

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

March 25, 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:

**I. INTRODUCTION**

This letter is written on behalf of Remix Properties with respect to the pending site plan application. It will focus on the issue of traffic movements and parking in the general Hamlet and shall interpret the variance grant eliminating the requirement of 33 spaces at this site.

**II. HISTORY OF APPLICATION**

**A. Planning Board:** At the submission of our original site plan application, Remix was in discussions with 20 Maple Avenue to secure additional parking spaces. Our submission to your Board provided for 15 off-street parking spaces located at 12 Maple Avenue, and 22 parking spaces to be located at 20 Maple Avenue.

The amount of available parking was proposed to be increased on both 12 and 20 Maple by the use of a valet and the stacking of parking spaces. We were able to achieve 23 spaces at 12 Maple utilizing the stacking method and 32 spaces at 20 Maple. That total alone was 55 spaces, 15% in excess of the 48-space requirement under the zoning.

In addition, we eventually secured a lease with the American Legion to provide for a maximum of 9 spaces to accommodate our employees which, at that time, brought our totals to 46 spaces without valet and stacking (15+22+9) and 64 spaces with the stacking (23+32+9), and we continued to evaluate the project to maximize and optimize parking.

**B. Zoning Board of Appeals:** With the referral from the Planning Board, we made application to the Zoning Board of Appeals to reduce the parking requirement otherwise required in the CB-A2 zone from 48 spaces down to 15 spaces. We have 15 spaces at 12 Maple.

Our application to the ZBA was predicated on valet parking at 12 Maple and 20 Maple. During the ZBA presentation, and the discussion that ensued, the Board noted that there were a significant number of spaces located in the Hamlet such that, if there ever was any overflow parking, the Hamlet could accommodate it, especially in the evening.

The Zoning Board granted a variance of 33 spaces and noted in its Resolution that “the applicant has presented plans and agreements to both the Planning Board and the Zoning Board of Appeals which would provide a total of approximately 56 spots” (emphasis added), 1 more than the 55 the plans provided at that time (23+32, we had not yet secured the 9 employee spaces). The Resolution also added language indicating that that variance grant was “subject to the specific approval by the Planning Board, from whom the ZBA received this application, on parking and traffic issues.” (Copy of Resolution attached).

The ZBA also made the following findings:

1. “That the effect of any increased population density which may thus be produced upon available services facilities is not significant.” (*See*, #3 of Resolution).
2. “There will be no substantial change to the character of the neighborhood nor a substantial detriment to adjoining properties, given the agreements referred to in Finding #2, supra.” (*See*, #4 of Resolution).
3. “That in view of the manner in which the difficulty arose and considering all of the above factors, the interests of justice will be served by allowing the variances.” (*See*, #6 of Resolution).
4. “That the variance would not cause adverse aesthetic, environmental or ecological impacts on the property or on the surrounding area.” (*See*, #7 of Resolution).

The ZBA grounded its approval on the other properties (20 Maple) and the parking they would provide. The ZBA understood the demand for parking can be managed by the Restaurant.

**C. Current Application:** Since the granting of the ZBA approval, we have continued to diligently work to maximize and optimize parking. We have secured nine (9) spaces for employee parking within a short walking distance of the restaurant which will free up all of the spaces adjacent to the restaurant for customer parking (9 more spaces for customer parking next to the restaurant).<sup>1</sup> We have reviewed the layout of 20 Maple Avenue and determined that 25 vehicles can be parked in that lot in compliance with the dimensions of parking, as prescribed in the Code.

We have reduced the number of vehicles valeted in the combined lots by a total of 3 spaces (combined total customer parking with valet now 52, 30% in excess of a peak of 40 customer vehicles) and improved the layout to make it less crowded at the parking lot entrances, to permit those customers who wish to do so to park their own vehicles, and to make it easier and more

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<sup>1</sup> The Zoning Code considers employee parking in projecting the parking requirement.

efficient for valets to park and retrieve the remaining customers vehicles when necessary (*See*, KH memo of 3/18/2024 and updated Traffic and Parking Management plan).

With the 9 employee spaces (and the loss of 3 valet spaces), the total parking directly under the applicants control has been increased to 61 “located onsite and on various neighboring locations” (ZBA Resolution Finding 2 page 2), 4 more than the approximately 56 listed in the Zoning Boards Resolution, and 27% in excess of the requirement.

At this point, we have elected to provide valet parking at all times at 12 Maple and when required during dinner service at 20 Maple. We will not stack spaces at 12 Maple unless approved by the Planning Board. We have a Report issued by our traffic and parking expert, John Canning, which confirms our position and evidences the satisfactory results within the Hamlet.<sup>2</sup>

### **III. ZBA VARIANCE**

When relying upon a ZBA decision, the Town (and the Courts) must acknowledge the authority of that agency to grant such variances and give that decision the weight of authority afforded to it by statute. Town Law Sec. 267-b.

Further, the Town usurps the statutory jurisdiction of the ZBA by treating the parking issue as if parking were insufficient where a variance has already been granted. *See, J & R Esposito Builders, Inc. V. Coffman, et al.* 183 A.D.2d 828, at 829 (1992), holding:

“The power to interpret the provisions of the local zoning law is vested exclusively in the Board of Zoning Appeals, which in this case, had already approved the proposed use by the petitioner. Accordingly, the Planning Board's action based on this stated ground was a nullity.”

In our case, the ZBA clearly waived 33 spaces based upon the findings that there was adequate parking within the Hamlet, at the site and at the adjacent sites. It also found that this would not create any inconvenience in the Hamlet. It also acknowledged our ability to stack vehicles, if necessary.

