

**Special Permit &
Site Plan Approval Application**

Prepared for

475 Pittsfield Road, LLC

For

Motor Vehicle Sales Lot

Located At

*475 Pittsfield Road
Lenox, Massachusetts*

Prepared by:



DESIGN GROUP, INC.

CIVIL ENGINEERS - SURVEYORS - CONSULTANTS

2 FEDERICO DR., PITTSFIELD, MA 01201 (413) 443-3537

SK Project Number: 230161

February 2024

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475 Pittsfield Road
Lenox, MA

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Design Group, Inc.

Civil ENGINEERS • SURVEYORS • CONSULTANTS

DRAINAGE
HIGHWAYS
REPORTS

LAND PLANNING
BUILDING DESIGN
SURVEY

February 22, 2024

Zoning Board of Appeals
Town Hall – 6 Walker Street
Lenox, MA 01240

**RE: Special Permit / Site Plan
Review Application,
475 Pittsfield Road
Lenox, MA**

Dear Board Members;

Enclosed for your review please find seven (7) copies of a Special Permit & Site Plan Review Application prepared for 475 Pittsfield Road LLC for property located at 475 Pittsfield Road in Lenox, MA.

The property is currently owned and operated by Yankee Candle Company, Inc.

This application proposes a change of use from a retail candle store to an automotive sales office and lot. The proposed automotive use will include car display and sales, maintenance activities, rental, and detailing. The proposal proposes no material site plan changes and minimal exterior changes to the building including a new overhead door on the back of the building.

Please see the attached application, narrative and plans for a detailed explanation of the project. If you should have any questions or concerns, or require additional information, please don't hesitate to contact the office.

Sincerely,

SK DESIGN GROUP, INC.



James Scalise
Civil Engineer

Enclosures

Cc: Sheehan Capital Investments LLC
Attorney Thomas Hamel

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The Commonwealth of Massachusetts
TOWN OF LENOX

Filing fee is due with the petition. If hearing expenses exceed this amount the Zoning Board of Appeals will bill the petitioner.

The undersigned hereby petitions the Town of Lenox Zoning Board of Appeals for:

☒ A Special Permit for exception under the provisions of Section 5.2F17 of the Town of Lenox Zoning By-Law and site plan review

☐ A Variance from the following provisions of Section _____ of the Town of Lenox Zoning By-Law.

To permit the following use or activity (describe proposed use or activity):

The adaptive re-use of the former Yankee Candle retail store as an automobile sales lot (outdoor) with sales office. Uses include sales, rental, maintenance, display and detailing.

The application proposes no material changes to the building or parking areas other than a new door, replacement lights, signs and pavement markings

For premises:

Owner of Record Yankee Candle Company Inc

Address PO Box 54467, Lexington KY 40555

Map and Parcel 50-05-0

Zoned as C1-A Signature _____

Deed Reference Book 1194 Page 1001

(This information is available from the Assessor's Office or townoflenox.com in the Property Assessments-Online Database section.)

Petitioner 475 Pittsfield Road LLC Signature Patrick Sheehan (ms)

(Your signature here also acknowledges that you agree to pay all hearing expenses relative to this petition.)

Address (Mailing Address) C/o Courtney, Lee and Hamel PC, 31 Wendell Ave., Pittsfield, MA 01201

Telephone Number 413-443-4445

Email address TJH@clhlawyers.com c/o Thomas Hamel

Date February 15, 2023

SITE PLAN REVIEW NARRATIVE

SITE PLAN REVIEW NARRATIVE

475 Pittsfield Road LLC
475 Pittsfield Road
Lenox, Massachusetts

1.0 PROJECT DESCRIPTION

Project Name: 475 Auto Sales

Location: 475 Pittsfield Road, Lenox

Proponent: 475 Pittsfield Road LLC
C/o Courtney, Lee, and Hamel PC
31 Wendell Avenue
Pittsfield, MA 01201

Proposal: Change of use to permit the sale, rental, outdoor display and maintenance of automobiles. Accessory uses to include vehicle rentals.



Existing Conditions

The property is located at 475 Pittsfield Road in Lenox, on the west side of Route 7 & 20 between the Yankee Inn and the CVS pharmacy. The property currently contains the Yankee Candle retail store. The property is under Contract to purchase by the Applicant.

The property is approximately 1.64 acres in size and contains approximately 134± ft of frontage on Pittsfield Road (aka Route 7). The property is in the C-1A Commercial Zoning District. It is bordered to the south by a motel; north by a pharmacy; to the west by a residential house and open space in the C-1A Zone; and to the east by Route 7.

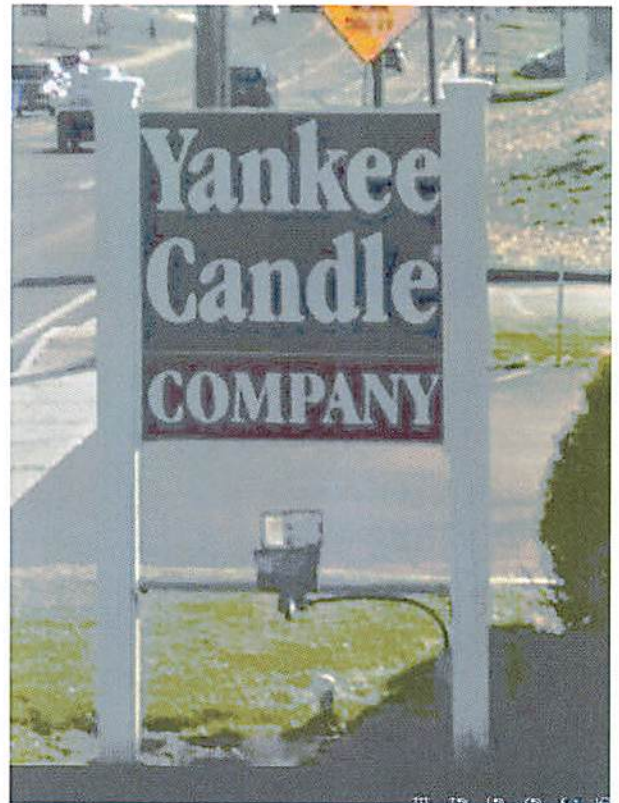
There are two driveways off Route 7 that provide access to the property. There is parking on-site for 37± vehicles. The property is serviced by town sewer and water, electric, and natural gas. There are two drainage structures located along the southerly edge of the parking area that are connected to the Mass DOT drainage system in route 7 and 20.

