



October 9, 2024

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

RE: Traffic Impact and Parking Study Review #1 – Illinois Properties 26 LLC, 775 North Main Street (NYS Route 45) Office Expansion, Village of New Hempstead, Rockland County, NY

Dear Chair Poliakoff and Board Members:

On behalf of the Village of New Hempstead, LaBella Associates DPC (LaBella) has performed a traffic and transportation engineering review of the proposed expansion of an existing office building located at 775 Main Street in the Village of New Hempstead. In conducting this review, the following documents were considered and evaluated:

1. Traffic Impact and Parking Study (TIS) prepared by Harry Baker & Associates (HBA), dated November 27, 2023.
2. Site Development Plan prepared by Atzl, Nasher & Zigler, PC, dated October 22, 2024, and last reviewed April 12, 2024 (rev. #6)

Project Background

The subject site is located in the Village of New Hempstead, Rockland County. The site is located at 775 North Main Street. The project site is occupied by a 26,885-square-foot office building accessed via one full-movement driveway on North Main Street and is currently supported by 114 parking spaces inclusive of four ADA-accessible spaces. The project proposes to expand the existing building by 18,554 square feet totaling 45,439 square feet of office space. The site proposes to provide a total of 139 parking spaces. Site access will remain the same in the future condition. Due to the expansion, a total of 182 parking spaces are required according to Village of New Hempstead Zoning Code; therefore, a parking variance of 43 parking spaces is required. This review letter evaluates the potential impact of the development on the adjacent roadway network and examines on-site traffic circulation and parking.



TIS Review

1. In general, the HBA report follows industry-accepted methodologies to assess potential traffic impact of the development on the adjacent roadways.
2. Three study intersections were analyzed for operational/level of service impacts for future conditions. Weekday morning and weekday evening peak-hour volumes were collected as part of the study.
 - a. It appears that the Traffic Volume Figures, intended to comprise Appendix A, were omitted in the PDF file provided to LaBella. The figures should be provided by HBA so LaBella can review and validate the traffic volumes.
 - b. LaBella notes that continuous volume data was collected on North Main Street near the site frontage. Did this data collection effort include speed data? If so, it should be reported. If not, LaBella recommends that speed data be collected or sourced.
 - c. HBA should conduct 15 minutes spot counts at the site frontage during the morning peak hour and the evening peak hour to validate the trip generation if offices were not tenanted during the counts.
3. Turning movement counts were conducted at the Site Access and North Main Street intersection. This data effectively includes the existing trip generation of the subject site. HBA should summarize the existing site-generated trips and provide a comparison to industry-standard data for the appropriate land use.
 - a. The applicant should confirm whether the existing building was fully tenanted/occupied during the traffic counts, and if this was not the case, the existing trip generation analysis should account for the vacant space.
4. The HBA report cited the Institute of Transportation Engineering (ITE) *Trip Generation Manual*, 11th Edition, to determine the number of trips generated by the proposed office expansion. Table 11 of the report presents the trip generation for the office expansion using Land Use Code (LUC) 710 "General Office". The report states that the expansion will generate 40 total trips in the AM peak hour and 41 total trips in the PM peak hour. While this is an accepted approach for projecting trip generation, applying the existing trip generation rate from the actual traffic counts may result in higher volumes. HBA should apply and analyze the higher volumes.
 - a. Regarding the land use specifically, it appears that the existing building may have a tenant(s) that provides medical care. If this is the case, HBA should discuss if the building is better characterized as a medical office building, which has different trip generation characteristics.
5. LaBella notes that the 2023 Existing Synchro volumes for the intersection of North Main Street and Washington Avenue do not match the peak-hour volumes from turning movement counts.
 - a. The Synchro model should be updated and the corresponding results should be re-presented.
 - b. The speed in the Synchro model should be updated to 45 mph on North Main Street at its intersection with New Hempstead Road.
6. The record signal timing sheets and/or field timings should be included in the report for LaBella's review and validation.
7. HBA notes that the segment of North Main Street was declared a Priority Investigation Location (PIL) by the New York State Department of Transportation (NYSDOT) in its letter dated March 1, 2010. HBA should include the plans or summarize the improvements proposed by the NYSDOT PIL that is referenced.
 - a. HBA analyzed the intersection of North Main Street and Washington Avenue with new geometry, new signal timing/phases. Documents and/or plans



showing these improvements, along with their anticipated construction schedule, should be included in the report. Additionally, the storage length of new lanes should be noted.

