



## MEMORANDUM

To: Adam R. Kaufman, AICP  
Director of Planning, Town of North Castle

From: John Canning, P.E.  
Thomas Zhao, E.I.T.  
Kimley-Horn Engineering and Landscape Architecture of New York, P.C.

Date: September 21, 2023

Subject: Proposed Restaurant Redevelopment  
12 Maple Avenue, Armonk, NY  
Response to H&H Review Comments

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On August 31<sup>st</sup>, 2023, Hardesty & Hanover, LLC (“H&H”) reviewed and provided comments about the Kimley-Horn Parking Analysis that was dated July 10<sup>th</sup>, 2023. This memorandum provides Kimley-Horn’s response to the H&H comments.

As discussed herein, a detailed Traffic & Parking Management Plan has been prepared and provided to demonstrate how Town Code parking requirements can be satisfied, as well as how peak-parking demand at the restaurant (named “Hemlock Hills”) is proposed to be accommodated.

Since restaurant parking activity peaks in the evenings and on weekends, when there is abundant public parking in the Hamlet of Armonk, the greatest potential for Hemlock Hills to have an adverse impact on public parking is during the weekday lunchtime periods. Extensive data from four other Hamlet restaurants indicates that Hemlock Hills weekday parking demand can be accommodated on-site. Furthermore, many Hemlock Hills lunchtime customers will likely already be in the Hamlet and will be walk-in customers.

## Response to Comments

As indicated in our previous Parking Analysis, there will be 15 striped parking spaces provided in the rear of the restaurant and 22 parking spaces will be available at the adjacent property after 6:00 PM on weekends. Current parking in the adjacent property after 6:00 PM and on weekends (1 to 6 vehicles) will be required to seek parking elsewhere. With the implementation of valet parking, a total of 56<sup>1</sup> parked vehicles can be accommodated on the two properties (24<sup>1</sup> vehicles at 12 Maple Avenue and 32 vehicles at 20 Maple Avenue). Please see the attached Traffic & Parking Management Plan.

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<sup>1</sup> Further refinement of the 12 Maple valet parking plan yielded an additional parking space, increasing the total vehicles that could be accommodated on the site from 23 vehicles to 24 vehicles (including the 2 ADA spaces).

Kimley-Horn agrees with the Town of North Castle’s traffic consultant that parking demand in the Hamlet of Armonk peaks at the lunchtime hour, making this the critical time period for parking at the proposed restaurant<sup>2</sup>.

Based on the Town Code parking requirement of 48 spaces, the Town’s traffic consultant indicated in Table 1 of their review that there would be a maximum weekday lunchtime parking demand of 27 vehicles. This projection was based on national restaurant data (*ITE Parking Generation Manual, 5<sup>th</sup> Edition*). However, the Applicant has obtained local data from four restaurants which is tabulated below.

**Table A – Local Restaurant Daily Peak Parking Demands**

Annual Covers	Fortina	Zero Otto Nove	Casa Tequila	Lenny's North Steakhouse	Average
6:00 AM	0%	0%	0%	0%	0%
7:00 AM	0%	0%	0%	0%	0%
8:00 AM	0%	0%	0%	1%	0%
9:00 AM	0%	0%	1%	1%	1%
10:00 AM	2%	0%	2%	4%	2%
11:00 AM	6%	2%	7%	10%	6%
12:00 PM	17%	10%	13%	23%	16%
1:00 PM	23%	15%	17%	26%	20%
2:00 PM	18%	12%	19%	24%	18%
3:00 PM	11%	7%	20%	16%	13%
4:00 PM	13%	6%	19%	17%	14%
5:00 PM	31%	19%	27%	28%	26%
6:00 PM	69%	63%	59%	59%	62%
7:00 PM	100%	100%	100%	96%	100%
8:00 PM	80%	87%	94%	100%	90%
9:00 PM	37%	55%	67%	69%	57%
10:00 PM	10%	20%	28%	37%	24%
11:00 PM	1%	1%	7%	10%	5%

Source: Two mobility data and location analytics companies (Placer.AI and Unacast)<sup>3</sup>.

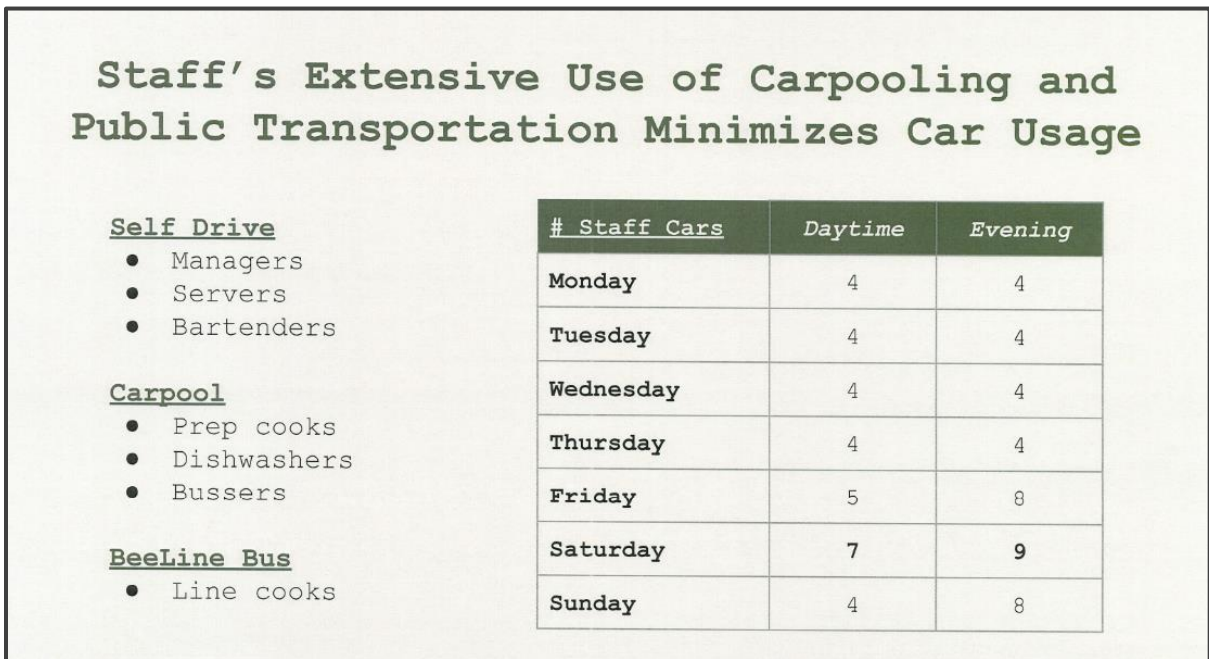
<sup>2</sup> As indicated in the appended Tables and Graphs, after 5:00 PM on weekdays and all day on weekends, there are at least 65 available public parking spaces within a four-minute walk of the site.

<sup>3</sup> Collectively used by thousands of organizations across the US, including local governments, major retailers, real estate operators, economic development, organizations, and many types of related consultancies. These data sets are formulated from the aggregation of anonymized mobile location, data from tens of millions of mobile devices comprising on average between 5% to 10% of the US population and reflecting a statistically significant accuracy of at least 0.90.

As can be seen from **Table A** above, lunchtime peak parking demand is 26% or less of evening peak parking demand. Applying this value to the 48 Code-required spaces indicates a peak lunchtime parking demand at Hemlock Hills of 13 vehicles, indicating that the proposed 15 parking spaces provided will be sufficient to accommodate lunchtime parking demand. It is also noted that many lunchtime customers will already be in the Hamlet and are likely walk to or from the restaurant, further reducing parking demand.

To ensure adequate parking and no impact to adjoining properties or to the public, the Applicant is willing to implement valet parking during the lunchtime hours until such time as it is demonstrated not to be needed. Therefore, even if the peak lunchtime parking demand of 27 vehicles indicated in Table 1 of the Town traffic consultant’s review (based on national data, not local data) were to occur, and with the four weekday employee parkers<sup>4</sup> directed to park near the intersection of Old Route 22 and NYS 128, adequate parking could be accommodated on the site for the remaining 23 customers.

**Figure 1 – Projected Staff/Employee Parking**



<sup>4</sup> See projected staff/employee parking above in **Figure 1**.

To provide a more conservative analysis (assuming peak parking demand is 17% greater than the Code requirement of 48 spaces)<sup>5</sup>, local data indicates a peak lunchtime parking demand of only 15 vehicles, equal to the 15 parking spaces proposed.

Table 2 of the Town traffic consultant's review also provided parking projections based not on the Town Code, but on national data published by the Institute of Transportation Engineers ("ITE"). That data indicated a peak weekend parking demand of 61 vehicles and a peak weekday parking demand of 54 vehicles (on a Friday), with both peaks occurring after 6:00 PM<sup>6</sup>.

Applying the lunchtime peak parking demand of 26% (see **Table A**) to the 54 Friday evening peak parking demand indicates a peak weekday lunchtime parking demand of 14 vehicles. Since the Applicant is proposing to implement lunchtime valet parking, even if the peak lunchtime parking demand of 29 vehicles indicated in Table 2 of the Town traffic consultant's review (based on national, not local data) were to occur, and with the five Friday employee parkers directed to park on NYS 128 down by Old Route 22, all customer parking could be accommodated at the 12 Maple Avenue site<sup>7</sup>.

Table 3 of the Town traffic consultant's review also provided parking projections based not on the Town Code, but on national data published by the Urban Land Institute ("ULI"). That data indicated a peak weekend parking demand of 64 vehicles and a peak weekday parking demand of 57 vehicles (on a Friday), with both peaks occurring after 6:00 PM.

Applying the lunchtime peak parking demand of 26% (see **Table A**) to the 57 Friday evening peak parking demand indicates a peak weekday lunchtime parking demand of 15 vehicles.

To further ensure that Hemlock Hills parking will not impact the local community, the operator is willing to submit to a condition of approval (which would run with the land) that the restaurant will not be permitted to be closed for private parties until after 4:00 PM on weekdays.

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<sup>5</sup> Assuming a maximum parking demand of 56 vehicles on a Friday or Saturday night.

<sup>6</sup> Peak demand based on square footage. The Town's traffic consultant also indicated higher peak demands based on seats. However, as indicated in the appended ITE data, the ratio of the standard deviation to the mean and R<sup>2</sup> values indicate that restaurant area is a more reliable independent variable.

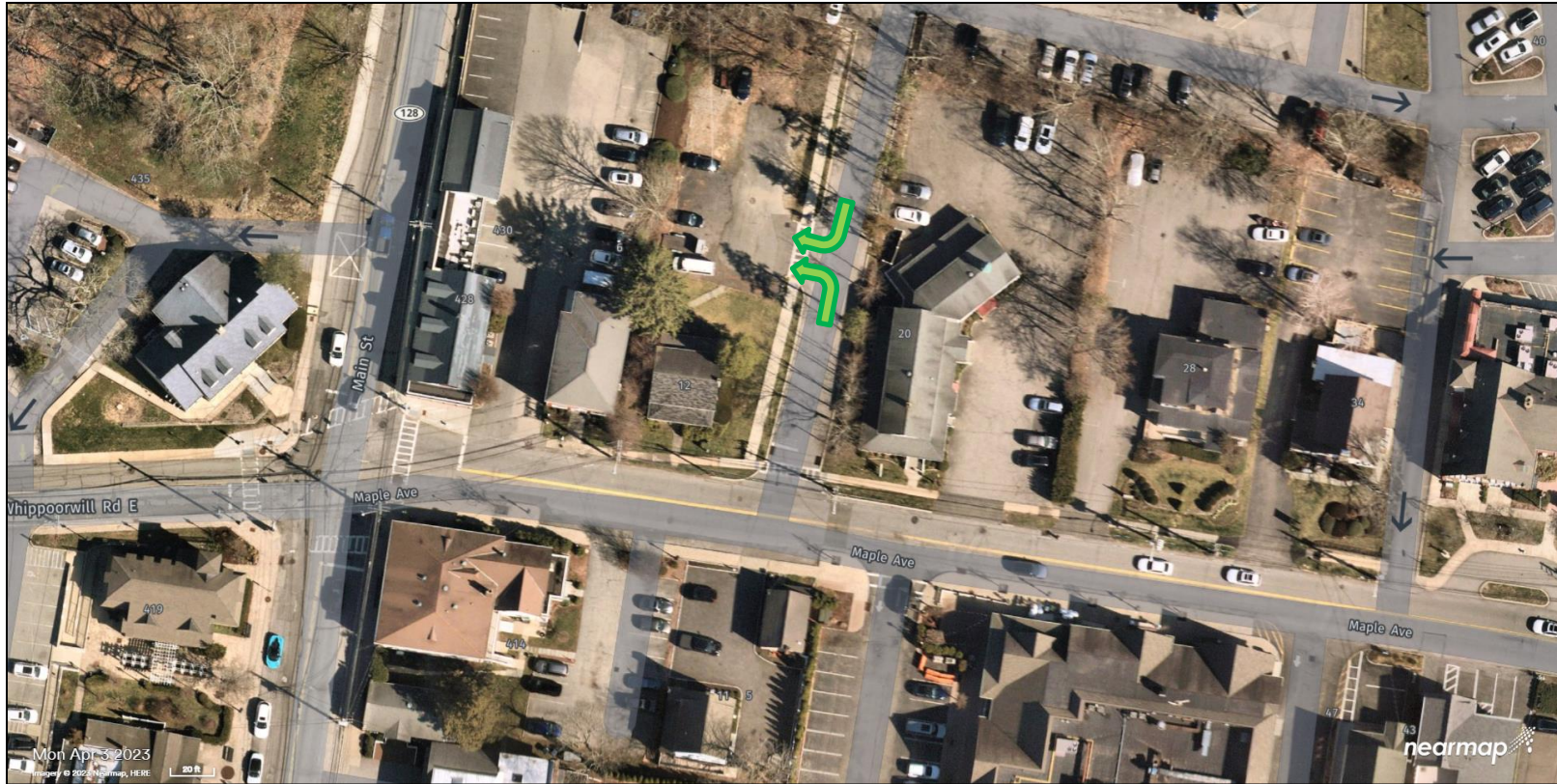
<sup>7</sup> If needed by parking, 24 vehicles could be accommodated.

As mentioned previously, after 5:00 PM on weekdays and all day on weekends, the data indicates that there are at least 65 available parking spaces within a four-minute walk of the site (see appended Tables and Graphs). Nevertheless, if employee parkers are required to park eight minutes away near the intersection of Old Route 22 and NYS 128, where public parking is always available, through the implementation of valet parking, up to 60 vehicles can be accommodated on Monday through Thursday nights (56 at the Maple Avenue sites and 4 on Old Route 22), up to 64 vehicles can be accommodated on Friday and Sunday nights (56 at the Maple Avenue sites and 8 on Old Route 22), and up to 65 vehicles can be accommodated on Saturday nights (56 at the Maple Avenue sites and 9 on Old Route 22).

