



WALKER
PARKING CONSULTANTS

SHARED PARKING ANALYSIS

**GLEN ISLE MIXED USE
DEVELOPMENT**

GLEN COVE, NEW YORK

Prepared for:
REXCORP-GLEN ISLE PARTNERS,
LLC

JULY 27, 2011



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July 27, 2011

Mr. Donald Monti
RXR Glen Isle Partners, LLC
20 Glen Street
Glen Cove, NY 11542

Re: *Glen Isle Shared Parking Analysis*
Glen Cove, New York
Walker Project No. 18-1076.00

Dear Mr. Monti:

Walker Parking Consultants is pleased to submit for your review, our updated findings regarding the shared parking analysis for the proposed Glen Isle mixed use development in Glen Cove, New York.

Please feel free to contact us should you have any questions.

Sincerely,
WALKER PARKING CONSULTANTS


David Vander Wal, PE
Senior Vice President


Carolyn H. Krasnow, Ph.D.
Principal

Enclosure



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INTRODUCTION

Rexcorp-Glen Isle Partners, LLC (RGIP) is currently planning a mixed-use development to be located in the City of Glen Cove, New York. The development will contain residential, retail, restaurant, office, and hotel space.

Walker Parking Consultants has been retained to perform a parking study of the site. The purpose of the study is twofold. The first task is to perform a shared parking analysis to project the demand for parking in this mixed-use context and to determine whether the planned supply will be adequate to accommodate the projected demand. The second task is to calculate code requirements for the site and determine whether the planned parking supply for the site will meet code requirements. The code requires more spaces than industry research suggests are needed in a mixed-use, transit-oriented context. The shared parking approach, developed from industry research by the Urban Land Institute, is an industry standard for projecting usage and forms the basis of the parking analysis; the code analysis is provided for comparison.

The shared parking analysis is based on the Urban Land Institute's Shared Parking Model, which is the industry standard for calculating parking for mixed-use developments.

PROJECT UNDERSTANDING

Walker has been retained by RGIP to provide an updated shared parking analysis of the project site and suggestions concerning the parking capacity that may be necessary to accommodate the development. The program detail below is based on the Glen Cove Development Program 110425-860.

The proposed development for Glen Isle consists of the East Parcel and the West Parcel, with each parcel separated by a short stretch of public esplanade. The West Parcel consists of four blocks, including the following land uses:

BLOCK A: WEST BLOCK

- Approximately 5,000 square feet of restaurant space;
- 74 condo units;
- 25 townhouse/duplex units.

BLOCK B1: CENTRAL BLOCK

- 83 condo units.

BLOCK B2: CENTRAL BLOCK

- 89 condo units.

BLOCK C: HOTEL BLOCK

- A 250-room hotel;
- Approximately 5,300 square feet of retail space;
- Roughly 4,000 square feet of restaurant;
- An 18,000 square foot spa;
- A 7,200 square foot conference center; and

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- A 7,200 square foot catering facility.

Figure 1: West Parcel



Source: RXR

Therefore, the whole West Parcel consists of the following:

- 271 residential units;
- 250 hotel rooms;
- 9,000 square feet of restaurant space;
- Approximately 5,300 square feet of retail space;
- An 18,000 square foot spa;
- A 7,200 square foot conference center; and
- A 7,200 square foot catering facility.

The East Parcel consists of eight blocks consisting of the following land uses:

BLOCK D

- 50,000 square feet of office space.

BLOCK E

- 169 rental apartment units.

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BLOCKS F AND G

- 30 workforce condo units;
- 56 workforce rental units.

BLOCK H

- 161 rental apartment units.

BLOCK I

- 173 rental apartment units.

BLOCK J

- 20,000 square feet of cultural/commercial space.

Figure 2: East Parcel



Source: RXR

Therefore, the whole East Parcel consists of the following:

- 589 residential units;
- 50,000 square feet of office space;
- 20,000 square feet of cultural/retail space.

SHARED PARKING ANALYSIS

This section of the report provides a discussion of our methodology and our analysis of the shared parking design day demand.

METHODOLOGY

Shared parking is defined as parking spaces that can be used to serve two or more individual land uses without conflict or encroachment. One of the fundamental principles of downtown planning from the earliest days of the automobile has always been to share parking resources rather than to have each use or building have its own parking. The resurgence of many central cities resulting from the addition of vibrant office, residential, retail, and entertainment developments continues to rely heavily on shared parking for economic viability. In addition, mixed-use projects in many different settings have also benefited from shared parking. Shared parking offers numerous benefits to a community at large, not the least of which is the environmental benefit of significantly reducing the square footage of parking provided to serve commercial development.

The ability to share parking spaces is the result of two conditions:

1. Variations in the accumulation of vehicles by hour, by day or by season at the individual land uses.
2. Relationships among the land uses that result in visiting multiple land uses on the same auto trip.

For example, a substantial percentage of patrons at one business (restaurant) may be employees of another business (office). This is referred to as the "effects of the captive market." These patrons are already parking and contribute only once to the number of peak hour parkers. In other words, the parking demand ratio for individual land uses should be factored downward in proportion to the captive market support received from neighboring land uses.

Although the interplay of land uses can reduce the overall demand, it should be noted that there are limits imposed by proximity of land uses to each other and to parking facilities. While "shared parking" by definition is capitalizing on the different demand period for a combination of land uses, it is not logical to assume that a hotel (with peak demand in the evening) can share with an office building (with peak demand during the day) if the two land uses are too far apart. Human behavior restricts shared parking opportunities by limiting the distance users are willing to walk from a parking facility to their final destinations.

Walker's Shared Parking Model is based on the Urban Land Institute and International Council of Shopping Center's *Shared Parking*¹ publication. Walker led a team of consultants in updating *Shared Parking*, which was published in November of 2005 and features the most up-to-date data and parking demand model. The model is designed to project the parking needs of a mixed-use development from 6:00 AM to 12:00 midnight on a typical weekday and a Saturday for every month of the year.

¹ Smith, Mary S. *Shared Parking, Second Edition*. Washington, D.C.: ULI-the Urban Institute and the Institute of Transportation Engineers, 2005.

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UNSHARED PARKING DEMAND

Base parking demand ratios from the ULI Shared Parking model were used as a starting point, to determine the parking needs of the development if each component were a free-standing development. Table 1 shows the base ratios broken down for visitors and employees for a weekday and weekend. For residential land uses, residents are considered employees.

Table 1: Base Parking Demand Ratios

Land Use	Weekday		Weekend		Unit	Source	Total	
	Visitor	Employee	Visitor	Employee			Weekday	Weekend
General Retail	2.90	0.70	3.20	0.80	/ksf GLA	1	3.60	4.00
Fine/Casual Dining	15.25	2.75	17.00	3.00	/ksf GLA	1	18.00	20.00
Marina	0.23	0.10	0.55	0.11	/slip	3	0.33	0.66
Day Spa	6.60	0.40	5.50	0.25	/ksf GLA	1	7.00	5.75
Park/Recreational Space	5.00	0.10	5.00	0.10	/Acre	2	5.10	5.10
Hotel-Leisure	0.90	0.25	1.00	0.18	/room	1	1.15	1.18
Restaurant/Lounge	10.00	0.00	10.00	0.00	/ksf GLA	1	10.00	10.00
Catering	30.00	0.00	30.00	0.00	/ksf GLA	1	30.00	30.00
Conference Center	20.00	0.00	10.00	0.00	/ksf GLA	1	20.00	10.00
Residential Shared, Rental	0.15	1.50	0.15	1.50	/unit	1	1.65	1.65
Residential Reserved, Owned	0.15	1.70	0.15	1.70	/unit	1	1.85	1.85
Office Space	0.30	3.38	0.03	0.34	/ksf GFA	1	3.68	0.37

Sources

1. *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute, 2005.
2. *Parking Generation, Third Edition*. Washington DC: Institute of Transportation Engineers, 2004, pg. 80
3. *Parking Generation, Third Edition*. Washington DC: Institute of Transportation Engineers, 2004, pg. 82

Source: Walker Parking Consultants, Urban Land Institute, Institute of Transportation Engineers.

DRIVING RATIO ADJUSTMENT

Adjustments were made to account for the number of patrons who arrive at the development by means other than personal vehicle. For most of the land uses, we used a five percent reduction for employees to account for transit use, bicycling, walking, drop-offs, and carpooling. For the hotels, based on the discussion of hotels in *Shared Parking (2nd Edition)*, Walker used driving ratios of 66% for weekday guests and 77% for weekend guests. Additionally, we used the ULI finding that one in four catering event attendees and conference center clients would arrive on site via shuttle, taxi, drop-off or carpool rather than a personal vehicle, resulting in a 25% reduction in visitor cars for those land uses.²

Table 2 illustrates the driving ratios for weekday and weekend residents, visitors and employees used in this analysis.

Table 2: Driving Ratio Adjustments

Land Use	Weekday		Weekend	
	Daytime	Evening	Daytime	Evening
General Retail	100%	100%	100%	100%
Employee	95%	95%	95%	95%
Fine/Casual Dining	100%	100%	100%	100%
Employee	95%	95%	95%	95%
Marina	100%	100%	100%	100%
Employee	95%	95%	95%	95%
Day Spa	100%	100%	100%	100%
Employee	95%	95%	95%	95%
Park/Recreational Space	100%	100%	100%	100%
Employee	95%	95%	95%	95%
Hotel-Leisure	66%	66%	77%	77%
Restaurant/Lounge	70%	70%	60%	60%
Catering	75%	75%	75%	75%
Conference Center	75%	75%	75%	75%
Employee	95%	95%	95%	95%
Residential Guest	100%	100%	100%	100%
Residential Reserved, Rental	100%	100%	100%	100%
Residential Shared, Rental	100%	100%	100%	100%
Residential Reserved, Owned	100%	100%	100%	100%
Office Space	100%	100%	100%	100%
Employee	95%	95%	95%	95%

Source: Urban Land Institute, *Shared Parking*, and Walker Parking Consultants

² The recommended default drive ratio for hotels ranges from 66% to 77% for suburban, non-airport hotels.

NON-CAPTIVE ADJUSTMENT

Adjustments are also taken to the “stand-alone” base ratios (Table 1) to account for captive markets. The term “captive market” was originally borrowed from market researchers to describe people who are already present in the immediate vicinity at certain times of the day. In the shared parking analysis, the term “captive market” reflects the adjustment of parking needs and vehicular trip generation rates due to the interaction among uses in an area. Traditionally, the non captive adjustment is used to fine-tune the parking needs of restaurants and retail patronized by employees of adjacent office buildings, or other persons already counted as being parked for the day who then patronize multiple venues.

There are several sources of captive parkers on a mixed-use site such as this, including residents, office workers and commercial employees, and hotel guests.

Shared Parking does not provide specific reduction percentages for commercial venues like retail and restaurant, since those will vary from site to site. The ULI Standard suggests weighing relative sizes of venues. On this site, the restaurant and retail are small in comparison to the number of residences within walking distance; our non-captive adjustments reflect that. Walker made the following adjustments regarding non-captive ratios, based on experience with projects in similar settings and locations:

- o Ten percent (10%) of weekday retail patrons and five percent (5%) of weekend retail patrons would be project employees or residents and thus captive users. The remainder would be non-captive users who would generate parking demand.
- o Ten percent (10%) of weekday diners and five percent (5%) of weekend diners would be project employees or residents and thus captive users. The remainder would be non-captive users, and thereby generate parking demand.
- o Five percent (5%) of day spa visitors would be project residents, hotel guests or employees.
- o Five percent (5%) of Marina slip renters and/or quests would be Glen Isle residents.

For the hotel, we used the default recommended values for suburban hotels in *Shared Parking*. *Shared Parking* recommends a 60% (weekday) and 70% (weekend) non-captive ratio for meeting facilities in hotels, and 90% (weekday) and 30% (weekend) for hotel restaurants, to reflect utilization of these venues by hotel guests.

Table 3 details the weekday and weekend non-captive factors used in this analysis.

