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Memorandum

To: Town of Southeast Planning Board
From: AKRF, Inc. (A. Ley, A. Russo, A. Auld)
Date: October 19, 2021
Re: Stateline Retail Center/Subaru
cc: Insite Engineering, Surveying & Landscape Architecture, P.C.

AKRF, Inc. has reviewed the following documents and plans for the above referenced application:

- Letter from Jeffrey Contelmo to Chairman LaPerch, dated October 4, 2021
- Preliminary Subdivision Plat, prepared by Insite Engineering, dated August 23, 2021
- Site Plan Drawings (12 Sheets Total), dated October 4, 2021
- Drawing AO-1, "Approval Overlay Drawing", dated August 23, 2021
- Figure A-1, "Aerial Map", dated August 23, 2021
- Town of Southeast Planning Board Application for Site Plan/Subdivision/Wetland Permit, revised August 23, 2021
- Statement of Use, dated August 23, 2021
- Waiver Letter, dated August 23, 2021
- Full EAF, dated August 23, 2021
- Architectural Renderings, prepared by Claris Engineering and Design, dated October 4, 2021
- Traffic Response, prepared by Colliers Engineering and Design, dated October 4, 2021
- Response Letter from Tim Miller Associates, Inc., dated August 20, 2021
- Lighting Plans, prepared by Damin Sales, dated August 20, 2021
- Wetland Buffer Monitoring and Maintenance Plan, prepared by Tim Miller Associates, Inc., dated October 4, 2021
- Table 1 Stateline Retail Center Plan Comparison, dated October 4, 2021

PROJECT DESCRIPTION

The Stateline Retail Project was last approved as a Large Retail Establishment on March 14, 2019. The Applicant, PLI, LLC, proposes to amend the site plan, special permit, and subdivision to accommodate a new use, Motor Vehicle Dealership, and layout not previously contemplated. The Applicant proposes to subdivide the existing 3 lots into 5 lots. The proposed 40,964 square foot Motor Vehicle Dealership would be on Lot 5, and would include associated parking, lighting, landscaping and mitigation plantings, a

subsurface sewage treatment system, well, and stormwater management areas. Proposed Lots 1, 2, 3, and 4 would collectively be the “Large Retail Establishment.” The previously approved Restaurant Depot is currently under construction on proposed Lot 2. Proposed Lots 1, 3, and 4 would remain vacant for future development, with a conceptually proposed 3,200 square foot building on Lot 1, a 49,500 square foot building on Lot 3, and a 3,600 square foot bank on Lot 4. A lot line adjustment between Lots 1 and 2 is proposed to convey 0.45 acres to the existing Lot 2. The resulting Lot 1 would be 3.53 acres, Lot 2 would be 11.8 acres, Lot 3 would be 5.69 acres, Lot 4 would be 2.0 acres, and Lot 5 would be 21.00 acres. The property is located on US Route 6/202 to the east of Old Nichols Road, to the west of Dingle Ridge Road and immediately north of Interstate 84, in the Town of Southeast, Putnam County, New York, and identified as tax map numbers 68.-2-48.1, 68.-2-48.2, and 68.-2-48.3, and zoned Special Route 6 (SR-6). The proposed project requires the following approvals:

Town Board

- Amended Special Permit and Site Plan Approval of the Large Retail Establishment
- Special Permit approval for the Motor Vehicle Dealership

Planning Board

- Subdivision approval
- Site Plan and Wetland Permit approval for the Motor Vehicle Dealership
- Site Plan and Wetland Permit approval for Lot 1

Zoning Board of Appeals

- Area variances for Lot 3 as follows:
 - Building coverage: 20% proposed where 15% maximum permitted.
 - Lot coverage: 59.1% proposed where 45% maximum permitted.
 - Open space: 40.9% proposed where minimum 55% required.
- Area variances for Lot 5 as follows:
 - Side and rear landscaped buffer: 17-foot buffer proposed where 50-foot buffer required. This is a Special Permit requirement. The applicant may not pursue a variance for this requirement without specific authorization from the Town Board per 138-52.B.

COMMENTS

The Applicant has updated the plans to address comments from the Planning Board and its consultants. AKRF’s previously unresolved comments are presented below in *italics*, new and follow-up comments are in **bold**.

1. *The Applicant indicated that preliminary staking of the lot boundaries pursuant to §123-12E will be provided at a later date.*

Comment addressed. The field stakeout of preliminary lot boundaries was completed on August 27, 2021.

2. *The Proposed Project would require tree removal, with 6.7 acres of forest impacted. The Applicant requested a waiver from §123-30.F “Tree and Forest Preservation Plan” and §138-41.E.(2)(b) for the identification of single trees with a diameter of eight inches or more. We recommend that single trees with a diameter of eight inches or more be surveyed within 25 feet of the boundaries of the limits of disturbance. This will aid the Planning Board in determining how much buffer would be retained, which trees can be preserved, and where additional plantings should be located.*

Comment addressed. Trees with a diameter of eight inches or more within 25 feet of the boundaries of the limits of disturbance were surveyed on August 27, 2021 and were added to Drawings EX-1 and SP-1.

