

## Ulster County Planning Board



Dennis Doyle, Director

### RECOMMENDATION

Chris Brand, Chairman  
Town of Marlborough Planning Board  
PO Box 305  
Milton, NY 12547

REFERRAL NO: 2018-046  
2018-047  
DATE REVIEWED: 4/04/2018

#### Re: Young's 9W Plymouth, Inc. – Special Permit and Site Plan Review

##### Summary

This a request to approve an as-built modification to an existing car dealership site with respect to a new vehicles storage area. The project is located at the intersection of Milton Turnpike/CR-10 and U.S. Route 9W in the HD zoning district. An application for area variance was reviewed by the Ulster County Planning Board in 2013 and was granted by the Town. A subsequent site plan in 2014 was withdrawn by the applicant.

The following materials were received for review:

- UCPB Referral Form
- Notice of Intent to Serve as Lead Agency
- Existing condition photography
- Town of Marlborough Planning Board Application Materials
- Letter of Intent
- Short EAF Part One
- Technical Review Comments from M,H,&E, DPC dated 3/2/18
- Memo from Brooks & Brooks, PC dated 3/9/18
- Map of Line Revision
- Site Plan

##### Discussion

At the time of the previous referral for an area variance we recommended that upgrades to the site's lighting, landscaping, and stormwater, as well as both vehicular and pedestrian access during the special permit and site plan review processes. While that application was withdrawn, modifications and additions were made to the site without these issues being addressed and should be as part of granting this approval as detailed below.

##### Recommendations

###### Access

The site frontage along Milton Turnpike/County Route 10 lacks a defined, channelized point of access. Pedestrian access is lacking on both frontages of this parcel which is inconsistent with the goals found in the Town's recently adopted Comprehensive Plan and the Route 9W Corridor Study.

###### Required Modification

As a condition of approval, a curbed and channelized access should be required for the site's Milton Turnpike/CR-10 frontage.

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**Required Modification**

As consistent with local plans and studies, sidewalks should be established along the site's Route 9W and Milton Turnpike/CR-10 frontages.

**New York State DOT Right-of-Way**

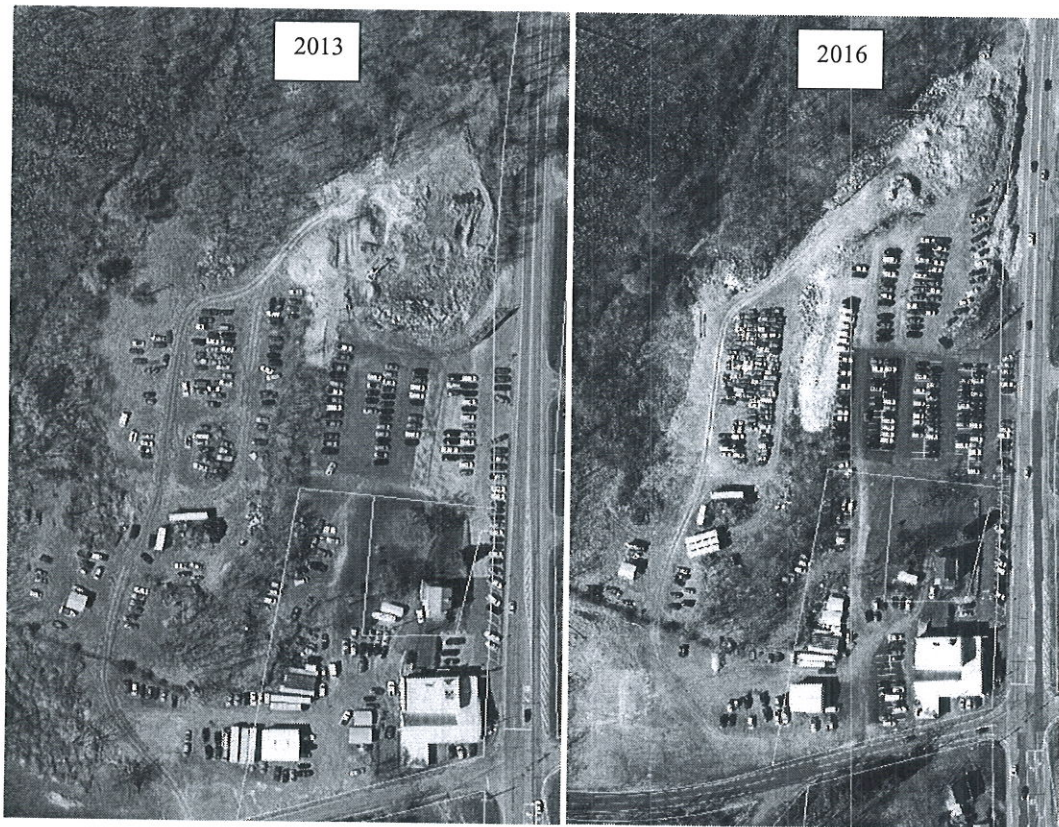
The existing vehicles on display along the site's frontage lie in close proximity to the NYS Right-of-Way and may be encroaching upon it.

**Required Modification**

It is recommended that the applicant be required to verify the location of the State Right-of-Way with respect to their property. Display vehicle locations may need to be moved if an encroachment is occurring.

