

MEMORANDUM

To: Gareth Hougham, Chairperson
and Members of the Town of Ossining Planning Board

From: John Canning, P.E.
Andrea Connell, RSP
Kimley-Horn Engineering and Landscape Architecture of New York, P.C.

Date: March 13, 2023

Subject: River Knoll
40 Croton Dam Road, Town of Ossining, Westchester County, New York
SFEIS Review – Traffic and Transportation

Kimley-Horn Engineering and Landscape Architecture of New York, P.C. (Kimley-Horn or KH) has completed its review of the traffic and transportation portions of the Supplemental Final Environmental Impact Statement (SFEIS), dated December 2022 for the proposed River Knoll residential development to be located on the former Stony Lodge Hospital site at 40 Croton Dam Road in the Town of Ossining.

The following review provides our evaluation as to whether the SFEIS adequately addresses the substantive technical comments on the accepted SDEIS, based on Kimley-Horn's September 2, 2022 review Memorandum as well as the public comment record. Kimley-Horn has reviewed the transportation-related items in the following SFEIS sections/documents:

- SFEIS Volume 1
- SFEIS Volume 2 (Traffic Study Appendix D)
- Site Plans (6 sheets, revision dated 12/23/2022)

The SFEIS notes that the Project's site layout plan has been redesigned to address comments received on the SDEIS. The revised plan now includes one (1) additional unit for a total of 96 units.

The following provides Kimley-Horn's comments on the responses provided by the Applicant in the SFEIS for the transportation-related items (numbered in accordance with the SFEIS). Our comments on the SFEIS are provided in bold italics.

SFEIS Responses to Kimley-Horn September 2, 2022 Review Memorandum

SFEIS Comment No. 9-5 (School Bus Stops/Safety)

SDEIS Comment: The Applicant was asked to provide information on school bus stop locations in the study area as well as the morning and afternoon pick-up and drop-off times at each location and evaluate potential impacts and mitigation, as the Project's construction activity will coincide with school bus activity.

SFEIS Response: The Applicant indicates that the Ossining Union Free School District has been contacted to obtain the school bus stop information but that a response from the District has not yet been received. The Applicant states that no significant impacts are anticipated as per New York State vehicle and traffic laws, all vehicles, including construction vehicles, must stop when school buses are picking up or discharging passengers.

KH Comment: *The Applicant has not provided the required information on school bus stop locations in the study area. This is information that the School District could provide. This is also information that the Applicant could have gathered through field observation.*

The Applicant is correct in stating that all vehicles, including construction vehicles, must stop when school buses are picking up or discharging passengers. However, once the school bus retracts its Stop sign, opposing vehicles may pass the bus and stop location and once the school bus departs the stop location, vehicles waiting behind school buses will also pass the stop location. School children may be crossing the street or walking away from the stop location at this time, or they may be getting into waiting vehicles. The opposite may be true in the morning.

Based on the data provided to date, it appears that there would be additional construction activity past the bus stop locations at drop-off and pick up times. Without knowing the times, nature, levels and location of school bus activity on Croton Dam Road and comparing them to projected construction activity, it is difficult to affirm that the project will not have a significant adverse impact on this activity or that any impact will be mitigated to the greatest extent practical.

It is recommended that the Applicant document current school bus stop activity on Croton Dam Road or outline a plan that will minimize the impact of construction activity on such activity.

SFEIS Comment No. 9-6 (Accident Analysis)

SDEIS Comment: *The Applicant was asked to obtain accident data from the New York State Department of Transportation (NYSDOT) as the SDEIS only evaluated accident records provided by the Town/Village Police Department. For any NYSDOT crashes not included in the SDEIS, an analysis of the new data was to be performed and any locations where the accident rate exceeds the statewide average, a further discussion was to be provided and potential impacts and mitigation proposed.*

SFEIS Response: The Applicant obtained additional accident records from the NYSDOT and re-analyzed the crash data in the Traffic Impact Study (“TIS”) in SFEIS Appendix D. A review of Table ARS (Appendix A in the TIS) which summarizes the number of crashes at each location indicates that with the new data obtained from the NYSDOT, there were a total of 84 crashes (compared to 38 crashes obtained solely from the Town/Village Police Department and evaluated in the SDEIS). A review of the accident information provided in the TIS reveals that the intersection of Croton Dam Road with Route 9A had a total of 25 crashes. The Table also reveals that the segment of Route 134 between Hawkes Avenue and NY Route 9A experienced 39 crashes.

