FORCHELLI DEEGAN TERRANA

ANDREA TSOUKALAS CURTO, P.C.
PARTNER
DIRECT DIAL: (516) 812-6242
DIRECT FACSIMILE: (866) 522-7836
ATCURTO@FORCHELLILAW.COM

April 3, 2019

Board of Trustees
Village of New Hyde Park
1420 Jericho Turnpike
New Hyde Park, NY 11040

RE: 300 South 12th Street, New Hyde Park

Dear Mayor Montreuil and Members of the Board:

As you know, we represent 300 South 12th LLC, the owner of the above-referenced premises which is located on the southeast corner of Third Avenue and S. 12th Street. On or about March 11, 2019, we submitted an application for incentive bonuses together with an amenities letter dated March 7, 2019 (Exhibit A).

Our client wishes to amend page two of the amenities letter to increase the amount of the payment in lieu from $2,000 per unit to $5,000 per unit, for a total of $355,000, to be paid toward the Village's Industrial Development Fund.

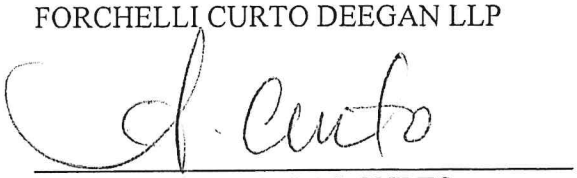
The other public amenities offered in the March 7, 2019 letter remain the same. The estimate cost of the proposed Alexandria-style facade and streetscape amenities is outlined in Exhibit B.

This offer is conditioned on my client obtaining all approvals needed for the Project from the Village and any other agency having jurisdiction over the Premises.

Thank you for your time and cooperation in this matter. If the Board has any questions, please feel free to contact me.

Very truly yours,

FORCHELLI CURTO DEEGAN LLP

By: 
ANDREA TSOUKALAS CURTO

ATC:rer
Attachments
cc: Benjamin Truncale, Esq.

FORCHELLI DEEGAN TERRANA

ANDREA TSOUKALAS CURTO, P.C.
PARTNER
DIRECT DIAL: (516) 812-6242
DIRECT FACSIMILE: (866) 522-7836
ATCURTO@FORCHELLILAW.COM

March 7, 2019

BY HAND

Board of Trustees
Village of New Hyde Park
1420 Jericho Turnpike
New Hyde Park, NY 11040

RE: 300 South 12th Street, New Hyde Park

Dear Mayor Montreuil and Members of the Board:

We represent 300 South 12th LLC, the owner of the above-referenced premises which is located on the southeast corner of Third Avenue and S. 12th Street and has a lot area of .45 acres (Premises). My client seeks incentive bonuses for the development of the Premises with a four-story building proposed with 4,915 square feet of retail and 11 apartments on the ground floor, 20 apartments on each of the three floors above (for a total of 71 apartments), and two levels of below-grade parking (Project).

The Premises is within three of the Village's Zoning Districts – Industrial (I Zone), Accessory Parking District and Development Incentive Bonus Overlay District (Overlay District). *Village Code* §195-3.2 authorizes the Board to grant development incentive bonuses to properties within the Overlay District. The Premises is wholly within the Overlay District, and therefore, qualifies for incentive bonuses.

The Premises complies with all of the Overlay District regulations. It does not, however, comply with the following regulations of the underlying I Zoning District:

- Use — Warehouse, cold storage Permitted (*Village Code* §195-12)
  Retail Permitted (*Village Code* §195-7)
  Mixed Retail/Residential Proposed
- Height — 2.5 stories, 35' Maximum (*Village Code*, 195 Attachment 1)
  4 stories, 41' Proposed

- Parking — 2 per residential dwelling/142 stalls minimum (*Village Code* §195-49)
  1 per apartment proposed/71 stalls proposed (*Village Code* §195-49.B.(2))
  1 per 200 sq. ft. of retail/25 stalls minimum
  5 stalls proposed for retail
  Total of 76 stalls proposed

- Parking Dimensions: 10' x 25' Minimum (*Village Code* §195-50.B.(2))
  9' x 18' Proposed (*Village Code* §195-49.B.(1))

The Project also does not comply with the use regulation of the underlying Accessory Parking District. Specifically, *Village Code* §195-49.B.(2) provides that "property included in a parking district shall not be used for any purpose other than the open-air parking of automobiles or other vehicles."

Village Code §195-3.2. authorizes the Board to grant incentive bonuses:

> For applicants who provide or make provision for amenities and facilities in this section, the Board of Trustees may, at its discretion, award the incentive bonuses by varying the required density, coverage of floor area ratios, **parking requirements, building heights**, required setbacks, topographical changes, open space, and **permissible uses** in the District. (emphasis added)

The Board, therefore, is empowered to grant bonuses for all of the zoning relief described above. As part of its request to the Board to grant the relief, the applicant offers the following public amenities:

- Streetscape as depicted on the attached Site Amenity Plan prepared by Martin A. Passante, Architect, dated February 25, 2019. The proposed streetscape amenities include decorative lighting fixtures, landscaping, masonry pavers, benches and bike racks.

- Alexandria Façade as depicted on the elevation plans prepared by Martin A. Passante, Architect, dated February 25, 2019.

- A payment in lieu in the amount of $142,000 ($2,000 per unit) toward the Village's Industrial Development Fund which provides benefits to the community.

My client is pursuing IDA financing for the Project, but is offering to make the Village whole with a Community Host Agreement.

Finally, my client is proposing to use reinforced concrete instead of wood frame construction, even though the cost of concrete construction is substantially greater than the wood frame construction. Concrete construction has many inherent benefits including that it is non-combustible because of its low thermal conductivity which also reduces the spread of fires. Concrete walls and floors also effectively reduce the transmission of sound and vibration throughout the building.

This offer is conditioned on my client obtaining all approvals needed for the Project from the Village and any other agency having jurisdiction over the Premises.

Thank you for your time and cooperation in this matter. If the Board has any questions, please feel free to contact me.

Very truly yours,

FORCHELLI CURTO DEEGAN LLP

By: _____
ANDREA TSOUKALAS CURTO

ATC:rer

1208 Third Ave. New Hyde Park

Costs of Façade				
Fenestration	Unit	Unit Cost		
Exterior Façade in Stucco Sq. Ft.	22,864	$9.00		$205,776.00
Exterior Façade in 'Alexandria' Style Sq. Ft.	22,864	$28.00		$640,192.00
Windows in Normal Façade				
3046 Ansersen Double Hung	185	$560.00		$103,600.00
Additional Roof Costs (lin. Cost)	475	$225.00		$106,875.00
Windows in 'Alexandria' Façade				
3046 Ansersen Double Hung	165	$575.00		$94,875.00
2646 Andersen Doube Hung	83	$460.00		$38,180.00
3046 Andersen Transom	42	$180.00		$7,560.00
Andersen Circle Top	18	$275.00		$4,950.00
Total Window Cost Alexandria Façade				$145,565.00
Costs of Alexandria Façade				$892,632.00
Costs of Normal Façade				$309,376.00
Additional Façade Costs Due to Alexandria Style				**$583,256.00**
Costs of Ammenities				
Masonry Pavers	5164	$20.00		$103,280.00
15 Decorative Pole Lights	15	$2,500.00		$37,500.00
18 Cherry Trees (Bought & Planted)	18	$2,250.00		$40,500.00
12 Heavy Duty Benches	12	$850.00		$10,200.00
6 Powder Coated Bike Racks	6	$965.00		$5,790.00
Total Ammenitee Cost				**$197,270.00**

Martin A. Passante Architect
178 Bayview Ave. Northport, N.Y.

Village of New Hyde Park
Board of Trustees

Special Use Permit Application

File No. _____ Case No._____

NOTICE: THIS APPLICATION SHALL BE WRITTEN IN INK AND FILED WITH TEN (10) COPIES OF APPLICATION AND PLANS. APPLICATION WILL NOT BE ACCEPTED UNLESS THE RECORD OWNER OF PROPERTY DESCRIBED EXECUTES AFFIDAVIT OF OWNERSHIP.

Person who will appear for the applicant at the Public Hearing:

Name: ANDREA TSOUKALAS CURTO, ESQ. Address: 333 Earle Ovington Blvd. Uniondale, NY 11553

Phone #: (516) 812-6242 Fax #: *866) 522-7836 E-Mail: atcurto@forchellilaw.com

Applicant: 300 SOUTH 12th LLC Applicant's Address: 273 Walt Whitman Road, Ste 257 Huntington Station, NY 11746

Phone #: (516) 247-~~6411~~ 6441 Fax #:_____ E-Mail: highrisesafe@aol.com

Owner: 300 SOUTH 12th LLC Owner's Address: 273 Walt Whitman Road, Ste 257 Huntington Station, NY 11746

Phone #: (516) 247-~~6411~~ 6441 Fax #:_____ E-Mail: highrisesafe@aol.com

Street Address of Affected Premise: 300 South 12th Street & 1208 3rd Avenue, New Hyde Park

A. Application is hereby made for a Special Use Permit.

B. Subject premises situated on the s/w/c ~~side~~ of Third Avenue

~~feet~~ and ~~of~~ South 12th Street .

Section 33 / 33 Block 184 / 184 Lot 222-223 / 227-228, 326 33/184/324

C. Located in zoning district designated as Industrial

D. To permit the ERECTION-~~ALTERATION-CONVERSION-MAINTENANCE-EXTENSION-USE~~ OF a four-story building with 4,916 sf of retail and 11 apartments (8,317 sf) on*

E. Attached hereto is a copy of decision by the Building Department Official issued on

_____

F. Question involved? development incentive bonus pursuant to Village Code §195-3.2

*the first floor; 20 apartments (14,507 sf) each on the second, third and fourth floors for a total of 71 apartments

G. In connection with a PROPOSED-~~AN EXISTING BUILDING~~ USE mixed retail/apartment use

H. If existing building, give date of erection N/A, file Certificate of Occupancy, if issued.

I. Class of Construction under Building Code _____

J. Size of lot .45 acres, feet front 158.91, feet rear 163.02, feet deep 125.21
Size of existing Building N/A, feet front N/A, feet deep N/A
Size of Building as proposed _____, feet front 153.9, feet deep 118.5
Size of building height 4, stories 41, feet _____

1. Use- present (or former, if unoccupied) mixed commercial, residential & industrial
   Proposed _____
2. What is the valuation of the plot in question _____, land _____, building _____, total _____
3. What is the assessed valuation of the plot changed _____
   If change was made, explain in statement _____
4. Is there a petition pending before the Village Board to change the zoning district designations affecting this plot? no

K.
1. Give calendar number of any application filed on these premises N/A
2. How long has present owner held title to property? _____
3. Is proposed site within 200 feet of any public school, public library, church, hospital or orphanage? no
4. Has any violation been issued affecting these premises? no If yes, file copy.
5. Has court summons been served relative to this matter? no
   File Disposition

This statement is necessary in order for the clerk to accept the application:
I hereby submit the principal on which this application is based with description of existing conditions and proposed work.

ATTACHED HERETO AND MADE A PART OF THIS APPLICATION, SUBMIT THE FOLLOWING:

1. Consent of adjoining property owners affected by this application (see rule) FORMS WILL BE FURNISHED BY THE CLERK
2. Building application with plans and plot plan, where a building or structure, or extension to building or structure is proposed.
3. Survey of existing premises.
4. Such other information as is requested.

I hereby depose and say that all the above statements and information and all statements contained in papers submitted herewith are true.

Sworn to before me this 1 day of February 20 19

300 SOUTH 12th LLC

Applicant's Signature

ERNESTO TERSIGNI

Notary Public

WILLIAM PYSZCZYMUKA
NOTARY PUBLIC, State of New York
No. 4845858
Qualified in Suffolk County
Commission Expires 10/31/21

AFFIDAVIT OF OWNERSHIP

County of Nassau
State of New York } SS:

ERNESTO TERSIGNI being duly sworn,

deposes and says that he/she resides at 273 Walt Whitman Road, Huntington Station, NY

in the County of Suffolk and the State of New York

that he/she is the sole ~~owner/officer~~* member of 300 South 12th LLC

the corporation, which is owner in fee* of Section: 33 (33) Block: 184 (184) Lot: 222-223, 227-228, 326 (325)

that he/she has authorized FORCHELLI DEEGAN TERRANA LLP to make foregoing

application* and that the statements of the fact contained in the foregoing application are true.

*Strike out inapplicable words

300 SOUTH 12th LLC

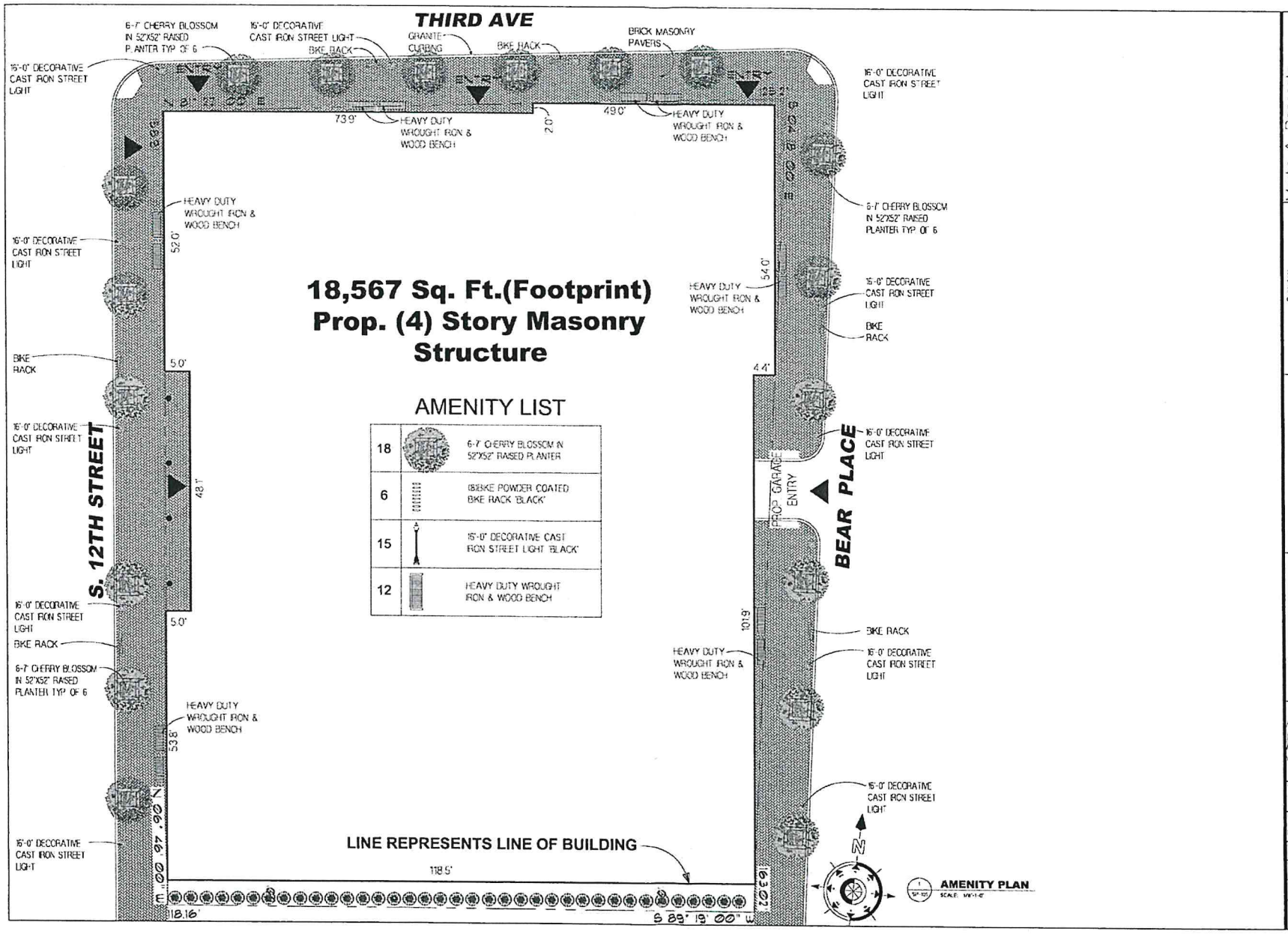
Owner's Signature
ERNESTO TERSIGNI

Sworn to before me this

1 day of [illegible], 20 19

WILLIAM PYSZCZYMUKA
NOTARY PUBLIC, State of New York
No. 4845958
Qualified in Suffolk County
Commission Expires 10/31/21

Notary Public



Martin A. Passante
Architect
Us NYNJCT PA VA MODEKT WV LWIN
• Architecture
• Planning
• Interior Design
178 Bayview Ave. Northport, New York 11787
Phone (631) 747-1114
E-Mail martinpa@marchitects.com

Consultant

1208 3rd Ave. New Hyde Park, NY

Submissions & Revisions

No.	Date	Description
1	5/8/2018	PRELIMINARY ISSUE TO OWNER

REGISTERED ARCHITECT
STATE OF NEW YORK

Drawing Title
SITE AMENITY PLAN

Drawing No.
SP-101

1 A-500 **Third Ave. Elevation**
SCALE: 3/16" = 1'-0"

1 A-500 **South 12th Street Elevation**
SCALE: 3/16" = 1'-0"

Martin A. Passante
Architect
Lic. NY/NJ/CT/PA/VA/MD/DE/KT/WV/LNV/N
• Architecture
• Planning
• Interior Design
178 Bayview Ave. Northport, New York 11767
Phone: (631) 747-1114
E-Mail: martyp@mpsarchitects.com

Consultant

THESE PLANS ARE AN INSTRUMENT OF SERVICE AND ON THE PROPERTY OF THE ARCHITECT. INFRINGEMENTS WILL BE PROSECUTED.
GENERAL CONTRACTOR TO VERIFY ALL DIMENSIONS AND DIMENSIONS AT PREMISES DISCREPANCIES SHALL BE REPORTED TO THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

1208 3rd Ave. New Hyde Park, NY

Submissions & Revisions

No.	Date	Description
1	9/2/08	FIRM ISSUE TO OWNER

Project Location:

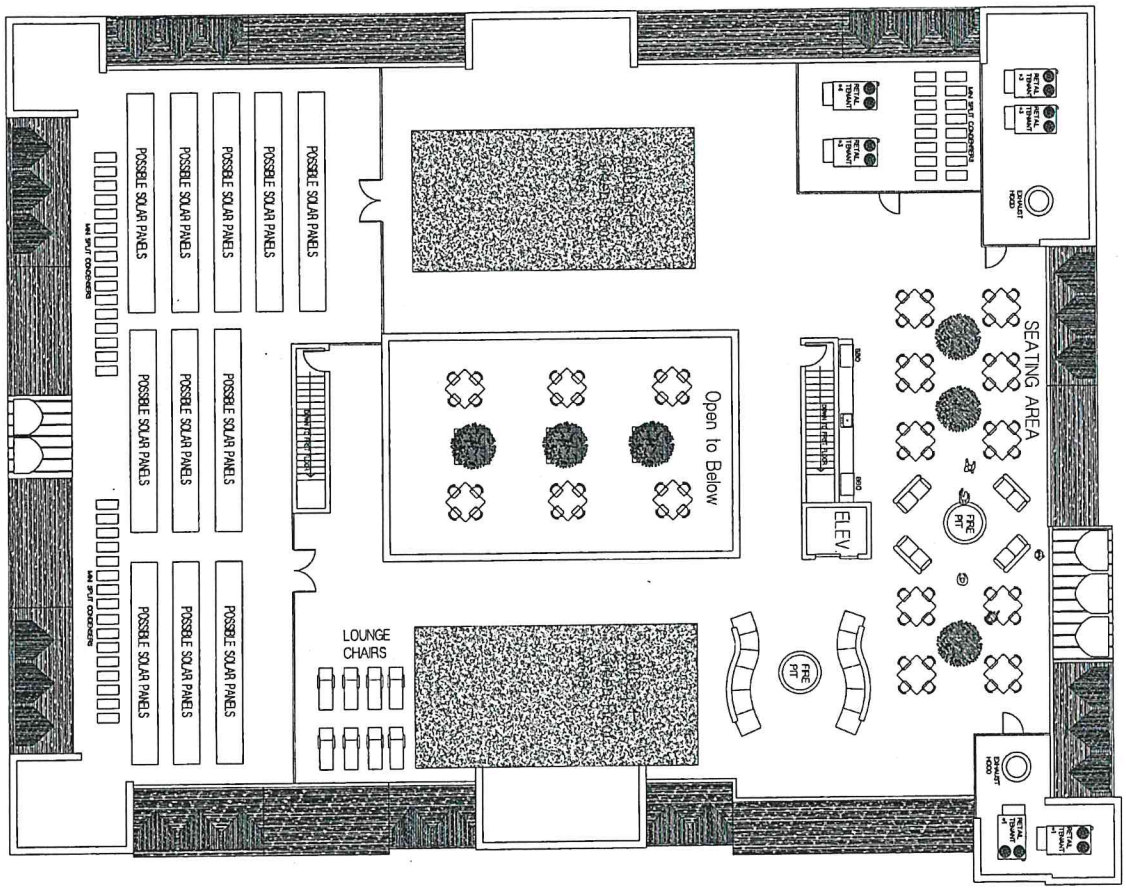
Drawing Title:
EXTERIOR ELEVATIONS

Project No.:

Date: | Drawing Scale:

Drawn By: | Checked By:

Drawing No.: A-500



1 A-300 **Roof Plan**
SCALE: 1/8"=1'-0"

Submissions & Revisions		
No.	Date	Description
1	1/1/2018	PRELIM ISSUE TO OWNER

Drawing No. A-600

Project Location: 1208 3rd Ave. New Hyde Park, NY

Drawing Title: ROOF PLAN

Consultant

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GENERAL CONTRACTOR TO VERIFY ALL CONDITIONS AND DIMENSIONS AT PREMISES. DISCREPANCIES SHALL BE REPORTED TO THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

Martin A. Passante
Architect
Lic. NY,NJ,CT,PA,VA,MD,DEXT,WV,IL,NV,N
• Architecture
• Planning
• Interior Design
178 Bayview Ave. Northport, New York 11787
Phone: (631) 747-1114
E-Mail: martyp@mpaarchitects.com

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Application of 300 South 12th LLC for Proposed Mixed-Use Development		
Project Location (describe, and attach a general location map): 1208 3rd Avenue/300 South 12th Street, Village of New Hyde Park, Nassau County, New York 11040 (see attached Site Location Map)		
Brief Description of Proposed Action (include purpose or need): See Attachment		
Name of Applicant/Sponsor: 300 South 12th LLC	Telephone: See Project Contact E-Mail: See Project Contact	
Address: 300 South 12th LLC c/o Ernesto Tersigni		
City/PO: Huntington Station	State: New York	Zip Code: 11746
Project Contact (if not same as sponsor; give name and title/role): Andrea Tsoukalas Curto, Esq.; Forchelli Deegan Terrana, LLP	Telephone: (516) 248-1700 E-Mail: ATCurto@forchellilaw.com	
Address: 333 Earle Ovington Boulevard, Suite 1010		
City/PO: Uniondale	State: New York	Zip Code: 11553
Property Owner (if not same as sponsor):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No	Relief Pursuant to Development Incentive Bonus (BID) Law	TBD
b. City, Town or Village Planning Board or Commission ☐Yes ☑No		
c. City, Town or Village Zoning Board of Appeals ☐Yes ☑No		
d. Other local agencies ☑Yes ☐No	Village of New Hyde Park DPW - Road Opening/Improvements	TBD
e. County agencies ☑Yes ☐No	Nassau County Department of Public Works - 239-f Review, Sanitary Sewer Connection	TBD
f. Regional agencies ☑Yes ☐No	Water Authority of Western Nassau County - Water Connection, PSEG-LI - Utility Connection	TBD
g. State agencies ☐Yes ☑No		
h. Federal agencies ☐Yes ☑No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? * ☑Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

*See Attachment.

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Industrial (I Zone) District, Accessory Parking District and Development Incentive Bonus Overlay District of the Village of New Hyde Park

b. Is the use permitted or allowed by a special or conditional use permit? * ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? New Hyde Park-Garden City Park Union Free School District

b. What police or other public protection forces serve the project site?
Nassau County Police Department - Third Precinct

c. Which fire protection and emergency medical services serve the project site?
New Hyde Park Fire Department provides fire protection and emergency medical services to the subject property.

d. What parks serve the project site?
New Hyde Park Memorial Park and Nuzzi Field

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Residential and Commercial

b. a. Total acreage of the site of the proposed action? 0.45± acres
b. Total acreage to be physically disturbed? 0.45± acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 0.45± acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
ii. Is a cluster/conservation layout proposed? ☐ Yes ☑ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 14± months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

*Relaxations of the use, parking, and bulk and dimensional requirements of the Industrial (I Zone) District of the Village of New Hyde Park would be required pursuant to the Village's Development Incentive Bonus (DIB) Law at the discretion of the Village Board of Trustees (see Attachment).

f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				71*
At completion of all phases				71*

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 1

ii. Dimensions (in feet) of largest proposed structure: 41± height; 121± width; and 155± length

iii. Approximate extent of building space to be heated or cooled: 68,176± square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☑ No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify:

_____

iii. If other than water, identify the type of impounded/contained liquids and their source.

_____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☑ Yes ☐ No

If Yes:

i .What is the purpose of the excavation or dredging? Excavation required for two-story subsurface parking garage

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): 7,000± cubic yards
- Over what duration of time? 1± month

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

The building site is characterized as Urban land (Ug) and Urban land-Hempstead complex (Uh) soils according to the USDA Soil Survey of Nassau County, New York. Excess cut material is to be removed from site for appropriate reuse or disposal.

i*v.* Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☑ No

If yes, describe. _____

_____

v. What is the total area to be dredged or excavated? 0.45± acres

vi. What is the maximum area to be worked at any one time? 0.45± acres

vii. What would be the maximum depth of excavation or dredging? 20± feet for parking garage.

viii. Will the excavation require blasting? ☐ Yes ☑ No

ix. Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

_____

*The proposed action includes the construction of 71 apartments (53 one-bedroom units and 18 two-bedroom units) within a mixed-use building.

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☑ No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☑ No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☑ Yes ☐ No

If Yes:

i. Total anticipated water usage/demand per day: 16,737± gallons/day * (The amount of irrigation would be minimal.)

ii. Will the proposed action obtain water from an existing public water supply? ☑ Yes ☐ No

If Yes:

- Name of district or service area: Water Authority of Western Nassau County
- Does the existing public water supply have capacity to serve the proposal? ** ☐ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No
- Do existing lines serve the project site? ☑ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project? ☐ Yes ☑ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☑ No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑ Yes ☐ No

If Yes:

i. Total anticipated liquid waste generation per day: 16,737± gallons/day *

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

Sanitary Wastewater

_____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☑ Yes ☐ No

If Yes:

- Name of wastewater treatment plant to be used: Bay Park Sewage Treatment Plant
- Name of district: Nassau County DPW Sewage Collection District 2-H 202
- Does the existing wastewater treatment plant have capacity to serve the project? ** ☐ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No

*Water/sewer calculations are based on Nassau County Department of Public Works Minimum Density Sewage Flow Rates for Sewered Areas for 4,916± SF of wet store (food processing) (0.15 gallons per day per square foot) on the first floor and for the 53 one-bedroom units (200 gpd/unit) and 18 two-bedroom units (300 gpd/units) on the second, third and fourth floors of the proposed mixed-use building.

**Consultations are being undertaken with the Water Authority of Western Nassau County regarding water availability and the Nassau County DPW regarding sewer availability and treatment capacity.

- Do existing sewer lines serve the project site? ☑ Yes ☐ No
- Will a line extension within an existing district be necessary to serve the project? ☐ Yes ☑ No

  If Yes:
  - Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☑ No

If Yes:
- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐ Yes ☑ No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

_____

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐ Yes ☐ No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐ Yes ☐ No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☑ Yes ☐ No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

Small delivery vehicles expected during operations

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

Construction equipment and vehicles

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

None

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐ Yes ☑ No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐ Yes ☐ No

ii. In addition to emissions as calculated in the application, the project will generate:
- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? * ☐Yes ☐No

*A Traffic Study is being prepared under separate cover.

If Yes:

i. When is the peak traffic expected (Check all that apply): ☑ Morning ☑ Evening ☐Weekend

☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

Minimal commercial activity - delivery trucks (box/panel trucks)

iii. Parking spaces: Existing Unknown Proposed 76 Net increase/decrease N/A

iv. Does the proposed action include any shared use parking? ☐Yes ☑No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

N/A

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☑Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☑Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? Sidewalks and bicycle racks. ☑Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: Estimated annual electricity demand during operations is to be determined. However, approximately 11 rooftop-mounted solar panels will provide the electricity for common areas in the proposed building.

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

Via connection to existing grid/on-site renewable (rooftop-mounted solar panels) for common areas

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 7:00 a.m. and 7:00 p.m.*
- Saturday: 7:00 a.m. and 7:00 p.m.*
- Sunday: None
- Holidays: None

ii. During Operations:

- Monday - Friday: **
- Saturday: **
- Sunday: **
- Holidays: **

*In accordance with Village regulations - Section 122-4 of the Village Code.

**24/7 for residential use; hours to be determined based on future tenants of retail space.

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

Ambient noise levels may be temporarily exceeded during construction activities. However, construction would not occur during noise sensitive hours, in accordance with Section 122-4 of the Village Code.

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe: Given existing development in the immediate area, it is not anticipated that noise generated by the proposed project would significantly impact the surrounding area.

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

The proposed development would include outdoor lighting. The lighting plan has not yet been developed; however, future lighting would include shielded, downward-facing fixtures to prevent off-site light spill. Additionally, decorative Alexandria-style fixtures would be installed in the public plaza area and would be designed in accordance with Village requirements.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☑ Yes ☐ No

If Yes:

i. Describe proposed treatment(s):

Routine landscape maintenance only, during the operational period.

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☑ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____* tons per _____* (unit of time)
- Operation : 4.9± tons per month (unit of time) **

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Recyclables would be collected and disposed in accordance with prevailing Village of New Hyde Park regulations.
- Operation: Recyclables would be collected and disposed in accordance with prevailing Village of New Hyde Park regulations.

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: Disposal by private carter service at licensed facility to be determined.
- Operation: Disposal by private carter service at licensed facility to be determined.

*Approximately 1,000 cubic yards of construction and demolition (C&D) debris are anticipated to be generated during the constrution period.

**Solid waste calculations are based on generation factors of 13 pounds per 1,000 square feet for 4,916 square feet of retail use and four pounds per unit per day for 71 apartment units. Solid waste factors are from Salvato, et. al., 2003.

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☑ Industrial ☑ Commercial ☑ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☑ Other (specify): Transportation (LIRR New Hyde Park Station)

ii. If mix of uses, generally describe:

The subject property contains a single-family residence, vacant commercial, and industrial warehouse building, along an industrial corridor, with industrial, commercial, single-family residential and transportation (LIRR New Hyde Park Station) uses beyond.

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	0.34±	0.44±	+ 0.10
• Forested	0	0	-
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	0	0	-
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	-
• Surface water features (lakes, ponds, streams, rivers, etc.)	0	0	-
• Wetlands (freshwater or tidal)	0	0	-
• Non-vegetated (bare rock, earth or fill)	0.09±	0	- 0.09
• Other Describe: Landscaped Areas	0.02±	0.01±	- 0.01

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☑ No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐ Yes ☑ No

If Yes,

i. Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☑ Yes ☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☑ Yes ☐ No

☑ Yes – Spills Incidents database — Provide DEC ID number(s): 9108586; 9415351; and 9415456

☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures:_____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐ Yes ☑ No

If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

Spill 9108586 was closed on 11/12/1991; Spill 9415351 was closed on 02/24/1995; and Spill 9415456 was closed on 02/27/1995

_____

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? 800± feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site:

Urban land (Ug)	91 %
Urban land-Hempstead complex (Uh)	9 %
	%

d. What is the average depth to the water table on the project site? Average: 52± feet

e. Drainage status of project site soils:

☑	Well Drained:	100 % of site
☐	Moderately Well Drained:	_____% of site
☐	Poorly Drained	_____% of site

f. Approximate proportion of proposed action site with slopes:

☑	0-10%:	100 % of site
☐	10-15%:	_____% of site
☐	15% or greater:	_____% of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐ Yes ☑ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐ Yes ☑ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☑ Yes ☐ No
If Yes:

i. Name of aquifer: Nassau-Suffolk Sole Source Aquifer

m. Identify the predominant wildlife species that occupy or use the project site:
Typical Suburban Species (Songbirds, Squirrels, etc.). However, there are no natural areas on the project site.

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation):
Source: http://www.dec.ny.gov/gis/erm/
ii. Source(s) of description or evaluation:
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No

If Yes:
i. Species and listing (endangered or threatened):

Source: http://www.dec.ny.gov/gis/erm/

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

If Yes:
i. Species and listing:

Source: http://www.dec.ny.gov/gis/erm/

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use:

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number:

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
i. If Yes: acreage(s) on project site?
ii. Source(s) of soil rating(s):

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent:

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
i. CEA name:
ii. Basis for designation:
iii. Designating agency and date:

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐ Yes ☑ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based:

_____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☐ Yes ☑ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

i. Identify resource: Northern State Parkway; Meadowbrook State Parkway

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): Scenic Byways

iii. Distance between project and resource: 3.65±; 3.75± miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name VHB Engineering, Surveying, Landscape Architecture and Geology, P.C., as environmental consultant to the Applicant Date February 13, 2019

Signature Gail A. Pesner Title Senior Project Manager

Gail A. Pesner, AICP

PRINT FORM

Application of 300 South 12th LLC for Proposed Mixed-Use Development
1208 3rd Avenue
Village of New Hyde Park
Nassau County, New York
Environmental Assessment From – Part 1

Attachment

Page 1 – Brief Description of Proposed Action:

The proposed action involves an application to the Village Board of Trustees for relief regarding use, height, number of parking spaces and dimension of parking spaces through the Village's Development Incentive Bonus (DIB) Overlay District (§195-3.2 of the Village Code) based on the Village Notice of Denial, dated February 1, 2019 (Exhibit 1), to permit the redevelopment of a 0.45±-acre site with a mixed-use building located at located at 1208 3rd Avenue/300 South 12th Street in the Incorporated Village of New Hyde Park, Nassau County (the "subject property") (see attached Site Location Map). The subject property is known on the Nassau County Land & Tax Map as Section 33 – Block 184 – Lots 222, 223, 227, 228, 324 and 326. The subject property is currently improved with a one-to-two-story brick structure containing operational and vacant industrial space and a one-story brick structure containing a vacant commercial use, as well as an occupied two-story, single-family residence, associated paved parking areas and landscaping. Upon implementation of the proposed action, the existing structures would be demolished, and the subject property would be redeveloped with a four-story building containing a mix of uses, including 4,916± square feet (SF) of retail space and 11 apartments at the ground level, 60 apartments in three stories above (for a total of 71 apartments), and two levels of enclosed parking below the ground level. In accordance with §195-3.2(L) of the Village Code, 10 percent of the units would be affordable workforce housing, in compliance with §699-b of the New York State General Municipal Law. More specifically, the proposed building would be developed as described below.

- The two-level below-grade garage would contain parking spaces accessed via a curb cut on Baer Place.
- The first floor of the four-story building would contain 4,916± SF of retail space fronting South 12th Street and 3rd Avenue, as well as 11 one- and two-bedroom apartments and residential-designated amenities such as a fitness room, lounge, mail and package room, and lobby area.
- The upper levels (i.e. floors two through four) would contain 60 one- and two-bedroom apartments.
- The roof of the proposed building would contain residential amenities such as seating and lounge areas, fire pits, barbeque grills, green roof areas, solar panels to provide electricity for common areas, and limited landscaping.
- The proposed building would contain a three-story interior, open-air courtyard accessible via the second floor and is proposed to contain residential amenities such seating and lounge areas, as well as limited landscaping.