Proposed Project

The proposed project includes minimal work. The project will include replacement of the existing sign with a similar sign in the same location. All signage will mimic existing signs.

The existing parking area will be reconfigured along the frontage to permit the display of vehicles along Route 7. A total of 4 vehicle “display” spaces are available along route 7.

Access to the site from Route 7 & 20 will remain unchanged. The on-site circulation will be improved using striping, pavement markings and directional signs to create a one-way counter clockwise flow of vehicles on-site. There are no resource areas on the property. An evaluation for resource areas included habitat, wetlands, and floodplain. None were found to be present on this parcel.



Building Appearance

The proposal include no material change to the front or sides of the building. A single overhead door is proposed in the rear to allow access for storage of materials. Any use as a repair bay is likely to be postponed as work will require the installation of an oil/water separator manhole which is expensive and intrusive to the site. In the interim repairs and maintenance will be conducted offsite.

2.0 ZONING REGULATIONS

The following section describes the project regarding several specific sections of the Zoning Bylaw. The site is located within a C-1A zone.

SPECIAL PERMIT (section 3.4)

The project will include outdoor motor vehicle sales. Indoor sales are a by-right use; outdoor sales require a Special Permit through the Board of Appeals. The appropriate application form (and fee) has been filed herewith.

SITE PLAN APPROVAL IN THE C-1A AND C-3A ZONES (section 3.5)

Projects Requiring Site Plan Review

In addition to the Special Permit requirement, any "change of use" requires a Site Plan Approval by the Zoning Board of Appeals (ZBA) per section 3.5 of the Lenox Zoning Bylaw.

Contents of Site Plan

Included with this submission are various plans supporting the information required per this section of the zoning by-laws. The plans include:

- Architectural Building Sketch Plan and Photos
- Civil Site Plans

DIMENSIONAL REQUIREMENTS (section 6.0)

Table of Dimensional Requirements

There are several minimum dimensions required for a lot (and a structure) in C-1A Commercial zone. The requirements, existing dimensions, and proposed dimensions are as follows:

Table 6.1.1 – Table of Dimensional Requirements

Description	Requirement	Existing	Proposed
1. Minimum lot size	1 acre	1.6 acres	1.6± acres
2. Minimum lot frontage	200'	134'±	134'±
3. Minimum lot width at building setback line	200'	134'±	134'±
4. Minimum setbacks:			
A. Building or structure			
- Street Line	50'	14'±	14'±
- Lot Line	30'	14'±	14'±
- District boundary Line	50'	NA	NA
B. Sign Setback	35'	3'±	3'±
C. Parking Area Setback	30'	0'±	0'±
5. Maximum Building or structure			
Height stories	2	1 ½	1½
Height feet	35'	26'±	26'±
6. Maximum building coverage	30%	5586/1.646 acres=7.8%	7.8%±

According to the Town of Lenox Assessor card the building was built in the 1920's and thus is considered a pre-existing non-conforming building as it relates to setbacks and lot frontage. Since no material changes to the building or parking area are proposed the site plan is not more non-conforming or detrimental to the neighborhood.

Deed research shows the lot being created in its current configuration by Deed of 6/21/71 filed in the Berkshire Middle District Registry of Deeds in Book 907, Page 484. Said deed combines two lots described in deeds filed in Book 907, Page 485 and Book 814, Page 170.

3.0 OFF-STREET PARKING AND LOADING REQUIREMENTS

Required Number of Spaces (section 7.1.5)

The proposed use for parking purposes is *warehouse and other commercial or industrial buildings*. Under zoning requirements, such use requires 1 space for each 1,000 square feet of gross floor area. Therefore, the required number of spaces = $[3,886 \pm \text{square feet} \div 1,000] = 4 \text{ spaces}$.

A total of spaces will be provided as follows:

- Customers: 4
 - Employees: 3
 - New vehicle display: 30
- TOTAL: 37 total spaces onsite**

Parking Space Dimensions (section 7.1.3)

The proposed parking spaces will be a minimum of 8 ½ x 19' and the total parking facility will meet the required area per car.

Multiple Uses (section 7.1.4)

The proposed project does not include multiple uses as they relate to parking requirements.

Shared Parking (section 7.1.6)

There is no shared parking proposed.

Reduction of Parking Requirements (section 7.1.7)

There is no request for a reduction in parking.

Parking Design Standards (section 7.1.8)

The proposed parking layout includes 37 spaces (100%) to the rear or side of the building. This exceeds the 80% requirement.

The parking setback in the C1A zone is 30 feet. Twenty-five (25) of the vehicle spaces will be in or partially in this setback. A waiver is hereby requested from Section 7.1.10. These spaces are currently existing although the display spaces are rotated to face the street.

The parking areas are paved. All spaces will meet the minimum size standards and have adequate room for maneuvering.

Driveways (section 7.1.9)

The proposed facility will continue to use the existing paved driveways at property. The travelled width of the existing driveways is sufficient. The north driveway is approximately 46 feet wide while the southern driveway is 49 feet wide. The parking geometry effectively reduces the curb cuts to 24 feet in both locations due to parking automobiles. This meets zoning requirements. The proposed parking circulation is counterclockwise to have exiting vehicles as far from the signalized intersection as possible. This will create an efficient layout for cars. Most of the employee/customer parking is in the rear of the site and is standard head in parking with 90-degree stalls.

Layout of Off-Street Parking (section 7.1.10)

The proposed parking limits are identical to the existing parking lot. The existing lot meets all requirements for layout except setback to side or front property lines. The building was built in 1920±. Due to the limited size of the property, and the nature of the business (outdoor vehicle sales), it is not practical to locate parking spaces at least 30 feet from the property line. The parking layout is consistent with existing parking at the property. A waiver is hereby requested from this provision (found in Section 7.1.10).

