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TRAFFIC STATEMENT for

MONASTERY OF THE GLORIOUS ASCENSION INC.

Proposed Monastery Expansion

SCTM # 0801-07-03-29.5

SCTM # 0801-07-03-37.0

481 North Country Road (NYS Route 25A)

Head of the Harbor Village, Town of Smithtown

Suffolk County, New York



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Revised: January 12, 2023
July 29, 2021

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Handwritten: Rcvd 5/17/2023
exhibit B

INTRODUCTION

Atlantic Traffic & Design Engineering, LLC (ATDE) has prepared this Traffic Statement to examine the construction of a 3,341 square foot worship building as an extension of the existing monastery located along westbound North Country Road (NYS Route 25A) in the Head of the Harbor, Suffolk County, New York. The site is located along westbound North Country Road (NYS Route 25A) opposite Northern Boulevard as shown on **Figure 1** in the **Appendix**.

CURRENT CONDITION

The existing site consists of a 3,264 square foot monastery building and a 630 square foot detached garage. The current building provides dwelling for Monks of Monastery of the Glorious Ascension and provides small daily religious services. The site also hosts a slightly larger morning service on Sundays for approximately 35 to 40 members.

The existing site currently has 2 curb cuts located along westbound North Country Road (NYS Route 25A). The primary access to the Monastery is a gravel driveway with signage and is located approximately 50 feet west of Northern Boulevard's unsignalized intersection with North Country Road (NYS Route 25A). The secondary access is an unpaved driveway located approximately 100 feet east of Northern Boulevard's unsignalized intersection with North Country Road (NYS Route 25A).

There is no paved parking lot for the existing facility. Members of the monastery around an unpaved circular driveway between the existing Monastery and the garage, or in the gravel circle in front of the Monastery. During services with peak attendance, the Applicant has indicated there are approximately 25 to 30 parked vehicles on site. The existing garage is dilapidated and is not used for parking. There is no designated handicap parking.

PROPOSED CONDITION

Under the development proposal, the existing 3,894 square foot residence and worship building will remain, and a 3,341 square foot worship building would be constructed on a vacant portion of the property to the south. The existing building will only be used as a residence for the monks at the monastery in the future. Site access is proposed to be maintained via the existing driveways. The existing gravel driveway on North Country Road (NYS Route 25A) would be slightly widened to 24 feet, without removing any trees.

The development would also provide numerous improvements to the existing site layout. A paved parking area would be constructed in the rear of the site with a total of 36 Village compliant parking stalls, inclusive of 2 handicap stalls. A brick walkway would be constructed from the parking lot to the new worship building. The Monastery would also install new landscaping around the proposed building.

SCOPE OF STUDY

This study has been performed to generally review traffic engineering issues associated with the proposed monastery expansion. Accordingly, the Traffic Statement includes the following:

- A review of existing roadway and traffic conditions in the vicinity of the site, including roadway geometrics,
- Projection of the expected traffic volume to be generated by the proposed monastery expansion, and;
- An evaluation of the Site Plan design, on-site circulation and parking supply.

EXISTING TRAFFIC CONDITIONS

SUBJECT PROPERTY

The subject property is a midblock lot located along westbound North Country Road (NYS Route 25A) in the Village of Head of the Harbor, Suffolk County, New York. The subject property has the following characteristics:

- › Located in the A (Residential) Zone where a special use permit is required for a House of Worship.
- › The site is currently developed with a 3,894 square foot monastery.
- › Land uses in the site vicinity are predominately residential in nature along North Country Road (NYS Route 25A). South of the site, North Country Road (NYS Route 25A) also services restaurant and commercial uses.
- › Another house of Worship, St James Episcopalian Church, is located directly across North Country Road (NYS Route 25A), and St Philips and St James Roman Catholic Church is located south of the site on the same roadway.