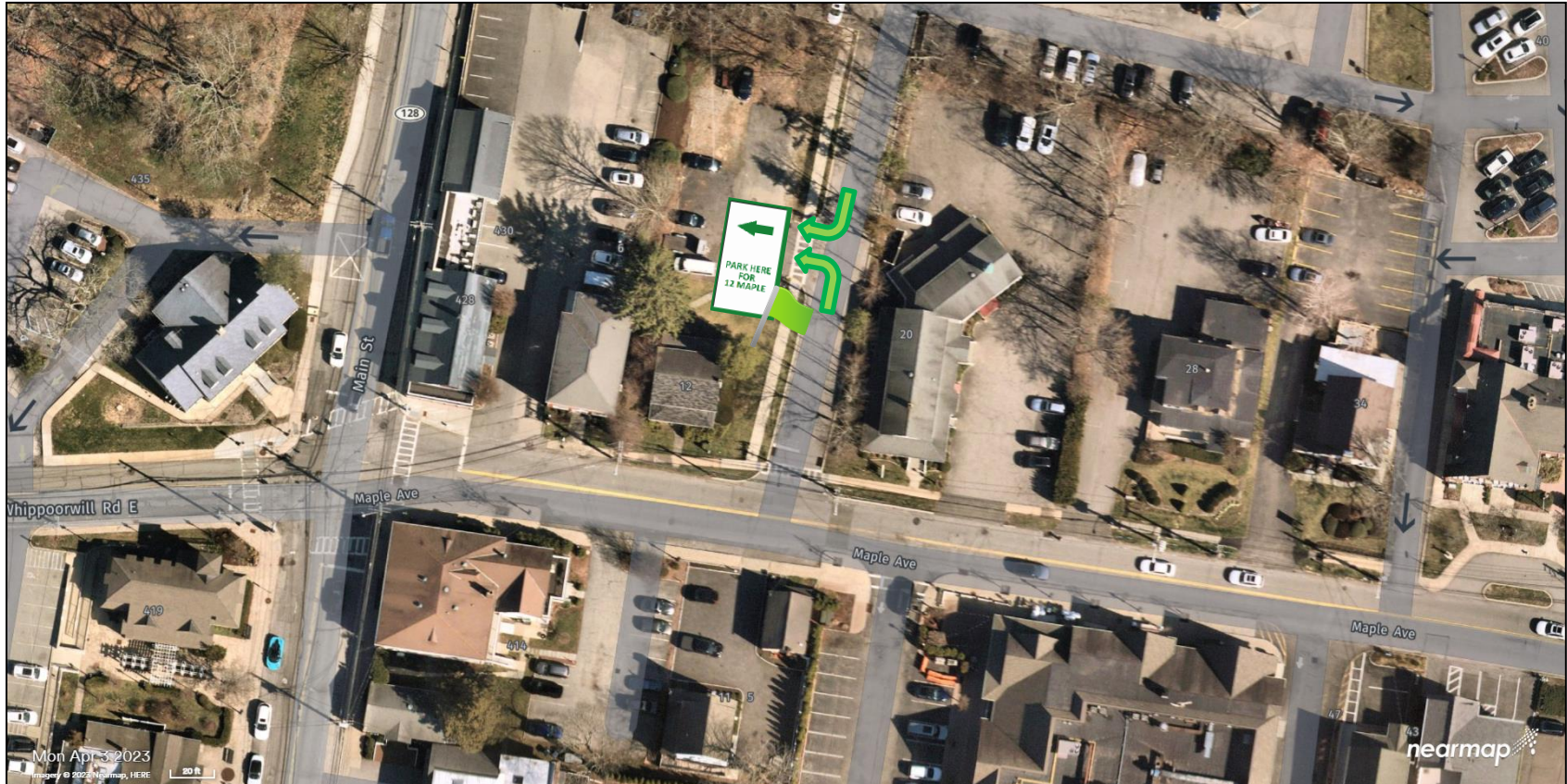
To ensure that parking is managed efficiently and will not impact the public or adjacent properties, the Applicant has prepared the attached, detailed Traffic & Parking Management Plan. Key features of the Plan include:

- Provision of at least 22 off-street additional parking spaces within 250 feet of the property for use by restaurant patrons after 6:00 PM on weekdays and all day on weekends.
- Provision of a legal instrument, satisfactory to the Town Attorney, assuring the continued existence and use of said parking adjacent spaces.
- Instruction to and requirement that all employees who drive to work park on underutilized street parking spaces, as permitted by law, on Old Route 22 at Schultz Way or on NYS 128 just north of Old Route 22.
- Provision of valet parking services at 12 Maple Avenue.
- Provision of Valet Parking services off-street within 250 feet of the property after 6:00 PM on weekdays and all day on weekends.
- Instructions on the restaurant's website directing customers where to park.
- Prohibition on reserving portions of the restaurant for private parties until after 4:00 PM on weekdays

The three valet scenarios are shown in the following pages. Specifics of the Traffic & Parking Management Plan are also provided for review and approval by the Town.



**No Valet Parking.** Customers may turn into the 12 Maple Avenue driveway and self-park.



**12 Maple Avenue Valet Parking.** Customers can drive into the 12 Maple Avenue driveway and the valet will park the vehicle.



**20 Maple Avenue Valet Parking** Customers should proceed to the 20 Maple Avenue driveway and the valet will park the vehicle.





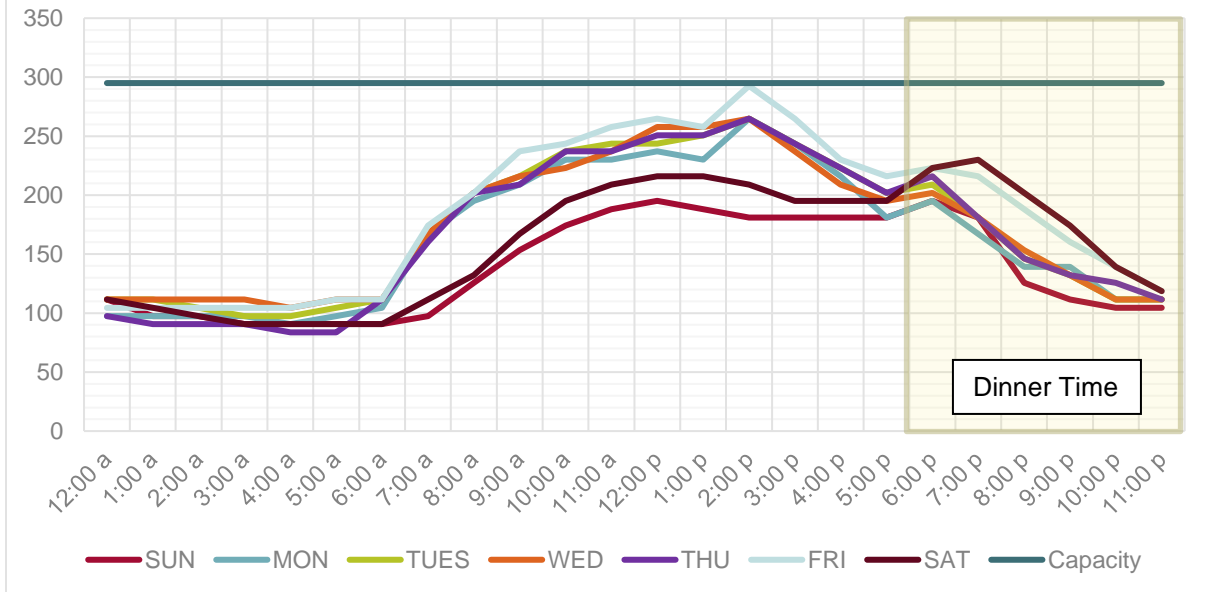
**Valet Operations at 20 Maple Avenue**

## Appendix

- ❖ Tables and Graphs
- ❖ ITE Data

## Tables and Graphs

## Public Parking Demand within 4-Minute Walk of 12 Maple Avenue by Time-of-Day and Day-of-Week

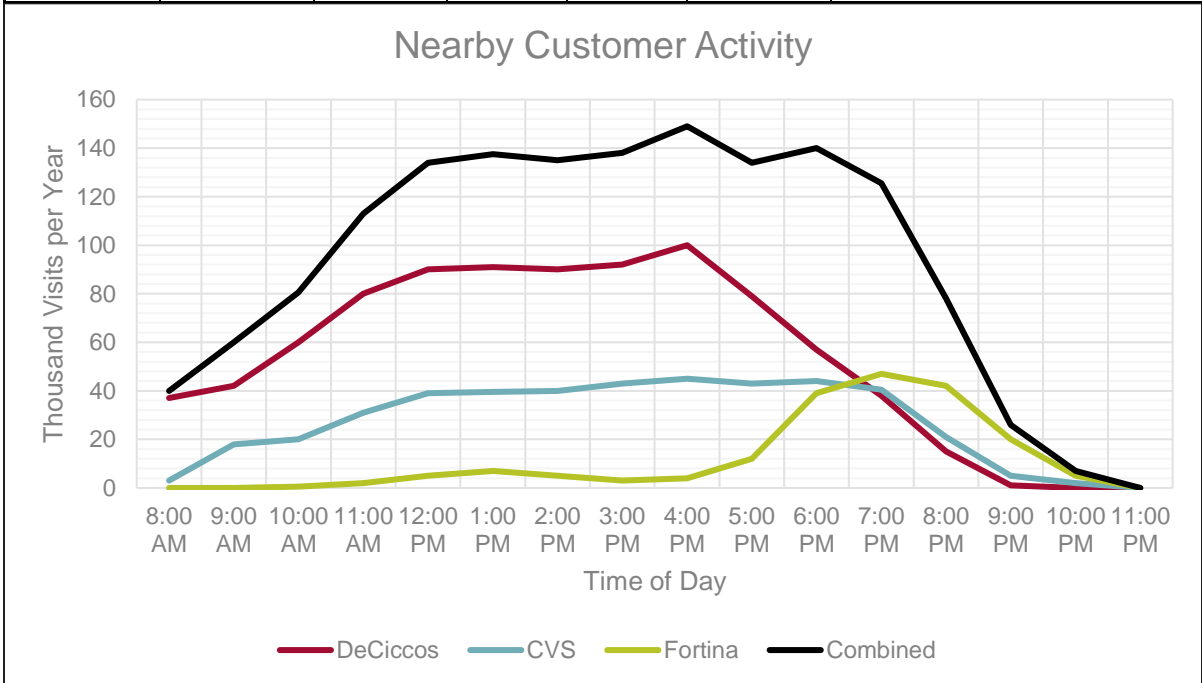


Armonk Public Parking within a 4-Minute Walk of 12 Maple Ave								
Hour	SUN	MON	TUES	WED	THU	FRI	SAT	Capacity
12:00 a	111	97	111	111	97	104	111	295
1:00 a	97	97	111	111	91	104	104	295
2:00 a	97	97	104	111	91	104	97	295
3:00 a	91	97	97	111	91	104	91	295
4:00 a	91	91	97	104	84	104	91	295
5:00 a	91	97	104	111	84	111	91	295
6:00 a	91	104	111	111	111	111	91	295
7:00 a	97	167	167	167	160	174	111	295
8:00 a	126	195	202	202	202	202	132	295
9:00 a	153	209	216	216	209	237	167	295
10:00 a	174	230	237	223	237	244	195	295
11:00 a	188	230	244	237	237	258	209	295
12:00 p	195	237	244	258	251	265	216	295
1:00 p	188	230	251	258	251	258	216	295
2:00 p	181	265	265	265	265	293	209	295
3:00 p	181	244	244	237	244	265	195	295
4:00 p	181	216	223	209	223	230	195	295
5:00 p	181	181	202	195	202	216	195	295
6:00 p	195	195	209	202	216	223	223	295
7:00 p	181	167	181	181	181	216	230	295
8:00 p	126	139	146	153	146	188	202	295
9:00 p	111	139	132	132	132	160	174	295
10:00 p	104	111	111	111	126	139	139	295
11:00 p	104	111	111	111	111	119	119	295

Dinner Time

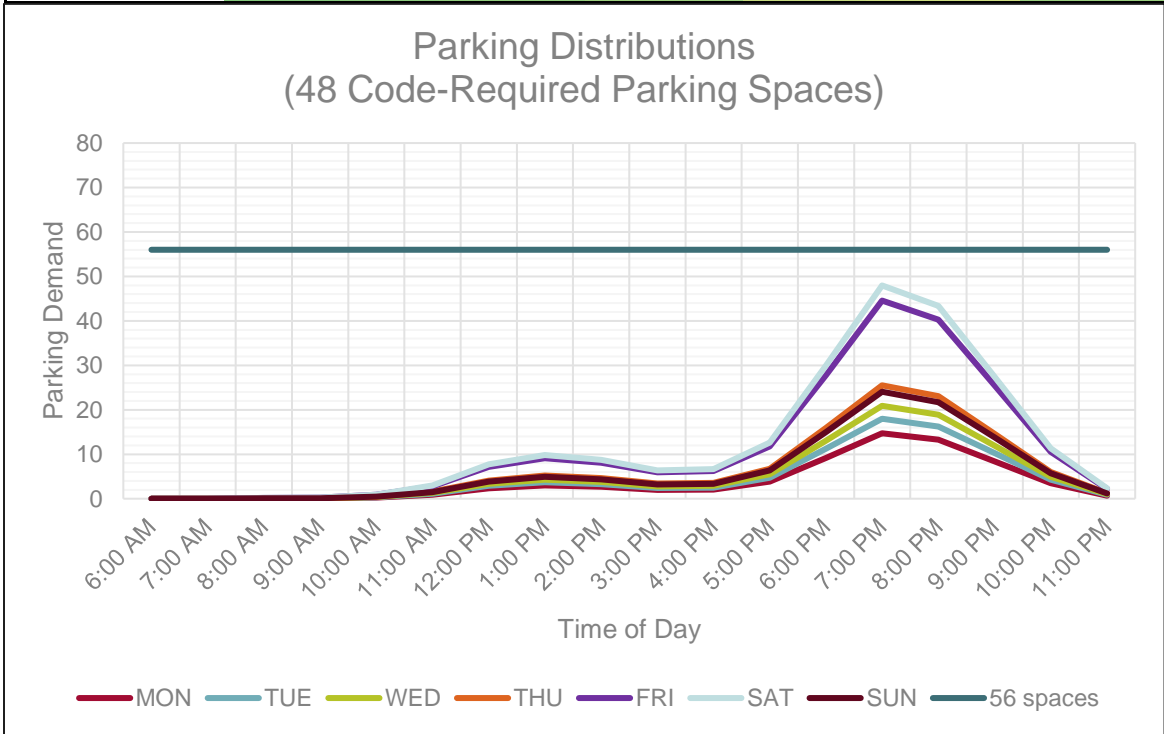
Source: Two mobility data and location analytics companies (Placer.AI and Unacast) and *Armonk Parking Study, Town of North Castle Final Report, April 2020 by Nelson Nygaard*

Nearby Customer Activity						
Time	De Ciccoss	CVS	Fortina	Total	% of Peak	Notes
8:00 AM	37	3	0	40	27%	
9:00 AM	42	18	0	60	40%	
10:00 AM	60	20	0.5	81	54%	
11:00 AM	80	31	2	113	76%	
12:00 PM	90	39	5	134	90%	Lunch
1:00 PM	91	40	7	138	92%	Lunch
2:00 PM	90	40	5	135	91%	Lunch
3:00 PM	92	43	3	138	93%	
4:00 PM	100	45	4	<b>149</b>	100%	Very little restaurant parking
5:00 PM	79	43	12	134	90%	
6:00 PM	57	44	39	140	94%	Dinner
7:00 PM	38	41	47	126	84%	Dinner
8:00 PM	15	21	42	78	52%	Dinner
9:00 PM	1	5	20	26	17%	
10:00 PM	0	2	5	7	5%	
11:00 PM	0	0	0	0	0%	



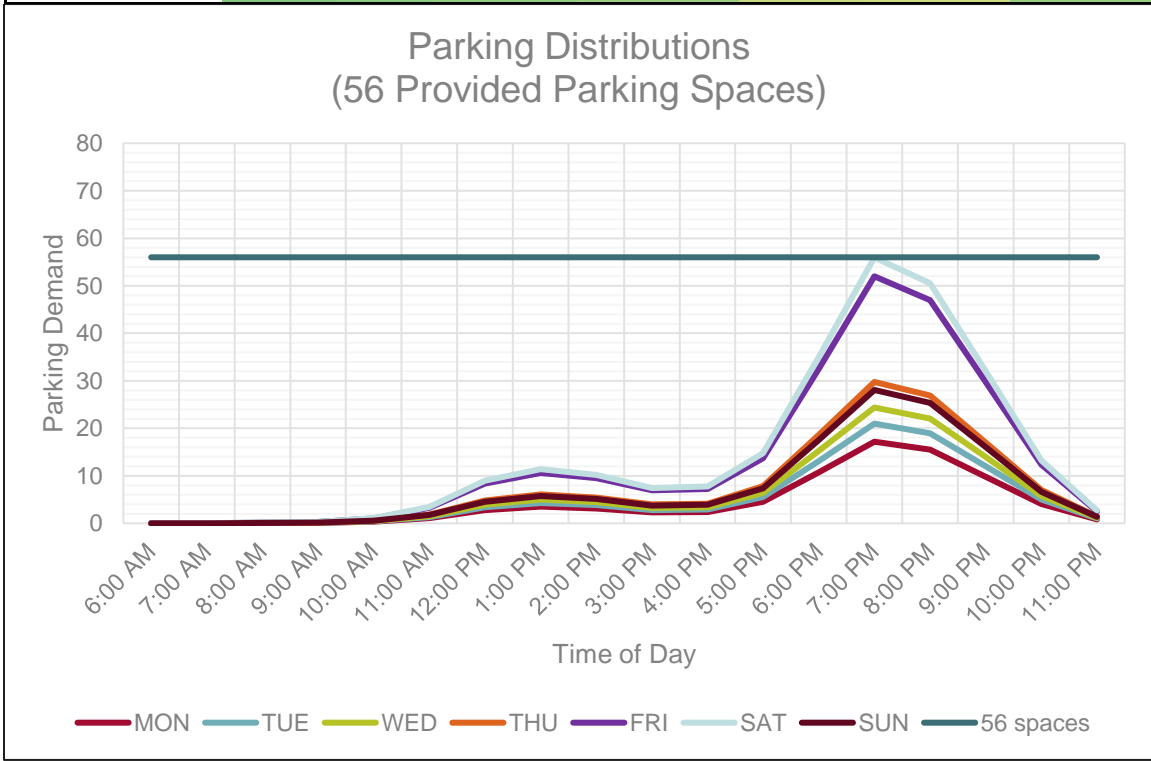
Source: Two mobility data and location analytics companies (Placer.AI and Unacast).