The 71 proposed apartments would include a mix of 53 one-bedroom units and 18 two-bedroom units, ranging in size from approximately 630-to-1,068 square feet. As noted, parking at the subject property would be accommodated within the two-level below ground parking garage consisting of a total of 76 parking stalls – 43 parking stalls on the first level and 33 parking stalls on the partial second level below grade.

Application of 300 South 12th LLC for Proposed Mixed-Use Development
1208 3rd Avenue
Village of New Hyde Park
Nassau County, New York
Environmental Assessment From – Part 1

Attachment

The proposed development would be served by the Water Authority of Western Nassau County for potable water. Sanitary waste would be collected by sewers maintained by Nassau County. The development is proposed to be served by electricity provided by PSEG Long Island. Stormwater runoff at the proposed development would be directed to proposed on-site drywells.

As required by the Development Incentive Bonus Law, and as agreed upon with the Village, the proposed amenities offered by the applicant include the following: the building has been designed to incorporate a range of specialized façade treatments and varied fenestration to provide aesthetic appeal and interest, break up the massing of the building, and to visually demarcate the mix of uses. Additionally, the area south of 3rd Avenue and north of the proposed building would be developed as an esplanade with publicly-accessible amenities such as bike racks, heavy-duty wrought iron and wood benches, and cast-iron street lights. The concrete sidewalk along Third Avenue would be replaced by other materials as agreed upon by the Village. In addition, raised planters containing six-to-seven-foot trees would be placed around the north, west and east sides of the building, while the entire length of the south side of the building would be planted with a row of arborvitae trees to soften the appearance of and screen a portion of the building year-round.

Page 2, Item C.2.a. – Do any municipally-adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located?

The subject property is located within a portion of the Industrial (I Zone) District of the Village of New Hyde Park that is eligible for the application of §195-3.2 *Development Incentive Bonuses*, of the Code of the Village of New Hyde Park (the "Village Code"). Properties within the Development Incentive Bonus Overlay District are eligible for incentive bonuses such as adjustments to permissible density, coverage, floor area ratios, parking requirements, setbacks, topographical changes, area, height, open space, use or other provisions of the New Hyde Park zoning and land use laws for a specific purpose authorized by the Board of Trustees. As indicated in §195-3.2.F of the Village Code, "the Board of Trustees, following a public hearing, may provide incentive bonuses [as described above] in exchange for the applicant providing one or more of the following facilities or amenities: open space, parks and recreational facilities, streetscape amenities, landscaping, road improvements, water and sewer system improvements or other specific physical, social or cultural amenities, or cash in lieu thereof, of benefit to the residents of the Village authorized by the Board of Trustees."

Exhibit 1

Village of New Hyde Park
Village Hall
1420 Jericho Turnpike • New Hyde Park, NY 11040-4684
(516) 354-0022 • Fax: (516) 354-6004
Website: www.vnhp.org

Lawrence J. Montreuil
Mayor

Trustees:
Richard A. Coppola, Jr.
Donna M. Squicciarino
Richard Pallisco
Rainer Burger

Christopher Devane
Village Justice

Cathryn Hillmann
Village Clerk-Treasurer

Thomas P. Gannon
Superintendent of Building Department & Public Works

February 1, 2019

Martin A. Passante, Architect
178 Bayview Avenue
Northport, New York 11787

c/o Andrea Tsoukalas Curto, Esq.
Forchelli Deegan Terrana

Re: 1208 Third Avenue, New Hyde Park

Dear Mr. Passante:

The Building Department is in receipt of your application to construct an 18,983 square foot, four story mixed use residential rental apartment building in the Village's Industrial Zone.

The following is a Zoning Code compliance analysis for your proposed use in the Industrial Zone:

	Code Requirement	**Proposed**
Use:	Industrial	Mixed Use Residential
Height:	2.5 stories / 35'ft.	4 stories / 41'ft.
Parking:	2 per dwelling / 142 1 per 200 sq.ft. retail / 25	
Total:	167	80
Parking Dimensions:	10' x 25'	9' x 18'

The above listed items are not in compliance with the provisions of the Zoning Code. Accordingly, your application must be denied.

You may accept this letter as an official NOTICE OF DENIAL.

You have two options for relief:

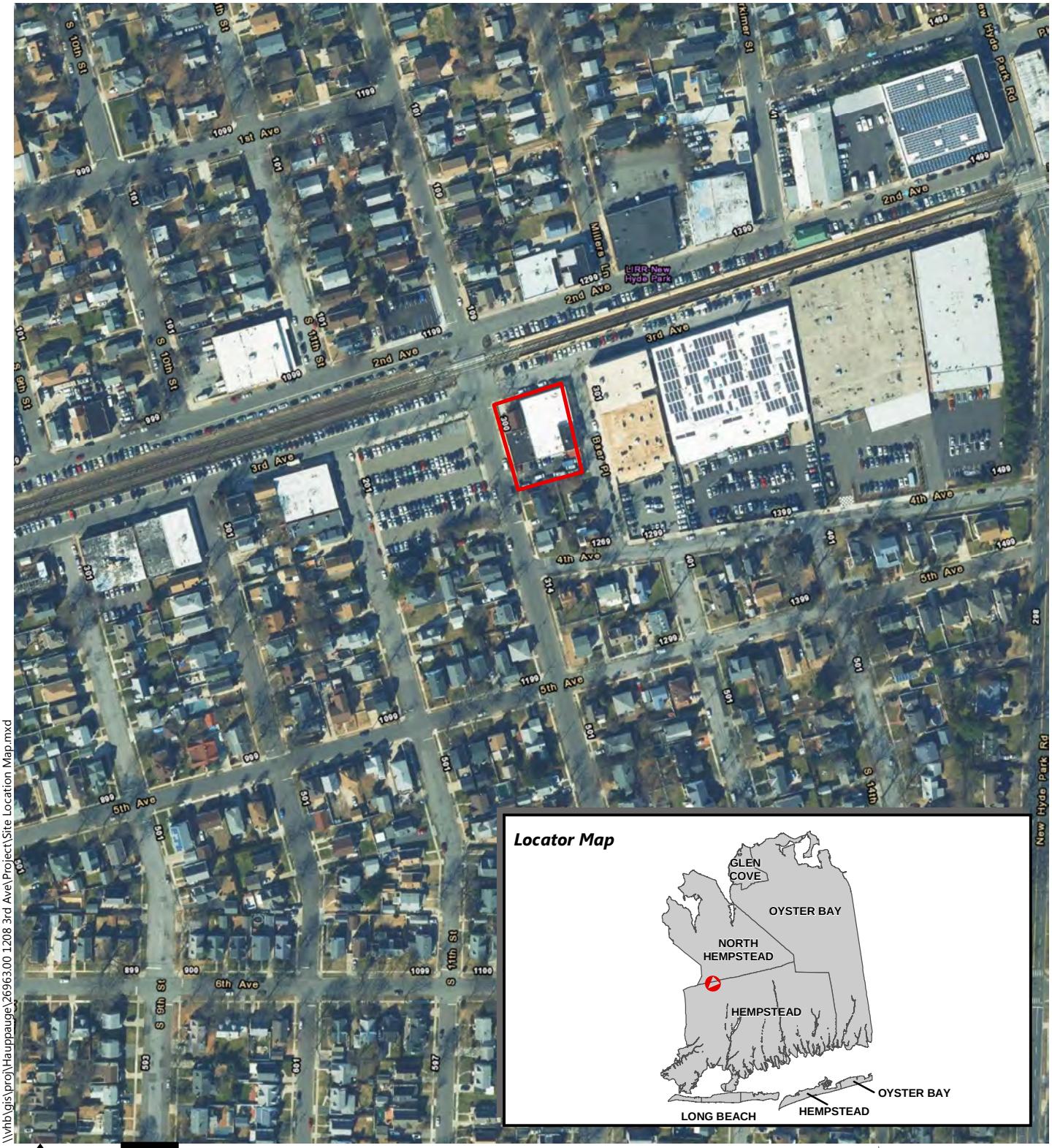
1. You may seek relief for the various area variances required by making application to the Zoning Board of Appeals. In addition, the proposed use is not permitted and, as such, would require an application to the Zoning Board of Appeals for a use variance. If your variance applications are granted, you will then be required to secure preliminary site plan approval and architectural approval from the Village's Planning Board. Final site plan approval must be granted by the Board of Trustees.

2. In the alternative, pursuant to the Village's Development Incentive Bonus Law ("DIB"), you may apply to the Board of Trustees directly for all required relief. As this law is discretionary in that the use sought is otherwise not permitted, the Board of Trustees may hear your application and consider your request for relief to develop the subject parcel pursuant to the DIB law.

Please be advised that any such application made pursuant to the DIB law must be accompanied by an amenities letter describing the proposed amenities and outlining the benefits that will accrue to the community in order to mitigate the impacts of the otherwise prohibited use. Finally, should you intend to proceed pursuant to the DIB law, you are required, pursuant to Sec. 195-3.1 of the Village Code, to deposit the sum of $10,000.00 with the Village Clerk/Treasurer to be utilized by the Village for consultation expenses incurred in its review of your application. Please note, additional sums may be requested from time to time as the application progresses and the initial deposit is drawn down upon.

Should you have any questions concerning this matter, please do not hesitate to contact me.

By Order of the Superintendent
of the Building Department
Thomas Gannon



\\vhb\gis\proj\Hauppauge\26963.00 1208 3rd Ave\Project\Site Location Map.mxd

Proposed Mixed-Use Development | New Hyde Park, NY

Site Location Map
1208 3rd Avenue Village
of New Hyde Park
Nassau County

Source: NYS Orthos-imagery (2016)

Traffic Impact and Parking Analysis Report

3rd Avenue Mixed-Use Development

1208 3rd Avenue

Village of New Hyde Park, New York

PREPARED FOR

300 South 12th LLC
273 Walt Whitman Road - Suite 157
Huntington Station, NY 11746

PREPARED BY

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

March 2019

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1

Introduction

This study summarizes the comprehensive evaluation of the potential traffic and parking impacts associated with the proposed redevelopment of an industrial/commercial/residential site as a mixed-use development, on the southeast corner of 3rd Avenue and South 12th Street in the Incorporated Village of New Hyde Park, New York. The purpose of this study is to determine if there are any significant traffic and parking impacts due to the proposed project and to evaluate and propose mitigation measures, if required. This report summarizes the data collection process, traffic analysis procedures, and study conclusions and presents the findings of the analysis.

Based on the results of the study, more completely described herein, it has been concluded that the proposed action will not have a significant impact on the study intersections or roadway network.

Project Description

300 South 12th LLC is proposing to redevelop an existing industrial/commercial/ residential site at the southeast corner of 3rd Avenue and South 12th Street as a mixed-use development consisting of residential apartments, retail space and associated underground parking. The development is located directly across from the New Hyde Park Long Island Rail Road (LIRR) train station and, therefore, is classified as Transit-Oriented Development, based on its proximity to a mass-transit facility.

The existing site is 0.45± acres in size, is located on the south side of 3rd Avenue, the east side of South 12th Street, and the west side of Baer Place. Currently, the site is occupied by a single-family home, a light industrial building of 10,532 square feet (sf) in size and a third building of 2,170 sf which is currently vacant but formerly housed retail and service uses. The redevelopment of the site as proposed will include approximately 4,916 sf of retail space on the first floor and 71 rental apartments in a four-story building.

The site redevelopment would include 76 parking spaces in a two-level underground parking garage and would be serviced by a single full-movement site access on Baer Place.

The project location is shown in Figure 1.

Not to Scale

Figure 1

Project Location Map

3rd Avenue Mixed-Use
New Hyde Park, New York

Study Methodology

The following describes the methodology used in this traffic study:

- The project site plan and related documents were reviewed to obtain an understanding of the project scope and layout.
- A review was made of the adjacent roadway system and the key intersections that might be significantly impacted by the proposed project were identified.
- Documentation related to the MTA LIRR's ongoing expansion project (commonly known as Third Track) was reviewed.
- Field inventories were made to observe the number and direction of travel lanes at the key intersections.
- Turning movement counts were collected at the key intersections by manual counts on a typical weekday during the a.m. and p.m. peak periods.
- The existing traffic volumes at the key intersections were expanded to the future No-Build year (assumed to be 2021).
- The traffic generated by the proposed development was projected based on recognized traffic engineering standards.
- The site-generated volumes were distributed along the adjacent roadway network and were added to the No-Build volumes to produce the proposed Build volumes.
- Capacity analyses were performed for the key intersections for the Existing, No-Build and future Build conditions.
- The results of the analyses for the Existing, No-Build, and Build conditions were compared to assess any significant traffic impacts due to the proposed project.
- The site access point was evaluated.
- The adequacy of the proposed off-street parking was evaluated, and the site layout was reviewed.
- The need for traffic mitigation measures was evaluated.

2

Existing Conditions

Evaluation of the transportation impacts associated with the proposed project requires a thorough understanding of the current transportation system in the project study area. Existing transportation conditions include roadway geometry, traffic control devices, peak hour traffic volumes, roadway operating characteristics, and parking availability. An inventory of available information on local roadways and traffic control near the project site was compiled. The following sections present a summary of this information.

Roadway and Intersection Conditions

The principal roadways and intersections in the project area are described below. The descriptions of the roadways and key intersections include the geometric conditions and traffic control characteristics.

South 12th Street

South 12th Street is a north-south Village of New Hyde Park roadway. South 12th Street runs south from Jericho Turnpike to North Avenue. It runs along the west side of the project site and provides one travel lane in each direction. The speed limit within the study area is 30 miles per hour (mph) based on the Village Area Speed Limit and there are parking restrictions in the vicinity of the study intersection on South 12th Street.

3rd Avenue

3rd Avenue is an east-west Village of New Hyde Park roadway that runs east from Premier Boulevard and terminates at a dead-end east of Baer Place. It runs along the north side of the project site and provides one travel lane in each direction. The speed limit within the study area is 30 mph based on the Village Area Speed Limit. Head-in parking for the New Hyde Park LIRR Station is provided along the north side of 3rd Avenue. Curbside parking, with permit restrictions, is provided along the south side of 3rd Avenue along the site frontage.

Baer Place

Baer Place is a north-south Village of New Hyde Park roadway that runs south from 3rd Avenue terminating at 4th Avenue. It runs along the east side of the subject property and provides one travel lane in each direction. The speed limit within the study area is 30 mph based on the Village Area Speed Limit. Parking is permitted along both sides of Baer Place. However, there are permit and time restrictions present.

Study Intersections

To determine the potential traffic impacts of the proposed project, the following study intersections were identified for analysis under the Existing, No-Build and future Build conditions:

- South 12th Street at 3rd Avenue (Unsignalized)
- Baer Place at 4th Avenue (Unsignalized).

The locations of the study intersections are shown on Figure 2. Aerial views of the intersections and descriptions of same are included in the next section of this report.

