

STONEFIELD

April 25, 2022

Village of New Hempstead
Board of Trustees
108 Old Schoolhouse Road
New City, NY 10956

**RE: Traffic & Parking Assessment Memorandum
Proposed Seasons Express
Section 41.15, Block 4, Lots 1 & 2
370 NYS Route 306
Village of New Hempstead, Town of Ramapo
Rockland County, New York
SE&D Job No. RUT-220100**

Dear Board Members:

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this memorandum in connection with the recently constructed commercial development located at the southeast quadrant of the intersection of NYS Route 306 and Grandview Avenue in the Village of New Hempstead, Rockland County, New York. The subject property is designated as Section 41.15, Block 4, Lots 1 and 2 as depicted on the Town of Ramapo Tax Map. The site is presently developed with a 14,833-square-foot pharmacy with drive-through and a 9,184-square-foot multi-tenant commercial building which is presently vacant. The site was approved by the Village of New Hempstead Planning Board in Resolution #P.B. 2018-9 on August 14, 2018.

Under the proposed development program, 4,147 square-feet of the 9,184-square-foot commercial building would be tenanted by Seasons Express, which is an as-of-right use within the Neighborhood Commercial District, where the site is located. However, the proposed development would operate outside of the hours permitted within Chapter 219-3(A) of the Village of New Hempstead Ordinance and therefore the application requires a special permit to be issued by the Board of Trustees. As such, Stonefield prepared this memorandum to demonstrate that the hours of operation of the proposed Seasons Express will not substantially impact the adjacent roadway network or surrounding properties.

Trip Generation

It is important to note that the subject commercial building was previously analyzed in a Traffic Impact Letter Report prepared by Stonefield, dated February 1, 2018. As the specific tenants of the proposed retail building had not yet been identified per the date of the report, Stonefield conducted a conservative trip generation analysis by considering high traffic generating as-of-right uses in the Neighborhood Commercial District. The analysis findings, which were based on industry-standard guidelines, indicated that the proposed development would not have a significant adverse impact on the traffic operations of the adjacent roadway network. As the proposed 4,147-square-foot Seasons Express is an as-of right use, the development is therefore anticipated to operate generally consistently with the findings of the aforementioned Traffic Impact Letter Report.

Per Chapter 219-3(A) of the Village of New Hempstead Ordinance, retail establishments are permitted to operate from the hours of 6:00 a.m. to 11:00 p.m. Monday through Friday, and the hours of 6:30 a.m. to 10:00 p.m. Saturday and Sunday. The proposed establishment would operate from 6:00 a.m. through 1:00 a.m. daily, excluding the hours dedicated to the Sabbath on Friday and Saturday (note that the Sabbath begins on Friday

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evening at sundown, and lasts until sundown on Saturday evening). Therefore, a special use permit is requested for the proposed hours of operation in accordance with the Village Ordinance.

In order to quantify the anticipated site-generated traffic volumes outside of the permitted hours of operation, trip generation projections for the proposed tenant were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. Daily trip generation rates associated with Land Use 851 "Convenience Store" were cited and distributed based on hourly distribution of entering and exiting vehicle data. Please note that ITE's Trip Generation Manual, 11th Edition does not provide hourly distribution data for Land Use 851 "Convenience Store," and therefore the hourly distribution rates associated with similar Land Use 945 "Convenience Store/Gas Station" were cited for the proposed tenant during the study hours. **Table I** provides the weekday night, Saturday night, and Sunday night site-generated traffic volumes expected to be generated by the tenant outside of standard permitted operating hours.

TABLE I – PROJECTED TRIP GENERATION OUTSIDE PERMITTED OPERATING HOURS

| Time of Day | Weekday Night Trip Generation | | | Saturday Night Trip Generation | | | Sunday Night Trip Generation | | |
|---------------------|-------------------------------|------|-------|--------------------------------|------|-------|------------------------------|------|-------|
| | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit | Total |
| 10:00 PM - 11:00 PM | | | | 47 | 47 | 94 | 39 | 39 | 78 |
| 11:00 PM - 12:00 AM | 29 | 31 | 60 | 42 | 44 | 86 | 35 | 37 | 72 |
| 12:00 AM - 1:00 AM | 19 | 21 | 40 | 27 | 29 | 56 | 22 | 25 | 47 |

As stated within Chapter 10 of ITE's Trip Generation Handbook, 3rd Edition, there are instances when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. Convenience stores are specifically located on or adjacent to busy streets to attract motorists already on the roadway. Therefore, the proposed Seasons Express development would be expected to attract a portion of its trips from the traffic passing the site on the way from an origin to an ultimate destination. These trips do not add new traffic to the adjacent roadway system and are referred to as "pass-by" trips.

