

Appendix K
Parking Study

SILO RIDGE RESORT COMMUNITY PARKING STUDY

**Town of Amenia
September 16, 2008**

As requested by the Town of Amenia Planning Board, a Parking Study has been completed for the immediate downtown area of the Town of Amenia. The study is in response to concerns raised concerning the effect on the parking supply from the Silo Ridge project generated traffic. The downtown area, for the purpose of this study, is defined as centered at the intersection of Routes 22/44/343 and the area studied is along those routes. The study area is further defined as the existing on-street parking, designated by either pavement markings or signing, and off- street parking areas adjacent to the on-street parking locations. This report documents the existing parking conditions, existing parking supply, existing Saturday and weekday parking demand. In addition the anticipated impact of the Silo Ridge project generated traffic on the existing parking supply is discussed.

Existing Conditions

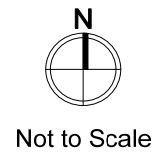
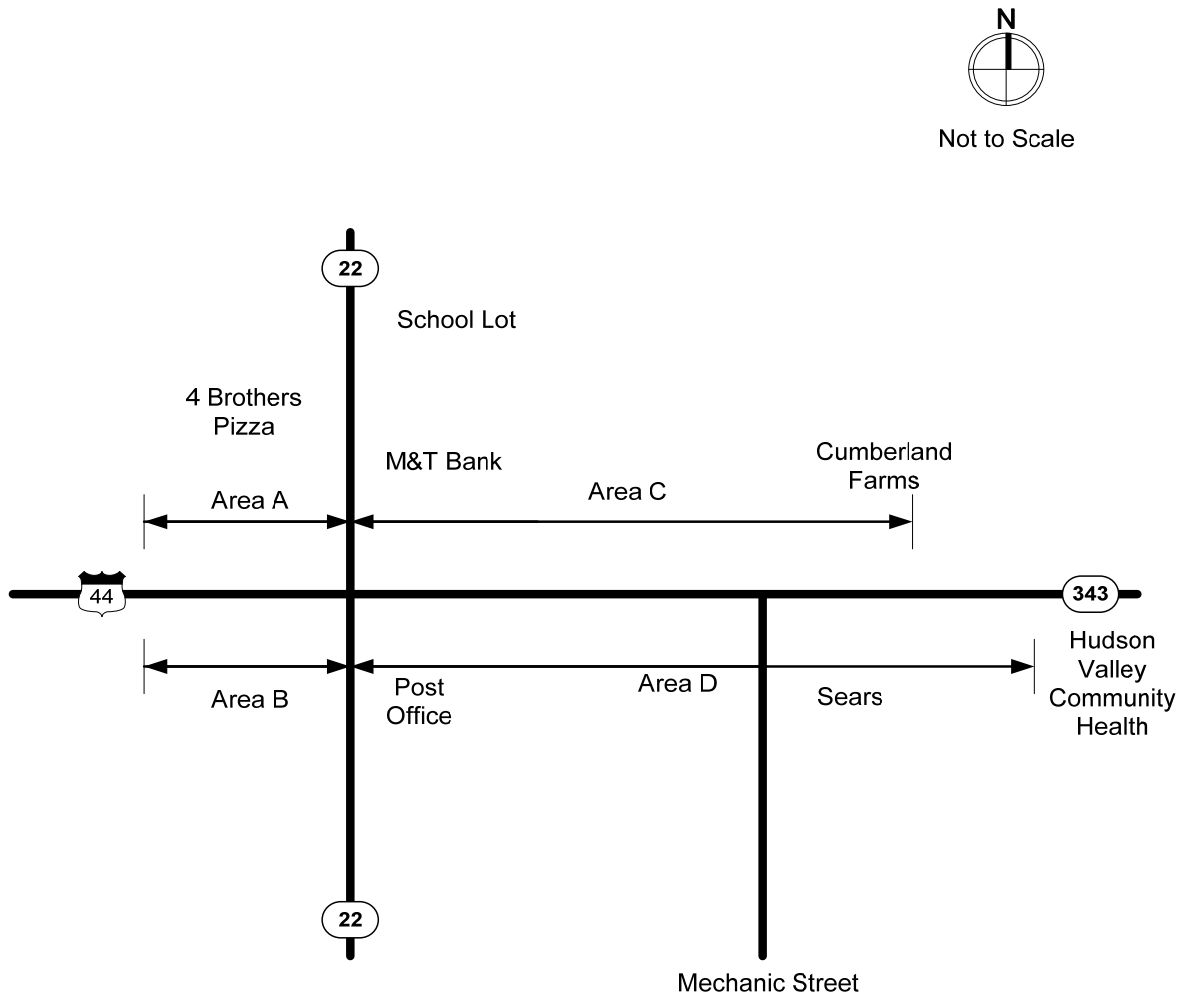
The study area is presented in Figure 1. Designated on-street parking exists along the north and south sides of Route 44 to the west of the Route22/44/343 intersection, and along the north and south sides of Route 343 to the east of the intersection. This parking is designated by parking signs posted along the curbed section of both roadways. A solid white edge line separates the parking area along the curbed section of roadway from the travel lane. The defined parking areas are not designated by individual marked parking spaces.

