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PLANNING BOARD
TOWN OF ORANGETOWN

TOWN PLAZA II, LLC and C&E ISLAND FLAVOR
500 Route 303, Orangeburg
Tax Lot 74.07-1-6

C&E Island Flavor is a proposed new restaurant to be located in the Town Plaza II Shopping Center. The Center has been in existence for many years. However, when C&E sought a building permit for interior fit-out, it was advised that the center had insufficient parking under the Zoning Code for an additional restaurant.

Town Plaza II Shopping Center is located at the northwest corner of the intersection of Route 303 and Mountainview Avenue, in the hamlet of Orangeburg. Although the center occupies a single tax lot, it is divided into two zoning districts.

The eastern portion of the center is in a CC district; the western portion is in an LI district. The entire parcel is also within the Route 303 overlay district.

The Center contains gross leasable area of 25,000sf. Of this area, 5,213sf is vacant, of which 1,580sf is to be rented to C&E Island Flavor, a restaurant. The Zoning Code calculates the required number of parking spaces based on the mix of tenants in the Center. There are different parking ratios required for retail (1/200sf), restaurants (1/100sf), and fast food restaurants (1/75sf).¹ The current mix of tenants requires 120 parking spaces. There are 104 existing parking spaces.

If the vacant 5,213sf was used for restaurant purposes (at 1/100sf), then an additional 53 spaces would be needed, for a total of 173 spaces.

Pursuant to § 6.38 of the Orangetown Zoning Code,

Combined uses. When any lot contains two or more uses having different parking requirements, the parking requirements for each use shall apply to the extent of that use. Where it can be conclusively demonstrated that one or more such uses will be generating a demand for parking spaces primarily during periods when the other use or uses is not or are not in operation, either the Planning Board as part of site plan approval or the Board of Appeals may reduce the total parking spaces required by 50% of the parking spaces required for the use with the least requirement.

¹ The parking ratios for these uses are the same in both the LI and CC districts.

As a result, the Center commissioned a parking study, and now seeks a reduction in the parking standards from 173 spaces to the existing 104 spaces.

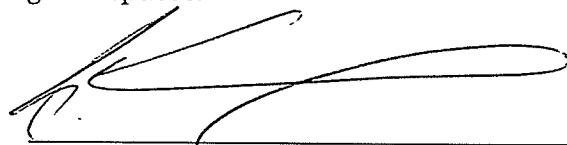
Submitted herewith is a parking study prepared by Harry Baker and Associates, a well-known local traffic engineering firm. HBA studied the actual parking usage of the Center on a typical Thursday and Saturday in September 2017, from 7am to 9pm on both days. It found a maximum parking occupancy of 56.7% (of the existing 104 spaces) at 1pm on Thursday, September 7. As the day changed to evening, parking occupancies decreased at the Center.

HBA then extrapolated its findings to determine future parking demand if the C&E Island Flavor restaurant was to open. It found that the maximum occupancy would increase to 64.4% (again, on Thursday at 1pm). Occupancy would also increase during the evening hours, but would still be well below 100%. Finally, HBA determined what the future need would be if the remaining vacant space was rented to a restaurant. Again, HBA found that the existing number of parking spaces (104) would be sufficient.

The HBA study clearly demonstrates that (a) the overall need for parking spaces, even with full occupancy of the Center, is met by the existing 104 spaces and (b) when one takes into account that certain uses have different peak hours than other uses, the existing number of spaces is more than sufficient.

The applicant therefore asks for relief under § 6.38, to reduce the required number of parking spaces for full occupancy to the existing 104 spaces.

Dated: October 17, 2017
New City, New York



Ira M. Emanuel, Esq.
Attorney for applicant



HARRY BAKER & ASSOCIATES, 3 Dolphin Road, New City, New York 10956 (914) 638-2361

October 8, 2017

Mr. John Azarian
Town Plaza II, LLC
c/o The Azarian group
6 Prospect Street, Suite 2A
Midland Park, NJ 07432

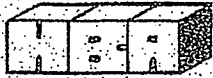
Re: Parking Study for Town Plaza II, 500 Route 303, Orangeburg, NY

Dear Mr. Azarian:

INTRODUCTION

The existing Town Plaza II shopping center currently has 10 stores totaling 18,125 sq. ft. with 5,213 sq. ft. currently vacant. The C & E Island Flavor restaurant is planned with a space 1,580 sq. ft and a parking demand of 16 spaces. The type of development for the balance of the 3,420 sq. ft has yet to be determined. Table 1 summarizes the list of stores and square footage and their parking requirements based on the Orangetown zoning code

OCCUPANT	USE	SQUARE FEET	PARKING REQUIREMENT	PARKING SPACES REQUIRED
Mountain View Liquors	Retail	1,760	1/200 sq. ft.	9
Wok King	Fast Food	900	1/75 sq. ft.	12
Angela's Nails	Retail	900	1/200 sq. ft.	5
Calabria Pizza	Restaurant	1,760	1/100 sq. ft.	18
Roy Thai	Restaurant	1,909	1/100 sq. ft.	19
A & A Deli	Retail	3,260	1/200 sq. ft.	17
Marty's Bagels	Retail	2,613	1/200 sq. ft.	13
Food & Body Works	Retail	1,280	1/200 sq. ft.	7
Amazing Cuts	Retail	1,280	1/200 sq. ft.	7
Tiffany Cleaners	Retail	2,463	1/200 sq. ft.	13
TOTALS		18125		120



A parking study was conducted on Thursday, September 7, 2017 and Saturday, September 9, 2017 from 7 AM to 9 PM. An occupancy count was conducted every two hours. The results are shown in Table 2.

Time	September 7, 2017 (Thursday)		September 9, 2017 (Saturday)	
	# of Cars Parked	% Occupied	# of Cars Parked	% Occupied
7 AM	18	17.3%	16	15.4%
9 AM	24	23.1%	38	36.5%
11 AM	44	42.3%	45	43.3%
1 PM	59	56.7%	49	47.1%
3 PM	43	41.3%	47	45.2%
5 PM	34	32.7%	40	38.5%
7 PM	32	30.8%	33	31.7%
9 PM	17	16.3%	20	19.2%
Total number of existing parking spaces = 104				

The results of the existing parking survey show that the peak parking occupancy occurred at 1 PM on Thursday when 56.7% of the parking spaces were filled. On Saturday, the maximum parking occupancy occurred at 1 PM when 47.1% of the parking spaces were filled. When a parking lot reaches 85% capacity, it is time to think about potential expansion. Actual expansion of the parking lot would not occur until the lot reaches approximately 95%. The parking demand would need to increase to 88 vehicles parked or an increase of 29 vehicles at the 1 PM hour reach 85% and 99 vehicles parked to reach 95%.

FUTURE PARKING DEMAND

The future parking analysis is divided into two sections. The first portion of the analysis is for the planned C & E Island Flavor restaurant. Under the Zoning Code, this restaurant of 1,580 sq. ft. will require 16 parking spaces. The restaurant would be open for lunch and dinner. Table 3 summarizes the parking demand with this restaurant. We have assumed for this analysis that 50% of the parking spaces will be filled between 1 PM and 5 PM and 100% will be filled at 7 PM and 9 PM.



FUTURE PARKING OCCUPANCY WITH C & E FLAVOR ISLAND				
Time	THURSDAY		SATURDAY	
	# of Cars Parked	%	# of Cars Parked	%
7 AM	18	17.3%	16	15.4%
9 AM	24	23.1%	38	36.5%
11 AM	44	42.3%	45	43.3%
1 PM	67	64.4%	57	54.8%
3 PM	51	49.0%	55	52.9%
5 PM	42	40.4%	48	46.2%
7 PM	48	46.2%	49	47.1%
9 PM	33	31.7%	36	34.6%
Total number of existing parking spaces = 104				

The results show that the maximum occupancy would occur at 1 PM on both a weekday and Saturday. As the day continues, the parking occupancy goes down as stores close. This would provide additional parking for the restaurant in the evening when most of the patrons would be expected.

The shopping center is located in both a CC and an LI zone. According to the Orangetown Zoning code, for commercial space located in these zones, the parking requirements vary depending on whether there are fast food stores, restaurants, or retail space. The parking demand varies from 1 space/75 sq. ft. to 1 space/ 200 sq. ft. of gross floor area. If the current vacant store areas of 5,213 sq. ft. were occupied using the maximum parking requirement of 1 space/200 sq. ft., (retail) a total of 26 parking spaces would be required. If the space was developed as restaurant space, the parking requirement would be 1 space/100 sq. ft. and a total of 53 parking spaces would be required.

