

VENEZIANO & ASSOCIATES
84 Business Park Drive
Suite 200
Armonk, New York 10504
(914) 273-1300

February 29, 2024

Christopher Carthy, Chairman
North Castle Planning Board
15 Bedford Road
Armonk, NY 10504

Re: 12 Maple Avenue

Honorable Chairman and Members of the Planning Board:

This firm represents Remix Properties and has been processing a site plan application at your Board. On February 12th, the Planning Board opened the required site plan public hearing. There were issues raised regarding the parking requirements and the ZBA variance. We would like to address those issues below.

The Town Zoning Code requires that 48 off-street parking spaces be provided for our proposed restaurant use. Whether we utilize the square footage or the seating requirement, the prescribed parking requirement is 48 parking spaces, which the Director of Planning indicated was a high or conservative number of spaces, even in consideration of the parking-intensive requirements for restaurants in Armonk.

We have submitted conceptual site plans that evidence our ability to provide 15 off-street parking spaces at 12 Maple, 25 parking spaces at 20 Maple, and 9 parking spaces at American Legion. On its face, $15+25+9 = 49$ parking spaces, with all drivers parking their own vehicles and without any usage of valet parking services. This would be ideal to optimize traffic patterns stemming from restaurant activities at 12 Maple.

With use of valet at both 12 and 20 Maple to arrive at the maximum achievable capacity of cars under our control immediately at or adjacent to the site, the 15 off-street parking spaces could become 23 at 12 Maple, and 25 spaces could become 34 spaces at 20 Maple. The American Legion property remains the same: 9 spaces. That results in 66 parking spaces, 38% in excess of the code requirement. Either of the two analyses clearly satisfies the 48 parking space threshold. We could also valet 20 Maple only, thereby providing 15 spaces at 12 Maple, a maximum of 34 spaces at 20 Maple, plus 9 spaces at the American Legion, totaling 58. Since this is far in excess of required or modeled utilization, we suggest that when valet is appropriate at 20 Maple, that it be operated at a modified capacity of 30 vehicles on that site so as to ease traffic patterns & ease of retrieval,

and resulting in a combined parking inventory of 54 spaces, 45 of which would be available to customers.

Furthermore, this glut of capacity would suffice to service a number of customers that is far in excess of what is physically possible for the restaurant to serve. An analysis of the Town Zoning Code requirement indicates that at peak dinner service on weekend nights, a maximum of only 40 customer vehicles would require parking, aside from spaces for employees which are satisfied at the American Legion site. This would allow for 15 spaces at 12 Maple and 25 spaces at 20 Maple to be self-parked.

At the public hearing, there was quite a conversation regarding the impact of the Zoning Board's grant of a 33 parking space variance. There is much precedent for similar variances from the zoning including 31 spaces at 39-41 Maple Avenue (either a ZBA variance or a prior non-conforming use), and 35 spaces at 1 Kent Place, both of which provided no supplementary parking to our knowledge and relied on other private, public, or parking district spaces. This is in stark contrast to our actions to mitigate any concerns with respect to 12 Maple Avenue. With the variance the ZBA has provided to 12 Maple, we are required to provide 15 additional parking spaces only, and, as indicated above, we clearly provide those spaces at our site. This ZBA Resolution mandates the Town Attorney's review of the 20 Maple Avenue Lease and the American Legion Lease. We have submitted both of those to the Town Attorney. In addition, the ZBA approval requires that the Town Attorney review the Armonk Square agreement. No spaces were attributed to Armonk Square; however, we have presented the Town Attorney with the executed Armonk Square Agreement.

There is a condition in the ZBA approval which states that:

“2. The variance is subject to the specific approval by the Planning Board, from whom the ZBA received this application, on parking and traffic issues.”

Assuming that the variance grant is in effect, thereby waiving the requirement for those spaces (33), and looking at the plain language in the Resolution, this Planning Board should be reviewing the operational impact of the traffic movements and parking movements at 12 Maple and 20 Maple. The American Legion site is remote and that lot has in excess of 25 spaces.

We strongly urge you to consider the fact that Remix Properties has effectively satisfied its zoning obligation to provide 15 parking spaces for Code compliance and 48 to the Hamlet of Armonk. As indicated during the public hearing, using the Town's Code and the assumptions set forth in the Town Code, our lunchtime traffic will generate a need for 13 spaces; we have 15 for customers and 9 for employees = 24 in total. In addition, our evening service will require 27 spaces to accommodate our dinner service based upon our data-driven review of Moderne Barn,

Amore, and other local and active restaurants. We have no reason to anticipate more activity than those restaurants. As per the Town Code, the 27 spaces are at a 3:1 ratio (i.e., 81 concurrent diners).

With respect to lunchtime demand, the Town's Traffic Consultant notes that "the calculation for parking demand using the Town Code requirement of 48 parking spaces and applying the ITE time-of-day distributions indicated a parking demand of at most 27 and 26 parking spaces during the typical weekday and Friday lunchtime periods...If employees do not park on-site, the Town Code Parking demand will be at most 23 and 21 parking spaces during the typical weekday and Friday lunchtime periods. It should also be noted that no reductions were taken for the location of the proposed restaurant and potential for patrons who are already in downtown to walk to the restaurant and not utilize the on-site parking." (H&H 9/29/2023 letter, top of page 2).