ROADWAY NETWORK

The subject property has frontage along westbound North Country Road (NYS Route 25A). The following is a description of the adjacent roadway network:

North Country Road (NYS Route 25A)

- › Classified as an Urban Minor Arterial under New York State Department of Transportation (NYSDOT) jurisdiction.
- › Has a general east/west orientation within the vicinity of the subject property.
- › Provides 1 travel lane to accommodate each direction of travel along the site frontage.
- › The posted speed limit is 35 miles per hour in the vicinity of the subject property.

- › Shoulders are provided on both sides of the roadway along the site frontage.
- › According to NYSDOT 2019 data, carries an Average Annual Daily Traffic (AADT) of approximately 19,983 vehicles per day (vpd).

Northern Boulevard

- › Classified as an Urban Major Collector under Town of Smithtown jurisdiction.
- › Has a general north/south orientation within the vicinity of the subject property.
- › Provides 1 travel lane to accommodate each direction of travel along the site frontage.
- › The posted speed limit is 30 miles per hour in the vicinity of the subject property.
- › According to NYSDOT 2019 data, carries an AADT of approximately 1,456 vpd.

PROPOSED DEVELOPMENT TRAFFIC CHARACTERISTICS

The next step in the analysis procedure is to project the volume of future traffic that would be generated as a result of the proposed monastery extension. Discussions with the Applicant indicate that the proposed expansion is being constructed to relocate **all** existing services to the new worship building. The existing building will remain as a residence for the monks of the Monastery. **Thus, the development is being constructed to meet current unmet demand and not expected to result in a significant increase in traffic.**

Discussions with the Applicant specified that the Monastery's Sunday service begins at 9:00 am and ends approximately 2 hours after around 11:00 am. St. James Episcopal Church, located approximately 350 feet east of the Monastery, holds their Sunday services at 8:00 am and 9:30 am. There is limited conflict with the services held at the Monastery.

The applicant has indicated that approximately 20 vehicles currently arrive at the service each Sunday morning. Unlike a typical church service that has a set start and end time, parishioners arrive to the monastery intermittently from 8:30 am to 11:15 am and exit intermittently from 12:00 pm to 2:00 pm. **Once the worship building is built, a modest increase of 2 to 4 additional vehicles are expected to attend services, having minimal effect on the surrounding traffic.**

Traffic projections for new developments are traditionally prepared using rates published by the Institute of Transportation Engineers (ITE) in the 10th Edition of *Trip Generation*. Trip generation projections were calculated for the proposed development summarized, in **Table 1**. Specifically, ITE Land Use Code 560: "Church" was utilized for the proposed development. The ITE trip generation summary printouts are contained in the **Appendix**.

As previously stated, the proposed development is being constructed to meet current unmet demand and is not expected to result in a

significant increase in church membership. However, the ITE trip generation calculations provide a **conservative** evaluation of the possible overall traffic based on the overall size of the worship center.

Table 1
ITE Trip Generation
Proposed Development

Peak Hour	Proposed 3,341 SF Monastery Building		
	Enter	Exit	Total
Weekday Morning	1	0	1
Weekday Evening	1	1	2
Saturday	5	4	9
Sunday	16	17	33

ITE defines a "significant" impact to traffic as 100 or more peak hour vehicular trips. As noted, the traffic generated as a result of the proposed development falls well below this threshold even under a conservative evaluation.

ATDE examined site-specific trip generation at the subject property during a typical Sunday service on Sunday, November 14, 2021. The entering and exiting volumes were recorded at the site driveways for 15-minute intervals from 8:00 am to 2:00 pm. See turning movement count summary table in the **Appendix.**

The data shows that the peak entering and exiting volumes occurred during the Sunday midday period from 12:15 am to 1:15 pm. Trip generation observations during this peak hour are summarized in **Table 2** below.

Table 2
Observed Trip Generation
Existing Development

Peak Hour	Existing Monastery		
	Enter	Exit	Total
Sunday Midday	40	18	58

Even with the addition of 17 peak hour trips due the proposed development (per ITE), the park hour movements at the site driveways would still be well below 100 trips during the peak hour.

- ITE defines a "significant" impact to traffic as 100 or more peak hour vehicular trips. As noted, the traffic generated as a result of the proposed development falls well below this threshold even under a conservative evaluation.

