

STONEFIELD

September 15, 2020

Annette Hendrie
Town of Haverstraw Planning Board
1 Rosman Road
Garnerville, NY 10923

**RE: Oak Tree Apartments
Section 26.09, Block 2, Lot 8 & Section 26.05, Block 1, Lot 42
Oak Tree Lane & Rosman Road
Town of Haverstraw, Rockland County, New York
MC Project #19002065A**

Dear Ms. Hendrie:

Stonefield Engineering & Design, LLC is pleased to review the comments contained in Maser Consulting's Response Letter dated March 11, 2020, which was prepared in response to the Review Letter prepared by Stonefield dated February 18, 2020. The following is an itemized response to the comments contained within the abovementioned letter:

1. Stonefield (Feb. 18, 2020): The Traffic Impact Study was prepared using traffic volume data collected by Maser Consulting, P.A. on Wednesday, July 24, 2019. The weekday morning peak hour occurred from 8:00 a.m. to 9:00 a.m. and the weekday evening peak hour occurred from 4:30 p.m. to 5:30 p.m. As the counts were collected over the summer, a seasonal factor of 10% was applied to the counts to more accurately reflect peak traffic volumes when school is in session. Further information and resources regarding the difference in traffic volume between the summer months and when school is in session should be provided. As school is currently in session, Stonefield recommends conducting a spot check to confirm the 10% season factor.

Maser (Mar. 11, 2020): To confirm the traffic counts, a new traffic count was conducted on November 13, 2019 at the intersection of Rosman Road and Route 202 when schools were in session. Copies of these counts are shown in Appendix A. The attached AM and PM peak hour counts are also shown graphically in Appendix A. A comparison on the November count to those in the study indicate that the counts are very similar, thus the counts in the report are valid.

Stonefield Response #1. This comment has been addressed and Stonefield is in agreement that the spot check conducted on November 13, 2019 confirms that the 10% seasonal adjustment utilized in the Traffic Impact Study dated July 24, 2019 provides an accurate representation of peak traffic volumes when school is in session. No further response necessary.

2. Stonefield (Feb. 18, 2020): The Traffic Impact Study applies a background growth rate of 1% for two (2) years of traffic growth to account for residual background growth on the roadway. Stonefield is in agreement with this growth rate.

Maser (Mar. 11, 2020): Comment noted. No further response necessary.

Stonefield Response #2. This comment is noted.

3. Stonefield (Feb. 18, 2020): The Traffic Impact Study also applies traffic volumes from four (4) other planned developments in the area that are anticipated to generate traffic through the study network. Further information and details about the other planned developments should be provided such as the size and location

Maser (Mar. 11, 2020): This information was taken from a earlier report prepared by our office and are:

- Minisceongo Park-Mixed-Use -219 Residential Units, 260,000 square feet retail; located at PIP and Route 202
- Allison Park - Convenience Mart; located at Route 202 and C.R. 53
- West Ramapo Assisted Living-144 Units; located at Route 202 and Parker Road
- Hudson Highlands - (Current Site) - 99 Apartments & 45 Townhomes

Stonefield Response #3. Applicant should verify the scope and proximity of these projects to determine the validity of the No-Build scenario.

- Stonefield (Feb. 18, 2020): Trip Generation projections for the proposed development were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual 10th Edition in accordance with industry standards. Rates associated with Land Use 220 "Multifamily Housing (Low-Rise)" were utilized for the proposed development. Note that the ITE's description for Land Use 220 states that Low-Rise Multifamily Housing should be applied to one and two-story buildings. As the proposed apartments are in three-story buildings, Land Use 221 "Multifamily Housing (Mid-Rise)" would be the applicable land use. However, trip generation rates for Land Use 220 represent a more conservative analysis than rates associated with Land Use 221, and therefore, utilizing Land Use 220 is acceptable. The Traffic Impact Study projects a weekday morning peak-hour trip generation of 105 total vehicles (in and out combined) and a weekday evening peak-hour trip generation of 128 (in and out combined). Stonefield is in agreement with the trip generation projections prepared for the analysis.

