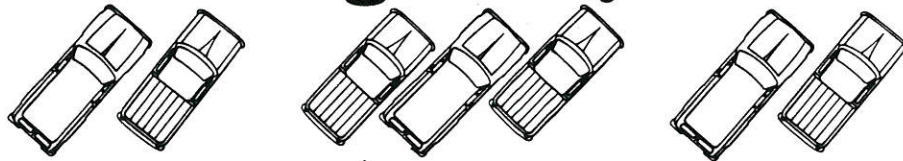


Rhinebeck Village Parking Study 1984



RHINEBECK VILLAGE

PARKING STUDY

1984

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May, 1984

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RHINEBECK VILLAGE

PARKING STUDY

1984

INTRODUCTION

The Rhinebeck Village Board requested the Dutchess County Department of Planning to conduct a parking study of the central business district (CBD). The Board is concerned about the adequacy of parking because of increased traffic congestion on Routes 9 and 308, an expected increase in tourism and a projected population growth. Since 568 housing units are proposed for construction in the Rhinebeck area within the next few years, the central business district may experience a great deal of market pressure.

The existing parking lots will not accommodate the expected growth. Since expansion of the business district is difficult because of the proximity of quality residential units, a land management program is necessary. The lack of available land in the CBD requires efficient planning to maintain the aesthetic character of the village, while ensuring the prosperity of the businesses.

The parking study was conducted between January and March, 1984. It was administered through site surveys, literature searches and conversations with village residents. A previous study of traffic in the central business district, including a parking analysis, was conducted in 1974 by the Dutchess County Department of Planning. However, a review and major alteration of the report will be essential because of changes in the central business district.

Figure 1 shows the existing central business district.

BACKGROUND INFORMATION

The central business district is located along Routes 9 and 308. The boundaries extend north and south from Ruge's Oldsmobile, Inc. to the ATI gas station, and east and west from the fire station to the Dutchess County Mental Health Clinic. A land ownership map, available for inspection in the village clerk's office, indicates the individuals or companies who possess two or more parcels of land in the CBD. This map is drawn on a county tax map with varying colors to designate different owners.

Figure 1

Central Business District

Structure



Open Space



ANALYSIS

The gross leasable floor area of the central business district is 177,673 square feet.¹ At 5.5 parking spaces per 1,000 gross square feet, a frequently accepted standard, 977 parking stalls are required to service the existing CBD.

The CBD has 794 parking stalls, 183 less than the optimum number needed for the existing downtown.² The total number of parking stalls listed in Table 1 was derived from actual counts (see Figure 2).

TABLE 1
CURRENT PARKING

Type of Parking	Number of spaces
Public lots	403
On-street	128 ²
Shoppers total	531 (on- and off-street)
Special use	263 employees, fire station, church.
Total	794

EXISTING VILLAGE PARKING REGULATIONS

The village zoning ordinance indicates specific off-street parking provisions for various establishments. Section 352.12 explains the parking requirements based on the number of seats, number of employees and/or floor area. However, the ordinance makes no provision for the size of a parking stall for either off-street or on-street parking. It is interesting to note that the parking requirements for Rhinebeck are similar to those of other villages in Dutchess County. Appendix A includes parking provisions from selected villages for various types of land use.

Other than the zoning ordinance, the village does not have any policy on parking. No consideration is given to payment for parking, such as meters, or leasing of land for public use.

¹ The gross leasable area was calculated from data collected for the 1974 study and by measuring the additional commercial structures in the enlarged central business district as found on current aerial photos.

² Not all of the on-street parking was counted due to residential side streets that are used for private parking. The on-street parking most convenient to shoppers is along Route 9, Route 308 and Garden Street.

ECONOMIC FACTORS

The expense of constructing a parking lot is largely dependent on the number and size of parking spaces. Major items that are frequently needed for a parking area are listed in Table 2. The cost estimate is based on the recent construction of three parking lots.

TABLE 2
TYPICAL PARKING LOT COSTS

<u>Item</u>	<u>Cost</u>	<u>Quantity</u>
Fill	\$ 15.00	cubic yard
Subbase	22.00	cubic yard
Binder	42.00	ton
Top	44.00	ton
Chain link fence	11.00	linear foot
Gate	711.00	each
Sidewalks	191.00	cubic yard
Curbing	11.00	linear foot
Lighting	4,797.00 ³	each
Pavement markings	.50	linear foot

Source: Donald Fegan, NYS Dept. of Transportation,
Region 8, Poughkeepsie

The New York State Department of Transportation has indicated that it may be feasible to use state funds for building an off-street parking lot, if on-street parking is eliminated through an approved program of improvements. This could happen if turning lanes are established on Routes 9 and/or 308.

It is estimated that the price of building one parking stall would range from approximately \$250 to \$500. The cost of purchasing land to construct parking is another factor that would have to be considered. Obviously, land values in the downtown area are high.

Appendix B lists parcel owners and lot numbers for those individual or companies who own two or more lots in the central business district.

