



September 30, 2026

Town of Deerpark Planning Board
420 Route 209
PO. Box 621
Huguenot, NY 12746

**Re: Dragon Springs Buddhist, Inc. – Traffic Impact Analysis Review, 140 Galley Hill Road,
Town of Deerpark, Orange County, NY**

Town of Deerpark Planning Board,

A Traffic Impact Analysis (TIA), dated February 6, 2026, was prepared by TPD Engineering, D.P.C. (consultant) to investigate potential traffic issues that may result from the proposed site expansion located at 140 Galley Hill Road in the Town of Deerpark, Orange County, NY. SIMCO Engineering, D.P.C. (SIMCO), was hired at the request of Deerpark Rural Alliance and NYenvironcom to review the traffic impact analysis. It is proposed to add a 920-seat music hall building and an 801-stall parking garage to the site to accommodate visitors. Based upon a review of the available traffic reports and data provided, SIMCO offers the following observations:

Traffic Count Data

The consultant collected turning movement counts on Thursday, January 8, 2026; Saturday, January 10, 2026; and Sunday, January 11, 2026. Because these counts were collected in January when background traffic volumes are typically low, it is recommended that the consultant use NYSDOT seasonal adjustment factors to increase the baseline traffic volumes for future condition analysis.

No Build Condition Traffic

The consultant identifies a “conservative” annual growth rate of 1.75% per year to account for any additional traffic on the adjacent roadway network. The consultant states that it is anticipated that the proposed development will be completed within 2 years. Considering the complexity of the proposed project and the number of years before the site reaches full build out, it is recommended that the consultant uses a No Build year of 2031 and projects existing traffic out 5-years using the proposed annual growth rate of 1.75% per year.

Weekday Build Condition Traffic

The Dragon Springs site is currently occupied by a Buddhist center that includes educational, residential, religious, and performing arts uses. According to the TIA, the applicant is proposing to increase the resident students (Grades 6 through 12 and college programs) from 300 to 500 students, daily commuters from 100 to 200, and the daily visitors would remain at 75. There are several issues:

- The consultant does not include the 920-seat music hall building in the weekday traffic trip generation.
 - Will the 920-seat music hall building be closed on weekdays from Monday through Friday?
 - If the music hall is projected to be open for events on weekdays, the consultant should include the trip generation for this use in the analysis similar to the weekend Build Condition.
 - If the music hall is projected to be closed for events on weekdays, the applicant should add to the property a restrictive covenant or similar agreement with the Town of Deerpark that closes the building on weekdays in perpetuity prior to the conclusion of the public comment period and a decision is made on the approval of the project.
- The consultant estimates that 2,000 persons would visit the site when performance events are scheduled on Saturdays and Sundays. However, no new visitors are projected for weekdays. The proposed music hall only generates less than half of the weekend visitors. Why would there be no new visitors on weekdays?

Weekend Build Condition Traffic

The proposed 920-seat music hall would be in full operation on Saturdays and Sundays and was included in the weekend traffic trip generation for the Arrival and Departure traffic on both days. The consultant estimates that 2,000 persons would visit the site when performance events are scheduled on Saturdays and Sundays due to the proposed expansion.

- However, the proposed music hall only generates less than half of the weekend visitors. Is the applicant proposing additional activities on weekends to attract more than 1,000 new visitors that would not have a ticket to the music hall event? If so, any new activities or programs that attract these visitors to the site should be discussed and addressed.
- The consultant does not show how the more than 1,000 new weekend visitor daily trips will be distributed throughout the day on Saturdays and Sundays.
- Existing travel patterns should not be used for the projected evening music hall traffic as many of these individuals would not be locals and would be coming from further away. It is most likely that these visitors would be unfamiliar with the local highway network and would seek to get to Route 209 to access the regional highway network.

Sight Distance

Access to the site is provided from Gurda Road along Galley Hill Road and from Guymard Turnpike, where the site includes western and eastern driveway branches. The consultant provided sight distance measurements in the TIA for these site access points in the study area. The field measurements were presumably taken in the winter of 2026 when vegetation is scarce and the sight distance is optimal. In order to perform a critical review, it is requested that the consultant provide the sight distance of the site access intersections on a scaled CAD drawing. It is also requested that the sight lines do not travel through non paved areas since vegetation

can grow on non-paved surfaces that would obscure a driver's view. This is especially true for sight lines that would pass through property that is not under the control of the applicant.

