia	A		
			Blvd		-			antic /	Ave.				Blvd		-			anticr	Ave.		
		Sc	outhbo	und			V	estbol	una			N	orthbo	und			E	astbol	ina		
Start Time	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Int. Total
06:00 AM	4	8	1	0	13	2	19	0	1	22	0	3	1	1	5	1	14	3	0	18	58
06:15 AM	11	13	3	0	27	2	22	0	0	24	1	4	1	0	6	2	20	2	0	24	81
06:30 AM	13	18	1	1	33	2	23	2	2	29	1	2	1	0	4	0	28	3	Ó	31	97
06:45 AM	10	17	4	2	33	5	31	0	1	37	Ó	5	Ó	õ	5	Ö	13	3	Ō	16	91
Total	38	56	9	3	106	11	95	2	4	112	2	14	3	1	20	3	75	11	0	89	327
rotar	00	00	Ū	Ŭ	.00		00	-	•		-	• •	0		20	. 0			Ũ	00	OL.
07:00 AM	11	7	2	1	21	9	37	2	0	48	0	9	1	0	10	0	31	3	0	34	113
07:15 AM	13	5	6	0	24	4	31	0	0	35	0	5	0	1	6	3	27	7	0	37	102
07:30 AM	12	8	3	1	24	11	45	2	0	58	1	8	3	0	12	0	39	4	0	43	137
07:45 AM	9	14	13	0	36	6	52	3	0	61	0	5	2	0		2	40	10	0	52	156
Total	45	34	24	2	105	30	165	7	0	202	1	27	6	1	35	5	137	24	0	166	508
08:00 AM	5	13	7	2	27	2	55	1	0	58	0	7	1	0	8	5	37	4	0	46	139
08:15 AM	9	10	7	4	30	12	59	1	1	73	1	9	2	0	12	5	52	9	0	66	181
08:30 AM	10	17	7	1	35	9	58	3	1	71	0	6	2	0	8	3	51	2	0	56	170
08:45 AM	14	19	1	1	35	7	69	4	0	80	0	14	2	0	16	3	62	9	0	74	205
Total	38	59	22	8	127	30	241	9	2	282	1	36	7	0	44	16	202	24	0	242	695
*** BREAK *	**																				
03:00 PM	18	15	11	0	44	22	134	4	1	161	3	25	9	1	38	5	85	23	0	113	356
03:15 PM	12	13	8	4	37	24	155	5	Ó	184	3	23	4	Ó	30	11	87	26	Ō	124	375
03:30 PM	17	10	8	3	38	13	140	4	õ	157	Ō	17	2	1	20	7	80	17	1	105	320
03:45 PM	16	13	7	1	37	17	119	4	1	141	2	21	3	O	26	8	78	15	ò	101	305
Total	63	51	34	8	156	76	548	17	2	643	8	86	18	2	114	31	330	81	1	443	1356
04:00 PM	17	a	10	2	38	27	168	З	Ο	198	1	30	4	0	44	3	81	20	٥	104	384
04:15 PM	17	15	6	1	30	24	154	ŭ	ő	182	l i	31	3	õ	34	Ő	85	16	ñ	101	356
04:30 PM	16	13	10	1	40	15	120	1	ň	145	1	31	š	2	37	5	70	10	ň	Q4	316
04:45 PM	10	10	11	ó	40	25	132	7	ň	164	'n	23	Ă	ñ	27	2	63	13	ő	78	318
Total	69	56	37	4	166	Q1	583	15	<u> </u>	689	2	124	14	2	142	10	200	68	0	377	1374
	00		01	-	100		000	10		000		14-1	17	<i>L</i> .	172		200	00		011	1074
05:00 PM	13	14	5	1	33	20	140	2	1	163	5	26	4	1	36	2	69	20	0	91	323
05:15 PM	15	14	4	1	34	13	120	4	0	137	1	33	7	0	41	3	70	16	0	89	301
05:30 PM	15	16	4	0	35	23	119	2	0	144	2	16	3	0	21	4	73	15	0	92	292
05:45 PM	19	15	11	0	45	25	86	3	0	114	.0	19	4	0	23	3	77	10	0	90	272
Total	62	59	24	2	147	81	465	11	1	558	8	94	18	1	121	12	289	61	0	362	1188
Grand Total	315	315	150	27	807	319	2097	61	9	2486	22	381	66	7	476	77	1332	269	1	1679	5448
Apprch %	39	39	18.6	3.3		12.8	84.4	2.5	0.4		4.6	80	13.9	1.5		4.6	79.3	16	0.1		
Total %	5.8	5.8	<u>2</u> .8	0.5	14.8	5.9	38.5	1.1	0.2	45.6	0.4	. 7	1.2	0.1	8.7	1.4	24.4	4.9	0	30.8	
Unshifted	313	315	150	27	805	319	2095										1330				
% Unshifted	99.4	100	100	100	99.8	100	99.9	98.4	100	99.9	100	100	100	100	100	100	99.8	99.6	100	99.8	99.9
Tractor Trailers																					
% Tractor Trailers	0.6	0	0	0	0.2	0	0.1	1.6	0	0.1	0	0	0	0	0	0	0.2	0.4	0	0.2	0.1

N/S Route: Dr. Martin Luther King Jr. Blvd. E/W Route: Atlantic Ave. Atlantic City/Atlantic Count/NJ Tuesday/Clear/AS/D4-3730

: 22224002
: 22224002
: 8/16/2022
: 2

	Sr.	Marti So	n Luth Blvd puthbo	er Kin ound	g Jr.	Atlantic Ave. Dr. Mar Westbound			Martin No	n Luth Blvd. orthbou	er King und	g Jr.		Atl	antic A astbou	Ave. Ind					
Start Time	Right	Thru	Left	Right on	App. Total	Right	Thru	Left	Right on	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Tolai	Int. Total
Peak Hour A	nalysi	s Fron	n 06:0	0 AM t	o 08:45	AM - F	Peak 1	of 1													
Peak Hour fo	or Enti	re Inte	rsectio	on Beg	ins at 08	3:00 A	M	1	0	58	0	7	1	0	8	5	37	А	0	46	130
08:15 AM	9 9	10	7	4	30	12	55 59	1	1	73	1	9	2	0	12	5	52	9	ŏ	66	181
08:30 AM	10	17	7	1	35		58	3	1	71	0	6	2	0	8	3	51	2	0	56	170
08:45 AM	14	19	1	1	35	7	69	4	0	80	0	14	2	0	16	3	62	9	0	74	205
Total Volume	38	59 46 5	173	8	127	30	241 85 5	32	2	282	23	36	15.0	0	44	16	202	24 9 9	0	242	695
PHF	.679	.776	.786	.500	.907	.625	.873	.563	.500	.881	.250	.643	.875	.000	.688	.800	.815	.667	.000	.818	.848
Unshifted	37	59	22	8	126	30	241	9	2	282	1	36	7	0	44	16	201	24	0	241	693
% Unshifted	97.4	100	100	100	99.2	100	100	100	100	100	100	100	100	0	100	100	99.5	100	0	99.0	99.7
% Tractor Trailers	2.6	0	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.4	0.3
		Г							Sr. Mart	in Luther	King Jr.	Blvd.									
									90) 12	6	216									
									0	12	1	1									
								r	37	59	22	8									
									1	0	0	0									
								[Right	59 Thru	Left F	Right									
									↓		Ц,	on									
										+	1	kea									
		_									_										
								F	Peak	(Hoi	ur D	ata									
			526 526	528	24 24	₩									੮ਫ਼		\square				
			۴Ľ.	<u> </u>		<u> </u>									ght 30	- ⁶⁰	225	224			
		e e			1 202	2		_		Nort	n 			4	Z	N	<u></u>	A			
		C A	54	24					Peak H	our Begin	s at 08:	MA OC			2 41	<u>-</u>	-N 1	ntic			
		ant	L		10 16	lgnt			Unshifte	d					<u> </u>		82	B) A			
		At	1 85	86	i	₹ ↓		Ľ	Tractor	Trailers					+ [∓] 9	<u>o o</u>		<u>،</u> ق			
			30 0	∾ L		ug Bu									on Bage	Ľ	50	otal			
			h			ΞŰ									- # ₂	0 12					
]													
										↑											
									•		F F	Right									
								ſ	Left 7	Thru F 36	Right	on Red0									
									ġ	0	0	0									
										30	1										
									R R			128									
									0	-	0	0									
									0ut	1 <u>4</u>	4 L	128 otal									
								1	Dr. Mart	in Luther	King Jr.	Blvd.									

N/S Route: Dr. Martin Luther King Jr. Blvd. E/W Route: Atlantic Ave. Atlantic City/Atlantic Count/NJ Tuesday/Clear/AS/D4-3730

: 22224002
: 22224002
: 8/16/2022
: 3

	Sr.	. Marti Sc	n Luth Blvd. outhbo	er Kin und	g Jr.	Atlantic Ave. Westbound				Dr.	Marti No	n Luth Blvd. orthbo	er Kin und	g Jr.	antic / astbou	Ave. Ind					
Start Time	Right	Thru	Left	Right on	App. Total	Right	Thru	Left	Right on Red	App. Totai	Right	Thru	Left	Right on	App. Total	Right	Thru	Left	Right on	App. Total	Int. Total
Peak Hour A	nalysi	s Fron	n 03:00	DPM t	0 05:45	PM - F	Peak 1	of 1	Reo I		I1								Red 1		
Peak Hour fo	or Enti	re Inte	rsectio	n Beg	ins at 0	3:15 P	M														
03:15 PM	12	13	8	4	37	24	155	5	0	184	3	23	4	0	30	11	87	26	0	124	375
03:45 PM	16	10	8	3	37	13	140	4	1	157	2	21	2	1	20	8	80 78	17	0	105	305
04:00 PM	17	9	10	2	38	27	168	3	ò	198	1	39	4	ŏ	44	3	81	20	Ő	104	384
Total Volume	62	45	33	10	150	81	582	16	1	680	6	100	13	1	120	29	326	78	1	434	1384
% App. Total	41.3	30	22	6.7		11.9	85.6	2.4	0.1		5	83.3	10.8	0.8		6.7	75.1	18	0.2		
PHF	.912	.865	.825	.625	.987	.750	.866	.800	.250	.859	.500	.641	.813	.250	.682	.659	.937	.750	.250	.875	
% Unshifted	02	40	33	10	150	01	002	93.8	100	99.9	100	100	100	100	120	100	100	100	100	100	99.9
Tractor Trailers										00.0										100	0010
% Tractor Trailers	0	0	0	0	0	0	0	6.3	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1
		Atlantic Ave.	Out In Total 657 434 1091 0 0	657 434 1091	1 29 326 78 0 0 0 0 1 29 326 78			[[[]	Peak Ho Unshifte Tractor	45 0 45 0 45 Thru 45 0 45 0 45 0 45 0 45 0 45 0 45 0 45	ur D s at 03:1	Ital Ital 409 0 409 0 10 0 101 0 101 0 101 0 102 10 103 10 104 10 105 PM		•	Right Thru Left Regutt		365 680 1045	Out In Total			
									Left 13 0 13 89 1 90 Out Dr. Marti	Thru F 100 100	Right 6 F 0 6 0 0 7 0 King Jr	tight on Red1 0 1 209 1 210 tal Blvd									