The 21-23 customer spaces referenced by the Town's Traffic Consultant implies that at the 3:1 ratio, that there are at least 63 concurrent diners being seated for lunch service. The Consultant's analysis does not appear to consider the fact that lunch customers are seated over a 4.5 hour period, and that they spend a shorter length of time for their meal than they would at dinner. The 63 diners are, in fact, in excess of the total number of lunch customers the applicant estimates serving over the entirety of its 4.5 hour lunch service, which is 62 diners on Friday, the busiest weekday for lunch. The staggering of diners across the lunch service period results in a maximum occupancy of 38 customers, which applying the 3:1 ratio results in a demand for 13 parking spaces, of which the on-site 15-space lot at 12 Maple can accommodate. The applicant has further indicated that based on the layout of the proposed space and typical staffing levels, that it would be physically impossible to serve more than 46 concurrent lunchtime diners. Beyond that and in order to allay concerns of the Board, the applicant has proactively offered to constrain its capacity to those 46 concurrent diners, and to provide occupancy monitoring reporting to the Town and its affected departments.

While the applicant believes it has effectively satisfied the parking requirement for lunchtime parking, the Armonk Parking Study Final Report indicates that there is sufficient availability in the Hergenhan Recreation Center lot to serve a 6-8 space shortfall. This lot is ideal given its close proximity on the same side of Maple Avenue. It provides a protected pedestrian route to 12 Maple Avenue and is recommended for further daytime usage, which usage would be dramatically improved with simple signage which the applicant will provide as part of the Community Benefits Agreement.

Furthermore, based on the applicant's efforts to quantify the consultant's reference to reductions that should be taken for patrons already in downtown on a linked-trip, mobile location data from Placer.ai indicates that Fortina, the closest existing comparable to the proposed restaurant in terms of proximity and service level, achieves 5.7% of its lunchtime business from customers visiting either CVS or DeCicco & Sons immediately prior to or immediately after lunch on a single, linked trip. Cross-shopping traffic from these anchor institutions is significant and is

otherwise supplemented by linked trip patronage to other local businesses in walking distance. The 5.7% referenced also does not consider lunch customers on linked trips who visited either CVS or DeCicco & Sons, but did so not immediately prior to or subsequent to lunch at Fortina. As such, there is reason to believe that there is a significantly higher rate of linked-trip cross-shopping among Fortina's lunch customers.

While the ZBA approval does not mention the concept of valet parking, we understand some discussion of it to be reflected in the minutes of the ZBA meeting at which the variance was granted. In addition to demonstrating how the parking requirement is met without the use of valet, we are also modifying that proposal presently in front of you to address the Town of North Castle Police Department's concern regarding the additional traffic movement(s) between 12 Maple and 20 Maple that can be eliminated by simply having a valet at 20 Maple signaling cars directly into the 20 Maple lot – in the event that the Planning Board determines that the ZBA interpretation does compel the applicant's use of valet.

Regarding the Board's comments of the applicant's commingled parking usage with existing 20 Maple tenants, in the Town's Traffic Consultant Comments dated January 4, 2023, the consultant notes that:

“The original study provided a spot parking count of the 20 Maple Avenue parking lot on a Thursday and Saturday at 12:00 Noon and 6:30 P.M. The counts indicated that 6 cars and 1 car were parked at 6:30 P.M. on a Thursday and Saturday, respectively. The Applicant responded that these vehicles will not be permitted to park in the parking lot for 20 Maple Avenue per the agreement and will need to park in the municipal lots. The municipal lots would have sufficient parking available at this time of day, as per the Armonk Parking Study Final Report.” (H&H 9/29/2023 letter, item 1 on page 1).

With the execution of the final version of the 20 Maple Lease Agreement, the tenancy of 20 Maple is permitted to park in the building's lot, but as indicated, their usage is minimal and will not interfere with customers at 12 Maple, which also may avail themselves of ample municipal parking as detailed in the consultant's notes.

This letter, and this pending site plan application, are supported by the information contained in the "Wren of the Woods" presentation document submitted to the Board at its last meeting, and further enhanced by the Memorandum prepared and submitted by John Canning, P.E., dated February 26 focusing on our Traffic and Parking Management Plan.

Finally, we hereby consent to be placed in a parking district if, as and when the Town believes it is appropriate. We also agree to fund Hamlet area parking through a Community Benefits Agreement with the Town in an amount as set forth in the current draft Fee in Lieu

Christopher Carthy, Chairman
North Castle Planning Board

February 29, 2024
Page 5

legislation, estimated at \$12,000 per space, and under proposed payment terms outlined in said legislation.

Please consider this information.

Very truly yours,

Anthony F. Veneziano, Jr.

ANTHONY F. VENEZIANO, JR.

AFV/kj
Encl.

MEMORANDUM

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

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

Date: February 27, 2024

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

The following additional information, clarification and updates are provided in response to comments received from the Planning Board at their meeting of February 12, 2024.

Summary

- Peak parking demand is expected to peak at 40 guest vehicles and 9 employee vehicles.
- To protect the community, it was conservatively assumed that 90 guests arriving 2 per car, would result in a maximum of 45 customer vehicles.
- The Applicant has proposed a robust mitigation plan which is intended to reduce this number but which will also increase the number of vehicles that can be parked conveniently close to the site.
- At peak times, self parking for up to 40 guest vehicles and 9 employee vehicles will be provided.
- If needed, customer parking could be increased to 45 with valet parking at 20 Maple Avenue.
- Restaurant parking peaks on weekend evenings, when there is ample public parking near the facility (though not nearer that the parking provided by the Applicant) and, should guests chose to park in those spaces, instead of in the parking provided, there will not be a significant impact to the community now or in the future¹.
- Weekday lunchtime restaurant activity in Armonk is one quarter or less of overall peak parking activity, and many Armonk lunch goers do not require parking as they live, work or are already in the hamlet and simply walk to the restaurants they frequent (linked trips).

¹ The Town's April 2020 Armonk Parking Study, indicates (2nd and 3rd bullets on page 5) that, outside of the core parking areas, most off-street parking facilities are consistently underutilized across all mid-day hours and that, even in the core areas, parking starts to trail off after 2 pm. On page 24, the study notes that a 20% increase in downtown activity, for example, generated by the new near downtown households and hotel rooms, would utilize about 86% of the existing supply, an optimal balance of demand/supply efficiency. On top of this, the Study further states (on page 22) that, any impact on downtown parking facilities the future near-downtown developments might have should be minimized by their walkable proximity to downtown destinations.