Parking Distributions		Code-Required Parking:							48
	MON	TUE	WED	THU	FRI	SAT	SUN		
6:00 AM	0	0	0	0	0	0	0		
7:00 AM	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	1	1	0		
11:00 AM	1	1	1	2	3	3	1		
12:00 PM	2	3	3	4	7	8	4		
1:00 PM	3	4	4	5	9	10	5		
2:00 PM	3	3	4	5	8	9	4		
3:00 PM	2	2	3	3	6	6	3		
4:00 PM	2	3	3	4	6	7	3		
5:00 PM	4	5	6	7	12	13	6		
6:00 PM	9	11	13	16	28	30	15		
7:00 PM	15	18	21	26	45	48	24		
8:00 PM	13	16	19	23	40	43	22		
9:00 PM	8	10	12	15	25	27	14		
10:00 PM	3	4	5	6	11	11	6		
11:00 PM	1	1	1	1	2	2	1		



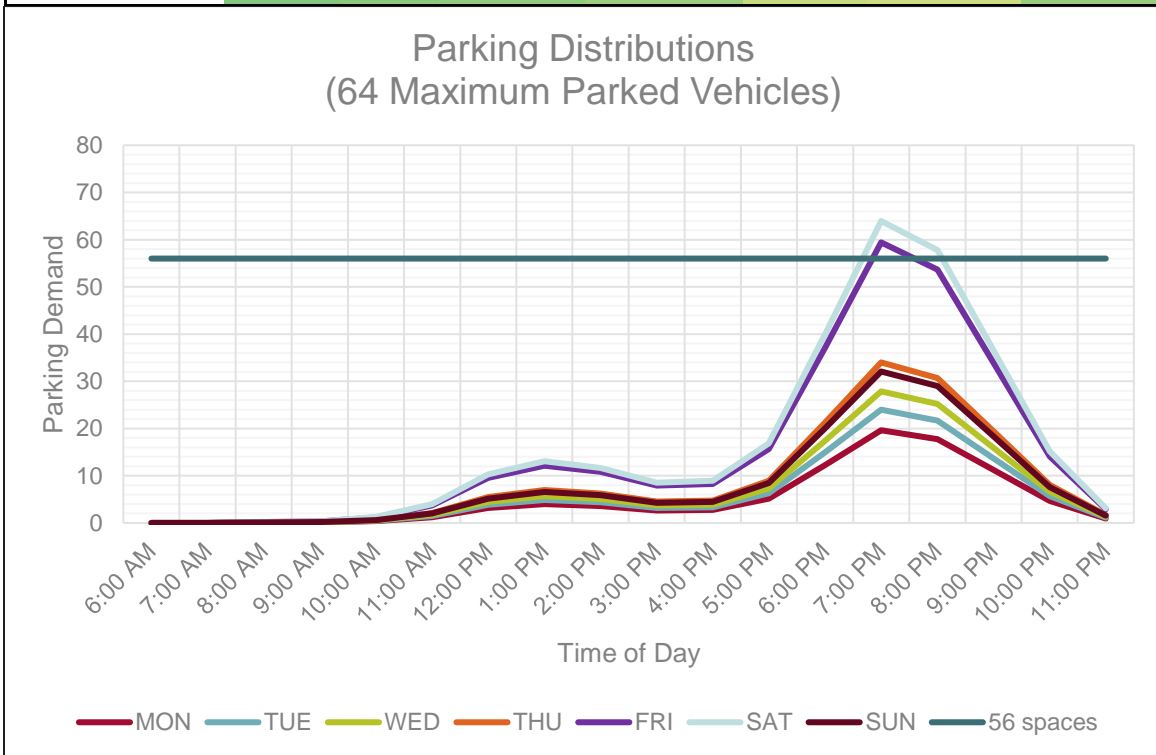
Source: Two mobility data and location analytics companies (Placer.AI and Unacast) and Town of North Castle Code.

Parking Distributions		Parking Provided: 56						
	MON	TUE	WED	THU	FRI	SAT	SUN	
6:00 AM	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	
10:00 AM	0	0	0	1	1	1	1	
11:00 AM	1	1	2	2	3	3	2	
12:00 PM	3	3	4	5	8	9	5	
1:00 PM	4	4	5	6	11	11	6	
2:00 PM	3	4	4	5	9	10	5	
3:00 PM	2	3	3	4	7	7	4	
4:00 PM	2	3	3	4	7	8	4	
5:00 PM	5	6	6	8	14	15	7	
6:00 PM	11	13	15	19	32	35	18	
7:00 PM	17	21	24	30	52	56	28	
8:00 PM	16	19	22	27	47	51	25	
9:00 PM	10	12	14	17	30	32	16	
10:00 PM	4	5	6	7	12	13	7	
11:00 PM	1	1	1	1	3	3	1	



Source: Two mobility data and location analytics companies (Placer.AI and Unacast) and Project provided parking.

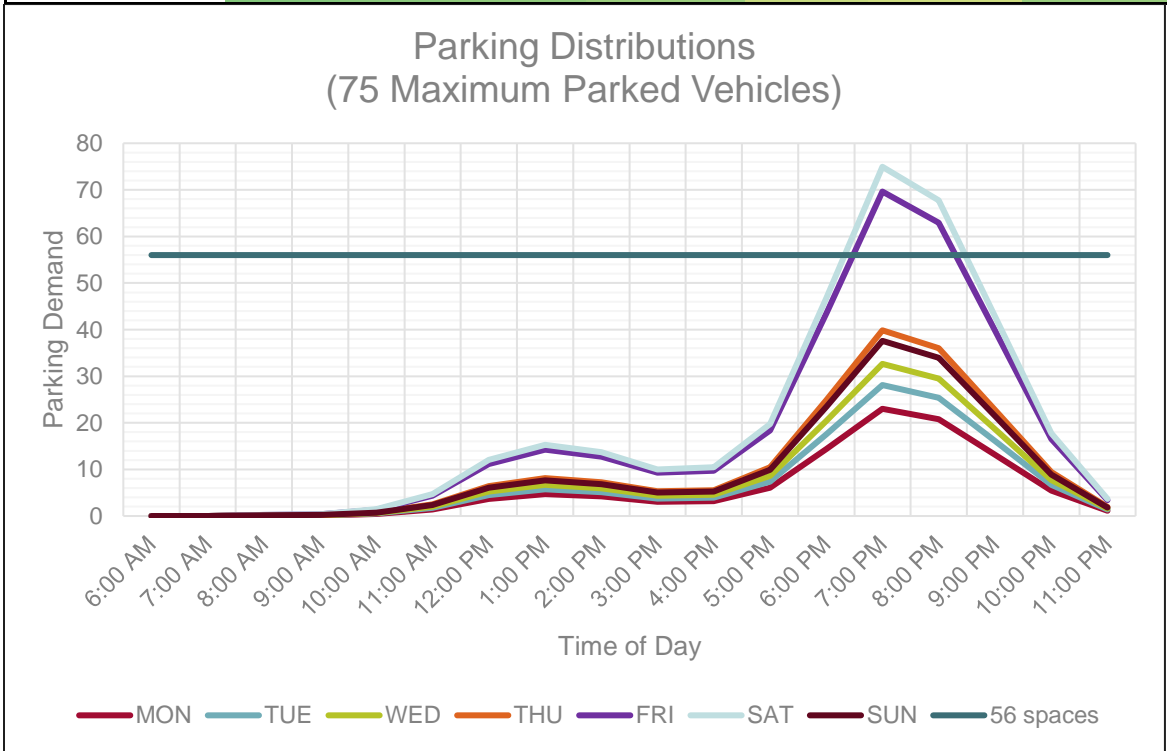
Parking Distributions		Maximum Parked Vehicles:							64
	MON	TUE	WED	THU	FRI	SAT	SUN		
6:00 AM	0	0	0	0	0	0	0		
7:00 AM	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0		
10:00 AM	0	0	1	1	1	1	1		
11:00 AM	1	1	2	2	4	4	2		
12:00 PM	3	4	4	5	10	10	5		
1:00 PM	4	5	6	7	12	13	7		
2:00 PM	4	4	5	6	11	12	6		
3:00 PM	3	3	4	5	8	9	4		
4:00 PM	3	3	4	5	8	9	4		
5:00 PM	5	6	7	9	16	17	8		
6:00 PM	12	15	17	21	37	40	20		
7:00 PM	20	24	28	34	59	64	32		
8:00 PM	18	22	25	31	54	58	29		
9:00 PM	11	14	16	19	34	37	18		
10:00 PM	5	6	7	8	14	15	8		
11:00 PM	1	1	1	2	3	3	2		



Source: Two mobility data and location analytics companies (Placer.AI and Unacast) and ITE data.



Parking Distributions		Maximum Parked Vehicles:							75
	MON	TUE	WED	THU	FRI	SAT	SUN		
6:00 AM	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	
10:00 AM	0	1	1	1	1	1	1	1	
11:00 AM	1	2	2	2	4	5	2	2	
12:00 PM	4	5	5	6	11	12	6	6	
1:00 PM	5	6	7	8	14	15	8	8	
2:00 PM	4	5	6	7	13	14	7	7	
3:00 PM	3	4	4	5	9	10	5	5	
4:00 PM	3	4	5	6	10	10	5	5	
5:00 PM	6	7	9	11	18	20	10	10	
6:00 PM	14	18	20	25	43	47	23	23	
7:00 PM	23	28	33	40	70	75	38	38	
8:00 PM	21	25	30	36	63	68	34	34	
9:00 PM	13	16	19	23	40	43	21	21	
10:00 PM	5	7	8	9	16	18	9	9	
11:00 PM	1	1	2	2	3	4	2	2	



Source: Two mobility data and location analytics companies (Placer.AI and Unacast) and ULI data.

## ITE Data

# Saturday, Highest Parking Rates

# Square Feet data

Query Filter

DATA SOURCE:  
Parking Generation Manual, 5th Ed

SEARCH BY LAND USE CODE:  
931

LAND USE GROUP:  
(900-999) Services

LAND USE:  
931 - Quality Restaurant

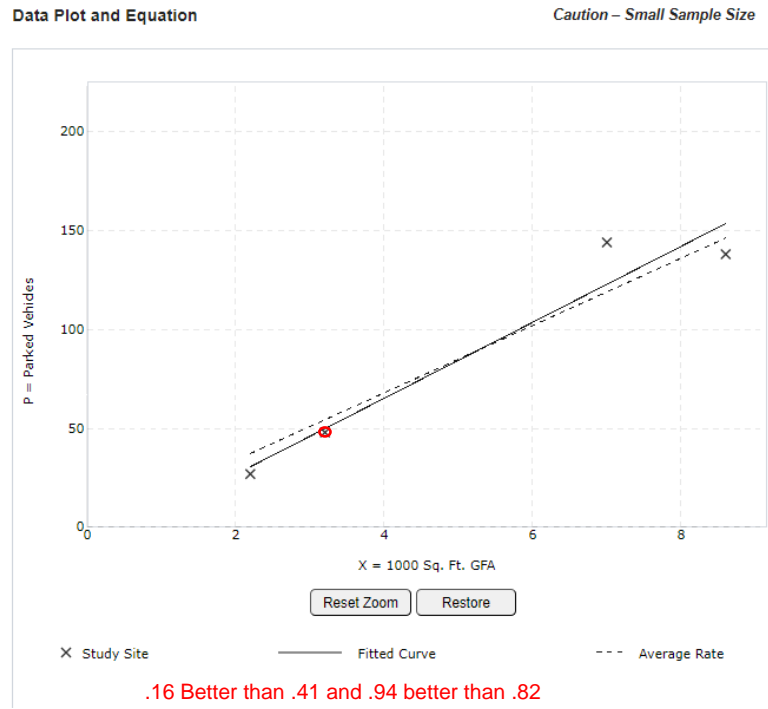
LAND USE SUBCATEGORY:  
All Sites

INDEPENDENT VARIABLE (IV):  
1000 Sq. Ft. GFA

TIME PERIOD:  
Saturday

SETTING/LOCATION:  
General Urban/Suburban

ENTER IV VALUE TO CALCULATE PARKING DEMAND:  
Calculate



DATA STATISTICS

Land Use:  
Quality Restaurant (931) [Click for more details](#)

Independent Variable:  
1000 Sq. Ft. GFA

Time Period:  
Saturday

Setting/Location:  
General Urban/Suburban

Peak Period of Parking Demand:  
7:00 - 8:00 p.m.