Lanes, Volumes, Timings		Existing AM
6: Dr. Martin Luther King Jr.	Boulevard/Dr. Martin Luther King Jr.	Boulevar & Atlantic Avenue22

	۶	-+	\mathbf{F}	∢	4	×	*	Ť	1	1	ţ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٣	≜ î≽		ሻ	朴Ъ			đ b			-¢†	۴
Traffic Volume (vph)	24	202	16	9	241	32	7	36	1	22	59	46
Future Volume (vph)	24	202	16	9	241	32	7	36	1	22	59	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	225		0	0		0	0		125
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75		- n weath at	25			25		1999 - 1999 - 1999 - 1999 - 1999 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00
Frt		0.989			0.982			0.997				0.850
Flt Protected	0.950	경영감영감		0.950				0.992			0.987	
Satd. Flow (prot)	1805	3570	0	1805	3545	0	0	3570	0	0	3563	1583
Flt Permitted	0.557			0.593				0.932			0.906	
Satd. Flow (perm)	1058	3570	0	1127	3545	0	0	3354	0	0	3271	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			38			1				54
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		383			423			287			623	
Travel Time (s)		10.4			11.5			7.8			17.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Adj. Flow (vph)	28	238	19	11	284	38	8	42	1	26	69	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	257	0	11	322	0	0	51	0	. 0	95	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12	전망충전물		0			0	경험권성
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0,0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	

22224 - AC Cannabis Facility CRC

Synchro 11 Report Page 1

Lanes, Volumes, Timings	Existing AM
6: Dr. Martin Luther King Jr. Boulevard/Dr. Ma	artin Luther King Jr. Boulevar & Atlantic Avendeev22

	٦	-	$\gamma \neq$		* *	1	1	- \ _	Ļ	-
Lane Group	EBL	EBT	EBR WBL	WBT	WBR NBL	. NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		8		2			6		6
Detector Phase	4	4	8	8	2	2		6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5			4.5	4.5
Lead/Lag	전 전 전 전 전 전									
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
Walk Time (s)	7.0	7.0	7.0	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		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	C	0		0	0	0
Act Effct Green (s)	9.1	9.1	9.1	9.1		26.9			26.9	26.9
Actuated g/C Ratio	0.20	0.20	0.20	0.20		0.60			0.60	0.60
v/c Ratio	0.13	0.35	0.05	0.43		0.03			0.05	0.06
Control Delay	15.0	15.0	13.6	15.1		4,4			6.3	4.3
Queue Delay	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	15.0	15.0	13,6	15.1		4.4			6.3	4.3
LOS	В	В	В	В		А			A	A
Approach Delay	장님 그 가슴 환경	15.0		15.0		4.4			5.6	
Approach LOS		В		В		А			А	
Intersection Summary										
Area Type:	Other							a shiring was son	an a	n de la companya
Cycle Length: 45										
Actuated Cycle Length: 4	5		a na sa sa sa ta ta sa ta sa	- Mitanaka katang ta		o, in derivantika operativativativativa		zana a kazina natina	- Marine Marine Robert 2015	
Offset: 0 (0%), Reference	ed to phase 2:	NBTL and	6:SBTL, Start of	Green						
Natural Cycle: 45				an an an the state of the state of the	en data se se se strade data					
Control Type: Actuated-C	Coordinated									
Maximum v/c Ratio: 0.43						and the second second second second				
Intersection Signal Delay	: 12.6		il Constantine and the second	ntersectio	n LOS: B					
Intersection Capacity Util	ization 31.0%	l)	CU Level	of Service A					
Analysis Period (min) 15										

Splits and Phases: 6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King Jr. Boulevar & Atlantic Avenue

ε [™] ¶ <i>ø</i> 2 (R)	 104
22.5 s	22,5 s
, ↓ Ø6 (R)	
22.5 s	22.5 s

Lanes, Volumes, Timings			Existing AM
3: Dr. Martin Luther King Jr. Boulevar/Dr.	Martin Luther King Jr.	Boulevard &	Arctic Avenue/2022

	٦	-	\mathbf{F}	4	←	*	1	Ť	۲	5	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€î î>						≜ 1≯		ኘ	††	
Traffic Volume (vph)	52	627	24	0	0	0	0	88	11	67	105	0
Future Volume (vph)	52	627	24	0	0	0	0	88	11	67	105	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			75		
Lane Util, Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.995						0.984				
Flt Protected		0.996								0.950		
Satd. Flow (prot)	0	3578	0	0	0	0	0	3552	0	1805	3610	0
Flt Permitted		0.996				NASTA				0.682		
Satd, Flow (perm)	0	3578	0	0	0	0	0	3552	0	1296	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd, Flow (RTOR)		9						12			n en reconservation (
Link Speed (mph)		25			25			25			25	
Link Distance (ff)		265			170			623			352	
Travel Time (s)		7.2			4.6			17.0			9.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adi Flow (vph)	58	697	27	0	0	0	0	98	12	74	117	0
Shared Lane Traffic (%)				eren j		anaki i			u di			e de la com
Lane Group Flow (vph)	0 0	782	0	0	0	0	0 0	110	0	74	117	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	l eft	l eff	Right	l eft	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	2100 Sala	0	NAME OF COMPANY	100 EGA	0			12			12	
Link Offset/ft)		0		980 T.C. L.C. 1985	0			0		NASI A SAN DI	0	
Crosswalk Width/ft)		16			16			16			16	
Two way Left Turn Lane		9793379797 9 70			9993693 6 9469						rogenig weiden die	
Headway Eactor	1 00	1 00	1.00	1 00	1.00	1.00	1 00	1 00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9.99.9 9.99 .93	9 	1.00	1990 - 1997 - 1 997	9	15	2010/11/19/200	9	15	88 820 27 26 26 26	9
Number of Detectors	ana	2	trainin .			the second second	NACONSIGNAL STREET	2	NACION		2	
Detector Template	ا ما ft	Thru						Thru		l eft	Thru	
Leading Detector (ff)	20	100				805216234S		100		20	100	COSTANCE COSTANCE
Trailing Detector (ft)	00	0						0		00	0	89999 (CMA)
Detector 1 Position(ft)	ň	Ň						ň		ñ	ñ	
Detector 1 Size(ft)	20	6							9990 99999 9900 1	20	80,000,000 8	
Detector 1 Type		CITEA						CI+Ev		CI+Ex	CI+Ey	
Detector 1 Channel		OLICA										
Detector 1 Extend (a)	0.0	0.0						0.0	10.039884	0.0	0.0	
Detector 1 Oucus (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Dolov (s)	0.0	0.0			NIN STREET			0.0		0.0	0.0	
Detector 1 Detay (S)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(II)		94 C						94 C			94 6	
Detector 2 Size(II)		CI I F						0				
Detector 2 Type		UI+EX						UI+EX			UI+EX	
Detector 2 Channel											0.0	
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		Perm	INA	NO WAR
Protected Phases		4						2			6	

22224 - AC Cannabis Facility

Synchro 11 Report Page 1

CRC

Lanes, Volumes, Timings				Existing AM
3: Dr. Martin Luther King Jr.	Boulevar/Dr. Martin	Luther King Jr.	Boulevard &	Arctic Ave

	٦	-	$\rightarrow \checkmark$		۰.	•	1	1	\	Ļ	-
Lane Group	EBL	EBT	EBR WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4								6		
Detector Phase	4	4					2		6	6	
Switch Phase											
Minimum Initial (s)	5.0	5.0					5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5					22.5		22.5	22.5	
Total Split (s)	22.5	22.5					22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%					50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0					18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5					3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0					0.0		0.0	0.0	
Total Lost Time (s)		4.5					4.5		4.5	4.5	
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0	3.0					3.0		3.0	3.0	
Recall Mode	None	None					C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0					7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0					11.0		11.0	11.0	Physics and a Mar
Pedestrian Calls (#/hr)	0	0					0		0	0	
Act Effct Green (s)		15.9					20.1		20.1	20.1	
Actuated g/C Ratio		0.35					0.45		0.45	0.45	
v/c Ratio		0.62					0.07	a she was a subscription	0.13	0.07	
Control Delay		13.8					4.8		9.1	8.3	
Queue Delay		0.0					0.0		0.0	0.0	dette autore et trans en S
Total Delay		13.8					4.8		9.1	8.3	
LOS		В					А		A	A	
Approach Delay		13.8					4.8			8.6	
Approach LOS		В					А			A	
Intersection Summary										6	
Area Type:	Other										theologies and
Cycle Length: 45											
Actuated Cycle Length: 4	5								아름이 강성이 많는 것을	a est do dostreta, here s	ant case test
Offset: 0 (0%), Reference	ed to phase 2	NBT and	6:SBTL, Start of G	Green							
Natural Cycle: 45											arianati mar
Control Type: Actuated-C	Coordinated										WARK
Maximum v/c Ratio: 0.62	una merekatan pekirin		(11.536 est, 115 for St. and St. et M. A. Isa	anamana marka katika	19797.5967.998			and a state of the state of the state			
Intersection Signal Delay	: 12.0		bara da b	ntersection	LOS: B				SPANN		NESSE S
Intersection Capacity Util	ization 37.5%	t official and the) ministri e se stante se stanteste se selecter e se	CU Level of	Service /	A Sectores		Andreas an the Albert	s en anna anna a		Net. 1895-1995
Analysis Period (min) 15											

Splits and Phases: 3: Dr. Martin Luther King Jr. Boulevar/Dr. Martin Luther King Jr. Boulevard & Arctic Avenue

↓ ↑ Ø2 (R)	ø₄
22,5 s	22.5 s
Ø € (R)	
22.5 s	

Lanes, Volumes, Timings	Existing PM
6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther	King Jr. Boulevar & Atlantic Aventera

Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT Lane Configurations ↑ ↑ <th>SBR 72 72 1900 125</th>	SBR 72 72 1900 125
Lane Configurations ↑ ↑ ↑ ↑ ↑ ↑ ↓	72 72 1900 125
Traffic Volume (vph) 78 326 30 16 582 82 13 100 7 33 45 Future Volume (vph) 78 326 30 16 582 82 13 100 7 33 45 Ideal Flow (vphpl) 1900	72 72 1900 125
Future Volume (vph) 78 326 30 16 582 82 13 100 7 33 45 Ideal Flow (vphpl) 1900 <td>72 1900 125</td>	72 1900 125
Ideal Flow (vphpl) 190 1900 <td>1900 125</td>	1900 125
Storage Length (ft) 200 0 225 0 0 0 0 Storage Lanes 1 0 1 0	125
Storage Lanes 1 0 1 0 <	120 S102012
Taper Length (ft) 75 75 25 25 Lane Util. Factor 1.00 0.95 0.95 1.00 0.95 </td <td>AND IN THE REAL OF</td>	AND IN THE REAL OF
Lape Util, Factor 1.00 0.95 0.95 1.00 0.95 0.979 Satd. Flow (prot) 1805 3563 0 1805 3545 0 0 3560 0 3534	an haitead
Frt 0.987 0.982 0.991 Flt Protected 0.950 0.950 0.995 0.979 Satd. Flow (prot) 1805 3563 0 1805 3545 0 0 3560 0 3534	1.00
Fit Protected 0.950 0.950 0.979 Satd. Flow (prot) 1805 3563 0 1805 3545 0 0 3560 0 3534	0.850
Satd. Flow (prot) 1805 3563 0 1805 3545 0 0 3560 0 3534	
	1583
Filt Permitted 0.252 0.485 0.928 0.818	
Satd Flow (perm) 479 3563 0 922 3545 0 0 3320 0 0 2953	1583
Right Turn on Red Yes Yes	Yes
Satd Flow (RTOR) 11 17 7	87
Link Speed (mph) 25 25 25	
Link Distance (ff) 383 423 287 623	i suvena,
Travel Time (s) 10.4 11.5 7.8 17.0	
Peak Hour Eactor 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.9	0.90
Heavy Vehicles (%) 0% 0% 0% 0% 0% 0% 0% 0% 0%	2%
Adi Flow (vnh) 87 362 33 18 647 91 14 111 8 37 50	80
Shared Lane Traffic (%)	
Lane Group Flow (vph) 87 395 0 18 738 0 0 133 0 0 87	80
Enter Blocked Intersection No	No
Lane Alignment Left Left Right Left Right Left Right Left Right Left Left Right Left Left Left Left Left Left Left Lef	Right
Median Width/ft) 12 12 0 0	
Link Offset/ft) 0 0 0	
Crosswalk Width(ft) 16 16 16	
Two way Left Turn Lane	
Headway Eactor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00
Turning Speed (mph) 15 9 15 9 15 9 15	9
Turn Type pm+pt NA pm+pt NA Perm NA Perm NA	Perm
Protected Phases 7 4 3 8 2 6	
Permitted Phases 4 8 2 6	6
Minimum Split (s) 18.0 42.0 18.0 42.0 40.0 40.0 40.0 40.0	40.0
Total Split (s) 18.0 42.0 18.0 42.0 40.0 40.0 40.0 40.0	40.0
Total Split (%) 18.0% 42.0% 18.0% 42.0% 40.0% 40.0% 40.0% 40.0%	40.0%
Maximum Green (s) 13.0 36.0 13.0 36.0 34.0 34.0 34.0 34.0	34.0
Yellow Time (s) 3.0 4.0 3.0 4.0 4.0 4.0 4.0 4.0 4.0	4.0
All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	2.0
Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0	0.0
Total Lost Time (s) 5.0 6.0 5.0 6.0 6.0	6.0
Lead/Lag Lead Lag	10-100-F/103
Lead-Lag Optimize?	
Act Effct Green (s) 50.0 36.0 50.0 36.0 34.0 34.0	34.0
Actuated g/C Ratio 0.50 0.36 0.50 0.36 0.34	0.34
v/c Ratio 0.21 0.31 0.03 0.57 0.12 0.09	0.13
Control Delay 12.1 23.1 10.6 27.3 21.8 22.8	5.2
Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0

22224 - AC Cannabis Facility CRC

Synchro 11 Report Page 1

Lanes, Volumes, Timings Existing PM 6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King Jr. Boulevar & Atlantic Avender22

	٦	-	\mathbf{r}	4	♣	₹	•	t	1	\$	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	12.1	23.1		10.6	27.3			21.8			22.8	5.2
LOS	В	С		В	С			С			С	А
Approach Delay		21.2			26.9			21.8			14.4	
Approach LOS		С			С			С			В	
Intersection Summary												
Area Type:	Other											
Cycle Length: 100												
Actuated Cycle Length: 100	0											
Offset: 34 (34%), Reference	ed to phase	2:NBTL a	and 6:SBT	L, Start o	of Yellow							
Natural Cycle: 100												an an an an air an
Control Type: Pretimed												
Maximum v/c Ratio: 0.57												
Intersection Signal Delay: 2	23.3			In	tersectior	LOS: C						
Intersection Capacity Utilization	ation 101.7%)		IC	U Level o	of Service	G					
Analysis Period (min) 15												

Splits and Phases: 6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King Jr. Boulevar & Atlantic Avenue

୍ ି 🕈 🖉 ଅ (R) 🖉	√ Ø3	
40 s	18 s	42 s
↓ ∞6 (R)	▶ _{Ø7}	₹ Ø8
40 s	18 5	47 s

Lanes, Volumes, Timings	Existing PM
3: Dr. Martin Luther King Jr. Boulevar/Dr. Martin L	_uther King Jr. Boulevard & Arctic Avenute/2022

	≯	-	\mathbf{r}	4	←	*	1	1	1	1	¥	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		د 1 }						≜ î≽		ኘ	† †	
Traffic Volume (vph)	199	554	54	0	0	0	0	298	28	53	132	0
Future Volume (vph)	199	554	54	0	0	0	0	298	28	53	132	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			75		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.990						0.987				
Flt Protected		0.988								0.950		
Satd. Flow (prot)	0	3531	0	0	0	0	0	3563	0	1805	3610	0
Flt Permitted		0,988				NAME OF				0.504		
Satd, Flow (perm)	0	3531	0	0	0	0	0	3563	0	958	3610	0
Right Turn on Red	atta shiki	1001000	Yes	Generativ		Yes			Yes			Yes
Satd Flow (RTOR)		15	2010-10-10-10-10-10-10-10-10-10-10-10-10-			an Galleri Toar		10	- 489 (1997) - 1998 - 1999 (1997) - 1998		21.00035372300833	
Link Speed (mph)		25			25			25		931644S	25	
Link Distance (ff)		265			170		2 - 2 - 19 303374	623			352	
Travel Time (s)		7 2			4.6			17.0			9.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0.00	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adi Flow (vpb)	207	5 7 7	56	0,0	0,0	0,0 0	0,0	310	29	55	138	0
Shared Lane Traffic (%)	201					NO BERNE						Interest
Lane Group Flow (vph)	alba 244,445 0	840	٥	27 668 6698 0	0	0 - 200 - 200 - 200 - 200 - 200 - 200 - 200 - 200 - 200 - 200 - 200 - 200 - 200 - 200 - 200 - 200 - 200 - 200 - D	٥	330	048.9355 (846) 0	55	138	naesesen 0
Enter Blocked Intersection		No	No	No	No	No	No	No	No	No	No	No
Long Alignment	l off	Loft	Pight	Loft	l off	Right	l oft	l oft	Right	l eft	l eft	Right
Modion Width(ff)		Leit	a setting the			rugin		12	1 vigin	and and a second	12	1 ign
Link Offeet(ft)		0			0			<u>۲</u> ۲			0 1	
Crosswalk Midth(#)		16			16			16			16	
Two word off Turn Long		10			10							
Headway Easter	1.00	1 00	1.00	1 00	1.00	1.00	1 00	1 00	1 00	1.00	1.00	1.00
Turning Crood (mph)	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mpn)	Dorm	NIA	9 1999: 1999: 1999	IJ Statesta	191999293	9 2970320780	10	ΝΛ		Dorm	NΔ) Netrofile
Protected Discoses	remi	AKL A						۲ ۷ ۲ ۲		- CIIII	אין א	
Protected Phases	a stata a s	4 		SALARS IS		- NAMES AN		Nondési k		in the second	o National	
Permilleu Phases	66.0	66.0						20.0		30.0	30 0	CALCOMP.
Minimum Split (S)	0.00	00.0						30.0		30.0	30.0	
		CO 00/						21 20/		21 20/	21 20/	
Total Split (%)	08.0%	00.0%						01.070		21.270	31.370	
Maximum Green (s)	60.0	00.0						24.0		24.0 4 0	24.0	
Yellow Lime (s)	4.0	4.0						4.0		4.U 2 0	4.U 2.0	
All-Red Lime (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)		0.0						0.0		0.0	0.0	
Total Lost Time (s)		6.0						6,0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?	CONTROL OF											
Walk Time (s)	7.0	7.0						1.0		1.0	7.0	den Statutes
Flash Dont Walk (s)	11.0	11.0						11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0						0		0	0	
Act Effct Green (s)		60.0						24.0		24.0	24.0	
Actuated g/C Ratio		0.62						0.25		0.25	0.25	

22224 - AC Cannabis Facility

Synchro 11 Report Page 1

CRC

Lanes, Volumes, Timings 3: Dr. Martin Luther King Jr. Boulevar/Dr. Martin Luther King Jr. Boulevard & Arctic Aver®/12/2022

ŧ

ŧ

T

1

۶

	-	_	•	Ŧ		-)	1	(Ŧ	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.38						0.38		0.23	0.15	
Control Delay		9.3						30.4		31.8	28.6	
Queue Delay		0.0	경찰관동					0.0		0.0	0.0	
Total Delay		9.3						30.4		31.8	28.6	
LOS		Α						C		С	С	
Approach Delay		9.3						30.4			29.5	
Approach LOS		Α						С			С	
Intersection Summary												
Area Type: O	ther				St. St.							
Cycle Length: 96												
Actuated Cycle Length: 96												
Offset: 24 (25%), Referenced	to phase	2:NBT ar	nd 6:SBTL	., Start of	Yellow							
Natural Cycle: 100												
Control Type: Pretimed												
Maximum v/c Ratio: 0.38												
Intersection Signal Delay: 17.	3			In	tersection	n LOS: B						
Intersection Capacity Utilization	on 104.0%			10	CU Level	of Service	G					
Analysis Period (min) 15												

