

West Shore Residences

Southern Land Company
145 West Shore Road
Port Washington, New York

Submitted to Town of North Hempstead
210 Plandome Road
Manhasset, NY 11030

Prepared by



100 Motor Parkway, Suite 350
Hauppauge, New York 11788
(631) 787-3400

October 30, 2020



Introduction

Southern Land Company (the Applicant) is seeking a Change of Zone and related approvals from the Town of North Hempstead to construct a 176 unit multifamily residential building with a 29 slip marina at 145 West Shore Road in Port Washington, New York.

The Applicant has retained VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) to provide professional services, including traffic engineering study and analysis work.

It is understood that it is likely that the Town will determine that a Draft Environmental Impact Statement must be prepared for this project, and that a detailed Traffic Impact Study will have to be undertaken, including a comprehensive quantitative technical analysis of future traffic conditions. However, this Preliminary Traffic Assessment has been prepared to accompany the Change of Zone application and to provide an initial review of certain relevant traffic issues and a preliminary qualitative evaluation of how the site-generated trips may affect the adjoining roadway system.



Existing Conditions

The site is located on a 7.17 acre property on the east side of West Shore Road in a Residence AAA zoning district. The North Hempstead Beach Park abuts the south side of the site.

West Shore Road is a Nassau County roadway which connects Port Washington (to the north of the site) with Northern Boulevard (New York State Route 25A) and the Roslyn Village area, and then provides connections to the Long Island Expressway (Interstate Route 495) and the Northern State Parkway for regional access. In the vicinity of the site, West Shore Road consists of two travel lanes in each direction (separated by a raised median), with several signalized intersections to the south serving the existing industrial parks.



Traffic Volumes

Based on traffic volume data published by the New York State Department of Transportation on its Traffic Data Viewer website, weekday traffic volumes on West Shore Road are higher than weekend volumes (due to commuter trips and school-related trips). On a weekday, the primary traffic flow movement is southbound during the morning peak hour, with the reverse flow occurring during the evening peak hour.

Although it was not appropriate to collect current traffic counts during the ongoing COVID-19 conditions, the Nassau County Department of Public Works (NCDPW) provided VHB with weekday counts from its data files for Thursday, June 14, 2018 at the signalized intersection of West Shore Road at Seaview Boulevard, to the south of the project site. Based on these counts, it was determined that the morning peak hour on West Shore Road was 7:45 – 8:45 a.m., during which 1,222 vehicles travelled past the site. During the evening peak hour, from 5:00 – 6:00 p.m., 1,322 vehicles travelled past the site. These traffic volumes are easily handled by the existing lanes on West Shore Road, without any congestion during the peak hours.



Trip Generation

Projections of the additional traffic expected to be generated by the proposed development were calculated based upon the data published by the Institute of Transportation Engineers (ITE) in its "Trip Generation Manual – 10th Editions" which presents information relating to multifamily developments under Land Use Code #221. The table below summarizes the resulting trip generation data for the proposed 176 unit apartment building.

Peak Hour	Rate Trips/Unit	Trips		TOTAL TRIPS
		Entering	Exiting	
Weekday A.M.	0.36	16 (26%)	47 (74%)	63
Weekday P.M.	0.44	47 (61%)	30 (39%)	77

The trips for the boat slips are relatively small (2-6 trips) during the peak hours on weekdays and are not reflected above.

In order to evaluate the ability of the local roadways to handle the projected traffic, a review was undertaken of recent traffic volumes in the area and how they would change due to the site-generated traffic.

Because of the site's location in relation to the surrounding area and roadway system it is expected that the additional traffic generated by the apartments will be distributed 50% to and from the north, and 50% to and from the south. Using the 50%/50% distribution it was calculated that the added trips by direction would be as follows.

Peak Hour	Entering Trips		Exiting Trips		Added Trips by Direction	
	From North	From South	To North	To South	North	South
Weekday A.M.	8	8	23	24	31	32
Weekday P.M.	23	24	15	15	38	39

In order to put these added trips into perspective, the following table shows that the frequency of additional vehicles traveling on West Shore Road would be in the range of only 1 extra vehicle every 1 ½ to 2 minutes. These increases would not affect the operating conditions or capacity of West Shore Road and would not be perceptible to the community.



Peak Hour	Direction	Trips	Approximate Frequency
Weekday A.M.	North of Site	31	1 every 2 minutes
	South of Site	32	1 every 2 minutes
Weekday P.M.	North of Site	38	1 every 1 ½ minutes
	South of Site	39	1 every 1 ½ minutes

Summary

As indicated earlier it is anticipated that a detailed Traffic Impact Study will be prepared as part of an expected Draft Environmental Impact Statement.

In the meantime, however, based upon the preliminary assessment results contained herein, it is not anticipated that the proposed development will have a significant impact on local traffic conditions.

A handwritten signature in black ink, appearing to read "Robert M. Eschbacher".

Robert M. Eschbacher, PE