Table ARS also compares the calculated accident rate at each location to the statewide accident rate for similar types of intersections and roadways. Six (6) of the study intersections have accident rates above the statewide average. At four (4) of the six (6) locations, there were only 1 or 2 crashes in the study period and the Applicant notes that the higher than average rate is due to the relatively low traffic volumes experienced at these locations. The Applicant also states that the "...relatively low projected traffic volumes associated with the proposed development are not anticipated to significantly affect the existing accident patterns throughout the surrounding network."

KH Comment: The Applicant has provided the requested additional accident information and analysis. We agree that the Project would not have a significant adverse impact on the existing crash patterns as the added traffic from the Project would represent only a very small percentage of the overall intersection traffic volumes.

SFEIS Comment Nos. 9-7, 9-8 and 9-10 (Trip Generation & Distributions)

SDEIS Comment: The Applicant was asked to revise the trip generations using the latest (11th) Edition of the Institute of Transportation Engineers' (ITE) "Trip Generation Manual" and to revise or justify the imbalanced arrival and departure distributions along Croton Dam Road. Also, the Applicant was to update the Build analyses due to the modifications to the trip generations and distributions.

SFEIS Response: The Applicant revised the trip generations using the 11th Edition of the *Trip Generation Manual*. The Applicant modified the trip distributions to provide a balanced distribution along Croton Dam Road (60% to/from the east and 40% to/from the west). The Build analyses were recomputed which revealed that the change in trip generations and distributions do not result in a notable change in the SDEIS analysis results.

KH Comment: The revised trip generations result in an increase of only one (1) trip during the AM peak hour with no increase in trips during the PM and Saturday peak hours.

The Applicant has modified the trip distributions appropriately and in accordance with existing residential traffic flows. The revised analyses provided in the TIS indicate that, compared to the No-Build condition, the proposed redevelopment of the site will not have a significant adverse impact on traffic conditions at the critical intersection of Route 9A with Croton Dam Road, nor at the other study intersections.

SFEIS Comment No. 9-9 (Synchro Analysis)

SDEIS Comment: The Applicant was asked to revise the analyses using the latest edition of Synchro (Version 11).

SFEIS Response: The Applicant responded that both the Synchro 10 and Synchro 11 versions of the software are based on the methodologies of the 6th edition of the Highway Capacity Manual (HCM 6) and that the SDEIS analysis results are based on HCM 6. Analysis conducted with

Synchro 11 would provide the same results as the analyses conducted with Synchro 10.

KH Comment: We find this response to be acceptable.

SFEIS Comment No. 9-11 (Queuing and Mitigation)

SDEIS Comment: As the Project will increase the queuing along northbound Croton Dam Road at the intersection with Route 9A, the Applicant was asked to explore mitigation measures to reduce the impacts to traffic flows.

SFEIS Response: The Applicant states that mitigation measures have been explored and they are proposing to install “Do Not Block the Box” signing and striping on the northbound Croton Dam Road approach to the intersection with NY Route 134 (Kitchawan State Road). A concept plan showing the proposed improvements is provided in the TIS (Figure CI-1).

KH Comment: We find the proposed mitigation to be acceptable, as during periods with long northbound queues, it would allow for vehicles exiting NY Route 134 to enter northbound Croton Dam Road.

SFEIS Comment No. 9-12 (Sight Distances)

SDEIS Comment: To ensure that acceptable sight distances are provided at the site driveway intersection on Croton Dam Road, the Applicant was asked to confirm that the existing stone wall and pillars would be moved out of the sightlines and the vegetation impacting sightlines will be removed/kept clear.

SFEIS Response: The Applicant has confirmed that the existing walls adjacent to the site driveway are to be relocated to improve the sight distance.

KH Comment: The SFEIS response should also indicate that the Applicant will remove or clear the vegetation along Croton Dam Road that would impact exiting drivers’ sightlines.

SFEIS Comment No. 9-13 (Site Plan)

SDEIS Comment: To improve safety, the Applicant was asked to add sidewalks and crosswalks along certain areas of the development’s internal roadways. The Applicant was also requested to indicate if on-street parking will be permitted along the internal roadways or if parking is to be prohibited during any or all hours of the day.

SFEIS Response: The Applicant has responded that the majority of the streets within the site will have sidewalks to the extent possible given the Site’s constraints and indicated that sidewalks will be incorporated during the site plan phase of the review process.

Regarding parking along the internal roadways, the Applicant states that “on-street parking will be permitted in areas of the housing clusters”, and that “There has been no determination as to hours when this will be permitted...”. The determination will be made based on observations of usage

and the desires of the association once the association is established and operative.