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<sup>2</sup> The North Castle Police Department has issued two letters on this project. The first expressed concerns associated with the flow of vehicles from the site to the adjacent 20 Maple Avenue via Maple Ave, vehicles queuing on Maple Avenue and customers parking in other parts of the Hamlet. We addressed these expressed concerns by securing/relocating employee parking at the American Legion to free up more parking next to the site for customers and also by eliminating the valet at 12 Maple in response to a specific comment made by an agency that we believed had jurisdiction. In a more recent letter, the Police Department has indicated that it also has concern now with the fact that, because a valet was no longer proposed at 12 Maple Avenue, people might have to back out of 12 Maple onto the access drive with CVS. They are also raising issues regarding pedestrians crossing Maple Avenue to the restaurant. To address these concerns, the valet will be restored at 12 Maple Avenue with specific instructions regarding the safe and efficient operation of that facility, and a crosswalk will be constructed on Maple Avenue at the Armonk Square driveway, to the betterment of the entire community.

When one reviews the ZBA decision, the information it had before it and the findings made, the meaning is apparent. They knew of our parking, our valet system, and the traffic and parking existent in the Hamlet. They found no change in the character nor any impact on the area properties. They recognize that this site is in a downtown Hamlet; traffic is good for commercial, retail tenants. The superfluous language added regarding the Planning Board's approval of traffic and parking must be viewed with an understanding that the ZBA is echoing the Planning Board's more central review of the project. This is no existing, immediate parking concern. Any traffic pattern concerns are negligible.

You should also be advised that your approved Comprehensive Plan supports utilizing the solutions this project has proposed, and which were in fact inspired by said Plan: valet service, providing door-to-door transportation, stacking vehicles as necessary, providing wayfinding signage, producing digital parking maps, and securing shared parking leases to address concerns.

Some opposition has argued that there will still be a parking problem, despite the ZBA's determination that, with the approximately 56 spaces (now 61), "the substantiality would be mitigated". Our expert, John Canning, and my client, Stefan Martinovic, have both presented substantial evidence on the record that there are over 300 available parking spaces within a 3-minute walk within the Hamlet and 45 net new spaces to be developed by the Town Board near the library in the next year; substantially in advance of the opening of this restaurant in the spring of 2024. This is in addition to another public lot proposed at Kent Place offering 46 spaces intended for employees of downtown businesses, and several other sites suggested for over 120 spaces of additional public parking.

The applicant has had a Traffic and Parking Management Plan prepared which prescribes measures to proactively address all manner of traffic concerns expressed as part of the review process. Although unlikely, it is not impossible that, like any business, the proposed operations could still cause some occasional minor inconvenience to passing traffic. Based on traffic data provided by the applicant, these impacts on Maple Avenue are minor at best, anticipated at 2.8% of current traffic volume at peak lunch service on Friday between 1:00-2:00 p.m. and 4.4% of current traffic volume at peak dinner service on Saturday between 7:00-8:00 p.m. Traffic patterns which can create inconvenience cannot undercut the ZBA decision. The Police Department indicated that there may be times when people may have to enter 12 Maple, turn around and search for parking. Our valet will address this concern by not allowing access to 12 Maple if it is full. But, even if it were initially a pattern requiring some attention, the traffic generated at this site will be local hamlet traffic that becomes familiar with the traffic and parking patterns related to the site. A restaurant customer generated vehicle is only expected to enter the 12 Maple parking lot every 7.5 minutes at peak lunch service and every 4.2 minutes during peak dinner service. The restaurant and the road network can easily accommodate either.

There is also another consideration when addressing the review of these approvals. All Boards need to treat applicants with due process and in an equal, fair-handed way. When one reviews the approval granted by this Board for the project on North Broadway, the "Miles the Prince" restaurant, and considers what the Planning Board is thinking about in this case, the present application hardly registers attention. At the "Miles the Prince" location, the parking is at grade

on North Broadway/Route 22 when the “real” parking is in the back of the restaurant, down grade, perhaps 25 feet. At present, patrons of that restaurant often park along Route 22, then are told by staff rushing out from the dining room that the parking is in the rear, and they have to back-up into ongoing traffic traveling between 35 and 60 miles per hour – a traffic pattern unequivocally more perilous than that proposed by this application, and far more confusing & less convenient to patrons.

There have also been statements made by Planning Board members that: (i) this project will not create a problem parking within the Hamlet; (ii) there will be adequate parking for this restaurant as provided and within the Hamlet; and that (iii) the real problem will come when approximately 400 additional condos are occupied by future developments at the later stages of approvals, and those owners appear in search of food.

Taking the last opinion first, those projects are not all approved at this point, may or may not be approved, and may or may not bring the projected traffic, and ought to be considered in connection with those applications alone. Furthermore, many of these proposed and approved units are within easy walking distance of 12 Maple, as indicated by the 2020 Parking Study. Concerns about future parking needs, to the extent those concerns are more than mere perception, should be voiced by the Planning Board to the Town Board such that there is adequate parking in the Hamlet in the future.

However, as to the other comments of those Board members, their initial instincts that parking for this project can be accommodated at this time is more accurate, a case supported by the well-reasoned grant of the referenced variance.

#### **IV. MITIGATION**

There are two ways to mitigate or ameliorate the potential impact associated with parking. The first is to address unlimited demand for parking and the other is to limit that demand.