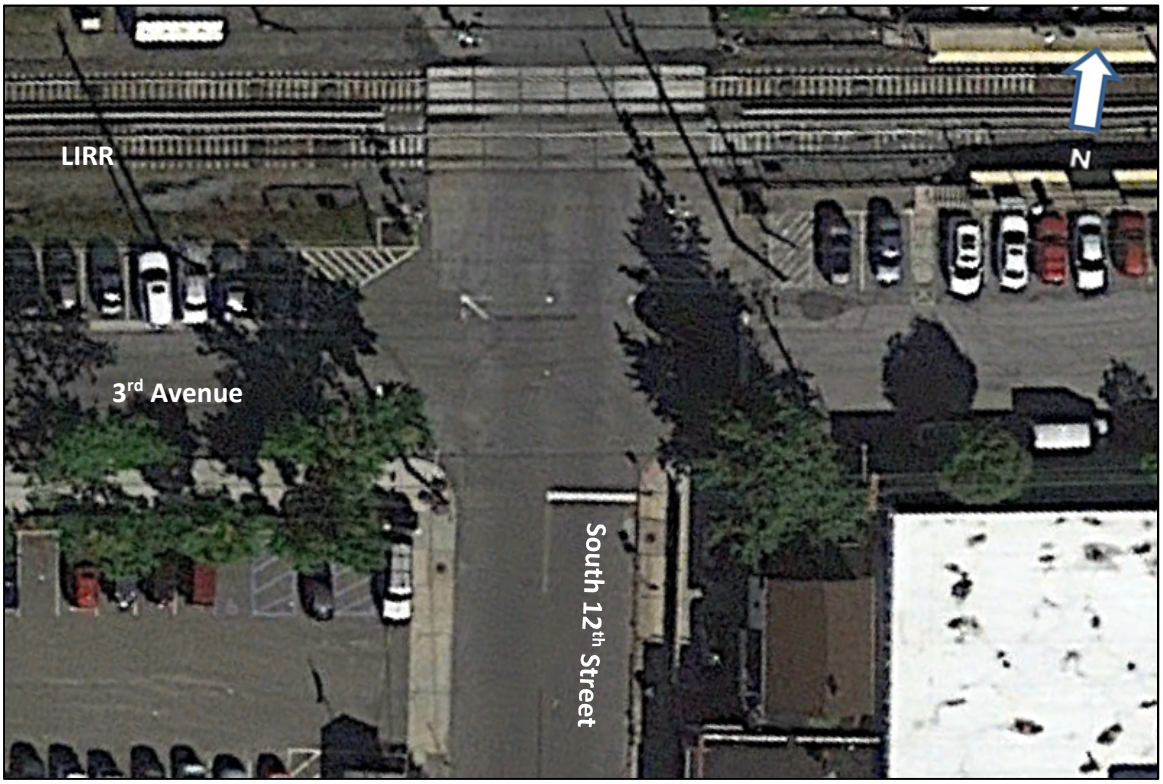
Not to Scale

Figure 2

Study Intersections Map

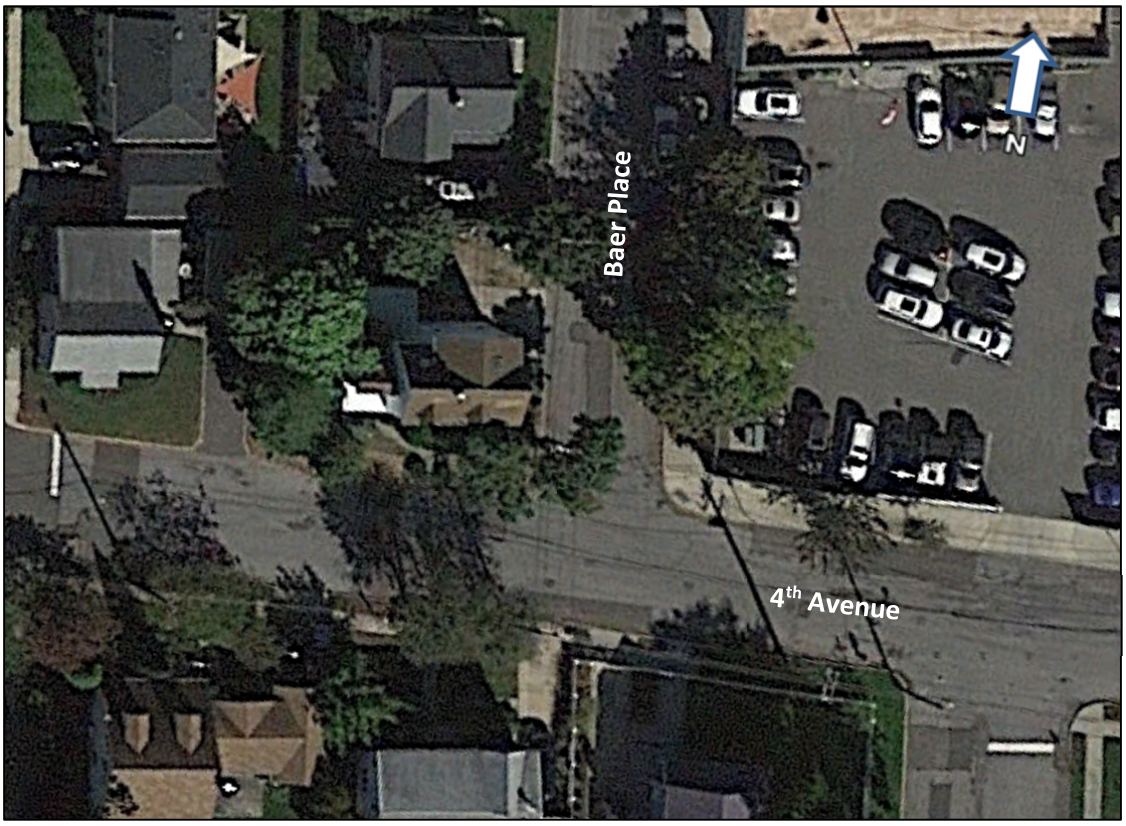
3rd Avenue Mixed-Use
New Hyde Park, New York

South 12th Street at 3rd Avenue



South 12th Street at 3rd Avenue is an unsignalized three-way stop-controlled intersection. The only approach that is not stop-controlled is the southbound approach as southbound traffic has a stop sign at 2nd Avenue, before it crosses over the train tracks. All other approaches are stop-controlled. South 12th Street provides a shared left-turn/through/right-turn lane on both northbound and southbound approaches. Third Avenue provides a shared left-turn/through/right-turn lane on both eastbound and westbound approaches.

Baer Place at 4th Avenue



Baer Place at 4th Avenue is an unsignalized three-legged intersection with a stop-control on the southbound approach. On the eastbound approach 4th Avenue provides a shared through/left-turn lane. On the westbound approach 4th Avenue provides a shared through/right-turn lane. On the southbound approach Baer Place provides a shared left-turn/right-turn lane.

Existing Traffic Volume Data

Existing peak hour turning movement volumes were taken from the Long Island Rail Road (LIRR) Expansion Project Final Environmental Impact Study (FEIS) Transportation Appendix for the intersection of South 12th Street and 4th Avenue. For the intersection of Baer Place and 4th Avenue, manual turning movement intersection counts were performed between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m. on Thursday, January 24, 2019. These traffic counts were conducted during these times so that they coincided with the heaviest traffic flows associated with the proposed site, commuter activities and shopping in the local area.

The existing turning movement count summaries are available in Appendix A.

The existing weekday a.m. and p.m. peak hour traffic volumes are shown in Figure 3.

Accident History

A typical Traffic Impact Study includes a review and discussion of the accident history in the study area to identify any problem locations that may be impacted by the proposed development. However, according to the FEIS prepared for the LIRR's Expansion Project, by the year 2022 the construction related to this project, including elimination of the railroad grade crossing at South 12th Street at 2nd Avenue/3rd Avenue will be completed. Since the roadway geometry, traffic volumes and patterns in the study area will be changing significantly, any previous accident data for the study intersections would not be relevant. Therefore, no review of accident history was performed.

3

Future Conditions

The analysis of future conditions, without and with the proposed project ("No-Build" and "Build" conditions, respectively), was performed to evaluate the effect of the proposed project on future traffic conditions in the area. Background traffic volumes in the study area were projected to the year 2021, reflecting the year when the project is expected to be completed and operational. The No-Build Condition represents the future traffic conditions that can be expected to occur, even if the proposed project is not constructed. The No-Build Condition serves as a comparison to the Build Condition, which represents expected future traffic conditions resulting from both project and non-project generated traffic.

No-Build Condition

No-Build traffic volumes include all existing traffic and any new traffic due to background traffic growth and any other significant planned developments in the immediate vicinity of the project site.

Other Planned Development

The Village of New Hyde Park was contacted for information regarding other planned developments in the vicinity of the subject property that may impact the traffic volumes or conditions on the adjacent roadway network. The Village of New Hyde Park has identified only the following development:

MTA Long Island Rail Road Expansion Project from Floral Park to Hicksville, which includes the construction of a third track between the Floral Park and

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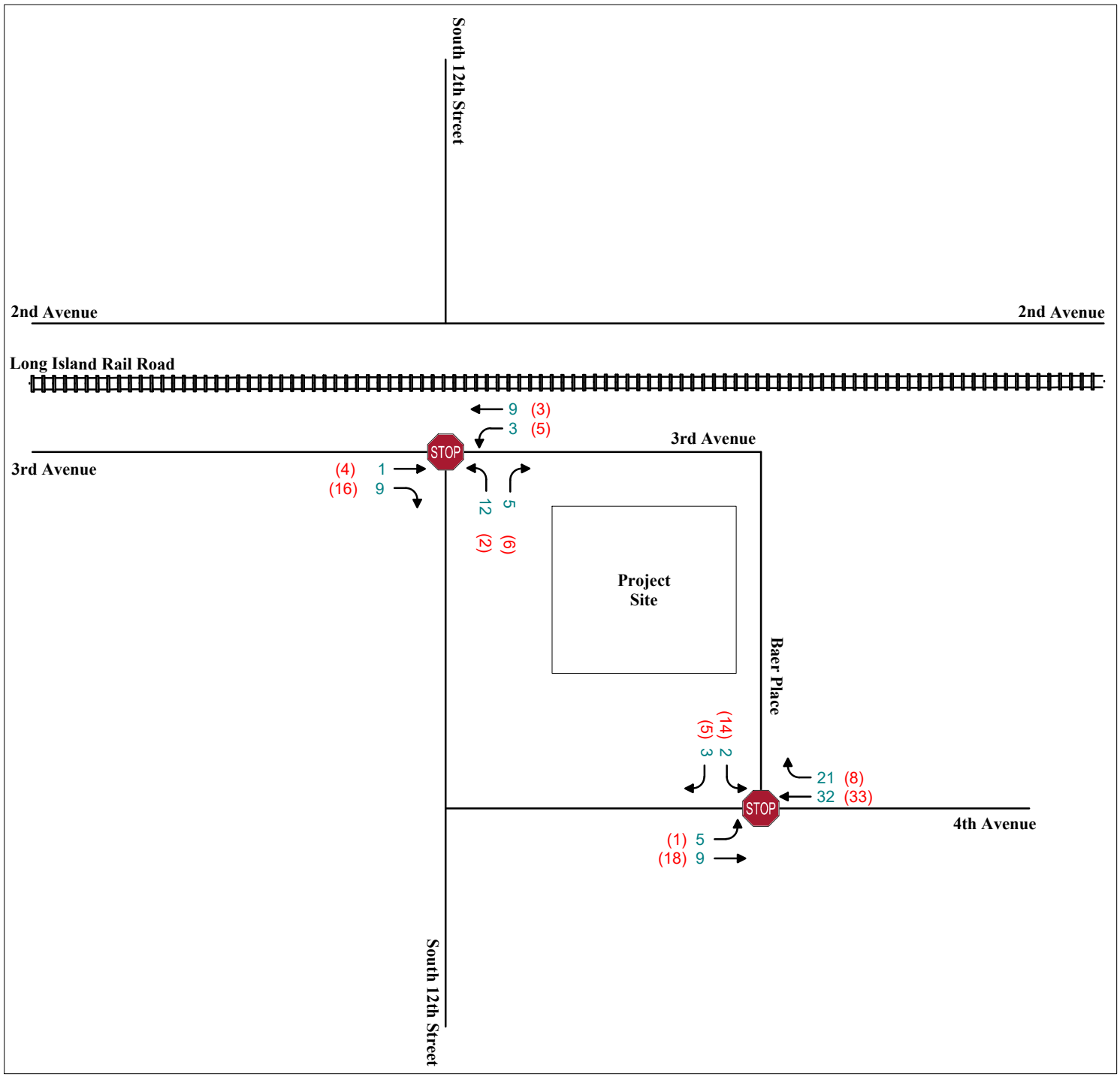
Hicksville train stations along with the elimination of several grade crossings and associated station area improvements. As part of this study the FEIS for this project was reviewed to identify any changes to infrastructure and traffic conditions that would occur as a result of the expansion project. The expansion project includes improvements at the New Hyde Park station which is directly across the street from the proposed mixed-use development.

Included in this LIRR expansion project is the elimination of the grade crossing to vehicular traffic (with pedestrian access maintained) at South 12th Street and 2nd Avenue/3rd Avenue. While the LIRR Expansion Project is slated to be complete in 2022, the effect of closure of the south 12th street grade crossing was included in the 2021 No-Build condition as work there will be underway and the crossing closed at that point. The LIRR Expansion Project projected future traffic volumes and circulation patterns with the closure of the grade crossing and those volumes were used for our Build scenario analysis. It is noted that with the closure of the grade crossing, traffic volumes in the vicinity of the site on South 12th Street will be reduced significantly as motorists who cross the railroad north and south will seek other available routes.

Background Traffic Growth

To account for increases in general population and background growth not related to the proposed project, an annual growth factor was applied to the existing traffic volumes. Based on the New York State Department of Transportation (NYSDOT) published information, the growth rate for the area, which includes Village of New Hyde Park, is 0.6% percent per year. A total growth rate of 1.2% (2 years at 0.6 % per year) was applied to the 2019 traffic data to develop the background traffic based on the anticipated Build year of 2021.

After applying the growth factor to the existing traffic volumes and accounting for changes in traffic patterns due to elimination of the grade crossing, the resulting 2021 No-Build traffic volumes for the weekday a.m. and p.m. peak hours are shown in Figure 4.



Not to Scale

Key: AM PEAK (PM PEAK)

Figure 4

2021 No-Build Peak Hour Volumes

3rd Avenue Mixed-Use
New Hyde Park, New York

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Build Condition

To estimate the traffic impact of the proposed redevelopment, it is necessary to determine the traffic volumes expected to be generated by the proposed project. It is noted that to provide a conservative high-side analysis of potential impacts, no credit was taken for the traffic associated with the existing occupied uses on the site.

Development Details

The proposed development mix for the project is shown in Table 1, along with the corresponding Land Use Code from the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, *10th Edition*.

Table 1 - Proposed Development Mix

Land-Use Component	Size/Density	ITE Reference
Retail Shopping Center	4,916 sf	Land Use Code # 820
Mid-Rise Multi-Family Residential	71 Units	Land Use Code # 221

Project-Generated Traffic Volumes

In order to estimate the net project-generated traffic, a review was undertaken of available trip generation data sources, including the reference published by the *Trip Generation Manual, 10th Edition*. This widely used reference source contains trip generation rates for numerous land uses, including "Shopping Center" (Land Use Code #820), and "Multifamily Residential (Mid-rise – 3 to 10 levels)" (Land Use Code #221). Table 2 summarizes the unadjusted, gross trip generation estimates for the development mix presented in Table 1.

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Table 2 - Trip Generation Estimates (Gross Unadjusted)

Project Component	Component Size	AM Peak Hour		PM Peak Hour		Saturday Midday	
RETAIL SPACE ITE # 820 Shopping Center	**4,916 sf**	Rate =	0.94	Rate =	3.81	Rate =	4.50
		Entering	Exiting	Entering	Exiting	Entering	Exiting
		62%	38%	48%	52%	52%	48%
		3	2	9	10	11	11
		Total =	**5**	Total =	**19**	Total =	**22**
Multifamily Residential ITE # 221 Mid-Rise (3 to 10 Levels)	**71 Units**	Rate =	0.36	Rate =	0.44	Rate =	0.44
		Entering	Exiting	Entering	Exiting	Entering	Exiting
		26%	74%	61%	39%	49%	51%
		7	19	19	12	15	16
		Total =	**26**	Total =	**31**	Total =	**31**
Totals		**AM Peak Hour Trips**		**PM Peak Hour Trips**		**Saturday Midday Trips**	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
		10	21	28	22	26	27
		31		**50**		**53**	

Adjustments to Peak Hour Trips

The methodology presented in the previous section utilized ITE trip generation statistics to calculate gross (unadjusted) peak hour site (or driveway) volumes. The sum of the peak hour volumes for each of the components presented in Table 2 above does not account for factors that influence the actual level of trip making to the site that should be accounted for in accurately predicting peak hour trips to and from the site. These adjustments are described below and performed in keeping with standard and accepted practice as set forth by ITE, which has been accepted by reviewing transportation agencies. These factors adjust the gross trip generation to account for the location of the site near mass transit opportunities and to reflect that fact that some land uses attract visitors from the adjacent roadways that are already travelling in the area and are not new trips. To provide a more accurate estimate of future new trips and serve as the basis for an accurate estimate of potential impacts, adjustments to account for the following are detailed in below:

› Transit Oriented Development

› Pass-By Trips

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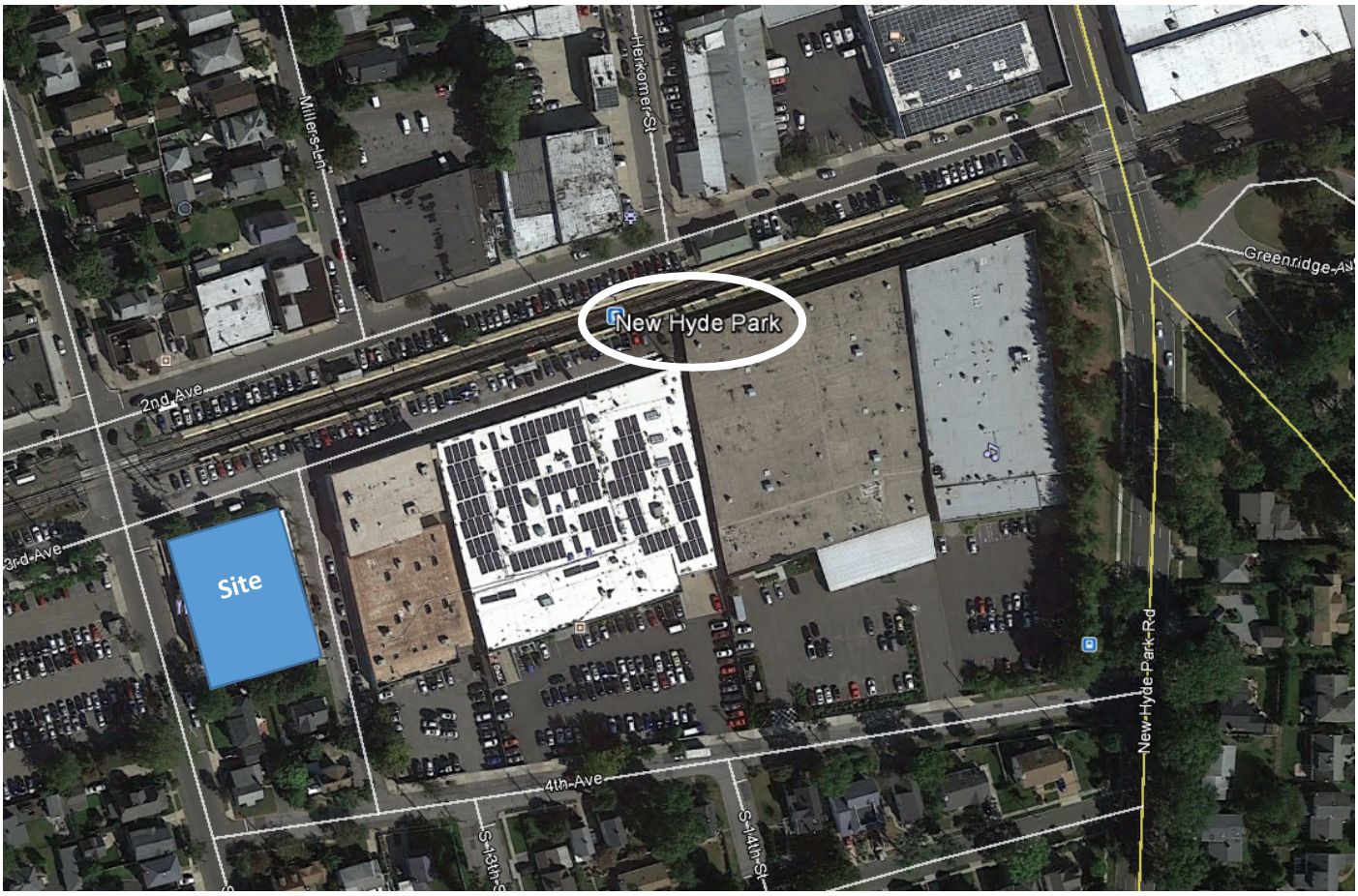
Transit-Oriented Development (TOD)

The proposed development is characterized as a transit-oriented development (TOD) based on its proximity to mass transit. The development is located directly across from the New Hyde Park LIRR station, as shown below.