SITE ACCESS AND CIRCULATION

An evaluation has been made of the Overall Site Plan for the proposed monastery expansion, prepared by Mark Wittenberg, R.A., P.C., dated August 30, 2022. In particular, the evaluation focuses on site access, on-site circulation and parking supply. The following items address these design characteristics:

Site Access & Circulation

- › Access to the site is currently provided via 2 curb cuts along westbound North Country Road (NYS Route 25A).
- › The primary access to the Monastery is unpaved with signage and is located approximately 50 feet west of Northern Boulevard's unsignalized intersection with North Country Road (NYS Route 25A).
- › The secondary access is an unpaved driveway located approximately 100 feet east of Northern Boulevard's unsignalized intersection with North Country Road (NYS Route 25A).
- › Access to the monastery will be provided via the existing driveways.
- › The proposed paved parking area is served by a minimum of 24-foot-wide two-way circulation aisles, which is in compliance with Village requirements and accepted engineering standards.

Parking

- › There are no parking regulations for worship centers in the Village of Head of the Harbor.
- › The Overall Site Plan proposes parking stalls that are a minimum of 9 feet in width and 20 feet deep, which is in compliance with accepted engineering standards.
- › Parking projections for new developments are traditionally prepared using rates published by the Institute of Transportation Engineers (ITE) in the 5th Edition of the *Parking Generation Manual*. Parking generation projections were calculated for the proposed worship center utilizing ITE Land Use Code 560: "Church."

- › Based on ITE, the peak parking demand for a 3,341 square foot worship center would be 31 stalls. The ITE parking generation summary printouts are contained in the **Appendix**.
- › 36 parking stalls are proposed, including 2 ADA accessible stalls, which exceed the projected demand.
- › To examine site-specific parking demand at the subject property, the maximum site parking occupancy was recorded for each 5-minute interval on Sunday November 14, 2021 from 8:00 am to 2:00 pm. See summary table in the **Appendix**.
- › The data shows that the peak parking demand typically occurs during the Sunday midday period when a maximum of 21 parking stalls were occupied. The proposed supply of 36 stalls would, therefore, accommodate the projected parking demand with a reserve capacity of 15 stalls (41%).

CONCLUSIONS

In summary, it has been determined from a review of future site-generated traffic volumes that the proposed 3,341 square foot monastery would not significantly impact traffic conditions in the vicinity of the site.

The proposed worship center expansion is expected to generate an increase of only 2-3 trips during the critical peak hours based on consultations with the Monastery. This trip generation falls well below the ITE and NYSDOT threshold for a "significant" increase in traffic.

The development would also provide numerous improvements to the existing site layout. A paved parking area would be constructed in the rear of the site with a total of 36 parking stalls, inclusive of 2 handicap stalls. The number of proposed stalls would exceed the projected demand. Site access is proposed to be maintained via the existing driveways. As previously mentioned, the existing gravel driveway is to be slightly widened to 24 feet without removing any trees.

A | Site Location Map

Proposed Monestary Expansion
Town of Smithtown
Suffolk County, New York

Location Map



B | ITE Trip Generation

Church (560)

