Ulster County Planning Board

Dennis Doyle, Director

RECOMMENDATION

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

REFERRAL NO: 2021-036
DATE REVIEWED: 2/3/2021

Re: Dollar General – Site Plan Review

The following materials were received for review:

- Referral Form
- Letter Non-Sprinklered Code
- TIS 12-30-2020 - Traffic Analysis
- Full Set
- Lot Line Adjustment Map
- SWPPP
- Emanuel Cauchi Signed 10 8 2020
- HSC MAP 1
- HSC MAP 2
- Exterior Elevations
- Planning Board Application
- Application 10 8 2020
- Building Department Referral Letter
- Site Plan 10 8 2020
- Full Set
- Lead Agency Pat Hines
- letter 2
- Letter
- Lot Line Adjustment Map
- SWPPP
- EAF 10 8 2020 EAF
- Ethics Code Letter of Agent Signed
- PB Letter 10 8 2020
- PB Letter
- Response Submittal Letter 01-07-2021

Recommendations

Access Management

Shared Driveway

The Town's Route 9W Corridor Access Management Plan contains specific long-term recommendations for this location including recommending that access to the site and the site immediately to the south should instead be accessed via a side street, in this case the eastern portion of Mahoney Road. At a minimum, considering the goal here is to minimize turning movements onto the Route 9W corridor, a single combined access for both properties should be considered to reduce the number of turning movements on the corridor. The southern property is currently paved to original parcel boundary. Coordination between the two property owners to define a single point of access would be more aligned with the Town's long-term plans than what is currently being proposed.

Required Modification

A shared driveway location to serve both properties should be reviewed as an alternative as this location. Approval of the original curb cut design, as well as any shared-access curb cut design, would require final approval from NYSDOT.

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Left-hand Turn Lane

Maser Consulting's traffic analysis, from 12/30/20 indicated "Note that this section of U.S. Route 9W does not currently have turning lanes at the various existing commercial and industrial driveways along this section of roadway. However, based on the heavy through traffic volumes along the corridor and the anticipated left turn volume at the driveway, this would satisfy NYSDOT guidelines for the provision of a left turn lane."

Required Modification

The UCPB concurs and recommends that a left-hand ingress lane be provided for the site to avoid use of the existing shoulder for through movements as means of getting around vehicles queueing to make the left into the site.

Health Department - Required Modification

Final approval of the proposed sub-surface sanitary sewer system by the Ulster County Health Department is required.

Lighting

The applicant has proposed an average foot-candle level of 3.56 for the parking area. This is higher than the recommended ISA and International Dark Sky Association standards.

Required Modifications

Lighting levels should not exceed the Illuminating Engineering Society (IES) Outdoor Site/ International Dark-Sky Association (IDSA) Area Recommended Illuminance Levels (see attached).

Signage

Signage details will need to be provided for review. All signage will need to conform to the standards of the Town's zoning statute without need for variance. Signage should also conform to the Town's long-term design goals for the corridor.

Design Guideline Conformance

The Town of Marlborough has been actively involved in the development of new design aesthetics for the Route 9W corridor.

Required Modification

The applicant should provide an analysis of how the proposed site architecture and layout meet the long-term goals of the community as demonstrated in the Town's "Route 9W corridor Building and Site Design Guidelines for New Commercial Construction and Rehabilitation of Existing Buildings."

Reviewing Officer

Robert A. Leibowitz, AICP
Principal Planner

Cc: Cindy Lanzetta – UCPB
Dave Corrigan – NYSDOT
Tim Rose - UCDOH

Recommended Lighting Levels for Exterior Lighting

The Illuminating Engineering Society of North America (IESNA, or IES) gives in current IES publications quite a number of recommended illumination levels for outdoor lighting. We summarize some of these recommendations below, and in some cases the original tables have been simplified. Some of these illumination levels are currently under discussion by IES technical committees. It is important to note that these values are recommendations, not standards. Standards are set at the federal, state, county, or community level. The IES does not set standards, though IES recommendations are often used by those who set standards.

In fact, recommended illuminance levels are to some degree arbitrary. On p. 93 of the 1993 edition of the **IESNA Lighting Handbook**, it states that

> *It remains to be determined whether the added accuracy in predicting visual performance will be utilized in the illuminance selection procedure. A model of visual performance, no matter how accurate, is only part of illuminance selection. The cost of equipment and energy will always be an important part of the Society's decision. If electric energy prices were to double, recommended illuminance levels would certainly become lower. Further, there are other, perhaps more important, lighting design factors that the practicing illuminating engineer must consider in setting illuminance levels.*

In all outdoor lighting applications, many factors come into play and should be considered: minimizing glare, mounting height and spacing, lighting system depreciation and life-cycle cost, conflict areas (such as between vehicles or between vehicles and pedestrians), access control and vandalism prevention, as well as the mix of commercial, industrial, and residential properties near the area to be illuminated. For example, in the presence of glare, one needs more illumination to try to overcome the adverse impact of the glare; without glare, lower illumination levels are possible, with an actual improvement in visibility. The key is that all outdoor lighting should be carefully done, with consideration given to all the relevant factors.

We give below a summary of the lighting illuminance levels in footcandles, as that is the most common unit used in the United States. However, lux is the preferred international unit, and the IES does officially recommend its use in the United States. A level of ten lux is about one footcandle (10.76 lx = 1 fc, exactly).

Roadway Lighting

	Average Maintained Illuminance (fc)	Uniformity (Avg/Min)
Freeway Class A	0.6 - 0.8	3/1
Freeway Class B	0.4 - 0.6	3/1
Expressway	0.6 - 1.3	3/1
Major road	0.6 - 1.6	3/1
Collector road	0.4 - 1.1	4/1
Local road	0.3 - 0.8	6/1

Parking Lots

Level of Activity:	Horizontal Illuminance (Footcandles) Avg	Min	Uniformity Ratio
High	3.6	0.9	4/1
Major League Athletic Events Major Cultural or Civic Events Regional Shopping Centers Fast Food Facilities			
Medium			
Community Shopping Centers	2.4	0.6	4/1

Cultural, Civic, or Recreational Events Office Parking Airports, Commuter Lots, etc. Residential Complex Parking Hospital Parking			
Low	0.8	0.2	4/1
Neighborhood Shopping Industrial Employee Parking Educational Facilities			
Churches			

IES also states that the "Low" values are appropriate wherever there is a requirement to maintain security at any time in areas where there is a low level of nighttime activity.

Recommendations for other outdoor lighting levels (footcandles)

Building exteriors	
Entrances	
Active (pedestrian and/or conveyance)	5
Inactive (normally locked, infrequently used)	1
Vital locations or structures	5
Building surrounds	1

Floodlit Buildings and Monuments	Dark surroundings	Bright surroundings
Light surfaces	5	15
Medium light surfaces	10	20
Medium dark surfaces	15	30
Dark surfaces	20	50
Loading and Unloading Platforms	20	
Service Stations		
Approach	1.5	3
Driveway	1.5	5
Pump Island	20	30
Service Areas	3	7
Storage Yards		
Active	20	
Inactive	1	

Retail Outdoor Lighting

		Illumination Level of Surrounding Area		
		High	Medium	Low
Seasonal	Circulation	10	7	5
	Marketing area	30	20	10
	Feature display	60	40	20
Auto Lots				
Circulation		10	7	5
Merchandise		50	30	20
Feature display		75	50	35

IES states that the illuminance in exterior retail selling areas should not exceed 10 times that of the surrounding area. Measurements should be referenced from the roadway.