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Memorandum

To: Jeffrey Davis; Bear Development Holdings, LLC
From: Elaine Du, PE and Michael Beattie, PE, PTOE
Date: November 23, 2022
Re: 50 North Greeley Avenue Parking Study
cc: Nanette Bourne, AICP; NHB Planning Group, LLC
Philip Karmel; Bryan Cave Leighton Paisner

INTRODUCTION

This memorandum presents the results of a parking study in connection with the proposed mixed-use transit-oriented development (TOD) at 50 North Greeley Avenue (“Proposed Project”). The site was previously a Walgreens which closed in 2019. The Proposed Project includes 45 residential units, approximately 3,170 square feet of restaurant use, 1,045 square feet of retail use, and 53 on-site parking spaces (45 residential parking spaces, three parking spaces reserved for a car-sharing service, and five parking spaces for the commercial component), and is located less than a half-mile away from the Chappaqua Metro-North station.

While the residential parking demand will be accommodated on-site, the Town code requires 50 parking spaces to support the retail and restaurant components; therefore, the proposed on-site parking supply is short 45 commercial spaces according to the Town Code. However, the parking requirements of the Town Code are not representative of the parking demand generated by a downtown TOD, which has a lower parking demand due to proximity to transit and operates as a complementary use with other downtown businesses that would share patronage.

This parking study surveys and analyzes the available on- and off-street public parking within a 5-minute walk and within a 5- to 10-minute walk from the Proposed Project to accommodate the 45-parking spaces not provided on-site.

PARKING DATA COLLECTION

AKRF collected parking data on November 16, 2022 during a typical weekday midday (11AM-1PM) and evening (6PM-8PM) time periods when demand for the commercial components would peak in conjunction with commuter parking demand. The public parking supply as well as the number of vehicles parked on-street and in public surface lots, including the Chappaqua Metro-North Train Station, within both a 5-minute

and 10-minute walk of the Proposed Project was collected. Compared to previous parking studies, this study includes only public parking (excluding school, Town Hall, and park parking spaces) within a 10-minute walk from the site. **Figure 1** identifies the parking facilities within a 5-minute (highlighted in blue) and between a 5- and 10-minute (highlighted in orange) walk. **Table 1** summarizes the parking supply and parking regulations, with the midday and evening parking supply presented separately.

