

MEMORANDUM

To: Garrett Duquesne, AICP
Commissioner, Community Development and Conservation
Town of Greenburgh

From: John Canning, P.E. 
Andrea Connell, RSP
Town of Greenburgh Traffic Consultant

Date: December 6, 2021

Subject: Amended Site Plan and Subdivision Applications – PB 21-30
Saw Mill Stone and Masonry Supply
34-40, 50, 00 & 10 Saw Mill River Road, Hastings, NY
Traffic and Parking Review

Kimley-Horn has reviewed the traffic and transportation elements of the following documents related to the Applicant's (Ten Saw Mill Realty, LLC & Forty Mill Realty, LLC) proposal to redevelop the property located at 34-40, 50, 00 and 10 Saw Mill River Road (NYS 9A) in the Town of Greenburgh:

- Application cover letter prepared by Zarin and Steinmetz, dated 11/12/2021
- Site Plan Application Form, dated 11/10/2021
- Subdivision Application Form, dated 11/10/2021
- Town of Greenburgh Zoning Board of Appeals Certificate of Decision, dated 12/17/2020
- Full Environmental Assessment Form – Part 1, dated 11/10/2021
- Site Development Plans (Sheets 1 to 6), prepared by Kellard Sessions Consulting, dated 11/10/21

Project Understanding

In February 2020, the Applicant received Preliminary Site and Subdivision Plan approval for various site modifications and improvements associated with a retail stone and masonry supply business located at 34-40 Saw Mill River Road (the northern portion of the subject site). Subsequent to that approval, the Applicant purchased¹ properties to the south of the approved subdivision, at 00 Saw Mill River Road and 10 Saw Mill River Road. These properties are currently developed with outdoor storage areas for masonry supplies. The Applicant now proposes further modifications to the site, including, but not limited to, relocation of storage bins, the addition and relocation of off-street parking spaces, one (1) 800 sf and one (1) 1,400 sf storage shelter, an internal driveway ramp with related retaining walls,

¹ The Applicant is currently the contract vendee to purchase the property at 10 Saw Mill River Road.

in order to connect the 00 and 10 Saw Mill River Road properties to the 34-40 Saw Mill River Road sites, together with related improvements.

From an off-street parking perspective, the existing 2,793 sf retail space, together with the 1,900 sf existing and 2,200 sf proposed warehousing space on the site, requires 23 parking spaces, where 8 are proposed.

The site, which is long but narrow, is currently provided with five (5) curb cuts on Saw Mill River Road, with three access points located on the northern portion of the property (the 34-40 Saw Mill River Road parcels) and two located toward the southern end at 00 and 10 Saw Mill River Road. There is currently no area designated for parking.

It is proposed to eliminate/close one of the northern driveways and maintain the remaining four (4) curb cuts on Saw Mill River Road. In addition to the new storage enclosures, there will be expanded areas for outdoor storage and display of materials along both the east and west sides, for the length of the property. An internal circulation roadway will connect the southern and northern ends of the property. It is proposed to delineate 8 striped standard (10' x 20') parking spaces (where no designated parking spaces are provided today), with 5 spaces adjacent to the northern retail building and 3 spaces along the southern property line. The site plan (Sheet 3 of 6) also shows 5 overnight truck parking spaces (15' x 45') at the southern property line, with two of the truck spaces overlapping with the 3 southern standard parking spaces. A variance was granted in December 2020 for the smaller, approved site to allow 8 parking spaces, where 20 spaces were required per Town Code.

The subject Application does not include a revised traffic study for the expanded site. The following provides our comments on the Application and documents reviewed:

A. Traffic Activity

Compared to the approved application, the current application more than doubles the amount of warehouse space, increases the outdoor storage and display areas and has an additional driveway on Saw Mill River Road. ***As such, it is recommended that a traffic study be prepared that provides the following information:***

- ***Trip generations for the full site***
- ***Trip distributions for each access driveway***
- ***Description of proposed site access and internal circulation, indicating the following:***
 - ***Any driveways and/or areas of the site that will be limited to customers only, employees only, or trucks only.***
 - ***Hours of operation***
 - ***Where the employees and customers will park***
 - ***Scheduling of deliveries, especially from large trucks, and the procedure to manage truck arrivals, circulation within the site and departures.***
 - ***Parking analysis indicating the peak parking demand for the expanded site***

