



VIA EMAIL

October 10, 2022

Mr. C. Howard Post, Chairperson
Town of Saugerties Planning Board
4 High Street
Saugerties, NY 12477

Re: Proposed Terramor Glamping Project

Dear Mr. Post,

By way of introduction, my name is Stephan A. Maffia, and I am a licensed professional engineer in New York State (License 60867). I specialize in transportation engineering with an emphasis on traffic, access and parking analyses for new and existing developments of all types and sizes. I have over 35 years of relevant experience in this field and have conducted numerous such studies in many villages, towns and cities in the region – including Ulster, Orange and Sullivan Counties. In the early 1990s, I served as the Poughkeepsie Town Engineer, providing engineering support for the Town Board, the Planning Board, the Zoning Board and many other Town departments. In addition to the impact studies for developments, I also have conducted peer reviews of other engineering studies, representing local municipalities, community organizations and residents and nearby property owners.

I am writing this letter on behalf of Richard Buck and the many concerned Town residents and property owners near the site of the proposed project as well as other residents who travel on the roads adjacent to that property. Those roads include NY State Route 212 and Glasco Turnpike (CR-32).

As you consider your decision on the requests made by Terramor for a mixed use development that features glamping sites, a lodge, an event pavilion, a pool and employee housing, please consider potential significant adverse impacts that to date have not been sufficiently studied.

I respectfully submit the following comments regarding impacts on traffic, access and safety regarding the incomplete and inadequate studies submitted by the applicant:

1. Scoping and the Environmental Review Process: To my knowledge, there is yet to be a formal Scoping of the proposed project under the SEQRA process that would allow for a hard look into potential traffic impacts – among other environmental issues. Without a Scope, the applicant's studies will be limited to only one external intersection in addition to the proposed site access on Route 212. A more comprehensive analysis of the potential traffic, access and safety conditions should be completed by the applicant before an informed decision by the Planning Board can

be made. Other key roadways and intersections – such as Route 212 and Route 375, the Village Green in Woodstock, Plochmann Lane and West Saugerties Lane should be considered for analysis.

Furthermore, in evaluating future traffic conditions, the applicant should have included traffic from other specific area developments in the overall impact analysis. One other significant development is the Winston Farm project on Route 212 to the east of the Terramor site.

2. **Traffic Counts:** Traffic volume information was collected by the applicant on February 10, 2022. February traffic volumes are generally considered lower than the average monthly traffic, e.g., the traffic levels during April, May, September and October. Those four months are considered to be closer to the average condition. The applicant adjusted the February counts to reflect the annual average month's traffic, by increasing their counts by 20%. However, adjusting to the average month may underestimate actual traffic conditions during the likely higher summertime months of July and August. The Catskill Region in general and Saugerties/Woodstock in particular are known to attract higher levels of traffic during the summer. Also, weather records indicate that there were “ice and fog” conditions in Saugerties on the morning on February 10th. The applicant should address these issues and update their base traffic volumes with new summertime traffic counts.
3. **Travel Speeds:** The applicant should provide more information regarding the method used (radar gun) to obtain travel speeds along Route 212 at the site frontage/access. Actual positioning of the radar gun relative to the moving target and any adjustments needed should be explained. Also, the time and date of the survey – 3:30 PM on February 13, 2022 – was a Sunday. The applicant should explain how a Sunday afternoon in February may qualify as an example of typical travel speeds on Route 212 near the project site. Furthermore, additional data from other sources – such as the State DOT, regarding Route 212 volumes, vehicle classifications and speed should be referenced.
4. **Trip Generation:** The applicant uses the Institute of Transportation Engineers (ITE) *Trip Generation* as their only source in estimating peak hour traffic. However, the ITE land use chosen by the applicant was “Campground/Recreational Vehicle Park” for 85 campsites (75 sites plus an arbitrary additional 10 sites to account for employees). The ITE source includes the following description:

A campground/recreational vehicle park is a recreational site that accommodates campers, trailers, tents, and recreational vehicles on a transient basis.