3. *A detailed analysis of the previously analyzed impacts of the previous Stateline Project with Restaurant Depot versus the Proposed Project should be provided.*

Comment addressed. A comparison of impacts between the previous and current projects is provided in Table 1 Stateline Retail Center Plan Comparison.

4. *Parking lots for proposed Lots 3 and 4 shown on Drawing SMP-1 should be adjusted to demonstrate compliance with the Large Retail Establishment requirements under Section 138-63.4.C.(1)(d).*

A waiver from 138-63.4.C.(1)(d) is requested for proposed Lot 3 until such time as a tenant is ready to occupy the site and the Applicant submits for site plan approval for that tenant. However, the Planning Board is not able to grant a waiver from this section of the Code. Section 138-63.4.C.(1)(d)(6) does not apply to proposed Lot 4 given that Lot 4 would include less than 50 parking spaces. However, parking lots for proposed Lots 3 and 4 shown on Drawing SMP-1 need to be adjusted to demonstrate compliance with Section 138-63.4.C.(1)(d)(1)-(5) and (7)-(11) as well as (6) for proposed Lot 3.

5. *The site plan checklist indicates a preliminary landscaping plan was provided. Although Drawings SP-1 and D-1 contain some landscaping information for proposed Lot 5, the legend does not include symbols for proposed plantings, no species lists were included, and no vegetated buffers are shown.*

Comment partially addressed. Required buffers are shown but not labeled.

6. *The Planning Board Application indicates the project site contains wetlands, wetland buffers, or other controlled areas and is requesting a wetland permit, but the wetland permit section is blank. This section should be completed.*
 - a. *Specifically, acreages of impacts to each type of wetland and watercourse control area or limiting distance should be provided.*
 - b. *The area north of the proposed gravel lot is marked on Drawing SP-1 as “existing field area to be reclaimed for wetland mitigation.” Details regarding this proposed mitigation should be provided, including an acreage.*
 - c. *Further details should be provided regarding the retaining walls and access road proposed for installation across watercourse NYC-B.*
 - d. *Temporary construction impacts to the wetland control area should also be identified.*

Comment partially addressed. Acreage of the proposed mitigation within the existing field has not been provided. Cover letter indicates that additional information regarding the crossing of watercourse NYC-B will be provided at a later date.

7. *The location of the force main for the subsurface sewage treatment system should be shown on the drawings. This would need to cross the 100-foot Town of Southeast Watercourse Controlled Area, 133-foot Town of Southeast Wetland Controlled Area, 100-foot NYCDEP Perennial Watercourse Limiting Distance, and cross under watercourse NYC-B. Acreages of any impacts to controlled areas should be provided.*

Cover letter indicates that updated plans will be provided at a later date.

TRAFFIC IMPACT STUDY

Listed below are AKRF’s original comments on the TIS from the July 21, 2021 memorandum to the Town, followed by AKRF’s follow-up comments/conclusions from the September 7, 2021 memorandum to the

Town. For the comments AKRF concluded to be partially addressed as outlined in the September 7, 2021 memorandum to the Town, the responses from Colliers provided in their September 28, 2021 letter, and AKRF's input on those responses are also listed below.

8. *Comment: This TIS states that for the development of the Existing traffic volumes for the Saturday peak hour, data from the 2008 DEIS for the site was referenced. This data is far beyond the generally accepted 3-year window of data collection. The TIS should provide a more detailed explanation of how the Existing traffic volumes were developed for the Saturday peak hour. The discussion should also provide more detail on how the Existing traffic volumes were developed for the Weekday AM and Weekday PM peak hours from the 2018, 2019, and NYSDOT AADT data (Section II.B).*

AKRF Previous Conclusion (9/7/2021): *Comment partially addressed. Please confirm the validity of the statement "Also, the NYSDOT data in Attachment 1 indicates no increase in the AADT from 2017 to 2019". It appears that this statement is based on a comparison of the 2019 Estimated and 2019 Actual AADT (both 11,874) rather than a comparison of the 2019 (11,874) and 2017 (8,872) AADT, which would yield an increase in AADT notably higher than 1% per year between those two years (see Attachment A).*

Response: This reference to the AADT from 2017 is correct, however based on the referenced ConnDOT data (Attachment 1) and our 2021 manual turning movement traffic count at the U.S. Route 6 and Starr Ridge Road/I-684 NB Ramp intersection (Attachment 1), it appears that the latest data supports the growth rate utilized in our report and that our existing volumes are representative of existing conditions in the field.