Number of Studies:  
4

Avg. 1000 Sq. Ft. GFA:  
5.3

**Average Rate:  
17.00**

Range of Rates:  
12.30 - 20.57

33rd / 85th Percentile:  
14.05 / 20.57

95% Confidence Interval:  
\*\*\*

**Standard Deviation:  
3.17** **3.17/17  
=.186**

Coefficient of Variation:  
19%

Fitted Curve Equation:  
 $P = 19.19(X) - 11.51$

**R<sup>2</sup>:  
0.94**

# Seats Data

Query Filter

DATA SOURCE:  
Parking Generation Manual, 5th Ed

SEARCH BY LAND USE CODE:  
931

LAND USE GROUP:  
(900-999) Services

LAND USE:  
931 - Quality Restaurant

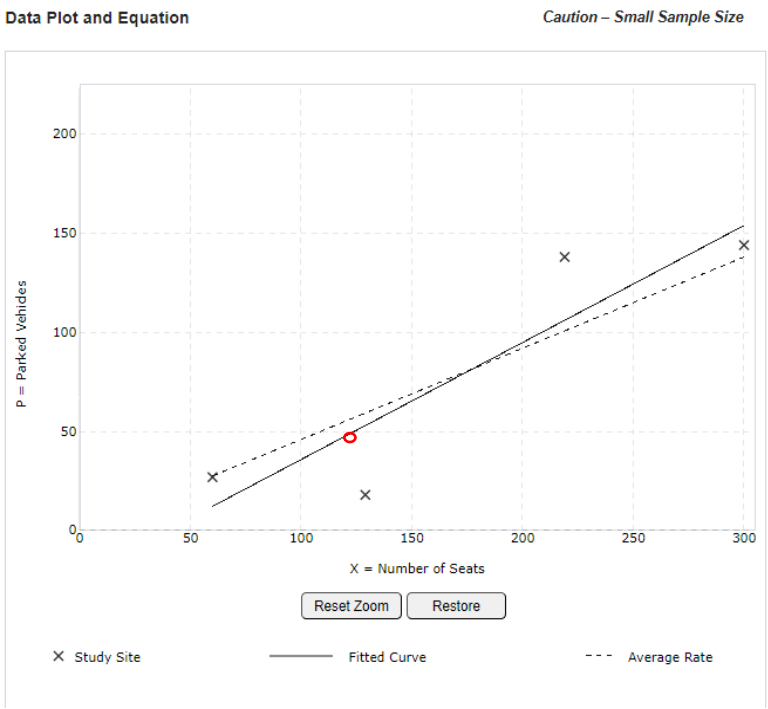
LAND USE SUBCATEGORY:  
All Sites

INDEPENDENT VARIABLE (IV):  
Seats

TIME PERIOD:  
Saturday

SETTING/LOCATION:  
General Urban/Suburban

ENTER IV VALUE TO CALCULATE PARKING DEMAND:  
Calculate



DATA STATISTICS

Land Use:  
Quality Restaurant (931) [Click for more details](#)

Independent Variable:  
Seats

Time Period:  
Saturday

Setting/Location:  
General Urban/Suburban

Peak Period of Parking Demand:  
7:00 - 8:00 p.m.

Number of Studies:  
4

Avg. Num. of Seats:  
177

**Average Rate:  
0.46**

Range of Rates:  
0.14 - 0.63

33rd / 85th Percentile:  
0.34 / 0.63

95% Confidence Interval:  
\*\*\*

**Standard Deviation:  
0.19** **.19/.46  
=.41**

Coefficient of Variation:  
41%

Fitted Curve Equation:  
 $P = 0.59(X) - 23.12$

**R<sup>2</sup>:  
0.82**

# Friday, 2nd Highest Parking Rates

# Square Feet data

Query Filter

DATA SOURCE:  
Parking Generation Manual, 5th Ed

SEARCH BY LAND USE CODE:  
931

LAND USE GROUP:  
(900-999) Services

LAND USE:  
931 - Quality Restaurant

LAND USE SUBCATEGORY:  
All Sites

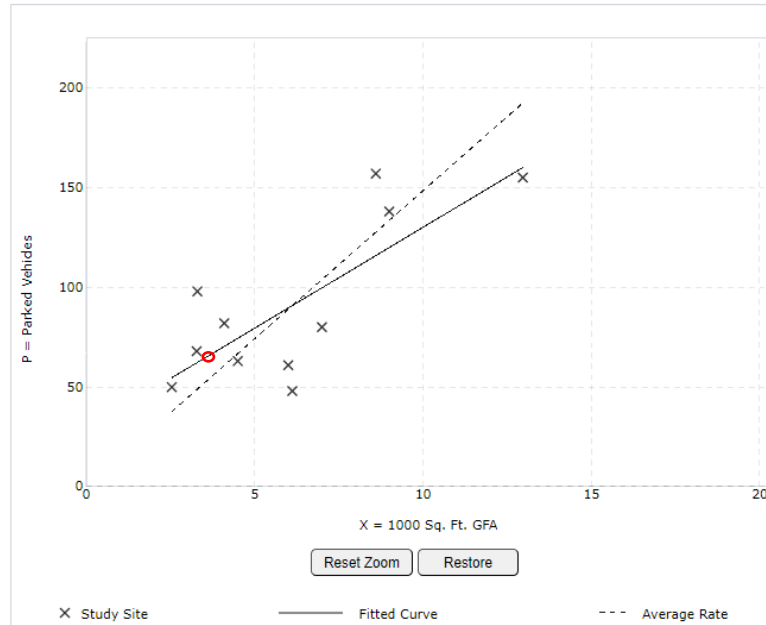
INDEPENDENT VARIABLE (IV):  
1000 Sq. Ft. GFA

TIME PERIOD:  
Friday

SETTING/LOCATION:  
General Urban/Suburban

ENTER IV VALUE TO CALCULATE PARKING DEMAND:  
Calculate

Data Plot and Equation



.37 Better than .46, SF data sufficiently reliable for an equation

DATA STATISTICS	
Land Use:	Quality Restaurant (931) <a href="#">Click for more</a>
Independent Variable:	1000 Sq. Ft. GFA
Time Period:	Friday
Setting/Location:	General Urban/Suburban
Peak Period of Parking Demand:	7:00 - 9:00 p.m.
Number of Studies:	11 <b>More Studies = Better</b>
Avg. 1000 Sq. Ft. GFA:	6.1
Average Rate:	14.84
Range of Rates:	7.84 - 29.70
33rd / 85th Percentile:	11.93 / 22.52
95% Confidence Interval:	***
Standard Deviation:	5.32/14.84 = .37
Coefficient of Variation:	36%
Fitted Curve Equation:	$P = 10.11(X) + 28.96$
R <sup>2</sup> :	0.60

# Seats Data

Query Filter

DATA SOURCE:  
Parking Generation Manual, 5th Ed

SEARCH BY LAND USE CODE:  
931

LAND USE GROUP:  
(900-999) Services

LAND USE:  
931 - Quality Restaurant

LAND USE SUBCATEGORY:  
All Sites

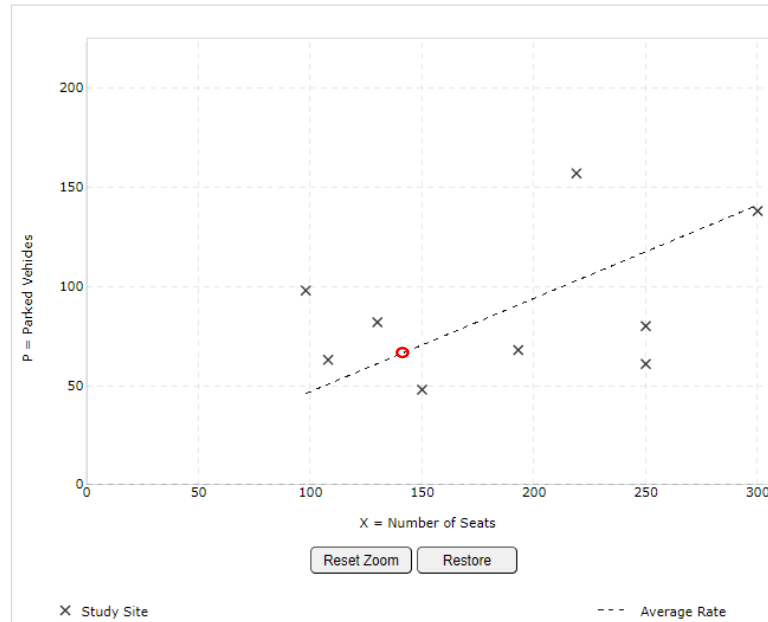
INDEPENDENT VARIABLE (IV):  
Seats

TIME PERIOD:  
Friday

SETTING/LOCATION:  
General Urban/Suburban

ENTER IV VALUE TO CALCULATE PARKING DEMAND:  
Calculate

Data Plot and Equation



DATA STATISTICS	
Land Use:	Quality Restaurant (931) <a href="#">Click for more</a>
Independent Variable:	Seats
Time Period:	Friday
Setting/Location:	General Urban/Suburban
Peak Period of Parking Demand:	7:00 - 9:00 p.m.
Number of Studies:	9
Avg. Num. of Seats:	189
Average Rate:	0.47
Range of Rates:	0.24 - 1.00
33rd / 85th Percentile:	0.33 / 0.86
95% Confidence Interval:	***
Standard Deviation:	0.22/.47 = .46
Coefficient of Variation:	47%
Fitted Curve Equation:	***
R <sup>2</sup> :	*** data not sufficiently reliable for an equation

# Monday-Thursday, 3rd Highest Parking Rates

# Square Feet

Query Filter **data**

DATA SOURCE:  
 Parking Generation Manual, 5th Ed

SEARCH BY LAND USE CODE:  
 931

LAND USE GROUP:  
 (900-999) Services

LAND USE:  
 931 - Quality Restaurant

LAND USE SUBCATEGORY:  
 All Sites

INDEPENDENT VARIABLE (IV):  
 1000 Sq. Ft. GFA

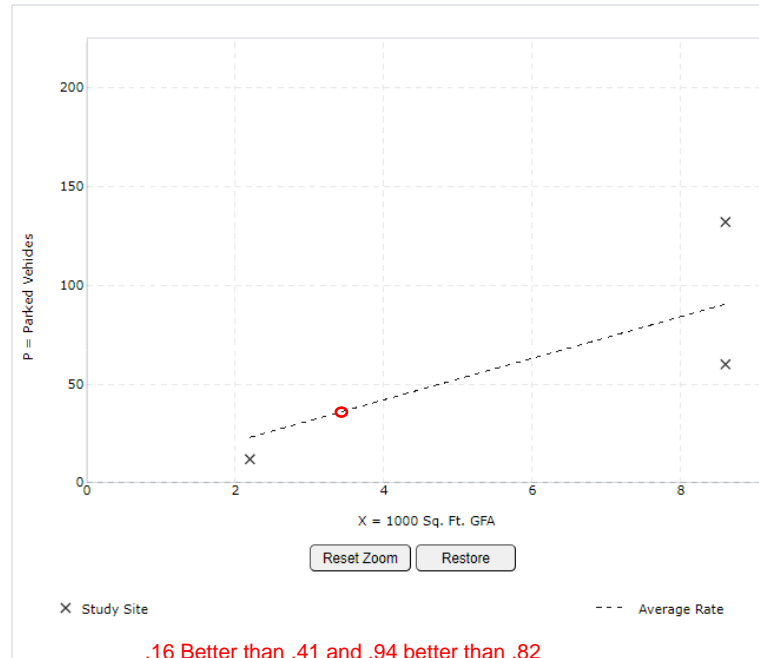
TIME PERIOD:  
 Weekday (Monday - Thursday)

SETTING/LOCATION:  
 General Urban/Suburban

ENTER IV VALUE TO CALCULATE PARKING DEMAND:  
 Calculate

## Data Plot and Equation

Caution - Small Sample Size



DATA STATISTICS	
Land Use:	Quality Restaurant (931) <a href="#">Click for more c</a>
Independent Variable:	1000 Sq. Ft. GFA
Time Period:	Weekday (Monday - Thursday)
Setting/Location:	General Urban/Suburban
Peak Period of Parking Demand:	7:00 - 8:00 p.m.
Number of Studies:	3
Avg. 1000 Sq. Ft. GFA:	6.5
Average Rate:	10.52
Range of Rates:	5.46 - 15.35
33rd / 85th Percentile:	5.95 / 15.35
95% Confidence Interval:	***
Standard Deviation:	5.31/10.52 = 0.50
Coefficient of Variation:	50%
Fitted Curve Equation:	***
R <sup>2</sup> :	***
***	Insufficient data

Query Filter

DATA SOURCE:  
 Parking Generation Manual, 5th Ed

SEARCH BY LAND USE CODE:  
 931

LAND USE GROUP:  
 (900-999) Services

LAND USE:  
 931 - Quality Restaurant

LAND USE SUBCATEGORY:  
 All Sites

INDEPENDENT VARIABLE (IV):  
 Seats

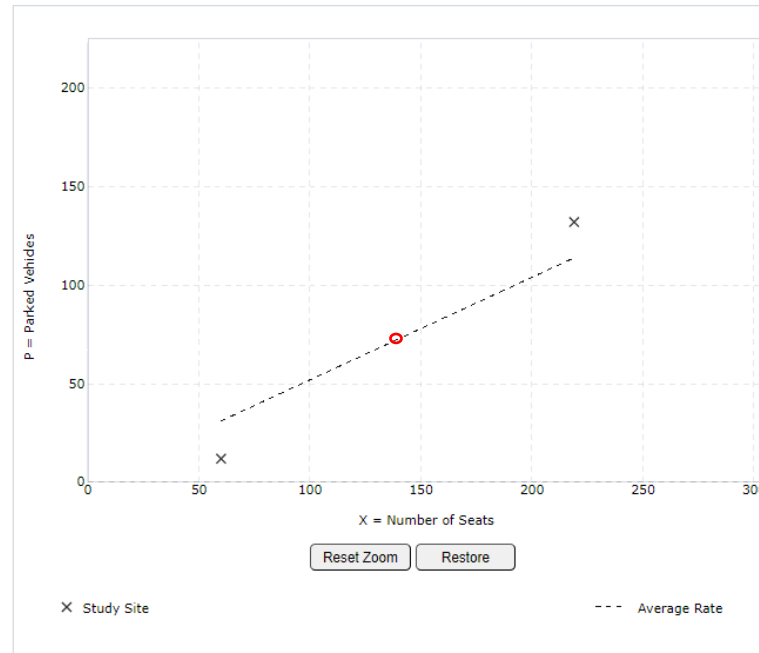
TIME PERIOD:  
 Weekday (Monday - Thursday)

SETTING/LOCATION:  
 General Urban/Suburban

ENTER IV VALUE TO CALCULATE PARKING DEMAND:  
 Calculate

## Data Plot and Equation

Caution - Small Sample Size



DATA STATISTICS	
Land Use:	Quality Restaurant (931) <a href="#">Click for more de</a>
Independent Variable:	Seats
Time Period:	Weekday (Monday - Thursday)
Setting/Location:	General Urban/Suburban
Peak Period of Parking Demand:	7:00 - 8:00 p.m.
Number of Studies:	2
Avg. Num. of Seats:	140
Average Rate:	0.52
Range of Rates:	0.20 - 0.60
33rd / 85th Percentile:	*** / ***
95% Confidence Interval:	***
Standard Deviation:	***
Coefficient of Variation:	***
Fitted Curve Equation:	***
R <sup>2</sup> :	***
***	Insufficient data
***	Insufficient data



## **Traffic & Parking Management Plan**

12 Maple Avenue, Armonk, Town of North Castle, NY

### **Prologue**

This Traffic & Parking Management Plan (“T&PMP”) was required as part of the approval process for operation of a restaurant at 12 Maple Avenue, Armonk, NY. Due to the requirement of a parking variance, the traffic and parking management strategies detailed hereafter were developed to safely and efficiently manage traffic and parking at the restaurant (the “Property”) during the busier hours, as may be needed.

The purpose of the T&PMP is to accommodate on-site parking demand, to safeguard workers and the public to the greatest extent practicable, and to ensure that impacts to the public, area businesses, and residents are minimized as much as possible.

### **Implementation**

Actions required by the T&PMP are to be implemented at the start of operations at 12 Maple Avenue, as specified herein. Actions required by the T&PMP may only be discontinued after it has been determined that they are not needed for a complete two-week period. Discontinued actions must be resumed immediately if so directed by the Town of North Castle Building Inspector.

