

February 3, 2025

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

**RE: Traffic Impact Study and Site Plan Review – Union Road Townhomes  
Development, Union Road, 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 Union Road Townhomes Development consisting of 55 senior housing units. LaBella issued its first technical review letter concerning this project on August 28, 2024 and has worked with the applicant and its design professionals over the past several months. In conducting this additional review, LaBella considered: (1) the Traffic Impact Study (TIS) prepared by DTS Provident (DTS), dated July 31, 2024, updated November 19, 2024; (2) the Site Development Plan prepared by Atzl, Nasher & Zigler, PC, dated August 30, 2023, last revised December 17, 2024 (rev. #6); (3) the Stopping Sight Distance Plan and Intersection Sight Distance Plan prepared by DTS, dated January 7, 2025; and (4) the memorandum prepared by DTS dated November 19, 2024, which provided responses to LaBella's August 28, 2024 letter.

It is LaBella's understanding that the Planning Board has requested LaBella's opinion on the proposed site plan, which proposes one primary driveway for ingress and egress and one gated emergency-only driveway, both on Union Road. Except during emergencies when the gated access could be opened to accommodate emergency response vehicles, the site would function with a single driveway. LaBella finds that such access is adequate based on two criteria: (1) volume and capacity and (2) sight distance.

1. Volume and capacity - DTS's Traffic Impact Study shows that during the peak hour, a maximum of 17 vehicles would exit the subject site. The corresponding intersection capacity analysis shows that the level of service for this exiting movement would be "A," the highest operating level. LaBella agrees with this analysis and finds that the single point of access would sufficiently accommodate the anticipated peak traffic levels from a capacity standpoint.
2. Sight distance - For safety reasons, it is important for a new driveway to provide adequate sight distance based on industry standards such as the AASHTO Green Book. There are two components to sight distance: (1) intersection sight distance and (2) stopping sight distance. The Stopping Sight Distance Plan and Intersection Sight Distance Plan show the corresponding sight lines to and from the proposed primary driveway on Union Road; in general, such distances can be met based on the associated prevailing speeds on Union Road. However, sight distance is obstructed looking left (south) from the proposed driveway due to overgrown vegetation, existing stone walls/piers, and topography and will need to be mitigated. LaBella



worked with DTS to identify mitigation in the form of vegetation clearing, removal of stone walls/piers as necessary, and regrading. DTS's plans detail the areas where this is required to afford the appropriate sight distance. LaBella also recommended a driveway warning sign posted on northbound Union Road in advance of the proposed driveway; DTS's plans show this sign. LaBella recommends that the Planning Board require, as a condition of approval, a post-opening engineering review of sight distance to ensure the clearing, removals, and regrading achieve the required sight distance prior to a certificate of occupancy.

The project proposes a mid-block crosswalk on Union Road at the location of the proposed site driveway. It is LaBella's understanding that new sidewalk on the west of Union Road in this area was recently constructed. LaBella recommends that the applicant provide a detailed design for the proposed crosswalk and requisite sidewalk ramps especially given that the underlying condition on the west side of Union Road is different now than it was when the project began. Additionally, the mid-block crosswalk should be accompanied by an engineering study and design pursuant to MUTCD (Section 3C.02) and NYSDOT Pedestrian Safety Action Plan guidelines, and the required distances to the advanced warning signs should be identified on the site plan.

Finally, LaBella recommends that the applicant confirm that the proposed driveway (a.k.a. Road C) will align with the driveway on the opposite side of Union Road where there is an active construction site.

Respectfully submitted,

**LaBella Associates, DPC**

Frank A. Filiciotto, PE  
Principal Traffic Engineer & NY Metro Area Market Lead

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