



Environmental and Planning Consultants

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Memorandum

To: Town of Dover Planning Board
From: Ashley Ley and Anthony Russo
Date: June 4, 2012
Re: Dover Mobil Site Plan and Traffic Study

AKRF, Inc. has reviewed the following documents and plans for the above referenced application:

- C-120 Site Layout Plan, prepared by John Kalin, PE, last revised 5/5/12
- Traffic Impact Study (TIS), prepared by John Collins Engineers, dated March 22, 2012 last revised 4/25/12
- CP-1 Site Modifications Alt 1, prepared by John Collins Engineers, dated 4/5/12
- TT-1 Truck Turning WB-50, prepared by John Collins Engineers, dated 4/5/12
- TT-2 Truck Turning WB-50, prepared by John Collins Engineers, dated 4/5/12
- Memo from Philip J. Grealy, Ph.D., P.E. and Richard G. D'Andrea, P.E. to John Kalin, P.E. dated April 25, 2012
- Memo from Philip J. Grealy, Ph.D., P.E. and Richard G. D'Andrea, P.E. to John Kalin, P.E. dated April 5, 2012

The following memorandum is an update to AKRF's March 30, 2012 memorandum. Where comments from that memorandum have not been addressed, they have been recited herein.

GENERAL COMMENTS

1. The site is located in close proximity to NYCDEP Wetlands DP-22 (the Great Swamp) and DP-30. Per the letter from James Bates referenced above, NYSDEC has inspected the site and found that the on-site wetland is not regulated by NYSDEC. The letter references an e-mail from Heather Gierloff, NYSDEC, which should be provided to the Town.
2. The project site is identified by the NYSDEC Environmental Resource Mapper as having the potential to support threatened or endangered species. A letter from the New York Natural Heritage Program should be obtained, and the site should be evaluated for its potential to support any threatened or endangered species that may be found within the Town of Dover.
3. A lighting and landscaping plan should be provided.

4. Architectural details of the proposed canopy should be provided.
5. An expanded EAF should be provided.

TRAFFIC AND CIRCULATION COMMENTS

AKRF has reviewed the revised TIS and accompanying memorandums. Generally the responses were acceptable:

- As requested an escape lane was added at the drive thru.
- The circulation aisles were increased from 18 to 22 and 24 feet.
- The number of pumps was reduced.
- Traffic control signs and pavement markings were added.
- Mountable curbs would be installed where needed to provide for safe truck circulation.

However, the applicant should confirm that the WB-50 is the largest truck that would deliver to the site. The applicant should also indicate where trucks would park during deliveries, as well as the timing of deliveries to ensure that there are no conflicts between delivery trucks and drive-thru traffic. In addition, snow storage should be located on the site plan.