Splits and Phases: 3: Dr. Martin Luther King Jr. Boulevar/Dr. Martin Luther King Jr. Boulevard & Arctic Avenue

T Ø2 (R)	
30 s	66 s
₩ Ø6 (R)	
30 s	

Lanes, Volumes, Timings	No-Build AM
6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King Jr.	Boulevar & Atlantic Avenue 22

	٦		\mathbf{F}	∢	♣	×.	1	†	۴	1	ţ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٢	ት ጌ		٢	ቶ ሴ			ፈጉ			†î⊱	7
Traffic Volume (vph)	24	206	16	9	246	33	7	37	1	22	60	47
Future Volume (vph)	24	206	16	9	246	33	7	37	1	22	60	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	225		0	0		0	0	10 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	125
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00
Frt		0.989			0.982			0.997	an en system sources			0.850
Flt Protected	0.950			0.950				0.993			0.987	12:22
Satd, Flow (prot)	1805	3570	0	1805	3545	0	0	3574	0	0	3563	1583
Fit Permitted	0.541			0.591				0.924			0.885	
Satd, Flow (perm)	1028	3570	0	1123	3545	0	0	3326	0	0	3195	1583
Right Turn on Red	1998		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			16			1				87
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		383			423			287			623	
Travel Time (s)		10.4			11.5			7.8			17.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Adj. Flow (vph)	28	242	19	11	289	39	8	44	1	26	71	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	261	0	11	328	0	0	53	0	0	97	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	SK NAR		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	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	18.0	42.0		18.0	42.0		40.0	40.0		40.0	40.0	40.0
Total Split (s)	18.0	42.0		18.0	42.0		40.0	40.0		40.0	40.0	40.0
Total Split (%)	18.0%	42.0%		18.0%	42.0%		40.0%	40.0%		40.0%	40.0%	40.0%
Maximum Green (s)	13.0	36.0		13,0	36.0		34.0	34,0		34.0	34.0	34.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2,0	2,0		2,0	2,0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0			6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Act Effct Green (s)	50.0	36.0		50.0	36.0			34.0			34.0	34.0
Actuated g/C Ratio	0.50	0.36		0.50	0.36			0.34			0.34	0.34
v/c Ratio	0.05	0.20		0.02	0.26			0.05			0.09	0.09
Control Delay	10.7	21.8		10,4	22,0			22.0			22.8	2.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0

22224 - AC Cannabis Facility CRC

Synchro 11 Report Page 1

Lanes, Volumes, Timings No-Build AM 6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King Jr. Boulevar & Atlantic Aventeen22

	٦	-+	\rightarrow	∢	+	*	•	1	1	5	ţ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	10.7	21.8		10.4	22.0			22.0			22.8	2.3
LOS	В	С		В	С			С			С	A
Approach Delay		20.7			21.7			22.0			15,4	
Approach LOS		С			С			С			В	
Intersection Summary												
Area Type:	Other											
Cycle Length: 100												
Actuated Cycle Length: 10	0											
Offset: 0 (0%), Referenced	to phase 2:	NBTL and	6:SBTL,	Start of C	Green							
Natural Cycle: 100								·· · · · · · · · · · · · · · · · · · ·	an anna a' san tagar na r			
Control Type: Pretimed												
Maximum v/c Ratio: 0.26											e e ne e de la companya de la compa	un en opproten og
Intersection Signal Delay:	20.2			In	tersectior	LOS: C						
Intersection Capacity Utiliz	ation 101.7%	, D		IC	U Level o	of Service	G	-1 - 112 - 20-3-963 A				ed (2000) (2000) (2000)
Analysis Period (min) 15												

Splits and Phases: 6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King Jr. Boulevar & Atlantic Avenue

∎ ^{- (} ¶ ø2 (R)	√ ø3	- 104
40 s	18 s	42 s
)/ ▼ [©] Ø6 (R)	Ø7	∮ Ø8
40 s	18 s	42 s

Lanes, Volumes, Timings	No-Build AM
3: Dr. Martin Luther King Jr. Boulevar/Dr. Martin Luther King Jr.	Boulevard & Arctic Ave Poure/2022

	≯	-+	\mathbf{i}	∢		•	1	†	1	1	¥	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		đ þ						ቶሴ		ኻ	**	
Traffic Volume (vph)	53	640	24	0	0	0	0	90	11	68	107	0
Future Volume (vph)	53	640	24	0	0	0	0	90	11	68	107	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	ંંા		0
Taper Length (ft)	25			25			25			75		
Lane Util. Factor	0.95	0,95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.995						0.984				
Flt Protected	다. 1997년 1997년 1997년 - 1997년 1997년 1997년 - 1997년	0.996								0.950		
Satd. Flow (prot)	0	3578	0	0	0	0	0	3552	0	1805	3610	0
Flt Permitted		0.996	143.73A							0.681		
Satd, Flow (perm)	0	3578	0	0	0	0	0	3552	0	1294	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						12		an an standard an st		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)	Generalise (265			170		angen ang ang ana	623			352	-1889-189
Travel Time (s)		7.2			4.6			17.0			9.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adi, Flow (vph)	59	711	27	0	0	0	0	100	12	76	119	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	797	0	0	0	0	0	112	0	76	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Riaht	Left	Left	Riaht	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0		and a state contact	0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	e de la constantia de la constante	9	15	enter de la constantion	9	15		9	15		9
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases	er en hanne Frederik en h	4						2	den en de litere presen		6	
Permitted Phases	4									6		
Minimum Split (s)	66.0	66.0		anns seite, a bhlian.				30.0		30.0	30.0	
Total Split (s)	66.0	66.0					1999	30.0		30.0	30.0	
Total Split (%)	68.8%	68.8%						31.3%		31.3%	31.3%	
Maximum Green (s)	60.0	60.0						24.0		24.0	24.0	
Yellow Time (s)	4.0	4.0					and an addition of the	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)		0.0						0.0		0.0	0.0	
Total Lost Time (s)		6.0						6.0		6.0	6.0	
Lead/Lag		n tanı izdazı ile								999-000-00- 7. 02565	na sangagangi	
Lead-Lag Optimize?												
Act Effct Green (s)		60.0				e e a presente		24.0		24.0	24.0	
Actuated a/C Ratio		0.62						0.25		0.25	0.25	
v/c Ratio		0.36						0.12		0.24	0.13	
Control Delay		9.1						25.3		31.1	28.4	
Queue Delay		0.0						0.0		0.0	0.0	an na staticka

22224 - AC Cannabis Facility

Synchro 11 Report Page 1

CRC

Lanes, Volumes, Timings

No-Build A	۱M
------------	----

3: Dr. Martin Luther King Jr. Boulevar/Dr. Martin Luther King Jr. Boulevard & Arctic Avenue/2022

	≯		\mathbf{x}	1	-	•	•	ŧ	1	- \	Ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		9.1						25.3		31.1	28,4	
LOS		А						С		С	С	
Approach Delay		9.1						25.3			29.5	
Approach LOS		А						С			С	
Intersection Summary												
Area Type: C	ther											
Cycle Length: 96												
Actuated Cycle Length: 96												
Offset: 0 (0%), Referenced to	phase 2:N	IBT and 6	S:SBTL, S	Start of Gr	reen							
Natural Cycle: 100												
Control Type: Pretimed												
Maximum v/c Ratio: 0.36												
Intersection Signal Delay: 14.	4			In	tersectior	LOS; B						
Intersection Capacity Utilization	on 80.0%			IC	U Level o	of Service	D					
Analysis Period (min) 15												

Splits and Phases: 3: Dr. Martin Luther King Jr. Boulevar/Dr. Martin Luther King Jr. Boulevard & Arctic Avenue

ļ	Ø2 (R)	
30 s		66 s
, ↓	Ø6 (R)	
30 s		

Lanes, Volumes, Timings 6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King Jr. Boulevar & Atlantic Av@ne@22

	۶	-+	\mathbf{F}	4	←	×	1	1	1	1	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	† Ъ		ሻ	≜ î≽			đħ			∱}≽	*
Traffic Volume (vph)	80	333	31	16	594	84	13	102	7	34	50	73
Future Volume (vph)	80	333	31	16	594	84	13	102	7	34	50	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	225		0	0		0	0		125
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75	ana desta de 1997 - 1997 - 19		25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00
Frt		0.987			0.981			0.991				0.850
Flt Protected	0.950			0.950				0.995			0.980	
Satd, Flow (prot)	1805	3563	0	1805	3541	0	0	3560	0	0	3538	1583
Fit Permitted	0.243			0.478				0.928			0.820	
Satd, Flow (perm)	462	3563	0	908	3541	0	0	3320	0	0	2960	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd, Flow (RTOR)		11			17			7				87
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		383			423			287			623	
Travel Time (s)		10.4			11.5			7.8			17.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Adi Flow (vph)	89	370	34	18	660	93	14	113	8	38	56	81
Shared Lane Traffic (%)		NAMES OF				(NASUŠE)	haran da			0489389		MARKA SE
Lane Group Flow (vph)	89	404	a Sorta a Maria An 0	18	753	0	0	135	0	0	94	81
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median (Midth/ft)		12	T ugitt		12	S Maria		0	19		0	
Link Offset(ft)					0		GOUNDAY MADA	0			0	99999-0050797955
Crosswalk Width/ft)		16			16			16			16	
Two way Left Turn Lane					1997) - C. V		n a chean an tha	anagang k ar			4 M 7 M 9 M 7 M 7 M 7 M 7 M 7 M 7 M 7 M 7	
Headway Eactor	1.00	1 00	1 00	1.00	1.00	1.00	1 00	1 00	1 00	1.00	1.00	1.00
Turning Speed (mnh)	15	1,00	1.00 Q	15		۹. ۵	15	-980-99 (1 4 4 4 7 9	9. 9	15	90090999999999999999999999999999999999	9
	nm+nt	NΔ		nm+nt	NΔ		Perm	NA		Perm	NA	Perm
Protocted Phases	pinipt 7	ν Αν ιεςεία Λ		່ pin pr ຊ	8 8		VIII	2 2		and a Milling	6 אינאינטיינטיי 1	source and
Dormitted Dhases	s la	0.00.448.5%) 		Ř	CLACKER S		2			6	ner hanne	6
Minimum Snlit (c)	18.0	42.0		18.0	42.0		40.0	40.0	Trivia (2005	40.0	40.0	40.0
Total Split (a)	18.0	42.0		18.0	42.0		40.0	40.0		40.0	40.0	40.0
Total Split (%)	18.0%	12.0%		18.0%	42.0%		40.0%	40.0%		40.0%	40.0%	40.0%
Maximum Groon (c)	12.0	36.0		13.0	36.0		34 0	34 0	1000000	34 0	34.0	34 0
Vallow Time (a)	3.0	30.0		10.0 3 0	30.0 4 0	신간은 일을 승규가요?	0.FC A A	0.+0 / ()	1993-021-021-02	4 0	4 0	4 0
All Ded Time (s)	3.0	4.0 2 0		2.0	4.0 2 0		9.0 2 0	4.0 2 0		20		-,0 2 ∩
All-Red Linie (S)	2.0	2.0		2,0	2.0		2.0	2.0		€9988 ∠. 98	2.0	2.0
Lost Time Adjust (S)	0.0	0.0		0.0 5.0	0.0			6.0			6.0	0.0 6.0
Total Lost Time (s)	0.0	0.0		0.C	0.0			0.0			0.0	0.0
Lead/Lag	Leau	Lag		Leau	Lay						2003823333	an a
Lead-Lag Optimize?	F0 0	0.00		50.0				24.0			24.0	0 1 0
Act Effici Green (S)	0.00	30.0		5U.U	30.0			0 24.U			04.U	04.U 0 94
Actuated g/C Ratio	0.50	0.36		0.50	0.30			0.34			0.34	0,04
V/C Katio	0.22	0.31		0.03	0.59			0.12			0.09	U.14 E 0
Control Delay	12,2	23.2		10.6	27.6			21.9			22.9	0,2
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0

