

December 7, 2021

Mr. Adam R. Kaufman, AICP  
Director of Planning  
Town of North Castle  
17 Bedford Road  
Armonk, New York 10504

Subject           **On-Site Parking/Valet Plan – Proposed Restaurant – Taproom – 873 North Broadway,  
North Castle, New York**

Dear Mr. Kaufman:

In response to our review letter dated November 4, 2021, the Applicant's Traffic Consultant, Kimley Horn, submitted a response letter and additional parking analyses, dated November 21, 2021.

The following sections are titled as shown in the Applicant's Report to assist in us providing a response and follow-up to each section.

#### **1.       Determination of Parking Demand**

In our evaluation and described in greater detail in our November Review Letter we provided a worst case scenario based our assessment of parking need on standards provided by the Institute of Transportation Engineers (ITE) and published in the "Parking Generation Handbook." We did this to account for a Restaurant and a Taproom. However, the Applicant provided additional information and refers to average parking demand and, provides in greater detail a breakdown of the database used by ITE to determine a parking demand for a Restaurant use. However, it is important to note the proposed Restaurant would also include a Taproom.

The Applicant and our office are in agreement that approximately 30 spaces would be needed for an average level of activity at a Restaurant providing 63-seats. In our review letter we indicated that as a worst case scenario a Restaurant with 63-seats could generate a need for up to 54 parking spaces on a very busy evening. We agree that this is a very high parking need and we only offered it for the Town's consideration to better understand potential for a very successful Restaurant and, in this case, with a Taproom. Assuming the Applicant's proposal does not include eating in the bar area and is only referencing 63-seats dedicated for a dining experience, the higher number, which may not be 54 parking spaces needed, is for the Town to again better understand the potential for a Restaurant with a Taproom.

The Applicant's Traffic Consultant provides a breakdown of the more realistic number of parking spaces needed based on utilization of a 63-seat Restaurant and the likely condition that it could generate a need for 45 parking spaces. However, based on further evaluation of the ITE database in adjusting the parking demand to reflect a more realistic parking need, the Applicant is proposing that the maximum number of seats to be used at any given time would be 45-seats, which is a reduction of 18-seats. Therefore, if the outdoor dining is used in the warmer months when in the

evenings there is more activity indoors the outdoor service will terminate so that the overall seating demand is at a maximum of 45 seats.

Using the 45 occupied seats indicates that the peak parking demand could be 33 vehicles, which in the Applicant's opinion is a more realistic level of parking demand as it relates to occupied seats. The Applicant proposes that to control the number of patrons arriving for dinner or drinks that the Restaurant would utilize a reservations-only Restaurant during its busier time periods. Therefore, the Applicant can control the arrival of patrons and better utilize the available 33 parking spaces. However, it is unclear how the Restaurant will control patrons only arriving for drinks, without reservations.

Based on a review of the Applicant's expanded information and recommendation to limit the number of seats to be occupied at any given time within the proposed Restaurant/Taproom to 45 people the available 33 parking spaces can accommodate patrons assuming the Restaurant operator has staff park off-site, which is discussed further below.

## **2. Parking Management Strategies**

The Applicant proposes to permit the use of tables and chairs to match the available number of parking spaces on-site. In addition to those recommendations, as described above, the Applicant indicates that during the off-peak hours there could be 20 or less vehicles parking at the Restaurant. The Applicant further indicates that assuming they obtain a lease agreement with the adjacent property owner at 11 Washington Place they will provide 7 additional parking spaces on weekends and 5 more spaces during the week for its staff.

Parking Demand Studies were completed at 11 Washington Place, which found that there were a sufficient number of vacant parking spaces during both the weekday and weekend peak demand for a Restaurant and that the land uses at 11 Washington Place would not be inconvenienced and would continue to find adequate parking.

During the busier evening time periods the Applicant proposes to provide valet parking. The Applicant notes that up to 30 vehicles can be parked on-site, including the valet drop-off space and a valet pick-up space. It was also noted that the delivery van could be parked off-site during those busier time periods and free up as many as 2 additional spaces for a maximum of 32 spaces available for patrons at the Restaurant. Therefore, the Applicant indicates that during a typical weekday evening 35 spaces would be available and on weekends 37 spaces could be available.

The breakdown above indicates that limiting the Restaurant use to 45 occupied seats and the methods noted by the Applicant, adequate parking can be provided, which would be up to 37 parking vehicles during its busiest time periods.

## **3. Traffic Generation**

The Applicant indicates that a Restaurant use, assuming reservations are required for both the lunchtime and dinner time period, could generate 9 and 10 vehicle trip ends during a weekday condition and 17 and 18 vehicle trip ends during a Saturday condition during the lunchtime and dinner

time periods, respectively. Therefore, during its peak time this Restaurant could generate approximately 18 vehicle trip ends during a peak hour.

It is noted by the Applicant that the NO LEFT TURN restriction at the driveway terminus to Washington Place was installed to restrict traffic in the residential neighborhood due to a previous dry-cleaning building operation and the Applicant has no opinion on maintaining this restriction or eliminating it. However, it is our opinion that to mitigate potential commercial traffic in the residential neighborhood to the west of the Restaurant site the NO LEFT TURN restriction should remain in place and that the Town can make a determination at a later date if the turn restriction is no longer needed. We do recommend that it be maintained for at least a six month period after the Restaurant is open, if the Restaurant is approved. This will minimize the amount of cut through traffic through the residential neighborhood from a Restaurant/Taproom.

#### 4. Site Access, Circulation and Operation

A valet parking plan and operation is provided and is a reasonable assumption on how it will operate under ideal and typical conditions. However, it is important to note that if there is a very busy time of arrival, regardless of the reservations schedule for patrons, the Applicant will need to be prepared to address this condition and minimize any spill over onto Washington Place.

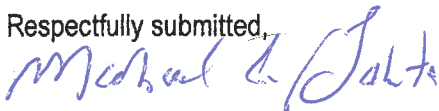
#### Findings

Based on our review of the information provided by the Applicant, which is in appropriate detail, we do agree that the proposed parking lot, with the valet parking plan and off-site parking at 11 Washington Place for employees can accommodate a 45-seat operation at the Restaurant/Taproom. We agree that if the Applicant will limit its use of the 63-seats to the 45-seats the on-site parking plan can accommodate typical days and typical busy days and evenings at the proposed Restaurant.

For the valet plan it is assumed that at least two valet parkers will be available to accommodate the patrons so that there is no spill over onto Washington Place. We also agree with the Applicant's breakdown of parking demand and need for the 63 and 45 seat arrangement based on a further breakdown of the ITE Parking Generation databases is appropriate. Therefore, the Applicant supports, and we agree, that the provision of up to 37 parking spaces (on a Saturday evening) can accommodate the full utilization of 45 seats within the Restaurant, which includes the assumption that the outdoor seating will not be open and in use when the 45-seats indoors are in use:

Based on this analysis and our review of it, the parking plan, valet parking plan, site traffic generation and use of 11 Washington Place for overflow parking for employees only, is reasonable.

Respectfully submitted,



**Michael A. Galante**  
**Director of Traffic**  
**Hardesty & Hanover, LLC**