

September 2, 2020

Chris Gerver, Chairman
Village of Woodbury Planning Board
P.O. Box 546
Central Valley, NY 10917

**RE: Planning Review
The Shops at Woodbury, LLC – Mixed-Use Development**

Dear Chairman Gerver and Planning Board:

The following comments and questions are provided by Maser Consulting. Note that many of the signing and related concerns have already been identified in the H2M letter to you dated August 14, 2020. However, the following are some of the more critical areas.

Comment 1:

In considering the code section 310-42.E.3 relative to the access road to the site, it should be noted that exiting the site is fed by single lane approaches that widen on the exit driveway to two lanes eastbound toward Route 17 (Averill Avenue). The two 10-foot lanes are provided to maximize stacking area, however, some minor restriping at the west end of the driveway would allow the entrance lane width to be increased slightly at the internal intersection. Also, on the southern side of the sidewalk it appears that approximately an additional foot of width could be obtained to increase the pavement width in that section. This would provide some additional pavement width for the entry lanes. With the striping modifications and slight widening on the south side, this configuration appears to operate satisfactorily from a traffic flow standpoint. The 10-foot right turn lane is reasonable for a turn lane on the entry drive. Additionally, it should be noted that there are no parking areas directly off of this portion of the access road which appears to be the main purpose of the two 12.5 lanes (25' drive aisle).

Response to Comment 1: *The west end of the driveway has been modified to provide minimum 12.5-foot wide lanes.*

Comment 2:

In the vicinity of Building 1, the dual drive-up windows creates complications for pick-ups and it may be better to only have the single order board and widen the width of the entrance to the area by shifting the curb line and dumpster enclosure further to the west. This would allow the ability to create a by-pass lane, which was suggested in previous comments. The Applicant would still have to review the queues, but the single lane would remove the conflict point when proceeding to the pick-up window. If the Applicant requires the two order windows, they would have to submit an alternate plan.

Response to Comment 2: An alternate Plan has been submitted with two order boards and a by-pass lane, similar to the McDonalds restaurant on Rt 17M in Chester.

Comment 3:

In between Building 2 and Building 8, a stop bar should be added to control traffic flow. Where the travel lane and the drive-thru lanes merge, it is recommended that the outside lane be stop controlled since from that position, a drive can view a vehicle leaving the drive-thru whereas a drive-thru driver would be able to see the oncoming vehicle (see the attached).

Response to Comment 3: The curbs have been modified to better direct traffic and a STOP line and sign added to require both lane to stop before reaching the crosswalk. While the stop line could be positioned on the outside lane, we believe that the proposed location provides better all-around protection.

Comment 4:

In the vicinity of the hotel building, clearly defined crosswalks should be provided between the parking area and the main entrance.

Response to Comment 4: Clearly defined crosswalks have been added between the hotel entrance and the parking area.

Comment 5:

The configuration in the vicinity of the Building 3 drive-thru should include additional signing and striping, including "One-Way" and "Do Not Enter" signs, should be added in this vicinity to ensure that it is only used for exiting traffic. A stop bar should be added to the exit approach of both the drive-thru and the by-pass lane. By stopping the by-pass lane traffic people will be provided an ability to exit from the pick-up window.

Response to Comment 5: Additional signing and striping have been added in the vicinity of Building 3 to better control vehicular traffic.

Comment 6:

The drive aisle on the south side of Building 5 should be controlled by a "Stop" sign to ensure that all entering traffic from the main roadway is provided the right-of-way at that intersection.

Response to Comment 6: A stop sign has been added to the drive aisle on the south side of Building 5.

Sincerely,

KIMLEY-HORN of New York, P.C.



Kevin Van Hise, PLA