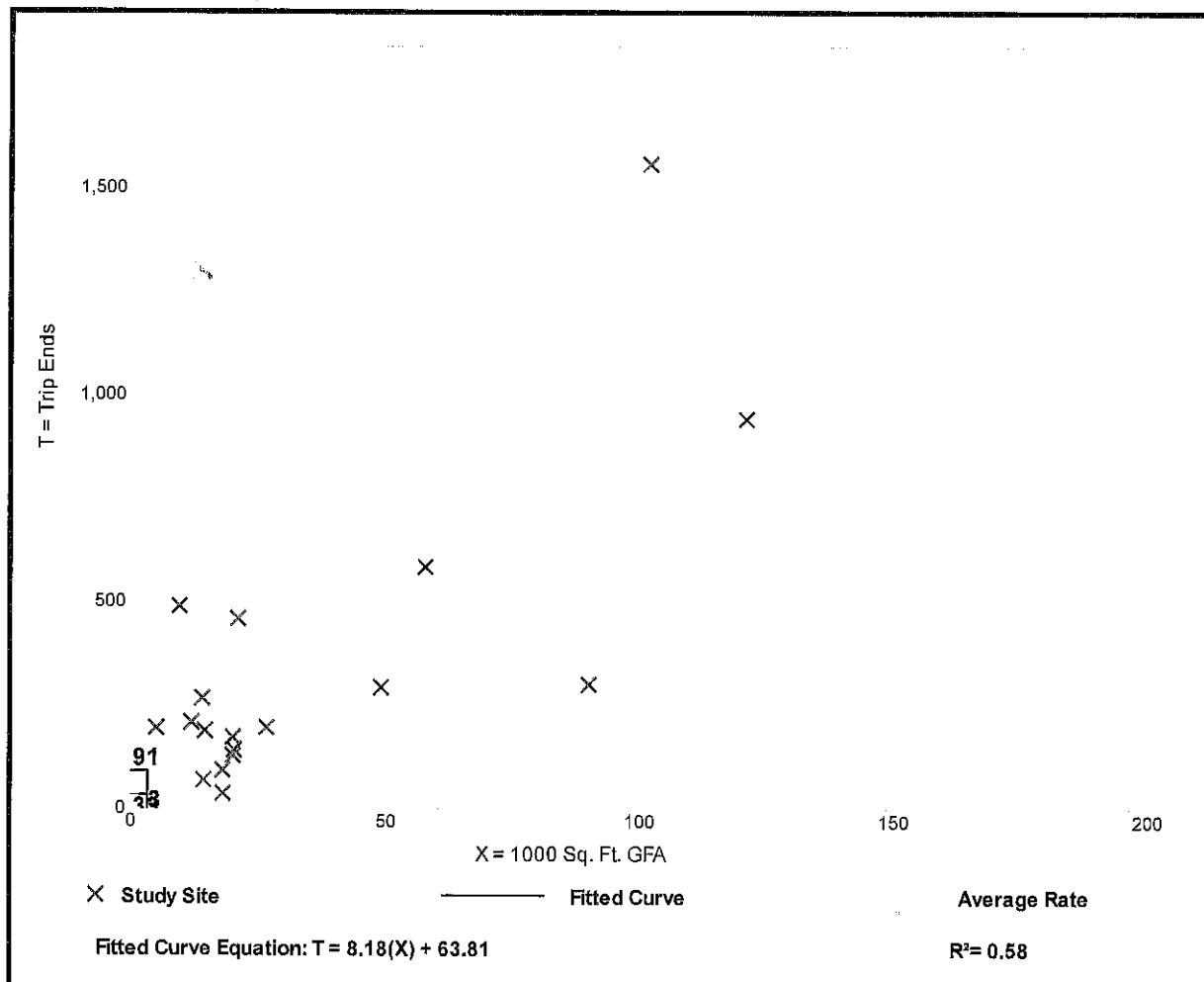
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 35
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.99	2.05 - 51.31	7.77

Data Plot and Equation



Church (560)