The applicant, Remix, which includes the current chef and partner at the site, has indicated a willingness to limit or curb the demand during lunchtime traffic, considered the pinch point for this project. They have agreed to provide electronic monitoring of persons sitting in the restaurant. Using data from other full service restaurants in Town, they have argued that the maximum number of people being served at lunch at any one time will be 46, representing 15 vehicles at the Town’s 3:1 ratio; that the maximum diners served at dinner at any one time will be 80, representing 27 spaces at the Town’s 3:1 ratio. We have shown you that we have more than adequate parking and that there is an abundance of parking in the area at night and that our site can accommodate our parking needs during the day. If 3 or 4 cars escape our property and park within the Hamlet public parking, so be it. As mentioned, the fact is that over 300 public parking spaces are located within a 3-minute walk of 12 Maple, and the Town’s 2020 Parking Study indicates that at least 19 of those spaces sit vacant even during the peak Friday lunch service. This property, currently vacant, has paid taxes for a long time; you should know that this property has been vacant and on the market for approximately 10 years. A restaurant is a principal permitted use in this zone. The current ownership, also previously represented by this firm, has attempted a multitude of

development programs over the years, all of which have failed under the Town's current regulatory regime. The proposed restaurant is unequivocally the best and highest use for the site.

## **V. OPPOSITION**

There has been minimal opposition to this project on the basis of any facts: all baseless conclusions. In fact, the applicant has demonstrated overwhelming and vehement support for this application, in the form of a Petition with over 643 signatures, and 557 "reactions and comments" on the Armonk Parents Facebook page. Combined, this represents 1,200 indications of support; staggering when considering that there are only 1,510 households in the Hamlet of Armonk. Assuming that each of these indications are unique, that would mean that a full 79.4% of Armonk households will have *vocally* supported the project.

In a March 6, 2024 memo from Michael Fareri, he said: "I do not think that the size of the building and design is in character with the surrounding neighborhood architecturally. It clearly does not fit in. It also has about one-third of the required parking. Please deny this application."

This objection is simply not supported by the record. First of all, the ARB has issued rave reviews of this project and has granted its unanimous approval on March 6, 2024. The project clearly fits in, and even upon expansion will, in fact, be *less* dense than surrounding properties, and will be a beautiful architectural amenity to the downtown. As Mr. Fareri knows, the project has a variance and satisfies the parking requirement. But he tries to beguile other property owners within the Hamlet and have them submit opposition even though he himself received a 30+ space parking variance for his properties located at 39-41 Maple Avenue. He did this over the last six weeks which resulted in a few letters from various property owners stating, primarily, that our *patrons* were going to park on Old Route 22. The applicant since has shown that ironically even these complainants are in non-conformance with the same parking regulations they purport to uphold against this application. This strain of opposition should be regarded as generalized community opposition, which cannot be relied on in denial of a land use application. See, *Twin County Recycling Corp. v. Yevoli* ; *MLB, LLC v. Schmidt* 50 A.D.3d 1433 (3<sup>rd</sup> Dept. 2008).

In the beginning, only employees were to park on Old Route 22. We now have an executed Lease with the American Legion for our employees.

We have also noted previously in the record the history of variances granted in the Hamlet and the staggering number of existing non-confirming owners.

One final note. I would like to advise this Board that Mr. Fareri has contacted my firm. He indicated he had an idea, an alternate site for a restaurant. He would not divulge, I inquired. Mr. Fareri has a way of doing business, of badgering the Town employees; people involved in the zoning process. We are in contract and while honest positions and observations are to be tolerated, misrepresentations to a Board or Official involved in an active process may be viewed as an illegal interference with contract.

## **VI. CONCLUSION**

For the reasons set forth above, we hereby request that you grant site plan approval. We vehemently disagree with the Town Attorney's position that the Zoning Board waived 33 spaces and then ceded its authority back to the Planning Board to review whether the 56 parking spaces that the applicant is dedicating to the restaurant's use (or then 20, now 30 at lunchtime) are numerically sufficient. Our position is that there is a legally significant difference between the required spaces and the incidental inconvenience perceived by other Hamlet property owners. A restaurant is a principal permitted use. We are committed to fervently pursuing this matter to its rightful conclusion.

Very truly yours,

*Anthony F. Veneziano, Jr.*

ANTHONY F. VENEZIANO, JR.

AFV/kj  
Encl.

# **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 25 off-street additional parking spaces within 500 feet of the property for use by restaurant patrons after 6:00 p.m. on weekdays and after 11:00 a.m. on weekends (“adjacent off-site parking”).
- Provision of at least 9 off-street additional parking spaces within one quarter mile 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 (“employee parking”).



- Provision of legal instruments, satisfactory to the Town Attorney, assuring the continued existence and use of said off-site parking spaces.
- Instruction to and requirement that all employees who drive to work park in the designated employee parking spaces.
- Provision of valet parking services at 12 Maple Avenue.
- Provision of a second, separate, valet parking service, off-street within 500 feet of the property after 6:00 p.m. on weekdays and after 11:00 a.m. 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 in the spaces designated for employee parking within an approved distance of the restaurant at all times.

### ***Valet Parking***

- Valet Parking Team to set up at 12 Maple Avenue at all times when the restaurant is open, except as modified in writing by the Town of New Castle Building Department or Planning Board.
- 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 fully in and park in one of the spots at the front of the lot, if they wish to self-park, or to hand their keys over to a valet if they wish to have their car valet parked.
- 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 on the attached plans.
- When all of the self-park spaces are full, subsequent arriving customers must avail of valet parking and the valets must prepare to close the lot.
- When there are 21 vehicles parked on the lot, no more vehicles will be allowed to park, a red flag will be raised at the driveway, and the driveway shall be chained off (until such time as the lot empties sufficiently).

