



Town of Philipstown

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Adam Hotaling
Highway Superintendent

TO: Neal Zuckerman, Planning Board Chairman, and Board members
FROM: Adam Hotaling, Highway Superintendent
DATE: September 28, 2022
RE: Kingsley Commercial Site Plan - Old Albany Post Road North

In response to your recent request, I visited the above project site with the Town Engineer and reviewed the proposed Site Plan drawings which illustrate the proposed driveway entrance lying generally across from Mountain Brook Road. My comments are offered below.

The Kingsley's site plan application involves a proposed 3,200 sf "mixed use" building, encompassing a 4-bay garage on the first floor with 2 apartments on the second floor. Given the nature of the Kingsley's businesses which will operate at this location and the information contained within their application, it is expected that the majority of their vehicular movements will occur between 7:30 am (any employees entering to begin their workday, and commercial equipment leaving the site to travel to the locations of their business clientele) and 3:30 pm (commercial vehicles returning, and any employees then leaving for the day). The vehicles used for the Kingsley's personal use will also generate some site traffic beyond these normal business hours. It is understood that this site-generated traffic will be fairly limited, and most concentrated within the hours outlined above. Finally, given the site's environmental constraints (Clove Creek, and NYS DEC-designated wetlands), it is understood that access directly onto Route 9 is not possible.

With the exception of the recent NYS DOT Route 9 construction project at Clove Creek, which temporarily created somewhat higher traffic volumes on the roadway from impatient motorists wishing to avoid the traffic delays created by the work (which has since been relieved by Route 9 having been restored to 2-way traffic within the work zone), the street predominantly serves local area residential traffic. No sidewalks exist. Further, the road's width does not support any on-street parking. While typically being of a low-volume nature, vehicular, pedestrian and bicycle traffic can therefore be expected to utilize the roadway. Further, based upon comments offered by neighborhood residents at the Planning Board's recent meeting, school buses stop at the Mountain Brook intersection to pick up and discharge area children at multiple times during the AM and PM hours when school is in session.

My primary concern is for the safety of those using our Town roads. The most significant considerations for establishing a reasonable driveway access onto a public roadway involve

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establishing safe sight distance, promoting clear visibility and minimizing potential conflicts for users of the public road. From my observations, a high point exists along Old Albany Post Road North to the south of the proposed Kingsley driveway. Having the proposed site driveway access across from Mountain Brook Road maximizes available sight distance in this direction. To relocate the driveway southerly, as was suggested by those who spoke at the Planning Board meeting, would be detrimental from a sight distance perspective and so is not desirable. Further, having the driveway offset from the Mountain Brook Road intersection would create potential traffic conflicts between area roadway users and site-generated traffic that can be minimized if these opposite points of entry onto Old Albany Post Road North (being the current Mountain Brook Road and the proposed commercial driveway) are aligned.

Notwithstanding my recommendation that the driveway remain as it is currently proposed, I do recognize the legitimate concerns of the area's residents. Since Old Albany Post Road is a relatively low-volume roadway, one possible consideration may be to install stop signs/painted stop bars on all approaches to the Mountain Brook Road intersection. Such traffic control measures should serve to create a safer environment for all users of the roadway (vehicles, pedestrians and bicyclists). It could also establish a safe location for school bus pick-ups and drop-offs. However, to do so would require the area's residents to petition the Town Board for the installation of these measures. If the local residents support this concept, they could contact Town Hall to discuss the matter with the Town Board.

I trust that this adequately responds to your inquiry. Should you have any questions on this, please don't hesitate to contact me.

Sincerely,



Adam Hotaling
Highway Superintendent

cc: Ronald J. Gainer, PE, PLLC