KH Comment: The Applicant should work closely with the Town during the site plan approval phase to provide sidewalks in appropriate areas. Regarding parking, the Applicant should add to the site plan the extent of the proposed on-street parking as currently envisioned as parking in certain areas could impact sightlines and vehicular circulation.

We note that the SFEIS site plan layout has been modified from the plan proposed in the SDEIS. The new plan reduces the number of units in the area near First and Second Avenues and increases the number of units in other areas of the property. The SFEIS plan results in a net increase of one (1) unit to 96 total units compared to the 95 units in the SDEIS plan.

SFEIS Comment No. 9-14 (Alternatives)

SDEIS Comment: The Applicant was asked to revise the trip generations for the Alternatives comparison table (Table V-1) using the 11th Edition of the ITE's "Trip Generation Manual".

SFEIS Response: The Applicant has recalculated the trip generations for the Alternatives using the 11th Edition of the ITE "Trip Generation Manual".

KH Comment: We find that the trip generations for the Alternatives have been calculated correctly.

SFEIS Comment No. 9-15 (Construction Traffic)

SDEIS Comment: The SDEIS indicates that all trucks will use either NYS Route 9 or NYS Route 9A and travel on Croton Dam Road to the site. However, signage indicates that trucks exceeding 5 tons are prohibited from traveling along Croton Dam Road.

SFEIS Response: The Applicant responds that the "...route along Croton Dam Road between NY 9A and the subject property does not contain any bridges or other vehicle load sensitive crossing. Section 188-20 of the Town of Ossining Code permits an exception from the 5 ton weight limit along Croton Dam Road for local delivery or pickup of materials. Based on this section of the Town Code, the construction trucks destined to/from the site would be exempt from this prohibition."

KH Comment: Croton Dam Road is winding and steep at its west end, with a maximum grade of 10%. This is likely the reason for the 5-ton weight limit. It is recommended that construction trucks be required to access the site via Croton Dam Road from Route 9A only.

SFEIS Responses to Public Comments

SFEIS Comment No. 9-16 from Town of Ossining Town Board (Route 9A Improvements)

SDEIS Comment: While there are now proposed to be fewer units than the 188 that was previously

proposed, 95 townhomes is still a lot of additional people – and cars – in the community and this specific area that already deals with a lot of traffic congestion. And because of the size of the townhomes, there could potentially be more people living in each unit than in the prior proposal. In light of this, the Town Board would like to see the improvements to the Route 9A intersection that were proposed as part of the previous proposal reincorporated into the project.

SFEIS Response: “The 55+ requirement of the Project requires the units to be marketed and sold to an older empty-nester audience. The purchaser profile is not a peak hour commuter and is either pre-retirement, retired, or retired with part-time work that will be handled in the dens planned for these units. The traffic analysis performed by JMC Engineers and reviewed by Kimley-Horn's traffic engineers demonstrates that River Knoll will have imperceptible traffic impact to the NY 9A/Croton Dam Road intersection at peak hours. Virtually all traffic that impacts this intersection is caused by commuters from either the north, south or east locations. The comparison to the density of the prior multifamily plan serves no purpose because the profile of renter of that use is a much younger professional that will commute at peak hours. Recognizing this, the prior proposal did offer to provide certain improvements to this intersection. However, we may be amenable to a town-led and managed traffic improvement district for this intersection that solicits and/or imposes fees, on a pro-rata basis, from surrounding uses.”

KH Comment: The analysis conducted by the Applicant reveals that poor traffic conditions are currently experienced at the intersection of Route 9A with Croton Dam Road. In the future with background traffic growth and traffic from either the former hospital use of the site or with the proposed senior housing, delays will increase under No-Build and Build conditions. Compared to the former hospital use of the site, the Proposed Action will generate 31 fewer trips during the weekday AM peak hour, 35 fewer trips during the weekday PM peak hour and 28 fewer trips during the Saturday peak hour. When compared to the previous 188-unit apartment development proposed for the site, the 96-unit Project will add 61 fewer trips during the weekday AM peak hour, 77 fewer trips during the weekday PM peak hour and 45 fewer trips during the Saturday peak hour.

The Applicant is proposing to add “Do Not Block the Box” signage and striping to the northbound approach of Croton Dam Road at the intersection with Route 134 (Kitchawan State Road) and has indicated in their response that they would be willing to participate in a Town-managed arrangement where fair share fees are collected that would be used for funding improvements.

At the Route 9A intersection with Croton Dam Road, the analysis provided in the TIS reveals that, compared to No-Build conditions, the greatest impact from the Proposed Action is an increase in average delay of one (1) second (on the southbound Croton Dam Road approach) during the weekday PM peak hour.