Drainage, Surfacing and Maintenance (section 7.1.11)

Currently stormwater flows southeasterly to two catch basin structures and is conveyed to Route 7 and the Mass DOT drainage system. The new facility will not change impervious areas or stormwater management onsite. The plan includes a snow storage area.

Snow Storage (Section 7.1.13)

There is adequate room for snow storage at the property along the westerly perimeter of the parking area. Sufficient lawn area is available for storage of snow from large and infrequent events.

Lighting (Section 7.1.14)

The property includes two (2) existing outdoor light poles. The proposal is to utilize existing outdoor light poles and existing lights mounted on the building. Any new fixtures or replacement fixtures will meet Dark Sky recommendations.

Screening (Section 7.1.15)

The proposed facility will not contain more than 35 spaces (33 proposed or 37 with display spaces) and thus screening is not required. Existing screening will be maintained to abutting lots (see Site Plans). Proposed plantings are illustrated on the plan. Additional screening or the need for additional plantings will be discussed at the public hearing.

Landscaping (Section 7.1.16)

The project proposes low planted islands along the front elevation of the building, similar to what exists today. Additional plantings would obstruct sight distance for exiting vehicles.

Bicycles (Section 7.1.17)

A bicycle rack will be provided outside the building (exact location to be determined).

Loading Space (Section 7.1.18)

A designated loading space is illustrated on the Site Plan. This is for off-loading new vehicles. Offloading vehicles will be facilitated by the looped access drive and 55' wide travel lane in the rear of the building (refer to Site Plans).

Loading Standards (Section 7.1.19)

There is an adequate off-street loading area on site which will not require backing onto public ways or parking on public ways. The delivery of cars will be made during off-hours and will take place behind the building.

Commercial "C" Zoning District Exemptions (Section 7.1.20)

The project is not in a "C" zone. Therefore, this section does not apply.

Summary of Parking Waivers Requested.

A parking waiver is requested as part of the re-development project. This is due to the goal of displaying vehicles rather than storing/ parking them.

Waivers requested:

1. Waiver from setback requirements to permit existing parking to remain and display vehicles to be more visible to consumers and to fit on the property. The parking layout is consistent with the existing parking lot on the property. The proponent proposes no change to the onsite pavement boundaries. The only change is rotating the vehicles nearest Route 7 by 90° to increase visibility of 4 cars along Route 7.

4.0 TRAFFIC

A traffic evaluation has been completed by SK for this project (see Attachment B). The evaluation is based in part upon the report completed by VHB for the property across the street. The proponent of this application is the same owner of the development at 474 Pittsfield Road.

5.0 SIGNS

The project includes new signs, both on the building and in the front of the property. The signs will replace the existing signs of the same size and similar material. This will be submitted to the Building Commissioner for a separate permit. Directional signs are proposed to improve safety of entering and exiting vehicles.

6.0 LIGHTING

Sign Lighting

Any sign lighting will follow the appropriate requirements of Lenox Bylaw.

Outdoor Lighting

Outdoor lighting will mimic existing lighting. No new light poles or changes in light intensity are proposed. Any replacement lights will be managed with store hours and will meet dark sky recommendations.

7.4 DRAINAGE AND EROSION CONTROL

Applicability

The proposed project includes more than 20,000 s.f. of impervious area (roof top and parking) yet has no proposed increase in impervious area. It is unclear if this section applies. A stormwater study is typically a comparison of the net change in runoff of proposed conditions as compared to existing conditions. The existing site development has been in place since at least 1995 per available aerial photographs. Thus, the existing condition is well established. I conclude a stormwater analysis is not required. Any analysis would compare the existing and proposed with no net change in stormwater discharge rates. As a result, no mitigation or improvement would be required, making the completion of a study unproductive and unwarranted.

8.0 SEWER AND WATER

Sewer flows from the proposed development were calculated based upon Massachusetts Title V regulations (310 CMR 15.00). The project will not generate any additional sewer or water flows above that which currently exists. Both the Auto dealership and retail fall under the same use category in the states sanitary code Title V. This is consistent with other jurisdictions where the use of retail sales and automobile dealerships are similar uses regarding water and sewer use for domestic purposes.

Proposed flows (per "Title 5"):

"Retail store": 3886 S.F. @ 50 gls/ 1,000 S.F./day = 200 GPD

Total proposed = 200 GPD

No significant change in water and sewer use is anticipated. One possible exception is vehicle washing which will occur at the car wash located north on route 7 in Pittsfield.

For purposes of this application, the proposed water usage shall be equal to the proposed sewer flows. Water from the proposed development will be supplied through the existing water service pipe.

Sewer and water tie-in fees will be paid by the Applicant in accordance with the town's regulations pertaining to sewer and water use.

9.0 CONCLUSION

The proposed project meets the requirements of the Lenox Zoning By-Laws (except where noted). The project will replace a retail store with a retail sales lot for automobiles. This Proposal will maintain the residential character of the building and will not be a burden on town infrastructure.