- The off-site valet parking plan, should it be required, has been modified to provide the following improvements:
 - More room to accommodate arriving guests
 - Easier retrieval of guests (25 of the 30 vehicles can be retrieved without moving another car and all can be retrieved without moving more than 2 cars)
- The following changes have been made since the plan was last reviewed by the Police Department:
 - Valet Parking is no longer proposed at 12 Maple Avenue so there will be no shuttling of vehicles back and forth between the lots.
 - There will be an easily discernable signage/flag system to allow motorists to immediately identify where to park.
 - Employee Parking has been moved to the American Legion freeing up more parking for customers
 - More room has been provided to accommodate arriving guests
 - Fewer vehicles (only 5) need to be jockeyed around for retrieval
- The Applicant is willing to implement additional measures, including providing wayfinding signage, a restaurant shuttle, and to participate in a parking district (should one be formed).

Combined, these measures will ensure that there will be no adverse impact from the Project's parking on the surrounding properties or public spaces and, if the suggested measures can be implemented, parking in this portion of the hamlet could actually be improved.

In conclusion, the Applicant is effectively implementing a private parking improvements (fee-in-lieu) district, something which the Town has been trying to implement since at least 2018. Considering all of the evidence (the relatively modest parking demand, especially at key times, the amount of reasonably convenient parking the applicant has secured, the applicant's commitment to reduce parking demand with a shuttle and to, when required, increase parking supply with valet operations - not untried measures², as well as the additional wayfinding measures that the Applicant is proposing), there should only be one message from the Planning Board's review of this application, that the Town of North Castle is open for business when, after a careful and thorough review, it is determined that a business' plan generally aligns with the Town's (not the opposite message).

² Truck restaurant in the Town of Bedford permits only valet parking for sit-down dining.

Parking Required

The Code requires that 48 parking spaces be provided based on the enclosed area of the building. The Town's Code is generally conservative when it comes to required parking (as evidenced by the alternate means of calculating the required parking, indoor seating, which would require that 30 parking spaces be provided³).

Industry and locally collected data (attached) indicate that parking demand for restaurants peaks on Friday and Saturday evenings. Data collected locally at 4 similar restaurants in Armonk indicates that lunchtime activity at all four is a quarter or less of evening peak activity levels. Assuming similar dining patterns at the proposed restaurant, a maximum of 12 parked vehicles could be expected during lunchtime at the facility (based on Code).

The Applicant/Chef has provided operator-side parking estimates (attached) which, assuming the Town code's prescribed 3 guests per car, for customers (and not employees) indicate a maximum of 27 customer vehicles would be parked on a Saturday night, and 13 would be parked at lunchtime on a Friday⁴. Both methodologies indicate that self-park operations at 12 Maple alone would be more than adequate to meet demand.

The evidence presented to the Board indicates that the proposed restaurant will have a maximum parking demand of no more than 49 parked vehicles, which will be on Friday & Saturday evenings, and a weekday lunchtime maximum parking demand of 13 parked vehicles (8 guest vehicles and 5 employee vehicles), on Friday afternoons.

The Applicant has used conservative values to develop a robust parking mitigation strategy to ensure that parking from the proposed development will not adversely impact neighboring property owners or the community in general.

³ If parking were required at a rate of one for every 2 indoor seats, 45 parking spaces would be required.

⁴ These values do not reflect reductions associated with the proposed restaurant shuttle, which would be particularly effective in the evenings, or the fact that many weekday Armonk lunch goers live, work or are already in the hamlet and simply walk to the restaurants they frequent.

Mitigation

Only 15 self-park spaces can be provided on the property (including two ADA spaces). Obviously, this is well below the projected maximum parking demand and could (potentially) have an undesirable impact, if not mitigated. The Applicant has developed the following mitigation measures, all of which the Applicant voluntarily submits to as conditions of Site Plan approval⁵ and which, as described below, will prevent any undesirable impact from occurring:

- Secured the use of 9 nearby (within easy walking distance) parking spaces at the American Legion. Potential employees will be advised of the requirement to park in these spaces. Failure to do so will result in disciplinary actions, up to and including termination of employment;
- Secured the use of up to 25 additional off-street, private, parking spaces for customer use evenings and weekends directly adjacent to the property (this will bring the total number of self-park spaces for customers at peak times to 40 and the total number of parking spaces available for the proposed use to 49 exceeding the Code-required number).
- The commitment to provide a shuttle to pick up potential guests before dinner and drop them off after dinner on busy evenings⁶.
- The commitment to provide Valet parking at 20 Maple Avenue, as may be needed, to maximize the number of vehicles that can be accommodated on the lot at peak times.
- With Valet Parking, it is projected that the number of customer vehicles that can be accommodated at or immediately adjacent to the facility will be increased to 45, evenings and on weekends.
- Clear instructions will be placed on the Applicant's website directing guests where to park and where not to park.
- The Applicant has developed the attached Traffic & Parking Management Plan to ensure that there is a clear and written memorialization of the operator's obligations under the Site Plan approval.
- The Applicant is willing to fund certain Town-planned wayfinding signage for parking in the hamlet.
- The Applicant is willing to develop an App that the Town could use to help motorists find parking close to them when in the hamlet.
- The Applicant is willing to agree to terminate the agreements required to participate in a parking district should one be developed with suitable terms.

