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September 14, 2015

VIA HAND DELIVERY

Chairman Michael Calimano
Planning Board
Town of New Paltz
P.O. Box 550
New Paltz, New York 12561

Re: Proposed CVS Pharmacy & Five Guys Restaurant
Section 86.12, Block 4, Lot 5.1
Route 299 & North Putt Corners Road
Town of New Paltz
MC Project No. 13000151A

Dear Chairman Calimano:

Per the Planning Board's request and based upon the Public Hearing comments; below we have generated a series of topics/concerns that were raised. These topics were extracted from the public comment at the Public Hearings from the May 11th & 27th, 2015 and June 8th & 22nd and July 24th Planning Board meetings.

1. Traffic / Transportation:

- a. Slip Lane Removal - Several comments were made regarding the elimination of the right turn channelized yield movement at Route 299 & N. Putt Corners Road. It should be clarified that the elimination of this existing channelized movement is being required by NYSDOT in order to facilitate the proposed signalized pedestrian crosswalks at the intersection which are also a requirement of NYSDOT. The right turn lane, which currently exists in the westbound direction, will remain, but the right turn movement will be brought under signal control. The right turn movement will operate in conjunction with westbound through movements along Route 299 and will also run with an overlap phase in conjunction with left turns from southbound N. Putt Corners Road to provide the most efficient operation. The capacity analysis indicates that the proposed right turn movement will operate with delays of less than 10 seconds per vehicle (Level of Service A) during each of the peak hours under future Build conditions. Modifications to the right-turn onto North Putt Corners Road will not restrict the turning ability of large trucks, trailers, etc.

- b. North Putt Corners Road Exit – Several comments were made during the public hearing regarding the location of the proposed N. Putt Corners Access driveway and the proposed sight distances from the location. The Driveway was positioned approximately 350 ft. north of NYS Route 299 in order to maximize the sight distance and maintain efficient on-site circulation.

Sight distance measurements were taken at the proposed driveway location, which indicate that looking to the left (south) a sight distance of approximately 500 ft. is provided, which extends to the NYS Route 299 intersection. On North Putt Corners Road, there is an existing vertical curve located approximately 150-200 ft. north of the proposed access location. Looking to the right (north) from the driveway a sight distance of approximately 435 ft. is provided, which is controlled by this vertical curve. A rear-end sight distance, for a car approaching the site access intersection from the north, of approximately 460 ft. is provided.

These sight distances quoted above (taken from the Traffic Study) are based on a 45 MPH operating speed along North Putt Corners Road. The actual operating speeds along the roadway as measured by ATR data collected by our office was 41 MPH in the southbound direction and 44 MPH in the northbound direction. The 45 MPH design speed was utilized in the Traffic Report in order to provide a conservative analysis. The AASHTO recommend intersection sight distance at 40 MPH is 445 ft., and 435 ft. is proposed to be provided.

It should also be noted that although the intersection sight distance is satisfied looking to the left (south) from the driveway location, it is expected that the travel speeds in the northbound direction may be reduced slightly due to the proposed elimination of the channelized right turn movement from Route 299 westbound.

Based on a capacity analysis queuing results, the southbound approach to the NYS Route 299 intersection is expected to experience average queues of approximately 160 ft. and 95th percentile queues of approximately 250 to 300 ft. for both the left and through/right turn movements during each of the peak hours with the proposed signal timing and coordination improvements. Therefore, during peak periods it can be expected that queues will extend to the proximity of the former N. Putt Corners site access location (additional , but will not block the driveway. In addition the need for a left turn lane along North Putt Corners Road was also analyzed. Based on the projected traffic volumes, the intersection is not expected to meet warrants for a left turn lane with the future development.

Though the current proposed North Putt Corners Road access point provides the recommended sight distances and anticipated stacking, the N. Putt Corners Road site access has been moved further north (± 218 feet) in response to comments

from the Town, Ulster County and NYSDOT and is now proposed to be located approximately 600 ft. north of NYS Route 299 (measured from the stop bar) and therefore the southbound queues on N. Putt Corners Road will not impact the operation of the site access driveway intersection. This driveway location at the crest of the vertical curve on N. Putt Corners Road provides sight distances that exceed the County requirements. It should be noted that this driveway location will be subject to an approval from the Ulster County Department of Public Works.

