



Copies 8 Planning Board
 Town Board
 Zoning Board
 1. Legal Dept.
 1. DOTS Director
 C.A.C.
 A.R.C.
 Applicant
 _____
 _____
 Sent 10/22/21

MEMORANDUM

To: Town of Cortlandt Planning Board
 From: John Canning, P.E.
 Veronica Prezioso, EIT
 Date: October 21, 2021
 Subject: Response to Planning Board Comments
 Proposed Sinclair Gas Redevelopment & Traffic Signal
 Town of Cortlandt, NY

Kimley-Horn has prepared this Memorandum to respond to comments provided at the September Planning Board Meeting:

Comment 1: There are too many gas stations on Route 9 and this project should be denied

Response 1: This is an existing gas station, not a new gas station, and the owner has the right to make changes (subject to Planning Board review and approval) to make sure the viability of the business in a competitive market. If the project is denied, the opportunity to install a traffic signal at this intersection will too, as signal warrants are not met without the Project. It also noted that surveys conducted by the the Institute of Transportation Engineer's indicate that more than half of trips generated by gas stations with convenience stores are made by customers who are already passing the store on the adjacent street and, therefore, are not extra or new trips on the surrounding roadway.

Comment 2: The site is too small.

Response 2: It is proposed to install a convenience store and 12 vehicle fueling positions on a 73,000-sf site. The site is 31,000 sf larger than a similar application (also with 12 vehicle fueling positions and a convenience store) that was recently approved nearby on the same road. That Application had only 11 parking spaces. The proposed plan proposes to provide 14 parking spaces. The closet fueling position is almost 55 feet from the property line and the paved area is 173 feet deep.

Comment 3: There is too much happening on the site and it will lead to vehicle conflicts.

Response 3: Due to the prohibition of the left-turn movement into the site, the vast majority of traffic visiting the site is expected to enter by making a right-turn in from westbound route 6 and generally circulating counter-clockwise around the site. Striping has been added to the site plan to encourage this circulation and all of the drive aisles are 32 feet or wider (8 feet wider than the drive aisles at the recently approved nearby gas station), to better accommodate the few vehicles that will enter the site and to streamline the operation of the drive through.

Comment 4: The Application is a moving target.

Response 4: While there have been some changes to the site plan since its initial applications, many of these have been in response to comments from the Town, it's consultants and the NYSDOT. We believe that the basic elements of the Site Plan are still fundamentally the same but have added additional notes to the Site Plan to memorialize recent discussions (including the location of a vehicle vacuum, air pump and where employees will be required to park).

Comments 5: What is the intent of the drive-through?

Response 5: Since early in the process, it has always been the Applicant's intent to have the drive-through as an accessory use to the convenience store (and not the other way around). In speaking with the Applicant, they have reiterated this and indicated that there will not even be an order board for the drive-thru (customers will either order on line, with an app, or simply drive up to the window and request something from inside the store). The Applicant has further indicated that there is no intent at this point to have a separate franchise operating the drive-through from within the convenience store building.

Comment 6: Can anything from the former school building on the site be incorporated within the new store.

Comment 6: The Applicant has indicated that, if there is an opportunity to incorporate some feature of the existing building tastefully in the new store, they would be open to the concept. They have asked the building architect to look into that and a letter is expected to be coming separately. At the very least, the Applicant will prepare a photo montage that tells the story of the building and that can be kept in the store for customers to review.

Comment 7: The fire truck appears to come into contact with a fueling vehicle.

Response 7: The turning analysis has been revised to show that the fire truck can easily navigate around the site, even if there are vehicles at every vehicle fueling position.

Comment 8: The number of fueling positions is excessive, can it be reduced, at least by two?

Response 8: The ability of the Applicant to have vehicles fuel at all 12 fueling positions is even more critical now that access to the Site from the west has been curtailed. Convenience is a fundamental part of the gas retail business. Customers want to park in the vehicle fueling positions after they pump gas while they go into the store. This is just what they do. Eliminating vehicle fueling positions will reduce store foot traffic as well as reduce fuel sales (as no one wants to wait for a fueling position to open up because someone is in the store before they can pull up to begin pumping gas).

The additional vehicle fueling positions also reduces congestion on the site and at the entrance as it prevents all of the vehicle fueling positions from being occupied if there are fewer positions and it also allows vehicles to travel further into the site, away from the street.

As discussed above, the site is more spacious than the recently approved nearby gas station, there is more room for circulation, it will generate less traffic and removing two vehicle fueling positions will do little more than deprive the applicant of the ability to attract more customers into the convenience store, which is needed to support the cost of the development of the site, including the cost of installing a new traffic signal on Rt 6 at the site driveway and the Bear Mountain Parkway westbound exit ramp.