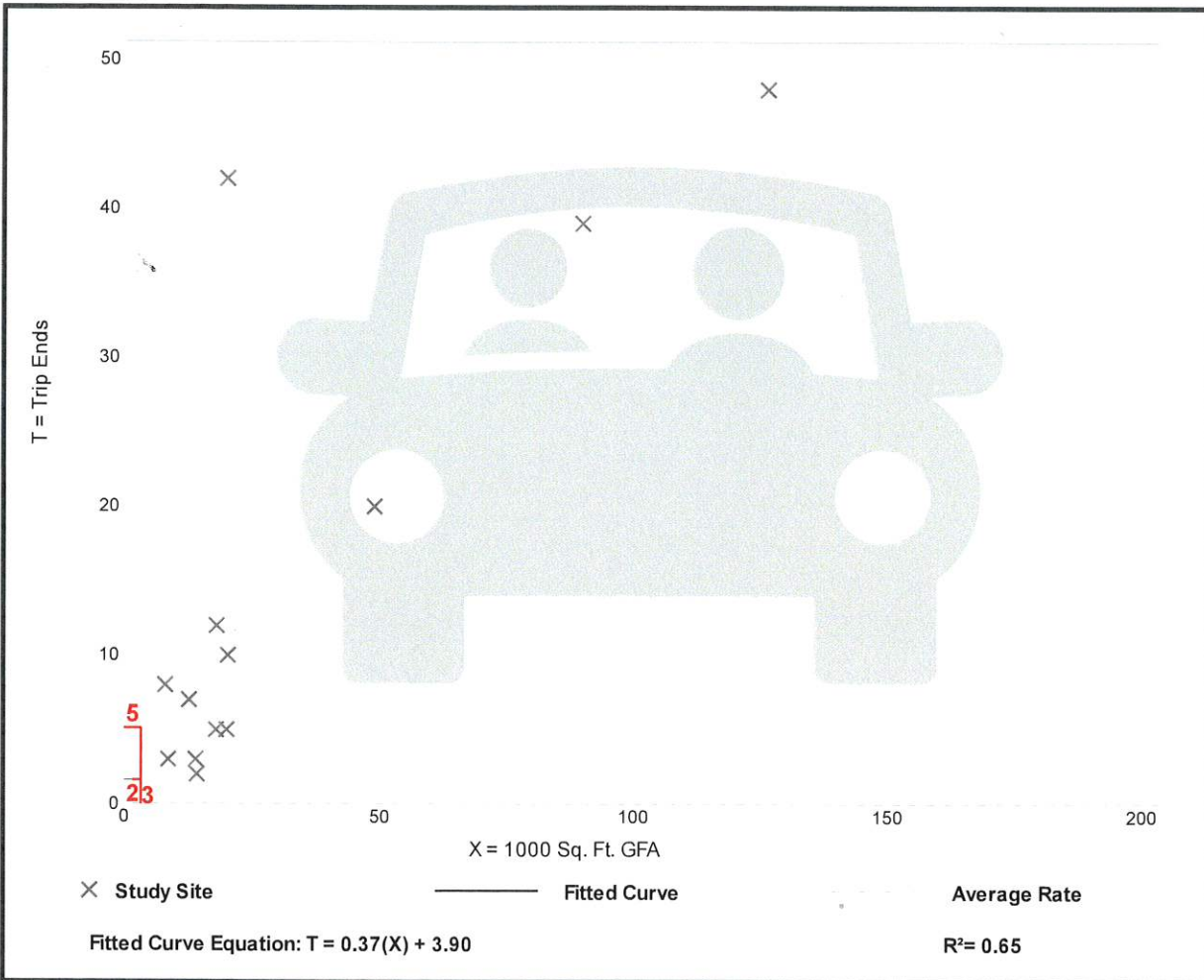
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 13
 Avg. 1000 Sq. Ft. GFA: 32
 Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.49	0.14 - 2.10	0.40

Data Plot and Equation



Church (560)