Table 3: Non-Captive Ratios

Land Use	Weekday		Weekend	
	Daytime	Evening	Daytime	Evening
General Retail	90%	90%	95%	95%
Employee	100%	100%	100%	100%
Fine/Casual Dining	90%	90%	95%	95%
Employee	100%	100%	100%	100%
Marina	95%	95%	95%	95%
Employee	100%	100%	100%	100%
Day Spa	95%	95%	95%	95%
Employee	100%	100%	100%	100%
Park/Recreational Space	50%	50%	50%	50%
Employee	100%	100%	100%	100%
Hotel-Leisure	100%	100%	100%	100%
Restaurant/Lounge	90%	90%	30%	30%
Catering	60%	60%	70%	70%
Conference Center	60%	60%	70%	70%
Employee	100%	100%	100%	100%
Residential Guest	100%	100%	100%	100%
Residential Reserved, Rental	100%	100%	100%	100%
Residential Shared, Rental	100%	100%	100%	100%
Residential Reserved, Owned	100%	100%	100%	100%
Office Space	100%	100%	100%	100%
Employee	100%	100%	100%	100%

Source: Urban Land Institute, *Shared Parking*, and Walker Parking Consultants.

If any of the blocks containing commercial uses (A, C, and J) are developed before the residences are built, there will not be a captive effect from the resident market, and parking demand for the commercial uses will be higher. An analysis of the parking demand for these land uses under a scenario where they are the first venues built, is provided in Appendix D.

PRESENCE FACTORS

Presence is the last factor applied to the shared parking model. It is expressed as a percentage of potential demand modified for time of day and time of year. Considering that parking demand for each of land use may peak at different times generally means that fewer parking spaces are needed for the project than would be required if each land use was considered separate.

The shared parking demand is the result of the model evaluating parking demand for each land use from 6:00 AM to midnight on weekdays and weekends for every month of the year. (An additional analysis of the last week of December is included, as the post-Christmas week has considerably different parking demand patterns than the first three weeks of December.)

The impact of presence factors can be seen in the table on the following page. Hotel demand is at its lowest in the early afternoon (after check-out but before check-in); at the same time that retail experiences its peak demand. If the two land uses were at their busiest during the same hours, each would require its own independent parking facility, built to accommodate each land use at the peak hour of need. However, because they have complimentary use patterns, the two land uses can use some of the same spaces at different times of day. As a result, the total number of spaces needed is reduced from the absolute peak for each land use.

Spaces reserved for residents – all owner spaces in the condominium buildings and one space per unit for tenants in the rental buildings – are considered to be 100% occupied at all times since they are unavailable to other users.

The overall peak occurs around 2:00 p.m. when the office, retail, active entertainment, and residential space are at or near their peak demand. Figure 3 and Figure 4 show the major land uses and their projected hourly usages.

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Figure 3: Hourly Presence for a Weekday by Land Use

Time of Day for Weekday Demand		6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
General Retail	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	0%
December	Customer	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	0%
Late December	Customer	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	0%
Fine/Casual Dining	Customer	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
	Employee	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
Marina	Customer	40%	40%	60%	80%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	50%	40%	40%	40%	40%
	Employee	5%	20%	40%	60%	80%	100%	100%	100%	100%	100%	100%	100%	80%	60%	40%	20%	10%	5%	5%
Day Spa	Customer	40%	60%	80%	90%	100%	100%	100%	100%	100%	100%	80%	60%	40%	20%	0%	0%	0%	0%	0%
	Employee	50%	75%	90%	100%	100%	100%	100%	100%	100%	100%	90%	75%	50%	25%	5%	0%	0%	0%	0%
Park/Recreational Space	Customer	20%	30%	50%	70%	80%	90%	95%	100%	100%	95%	90%	80%	70%	50%	30%	20%	5%	0%	0%
	Employee	5%	25%	50%	75%	100%	100%	100%	100%	100%	95%	75%	50%	25%	5%	0%	0%	0%	0%	0%
Hotel-Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Restaurant/Lounge	Restaurant	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Catering	Catering	0%	0%	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	0%	0%
Conference Center	Conference Center	0%	0%	50%	75%	100%	100%	100%	100%	100%	100%	100%	75%	50%	30%	30%	10%	0%	0%	0%
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	20%	10%	5%
Residential	Guest	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Residential	Resident Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential Rental		100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
Residential Owned		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Office	Visitor	0%	1%	20%	60%	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%
Office Suburban	Employee	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	0%	0%

Source: Smith, Mary S., Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and the International Council of Shopping Centers, 2005, and Walker Parking Consultants, Glen Isle Shared Parking Model.

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Figure 4: Hourly Presence for a Weekend by Land Use

Time of Day for Weekend Demand		6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
General Retail	Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
December	Customer	1%	5%	10%	35%	60%	70%	85%	95%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
Late December	Customer	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Fine/Casual Dining	Customer	0%	0%	0%	0%	0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%	50%
	Employee	0%	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%	50%
Marina	Customer	50%	50%	60%	80%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	50%	50%	50%	50%	50%
	Employee	5%	20%	40%	60%	80%	100%	100%	100%	100%	100%	100%	100%	80%	60%	40%	20%	10%	5%	5%
Day Spa	Customer	40%	60%	80%	90%	100%	100%	100%	100%	100%	100%	80%	60%	40%	20%	0%	0%	0%	0%	0%
	Employee	50%	75%	90%	100%	100%	100%	100%	100%	100%	100%	90%	75%	50%	25%	5%	0%	0%	0%	0%
Park/Recreational Space	Customer	20%	30%	50%	70%	80%	90%	95%	100%	100%	95%	90%	80%	70%	50%	30%	20%	5%	0%	0%
	Employee	5%	25%	50%	75%	100%	100%	100%	100%	100%	95%	75%	50%	25%	5%	0%	0%	0%	0%	0%
Hotel-Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Restaurant/Lounge	Restaurant	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Catering	Meeting/Banquet	0%	0%	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	0%	0%
Conference Center	Convention	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	55%	45%	45%	30%
Residential	Guest	0%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Residential	Resident Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential Rented	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
Residential Owned	Resident	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Office	Visitor	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
Office Suburban	Employee	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%

Source: Smith, Mary S., Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and the International Council of Shopping Centers, 2005, and Walker Parking Consultants, Glen Isle Shared Parking Model.

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Variations in seasonal presence and parking demand for all the land uses planned for the project for a weekday are shown in Figure 5. Office user presence is 100% of peak potential during much of the year, with the exception of the summer months and the post-Christmas week, when many employees take vacations. Inversely, hotel presence is at its highest during the summer vacation season. Spa patronage is highest just before common holidays or vacation periods, so there are typically 'rushes' just before the summer and again prior to the winter holiday season. Early winter and late fall are traditionally the busiest times for meetings and conferences, while catering is typically busiest servicing events in the late spring and during the winter holidays.

Figure 5: Monthly Presence for a Weekday by Land Use

Land Use	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
General Retail	56%	57%	64%	63%	66%	67%	64%	69%	64%	66%	72%	100%	80%
Employee	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	90%	100%	90%
Fine/Casual Dining	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%
Employee	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Marina	5%	10%	20%	60%	85%	95%	100%	100%	80%	50%	10%	5%	5%
Employee	10%	20%	40%	80%	90%	100%	100%	100%	90%	60%	30%	10%	10%
Day Spa	100%	95%	90%	95%	100%	75%	70%	65%	75%	85%	90%	100%	95%
Employee	100%	90%	90%	90%	100%	75%	75%	70%	80%	85%	95%	100%	95%
Park/Recreational Space	10%	25%	50%	75%	90%	100%	100%	100%	90%	75%	25%	10%	10%
Employee	25%	25%	25%	50%	75%	100%	100%	100%	75%	50%	25%	25%	25%
Hotel-Leisure	90%	100%	100%	100%	90%	90%	100%	100%	75%	75%	75%	50%	100%
Restaurant/Lounge	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%
Catering	90%	95%	100%	100%	95%	90%	85%	75%	85%	95%	100%	100%	100%
Conference Center	75%	100%	90%	55%	60%	50%	45%	75%	80%	85%	100%	60%	0%
Employee	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential Guest	100%	100%	100%	100%	100%	97%	95%	93%	100%	100%	100%	100%	90%
Residential Reserved, Rental	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential Shared, Rental	100%	100%	100%	100%	100%	97%	95%	93%	100%	100%	100%	100%	90%
Residential Reserved, Owned	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Office Space	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%
Employee	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%

Source: Smith, Mary S., Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and the International Council of Shopping Centers, 2005, and Walker Parking Consultants, Glen Isle Shared Parking Model.

RESERVED PARKING

When spaces are reserved, as they are for some residences, they are not shared even when empty. Thus variations in time of day, month, drive ratio, and non-captive factors do not reduce parking needs for reserved parking spaces. For this analysis, Walker considered that all owner spaces are reserved in the condominium buildings, and one space is reserved for tenants in the rental buildings, with an option to lease an additional space if needed.

SHARED PARKING DEMAND

When the program data was input into the model, along with adjustments for modal split and captive factors, the synergy between the different land uses and opportunities for shared parking could be identified. The gross parking demand, peak weekday and peak weekend shared parking demand by parcel and block is shown in the tables below.

WEST PARCEL

The shared parking demand for the West Parcel is detailed by block for both a weekday and weekend. In some cases there is no reduction. Once each block is detailed, a model is shown for the entire West Parcel.

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BLOCK A: WEST BLOCK

Due to the fact that the West Block is entirely residential and restaurant, mitigating factors such as presence, driving ratio, and non-captive ratio will not reduce demand for this block significantly. This is because these uses experience peak hour demand at similar times.

The restaurant will use valet parking to preserve the park-like nature of the site, rather than putting a surface lot immediately adjacent to the building. However, structured parking for the block will be within a few hundred feet (one minute walk) of the restaurant. Valets will use the garage, as will diners who prefer to park their own cars. Even assuming all patrons use the valet service, based on information in the Institute of Transportation Engineers' *Trip Generation (8th Edition)* we project that the porte-cochère circle will be sufficient to accommodate peak-hour drop-offs and pick-ups. Please refer to Appendix B.

Peak hour weekday demand for the West Block is projected to occur on a December weekday at 7:00 PM. At this peak hour, demand for the site is projected to be for 266 spaces, with a 3% reduction from unadjusted demand. Table 4 presents the weekday peak hour demand.

Table 4: West Block Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment December	Peak Hour Adjustment 7:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Fine/Casual Dining	76	100%	100%	90%	100%	69
Employee	14	100%	100%	100%	95%	14
Residential Guest	15	100%	100%	100%	100%	15
Residential Reserved	168	100%	100%	100%	100%	168
Residential Shared, Rental	0	100%	97%	100%	100%	0
Residential Shared, Owned	0	100%	97%	100%	100%	0
Subtotal Customer/Guest Spaces	76					69
Subtotal Employee Spaces	14					14
Subtotal Resident Spaces	183					183
Total Parking Spaces	273					266
					% reduction	3%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

Peak hour weekend demand is projected to occur at 8:00 PM on a December Saturday. The projected peak hour demand is 279 parking spaces, with a 1% reduction from the gross demand as shown in Table 5.

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Table 5: West Block Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment December	Peak Hour Adjustment 8:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Fine/Casual Dining	85	100%	100%	95%	100%	81
Employee	15	100%	100%	100%	95%	15
Residential Guest	15	100%	100%	100%	100%	15
Residential Reserved	168	100%	100%	100%	100%	168
Residential Shared, Rental	0	100%	98%	100%	100%	0
Residential Shared, Owned	0	100%	98%	100%	100%	0
Subtotal Customer/Guest Spaces	85					81
Subtotal Employee Spaces	15					15
Subtotal Resident Spaces	183					183
Total Parking Spaces	283					279
					% reduction	1%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

BLOCK B1: CENTRAL BLOCK

At full build-out, the parking demand for the Central Block (B1) is projected to be 166 spaces for both a weekday and weekend.

Peak hour weekday demand for the Central Block (B1) is projected to occur on a January weekday at 10:00 PM. At this peak hour, demand for the site is projected to be for 153 spaces, with no reduction from unadjusted demand. Table 6 presents the weekday peak hour demand.

