MULRYAN ENGINEERING, P.C.
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TRAFFIC ENGINEERING REPORT - ADDENDUM

APRIL 15, 2026
Project No. M25-102
25 Shore Road
Village of Baxter Estates, New York

PURPOSE

The purpose of this addendum is to supplement the Traffic Engineering Report, dated February 3, 2026, and respond to comments raised at the February 4th public hearing. The public hearing on this application was held to consider Site Plan approval, for the proposed development of the Peter & Jeri DeJana Family Foundation Headquarters at 25 Shore Road, in the Village of Baxter Estates.

This addendum also analyzes the reduction in the proposed building size from 9,868 square feet to the currently proposed 8,575 square feet. The report focuses on the traffic and parking aspects of the proposed development.

PROJECT SUMMARY

Applicant:	Peter & Jeri DeJana Family Foundation
Existing Zoning:	Residential A and Business A
Existing Land Use:	Unoccupied former Bank with Drive Through Service
Proposed Land Use:	Office Building ***(8,575 square feet reduced from 9,868)***
Location:	25 Shore Road
NCTM:	Sect. 5, Block 401, Lots 24, 101 and 102
Site Area:	34,377 square feet (0.79 acres)
Required Parking:	***43*** Parking Spaces ***(reduced from 50)***
Parking Provided:	36 Parking Spaces ***(variance required reduced from 14 to 7)***
Site Plan prepared by:	Mojo Strumer Associates, P.C. 14 Plaza Road Greenvale, New York 11548

INTRODUCTION

The subject property is located at 25 Shore Road, in the Village of Baxter Estates. The property is 34,377 square feet in size and is located within the Residence A and Business A zoning districts. The site is fully developed with a 3,332 square foot former bank building with drive-through service. The bank has not been in operation for over 20 years. At one time, after the bank closed, the building was used as the Village Hall for the Village of Baxter Estates. According to County records, the existing building was built in 1956 (approximately 70 years ago).

The applicant is proposing to demolish the former bank building and construct a new office building to be used as the Peter & Jeri DeJana Family Foundation Headquarters.

REVIEW AGENCIES

The proposed development is subject to the review and approval of the Village of Baxter Estates and the Nassau County Department of Public Works. The proposed development will also be reviewed by the Nassau County Planning Commission. All work within the County Right of Way will require a Highway Work Permit from the Nassau County Department of Public Works.

PARKING REQUIREMENTS

Chapter 175. Zoning - Article IV. Business A Districts
§ 175-46 Off-street parking

Office building, medical center, financial institution, bank, professional or business offices	one parking space for each 200 square feet of floor area

Proposed Office: ~~9,868~~ ***8,575*** sf x 1/200 = 43 parking spaces

The Site Plan, prepared by Mojo Strumer Associates, P.C., provides 36 paved parking spaces, including 2 ADA accessible parking spaces. Due to the configuration of the subject site the applicant is not able to comply with the parking requirements. The applicant is seeking a parking variance in connection with the proposed application.

PARKING ANALYSIS

In response to the comment regarding the referenced ITE Parking Generation Manual, please note that the text of the Traffic Engineering Report, dated February 3, 2026, incorrectly cited the 5th Edition of the ITE *Parking Generation Manual.*

We confirm that the trip generation calculations provided in the report (and shown below) were prepared using the 6th Edition of the ITE *Trip Generation Manual*. The reference to the 5th Edition was a typographical error in the report text only and does not affect the analysis or conclusions presented.

The parking generation of the proposed development was determined using the standard calculations compiled by the Institute of Transportation Engineers (ITE) in the **Parking Generation Manual, 6th Edition 2023**. This is considered the industry standard for traffic engineering studies. The following provides a comparison of the parking required, the parking provided and the anticipated parking demand based on the ITE parking generation statistical data.

	Rate per Parking Space	Rate per 1,000 square feet	Office Building ~~9,868 sf~~ ***8,575 sf***
Parking Required	1 parking space per 200 square feet	5 parking spaces per 1,000 square feet	43
Parking Provided	1 parking space per 238 square feet	4.20 parking spaces per 1,000 square feet	36
ITE Peak Parking Demand for Office Buildings	1 parked vehicle per 513 square feet	1.95 parked vehicles per 1,000 square feet	17

The statistical analysis provided by the Institute of Transportation Engineers, indicates that the proposed ~~9,868~~ ***8,575*** square foot office building will have a peak parking demand of 17 vehicles. The parking provided on the subject site exceeds the anticipated peak parking demand.

