



FERRANDINO & ASSOCIATES INC.
PLANNING AND DEVELOPMENT CONSULTANTS

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MEMORANDUM

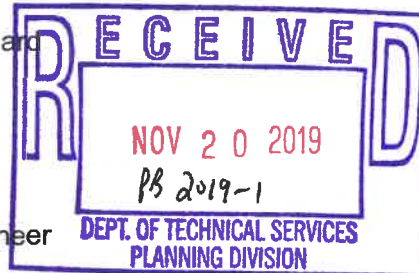
To: Chair and Members
Town of Cortlandt Planning Board

From: Vince Ferrandino, AICP
Principal

Stephan A. Maffia, P.E.
Senior Associate / Traffic Engineer

Date: November 20, 2019

Re: Gasland – Town of Cortlandt, NY: Traffic and Safety Peer Review



..... Applicant

..... *David Skermetz, Esq.*

..... *Dr. Philip Grady*

Sent 11/21/19

1 *Chris Lapine*

We have prepared this memo in response to information provided by the Gasland project Applicant's traffic consultant dated November 14, 2019. Their response was a result of our November 5th memo and comments made at the November 6th Planning Board meeting. As we stated then, we have been retained by Lino Sciarretta, Esq. of Montalbano, Condon & Frank, P.C. to review and comment on the proposed Gasland project on Route 6 in the Town of Cortlandt.

The site is located at the intersection of Route 6 and the Bear Mountain Parkway (BMP) eastbound off-ramp and is proposed to have access on Route 6 opposite that off-ramp.

The Applicant indicated that scope issues were discussed with DOT and the Town/Town's traffic consultant, AKRF. The DOT discussions established the items needed to be evaluated for purposes of obtaining a Highway Work Permit (HWP) from DOT and the Town discussions established lists of other developments and their traffic contributions to future conditions along the section of Route 6 near the site.

We respectfully request that the Town and DOT provide confirmation of the referenced discussions and that they are in agreement with the scope of the studies provided. Apparently, while the DOT and Town both wanted to extend the Adaptive Traffic Control System (ATCS) through the area near the Gasland site, it is not clear whether other closely spaced intersections to the west of the site were to be included. Those intersections include Route 6 at Conklin Avenue and Route 6 at the Stop & Shop Plaza entrance.

Regarding traffic volumes on adjacent roadways, we highlighted both Route 6 and the Bear Mountain Parkway (BMP) and their over 40,000 daily vehicles to emphasize the potential impacts on intersections at and near the site of a gas station/convenience store development whose primary business is to attract vehicles from the adjacent communities and street systems. That system includes the BMP and of course Route 6. The BMP is in fact adjacent to the site and accessible to the site via the existing ramps to/from Route 6.

Regarding mitigation measures, upgraded signals will be provided by the Applicant at the BMP eastbound ramp and at Parkway Drive, and the Locust Avenue intersection may be addressed as part of the Cortlandt Crossing project, but we are still uncertain as to the status of the BMP westbound ramp intersection. We understood, from statements made at the November 6th meeting, that the Applicant would install the signal at the westbound ramp intersection if required by DOT (and warrants were met – including Warrant 7), but the Applicant's traffic consultant's November 14th response memo indicates a willingness to "participate" in the construction, along with the State, the Town and Cortlandt Crossing. Please indicate what is meant by "participate."

As we have previously pointed out, excessive delays and a significantly poor safety record at this intersection must be conclusively addressed before additional development is considered that affects Route 6 in this area. If the Town accepts that Gasland will only "participate" in the construction of this improvement, then an agreement between the State DOT, the Town of Cortlandt, the owners of Cortlandt Crossing and the owners of Gasland must be in place prior to any new development in the area.

We are still concerned about queuing on the site of traffic exiting on to Route 6. The Level of Service (LOS) analysis indicates a 100-foot-long 95th percentile queue length; the proposed exit lanes as designed are a total of 60 feet in storage length. Therefore, at times the queue from the signal will back up into the site and disrupt circulation at and around the gas islands. To date this condition has not been addressed and must be before any further consideration of development at this site.

To our previously expressed concerns stated at the November 6th hearing and the above items, we respectfully add the following items:

1. The FEAF states that Gasland needs a special permit from the Town to operate a gas station at this site. What is the status of the application for the special permit and conditions to the special permit?
2. The Chazen FEAF and plan indicate that the layout does not meet all required buffers for landscaping; what is the status of the requests for the necessary waivers?
3. By Town code, the development is required to provide 13 parking spaces. The plan shows 11 striped spaces and 12 fueling positions so the Applicant claims that they are providing 23 "parking" spaces. However, does a fueling position represent a parking space? If not, they are two spaces short of the requirement. Please clarify.
4. The Gas Land Petroleum website presents a few interesting citations. Among them are their occasional "partnership" with chains like Dunkin and other food stores. Such expansive uses are more intense traffic generators than a convenience store associated with a gas station. Also, in addition to gasoline, Gasland stations provide diesel fuel for trucks. Because this development could be a significantly larger traffic generator than that which is presented in the current application, we urge the Town to obtain as much information as possible regarding the store's potential tenant and any Gasland plans to provide diesel fuel.

Note that a coffee shop also could include tables and seating areas, and diesel pumps would mean large trucks turning into and out of the site, adding to the congestion and queuing issues both on the site and out on Route 6. Such potential components were not evaluated in the generic studies prepared for this Application and should be addressed before any further consideration of this proposal. We need to know the specific planned use of the store component and the potential sale of diesel fuel at this site.

5. There are five existing gas stations on Route 6 within a few miles east of the Gasland site. To provide some perspective, those five stations and pertinent information for each is listed in the following Table:

Table 1: Existing Service Stations – Route 6 Cortlandt

NAME	ADDRESS	LOT AREA (acres)	NUMBER OF FUELING POSITIONS	ANCILLARY USE (area)
Sinclair	2058 US 6	0.3	4	None (n/a)
Smart Gas	2071 US 6	0.5	6	C-store* (± 2,100 sq. ft.)
Mobil	2072 US 6	0.4	8	C-store (± 700 sq. ft.)
Gulf	2098 US 6	0.4	4	C-store (± 1,440 sq. ft.)
Shell	3017 US 6	0.3	8	Car Wash (n/a)
AVERAGES		0.38	6	
PROPOSED GASLAND		1.0	12	C-store 2,600 sq. ft.

*C-store = Convenience Store

Clearly, the Gasland proposal is larger than the average site size of existing service stations on Route 6 in Cortlandt - both in area (lot and building) and number of fueling positions. In fact, the Gasland proposal is similar in size to many highway rest areas found along the Thruway and other New York parkways. The photo below shows the rest area on the Hutchinson River Parkway in Harrison with a convenience store and 12 fueling positions.

Therefore, another potential mitigation of impacts would be to reject this proposal and for the Applicant to return to the Town with a downsized project - reducing the number of fueling positions and the area of the building to be more in line with the average service station in this area of the Town.

Photo 1: Mobil Service Station and Convenience Store – Hutchinson River Parkway