³ This figure assumes undergrounding of wires, concrete pedestals, aluminum poles and other higher cost items.

IDENTIFICATION OF EXISTING PROBLEMS

The following list highlights existing problems and use patterns that are part of the Rhinebeck CBD:

1. Shoppers prefer on-street parking along Routes 9 and 308, rather than the off-street public or private lots.
2. Many of the public and private lots are poorly maintained. The pavement markings are no longer visible to drivers, therefore, they park randomly. The insufficient quality and quantity of lighting discourages drivers from using these lots at night because of concern for their safety. A few lots contain large pot holes, and several lots are unattractively landscaped.
3. Visibility is a problem with certain public parking lots. Consequently, there is a greater possibility of having an auto accident when exiting these lots. When entering Route 9 or Route 308 from some parking lots, sight distance may be limited due to on-street parking. Other lots are not seen by drivers until they are parallel to the lot or have driven past. For example, when driving east on Route 308, a driver who is unfamiliar with the area is not able to see the parking at Kilmer's, because a row of buildings conceals the lot.
4. The public parking lots are not used efficiently. The parking lots at Kilmer's and Foster's are always full while the village parking lot is insufficiently used. Additionally, since no pavement markings are present in some areas, drivers are parking haphazardly. The village parking lot could accommodate approximately 30 more cars if the pavement were restriped.
5. There is no through-flow for some of the public lots and streets. In some cases, the exits and entrances are the same, such as the parking lot on Garden Street. In other cases, such as the Rhinebeck Savings Bank and the First National Bank of Rhinebeck, drive-in business interferes with traffic exiting the parking area. This is especially true on Friday afternoons. Another example of poor flow is found on Garden Street, off Route 9. This is a dead-end street that prohibits passage into the village.

6. Along Routes 9 and 308 the on-street pavement markings are no longer visible, forcing drivers to park randomly. Also, certain sections of the sidewalks in this area are not kept well. It should be noted that there is no sidewalk along Garden Street.
7. The land use pattern in the central business district is very mixed. There are residential units, commercial buildings and highway businesses interspersed throughout the area. The ownership pattern is also very mixed. Some parcels are owned by individuals, while others belong to companies. In some cases, this ownership is not local.
8. People have a tendency to park in front of the fire hydrants along Route 308.

RECOMMENDATIONS

The following recommendations, if implemented, could help to maximize the use of existing parking. Some are suggestions for increasing parking capacity. In other instances, the community may benefit by installing fewer spaces and increasing landscaping. This report does not assume that all recommendations will be implemented; various alternatives are presented for consideration by the parking committee, the business community and Rhinebeck officials.

1. Restriping the existing public and private parking lots can increase the number of stalls. It is recommended that the stalls have standard dimensions of 9' x 18' and, when possible, follow the principals set forth in Appendix C. Figure 3 illustrates the East Market Street lot with stalls of this size.
2. The condition and maintenance of the lots should be improved. This would encourage greater use of the parking areas. Increasing the number of lights, repaving the surface and enhancing the landscape that surrounds many of the lots could also increase usage.
3. Expanding the size of various lots would be advantageous for business people and shoppers. Connecting parking lots could encourage drivers to use off-street parking. The following are examples:
 - a. Connect the parking lots at Foster's and The Starr building. This would create a "thru" flow where cars can enter from Route 9 into Foster's parking lot and exit on Garden Street from The Starr building parking lot (Figure 4).

