

09/24/2002 11:16 FAX 5184529234

VOLLMER ASSOCIATES

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- *Handwritten notes:*  
 - *September 10, 2002*  
 - *Summary/Action items*  
 - *Before SWM board meeting*  
 - *4 items out*  
 - *speed bumps*  
 - *turn lanes*  
 - *parking*  
 - *signal*

Mr. Donald F. Cropsey, Jr.  
 Chief Building Inspector & Zoning Administrator  
 Town of Guilderland  
 Route 20, PO Box 339  
 Guilderland, NY 12084-0339

RE: **Stuyvesant Plaza, Executive Park Office and Restaurant**  
 Town of Guilderland, New York

Dear Mr. Cropsey:

Vollmer Associates LLP has reviewed CME's letters dated June 24, 2002 and July 24, 2002 which provide responses to comments regarding traffic and parking for the above noted project. We have also reviewed resubmitted plans and a stormwater management plan submitted by Harshberg and Harshberg. Based upon the information provided, we submit the following comments:

TRAFFIC IMPACT STUDY

1. The comment letter dated June 24, 2002 prepared by CME addresses all of the traffic impact study comments from Vollmer Associates' letter dated June 19, 2002.
2. CME's analysis of the Fuller Road/Stuyvesant Plaza Driveway and the Western Avenue/Stuyvesant Plaza Driveway unsignalized intersections shows that LOS F currently exists for several of the movements at these intersections during the PM peak period. The No-Build and Build analyses show that these movements will continue to operate at LOS F during the PM period. The analyses further show that two of the three movements that are failing are internal to the plaza only and should not impact the mainline traffic along Fuller Road or Western Avenue. The third movement, which is the eastbound left turn movement at the Western Avenue/Stuyvesant Plaza Driveway, has a two-way left turn lane median on Western Avenue at this intersection for storage. By removing the turning movements from the through travel lane, the impact to Western Avenue is minimized.
3. CME's June 24, 2002 letter discusses the existing and forecasted queue lengths for each of the intersections and its effect on the surrounding roadway network. A review of the build traffic volumes (combined office and restaurant) for the Fuller Road/Executive Park Drive intersection shows that approximately 13% of the southbound approach volumes are southbound right turn movements. The LOS summary provided for the Fuller Road/Executive Park Drive intersection shows that although acceptable LOS is obtained, the 95% percentile queue length for the southbound through/right turn movement is 19 to 20 vehicles during the PM period and 11 to 12 vehicles during the AM period. The results of the queucs during the PM period were confirmed based on CME's field study, which also showed that their average queuc ranged from 10 to 14 vehicles for the southbound approach. The queuc generated at this intersection backs up to the existing Providence, Mercer and Elmwood Streets, thereby impeding some of the traffic entering and exiting these side streets. Ten percent of the movements at Providence Street were effected by the queuc. Based upon the above noted information, it is recommended that a southbound right turn lane be constructed to minimize the queues for the southbound approach. This exclusive right turn lane would improve the capacity to the southbound approach as well as the overall LOS to the intersection and enhance safety by removing turning vehicles from the through lane. Since Fuller Road is a County Road however, we further recommend that the applicant provide the information to the County for their review and comment.

PARKING STUDY

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6. The applicant submitted a lighting plan dated July 8, 2002 which shows proposed lighting surrounding the proposed restaurant and only the new parking facility near No. 2 Executive Park. However no lighting is proposed for the parking area where parking spaces will be shared. The applicant should consider lighting the parking area easterly of No. 2 Executive Park since the lot may be used during non-daylight hours.
7. Site plan sheet 2 of 6, easterly of No. 2 Executive Park Drive indicates a light pole to be relocated, however, the plans do not show the light pole's new location.
8. The photometrics shown on the lighting plan are generally acceptable for unattended parking areas and walkways with the exception of the light levels along the northerly side of the proposed new parking area easterly of No. 2 Executive Park Drive. These levels are generally below 1 and would be better at 1 or above. The proposed relocation of existing light poles in this general area could possibly be used to improve the lighting level.