As with any restaurant, it is expected that the first few weeks of operation will see a spike in parking demand but, once the novelty has worn off, it is likely that parking demand will fall below the projected maxima. As such, as part of the Site Plan approval, the Applicant respectfully requests the ability to return to the Planning Board at some later date to present evidence of actual operations and request a modification to the above mitigation measures, as may be appropriate.

⁵ These conditions will run with the use of the property (not the business/applicant) under the provisions of State and local law.

⁶ While this measure will reduce the overall peak customer parking demand somewhat, to ensure that the most conservative approach is taken, no reduction has been factored into the analyses.

Changes to the Parking Plan

The following changes to the proposed valet parking operations have been made based on the Planning Board's comments:

- There will be no shuttling of vehicles back and forth between the lots as valet parking is no longer proposed at 12 Maple Avenue.
- The maximum number of vehicles proposed to be parked at 20 Maple Avenue under valet operations has been reduced from 32 to 30;
- The revised plan provides more room for valets to interact with arriving and departing guests.
- The revised plan allows all vehicles parked at 20 Maple Avenue to be retrieved by having to move no more than 2 vehicles (25 vehicles will not require any vehicles to be moved, 1 will require 1 vehicle to be moved and 4 will require 2 vehicles to be moved).

Changes to the Application since last reviewed by the Police Department

- There will be no shuttling of vehicles back and forth between the lots as valet parking is no longer proposed at 12 Maple Avenue.
- There will be an easily discernable flag system to allow motorists to immediately perceive whether parking is available at 12 Maple or whether they need to park at 20 Maple.
- Employee Parking has been moved to the American Legion (more room for customer parking)
- The maximum number of valet-parked vehicles has been reduced to from 56 to 45 with the result that valets will be able to retrieve vehicles more quickly (83% of all vehicles will be able to be retrieved without moving a car, 1 will require 1 car to be moved and the last 4 vehicles will require only 2 vehicles to be moved).
- Reducing the number of cars parked at 20 Maple Avenue has provided more room for valets to interact with arriving and departing guests, eliminating the likelihood that arriving guests will queue back out of either parking area.

How/where Peak Parking Demand will be Accommodated

Based on a projected peak weekend demand of 40 guest parkers and 9 employee parkers, as well as a peak weekday lunchtime demand of 8 guests and 5 employee parkers, and not accounting for any reductions that may result from walk-in traffic or the proposed shuttle, a summary of how peak parking demand will be accommodate is presented in Table 1 below (a more expansive summary is attached).

Table 1: Projected Maximum Parking Demand and Location

Weekday Lunchtime			
Guest Parking	Location	Employee Parking	Location
8	8 at 12 Maple Avenue 15 Spaces Provided	5	5 at American Legion 9 Spaces Provided
Weekend Peak Parking			
Guest Parking	Location	Employee Parking	Location
40	15 at 12 Maple Avenue 15 Spaces Provided 25 at 20 Maple Avenue 25 Spaces Provided	9	9 at American Legion 9 Spaces Provided
Comments :	* Number can be increased to 30 with Valet Parking	Only a 5 minute walk and transportation will be provided during inclement weather.	

Note: Parking demand expected to be reduced by shuttle and walk-in customers

As can be seen from the table, even with the conservative parking projections (assuming 2 persons per car when the Code uses 3), and not accounting for the other parking reduction factors and measures, the proposed parking that will be available in close proximity to the restaurant will accommodate the peak demand and prevent parking from occurring in the surrounding area.

Typical Weekly Data for Similar Armonk Restaurants

Weekday Volumes Distribution

Annual Covers	Fortina	Zero Otto Nove	Casa Tequila	Lenny's North Steak house	Total	%
Non-Diner Proportion 15%						
Monday	9,853	0	7,254	1,698	18,805	7.5%
Tuesday	7,024	5,278	6,957	3,720	22,979	9.2%
Wednesday	7,383	5,465	8,781	5,059	26,688	10.7%
Thursday	10,759	5,719	9,578	6,517	32,573	13.0%
Friday	13,109	12,090	20,325	11,393	56,917	22.8%
Saturday	15,783	13,690	18,708	13,084	61,265	24.5%
Sunday	10,949	7,820	6,460	5,497	30,726	12.3%
Total	74,860	50,061	78,063	46,968	249,953	100.0%



Weekday Volumes Distribution as a Percentage of Peak

Annual Covers	Fortina	Zero Otto Nove	Casa Tequila	Lenny's North Steak house	Average % of Peak	%
Monday	13%	0%	9%	4%	8%	31%
Tuesday	9%	11%	9%	8%	9%	38%
Wednesday	10%	11%	11%	11%	11%	44%
Thursday	14%	11%	12%	14%	13%	53%
Friday	18%	24%	26%	24%	23%	93%
Saturday	21%	27%	24%	28%	25%	100%
Sunday	15%	16%	8%	12%	12%	50%
Total	100%	100%	100%	100%	100%	100%

Daily Volume Distribution as a Percentage of Peak

Annual Covers	Fortina	Zero Otto Nove	Casa Tequila	Lenny's North Steakho use	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%



Time of Day Distribution

6:00 AM	0.00%	0.00%	0.00%	0.00%
7:00 AM	0.00%	0.00%	0.00%	0.00%
8:00 AM	0.00%	0.00%	0.06%	0.21%
9:00 AM	0.02%	0.00%	0.12%	0.28%
10:00 AM	0.42%	0.02%	0.32%	0.84%
11:00 AM	1.39%	0.41%	1.44%	2.00%
12:00 PM	4.11%	2.64%	2.71%	4.47%
1:00 PM	5.55%	3.74%	3.61%	4.98%
2:00 PM	4.36%	3.00%	3.96%	4.51%
3:00 PM	2.68%	1.72%	4.05%	2.99%
4:00 PM	3.14%	1.58%	4.00%	3.23%
5:00 PM	7.31%	4.86%	5.69%	5.33%
6:00 PM	16.42%	15.86%	12.21%	11.25%
7:00 PM	23.88%	25.17%	20.72%	18.26%
8:00 PM	19.05%	22.02%	19.46%	19.07%
9:00 PM	8.95%	13.81%	13.84%	13.23%
10:00 PM	2.38%	4.94%	5.85%	7.03%
11:00 PM	0.32%	0.24%	1.45%	1.94%

Land Use: 931 Fine Dining Restaurant

Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant.