### **Restaurant Operation**

To ensure that there will always be sufficient parking, the following measures will be implemented:

- Provision of at least 22 off-street additional parking spaces within 250 feet of the property for use by restaurant patrons after 6:00 p.m. on weekdays and all day on weekends.
- Provision of a legal instrument, satisfactory to the Town Attorney, assuring the continued existence and use of said parking adjacent spaces.
- Prohibition on closing the restaurant for private parties until after 4:00 p.m. on weekdays

- Instruction to and requirement that all employees who drive to work park on underutilized street parking spaces, as permitted by law, on Old Route 22 at Schultz Way or on NYS 128 just north of Old Route 22.
- Provision of valet parking services at 12 Maple Avenue.
- Provision of Valet Parking services off-street within 250 feet of the property after 6:00 p.m. on weekdays and all day on weekends.
- Instructions on the restaurant's website directing customers where to park.

## **Parking Operation**

### ***Employees***

- Employees are to be required and directed to park on Old Route 22 at Schultz Way or on NYS 128 just north of Old Route 22 at all times.

### ***Valet Parking***

- Valet Parking Team to set up at 12 Maple Avenue at all times when the restaurant is open.
- Green Flag and two-sided Valet Parking sign with arrows pointed into the site to be deployed at the 12 Maple Avenue parking lot driveway when there is available capacity at 12 Maple Avenue.
- Arriving customers are to be directed to pull in and turn up toward the building as shown in the attached plans (capacity for two at a time).
- Valets to hand ticket to customers who walk into restaurant, while valets reverse the vehicles into the north end of the parking lot, as shown.
- A third customer arriving at the same time to be directed to pull into the driveway and wait as shown on the attached plans.
- Departing customers hand ticket to the valet who retrieves vehicle and delivers it to the customer as shown on the attached plans.
- When there are 20 vehicles parked on the lot, half of the Valet Parking Team to relocate to and set up valet operations at 20 Maple Avenue.
- Valet Parking Team remaining at 12 Maple Avenue to continue to park arriving vehicles until 24 vehicles are parked.

- When 24 vehicles are parked, 12 Maple Avenue Valet Parking Team to swap out the two-sided Valet Parking sign and Green Flag for a single-sided Valet Parking sign with an arrow pointed towards Maple Avenue and a Red Flag.
- When valet parking is operational at 20 Maple Avenue, Green Flag and two-sided Valet Parking sign with arrows pointed into the site to be deployed at the 20 Maple Avenue parking lot driveway.
- Customers arriving at 20 Maple Avenue are to be directed to pull into and halfway up the parking lot as shown in the attached plans (capacity for four at a time)
- Valets to hand ticket to customers who walk into restaurant while valets park the vehicles in the parking lot, as shown on the attached plans.
- Departing customers hand ticket to the valet, who retrieves vehicle and delivers it to the customer as shown on the attached plans.
- Valet staffing is to be sufficient to conduct valet operations at both 12 Maple Avenue and 20 Maple Avenue locations simultaneously.

None of the above measures may be discontinued unless it has been determined that they are not needed for a complete two-week period. Discontinued actions must be resumed immediately if so directed by the Town of North Castle Building Inspector.

### **Website Parking Instructions**

Hemlock Hills is located at 12 Maple Avenue, in the Hamlet of Armonk ([LINK](#) for directions). Limited parking is provided behind the building on the driveway connecting Maple Avenue to the CVS shopping center. Additional parking is provided evenings and weekends at 20 Maple Avenue. Valet parking is provided for your convenience.

### ***Parking Instructions***

- *If driving on Maple Avenue and there is no valet parking sign or flag at 20 Maple Avenue, proceed to 12 Maple Avenue (parking is available).*
- *If driving on Maple Avenue and there is a valet parking sign and green flag at 20 Maple Avenue, proceed to 20 Maple Avenue (no parking available at 12 Maple Avenue).*
- *If driving on CVS driveway and there is red flag at 12 Maple Avenue, proceed to 20 Maple Avenue (no parking available at 12 Maple Avenue).*

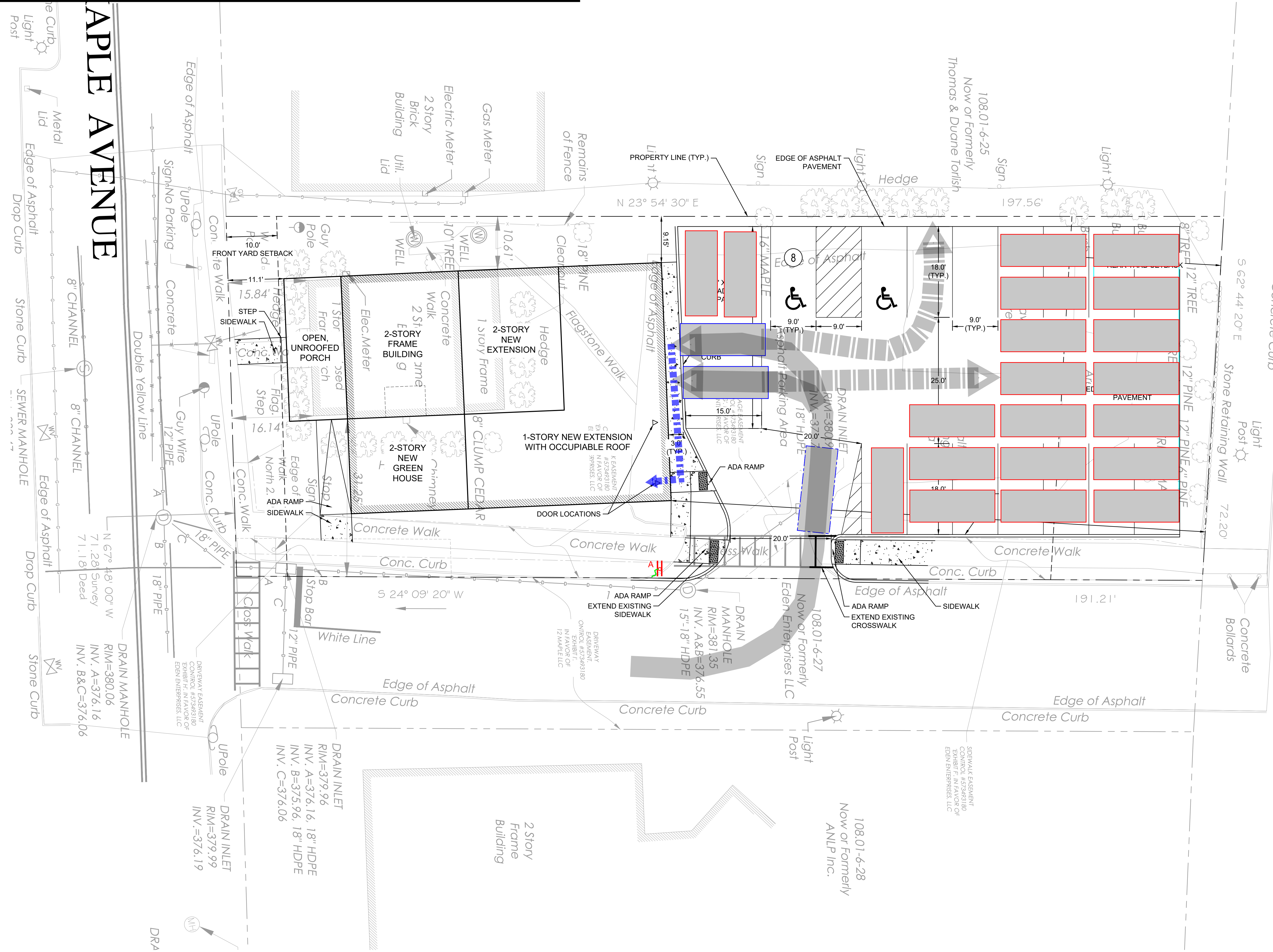




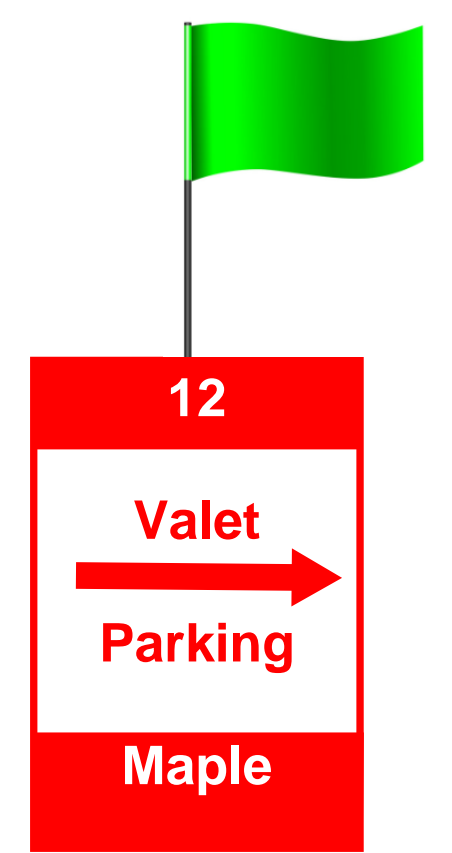
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# 12 Maple Valet Parking Stalls 22 Cars + 2 ADA Spaces

# Arrival Setup



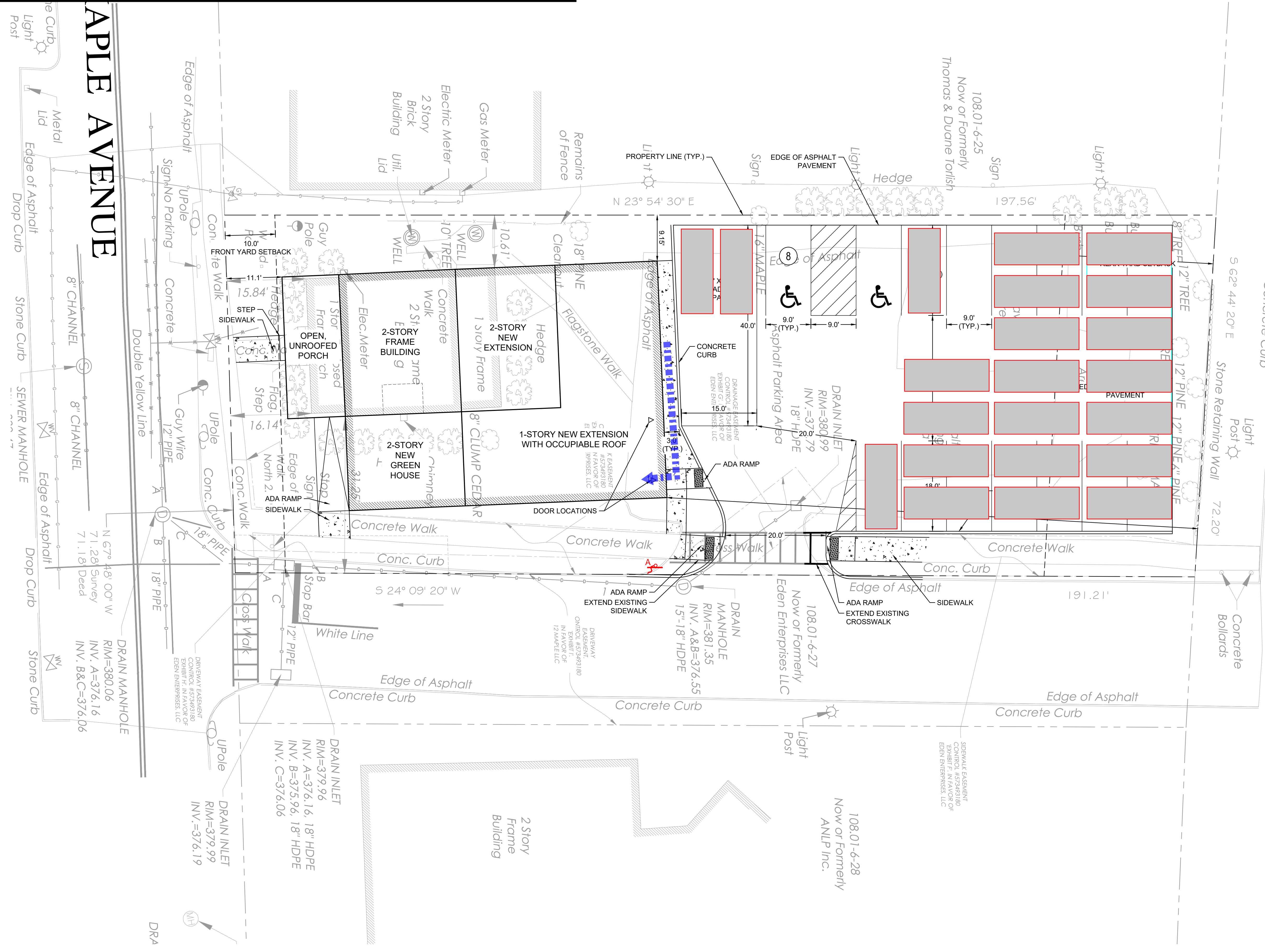
A Double-sided Sign and Green Flag



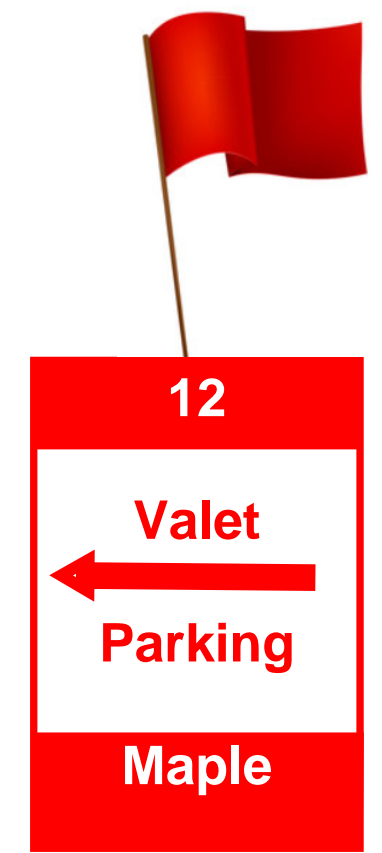
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# 12 Maple Valet Parking Stalls 22 Cars + 2 ADA Spaces