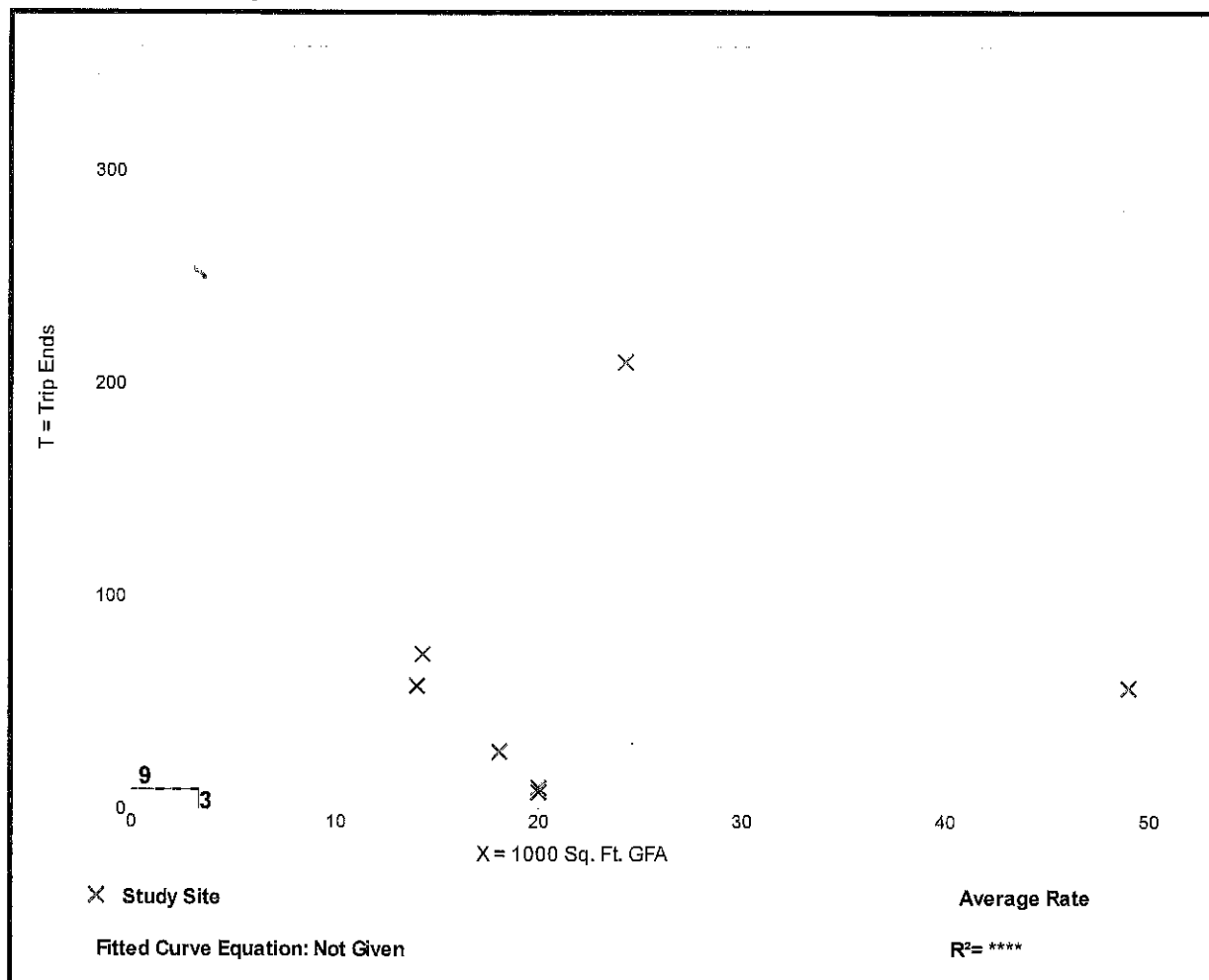
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.78	0.40 - 8.65	3.10

Data Plot and Equation



Church (560)