Traffic Operations

The local roadways are rural, winding, narrow, exhibit extremely poor sight distance, and generally cannot support the influx of significant traffic including buses. These roads are dark with no streetlights, warning signs, or proper pavement markings to guide drivers safely through areas unfamiliar to them. These issues have not been discussed by the consultant, including ways to mitigate them with roadway improvements.

The consultant has specifically pointed out that the western Dragon Springs driveway at Guymard Turnpike "meets the roadway at a sharp skew, which, due to steep terrain, cannot be softened." The consultant offers the restriction of some turning movements at both the eastern and western driveways on Guymard Turnpike. However, a detailed signage plan is needed for review during the public review period. In addition, the Guymard Turnpike eastern and western driveway branches should be modeled separately in Synchro 12 where turning restrictions or geometric constraints affect operations.

Visitor screening is currently being performed for vehicles entering at the Galley Hill Road and Guymard Turnpike checkpoints. The consultant has not addressed how vehicle screening will be handled when scores of outside vehicles enter the site to attend events. Will long queues develop as a result of vehicle screening at these checkpoints?

Parking

According to the consultant, the proposed project site would provide a total of 1,751 parking spaces (1,701 passenger car parking stalls and 50 bus parking stalls) within three garages. Garage A would be new with a total of 801 parking stalls primarily used to serve future visitors to the site. Garage B would provide a total of 57 parking stalls that would be used for internal parking (serving faculty and staff) on weekdays and overflow visitor parking on weekends. Garage C would provide a total of 893 parking stalls for internal parking.

On weekdays, the 1,751 parking spaces seem to be extremely excessive considering 200 daily commuters, 75 daily visitors, and no music hall concerts. It is not clear from the consultant how many of the 500 students proposed to live on site would own a car and park in one of the site garages on weekdays?

On weekends, 2,000 persons are estimated to visit the site when performance events are scheduled on Saturdays and Sundays. Similarly, how many of the 500 students proposed to live on site would own a car and park in one of the site garages on weekends? It is also not clear from the consultant how many employees would commute to the site to work on these performance weekend days? Based on the data presented, the 1,751 parking spaces seem to be extremely excessive on Saturdays and Sundays.

Please provide clarity for the weekday and weekend parking calculations and the justification for so many spaces. Will the parking be used for other purposes on weekdays and weekends not identified in the TIA?

Traffic Management Plan (TMP)

In order to facilitate the arrival of thousands of visitors in a day, all entertainment venues prepare some form of a traffic management plan to accommodate large volumes of traffic. This could include the prohibition of turns, road closures, arrow boards, cones, delineators, traffic agents, etc. Currently, there is no traffic management plan that has been prepared to attempt to accommodate the magnitude of visitors to the proposed music hall and ancillary activities. It is recommended that a TMP covering the site and outside access roads be developed by the consultant and submitted to the Town of Deerpark and the public for review prior to the conclusion of the public comment period and a decision is made on the approval of the project. The intersection of Guymard Turnpike and Route 209 is heavily skewed and should not be used for event traffic, including buses, without significant mitigation recommendations as part of a TMP.

Conclusions

- The consultant collected traffic data in January when background traffic volumes are typically low.
- The consultant does not include the 920-seat music hall in the weekday traffic trip generation and analysis. This is a huge omission.
- The consultant does not include any new visitors in the weekday traffic trip generation and analysis so the 1,751 parking spaces seem to be extremely excessive considering only 200 daily commuters, 75 daily visitors, and no music hall concerts.
- The consultant does not identify what activities the more than 1,000 new weekend visitors, that would not have a ticket to the music hall event, would be attending.
- In order to perform a critical review of sight distance at the site access intersections, we request that the consultant provide the measurements on a scaled CAD drawing.
- The local roadways are rural, winding, narrow, exhibit extremely poor sight distance, and generally cannot support the influx of significant traffic including buses without considerable improvements.
- The consultant has not addressed how vehicle screening will be handled (identification, searches, etc.) when scores of outside vehicles enter the site to attend events.
- On Saturdays and Sundays, the excessive 1,751 parking spaces combined with unpaved sections of the 423 acres on the site could significantly increase the number of vehicles beyond what is being proposed by the consultant. For example, the site could host a 5,000 person festival with all of the related traffic with no restrictions imposed.

- The consultant should prepare a Transportation Management Plan similar to all other entertainment venues in the country to accommodate thousands of visitors and vehicles on a weekend.
- The consultant states in the report, “this (project) will not have a significant effect on the surrounding roadway network.” Based on the review of the TIA, there are considerable omissions and deficiencies in this analysis that need to be addressed by the consultant.