Located on the mainline of the LIRR, the New Hyde Park LIRR Station is well served by frequent train service. The LIRR operates 24-hours-a-day, 7-days-a-week, including all holidays, with service intervals varying by destination and time of day. The frequency of the service is good, with convenient connections to reach New York City and parts of Nassau and Suffolk Counties.

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The development is also well served by bus service. The Nassau Inter-County Express (NICE) offers bus service (N25) that passes via New Hyde Park Road with stops at 2nd Avenue and 4th Avenue. The NICE services have convenient connections to destinations throughout Nassau, Suffolk and Queens Counties.

The available studies on TODs show a reduction in vehicle trips by as much as 50% compared to non-TOD developments. In order to take a conservative approach, this study assumes, due to proximity to mass transit, a reduction in trip generation for the residential portion of the development of 25% during the weekday a.m. and p.m. peak periods.

The anticipated gross trip generation for the residential component of the development was adjusted to account for the effect of TOD. Table 3 shows TOD credit calculations and the net residential trips after TOD credit was applied.

Table 3 - Residential Trip Generation adjusted for TOD

Component	AM Peak Hour		PM Peak Hour	
	Entering	Exiting	Entering	Exiting
Gross Residential Trips	7	19	19	12
TOD Credit Applied	25%		25%	
TOD Credit	2	5	5	3
Net Residential Trips	**5**	**14**	**14**	**9**
	21		**25**	

Pass-by Trips

The application of pass-by trips is a well-understood and widely-accepted concept that has been used by traffic engineers for many years. ITE defines pass-by trips as trips made as intermediate stops, at a retail/commercial development on the way from an origin to a primary trip destination without diversion. Pass-by trips are attracted from adjacent streets that offer direct access to a site, in this case from South 12th Street. These pass-by trips do not add new traffic to the adjacent street system. Therefore, they may be reduced from the total external trips generated by the study site. However, at site access points the pass-by trips are included as part of the entering and exiting traffic at the site access.

The Institute of Transportation Engineers (ITE) *Trip Generation Handbook, 3rd Edition*, an ITE Recommended Practice presents data on pass-by trips for a number of land uses, including Shopping Center (LUC 820). The average pass-by trip percentage among all sites for the weekday p.m. peak period is reported as 34 percent. It is also noted that the business(es) that would locate on the site are likely to cater to railroad commuters, thereby decreasing the number of new trips even further. However, to provide a more conservative analysis, no pass-by credit or credit for businesses with commuters already in the area was taken for this study.

Potential Existing Site Trip Generation

The project site is currently improved with 3 buildings. These include a residential home, 2,170 sf of retail space and a 10,532 sf light industrial building. These buildings could be updated and fully leased and occupied and would be expected to generate peak period vehicle trips accordingly. To estimate the level of peak period trips that would be generated, the ITE's *Trip Generation Manual,10th Edition* was utilized as described previously for the proposed project. The results of these calculations are presented in Table 4. The gross unadjusted peak period trip projections for the proposed project are also presented for comparison, as the existing site figures do not consider the transit-oriented nature of the existing uses.

Table 4 - Existing Site Trip Generation Potential (Gross Unadjusted)

Use	Component Size	AM Peak Hour		PM Peak Hour	
Existing Site (ITE # 110, 220, 820)	**1 Home 2,170 sf Retail 10,532 sf Indust.**	Entering	Exiting	Entering	Exiting
		7	3	6	10
		Total =	10	Total =	16
Proposed Mixed-Use (ITE # 221, 820)	**71 Units Apt 4,916 sf Retail**	Entering	Exiting	Entering	Exiting
		10	21	28	22
		Total =	31	Total =	50
	Difference	**+21**		**+34**	

During the weekday a.m. peak hour, the proposed mixed-use development is expected to generate 21 additional trips over a fully-occupied existing development, or an average of approximately 1 trip every three minutes. During the weekday p.m. peak hour, this difference is 34 trips, or an average of approximately one trip every 2 minutes.

It is noted that no credit for the trip generating potential of the existing site or actual current trip generation of the existing site was taken in this study. The proposed redevelopment plan traffic was evaluated in its entirety. This results in a very conservative estimate of impacts as the actual trip increases that would be realized are significantly lower than what was modelled in the capacity analyses to be presented later in this report.

Trip Distribution and Assignment

The trips originating from and destined to the project site were assigned to the adjacent roadways based on characteristics of the roadway network, the location of the site access point and likely destination points. The trip distribution percentages adopted for the project and assigned to the local roadway network are shown in Figure 5. These were then applied to the trips generated by the proposed project site and the resulting site generated traffic volumes for the weekday a.m. and p.m. peak hours are shown in Figure 6.

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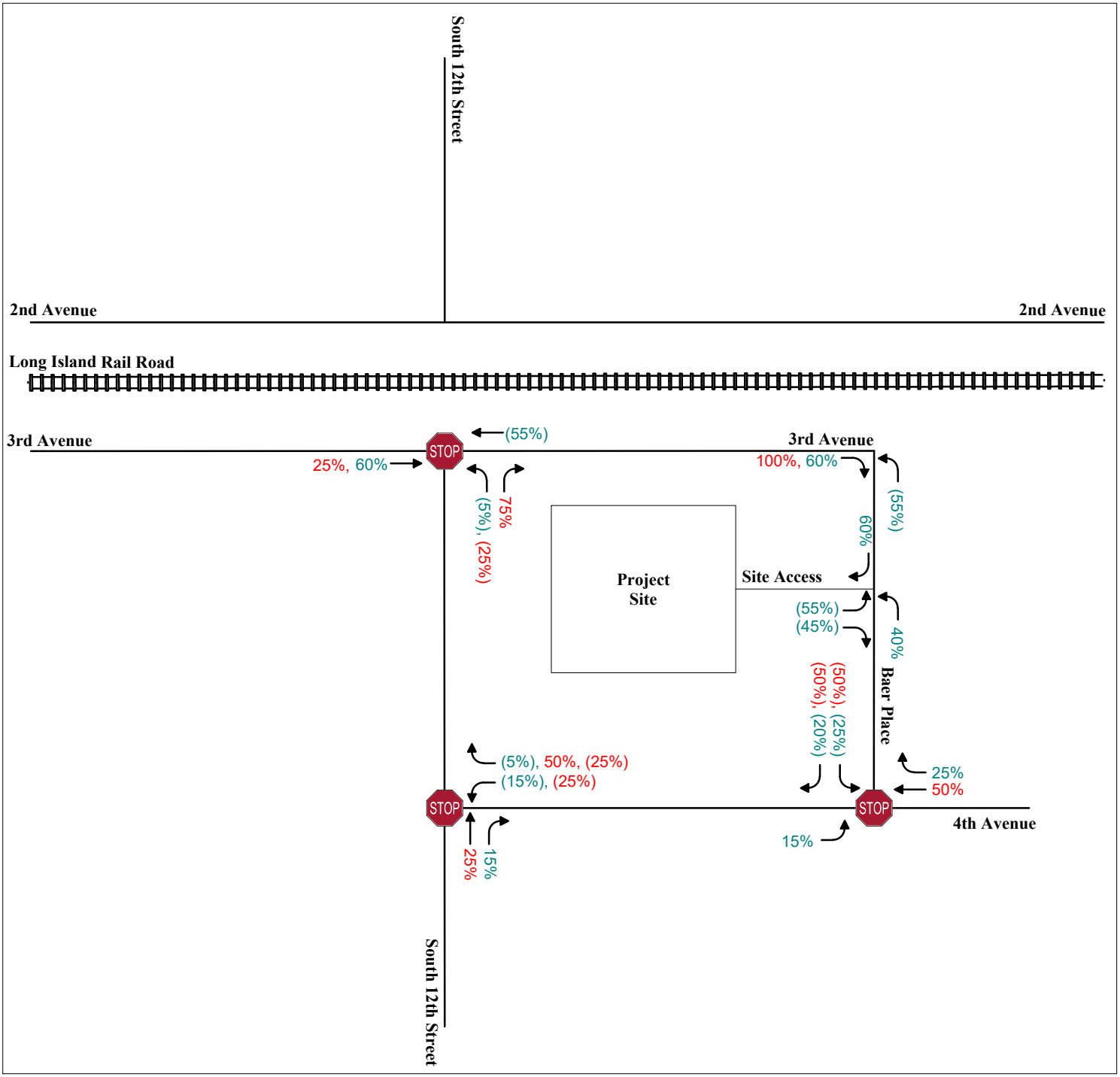
To determine the future Build Condition traffic volumes, the project-generated trips were added to the No-Build traffic volumes at the key intersections. The resulting Build traffic volumes for the weekday a.m. and p.m. peak hours are shown in Figure 7.



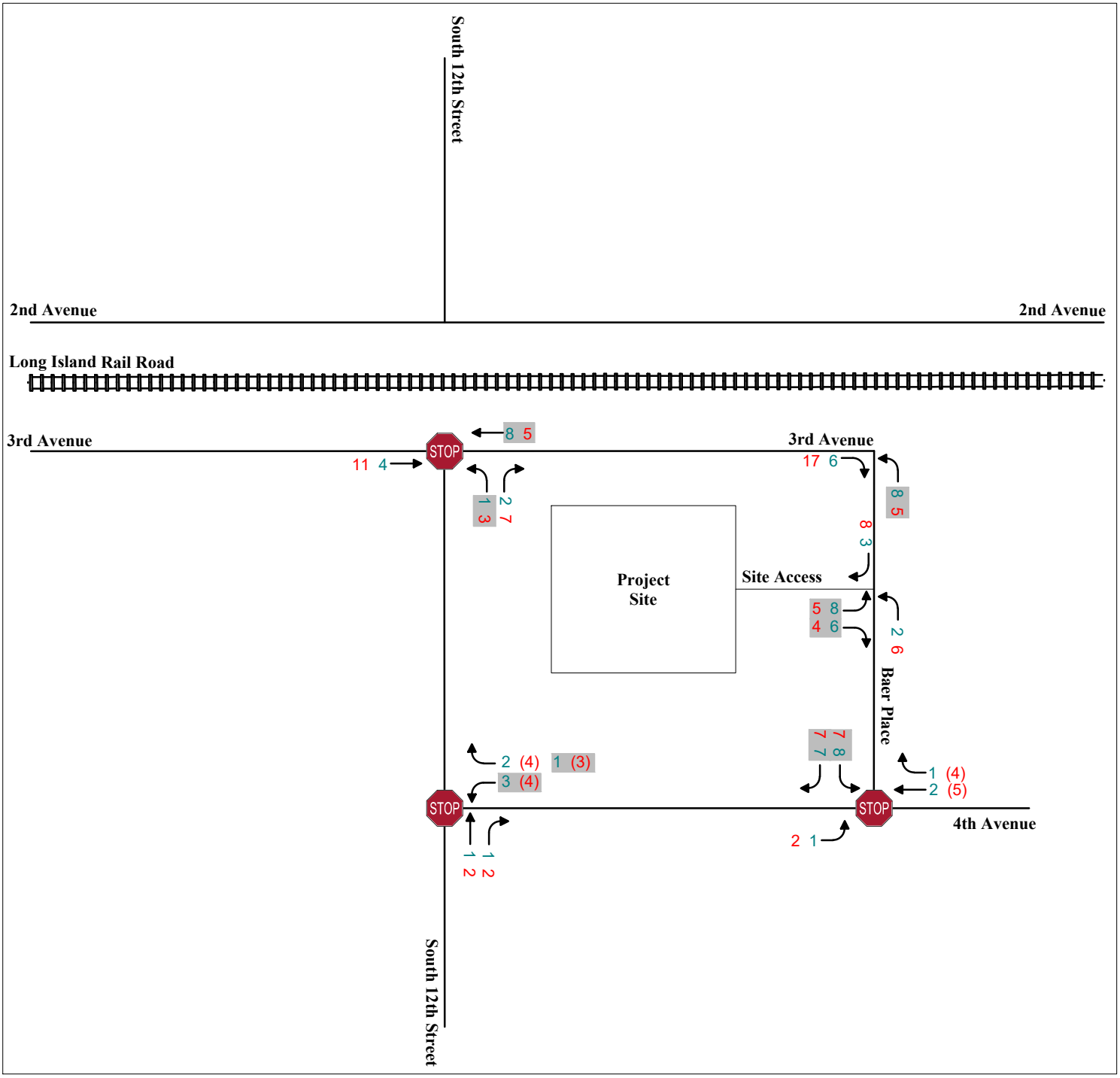
Not to Scale

Key:
Residential: Entering Traffic, (Exiting Traffic)
Retail: Entering Traffic, (Exiting Traffic)

Figure 5

Trip Distribution

3rd Avenue Mixed-Use
New Hyde Park, New York



Not to Scale

Key:

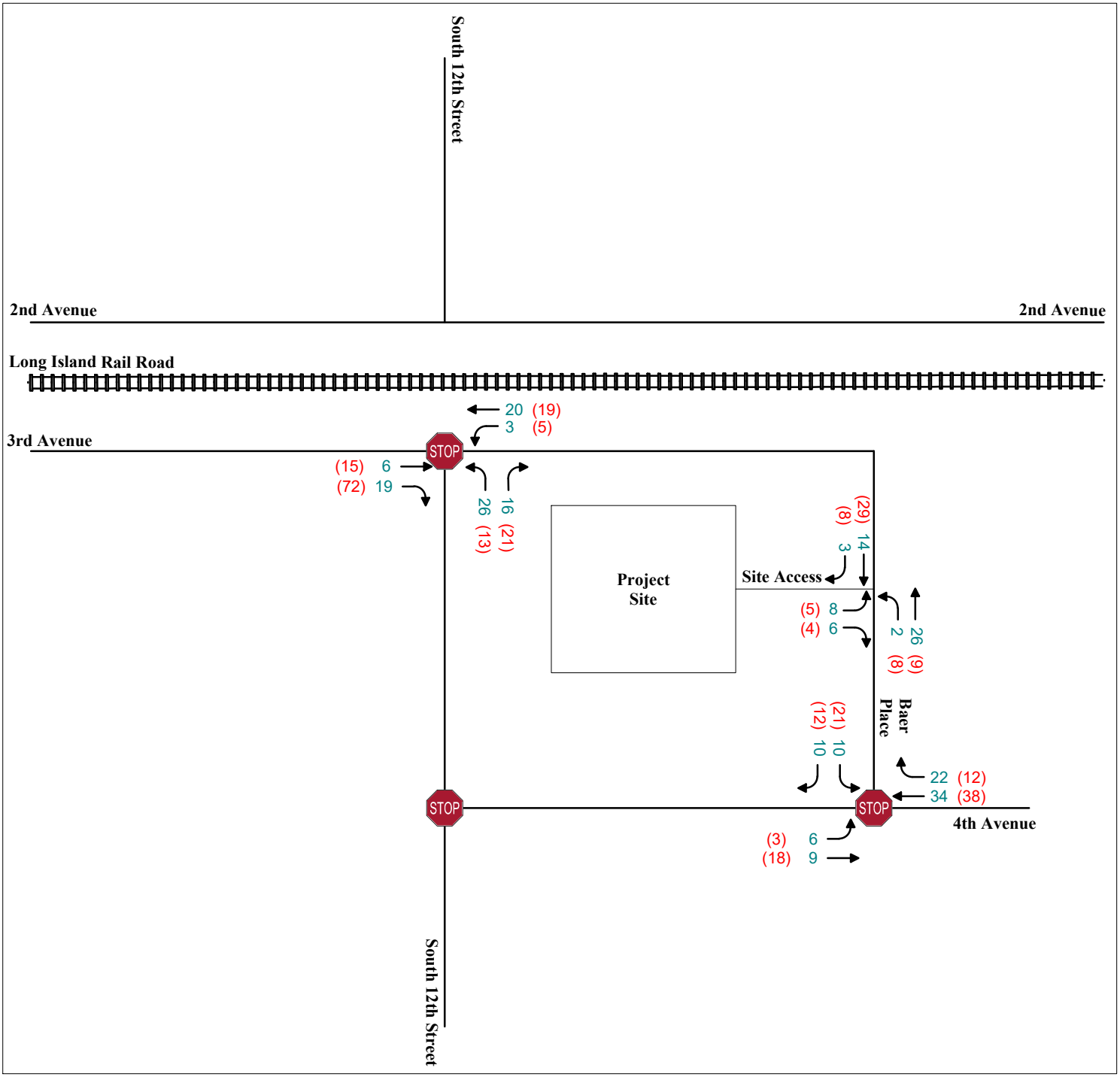
Entering Trips - AM PEAK (PM PEAK)

Exiting Trips - AM PEAK (PM PEAK)

Figure 6

Site Generated Traffic Volumes

3rd Avenue Mixed-Use
New Hyde Park, New York



Not to Scale

Key: AM PEAK (PM PEAK) [SATURDAY PEAK]

Figure 7

2021 Build Peak Hour Traffic Volumes

3rd Avenue Mixed-Use
New Hyde Park, New York

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Traffic Operations Analysis

Measuring existing traffic volumes and projecting future traffic volumes quantifies traffic flow within the study area. To assess quality of traffic flow, roadway capacity analyses were conducted with respect to the Existing, No-Build and future Build conditions. These capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands.

Level of Service and Delay Criteria

The evaluation criteria used to analyze area intersections in this traffic study are based on the 2000 & 2010 *Highway Capacity Manual* (HCM). The term "level of service" (LOS) is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay and freedom to maneuver. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

In addition to LOS, vehicle delay time (expressed in seconds per vehicle) is typically used to quantify the traffic operations at intersections. For example, a delay of 15 seconds for a particular vehicular movement or approach indicates that vehicles on the movement or approach will experience an average additional travel time of 15 seconds. It should be noted that delay time has a range of values for a given LOS letter designation. Therefore, when evaluating intersection capacity results, in addition to the LOS, vehicle delay time should also be considered.