Signing behind the curb line further defines the parking areas and serves to regulate the legal allowable parking time frames. Parking on both sides of Route 44 fronts both commercial and residential buildings. Parking along the north side of Route 343 fronts commercial buildings only. Parking along the south side of Route 343 fronts commercial buildings, including the Post Office, from the Route 22/44/343 intersection to the Sears store just east of Mechanic Street. From that point parking fronts mainly residences, ending prior to the driveway for the Hudson valley Community Health building.

Route 22, both north and south of the 22/44/343 intersection, does not contain any designated parking areas. Parking is prohibited, by signing, in the immediate vicinity of the intersection along both sides of Route 22, both north and south of the intersection. Past the designated no parking sections of Route 22, parking is neither prohibited nor allowed by signing or pavement markings. However the road section of Route 22 is 24 to 25 feet wide and parking is not a realistic or safe endeavor considering the width of roadway and the heavy traffic, including high truck volumes, using Route 22.

There are several off street parking locations in the study area. Both the Sears store, the Cumberland Farms store, and the M&T Bank have off-street designated parking and field observations indicate that the use of these parking supplies is generally limited to customers of these establishments. There is a large off-street parking lot (70 marked parking spaces) in front of the Four Brothers restaurant in the northwest quadrant of the Route 22/44/343 intersection. Based on field observations, and anecdotal evidence, it is apparent that some vehicles parking in this location are destined for other locations in the immediate area. Finally, an off-street parking lot exists just north of the study area adjacent to the school. There was no indication of non school related vehicles parking at this location.