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Table 6: Central Block (B1) Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	12	100%	100%	100%	100%	12
Residential Reserved, Rental	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	100%	100%	100%	0
Residential Reserved, Owned	141	100%	100%	100%	100%	141
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	153					153
Total Parking Spaces	153					153
					<i>% reduction</i>	<i>0%</i>

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

Peak hour weekend demand is projected to occur at 10:00 PM on a January Saturday. The projected peak hour demand is 153 parking spaces, with no reduction from the gross demand. Table 7 illustrates the weekend peak hour demand for the Central Block (B1).

Table 7: Central Block (B1) Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	12	100%	100%	100%	100%	12
Residential Reserved, Rental	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	100%	100%	100%	0
Residential Reserved, Owned	141	100%	100%	100%	100%	141
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	153					153
Total Parking Spaces	153					153
					<i>% reduction</i>	<i>0%</i>

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

BLOCK B2: CENTRAL BLOCK

At full build-out, the parking demand for the Central Block (B2) is projected to be 164 spaces for both a weekday and weekend.

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Peak hour weekday demand for the Central Block (B2) is projected to occur on a January weekday at 10:00 PM. At this peak hour, demand for the site is projected to be for 164 spaces, with no reduction from unadjusted demand. Table 8 presents the weekday peak hour demand.

Table 8: Central Block (B2) Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	13	100%	100%	100%	100%	13
Residential Reserved, Rental	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	100%	100%	100%	0
Residential Reserved, Owned	151	100%	100%	100%	100%	151
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	164					164
Total Parking Spaces	164					164
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

Peak hour weekend demand is projected to occur at 10:00 PM on a January Saturday. The projected peak hour demand is 164 parking spaces, with no reduction from the gross demand. Table 9 illustrates the weekend peak hour demand for the Central Block (B2).

Table 9: Central Block (B2) Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	13	100%	100%	100%	100%	13
Residential Reserved, Rental	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	100%	100%	100%	0
Residential Reserved, Owned	151	100%	100%	100%	100%	151
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	164					164
Total Parking Spaces	164					164
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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BLOCK C: HOTEL BLOCK

At full build-out, the unadjusted parking demand for the Hotel Block is projected to be 905 spaces on a weekday and 828 spaces on a weekend.

Peak shared weekday demand for the Hotel Block is projected to occur on a February weekday at 1:00 PM. At this hour, demand for the site is projected to be 476 spaces, a 47% reduction from the 905 space unadjusted demand. The large reduction is due to the fact that the hotel contains ancillary uses (meeting space, restaurants, etc.) that are utilized to a significant extent by hotel guests as well as by off-site patrons. Table 10 presents the weekday peak hour demand.

Table 10: Hotel Block Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment Feb	Peak Hour Adjustment 1:00 PM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
General Retail	15	57%	100%	90%	100%	8
Employee	4	80%	100%	100%	95%	4
Fine/Casual Dining	61	86%	75%	90%	100%	36
Employee	11	95%	90%	100%	95%	9
Day Spa	119	95%	100%	95%	100%	108
Employee	7	90%	100%	100%	95%	6
Hotel-Leisure	225	100%	65%	100%	66%	97
Restaurant/Lounge	40	86%	100%	90%	70%	22
Catering	216	95%	65%	60%	75%	61
Conference Center	144	100%	100%	60%	75%	65
Employee	63	100%	100%	100%	95%	60
Subtotal Customer/Guest Spaces	820					397
Subtotal Employee Spaces	85					79
Subtotal Resident Spaces	0					0
Total Parking Spaces	905					476
					<i>% reduction</i>	47%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs14-19

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Peak hour weekend demand is projected to occur at 5:00 PM in March. The projected peak hour demand is 456 parking spaces, a 45% reduction from the gross demand of 828. Table 11 illustrates the weekend peak hour demand for the Hotel Block.

Table 11: Hotel Block Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment Mar	Peak Hour Adjustment 5:00 PM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
General Retail	17	64%	90%	95%	100%	10
Employee	4	80%	95%	100%	95%	3
Fine/Casual Dining	68	95%	60%	95%	100%	37
Employee	12	100%	100%	100%	95%	12
Day Spa	99	90%	60%	95%	100%	51
Employee	5	90%	75%	100%	95%	4
Hotel-Leisure	250	100%	80%	100%	77%	154
Restaurant/Lounge	40	95%	30%	30%	60%	3
Catering	216	100%	100%	70%	75%	114
Conference Center	72	90%	100%	70%	75%	35
Employee	45	100%	75%	100%	95%	33
Subtotal Customer/Guest Spaces	762					404
Subtotal Employee Spaces	66					52
Subtotal Resident Spaces	0					0
Total Parking Spaces	828					456
					% reduction	45%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

Tandem parking will be provided on this block. The proposed tandem parking layouts will require valet parking.

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COMBINED PARCEL

At full build-out, the unadjusted parking demand for the entire West Parcel is projected to be 1,497 spaces on a weekday and 1,430 spaces on a weekend.

Peak weekday shared demand for the West Parcel as a whole is projected to occur on a March weekday at 1:00 PM. At this peak hour, actual demand for the site is projected to be for 1,005 spaces, a 33% reduction from the 1,497 space unadjusted demand.

Table 12: Weekday Peak Hour Demand for the West Parcel

Land Use	Unadjusted Demand	Monthly Adjustment Mar	Peak Hour Adjustment 1:00 PM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
General Retail	15	64%	100%	90%	100%	9
Employee	4	80%	100%	100%	95%	4
Fine/Casual Dining	137	95%	75%	90%	100%	88
Employee	25	100%	90%	100%	95%	22
Day Spa	119	90%	100%	95%	100%	102
Employee	7	90%	100%	100%	95%	6
Hotel-Leisure	225	100%	65%	100%	66%	97
Restaurant/Lounge	40	95%	100%	90%	70%	24
Catering	216	100%	65%	60%	75%	64
Conference Center	144	90%	100%	60%	75%	59
Employee	63	100%	100%	100%	95%	60
Residential Guest	41	100%	20%	100%	100%	9
Residential Reserved, Rental	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	70%	100%	100%	0
Residential Reserved, Owned	461	100%	100%	100%	100%	461
Subtotal Customer/Guest Spaces	896					443
Subtotal Employee Spaces	99					92
Subtotal Resident Spaces	502					470
Total Parking Spaces	1,497					1,005
					% reduction	33%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 6:00 PM in March. The projected peak hour demand is 1,011 parking spaces, a 29% reduction from the gross demand of 1,430. Table 13 illustrates the weekend peak hour demand for the combined blocks.

Table 13: Weekend Peak Hour Demand for the West Parcel

Land Use	Unadjusted Demand	Monthly Adjustment Mar	Peak Hour Adjustment 6:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
General Retail	17	64%	80%	95%	100%	9
Employee	4	80%	85%	100%	95%	3
Fine/Casual Dining	153	95%	90%	95%	100%	124
Employee	27	100%	100%	100%	95%	26
Day Spa	99	90%	40%	95%	100%	34
Employee	5	90%	50%	100%	95%	3
Hotel-Leisure	250	100%	85%	100%	77%	164
Restaurant/Lounge	40	95%	55%	30%	60%	4
Catering	216	100%	100%	70%	75%	114
Conference Center	72	90%	50%	70%	75%	18
Employee	45	100%	60%	100%	95%	26
Residential Guest	41	100%	60%	100%	100%	25
Residential Reserved, Rental	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	90%	100%	100%	0
Residential Reserved, Owned	461	100%	100%	100%	100%	461
Subtotal Customer/Guest Spaces	847					467
Subtotal Employee Spaces	81					58
Subtotal Resident Spaces	502					486
Total Parking Spaces	1,430					1,011
					% reduction	29%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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EAST PARCEL

The shared parking demand for the East Parcel is detailed in the following section.

BLOCK D

Block D consists solely of an office building. At full build-out, the unadjusted parking demand for Block D is projected to be 184 spaces on the weekdays and 19 spaces on the weekend.

Peak hour weekday demand for Block D is projected to occur on a January weekday at 10:00 AM. At this peak hour, demand for the site is projected to be for 176 spaces, factoring in a 4% reduction due to applied drive ratios.

Table 14: Block D Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 AM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
Office Space	15	100%	100%	100%	100%	15
Employee	169	100%	100%	100%	95%	161
Subtotal Customer/Guest Spaces	15					15
Subtotal Employee Spaces	169					161
Subtotal Resident Spaces	0					0
Total Parking Spaces	184					176
					% reduction	4%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 11:00 AM on a January Saturday. The projected peak hour demand is 19 parking spaces, factoring in a 5% reduction due to applied drive ratios.

Table 15: Block D Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 11:00 AM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
Office Space	2	100%	100%	100%	100%	2
Employee	17	100%	100%	100%	95%	17
Subtotal Customer/Guest Spaces	2					2
Subtotal Employee Spaces	17					17
Subtotal Resident Spaces	0					0
Total Parking Spaces	19					19
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

BLOCK E

Block E consists of 169 rental apartment units.

Peak hour weekday demand for Block E is projected to occur on a January weekday at 10:00 PM. At this peak hour, the demand is projected to be 279 spaces, thus there is no reduction to the unshared demand.

Table 16: Block E Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	25	100%	100%	100%	100%	25
Residential Reserved, Rental	169	100%	100%	100%	100%	169
Residential Shared, Rental	85	100%	100%	100%	100%	85
Residential Shared, Owned	0	100%	100%	100%	100%	0
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	279					279
Total Parking Spaces	279					279
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 10:00 PM on a Saturday in January. The projected peak hour demand is 279 parking spaces, with no reduction from unadjusted demand.

Table 17: Block E Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	25	100%	100%	100%	100%	25
Residential Reserved, Rental	169	100%	100%	100%	100%	169
Residential Shared, Rental	85	100%	100%	100%	100%	85
Residential Shared, Owned	0	100%	100%	100%	100%	0
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	279					279
Total Parking Spaces	279					279
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

BLOCK F

Block F consists of 39 'workforce' residential units. Peak hour weekday demand for Block F is projected to occur on a January weekday at 8:00 PM. At this peak hour, the demand is projected to be 68 spaces; there is no reduction to the unadjusted demand.

Table 18: Block F Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 8:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	6	100%	100%	100%	100%	6
Residential Reserved, Rental	25	100%	100%	100%	100%	25
Residential Shared, Rental	13	100%	98%	100%	100%	13
Residential Reserved, Owned	24	100%	98%	100%	100%	24
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	68					68
Total Parking Spaces	68					68
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 8:00 PM in January. The projected peak hour demand is 68 parking spaces, with no reduction from unadjusted demand.

Table 19: Block F Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 8:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	6	100%	100%	100%	100%	6
Residential Reserved, Rental	25	100%	100%	100%	100%	25
Residential Shared, Rental	13	100%	98%	100%	100%	13
Residential Reserved, Owned	24	100%	98%	100%	100%	24
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	68					68
Total Parking Spaces	68					68
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

BLOCK G

Block F consists of 47 'workforce' residential units. Peak hour weekday demand for Block G is projected to occur on a January weekday at 9:00 PM. At this peak hour, the demand is projected to be 81 spaces; there is no reduction to the unadjusted demand.

Table 20: Block G Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 9:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	7	100%	100%	100%	100%	7
Residential Reserved, Rental	31	100%	100%	100%	100%	31
Residential Shared, Rental	16	100%	99%	100%	100%	16
Residential Reserved, Owned	27	100%	99%	100%	100%	27
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	81					81
Total Parking Spaces	81					81
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 9:00 PM in January. The projected peak hour demand is 81 parking spaces, with no reduction from unadjusted demand.

Table 21: Block G Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 9:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	7	100%	100%	100%	100%	7
Residential Reserved, Rental	31	100%	100%	100%	100%	31
Residential Shared, Rental	16	100%	99%	100%	100%	16
Residential Reserved, Owned	27	100%	99%	100%	100%	27
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	81					81
Total Parking Spaces	81					81
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

BLOCK H

Block H consists of 161 rental apartment units. Peak hour weekday demand for Block H is projected to occur on a January weekday at 10:00 PM. At this peak hour, the demand is projected to be 266 spaces, thus there is no reduction to the unshared demand.