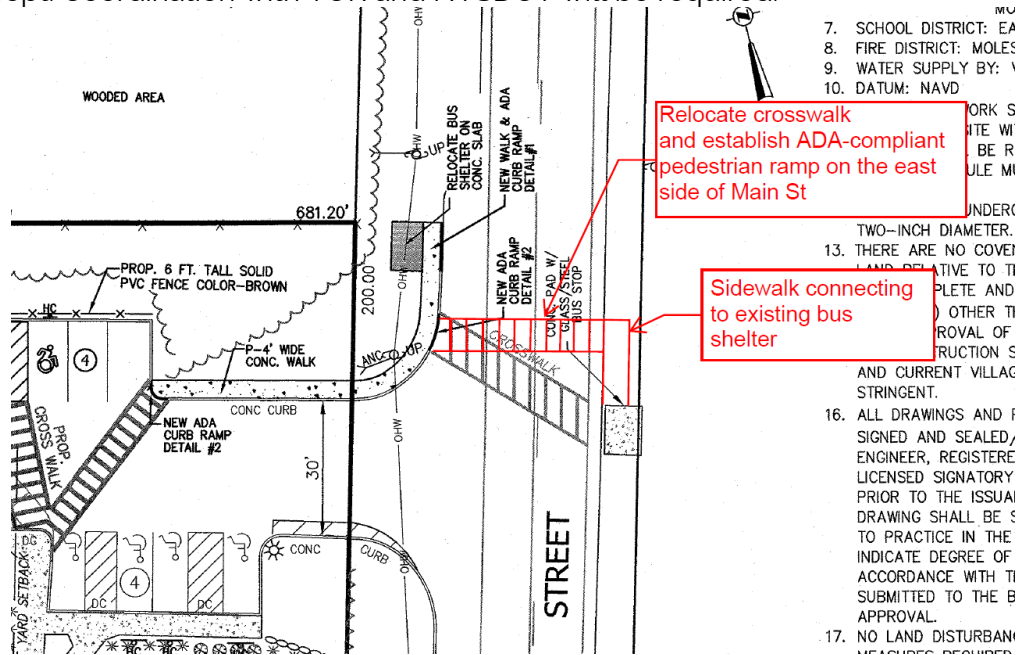
8. HBA conducted parking counts at the site November 8, 2022, and November 10, 2022, from 7:00 AM to 6:00 PM.
 - a. LaBella notes that the counts were conducted in 2022 when impacts of COVID-19 pandemic could have been still affecting office operations, HBA should confirm that all the offices were tenanted and operational at the time of the counts and if there were any work-from-home policies in place that have been updated since the counts.
 - b. The parking figures referred to in the report should be included for review and validation by LaBella.
 - c. The report references the Institute of Transportation Engineering (ITE) *Parking Generation Manual*, to determine the parking demand on-site. HBA reports that the ITE LUC 710 "General Office Building" the 85th-percentile parking demand is 132 vehicles for a 45,439-square-foot building, which is less than the Village of New Hempstead Zoning Code and is considered conservative within the industry. However, if the building has a tenant(s) that aligns with a medical care use, the building made better qualify as a medical office building, which has a different parking generation. HBA should clarify this.
 - d. HBA applied the hourly distribution of daily site trip generation for the office expansion to understand the parking demand fluctuation during the day as shown in Table 12. This was applied to the parking demand for the existing offices. Table 13 shows that the maximum expected parking demand during the day is 78 vehicles at 1:00 PM, which is 44-percent of the parking spaces provided. This leaves the site with a parking surplus of 35 spaces. HBA should validate this methodology by utilizing Time-of-Day Distributions of LUC 710 provided by ITE.
 - e. On Tuesday August 27, 2024, LaBella's staff conducted a field visit to the site. During this time, a spot count of vehicles parked was performed to validate the parking demand on site. A total of 50 vehicles was counted at 12:30 PM. LaBella notes that the spot count is higher than the 30-minute interval counts conducted by HBA in November 2022.
9. The HBA report provides a summary of crash data at the study intersections and North Main Street roadway segment between New Hempstead Road and Washington Avenue.
 - a. The crash data is for the period 2017-2022. During this five-year period, 240 total crashes were reported, 59 resulted in an injury, and one resulted in a fatality.
 - b. A focused crash summary along the site frontage should be prepared. HBA should provide a summary of crash locations, type, severity, and contributing factors.
 - c. Similarly, crash summary tables should be prepared for the study intersections and should highlight if any of the crashes involved a pedestrian or bicyclist.
 - d. LaBella suggests adding a discussion about the safety improvements by the NYSDOT that are proposed for North Main Street and site frontage.
10. LaBella notes that Transport of Rockland (TOR) Bus Route 97 stops are present on both sides of North Main Street near the site driveway. A pedestrian marked crosswalk with high-visibility signs are present.