22224 - AC Cannabis Facility

Synchro 11 Report Page 1

CRC

	٨	-+	\mathbf{i}	1	◄	*	1	1	1	1	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	12,2	23.2		10.6	27.6			21.9			22.9	5.2
LOS	В	С		В	С			С			С	А
Approach Delay	NGA BARA	21.3			27.2		56 (U) (() ()	21.9			14.7	
Approach LOS		С			С			С		-10- 1-11-1-	В	
Intersection Summary												
Area Type:	Other											
Cycle Length: 100												
Actuated Cycle Length: 10	00											
Offset: 34 (34%), Referen	ced to phase	2:NBTL a	nd 6:SB1	L, Start c	of Yellow							
Natural Cycle: 100												
Control Type: Pretimed												
Maximum v/c Ratio: 0.59												
Intersection Signal Delay:	23.5			In	tersectior	LOS: C						
Intersection Capacity Utili	zation 101.7%)		IC	U Level	of Service	G					
Analysis Period (min) 15												

Splits and Phases: 6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King Jr. Boulevar & Atlantic Avenue

٨

ീ 🖉 (R) 🖉	√ Ø3	
40 s	18 s	42 s
∲ [∞] ø6 (R)		₩ Ø8
40 s	18 s	42.5

Lanes, Volumes, Timings	No-Build PM
3: Dr. Martin Luther King Jr. Boulevar/Dr. Martin Luther	King Jr. Boulevard & Arctic Avenue/2022

	٦	-	\mathbf{F}	4	←	*	1	Ť	۲	1	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		đ tə						≜ ↑		ኘ	**	
Traffic Volume (vph)	203	565	55	0	0	0	0	304	29	54	135	0
Future Volume (vph)	203	565	55	0	0	0	0	304	29	54	135	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0	10.12500000000000000000	0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			75		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.990						0.987				
Flt Protected		0.988								0.950		
Satd, Flow (prot)	0	3531	0	0	0	0	0	3563	0	1805	3610	0
Flt Permitted		0.988								0.495		
Satd, Flow (perm)	0	3531	0	0	0	0	0	3563	0	940	3610	0
Right Turn on Red	945 (NØN)		Yes			Yes			Yes			Yes
Satd, Flow (RTOR)		14			C POPOLI O PRESERVACIÓN DO DA			10				
Link Speed (mph)		25			25			25			25	
Link Distance (ft)	an an an tao an	265			170			623	1997 I 16 II - 16 I - 1998 1998		352	1
Travel Time (s)		7.2			4.6			17.0			9.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adi, Flow (vph)	211	589	57	0	0	0	0	317	30	56	141	0
Shared Lane Traffic (%)	11. A. A. A.											
Lane Group Flow (vph)	0	857	0	0	0	0	0	347	0	56	141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0	19-19 1 9-1		0			12	<u> Subini</u>		12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16		699666	16			16	
Two way Left Turn Lane							198.96991.09871.071269182	19,000 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 -				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4	and the second					2			6	
Permitted Phases	4									6		
Minimum Split (s)	66.0	66.0						30.0		30.0	30.0	
Total Split (s)	66.0	66.0						30.0		30.0	30.0	
Total Split (%)	68.8%	68.8%						31.3%		31.3%	31.3%	
Maximum Green (s)	60.0	60.0						24.0		24.0	24.0	
Yellow Time (s)	4.0	4.0						4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)		0.0						0.0		0.0	0.0	
Total Lost Time (s)		6.0						6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?							SECTION SECTION					
Walk Time (s)	7.0	7.0						7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0						11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0						0		0	0	
Act Effct Green (s)	NO NO	60.0						24.0		24.0	24.0	
Actuated g/C Ratio		0.62						0.25		0.25	0.25	2000 C

22224 - AC Cannabis Facility

Synchro 11 Report Page 1

CRC

Lanes, Volumes, Timings	No-Build PM
3: Dr. Martin Luther King Jr. Boulevar/Dr. Martin Luther King Jr	. Boulevard & Arctic Avenue/2022

	≯	-	\mathbf{F}	1	←	•	•	Ť	1	1	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.39						0.39		0.24	0.16	
Control Delay		9.4						30.5		32.0	28.7	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		9.4						30.5		32.0	28.7	
LOS DE MARCOLLES A		Α						C		С	С	
Approach Delay		9.4						30.5			29.6	
Approach LOS		Α						С			C	
Intersection Summary												
Area Type:	Other											
Cycle Length: 96									t and the second			te e contra tanana and
Actuated Cycle Length: 96												
Offset: 24 (25%), Reference	d to phase	2:NBT ar	d 6:SBTI	L, Start of	Yellow		V - 4					
Natural Cycle: 100												
Control Type: Pretimed												
Maximum v/c Ratio: 0.39												
Intersection Signal Delay: 17	7.5			lr	tersection	n LOS: B						
Intersection Capacity Utilization	tion 104.9%	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		10	CU Level	of Service	G					
Analysis Period (min) 15												

Splits and Phases: 3: Dr. Martin Luther King Jr. Boulevar/Dr. Martin Luther King Jr. Boulevard & Arctic Avenue

Tø2(R) 🖤	- 104
30 s -	66 s
▼ Ø6 (R)	

Lanes, Volumes, Timings

Build AM

6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King Jr. Boulevar & Atlantic Avender22

	٨	-+	\mathbf{i}	4		*	1	1	1	1	Ļ	-
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<u>*1</u>		<u></u> ۲	<u>ቀ</u> ት⊾			ፈተሴ				*
Traffic Volume (yph)	59	206	16	ା ବ	246	75	7	TI P		22	60	55
Future Volume (vph)	59	206	16	q	246	75	7 (California) 7	44		22	60 60	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ff)	200	1000	0	225		0	0000		000	0	1000	125
Storage Lanes	1		ñ			Ň	Õ		Ň	Ň.		383 1
Taper Length (ft)	75		an a	75		8.999.999. 9 98	25		n an an tha an thair	25		e na na sa
Lane Util Eactor	1 00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00
Frf		0.989			0.965			0.998	ೆ ಎಂದಿ ನಿನ್ನಡೆಯ ಕ	149-149 -149 -1499		0.850
Flt Protected	0 950			0.950				0.993			0.987	
Satd Flow (prot)	1805	3570	0	1805	3484	0	0	3578	талар манарал 0	0	3563	1583
Elt Permitted	0.500			0.591	an esta :			0.928		35233	0.884	
Satd Flow (perm)	950	3570	0	1123	3484	0	0	3343	0	0	3191	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd Flow (RTOR)		9	1.00		45			1		in a she a sa s		87
Link Speed (mph)		25			25			25			25	
Link Distance (ff)		383			423			287			313	
Travel Time (s)		10.4			11.5			7.8			8.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Adi Flow (vph)	69	242	19	11	289	88	8	52	1	26	71	65
Shared Lane Traffic (%)				i de la compañía de l Compañía de la compañía					6333665			
Lane Group Flow (vph)	69	261	0		377	0	0	61	0	0	97	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Riaht	Left	Left	Riaht
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		5000 (See 1976) (See						ena di Norre e 1733				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	an na stant i Stan Daille.	9	15	n an	9	15		9	15		9
Turn Type	pm+pt	NA	948939. M	pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4	i ne konte tetato (3	8			2			6	9 - 17 - 18 - 18 - 18 - 18 - 18 - 18 - 18
Permitted Phases	4			8			2			6		6
Minimum Split (s)	18.0	42.0	a national Statuta	18.0	42.0		40.0	40.0		40.0	40.0	40.0
Total Split (s)	18.0	42.0		18.0	42.0		40.0	40.0		40.0	40.0	40.0
Total Split (%)	18.0%	42.0%		18.0%	42.0%	annen men en	40.0%	40.0%	1997 - S. 1997 (1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 199 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	40.0%	40.0%	40.0%
Maximum Green (s)	13.0	36.0		13.0	36.0		34.0	34.0		34.0	34.0	34.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		College 140 (1977) 1977 1978	0.0			0.0	0.0
Total Lost Time (s)	5,0	6.0		5.0	6.0			6.0			6.0	6.0
Lead/Lag	Lead	Lad		Lead	Lag							nan an searaidh th
Lead-Lag Optimize?								9999999				
Act Effct Green (s)	50.0	36.0		50.0	36.0			34.0			34.0	34.0
Actuated g/C Ratio	0.50	0.36		0.50	0.36			0.34			0.34	0.34
v/c Ratio	0.12	0.20		0.02	0.29	a ayya a 1 a 189		0.05			0.09	0.11
Control Delay	11.2	21.8		10.4	20.8			22.1			22.8	3.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0

22224 - AC Cannabis Facility CRC

Synchro 11 Report . Page 1

Lanes, Volumes, Timings Build AM 6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King Jr. Boulevar & Atlantic Avenuevar

