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December 16, 2016

Town of Marlborough Planning Board
1650 Route 9W
Milton, New York 12547

Re: ***1417 Route 9W, Marlborough, NY
Site Plan Approval***

Dear Chairman Brand and Members of the Board:

As you know, we represent Chestnut Petroleum Distributor, Inc. (the "Applicant"), in connection with the above referenced matter. As discussed at the public hearing on December 5, 2016, we respectfully submit herewith revised plans and supplemental information for your review at the continuation of the public hearing on February 6, 2017. For your convenience an executive summary is provided below.

Specifically, submitted herewith are the following:

- Architectural Plans prepared by Ciro Interrante Architect, P.C., last revised November 29, 2016
- Site Plan and Civil Engineering Drawings prepared by Morris Associates Engineering & Surveying Consultants, PLLC, last revised December 14, 2016
- Lighting Plan and Fixture Details prepared by Red Leonard Associates, last revised December 12, 2016
- Turning Analysis Plans prepared by JMC Site Consultants, last revised December 2, 2016
- Proposed Septic System Plans stamped approved by the Ulster County Health Department on July 27, 2015
- Pertinent portions of a presentation of Mark Stuecheli, PTP, at the 2009 ITE Annual Meeting titled "New Drive-Through Stacking Information for Banks and Coffee Shops"

Executive Summary

As discussed at the public hearing, the Applicant has revised the Site Plan to include a new sidewalk along NYS Route 9W in the front of the site. For those portions of the sidewalk that lay within the property boundaries the Applicant will provide an easement to the NYSDOT and to the Town of Marlborough, if necessary, for access, maintenance and repair. The details for curbing or warning strips will be coordinated with the NYSDOT in connection with the highway work permit process if the project were to receive site plan approval.

The Overall Site Plan (SP-1) now includes the On Site Sign Table and Highway Sign Table to correspond with the proposed signage locations both within the site and across NYS Route 9W. In addition, a bike rack has been added to the curb island in front of the proposed structure as requested by the Ulster County Planning Board. The Site Details-2 (DT-2) includes a detail for the dumpster enclosure with privacy screens. The Grading & Drainage Plan (GD-1) has been revised to depict the roof leader connections as well as an additional catch basin by the northerly exit as suggested by the Town's engineering consultant.

The Turning Analysis Plans depict the turning maneuvers for two size trucks (a WB-50 and SU-30) to access the loading area and underground storage tanks during fuel delivery as well as passenger cars and trucks accessing the fuel pumps.

As referenced at the public hearing concerning the drive-through queuing, we have included with this submission select portions of a presentation at the 2009 ITE Annual Meeting concerning this issue. To our knowledge, the NYSDOT has not requested a queuing analysis on comparable projects and has not requested any such analysis on the proposed project. However, the State of Connecticut Department of Transportation applies the observations and recommendations set forth in attached report as part of their review of comparable facilities. The study contained in the report was conducted at twelve coffee shops throughout the Kansas City metropolitan area. The maximum queue length observed was 13 vehicles. The recommendations contained in the report suggest an eleven car stack for full-service locations with a four car stack between the pick-up window and menu board. As can be seen on the site plan sheets (SP-1 & SP-2) the proposed drive-through lane can accommodate 13 vehicles and has a 4 vehicle stack between the pick-up window and menu board.

The proposed lighting plan has 4 poles around the auxiliary parking area and two poles along the northern entry drive. All fixtures will be downward facing LED lights. The canopies and soffit lighting around the building exterior will similarly utilize LED fixtures.

HKP

We look forward to addressing any further questions or comments at the continuation of the public hearing. Thank you for your attention to this matter.

Very Truly Yours,

HARFENIST KRAUT & PERLSTEIN LLP

By: 
Leo Napier

New Drive-Through Stacking Information for Banks and Coffee Shops

Presented at the 2009 ITE Annual Meeting
August 12, 2009

Mark Stuecheli, PTP

Coffee Shops With Drive- through Lanes

Coffee Shops With Drive-through Lanes

- Counts taken at twelve coffee shops in the Kansas City metropolitan area
- Three drive-through-only locations and nine full-service operations (all Starbucks)
- A.M. peak hour found to have the longest queues



