

Memo to the Village Planning Board

Date: 25 Mar 2017

From: David Shepler, Principal at Zero Place, and Art Brod, Planners East Inc.

Subject: Concern regarding the request for analysis to compare traffic to comparable mixed-use projects

As noted by attorney Rick Golden at the 21 Mar 2017 Village Planning Board meeting, the Zero Place Extended EAF Part 3 appeared to disregard the following request for analysis provided in the Planning Board's Scoping Document (see highlighted):

4. Traffic and transportation

4.b.iii. *The Applicant shall study the traffic flow and traffic impacts from comparable mixed-use projects, and analyze how the traffic movement would work at the Project location.*

We apologize for not specifically calling out within our Report our thoughts on this point. We had considered this request for analysis but decided (1) there were no comparable mixed-use developments elsewhere in the Village that would adequately serve the intended purpose and (2) we believe the thorough, updated traffic analysis we provided for the broad area around Zero Place decisively establishes the impact for the area.

More specifically, as we prepared our analysis in response to the Scoping Document, we discovered that there really are no strong mixed-use comparisons in New Paltz. The closest comparable development from a mixed-use perspective is the constellation of buildings on Main Street, including the 4-story Flat Iron building, 4-story Jack's Rhythms building, and other 3-story buildings along that stretch of connected store fronts. However, these buildings vary significantly from Zero Place in at least three substantial ways:

- Lack of parking and private parking lots. The buildings have little to no devoted parking other than metered parking along the street front. For example, the Flat Iron building has zero private parking for four (4) floors of office space and a single residential unit. Most of the buildings along the corridor must rely on street parking and nearby municipal lots.

With this being the circumstance, there is really no way to determine either the number of vehicles on the roadway exclusively due to the presence of these buildings or isolate, as we could in the cases of Water Street Market and the Mulberry Apartments, where those frequenting these buildings are parking and in what number.

- Small number of residential units. The buildings along the corridor are primarily commercial with only a handful of residential units, if any. For example, the largest of the buildings, the Flat Iron, has only one residential unit while the rest are office spaces and an artist's studio. The same mix is seen elsewhere in the corridor.



David Shepler
Principal, Zero Place

<Signed electronically>

Art Brod
PLANNERS EAST INC.