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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. Contact: Francis G. Palumbo, RLA, Project Manager, Land Services 50 Century Hill Drive Latham, New York 12110 518-786-7658 (Direct Line)

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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- The current site concept plan proposes improvements to Mill Road which increases the stacking capacities for the left/through and right turn lanes. This is accomplished by widening the road edge and Right of Way (ROW) on the DePaula-owned lands. This will allow vehicles to get around other vehicles in the cue to turn left and will greatly reduce the stacking which occurs in the existing condition.
- The proposed widening will also allow for a left turn lane for access into the proposed site, thereby eliminating any blockage of vehicles continuing on Mill Road.

Parking Break Down

There is a total of 201 parking spaces proposed on the site. The Town Code Requirements and the Proposed are shown as follows:

Town Code Requirements:

Motor Vehicle Sales: 1 space per 500 sf
 Employee: 1 space per employee
 Service: 1 space per bay
 27 spaces required
 27 spaces required

Plus spaces required for display and inventory

Proposed:

Motor Vehicle Sales:
Employee:
Service:
20 spaces proposed
32 spaces proposed
Service:
28 spaces proposed

Plus

Display: 57 spacesInventory: 64 spaces

The proposed dealership will have a need for vehicle inventory, as well as parking for customers and vehicle service. The vehicle display areas throughout the site and the vehicle inventory area located in the rear of the site are sufficient to accommodate high volume delivery time periods; these periods meet necessary numbers for average daily and monthly demands. The vehicle displays and inventory vary based on sales for each month. Vehicle displays will have the regular inventory area of 57 spaces (the 12-month average is 43 spaces). The inventory located in the rear will be for the peak months of June, July and August, of which two-month inventory during this would be an average of 126 cars. Therefore, peak of 126 minus the display parking of 57 would necessitate 69 spaces likely needed during peak periods. This rear area will also be used for the occasional vehicle trade-ins, allows for truck maneuvering on-site, and will control truck access by way of the NYS Route 7 access. The parking zones are shown on the Concept Plan.

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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,

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