Table 22: Block H Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	24	100%	100%	100%	100%	24
Residential Reserved, Rental	161	100%	100%	100%	100%	161
Residential Shared, Rental	81	100%	100%	100%	100%	81
Residential Reserved, Owned	0	100%	100%	100%	100%	0
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	266					266
Total Parking Spaces	266					266
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 10:00 PM in January. The projected peak hour demand is 266 parking spaces, with no reduction from unadjusted demand.

Table 23: Block H Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	24	100%	100%	100%	100%	24
Residential Reserved, Rental	161	100%	100%	100%	100%	161
Residential Shared, Rental	81	100%	100%	100%	100%	81
Residential Reserved, Owned	0	100%	100%	100%	100%	0
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	266					266
Total Parking Spaces	266					266
					<i>% reduction</i>	<i>0%</i>

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

BLOCK I

Block I consists of 173 rental units. At full build-out, the parking demand for Block I is projected to be 286 spaces for both a weekday and weekend.

Peak hour weekday demand for Block I is projected to occur on a January weekday at 10:00 PM. At this peak hour, the demand is projected to be 286 spaces. No reduction from unadjusted demand is anticipated.

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Table 24: Block I Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	26	100%	100%	100%	100%	26
Residential Reserved	173	100%	100%	100%	100%	173
Residential Shared, Rental	87	100%	100%	100%	100%	87
Residential Shared, Owned	0	100%	100%	100%	100%	0
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	286					286
Total Parking Spaces	286					286
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 10:00 PM in January. The projected peak hour demand is 286 parking spaces, with no reduction from unadjusted demand.

Table 25: Block I Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	26	100%	100%	100%	100%	26
Residential Reserved	173	100%	100%	100%	100%	173
Residential Shared, Rental	87	100%	100%	100%	100%	87
Residential Shared, Owned	0	100%	100%	100%	100%	0
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	286					286
Total Parking Spaces	286					286
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

BLOCK J

Block J consists of retail/cultural space. At full build-out, the unadjusted parking demand for Block J is projected to be 72 spaces on a weekday and 80 spaces on a weekend.

Peak weekday demand for Block J is projected to occur on a December weekday at 1:00 PM. At this peak hour, demand is projected to be for 67 spaces, a 7% reduction from the 72 space unadjusted demand.

Table 26: Block J Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment December	Peak Hour Adjustment 1:00 PM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
General Retail	58	100%	100%	90%	100%	53
Employee	14	100%	100%	100%	95%	14
Subtotal Customer/Guest Spaces	58					53
Subtotal Employee Spaces	14					14
Subtotal Resident Spaces	0					0
Total Parking Spaces	72					67
					% reduction	7%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 2:00 PM on a December Saturday. The projected peak hour demand is 77 parking spaces, a 4% reduction from the gross demand of 80.

Table 27: Block J Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment December	Peak Hour Adjustment 2:00 PM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
General Retail	64	100%	100%	95%	100%	61
Employee	16	100%	100%	100%	95%	16
Subtotal Customer/Guest Spaces	64					61
Subtotal Employee Spaces	16					16
Subtotal Resident Spaces	0					0
Total Parking Spaces	80					77
					% reduction	4%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

COMBINED PARCEL

Peak weekday demand for the entire East Parcel is projected to occur on a December weekday at 2:00 PM. At this peak hour, actual demand for the site is projected to be 1,067 spaces, a 14% reduction from the 1,234 space unadjusted demand. Table 28 presents the weekday peak hour demand.

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Table 28: Weekday Peak Hour Demand for the East Parcel

Land Use	Unadjusted Demand	Monthly Adjustment December	Peak Hour Adjustment 2:00 PM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
General Retail	58	100%	100%	90%	100%	53
Employee	14	100%	100%	100%	95%	14
Residential Guest	88	100%	20%	100%	100%	18
Residential Reserved, Rental	559	100%	100%	100%	100%	559
Residential Shared, Rental	280	100%	70%	100%	100%	196
Residential Reserved, Owned	51	100%	100%	100%	100%	51
Office Space	15	100%	100%	100%	100%	15
Employee	169	100%	100%	100%	95%	161
Subtotal Customer/Guest Spaces	73					68
Subtotal Employee Spaces	183					175
Subtotal Resident Spaces	978					824
Total Parking Spaces	1,234					1,067
					% reduction	14%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

Peak hour weekend demand is projected to occur at 7:00 PM on a December Saturday. The projected peak hour demand is 1,077 parking spaces, a 4% reduction from the gross demand of 1,029. Table 29 illustrates the weekend peak hour demand for the combined blocks.

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Table 29: Weekend Peak Hour Demand for the East Parcel

Land Use	Unadjusted Demand	Monthly Adjustment December	Peak Hour Adjustment 7:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
General Retail	64	100%	75%	95%	100%	46
Employee	16	100%	80%	100%	95%	13
Residential Guest	88	100%	100%	100%	100%	88
Residential Reserved, Rental	559	100%	100%	100%	100%	559
Residential Shared, Rental	280	100%	97%	100%	100%	272
Residential Reserved, Owned	51	100%	100%	100%	100%	51
Office Space	2	100%	0%	100%	100%	0
Employee	17	100%	0%	100%	95%	0
Subtotal Customer/Guest Spaces	66					46
Subtotal Employee Spaces	33					13
Subtotal Resident Spaces	978					970
Total Parking Spaces	1,077					1,029
					% reduction	4%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

PARKS AND MARINAS

As will be detailed in a later section of this report, parking demand associated with these uses will be met with the proposed public, on-street spaces, although some of the users can also be accommodated within the planned parking supply for the project. For this reason, we are treating these land uses separately from the rest of the project. The unadjusted parking demand for the Parks and Marinas is projected to be 128 spaces on a weekday and 155 spaces on a weekend, as presented in Table 30.

Table 30: Gross Demand Projections for Parks and Marinas

Land Use	Quantity	Base Ratio	Weekdays			Weekends		
			Unit	Unadj Pkg Sp	Base Ratio	Unit	Unadj Pkg Sp	
Marina	85	0.23	/slip	20	0.55	/slip	47	
Employee		0.10		9	0.11		9	
Park/Recreational Space	19.4	5.00	/Acre	97	5.00	/Acre	97	
Employee		0.10		2	0.10		2	
Subtotal Customer/Guest Spaces				117			144	
Subtotal Employee/Resident Spaces				11			11	
Subtotal Reserved Spaces				0			0	
Total Parking Spaces				128			155	

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Peak weekday demand for the uses is projected to occur in July at 1:00 PM at 79 spaces, a 38% reduction from the 128-space unadjusted demand.

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Table 31: Weekday Peak Hour Demand for Parks and Marinas

Land Use	Unadjusted Demand	Monthly Adjustment Jul	Peak Hour Adjustment 1:00 PM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
Marina	20	100%	100%	95%	100%	19
Employee	9	100%	100%	100%	95%	9
Park/Recreational Space	97	100%	100%	50%	100%	49
Employee	2	100%	100%	100%	95%	2
Subtotal Customer/Guest Spaces	117					68
Subtotal Employee Spaces	11					11
Subtotal Resident Spaces	0					0
Total Parking Spaces	128					79
					% reduction	38%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

Peak hour weekend demand is projected to occur at 1:00 PM in July for 105 parking spaces, a 32% reduction for the gross demand of 155, as shown in Table 32.

Table 32: Weekend Peak Hour Demand for Parks and Marinas

Land Use	Unadjusted Demand	Monthly Adjustment Jul	Peak Hour Adjustment 1:00 PM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
Marina	47	100%	100%	95%	100%	45
Employee	9	100%	100%	100%	95%	9
Park/Recreational Space	97	100%	100%	50%	100%	49
Employee	2	100%	100%	100%	95%	2
Subtotal Customer/Guest Spaces	144					94
Subtotal Employee Spaces	11					11
Subtotal Resident Spaces	0					0
Total Parking Spaces	155					105
					% reduction	32%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

PARKING REQUIREMENTS FOR ZONING

The preceding discussion projected parking demand according to the ULI shared parking methodology. In addition, Walker evaluated the amount of parking required based on the City of Glen Cove Zoning Code. According to the code, the West Parcel would need 1,295 parking spaces.

Table 33: West Parcel Parking Requirements

Land Use	Parking Requirement ⁽¹⁾	Quantity	Unit	Parking Needed
Retail	1 space per 250 sf of Gross Floor Area	5,300	sf GFA	22
Restaurant	1 space per every 3 seats + 1 space per every 2 employees at peak shift	213/15	seats/employees ⁽²⁾	79
Spa	1 space per 250 sf of Gross Floor Area ⁽³⁾	18,000	sf GFA	72
Hotel	1 space per room + 1 space per every 2 employees at peak shift	250/25	rooms/employees	263
Restaurant/Lounge	1 space per every 3 seats + 1 space per every 2 employees at peak shift	100/7	seats/employees ⁽⁵⁾	37
Catering	1 space per every 3 seats + 1 space per every 2 employees at peak shift	540/54	seats/employees ⁽⁶⁾	208
Conference Center	1 space per every 4 seats	288	seats ⁽⁷⁾	72
Residential	2 spaces per unit	271	units	542
Office	1 space per 200 sf of Gross Leasable Area	N/A	sf GLA	-
TOTAL				1,295

Notes:

1. Per Town of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]
2. Assumes a ratio of 23.5 sf/seat and 1 employee for every 15 seats at peak.
3. Current zoning does not contemplate such a use, so space was treated as retail.
5. Based on 40 sf/seat and 1 employee for every 15 seats at peak.
6. Based on 13.3 sf/seat and 1 employee for every 10 seats at peak.
7. Based on 25 sf/seat .

Source: Walker Parking Consultants, City of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]

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The East Parcel would require 1,483 spaces according to local zoning by Walker's calculations.

Table 34: East Parcel Parking Requirements

Land Use	Parking Requirement ⁽¹⁾	Quantity	Unit	Parking Needed
Retail	1 space per 250 sf of Gross Floor Area	20,000	sf GFA	80
Residential	2 spaces per unit	589	units	1,178
Office	1 space per 200 sf of Gross Leasable Area	45,000	sf GLA	225
TOTAL				1,483

Notes:

1. Per Town of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]

Source: Walker Parking Consultants, City of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]

The required parking for the parks and marina is indeterminate, since City code evaluates requirements for parks on a case-by-case basis at the Planning Board's discretion. The marina space would require 43 parking spaces according to local zoning as shown in Table 35.

Table 35: Parks and Marina Parking Requirements

Land Use	Parking Requirement ⁽¹⁾	Quantity	Unit	Parking Needed
Marina Slips	1 space per 2 slips	85	slips	43
Park/Rec Space	N/A ⁽²⁾	19.4	acres	-
TOTAL				43

Notes:

1. Per City of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]

2. The Zoning code indicates that parking requirements for "other uses" are subject to Planning Board review.

Source: Walker Parking Consultants, City of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]

Appendix A shows an analysis of code requirements for loading berths.

PLANNED SUPPLY

The developer proposes to support the development with a planned off-street parking supply of 2,807 spaces, divided between the East and West Parcels as shown in Table 36. The supply shown includes required ADA stalls.

Table 36: Planned Project Supply

WEST PARCEL			EAST PARCEL		
Block	Building	Spaces	Block	Building	Spaces
A	West	330	D	Office	250
B1	West	177	E	Rental	290
B2	West	169	F	Workforce	80
C	West	813	G	Workforce	71
SUBTOTAL		1,489	H	Rental	278
			I	Rental	287
			J	Commercial	62
			SUBTOTAL		1,318
			TOTAL		2,807

Source: RXR

Please note that the planned off-street parking supply includes ADA stalls. In addition to this planned off-street supply, plans show roughly 230 spaces located along the public streets within and adjacent to the project. These spaces will be available for use by the general public and will support demand associated with the marina slips, parks, and other recreational lands, and general access to Long Island Sound. These parking spaces are largely located along Herb Hill Road, Dickson Road and Garvies Point Road, as shown in Table 37. Additionally, there will be 25 on-street spaces on private streets adjacent to the workforce units in Blocks E, F, G and H.