- Departing customers hand ticket to the valet who retrieves vehicle and delivers it to the customer.
- Weekends and evenings, as soon as there are 20 vehicles parked at 12 Maple Avenue, valet parking will commence at the adjacent off-site lot.
- It shall be a separate valet team that operates parking at the adjacent off-site lot.
- At least one valet will remain that at 12 Maple Avenue to retrieve vehicles for departing customers, to park vehicles of arriving customers (if capacity exists) or to direct arriving customers to the adjacent off-site lot if the 12 Maple Avenue lot is full.
- When valet parking is operational at the adjacent off-site location, a Green Flag and two-sided Valet 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 pull fully in and to park in one of the spots at the front of the lot, if they wish to self-park, or to hand their keys over to a valet if they wish to have their car valet parked.
- Valets to hand ticket to customers who walk into restaurant while valets park the vehicles in the rear of 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.
- Should the adjacent lot ever fill, no more vehicles will be allowed to park, a red flag will be raised at the driveway, and the driveway shall be chained off (until such time as the lot empties sufficiently).
- Valet staffing is to be sufficient to separately conduct valet operations at both 12 Maple Avenue and the adjacent off-site location simultaneously.
- It shall be the valet team's responsibility, either at 12 Maple Avenue or at the adjacent off-site location, to ensure that arriving vehicles do not block passing traffic or the sidewalk by either pulling vehicles onto the site or directing them away from the lot.

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 or at the discretion of the Town of North Castle Planning Board.