AKRF Conclusion: Comment addressed. While the NYSDOT data does show an increase in the AADT from 2017 (8,872) to 2019 (11,874) along Route 6, the annual growth rate based on this increase would equal approximately 1.169 percent per year. A comparison of the NYSDOT data for Starr Ridge Road indicates a minimal decrease between the years 2015 (3,297) and 2019 (3,291). The 2018 Tim Miller turning movement traffic counts at the Route 6 and Dingle Ridge Road intersection (rather than the 2021 turning movement counts at the U.S. Route 6 and Starr Ridge Road/I-684 NB Ramp intersection) were compared against the 2019 ConnDOT data along Route 6 as these two locations were in closer proximity to each other near the New York/Connecticut state line. This comparison yielded a minimal overall decrease in volumes. Based on the comparisons described above, the use of the 1 percent annual growth rate is acceptable. Comment addressed.

9. *Comment: The 2021 Existing volumes are identical to the 2019 Existing volumes from the Restaurant Depot TIS, which were recently reviewed by AKRF. Please adjust these volumes to reflect 2021 (non-pandemic) Existing volumes and provide a methodology of how these volumes are developed.*

AKRF Previous Conclusion (9/7/2021): Comment addressed.

10. *Comment: The default Peak Hour Factors (PHF) and percent Heavy Vehicle (percent HV) values have been utilized in the Synchro analyses at several of the intersections/conditions analyzed. Please provide the counts to justify the use of the default values.*

AKRF Previous Conclusion (9/7/2021): *Comment partially addressed. Please provide the count data which shows the PHFs and percent HV so that the PHFs and percent HV values utilized in the Synchro analyses can be verified.*

Response: The count data showing the peak hour factors and percent heavy vehicles utilized in our analysis are now shown in Attachment 1. It should be noted that the peak hour factors and percent heavy vehicles found in our analysis for the Saturday Peak Hour scenario were taken from the original Restaurant Depot report.

Int:	AM	PM	SAT
1)	6/14/18	5/30/18	Original DEIS Traffic Report
2)	6/14/18	5/30/18	Original DEIS Traffic Report
3)	6/14/18	5/30/18	Original DEIS Traffic Report
4)	1/22/20	11/26/19	Original DEIS Traffic Report

AKRF Conclusion: Comment addressed.

11. *Comment:* A list of the No Build projects considered in the development of the No Build traffic volumes should be provided, including the project locations and anticipated number of trips generated by each project.

AKRF Previous Conclusion (9/7/2021): Comment addressed.

12. *Comment:* The No Build project traffic increments depicted in Figures 9 (Weekday PM) and 10 (Saturday) are identical. Please verify that these volumes are indeed identical for both peak hours

AKRF Previous Conclusion (9/7/2021): Comment partially addressed. The trip generation table from the Restaurant Depot TIS shows that the Saturday peak hour trips for that project exceed both the Weekday AM and PM estimates (see Attachment A). At a minimum, the Saturday No Build project traffic increments should be adjusted to reflect the ratio between the Saturday and Weekday PM trip generation estimates from the Restaurant Depot TIS.

Response: As referenced in the previous comment, our Other Developments category is composed of an assortment of projects of varying land uses and sizes. While the Restaurant Depot land use generates slightly higher volumes during the Saturday Peak Hour, and these were used in our analysis for the other No-Build projects. The Saturday traffic would be less.

AKRF Conclusion: Comment partially addressed. The section of the response above that states “Other Developments category is composed of an assortment of projects of varying land uses and sizes. While the Restaurant Depot land use generates slightly higher volumes during the Saturday Peak Hour, and these were used in our analysis for the other No-Build projects. The Saturday traffic would be less.” appears to be contradictory in stating that the Saturday traffic would be less while the Restaurant Depot land use generates slightly higher volumes during the Saturday Peak Hour. Please provide additional backup, (this can be provided in tabular or graphic format) which can further support this statement.

13. *Comment:* A majority of the No Build volumes presented in Figures 11 through 13 appear to be inconsistent with the volumes utilized in the No Build Synchro analyses. While the discrepancies are typically less than 10 vehicles per movement, the cumulative effect of the discrepancies at each intersection could affect the overall LOS/delay results. Please verify and correct as needed.

AKRF Previous Conclusion (9/7/2021): Comment addressed.

14. *Comment:* Please include the criteria for identifying traffic impacts in the TIS.

AKRF Previous Conclusion (9/7/2021): Comment partially addressed. The impact criteria utilized in the TIS should be consistent with the impact criteria utilized in TIS’ for other projects in the Town of Southeast which is: (1) any decline in a movement/lane group Level of Service (LOS) from LOS D or better to LOS E or F, (2) any decline in a movement/lane group LOS from LOS E to LOS F, or (3) remaining at LOS F with a delay increase of 10 percent or greater from No Build to Build conditions. Please see Attachment A for a markup of Table 2 with impacted locations highlighted based on the

impact criteria described here. In addition, any location where the 95th Percentile Queue would uniquely exceed storage capacity under Build conditions compared to No Build conditions should be identified as an impact based on the impact criteria utilized in TIS's for other projects in the Town of Southeast.