Figure 3

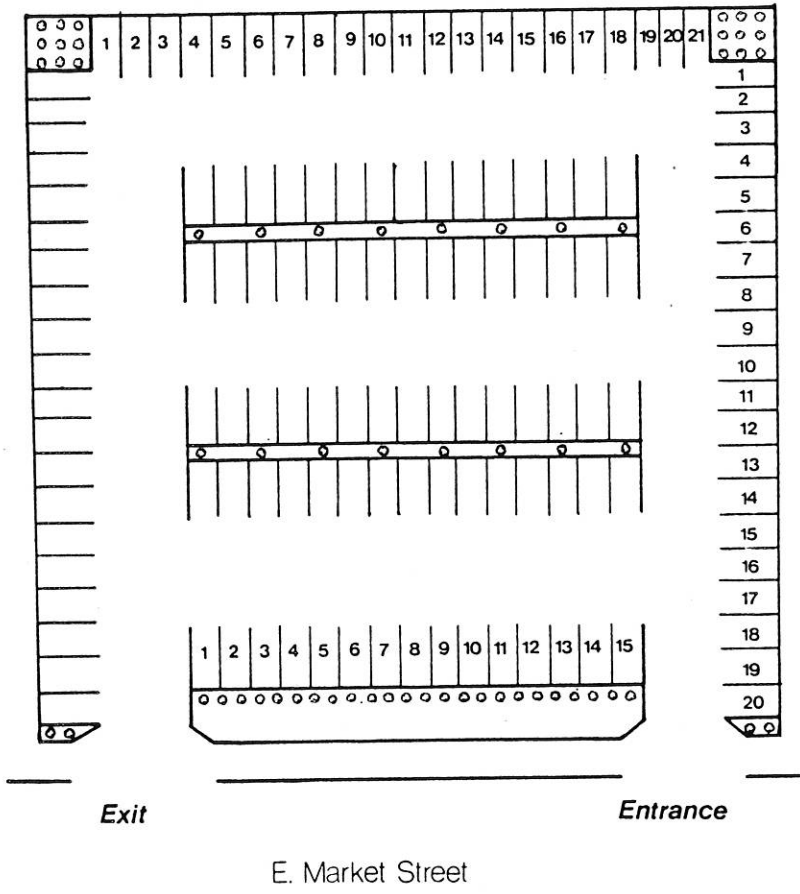
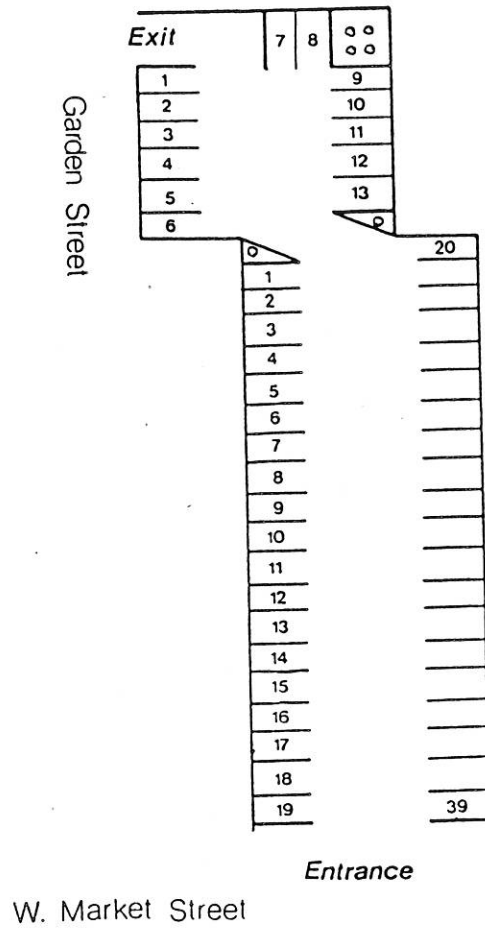


Figure 4



Foster's and The Starr's
Parking Area

- b. Connect the parking lots at the Red Hook Telephone Company, Frost's, Fraleigh's, Clark's and Kilmer's. This would create a "thru" flow and provide entrances and exits on both Route 9 and Route 308 (Figure 5).
 - c. Connect the parking lots at the Beekman Arms, the Post Office, the First National Bank of Rhinebeck, and the vacant land. This would increase the number of parking stalls and improve the flow of cars (Figure 6).
 - d. Connect the parking lots at Jacaruso's and the Episcopal Church. This would discourage on-street parking along Route 9 and Livingston Street (Figure 7).
 - e. Join the Verrilli and Sama parcels to increase the size of the parking lot on Verrilli's property and discourage on-street parking for both businesses (Figure 8).
 - f. The Rhinebeck Village Board could purchase parcel number 421272, owned by Mr. Lee and offered for sale by John B. Tieder, Inc. for \$165,000. A total of 24 parking stalls could be constructed. However, the cost of the parcel and demolition of the three structures could be prohibitive (Figure 9).
 - g. The fire station parking lot could be used to accommodate 30 cars for employees from neighboring businesses (Figure 10).
4. Along Routes 9 and 308, in those areas where the sidewalks exceed 10 feet in width, removing 4 to 5 feet could enlarge the street width while retaining on-street parking.
 5. If land use or ownership change, consideration could be given to developing a parking lot at the Rhinebeck Garage used car lot or the gas station at the intersection of Routes 9 and 308. However, changing the gas station to a parking lot could be unattractive to pedestrians and drivers who enter the central business district.
 6. Provide parking outside the central business district, such as the fairgrounds, for commuters who use the LOOP bus.

