

February 9, 2022

Dear Chris Brand, Chairman Planning Board:

I offer these notes in writing rather than wait until the next meeting to allow the Applicant and the Planning Board more time to consider them.

Background Pedestrian and Parking

As the public is concerned about pedestrian travel along Brewster Street I offer the above information.

Brewster Street is 0.12 miles long 18 feet wide with 3 foot shoulder.

Source(https://www.dot.ny.gov/divisions/engineering/technical-services/hds-respository/NYSDOT_2021_LHI_Local_Roads_and_Streets_Ulster_County.pdf). I question the whether there is three feet of shoulder along most of the road although it does appear to be at least 18 feet. The street is one one-way lane southbound and posted no parking permitted on the east side of the street. Functionally it could be considered as an 8 foot parking lane and 10 foot travel way.

The street is posted for 30 miles per hour the minimum allowed without a very rare New York State legislative approval.

The Local Waterfront Revitalization Program LWRP Comprehensive Plan (<https://www.townofmarlboroughny.org/DocumentCenter/View/3087/Final-Local-Waterfront-Revitalization-Program-Comprehensive-Plan--Draft-Generic-Environmental-Impact-Statement>) does not identify Brewster Street in its recommended list of roads for sidewalks but does note concern over the overall patchwork of pedestrian facilities in the hamlets (page 40 and 41). The Plan does recommend on page 51 the need to improve pedestrian accommodations in the Hamlets. There is no existing pedestrian nor parking plan or study for the Milton Hamlet. Even the definition of the Milton Parking District should be revised. This project is in the Hamlet Center as indicated on the LWRP map (Page 12 of the).

Parking concerns were noted on page 99 November 2017 Comprehensive Plan:

In order to advance the policy of concentrating development and redevelopment in or adjacent to traditional waterfront centers in the hamlet areas, parking availability rises as an important concern of citizens and business owners in the town in order to support the revitalization of these areas.

Potential Pedestrian Improvement

I had noted at the Public Hearing that the existing driveway shown on the plans running into the proposed 12 Brewster Street parking lot and new connection to the adjacent parking lot. Rather

than totally remove that driveway, the driveway offers a possible opportunity to be narrowed and converted into a pedestrian way. Whether that pedestrian way could extend to Main Street or just be to the rear parking lot of the kitchen and Laundromat needs to be examined. An occasional pedestrian visiting multiple sites in addition to 39 Main Street might cut through from Main Street. Removing only part of the driveway maybe less of a capital cost than total removal.

Environmental Access Form (EAF)

The EAF (8-23-2021) item 2 indicted the action required a permit, approval or funding from any other government agency. It did not indicate the agencies.

The agencies appear to be so far Planning Board for site plan and special use approval, the ZBA for variances, the Town Board for changes to Main Street, the County for an access permit for 39 Main Street. Have we gotten a sign off from the Highway Department on the new driveway on Brewster Street 130-12 C? One of the major concerns of driveways that are close to each other are left turning vehicles into one blocking left turning vehicles out of the other, however this being a one-way street and the driveways in question are right turn in and right out only Left turns are not an issue. Since vehicles could be accesses the parking from Main Street, it would be prudent to have signing at the exit to indicate Brewster Street is one-way and/or design the driveway access for right turn in and right turn out. Discouraging illegal left turns out of the 12 Brewster Street parking lot driveway would be consistent with helping to ensure pedestrian and vehicular safety.

As 12 Brewster Street is a part of this application we should require the EAF to be run for that parcel also to insure it is not impacting a historic site, 100 year flood plain, or other critical area... While it is unlikely to be the case in this situation, the Planning Board may not have authority to waive this.

Number of Residential Parking Spaces Proposed Exceeds the Reality Check

Regarding vehicle ownership by renters, Table 1 shows in Marlborough data indicating 1.48 vehicles per renter occupied unit. For renters single bedroom units represent 37% of units, the largest of any category, slightly above 2 bedroom. One bedroom owner occupied represent less than 2 percent of the owner occupied housing (US Census Bureau, American Community Survey, 5 year 2018, Table B25022). Considering the units are on the smaller end of the bedroom numbers, the zoning of 1.5 spaces per units should be adequate. It should be noted that rental management have considerably more latitude in restricting parking of tenants and removing tenants that do not follow rules such as having too many vehicles on-site, than owner occupied associations enforce. Rental management would certainly have the ability to require larger than standard vehicles of residents to park in the four suggested 10 by 20 foot spaces at 12 Brewster Street.

| Table 1 Vehicle Ownership for Renters In Marlborough New York | | |
|--|------------------------|---------------------------|
| Vehicles Available | Renter Occupied | Number of Vehicles |
| 0 | 134 | 0 |
| 1 | 469 | 469 |
| 2 | 465 | 930 |
| 3 | 79 | 237 |
| 4 | 25 | 100 |
| 5 or more | 0 | 0 |
| Total | 1,172 | 1,736 |

US Census Bureau, American Community Survey, 5 year 2018, Table B25044.

Parking Space Size

We need to be careful about parking space size. While smaller spaces are less costly to build and more environmentally sensitive, the ASSHTO design passenger vehicle is 7 feet by 19 feet (American Association of State Highway and Transportation Officials, *A Policy on Geometric Design of Highways and Streets*, 2018, Table 2-4a). An 18 foot parking space may not be reasonable for many vehicles where there is no potential of bumper overhang beyond the space and/or there are narrow aisles. The aisle width has not been shown at 12 Brewster Street parking lot nor have the space sizes been shown.

The parking space size is shown on the kitchen and laundromat lot although that was noted as not being a part of the application. A further concern is the kitchen and laundromat parking lot shown does not match aerial photos and would have required a variance. If there is a variance on file that would be an additional indication that this application should receive one.

Although the code allows 200 square foot spaces, the Planning Board should be careful about allowing 200 square foot spaces that are overly short and wide. Hopefully future code changes will address these issues of total size and dimensions as well as examine allowing a limited number of compact spaces that will be appropriated identified.

Landscaping Needs

I had suggested landscaping for the parking lot to deter pedestrians walking down the residents driveway to the parking lot. The grade separation does not appear to be sufficient to deter this however landscaping of the 12 Brewster Street parking lot appears to be required for a different purpose under:

Section 155-31 G 17 (f)

Parking facilities shall be landscaped and screened from public view. To promote this purpose the Planning Board shall consider the standards set forth in the Town of Marlborough Design guidelines, as they may be adapted.

Furthermore under 155-12.1 D

Special use, Mixed uses shall be considered a special use and subject to Planning Board approval.

Under the general condition for special permits the Planning Board may approve a special permit if it finds all conditions and standards are met which includes 155-32 E (3)

Landscaping and screening. All Parking and service areas shall be reasonably screened from the view of adjacent credential lots and street, and general landscaping of the area shall be in character.

The overhang of a vehicle in a smaller space, the need for landscaping, and the proximity of the nearest space to the residence at 12 Brewster Street in conjunction with the creation of an extra space by moving a second accessible spot together suggest the parking space nearest the residence at Brewster Street should be removed leaving two spaces not three there. This is also consistent with the concept to reduce the variance by creating four 10 x 20 foot parking spaces.

Accessible Parking

As the need for accessible spaces in the Hamlet area was noted by the public, the proposal to move a second accessible space as another of the five on-street will help to meet that need. It also creates an additional parking space behind 39 Main Street. The accessible ramp behind 39 Main Street should be located at the accessible loading area and not where the vehicle will be parking to avoid a vehicle blocking the ramp use.

Respectfully submitted,

James Garofalo, Planning Board Member