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The LOS designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, however, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street, which is generally the left-turn out of the side street or side driveway.

It should be noted that the analytical methodologies typically used for the analysis of unsignalized intersections use conservative parameters such as long critical gaps. Actual field observations indicate that drivers on minor streets generally accept shorter gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The analysis methodologies also do not take into account the beneficial grouping effects caused by nearby signalized intersections. The net effect of these analysis procedures is the over-estimation of calculated delay at unsignalized intersections in the study area. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

The LOS definitions for both the signalized and unsignalized intersections can be found in Appendix C of the report.

Software

The capacity analyses were done using the traffic analysis software Synchro, version 10, a computer program developed by Trafficware Ltd. Synchro is a complete software package for modeling and optimizing traffic signal timing. Synchro adheres to and implements the guidelines and methods set forth in the 2000 H*ighway Capacity Manual* and the 2010 *Highway Capacity Manual*. This analysis methodology was used to evaluate the ability of an intersection or roadway to efficiently handle the number of vehicles using the facility. Synchro was used to model and analyze the Existing, No-Build and Build conditions at the key intersections.

Level of Service Analysis

LOS analyses were conducted for the Existing, No-Build and future Build conditions for the key study unsignalized intersections of South 12th Street at 3rd Avenue and Baer Place at 4th Avenue.

Analysis Results

The results of the capacity analyses for the three unsignalized intersection in Existing, No-Build and future Build conditions are summarized in Tables 5 and 6 below, for the weekday a.m. and p.m. peak hours, respectively. The detailed capacity analysis worksheets are contained in Appendix C.

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Table 5 - LOS Summary – Study Intersections – AM Peak Hour

Intersection	Approach/ Movement	Existing 2019		No-Build 2021		Build 2021	
		Delay	LOS	Delay	LOS	Delay	LOS
South 12th Street & 3rd Avenue	EB	8.0	A	6.7	A	6.7	A
	WB	7.7	A	7.1	A	7.2	A
	NB	8.4	A	7.0	A	7.1	A
	SB	7.9	A				
	Overall	8.2	A	6.9	A	7.0	A
4th Avenue and Baer Place	EB L	7.3	A	7.3	A	7.3	A
	SB L	8.7	A	8.7	A	8.8	A

Table 5 shows that during weekday a.m. peak hour, the three stop-controlled approaches at the all-way stop intersection of South 12th Street and 3rd Avenue operate well at a LOS A in Existing, No-Build and Build conditions. The critical stop-controlled southbound and eastbound left-turn movements at the unsignalized study intersection of 4th Avenue and Baer Place operates well at a LOS A in Existing, No-Build and Build conditions. There is no change in LOS for any of the movements or the intersection from No-Build to Build condition. It is noted that the reduction in approach delay at the South 12th Street & 3rd Avenue intersection from the Existing to No-Build condition is a result of the closure of the grade crossing. This closure would result in not only the elimination of an intersection approach, but the elimination of the existing through volumes on 12th Street.

Table 6 - LOS Summary – Study Intersections – PM Peak Hour

Intersection	Approach/ Movement	Existing 2019		No-Build 2021		Build 2021	
		Delay	LOS	Delay	LOS	Delay	LOS
South 12th Street & 3rd Avenue	EB	7.8	A	6.6	A	6.9	A
	WB	7.5	A	7.1	A	7.3	A
	NB	7.9	A	6.6	A	7.0	A
	SB	8.4	A				
	Overall	8.1	A	6.7	A	7.0	A
4th Avenue and Bear Place	EB L	7.3	A	7.3	A	7.3	A
	SB L	8.8	A	8.8	A	8.9	A

Table 6 shows that during weekday p.m. peak hour, the three stop-controlled approaches at the all-way stop intersection of South 12th Street and 3rd Avenue operate well at a LOS A in Existing, No-Build and Build conditions. The critical stop-controlled southbound and eastbound left-turn movements at the unsignalized study intersection of 4th Avenue and Baer Place operate well at a LOS A in Existing, No-Build and Build conditions. There is no change in LOS for any of the movements or the intersection from No-Build to Build condition.

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Site Access

The project site would be serviced by a single driveway on Baer Place that would allow left and right turns into and out of the proposed on-site parking garage.

The Build condition results of the capacity analysis performed for the unsignalized Baer Place and Site Access intersection are presented in Table 7 for the weekday a.m. and p.m. hours.

Table 7 - LOS Summary – Site Access

Intersection	Approach/ Movement	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
Baer Place & Site Access	EB	8.7	A	8.7	A
	NB L	7.3	A	7.3	A

Table 7 shows that the site access is expected to operate well with very low levels of delay and a LOS of A during all peak periods.

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Parking

Site Parking

Parking requirements for the proposed site redevelopment, based on the Village of New Hyde Park Village Code, are summarized below in Table 8.

Table 8 – Village Code Parking Requirements

Component	Village Code	Proposed Size	Parking Required
Retail Space	1 space/200 GFA	4,916 SF	25 Spaces
Apartments	2 spaces/dwelling unit	71 units	142 Spaces
Total Parking Required by Code			**167 Spaces**

As can be seen from Table 8, Village Code requires a total of 167 off-street spaces to be provided for the proposed mixed-use building at 1208 3rd Avenue.

The proposed site plan indicates a total of 76 parking stalls will be provided on-site, located in a parking structure below the building. As such, the applicant is seeking a relaxation of the parking standards based on the Village's Development Incentive Law. It is well understood that the application of code requirements, in specific instances, often results in on-site parking being provided in excess of what is required to serve the needs of the uses on a site.

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To determine the level of parking necessary to serve the actual demands of the site, a shared parking analysis was performed. Each component of a multi-use site has unique parking characteristics related to demand over the course of a day. When the parking demands of the various components on a site peak at different times of the day, the available parking can be shared by those uses. The peak demand of the site is not the sum of the individual peak demands, but the highest of the sums of the demands of each use at any particular time.

Shared Parking

The performance of a shared parking study involves the projection of the parking demands for each of the project's components over the course of the day. This typically includes a weekday and weekend day. This produces a curve of parking demand for each component of the development plan which are then superimposed on each other to determine a composite demand for each time of day. When the peak demand of each component does not occur at the same time, it is shown that the peak demand for the site is lower than simply summing the peak demands of each use.

In the case of the proposed mixed-use development, it is proposed to construct 71 apartment units and 4,916 SF of retail space. It is worthy to note that the location of the site, across the street from a busy railroad station, will have an effect on the parking demands that the site generates. The retail components of the site will likely be occupied by tenants that cater directly to railroad commuters. This will reduce real parking demand for the retail uses. A significant portion of persons patronizing these businesses will already be parked in the area as part of their daily commute such that they do not generate the need for additional parking. The residents of the site will also likely own personal vehicles to a lesser degree than typical as the availability of convenient train and bus service reduces the need for personal vehicle travel.

ITE's *Parking Generation, 4th Edition,* is a widely-used and accepted source for parking demand data for various land uses, including retail "Shopping Center" (Land Use Code #820), and "Low/Mid-Rise Apartment" (Land Use Code #221). From this publication, the peak parking demand rates for weekday and Saturday are as follows:

Retail -	2.55 parked vehicles per 1,000 SF on a weekday
	2.87 parked vehicles per 1,000 SF on a Saturday
Apartments -	1.20 parked vehicles per unit on a weekday
	1.03 parked vehicles per unit on a Saturday

As noted previously, the project site is located very close to the New Hyde Park LIRR station and is considered a TOD. Similar to trip generation, studies have shown that TODs can exhibit significantly lower peak parking demands than non-TODs and will likely have the effect of lowering peak parking demands, particularly for the residential components of the site. For the purposes of this analysis, the peak

parking demand rates used are directly from *Parking Generation* and reflect the average peak demands at the sites studied and contained within that database. It is also noted that the peak rate of 1.2 parked vehicles per units matches the value that was found at VHB's field study of an occupied residential TOD AvalonBay Signature Place in Rockville Centre.

The Urban Land Institute's (ULI) *Shared Parking 2th Edition* includes information regarding how the parking demands for numerous land uses vary over the course of the day and month of the year in the form of factors that adjust the peak demand ratios to specific times of the day. For instance, the peak of parking demand for apartments is found between 10:00 p.m. and early morning, coinciding with when the residents are home. The peak for shopping center is during the day with no real demand overnight.

A shared parking analysis applies these time-of-day factors to the peak demand and results in a projected demand for each hour. This method was utilized for the proposed redevelopment of the site in accordance with the ULI Shared Parking methodology. Details of this shared parking study are contained Appendix D of this report.

The results of the shared parking analysis conclude that the peak parking demand for the site will occur on a weekday evening at 7 p.m. At this time, it is anticipated that the apartments would have 82 parked vehicles and the retail space would have 10, for a total peak demand of 92 parked vehicles. On a weekend, total peak demand is lower, at 82 parked vehicles, consisting of 71 for the apartments and 11 for the retail space.

The site plan, as noted previously, provides for 76 on-site parking spaces located below the building. It is the intention of the owner to reserve 1 space for each apartment. This results in 5 spaces available beyond these reserved spaces, and it is recommended that these 5 spaces be reserved for employees of the retail uses on the site.

Based on the Shared Parking Analysis, it can be seen that at times of peak demand, the 76 parking spaces provided on-site will not accommodate all of the projected parking demand. Therefore, parking conditions on the roadways in the site area were studied to determine whether any parking demand not accounted for on the site can be readily accommodated.

Area Parking Conditions

Parking conditions in the area of the proposed site redevelopment are dominated by commuter parking activity related to the train station. While there are commercial businesses in the vicinity of the site and the station, on-street parking activities (including those areas adjacent to the railroad) are controlled by various levels of regulation and permitting. These posted regulations are intended to control where, and when, railroad commuters can park in the public right-of-way. In order to document parking conditions in the area of the site, a study of parking

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regulations in the area as well as the level of parking occupancy in key areas in the vicinity of the site was performed.

Figure 8 presents the observed parking restrictions posted near the site.

Municipal Lot #3, located directly across the street from the project site, allows for village residents with permits to park for up to 72 consecutive hours.

Long Term Voucher Parking is restricted to motorists who display the appropriate voucher on their vehicle between 6 a.m. and 8 p.m. on weekdays, excluding holidays. Outside of this restricted period, these spaces are open to the general public.

One- and Two-Hour Parking allows for a motorist to park for a maximum of 1 or 2 hours between 8:00 a.m. and 6:00 p.m. on weekdays, excluding holidays. Outside of this restricted period, these spaces are open for use by the general public for any duration.

Class A Permit Parking allows for motorists who display a Special Class A Permit to park in this area. There are no time or daily limits on this restriction.

Unrestricted Parking allows for parking by the general public at any time and for any duration. The availability of unrestricted parking in the vicinity of the site is very limited on weekdays.

To determine the level of parking activity and parking availability in these areas over the course of a typical weekday, a parking occupancy study was performed between 6:00 a.m. and 7:00 p.m. on Thursday January 24, 2019 during which the number of occupied stalls in each area was observed and recorded every half hour. This also results in an accounting of the number of vacant spaces that are potentially available to the residents and visitors to the site. Details of this study are contained in Appendix D of this report. The number of vacant spaces in the study area that were found within each of the areas of various restrictions are presented in Table 9.

\\vhb\gbl\proj\Hauppauge\26963.00 1208 3rd Ave\cad\ts\planset\26963_Site Parking Restrictions.dwg

Not to Scale

Legend

- Taxi Standing Area
- Long Term Voucher Parking 6A-8P, Exc. Sat, Sun, Holidays
- One/Two Hour Parking 8A-6P, Exc. Sat, Sun, Holidays
- Class "A" Permit Parking
- Unrestricted Parking
- M — Lot #3, "R" Permit 72 hours, with permit

Figure 8

Site Area Parking Restrictions

3rd Avenue Mixed-Use
New Hyde Park, New York

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Table 9 – Study Area Parking Vacancies

Time	Long Term Voucher Parking Zone (Between 6AM – 8PM)	Special District A Parking Permit	One- or Two-Hour Parking (Between 8AM-6PM)	Municipal Lot # 3	Unrestricted Parking Vacancies	Total Vacant Spaces
6:00 AM	132	34	49	82	2	**299**
6:30 AM	123	35	49	71	2	**280**
7:00 AM	95	34	49	51	2	**231**
7:30 AM	37	20	49	1	2	**109**
8:00 AM	17	18	49	1	2	**87**
8:30 AM	11	15	48	1	2	**77**
9:00 AM	6	15	49	1	2	**73**
9:30 AM	2	13	49	3	2	**69**
10:00 AM	2	12	49	1	2	**66**
10:30 AM	2	14	49	2	2	**69**
11:00 AM	3	12	48	2	2	**67**
11:30 AM	4	12	47	2	2	**67**
12:00 PM	2	12	48	2	2	**66**
12:30 PM	2	12	48	2	2	**66**
1:00 PM	2	13	48	5	2	**70**
1:30 PM	3	13	48	5	2	**71**
2:00 PM	2	15	48	4	2	**71**
2:30 PM	2	15	48	4	2	**71**
3:00 PM	8	11	46	4	2	**71**
3:30 PM	12	11	46	3	2	**74**
4:00 PM	12	12	46	3	2	**75**
4:30 PM	14	13	39	8	1	**75**
5:00 PM	24	14	44	22	2	**106**
5:30 PM	44	24	46	41	2	**157**
6:00 PM	49	23	43	41	2	**158**
6:30 PM	76	25	43	64	2	**210**
7:00 PM	81	26	43	69	2	**221**

Table 9 reveals several important facts related to parking availability in the area as it relates to the proposed development.

The areas with one- or two-hour restrictions maintain relatively high levels of vacancy (between 39 and 49 vacant spaces) over the course of the entire study period. It is important to note that vehicles could park long-term in these areas between 4:00 p.m. and 10:00 a.m. on weekdays and unrestricted on weekends and holidays. These spaces are available and suitable for visitors to the site, including any retail patrons during restricted hours as well as overnight parking for vehicles associated with the apartments.

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Long Term Voucher parking is essentially fully occupied during the weekday daytime period by commuters. This parking would be available on weekends to residents and visitors.

The owner of the proposed development has been informed by the Village that residents of 1208 3rd Avenue will not be permitted to park in Municipal Lot #3. This lot is also essentially at capacity during weekdays.

As noted previously, parking conditions in the site area are dominated by commuter activity due to the presence of the train station. This is a mostly weekday phenomenon. Observations of parking conditions on weekends reveal large numbers of vacant stalls that have no restrictions outside of specific times on weekdays. These vacant spaces will more than accommodate any off-site parking demand related to the proposed redevelopment.

Site Parking Operations

As noted previously, each apartment will be assigned one stall in the parking structure on site. With this, 71 of the provided 76 stalls are accounted for. It is recommended that the balance of 5 stalls be reserved for employees of the proposed retail space. With a maximum anticipated peak demand of 1.2 vehicles per apartment during overnight periods, this will result in up to 14 vehicles that will park on area roadways overnight. It is noted that after 4:00 p.m. the stalls with time restrictions become available for longer term use. As the peak of residential parking demand occurs later than this when residents return home from work, these additional vehicles can be accommodated in the area for the overnight period.

Even during the period in which the one- and two-hour restrictions are in place in designated areas, there were found to be between 39 and 49 vacant spaces available in the study area to accommodate parked vehicles associated with the proposed retail component of the redevelopment plan. Peak parking demand for the retail space is forecast at 12 vehicles on a weekday, and this does not account for the fact that much of the patronage to the retail uses are expected to be commuters who are already parked in the area. With 5 spaces reserved for employees within the building, this demand can be easily accommodated over the course of the day in the available time restricted areas.

While the parking expected to be generated by the uses on the site will at times not be fully accommodated by the on-site parking to be provided, the overflow can be accommodated in the vicinity of the site, based on the field studies and shared parking analysis performed.

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Conclusions

Based on the results of the analyses conducted for the purpose of this report, the following conclusions have been developed.

- The proposed redevelopment of 1208 3rd Avenue site would generate only a moderate amount of peak period traffic.
- The project is classified as a Transit-Oriented Development owing to its proximity to mass-transit, which will significantly reduce the vehicle trips, especially those that involve journey to work and back.
- The traffic generated by the redeveloped site can be accommodated on the adjacent roadways and intersections without significant negative impacts to traffic conditions.
- The proposed site access plan is well developed, sufficient to serve the needs of the site and will operate well with minimal delays.
- The capacity analysis performed shows that the project generated traffic will result in no significant impact on the study intersections identified for this study. The study intersections will continue to operate similarly to the No Build condition with minimal increases in overall delay and no changes in LOS.
- While the project would require a parking relaxation by the Village Board of Trustees through the Development Incentive Law, a shared parking analysis and parking occupancy study detailed herein indicates that the small level of anticipated peak parking demand that cannot be accommodated on-site can be easily accommodated in the areas around the site.

The proposed project will not result in any significant impact on the surrounding roadway network and no mitigation measures are warranted.

