

MONTEFIORE NYACK HOSPITAL

Parking Deck Program Study



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PREPARED FOR:

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1. INTRODUCTION

Community Development Properties Nyack Inc. has engaged Level G Associates, parking consultants, for the purpose of preparing a feasibility study for a parking deck to be situated on the campus of Montefiore Nyack Hospital in the Village of Nyack, NY. Level G submitted a “phase one” feasibility analysis of the project in January of 2019. Since then, we have been kept informed of project activities and submitted a “Preliminary Parking Deck Sizing” memorandum in September of 2019. This report expands and finalizes the preliminary determinations of the “phase one” analysis and presents our findings and conclusions.

Background

Montefiore Nyack Hospital is a 375-bed community acute care medical and surgical hospital. Plans are currently underway to finance and construct improvements at the hospital as part of its recent affiliation with Montefiore Medical Center. These plans include the construction of a new parking deck.

The purpose of this study is to review the project, conduct evaluations including parking occupancy counts, and to draw conclusions regarding the feasibility of the parking deck project as proposed.

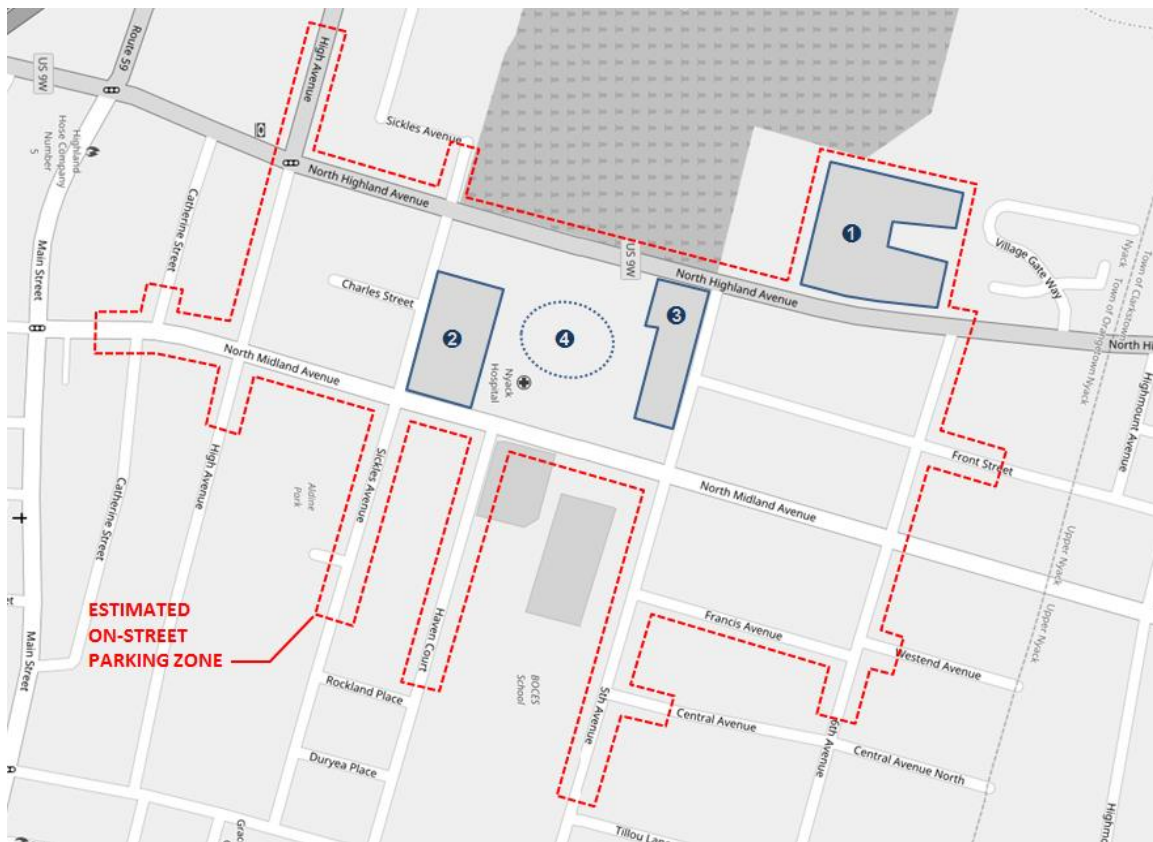
The Project

The project is a 5½ level parking deck containing 482 parking spaces. The deck is proposed to be connected to the hospital with a pedestrian bridge located near the northwest corner of the 2nd supported deck level. The parking deck is located on an existing surface parking lot and is situated to minimize disruption of the existing parking lot. Project also features landscaping elements and a protective canopy.