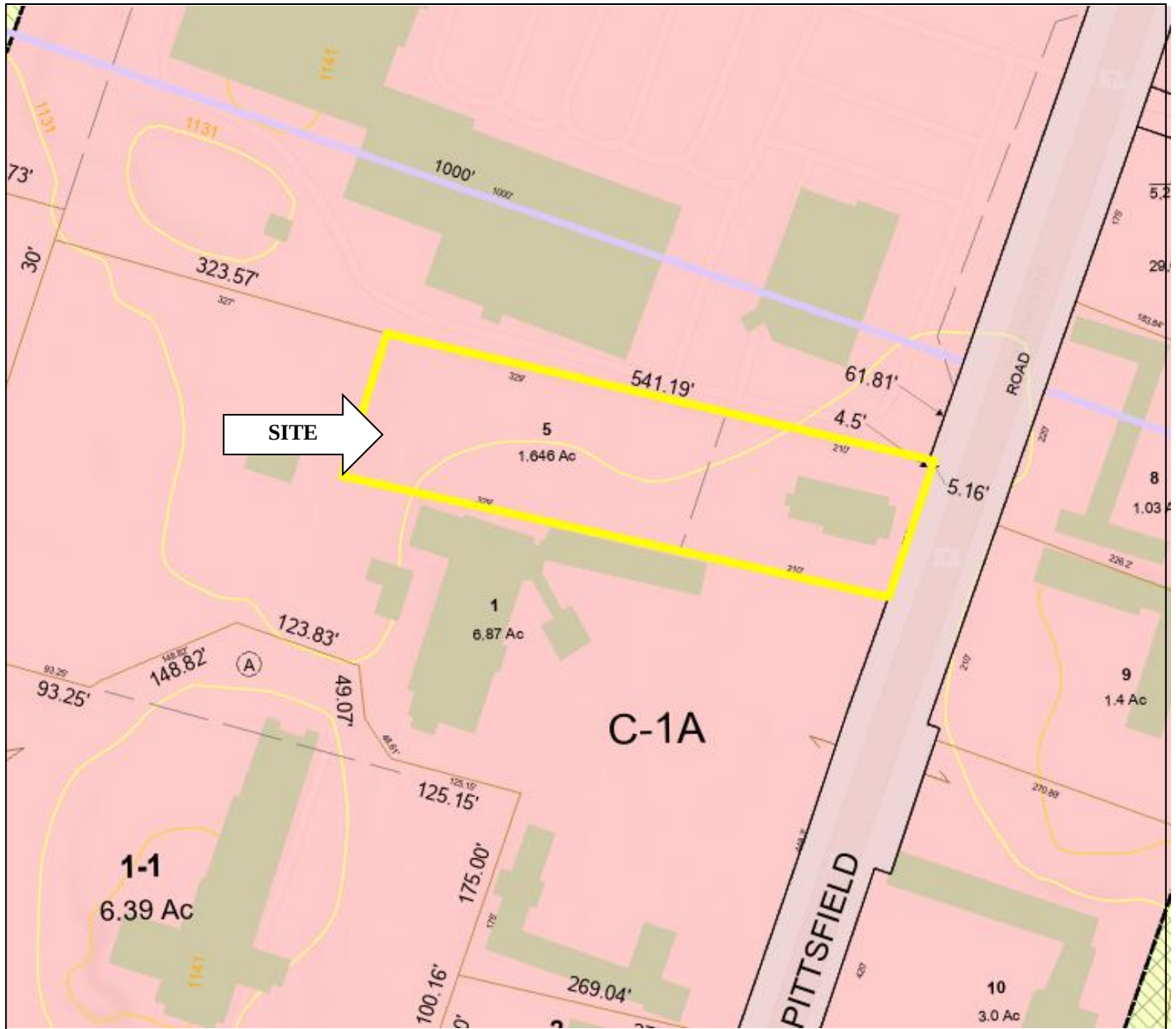
Figures



Source: Lenox AxisGIS

FIGURE #1

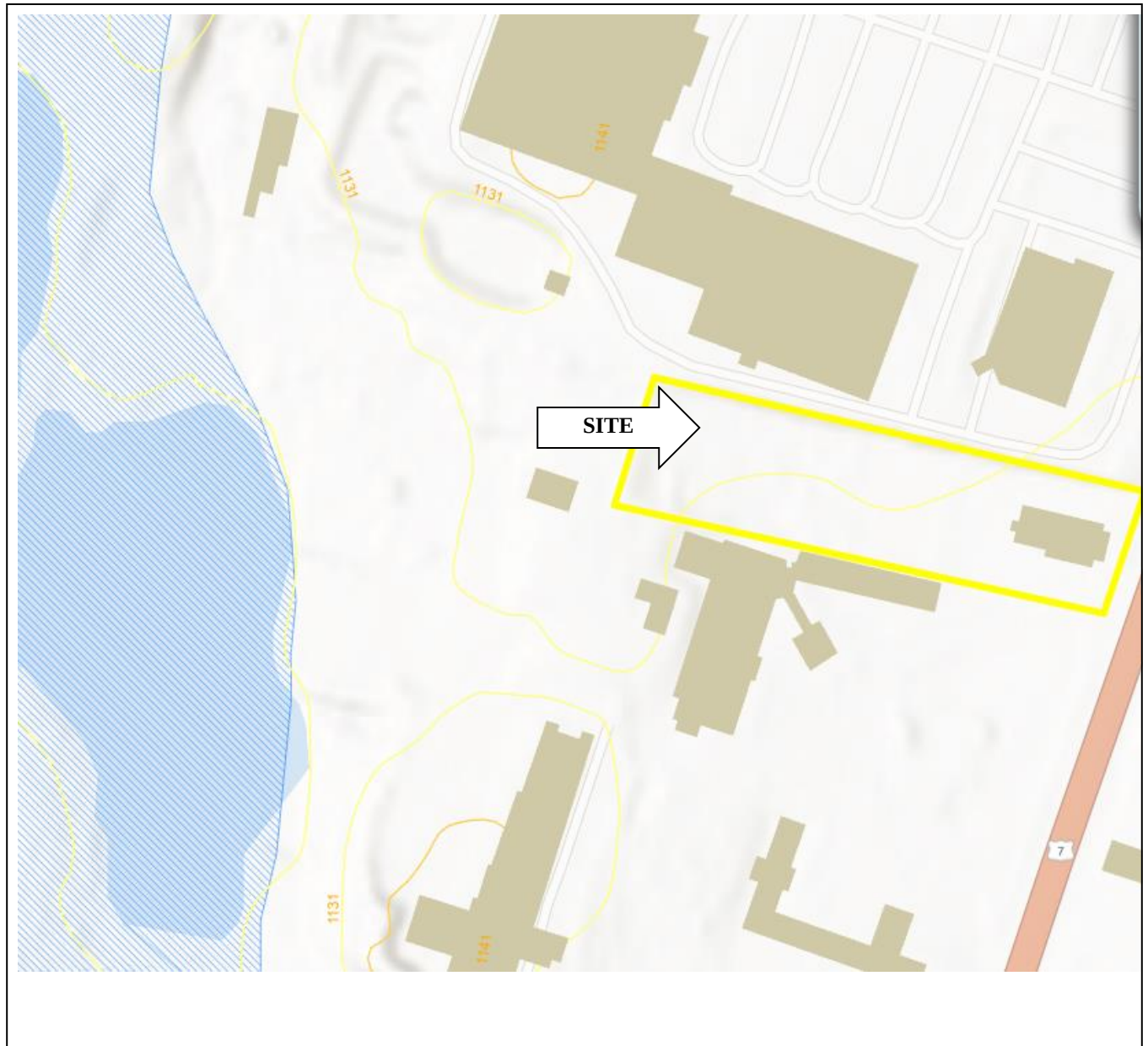
Locus Map
475 Pittsfield Road
Lenox, Massachusetts