ROADWAY NETWORK

The subject property is located along Shore Road. The overall property has just over 170 feet of frontage on Shore Road. Shore Road is a multi-lane roadway under the control and jurisdiction of the Nassau County Department of Public Works. To the north of the site, past Harbor Road, is Mill Pond. To the west of the site, past Shore Road, is Manhasset Bay.

The subject site also has approximately 155 feet of frontage on Harbor Road. Harbor Road provides one lane in each direction. Harbor Road is also under the control and jurisdiction of the Nassau County Department of Public Works.

The parcel has just of 170 feet of frontage along Bayside Avenue. Bayside Avenue is a locate road providing one lane in each direction. Bayside Avenue is approximately 1,000 feet in length providing access to serval residential properties.

SITE ACCESS

The existing site access driveways on Shore Road and Harbor Road will be reconstructed to conform to the most recent Nassau County Department of Public Works standards. A Left Turn prohibition is proposed for vehicles exiting the site onto Shore Road. The proposed Left Turn prohibition and driveway configuration requires the review and approval of the Nassau County Department of Public Works. All work within the County Right of Way will require a Highway Work Permit from the Nassau County Department of Public Works.

INTERSECTION SIGHT DISTANT ANALYSIS AND ON-STREET PARKING

The posted speed limit on Harbor Road is 25 miles per hour. The posted speed limit on Shore Road is 30 miles per hour. New York State Department of Transportation records show an average speed on Shore Road of 29.4 miles per hour. The recorded 85th percentile speed on this section of Shore Road is 35.5 miles per hour. By definition, eighty-five percent of the recorder vehicles traveling on Shore Road were traveling at or below the 85th percentile speed.

The posted speed limit and recorded 85th percentile speed, are used to calculate the Intersection Sight Distance, based on the American Association of State Highway and Transportation Officials **A Policy on Geometric Design of Highways and Streets, 7th Edition 2018**. The following are the recommended Intersection Sight Distances for the site driveways:

AASHTO Recommended Intersection Sight Distance

Habor Road Site Driveway

Case B1 – ISD Left Turn	(11.025) x (25.0)	=	276 feet (looking to the right)
Case B2 – ISD Right Turn	(9.555) x (25.0)	=	239 feet (looking to the left)

Shore Road Site Driveway

Case B1 – ISD Left Turn	(11.025) x (35.5)	=	392 feet (looking to the right)
Case B2 – ISD Right Turn	(9.555) x (35.5)	=	339 feet (looking to the left)

Vehicles parked along the roadway in proximity to intersections have the potential to obstruct intersection sight distance. No on-street parking is provided along Harbor Road or Shore Road in proximity to the site driveways. The intersection sight distances at the site driveways will be reviewed by the Nassau County Department of Public Works, as part of the Highway Work Permit application process.

The Nassau County Department of Public Works will also review the existing and proposed landscaping along the site frontage and in proximity to the site access driveways.

ACCIDENT ANALYSIS

Motor vehicle accident history reports pertaining to the study intersection was obtained from the New York State Department of Transportation. The reports document motor vehicle accidents that took place at the study intersection. The New York State Department of Transportation reports span a 36-month period beginning August 2021 and ending August 2024.

Shore Road at Harbor Road

Over the three-year period, a total of 16 accidents occurred at or in proximity to the intersection of Shore Road at Harbor Road. On average, approximately 5 to 6 accidents occurred per year in the area near this intersection. During the same three-year period it is estimated that 25.0 million vehicles drove through this intersection. This equates to one accident for every 1.56 million vehicles that travel through the intersection. The following provides an overview of the accident data:

Accident Type	No. of Accidents	Percentage
Left Turn	4	25.00%
Other	3	18.75%
Overtaking	3	18.75%
Head On	1	6.25%
Rear End	1	6.25%
Right Angle	1	6.25%
Right Turn	1	6.25%
Sideswipe	1	6.25%
Unknown	1	6.25%

Accident Severity	No. of Accidents	Percentage
Fatal	0	00.0%
Serious Injury	2	12.5%
Possible/Minor Injury	2	12.5%
Property Damage Only	12	75.0%

The following provides additional information for accidents at the intersection Shore Road and Harbor Road resulting in injuries:

Accident Severity	Accident Type	Apparent Contributing Factor(s)
Serious Injury	Sideswipe	Failure to Yield Right of Way
Serious Injury	Overtaking	Passing Too Closely
Minor Injury	Right Angle	Failure to Yield Right of Way
Minor Injury	Other	Failure to Yield Right of Way

Shore Road at Bayside Avenue

Over the three-year period, a total of 4 accidents occurred at or in proximity to the intersection of Shore Road at Bayside Avenue. On average, approximately 1 to 2 accidents occurred per year in the area near this intersection. During the same three-year period it is estimated that 20.7 million vehicles drove through this intersection. This equates to one accident for every 5.16 million vehicles that travel through the intersection. The following provides an overview of the accident data:

Accident Type	No. of Accidents	Percentage
Other	3	75.00%
Rear End	1	25.00%

Accident Severity	No. of Accidents	Percentage
Fatal	0	00.0%
Serious Injury	0	00.0%
Possible/Minor Injury	1	25.0%
Property Damage Only	3	75.0%

The following provides additional information for the accident at the intersection Shore Road and Bayside Avenue that resulted in an injury:

Accident Severity	Accident Type	Apparent Contributing Factor(s)
Minor Injury	Other	Unsafe Lane Change

ACCIDENT SUMMARY

No fatalities were reported at the study intersections during the three-year period from 2021 through 2024. In total 20 accidents occurred over a three-year period at the two intersections. The vast majority (15 / 20 = 75%) of accidents that occurred at the study intersections involved property damage only. The volume of trips generated by the proposed development is not anticipated to impact accident trends on the surrounding roadway network.

The Nassau County Department of Public Works has installed a traffic signal at the intersection of Shore Road and Harbor Road. The traffic signal was under construction during the preparation of this report. A new traffic signal was also under construction at the intersection of Shore Road and Mill Pond Road (NCDPW Traffic Signal No. 6740), replacing the existing traffic signal which will be removed.

The installation of a traffic signal at the intersection of Shore Road and Harbor Road is anticipated to improve safety and vehicle flow at this intersection.

TRIP GENERATION

According to County records, the existing building was built in 1956 (approximately 70 years ago). The existing building is currently un-occupied. As such the subject site is not currently generating any traffic.

The applicant is not seeking to lease the existing building as they intend to develop the subject site. The application maintains the right to lease the existing building on the subject site, if this application does not move forward. As the building was previously used as a bank with drive-through service a trip generation comparison is provided to compare the trip generation of the proposed development to the re-occupation of the existing bank building.

The potential number of trips generated by the existing bank and proposed office building were calculated using the standard calculations compiled by the Institute of Transportation Engineers (ITE) in the ***Trip Generation Manual, 12th Edition 2025***. This manual is considered the industry standard for traffic engineering studies. The trip generation of the development was calculated using the ITE Land Use Code(s) 912 and 710. These land use code represents banks with drive through service and office buildings. The independent variable used in the calculation is the "gross floor area" in units of 1,000 square feet.

		Un-Occupied **3,332 sf Bank**	Proposed Office ~~9,868 sf~~ ***8,575 sf***	Net Change
AM Peak Hour	Enter	0	9	9
	Exit	0	1	1
	Total	0	10	10
PM Peak Hour	Enter	0	2	2
	Exit	0	8	8
	Total	0	10	10
Saturday Peak Hour	Enter	0	4	4
	Exit	0	4	4
	Total	0	8	8

		Re-Occupation of the Existing Building as a **3,332 sf Bank**	Proposed Office ~~9,868 sf~~ ***8,610 sf***	Net Change
AM Peak Hour	Enter	19	9	-10
	Exit	14	1	-13
	Total	33	10	-23
PM Peak Hour	Enter	35	2	-33
	Exit	35	8	-27
	Total	70	10	-60
Saturday Peak Hour	Enter	45	4	-41
	Exit	43	4	-39
	Total	88	8	-80

The site is currently developed with a 3,332 square foot bank building with drive-through service. The bank has not been in operation for over 20 years. The trip generation comparison shows that the re-occupation of this building as a bank with drive through service would generate significantly more traffic than the proposed office building.

TRIP GENERATION – AS-OF-RIGHT PERMITTED USES

The existing 3,332 square foot building could also be leased for use as a restaurant or a retail convenience store, as these are both permitted uses listed under §175-38 of the Village Code. Under §175-46 of the Village Code these uses would require 10 on-site parking spaces.

The proposed office has a peak trip generation of 10 trips per hour. A restaurant in the existing building would have a peak trip generation of 51 trips per hour. A retail convenience store in the existing building would have a peak trip generation of 252 trips per hour.