Response: The 5 second increase in delay criteria applies to lane groups/movements as well as the overall intersection and mitigation has been identified as indicated in the LOS Summary Table. See response 8 below for mitigation discussion at the U.S. Route 6 and Starr Ridge Road intersection.

AKRF Conclusion: Comment partially addressed (see Comment 8). In addition, any location where the 95th Percentile Queue would exceed storage capacity under Build conditions compared to No Build conditions should be identified as an impact based on the impact criteria utilized in TIS's for other projects in the Town of Southeast.

15. Comment: *In the Level of Service (LOS) Service Table (Table 2), there are declines in LOS/delay from No Build to Build conditions for the following intersection movements/lane groups that need to be clearly identified as traffic impacts and mitigation provided in the TIS:*

- *Rt. 6 & I-84 NB Off-Ramp/Starr Ridge Road – Southeastbound approach (declines from LOS D to LOS E during the Weekday PM peak hour); Southbound approach (declines from LOS C to LOS E during the Weekday PM peak hour);*

AKRF Previous Conclusion (9/7/2021): *Comment partially addressed. See Comment 7 above.*

Response: The traffic signal upgrades including Adaptive Traffic Signal Control is proposed as project mitigation at this location to offset any delay increases.

AKRF Conclusion: Comment partially addressed. New impacts would occur at this intersection as a result of the proposed signal retimings as shown highlighted in red in Table 2 (see Attachment A). Please demonstrate how Adaptive Traffic Signal Control could properly mitigate these new impacts and please provide documentation of all correspondence with NYSDOT regarding Adaptive Traffic Signal Control at this location.

- *Rt. 6 & Rt. 121 – The northbound left-turn lane group (continues to operate at LOS F with an increase in delay in excess of 10% during the Weekday AM peak hour, declines from LOS E to F during the Weekday PM peak hour, and declines from LOS C to E during the Saturday peak hour)*

AKRF Previous Conclusion (9/7/2021): Comment addressed.

16. Comment: *Table 2 should be expanded to include the 2024 Build with Improvements condition results for the Rt. 6 & I-84 NB Off-Ramp/Starr Ridge Road intersection.*

AKRF Previous Conclusion (9/7/2021): Comment addressed.

17. Comment: *A discussion of vehicular and pedestrian on-site circulation should be provided in the TIS. This discussion should describe auto carrier truck loading and unloading operations of vehicles at the dealership.*

AKRF Previous Conclusion (9/7/2021): *Comment partially addressed. Drawing SP-1 (“Proposed Layout & Landscape Plan”) as provided by the Site Engineer shows the locations of traffic signage, however these signs (e.g., stop signs, yield signs) are not labeled on the drawing. The signs should be labeled on the drawing and a sign schedule should be provided which provides the specifications for each sign type (e.g., MUTCD sign number, quantity, etc.). Drawing VMP-1, “Vehicle Maneuvering Plan”) as provided by the Site Engineer shows the auto carrier trucks maneuvering in the opposite lane of travel along the westbound travel lane of the roadway north of the Main Dealership Building (see Attachment A for a depiction of this location). If this is an unloading area, it is close to one of the internal roadway intersections and could present a safety hazard.*

Response: Refer to response by Insite Engineering, Surveying and Landscape Architecture, P.C.

AKRF Conclusion: Comment partially addressed. Please see Attachment A for a markup of Drawing SP-1 (“Proposed Layout & Landscape Plan”) which shows the location of additional recommended signage and intersection control recommendations. Drawing VMP-1, “Vehicle Maneuvering Plan”) as provided by the Site should clearly identify and label the designated area for truck loading and unloading areas.

18. *Comment:* A review of the trip generation presented Table 1-SMP shows that the ITE Adjacent Street Traffic rates/equations were generally utilized to develop the trip generation numbers based on ITE. While the trip generation values were generally comparable to the ITE Peak Hour of Generator rates/equations, the number of trips generated for the retail use were substantially higher than those for the Adjacent Street Traffic rates/equations for the Weekday AM peak hour. A sensitivity analysis for the Weekday AM peak hour should be performed utilizing these higher rates/equations.

AKRF Previous Conclusion (9/7/2021): Comment addressed.

19. *Comment:* The use of a 25 percent pass-by credit is logical for the bank and retail trip generation, as presented in Table 1-SMP, but questionable for the auto dealership. Use of the 25 percent pass-by credit for the auto dealership should be justified.

AKRF Previous Conclusion (9/7/2021): Comment addressed.