# Lot Full Setup



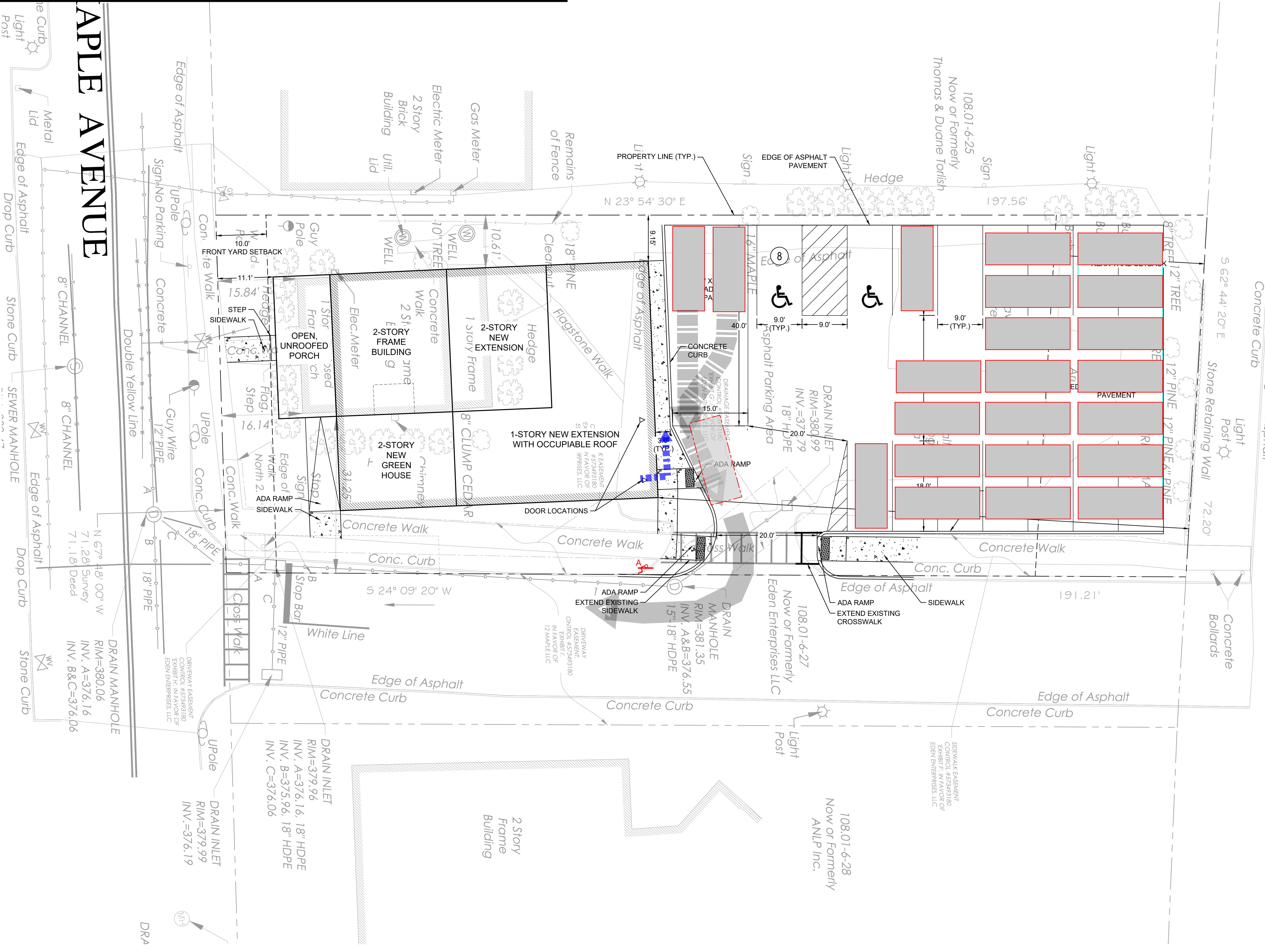
A Single-sided Sign and Green Flag



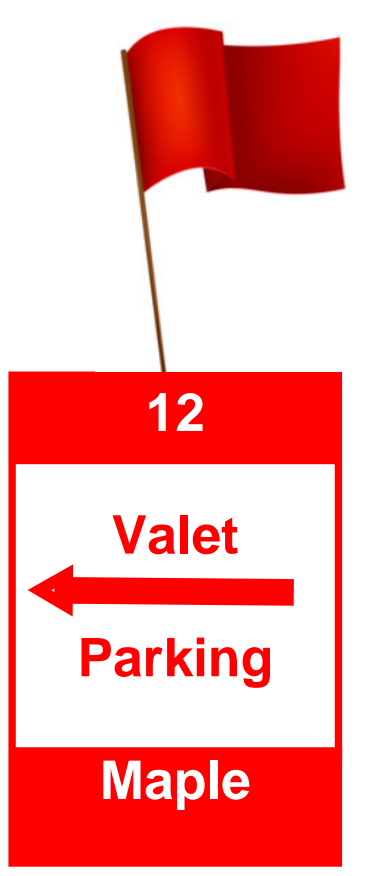
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# 12 Maple Valet Parking Stalls 22 Cars + 2 ADA Spaces

# Departure Setup Lot Full 2 Southernmost Spaces



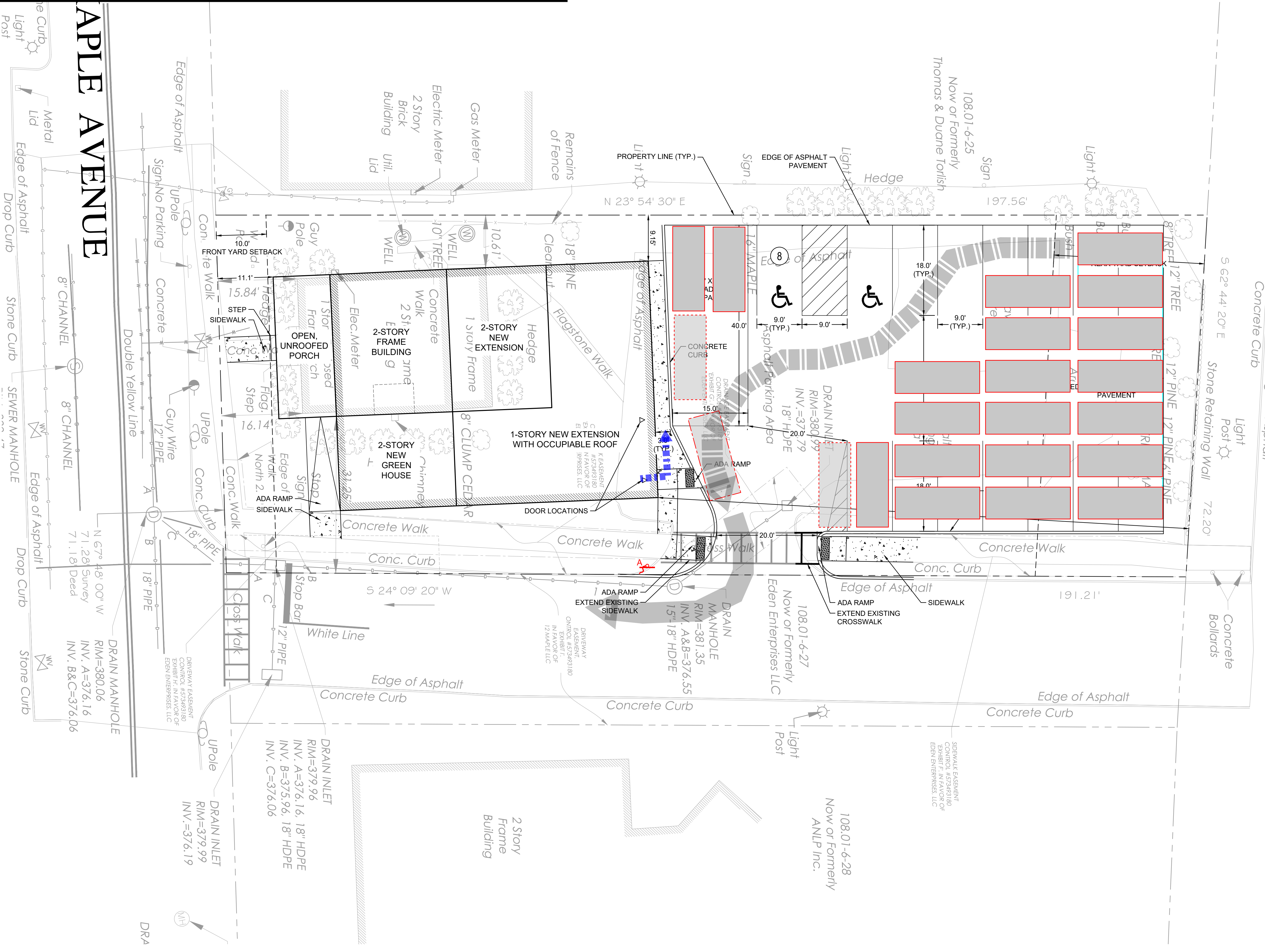
A Single-sided Sign and Green Flag



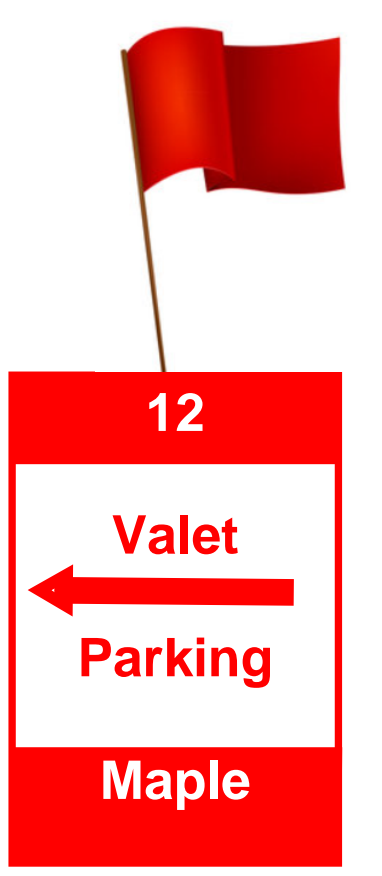
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# 12 Maple Valet Parking Stalls 22 Cars + 2 ADA Spaces

# Departure Setup Lot Full 3 Westernmost Spaces



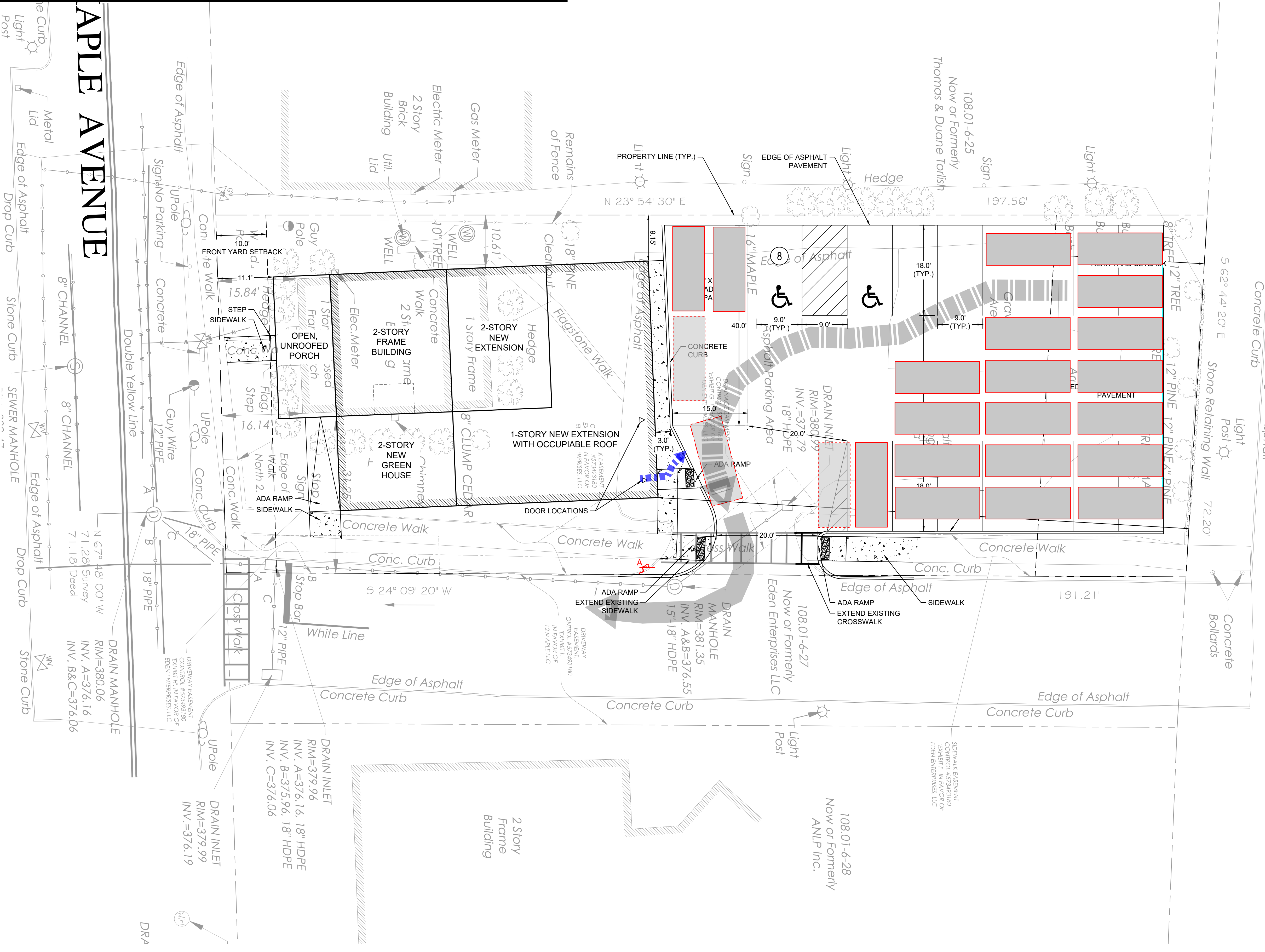
A Single-sided Sign and Green Flag



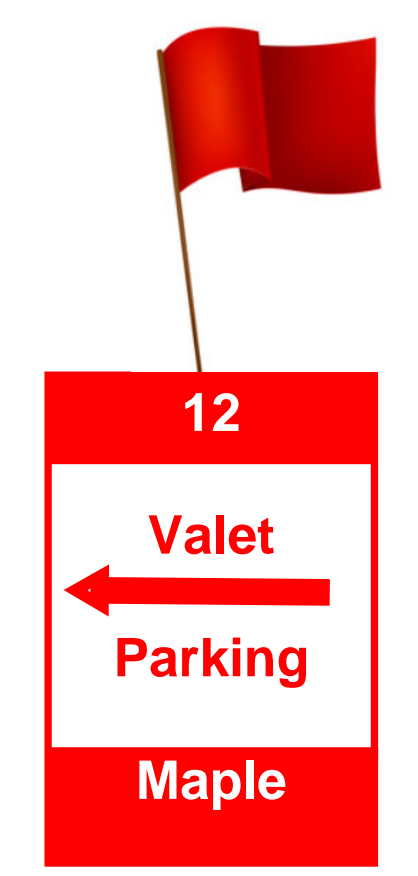
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# 12 Maple Valet Parking Stalls 22 Cars + 2 ADA Spaces

