

January 19, 2026

Mayor Ted Rosen and Board of Trustees  
2 Gussack Plaza  
P.O. Box 440  
Great Neck, N.Y. 11022-0440

Re: Traffic and Parking Assessment for Four-story Multi-family Housing  
68 Grace Avenue

Dear Mayor Rosen and Board:

IMEG, formerly known as Cameron Engineering, has conducted this preliminary traffic engineering assessment of the application for a four-story, multi-family residential building at 68 Grace Avenue in Great Neck Plaza, which is the site of the abandoned former St. Paul's Episcopal church.

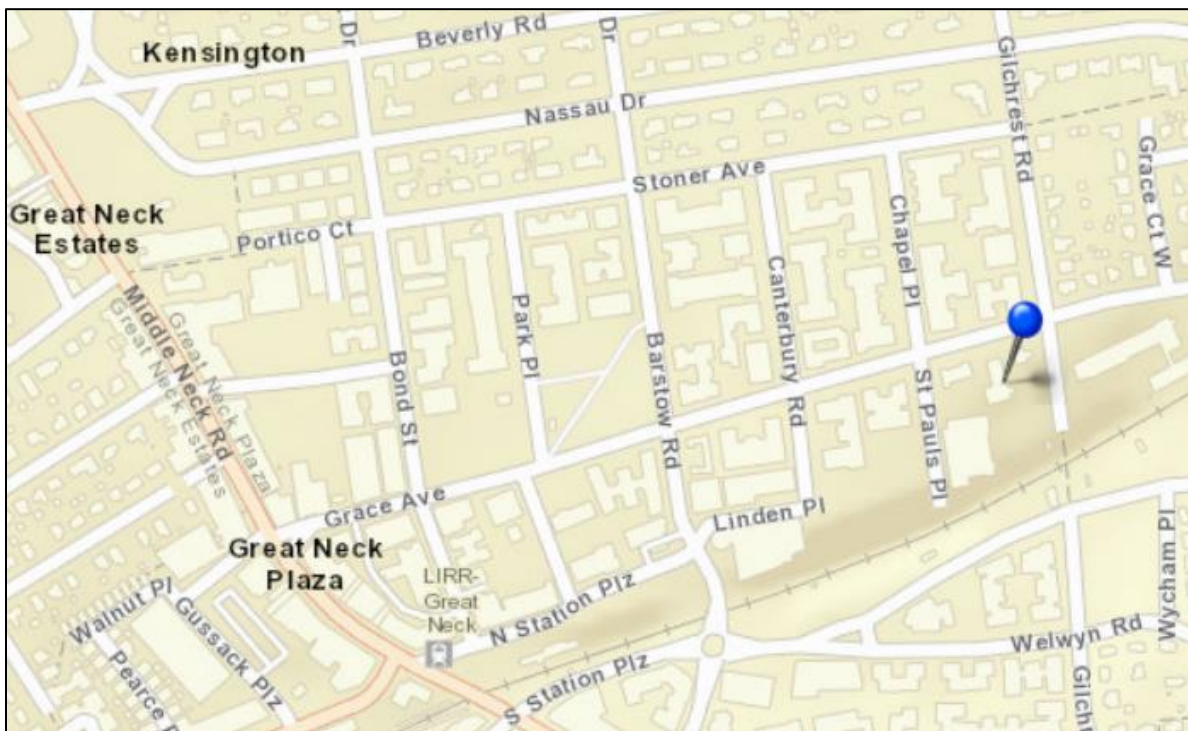
The application is to construct 64 dwelling units, comprised of 30 one-bedroom units and 34 two-bedroom units.

**Site Location**

The 50,892 sq. ft. site (1.17 acres) is on the south side of Grace Avenue between Gilcrest Road on the east and Ninth Street on the west, (see Figure 1).

Figure 2 on the next page depicts a recent aerial photograph of the property. The buildings currently on site are from an abandoned former church.

**Figure 1: Location Map**



**Adjacent Roadways**

Grace Avenue is a two-lane, asphalt roadway with parking on both sides and a posted speed limit of 30 mph at the site. It is a Nassau County roadway and runs from Middle Neck Road east to E. Shore Road.

Gilchrest Road and Ninth Street/Chapel Place/St. Paul’s Place are north-south Village roads. Gilchrest Road is a 28-foot wide, two-lane, asphalt roadway. It runs north from the railroad tracks up to Station Road. Ninth Street/Chapel Place/St. Paul’s Place is a 28-foot wide, two-lane, asphalt roadway, extending north from the railroad tracks up to Stoner Avenue.

**Figure 2: Aerial Photograph (not to scale)**



**Site Plan and Site Access**

The site plan is being designed to maintain the existing church building and the more significant existing trees at the property.