Figure 5

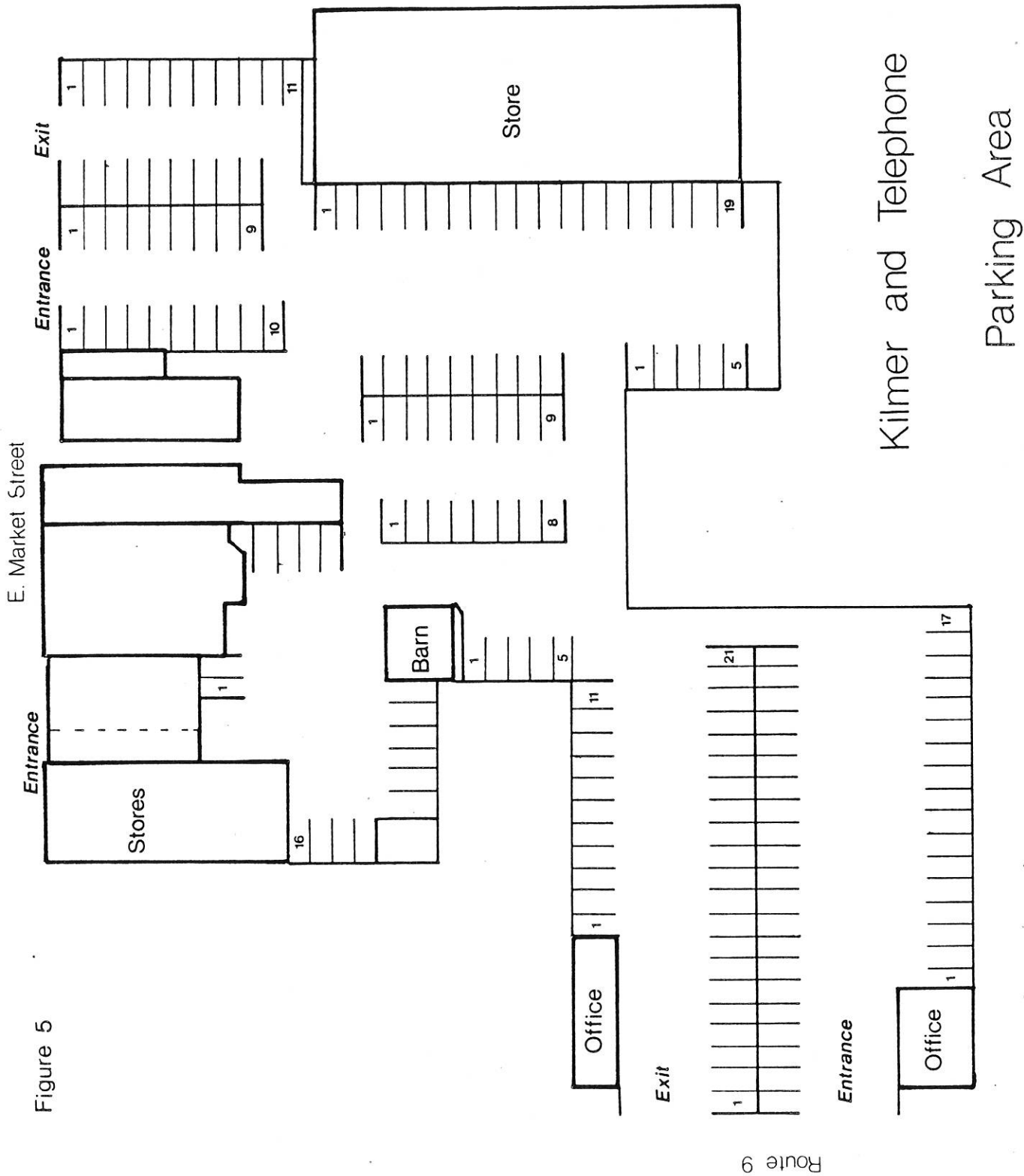


Figure 6

Hotel, Post Office and Bank