The trip generation calculations for the proposed office, prior bank, permitted as-of-right restaurant and permitted as-of-right retail convenience store are provided in Tables 1 through 4, attached hereto.

TRAFFIC SIGNAL

The highway capacity analysis provided in the Traffic Engineering Report, dated February 3, 2026, analyzed the intersection of Shore Road and Harbor Road as a signalized intersection. The traffic signal at this intersection was recently installed by the Nassau County Department of Public Works. The proposed development is subject to the review and approval of the Nassau County Department of Public Works.

The New York State Department of Environmental Conservation and the Institute of Transportation Engineers (ITE) generally recommend that a Traffic Impact Study be prepared when a project will generate more than 100 trips per hour.

If the proposed development was to be constructed on an undeveloped piece of property the maximum number of trips generated would be 90% less than the threshold set forth by the New York State Department of Environmental Conservation and the Institute of Transportation Engineers (ITE).

A traffic signal with a typical 90-second cycle length will provide a green phase to each approach approximately 40 times during a given hour. The subject site will generate a peak of 10 trips entering and exiting the subject site. Some of these trips may not travel through the intersection of Shore Road and Harbor Road. However, if each of the 10 trips travels through the intersection, to enter or exit the subject site, the result would be one additional vehicle for every 4 cycles.

For the proposed project to add an average of one vehicle to each traffic signal cycle, the traffic signal would need to operate with a 360-second cycle length, which is 6-minutes. The volume of traffic generated by the proposed office will not create a significant impact to the level of service or operations of the newly installed traffic signal.

The highway capacity analysis shows that the proposed site driveways will operate at acceptable levels of service with limited delays during the peak hours of the surrounding roadway network.

The traffic generated by the proposed facility will not create a noticeable change in the traffic volumes on the surrounding roadway network. The proposed redevelopment of this property will have no significant impact to the level of service or capacity of the surrounding roadway network. The surrounding roadway network has ample capacity to accommodate the traffic generated by the proposed office building.

MITIGATION MEASURES

The highway capacity analysis indicates that off-site mitigation measures are not warranted due to the traffic generated by the proposed development.

NEW YORK STATE VILLAGE LAW § 7-712-B.3.

Under Chapter 175. Zoning - Article IV. Business A Districts § 175-46 Off-street parking, the proposed ~~9,868~~ ***8,575*** square foot office building requires ~~50~~ ***43*** parking spaces. The Site Plan, prepared by Mojo Strumer Associates, P.C., provides 36 paved parking spaces, including 2 ADA accessible parking spaces.

Due to the configuration of the subject site the applicant is not able to comply with the parking requirements. The applicant is seeking a parking variance in connection with the proposed application.

As per New York State Village Law § 7-712-B.3., in making its determination, the Village of Baxter Estates, shall take into consideration the benefit to the applicant if the variance is granted, as weighed against the detriment to the health, safety and welfare of the neighborhood or community by such grant. In making such determination the follow factors should also be considered:

The granting of the requested variance will not create an undesirable change in the character of the neighborhood or a detriment to nearby properties. The subject site has been developed as a commercial property for approximately 70 years and is currently in a state of disrepair.

In our professional opinion, the granting of the requested (parking) area variance will not have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district.

> The statistical analysis provided by the Institute of Transportation Engineers, indicates that the proposed ~~9,868~~ ***8,575*** square foot office building will have a peak parking demand of 17 vehicles.
>
> The parking provided on the subject site exceeds the anticipated peak parking demand of the proposed development.
>
> The approval of the requested (parking) area variance will allow the site to be developed with a ~~9,868~~ ***8,575*** square foot office building. The proposed office building will generate significantly less traffic than other as-of-right permitted uses that can be established within the existing 3,332 square foot building.

[i]FINDINGS / CONCLUSION

It is our professional opinion that the approval of this application will not result in any adverse impacts on traffic or parking conditions in the area surrounding the subject site. Should you have any questions or require further information, please do not hesitate to contact our office.

Sincerely,
MULRYAN ENGINEERING, P.C.

Sean P. Mulryan

Sean P. Mulryan, P.E.
President

[i] It is a violation of New York State Education Law Section 7209.2 for any person, unless acting under the direction of a licensed professional engineer, to alter these documents in any way. If altered, the altering engineer shall affix to these documents his seal and the notation "altered by" followed by his signature and the date of such alteration, and a specific description of the alteration.