## **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 20 Maple Avenue location.

### ***Parking Instructions***

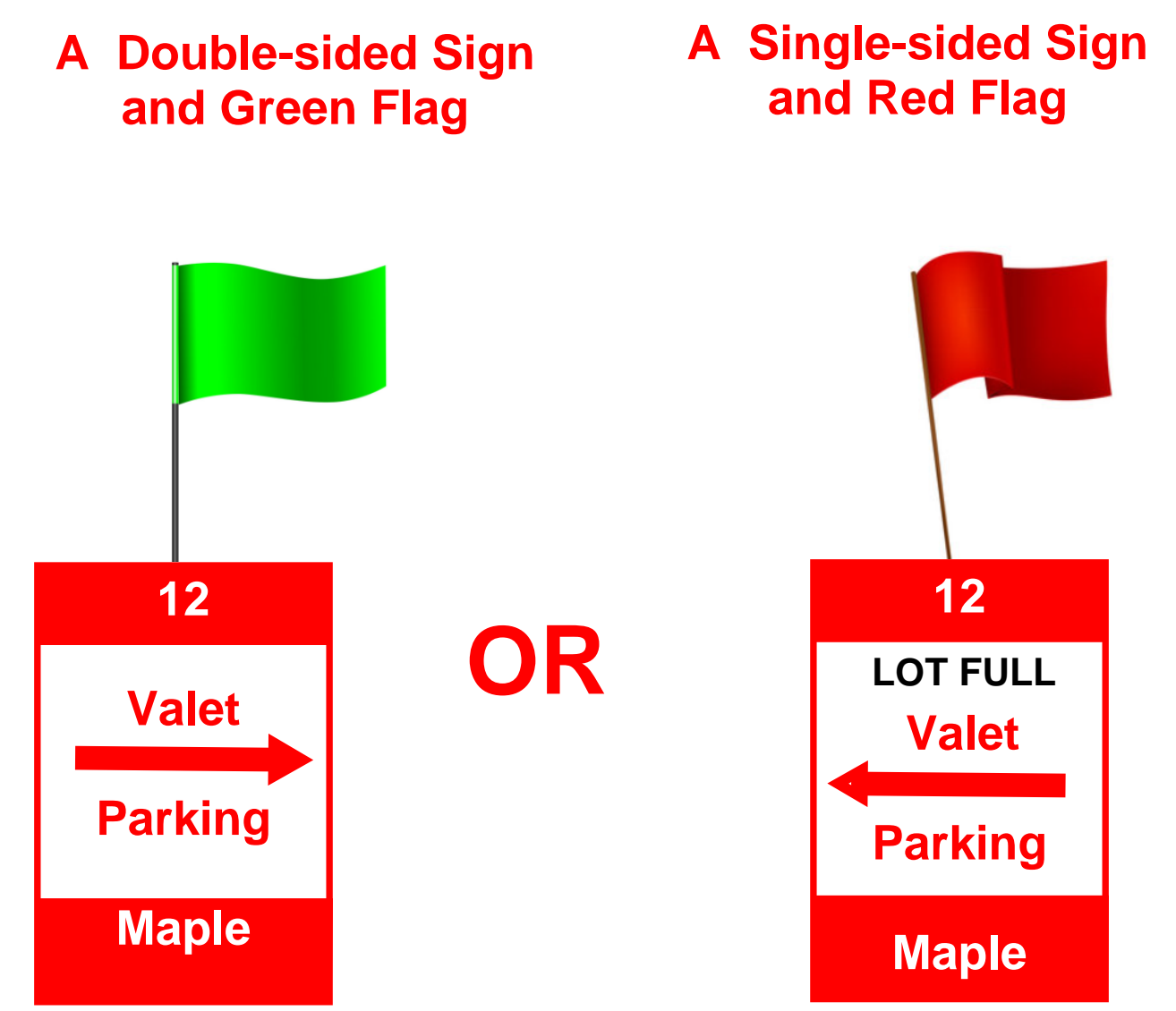
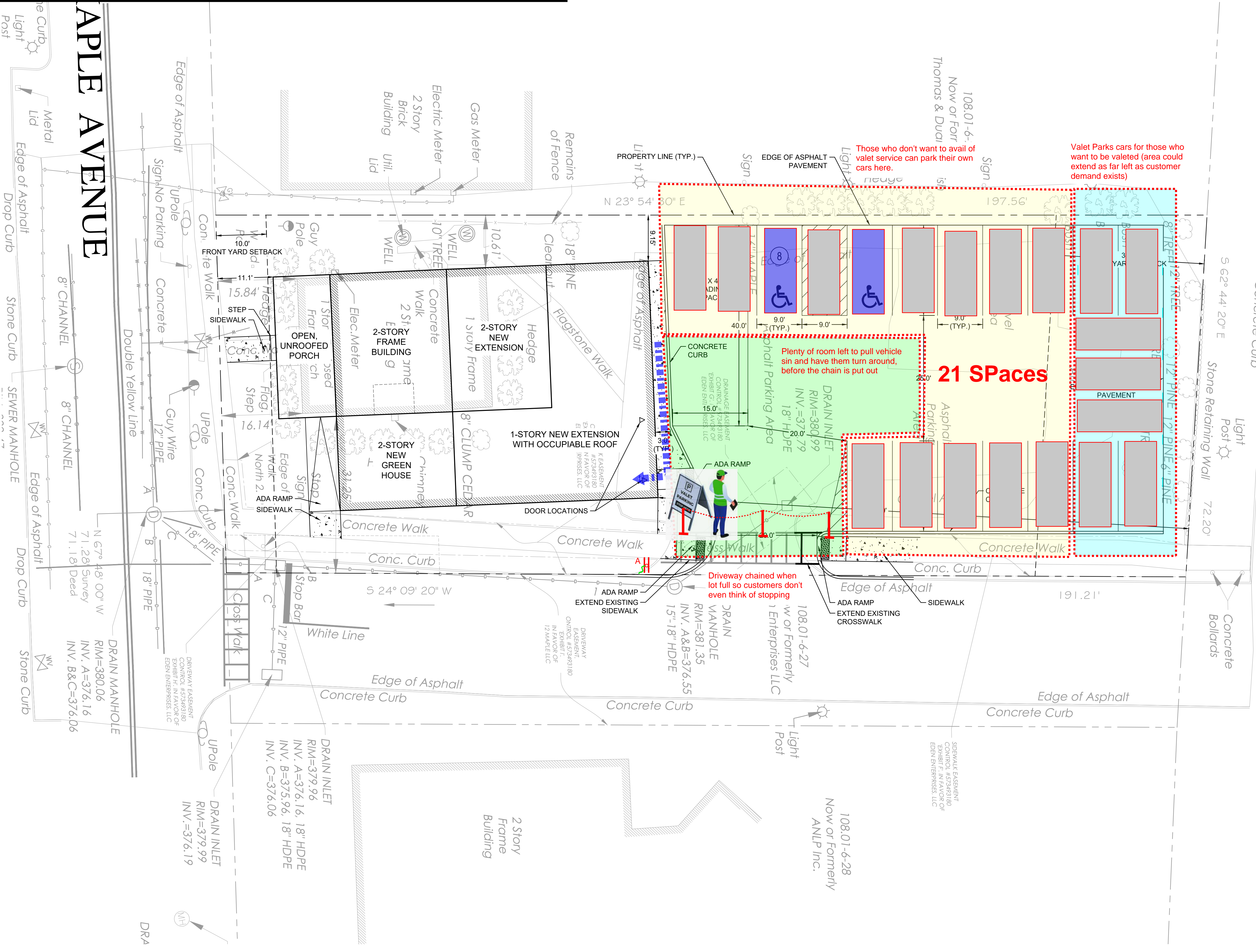
- *If driving on Maple Avenue and there is no parking sign or flag at 20 Maple Avenue, proceed to 12 Maple Avenue (parking is available).*
- *If driving on Maple Avenue and there is a valet parking sign and green flag at 20 Maple Avenue, proceed to 20 Maple Avenue (no parking available at 12 Maple Avenue).*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



Saved Monday, June 12, 2023 7:55:18 AM PETER PSAL TAKIS Posted Monday, June 12, 2023 9:00:00 AM Psalakis, 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.