As indicated in the Traffic Impact Study, approximately 10% of the site generated traffic is anticipated to be destined to/from Henry W. Dubois Drive. This equates to approximately 4 new trips during the AM Peak Hour, 16 new trips during the PM Peak Hour and 14 new trips during the Saturday Peak Hour. The table below provides a comparison of these trips to the existing and no-build and project build traffic volumes along the roadway.

Henry W. Dubois Drive Existing & Future Traffic Volume Comparison						
Time Period	2014 Existing Traffic Volumes	2019 No-Build Traffic Volumes	Site Generated Traffic Volumes	2019 Build Traffic Volumes	% of 2019 No-Build	% of 2019 Build
AM	303	320	4	324	1.25%	1.23%
PM	462	494	16	510	3.24%	3.14%
SATURDAY	372	392	14	406	3.57%	3.48%

As the table indicates, the additional traffic anticipated to be generated by the site will equate to less than a 5% increase in traffic volumes along H.W. Dubois Drive during any of the peak hours. This roadway already handles significant traffic volume levels during peak periods including the traffic destined to the numerous residential areas that are located off of or adjacent to this roadway. Furthermore, since the intersection of NYS Route 299 and N/S Putt Corners Road is anticipated to operate similar to existing conditions after completion of the project and the proposed intersection improvements (as indicated in the response to ENCB Comments) it is not anticipated that there will be additional significant cut through traffic utilizing H.W. Dubois Drive above what is already estimated in the Traffic Impact Study and summarized in the table above.

A study of the amount of diverted (“transfer”) trips that might be attracted from existing uses within the Town of New Paltz has not been completed by the Applicant. However, the Institute of Transportation Engineers provides some data of the amount of potential diverted link trips in their publication entitled Trip Generation Manual, 9th Edition dated 2012. This data indicates that a Pharmacy

with Drive-Through Window could attract approximately 10 to 20% diverted link trips, which are trips that are currently on the roadway network but would be attracted from other existing land uses in the area. No credit was taken in the analysis for these diverted link trips, which are already on the area roadway system.

- c. Peak Traffic Times – The Traffic Impact Study for the Proposed CVS Pharmacy & Five Guys Restaurant dated February 13, 2015 analyzed the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours based on existing traffic volume data collected for the area intersections during April & May, 2013 as well as subsequent traffic volume data collected during October, 2014. This data indicated that the peak hours along NYS Route 299 and Putt Corners Road in the vicinity of the site generally occur as follows:

Weekday Peak AM Hour	7:15 AM – 8:15 AM
Weekday Peak PM Hour	4:30 PM – 5:30 PM
Saturday Peak Hour	1:00 PM – 2:00 PM

Machine volume data which was provided in our May 20, 2015 response letter (attached) was also collected by our office for NYS Route 299 and N. Putt Corners Road, which confirms these peak hours. It should be noted that based on the machine traffic count data, throughout the weekday afternoon (1:00 PM to 7:00 PM) traffic volumes along NYS Route 299 vary between 1400 and 1600 vehicles per hour, but the actual PM Peak Hour was found to occur between 4:30 PM – 5:30 PM when the total volume along NYS Route 299 is approximately 1600 vehicles per hour. Similarly, on a Saturday afternoon (1:00 PM to 5:00 PM) the traffic volumes along NYS Route 299 vary between 1350 and 1500 vehicles per hour, with the 1:00 PM – 2:00 PM time period analyzed and the 4:00 PM – 5:00 PM time periods experiencing the highest volumes of approximately 1500 vehicles per hour. Therefore, the volumes analyzed are representative of the peak traffic volume periods in the area, however it should be noted that similar traffic volume levels may be experienced for a three to four hour period on a Weekday or Saturday.

- d. Bicycle Improvements – The applicant recognizes the NYS Route 299 and North Putt Corners Road right-of-way areas as potential improved areas to link the Hudson Valley Rail Trail (Highland) and the Wallkill Valley Rail Trail (New Paltz). We also recognize that NYS Route 299 is a designated bike route.