Mulryan Engineering, P.C. **Table No. 1**

Hamlet: Baxter Estates
Project No. M25-102

ITE Trip Generation Calculations
PROPOSED CONDITIONS - 25 Shore Road

Proposed Development

Land Use Code: 710
Land Use Description: Office Building
Independent Variable: 1,000 sf of Gross Floor Area
Variable: 8.575 ***(REDUCED FROM 9.868-sf)***
Source: Institute of Transportation Engineers, Trip Generation, 12th Edition 2025

	Directional Distribution	Rate	Trips Generated
7-9 AM Peak Hour Enter	88%	1.09	9
7-9 AM Peak Hour Exit	12%	0.15	1
7-9 AM Peak Hour Total	100%	1.24	10
4-6 PM Peak Hour Enter	16%	0.19	2
4-6 PM Peak Hour Exit	84%	0.99	8
4-6 PM Peak Hour Total	100%	1.18	10
Saturday Peak Hour Enter	54%	0.48	4
Saturday Peak Hour Exit	46%	0.40	4
Saturday Peak Hour Total	100%	0.88	8

Mulryan Engineering, P.C. **Table No. 2**

Hamlet: Baxter Estates
Project No. M25-102

ITE Trip Generation Calculations
PRIOR CONDITIONS - 25 Shore Road

Proposed Development

Land Use Code: 912
Land Use Description: Bank with Drive Though Service
Independent Variable: 1,000 sf of Gross Floor Area
Variable: 3.332 ***EXISTING BUILDING***
Source: Institute of Transportation Engineers, Trip Generation, 12th Edition 2025

	Directional Distribution	Rate	Trips Generated
7-9 AM Peak Hour Enter	58%	5.77	19
7-9 AM Peak Hour Exit	42%	4.18	14
7-9 AM Peak Hour Total	100%	9.95	33
4-6 PM Peak Hour Enter	50%	10.52	35
4-6 PM Peak Hour Exit	50%	10.52	35
4-6 PM Peak Hour Total	100%	21.03	70
Saturday Peak Hour Enter	51%	13.38	45
Saturday Peak Hour Exit	49%	12.86	43
Saturday Peak Hour Total	100%	26.24	88

Mulryan Engineering, P.C. **Table No. 3**

Hamlet: Baxter Estates
Project No. M25-102

ITE Trip Generation Calculations
PERMITTED AS-OF-RIGHT CONDITIONS - 25 Shore Road

Proposed Development

Land Use Code: 932
Land Use Description: High Turnover Sit Down Restaurant
Independent Variable: 1,000 sf of Gross Floor Area
Variable: 3.332 ***EXISTING BUILDING***
Source: Institute of Transportation Engineers, Trip Generation, 12th Edition 2025

	Directional Distribution	Rate	Trips Generated
AM Peak Hour Enter	59%	7.18	24
AM Peak Hour Exit	41%	4.99	17
AM Peak Hour Total	100%	12.17	41
PM Peak Hour Enter	51%	7.87	26
PM Peak Hour Exit	49%	7.57	25
PM Peak Hour Total	100%	15.44	51
Saturday Peak Hour Enter	51%	5.66	19
Saturday Peak Hour Exit	49%	5.44	18
Saturday Peak Hour Total	100%	11.10	37

Mulryan Engineering, P.C. **Table No. 4**

Hamlet: Baxter Estates
Project No. M25-102

ITE Trip Generation Calculations
PERMITTED AS-OF-RIGHT CONDITIONS - 25 Shore Road

Proposed Development

Land Use Code: 851
Land Use Description: Convenience Store
Independent Variable: 1,000 sf of Gross Floor Area
Variable: 3.332 ***EXISTING BUILDING***
Source: Institute of Transportation Engineers, Trip Generation, 12th Edition 2025

	Directional Distribution	Rate	Trips Generated
7-9 AM Peak Hour Enter	50%	31.88	106
7-9 AM Peak Hour Exit	50%	31.88	106
7-9 AM Peak Hour Total	100%	63.76	212
4-6 PM Peak Hour Enter	51%	24.63	82
4-6 PM Peak Hour Exit	49%	23.67	79
4-6 PM Peak Hour Total	100%	48.30	161
Saturday Peak Hour Enter	50%	37.79	126
Saturday Peak Hour Exit	50%	37.79	126
Saturday Peak Hour Total	100%	75.57	252