In order to provide temporary parking during construction of the parking deck the hospital has agreed to terms with a nearby school to utilize a portion of the school’s ballfields for temporary parking.

2. PARKING SUPPLY

The following is an illustration showing the primary parking supply on and around the Montefiore Nyack Hospital campus. The primary off-street parking supply totals 544 parking spaces broken down as follows: (1) N. Highland / Route 9W Employee Lot - 172 spaces; (2) Main Lot - 191 spaces; (3) Fifth Avenue Lot – 134 spaces; (4) Various on-site Handicap and Authorized Vehicle Areas – 47 spaces. The estimated on-street parking supply varies due to alternate side parking regulations but is estimated to fluctuate between 340 and 440 spaces.



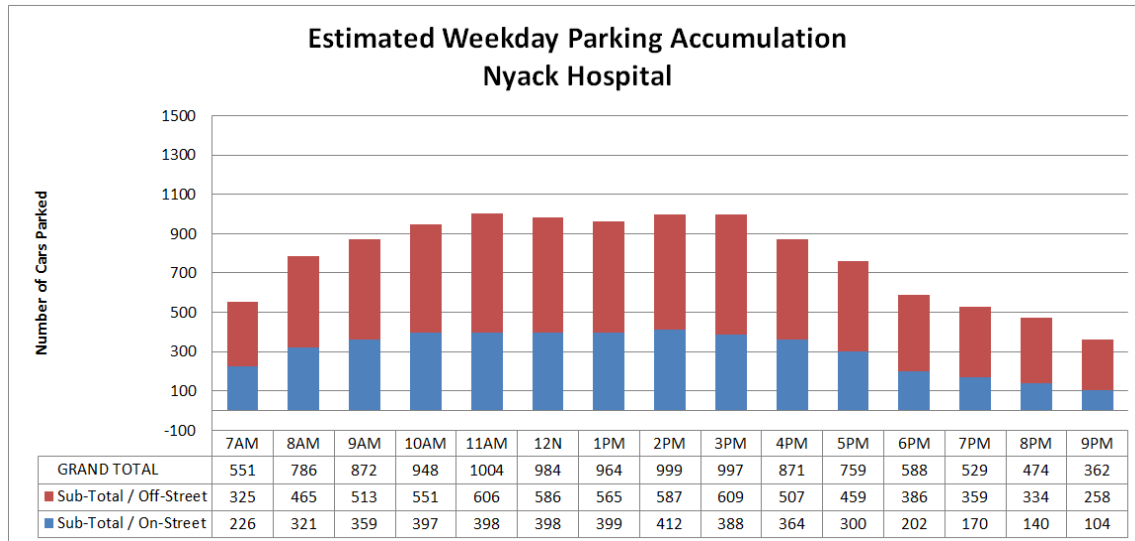
In addition to the primary parking supply, the hospital leases a 67 space section of the Reform Temple of Rockland parking lot located approximately ½ mile north of the hospital on North Highland Avenue. A shuttle vehicle is available to transport employees using this lot to and from the hospital.

The following chart describes the hospital parking supply in greater detail:

①	Route 9W Employee Lot	Free parking for hospital employees. Capacity is regularly expanded using an on-site valet parking operation.
②	Main Lot	Paid parking for visitors and outpatients between 7AM and 5PM. \$2 flat fee for visitors / validated parking for patients. Capacity is regularly expanded using an on-site valet parking operation. Used by employees after 5PM and on weekends.
③	Fifth Avenue Lot	Gated parking lot for physicians and executives. The gates are opened after 8PM to allow late shift employees access to convenient parking spaces.
④	On Site Lots	Restricted parking areas for Handicap parking, Reserved parking and Authorized Vehicles
	Temple Lot	Free parking for hospital employees approximately 1/2 mile from hospital. A shuttle bus is provided to move employees between the lot and the hospital.
	On Street Parking	Free / Alternate Side / NP 3AM-6AM Free / Alternate Side / NP 8AM-11AM Free / 15 or 30 MIN Time Limit (12 Spaces) Free / No Regulations (45 spaces) Metered / 3 HR Limit (39 spaces)

Parking Space Occupancy

The parking consultant counted the number of cars parked in the above parking supply in October and November of 2019. The following graph indicates the results of these counts.