Source: Lenox AxisGIS

FIGURE #2

Zoning Map
475 Pittsfield Road
Lenox, Massachusetts



Source: Lenox AxisGIS

FIGURE #3

Floodplain Map
475 Pittsfield Road
Lenox, Massachusetts

Attachment A

Preliminary Architectural Plans



FRONT ELEVATION



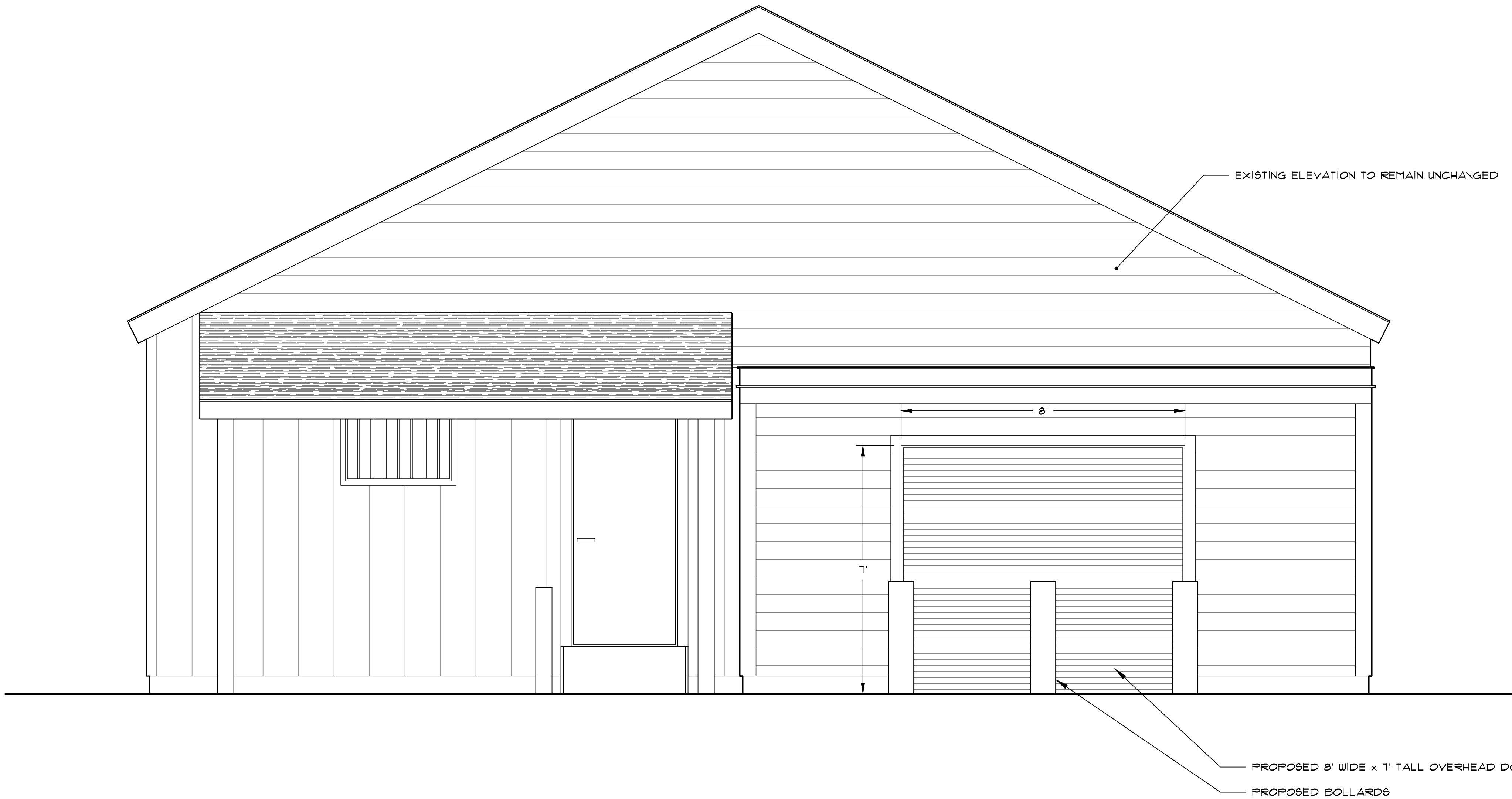
SOUTH ELEVATION



REAR (WEST) ELEVATION



NORTH ELEVATION



1 WEST ELEVATION
SCALE: 1/2"=1'-0"

PLANS TO ACCOMPANY BUILDING PERMIT APPLICATION

PREPARED FOR:

PATRICK SHEEHAN

LOCATED AT:

415 PITTSFIELD ROAD
LENOX, MASSACHUSETTS

Design Group, Inc.

Civil Engineers & Surveyors & Consultants

2 FERBER DRIVE • PITTSFIELD, MASSACHUSETTS 01201 • (413) 443-3537

PLAN DESCRIPTION:
WEST ELEVATION

SK DESIGN GROUP PROJECT #:
230161

JAMES M. SCAUSE II
SK DESIGN GROUP PRESIDENT
LICENSE #39863
PROFESSIONAL OF RECORD
PHONE: 413-443-3537

REVISION:

DRAWN BY:
JMS II

CHECKED BY:
JMS II

ORIG. DATE:
February 7, 2024

SHEET NO.
1 OF 1

ISSUED FOR:
Permit

SCALE:
As Noted on 24x36

Attachment B

Traffic Evaluation

TRAFFIC EVALUATION

475 Pittsfield Road
Lenox, MA

SKDG has prepared the following review of traffic operations related to the change of use at 475 Pittsfield Road in Lenox, MA. SK has reviewed recent traffic counts along Route 7, the site access and the estimated traffic volumes from the proposed use as compared to the existing use. This review relies upon a full impact analysis compiled by VHB in the summer of 2022. The VHB study was completed for the same individual proposing this project and was relied upon for this review.