# 12 Maple Valet Parking 19 Cars + 2 ADA Spaces

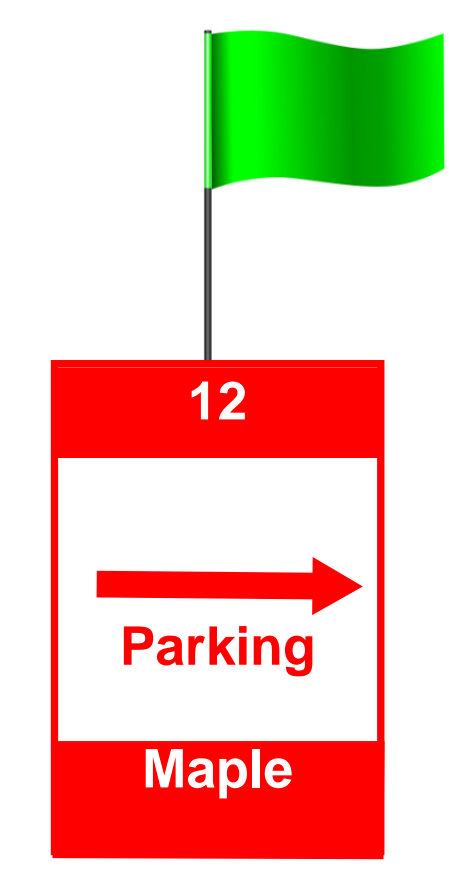
# Hybrid Valet Plan



**LEGEND**  
 Parked Vehicle  
 Parked ADA Vehicle

# 20 Maple Standard Parking Stalls 23 Cars + 2 ADA Spaces

A Double-sided Sign  
and Green Flag



## LEGEND

- Parked Vehicle
- Parked ADA Vehicle

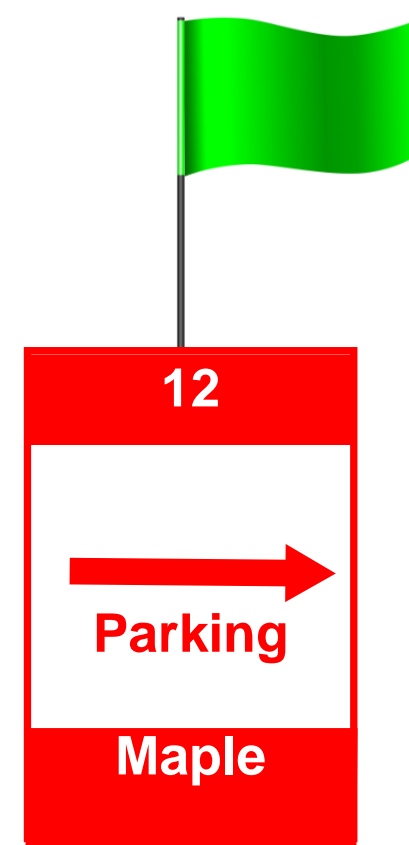


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# 20 Maple Valet Parking 31 Cars

# Hybrid Valet Plan

A Double-sided Sign and Green Flag



\* Parking for 52 customers next to the property is 4 more than the total Code-required parking (incl. employees), so it is most unlikely that this lot will ever be full but, if it were to be, it would be closed off with cones and a temporary chain so that customers wouldn't even think of stopping. A red flag would also be posted.



## Combined 52 Spaces for customers (+ 9 employee spaces at American Legion)

**Figure 2 - 20 Maple Hybrid Valet Parking**

## 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: March 18, 2024

Subject: Proposed Restaurant Redevelopment  
12 Maple Avenue, Armonk, NY  
Response to Police Dept Comments Review Comments

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We are in receipt of the Town of North Castle Police Department's memorandum, dated March 7, 2024, on the above project. This memorandum is intended to indicate how the Applicant will address all of the issues expressed in the Police Department's memorandum.

1. Stopping or standing of vehicles in the shared driveway or on the sidewalk.

The Applicant commits to actively preventing vehicles from stopping or standing in the shared driveway, on Maple Avenue or on the sidewalk through the implementation of the following measures:

- Implement a Hybrid Valet System for each of the lots which will:
  - Increase the number of customer vehicles that can be accommodated to 52 (4 more than the total Code-required parking for employees AND customers)
  - Allow the valet portion of the parking operation to occur at the back of the site (thereby pulling customers farther into the lots, away from the street and driveway)
  - Virtually eliminate the possibility that the 20 Maple Avenue lot will ever be completely full (thereby eliminating customers stopping on Maple Avenue)
  - Allow up to 2/3 of customers to park their own cars, if they so choose (thereby improving turnover capacity/streamlining the whole process)
- Deploy separate valet teams at both lots whenever needed (to maximize parking supply and so that there will be no need to move cars between the lots).
- Direct the valets to operate a flag & sign system indicating to repeat customers whether parking is available or not at that location.
- In addition to putting out the flags and signs, the valets will be instructed to and will be responsible for pulling arriving guests in off the driveway, street and sidewalk to a convenient location on the site for their car to be valeted (additional storage area has been provided for this in both lots, see attached Figures 1 and 2).
- When the 12 Maple lot fills, the valets will also close the driveway with cones and a temporary chain so that arriving customers won't even think of stopping.

The operator is committed to not having vehicles stopping or standing in the shared driveway, on Maple Avenue or on the sidewalk.



2. Pedestrians Crossing Maple Avenue

The Applicant will install a crosswalk on Maple Avenue, as shown in the attached Figure 2. This crosswalk will be a significant benefit to those that already cross Maple Avenue in this area.