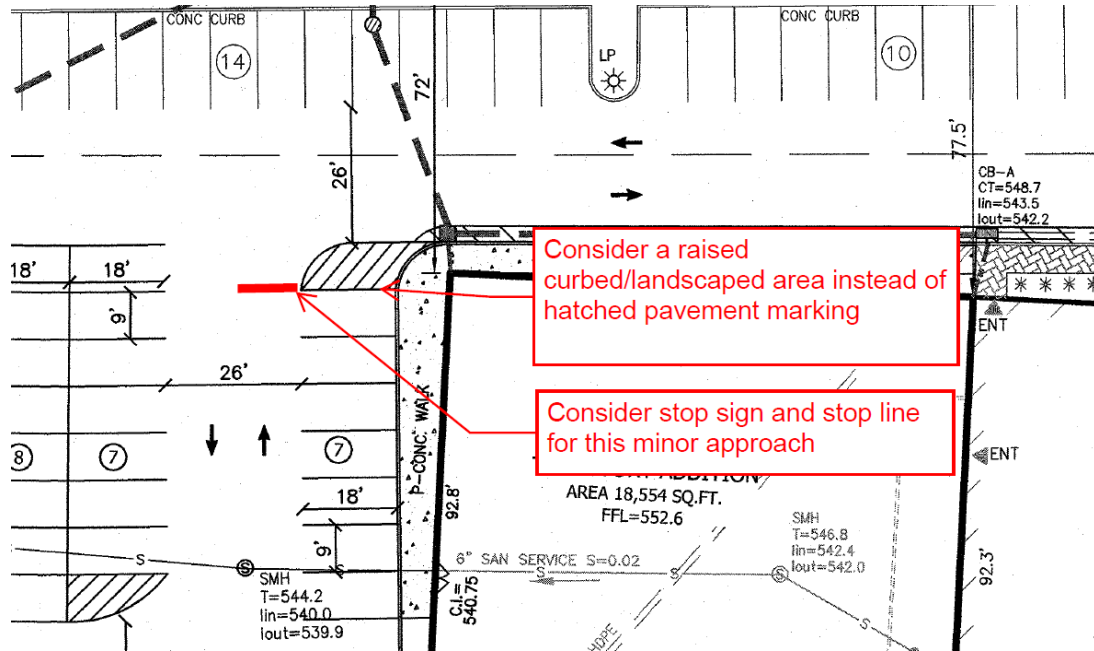
- a. LaBella recommends that HBA provide a summary of pedestrian/sidewalk infrastructure, and how the proposed project will integrate with and/or improve such conditions. HBA should also include how public transportation connections can be made to and from the subject site.
- 11. LaBella recommends that a sight distance evaluation, including intersection and stopping sight distance measurements, be conducted for the site driveway on North Main Street.

Site Plan Review

- 1. The applicant should provide an update on the status of the NYSDOT Highway Work Permit process for work on NYS Route 45 (Main Street).
- 2. LaBella recommends that the applicant complete the sidewalk and pedestrian ramp connection for the northbound bus stop on NYS Route 45 and straighten the midblock crosswalk to reduce the overall crossing distance as shown in the below concept. Coordination with TOR and NYSDOT will be required.



- 3. The proposed expansion may block the sight lines of drivers approaching the internal intersection immediately west of the westerly extent of the future building. Possible applications that can help mitigate these issues are shown in the concept below. This should be examined and addressed by HBA.



A meeting can be scheduled with HBA to go over comments presented in this letter.

Respectfully submitted,

LaBella Associates, DPC

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Principal Traffic Engineer & NY Metro Area Lead

cc: Allison Weinraub
Jonathan T. Lockman, AICP
Glenn McCreedy, PE