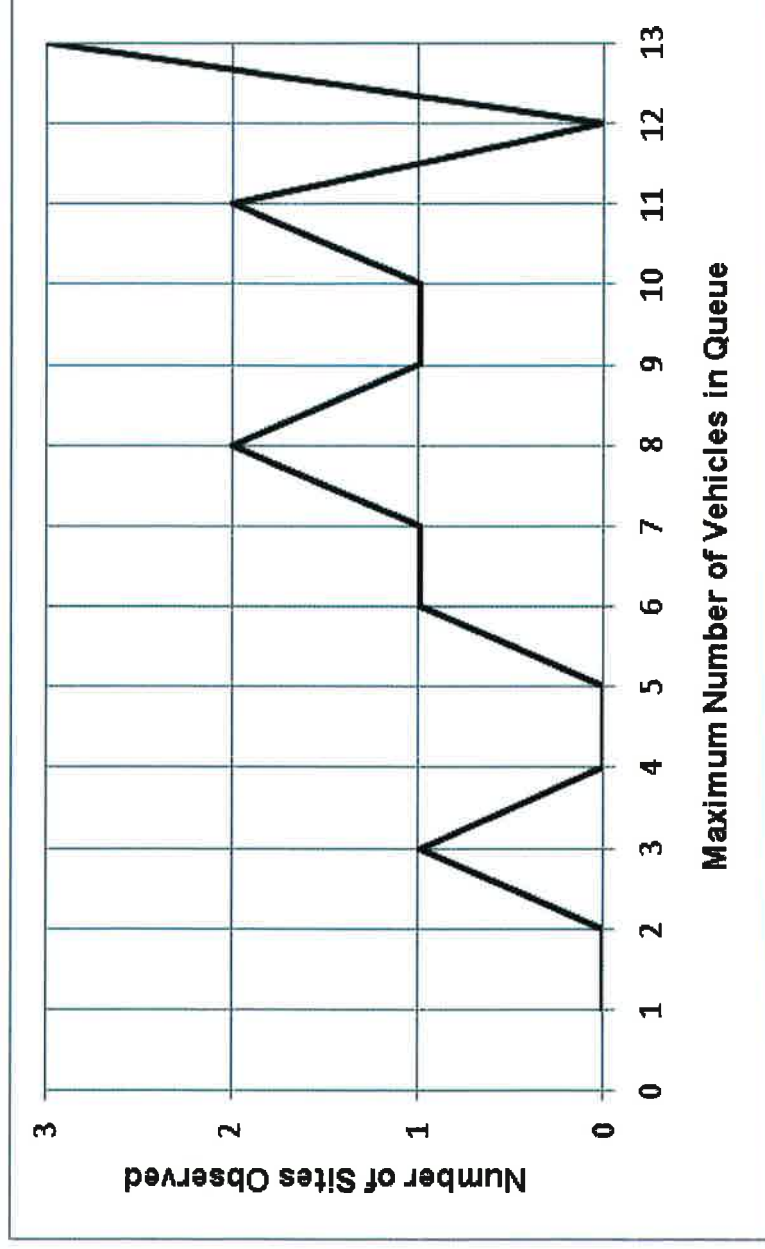
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Count Process

- Counts typically were taken over at least a one hour time period between 7:00 and 8:30
- Noted queue lengths at five minute intervals
- In 15 minute increments, observed maximum queue and counted vehicles entering and exiting the drive-through lane
- For full-service operations, also counted vehicles that entered and exited the parking lot.

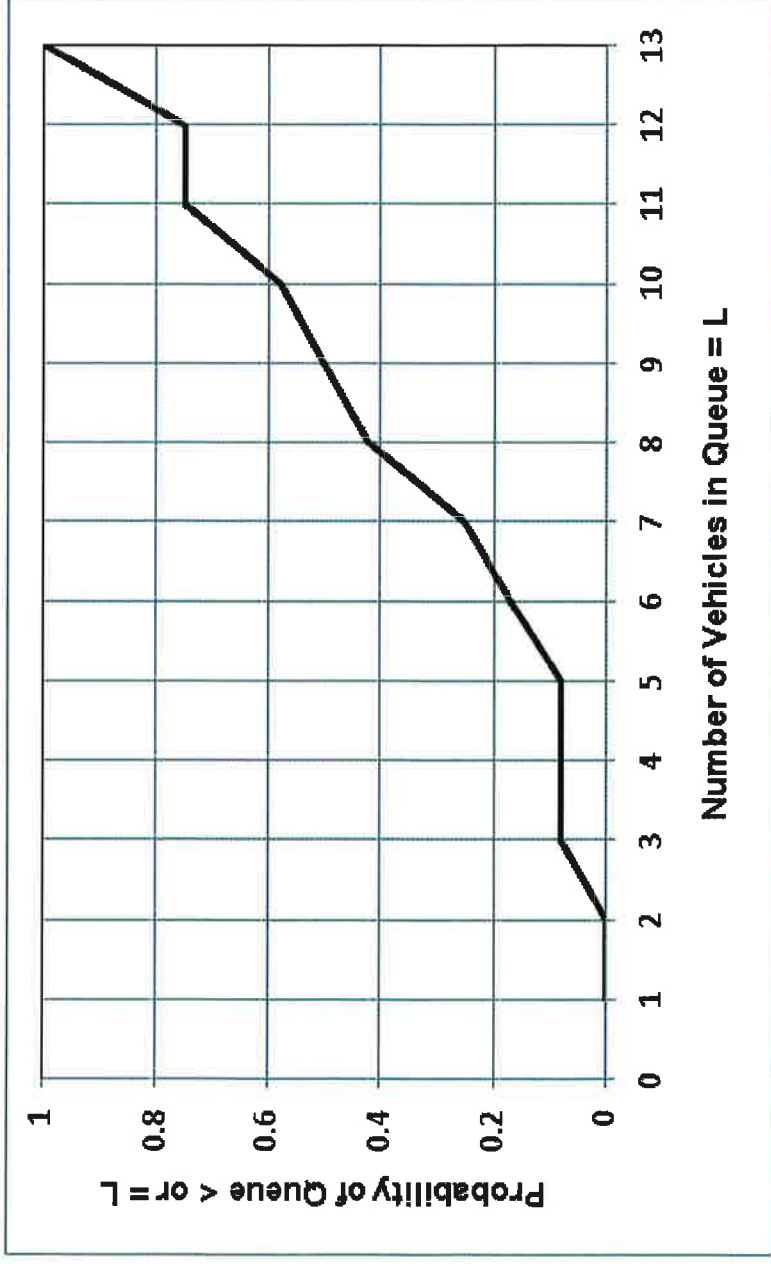
Results

- Maximum queue length was 13 vehicles per lane



Results

- Cumulative queue lengths



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Observations/Recommendations

- Several of the drive-through lanes were under-designed – queues exceeded capacity of lanes
- Drive-through-only operations had lower usage and shorter queues than full-service locations
- Based on data, recommend six vehicle total stack for drive-through-only and eleven car stack for full-service
- Location of menu board affects drive-through lane operation – recommend minimum four car stack between pick-up window and menu board