Maser (Mar. 11, 2020): Comment noted. No further response necessary.

Stonefield Response #4. This comment is noted.

- Stonefield (Feb. 18, 2020): The distribution of site generated traffic is generally 90% to/from U.S. Route 202 and 10% to/from Rosman Road. Stonefield is in agreement with these distributions.

Maser (Mar. 11, 2020): The Comment noted. No further response necessary.

Stonefield Response #5. This comment is noted.

- Stonefield (Feb. 18, 2020): The applicant should provide information on the potential for traffic impacts related to the operations of the Town Hall driveways.

Maser (Mar. 11, 2020): On November 13, 2019 traffic counts were taken at this location and are contained in Appendix B. The existing AM and PM peak hours are shown graphically for the Existing and Build conditions. The Level of Service is also included. The results indicate minimal impact due to the project.

Stonefield Response #6. This comment has been addressed and Stonefield is in agreement that the supplementary Level of Service Analysis concludes that the proposed development would generate minimal impact on the Town Hall driveways. No further response necessary.

- Stonefield (Feb. 18, 2020): The Traffic Impact Study evaluates the Build Condition Level of Service at the adjacent signalized and unsignalized intersections. As shown in Table 2-Level of Service Summary Table, the signalized intersection of U.S. Route 202 and Rosman Road is calculated to operate at overall Level of Service B or better, with all individual movements calculated to operate at Level of Service D or better during all peak hours. These Levels of Service are acceptable. The overall and individual movement Level of Service values are consistent between the No-Build and Build Conditions.

Maser (Mar. 11, 2020): Comment noted. No further response necessary.

Stonefield Response #7. This comment is noted.

- Stonefield (Feb. 18, 2020): The turning movements at Oak Tree Lane access off Rosman Road are calculated to operate at Level of Service B or better during all study peak hours. These Levels of Service are acceptable.

Maser (Mar. 11, 2020): Comment noted. No further response necessary.

Stonefield Response #8. This comment is noted.

- Stonefield (Feb. 18, 2020): The Town of Haverstraw Zoning Ordinance requires two (2) stalls per unit for residential developments. For the proposed development with 228 units, this equates to 456 stalls. The proposed development meets the Town's parking requirement.

Maser (Mar. 11, 2020): Comment noted. No further response necessary.

Stonefield Response #9. This comment is noted.

10. Stonefield (Feb. 18, 2020): Please note that the Overall Working Plan prepared by Sparaco & Youngblood states that there are 470 proposed parking stalls, and the Site Plan prepared by Poskanzer Skott Architects states that there are 471 proposed parking stalls. The applicant should address this discrepancy.

Maser (Mar. 11, 2020): The plans will be adjusted to indicate the same number of parking spaces.

Stonefield Response #10. This comment remains outstanding as updated plans have not yet been provided.

11. Stonefield (Feb. 18, 2020): Information should be provided as to whether any of the parking spaces would be assigned for residential tenants and the provision of guest parking.

Maser (Mar. 11, 2020): We would not recommend assigned parking, but no decision has been made by the Applicant.

Stonefield Response #11. The applicant should confirm whether parking spaces would be assigned. Assigned parking for residents and the provision of guest parking is recommended in order to avoid potential overflow parking on site.

12. Stonefield (Feb. 18, 2020): The parking stalls are proposed to be 9'x19'. Information regarding Township Ordinance parking stall dimension requirements should be provided.

Maser (Mar. 11, 2020): This information will be indicated on the site plan.

Stonefield Response #12. This comment remains outstanding as updated plans have not yet been provided.

13. Stonefield (Feb. 18, 2020): 24-foot-wide, two-way drive aisles are provided throughout the site in the vicinity of the parking areas. Please note that the Town of Haverstraw Ordinance requires a minimum of 25 feet between back-to-back parking stalls. Information regarding the ability of 24-foot-wide drive aisles to safely accommodate backing maneuvers should be provided.