Parking Area

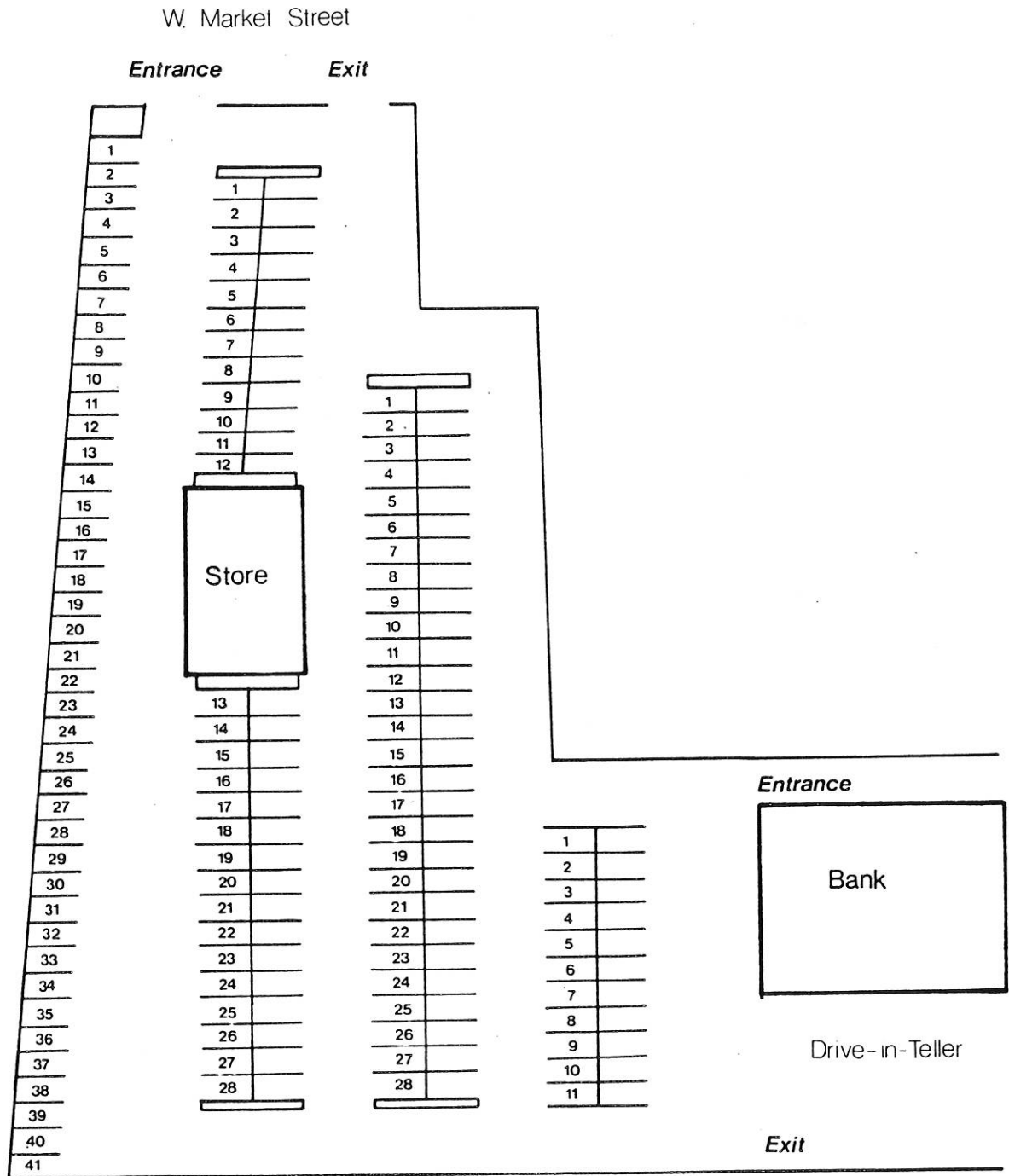


Figure 7

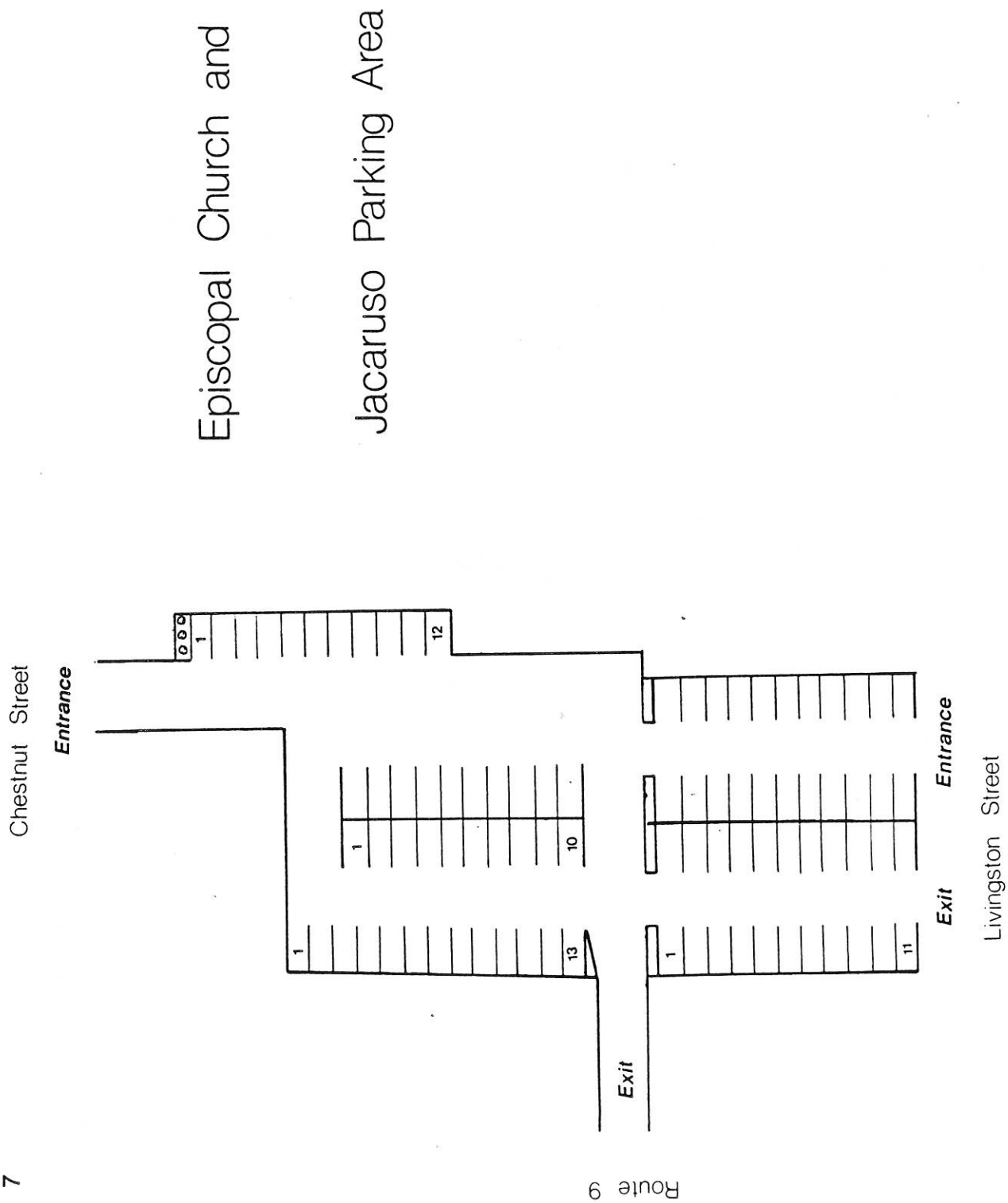