As part of the proposed project, the construction of the site access and the proposed modifications to the intersection of Route 299 & N. Putt Corners Road will involve bike lane striping through the NYS Route 299 driveway area and through the intersection in accordance with NYSDOT standards. Furthermore,

the Ulster County DPW has indicated that a future bicycle/pedestrian path is proposed to be constructed along the east side of N. Putt Corners Road. In order to help facilitate the construction of this future path, the Applicant has agreed to grade out a 10 ft. area along the N. Putt Corners Road site frontage, this goes for the NYS Route 299 frontage as well.

Also, as required by the Town of New Paltz Code, the project proposes the installation of bicycle racks for bicycle parking at both facilities.

2. Pedestrian Connections:

The project includes the proposed construction of signalized pedestrian crosswalks on all sides of the intersection of NYS Route 299 and North & South Putt Corners Road. These improvements were also a requirement of NYSDOT. This provides connectivity to the existing hotel on Terwillger Lane, the Hampton Inn currently under construction, Sunoco Gas Station, Shop Rite Plaza and destinations extending east and west along NYS Route 299. In addition to the cross-walks, a sidewalk entering the site from the northeast corner of the NYS Route 299/N. Putt Corners intersection is proposed. All sidewalk improvements associated with the project are design to meet the current Americans with Disabilities Act (ADA) requirements. However, due to the existing grades along the north side of Route 299 west of N. Putt Corners Road, no further pedestrian accommodations are proposed to be provided extending to the west from the proposed sidewalk curb ramp. On-site sidewalks and crosswalks are also proposed to link the proposed CVS and Five Guys stores.

Furthermore, the project improvements mentioned above in conjunction with the Rail Trail Link will further aid in pedestrian connectivity for this area.

Several comments were made regarding a trail bisecting or traversing through the project site. The above mentioned improvements are the applicant's proposal for addressing pedestrian connectivity.

3. SEQRA Compliance:

- a. Environmental Impact Statement (EIS) – The proposed development of the parcel for use as a CVS Pharmacy and Five Guys restaurant does not meet the requirements for the preparation of an draft environmental impact statement as listed in 6 NYCRR Part 617. The project does not satisfy any of the criteria listed in 6 NYCRR Part 617.4 for classifying the project as a Type I action and thus more likely to require the preparation of a DEIS. In addition, based upon all of the information that has been submitted as part of the projects application to the Planning Board as Lead Agency (including but not limited to the site development plans, SWPPP and traffic impact studies) there are no significant adverse environmental impacts identified as per the criteria listed in 6 NYCRR Part 617.7.

As there is no justification for the preparation of a DEIS to further examine the potential for adverse impacts there is no requirement or need to keep the public hearing open while the Planning Board makes its formal determinations under 6 NYCRR Part 617.

- b. Segmentation – In regards to the comments concerning the potential “segmentation” of the environmental review of the project, the applicant at this time has no formal or fixed plans for the potential further development of the remaining areas on the site. If and when such plans may materialize, the applicant will need to return the Planning Board for further review of those proposals as they may develop in the future.

4. Site Grading & Clearing:

Based upon our earthwork estimate of the current design plans, the site requires 27,225 CY (cubic yards) of material to be brought in to raise the site elevation to proposed grades. Below is an estimate on the truck generation to bring this material in:

- Anticipate the use of a 30 CY hauler truck;
- Use the North Putt Corners Road access as mentioned above; and
- Deliver material to the site from 8AM – 4PM (8 hour day, weekdays only)

Number of anticipated loads: $27,225 \text{ CY} = 908 \text{ Loads (30 CY/Truck)}$

Number of anticipated hours required: $908 = 303 \text{ Hrs. (Estimated 3 Loads/Hr.)}$