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Table 37: On-Street Parking Supply

Roadway	Area	Public Spaces	Private Spaces
Herb Hill Road	South side; adjacent to Block J	15	
Herb Hill Road	North side; adjacent to Block H	10	
Dickson Street	East side; adjacent to Block G	13	
Dickson Street	West side; adjacent to Block F	3	
Dickson Street	East side; adjacent to Block H	18	
Dickson Street	West side; adjacent to Block E	18	
Dickson Street	East side; adjacent to Park	17	
Dickson Street	West side; adjacent to Block D	17	
Road E	North side; adjacent to Block F		13
Road E	South side; adjacent to Block E		3
Road F	North side; adjacent to Block G		7
Road F	South side; adjacent to Block H		2
Garvies Point Road	North side; Angler's Club to 84-space lot	17	
Garvies Point Road	South side; Angler's Club to 84-space lot	29	
Garvies Point Road	North side; adjacent to 84-space lot	8	
Garvies Point Road	South side; adjacent to 84-space lot	3	
Garvies Point Road	North side; adjacent to Block C	3	
Garvies Point Road	South side; adjacent to Block C	5	
Garvies Point Road	North side; adjacent to Block B1	7	
Garvies Point Road	South side; adjacent to Block B1	6	
Garvies Point Road	North side; adjacent to Block B2	15	
Garvies Point Road	South side; adjacent to Block B2	15	
Garvies Point Road	North side; adjacent to Block A	7	
Garvies Point Road	Glen Cove Circle	4	
TOTAL		230	25

Source: RXR

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ADEQUACY

In the following table, a summary by parcel is provided to compare the calculated parking demand based on shared parking, the required parking based on the local code, and the number of spaces projected to be provided. Please note that this analysis shows the peak for each block, unlike our shared parking summaries in Tables 12, 13, 28 and 29; those tables show the overall peak hour for the combined group of blocks in the east and west parcels. Because different blocks have different peak hours, the overall peak hour is lower than the peak-of-the-peaks shown below.

Table 38: Comparison of Parking Supply Recommended, Required, and Planned³

Block	Planned Parking Supply	Required per Local Zoning	Surplus / (Deficit)	Planned Parking Supply	Peak Hour Demand	Surplus / (Deficit)
Block A	330	277	53	330	279	51
Block B1	177	166	11	177	153	24
Block B2	169	178	(9)	169	164	5
Block C	813	674	139	813	476	337
West Parcel ⁽¹⁾	1,489	1,295	194	1,489	1,072	417
Block D	267	225	42	267	176	91
Block E	328	338	(10)	328	279	49
Block F	96	78	18	96	68	28
Block G	91	94	(3)	91	81	10
Block H	308	322	(14)	308	266	42
Block I	287	346	(59)	287	286	1
Block J	77	80	(3)	77	77	0
East Parcel ⁽¹⁾⁽²⁾	1,454	1,483	(29)	1,454	1,233	221
Parks/Marina ⁽³⁾	119	43	76	119	105	14
Total	3,062	2,821	241	3,062	2,410	652

Source: Walker Parking Consultants, City of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]

As shown in the preceding table, the planned parking supply for each component exceeds parking as required by zoning for the West Parcel and Parks/Marina, with the exception of a very small deficit on Block B2 that can easily be accommodated on an adjacent parcel if needed. The East Parcel would be 29 spaces short of code. Overall, the development would be 241 spaces above code. Code for the parks has not been established; if 80 spaces were added to the requirement for the park (per Parking Generation), the planned parking supply for the development overall would exceed parking as required by zoning by 161 spaces.⁴

³ Table reflects full occupied conditions. For an analysis of the impact of phased development of commercial blocks, please see Appendix D.

⁴ An earlier version of this study cited Parking Generation 3rd Edition's sole comp for a city park with soccer and softball fields, which was 5.1/acre. Subsequently, Parking Generation 4th Edition has come out and provides an additional data

Applying ULI shared parking methodology; the planned parking supply exceeded projected peak hour demand on each parcel.

On this site, where much of the demand is generated by residences, much of the difference between the shared parking model and the code is the residential parking generation ratio. While code requires two spaces per unit, the Urban Land Institute recommends 1.65 and 1.85 for rented and owned units, respectively. This is based on industry research into generation rates and utilization patterns. It is likely that the rates for residences in this transit-oriented area will be even lower, but for planning purposes we are using the ULI rates without adjustment. Given the industry research, it appears that code requires more parking than will be needed on site. At the time of site plan approval, when building designs taking structure into account are completed and the unit and parking counts by block are finalized, it may be necessary – and appropriate – to seek variances for individual blocks.

SHARED PARKING ARRANGEMENTS

Wayfinding signage will guide visitors to appropriate parking locations within an area; this is important for destinations within the development that do not have parking available immediately adjacent to the destination. Additionally, for the restaurant, a valet service can also make it easy to make use of nearby parking to accommodate guests while offering a high level of service for customers. An analysis of the valet layout at the restaurant entrance is provided in Appendix B.

For special events occurring in parklands or at the marinas, a surplus of 200+ spaces in the Block C garage is projected to be available. In addition, most events are likely to occur after business hours (nights and weekends), when Block D office would be vacant, making roughly 200 additional spaces available during events. The municipal garage (City Parking Structure, located near the amphitheater) would also be available. Further, it is anticipated that the City of Glen Cove garages will be able to be utilized and a shuttle service provided to bring people to and from the garage to the waterfront.

point – a park with playground, picnic area and hiking trail – that peaked at 2.8 vehicles/acre. We are assuming if the Planning Board modeled their requirement on ITE data, they would use the average of 4 per acre.

SHARED PARKING DEMAND – ALTERNATIVE

An alternative scenario with a greater number of residential units (1,085) and a smaller hotel (125 rooms) was also analyzed. The peak weekday and peak weekend shared parking demand by parcel is shown in the tables below. A breakdown of peak weekday and weekend parking demand by block can be found in Appendix C.

WEST PARCEL

The West Parcel includes:

BLOCK A: WEST BLOCK

- Approximately 5,000 square feet of restaurant space;
- 74 condo units;
- 25 townhouse/duplex units.

BLOCK B1: CENTRAL BLOCK

- 83 condo units.

BLOCK B2: CENTRAL BLOCK

- 89 condo units.

BLOCK C: HOTEL BLOCK

- 71 condo units;
- A 125-room hotel;
- Approximately 5,300 square feet of retail space;
- Roughly 4,000 square feet of restaurant;
- An 18,000 square foot spa;
- A 7,200 square foot conference center; and
- A 7,200 square foot catering facility

Therefore, the whole West Parcel consists of the following

- 342 residential units;
- 125 hotel rooms;
- 9,000 square feet of restaurant space;
- Approximately 5,300 square feet of retail space;
- An 18,000 square foot spa;
- A 7,200 square foot conference center; and
- A 7,200 square foot catering facility.

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Peak weekday shared demand for the West Parcel as a whole is projected to occur on a March weekday at 1:00 PM. At this peak hour, actual demand for the site is projected to be for 1,049 spaces, a 29% reduction from the 1,483 space unadjusted demand.

Table 39: Weekday Peak Hour Demand for the West Parcel – Alternative 1085

Land Use	Unadjusted Demand	Monthly Adjustment Mar	Peak Hour Adjustment 1:00 PM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
General Retail	15	64%	100%	90%	100%	9
Employee	4	80%	100%	100%	95%	4
Fine/Casual Dining	137	95%	75%	90%	100%	88
Employee	25	100%	90%	100%	95%	22
Day Spa	119	90%	100%	95%	100%	102
Employee	7	90%	100%	100%	95%	6
Hotel-Leisure	113	100%	65%	100%	66%	49
Restaurant/Lounge	40	95%	100%	90%	70%	24
Catering	216	100%	65%	60%	75%	64
Conference Center	144	90%	100%	60%	75%	59
Employee	31	100%	100%	100%	95%	30
Residential Guest	51	100%	20%	100%	100%	11
Residential Reserved, Rental	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	70%	100%	100%	0
Residential Reserved, Owned	581	100%	100%	100%	100%	581
Subtotal Customer/Guest Spaces	784					395
Subtotal Employee Spaces	67					62
Subtotal Resident Spaces	632					592
Total Parking Spaces	1,483					1,049
					<i>% reduction</i>	<i>29%</i>

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 6:00 PM in March. The projected peak hour demand is 1,043 parking spaces, a 26% reduction from the gross demand of 1,413. Table 40 illustrates the weekend peak hour demand for the combined blocks.

Table 40: Weekend Peak Hour Demand for the West Parcel – Alternative 1085

Land Use	Unadjusted Demand	Monthly	Peak Hour	Non Captive	Driving	Adjusted Peak Hour Demand
		Adjustment Mar	Adjustment 6:00 PM	Ratio Evening	Ratio Evening	
General Retail	17	64%	80%	95%	100%	9
Employee	4	80%	85%	100%	95%	3
Fine/Casual Dining	153	95%	90%	95%	100%	124
Employee	27	100%	100%	100%	95%	26
Day Spa	99	90%	40%	95%	100%	34
Employee	5	90%	50%	100%	95%	3
Hotel-Leisure	125	100%	85%	100%	77%	82
Restaurant/Lounge	40	95%	55%	30%	60%	4
Catering	216	100%	100%	70%	75%	114
Conference Center	72	90%	50%	70%	75%	18
Employee	23	100%	60%	100%	95%	14
Residential Guest	51	100%	60%	100%	100%	31
Residential Reserved, Rental	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	90%	100%	100%	0
Residential Reserved, Owned	581	100%	100%	100%	100%	581
Subtotal Customer/Guest Spaces	722					385
Subtotal Employee Spaces	59					46
Subtotal Resident Spaces	632					612
Total Parking Spaces	1,413					1,043
					% reduction	26%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

EAST PARCEL

The East Parcel consists of eight blocks consisting of the following land uses:

BLOCK D

- 50,000 square feet of office space.

BLOCK E

- 213 rental apartment units.

BLOCKS F AND G

- 30 workforce condo units;
- 56 workforce rental units.

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BLOCK H

- 203 rental apartment units.

BLOCK I

- 218 rental apartment units.

BLOCK J

- 20,000 square feet of cultural/commercial space;
- 23 workforce residential units.

Therefore, the whole East Parcel consists of the following:

- 743 residential units;
- 50,000 square feet of office space;
- 20,000 square feet of cultural/retail space.

Peak weekday demand for the entire East Parcel is projected to occur on a December weekday at 7:00 PM. At this peak hour, actual demand for the site is projected to be 1,295 spaces, a 13% reduction from the 1,490 space unadjusted demand. Table 41 presents the weekday peak hour demand.

Table 41: Weekday Peak Hour Demand for the East Parcel

Land Use	Unadjusted Demand	Monthly Adjustment December	Peak Hour Adjustment 7:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
General Retail	58	100%	75%	90%	100%	40
Employee	14	100%	95%	100%	95%	13
Residential Guest	111	100%	100%	100%	100%	111
Residential Reserved, Rental	705	100%	100%	100%	100%	705
Residential Shared, Rental	353	100%	97%	100%	100%	343
Residential Reserved, Owned	65	100%	100%	100%	100%	65
Office Space	15	100%	2%	100%	100%	1
Employee	169	100%	10%	100%	95%	17
Subtotal Customer/Guest Spaces	73					41
Subtotal Employee Spaces	183					30
Subtotal Resident Spaces	1,234					1,224
Total Parking Spaces	1,490					1,295
					% reduction	13%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 7:00 PM on a December Saturday. The projected peak hour demand is 1,283 parking spaces, a 4% reduction from the gross demand of 1,333. Table 42 illustrates the weekend peak hour demand for the combined blocks.

