

Date February 12, 2013

To John Tegeder, R.A. (Town of Yorktown)
Robyn A. Steinberg, AICP (Town of Yorktown)

From Ray Dominguez, PE (JACOBS)

Subject Review of Traffic Study for the Proposed Faith Bible Church, Yorktown, NY

Jacobs conducted a review of the traffic study performed for the proposed Faith Bible Church located in Yorktown, NY. Jacobs has reviewed the submitted materials including the traffic study and site layout developed by the applicant's consultant. Jacobs issued the following comments relating to the site layout which should be addressed as per town code:

1. For all sheets: Scale of the drawings is too small per Town Code Article VII, § 195-40.A.
2. On C-101, metes and bounds are missing from the plans per Article VII, § 195-40.A (2).
3. On C-201, missing spot elevations where new curb meets existing pavement according to Article VII, § 195-40.A (3).
4. Proposed utility plan is missing per Article VII, § 195-40.A (5).
5. Provide dimensions of the proposed building per Article VII, § 195-40.A (6).
6. Adjacent property zoning is not indicated on the plans. Article VII, § 195-40.A (10).
7. Landscape plans are missing from the set. Article VII, § 195-40.B.
8. On C-201, the southeast driveway has grades that exceed the required 5% grade per Article VII, § 195-41.D (2).
9. On C-201, the southeast parking lot entrance has grades that exceed the required 3% within 30 feet of the ROW per Article VII, § 195-41.D (3).
10. As noted on C-101, the provided parking is less than the required parking, which will require a variance from the Town. In addition, a majority of the spaces are larger than what is required by the Town. Please investigate whether the required parking space amount can be met by decreasing the size of all the parking spaces to the size of 9' x 18.5' without increasing the impervious area.
11. On C-101, the southeast entrance to the site appears to be meant for customer and delivery trucks, but there is no directional signage provided to indicate that trucks can/cannot use the southwest entrance.
12. On C-101, the radius for a tractor trailer to turn right from the street appears to be too small and will cause trucks to sweep into the opposite lane. Provide a turning radius that will allow for this turn to be completed without interfering with opposing traffic that is

leaving the site. Using a WB-65 or WB-55 template, it appears this radius would be greater than 50' to allow for proper movement.

Jacobs issued the following questions and comments relating to the traffic study performed for the proposed Faith Bible Church:

1. Please indicate if credit is being taken for the existing facility and confirm that it is included in the traffic analysis. The number of existing seats and the additional number of seats added as part of the proposed expansion should be documented in the report. Additionally, trip generation resulting from other floors of the proposed building should be identified and included in the analysis.
2. The study identifies 344 seats requiring 86 parking spaces based on 1 parking space per 4 seat or pew space requirements. The plan sheet is showing that with the stacked parking, there will be 86 vehicles stored in the 3 parking lots for the facility. Please clarify if there will be 344 new seats or 344 total seats with the expansion? What is the planned use of the expansion space?
3. Trip generation rates listed in Table No. 1 of the John Collins Engineers, P.C. Traffic Impact Assessment does not match the trip rates identified in the ITE Trip Generation Manual, 8th Edition for ITE Land Uses Code 560 – Church. The ITE Trip Generation Manual list trip ends by Gross Floor Area (GFA) and by number of seats. Since the GFA was not provided and 344 seats was identified, trip generation by number of seats was checked as part of this review. Table No. 1 and Table No. 1A list trip rates for Peak PM Peak Hour, Peak PM Church Hour, and Peak Sunday Hour. The ITE Trip Generation Manual does not list a peak PM hour trip or PM Church hour trip rate. Please identify the source of the rates listed in the tables. The ITE Trip Generation Manual identifies an average trip rate of 0.61 trips per seat while the Bible Church Study (Table 1) utilizes 0.31 trips per seat. Please confirm correct trip rate and revise analysis accordingly.
4. Please identify the source of the 2 percent annual growth rate.
5. There is no mention of what happens if the church exceeds 344 guests. Will standing room only conditions be prohibited? What is the fire code max occupancy limit for the expanded facility? Item 8 of the TIA letter mentions a “use of a shuttle during these peak times for this remote parking should be provided so that congregants do not have to walk to the church to and from this location.” This statement requires further explanation.
6. Table No. 1A in the report is not referenced. Please clarify the trip rate and trips listed on Table No. 1A.
7. Item 7 of the TIA letter mentions that the proposed improvements at the Sagamore and Mohegan Avenue intersection include a vegetative clearing, and stop sign control. The report does not state which approach should be posted with a stop sign. It is also mentioned that “it would be appropriate to provide ‘All Way Stop’ control at the intersection” but the TIA does not provide any support and/or guidance in the installation of an All Way Stop (MUTCD Section 2B.07 - Multi-Way Stop Applications). The capacity analysis of the intersection was performed with side street stop condition. No analysis of an All Way Stop control was provided.

Jacobs recommends that these issues are addressed and included in the applicant’s final report prior to town approval.