**Stormwater**

Although the Short EAF indicates that less than an acre of disturbance is occurring as a result of the new parking area, it appears, based on a review of aerial photography from 2013 and 2016 that modifications to the site, including the addition of impervious surfaces at multiple locations on the properties have occurred. Stormwater details are lacking for the entire property. If greater than an acre of disturbance has occurred, the preparation of a SWPPP and Erosion and Sediment control plan may be necessary.



**Required Modification**

At a minimum a stormwater management plan will need to be developed for this property. If greater than an acre of disturbance has occurred, the applicant will need to apply for a Stormwater Permit



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from NYSDEC. Both NYSDOT and Ulster County DPW should receive copies of stormwater management plans and SWPPPs, if necessary, for review.

**Landscaping**

A landscaping plan is lacking from the materials submitted for review. In particular, vehicles are visible from outcropping/overflow storage area by pass-through traffic.

**Required Modification**

A landscaping plan should be provided, per §155-31 (17) Landscaping and Screening. The landscaping plan should note the locations of any and all plantings, as well as a schedule of plantings indicating the types, number, and sizes of all landscaping to be installed on site.

**Lighting**

The existing site lighting does not appear to be full cut-off or LED fixtures. It is unclear whether additional lighting will be proposed for the vehicle storage areas.

**Required Modifications**

We recommend the site be upgraded to be compliant with modern site lighting standards. In particular, all lighting should be should meet the "fully shielded" definition adopted by the International Dark Sky Association (IDSA) or be an approved fixture of IDSA. Lighting levels should be calculated for the plan and levels should not exceed the Illuminating Engineering Society (IES) Outdoor Site/Area Recommended Illuminance Levels (see attached). All luminaires where Metal Halide (MH) or Light Emitting Diode (LED) lamps are not proposed, the applicant should be required to provide reasons why they were not chosen.

Reviewing Officer



Robert A. Leibowitz, AICP  
Principal Planner

# LIGHTING DESIGN/GUIDELINES

Product information is subject to change without notice.

## OUTDOOR SITE/AREA RECOMMENDED ILLUMINANCE LEVELS

Area/Activity	FC	Area/Activity	FC
<b>GENERAL</b>			
<b>Airports</b>			
Hangar apron		Log grading-water or land	5
Terminal building apron	1	Log bins(land)	2
Parking area		Lumber yards	1
Loading area	0.5	<b>Piers</b>	
Building (construction)	2	Freight	20
General construction		Passenger	20
Excavation work	10	Active shipping area surrounds	5
<b>Building Exteriors</b>		<b>Railroad yards</b>	
Entrances		Retarder classification yards	
Active(pedestrian and/or conveyance)	5	Receiving yards	
Inactive(normally locked, infrequently used)	1	Switch points	2
Vital locations or structures	5	Body of yard	1
Building surrounds	1	Hump area(vertical)	20
Building and monuments, floodlighted		Control tower and retarder area(vertical)	10
Bright surroundings		Head end	5
Light surfaces	15	Body	1
Medium light surfaces	20	Pull-out end	2
Medium dark surfaces	30	Dispatch or forwarding yard	1
Dark surfaces	50	Hump and rider classification yard	
Dark surroundings		Receiving yard	
Light surfaces	5	Switch points	2
Medium light surfaces	10	Body of yard	1
Medium dark surfaces	15	Hump area(vertical)	5
Dark surfaces	20	Flat switching yards	
Bulletin and poster boards		Side of cars(vertical)	5
Bright surroundings		Switch points	2
Light surfaces	50	Trailer-on-flatcars	
Dark surfaces	100	Horizontal surface of flatcar	5
Dark surroundings		Hold-down points(vertical)	5
Light surfaces	20	Container-on-flatcars	3
Dark surfaces	50	<b>Service Station(at grade)</b>	
<b>Gardens</b>		Dark surrounding	
General lighting		Approach	1.5
Path, steps, away from house	0.5	Driveway	1.5
Backgrounds-fences, walls	1	Pump island area	20
trees, shrubbery		Building faces(exclusive of glass)	10
Flower beds, rock gardens	2	Service areas	3
Trees, shrubbery when emphasized	5	Landscape highlights	2
Focal points, large	5	<b>Light surrounding</b>	
Focal points, small	10	Approach	3
<b>Loading and unloading</b>		Driveway	5
Platforms	20	Pump island area	30
Freight car interiors	20	Building faces(exclusive of glass)	30
Logging (see also Sawmills)	10	Service areas	7
Yarding		Landscape highlights	5
Log loading and unloading	3	<b>Ship yards</b>	
Log stowing(water)	5	General	5
Active log storage area(land)	0.5	Ways	10
Log booming area(water)-	0.5	Fabrication areas	30
foot traffic		<b>Storage yards</b>	
Active log handling area(water)	1	Active	20
	2	Inactive	1

### Open Parking Facilities

Level of Activity	General Parking and Pedestrian Area		Vehicle Use Area	
	Footcandles (Minimum on Pavement)	Uniformity Ratio (Avg.:Min.)	Footcandles (Average on Pavement)	Uniformity Ratio (Avg.:Min.)
High	0.9	4:1	2	3:1
Medium	0.6	4:1	1	3:1
Low	0.2	4:1	0.5	4:1

### Covered Parking Facilities

Areas	Day Footcandles (Average on Pavement)	Night Footcandles (Average on Pavement)	Uniformity Ratio (Avg.:Min.)
General parking and Pedestrian areas	5	5	4:1
Ramps and corners	10	5	4:1
Entrance areas	50	5	4:1