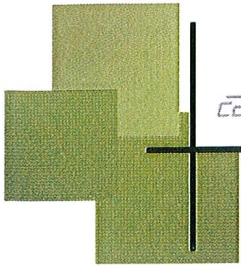


Appendix H
Correspondence



May 12, 2011

County of Rockland Highway Department
Attn: Mr. Sonny Lin
23 New Hempstead Road
New City, NY 10958

Ref: Foster Church
South Pascack Road, Village of Chestnut Ridge, New York
Town of Ramapo Tax ID 63.17-2-19 & 63.18-1-4
Project No. 1036

Dear Mr. Lin,

Pursuant to our phone conversation and your request please find enclosed Sheets 3 and 6 of 10 from the plan set for the Foster Church Brethren Gospel Hall proposed along South Pascack Road (CR 35) in the Village of Chestnut Ridge. Once you have had an opportunity to review the plans we would like to meet with you at your earliest convenience to discuss the issues associated with the entrance access, emergency access, and the drainage crossing within the County Road.

Thank you for your assistance with this project and I look forward to meeting with you to discuss any comments/issues the County may have.

Sincerely,


Lawrence Torro, PE

Cc: Foster Church, Inc.
Ira Emanuel
Ann Cutignola

John L. Sarna, P.E.

**105 Phillips Hill Road
New City, New York 10956
(845) 634-7851 (tel. and fax)
E-Mail jlsarna@att.net**

April 25, 2011

To: Robert Geneslaw
From: John L. Sarna, P.E.
Re: Foster Church – Review of Traffic Access and Impact Study

At your request I have reviewed the Traffic Access and Impact Study for the proposed Foster Church on South Pascack Road, dated June 2010, prepared by Frederick P. Clarke Associates, Inc. (FPCA). Several drafts and other documents previously had been submitted, including a full report dated May 2010. This review is concentrated on the June 2010 report. My comments are presented in this memo.

1. This review has been a continuing and interactive procedure, starting with a review of the proposed study scope in 2009, and extending through correspondence and discussions with Frederick P. Clarke Associates and reviews of drafts of several sections of the report. Many comments on and inconsistencies in the report were reconciled before the issuance of the final report.
2. The report itself is complete and well documented. The methodologies and presentation of the material follow standard traffic engineering procedures, and are acceptable.
3. Traffic counts were made during eight time periods covering weekdays, Saturday and Sunday, as listed on page 9 of the report. Based on the results of these counts and on the forecasts of church activity traffic, see comment 4 below, the following four time periods, were identified jointly between myself as Village Traffic Consultant and FPCA, as having the most significant combinations of existing traffic and projected site-generated traffic, and were selected for further traffic analysis in the study.

Weekday evenings – peak arrival hour
Saturday morning – peak departure hour
Sunday mid-morning – peak departure hour
Sunday afternoon – peak arrival hour.
4. All estimates of numbers of persons and numbers of vehicles arriving and departing at each of the hours considered were provided by Foster Church.
5. The assignment of the site-generated traffic to the road system is reasonable, and the projections to the Build traffic condition check out
6. The use of the Synchro computer software to run the capacity analyses is acceptable. As shown in Tables 6 and 7, the operations at all of the intersections, for both the No-Build and

Build conditions, are projected at Level of Service C or better, and without any significant changes in average vehicle delay times or Levels of Service between the No-Build and Build conditions,. The one exception is at the intersection of South Pascack Road/Garden State Parkway extension ramp/Old Nyack Turnpike where Level of Service E is projected for the exit ramp approach in both the No-Build and Build conditions during the Weekday evening and Sunday afternoon peak hours. Site-generated traffic at this location, however, is expected to be minimal.

7. The following three comments on the capacity analyses and there summary presentations in Tables 6 and 7 should be noted.

