



November 1, 2021

Town of Southeast Planning Board
One Main Street
Brewster, New York 10509

RE: Stateline Retail Center / Subaru
Amended Subdivision, Site Plan, Special Permits and Wetland Permit
U.S. Route 6
Tax Map No. 68.-2-48.1, 48.2, & 48.3

Dear Chairman LaPerch and Members of the Board:

Enclosed are the following in support of the Subdivision, Site Plan, Special Permits and Wetland Permit Application:

- Site Plan Drawings (13 Sheets Total), dated November 1, 2021.
- Level of Service and Queue Summary Tables as prepared by Colliers Engineering and Design.

The site plans have been revised based on comments received at the previous Planning Board meeting and the below comment memorandums from the town consultants. Additional information has been provided pertaining to the stormwater management area plantings, the subsurface sewage treatment system forcemain, and the watercourse crossing as requested.

With regards to comments received from the Town Consultants, we offer the following:

Memorandum from Ashley Ley, AICP, of AKRF, dated October 19, 2021:

1. Comment addressed.
2. Comment addressed.
3. Comment addressed.
4. Pertaining to Code Section §138-63.4.C.(1)(d) for Lots 3 and 4, we offer the following indicating compliance with said town code sections:
 - a) §138-63.4.C.(1)(d)(1): The proposed retail establishments on Lots 3 and 4 will not be used for dining or entertaining purposes; therefore, are not applicable to utilize the Urban Land Institute Shared Parking methodology.
 - b) §138-63.4.C.(1)(d)(2): On Lot 3 and 4, there are no parking spaces proposed above the required amount.
 - c) §138-63.4.C.(1)(d)(3): The parking area for Lot 3 has been redesigned to include a sidewalk and crosswalk connection to the proposed bank, as well as sidewalks and crosswalks within the parking area on Lot 3. We have provided a significant number of parking spaces to the side of the building. There will also be a small pedestrian plaza at

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the entrance to the proposed building. There is also a proposed crosswalk and sidewalk added to connect the bank with the proposed retail buildings.

- d) §138-63.4.C.(1)(d)(4): Individual parking stalls meet the requirements of nine feet by 18 feet on both Lot 3 and Lot 4.
 - e) §138-63.4.C.(1)(d)(5): Parking areas have a minimum 10-foot wide curbed planting area around the perimeter. Shade trees will provide vertical definition to major circulation areas at entrances and exits.
 - f) §138-63.4.C.(1)(d)(6): This is not applicable as Lot 3 does not have more than two parking modules in sequence and Lot 4 has less than 50 parking spaces.
 - g) §138-63.4.C.(1)(d)(7): We have provided sidewalks to allow separate pedestrian flow to the building entrance that is outside of the drive aisles on both Lot 3 and Lot 4.
 - h) §138-63.4.C.(1)(d)(8): On Lot 3, twenty-five percent of calculated required parking (50 spaces) has been provided in a designated employee-only parking area. Due to the subsurface soil conditions, a pervious paving technique is not possible in this location.
 - i) §138-63.4.C.(1)(d)(9): It is not practicable to provide an overflow parking area based on the arrangement of the lots.
 - j) §138-63.4.C.(1)(d)(10): On Lot 3, twenty-one (21) trees have been provided within the parking area, accounting for one tree per 10 spaces. On Lot 4, three (4) trees have been provided in the parking area, accounting for one tree per 10 spaces.
 - k) §138-63.4.C.(1)(d)(11): Bicycle parking racks have been provided near the front building entrance and next to the proposed sidewalk in Lot 3 and Lot 4.
5. Drawing SP-1 has been revised to label the required buffers as requested.
 6. Drawing SP-1 has been revised to include the acreage of the proposed mitigation within the eastern existing field. Drawing D-5 provides additional information regarding the crossing of the watercourse NYC-B.
 7. Additional information has been provided pertaining to the location of the subsurface sewage treatment system (ssts) forcemain as shown on Drawing SP-2. The location of the ssts forcemain has been sited within areas that will be disturbed as part of the development. No additional impacts to the watercourse or wetland controlled areas is proposed as part of the installation of the ssts forcemain.

TRAFFIC IMPACT STUDY

8. Comment addressed.
9. Comment addressed.
10. Comment addressed.
11. Comment addressed.
12. As provided by Colliers Engineering: The Restaurant Depot traffic is slightly higher for the Saturday peak hour as shown in Table No. 1-SMP of the previous submission. These volumes were used in the updated analysis of the No-Build projects. For the other No-Build projects such

as the Interior Rock and the balance of the Starr Ridge Road Development, the Saturday Peak generation would be expected to be slightly less than used in the analysis since the Interior Rock and office portion of the Starr Ridge project are expected to either be not opened or generate less traffic than during the weekday peak.

13. Comment addressed.
14. As provided by Colliers Engineering: A summary of the 95th Percentile Queues are contained in the attached Table Q-1 for the intersection of Starr Ridge Road and Route 6 for the No-Build and Build conditions.
15. As provided by Colliers Engineering: The proposed signal timings improvements were identified to address the most significant approach traffic volumes at the intersection. While there would be an increase in some of the vehicle delays on the Route 6 eastbound approach, from the No-Build to Build conditions with the timing changes during the PM peak hour, the change would result in the best overall operation at the intersection. Additionally, other timing adjustments as well as the use of camera actuation and Adaptive Signal Control will allow the signal operation to be more responsive in addressing any volume variations in actual traffic demands over the course of the peak hour. These improvements will be finalized with NYSDOT as part of the Highway Work Permit process. An analysis with these added improvements including adaptive control is reflected in the last portion of Item 1 in the revised Table 2 of Colliers' Traffic Study.