Maser (Mar. 11, 2020): This site plan will be modified to meet the Town Ordinance.

Stonefield Response #13. This comment remains outstanding as updated plans have not yet been provided.

14. Stonefield (Feb. 18, 2020): As the proposed driveway along Rosman Road provides an approximately 20' egress lane, lane markings should be proposed to allocate left-turn and right-turn maneuvers for vehicles exiting the site.

Maser (Mar. 11, 2020): The 20-foot egress lane is designed to accommodate emergency vehicles and ease turning movements. The pavement width will be striped to designate a single lane for right/left turn vehicles.

Stonefield Response #14. This comment is noted. No further response necessary.

15. Stonefield (Feb. 18, 2020): Traffic control signage and striping should be proposed through the numerous parking sections on site and should be displayed accordingly on the Site Plan.

Maser (Mar. 11, 2020): Future site plans will include traffic signage and pavement markings to control and direct traffic throughout the site and any other traffic calming measures, such as a speed table or other treatment in the vicinity of the community center, will also be included on the final site plans.

Stonefield Response #15. This comment remains outstanding as updated plans have not yet been provided.

16. Stonefield (Feb. 18, 2020): Further detail and information regarding the pedestrian access into the residential buildings from the parking areas on-site and from Rosman Road should be provided. Dimensions of all proposed sidewalks and crosswalks should be shown on the Site Plan.

Maser (Mar. 11, 2020): Pedestrian access to the site and buildings will be shown on future site plans.

Stonefield Response #16. This comment remains outstanding as updated plans have not yet been provided.

17. Stonefield (Feb. 18, 2020): Information should be provided regarding trash operations, anticipated times and frequency of pickups, and the anticipated routing of trash trucks to and from the trash enclosures.

Maser (Mar. 11, 2020): Future site plans will include the location of trash enclosures. In addition, a narrative will be prepared to discuss the trash pick-up and vehicular routing.

Stonefield Response #17. This comment remains outstanding as updated plans have not yet been provided.

18. Stonefield (Feb. 18, 2020): The applicant should provide a fire truck circulation plan and turning template analysis.

Maser (Mar. 11, 2020): The site engineer will prepare and submit a fire truck circulation plan.

Stonefield Response #18. This comment remains outstanding as a fire truck circulation plan has not yet been provided.

19. Stonefield (Feb. 18, 2020): There does not appear to be a location dedicated for residential move-in/move-out trucks/vehicles. Information should be provided regarding move-in/move-out procedures and if they will be scheduled and where any larger wheelbase vehicles would park.

Maser (Mar. 11, 2020): As with trash pick-up, future site plans will indicate locations for vehicles during a move-in/move-out period. A narrative will also be prepared to describe the operations.

Stonefield Response #19. This comment remains outstanding as updated plans have not yet been provided.

20. Stonefield (Feb. 18, 2020): Information should be provided regarding the location of where vehicles delivering from UPS, FedEx, and Amazon would park on site.

Maser (Mar. 11, 2020): The location for delivery vehicles will be shown on future site plans.

Stonefield Response #20. This comment remains outstanding as updated plans have not yet been provided.

21. Stonefield (Feb. 18, 2020): Sight Triangles should be prepared for vehicles turning onto Rosman Road from Oak Tree Lane to confirm there is adequate sight distance for residents leaving the property.

Maser (Mar. 11, 2020): The sight triangles will be shown on future site plans.

Stonefield Response #21. This comment remains outstanding as updated plans have not yet been provided.

New Comments:

Stonefield Response #22. The applicant should provide an accident analysis of the study network and discussion on how the proposed development may affect accidents within the network.

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Stonefield Response #23. The applicant shall verify the impacts on the Level of Service analysis given the changes to the roadway alignment, striping, and lane configuration along Route 202 associated with the ongoing New York State Department of Transportation Capital Improvement Project.

Should you have any questions, please do not hesitate to contact our office.

Best regards,



Andrew J. Villari, PE
Stonefield Engineering and Design