Time-of-Day Distribution for Parking Demand

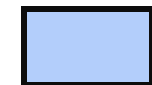
The following table presents a time-of-day distribution of parking demand for three study sites in a general urban/suburban setting on a Monday-through-Thursday, a Friday, a Saturday, and a Sunday.

Hour Beginning	Percent of Peak Parking Demand			
	Monday through Thursday	Friday	Saturday	Sunday
12:00–4:00 a.m.	–	–	–	–
5:00 a.m.	–	–	–	–
6:00 a.m.	–	–	–	–
7:00 a.m.	–	–	–	–
8:00 a.m.	–	–	–	–
9:00 a.m.	–	–	–	–
10:00 a.m.	–	–	–	–
11:00 a.m.	17	13	20	21
12:00 p.m.	39	38	40	47
1:00 p.m.	53	43	62	69
2:00 p.m.	47	39	69	75
3:00 p.m.	35	32	49	76
4:00 p.m.	41	33	66	74
5:00 p.m.	50	41	79	69
6:00 p.m.	70	78	85	88
7:00 p.m.	94	95	99	100
8:00 p.m.	100	100	99	88
9:00 p.m.	87	88	100	71
10:00 p.m.	57	64	88	35
11:00 p.m.	–	–	–	–

Projected Peak Parking Demand and Parking Location based on 90 Indoor Seats, 2 people per Car and Highest Activity at Comparable Armonk Restaurants


Time	Mon					Tues					Wed					Thurs				
	Parked		12 Maple	20 Maple	Am Leg	Parked		12 Maple	20 Maple	Am Leg	Parked		12 Maple	20 Maple	Am Leg	Parked		12 Maple	20 Maple	Am Leg
	Patrons	Emp				Patrons	Emp				Patrons	Emp				Patrons	Emp			
12:00 PM	3	4	3		4	4	4		4	5	4	5		4	5	4	5		4	
1:00 PM	3	4	3		4	4	5		4	5	4	5		4	6	4	6		4	
2:00 PM	3	4	3		4	4	4		4	5	4	5		4	5	4	5		4	
6:00 PM	12	7	12	0	7	12	7	12	0	7	13	7	13	0	7	15	7	14	1	7
7:00 PM	21	7	13	8	7	17	7	13	4	7	19	7	13	6	7	22	7	13	9	7
8:00 PM	21	7	13	8	7	17	7	13	4	7	19	7	13	6	7	22	7	13	9	7
Time	Fri					Sat					Sunday									
	Parked		12 Maple	20 Maple	Am Leg	Parked		12 Maple	20 Maple	Am Leg	Parked		12 Maple	20 Maple	Am Leg					
	Patrons	Emp				Patrons	Emp				Patrons	Emp								
12:00 PM	11	5	11		5	11	5	11	0	5	6	5	6	0	5					
1:00 PM	13	5	13		5	12	5	12	0	5	7	5	7	0	5					
2:00 PM	11	5	11		5	11	5	11	0	5	6	5	6	0	5					
6:00 PM	31	9	13	18	9	31	9	13	18	9	18	8	14	4	8					
7:00 PM	45	9	15	30	9	45	9	15	30	9	26	8	14	12	8					
8:00 PM	45	9	15	30	9	45	9	15	30	9	26	8	14	12	8					

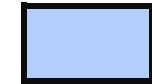
 Parking nit Permitted in 20 Maple Avenue during this time

 May Require Valet Parking

Projected Peak Parking Demand and Parking Location based on Chef's 80 Customers, 2 people per Car and Highest Activity at Comparable Armonk Restaurants

Time	Mon					Tues					Wed					Thurs				
	Parked		12 Maple	20 Maple	Am Leg	Parked		12 Maple	20 Maple	Am Leg	Parked		12 Maple	20 Maple	Am Leg	Parked		12 Maple	20 Maple	Am Leg
	Patrons	Emp				Patrons	Emp				Patrons	Emp				Patrons	Emp			
12:00 PM	2	4	2		4	4	4		4	4	4	4		4	5	4	5		4	
1:00 PM	3	4	3		4	4	4		4	5	4	5		4	5	4	5		4	
2:00 PM	2	4	2		4	4	4		4	4	4	4		4	5	4	5		4	
6:00 PM	4	7	4	0	7	11	7	11	0	7	12	7	10	2	7	14	7	9	5	7
7:00 PM	19	7	7	12	7	15	7	8	7	7	17	7	7	10	7	20	7	7	13	7
8:00 PM	19	7	7	12	7	15	7	8	7	7	17	7	7	10	7	20	7	7	13	7
Time	Fri					Sat					Sunday									
	Parked		12 Maple	20 Maple	Am Leg	Parked		12 Maple	20 Maple	Am Leg	Parked		12 Maple	20 Maple	Am Leg					
	Patrons	Emp				Patrons	Emp				Patrons	Emp								
12:00 PM	9	5	9		5	9	5	9	0	5	5	5	5	0	5					
1:00 PM	11	5	11		5	10	5	10	0	5	6	5	6	0	5					
2:00 PM	9	5	9		5	9	5	9	0	5	5	5	5	0	5					
6:00 PM	28	9	10	18	9	28	9	10	18	9	16	8	12	4	8					
7:00 PM	40	9	15	25	9	40	9	15	25	9	23	8	11	12	8					
8:00 PM	40	9	15	25	9	40	9	15	25	9	23	8	11	12	8					

 Parking nit Permitted in 20 Maple Avenue during this time

 May Require Valet Parking

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 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 only by the Town of North Castle Building Department or Planning Board. 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 500 feet (LOS B) of the property for use by restaurant patrons after 6:00 p.m. on weekdays and after 11:00 a.m. on weekends.
- Provision of at least 9 off-street additional parking spaces within 1,500 feet (LOS D) of the property for use by restaurant employees. This distance may be extended to 1 mile with the provision of transportation from parking to the restaurant.