	٦		\mathbf{F}	∢	-	*	•	1	1	×	Ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	11.2	21.8		10,4	20.8			22.1			22.8	3.3
LOS	В	С		В	С			С			С	Α
Approach Delay		19.6			20.5			22.1			15.0	
Approach LOS		В			С			С			В	
Intersection Summary											1.11	
Area Type:	Other											
Cycle Length: 100												
Actuated Cycle Length: 100												
Offset: 0 (0%), Referenced t	o phase 2:1	NBTL and	6:SBTL,	Start of (Green							
Natural Cycle: 100												
Control Type: Pretimed												
Maximum v/c Ratio: 0.29												
Intersection Signal Delay: 1	9.3			In	tersection	LOS: B						
Intersection Capacity Utiliza	tion 101.7%	D		IC	U Level	of Service	G					
Analysis Period (min) 15												

Splits and Phases: 6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King Jr. Boulevar & Atlantic Avenue

, ≪↑ _{Ø2 (R)}	√ Ø3	<u>→</u> Ø4
40 s	18 s	42 s
₽ ↓ Ø6 (R)	<u>∕</u> ≉ _{Ø7}	4 √ Ø8
40 c	18 s	47 s

Lanes, Volumes, Timings		Build AM
3: Dr. Martin Luther King Jr.	Boulevar/Dr. Martin Luther Ki	ing Jr. Boulevard & Arctic Avenue/2022

	≯		\mathbf{r}	≮	-	*	•	†	1	5	¥	-
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ፈትቲ						<u></u>		ጙ	**	
Traffic Volume (vph)	53	640	24	0	0	0	0	90	11	68	115	0
Future Volume (vph)	53	640	24	0	0	0	0	90	11 (11	68	115	0
Ideal Flow (vphpl)	1900	1900 -	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ff)	0	1000	0 0	0	1000	0	0	1000	0	1000	1000	0000
Storage Lanes	Ő		័	õ		Ň	ñ		Õ	300 I I		៍
Taper Length (ft)	25		n sa karanganga	25		84.789.898. 9 98.9	25		(1993) (1993) (1 993) (1993) (1993) (1993)	75		nan sa sa M
Lane I Itil Factor	0 95	0.95	0.95	1 00	1.00	1 00	1 00	0.95	0.95	1 00	0.95	1 00
Frt	0.00	0.00	0.00	1.00	1100	1.00		0.984	0.00		0.00	1,00
Elt Protected		0.000					(5.53) 1935	0.001		0 950		
Satd Flow (prot)	0	3578	000.020.02000000 0	0 0	0	0	0	3552	анана (разана). О	1805	3610	800 D 1999 0
Elt Permitted		0100 APP 0			Siddaire		Nationalia	0002		0.681	0010	
Satd Flow (perm)	0	3578	0 0	0	n	0	0	3552	-946-1529-1529-1529-1529- 0	1294	3610	0
Bight Turn on Red	Na se	0010	Yes			Yes		0002	Yes	1201	0010	U Yes
Satd Flow (RTOR)		00000000000 7	1.00			165		12	100			
Link Speed (mph)		, 25			25			25			25	
Link Distance (ff)		265			170		NG NUBBER	310			352	
Travel Time (s)		7.2			4.6			85			96	N SAN AN
Peak Hour Factor	0 90	0.90	0 90	0 90	0.90	0.90	0.90	0.0	0 90	0.90	0.90	0.90
Heavy Vehicles (%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Adi Flow (vnh)	50	711	27	0,0	0,0	0,0	0,0	100	12	76	128	0,0
Shared Lane Traffic (%)	.		, 2 1960-1961			Si shi					120	Ranagini
Lane Group Flow (vph)	0	797	٥	Λ	ан сулсуна О	الا (میں 1993) 0	0	112	0	76	128	oriente de la Constante N
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	l eft	Left	Right
Median Width(ff)		0	i digini	No.	0			12			12	
Link Offset(ff)		0			0			0			0	
Crosswalk Width/ff)		16			16			16			16	
Two way Left Turn Lane		545) 134 5 7 43)			a an			80.80 S 4				a sescenda de N
Headway Eactor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	0.000.000.000.000.000.000	9	15	1999-1992 B. B. B. 1994	9
Turn Type	Perm	NA		90036365				NA		Perm	NA	
Protected Phases	1990-1997-1997-1997 1990-1997-1997-1997-1997-1997-1997-1997-	4	andala ang sang sang					2	a an	ana di selata da sa	6	
Permitted Phases	4		1996 (NA)							6		
Minimum Split (s)	66.0	66.0	general in distribution and			, fra 4. a. augustada da		30.0		30.0	30.0	
Total Split (s)	66.0	66.0					19.53 P.	30.0		30.0	30.0	
Total Split (%)	68.8%	68.8%						31.3%		31.3%	31.3%	
Maximum Green (s)	60.0	60.0						24.0		24.0	24.0	
Yellow Time (s)	4.0	4.0			N M DE ANNO A			4.0	en der geschichtige mit	4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)		0.0						0.0		0.0	0.0	
Total Lost Time (s)		6.0						6.0		6.0	6.0	
Lead/Lag		na saffina						an a di terdita tata di	an a ta sata). Ale:	nan anter en		an an sana na
Lead-Lag Optimize?		NAMES I						S COM				
Act Effct Green (s)		60.0						24.0		24.0	24.0	
Actuated g/C Ratio		0.62						0.25		0.25	0.25	
v/c Ratio		0.36						0.12		0.24	0.14	ana ana ang ang a
Control Delay		9.1						25.3		31.1	28.5	
Queue Delay		0.0			er ar transation			0.0	n nan an a	0.0	0.0	e en son de la del ser de

22224 - AC Cannabis Facility CRC

Synchro 11 Report Page 1

	٦	-	\mathbf{i}	1		•	1	1	1	1	Ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		9.1						25.3		31.1	28.5	
LOS		А						С		С	С	
Approach Delay		9.1						25.3			29.5	
Approach LOS		А						С			С	
Intersection Summary												
Area Type:	Other											
Cycle Length: 96												
Actuated Cycle Length: 96	i											
Offset: 0 (0%), Referenced	to phase 2:	NBT and	6:SBTL, S	Start of G	reen							
Natural Cycle: 100												
Control Type: Pretimed												
Maximum v/c Ratio: 0.36												
Intersection Signal Delay:	14.5			lr	itersection	h LOS: B						
Intersection Capacity Utiliz	ation 80.0%			IC	U Level	of Service	D					
Analysis Period (min) 15												

Splits and Phases: 3: Dr. Martin Luther King Jr. Boulevar/Dr. Martin Luther King Jr. Boulevard & Arctic Avenue

∮ 1 ø2 (R)	
30 s	66 s
) ▼ Ø6 (R) 30 s	

Intersection

Int Delay, s/veh	0.2															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations			۴			*		ተ ኩ			↑ î→					
Traffic Vol, veh/h	0	0	8	0	0	0	0	94	84	0	129	8				
Future Vol, veh/h	0	0	8	0	0	0	0	94	84	0	129	8				
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0				
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free				
RT Channelized			None			None			None			None				
Storage Length	-	.	0	_	-	0		-	-	-	-	-	anganan katara karan	. 15 4 4 4 4 4.		
Veh in Median Storage,	# -	0		- 10.0	0		-	0		- 19 - 19 - 19 - 19 - 19 - 19 - 19 - 19	0					
Grade, %	-	0	-	-	0	-	-	0	-	-	0				un na a statu	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92				
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2				
Mvmt Flow	0	0	9	0	0	0	0	102	91	0	140	9				
Major/Minor M	inor2			Minor1			Major1		١	Major2						
Conflicting Flow All	÷-	-	75	-	-	97	-	0	0	-	-	0				
Stage 1	•										•					
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-				
Critical Hdwy			6.94		999999 1993 B. 	6.94	동소관물									
Critical Hdwy Stg 1	-	-	•	-	-	-	-	-	-	-	-	-				
Critical Hdwy Stg 2																
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-				
Pot Cap-1 Maneuver	0	0	971	0	0	940	0			0		-				
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-				
Stage 2	0	0	-	0	0		0		-	0	-					
Platoon blocked, %								-	-		-	-				
Mov Cap-1 Maneuver			971			940				•	-	-				
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-				
Stage 1																
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-				
Approach	EB			WB			NB			SB						
HCM Control Delay, s	8.7			0			0			0						
HCM LOS	А			А				d te forga te se						(.)	popula on contrast	
Minor Lane/Major Mvmt		NBT	NBR	EBLn1V	VBLn1	SBT	SBR									
Capacity (veh/h)				971												
HCM Lane V/C Ratio		9948203222 -	energiae -	0.009	-1423 (1954) -	erra 1995-594 -	ann na Stàise -									spractinistici
HCM Control Delay (s)		3162.13	0.000	8 7	٥											
now control boldy (o)		94 (J. 1976)	1.1.1.1.1.1.1	Sec. Y eld		1997 - N. 1	20.212.505		- 1999-999		NERGERS!					

 HCM Lane LOS
 A
 A

 HCM 95th %tile Q(veh)
 0
 <

Lanes, Volumes, Timings	Build PM
6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King J	r. Boulevar & Atlantic Avente 22