16. Comment addressed.

17. Drawing SP-1 has been revised to indicate the additional recommended proposed signage with labels corresponding to a Sign Table with MUTCD numbers and quantities as requested. Additional signage and pavement markings were added to the internal intersection to create an all-way stop controlled intersection.

The NYSDOT does not require nor permit a stop sign at the private access drive right turn exit along US Route 6; therefore, a stop sign is not proposed in this location.

The 68-space parking lot was reviewed in further detail. The applicant wishes to maintain the two-way access entering and exiting the lot as limiting the access to right in/out would force a vehicle exiting that lot to leave the site altogether and then re-enter to access the Subaru building.

Drawing VMP-1 has been revised to indicate the loading/unloading areas.

18. Comment addressed.
19. Comment addressed.
20. Comment addressed.
21. Comment addressed.
22. Comment addressed.
23. Comment addressed.
24. Comment addressed.
25. As provided by Colliers Engineering: The Town Code parking requirements are specified on the Site Master Plan prepared by Insite Engineering, Surveying and Landscape Architecture, P.C. As

specified on this plan, each portion of the overall development will satisfy the minimum parking requirement based on the Town Code.

Specific to the Stateline Subaru, the Town Code specifies that a total of 140 parking spaces are required for the facility. In addition, to the Town Code parking requirements, the Institute of Transportation Parking demand data for Land Use 840 Automobile Sales (New) as contained in the publication *Parking Generation, 5th Edition* was previously provided as Attachment 7 to Colliers' August 17, 2021 response letter. Based on the total square footage of the facility, the ITE data indicates that the average parking demand for the Stateline Subaru facility is 94 parking spaces with an 85th percentile demand of 196 parking spaces. As indicated on the Site Master Plan, 308 parking spaces are proposed to be provided which will accommodate both the Town Code requirement and ITE average and 85th percentile parking demand for the facility with sufficient spaces for vehicle storage, customer parking and employee parking.

It should be noted that some amount of shared parking amongst the uses of the Site Master Plan may be expected upon full occupancy, but considering the separation of the lots as proposed, this has not been estimated as part of the above parking requirements.

26. Comment addressed.
27. Comment addressed.
28. Drawing SP-1 has been revised to indicate the proposed signage with labels corresponding to a Sign Table with MUTCD numbers and quantities as requested. Refer also to response #17.
29. Comment addressed.
30. Comment addressed.
31. Comment addressed.

Memorandum from Thomas H. Fenton, PE, of Nathan L. Jacobson & Associates, P.C., dated October 20, 2021:

1. We acknowledge that this comment has been addressed and the information reviewed upon receipt of the updated SWPPP.
2. We acknowledge that this comment has been addressed and the information reviewed upon receipt of the updated SWPPP.
3. We understand that this comment has been acknowledged and the information will be reviewed as part of the updated SWPPP. Drawing D-5 has been provided indicating information and details for the watercourse crossing.
4. Comment addressed.

Memorandum from Stephen W. Coleman, of Stephen W. Coleman Environmental Consulting, LLC, dated October 21, 2021:

1. Comment acknowledged.

2. Refer to response #1.
3. Subaru wishes to maintain two-way access in the event two cars were passing traveling both directions over the stream from and to the storage lot. As the car loading/unloading is located within the western side of the access, any narrower width of the access drive leading across the watercourse would prohibit the vehicles from being delivered to the car storage lot without impeding the internal flow of traffic on the main access drive.

Subaru would also like to construct the crossing once without any need for expansion in the future if a larger use than the storage lot was proposed. The intent is to construct/disturb once and stabilize immediately so not to affect the wetland or watercourse multiple times. It should be noted that the watercourse crossing is proposed at 24-foot wide, a standard road width.
4. Comment acknowledged.
5. Subaru continues to investigate the use of solar canopies over the storage lot to assist with lessening the heightened heat index due to the proposed development. Further information will be provided in a future submission.
6. As previously noted, all proposed parking areas will function similar to parking lots throughout the region, and all parking lots have the potential for petrochemical spills from sitting vehicles. The Subaru parking lots will primarily be occupied by newer vehicles less prone to leaks and damage. Also, the facility will be closely monitored by the many onsite sales, maintenance and repair specialists. We will further discuss this concern with the Board should they deem it necessary.
7. A Wetland Enhancement Plan (refer to Drawing SP-4) was previously revised as prepared by Tim Miller Associates, Inc. Comment addressed.
8. Comment addressed.
9. Plantings within the stormwater management areas have been developed and are shown on Drawing SP-1 for review.
10. We acknowledge that the provided Wetland Buffer Monitoring and Maintenance Plan follows the Town recommended protocols.


We respectfully request the project be placed on the Planning Board's November 22, 2021 agenda for continued review of the provided information and for consideration of granting a Negative Declaration and referrals to the Town Board and Zoning Board of Appeals.

Should you have any questions or comments regarding the above information, please feel free to contact our office.

Very truly yours,

INSITE ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.

By:


Jeffrey J. Contelmo, PE
Senior Principal Engineer

JJC/jll

Enclosures

cc: Planning Board (7 members)
Ashley Ley, AICP, Town Planner
Thomas H. Fenton, P.E., Town Engineer
Stephen W. Coleman, Town Wetland Inspector
Susan Jainchill, RLA, AICP, Town Landscape Architect
Paul Camarda, PLI, LLC
Darren Beylouni, Subaru
Philip Grealy, P.E., Colliers Engineering, P.A.
Phil Clark, A.I.A., Claris Design Build.

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