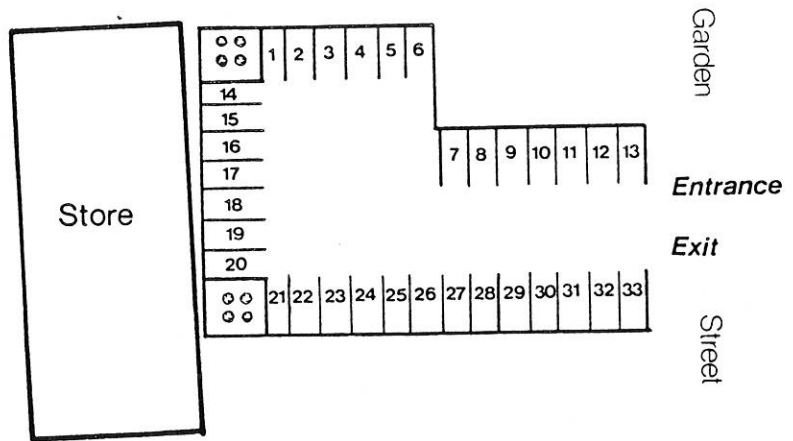
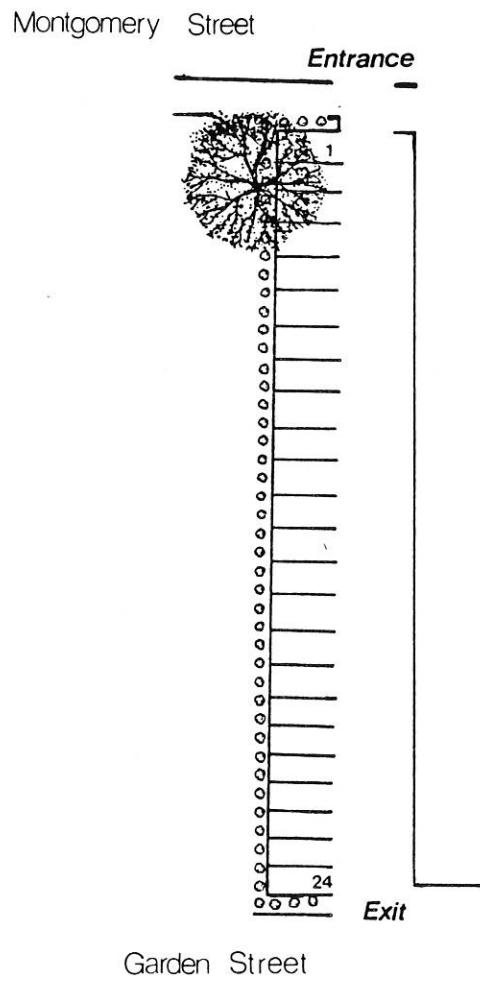