Number of Days: $303/8 \text{ Hrs. per Day} = 37.87 \text{ days}$

5 Days/Week (no weekends) = 7.5 weeks

The anticipated hauling approach at this time is expected to be either from the east or west along NYS Route 299. Trucks delivering materials to the site will follow existing State and County highway routes to arrive at the site. As per the above calculations on average there will be approximately three (3) loads per hour or approximately 1 trip every 20 minutes, which would equate to a total of 6 truck trips per hour (3 entering/3 exiting). These additional truck trips on the roadway would have to travel through the intersection of NYS Route 299/N. Putt Corners Road regardless of the hauling approach, unless a borrow location north of the site is found for which N. Putt Corners Road could be used for access, which is not anticipated at this time. These additional truck trips, while consistent throughout the day, will not have a significant impact on the operation of the NYS Route 299/N. Putt Corners Road intersection. In fact even if the number of truck trips were doubled to 6 loads per hour or approximately 1 trip every 10 minutes, equating to a total of 12 truck trips per hour (6 entering/6 exiting), the truck trips would still not have a significant impact on the operation of the intersection. Additional truck loads per hour would reduce the duration of the site filling period and therefore the duration of

impacts associated with this operation. In addition, it should be noted that any limitation on the hours of deliveries would increase the number of weeks required to deliver the required material to the site.

The exiting vegetation on-site within the developed area will be cleared. In accordance to Site Plan requirements from the Town and to finish the pervious areas of the project site, a complete landscape plan has been developed for aesthetic and functional (i.e. soil stabilization, screening, shade, etc.) purposes.

5. Wetlands:

In preparation of the NYSDEC Environmental Assessment Form (EAF), Long Form Part 1, the on-line EAF Mapper managed by the NYSDEC, conducts searches of the most up-to-date digital data available in NYSDEC databases. Based on this database search, no existing on-site wetlands were identified. Our soils investigation for septic design in the areas of the proposed septic systems in the western portion of the site along North Putt Corners Road had stabilized percolation rates of 15 minutes. This rate is not typical of wetland type soils and therefore another indicator to the above statement.

At the 5/27/15 PB meeting, Mr. David Clouser, P.E. stated that he had walked the project site and did not see any areas of concern regarding existing wetlands. The Planning Board has secured the services of Bagdon Environmental, whom also reviewed the project site for potential wetland areas. In their report, dated August 7, 2015, no regulated wetland areas were observed on the project site.

Concerns were raised regarding the stormwater discharge to the adjacent wetlands on the west side of North Putt Corners Road. As discussed further below the proposed stormwater improvements for the project are accepted practices in accordance with NYSDEC regulations and as such impacts to the wetlands are mitigated.

6. Stormwater / MS4 Community:

Based on the size and nature of the proposed development, coverage under the NYSDEC SPDES General Permit for Construction Activity (GP-0-15-002) is required, along with approval of stormwater facilities by the Town of New Paltz since they are a designated MS4 community. Therefore, a Stormwater Pollution Prevention Plan (SWPPP) in accordance with State and Town guidelines and requirements for the proposed project was developed. Dry swales, subsurface infiltration, dry basin and bioretention areas have been utilized in the design to meet New York State Standards and requirements. The proposed SWPPP provides reductions in peak flows for all required design storms and runoff reduction/water quality mitigation which meets the applicable standards.

The stormwater improvements are designed following The New York State Stormwater Design Manual. This manual is intended to establish specifications and uniform criteria for the practices that are part of a SWPPP. The Technical Standards in this Manual consist of New York State specified stormwater technology, devices and practices.

Perpetual maintenance of these facilities is required by the State and overseen by the Town to further ensure the effectiveness of the stormwater facilities remains as per the design intentions.

Other concerns were raised regarding the stormwater discharge to the adjacent wetlands on the west side of North Putt Corners Road and its connectivity to the Mill Brook Preserve. As stated above, the proposed stormwater improvements for the project are accepted practices in accordance with NYSDEC regulations and designed for this application. Therefore, the SWPPP provides mitigation design data to protect the adjacent wetlands and as such the resources of the Mill Brook Preserve.

NYSDOT and Ulster Co. DPW have also reviewed the project from a stormwater perspective and have accepted our design intent. Permitting for the final design of these improvements will be required for NYSDOT and Ulster Co. DPW.