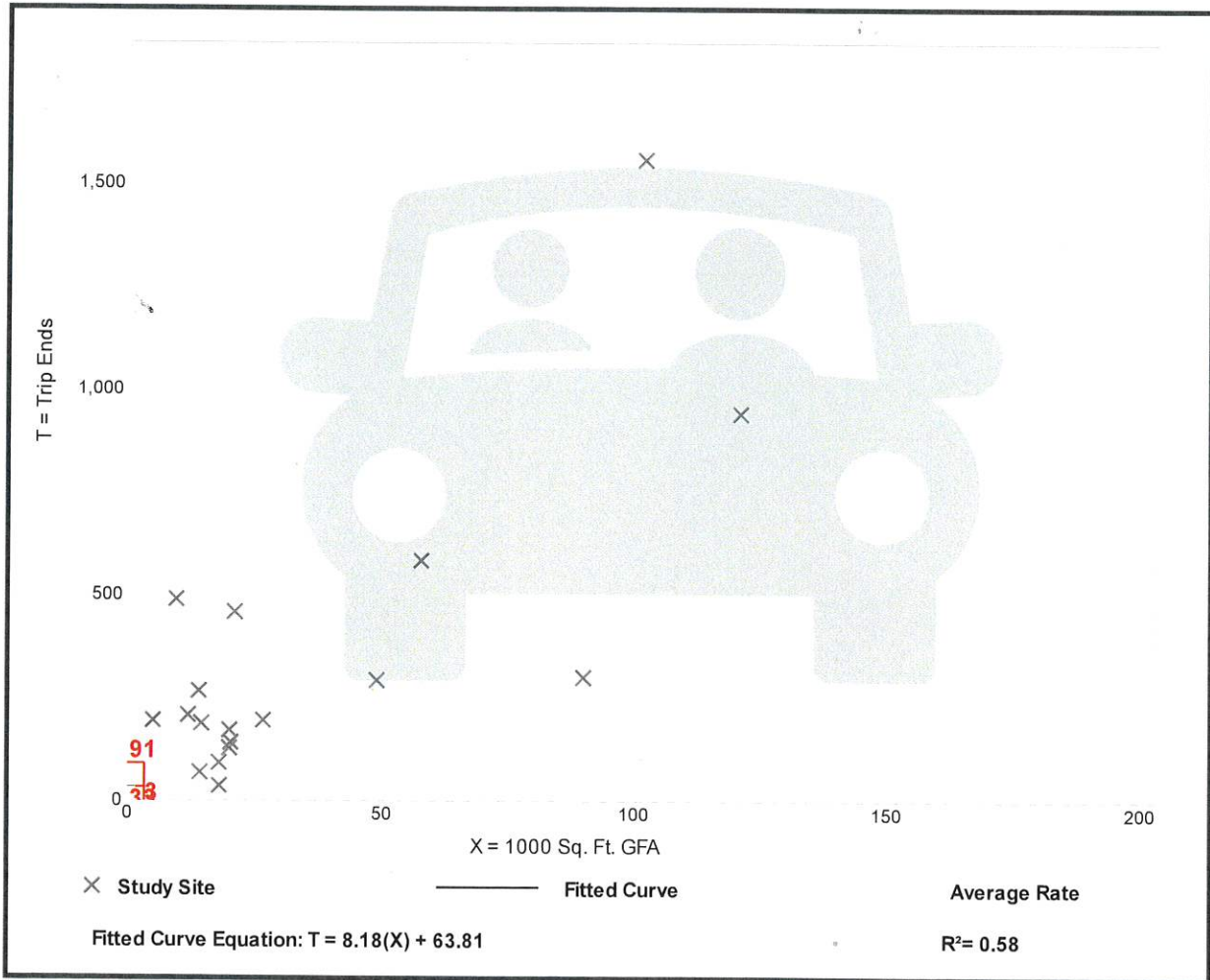
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 35
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.99	2.05 - 51.31	7.77

Data Plot and Equation



C | ATDE Parking Accumulation Study



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Monastery of the Glorious Ascension Inc.
 481 North Country Road
 St. James
 Suffolk County, New York

November 14, 2021
 ATDE Project No. ANY21122

PARKING ACCUMULATION

Sunday Peak Period

Sunday, November 14, 2021

Start Time	Observed Parking	Start Time	Observed Parking	Start Time	Observed Parking
8:00 AM	1	10:00 AM	8	12:00 AM	18
8:05 AM	1	10:05 AM	8	12:05 AM	18
8:10 AM	1	10:10 AM	9	12:10 AM	18
8:15 AM	2	10:15 AM	9	12:15 AM	18
8:20 AM	2	10:20 AM	9	12:20 AM	17
8:25 AM	2	10:25 AM	11	12:25 AM	17
8:30 AM	2	10:30 AM	11	12:30 AM	14
8:35 AM	2	10:35 AM	11	12:35 AM	11
8:40 AM	2	10:40 AM	12	12:40 AM	11
8:45 AM	2	10:45 AM	13	12:45 AM	11
8:50 AM	2	10:50 AM	13	12:50 AM	10
8:55 AM	2	10:55 AM	16	12:55 AM	10
9:00 AM	3	11:00 AM	17	1:00 AM	8
9:05 AM	4	11:05 AM	18	1:05 AM	8
9:10 AM	5	11:10 AM	18	1:10 AM	4
9:15 AM	5	11:15 AM	19	1:15 AM	4
9:20 AM	5	11:20 AM	19	1:20 AM	4
9:25 AM	5	11:25 AM	21	1:25 AM	4
9:30 AM	5	11:30 AM	21	1:30 AM	4
9:35 AM	5	11:35 AM	20	1:35 AM	3
9:40 AM	6	11:40 AM	20	1:40 AM	3
9:45 AM	7	11:45 AM	20	1:45 AM	3
9:50 AM	7	11:50 AM	19	1:50 AM	3
9:55 AM	7	11:55 AM	18	1:55 AM	0
Peak Parking Demand*	7	Peak Parking Demand*	21	Peak Parking Demand*	18