#### STORM DRAINAGE

1. Item 1 through 6 of our June 19, 2002 review comments have been satisfied.
2. The rim elevation of MH #1 must be at an elevation that will assure that the surface discharge to this structure will not flow past the inlet. It appears from the plans that the grade is away from the inlet. The rim of manhole #1 must be in a depression with respect to the surrounding ground.

#### WATER SYSTEM

1. Items 1 through 4 of our June 19, 2002 review comments have been satisfied.
2. The existing water distribution system main in Fuller Road is old asbestos cement main which has been reported to have had numerous breaks in the past. The existing main is reported to be in sand soils. The proposed building demolition, extensive earthwork removal and roadway improvements, using heavy construction equipment, may impose damaging loads on this main. In the sand soil reported to exist, a water main leak or leaks could go unnoticed for a protracted period of time.

This main should be replaced in the area of the proposed improvements. Replacement of this line will be subject to maintaining a ten (10) foot separation from the existing sewer force main, which would place it, in part, under the proposed new sidewalk. It has also been reported that there are fiber optics lines in the Fuller Road corridor.

Once you have reviewed this material should you have any questions or if we can be of further services, please contact our office.

Very truly yours,  
Vollmer Associates, LLP

Thomas J. McGrath, PE  
Project Manager

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1. CME conducted an additional parking study on Tuesday, July 16, 2002, during the lunchtime peak and evening dinner peak periods, to assess the number of available parking spaces within 300 feet of the proposed building, as is required by Town Code.
2. Based on the applicant's estimates of the square footage for the restaurant facilities (i.e. dining area, bar, etc.) the number of parking spaces required is 129. The applicant is proposing to provide 53 on-site spaces and 24 new spaces adjacent to No. 2 Executive Park with the remaining 52 as shared spaces from No. 2 Executive Park.
3. The parking study prepared for this project shows that the number of available shared parking spaces from No. 2 Executive Park ranges from 49 to 56 spaces during the midday (lunch) period and from 69 to 84 spaces during the evening peak period. The total number of available spaces during the 12 pm to 1 pm lunchtime peak period and during the PM peak exceeds the number of spaces required. However, during the 11 am to 12 pm lunchtime peak, only 126 spaces are available which does not meet the minimum required (129) number of spaces. Therefore, we are submitting the following two options for your consideration:
  - a. Issue another variance to the applicant to obtain the additional 3 spaces beyond the Town Zoning Code of 300 feet.
  - b. Approve the restaurant based on a smaller footprint of the dining facilities and bar area. The proposed facility consists of a 1,500 s.f. kitchen, 600 s.f. entry/reception/rest room area, a 400 s.f. bar (standing) area, and a 3,500 s.f. dining area.
    - i. Reduce only the bar area to 300 s.f. or;
    - ii. Retain the above noted s.f. for each of the facilities but reduce the seating arrangement ratio for the dining room area from 0.047 to 0.045.
4. Available parking does exist beyond 300 feet of the project, adjacent to the No. 2 Executive Park which could be utilized by patrons of the restaurant.
4. The applicant prepared a plan showing a 4 foot high berm with tree plantings to buffer the parking area on the southerly side of the proposed restaurant, in lieu of removing 4 to 6 parking spaces. As discussed in item 3 above, the applicant is deficient 3 spaces during a portion of the lunchtime peak. Removing more spaces to buffer the parking will decrease the number of available spaces on-site and further increase the number of required shared spaces to be utilized at No. 2 Executive Park.

#### SITE PLAN

1. The Site Plan comments 1, 2, 6, 7, 9, 10 and 12 from Vollmer Associate's June 19, 2002 letter have been satisfactorily addressed. The remaining comments have not been addressed and are reprinted in this letter as items 2 through 5.
2. The proposed off site parking lot could be moved to the south such that the proposed isle aligns with the existing parking isle on the south side of No. 2 Executive Park. Aligning the isles is standard practice rather than offsetting the isles.
3. No fire lane is designated on any side of the building.
4. The loading dock should be revised as per Town Code. The site plan shows a 28 foot long loading dock. Town Code requires 35 feet.
5. Traffic control measures should be investigated for the Fuller Road/Stuyvesant Plaza Driveway.