Project Description

Storage Squad Development

1401 Dryden Road

Freeville New York

The proposed project is located on a 5.56 acre parcel at 1401 Dryden Road in Freeville NY 13068. The project consists of 9 buildings for a total of 79,600 square feet of office, corridor, and enclosed storage space. The construction will take place in two development phases with the first being 5 buildings and 44,600 square feet and the second being 4 buildings and 35,000 square feet. Phase 1 will have four hundred (400) individual storage units and phase 2 will have three hundred and fifteen (315) individual storage units.

The property currently has a combination of cleared lawn, underbrush, and unmaintained grounds as well as a 2 story home (2,500 sq ft) constructed in 1860.

# Key Aesthetic Features

The proposed development will be in keeping with the character of the neighborhood and will have many aesthetically beneficial features which will go above and beyond that of other storage facilities in the neighborhood. These features include paved drives, partial split block walls, well maintained lawns, and a 150 square foot landscaping area near the entrance. Alpine Currant Shrubbery will be placed in a Red Hardwood Mulch landscaped area between the parking area and the entry drive. The landscaped area will be about 130 square feet.

# Key Security Features

The proposed development will include a 600 square foot office with a full time manager during normal business hours (8a-6pm Monday-Saturday). It will also have a fully fenced perimeter with a key entry automatic gate for after hour access by our tenants as well as security cameras throughout the site. Our management will walk and inspect the premises at least twice each day.

The proposed development should not require any additional police and fire protection services. The development will have adequate site security based on the fact that security fencing with a key entry gate will surround the entire site and security cameras are being installed. We will have record at all times of who enters in and out of the facility after hours based on unique entry codes for each tenant. A list of prohibited items, including hazardous or dangerous materials, will be distributed to each tenant and posted on site.

# Photometric Plan and Lighting

All lighting on site will be in accordance with Article IX Section 910 of the Town Zoning Law. All exterior lighting in connection with all structures and signs will be directed away from roadways and nearby properties and will not cause any glare greater than .5 footcandles on any neighboring properties or roadways. All fixtures will be designed to shield the light source and direct the light downwards, away from the night sky.

LED lighting will be utilized throughout the site and just enough light will be used to produce a comfortable and safe atmosphere for our tenants and all lighting will be appropriate to a rural setting. Our plan will not produce uneven lighting or strong contrasts between lit and unlit portions of the site. All canopy lighting will be fully recessed.

Within our facility we will utilize motion sensor lighting inside all climate controlled storage areas and wherever possible on site. We will do a photometric plan in the near future and can supply upon request.

# Traffic, Access, and Parking

The traffic impacts of the proposed project on the current neighborhood will be minimal. The national factor for traffic generation for self storage is 6.82 vehicles per day per one hundred (100) units rented. Our facility will have a total of seven hundred and fifteen (715) units for rent. At a peak occupancy of 90% during summer months our facility will generate forty four (44) trips per day. At 100% capacity our facility will generate forty nine (49) trips per day. This is significantly less traffic than retail or office uses and will not put any strain on current infrastructure or make any noticeable difference in traffic on Dryden Road, which sees 18,000 cars per day according to 2010 data provided by the Dryden Town Website. Given the traffic characteristics of the surrounding roadway network the impact of the facility will be negligible.

Access to and from the site is via a single curb cut onto Dryden Road, which is existing. The site has been designed to allow for adequate travel lanes, 25 and 30 feet in width, which will promote safe site circulation to and from the loading areas.

Under the current proposal there are four (4) parking spots in front of the office as well as ample parking area around the perimeter of each building with room for circulating traffic to pass safely by a parked vehicle. Based on our experience and observations at similar facilities this exceeds the demand for parking on site.

The proposed project will have 600 square feet of office space and 79,300 square feet of storage area. For a warehousing operation, the Town Ordinance calls for one parking space per every 250 square feet of office space and 2,000 square feet of office space. On this project this would mean 43 parking spaces.

Almost all daily visitors to our facility will not park in a designated parking spot but will park in driveways near their rented storage unit. All payments and customer service will be taken online and with auto-pay, so the need to visit our office is very small.

Between and around the storage buildings, where customers will park while visiting their units, there is enough room for one hundred and twelve (112) twenty (20) foot long and 8 feet wide parking spaces (with customers parking on one side of each building and on both ends). This still leaves enough space for large trucks to safely drive around the perimeter of each building.

For these reasons the 4 parking spaces near the office will more than adequately cover the demand.

Our source for accurate traffic estimates come from an article titled “Self Storage Standards and the Modern Community”. It was written by Michael Strausser, President of Economic Consulting Associates, and funded by the Self Storage Association.

# Drainage and Impervious Cover

The impervious cover on the site will increase from approximately 2000-3000 square feet to approximately 129,000 square feet under the proposed development. Under this site plan we preserve as much green space as possible on the site, including approximately 45 feet of front yard and over 50 feet of undisturbed area on the east edge of the property.

Wayne Matteson is the licensed civil engineer on this project and will employ the TR-55 method when designing a stormwater and drainage plan, which is the commonly known name for the USDA Natural Resources Conservation Service Technical Release 55 - Urban Hydrology for Small Watersheds. The retention and water treatment on the site will occur along the northern edge just east of building #1 and will adequately meet all state and local standards. If necessary, this stormwater area will be expanded in length or another area may be added north of building #1.