- At a few of the unsignalized intersections some of the average vehicle delay times do not match the supporting numbers in the Capacity Analysis Worksheets contained in the report Appendix. These numbers should be reconciled. It should be noted, however, that these differences occur in the left turns off of the main road into the side roads, and as all of these movements are projected at Level of Service A or B the differences would not be significant.
- In the Build condition, the site-generated traffic arriving at and departing from the Church will tend to have a sharp peak just before and after the services. This would tend to lower the peak hour factors, especially at the intersection of the access driveway with South Pascack Road, and increase the average vehicle delays. However, as the operations at this intersection are projected at Level of Service A and B, the effect on the Level of Service calculations should not be significant. It also should be noted that at the intersections further away from the site the site-generated traffic becomes a smaller percentage of the total intersection traffic, so this effect would become progressively lower.
- In the last line of the first column in both Tables 6 and 7 (second page), the street name should read “South Pascack Road” rather than “Scotland Hill Road.”

8. The report includes an analysis of the accident experience in the study area, with extensive documentation and graphic presentations. Based on this information it does no appear that any of the intersections in the study area can be classified as high accident locations, and the additional traffic generated by the church activities should not make any significant difference in these numbers.

9. The report notes on pages 1 and 2 that full use of the church (780 seats) is expected for specials event once or twice a year. The report notes, on page 2, that “During these special events the Church will need to have in place a special traffic management plan to accommodate its needs and reduce impacts to area roadways.” This management plan also should demonstrate that there will be sufficient on-site parking to accommodate all of the anticipated vehicles, because overflow parking should not be accommodated on South Pascack Road.

As a concluding summarizing comment, the traffic study report meets the SEQRA requirements of adequately disclosing the impacts of this proposed project on the road system.

John L. Sarna, P.E.

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September 29, 2009

To: Robert Geneslaw
From: John L. Sarna, P.E.
Re: Proposed Foster Church
Village of Chestnut Ridge, NY
Review of Documents related to Traffic Study

R E C E I V E D
SEP 30 2009

VILLAGE OF CHESTNUT RIDGE
BLDG/PLANNING/ZONING

At your request in your memo of September 25, 2009, I have reviewed the following documents.

- Scope of Traffic Impact and Access Analysis – Letter from Frederick P. Clark Associates, Inc. to John L. Sarna, P.E., dated September 8, 2009.
- Memo from Robert Geneslaw to Michael A. Galante, dated September 25, 2009, with comments on the above Proposed Scope letter.
- Description of Worship Services, dated September 3, 2009.

My comments are presented in this memo.

1. The proposed traffic study outline follows standard analysis procedures and is generally acceptable (see additional comments below).
2. The proposed intersections to be analyzed, including the intersection of Red Schoolhouse Road and Chestnut Ridge Road, are acceptable. I have no objection to the Board's request for inclusion of the intersection of the Garden State Parkway Extension with Pascack Road.
3. The Proposed Scope has identified eight time periods when impacts from site-generated traffic may occur. As stated on page 3 of the Clark letter, using the material furnished to me, I will recommend for analysis those time periods during which the combination of existing traffic and site- traffic would be of greatest concern.
4. The analyzed time periods may include one of the special events periods. While the viability of the project should not depend on a two-or-three-times-a-year happening (anymore than a shopping center impact is based on the day after Thanksgiving or the Saturday before Christmas), it may be desirable to measure the impact, and the traffic study should include descriptions of any proposed special traffic control measures which may be required at those times.
5. Following the standard procedures for traffic impact studies, the capacity analyses should be done for the Build condition for all of the time periods required, plus for the No-Build condition.

The No-Build condition consists of the existing traffic volumes projected by a growth factor to the Build year, plus traffic generated by any new projects in the area which are now under construction or in an active planning process. The Applicant should check with the Planning Board or the Village's planning consultant to determine what, if any, these new projects are.

6. The traffic study should include assessments of both the parking (sufficiency and design) and the internal circulation. Adequacy of drop-off and pick-up areas, including bus loading and unloading, and the potential of queuing in the site driveways need to be addressed. The question of overflow parking also needs to be addressed. It is noted in page 2 of the Description of Worship Services that, for the Fellowship Meetings, cars without passes will not be permitted to enter the lot. Where are they to go? Parking on South Pascack Road is not a viable solution

7. The Village Traffic Consultant's review of the project should include the site plan as well as the traffic report.