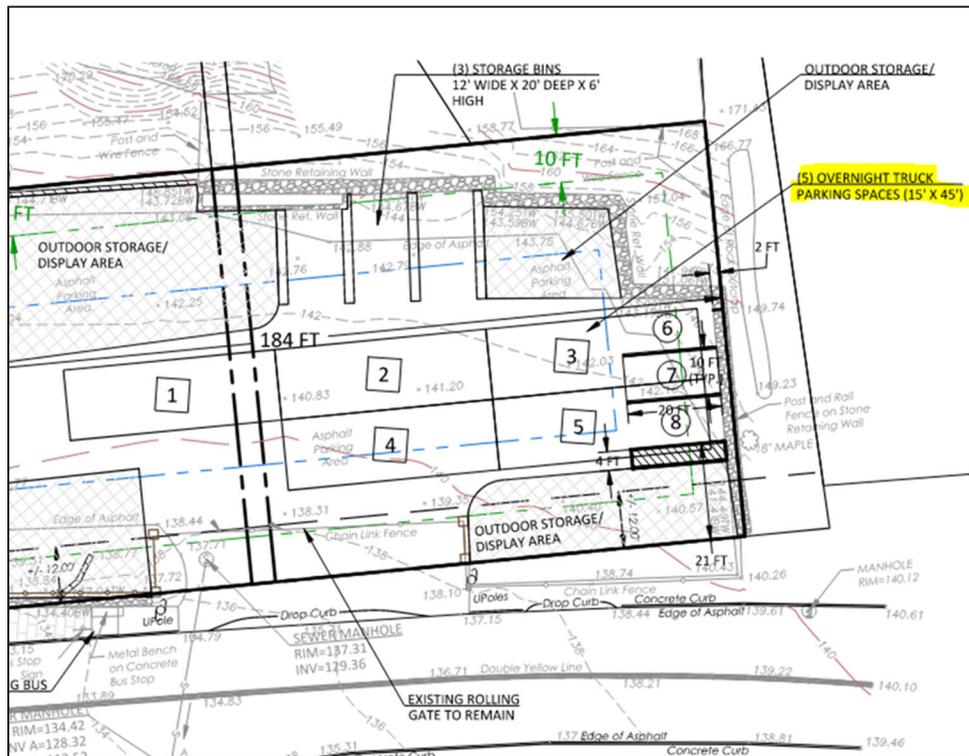
B. Site Plan

Parking

The site plan (Sheet 3 of 6) shows 8 proposed parking spaces, which is 15 spaces fewer than the Code-required 23 parking spaces. Although a variance to allow 8 parking spaces (where 20 were required) was granted in 2020 as part of the prior approved application, due to the expanded size of the property and resulting increase in the Code-required parking to 23 spaces, the Applicant will need to request a variance for the expanded site.

The site plan shows 5 parking spaces at the northern end and 3 spaces at the southern end of the property. Three of the 5 northern spaces are behind the existing retail building while the 3 southern spaces are 175 feet from the nearest warehouse structure and almost 700 feet from the retail building. **The Applicant should indicate if any of the 8 spaces are to be designated for employee or customer parking and the expected maximum number of employees on site at any one time.**

The site plan also shows 5 overnight parking spaces at the southern end of the property, with 2 of these spaces overlapping with the 3 standard spaces (see excerpt from site plan below). **The Applicant should provide details on how the overnight truck spaces will be managed so as not to interfere with the daytime operations of the site.**