As indicated, peak parking conditions were encountered at 11AM when 1004 cars were parked in the parking study area. At this peak hour, the individual occupancy of the various hospital parking facilities were as follows:

Facility	Capacity	Cars Parked at 11AM Peak	Occupancy Rate
Main / Pay Lot	191	203	106.3%
Handicap / Auth Veh Parking	47	43	91.5%
5th Avenue Lot	134	130	97.0%
Route 9 / Employee Lot	172	208	120.9%
Sub-Total / Hospital Area Lots	544	584	107.4%
Temple Lot	67	22	32.8%
On-Street Parking Zone		398	N/A
Grand Total		1004	

It should be noted that most of the on-site vacant parking spaces at the 11AM peak were not accessible to most parkers as they were either reserved or handicap parking spaces. Many vacant spaces in the on-street supply were impacted by either alternate side of the street parking regulations or the presence of parking meters.

There are 39 metered parking spaces directly adjacent to the hospital on the east and west sides of North Midland Avenue. The meters are in effect between 11AM and 6PM. As a result, many hospital employees use these spaces between 7AM and 11AM. At 11AM, alternate side of the street parking restrictions are lifted on portions of Sickles Avenue and unmetered portions of North Midland. Just before 11AM every weekday morning, 20 or more hospital employees can typically be observed moving their vehicles from the

metered parking spaces on North Midland to vacant spaces on the now-legal alternate sides.

Recent Construction Activity

The Hospital embarked on a new construction program in 2018 that is still under construction as of March 2020. According to the hospital's architect, Pomarico Design Studio Architecture, the program will result in a net hospital building increase of about 21,000 square feet and will be utilized primarily for Clinical Services and an expansion of the Emergency Department. According to hospital officials, the purpose of this expansion is primarily to accommodate new systems and equipment and is not expected to result in new parking demand.

3. PARKING DEMAND

It is assumed that all parking activities occurring in on-site hospital lots plus the No. Highland lot and the Temple lot are hospital-related. However, not all cars parked on the local streets are associated with the hospital. At the 11AM peak, it is estimated that 300 of the 398 cars parked in the on-street parking zone are related to regular hospital functions. The remaining cars are estimated to be local residents (43 cars), cars related to the local school (15 cars), and hospital construction worker personal cars (40 cars - temporary).

Based on the counts conducted and our experience in conducting similar studies the estimated composition of hospital-related peak parking demand at Montefiore Nyack Hospital is 906 cars (1004 peak measurement minus 98 non-hospital cars parked on-street). The composition of this demand is estimated to be:

Hospital Employees	606
Visitors ¹	72
Outpatients	75
Doctors / Attending Physicians	72
Medical Office Building Visitors	40
Medical Office Building Employees	22
Volunteers / Clergy / Other	19
Total	906

The following table shows the anticipated parking accumulation of each of the above parking user groups on an hour-by-hour basis with the 11AM peak hour highlighted.

¹ Includes patient visitors, technicians, sales reps, meeting attendees, etc.

	Hospital Employees	Hospital Visitors	Hospital Outpatients	Doctors; Attending Physicians	MOB Visitors	MOB Employees	Volunteers; Clergy; Others	All Hospital & MOB Parkers
7AM	418	15	15	25	10	12	3	498
8AM	555	33	20	42	20	16	8	694
9AM	567	35	35	80	30	18	15	780
10AM	610	47	52	77	35	20	15	856
11AM	606	72	75	72	40	22	19	906
12PM	601	68	75	71	38	22	17	892
1PM	595	72	70	65	35	20	15	872
2PM	605	81	73	65	40	22	15	901
3PM	652	55	71	55	35	22	15	905
4PM	595	50	42	32	30	18	12	779
5PM	550	41	20	12	20	15	9	667
6PM	411	65	8	8	20	15	6	533
7PM	397	75	2	6	20	15	3	518
8PM	344	62	0	5	12	15	2	440
9PM	278	33	0	4	5	6	2	328
10PM	229	15	0	3	0	3	2	252
11PM	207	8	0	2	0	3	2	222
12AM	128	5	0	2	0	3	2	140

While the peak hospital parking period is technically measured to occur around 11AM, it should be noted that similar parking demand was measured in the 2PM to 3PM time periods.

4. PROPOSED PARKING PROGRAM

The goals and objectives of the proposed project are to: 1) increase the overall parking supply available to hospital-related vehicles; 2) increase the on-site parking supply; 3) eliminate the need for valet parking; 4) eliminate the need to lease off-site parking; and 5) reduce the intrusion of hospital-related parking activity into local residential neighborhoods.