FIGURE 1 – STUDY AREA



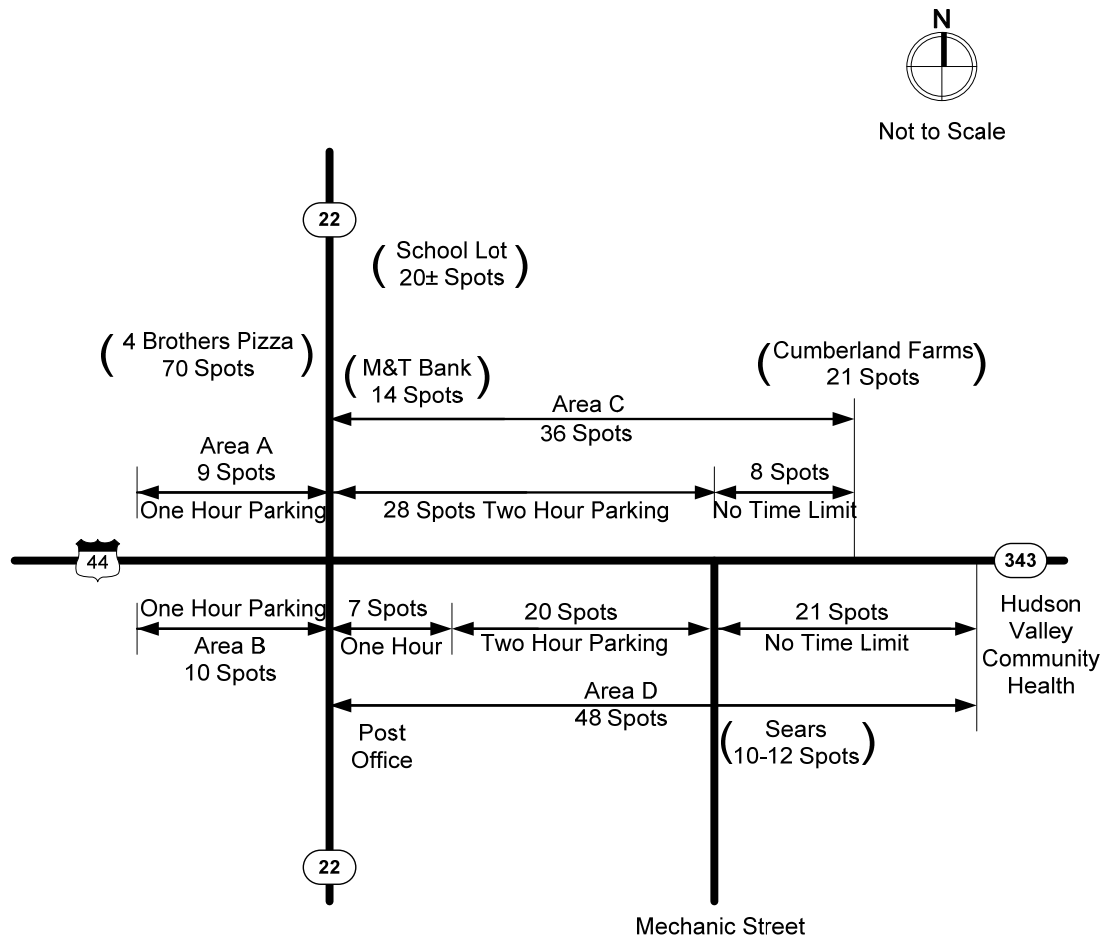
Parking Supply

Figure 2 presents the field observed/determined parking supply along Routes 44 and 343 as defined above. As noted, all four areas are defined by signing and a white edge line separating the parking locations from the travel lanes. Figure 2, in addition to depicting the parking demand, also indicates the allowable duration of parking stay. In the absence of individual marked parking spaces, field observations on Friday August 15, 2008 of parked vehicles, vacant sections of designated parking areas, and driveway locations throughout the designated areas determined the existing parking supply along the two roadways.

During the field observations it was apparent that parking supply was lost due to the absence of individual marked parking spaces along the designated sections of Routes 44 and 343. Vehicles were routinely parked well past or well short of driveway drop curb locations, decreasing the supply of parking spots.

As shown in Figure 2, the study area includes a total of one hundred and three (103) on-street parking “spots” as determined during field observations. Route 44 contains nineteen (19), with nine (9) on the north side and ten (10) on the south side. All parking on Route 44 is limited to one hour duration by signing. Route 343 contains eighty-four (84) parking “spots”, with thirty-six (36) on the north side and forty-eight (48) on the south side. All parking is limited by signing to two hour duration, with two exceptions. Seven (7) parking spots of one hour duration are located on the south side of Route 343 immediately after the main intersection of Routes 22/44/343, including in front of the Post Office. Eight (8) possible on-street parking spots in front of the Cumberland Farms store on the north side of Route 343 are not designated as to duration by signing.

FIGURE 2 – PARKING SUPPLY AND PARKING RESTRICTIONS



Existing Parking Demand

Field counts of parked vehicles were undertaken on Saturday August 16, 2008, from 9:00am to 7:00pm, and on Monday August 18, 2008 from 10:00am to 7:00pm. Counts were taken at one-half hour intervals. In addition, periodic counts at two hour intervals were taken at off-street parking areas at the Four Brothers restaurant and the school.

Table 1 documents the counts of Saturday, August 16. Table 2 documents the counts of Monday August 18. The filed recorded counts are documented by number of parked vehicles and % of parking supply used.

