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MEMORANDUM

**To: David Shepler
Barry Medenbach, P.E.**

From: Philip J. Greal, Ph.D., P.E.

Date: July 21, 2016

**Re: Zero Place
Site Plan and Shared Parking Considerations
MC Project No. 15002584A**

We have reviewed the revised site plan for the proposed Zero Place Mixed Use Development as it relates to parking and access. The revised plan prepared by Medenbach & Eggers, dated July 18, 2016 now indicates a total of 80 parking spaces including those on-site and off-site along the frontage of the property and relocated the loading space from Mulberry Street. The site plan also proposes new crosswalks and sidewalk improvements which will encourage the walkability to and from the site.

The project is proposed as 48 dwelling units and approximately 14,500 square feet of leasable commercial space. The Village Code calls for 0.5 spaces per bedroom for the residential and 1.0 space per 500 s.f. (2.0 spaces per 1,000 s.f.) for the retail space. Based on this, there would be a total of approximately 65 parking spaces required for the site. However, based on information published by ULI, ITE and other sources, the 80 parking spaces as proposed is more reasonable in terms of these industry standards for these uses and consideration of the availability of public transportation (bus stop at the frontage of the property) and proximity to the rail trail proximity to other walkable areas.

We have also reviewed the proposed parking in the context of shared parking to account for the time of day demands for the two uses. Utilizing data published by ITE which indicates 1.0 space per dwelling unit for residential and between 2.6 and 2.9 spaces per 1000 s.f. for the retail use (rates adjusted to account for pedestrian and transit trips), we have compiled a shared parking analysis to determine the appropriateness of the spaces as proposed on the plan. The attached Tables 1P and 2P summarize the peak parking demands for the site by time of day. Based on this information, the proposed 80 on-site and off-site parking spaces should accommodate expected peak loadings and at the same time not result in excessive parking for the site even though the number of spaces exceeds the Village Code for both uses.

Furthermore, the modified site plan including provision of the accessible parking at the south end of the building will make this portion of the building more accessible including for patrons with disabilities. The widening on Mulberry Street to provide the bike lane will also increase the



visibility and accessibility to these five (5) parking spaces and allow more maneuvering area for traffic to flow along this portion of Mulberry Street more efficiently. Also, note that the closest space on Mulberry Street is now approximately 60 feet or the equivalent of 3 car lengths away from NYS Route 32. This distance together with the 6 foot added road width along the frontage for the bike lane/shoulder will allow vehicles to turn from Route 32 more efficiently and should safely accommodate these vehicles as well as the vehicles entering and exiting the parking spaces.

The crosswalks on Route 32 and on Mulberry Street together with the striping improvements including the “Stop” bar and double yellow centerline, in addition to the above referenced widening on Mulberry Street, will better control pedestrian and traffic movements in this vicinity.

TABLE NO. 1P

**SHARED PARKING ANALYSIS
ULI/ITE PARKING CODE FACTORS
ZERO PLACE**

WEEKDAY

USE SIZE DEMAND FACTOR PK HR DEMAND	RETAIL 14550 SF. 2.65 39		RESIDENTIAL 48 D.U. 1.00 48		TOTAL PEAK DEMAND PER HOUR
	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	
12:00-1:00am	0	0	100	48	48
1:00-2:00	0	0	100	48	48
2:00-3:00	0	0	100	48	48
3:00-4:00	0	0	100	48	48
4:00-5:00	0	0	100	48	48
5:00-6:00	0	0	100	48	48
6:00-7:00	8	3	87	42	45
7:00-8:00	18	7	79	38	45
8:00-9:00	42	16	73	35	51
9:00-10:00	68	26	68	33	59
10:00-11:00	87	34	59	28	62
11:00-12:00	97	37	60	29	66
12:00-1:00pm	100	39	59	28	67
1:00-2:00	97	37	60	29	66
2:00-3:00	95	37	61	29	66
3:00-4:00	87	34	66	32	65
4:00-5:00	79	30	77	37	67
5:00-6:00	82	32	85	41	72
6:00-7:00	89	34	94	45	79
7:00-8:00	87	34	96	46	80
8:00-9:00	61	24	98	47	71
9:00-10:00	32	12	99	48	60
10:00-11:00	13	5	100	48	53
11:00-12:00	0	0	100	48	48

NOTES:

- 1) PARKING DEMAND FACTORS BASED ON DATA FROM ULI, ITE AND CONSIDERATION OF SITE LOCATION.
- 2) TIME OF DAY VARIATION BASED ON GENERAL LAND USE DATA FROM ULI.
- 3) RETAIL PARKING RATES ACCOUNT FOR WALKING AND BICYCLE TRIPS.

TABLE NO. 2P

**ULI/ITE PARKING ANALYSIS
ULI PARKING DEMAND FACTORS
ZERO PLACE**

SATURDAY

USE SIZE DEMAND FACTOR PK HR DEMAND	RETAIL 14550 SF. 2.97 43		RESIDENTIAL 48 D.U. 1.00 48		TOTAL PEAK DEMAND PER HOUR
	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	
12:00-1:00am	0	0	100	48	48
1:00-2:00	0	0	100	48	48
2:00-3:00	0	0	100	48	48
3:00-4:00	0	0	100	48	48
4:00-5:00	0	0	100	48	48
5:00-6:00	0	0	100	48	48
6:00-7:00	0	0	100	48	48
7:00-8:00	3	1	95	46	47
8:00-9:00	10	4	88	42	47
9:00-10:00	30	13	81	39	52
10:00-11:00	45	19	74	36	55
11:00-12:00	73	32	71	34	66
12:00-1:00pm	85	37	71	34	71
1:00-2:00	95	41	70	34	75
2:00-3:00	100	43	71	34	77
3:00-4:00	100	43	73	35	78
4:00-5:00	90	39	75	36	75
5:00-6:00	75	32	81	39	71
6:00-7:00	65	28	85	41	69
7:00-8:00	60	26	87	42	68
8:00-9:00	55	24	92	44	68
9:00-10:00	40	17	95	46	63
10:00-11:00	38	16	96	46	63
11:00-12:00	13	6	98	47	53

NOTES:

- 1) PARKING DEMAND FACTORS BASED ON DATA FROM ULI, ITE AND CONSIDERATION OF SITE LOCATION.
- 2) TIME OF DAY VARIATION BASED ON GENERAL LAND USE DATA FROM ULI.
- 3) RETAIL PARKING RATES ACCOUNT FOR WALKING AND BICYCLE TRIPS.