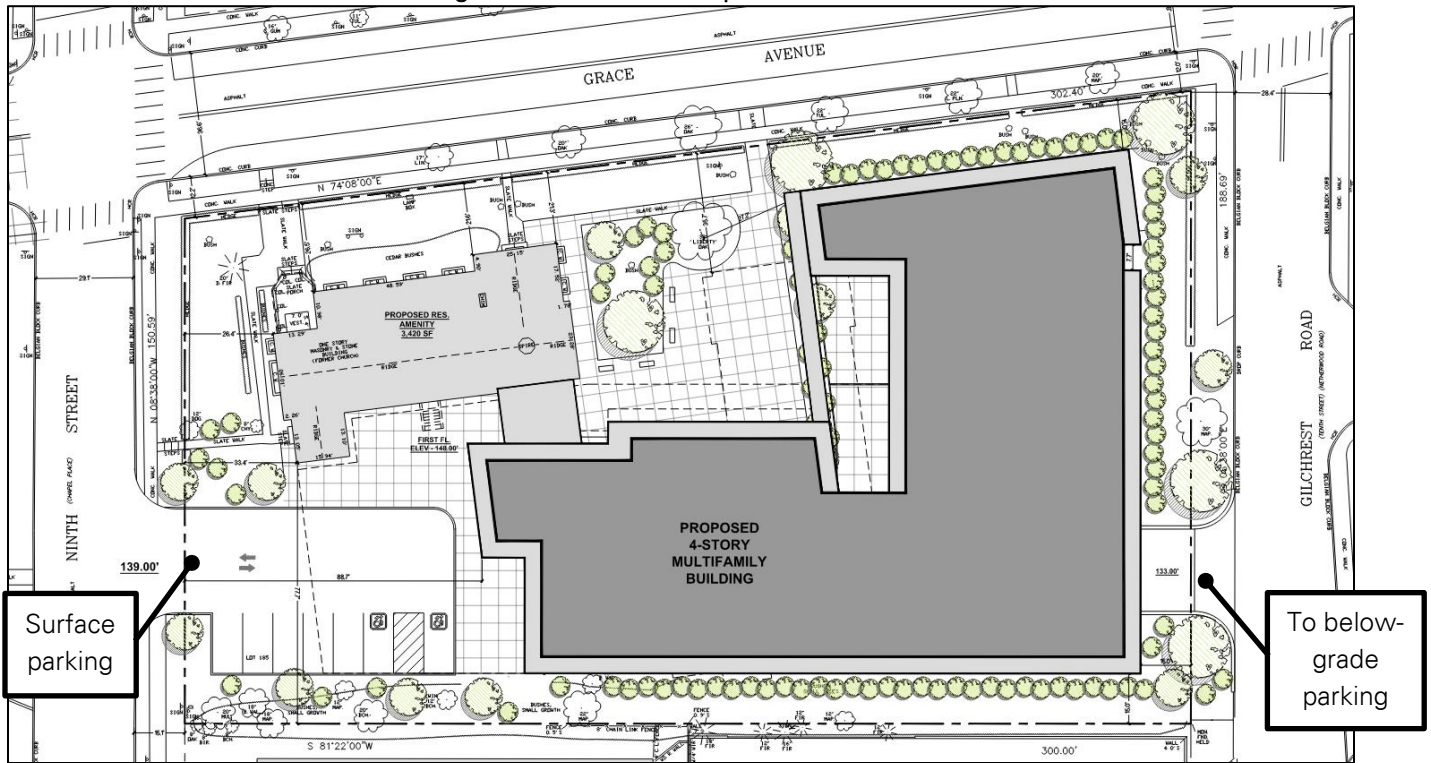
Figure 3 depicts an excerpt of the proposed site plan, prepared by Mojo-Stumer & Associates, P.C. and last revised January 16, 2026.

The plan depicts two site access points aprons: one on Ninth Street/Chapel Place/St. Paul’s Place and one on Gilchrest Road.

The access on Ninth Street/Chapel Place will be at grade, on the west side of the new building, and can be utilized by visitors and deliveries. The access on Gilchrest Road at the east part of the property will lead to a below-grade parking level for residents.



Figure 3: Site Plan Excerpts (not to scale)



**Site-Generated Trips**

IMEG calculated the expected peak hour trip generation using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (12<sup>th</sup> Edition) rates for ITE Land Use Code 211 (mid-rise multi-family housing). The trips are calculated based on the total number of units in the building.

As shown in Table 1, the complex would be expected to generate 24 trips during the AM peak and PM peak hours (1 trip every 2.5 minutes). On Saturdays, the peak hour’s trips are projected to be 23 trips in total.

According to the Institute of Transportation Engineers (ITE) and the NYSDEC SEQR Handbook, traffic generation at this level is not anticipated to have noticeable impacts on local traffic flow or delays.