# Departure Setup Lot Full Next 2 Spaces



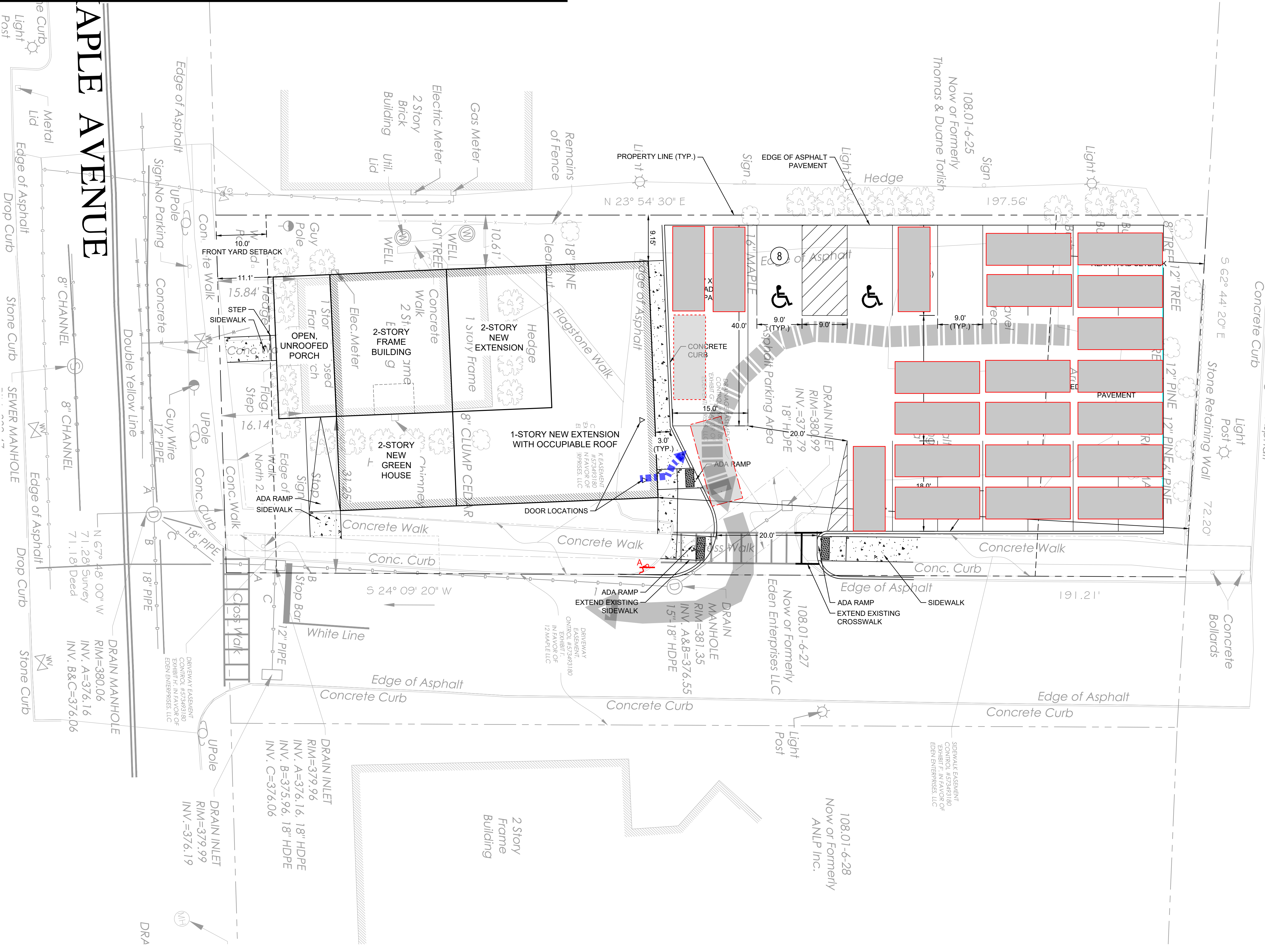
A Single-sided Sign and Green Flag



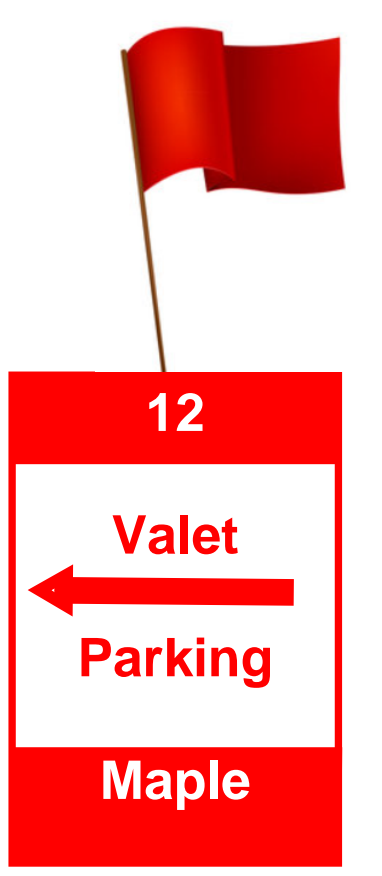
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# 12 Maple Valet Parking Stalls 22 Cars + 2 ADA Spaces

# Departure Setup Lot Full Next 3 Spaces



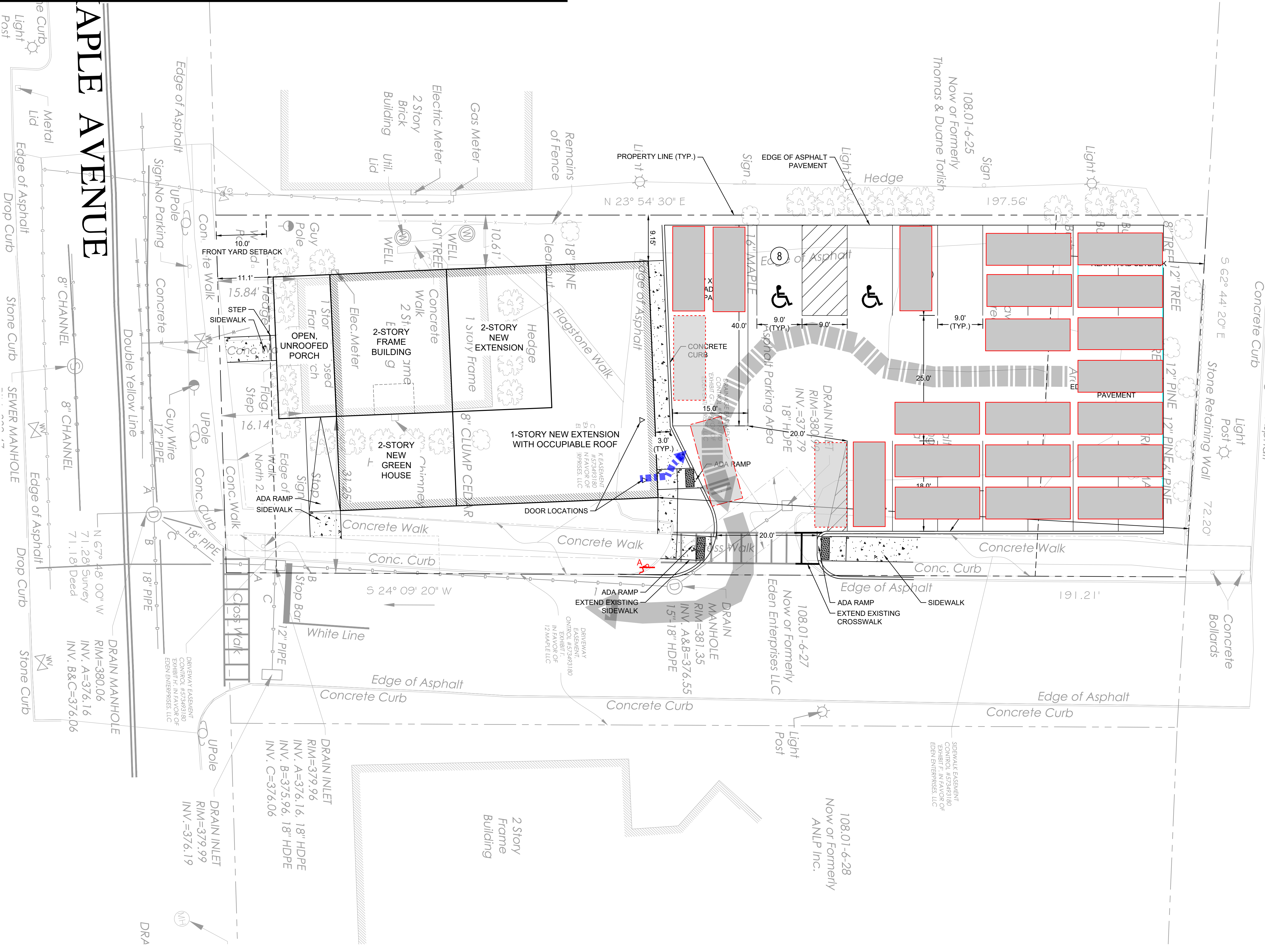
A Single-sided Sign and Green Flag



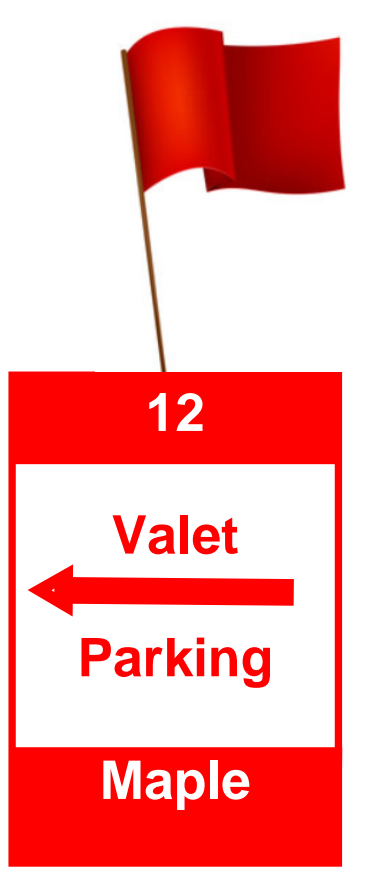
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# 12 Maple Valet Parking Stalls 22 Cars + 2 ADA Spaces

# Departure Setup Lot Full Next 3 Spaces



A Single-sided Sign and Green Flag

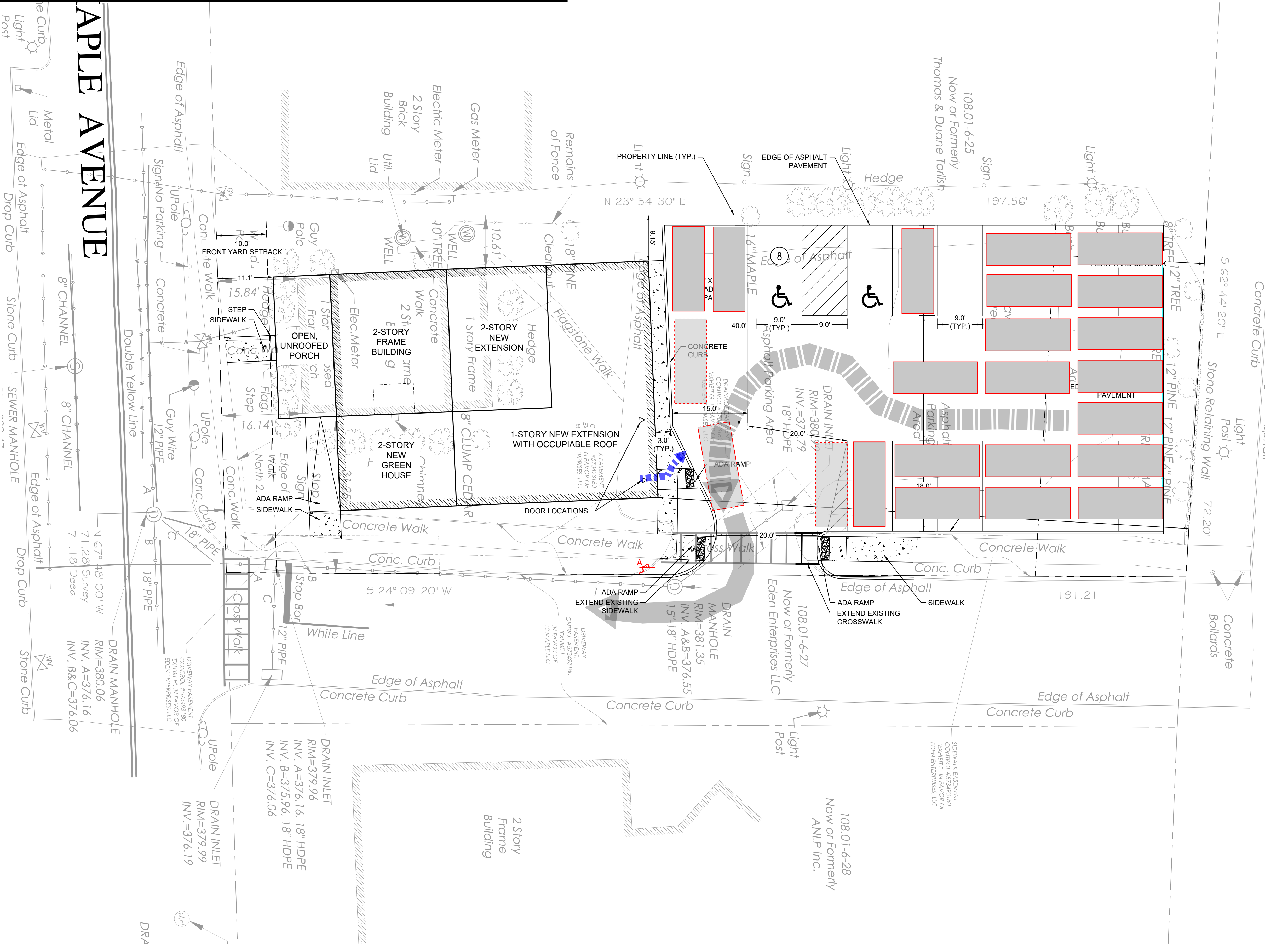




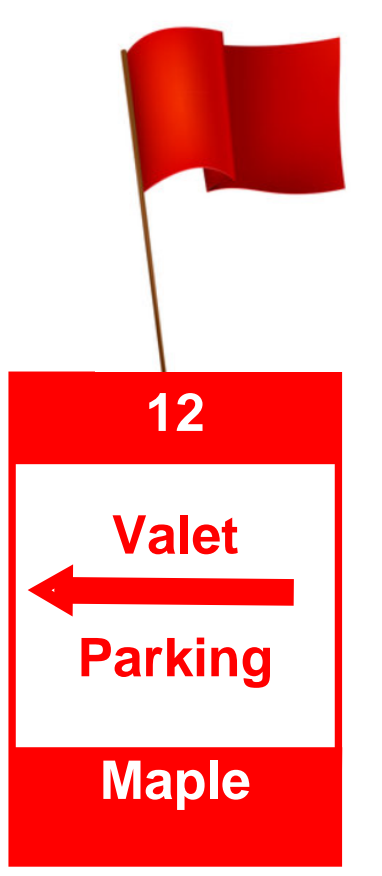
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# 12 Maple Valet Parking Stalls 22 Cars + 2 ADA Spaces