Appendix A

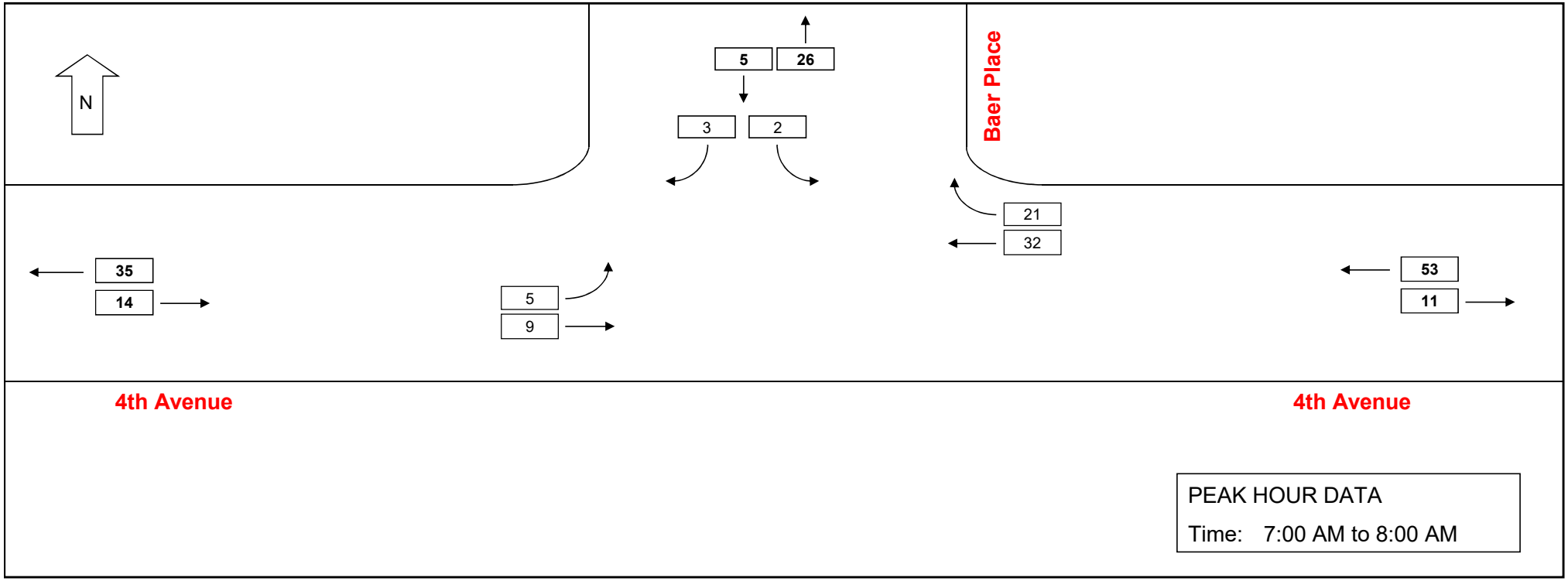
Description
Traffic Volume Count Data

TRAFFIC VOLUME DATA

Baer Place at 4th Avenue
New Hyde Park, NY

Date Collected: 1/24/19 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	0	1		1		8	13	21					0		0	0	22	
7:15 AM	3	3		6		10	3	13					1		0	1	20	
7:30 AM	2	1		3		7	4	11					1		1	2	16	
7:45 AM	0	4		4		7	1	8					0		2	2	14	72
8:00 AM	0	5		5		1	2	3					0		1	1	9	59
8:15 AM	0	6		6		7	0	7					1		2	3	16	55
8:30 AM	0	5		5		6	0	6					2		0	2	13	52
8:45 AM	0	8		8		1	1	2					0		1	1	11	49
Peak Hour																		
7:00 AM to 8:00 AM	**5**	**9**		**14**		**32**	**21**	**53**					**2**		**3**	**5**	**72**	
PHF																	0.82	
% HV																		



PEAK HOUR DATA

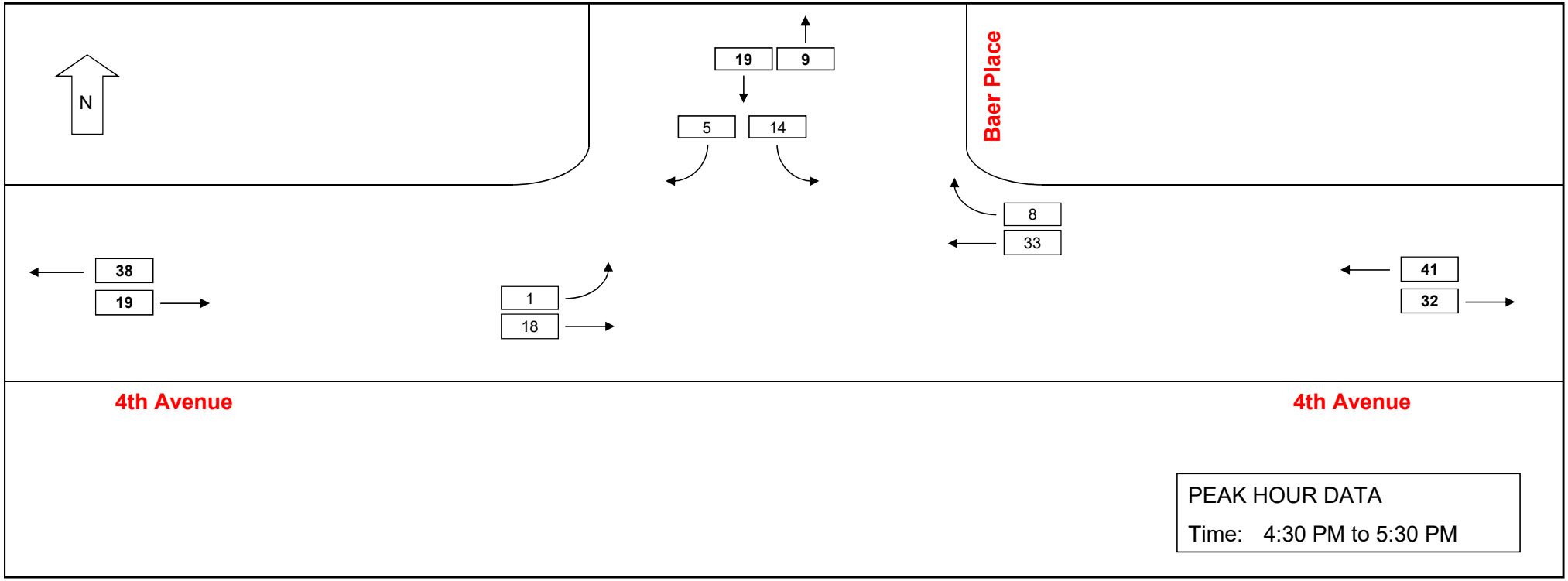
Time: 7:00 AM to 8:00 AM

TRAFFIC VOLUME DATA

Baer Place at 4th Avenue
New Hyde Park, NY

Date Collected: 1/24/19 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	0	8		8		4	1	5					5		2	7	20	
4:15 PM	0	5		5		11	1	12					0		1	1	18	
4:30 PM	0	2		2		10	1	11					10		3	13	26	
4:45 PM	0	6		6		7	1	8					0		0	0	14	78
5:00 PM	0	3		3		9	1	10					3		2	5	18	76
5:15 PM	1	7		8		7	5	12					1		0	1	21	79
5:30 PM	1	4		5		6	2	8					6		2	8	21	74
5:45 PM	0	2		2		5	1	6					1		0	1	9	69
Peak Hour																		
4:30 PM to 5:30 PM	**1**	**18**		**19**		**33**	**8**	**41**					**14**		**5**	**19**	**79**	
PHF																	0.76	
% HV																		



PEAK HOUR DATA
Time: 4:30 PM to 5:30 PM

Appendix B

Description

Level of Service - Definitions

Level of Service Definitions

Signal Controlled Intersections

The level of service and capacity of a signalized intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

The capacity of a signalized intersection is based upon the concepts of saturation flow and saturation flow rate. This is the maximum rate of flow that can pass through a given lane group under prevailing traffic and roadway conditions. The volume-to-capacity ratio is the ratio of the traffic flow for a given lane group or approach to the capacity. A V/C ratio of 1.0 indicates that the flow rate equals the capacity. Values over 1.0 indicate a temporary excess of demand. This does not necessarily indicate an intersection failure.

The level of service of a signalized intersection is evaluated on the basis of average control delay per vehicle for various movements within the intersection. The control delay is a function of the arrivals, delay from queuing and over saturation.
The following general statements may be made regarding the level of service of a signalized intersection.

- ***Level of service A*** describes operations with a very low delay. This occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short traffic signal cycles may contribute to low delay.
- ***Level of service B*** generally occurs with good progression and/or short traffic signal cycle lengths. More vehicles stop than for level of service A, causing higher average delays.
- ***Level of service C*** has higher delays than level of service B. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures, where motorists are required to wait through an entire signal cycle, may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- ***Level of service D*** means the influence of congestion has become more noticeable. Longer delays may result from some combination of unfavorable progression, long

cycle lengths or high volume to capacity ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

- ***Level of service E*** is considered the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high volume to capacity ratios. Individual cycle failures are frequent occurrences.
- ***Level of Service F*** has delays that are considered unacceptable to most drivers. This condition often occurs with over saturations, i.e., when arrival flow rates exceed the capacity of the intersection. It may occur at volume to capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

The following average stopped delays are utilized to determine intersection and approach roadway levels of service for signalized intersections:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	$\leq$ 10.0
B	> 10.0 and $\leq$ 20.0
C	> 20.0 and $\leq$ 35.0
D	> 35.0 and $\leq$ 55.0
E	> 55.0 and $\leq$ 80.0
F	> 80.0

Two Way Stop Controlled Intersections

The level of service and capacity of a two-way stop controlled (TWSC) intersection are the criteria that are used to measure the quality of the traffic operations. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The right of way at the TWSC intersection is controlled by stop signs on two opposing minor-street approaches (or on one leg of a “T”-type intersection). The capacity of a controlled approach is based on the distribution of gaps in the

major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver and the follow up time required by each driver in a queue.

The level of service for the subject lane group movement of an approach of a TWSC intersection is evaluated based on the average total delay per vehicle. Control delay is a function of the capacity of the approach and the degree of saturation. It is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the

vehicle departs from the stop line. This includes the time required for the vehicle to travel from the end of the queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. The average approach delay for all vehicles on a particular approach is computed as the weighted average of the control delay estimates for each individual movement on the approach.

The following levels of average control delay are used to determine approach levels of service:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

While the level of service criteria are applied to each approach of a TWSC intersection, the average delay for an entire intersection can be calculated by taking a weighted average of the vehicles stopped on the minor approaches and the vehicles in the major street traffic flow, which suffer no delays. This total average control delay provides a means of comparison for two intersections.

All Way Stop Controlled Intersections

The level of service and capacity of an all way stop controlled (AWSC) intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The key variable in determining the capacity of an AWSC intersection is the distribution of traffic volumes among the approaches. Under ideal conditions traffic would be evenly distributed among the approaches. The flow rate for any given approach increases as the traffic decreases on the other approaches, allowing a smaller headway between vehicles departing from the stop line.

The capacity of each approach is computed under the assumption that the flows on the opposing and conflicting approaches are constant. The level of service of an AWSC intersection is evaluated based on the average total delay per vehicle. Total delay is defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. This includes the time required for the vehicle to

travel from the end of the queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. This delay is based on the flow rate for each approach. As indicated above, the flow rate and therefore the delay, is directly proportional to the distribution of vehicles among the approaches.

The following levels of average control delay are used to determine approach levels of service:

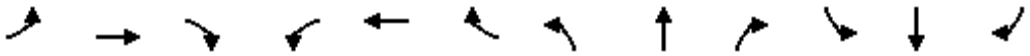
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

The average control delay is the most effective measure for indicating the performance of an AWSC intersection because it can readily be measured by a transportation analyst and can be clearly communicated to a lay person. In addition, the use of delay will result in a consistent measure for both signalized and unsignalized intersections. While both types of intersections are evaluated in terms of average delay, the level of service criteria are different. This is due to drivers who expect different levels of performance from different types of intersection controls. Since signalized intersections are designed to carry higher traffic volumes compared with AWSC intersections, higher levels of control delay are more acceptable at signalized intersections for the same level of service.

Appendix C

Description

Synchro – Capacity Analysis Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Yield	
Traffic Volume (vph)	34	1	9	3	9	3	12	157	5	9	87	26
Future Volume (vph)	34	1	9	3	9	3	12	157	5	9	87	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	1	10	3	10	3	13	171	5	10	95	28

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	48	16	189	133
Volume Left (vph)	37	3	13	10
Volume Right (vph)	10	3	5	28
Hadj (s)	0.06	-0.04	0.03	-0.08
Departure Headway (s)	4.7	4.6	4.2	4.2
Degree Utilization, x	0.06	0.02	0.22	0.15
Capacity (veh/h)	708	713	830	842
Control Delay (s)	8.0	7.7	8.4	7.9
Approach Delay (s)	8.0	7.7	8.4	7.9
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.2		
Level of Service	A		
Intersection Capacity Utilization	26.0%	ICU Level of Service	A
Analysis Period (min)	15		

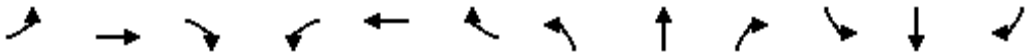
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	9	32	21	2	3
Future Vol, veh/h	5	9	32	21	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	35	23	2	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	67	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1546	-	-	-	938	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1546	-	-	-	935	1022
Mov Cap-2 Maneuver	-	-	-	-	935	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	1003	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1546	-	-	-	985
HCM Lane V/C Ratio	0.004	-	-	-	0.006
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Yield	
Traffic Volume (vph)	21	4	16	5	3	10	2	96	6	8	157	21
Future Volume (vph)	21	4	16	5	3	10	2	96	6	8	157	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	4	17	5	3	11	2	104	7	9	171	23

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	44	19	113	203
Volume Left (vph)	23	5	2	9
Volume Right (vph)	17	11	7	23
Hadj (s)	-0.09	-0.26	0.00	-0.03
Departure Headway (s)	4.5	4.4	4.3	4.1
Degree Utilization, x	0.06	0.02	0.13	0.23
Capacity (veh/h)	734	751	820	852
Control Delay (s)	7.8	7.5	7.9	8.4
Approach Delay (s)	7.8	7.5	7.9	8.4
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.1			
Level of Service	A			
Intersection Capacity Utilization	24.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	18	33	8	14	5
Future Vol, veh/h	1	18	33	8	14	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	20	36	9	15	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	45	0	-	0	63	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1563	-	-	-	943	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1563	-	-	-	942	1030
Mov Cap-2 Maneuver	-	-	-	-	942	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	1001	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1563	-	-	-	964
HCM Lane V/C Ratio	0.001	-	-	-	0.021
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	9	3	9	12	5
Future Vol, veh/h	1	9	3	9	12	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	10	3	10	13	5
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.5	7.1	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	71%	0%	25%
Vol Thru, %	0%	10%	75%
Vol Right, %	29%	90%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	17	10	12
LT Vol	12	0	3
Through Vol	0	1	9
RT Vol	5	9	0
Lane Flow Rate	18	11	13
Geometry Grp	1	1	1
Degree of Util (X)	0.02	0.01	0.015
Departure Headway (Hd)	3.942	3.435	4.024
Convergence, Y/N	Yes	Yes	Yes
Cap	912	1045	893
Service Time	1.947	1.446	2.032
HCM Lane V/C Ratio	0.02	0.011	0.015
HCM Control Delay	7	6.5	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	9	32	21	2	3
Future Vol, veh/h	5	9	32	21	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	35	23	2	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	67	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1546	-	-	-	938	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1546	-	-	-	935	1022
Mov Cap-2 Maneuver	-	-	-	-	935	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	1003	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1546	-	-	-	985
HCM Lane V/C Ratio	0.004	-	-	-	0.006
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	6.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	16	5	3	2	6
Future Vol, veh/h	4	16	5	3	2	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	17	5	3	2	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.6	7.1	6.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	25%	0%	62%
Vol Thru, %	0%	20%	38%
Vol Right, %	75%	80%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	8	20	8
LT Vol	2	0	5
Through Vol	0	4	3
RT Vol	6	16	0
Lane Flow Rate	9	22	9
Geometry Grp	1	1	1
Degree of Util (X)	0.009	0.021	0.01
Departure Headway (Hd)	3.586	3.476	4.091
Convergence, Y/N	Yes	Yes	Yes
Cap	1002	1035	879
Service Time	1.594	1.48	2.094
HCM Lane V/C Ratio	0.009	0.021	0.01
HCM Control Delay	6.6	6.6	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	18	33	8	14	5
Future Vol, veh/h	1	18	33	8	14	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	20	36	9	15	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	45	0	-	0	63	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1563	-	-	-	943	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1563	-	-	-	942	1030
Mov Cap-2 Maneuver	-	-	-	-	942	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	1001	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1563	-	-	-	964
HCM Lane V/C Ratio	0.001	-	-	-	0.021
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	19	3	20	26	16
Future Vol, veh/h	6	19	3	20	26	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	21	3	22	28	17
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.7	7.2	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	62%	0%	13%
Vol Thru, %	0%	24%	87%
Vol Right, %	38%	76%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	42	25	23
LT Vol	26	0	3
Through Vol	0	6	20
RT Vol	16	19	0
Lane Flow Rate	46	27	25
Geometry Grp	1	1	1
Degree of Util (X)	0.05	0.027	0.028
Departure Headway (Hd)	3.919	3.577	4.061
Convergence, Y/N	Yes	Yes	Yes
Cap	915	1001	882
Service Time	1.936	1.6	2.082
HCM Lane V/C Ratio	0.05	0.027	0.028
HCM Control Delay	7.1	6.7	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	9	36	23	18	17
Future Vol, veh/h	7	9	36	23	18	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	10	39	25	20	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	78	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1538	-	-	-	925	1016
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1538	-	-	-	920	1016
Mov Cap-2 Maneuver	-	-	-	-	920	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1538	-	-	-	964
HCM Lane V/C Ratio	0.005	-	-	-	0.039
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	2	26	14	3
Future Vol, veh/h	8	6	2	26	14	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	7	2	28	15	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	49	17	18	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	960	1062	1599	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	959	1062	1599	-	-	-
Mov Cap-2 Maneuver	959	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	991	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	1001	-	-
HCM Lane V/C Ratio	0.001	-	0.015	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	72	5	19	13	21
Future Vol, veh/h	15	72	5	19	13	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	78	5	21	14	23
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.9	7.3	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	38%	0%	21%
Vol Thru, %	0%	17%	79%
Vol Right, %	62%	83%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	34	87	24
LT Vol	13	0	5
Through Vol	0	15	19
RT Vol	21	72	0
Lane Flow Rate	37	95	26
Geometry Grp	1	1	1
Degree of Util (X)	0.039	0.093	0.03
Departure Headway (Hd)	3.847	3.522	4.112
Convergence, Y/N	Yes	Yes	Yes
Cap	929	1018	872
Service Time	1.878	1.539	2.132
HCM Lane V/C Ratio	0.04	0.093	0.03
HCM Control Delay	7	6.9	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	18	43	16	28	19
Future Vol, veh/h	5	18	43	16	28	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	20	47	17	30	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	86	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1538	-	-	-	915	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1538	-	-	-	912	1011
Mov Cap-2 Maneuver	-	-	-	-	912	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1538	-	-	-	950
HCM Lane V/C Ratio	0.004	-	-	-	0.054
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	6	9	29	8
Future Vol, veh/h	5	4	6	9	29	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	7	10	32	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	61	37	41	0	-	0
Stage 1	37	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	945	1035	1568	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	941	1035	1568	-	-	-
Mov Cap-2 Maneuver	941	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	2.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1568	-	981	-	-
HCM Lane V/C Ratio	0.004	-	0.01	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Appendix D