Figure 8



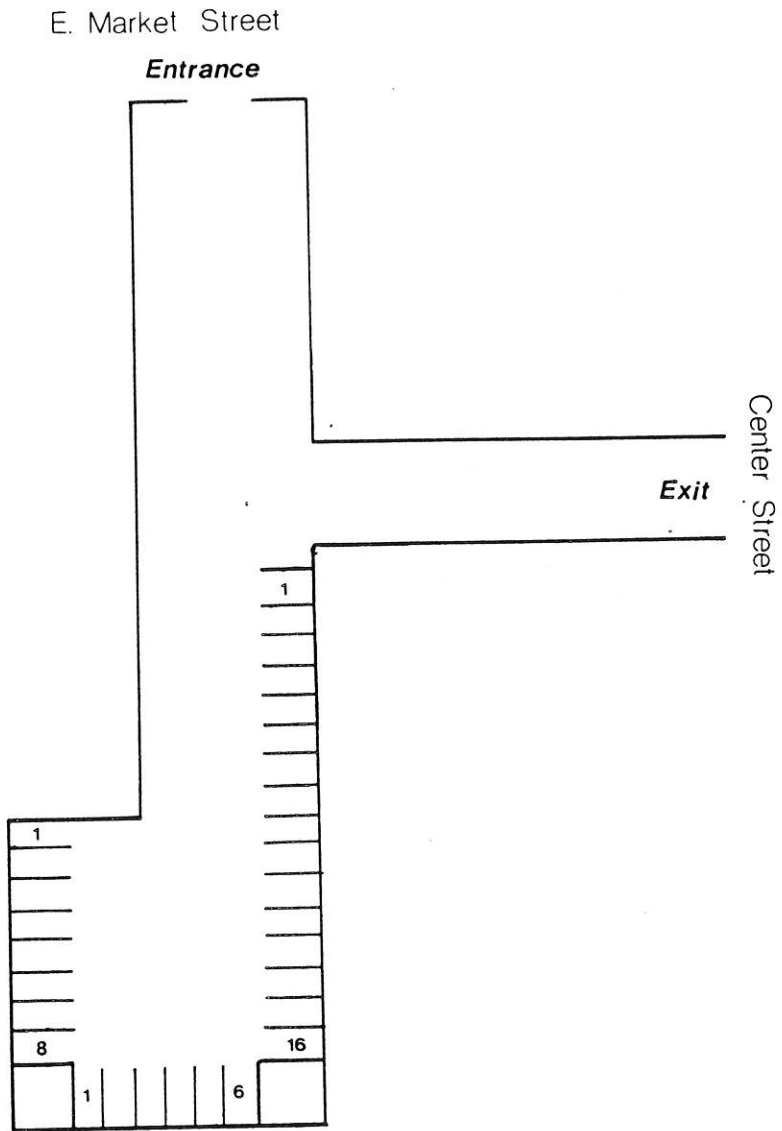
Verrilli's and Sama's Parking Area

Figure 9



House for Sale

Figure 10



Fire Station Parking Area
for Village Employees

7. Lease a vacant parcel to provide public parking near the central business area.
8. Develop a tax benefit district to provide funds for parking lots in the central business district. Payments would be used for maintaining parking lots, investing in new parking lots, and purchasing locational and directional signs.
9. Install parking meters along Routes 9 and 308 to discourage long term on-street parking, yet provide maintenance and operation money. Another option would be to install parking meters in the lots. This might discourage shopping, but the money could be used to better develop existing facilities.
10. Install speed bumps to discourage drivers from using parking lots as a "short cut".
11. Remove parking in the vicinity of Routes 9 and 308 to improve the flow of cars in the downtown area. The following are examples of where slots could be removed.

Route 9 northbound by Telephone Co.	- 10 spaces
Route 9 northbound by Rhinebeck Savings Bank	- 9 spaces
Route 9 southbound by The Starr	- 5 spaces
Route 9 southbound by Beekman Arms	- 6 spaces
Route 308 eastbound by Beekman Arms	- 10 spaces
Route 308 eastbound by N. Dutchess Drug Stores	- 9 spaces
Route 308 westbound by The Department Store	- 8 spaces
Route 308 westbound by gas station	- 5 spaces
12. If parking were to become increasingly scarce, the village parking lot, across from the fire station, could be used as the site for a parking garage.

The objective of the study was not to develop the Village of Rhinebeck into a massive parking district, but to maximize the use of existing parking and discourage the demolition of buildings in the central business district. Figure 11 displays a recommended parking configuration for the village.

Figure 11

Recommended Parking District



APPENDICES

APPENDIX A

PARKING REQUIREMENTS FOR SELECTED LAND USES
BY MUNICIPALITY

AMUSEMENT FACILITIES

Village	Parking Space	People/Seat./Sq. Ft.
Rhinebeck	1	5 seats
Millbrook	1	4 seats
Red Hook	1	3 persons
Wappingers	1	5 fixed seats
Falls	1	100 sq. ft. without fixed seats
Millerton	1	5 seats
Fishkill	1	4 seats
	1	(if no seats) 50 sq. ft. of floor space

Includes: Public assembly, stadium, church, theater.

AUTOMOBILE SERVICE STATIONS

Village	Parking Space	People/Seat./Sq. Ft.
Rhinebeck	1	2 employees
		vehicles used directly in the conduct of business
	1	gas pump
	3	grease rack
Millbrook	3	employee
		vehicles used directly in the conduct of business
Red Hook	2	2 employees
		vehicles used directly in the conduct of business
	1	gas pump
	3	grease rack
Wappingers	1	1,000 sq. ft. of lot area
Falls		
Millerton	1	2 employees
		vehicles used directly in the conduct of business
	1	gas pump
	3	grease rack
Fishkill	1	employee
	1	150 sq. ft. of gross floor space

CIVIC CENTERS

Village	Parking Space	People/Seat./Sq. Ft.
Rhinebeck	4	vehicles used directly in the conduct of business 1,000 sq. ft. of total floor area
	1 (additional)	150 sq. ft. of floor area
Millbrook	Not stated	
Red Hook	4	vehicles used directly in the conduct of business 1,000 sq. ft. of total floor area
	1 (additional)	
Wappingers Falls	Special permit	150 sq. ft. of floor area
Millerton	5.5	vehicles used directly in the conduct of business 1,000 sq. ft. of floor area
Fishkill	Not stated	

Includes: Libraries, museums, Post Office.