7. Visual Impacts:

The Town and Applicant recognize this site as a 'Gateway' into the Town and have worked on creating an attractive building façade for each user. Based on this coordination the proposed building elevations for the CVS/Pharmacy have been significantly modified from the original proposal to now include varying brick and stone veneers, decorative awnings, trellis on the eastern elevation and faux windows. The Five Guys elevation sought to include some brick veneer, tall windows along fronting elevations to break-up the façade and awnings. Of most importance, are the eastern building elevations of the two facilities. The CVS/Pharmacy has included three trellis systems and landscaping adjacent to the building to soften the building elevation. Similarly, landscaping is proposed along the eastern elevation of the Five Guys building.

The latest modification to the architectural plans is a mansard roof over the main entrance to the CVS/Pharmacy (see attached building renderings which depict this modification). This roof treatment will also be incorporated into the building design for Five Guys.

All of the above efforts have been executed to conform to the Board's suggestions to sample similar building façade treatments such as the new Hampton Inn and Medical Offices building west of the project site.

The site plan also, proposes that 14 spaces of the CVS are to the rear of the building and 8 spaces are located behind the Five Guys building. Also, 11 spaces are placed between

to the buildings to further reduce the number of parking spaces visible along the street frontage. In addition the drive-thru, loading area and dock for the CVS are all located at the rear of the building to minimize visibility from the main roadway frontages.

It should also be noted that the property boundaries of the existing project site are offset an average of ± 50 feet from the edge of pavement of NYS Route 299 and an average of ± 45 feet from the edge of pavement of North Putt Corners Road. In addition to that the front yard setback of 35 feet for the B-2 Zoning District is required for principal buildings. These existing conditions and Code restrictions require the facility to be setback a minimum of ± 85 feet on NYS Route 299 and ± 80 feet from North Putt Corners Road. To provide the necessary customer convenient parking, the proposed closest building (CVS) facility is proposed to be setback from the edge of pavement at ± 165 from NYS Route 299 and ± 135 from North Putt Corners Road. This setback from the roadways allows for introducing greenspace and landscaping improvements as a buffer to the parking and development of the site.

See attached renderings which depict an eastern and western view point of the project at the roadway intersection.

8. Economic Impacts & Analysis

Development of the parcel as proposed by the applicant will result in an increase to the tax base for the entire Town of New Paltz while not increasing the demand for municipal services or increasing the student population to the local school district. The applicant does not propose any tax abatements and as such will be taxed upon the full assessed value of the project when developed.

9. Existing Habitat Impacts:

In preparation of the NYSDEC Environmental Assessment Form (EAF), Long Form Part 1, the on-line EAF Mapper managed by the NYSDEC, conducts searches of the most up-to-date digital data available in NYSDEC databases. Based on this database search, no significant resources were identified for this project site. This included natural communities, Endangered or Threatened Species, Rare Plants or Animals, or Archeological or Historic sensitive area.

The Planning Board has secured the services of Bagdon Environmental, whom reviewed the project site for potential presence of endangered/threatened species and habitat areas. In their report, dated August 7, 2015, no endangered/threatened species were observed during their field survey.

10. Noise Impacts:

As a result of our field inspections and a review of the various cross sections prepared through the site (see attached plan), we conclude that the development of the site will not significantly change background noise levels related to the NYS Thruway or from the additional traffic generated by the project. We base this finding on the following:

- a. North Putt Corners is over 500 feet from the travel lanes on the New York State Thruway. The New York State Thruway in this section is primarily in a cut roadway section. In the areas closer to Route 299, where the CVS Pharmacy building and Five Guys are proposed, the existing grade will be raised creating additional elevation differential to maintain a physical attenuation from the Thruway roadway noise.
- b. While significant vegetation will be removed from the site, the existing vegetation located within the Thruway Right of Way will remain and that vegetation is in excess of ± 25 feet in height. Also, in that section, additional plantings will be provided on the site as part of the development, which together with the proposed buildings will help reduce any noise increases further to the west and along North Putt Corners Road.
- c. Similarly, along the more northerly areas of the site, where additional site parking will be located, the Thruway is also in a cut roadway section and the existing and proposed grades in that area will maintain a physical barrier which eliminates any line of sight from the traffic along the Thruway to the areas along North Putt Corners and to the west.
- d. The increases in traffic noise resulting from the development of the site in relation to current traffic noise along Route 299 and North Putt Corners will not significantly change sound levels in the area.