In my opinion, the ITE Campground data is not applicable for the proposed use – a “glamping” development. A KOA website describes glamping as:

“...glamorous camping ... a mainstay of outdoor recreation over the past decade. If your essentials list contains things such as a real mattress, running water or an actual toilet, you can

still find numerous options that bridge the gap between traditional camping and the comforts of home. Here are just a few examples of such opportunities:

Camping Cabins: These offer a roof over your head, four walls and a bed to sleep in. No need to worry about packing a tent or an air mattress. ...”

The list of examples continues and includes Deluxe Cabins, Tree Houses and Safari Tents. Unlike traditional campgrounds where campers bring their own tents or campers, glamping facilities are essentially a roof and four walls with electricity and plumbing – otherwise known as a hotel or motel room.

The applicant should address this difference and provide alternative trip generation information from ITE and from other existing glamping sites throughout the local and regional area. For example, there is a new glamping site in Saugerties on Route 212 known as Auto Camp. Also, Terramor has an existing site in Bar Harbor, Maine. These, and other existing sites should be surveyed to develop a more accurate estimate for the Terramor/Saugerties site. Also, the on-site employee issue should be explained as to their numbers and shifts and whether some or all of the employees will be housed on-site, or if they will be commuting on a daily basis.

Moreover, the applicant should discuss traffic impacts related to other proposed features and special events held on-site. I have the following questions in that regard:

- a. What level of additional traffic can be expected from the lodge/pavilion buildings if some or all of the invitees are not also staying at the facility?
- b. If there is a policy that limits event guests to only glamping guests, how can that policy be enforced?
- c. How often will there be larger events that maximize available accommodations and generate additional external traffic associated with overflow guests, truck deliveries and extra employees?
- d. Will the lodge’s food services be considered a restaurant open to the public, and if so, what would be the expected trip generation?
- e. Will all employees reside on-site, or will some commute to the site on a daily basis?

These questions should be addressed by the applicant so that a comprehensive, hard-look at traffic, access and safety issues can be provided, and the appropriate mitigating improvements identified.

5. Detailed Level of Service (LOS) Analyses: The applicant should revise all traffic numbers for other development traffic, background growth (i.e., unspecified area development) glamping site trip estimates and distributions to account for the potentially higher traffic generation as noted in Item 4, above, and re-run the Level of Service and left-turn lane analyses.

6. **Crash History:** The applicant’s three-year crash history included the time from January 2020 through October 2021 – a period of time when travel patterns were significantly altered by the Covid pandemic. The applicant should explain this condition and how it may affect their analysis of Route 212 safety. In my opinion, there is a definite existing safety issue at the Route 212/Glasco Turnpike intersection. This is based on the applicant’s finding that the crash history at this intersection is five-and-a-half times higher than the statewide average at similar intersections. The applicant suggests clearing roadside vegetation and speed reduction as possibly providing some improvement but fails to identify how those improvements would be implemented and who would be responsible for any design and construction funding. Will the applicant be responsible for these improvements, or will there be a “fair share” arrangement with other stakeholders, like the State, the County, the Town and other local developments? The applicant should explore these issues and extend their evaluation to include other possible traffic and safety improvements.

7. **Access and Sight Distance:** For the Route 212/Glasco Turnpike intersection and the site’s own driveway to Route 212, the applicant must explain the mechanism to be used in ensuring that any vegetation that is trimmed to provide adequate sight distance is, first, within their control and , second, can be maintained consistently over time. There is no certainty that the any affected property owners (including the New York State Department of Transportation (DOT) who has jurisdiction over Route 212 will cooperate in allowing clearing and/or trimming of vegetation on their property. The suggestion to reduce the speed limit is a recommendation that must be reviewed and approved by the State DOT, and there is no guarantee that the State would do so.

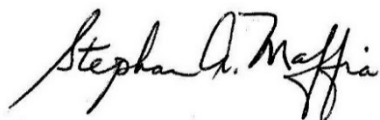
Also, sight distances for vehicles turning left into the site from Route 212 against oncoming traffic should have been included in the analysis.

8. **Parking:** Given the more realistic operation of the site as a hotel/motel, parking requirements should be reviewed and revised as needed.

9. **Mitigation:** Measures identified to mitigate project impacts should be revised based on any changes in the analyses noted above, or limitations due to the applicant’s inability to implement those improvements.

Please let me know if you have any questions. Thank you.

Sincerely,



Stephan A. Maffia, P.E.