20. *Comment:* Please modify the lane configuration coding in the Synchro files for the NB approach at the Route 6/Route 121 intersection to a shared left/right lane with Channelized right turn (currently this approach coded as two separate lanes).

AKRF Previous Conclusion (9/7/2021): Comment addressed.

21. *Comment:* Please review and verify the intersection approach lane configuration descriptions for the Rt. 6 & Dingle Ridge Road—the eastbound and westbound approaches should be described as each providing one shared left/through lane and one shared through/right lane (page 10 of the TIS).

AKRF Previous Conclusion (9/7/2021): Comment addressed.

22. *Comment:* The traffic memo should provide schematic drawings which show the existing and future configurations of the Rt. 6 and Farrington Road intersection.

AKRF Previous Conclusion (9/7/2021): Comment addressed.

23. *Comment:* The TIS states that a copy of the Traffic Signal Warrant Analysis for the intersection of Rt. 6 and Farrington Road/Main Site Access is included in the appendix. Please provide a copy of the warrant analysis in the appendix.

AKRF Previous Conclusion (9/7/2021): Comment addressed.

24. *Comment:* The most recent three years of accident/crash data should be obtained from the New York State Department of Transportation (NYSDOT) and summarized to assess safety conditions in the study area.

AKRF Previous Conclusion (9/7/2021): Comment partially addressed. Please supplement the summary tables with a brief text summary describing any accident trends identified from the data.

Response: Based on a review of the summarized data, it appears that the majority of accidents in the vicinity of the study area are rear-end collisions. We believe that the re-alignment of Farrington Road opposite the proposed Site Access with future signalization and the installation of backplates will play a significant role in reducing accident rates on U.S. Route 6.

Additionally, regardless of the proposed project, upgrades at the U.S. Route 6 and I-684 NB Off-Ramp/Starr Ridge Road intersection such as timing changes and the installation of backplates should be completed as they will help improve efficiency and safety operations.

As for the U.S. Route 6 and NYS Route 121 (Peach Lake Road) intersection, it is anticipated that the installation of a traffic signal at the U.S. Route 6 and Site Access/Farrington Road intersection, will help provide some additional gaps in the Route 6 traffic stream that may help ease the ability for vehicles making left turning movements at this intersection. However, going forward this intersection should continue to be monitored for potential future signalization.

AKRF Conclusion: Comment addressed.

25. *Comment: Provide a discussion that describes on-site parking, including designated areas for employees, customers, and auto dealership inventory. The discussion should also demonstrate that there is sufficient parking supply to accommodate the proposed use based on both the Town Code and the latest ITE Parking Generation Handbook.*

AKRF Previous Conclusion (9/7/2021): Comment partially addressed. The Town Code parking requirements have been provided in Drawing SMP-1 ("Site Master Plan") from the Site Engineer and the ITE Parking Generation Handbook data has been provided in Attachment 7. Please supplement the above information with a brief text summary describing there is sufficient parking supply to accommodate the proposed use based on both the Town Code and ITE. Please provide a separate version of Drawing AO-1 "Overlay Plan" from the Site Engineer which shows the parking areas designated employees and/or visitors for Stateline Subaru in its own separate layer (without the Restaurant Depot layer shown). With both the Stateline Subaru and Restaurant Depot layouts superimposed on the same drawing, it is more difficult for the designated parking areas for Stateline Subaru to be identified on the drawing

Response: Refer to response by Insite Engineering, Surveying and Landscape Architecture, P.C.

AKRF Conclusion: Comment partially addressed.

26. *Comment: The TIS appendix should include the following:*

- *The referenced count data/volumes utilized in the development of the Existing traffic volumes.*
- *The Synchro output reports for the intersection of Route 6 & Old Nichols Road.*
- *The 2011 DEIS tables, # 3.9-13 and 3.9-15 referenced in the TIS.*
- *Traffic Signal Timing Plans and Physical Inventories (for verification of Synchro inputs).*
- *Electronic versions of the Synchro analysis files.*
- *Traffic Signal Warrant study for the Rt. 6 & Farrington Road/Main Site Access intersection (see comment 16 above).*

AKRF Previous Conclusion (9/7/2021): Comment partially addressed. Please provide the traffic volumes counts (see Comment 3). While the Synchro output reports have been provided in Attachment 2, please also provide the original electronic Synchro files (.syn files).

Response: The traffic volumes counts can be found in Attachment 1 and the original electronic Synchro files can be found on the attached submission CD.

AKRF Conclusion: Comment addressed.

27. *Comment: Pavement markings, including directional traffic flow striping, stop bars, and crosswalks should be included on the site plan.*

AKRF Previous Conclusion (9/7/2021): Comment addressed.