Figure #1 Locus Map



Source: Lenox AxisGIS

Adjacent Roadway

Pittsfield-Lenox Road (Route 7) is a five-lane roadway under MassDOT jurisdiction running in a north-south direction. This roadway is classified as a principal arterial. Route 7 connects the City of Pittsfield to the north with the Town of Lenox to the south. This roadway provides two travel lanes per direction and

one two-way left-turn lane (TWLTL) separating the directional traffic. A sidewalk is provided along each edge of the roadway. The posted speed limit in the vicinity of the site is 40 mph.

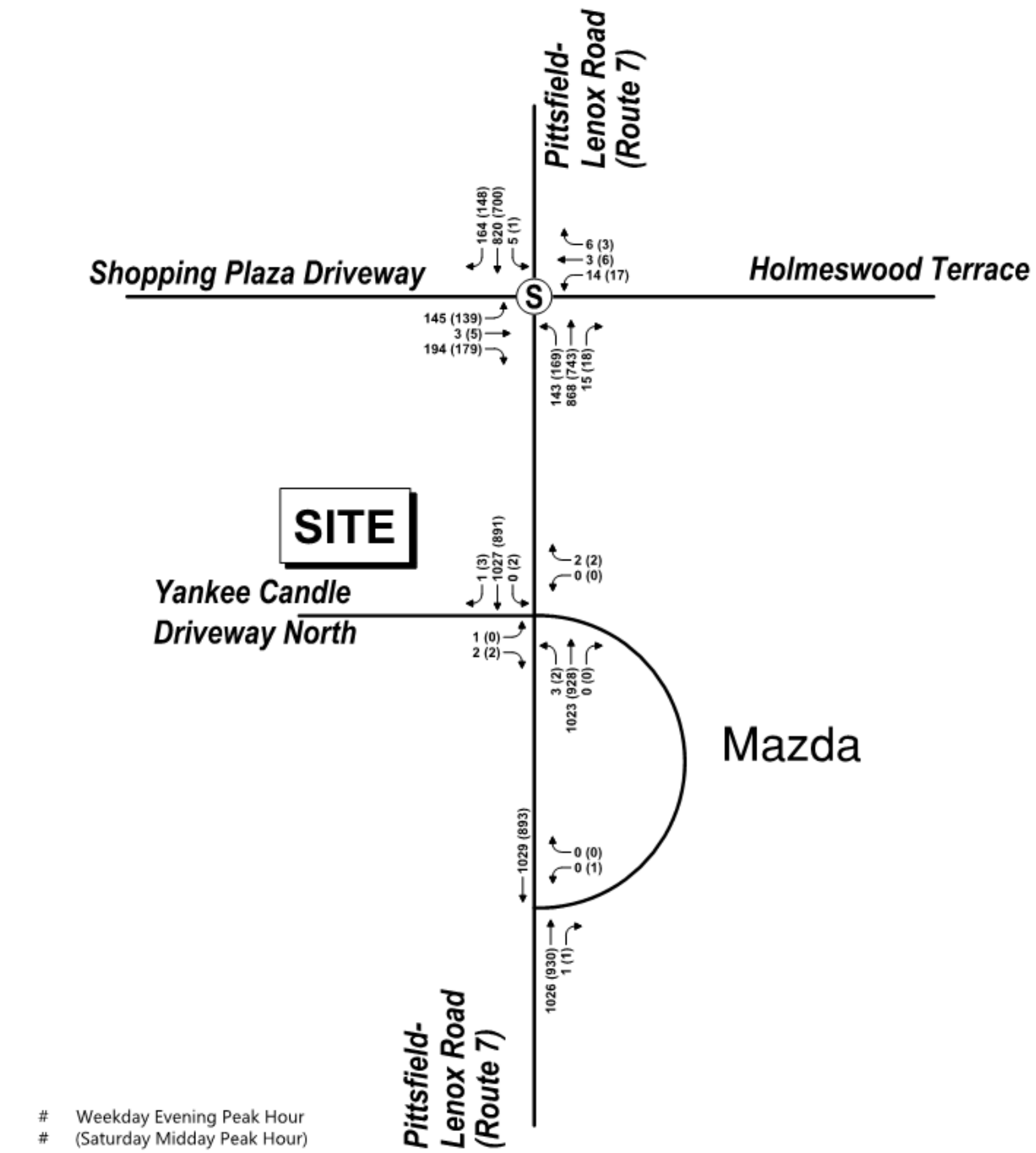
The nearest intersection is located north of the site driveway at the adjacent shopping center. The four-way intersection includes the shopping center, the disconnected portion of Holmeswood Terrace and Route 7 & 20. The signal has appropriate cross-walks and pedestrian controls.

The site has two (2) curb cuts and a one-way looped driveway. The parking is on the outside of the loop and is angled to accommodate the counter-clockwise traffic flow. No signs or pavement markings are present but the site circulation and driveway widths dictate this maneuverability. The only on-site controls are stop signs. There is a sidewalk parallel to the highway with no provisions for a crosswalk at this location.

Traffic Volumes

VHB conducted turning movement and classification (TMC) counts at the study area intersections during a typical weekday evening and typical Saturday midday peak period. Included in these counts are passenger vehicles, heavy vehicles, buses, and pedestrians. These counts were conducted on July 21st, 2022, and July 23rd, 2022. The peak hours of the roadway intersection occurred from 4:00 PM to 5:00 PM during a typical weekday evening and 12:30 PM to 1:30 PM during a typical Saturday midday peak hour.

The 2022 existing conditions weekday evening and Saturday midday peak hour traffic volume networks are summarized in Figure 2.