Please note that ITE does not publish pass-by rates for Land Use 851 "Convenience Store," however based upon the published ITE data for similar Land Use 945 "Convenience Store/Gas Station," 60% of the site-generated traffic during the typical weekday morning peak period and 56% during the typical weekday evening peak period is comprised of pass-by traffic. Therefore, it is reasonable to assume that a portion of the site-generated traffic during the study hours would also be comprised of pass-by traffic. However, a pass-by credit was not applied to the projected site-generated traffic volumes in order to provide a conservative analysis.

The proposed Seasons Express is expected to generate 60 total trips during the critical weekday night peak hour, 94 trips during the critical Saturday night peak hour, and 78 trips during the critical Sunday night peak hour. Based on Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 100 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the proposed Seasons Express is not anticipated to significantly impact the operations of the adjacent roadway network or surrounding properties.

Parking Supply

Regarding the parking requirements for the proposed development, the Village of New Hempstead Zoning Ordinance requires one (1) parking space per 250 square-feet of gross floor area for retail establishments located in the Neighborhood Commercial District. For the 14,833-square-foot pharmacy this equates to 60 spaces and for the 9,184-square-foot commercial building this equates to 37 spaces, for a total parking requirement of 97 spaces. As shown on the previously approved Site Plan prepared by Stonefield, dated July 27, 2018, the site would provide a total of 103 spaces, with 65 spaces allocated to the currently operating pharmacy

and the remaining 38 parking spaces allocated to the subject commercial building, which meets the Village's parking requirement.

The parking supply was evaluated with respect to data published within the ITE's Parking Generation, 5th Edition, for Land Use 851 "Convenience Store." The average parking demand rate during the peak weekday period for Land Use 851 "Convenience Store" is 5.44 vehicles per 1,000 square-feet of gross floor area. For the proposed 4,147-square-foot Seasons Express, this equates to 23 parking spaces. As such, the proposed parking supply of 38 spaces would be sufficient to support the parking demand of the site with a minimum of 15 spaces available to support the remaining approximately 5,037 square-feet of retail space. Per the date of this report the tenants have yet to be confirmed; however, in order to provide a basis of the anticipated parking demand for the entire building, the parking demand of the remaining 5,037 square-feet of space was evaluated with respect to data published within the ITE's Parking Generation, 5th Edition, for Land Use 820 "Shopping Center." The average parking demand rate during the peak weekday period for Land Use 820 "Shopping Center" is 1.95 vehicles per 1,000 square-feet of gross floor area. For the proposed 5,037 square-feet of retail space, this equates to 10 parking spaces. As such, the proposed parking supply would be sufficient to support the anticipated parking demand of the site.

Additionally, please note that as the subject property consists of more than one individual land use, the site would be expected to exhibit characteristics of "shared" parking in which a parking space would serve two or more individual land uses without conflict or encroachment. Shared parking takes advantage of variation in the periods of maximum usage among different land uses, allowing different uses to share the same given parking spaces if they have different time-of-day or day-of-week usage patterns. This condition of shared parking decreases the total number of parking spaces required to serve a multi-tenant development. Additionally, patrons of the existing Pharmacy may frequent the Seasons Express without moving their vehicle, which would further reduce the overall peak parking demand of the site. Therefore, based on industry data and shared parking principles, the proposed parking supply would be sufficient to support the anticipated parking demand of the site.

Conclusions

Pursuant to Chapter 219-3(A) of the Village of New Hempstead Ordinance, this report was prepared to demonstrate that the hours of operation of the proposed as-of-right Seasons Express will not substantially impact the adjacent roadway network or surrounding properties. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed tenant would not have a significant impact on the traffic operations of the adjacent roadway network. Based on industry data and shared parking principles, the parking supply would be sufficient to support this project.

Please do not hesitate to contact our office if there are any questions.

Best regards,



Andrew J. Villari, PE
Stonefield Engineering and Design, LLC



Matthew J. Seckler, PE, PP, PTOE,
Stonefield Engineering and Design, LLC

cc: Alan Langer – SSNS Seasons Express LLC