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Updated Project Narrative

DePaula Mazda

947 Troy Schenectady Road

Major Site Plan

Revised August 6, 2019

Applicant

ASK Realty III
785 Central Avenue
Albany, New York 12206

Project Designer

C.T. Male Associates Engineering, Surveying, Architecture, Landscape Architecture & Geology, D.P.C.
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This supplemental Project Narrative provides information on concept plan modifications since the Planning Board meeting on April 30, 2019.

Traffic

A meeting was held with NYSDOT, CHA, and the Applicant's representatives to discuss site access from NYS Route 7 and Mill Road. Subsequent to the meeting, additional traffic observations were conducted with the following conclusions:

- During a 40± minute period between 5:00 PM and 5:40 PM, there exists substantial stacking of vehicles for the left turn movement from NYS Route 7 onto Mill Road. This is an existing condition unrelated to the proposed development. The low volume traffic generation of the proposed dealership during the PM peak will have a no effect on this existing condition.
- The above condition does support NYSDOT request to have the NYS Route 7 access to be a Right In/Right Out restricted movement.
- Consistent with public comment, intermittent stacking was witnessed on Mill Road during the AM peak period. This occurred when more than one vehicle was waiting to make a left turn at the signalized intersection (off of Mill Road, onto NYS Route 7). When this occurs, insufficient physical space currently exists for vehicles attempting to make a right hand turn onto NYS Route 7 to get to the intersection.
- When unobstructed, ample signal time and the right on red ability reduces all or most of the stacking on Mill Road. The low volume traffic generation of the proposed dealership will have a no effect on this existing condition.

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Greenspace

The current plan shows 56% greenspace. Within this area is a watercourse buffer. There is no impact to the watercourse, wetlands, or flood plain for the project site. If we exclude this buffer area, there remains a 38% greenspace area. Additionally, a required 50' buffer area is shown next to the residential zone. The trees will remain in this area, with a proposal of some strategic infill plantings to provide for growth supplementing the buffer area.

Respectfully submitted,

C.T. MALE ASSOCIATES

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