Description

Parking Calculations

Parking Observations

1208 3rd Avenue

New Hyde Park, New York

Date of Parking Count: Thursday, January 24, 2019

Time	Parking Area 1 (46 spaces)		Parking Area 2 (30 spaces)		Parking Area 3 (49 spaces)		Parking Area 4 (52 spaces)		Parking Area 5 (14 spaces)		Parking Area 6 (4 spaces)		Parking Area 7 (13 spaces)		Parking Area 8 (125 spaces)		Parking Area 9 (3 spaces)		Parking Area 10 (12 spaces)		Parking Area 11 (13 spaces)		Parking Area 12 (4 spaces)		Parking Area 13 (6 spaces)		Parking Area 14 (14 spaces)		Total # Occupied	Total # Vacant
	# Occupied	# Vacant	# Occupied	# Vacant	# Occupied	# Vacant	# Occupied	# Vacant	# Occupied	# Vacant	# Occupied	# Vacant	# Occupied	# Vacant	# Occupied	# Vacant	# Occupied	# Vacant	# Occupied	# Vacant	# Occupied	# Vacant	# Occupied	# Vacant	# Occupied	# Vacant	# Occupied	# Vacant		
6:00 AM	7	39	6	34	11	38	22	30	0	14	0	4	0	13	43	82	2	1	0	12	1	12	0	4	0	6	0	14	92	303
6:30 AM	5	41	5	35	13	36	26	26	1	13	0	4	1	12	54	71	2	1	0	12	4	9	0	4	0	6	0	14	111	284
7:00 AM	4	42	6	34	22	27	36	16	2	12	0	4	0	13	74	51	3	0	0	12	10	3	0	4	0	6	3	11	160	235
7:30 AM	11	35	10	20	49	0	51	1	6	8	0	4	2	11	124	1	3	0	0	12	13	0	0	4	0	6	3	11	272	113
8:00 AM	30	16	12	18	49	0	52	0	6	8	0	4	2	11	124	1	3	0	0	12	13	0	0	4	0	6	3	11	294	91
8:30 AM	37	9	15	15	48	1	52	0	6	8	0	4	2	11	124	1	3	0	0	12	13	0	0	4	1	5	3	11	304	81
9:00 AM	42	4	15	15	48	1	52	0	6	8	0	4	2	11	124	1	3	0	0	12	13	0	0	4	0	6	3	11	308	77
9:30 AM	46	0	17	13	48	1	52	0	6	8	0	4	2	11	122	3	3	0	0	12	13	0	0	4	0	6	3	11	312	73
10:00 AM	46	0	18	12	48	1	52	0	6	8	0	4	2	11	124	1	3	0	0	12	13	0	0	4	0	6	3	11	315	70
10:30 AM	46	0	16	14	48	1	52	0	6	8	0	4	2	11	123	2	3	0	0	12	13	0	0	4	0	6	3	11	312	73
11:00 AM	46	0	18	12	47	2	52	0	6	8	0	4	2	11	123	2	3	0	1	11	13	0	0	4	0	6	3	11	314	71
11:30 AM	45	1	18	12	47	2	52	0	6	8	0	4	3	10	123	2	3	0	0	12	13	0	0	4	1	5	3	11	314	71
12:00 PM	45	1	18	12	48	1	52	0	7	7	0	4	2	11	123	2	3	0	0	12	13	0	0	4	0	6	4	10	315	70
12:30 PM	45	1	18	12	48	1	52	0	7	7	0	4	2	11	123	2	3	0	0	12	13	0	0	4	0	6	4	10	315	70
1:00 PM	45	1	17	13	48	1	52	0	7	7	0	4	2	11	120	5	3	0	0	12	13	0	0	4	0	6	4	10	311	74
1:30 PM	45	1	17	13	48	1	51	1	7	7	0	4	2	11	120	5	3	0	0	12	13	0	0	4	0	6	4	10	310	75
2:00 PM	45	1	15	15	48	1	52	0	7	7	0	4	2	11	121	4	3	0	0	12	13	0	0	4	0	6	4	10	310	75
2:30 PM	45	1	15	15	48	1	52	0	7	7	0	4	2	11	121	4	3	0	0	12	13	0	0	4	0	6	4	10	310	75
3:00 PM	45	1	19	11	47	2	48	4	7	7	0	4	3	10	121	4	2	1	0	12	13	0	0	4	1	5	4	10	310	75
3:30 PM	43	3	19	11	45	4	48	4	7	7	0	4	3	10	122	3	2	1	0	12	13	0	0	4	0	6	5	9	307	78
4:00 PM	43	3	18	12	45	4	48	4	7	7	2	2	3	10	122	3	2	1	0	12	13	0	0	4	0	6	5	9	308	77
4:30 PM	41	5	17	13	44	5	49	3	7	7	4	0	4	9	117	8	3	0	2	10	12	1	0	4	5	1	5	9	310	75
5:00 PM	38	8	16	14	41	8	48	4	8	6	2	2	4	9	103	22	2	1	0	12	10	3	1	3	2	4	4	10	279	106
5:30 PM	36	10	6	24	31	18	42	10	7	7	0	4	2	11	84	41	0	3	1	11	10	3	1	3	0	6	4	10	224	161
6:00 PM	33	13	7	23	29	20	41	11	7	7	2	2	3	10	84	41	1	2	2	10	10	3	1	3	1	5	4	10	225	160
6:30 PM	23	23	5	25	19	30	40	12	5	9	0	4	1	12	61	64	0	3	1	11	8	5	1	3	1	5	3	11	168	217
7:00 PM	21	25	4	26	17	32	39	13	5	9	0	4	1	12	56	69	0	3	1	11	8	5	1	3	1	5	3	11	157	228

Number of on-street parking spaces estimated

Table 3/1/2019
Project:NHP 3rd Avenue Mixed Use
Description:Shared Parking Analysis - Retail, Residential

SHARED PARKING DEMAND SUMMARY

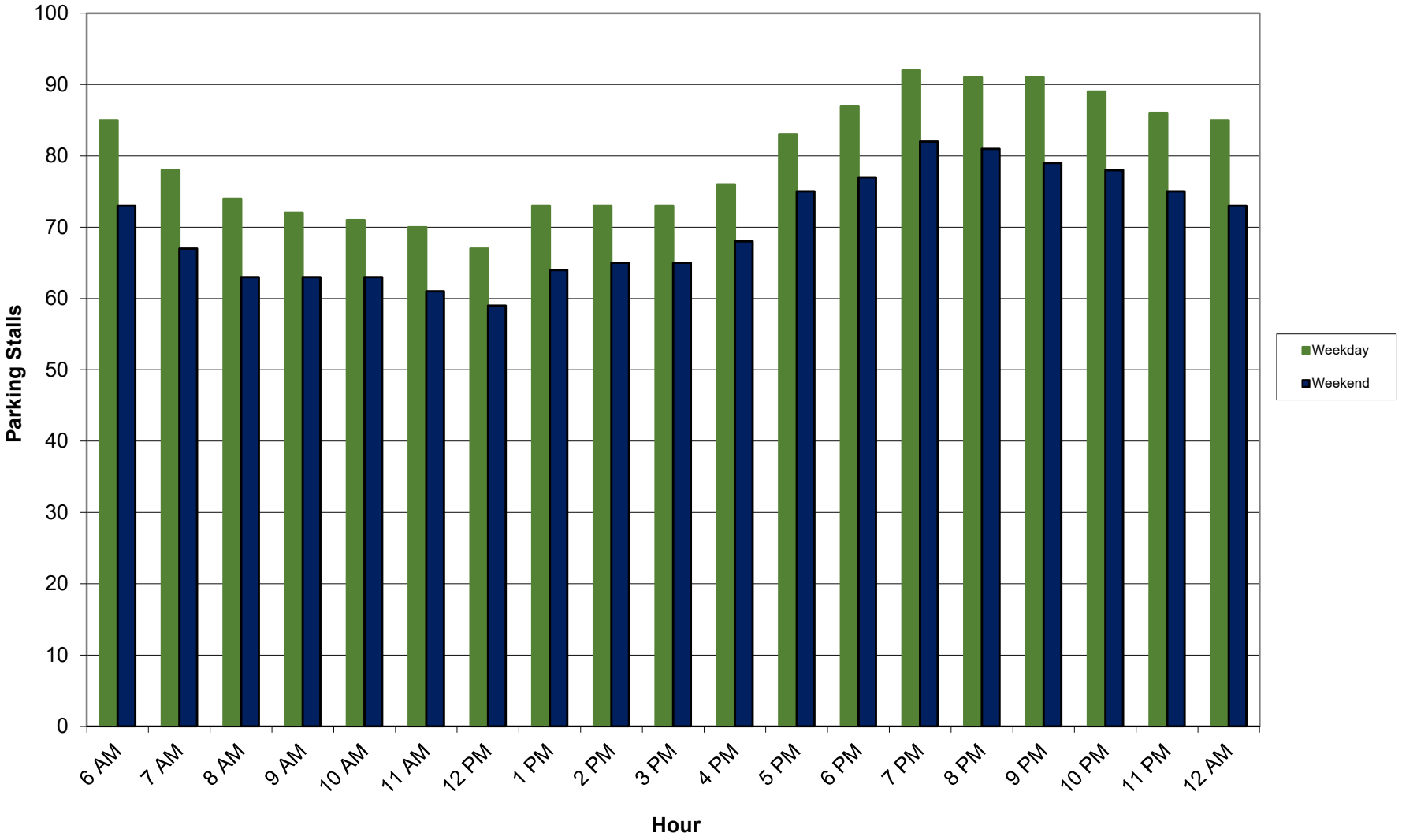
PEAK MONTH: DECEMBER -- PEAK PERIOD: 7 PM, WEEKDAY

			Weekday					Weekend					Weekday			Weekend		
	Project Data				Non-					Non-			Peak Hr Adj	Peak Mo Adj	Estimated Parking	Peak Hr Adj	Peak Mo Adj	Estimated Parking
Land Use	Quantity	Unit	Base Rate	Mode Adj	Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Captive Ratio	Project Rate	Unit	7 PM	December	Demand	7 PM	December	Demand
Community Shopping Center (<400 ksf)	4,916	sf GLA	2.55	1.00	1.00	2.55	/ksf GLA	2.87	1.00	1.00	2.87	/ksf GLA	0.75	1.00	10	0.75	1.00	11
Employee			0.00	1.00	1.00	0.00	/ksf GLA	0.00	1.00	1.00	0.00	/ksf GLA	0.95	1.00	0	0.80	1.00	0
Residential, Rental, Shared Spaces	71	units	1.20	1.00	1.00	1.20	/unit	1.03	1.00	1.00	1.03	/unit	0.97	1.00	82	0.97	1.00	71
Reserved		sp/unit	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	1.00	1.00	0	1.00	1.00	0
Guest	71	units	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	1.00	1.00	0	1.00	1.00	0
Reserved		sp/unit	0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	1.00	1.00	0	1.00	1.00	0
Guest		units	0.15	1.00	1.00	0.15	/unit	0.15	1.00	1.00	0.00	/unit	1.00	1.00	0	1.00	1.00	0

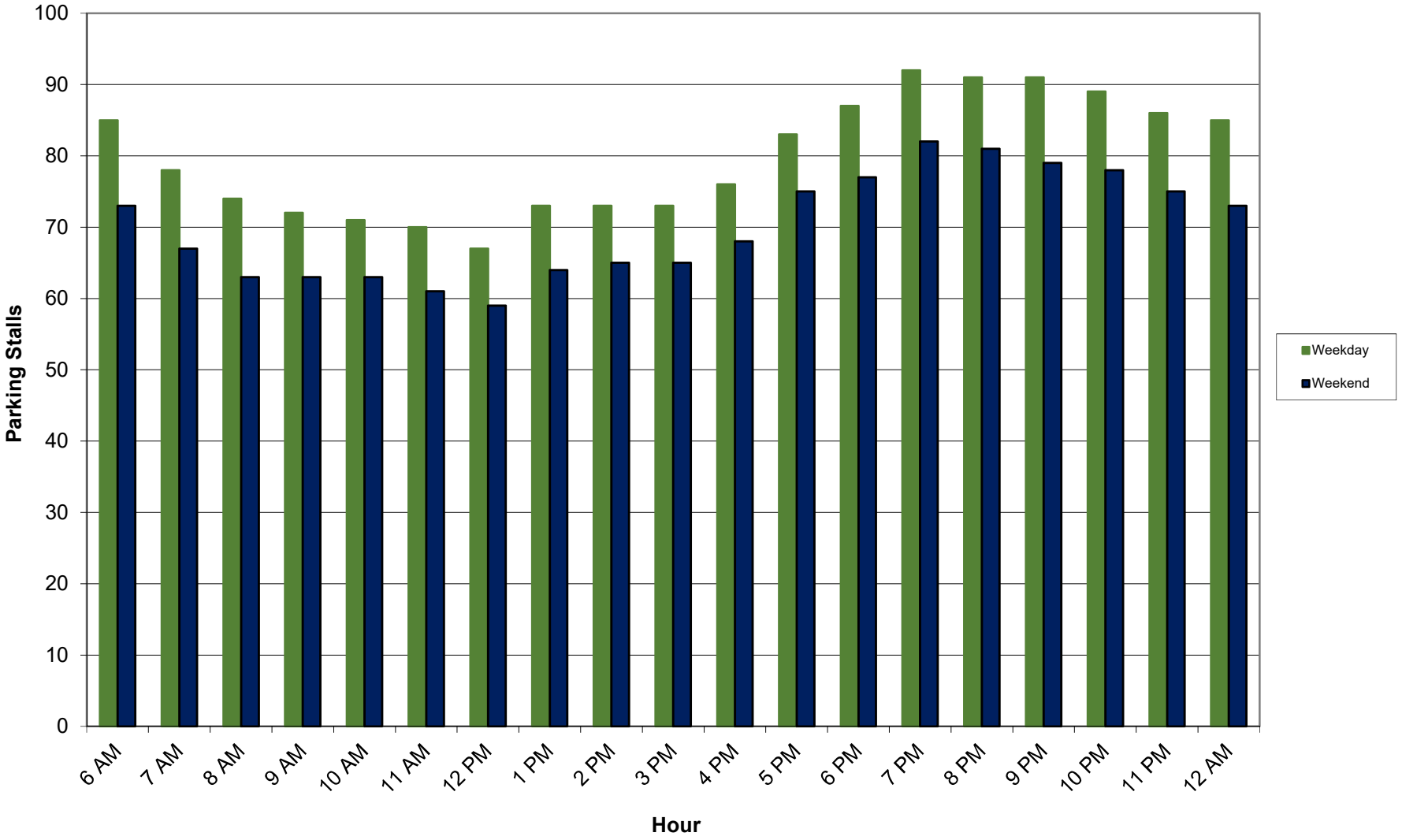
ULI base data have been modified from default values.

Customer & Employee	10	Customer & Employee	11
Residential	82	Residential	71
Reserved	0	Reserved	0
Total	92	Total	82
Shared Parking Reduction	7%		17%

Peak Month Daily Parking Demand by Hour



Peak Month Daily Parking Demand by Hour



LEGAL NOTICE
PUBLIC HEARING

INCORPORATED VILLAGE OF NEW HYDE PARK

PLEASE TAKE NOTICE that the Board of Trustees for the Incorporated Village of New Hyde Park will hold a Public Hearing on April 30, 2019 at 7:30 p.m., at the Village Hall, 1420 Jericho Turnpike, New Hyde Park, New York 11040, or at some other location to be hereafter designated by the Mayor, in order to receive public comment upon:

APPLICATION OF 300 SOUTH 12th LLC FOR A SPECIAL PERMIT PURSUANT TO CHAPTER 195 OF THE CODE OF THE INCORPORATED VILLAGE OF NEW HYDE PARK ENTITLED "ZONING", SECTION 195-3.2 (DEVELOPMENT INCENTIVE BONUS LAW), FOR THE CONSTRUCTION OF A 4 STORY MIXED USE BUILDING WITH 71 APARTMENTS UPON THE PROPERTY KNOWN AS 300 SOUTH 12th STREET, NEW HYDE PARK, NEW YORK, KNOWN AND DESIGNATED ON THE NASSAU COUNTY LAND AND TAX MAP AS SECTION 33, BLOCK 184, LOTS 222-223, 227-228, 324 & 326.

The Village of New Hyde Park does not discriminate on the basis of handicapped status in administration or access to or employment in its projects and activities. Cathryn Hillmann has been directed to coordinate compliance with non-discrimination requirements of the Federal Revenue Sharing regulations.

At this scheduled meeting of the Board of Trustees, reserved decisions from previous meetings, if any, may be acted upon by the Board of Trustees.

At the aforesaid time and place, all interested persons will be given an opportunity to be heard.

By Order of the Board of Trustees
Inc. Village of New Hyde Park
Cathryn Hillmann
Village Clerk-Treasurer

Dated: April 3, 2019