28. *Comment: A signage plan which shows the location and specifications for traffic signage should be included as part of the site plan.*

AKRF Previous Conclusion (9/7/2021): Comment partially addressed. Drawing SP-1 (“Proposed Layout & Landscape Plan”) as provided by the Site Engineer shows the locations of traffic signage, however these signs (e.g., stop signs, yield signs) are not labeled on the drawing. The signs should be labeled on the drawing and a sign schedule should be provided which provides the specifications for each sign type (e.g., MUTCD sign number, quantity, etc.). See Comment 10.

Response: Refer to response by Insite Engineering, Surveying and Landscape Architecture, P.C.

AKRF Conclusion: Comment partially addressed. See Comment 10 for additional signage placement recommendations.

29. Comment: Provide drawings that show the truck turning maneuvers/paths entering, exiting and circulating on-site for the auto carrier trucks and/or for the largest anticipated trucks (including fire truck) expected on site.

AKRF Previous Conclusion (9/7/2021): Comment partially addressed. All requested diagrams have been provided in the site plan set provided by the Site Engineer (Drawing VMP-1, “Vehicle Maneuvering Plan”). The drawing shows the auto carrier trucks maneuvering in the opposite lane of travel along the westbound travel lane of the roadway north of the Main Dealership Building (see Attachment A for a depiction of this location). See Comment 10.

Response: Refer to response by Insite Engineering, Surveying and Landscape Architecture, P.C.

AKRF Conclusion: Comment addressed.

30. Comment: Provide drawings that show the garbage truck turning maneuvers/paths entering, exiting and on-site. Also, denote the location(s) of the trash enclosure(s) and what type of gate is to be installed at the trash enclosure area(s).

AKRF Previous Conclusion (9/7/2021): Comment partially addressed. Please specify what type of gate is to be installed at the trash enclosure area.

Response: Refer to response by Insite Engineering, Surveying and Landscape Architecture, P.C.

AKRF Conclusion: Comment addressed.

31. Comment: Show where snow storage would be located on the site plan.

AKRF Previous Conclusion (9/7/2021): Comment addressed.

RECOMMENDED ACTIONS

At the October 25, 2021, meeting, AKRF recommends that the Planning Board open and continue the Public Hearing to November 8, 2021.

ATTACHMENT A

**-Level of Service Table Markup
(Comment 8)**

-Site Plan Markup (Comment 10)