Table 42: Weekend Peak Hour Demand for the East Parcel

Land Use	Unadjusted Demand	Monthly Adjustment December	Peak Hour Adjustment 7:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
General Retail	64	100%	75%	95%	100%	46
Employee	16	100%	80%	100%	95%	13
Residential Guest	111	100%	100%	100%	100%	111
Residential Reserved, Rental	705	100%	100%	100%	100%	705
Residential Shared, Rental	353	100%	97%	100%	100%	343
Residential Reserved, Owned	65	100%	100%	100%	100%	65
Office Space	2	100%	0%	100%	100%	0
Employee	17	100%	0%	100%	95%	0
Subtotal Customer/Guest Spaces	66					46
Subtotal Employee Spaces	33					13
Subtotal Resident Spaces	1,234					1,224
Total Parking Spaces	1,333					1,283
					% reduction	4%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

ADEQUACY – ALTERNATIVE 1085

The following table provides a summary by parcel to compare the calculated parking demand based on shared parking, the required parking based on the local code, and the number of spaces projected to be provided.

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Table 43: Comparison of Parking Supply Recommended, Required, and Planned – Alternative 1085⁵

Block	Planned Parking Supply	Required per Local Zoning	Surplus / (Deficit)	Planned Parking Supply	Peak Hour Demand	Surplus / (Deficit)
Block A	330	277	53	330	279	51
Block B1	177	166	11	177	153	24
Block B2	169	178	(9)	169	164	5
Block C	813	691	122	813	522	291
West Parcel ⁽¹⁾	1,489	1,312	177	1,489	1,118	371
Block D	267	225	42	267	176	91
Block E	424	426	(2)	424	352	72
Block F	96	78	18	96	68	28
Block G	91	94	(3)	91	81	10
Block H	400	406	(6)	400	335	65
Block I	249	436	(187)	249	360	(111)
Block J	116	126	(10)	116	116	0
East Parcel ⁽¹⁾⁽²⁾	1,643	1,791	(148)	1,643	1,488	155
Parks/Marina ⁽³⁾	119	43	76	119	105	14
Total	3,251	3,146	105	3,251	2,711	540

Source: Walker Parking Consultants, City of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]

We acknowledge that, as in the 860-unit scenario, the East Parcel does not meet code in the 1,085-unit scenario. With the exception of Block I, the deficiencies are small. However, as discussed in the 860-unit scenario (page 38), we believe the code is high for residential uses, and that the industry research that forms the basis of the Urban Land Institute recommendations is an appropriate planning tool. Using the ULI recommendations, we find that the planned parking supply is adequate on all blocks except Block I. Because Block I is at the water's edge, building up higher or down lower to provide the additional parking is not viable. However, given that this is a shared use district, it is reasonable to provide parking on adjacent sites that have short walking distances. Blocks E and H are being planned with surpluses to accommodate residents of Block I who have second cars (the supply on Block I is adequate to reserve one space per unit; only second cars would be stored on adjacent blocks).

Additionally, there may be opportunities to increase the parking supply on Block I through the use of tandem stalls. However, this is an issue to be addressed at the point that design and site plan approval is occurring. At the time of site plan approval, when building designs taking into account structure are completed and the unit and parking counts per block are finalized, it may be necessary and warranted to seek variances for individual blocks, to allow the development to base supply on current industry research, which supports lower ratios for mixed-use residential than the 2.0 per unit required by the code.

⁵ Table reflects full occupied conditions. For an analysis of the impact of phased development of commercial blocks, please see Appendix D.

REFINEMENTS TO THE MASTER PLAN

As detailed plans are submitted for site plan approval, the following guidelines will be used for evaluating minor changes to the program.

1. In general, each block shall have a parking supply at least equal to that predicted by a ULI shared parking analysis.
 - a. If an individual block is below ULI predicted required parking supply, the deficit shall be made up by a surplus (relative to the ULI predicted required parking supply) on the immediately adjacent blocks.
 - b. It is recognized that Block I will utilize the above provision.
2. The overall parking supply for either the East or West Parcel shall have a parking supply that is reduced from code calculations by no more than two thirds of the reduction that a ULI shared parking study would recommend.



APPENDIX A

GLEN ISLE MIXED USE DEVELOPMENT

APPENDIX A – CODE REQUIREMENTS LOADING BERTHS



JULY 27, 2011

PROJECT # 18-1076.00

Table 1: Loading Requirements

Block		Quantity	Unit	Requirement	Loading Required	Comment	Loading Provided
<i>West Parcel:</i>							
A	Restaurant	5,000	sf GFA	1 per 25,000 sf of bldg area or fraction thereof	1		1**
C	Hotel	250	rooms	Non-retail/industry, non-office uses per Planning Board	1	1 minimum	
C	Catering	7,182	sf GFA	Non-retail/industry, non-office uses per Planning Board		with hotel	
C	Conference Center	7,200	sf GFA	Non-retail/industry, non-office uses per Planning Board	1	1 minimum	
C	Retail	5,300	sf GFA	1 per 25,000 sf of bldg area or fraction thereof	1		
C	Restaurant/Lounge	4,000	sf GFA	1 per 25,000 sf of bldg area or fraction thereof			
C	Spa	18,000	sf GFA	Non-retail/industry, non-office uses per Planning Board		with retail	
Total - Block C*					3		3
<i>East Parcel:</i>							
D	Office	50,000	sf GFA	1 per 50,000 sf of bldg area or fraction thereof	1		2
J	Retail	20,000	sf GFA	1 per 25,000 sf of bldg area or fraction thereof	1		1**
<i>Marina/Park:</i>							
Marina Slips*		85	slips	Non-retail/industry, non-office uses per Planning Board			0
Park/Rec Space*		19.4	acres	Non-retail/industry, non-office uses per Planning Board			0

*Block C and Marina/Park totals are incomplete until the City Planning Board establishes specific requirements for non-retail, non-office land uses.

** Street loading

Source: Town of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District, Walker Parking Consultants.



APPENDIX B

GLEN ISLE MIXED USE DEVELOPMENT

APPENDIX B – VALET REQUIREMENTS



JULY 27, 2011

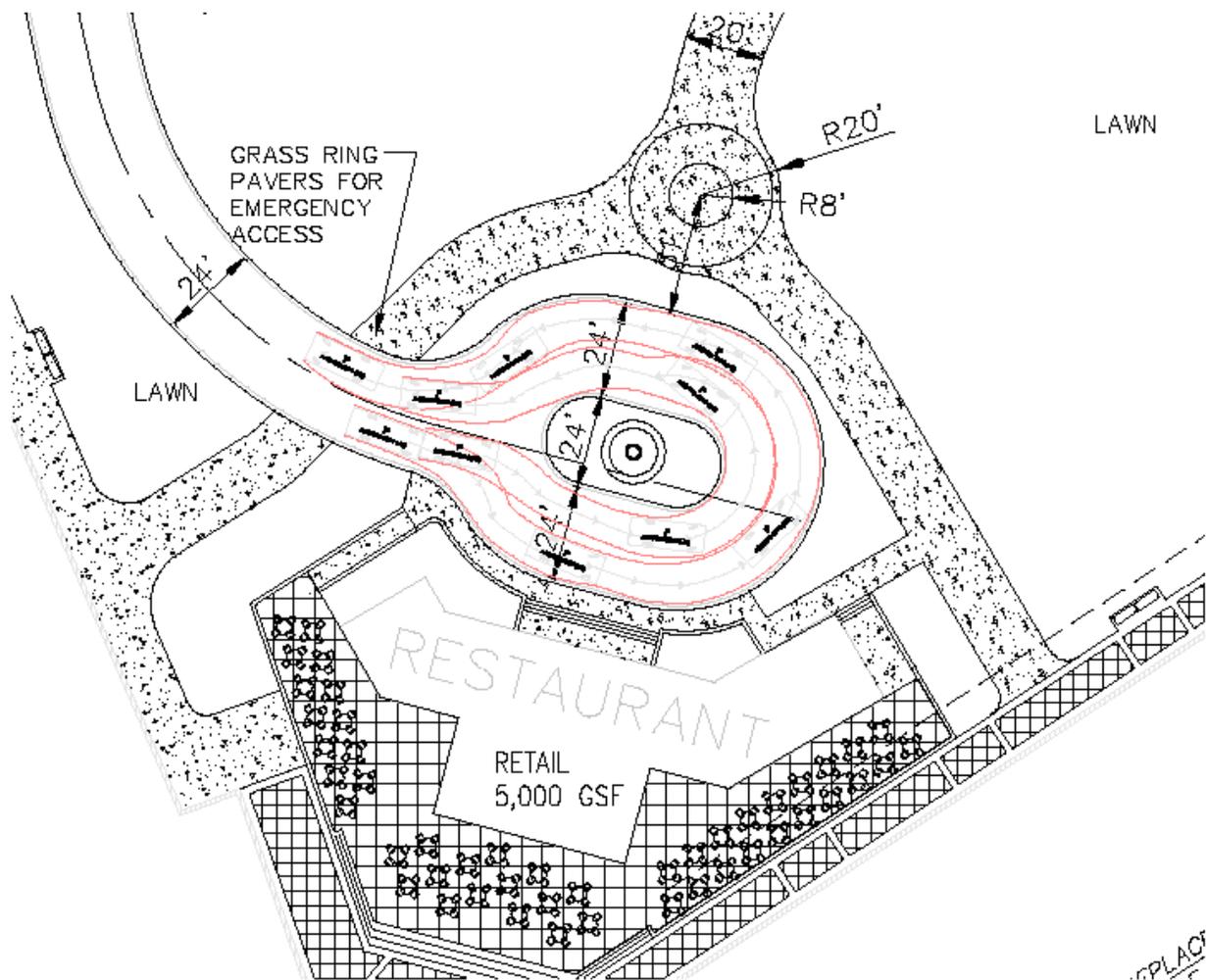
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Table 1: Valet Requirements

Restaurant Type	Trip Generation (Saturday Peak Hour)	Enter/Exit	Restaurant Sq. Ft.	Peak-Hour Trips	Avg. Trips per Minute	Porte-Cochere Capacity
"Quality" (931)	10.82 trips/1,000 sf	59%/41%	5,000	54.1	0.90	4-6
"High Turnover Sit-Down" (932)	14.07 trips/1,000 sf	53%/47%	5,000	70.4	1.17	4-6

Source: ITE Parking Generation, 8th Edition.

Figure 1: Valet Area Turn Radius



Source: Walker Parking Consultants, 2011.



APPENDIX C

BLOCK A: WEST BLOCK

At full build-out, the unadjusted parking demand for the West Block is projected to be 273 spaces on a weekday and 283 spaces on a weekend.

Due to the fact that the West Block is entirely residential and restaurant, mitigating factors such as presence, driving ratio, and non-captive ratio will not reduce demand for this block significantly. This is because these uses experience peak hour demand at similar times.

The restaurant will use valet parking to preserve the park-like nature of the site, rather than putting a surface lot immediately adjacent to the building. However, structured parking for the block will be within a few hundred feet (one minute walk) of the restaurant. Valets will use the garage, as will diners who prefer to park their own cars. Even assuming all patrons use the valet service, based on information in the Institute of Transportation Engineers' *Trip Generation (8th Edition)* we project that the porte-cochère circle will be sufficient to accommodate peak-hour drop-offs and pick-ups.

Peak hour weekday demand for the West Block is projected to occur on a December weekday at 7:00 PM. At this peak hour, demand for the site is projected to be for 266 spaces, with a 3% reduction from unadjusted demand. Table C-1 presents the weekday peak hour demand.

Table C-1: West Block Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment December	Peak Hour Adjustment 7:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Fine/Casual Dining	76	100%	100%	90%	100%	69
Employee	14	100%	100%	100%	95%	14
Residential Guest	15	100%	100%	100%	100%	15
Residential Reserved	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	97%	100%	100%	0
Residential Reserved, Owned	168	100%	100%	100%	100%	168
Subtotal Customer/Guest Spaces	76					69
Subtotal Employee Spaces	14					14
Subtotal Resident Spaces	183					183
Total Parking Spaces	273					266
					<i>% reduction</i>	3%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

Peak hour weekend demand is projected to occur at 8:00 PM on a December Saturday. The projected peak hour demand is 279 parking spaces, with a 1% reduction from the gross demand as shown in Table C- 2.