Not to Scale



2022 Existing Conditions
Peak Hour Traffic Volumes
Berkshire Mazda
Lenox, MA

Figure 2

*The site location was edited to avoid confusion

Crash History

To identify crash trends and/or roadway deficiencies in the study area, crash data for the study intersection were obtained from MassDOT for the most recently available five-year period (2017-2021) and are summarized in Table 1. MassDOT reports vehicle crashes with damage greater than \$1000 or personal injury occurrences, which can give a good indication of safety. As the roadway infrastructure has not changed significantly since this data were collected, this information should provide a fair representation of the current incident experience in this area.

A crash analysis review reveals a single crash report in front of the subject site. A vehicle collided with a pedestrian at 11:51 AM, 10/7/2022.

DOT records were reviewed to determine crash severity. Knowledge of the severity of crashes in a jurisdiction can assist practitioners in determining their safety needs. The below summary of crash data reveals the severity of crashes. First a description of the reported crashes is outlined below:

Crash Analysis summary				
Route 7		Road Station 293+0-303+0		
Year			Season	
2018	6		Dec-Feb	10
2019	8		Mar-May	6
2020	6		June-Aug	9
2021	8		Sept-Nov	13
2022	10			38
	38		Pvmt Conditions	
Collision Type			Dry	30
Angle	8		Wet	3
Rear-end	4		Snow, Slush, ice	3
Head-on	3		Unknow	2
Single vehicle crash	6			38
Sideswipe, same direction	10		Light Conditions	
Sideswipe, opposite direction	3		Daylight	31
Front to rear	2		Dawn/dusk	2
Rear to side	1		Dark-Not lighted	0
unknown	1		Dark-Lighted	5
	38		unknown	0
				38
Crash data was collected for a 1000 foot long segment of Route 7&20 from sation 293+0 to 303+0. this includes the frontage along the property and the shopping center intersection				

The severity of crashes is summarized as follows:

	Crash Severity							
	2018	2019	2020	2021	2022	Segment totals	Segment %	Statewide %
Fatal injury	0	0	0	0	0	0	0%	0%
Non-fatal injury	1	4	1	2	3	11	29%	24%
Property damage only (none injured)	5	4	5	6	6	26	68%	71%
Reported but invalid	0	0	0	0	0	0	0%	0%
Not Reported	0	0	0	0	1	1	3%	2%
Unknown	0	0	0	0	0	0	0%	3%

Crash severity at the project site is consistent with state averages.

The crash rate along the project's frontage extending north 1000 feet was evaluated, this includes the traffic signal. The segment crash rate was determined to be 1.86 which is below the State listed crash rates by DOT.

The analysis of Crash data was completed using the Mass DOT /segment Crash Rate worksheet. The segment evaluated was classified as urban principal arterial. This classification is unusual for Berkshire County, yet this segment is highly traveled and densely developed justifying the classification.

The comparison of average crash data for similar roadways in Massachusetts is approximately 3± crashes per year on Route 7 & 20 versus 1.9 crashes per year along the segment of Route 7 and 20 evaluated. The conclusion is this segment has a below average crash rate.

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN: Lenox COUNT DATE: 7/21/2022

DISTRICT: 1

SEGMENT DATA

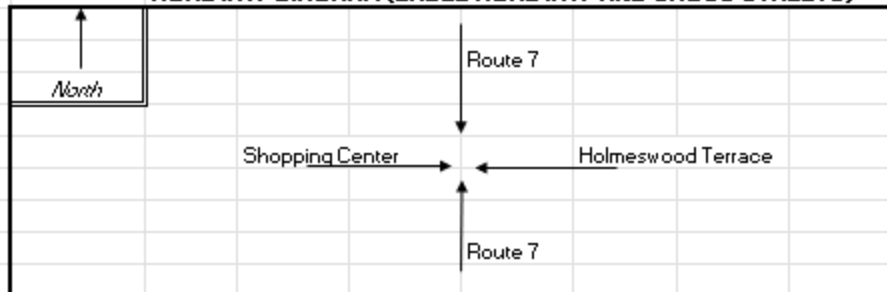
ROADWAY NAME: Pittsfield Road-Route 7 and 20

START POINT: Road Station 293+0

END POINT: Road Station 303+0

FUNCTIONAL CLASSIFICATION OF ROADWAY: Rural or urban principal arterial

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)



AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (**L**): **0.3787**

AVERAGE DAILY TRAFFIC VOLUME (**V**): **29,638**

TOTAL # OF
CRASHES:

38

OF
YEARS:

5

AVERAGE # OF
CRASHES PER YEAR
(**A**):

7.60

CRASH RATE
CALCULATION :

1.86

RATE =

$$\frac{(A * 1,000,000)}{(L * V * 365)}$$

Comments: Crash rate at this location is below the state average for an urban arterial

Project Title & Date: 475 Pittsfield Road

Crash Rates by Roadway Functional Classification (Based upon crash information queried on June 1, 2023)		
Roadway Federal Functional Classification	Rural	Urban
Statewide	0.97	2.10
Interstate	0.45	0.81
Principal Arterial – other freeways and expressways	0.70	0.90
Principal Arterial – other	0.61	3.05
Minor Arterial	1.02	2.98
Major Collector	1.05	2.85*
Minor Collector	2.53	-
Local	1.41	2.50

Overall, the crash rate is low, and the severity is average. These findings do not warrant mitigation or special consideration at this location.

Trip Generation

Trip generation rates were determined using the Institute of Transportation Engineers (ITE) Trip Generation Manual. ITE establishes traffic rates by sampling data from similar uses across the United States. In this case, we used Land Use Code 841 “automobile sales (new & used)” to determine the site traffic summary.

Trip Generation Worksheet								
Use	LUC	# of Units	Unit of Measure	AM Peak Hour	PM Peak hour	Weekday Daily Trips	Weekend Peak Hour	Weekend Daily Trips
Existing uses								
Yankee Candle Retail (Specialty retail)	826	3900	SF	27	20	173	27	164
Proposed Uses								
Auto Sales	841	3900	SF	9	11	126	16	116
Net Change				-18	-9	-47	-11	-48

The proposed change of use results in less daily trips and less Peak hour trips. Further the intensity of the traffic both existing and proposed is low.