TABLE NO. 2
LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2021 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD (SITE MASTER PLAN)									YEAR 2024 BUILD (SENSITIVITY)																	
		WEEKDAY AM			WEEKDAY PM			SATURDAY			WEEKDAY AM			WEEKDAY PM			SATURDAY			WEEKDAY AM			WEEKDAY PM			SATURDAY			WEEKDAY AM			WEEKDAY PM			SATURDAY											
		LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C						
4	U.S. ROUTE 6 (DANBURY ROAD) & FARRINGTON ROAD/SITE ACCESS																																													
	<u>UN SIGNALIZED</u>																																													
	U.S. ROUTE 6 EB L-T	B	11.1	0.01	A	8.2	0.01	A	8.1	0.01	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---			
	FARRINGTON ROAD SB L-R	B	14.4	0.02	B	10.4	0.01	B	10.0	0.01	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---			
	WITH CONSTRUCTED SITE ACCESS																																													
	U.S. ROUTE 6 EB L-T	---	---	---	---	---	---	---	---	---	B	11.3	0.01	A	8.3	0.01	A	8.2	0.01	B	11.3	0.01	A	8.3	0.01	A	8.2	0.01	B	11.3	0.01	A	8.3	0.01	A	8.3	0.01	---	---	---						
	U.S. ROUTE 6 WB L-T	---	---	---	---	---	---	---	---	---	A	7.9	0.01	A	9.4	0.02	A	8.4	0.02	A	8.4	0.02	A	8.4	0.02	B	10.7	0.14	B	10.2	0.21	A	8.5	0.08	B	10.3	0.11	---	---	---	---	---	---			
	U.S. ROUTE 6 SITE ACCESS NB L-T	---	---	---	---	---	---	---	---	---	C	24.5	0.15	D	30.7	0.25	C	18.8	0.16	F	74.1	0.72	F	638.0	2.32	F	874.0	2.77	F	140.3	1.01	F	312.2	1.46	---	---	---	---	---	---	---	---	---			
	U.S. ROUTE 6 SITE ACCESS NB R	---	---	---	---	---	---	---	---	---	A	9.3	0.02	B	11.0	0.03	A	9.8	0.03	A	9.8	0.04	B	12.3	0.11	B	11.5	0.13	A	9.8	0.04	B	11.9	0.07	---	---	---	---	---	---	---	---	---	---	---	---
	FARRINGTON ROAD SB L-T-R	---	---	---	---	---	---	---	---	---	C	16.2	0.02	B	11.2	0.01	B	10.6	0.01	C	17.7	0.03	B	12.5	0.01	B	12.3	0.01	C	18.0	0.03	B	12.1	0.01	---	---	---	---	---	---	---	---	---	---	---	---
	WITH CONSTRUCTED SITE ACCESS & U.S. ROUTE 6 LEFT TURN LANES																																													
	U.S. ROUTE 6 EB L	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	A	7.2	0.02	A	8.2	0.01	A	9.6	0.01	A	7.5	0.02	A	7.8	0.01	---	---	---	---	---	---	---	---	---			
	U.S. ROUTE 6 EB T-R	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	A	9.8	0.25	C	22.6	0.72	C	21.7	0.74	B	11.0	0.31	B	19.5	0.65	---	---	---	---	---	---	---	---	---	---	---	---
	U.S. ROUTE 6 EB APPROACH	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	A	9.7	---	C	22.6	---	C	21.6	---	B	10.9	---	B	19.5	---	---	---	---	---	---	---	---	---	---	---	---	---
	U.S. ROUTE 6 WB L	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	A	7.3	0.14	B	10.9	0.32	B	16.1	0.52	A	8.0	0.16	A	8.7	0.22	---	---	---	---	---	---	---	---	---	---	---	---
	U.S. ROUTE 6 WB T-R	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	B	12.2	0.58	B	11.3	0.27	B	13.4	0.28	B	14.4	0.67	B	10.0	0.26	---	---	---	---	---	---	---	---	---	---	---	---
	U.S. ROUTE 6 WB APPROACH NB L-T	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	B	11.9	---	B	11.2	---	B	14.2	---	B	14.0	---	A	9.8	---	---	---	---	---	---	---	---	---	---	---	---	---
	U.S. ROUTE 6 WB APPROACH NB R	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	C	26.0	0.38	C	32.3	0.62	C	31.3	0.72	C	27.9	0.47	C	29.2	0.53	---	---	---	---	---	---	---	---	---	---	---	---
	U.S. ROUTE 6 WB APPROACH SB L-T-R	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	A	5.8	0.05	A	4.1	0.08	A	2.7	0.09	A	5.5	0.05	A	4.6	0.06	---	---	---	---	---	---	---	---	---	---	---	---
	U.S. ROUTE 6 WB APPROACH SB T-R	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	C	21.3	---	C	26.5	---	C	25.9	---	C	23.9	---	C	24.7	---	---	---	---	---	---	---	---	---	---	---	---	---
FARRINGTON ROAD SB L-T-R	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	B	16.0	0.02	B	15.6	0.01	A	0.0	0.01	A	0.0	0.01	A	0.0	0.01	A	0.0	0.01	---	---	---	---	---	---	---	---	---	
FARRINGTON ROAD SB APPROACH	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	B	16.0	---	B	15.6	---	A	0.0	---	A	0.0	---	A	0.0	---	A	0.0	---	---	---	---	---	---	---	---	---	---	
OVERALL INTERSECTION	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	B	12.2	---	B	19.6	---	C	20.1	---	B	14.3	---	B	16.9	---	---	---	---	---	---	---	---	---	---				
5	U.S. ROUTE 6 (DANBURY ROAD) & OFFICE ACCESS																																													
	<u>UN SIGNALIZED</u>																																													
	U.S. ROUTE 6 WB L-T	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	A	8.1	0.00	B	10.0	0.00	A	9.2	0.00	A	8.1	0.00	A	9.9	0.00	---	---	---	---	---	---	---	---	---			
U.S. ROUTE 6 SITE ACCESS (LOT 1) NB L-R	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	C	15.5	0.01	D	25.9	0.07	C	17.3	0.01	C	15.9	0.01	C	23.9	0.06	---	---	---	---	---	---	---	---	---				
6	U.S. ROUTE 6 (DANBURY ROAD) & RETAIL ACCESS																																													
	<u>UN SIGNALIZED</u>																																													
RETAIL ACCESS NB R	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	A	9.1	0.02	B	11.9	0.10	B	10.8	0.13	A	9.3	0.04	B	11.7	0.09	---	---	---	---	---	---	---	---	---				

- NOTES:**
- 1) THE ABOVE REPRESENTS THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX 'C' FOR A DESCRIPTION OF THE LEVELS OF SERVICE.
 - 2) INTERSECTION 1 TRAFFIC SIGNAL TIMING AND ADAPTIVE SIGNAL CONTROL WOULD BE INSTALLED TO IMPROVE OPERATIONS UNDER BUILD CONDITIONS.
 - 3) INTERSECTION 2 WOULD HAVE TO CONTINUE TO BE MONITORED FOR POTENTIAL FUTURE SIGNALIZATION.
 - 4) INTERSECTION 4 IS PROPOSED TO BE SIGNALIZED UNDER THE BUILD CONDITION.

