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# Ulster County Planning Board

BY: .....



Dennis Doyle, Director

## RECOMMENDATION

Sal Cuciti  
Town of Lloyd Planning Board  
12 Church Street  
Highland, N.Y. 12528

REFERRAL NO: 2026-102  
DATE REVIEWED: 08/05/26

### Re: SRD Realty – Site Plan

#### Summary

The applicant is proposing to convert and renovate a former bank for use as a drive-thru restaurant and office space located at 3580 Route 9W in the Walkway Gateway. The existing drive-thru is proposed to move from a single-lane drive-thru to dual lanes. The Town's Building Inspector has ruled that the renovation is a modification to a pre-existing, nonconforming use/structure.

#### Materials Submitted for Review:

- Referral Form
- Short EAF
- Site Plan 7/16/26
- Traffic Report and Queuing Analysis
- Colored Elevations
- Application
- Water and Sewer Letter

#### Recommendations

The site is located within the Town's Walkway-Gateway District, which is specifically intended to transition this portion of Route 9W from an auto-oriented commercial strip into a walkable, mixed-use neighborhood and to improve conditions for pedestrians, bicyclists, transit users, and motorists. Drive-through facilities are otherwise prohibited within the district. The proposed reuse and expansion of the existing drive-through therefore does not advance several of the fundamental land-use objectives established for the corridor.

The County Planning Board recognizes, however, that the proposal incorporates site-design changes that improve upon existing conditions. In particular, the proposal removes most conventional parking from the Route 9W frontage, retains only accessible parking in this area, reduces the overall amount of parking, and introduces additional landscaping between the development and Route 9W as well as reducing the site's impermeable surface. These changes help reduce the visual dominance of parking and represent an improvement over the existing auto-oriented site configuration.

#### Cross-Access

The Walkway-Gateway regulations specifically call for shared driveways between adjoining parcels where possible, encourage a connected secondary road or alleyway to the rear of properties, and authorize the Planning Board to require interconnection of parking areas through access drives between adjacent lots. These provisions are particularly important along Route 9W, where individual driveway movements contribute to conflicts and interfere with the long-term objective of creating a safer multimodal corridor.

**Required Modifications**

The site plan shall therefore be revised to provide for future cross-access to the adjoining properties to the north and south, either through constructed connections where presently feasible or through reserved connection points and appropriate easements where immediate construction is impracticable. The location and design should contribute to the long-term creation of a continuous reverse-frontage access drive or interconnected internal circulation system serving properties along this portion of Route 9W. Easements shall be provided so that these connections can be completed as adjoining properties are redeveloped.

This modification is not intended to require the applicant to construct a secondary roadway across properties it does not control. Rather, the site should be designed so that its redevelopment does not preclude the Town's long-term objective of connecting adjoining commercial properties and allowing motorists to travel between destinations without repeatedly entering and exiting Route 9W.

**Route 9W Access and Traffic**

Conversion from the former bank to a drive-through restaurant represents a substantial change in the character, frequency, and timing of vehicle activity on the site. The addition of a second drive-through lane further increases the importance of evaluating circulation and access. The applicant anticipates a peak queue of approximately 16 vehicles, while the site has been designed to accommodate approximately 18 vehicles.

**Required Modifications**

NYS DOT approval shall be required for any modification to the existing highway access, including changes associated with the proposed use, driveway configuration, or increased traffic and queuing associated with the dual-lane drive-through.

**Building Architecture/Materials/Color**

The Walkway-Gateway District establishes architectural standards intended to reinforce the historic character of Highland and specifically discourages standardized franchise architecture that relies upon building form, materials, or colors primarily to establish corporate identity. Rehabilitation is expected to be consistent with Hudson River Valley village architecture with respect to building form, window proportions, materials, colors, and architectural details.

**Required Modifications**

While colored architectural elevations have been submitted to the Town Planning Board for review, it is recommended that the renovated building shall use a coordinated and subdued palette of materials and colors compatible with the architectural character envisioned for the Walkway-Gateway District. Corporate colors and branding should be limited to signs and minor architectural accents rather than being used as dominant building colors. Mechanical equipment, service areas, and the dumpster shall also be appropriately screened and integrated into the overall architectural and landscape design.

**Sustainability**

The adaptive reuse of the existing bank building provides an opportunity to reduce the project's environmental footprint through improvements to the existing building envelope and mechanical systems. The use of LED site lighting is appropriate but should be considered a baseline measure rather than the extent of the project's sustainability efforts.

**Required Modification**

The applicant should evaluate energy-efficiency improvements as part of the renovation, including enhanced insulation and air sealing where building components are opened or replaced, high-efficiency electric heat-pump HVAC and water-heating systems where practicable, energy-efficient windows and doors, and controls designed to reduce energy consumption during nonoperating

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periods. The applicant should also consider providing electric-vehicle charging infrastructure or conduct an electrical capacity study to facilitate future installation.

Reviewing Officer

A handwritten signature in black ink, appearing to read 'R. Leibowitz', with a long horizontal stroke extending to the right.

Robert A. Leibowitz, AICP  
Principal Planner