Table 1: Site-Generated Trips

64 Multi-family Units	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Enter	6	16	12
Exit	18	8	11
Total	24	24	23

**Parking and Circulation**

Based on the Village of Great Neck Plaza’s zoning code, the proposed site would require 105 parking spaces:

- 30 1-bedroom units x 1.5 spaces/unit = 45 spaces
- 34 2-bedroom units x 1.75 spaces/unit = 59.5 = 60 spaces
- Total = 105 spaces

The Mojo Stumer site plan depicts 81 parking spaces, resulting in a required variance for 24 spaces. The plan would satisfy the ADA by providing the 4 required handicapped accessible parking spaces.



The provided parking would consist of the following:

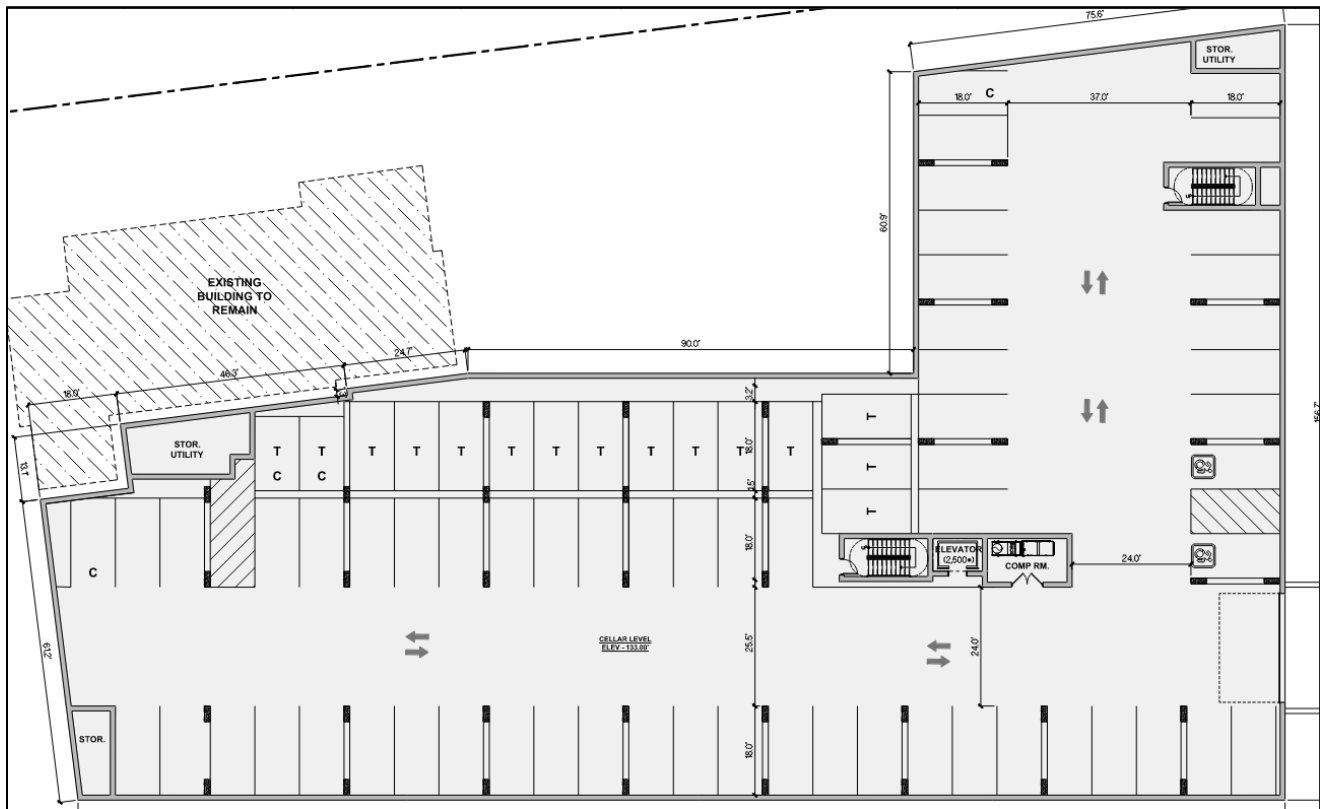
*At-grade surface lot – 7 spaces – shown in Figure 3 above:*

- 5 standard spaces, 9' x 18' with a 31' drive aisle
- 2 handicapped accessible spaces, 9' x 18' with a 9' x 18' access aisle
- Standard spaces are 6" wider than Village code requires, and the drive aisle is 7' wider than Village code requires. This is enough of a surplus that the handicapped accessible spaces could be striped 18.5' to satisfy Village code with no encroachment into a 24' required drive aisle.