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APPENDIX C – ALTERNATIVE 1085



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Table C- 2: West Block Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment December	Peak Hour Adjustment 8:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Fine/Casual Dining	85	100%	100%	95%	100%	81
Employee	15	100%	100%	100%	95%	15
Residential Guest	15	100%	100%	100%	100%	15
Residential Reserved	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	98%	100%	100%	0
Residential Reserved, Owned	168	100%	100%	100%	100%	168
Subtotal Customer/Guest Spaces	85					81
Subtotal Employee Spaces	15					15
Subtotal Resident Spaces	183					183
Total Parking Spaces	283					279
					% reduction	1%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

BLOCK B1: CENTRAL BLOCK

At full build-out, the parking demand for the Central Block (B1) is projected to be 153 spaces for both a weekday and weekend.

Peak hour weekday demand for the Central Block (B1) is projected to occur on a January weekday at 10:00 PM. At this peak hour, demand for the site is projected to be for 153 spaces, with no reduction from unadjusted demand. Table C- 3 presents the weekday peak hour demand.

Table C- 3: Central Block (B1) Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	12	100%	100%	100%	100%	12
Residential Reserved, Rental	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	100%	100%	100%	0
Residential Reserved, Owned	141	100%	100%	100%	100%	141
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	153					153
Total Parking Spaces	153					153
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 10:00 PM on a January Saturday. The projected peak hour demand is 153 parking spaces, with no reduction from the gross demand. Table C- 4 illustrates the weekend peak hour demand for the Central Block (B1).

Table C- 4: Central Block (B1) Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	12	100%	100%	100%	100%	12
Residential Reserved, Rental	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	100%	100%	100%	0
Residential Reserved, Owned	141	100%	100%	100%	100%	141
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	153					153
Total Parking Spaces	153					153
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

BLOCK B2: CENTRAL BLOCK

At full build-out, the parking demand for the Central Block (B2) is projected to be 164 spaces for both a weekday and weekend.

Peak hour weekday demand for the Central Block (B2) is projected to occur on a January weekday at 10:00 PM. At this peak hour, demand for the site is projected to be for 164 spaces, with no reduction from unadjusted demand. Table C- 5 presents the weekday peak hour demand.

GLEN ISLE MIXED USE DEVELOPMENT

APPENDIX C – ALTERNATIVE 1085



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Table C- 5: Central Block (B2) Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	13	100%	100%	100%	100%	13
Residential Reserved, Rental	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	100%	100%	100%	0
Residential Reserved, Owned	151	100%	100%	100%	100%	151
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	164					164
Total Parking Spaces	164					164
					<i>% reduction</i>	<i>0%</i>

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

Peak hour weekend demand is projected to occur at 10:00 PM on a January Saturday. The projected peak hour demand is 164 parking spaces, with no reduction from the gross demand. Table C- 6 illustrates the weekend peak hour demand for the Central Block (B2).

Table C- 6: Central Block (B2) Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	13	100%	100%	100%	100%	13
Residential Reserved, Rental	0	100%	100%	100%	100%	0
Residential Shared, Rental	0	100%	100%	100%	100%	0
Residential Reserved, Owned	151	100%	100%	100%	100%	151
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	164					164
Total Parking Spaces	164					164
					<i>% reduction</i>	<i>0%</i>

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

BLOCK C: HOTEL BLOCK

At full build-out, the unadjusted parking demand for the Hotel Block is projected to be 893 spaces on a weekday and 813 spaces on a weekend.

Peak shared weekday demand for the Hotel Block is projected to occur on a February weekday at 1:00 PM. At this hour, demand for the site is projected to be 522 spaces, a 42% reduction from the 893 space unadjusted demand. The large reduction is due to the fact that the hotel contains ancillary uses (meeting space, restaurants, etc.) that are utilized to a significant extent by hotel guests as well as by off-site patrons. Table C-7 presents the weekday peak hour demand.

Table C-7: Hotel Block Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment Feb	Peak Hour Adjustment 1:00 PM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
General Retail	15	57%	100%	90%	100%	8
Employee	4	80%	100%	100%	95%	4
Fine/Casual Dining	61	86%	75%	90%	100%	36
Employee	11	95%	90%	100%	95%	9
Day Spa	119	95%	100%	95%	100%	108
Employee	7	90%	100%	100%	95%	6
Hotel-Leisure	113	100%	65%	100%	66%	49
Restaurant/Lounge	40	86%	100%	90%	70%	22
Catering	216	95%	65%	60%	75%	61
Conference Center	144	100%	100%	60%	75%	65
Employee	31	100%	100%	100%	95%	30
Residential Guest	11	100%	20%	100%	100%	3
Residential Reserved	121	100%	100%	100%	100%	121
Residential Shared, Rental	0	100%	70%	100%	100%	0
Residential Shared, Owned	0	100%	70%	100%	100%	0
Subtotal Customer/Guest Spaces	708					349
Subtotal Employee Spaces	53					49
Subtotal Resident Spaces	132					124
Total Parking Spaces	893					522
					<i>% reduction</i>	42%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 5:00 PM in March. The projected peak hour demand is 489 parking spaces, a 40% reduction from the gross demand of 813. Table C- 8 illustrates the weekend peak hour demand for the Hotel Block.

Table C- 8: Hotel Block Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment Mar	Peak Hour Adjustment 5:00 PM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
General Retail	17	64%	90%	95%	100%	10
Employee	4	80%	95%	100%	95%	3
Fine/Casual Dining	68	95%	60%	95%	100%	37
Employee	12	100%	100%	100%	95%	12
Day Spa	99	90%	60%	95%	100%	51
Employee	5	90%	75%	100%	95%	4
Hotel-Leisure	125	100%	80%	100%	77%	77
Restaurant/Lounge	40	95%	30%	30%	60%	3
Catering	216	100%	100%	70%	75%	114
Conference Center	72	90%	100%	70%	75%	35
Employee	23	100%	75%	100%	95%	17
Residential Guest	11	100%	40%	100%	100%	5
Residential Reserved	121	100%	100%	100%	100%	121
Residential Shared, Rental	0	100%	85%	100%	100%	0
Residential Shared, Owned	0	100%	85%	100%	100%	0
Subtotal Customer/Guest Spaces	637					327
Subtotal Employee Spaces	44					36
Subtotal Resident Spaces	132					126
Total Parking Spaces	813					489
					% reduction	40%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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EAST PARCEL

The shared parking demand for the East Parcel is detailed in the following section.

BLOCK D

Block D consists solely of an office building. At full build-out, the unadjusted parking demand for Block D is projected to be 184 spaces on the weekdays and 19 spaces on the weekend.

Peak hour weekday demand for Block D is projected to occur on a January weekday at 10:00 AM. At this peak hour, demand for the site is projected to be for 176 spaces, factoring in a 4% reduction due to applied drive ratios.

Table C- 9: Block D Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 AM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
Office Space	15	100%	100%	100%	100%	15
Employee	169	100%	100%	100%	95%	161
Subtotal Customer/Guest Spaces	15					15
Subtotal Employee Spaces	169					161
Subtotal Resident Spaces	0					0
Total Parking Spaces	184					176
					% reduction	4%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 11:00 AM on a January Saturday. The projected peak hour demand is 19 parking spaces, factoring in a 0% reduction due to applied drive ratios.

Table C- 10: Block D Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 11:00 AM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
Office Space	2	100%	100%	100%	100%	2
Employee	17	100%	100%	100%	95%	17
Subtotal Customer/Guest Spaces	2					2
Subtotal Employee Spaces	17					17
Subtotal Resident Spaces	0					0
Total Parking Spaces	19					19
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

BLOCK E

Block E consists of 159 rental apartment units and 10 liner units. Each unit is allocated 1.00 reserved parking spaces and 0.50 shared parking spaces for residents and 0.15 shared spaces for their guests. At full build-out, the parking demand for Block E is projected to be 352 spaces for both a weekday and weekend.

Peak hour weekday demand for Block E is projected to occur on a January weekday at 10:00 PM. At this peak hour, the demand is projected to be 352 spaces, thus there is no reduction to the unshared demand.

Table C- 11: Block E Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	32	100%	100%	100%	100%	32
Residential Reserved, Rental	213	100%	100%	100%	100%	213
Residential Shared, Rental	107	100%	100%	100%	100%	107
Residential Reserved, Owned	0	100%	100%	100%	100%	0
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	352					352
Total Parking Spaces	352					352
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

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Peak hour weekend demand is projected to occur at 10:00 PM on a Saturday in January. The projected peak hour demand is 352 parking spaces, with no reduction from unadjusted demand.

Table C- 12: Block E Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	32	100%	100%	100%	100%	32
Residential Reserved, Rental	213	100%	100%	100%	100%	213
Residential Shared, Rental	107	100%	100%	100%	100%	107
Residential Reserved, Owned	0	100%	100%	100%	100%	0
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	352					352
Total Parking Spaces	352					352
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

BLOCKS F AND G

Blocks F and G consist of 56 ‘workforce’ rental residential units and 30 ‘workforce’ condo residential units. Peak hour weekday demand for Blocks F and G is projected to occur on a January weekday at 10:00 PM. At this peak hour, the demand is projected to be 148 spaces; there is no reduction to the unadjusted demand.

Table C- 13: Blocks F and G Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	13	100%	100%	100%	100%	13
Residential Reserved, Rental	56	100%	100%	100%	100%	56
Residential Shared, Rental	28	100%	100%	100%	100%	28
Residential Reserved, Owned	51	100%	100%	100%	100%	51
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	148					148
Total Parking Spaces	148					148
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

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Peak hour weekend demand is projected to occur at 10:00 PM in January. The projected peak hour demand is 148 parking spaces, with no reduction from unadjusted demand.

Table C- 14: Blocks F and G Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	13	100%	100%	100%	100%	13
Residential Reserved, Rental	56	100%	100%	100%	100%	56
Residential Shared, Rental	28	100%	100%	100%	100%	28
Residential Reserved, Owned	51	100%	100%	100%	100%	51
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	148					148
Total Parking Spaces	148					148
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

BLOCK H

Block H consists of 195 rental apartment units and 8 liner units. Peak hour weekday demand for Block H is projected to occur on a January weekday at 10:00 PM. At this peak hour, the demand is projected to be 335 spaces, thus there is no reduction to the unshared demand.

Table C- 15: Block H Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	30	100%	100%	100%	100%	30
Residential Reserved, Rental	203	100%	100%	100%	100%	203
Residential Shared, Rental	102	100%	100%	100%	100%	102
Residential Reserved, Owned	0	100%	100%	100%	100%	0
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	335					335
Total Parking Spaces	335					335
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

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Peak hour weekend demand is projected to occur at 10:00 PM in January. The projected peak hour demand is 335 parking spaces, with no reduction from unadjusted demand as shown in Table C- 16.

Table C- 16: Block H Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	30	100%	100%	100%	100%	30
Residential Reserved, Rental	203	100%	100%	100%	100%	203
Residential Shared, Rental	102	100%	100%	100%	100%	102
Residential Reserved, Owned	0	100%	100%	100%	100%	0
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	335					335
Total Parking Spaces	335					335
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

BLOCK I

Block I consists of 210 rental units and 8 liner units. At full build-out, the parking demand for Block I is projected to be 360 spaces for both a weekday and weekend.

Peak hour weekday demand for Block I is projected to occur on a January weekday at 10:00 PM. At this peak hour, the demand is projected to be 360 spaces. No reduction from unadjusted demand is anticipated.

Table C- 17: Block I Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	33	100%	100%	100%	100%	33
Residential Reserved, Rental	218	100%	100%	100%	100%	218
Residential Shared, Rental	109	100%	100%	100%	100%	109
Residential Reserved, Owned	0	100%	100%	100%	100%	0
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	360					360
Total Parking Spaces	360					360
					% reduction	0%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition*. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19

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Peak hour weekend demand is projected to occur at 10:00 PM in January. The projected peak hour demand is 360 parking spaces, with no reduction from unadjusted demand.