- Provision of legal instruments, satisfactory to the Town Attorney, assuring the continued existence and use of said parking off-site spaces.
- Instruction to and requirement that all employees who drive to work park on in the designated employee parking spaces.
- Provision of valet parking services as required by the Town of New Castle Building Department or Planning Board
- Instructions on the restaurant's website directing customers where to park.

Parking Operation

Employees

- Employees are to be required and directed to park in the spaces designated for employee parking within an approved distance of the restaurant at all times.

Valet Parking (if/when required)

- Valet parking to be provided at an off-street location on or within 500 feet of the property, as prescribed by the Town of New Castle Building Department or Planning Board.
- Green Flag and two-sided Parking sign with arrows pointed into the site to be deployed at the 12 Maple Avenue parking lot driveway when there is available capacity to self park at 12 Maple Avenue.
- When there are 15 vehicles parked on the lot, no more vehicles will be allowed to park and a red flag will be raised at the driveway (until such time as the adjacent parking is fully utilized¹).
- When parking is operational at an adjacent off-site location, Green Flag and two-sided Parking sign with arrows pointed into the site to be deployed at the adjacent off-site location parking lot driveway.
- Customers arriving at the adjacent off-site location 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)

¹ Or until at least 1 vehicle has left the 12 Maple Avenue lot before 6 pm on weekdays.

- 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 at off-site location shall be responsible for monitoring the level of parking activity at 12 Maple avenue and swapping out appropriate flags indicating the availability of parking or lack thereof.
- Valet staffing is to be sufficient to conduct valet operations at active locations simultaneously at all times.

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

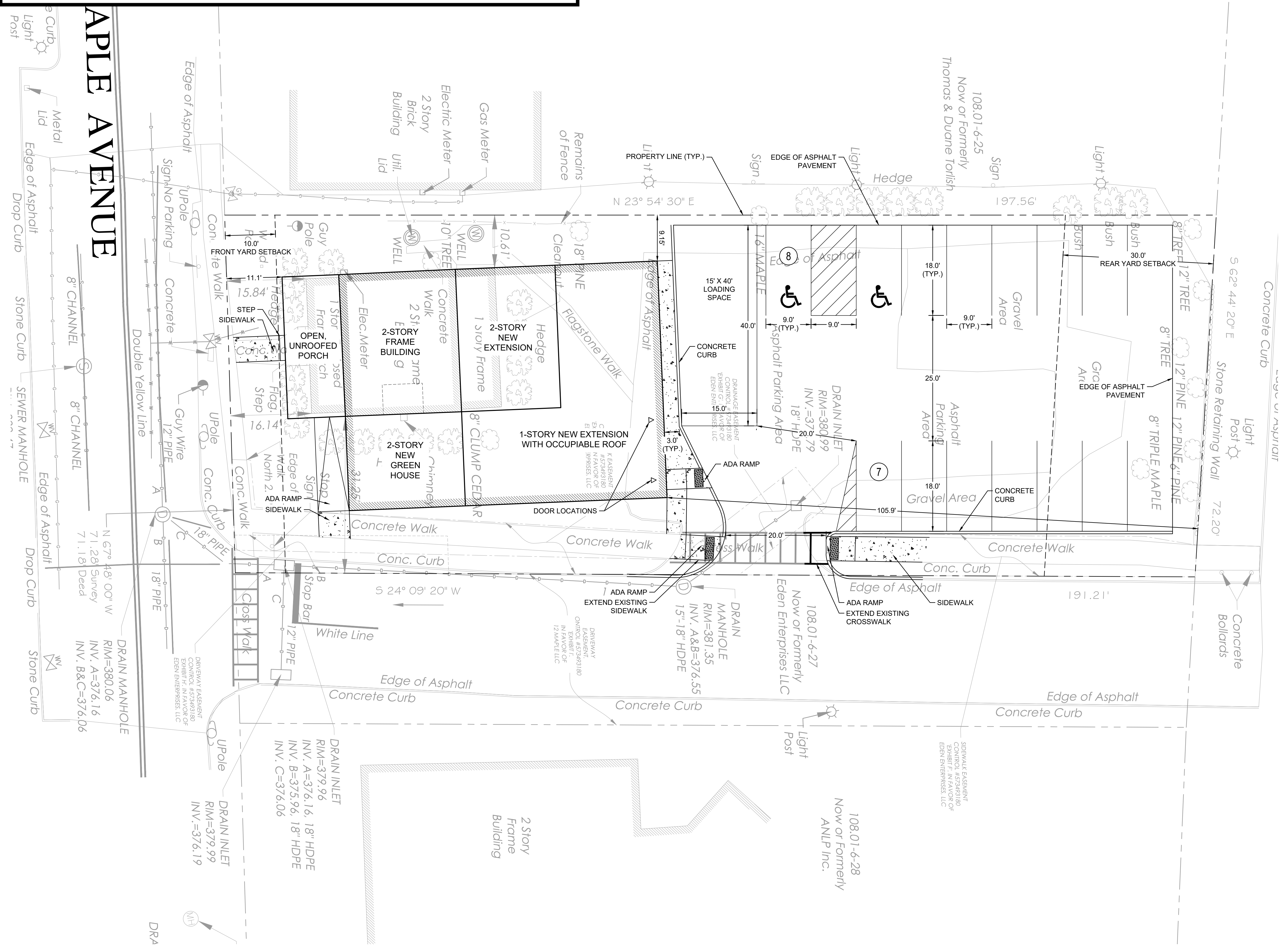
Website Parking Instructions

Wren of the Woods 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 the adjacent off-site location.

