



Transmitted via email only

May 26, 2020

Mr. Kenneth Kovalchik, AICP
Town Planner
Guilderland Town Hall – 2nd Floor
5209 Western Turnpike
PO Box 339
Guilderland, NY 12084

**Re: Rapp Road Residential and Costco
Western Ave Mixed-Use Development
Routes 20 and 910F
Town of Guilderland
Albany County**

Dear Mr. Kovalchik:

We received the Draft Environmental Impact Statement (DEIS) for the Rapp Road Residential / Western Avenue Mixed Use Redevelopment Projects, including the Traffic Impact Study (TIS), in the town of Guilderland, on State Route 20 and Fuller Road Alternate (910F). We believe we are an involved agency under SEQRA.

The proposed action, generally, consists of the following:

- Site 1 - Development of 222 one- and two-bedroom apartments and 3,900 square feet of commercial space on a ±19 acre site;
- Site 2 - Development of ±160,000 square feet Costco retail use with associated fueling facility located on ±16 acres
- Site 3 - Conceptual development of ±115,000 SF of retail, 50,000 SF of office space, and 48 apartments on 11.34 acres.

We have reviewed the TIS, prepared by Maser Consulting PA (Maser), dated February 17, 2020 and have the following comments:

1. Fuller Road Alternate (FRA), State Route 910F, was referred to incorrectly as I-87 on/off ramp by Maser in the TIS. The ramps to/from Crossgates Mall Road cross over I-87 (New York State Thruway) and connect to FRA and the I-90/I-87 interchange.



2. Since the CDTA/Crossgates Transit Center is proposed and not yet scheduled for construction, we concur with no trip credits.
3. The trip credits identified as “interplay” should be categorized as internal and/or pass-by trips per ITE Trip Generation Handbook.
4. Since Costco is a discount club, pass-by trips are not entirely applicable (secondary trip to site by vehicles on adjacent roadway network with other primary destination) due to having to be a member and pay a fee to use services and purchase goods; a more appropriate trip credit distribution would be 10% internal trip credit for Costco from/to the mall, 10% internal trip credit for Costco from/to fueling stations, 25% internal trip credit for the fueling stations from/to Costco and 15% pass-by credit for both Costco and fueling stations.
5. Pass-by credits for Saturday the Costco site are unusual since it would be a primary destination and not a secondary destination; there should be no pass-by trip credit for Saturday. A pass-by credit of 15% would be appropriate for the fueling stations on Saturday.
6. The 3900 SF commercial in Site 1 is unidentified, please assign an ITE Land Use Code to this proposed development.
7. Depending on land use, the 3900 SF commercial space may generate few or many trips; It is unusual to see trips be attributed completely to other adjacent development (pass-by, internal) - provide the guidance/standard this was based on.
8. The trip distribution of Site 1 apartment seems skewed to the southern section of ring road. Vehicles would have to go through 4 signals to access the on-ramp, instead of 2 on northern section of ring road?
9. Should Springsteen Road be made two-way as part of the project to consolidate traffic? It will become increasingly difficult to have trips generated to/from the North and West of site(s) avoid use of Springsteen and Rapp Roads to access/depart from the sites.
10. The following NYSDOT intersections have a lane group that has LOS degrade from LOS D to LOS E (unsatisfactory operation) during various build peak hours:
 - Western Avenue and Johnston/Rapp Rd.
 - Western Avenue and Crossgates Mall Driveway
 - Western Avenue and Gabriel Terrace

There appears to be no mitigation provided or a narrative explaining why mitigation will not be provided for the unsatisfactory condition. The developer must provide



- Department-approved mitigation. Signal timing adjustments are not considered appropriate traffic mitigation measures.
11. Due to the existing occurrence of frequent, crash inducing, queues on the Crossgates ramp from southbound FRA during peak periods and that this proposed project will only exacerbate that condition, we strongly recommended the proposed roundabout at the Crossgates Mall Rd. and FRA ramps be constructed with this proposed development, or alternative traffic mitigation measures presented to reduce ramp queues.
 12. Intersection 10, Crossgates Mall Rd and FRA ramps, is not modeled correctly in Synchro. Right turns are assigned to the northern left-turn lane.
 13. All state signalized intersections appear to be modeled incorrectly since timings and phasing do not match existing timing and phasing. Intersections are shown as coordinated when by controller settings they do not appear to be coordinated. Maximum recalls are modeled where minimum recalls are used. Obtain current signal timing and update model.
 14. Page 18, Washington Avenue Extension (WAE) northbound approach has a shared through/right-turn movement.
 15. Pedestrian connections (sidewalks/crosswalks) from the proposed dwelling sites to the mall should be included in design.
 16. The primary access for Sites 2 and 3 should be at Gabriel Terrace and Crossgates Mall Driveway with center turn-lanes provided on Crossgates Mall Road. Limiting left-out movements from Gabriel Terrace to Crossgates Mall Road should be considered.
 17. A second access, further north on Gabriel Drive, should be added for Site 2, closer to Crossgates Mall Road.
 18. The northern access onto Rapp Road, for Site 2 should be eliminated.
 19. The southern access for Site 2, a right-in/right-out should be relocated further north, away from the Western Ave intersection.
 20. The Department will require closure of all existing driveways for properties on Western Ave, including Lawton Terrace, which per the proposed site plan will be abandoned.
 21. Left-turn movements for Gabriel Terrace should be restricted.
 22. The Department will require a Stage 1, Commercial driveway permit application (perm33-com) be submitted for this Major Commercial development (work type 5a4).



**Department of
Transportation**

ANDREW M. CUOMO
Governor

MARIE THERESE DOMINGUEZ
Commissioner

PATRICK S. BARNES, P.E.
Regional Director

In summary, the Department is not satisfied with the Traffic Impact Study and mitigation measures provided. We will require a revised Traffic Impact Study be provided for our review and approval. If you have any questions or would like to discuss this further, please contact Tina Crowley, Regional Permit Engineer at Kristina.Crowley@dot.ny.gov or 518-457-6645.

Sincerely,

Mark Pyskadlo, P.E.
Regional Traffic Engineer

Cc: File
Robert Rice – NYSDOT, Planning
Chris Ward – NYSDOT, Albany County Residency