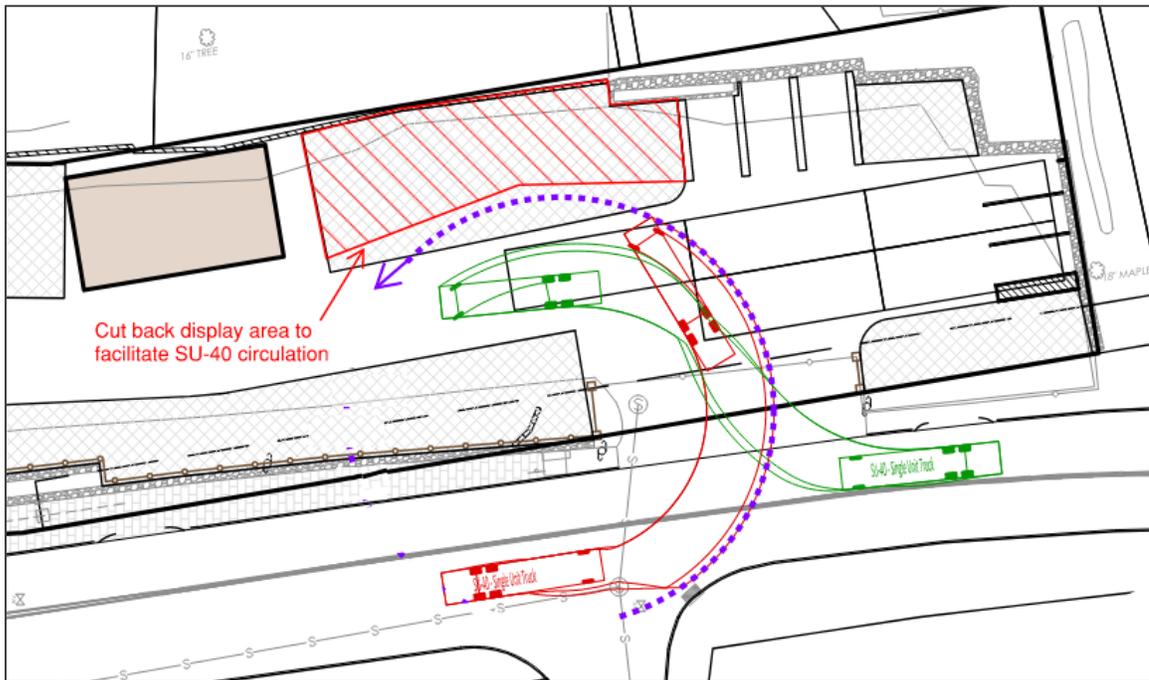


Truck Access and Circulation

The *Truck Turning and Sight Distance Plan* (Sheet 5 of 6) shows how 40-foot long single unit trucks (SU-40) and small tractor trailers (WB-40), the same vehicles that were evaluated in the prior approval, will enter and exit the site at 3 of the driveways. ***The plans do not show how these trucks, once entered into the site, will navigate to the delivery or pick-up area, park and then proceed to one of the driveways to exit the site. Because of the narrow width of the property, this information should be added to the plans for each drop-off/pick-up area to be used by large trucks.***

The Applicant should provide justification for the need for a 4th driveway to serve the site. If the 4th driveway² is to be used by trucks, a turning analysis should be provided for that driveway also. The Applicant should also reconfirm (from the prior approval) that SU-40 and WB-40 vehicles will be the largest trucks to visit the site. If larger vehicles are anticipated, it should be shown how they will enter into the site, circulate and then exit the site without having to do any reversing in the public right-of-way.

Our initial review of the plan showing an SU-40 turning left into the site at the southern driveway reveals that the truck will be impeded by the storage/display area on the east side of the property. It is recommended that the display area be cut back (as shown in red below) to allow trucks to enter the site in one movement.



² This driveway is located 62 feet (measured centerline to centerline) to the south of the driveway to its immediate north.

Sight Distance

Sheet 5 depicts the sight distance required at 3 of the site driveways based on an 85th percentile speed of 39 mph in front of site along Saw Mill River Road. Based on the 85th percentile speed, the required stopping sight distance is 305 feet and the required intersection sight distance is 445 feet. The plan indicates that these distances are attainable.

However, as we noted in our initial review³ of the prior application for this site, based on the fact that the facility will see a considerable volume of truck traffic and, as discussed above, entering and exiting the site in larger trucks is not easy, it is recommended that 375 feet of sight distance be provided in either direction on Saw Mill River Road from the proposed driveways (approximately 25% more than the required stopping sight distance and approximately 85% of the recommended intersection sight distance). The sight distance plan should be updated to show the 375-foot measurement. As there will be outdoor storage of materials along the frontage and adjacent to the driveways, it is imperative that a driver's view be unobstructed when looking to the left and right. Therefore, the site plan should also delineate the sight triangles at each driveway that are to be kept clear, meaning that there will be no walls or storage of materials above 32 inches or fences that cannot be seen through when looking to the left or right. A note to this effect should be added to the Site Plans so that the Building Inspector may verify that these conditions are complied with in the future.

We have observed parking on the asphalt area behind the curb in front of parcels 00 and 10. Therefore, we would recommend that signage be installed to prohibit parking along the east side of Saw Mill River Road within the sight triangle area of each site driveway so that parked vehicles do not unduly obstruct drivers' sightlines.

C. NYSDOT Requirements

Since Saw Mill River Road is a state highway (NYS 9A), the Applicant will have to obtain a Highway Work Permit (HWP) for the access modifications. The EAF Part 1 (B.g. on page 2), indicates that a HWP is "pending". ***The Applicant should provide the Planning Board with a copy of the HWP application submitted to NYSDOT, if not already done so.***

NYSDOT typically requires a separate left-turn lane added to state highways where the left-turn volume exceeds 5 vehicles in the peak hour. The traffic study for the smaller site indicated left-turn volumes exceeding 5 vehicles at the northern driveway during the weekday AM and PM peak hours and the Saturday peak hour (southbound left-turn volumes ranged from 7 to 14 vehicles). NYSDOT

³ Kimley-Horn Memorandum dated July 31, 2020

will determine if a separate left-turn lane is required or if left-turn restrictions will be implemented at any of the driveways.

Saw Mill River Road has a yellow, hatched center median at the three northern site driveways and a double yellow center line at the southern site driveway. While we believe that it is permissible to cross the yellow lines (as long as it can be completed safely) it is unclear how NYSDOT will review this issue.

We also note that while the Applicant is reducing the number of site driveways from five to four, NYSDOT may have concerns over having 4 driveways within a relatively short (575 foot) segment of Saw Mill River Road.

Conclusions

It is recognized that this Application is a relatively modest expansion of an existing operating business and that the potential off-site traffic impacts are minimal. However, the narrowness of the site, its position on the inside of a curve and the need to store materials right up to the property line present some potential difficulties for access and internal circulation. It is important that the Town, in coordination with the Applicant, evaluate these needs carefully to ensure that the proposed improvements will not cause any impediments to safety and that site operations can function efficiently for the operator.

The Applicant should provide the additional information and analysis recommended herein for the expanded site, so that the Town will better understand potential safety impacts of the new Application and determine what modifications may be needed to offset potential impacts.