# Departure Setup Lot Full Next 3 Spaces



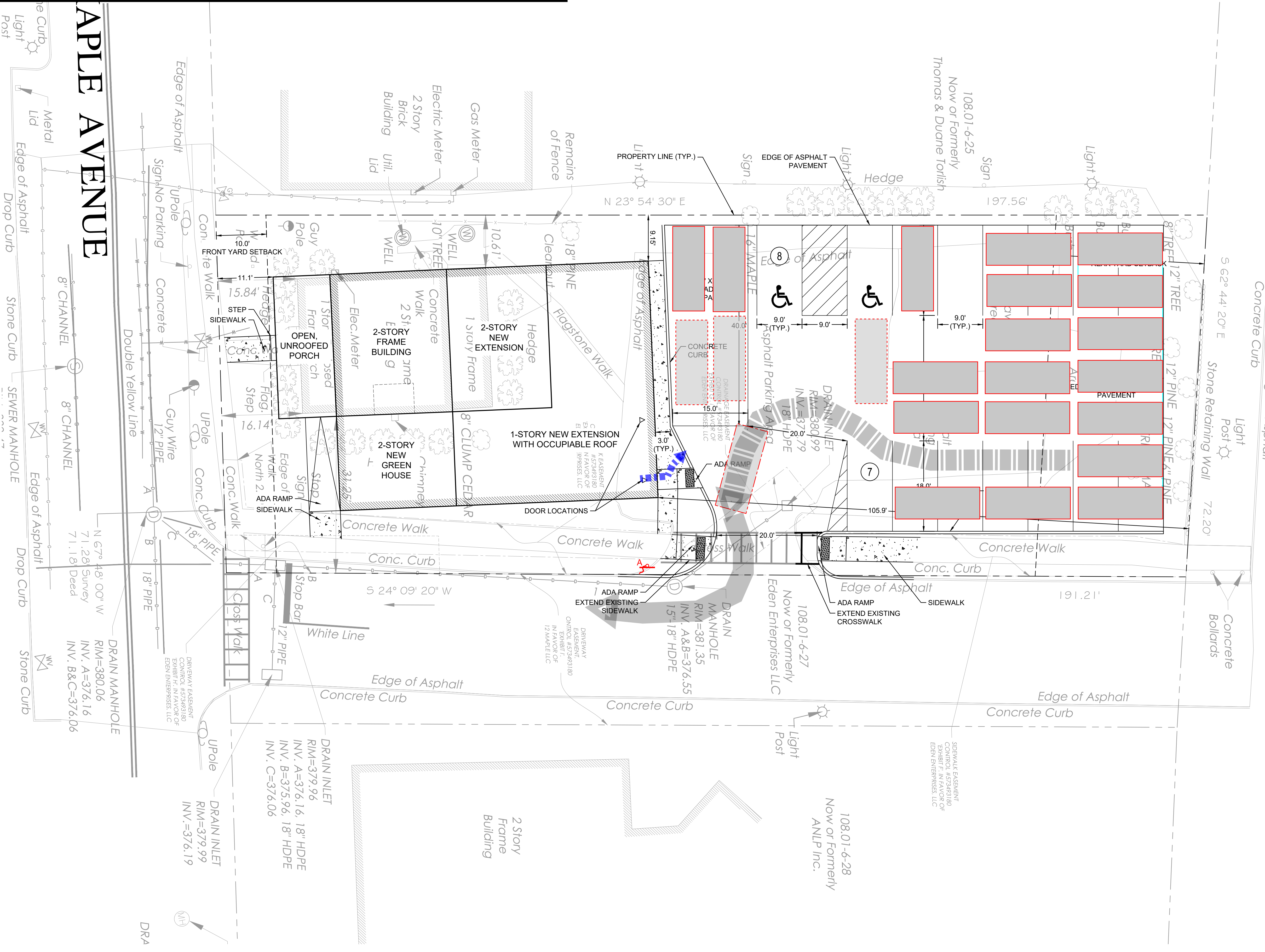
A Single-sided Sign and Green Flag



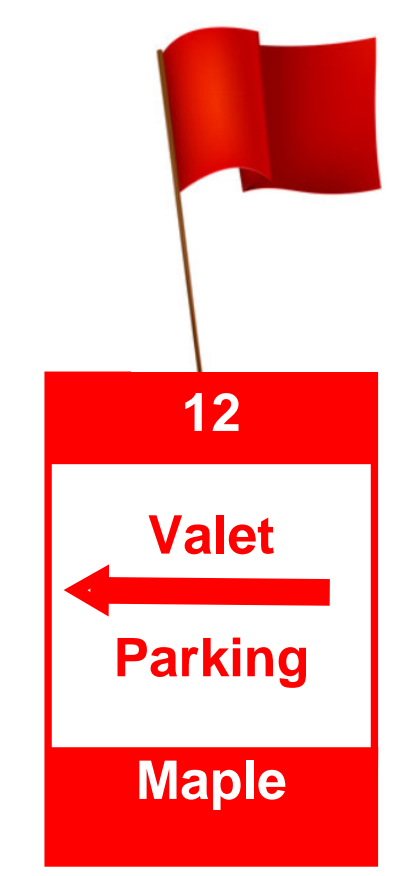
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# 12 Maple Valet Parking Stalls 22 Cars + 2 ADA Spaces

# Departure Setup Lot Full Next 3 Spaces



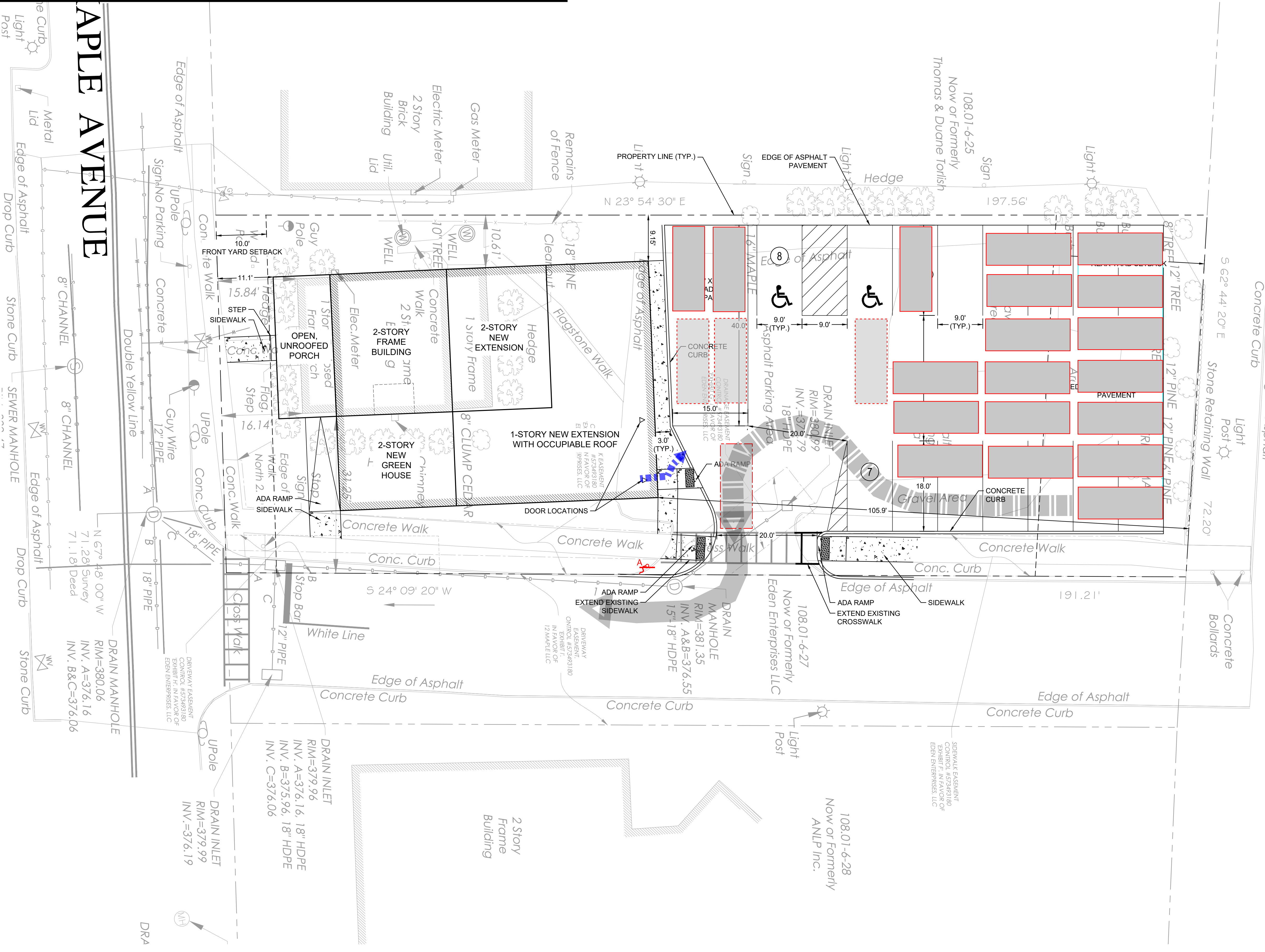
A Single-sided Sign and Green Flag



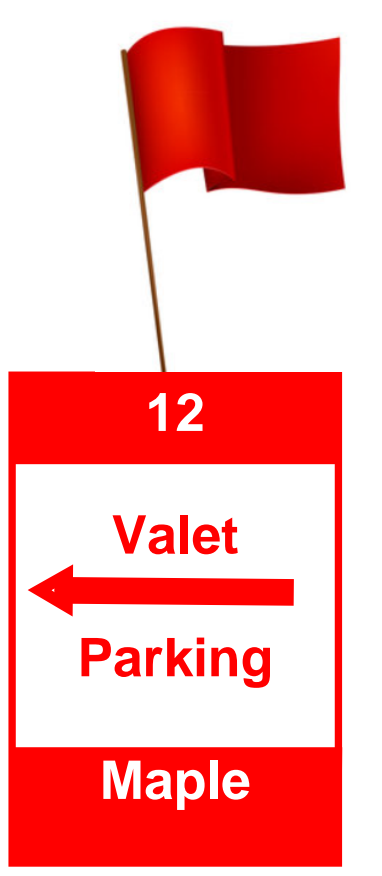
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# 12 Maple Valet Parking Stalls 22 Cars + 2 ADA Spaces

# Departure Setup Lot Full Easternmost 3 Spaces



A Single-sided Sign and Green Flag



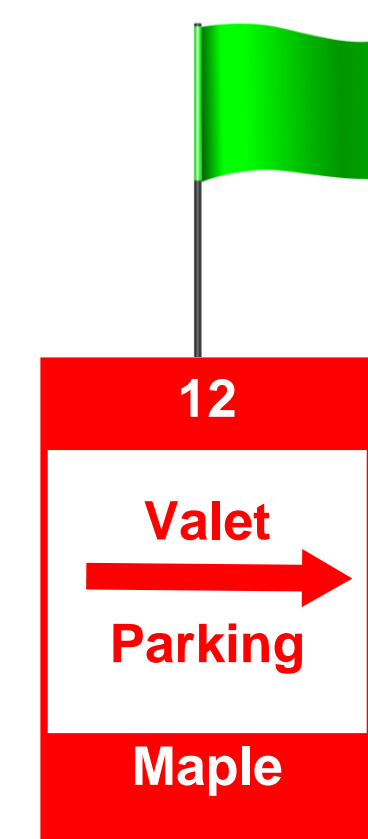
# 20 Maple Standard Parking Stalls 22 Stalls



# 20 Maple Valet Parking Stalls 32 Stalls



A Double-sided Sign  
and Green Flag



# 20 Maple Valet Parking Stalls 32 Stalls

# Arrival Setup

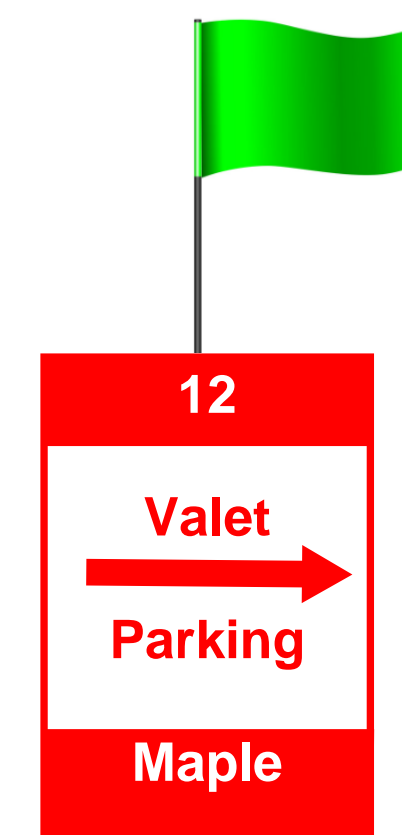


# 20 Maple Valet Parking Stalls 32 Stalls

# Departure Setup Front 3 Sp



A Double-sided Sign  
and Green Flag



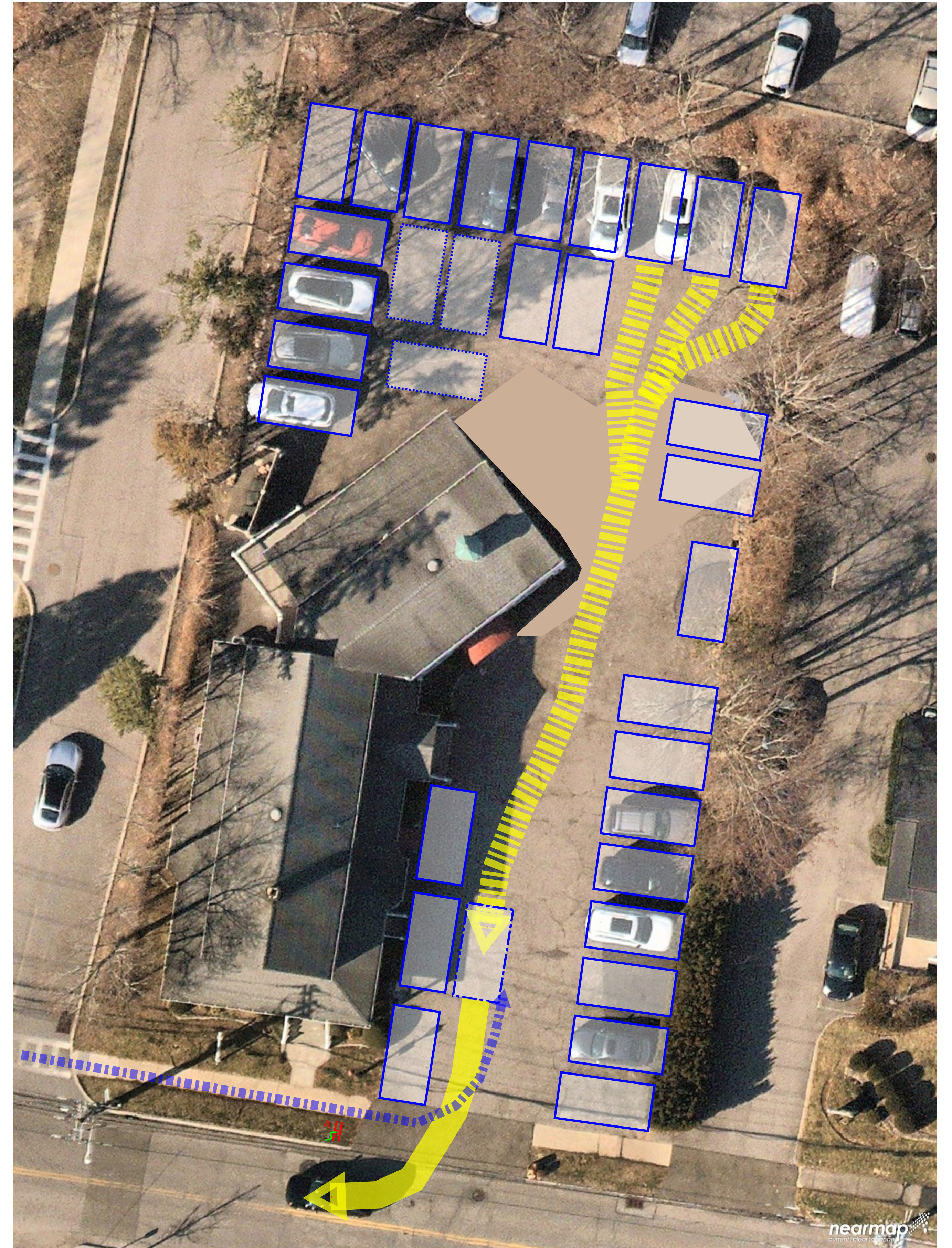
**20 Maple  
Valet Parking Stalls Setup  
32 Stalls**

**Departure  
East 11 Sp**

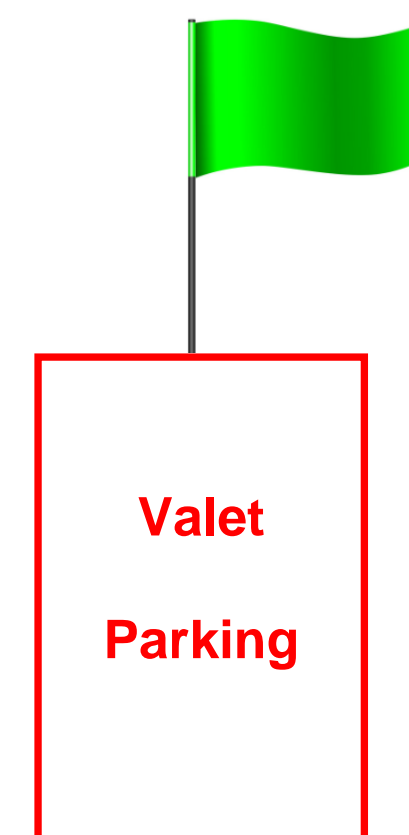


**20 Maple  
Valet Parking Stalls Setup  
32 Stalls**

**Departure  
NE 6 Sp**



A Double-sided Sign and Green Flag



# 20 Maple Valet Parking Stalls Setup 32 Stalls

## Departure North 6 Sp



# 20 Maple Valet Parking Stalls Setup 32 Stalls

## Departure West 2 Sp



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# 20 Maple Valet Parking Stalls Setup 32 Stalls

## Departure NW 4 Sp



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