DOCTOR AND DENTAL CLINICS

Village	Parking Space	People/Seat./Sq. Ft.
Rhinebeck	3	each doctor
Millbrook	1	600 sq. ft. of floor area
Red Hook	3	each doctor
Wappingers Falls	1	300 sq. ft. of gross floor area
Millerton	3	each doctor
Fishkill	4	each doctor (residential)
	1	each doctor (non-residential)

EATING AND DINING ESTABLISHMENTS

Village	Parking Space	People/Seat./Sq. Ft.
Rhinebeck	1	100 sq. ft. of total floor area
Millbrook	1	100 sq. ft. of floor space
Red Hook	1	100 sq. ft. of total floor space
Wappingers Falls	1	100 sq. ft. of gross floor space
Millerton	1	100 sq. ft. of total floor space
Fishkill	1	whichever is < 3 seats
	1	greater < 50 sq. ft. of gross floor area

Includes: Tavern, bar, restaurant.

ELECTRICAL SHOPS

Village	Parking Space	People/Seat./Sq. Ft.
Rhinebeck	1	Vehicles used directly in conduct of the business 200 sq. ft. of ground floor space
Millbrook	1	Vehicles used directly in conduct of the business
Red Hook	4	1st 1,000 sq. ft. of total floor space
	1 (additional)	150 sq. ft. of floor area
Wappingers	1	(ground floor) 150 sq. ft. of gross floor area
Falls	1	(other floors) 300 sq. ft. of gross floor area
Millerton	1	Vehicles used directly in conduct of business
Fishkill	1	200 sq. ft. of gross floor area

Includes: Plumbing shops, repair shops, roofing shops, retail or service business, indoor markets.

OFFICES - GENERAL

Village	Parking Space	People/Seat./Sq. Ft.
Rhinebeck	1	200 sq. ft. of office space
Millbrook	1	600 sq. ft. of floor area
Red Hook	1	200 sq. ft. of office space
Wappingers	1	300 sq. ft. of gross floor area
Falls	1	200 sq. ft. of office space
Millerton	1	employee, occupant or visitors
Fishkill	1	professional occupant
	1 1/2	

APPENDIX B

LAND OWNERS WITH MULTIPLE PARCELS IN THE CENTRAL BUSINESS DISTRICT

<u>Land Owner</u>	<u>Parcel Number</u>
1. Red Hook Telephone Company	18-449211 14-400297 18-458198
2. Maen	18-459216 18-464216
3. Kilmer, Fred Jr. and Elizabeth	18-474215 18-482211
4. Ruge, Joe and Lewis Ruge, Lewis and Margaret	14-416324 14-442322 14-416313
5. Lattin, Gordon and Marion	14-397266 14-399259
6. Matthies, Paul and William Clarke Jr.	18-403248 18-406244
7. Garden Street Properties, Inc. Kirwood, Rob and Karen	18-424245 18-419235 18-423236 18-432237
8. Milroy, Bobbette	18-382176 18-382210 18-385211
9. Bahnatka, Dorothy	18-392211 18-396216 18-399216 18-398202
10. Wayfarer Inns of New York, Inc.	18-401215 18-416211 18-413218 18-418219

<u>Land Owner</u>	<u>Parcel Number</u>
11. First National Bank of Rhinebeck	18-419199 18-427199 18-432196 18-416190 18-420183
12. Rhinebeck Savings Bank	18-456243 18-457237 18-460239 18-464242 18-447248 18-458249 14-453255
13. Kanter, Carol and Rita Treistman (Hudson Valley Department Store)	18-444233 18-446234 18-444232
14. Hill, Harry Jr.	18-444238 18-443241 18-443243
15. Schaad, Marie	18-482243 18-488243
16. Rhinebeck Garage, Inc. Hartshorn, Thomas	14-422267 14-452263 14-422259
17. Village of Rhinebeck, Inc.	19-503245 19-515218
18. Weigel, Francois and Susan	19-520243 18-490216

APPENDIX C

BASIC PRINCIPALS OF PARKING

Off-street: 90° stall size is 9' x 18' or 162 square feet. The back-up space is 22 to 24 feet.

On-street: Parallel parking-the stall size is 10' x 20' or 200 square feet. Shopper's parking lots, at the most, should be 400 feet from a shop.

Employee parking stalls could be 8 - 8.5' x 18'.

5.5 spaces per 1,000 square feet of gross leasable area.

Moderate-height illumination standards for lighting.

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Fishkill
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INTERVIEWS

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Fegan, Donald. New York State Department of Transportation

Fichera, Mike. Rhinebeck Parking Committee

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Tieder, John B. Realtor