3. Agreements

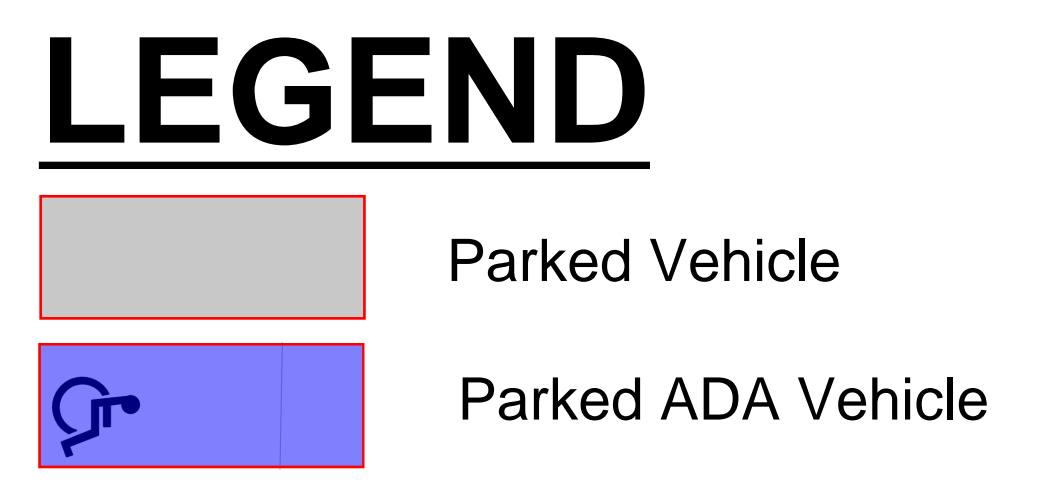
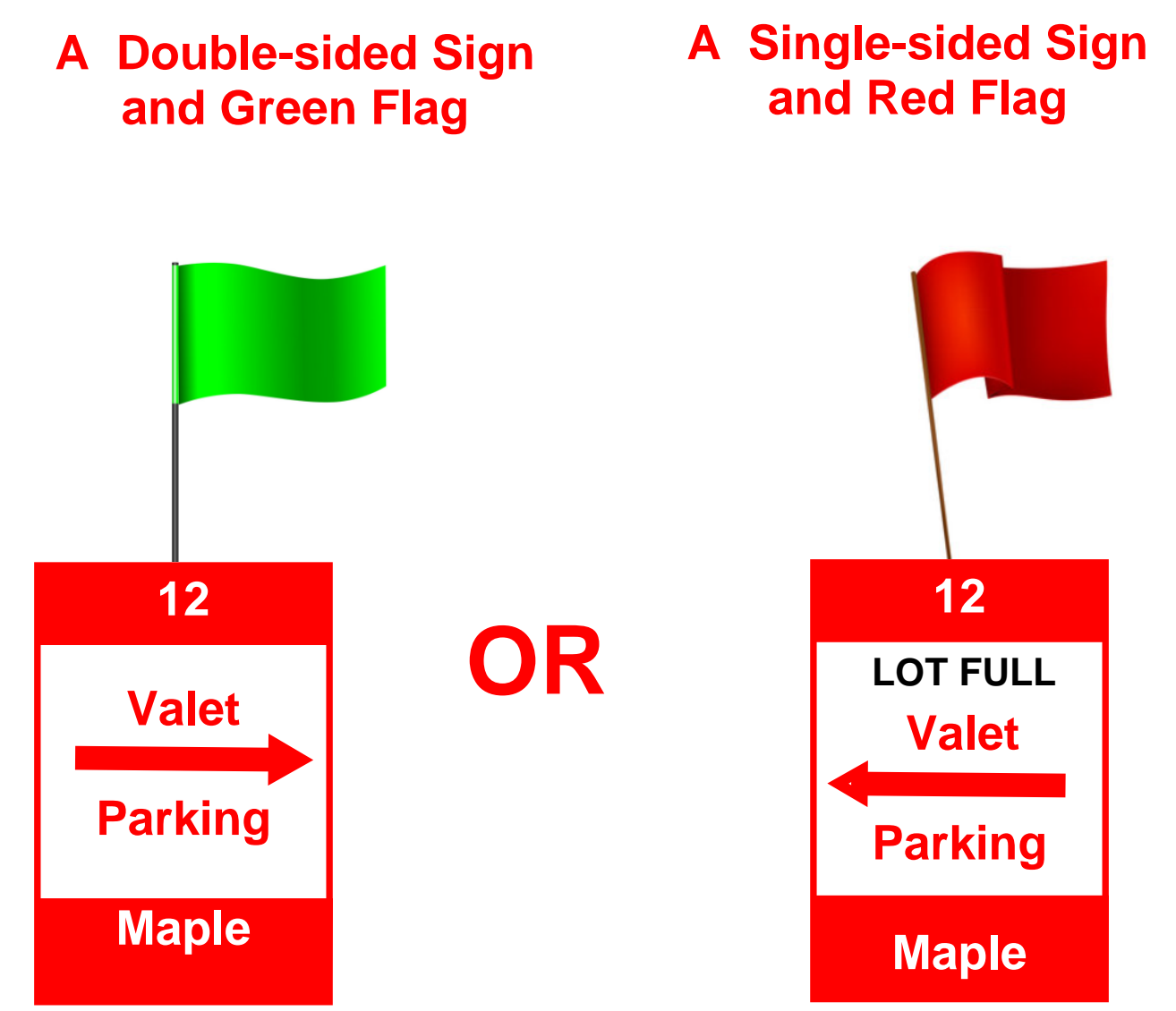
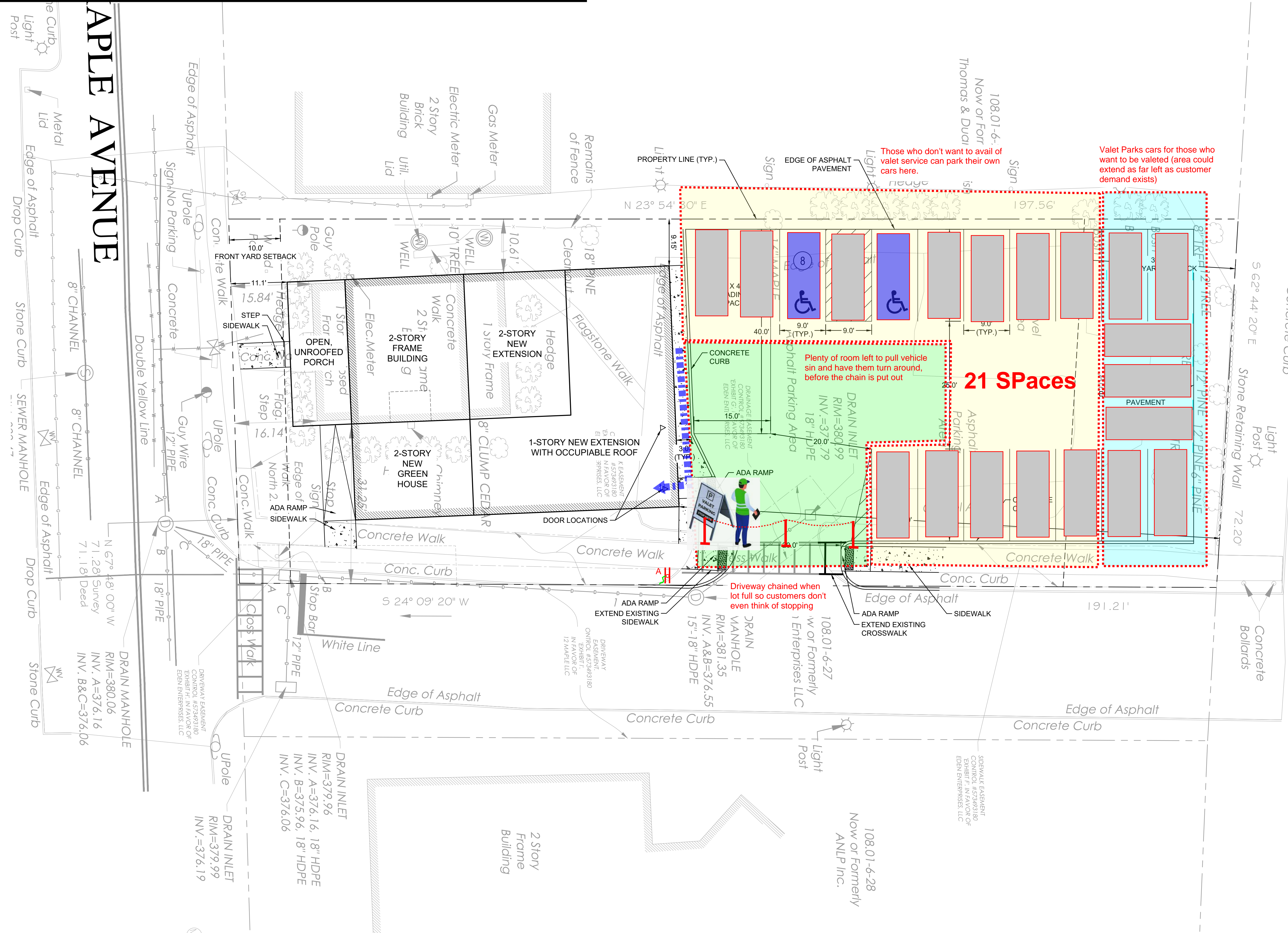
At the direction of the Zoning Board, the Applicant is having the satellite agreements reviewed by the Town Attorney, so that all can be assured that adequate parking will be provided for as long as needed.