	۶	-	\mathbf{F}	4	←	×	1	†	1	1	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	۴₽		ሻ	≜ 1≽			4î î⊧			↑ Ъ	*
Traffic Volume (vph)	80	333	31	16	594	84	13	102	7	34	50	81
Future Volume (vph)	80	333	31	16	594	84	13	102	7	34	50	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	225		0	0		0	0		125
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			25			25		
Lane Util, Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00
Frt		0.987			0.981			0.991				0.850
Flt Protected	0.950			0.950				0.995	i de la compañía de la		0.980	
Satd, Flow (prot)	1805	3563	0	1805	3541	0	0	3560	0	0	3538	1583
FIt Permitted	0.243			0.478				0.928			0.820	
Satd, Flow (perm)	462	3563	0	908	3541	0	0	3320	0	0	2960	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd Flow (RTOR)		11	1.1.1.1.1.1.1.1		17	- N. M. A.			n in the state of the			90
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		383			423		an hanna an sa	287		an in the statistics	299	oreach Cardonal - 1
Travel Time (s)		10.4			11.5			7.8			8.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Adi Flow (vph)	89	370	34	18	660	93	14	113	8	38	56	90
Shared Lane Traffic (%)	es santon	Madeladel	NAMAS SI	SPERGER				198111896	853 S.			
Lane Group Flow (yph)	89	404	0 0	18	753	0	0	135	0	0	94	90
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	eft	l eft	Right	Left	l eft	Right	l eft	l eft	Right	Left	Left	Right
Median Width(ft)		12			12	a de la com		-0		STORY!	0	
Link Offset/ft)	1111년 11월 11일 - 11일 - 11일 - 11일 - 11 - 11일 - 11 - 11일 - 112 - 112 - 112 - 112 - 112 - 112 - 112 - 112 - 112 - 112 - 11 - 11일 - 112 - 1 - 112 -	0			0			0			0	90 98 C C 19294
Crosswalk Width/ft)		16			16			16			16	
Two way Left Turn Lane		1. 1. 1. 1. 1. 1 . 1			adel de 19 Mars		1263642444	Sectors (MA			이가 있는 것이 같아요.	360699. A. 193
Headway Eactor	1.00	1 00	1 00	1 00	1 00	1.00	1 00	1 00	1 00	1.00	1.00	1 00
Turning Speed (mph)	1.00	1.00	9.1.00 Q	15	1.00	Q	15	1999 (199 8)	1.00 9	1.00	er verske tre te	9,100
Turn Type	nm+nt	NΔ		nm+nt	NΔ	1993 - States	Perm	NA	NARSAR.	Perm	NA	Perm
Protected Phases	2 pin pt - 7	Δ. Δ		Shiirbe?	8		Y	2		SALSHIPS	6 B	
Parmitted Phases	an a	r Masseald		S R	ana		2	_ 1048666		6		6
Minimum Snlit (s)	18.0	42.0		18.0	42.0		40.0	40.0		40.0	40.0	40.0
Total Solit (s)	18.0	42.0		18.0	42.0		40.0	40.0		40.0	40.0	40.0
Total Split (%)	18.0%	42.0		18.0%	42.0%		40.0%	40.0%		40.0%	40.0%	40.0%
Maximum Green (e)	13.0	36.0	www.isen	13.0	36.0		3/ 0	34 0		34.0	34.0	3/ 0
Vollow Time (c)	10.0 2 A	00.0 4 0		3.0	00.0 4 0		04.0 4 0	0.+0 1 0		ντ.υ Λ Ο	4.0	04,0 1 1
All Dod Time (s)	0.0	4.0 2.0		3.0 2.0	4.0 2 C		2.0	7.0 2.0		4.0 2 A	2.0	4.0 2 0
All-Reu Time (5)	2,0	2.0		2,0	2.0		2,0	2.0		2,0	2.0	2.0
Lost Time Aujust (S)	0.0 E 0	0.0		U.U E 0	0.0		TRANSFERRANT	6.0			0.0	0.0 6.0
load/log	0.0	0.0		0.0	0.0			0.0			0.0	0,0
Lead/Lag	Leau	Lag		read	Lag							
Lead-Lag Optimize (EO O	20.0		E O O	20.0			24.0			24.0	0 1 C
Act Effect Green (S)	0.00	30.0		0.00	30.0	UNINE ST		34.0			34.0	34.U
Actuated g/U Katio	0.50	0.36		0.50	0.36			0.34		STREET	0.34	0.34
V/C Katio	0.22	0.31		0.03	0.59			0.12	na an a	ere and a second	0.09	0.15 F -
Control Delay	12.2	23.2		10.6	27.6			21.9			22.9	5./
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0

22224 - AC Cannabis Facility CRC

Synchro 11 Report Page 1

Lanes, Volumes, Timings Build PM 6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King Jr. Boulevar & Atlantic Aventeen22

	٦		\mathbf{r}	4		*	•	1	1	\	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	12.2	23.2		10.6	27.6			21.9			22.9	5.7
LOS	В	С		В	С			С			С	A
Approach Delay		21.3			27.2			21.9			14.5	
Approach LOS		С			С			С			В	
Intersection Summary												
Area Type:	Other											
Cycle Length: 100												
Actuated Cycle Length: 100												
Offset: 34 (34%), Reference	ed to phase	2:NBTL a	ind 6:SBT	L, Start d	of Yellow							
Natural Cycle: 100												
Control Type: Pretimed												
Maximum v/c Ratio: 0.59												
Intersection Signal Delay: 2	3.4			In	tersection	LOS: C						
Intersection Capacity Utiliza	ation 101.7%))		IC	U Level	of Service	G					
Analysis Period (min) 15												

Splits and Phases: 6: Dr. Martin Luther King Jr. Boulevard/Dr. Martin Luther King Jr. Boulevar & Atlantic Avenue

	[∞] ([†] ø₂ (R) ₩	√ ø3	
000000	40 s	18 s	42 s
ſ	v Ø6 (R)	▶ _{Ø7}	₹ Ø8
100.00	40 s	18 s	42 s

Lanes, Volumes, Timings	Build PM
3: Dr. Martin Luther King Jr. Boulevar/Dr. Martin Luther Kin	ng Jr. Boulevard & Arctic Avenue/2022

	٨	+	7	4		×	•	Ť	/	1	¥	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		د 1 له						ቶሴ		ኣ	**	
Traffic Volume (vph)	203	565	55	0	0	0	0	380	37	54	143	0
Future Volume (vph)	203	565	55	0	0	0	0	380	37	54	143	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	100	an an shekerar	0
Storage Lanes	0		0	0		0	0		0			0
Taper Length (ft)	25			25			25			75		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.990						0.987				
Flt Protected		0.988								0.950		
Satd. Flow (prot)	0	3531	0	0	0	0	0	3563	0	1805	3610	0
Flt Permitted		0.988								0,406		
Satd. Flow (perm)	0	3531	0	0	0	0	0	3563	0	771	3610	0
Right Turn on Red		dis Series	Yes	1455486533		Yes			Yes			Yes
Satd. Flow (RTOR)		14	an an thairte a			999-01-1995-1995-9995 1997-1997-1997-1997-1997-1997-1997-1997		10	1999, 1997, 1997, 1997 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997		esenten en e	neen een tet.
Link Speed (mph)		25			25			25			25	
Link Distance (ff)		265		a yan yan tanka ta ki	170	A 1993-999-999-994 1	n Christeller och state son	324			352	
Travel Time (s)		72			4 6			8.8			9.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adi Flow (vnh)	211	589	57	0,0	0	0,0	0	396	39	56	149	0
Shared Lane Traffic (%)	211 San Sana	000										anasa
Lane Group Flow (vph)	0	857	0	0	0	0 Northeast	0	435	0	56	149	0
Enter Blocked Intersection	No	No	Nõ	No	No	No	No	No	No	No	No	No
Lane Alignment	l eft	l eft	Right	Left	l eft	Right	Left	l eft	Right	l eft	l eft	Right
Median Width(ft)	Lon	-01			៍ំំំ	,		12	,g.m		12	
Link Offset/ft)		0 א ריינגאיינען 0			0			0		는 사람은 가지 실망하지 	0	a ni seroni di
Crosswalk Width/ft)		16			16			16			16	
Two way Left Turn Lane											89 780 1 7 98	1999 N. (1999-1993)
Headway Eactor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1 00
Turning Speed (mph)	1.00	nvv.	1.00 Q	1.00	1,00	1.00 Q	1.00	1,00	1.00 Q	15		1.00 Q
Turn Type	Dorm	NΔ	, 1969:1969	10			10	MΔ		Perm	NIΔ	
Protected Dhases		а сул арана. Л						2 2		- ronn	A WL	
Permitted Phases	К. С. С. А.	T Services							(1.030) (1.030)	6		
Minimum Split (s)	0.33	66.0						30.0		30.0	30.0	
Total Split (s)	0.00	66.0						30.0		30.0	30.0	
Total Split (%)	68.8%	68.8%						31 3%		31.3%	31.3%	
Maximum Groon (c)	60.0	0.00						24.0		24.0	24.0	
Vellow Time (c)	4.0	4.0						24.0 1 0		24.0 1 0	24.0 1 0	in the set
All Pod Time (s)	2.0	4.0						1.U 2 A			2.0	ana an
Lost Timo Adjust (s)	2.0	2,0						2.0		2.0 0.0	2.0 0.0	
Total Last Time (s)		0.0						0.0 6 0		0.0 6.0	0.0 6.0	
Load/Log		0.0						0.0		0.0	0,0	ne chiche
Lead Les Optimize?									ata ang ang ang ang ang ang ang ang ang an			8004-00X
Walk Time (c)	70	7 0						7 0		7 ^	7 ∩	257353 <u>3</u> 38
Flach Dont Walk (a)	1.0	1.U 11 N			NG BARRING			11.0		1.0 11.0	11.0	
Podostrian Calle (#/br)	11.U A	۱۱٫۷ ۸						۰۱.U ۸		۰۱۱.۷ ۸	11.0 A	
reuestian Galls (#/III)	U	0				a ang san sa		0 10		0 10	24.0	
Aut Ellut Green (S)		00.0						24.U 0.25		24.U 0.25	24.U 0 25	
Actuated g/C Ratio		0.0Z						0.20		0.20	0.20	

22224 - AC Cannabis Facility CRC

Synchro 11 Report Page 1

Lanes, Volumes, Timings			Build PM
3: Dr. Martin Luther King Jr. Boulevar/D	r. Martin Luther King Jr.	Boulevard & Arctic Av	vep9/14/2022

	٦		\mathbf{i}	1	-	•	•	†	1	\	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.39						0.48		0.29	0.17	
Control Delay		9.4						32.1		34.2	28.8	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		9.4						32.1		34.2	28.8	
LOS		Α						C		С	С	
Approach Delay		9.4						32.1			30.2	
Approach LOS		A						C			C	
Intersection Summary												
Area Type:	Other											
Cycle Length: 96												
Actuated Cycle Length: 96												
Offset: 24 (25%), Reference	ed to phase	2:NBT an	d 6:SBTI	, Start of	Yellow							
Natural Cycle: 100												
Control Type: Pretimed												
Maximum v/c Ratio; 0.48												
Intersection Signal Delay:	18.8			In	tersection	n LOS: B						
Intersection Capacity Utiliz Analysis Period (min) 15	ation 104.9%) a 22 (d)			CU Level	of Service	G					
Splits and Phases: 3: Dr	. Martin Luth	er Kina Jr	. Bouleva	ar/Dr. Ma	rtin Luthe	r King Jr.	Boulevar	d & Arctic	Avenue			

f ø2 (R)	Ŵ	 ₩04
30 s		66 s
↓ Ø6 (R)	ų.	
30 s		· · · · · · · · · · · · · · · · · · ·

