

Dollar General Fresh Distribution Center Written Statement:

The proposed development is for a new cold storage distribution center within the Florida Business Park. The site is currently part of a larger parcel of land totaling 54.4 acres that will be subdivided and replatted. The existing parcel is located east of Fort Hunter Road and north of Interstate 90 along NYS Highway 5S in the Town of Florida. The development is proposed on approximately 21.5 acres located along the 2000 block of NYS Hwy 5S. The land is zoned Industrial with Industrial uses to both the south and west of the property. The land to the east is being used as residential. The leftover land to the north is undeveloped with a good portion of this identified as an archaeologically sensitive area.

The site is currently an undeveloped former agricultural field and is served by a paved access road to be platted as right of way. The site is served by the necessary utilities, including watermain and sanitary sewer infrastructure. There is an existing delineated wetland that traverses the center of the site from the south to the north. This half-acre wetland is fed from a 24-inch culvert and a ditch along Highway 5S. The development will require removal of the narrow ditch portion of the wetland for placement of the building. The site planning has sited the stormwater management and program in such a way as to maintain the larger bulb shape of the wetland that amounts to about half of the original wetland size.

The site development includes a 167,500 sf cold storage warehouse that would include administration and dispatch offices. Beyond the principal building, the distribution center will have accessory uses that include a fuel island, guardhouse, and pumphouse with water tank reservoir. The site components include tractor parking, trailer parking, and employee parking, as well as truck scale. The warehouse has 28 dock positions with two of those positions being occupied by compactors. Trash and recycling are handled within the facility and will not be stored on the site. At the northwest corner of the dock wall will be a drive-in wash bay for trailers.

The site is configured so that the docks are located on the north side of the building to utilize the natural topography of the site. The site slopes from the southeast corner to the northwest with a grade differential of almost 75 feet. The stormwater management facilities are all located on the north side of the site to utilize the grade differential as best as possible. The docks for the building are 50-inches below the finished floor elevation (FFE) and so the south and east sides of the building are at a higher elevation to ease the grading transition. As a result, it was difficult to create flat surface features such as vegetated swales to treat the water before routing to the pond. The topography and shape of the property allowed space at the east side of the parcel to berm excess material that will provide a nice buffer between the new warehouse and the existing residential land use.

Truck traffic will enter the facility from the northwestern corner of the property along the local street through a 24-hour, 7-days per week staffed guardhouse. The truck entrance into the site has been designed at a skew to ease truck movements into and out of the site as the site area to the north is an

archaeologically sensitive area that will not be developed. A second entry and exit into the site has been provide at the southwest corner of the site for employee access, as well as parking for tractors and fire access. There is a second gate along the south side of the building to allow fire truck movements around the facility. This drive will be gated and equipped with a knox box.

The site is surrounded by an 8-foot chainlink security fence. Access to the site will be with key cards or entry through the guardhouse. Employees will enter through a separate driveway along the local street into the employee parking lot accessed through an arm gate. Employees will enter the secure side of the facility through a turnstile with the use of a key card. The site and building layout has separated the employee parking and entrance from the truck and trailer area and as a result pedestrians do not need to cross the path of the trucks to enter the building. Visitor, management, and accessible parking stalls are also located within the employee lot. The parking lot will have lighting poles similar in nature to the original development across the street. The light pole locations and information on the pole bases and lighting fixture can be reviewed on the Site Plan, Sheet C-101.

A single monument sign is proposed at the southwest corner of the property at the same size as located with the original facility. Additionally, two directional signs are proposed that direct traffic to the employee and visitor parking lot or to the main truck entrance. Signage location and details can be found on the Site Plan on Sheet C-101.

Stormwater management has been designed to adhere to the New York State (NYS) Stormwater Management Design Manual (January 2015). Pavement and roof areas will be handled with surface runoff to storm sewer inlets and will move through conveyance pipe to designated forebays. The forebays are utilized for pretreatment before being released to the main pond located west of the existing wetland and east of the archaeologically sensitive area. The wet pond was selected for the stormwater BMP due to the poor permeability of the soils and the relatively higher groundwater. A more detailed approach to the stormwater management can be reviewed in the attached stormwater management technical memorandum.

There is an existing sanitary sewer manhole at the southwest corner of the site that crosses Highway 5 S and is routed to the west to the existing lift station. The lift station then routes a forcemain on the south side of Hwy 5S to the east. The proposed development will connect with a new manhole to the existing sanitary sewer at the north side of Hwy 5S. The manhole is fairly shallow, but the main warehouse will drain by gravity mains to this manhole. In order to serve the guardhouse and pumphouse, however, a grinder pump will be required with forcemain that will break in this manhole. The load of these two uses is relatively small and can be handled with a grinder pump. There is also an existing 12-inch watermain that exists at the northern side of the right of way of Highway 5S. Additionally, there is an existing hydrant located at the southwest corner of the property near the access street. The development will have two separate connections to this watermain. The first will be an 8-inch connection for fire that feeds the pumphouse. The second connection will be for a 4-inch domestic watermain.

The development will have an approximate 300,000 gallon water tank reservoir equipped with two fire pumps to supply the required flow to the 10-inch fire main loop that surrounds the warehouse. Final design will determine the ultimate size of the tank and loop required based on system design and current flow data. Two sets of duplicate 10-inch fire service risers have also been provided at the south side of the warehouse outfitted with PIVs to provide for redundant supply. Hydrants have been located around the warehouse, as well as at the Pumphouse and Guardhouse.

Known landscaping requirements from Town of Florida have been incorporated into the development. The development has a total landscaped area of 41 percent of the property area and incorporates the required street trees, perimeter landscaping and plantings for the wetland mitigation area. The large berm at the east will be planted at the top to provide additional buffer between the residential neighbor.

Known requirements from the Town of Florida are incorporated into the site parking, circulation, building layout, and landscaping.