U.S. ROUTE 6

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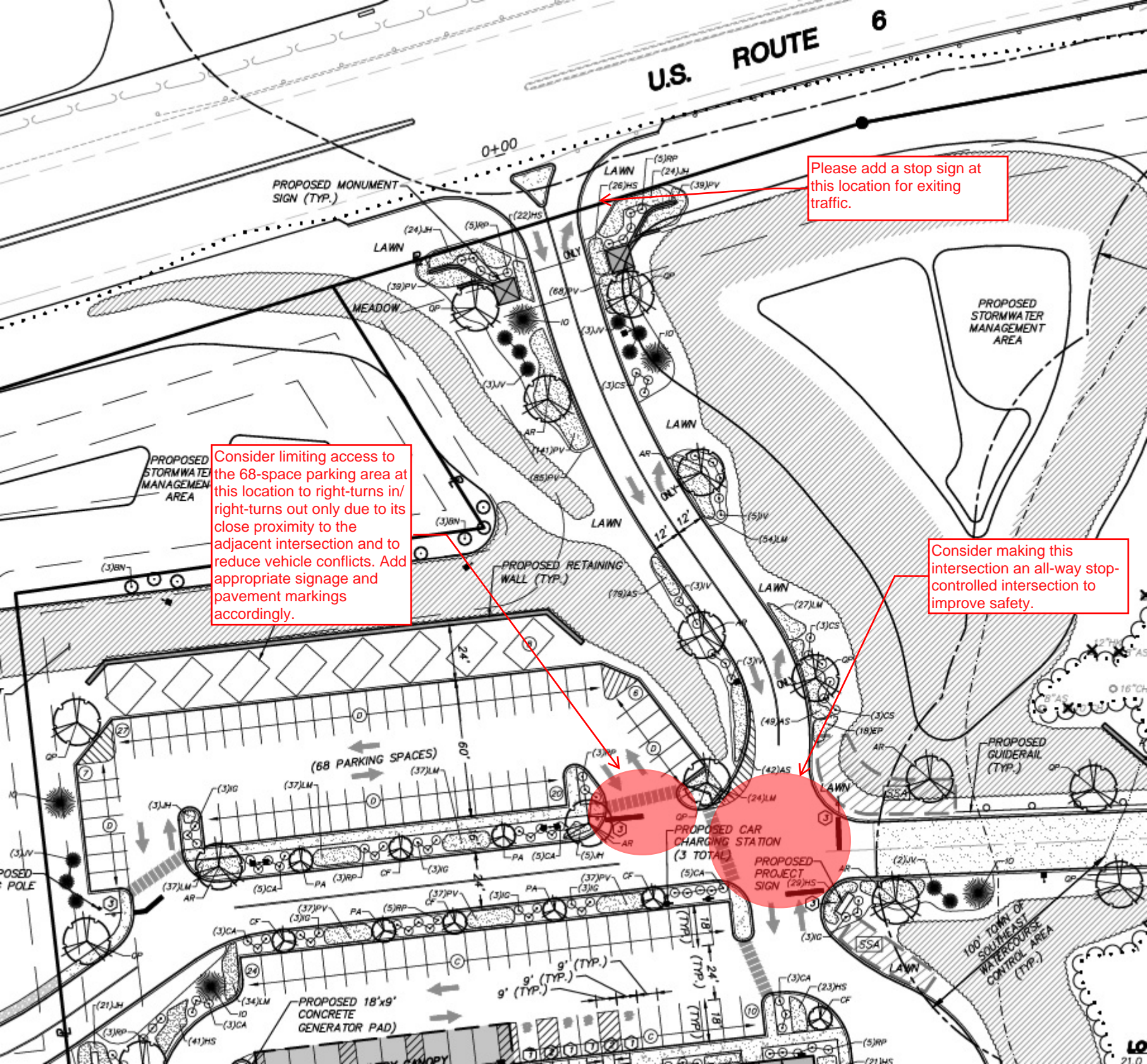
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PROPOSED MONUMENT SIGN (TYP.)

Please add a stop sign at this location for exiting traffic.

Consider limiting access to the 68-space parking area at this location to right-turns in/right-turns out only due to its close proximity to the adjacent intersection and to reduce vehicle conflicts. Add appropriate signage and pavement markings accordingly.

Consider making this intersection an all-way stop-controlled intersection to improve safety.



PROPOSED STORMWATER MANAGEMENT AREA

PROPOSED STORMWATER MANAGEMENT AREA

PROPOSED RETAINING WALL (TYP.)

PROPOSED GUIDERAIL (TYP.)

PROPOSED 18'x9' CONCRETE GENERATOR PAD

PROPOSED CAR CHARGING STATION (3 TOTAL)

PROPOSED PROJECT SIGN

100' TOWN OF SOUTHEAST WATERCOURSE CONTROL AREA (TYP.)

PROPOSED POLE