Capacity Analysis

Capacity analysis was not completed for this application. However, capacity analysis was completed by VHB for the nearby Mazda Auto Dealership and the Yankee Candle Driveway. The Intersection capacity analyses were conducted for the unsignalized intersections of Route 7/20 at The North Driveway of the Motel and Yankee Candle under 2022 Existing conditions, 2029 No-Build Conditions (without the proposed development), and the 2029 Build condition (with the proposed development). The results of the analysis are shown below:

Unsignalized Intersection Capacity Analysis Summary

Location	Period	Movement	2022 Existing				2029 No-Build				2029 Build			
			v/c ^a	Delay ^b	LOS ^c	95thQ ^d	v/c	Delay	LOS	95thQ	v/c	Delay	LOS	95thQ
Route 7/20 at Yankee Candle Drive North and Site Drive (Motel Drive North)	PM	EB L/T/R	0.04	24.2	C	3	0.05	27.1	D	4	0.05	28.6	D	4
		WB L/T/R	0.02	12.9	B	1	0.02	13.3	B	1	0.16	36.5	E	14
		NB L	0.45	9.7	A	0	0.47	9.8	A	0	0.48	9.8	A	0
		NB T/R	0.23	0.0	-	0	0.24	0.0	-	0	0.24	0.0	-	0
		SB L	0.44	0.0	-	0	0.46	0.0	-	0	0.46	11.4	B	1
		SB T/R	0.22	0.0	-	0	0.23	0.0	-	0	0.23	0.0	-	0
	Sat	EB L/T/R	0.00	9.0	A	0	0.00	9.1	A	0	0.00	9.1	A	0
		WB L/T/R	0.01	11.9	B	1	0.01	12.1	B	1	0.09	24.1	C	7
		NB L	0.38	9.3	A	0	0.40	9.4	A	0	0.40	9.4	A	0
		NB T/R	0.19	0.0	-	0	0.20	0.0	-	0	0.20	0.0	-	0
		SB L	0.38	0.0	-	0	0.40	10.3	B	0	0.40	10.4	B	1
		SB T/R	0.19	0.0	-	0	0.20	0.0	-	0	0.20	0.0	-	0

a volume-to-capacity ratio
 b delay, in seconds/vehicle
 c level of service
 d 95th percentile queue length, in feet
 EB, WB, NB, SB, L, T, R eastbound, westbound, northbound, southbound, left turn, through, right turn
 # 95th percentile volume exceeds capacity, queue may be longer

Under Existing conditions, the intersections function with acceptable levels of service (LOS), delay, and queue length. The existing level of service at this intersection is LOS C or better for all approaches. Under No-Build Conditions the eastbound approach at the northern Yankee Candle driveway degrades from LOS C to LOS D with minor increases in delay during the evening peak hour. Under Build conditions, the proposed site driveway is expected to operate at LOS E during the evening condition and LOS C during the Saturday midday peak hour. It should be noted that a LOS E or F along a minor approach to an unsignalized intersection is not uncommon and does not impact the traffic flow on the mainline street. A LOS E in this scenario indicates a longer wait time for vehicles wishing to exit the Mazda dealership and Yankee Candle driveway onto Route 7/20. These vehicles must wait until an acceptable gap in the mainline traffic stream presents itself prior to making a safe maneuver. At unsignalized intersections located along commuter routes, this situation is not uncommon during peak roadway hours.

Summary Of Findings

1. 475 Pittsfield Road LLC proposes a change of use from the existing Yankee Candle Retail store to an automobile sales facility. The project proposes no material changes to the existing 3,900 sf building.
2. Access to the project is via two curb cuts north and south of the building. Currently angled parking is configured such that vehicles entering the facility can park. This creates a conflict for exiting

and entering vehicles both at the entrances but also in the rear of the property. The proposal is to adjust the project circulation to include one entrance and one exit with a counterclockwise travel path to locate exiting vehicles as remote as possible from the northerly intersection.

3. At full occupancy the facility will produce less traffic than is currently estimated at this location. Both Average Daily trips and peak hour trips are projected to be lower. Both the existing and proposed uses are low traffic generators (less than 400 ADTs)
4. Crash data reveals crash severity is consistent with state averages at this location. Crash data rates are below state averages at this location. Crash data analysis reveals no results that warrant mitigation or priority consideration by the proponent or Mass DOT.
5. Capacity analysis completed for the nearby Mazda Dealership included an assessment of the Yankee Candle Driveway. The analysis completed by VHB did not find any significant impacts of the proposed Mazda dealership on the study area. The proposed use generates less trips supporting a determine that the 2022 VHB conclusion will not and has not changed.

Attachment C

Site Plans



THESE PLANS ARE FOR
PERMITTING PURPOSES
ONLY
NOT FOR CONSTRUCTION

NOTES:

- EXISTING CONDITIONS TOPOGRAPHY PERFORMED BY 9K-DESIGN GROUP, INC. ON SEPTEMBER 19, 2023, OCTOBER 23, 2023 AND JANUARY 19, 2024.
- ELEVATIONS BASED ON NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88).
- AS COMPILED FROM FIELD TOPOGRAPHY AND LIDAR DATA PROVIDED BY THE NATIONAL OCEANIC AND ATMOSPHERIC ASSOCIATION.
- CURRENT LOT CONFIGURATION CREATED BY DEED FILED IN BOOK: 901 AND PAGE: 484, JUNE 21, 1971.

1 SITE PLAN

SCALE: 1"=20'

GRAPHIC SCALE



(IN FEET)
1 INCH = 20 FEET

SPECIAL PERMIT APPLICATION
PREPARED FOR:
475 PITTSFIELD ROAD, LLC

LOCATED AT:
**475 PITTSFIELD ROAD
LENOX, MASSACHUSETTS**

Design Group, Inc.
Civil Engineers * Surveyors * Consultants
2 FEDERICO DRIVE • PITTSFIELD, MASSACHUSETTS 01201 • (413) 443-3337

SK DESIGN GROUP PROJECT #:
230161

COMMONWEALTH OF MASSACHUSETTS
JAMES M. SCALISE II
CIVIL
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REGISTERED PROFESSIONAL ENGINEER

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