*Below-grade parking lot – 74 spaces – shown in Figure 4 below:*

- 68 standard spaces, 9' x 18' with a 24' minimum drive aisle width
- 4 compact spaces, each larger than 7'6" x 15' as required by Village code:
  - 1 stall is 8'2" x 18', 1 stall is 9' x 17'6", 2 stalls are 9' x 15'
  - The compact stall count is less than 5%, compared to 20% permitted by Village code

**Figure 4: Below-grade Parking Level (not to scale)**

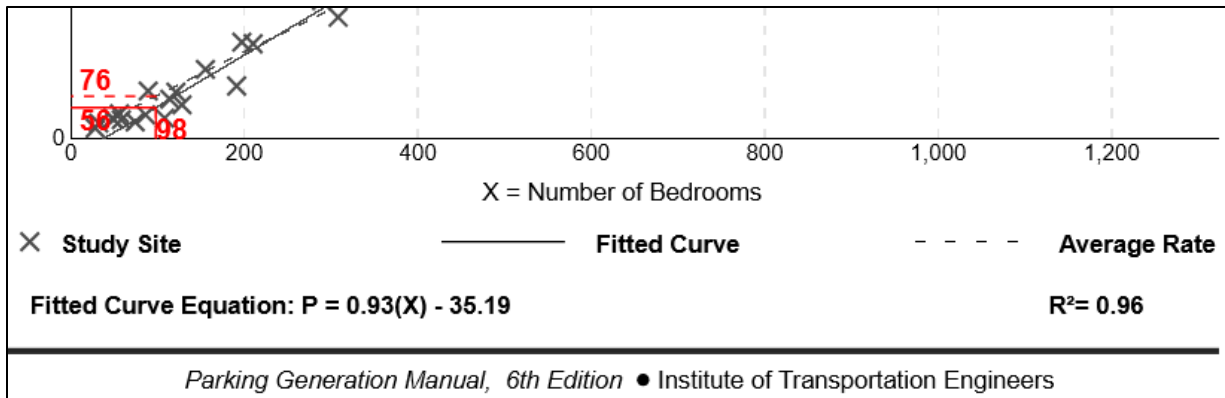


- These numbers include 30 (15 sets of 2) tandem spaces
  - This is supportable from a traffic engineering standpoint because there are 34 2-bedroom units which could have a 2<sup>nd</sup> car, more than twice the number of tandems.
- 2 handicapped accessible spaces, 9' x 18' with a 9' x 18' access aisle
  - Village code requires 18'6" ADA stall length, so a variance is needed. This is supportable because 18' is a standard ADA space length, and because the plan satisfies the ADA stipulation that stall and ADA access aisle length should be commensurate with nearby parking spaces. The more critical dimensions pertain to the stall's and access aisle's width; the layout exceeds the 8' requirement in the ADA and in State building code.



As to the total proposed parking count, the ITE *Parking Generation Manual*, 6<sup>th</sup> Edition, supports providing 81 spaces for multifamily developments of this size.

- The data in the ITE manual is based on hundreds of nationwide studies and reflects a more accurate picture of what will actually be needed.
- In practice and according to ITE data, parking needs are smaller at apartment buildings that are close to rail transit, like 68 Grace Avenue that is  $\pm \frac{1}{4}$  mile from the Great Neck LIRR. It is conservative to consider ITE data for apartments not close to rail transit.
- There is a close correlation between the parking demand and the number of bedrooms.  
The ITE database calculates 76 parking spaces as a reasonable expected peak parking demand that would occur overnight. The ITE data supports the requested parking variance at this site.



### Summary and Recommendations

- Generated Trips – The proposed multi-family housing facility would generate up to 24 trips during the busiest hour of the week, which is too small to indicate an impact on existing traffic.
- Site Access – the site access will be via aprons on Ninth Road/Chapel Place for surface parking and a pickup/drop-off area, and one on Gilcrest Road for access to the basement parking.
- Parking – the proposed site plan depicts 81 parking spaces with 4 handicapped stalls and does not meet the Village code requirement of 105 spaces. However, based upon extensive ITE parking studies, only 76 spaces should be genuinely needed for a multi-family building with 98 bedrooms.

The 15 sets of tandem spaces are supportable by nature of the building having 34 2-bedroom units.

The 4 compact spaces will be well below the 20% threshold, and the 4 handicapped accessible parking spaces will satisfy the ADA.

Lastly, the dimensions for parking spaces and drive aisle widths are supportable for proper circulation.

Thus, with respect to traffic flow and parking, it is respectfully requested that the Board approve the application and grant a variance for the parking. Should you have any questions or wish to discuss any item in greater detail, please do not hesitate to contact our office.

Very truly yours,

*Rebecca Goldberg*  
Rebecca Goldberg, P.E., PTOE  
Associate, Senior Traffic Engineer