The Orangetown Zoning Code allows for combined use of spaces:

"Sec. 6.38. Combined uses. When any lot contains two or more uses having different parking requirements, the parking requirements for each use shall apply to the extent of that use. Where it can be conclusively demonstrated that one or more such uses will be generating a demand for parking spaces primarily during periods when the other use or uses is not or are not in operation, either the Planning Board as part of site plan approval or the Board of Appeals may reduce the total parking spaces required by 50% of the parking spaces required for the use with the least requirement."



Restaurants are typically busy in the late afternoon and evening hours. The survey results show that after 3 PM, the parking occupancy rate drops to under 50% and then to the mid-forties on Saturday at 5 PM and 7 PM. After 7 PM, the rate drops to under 35%. If the vacant space was developed as half retail and half restaurant, then a total of 39 parking spaces would be required. Assuming the retail open at 10 AM and the restaurant open at 3 PM,

For the retail portion (13 parking spaces), we would expect the parking demand to ramp up over the day. The distribution of the parking would be as follows:

- 9 AM – 2 cars
- 11 AM – 4 cars
- 1 PM – 8 cars
- 3 PM – 10 cars
- 5 PM – 7 cars
- 7 PM – 3 cars

For the restaurant portion (26 parking spaces), we would expect the restaurant to open at 3 PM with some staff arriving at 1 PM. The distribution of the parking would be as follows:

- 1 PM – 4 cars
- 3 PM – 12 cars
- 5 PM – 16 cars
- 7 PM – 23 cars
- 9 PM – 15 cars

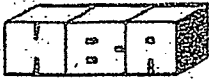
Table 4 shows the summary of the parking using this distribution.



FUTURE PARKING OCCUPANCY WITH 100% OCCUPANCY				
Time	THURSDAY		SATURDAY	
	# of Cars Parked	%	# of Cars Parked	%
7 AM	18	17.3%	16	15.4%
9 AM	26	25.0%	40	38.5%
11 AM	48	46.2%	49	47.1%
1 PM	79	76.0%	69	66.3%
3 PM	73	70.2%	77	74.0%
5 PM	65	62.5%	71	68.3%
7 PM	74	71.2%	75	72.1%
9 PM	48	46.2%	51	49.0%
Total number of existing parking spaces = 104				

Table 4 shows that the maximum occupancy occurs at 1 PM on a weekday and 3 PM on a Saturday. To reach the 85th percentile, 6 and 8 additional parked cars would be required. Furthermore, after 7PM, the parking occupancy drops to under 50%. This means that there is room to park between 14 and 40 cars additional cars between 7 PM and 9 PM before reaching the 85th percentile occupancy rate.

We compared the Town of Orangetown parking rates to those in the Institute of Transportation Engineers, 4th Edition "Parking Generation Manual." For restaurants, and retail. For retail there are two calculations. One is for Friday (non-December) and the other for Saturday (non-December). For the Friday (non-December), the 85th percentile average is 3.90 vehicles/1,000 sq. ft. GLA. For Saturday (non-December) the 85th percentile is 3.4 vehicles/1,000 sq. ft. GLA. Based on a 25,000 sq. ft. shopping center, the parking demand for Friday is $(3.9 \times 25) = 98$ parking spaces and for Saturday the parking demand is $(3.4 \times 25) = 85$ parking spaces. These number are lower because they account for all of the different store types in a shopping center as opposed to calculating the number of parking spaces by uses type.



CONCLUSION

The results of the parking survey show that with the plaza filled to 80% of leasable space, the peak vehicle occupancy rate is 56.7% of capacity on a Friday at 1 PM. If we project the building 100% leased, then the peak vehicle occupancy rate will increase to 76.0% if all of the parking spaces for the C & E Island Flavor restaurant and current vacant stores were occupied at one time at 1 PM on a weekday and 74.0% at 3 PM on a Saturday. As the evening progresses, the occupancy rate drops to below 70% by 9 PM. Therefore, in accordance with the Town of Orangetown's Zoning Code, a variance should be granted to permit the 104 existing parking spaces for all uses and occupancies in the shopping center.

Sincerely,

Harry Baker