



Site Planning	Environmental Studies
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Land Surveying	3D Visualization
Transportation Engineering	Laser Scanning

October 1, 2018

Chairman Phil Tolmach
Town of Kent Planning Board
25 Sybil's Crossing
Kent, NY 10512

RE: Proposed Route 52 Development
Kent, NY

Traffic, Parking & Site Layout Review

Dear Chairman Tolmach and Members of the Board:

In accordance with your request, we have undertaken an initial review of traffic, parking and the site layout.

A. Traffic Impact Study

We have reviewed the Traffic Impact Study prepared by Maser Consulting, revised 1/26/2018 and have the following comments.

1. The projected trip generation is generally based on Institute of Transportation (ITE) data, which is acceptable as it is standard practice. The study indicates the ITE is supplemented with data from the Maser files. Any data that is not based on ITE should be identified and submitted as a basis for the projections. Additional information should be provided to clarify the truck stop projections, such as building s.f. or fueling positions and the Saturday peak hour trip generation.
2. It appears the water park Saturday volumes directional distribution should be revised.
3. The 15% internal trip credits should be reduced for certain uses, especially the convention center.
4. Footnote 1 on Table 1 references a quality restaurant, which should be confirmed or modified as the parking study considers a restaurant within the Radisson hotel, which appears to be an ancillary use within the hotel.
5. Drawing SY1 shows expansions to the Radisson Red hotel and the truck stop rest area. The traffic impact of the proposed expansion areas should be evaluated. The trip

generation table does not include the proposed hotel expansion and it is not clear if the truck stop expansion shown on Drawing SYI is included.

6. The analysis should be revised to be based on HCM 6th Edition and Synchro 10.
7. The Level of Service Summary Table 2 should be expanded to include the volume/capacity (v/c) ratios and indicate projected delays for all lane groups and approaches.
8. The site access for the truck stop in the study is inconsistent with the Preliminary Improvement Plan CP-1 and Drawing SYI. The study analyzes a single common driveway for the truck stop, Drawing CP-1 shows two driveways for the truck stop with ingress and egress at each driveway and Drawing SY-I shows separate ingress and egress driveways. The driveways should be consolidated as analyzed in the study, unless there is a compelling reason two have two driveways. The study shows levels of service F for the truck stop driveway traffic entering Route 52. Monitoring for a traffic signal is proposed in the study at the water park driveway, but not at the truck stop driveway. While the truck stop driveway(s) would likely not meet traffic signal warrants, a single signalized driveway should be considered, or all exiting vehicles should be via a signal.
9. Please provide figures for the projected pass-by volumes and provide separate figures for each of the specific other development volumes.
10. The proposed hotel traffic distributions should be provided.
11. Please revise figure references within the text.
12. The site driveway for the water park and hotels are shown as two-lane approaches, as are various recommended off-site improvements. If a signal is not installed at the driveway or off-site intersections, in our experience NYSDOT typically does not currently desire two lane approaches along minor approaches. The Applicant should coordinate with NYSDOT regarding the project and proposed improvements.
13. Vehicular queuing should be evaluated relative to available storage lengths.
14. Sight distances should be evaluated at the proposed site driveway intersections with Route 52.
15. Off-site improvements shown on Drawings CP-1 and CP-2 should be revised to show the approximate existing right of way to confirm the improvements can be implemented within the available right of way.
16. The study suggests that the majority of off-site improvements are required regardless of the proposed Route 52 Development. The Applicant should identify which specific improvements are proposed by the Applicant.
17. The accident reports should be summarized by intersection and roadway links and should be compared to statewide averages.

B. Parking

1. We have reviewed the Shared Parking Analysis prepared by P. W. Scott Engineering & Architecture, P.C., dated 7/31/2018 and have the following comments:
 - a. The parking study should include text to describe the tables and the basis for parking requirements for uses which are not identified in the Town zoning code.
 - b. The separate employee spaces shown for the hotel and restaurant uses on Table 1 do not appear to be specifically required based on Town zoning code and thus appear to be overstated, yet employees do need to be shown as a separate component of the spaces required by the Town in the shared parking analysis.
 - c. The 104 spaces shown for LaQuinta is greater than the 100 spaces shown on Drawing SY1 and analyzed in the traffic study.
 - d. The square footage of the restaurant in the Radisson should be identified.
 - e. The use of health club parking hourly percentiles does not appear to be representative of a water park. For example, on a weekend day at 2:00 PM, the water park is shown to be 25% occupied.
 - f. The truck stop Table 5 shows 25 spaces required for the food court, while it appears 50 spaces are required based on the restaurant s.f. The future proposed retail spaces appear to be underestimated. The tire shop parking requirement should be explained.
 - g. Table 8 references land banking parking will be noted on drawings. Drawing SY1 does not appear to identify landbanked parking areas.
2. It is anticipated that parking spaces will be eliminated to accommodate delivery vehicles as discussed below.
3. A surplus amount of handicap accessible parking appears to be provided for each use. In addition, accessible aisle can be shared between two accessible parking spaces in New York State.

C. Site Layout

1. The proposed truck stop would accommodate 53 foot long trailers. We reviewed the New York State Department of Transportation (NYSDOT) criteria regarding special dimension vehicles (which include 53 foot trailers) and the anticipated trucks are permitted to access the site via the I-84 Interchanges 17 and 18 as well as Route 6.
2. Drawing SY1 shows the truck stop trucks pulling head in to the trailer spaces, which would require trucks to back out of the spaces with limited sight distance of approaching trucks.

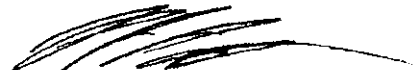
The one-way flow arrows or the arrangement of the parking spaces should be reversed so that trucks can back into the spaces and drive forward to exit.

3. All typical parking space, access aisle and driveway dimensions should be provided. Typical radii should be provided.
4. There are two trucks parked behind the rest area expansion area, apparently in loading spaces. Based on the proposed parking space and access aisle layout, it does not appear that trucks can conveniently access the location shown. Truck turning simulations should be provided for the truck stop as well as for entering and exiting delivery vehicles and firetrucks within the remainder of the site. Loading spaces should be shown and dimensioned for each use.
5. The number of proposed parking spaces should be shown for each parking bay.
6. Please explain the dashed driveway between the bio-retention areas shown near Route 52.
7. We recommend a break in the proposed boulevard along the northern site access driveway to accommodate vehicles exiting the truck stop rest area.

We are available to discuss our initial comments with your Board and the Applicant as desired.

Sincerely,

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC



Richard J. Pearson, PE, PTOE
Sr. Associate Principal