In summary, while some existing vegetation will be removed from the site, much of which is deciduous, the difference in elevation from the Thruway to the site and to the west together with the new buildings, additional plantings as well as the existing vegetation within the Thruway Right of Way, the sound levels from the Thruway will continue to be attenuated and there should be no significant increase in noise levels resulting from the development of the site.

11. Air Quality:

The Clean Air Act (CAA), enacted in 1970, is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Based on the proposed project, there is the potential for two (2) sources of air pollution. These are from

vehicular traffic increases generated by the site and the combustion of fuel to heat space and water for the uses. Each of these emission sources is strictly regulated at the Federal and State levels.

For the additional traffic emissions, New York State has stringent vehicle emissions standards and inspections that vehicles must meet and pass. These standards have been developed to minimize air quality impacts from motor vehicles. Also, there are applicable standards of the Energy Conservation Construction Code of New York State (ECCCNYS) as it pertains to these mechanical systems. The Code seeks to address the design and construction of energy-efficient building envelopes and the installation of energy-efficient mechanical, lighting and power systems through requirements emphasizing performance. The proposed buildings and their systems will be required to meet these standards in order to be constructed.

Lastly, throughout the filling process (as described above) erosion and sediment control practices to conform to the approved Stormwater Pollution Prevention Plan (SWPPP) are required. This would include provisions such as an on-site water truck for dust control of open soil areas, as needed. Temporary stabilization (i.e. vegetative or mulch) will also be utilized to control potential issues of dust. Additional erosion control measures shall be installed, as may be necessary, required and/or requested by authorities, to prevent the incidental discharge of silt laden runoff from entering a water course or a drainage system.

12. Site Parking:

Prior applications and presentations to the Town's Zoning Board of Appeals (ZBA) and Planning Board included on-site parking which was located in the front yard setback. The Town Code does not permit parking spaces within the designated front yard setback. This was originally sought due to the NYS Route 299 and North Putt Corners Road right-of-way area being substantially wide along the projects shared frontage and to reduce the required clearing for the development. No support was received by the Town's Zoning Board of Appeals (ZBA) or Planning Board for such a variance. The applicant has thus provided the current site plan set which has moved all proposed parking out of the front yard setback and therefore complies with the Town Code.

To address comment from the Board, the applicant has moved 14 spaces to the rear of the building to reduce the number of parking spaces visible along the street frontage. In addition the drive-thru, loading area and dock are all located at the rear of the building to minimize visibility from the main roadway frontages.

Also, the project meets the required parking stall regulations established within the Town Code. The proposed CVS requires a minimum of 67 parking spaces (69 are provided)

and the Five Guys Restaurant requires a minimum of 32 parking spaces (32 are provided). The users anticipate the need for the parking facilities as proposed.

It is noted that there are 2 proposed parking spaces over the required parking amount for the CVS facility. This amount of parking is below the minimum prototypical CVS parking requirements of 72 parking. However, additional landscaped island area has been included (494 S.F. over the 8% minimum requirement or the equivalent of 3 parking spaces) as a means of breaking up the proposed parking area. No further parking space landbanking or removal of spaces is proposed.

13. Village vs Town, Taxes:

Development of the parcel as proposed by the applicant will result in an increase to the tax base for the entire Town of New Paltz. The applicant does not propose any tax abatements and as such will be taxed upon the full assessed value of the project when developed. The increased tax revenue will benefit both those properties located within and outside of the Village of New Paltz as the taxes paid by properties within the Village are based upon the total assessed value of all properties within the Town.

14. Signage:

Prior applications and presentations to the Town's ZBA and Planning Board included freestanding and building mounted signage in excess of the permitted amount for the project. The applicant had sought a variance from the ZBA but obvious displeasure in such a request from the boards has revised the plans to propose a Code Compliant signage package for the proposed CVS and Five Guys stores. This includes building mounted signs for the CVS and Five Guys building façade facing NYS Route 299 and a freestanding 'ladder' sign at the southwest corner of the project site adjacent to the intersection. No variances are being requested as a part of the proposed application before the Planning Board.

15. Fueling Facility Use:

The original application presented to the Planning Board included a proposed Fuel Station. As the project evolved this user lost interest in this location. A Fueling Station is not a part of the proposed application before the Planning Board.