Proposed Parking Program Sizing

The planning and design of hospital parking supplies yielding 85 to 90% parking occupancy values is standard practice in the parking planning industry. This is done to account for a modest number of unoccupied reserved spaces, unoccupied handicap stalls, stalls set aside for pick-up / drop-off activity, spaces in the process of turning over, etc.

Applying these factors to the measured peak demand total of 906 cars indicates that a target hospital parking supply range of 1,005 to 1,065 spaces is warranted:

For a 90% design value: $906 \div \underline{1,005} = 90\%$

For an 85% design value: $906 \div \underline{1,065} = 85\%$

After completion of the subject parking deck, the total off-campus hospital parking supply is expected to be 317 spaces composed as follows:

No. Highland (9W) Lot	172
Existing On-Street Metered Spaces (No. Midland)	39
Proposed On-Street Metered Spaces ²	106
Total	317

Assuming the creation of a hospital parking supply that would yield an 85 to 90% design parking occupancy value, the total on-campus³ parking supply would have to be between 688 to 748 spaces:

² It is recommended that on-street metered parking be implemented along curbs that are not directly in front of local residences in the vicinity of MNH. This includes areas along No. Highland, Sickles, Fifth and Haven (see Appendix A). In addition, it is assumed that currently unrestricted on-street spaces located outside / adjacent of the existing and proposed on-street meter zones will become restricted parking for local residents only upon opening of the subject parking garage (see Appendix B).

³ The hospital campus is assumed to be the block bounded by Fifth Ave. on the north, Sickles Ave on the south, No. Midland on the east and No. Highland (Route 9W) on the west.

	90% Occupancy Design Value	85% Occupancy Design Value
Total Hospital Parking Supply	1005	1065
Assumed Off-Campus Parking Supply	(317)	(317)
Required On-Campus Parking Supply	688	748

After completion of the current hospital construction program and the proposed parking garage program the total on-campus parking supply is expected to be 723 parking spaces. Adding in the assumed off-campus parking supply of 317 spaces will yield an available hospital parking supply of 1040 spaces. This supply would yield an occupancy design value of 87.1% ($906 \text{ space peak demand} \div 1040 \text{ space supply} = 87.1\%$) comfortably within the recommended design value parameters.