Parking Instructions

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

12 Maple Standard Parking Stalls 13 Stalls + 2 ADA



20 Maple Self Parking 25 Cars

Lot Full Setup



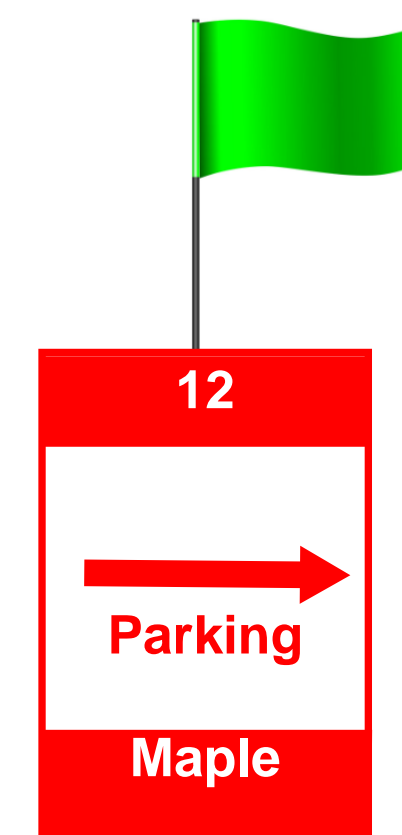
20 Maple Valet Parking 30 Cars

(lot at 26 spaces, plenty of room to take 4 more vehicles - 15% - at the same time)

Arrival Setup



A Double-sided Sign
and Green Flag



20 Maple Valet Parking 30 Cars

Lot Full Setup

No vehicles have to be moved to retrieve the cars parked in the front of 20 Maple Avenue.

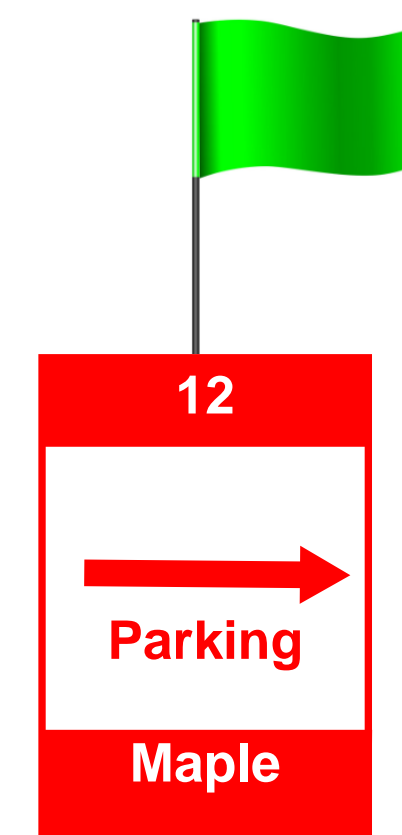


20 Maple Valet Parking 30 Cars

Departure Front Spaces



A Double-sided Sign and Green Flag



Saved Monday, June 12, 2023 7:55:18 AM PETER PSAL TAKIS Posted Monday, June 12, 2023 9:05:00 AM Pruthi, Peter
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn Engineering and Landscape Architecture of New York, P.C. shall be without liability to Kimley-Horn Engineering and Landscape Architecture of New York, P.C.

20 Maple Valet Parking 30 Cars

Departure NW Corner

No more than
2 vehicles
have to be
moved to
retrieve all
vehicles

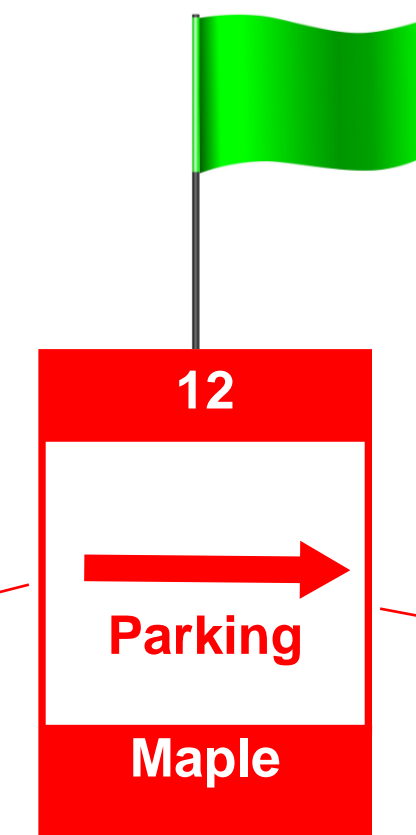


20 Maple Valet Parking 30 Cars

Departure NE Corner



A Double-sided Sign
and Green Flag



Saved Monday, June 12, 2023 7:55:18 AM PETER PSAL TAKIS Posted Monday, June 12, 2023 9:05:00 AM Pruthi, Peter
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn Engineering and Landscape Architecture of New York, P.C. shall be without liability to Kimley-Horn Engineering and Landscape Architecture of New York, P.C.

20 Maple Valet Parking 30 Cars

Departure North Middle Space

Only 1 vehicle has to be moved to retrieve the North Middle vehicle. No vehicles have to be moved to retrieve the remaining back vehicles.