K:\2021\ANY21122\Analysis-Permitting>Data-Parking\ANY21122 Parking Accumulation Summary.xlsx



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TURNING MOVEMENT COUNTS

Sunday Morning

November 14, 2021

Interval	Start	Eastern Driveway						Western Driveway						15-Min	Hour		
		EB		SB		WB		NB		EB		SB				WB	
		L	R	L	R	L	R	L	R	L	R	L	R	L	R		
1	8:00 AM	0	0	0	0	1	2	0	2	0	0	0	0	2	1	8	33
2	8:15 AM	0	0	0	0	0	0	0	3	1	0	0	0	2	0	6	37
3	8:30 AM	1	0	1	0	0	1	0	1	0	2	0	0	1	0	7	37
4	8:45 AM	0	0	1	0	0	0	0	6	0	3	0	0	2	0	12	43
5	9:00 AM	0	0	0	0	0	0	1	6	2	1	0	0	1	1	12	42
6	9:15 AM	0	0	0	0	0	0	0	3	0	1	0	0	2	0	6	46
7	9:30 AM	1	0	1	0	0	0	2	3	1	1	0	0	2	2	13	54
8	9:45 AM	0	0	0	0	0	0	0	5	1	0	0	1	3	1	11	53
9	10:00 AM	0	0	0	0	0	0	4	6	0	2	0	0	3	1	16	54
10	10:15 AM	1	0	0	0	0	0	1	6	1	0	1	0	3	1	14	73
11	10:30 AM	0	0	0	0	0	0	0	4	2	4	0	0	2	0	12	82
12	10:45 AM	0	0	0	0	0	1	0	3	1	1	0	0	4	2	12	86
13	11:00 AM	0	0	0	0	0	0	4	20	1	2	0	1	6	1	35	86
14	11:15 AM	0	0	0	0	0	0	3	8	1	2	1	0	4	4	23	74
15	11:30 AM	0	0	1	0	0	0	0	3	0	1	1	0	10	0	16	74
16	11:45 AM	0	0	1	0	0	0	2	2	1	0	1	2	3	0	12	78
17	12:00 PM	0	0	0	1	0	1	0	10	0	0	0	0	11	0	23	156
18	12:15 PM	1	0	1	1	0	0	0	10	0	0	0	2	8	0	23	275
19	12:30 PM	0	0	3	1	0	0	1	7	1	2	3	0	2	0	20	263
20	12:45 PM	0	0	0	0	0	0	21	4	0	38	0	3	24	0	90	254
21	1:00 PM	0	0	2	0	0	0	17	9	0	108	0	2	4	0	142	179
22	1:15 PM	0	0	0	0	0	0	1	5	0	0	0	0	5	0	11	
23	1:30 PM	0	0	0	0	0	0	2	1	0	2	0	1	5	0	11	
24	1:45 PM	0	0	0	0	0	0	2	7	0	2	0	3	1	0	15	

	Peak Hour Summary													
	EB		SB		WB		NB		EB		SB		WB	
	L	R	L	R	L	R	L	R	L	R	L	R	L	R
Peak Hour Volume	1	0	6	2	0	0	39	30	1	148	3	7	38	0
% Heavy Vehicles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.25		0.50		No Data		0.66		0.34		0.83		0.40	