Table C- 18: Block I Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment January	Peak Hour Adjustment 10:00 PM	Non Captive Ratio Evening	Driving Ratio Evening	Adjusted Peak Hour Demand
Residential Guest	33	100%	100%	100%	100%	33
Residential Reserved, Rental	218	100%	100%	100%	100%	218
Residential Shared, Rental	109	100%	100%	100%	100%	109
Residential Reserved, Owned	0	100%	100%	100%	100%	0
Subtotal Customer/Guest Spaces	0					0
Subtotal Employee Spaces	0					0
Subtotal Resident Spaces	360					360
Total Parking Spaces	360					360
					<i>% reduction</i>	<i>0%</i>

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

BLOCK J

Block J consists of retail and cultural space and 23 “workforce” residential units. At full build-out, the unadjusted parking demand for Block J is projected to be 112 spaces on a weekday and 120 spaces on a weekend. Peak weekday demand for Block J is projected to occur on a December weekday at 1:00 PM. At this peak hour, demand for is projected to be for 103 spaces, an 8% reduction from the 112 space unadjusted demand.

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Table C- 19: Block J Weekday Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment December	Peak Hour Adjustment 1:00 PM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
General Retail	58	100%	100%	90%	100%	53
Employee	14	100%	100%	100%	95%	14
Residential Guest	3	100%	20%	100%	100%	1
Residential Reserved, Rental	15	100%	100%	100%	100%	15
Residential Shared, Rental	8	100%	70%	100%	100%	6
Residential Reserved, Owned	14	100%	100%	100%	100%	14
Subtotal Customer/Guest Spaces	58					53
Subtotal Employee Spaces	14					14
Subtotal Resident Spaces	40					36
Total Parking Spaces	112					103
					% reduction	8%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

Peak hour weekend demand is projected to occur at 2:00 PM on a December Saturday. The projected peak hour demand is 113 parking spaces, a 6% reduction from the gross demand of 120.

Table C- 20: Block J Weekend Peak Hour Demand

Land Use	Unadjusted Demand	Monthly Adjustment December	Peak Hour Adjustment 2:00 PM	Non Captive Ratio Daytime	Driving Ratio Daytime	Adjusted Peak Hour Demand
General Retail	64	100%	100%	95%	100%	61
Employee	16	100%	100%	100%	95%	16
Subtotal Customer/Guest Spaces	64					61
Subtotal Employee Spaces	16					16
Subtotal Resident Spaces	40					36
Total Parking Spaces	120					113
					% reduction	6%

Source: Walker Parking Consultants, Glen Isle Shared Parking Model

Note: The Peak Hour Adjustment and Monthly Adjustment factors can be found in *Shared Parking: Second Edition. Washington DC: ULI-The Urban Land Institute and International Council of Shopping Centers, 2005, pgs 14-19*

PARKING REQUIREMENTS FOR ZONING

The preceding discussion projected parking demand according to the ULI shared parking methodology. In addition, Walker evaluated the amount of parking required based on the City of Glen Cove Zoning Code. According to the code, the West Parcel would need 1,312 parking spaces.

Table C- 21: West Parcel Parking Requirements

Land Use	Parking Requirement ⁽¹⁾	Quantity	Unit	Parking Needed
Retail	1 space per 250 sf of Gross Floor Area	5,300	sf GFA	22
Restaurant	1 space per every 3 seats + 1 space per every 2 employees at peak shift	213/15	seats/employees ⁽²⁾	79
Spa	1 space per 250 sf of Gross Floor Area ⁽³⁾	18,000	sf GFA	72
Hotel	1 space per room + 1 space per every 2 employees at peak shift	125/25	rooms/employees	138
Restaurant/Lounge	1 space per every 3 seats + 1 space per every 2 employees at peak shift	100/7	seats/employees ⁽⁵⁾	37
Catering	1 space per every 3 seats + 1 space per every 2 employees at peak shift	540/54	seats/employees ⁽⁶⁾	208
Conference Center	1 space per every 4 seats	288	seats ⁽⁷⁾	72
Residential	2 spaces per unit	342	units	684
Office	1 space per 200 sf of Gross Leasable Area	N/A	sf GLA	-
TOTAL				1,312

Notes:

1. Per Town of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]
2. Assumes a ratio of 23.5 sf/seat and 1 employee for every 15 seats at peak.
3. Current zoning does not contemplate such a use, so space was treated as retail.
5. Assumes a ratio of 40 sf/seat and 1 employee for every 15 seats at peak.
6. Assumes a ratio of 13.3 sf/seat and 1 employee for every 10 seats at peak.
7. Assumes a ratio of 25 sf/seat .

Source: Walker Parking Consultants, City of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]

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The East Parcel would require 1,816 spaces according to local zoning by Walker's calculations.

Table C- 22: East Parcel Parking Requirements

Land Use	Parking Requirement ⁽¹⁾	Quantity	Unit	Parking Needed
Retail	1 space per 250 sf of Gross Floor Area	20,000	sf GFA	80
Residential	2 spaces per unit	743	units	1,486
Office	1 space per 200 sf of Gross Leasable Area	45,000	sf GLA	225
TOTAL				1,791

Notes:

1. Per Town of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]

Source: Walker Parking Consultants, City of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]

The required parking for the parks and marina is indeterminate, since City code evaluates requirements for parks on a case-by-case basis at the Planning Board's discretion. The marina space would require 43 parking spaces according to local zoning as shown in Table C- 23.

Table C- 23: Parks and Marina Parking Requirements

Land Use	Parking Requirement ⁽¹⁾	Quantity	Unit	Parking Needed
Marina Slips	1 space per 2 slips	85	slips	43
Park/Rec Space	N/A ⁽²⁾	19.4	acres	-
TOTAL				43

Notes:

1. Per City of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]

2. The Zoning code indicates that parking requirements for "other uses" are subject to Planning Board review.

Source: Walker Parking Consultants, City of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District]

Table C- 26 shows an analysis of code requirements for loading berths.

PLANNED SUPPLY

The developer proposes to support the development with a planned off-street parking supply of 2,996 spaces, divided between the East and West Parcels as shown in Table C- 24. The planned supply includes required ADA stalls.

Table C- 24: Planned Project Supply

WEST PARCEL			EAST PARCEL		
Block	Building	Spaces	Block	Building	Spaces
A	West	330	D	Office	250
B1	West	177	E	Rental	386
B2	West	169	F	Workforce	80
C	West	813	G	Workforce	71
SUBTOTAL		1,489	H	Rental	370
			I	Rental	249
			J	Commercial	101
			SUBTOTAL		1,507
			TOTAL		2,996

Source: RXR

In addition to this planned off-street supply, plans show roughly 230 spaces located along the public streets within and adjacent to the project. These spaces will be available for use by the general public and will support demand associated with the marina slips, parks, and other recreational lands, and general access to Long Island Sound. These parking spaces are largely located along Herb Hill Road, Dickson Road and Garvies Point Road, as shown in Table C- 25. Additionally, there will be 25 on-street spaces on private streets adjacent to the workforce units in Blocks E, F, G and H.

Table C- 25: On-Street Parking Supply

Roadway	Area	Public Spaces	Private Spaces
Herb Hill Road	South side; adjacent to Block J	15	
Herb Hill Road	North side; adjacent to Block H	10	
Dickson Street	East side; adjacent to Block G	13	
Dickson Street	West side; adjacent to Block F	3	
Dickson Street	East side; adjacent to Block H	18	
Dickson Street	West side; adjacent to Block E	18	
Dickson Street	East side; adjacent to Park	17	
Dickson Street	West side; adjacent to Block D	17	
Road E	North side; adjacent to Block F		13
Road E	South side; adjacent to Block E		3
Road F	North side; adjacent to Block G		7
Road F	South side; adjacent to Block H		2
Garvies Point Road	North side; Angler's Club to 84-space lot	17	
Garvies Point Road	South side; Angler's Club to 84-space lot	29	
Garvies Point Road	North side; adjacent to 84-space lot	8	
Garvies Point Road	South side; adjacent to 84-space lot	3	
Garvies Point Road	North side; adjacent to Block C	3	
Garvies Point Road	South side; adjacent to Block C	5	
Garvies Point Road	North side; adjacent to Block B1	7	
Garvies Point Road	South side; adjacent to Block B1	6	
Garvies Point Road	North side; adjacent to Block B2	15	
Garvies Point Road	South side; adjacent to Block B2	15	
Garvies Point Road	North side; adjacent to Block A	7	
Garvies Point Road	Glen Cove Circle	4	
TOTAL		230	25

Source: RXR

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Table C- 26: Loading - 1085 Scenario

Block		Quantity	Unit	Parking Requirement	Loading Required	Comment	Loading Provided	
<i>West Parcel:</i>								
A	Restaurant	5,000	sf GFA	1 per 25,000 sf of bldg area or fraction thereof	1		1**	
C	Hotel	125	rooms	Non-retail/industry, non-office uses per Planning Board	1	1 minimum		
C	Catering	7,182	sf GFA	Non-retail/industry, non-office uses per Planning Board		with hotel		
C	Conference Center	7,200	sf GFA	Non-retail/industry, non-office uses per Planning Board	1	1 minimum		
C	Retail	5,300	sf GFA	1 per 25,000 sf of bldg area or fraction thereof	}			
C	Restaurant/Lounge	4,000	sf GFA	1 per 25,000 sf of bldg area or fraction thereof		1		
C	Spa	18,000	sf GFA	1 per 25,000 sf of bldg area or fraction thereof			with retail	
Total - Block C*					3		3	
<i>East Parcel:</i>								
D	Office	50,000	sf GFA	1 per 50,000 sf of bldg area or fraction thereof	1		2	
J	Retail	20,000	sf GFA	1 per 25,000 sf of bldg area or fraction thereof	1		1**	
<i>Marina/Park:</i>								
Marina Slips*		85	slips	Non-retail/industry, non-office uses per Planning Board			0	
Park/Rec Space*		19.4	acres	Non-retail/industry, non-office uses per Planning Board			0	

*Block C and park/marina totals are incomplete until the City Planning Board establishes specific requirements for non-retail, non-office land uses.

**Street loading

Source: Town of Glen Cove (NY) Zoning: Chapter 280-73.2, MW-3 [Marine Waterfront 3 District, Walker Parking Consultants.



APPENDIX D

GLEN ISLE MIXED USE DEVELOPMENT

APPENDIX D – PHASING ANALYSIS



JULY 27, 2011

PROJECT # 18-1076.00

As discussed in the report, commercial land uses such as retail and restaurant have been adjusted to account for the fact that some patrons will walk over from the residences. This “captive market” from the neighborhood reduces the parking demand for these venues. Walker was asked to prepare an analysis that showed the parking demand for these venues if they are developed first, such that there is no captive market in the area, and 100 percent of the customers drive to the venue.

The blocks in question include Block A, Block C and Block J. Block A includes a restaurant. Block J includes retail. Block C includes retail, restaurant and a spa in addition to hotel uses. It should be noted that the non-captive ratios recommended in ULI’s Shared Parking (and used in our analysis) for auxiliary uses within a hotel represent reductions in parking demand due to hotel guests; they are not dependant on foot traffic from surrounding land uses. Thus our analysis keeps these captive adjustments for uses within the hotel, but calculates demand based on 100 percent drive-in traffic for the other uses on the block.

The tables below show the projected peak-hour parking demand and the designated supply for these blocks under both development scenarios. In both cases the planned supply is adequate to meet demand. Please note the following:

- Residential land uses do not have captive markets, and their demand does not change depending on the phasing of their construction relative to surrounding blocks. Thus these blocks have already been projected at full demand conditions, and are not included in the analysis below.
- The inventory shown below for Block J does not split this surface lot between blocks I and J as is done in previous tables. If Block J retail is built first, the entire lot will be available.

Table D-1: Commercial Demand at 100% Non-Captive

	Development Program					
	860			1085		
	<u>Peak Demand</u>	<u>Planned Supply</u>	<u>Adequacy</u>	<u>Peak Demand</u>	<u>Planned Supply</u>	<u>Adequacy</u>
Block A	283	330	47	283	330	47
Block C	487	813	326	529	813	284
Block J	80	144	64	116	144	28

Source: Walker Parking Consultants, 2011



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