16. Emergency services:

A meeting of the Town's Emergency Service providers was held on-site on May 21, 2015. This meeting was attended by:

- Fire Chief David Weeks & Mr. Wirthmann;
- Police Chief Joseph Snyder

- Ms. Rooney, Chief Administrative Officer of the New Paltz Rescue Squad

Based on the site meeting, these individuals were requested to provide a response with any comments and/or concerns. Chief Weeks and Chief Snyder both responded via email to the discussions from the meeting. The comments/concerns presented in the responses all dealt with the potential impact of additional traffic and queues on North Putt Corners Road; bicycle lane improvements on NYS Route 299 and functionality of removing the right-turn slip-lane onto northbound North Putt Corners Road. These items are addressed and described above in Item #1 above.

17. Community Character:

The surrounding users adjacent to this project are typically larger franchises or retailers with multiple locations. The project users are not adversely different from the development surrounding the project site. These type of users are also permitted within the B-2 Zone and there is no restriction on franchise or chain users in the Town of New Paltz.

Furthermore, as described above, building treatments and landscaping are proposed to make this development more attractive than some of the other dated facilities in the general area adjacent to the development.

18. Impacts to Surrounding Uses

Concern was raised that development of this parcel as proposed would affect surrounding users (i.e. Freihofer's, Fire Station #2) and residence in close proximity to the site with additional traffic, noise, air quality and visual impacts. Based on the above responses and proposed project design, these impacts have been addressed to the greatest extent practical.

19. Future Site Development:

At the request of the Planning Board, a Conceptual Site Plan was developed to show a potential, future third pad site at the northern end of the site. This area is presently proposed as un-developed under the current application. This layout depicts an additional 6,000 square-foot building (two-stories) as a potential bank (with drive-thru) and office space. The required parking for this size facility has been provided (a total of 25 parking spaces). The proposed access to this pad site would layout connect to the main site access driveway off of North Putt Corners Road. ✓ This Conceptual Plan also shows a proposed well and septic area for this potential user, along with an approximate, designated stormwater management area.

Lastly, while there is currently no proposal to develop this portion of the property, a sensitivity analysis has been conducted that assumes the potential to develop this property



with an additional third pad site of approximately 6,000 s.f. two-story building consisting of a 3,000 s.f. bank with drive-thru and 3,000 s.f. of office space.

Trip generation estimates for this potential future pad site development have been computed based on Institute of Transportation Engineers data contained in their publication entitled Trip Generation, 9th Edition dated 2012 for Land Use Categories 710 – General Office Building and 912 – Drive-in Bank. These trip generation estimates for the potential future pad site development are summarized in Table No. 1-P. It should be noted that similar to the trip generation estimates for the proposed CVS & Five Guys and based on ITE data, a 10% internal trip credit was applied to both land uses and a 25% pass-by credit was applied to the Bank use to determine the new trips that would be generated by the pad site.

A separate sensitivity analysis was conducted for the NYS Route 299 & N/S Putt Corners Road intersection as well as the N. Putt Corners Road & Site Access intersection to determine any impacts this additional traffic could have on these intersections. The analysis results are summarized in Table No. 2-P along with the 2019 No-Build and 2019 Build (without pad site) analysis results. Based on a review of these results it can be concluded that the additional traffic generated by the pad-site would not significantly impact the area intersection and does not change the results of the traffic study and that the potential traffic could be accommodated.

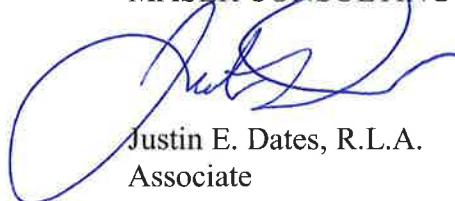
The project site as a whole meets the B-2 zoning bulk requirements as outlined on the attached plan.

All design and agency permits for this user would be executed at the time a user is identified and not under the current application before the Planning Board.

If you or the board members have any further question regarding the above information please do not hesitate to contact me at 845.564.4495, Ext. 3804.

Very truly yours,

MASER CONSULTING P.A.



Justin E. Dates, R.L.A.
Associate

JED/jm
Enclosures