We would remind the board that peak restaurant activity will occur later in the evening when traffic and parking activity in the area has declined significantly.

Served Monday, June 12, 2023 7:55:18 AM PETER PSAL TAKIS Posted Monday, June 12, 2023 9:00:00 AM Psalakis, Peter  
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# 12 Maple Valet Parking 19 Cars + 2 ADA Spaces

# Hybrid Valet Plan

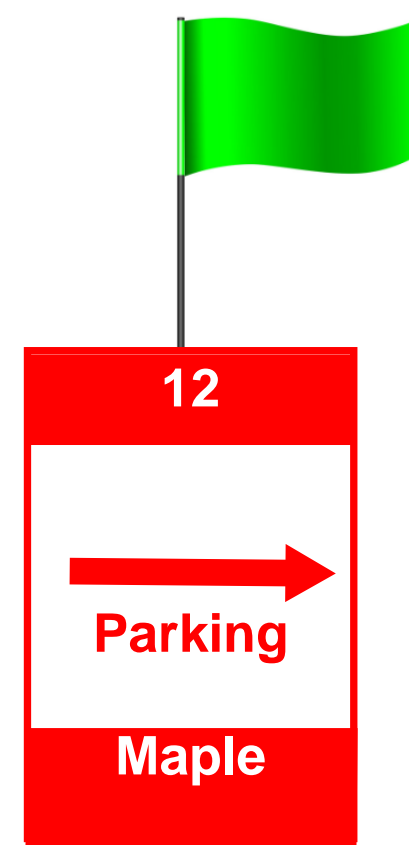


## Figure 1 - 12 Maple Hybrid Valet Parking

# 20 Maple Valet Parking 31 Cars

# Hybrid Valet Plan

A Double-sided Sign  
and Green Flag



\* Parking for 52 customers next to the property is 4 more than the total Code-required parking (incl. employees), so it is most unlikely that this lot will ever be full but, if it were to be, it would be closed off with cones and a temporary chain so that customers wouldn't even think of stopping. A red flag would also be posted.



## Combined 52 Spaces for customers (+ 9 employee spaces at American Legion)

Figure 2 - 20 Maple Hybrid Valet Parking



**Figure 3 - Maple Avenue Crosswalk.**