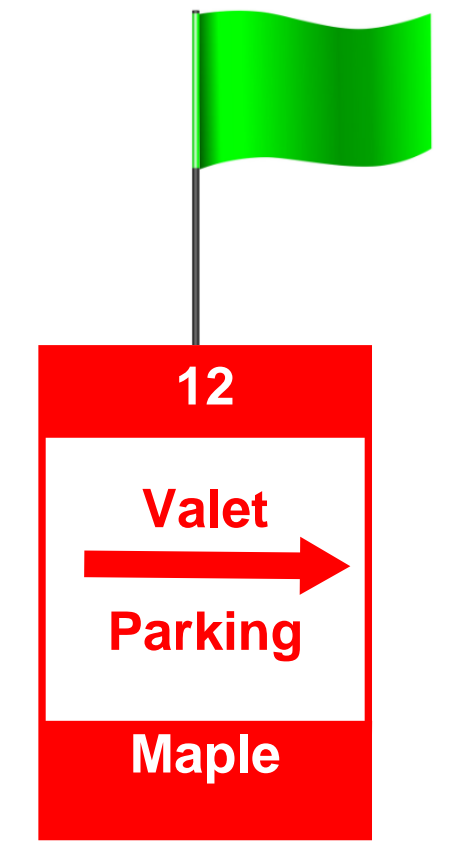


20 Maple Valet Parking 30 Cars

Departure Remaining Back Spaces



A Double-sided Sign and Green Flag



Saved Monday, June 12, 2023 7:55:18 AM PETER PSAL TAKIS Posted Monday, June 12, 2023 9:05:00 AM Pruthi, Peter
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn Engineering and Landscape Architecture of New York, P.C. shall be without liability to Kimley-Horn Engineering and Landscape Architecture of New York, P.C.

20 Maple Valet Parking 30 Cars

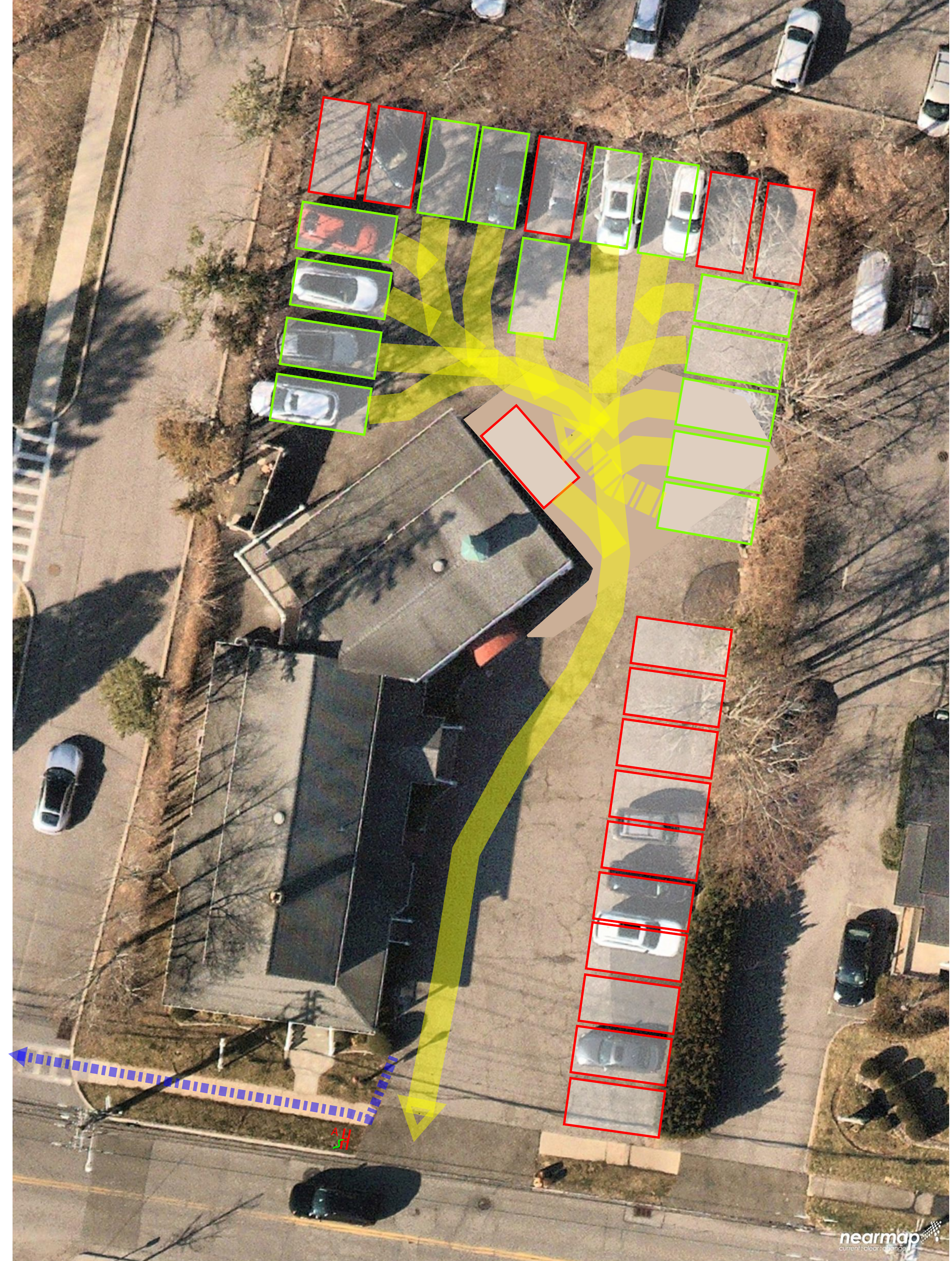
Departure North Middle Space

Only 1 vehicle has to be moved to retrieve the North Middle vehicle. No vehicles have to be moved to retrieve the remaining back vehicles.



20 Maple Valet Parking 30 Cars

Departure Remaining Back Spaces



A Double-sided Sign and Green Flag