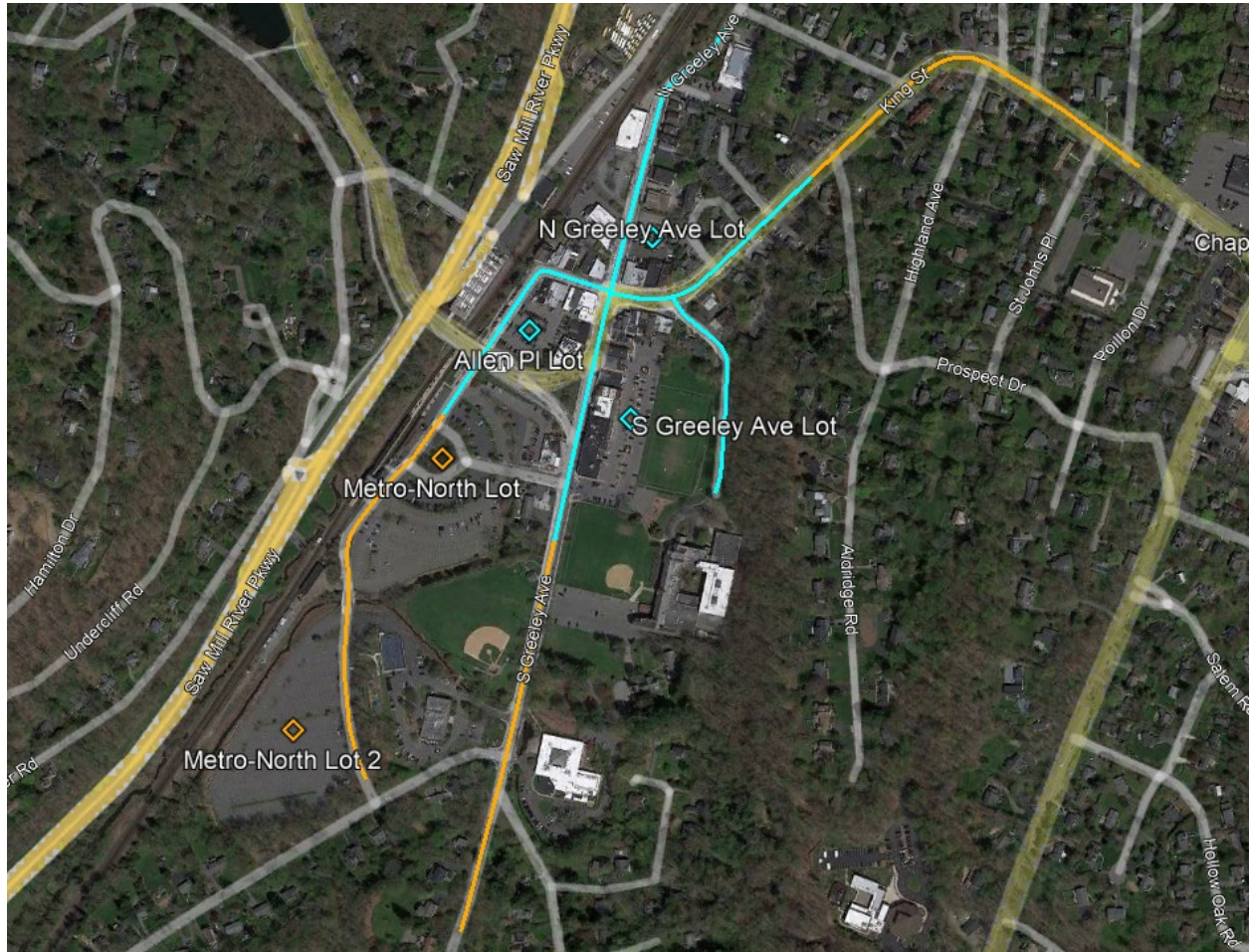


Figure 1: Parking Study Area

**Table 1
Parking Supply Summary**

Location	Public Parking Supply (spaces)		Regulations
	Midday	Evening	
<i>Within a 5-Minute Walk</i>			
N Greeley Ave between Maple Ave and King St	34	34	2 spaces: 30-minute parking any time 32 spaces: 3-hour parking, 9AM-5PM M-F
S Greeley Ave between King St and Woodburn Ave	20	20	3-hour parking, 9AM-5PM M-F
King Street between Prospect Dr and N Greeley Ave	26	26	3-hour parking, 9AM-5PM M-F
Allen Place between N. Greeley Ave and Woodburn Ave	43	43	1 space: 15-minute parking 11 spaces: 3-hour parking, 9AM-5PM M-F 21 spaces: 3-hour customer/merchant parking 10 spaces: 3-hour parking
Senter Street	5	23	5-spaces: 3-hour parking 18 spaces: School parking only, 6:30AM-4:30PM
N Greeley Ave Lot	47	47	37 spaces: 1-hour parking 10 spaces: 2-hour and merchant parking
S Greeley Ave Lot	168	168	3-hour customer and merchant parking
Allen Place Lot	79	79	3- and 2-hour customer and merchant parking
Total within 5-Minute Walk	422	440	
<i>Within a 5- to 10-Minute Walk</i>			
S Greeley Ave between Woodburn Ave and Smith St	33	33	5 spaces: 2-hour parking, 9AM-5PM M-F 4 spaces: 4-hour parking, 9AM-5PM M-F 24 spaces: 6-hour parking, 8AM-6PM M-F
King Street between and Prospect Dr and Orchard Ridge Rd	13	13	10 spaces: 3-hour parking, 8AM-6PM M-F 3 spaces: 1-hour parking, 8AM-6PM M-F
Metro-North Lot 1	33	601	33 spaces: Non-resident metered parking 83 spaces: Resident metered parking 11 spaces: Temporary 15-minute parking 32 spaces: 3-hour customer/merchant parking 29 spaces: Handicap metered and permit parking 413 spaces: Permit only parking *Parking rules and permit only parking in effect 6AM-6PM M-F
Metro-North Lot 2	0	703	703 spaces: Permit only parking *Parking rules and permit only parking in effect 6AM-6PM M-F
Total Within 5- 10 Minute Walk	79	1,350	
Total within 10-Minute Walk	501	1,790	

PARKING DATA ANALYSIS

Table 2 and **Table 3** provides a summary of the available parking spaces for the 11AM-1PM midday period and 6PM-8PM evening period, respectively. The midday period has a parking utilization percentage of 74 percent with 99 parking spaces available within a 5-minute walk from the Proposed Project and over 50 spaces at the S. Greeley Avenue lot. The evening period has a parking utilization percentage of 25 percent with 321 parking spaces available within a 5-minute walk and over 140 spaces at the S Greeley Avenue lot. During both the midday and evening periods, there is sufficient public parking available to accommodate

the 45 parking spaces associated with the Proposed Project's commercial component at the various public parking lots as well as on-street parking.