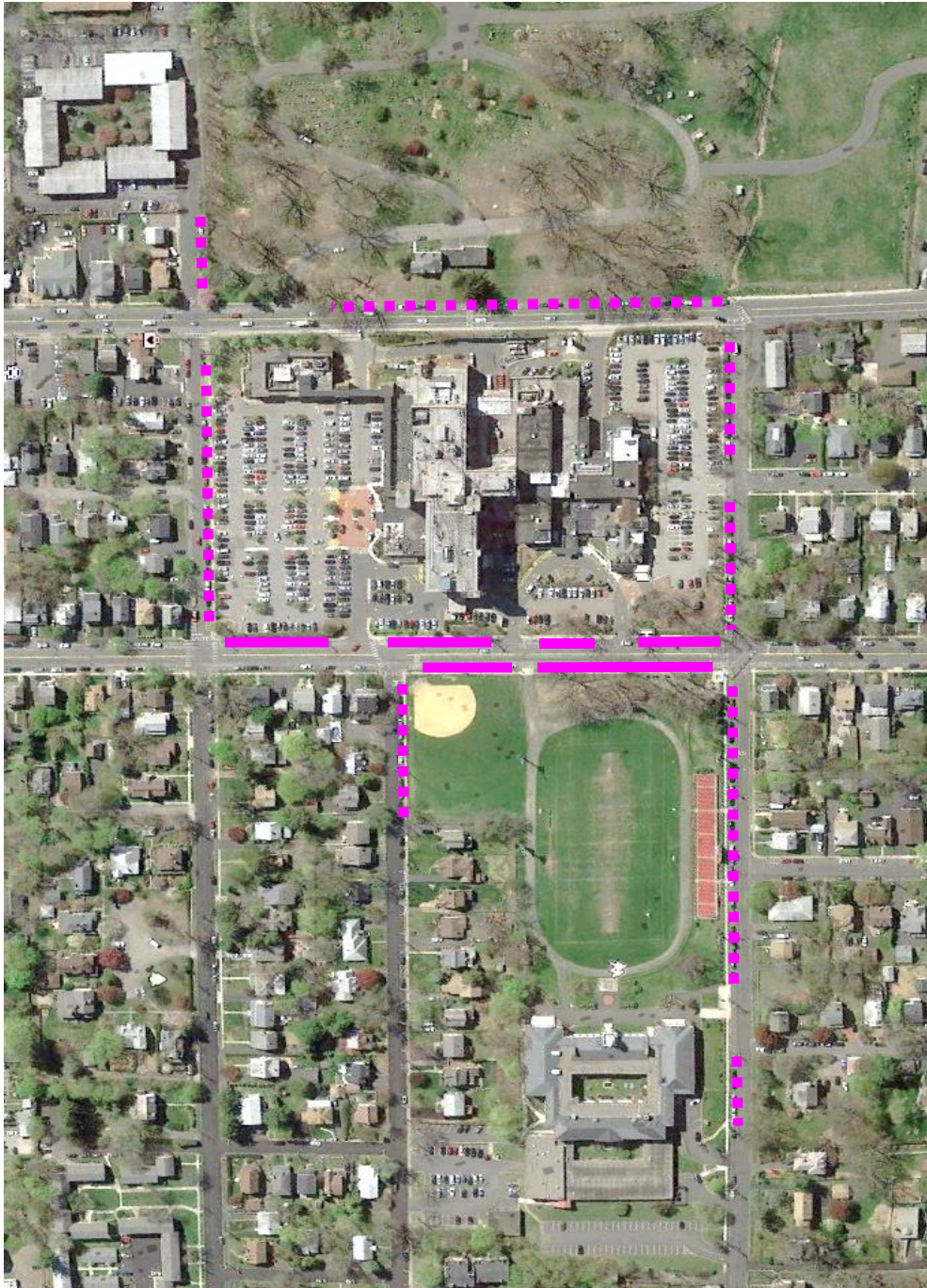
Proposed Parking Operating Program



The following chart compares the current hospital parking supply with the parking supply as it would operate after completion of the proposed parking deck program plan.

PARKING AREA	EXISTING		PROPOSED	
	NO. CARS	RATES & REGULATIONS	NO. CARS	RATES & REGULATIONS
Main Lot	191	\$2 flat fee Between 7AM and 5PM	547	See Note 1
On-site / Hemo / Infusion Center Area	0	Under Construction	10	Free / Reserved
On-site / ER Area	0	Under Construction	14	Free / Restricted
On-site / Handicap / Cardiac Rehab / Authorized	47	Free / Restricted	21	Free / Restricted
5th Avenue Lot	134	Free / Physicians & Executives	131	TBD
Sub-Total / On Campus	372		723	
No. Highland Lot	172	Free / Employees Only	172	TBD
Temple Lot	67	Free / Employees Only	0	Eliminated
On-Street / Metered	39	\$0.25/20MIN/11AM-6PM	39	\$0.25/15MIN/6AM-8PM
On-Street / Non-Res Areas	106	Free / No Regulation or Alternate Side	106	\$2=12HRS / 6AM-9PM
On-Street / Res Areas	195	Free / No Regulation or Alternate Side	0	No Parking or Restricted Parking from 8AM-8PM
GRAND TOTAL	951		1040	Net Gain = 223 Spaces

Note 1: 482 spaces in parking deck plus 65 in the surrounding surface lot.

As indicated, the hospital parking supply is proposed to be increased by 89 spaces while eliminating the intrusion of hospital cars into surrounding residential neighborhoods.



	CURRENT OPERATION	PROPOSED OPERATION
 = EXISTING METERS (39 TOTAL)	\$0.25 = 20MIN 3HR LIM 11AM - 6PM	\$0.25 = 15MIN 3HR LIM 6AM - 9PM
 = PROPOSED METERS (106 TOTAL)	FREE REGS VARY	\$2.00 = 12HRS 6AM - 9PM

APPENDIX A
ON-STREET PARKING METER PROPOSAL
NYACK HOSPITAL AREA - NYACK, NY

APPENDIX B

**PROPOSED ON-STREET
PARKING PROGRAM**

**PARKING DECK FEASIBILITY STUDY
NYACK HOSPITAL**

- = PROPOSED RESIDENTIAL PARKING ZONE
- = EXISTING SHORT TERM PARKING TO REMAIN
- = PROPOSED 2HR LIMIT 6AM - 9PM
- = EXISTING METERED PARKING TO REMAIN
- = PROPOSED METERED PARKING
- NP = EXISTING "NO PARKING" TO REMAIN