÷

Intersection

Stage 1

Platoon blocked, %

Mov Cap-2 Maneuver

0

Stage 2 0 0 -

Mov Cap-1 Maneuver - -

0

Int Delay, s/ve	h 1
-----------------	-----

Int Delay, s/veh	1.7													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations			*			7		<u></u> ተኩ			<u></u>			
Traffic Vol, veh/h	0	0	8	0	0	84	0	266	0	0	157	8		
Future Vol, veh/h	0	0	8	0	0	84	0	266	0	0	157	8		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized			None			None			None			None		
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-		
Veh in Median Storage	e, # -	0			0			0			0			
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-		
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2		
Mvmt Flow	0	0	9	0	0	91	0	289	0	0	171	9		
Major/Minor	Minor2			Minor1			Major1		1	Major2				
Conflicting Flow All	-	-	90	-	-	145	-	0	0	-	-	0		
Stage 1		e de la const de la constancia de la consta de la constancia de la cons	0.384					-			18 SPA			
Stage 2	-	•	•	•	•		-	-	-	-	-	-		
Critical Hdwy			6.94			6.94			-					
Critical Hdwy Stg 1			•		-	•	-	-	-	-	-	-		
Critical Hdwy Stg 2							- 100							
Follow-up Hdwy	-	•	3.32	-	-	3.32	-	-	-	-	-	-		
Pot Cap-1 Maneuver	0	0	950	0	0	876	0			0				

Mov Cap-2 Maneuver Stage 1 Stage 2	- - -			- 2019 - 2019		
Approach	EB		WB		NB	SB
HCM Control Delay, s	8.8		9.6		0	0
HCM LOS	A		A			
Minor Lane/Major Mvmt		NBT	NBR EBLn1WBLn1	SBT	SBR	
Capacity (veh/h)		•	- 950 876			
HCM Lane V/C Ratio		-	- 0.009 0.104	-	-	
HCM Control Delay (s)			- 8.8 9.6			

0

0 0 - 0 - - 0 - -

-

- - 876 - - -

0

0

-

950

0

HCM Lane LOS		А	А			
UCM 05th %/tile O(uch)		<u>ิ</u>	03			
HCM 95th %tile Q(ven)	그는 김 강영 화가는	U	0.3	이 의 가 III 이 가 있는 것 같 III 이 III 이 가 있다.		
Agri-Kind NJ LLC ("AK-NJ") SOP for Waste Disposal, Sanitation

Per N.J.A.C.17:30-9.6(a)1(vi), AK-NJ has implemented SOPs within our Cannabis Business Operational Manual for the process of managing waste disposal and sanitation. To comply with N.J.A.C. 17:30-9.14, AK-NJ will render all cannabis waste in an unusable and unrecognizable manner or destroy the cannabis. A written report will be produced and recorded in the Inventory Tracking System ("ITS"), per N.J.A.C. 17:30-3.6. From an overarching waste management perspective, AK-NJ will comply with:

- New Jersey Industrial Site Recovery Act, N.J.S.A. 13:1K-6, et seq.,
- New Jersey Site Remediation Reform Act, N.J.S.A. 58:10C-1, et seq.,
- New Jersey Environmental Rights Act, N.J.S.A. 2A:35A-1, et seq.,
- New Jersey Air Pollution Control Act, N.J.S.A. 26:2C-1, et seq., and
- New Jersey Water Pollution Control Act, N.J.S.A. 58:10A-1, et seq.

AK-NJ will comply with **N.J.A.C. 17:30-9.14** for all unusable cannabis destruction. All cannabis waste ("Waste") will be logged and rendered unusable to be made available for disposal. The destruction and disposal of unusable cannabis is recorded in the ITS and the Commission will be promptly notified **N.J.A.C. 17:30-9.14(c)**. The disposal of cannabis Waste will be recorded in detail in the facility's Waste Log **N.J.A.C. 17:30-9.7(h)**. Waste is not allowed to accumulate within the facility. Employees will empty all Waste receptacles at the end of each shift. Until collection, all Waste is kept in a secured dumpster. AK-NJ will report to the NJ Department of Environmental Protection ("DEP") Division of Solid and Hazardous Waste of any Waste disposal issues that directly or indirectly cause any environmental harm.

Cannabis Waste Disposal: AK-NJ has a comprehensive Waste disposal plan designed to identify, track, safely render unusable, and dispose Waste to prevent diversion, unauthorized or unintended use, access, contamination or exposure from: cannabis plant Waste, supplies used in production of cannabis and cannabis items, damaged or recalled usable cannabis items, etc. AK-NJ's plan is compliant with N.J.A.C 17:30-9.14(a) and (c), when AK-NJ disposes of or destroys cannabis, AK-NJ shall destroy it or render it unusable and shall create and maintain a written record of the disposal of the cannabis and weigh the cannabis and update it in the inventory prior to disposal or destruction; (c) within 10 business days after destroying the cannabis, AK-NJ shall notify the

Commission, in writing, of the amount of cannabis destroyed, including the form, weight, quantity, and any other information requested by the Commission. Only specifically identified employees are permitted to participate in Waste handling/disposal responsibilities. These employees are carefully trained and tested prior to being allowed to handle Waste and on an ongoing basis, thereafter, retrained on the specific procedures to safely render Waste unusable and dispose of it. The designated



Figure 1 Image of Waste Grinder

employee, who is required to wear the appropriate protective gear, logs the Waste into the ITS, weighs and records disposal on log sheets and places the Waste in the proper container. The ITS is able to generate reports on the number and/or weight of destroyed material at any point in the process. All activities are recorded with a date/time stamp and the username/ID of the employee performing the action. In addition to entering required information into the ITS, AK-NJ always ensures that quality, accurate and comprehensive records are maintained regarding Waste material

that reconciles and evidences all Waste activity related to the disposal of cannabis. Therefore, AK-NJ incorporates good recordkeeping, storage, safety and sanitation processes as well as comprehensive employee training into its waste management plan.

Cannabis Waste is weighed and logged into our ITS then placed into a specifically identified clear

container, sealed, placed on a flat hand truck and taken to the door of our secured, limited-access, storage area for Waste, N.J.A.C. 17:30-10.7(b)4, shown in Figure 2. These activities are all under security video surveillance. Another employee is responsible for preparing the Waste for disposal. This is done mostly by grinding the material with a mixture of spent (used) coco coir (grow medium) and other trash. AK-NJ has developed SOPs in the event(s) the Waste is to be stored in the designated, secured area (awaiting disposal). The secure area which houses Waste until picked up for secure disposal is sanitized and disinfected weekly to prevent contamination from insects, rodents, birds and other pests. This room remains locked with a biometric lock or keypad accessing authorized personnel only. Security cameras outfit the exterior and interior of the room at a minimum of two juncture points so that several vantage points can be viewed on monitors



Figure 2 AK-NJ Secured Waste

recording 24 hours a day / 7 days a week. AK-NJ dumpsters are always kept locked unless Waste is being deposited. The dumpsters are in a solid, enclosed area which is continuously locked and also under 24/7 video surveillance_N.J.A.C. 17:30-9.10(c). Any signs of attempted tampering or forced entry trigger a call to law enforcement and the Commission. As part of our partnership with local law enforcement and other emergency departments, this Waste area is reviewed and toured so that emergency responders have knowledge of the Waste area. Only facility managers and authorized persons have access to the keys that unlock the Waste area and the dumpsters, pursuant to N.J.A.C. 17:30-9.12. The facility perimeter includes security precautions that are monitored constantly by security personnel to ensure only approved Waste haulers are credentialed and approved before being allowed access to the dumpsters. This is a well-lit area that allows security clear views of the full zone and deters any possible breach considerations N.J.A.C. 17:30-9.10(b)10. Pursuant to N.J.A.C. 17:30-16.5(j), AK-NJ shall destroy the remains of the retention sample, if any, rendering it unusable, six months after the expiration of the batch.

Disposal of Hazardous Materials: Hazardous waste is handled and managed in accordance with Federal and State law, rules and regulations related to hazardous waste, including sections 3001-3024 of the Resource Conservation and Recovery Act of 1976. (42 U.S.C. 6921-6939g) which dictates how different hazardous chemicals must be stored, disposed, and reported.

Wastewater Management: Wastewater that has been filtered is either recycled or discharged into the sewage treatment system in accordance with local, Federal and State requirements including, if necessary, N.J.S.A. 58:10A-1 et seq. unless it is less than one gallon in which case it is placed into a container for placement into a waste landfill.

Water Treatment and Conservation: AK-NJ is committed to reducing the amount of water utilized in the manufacturing facility compared to typical operations, pursuant to N.J.A.C. 17:30-9.4(k)2. The environmental stewardship team is designing a water reclaim system that will reduce water usage by 40% to 80% based on the final facility design and average annual temperature.

The Environmental Protection Agency ("EPA") manages the wastewater testing requirements for the National Pollutant Discharge Elimination System ("NPDES"). The NPDES establishes a framework to control discharges from industrial and commercial sources. Furthermore, AK-NJ will comply with all NPDES ongoing wastewater testing requirements e.g., quarterly wastewater discharge sampling via a third-party environmental water testing lab. Discarded wastewater is treated through a water filtration system that is maintained regularly in accordance with the water management plan conducive with local and national regulations **N.J.A.C 17:30-9.4(k)2**.

It is important to monitor the rate of wastewater discharge and dispose of the water in a manner that minimizes risks to public safety and the environment. AK-NJ's drip line cultivation method minimizes the amount of water used and the amounts of pollutants as defined by the Clean Water Act, including solid waste, sewage, chemical wastes, biological materials and cannabis waste. Effected water is always monitored for additives, measured in parts per million (PPM), pH, and hazardous materials such as chemicals. AK-NJ management specifically outlines acceptable forms of water reclamation for the purpose of limiting water consumption and diverting hazardous materials from sewage pipes, rivers and streams located in the local area. Wastewater originating from manufacturing operations is suitable for sewage treatment systems. To ensure full compliance, AK-NJ shall obtain all necessary permits from NJDEP including but not limited to wastewater management and monitoring plan, and stormwater management permits as required.

Minimizing Carbon Footprint / Maximizing Sustainability: AK-NJ continuously seeks ways to improve its waste management, recycling and sustainability efforts. Materials that are recyclable, such as paper, corrugated cardboard, plastics, glass and metals are disposed of accordingly through preferred recycling vendors. Recyclable materials are cleaned and sterilized to remove any potential remnants of cannabis, plant residue, etc. When available and practical, AK-NJ utilizes products made from recycled materials, such as usable cannabis packaging N.J.A.C. 17:30-9.4(k)4. AK-NJ's management team monitors waste management policies and procedures to ensure efficacy and compliance. Managers perform both scheduled and random audits to ensure adherence to corporate policies and Commission regulations N.J.A.C. 17:30-9.4(k)1_______ AK-NJ also utilizes auditing services conducted by third-party organizations. Auditing procedures ensure facility compliance, which includes waste management procedures. In the event the facility fails any part of these audits, the responsible employee is written up or terminated. Depending on the seriousness of the infraction, a resolution order is created and that order is recorded and filed once it is satisfied.