The field counts on both days showed minimal use of the existing on-street parking in the downtown area of Amenia. Periodic review of the school lot on Route 22 north of the intersection did not show any use of the facility above one or two vehicles. Reviews of the Four Brothers parking lot showed some use during non-business hours, and the expected increased use during times of the restaurant being open.

On Saturday, August 16, the time frame of 9:00 to 9:30 am exhibited the highest number of parked vehicles with just 18 vehicles parked, or 17% of supply. In other words 83% of the existing parking supply, or 85 parking spaces were available during the busiest half hour period on Saturday. The average demand on Saturday was 10 vehicles or 10% of supply.

TABLE 1 PARKING COUNTS (DEMAND) – SATURDAY 8/16/08

Period Beginning	Area A	Area B	Area C	Area D	Total	% of Supply
9:00 am	3	0	4	11	18	17%
9:30 am	4	0	5	7	16	16%
10:00 am	1	0	5	6	12	12%
10:30 am	4	0	5	6	15	15%
11:00 am	4	0	3	4	11	11%
11:30 am	3	1	6	4	14	14%
12:00 pm	2	1	4	4	11	11%
12:30 pm	2	2	5	2	11	11%
1:00 pm	3	0	3	2	8	8%
1:30 pm	2	0	3	1	6	6%
2:00 pm	2	0	7	1	10	10%
2:30 pm	3	0	3	1	7	7%
3:00 pm	1	0	2	0	3	3%
3:30 pm	3	0	2	5	9	9%
4:00 pm	3	1	4	4	12	12%
4:30 pm	1	0	3	3	7	7%
5:00 pm	1	0	4	3	9	9%
5:30 pm	3	0	4	3	10	10%
6:00 pm	1	0	3	4	8	8%
6:30 pm	2	1	2	2	7	7%

On Monday, August 18, the time frame of 11:30 am to 12:00 pm and 12:00 pm to 12:30pm exhibited the highest number of parked vehicles with 22 vehicles parked, or 21% of supply. In other words 79% of the existing parking supply, or 81 parking spaces were available during the busiest half hour periods on Monday. The average demand on Monday was 16 vehicles or 16% of supply.

TABLE 2 PARKING COUNTS (DEMAND) – MONDAY 8/18/08

Period Beginning	Area A	Area B	Area C	Area D	Total	% of Supply
11:00 am	3	1	6	10	20	19%
11:30 am	6	0	8	8	22	21%
12:00 pm	4	1	9	8	22	21%
12:30 pm	3	0	8	6	17	17%
1:00 pm	5	0	4	3	12	12%
1:30 pm	7	1	5	5	18	17%
2:00 pm	3	0	7	4	14	14%
2:30 pm	3	0	7	4	14	14%
3:00 pm	2	0	6	3	11	11%
3:30 pm	4	1	5	4	14	14%
4:00 pm	3	0	8	5	16	16%
4:30 pm	3	0	6	7	16	16%
5:00 pm	3	0	6	7	16	16%
5:30 pm	4	0	5	4	13	13%
6:00 pm	3	1	6	5	15	15%
6:30 pm	4	0	6	6	16	16%

Impact of Silo Ridge

The Silo Ridge Resort project proposes to build 338 residential units and 300 hotel units, as well as related facilities, including retail and service facilities in a Traditional Neighborhood environment. In regard to retail facilities, it is proposed to include approximately 18,627 square feet (sf) of retail on the site's Village Green, 2,000 sf of sundry/gift shop space in the hotel, 1,500 sf of retail in the proposed spa area, and 4,000 sf for the golf pro shop

Assume that on an average day 75% of the residential/hotel units are occupied. Further assume that each occupied unit makes a trip into Amenia during the course of an 8 hour period. Trips made to get gasoline, or visit the Four Brothers restaurant for example, would not utilize the on-street parking supply. Accordingly assume that 75% of the trips made utilize the on-street parking supply, a very conservative, or worse case, assumption. Accordingly, of the 480 trips over the 8 hour period, 360 on-street parking spots would be utilized over the 8 hour period, or 45 spots per hour. The average number of parking spots not used currently is over 80 per hour. This is well above the demand associated with the project under this scenario, and the remaining supply of on-street parking is sufficient to handle the scenario of Silo Ridge generated parking demand presented.