Although previous studies have represented qualitatively that parking capacity was not available in the downtown area, the results of this parking survey quantitatively show that the maximum parking utilization within the surveyed periods is approximately 74 percent during the weekday midday period. The threshold for parking at capacity within a downtown area is 85 percent, at which vehicles would be recirculating and searching for parking. The maximum parking utilization of 74 percent is below the 85 percent capacity threshold, indicating that parking within downtown Chappaqua is below capacity and can accommodate additional parking demand.

Table 2
11AM-1PM Midday Period Parking Availability Summary

Location	Parking Supply (spaces)	Parked Vehicles	Number of Available Parking Spaces
<i>Within a 5-Minute Walk</i>			
N Greeley Ave between Maple Ave and King St	34	27	7
S Greeley Ave between King St and Woodburn Ave	20	16	4
King Street between Prospect Dr and N Greeley Ave	26	14	12
Allen Place between N. Greeley Ave and Woodburn Ave	43	40	3
Senter Street	5	5	0
N Greeley Ave Lot	47	38	9
S Greeley Ave Lot	168	114	54
Allen Place Lot	79	69	10
Total within 5-Minute Walk	422	323	99
<i>Within a 5- to 10-Minute Walk</i>			
S Greeley Ave between Woodburn Ave and Smith St	33	9	24
King Street between and Prospect Dr and Orchard Ridge Rd	13	6	7
Metro-North Lot 1	33	32	1
Metro-North Lot 2	-	-	-
Total Within 5- 10 Minute Walk	79	47	32
Total within 10-Minute Walk	501	370	131

Table 2
6PM-8PM Evening Period Parking Availability Summary

Location	Parking Supply (spaces)	Parked Vehicles	Number of Available Parking Spaces
<i>Within a 5-Minute Walk</i>			
N Greeley Ave between Maple Ave and King St	34	21	13
S Greeley Ave between King St and Woodburn Ave	20	3	17
King Street between Prospect Dr and N Greeley Ave	26	11	15
Allen Place between N. Greeley Ave and Woodburn Ave	43	20	23
Senter Street	23	3	20
N Greeley Ave Lot	47	19	28
S Greeley Ave Lot	168	27	141
Allen Place Lot	79	15	64
Total within 5-Minute Walk	440	119	321
<i>Within a 5- to 10-Minute Walk</i>			
S Greeley Ave between Woodburn Ave and Smith St	33	2	31
King Street between and Prospect Dr and Orchard Ridge Rd	13	0	13
Metro-North Lot 1	601	237	364
Metro-North Lot 2	703	62	641
Total Within 5- 10 Minute Walk	1,350	301	1,049
Total within 10-Minute Walk	1,790	420	1,370

PARKING DEMAND

Based on the Institute of Transportation Engineers (ITE) *Parking Generation Manual, 5th Edition*, the Proposed Project would generate a parking demand of 32 parking spaces for the residential land use, 2 parking spaces for the retail land use, and 30 parking spaces for the restaurant land use. The total commercial parking demand is 32 spaces, below the 50-space requirement calculated based on the Town Code. Furthermore, the surveyed weekday midday and evening parking supply would be sufficient to meet both the commercial parking demand as calculated based on ITE *Parking Generation Manual* and the requirement based on the Town Code.

CONCLUSION

Based on the parking data collection, there are three public parking lots within a 5-minute walk from the Proposed Project and on-street parking on several roadways. The parking survey shows that the weekday midday period has a parking utilization of 74 percent for on- and off-street parking. Although previous studies have represented that downtown parking is at capacity, the actual surveyed parking utilization is below the 85 percent at capacity threshold. There are 99 parking spaces available within a 5-minute walk from the site. Expanding to a 10-minute walking radius would continue to provide additional available parking.

The Town Code requires 50 parking spaces for the retail and restaurant land uses; however, the actual parking demand of the site is estimated to be 32 parking spaces for the residential land use and 32 parking spaces for the commercial land uses. Because this project is a TOD located less than a half-mile from the Chappaqua train station with complementary residential, restaurant, and retail land uses, the parking requirements of the Town Code do not represent the actual parking demand of the site. Furthermore, the Proposed Project is complementary to the downtown Chappaqua area and is a non-destination retail/restaurant use walkable for patrons of other downtown businesses, thus the parking demand will likely be shared with other downtown commercial uses.

The parking lot located along South Greeley Avenue would have sufficient space to accommodate the commercial parking demand and also the Town Code parking requirements of the Proposed Project during both surveyed time periods. Patrons of the commercial uses could also utilize the numerous on-street parking spaces or, after 6PM, the Metro-North lot which has over 1,000 available parking spaces. Therefore, there is sufficient parking capacity within a 5-minute walk to accommodate commercial parking for the Proposed Project.