

# Lynbrook Station

## Village of Lynbrook, New York

PREPARED FOR

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Breslin Realty Development Corp.  
500 Old Country Road  
Suite 200  
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PREPARED BY

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## **Introduction**

Breslin Realty Development Corp. is seeking approvals to redevelop the site situated at 47 Broadway in Lynbrook, NY into a proposed apartment building. The site is comprised of multiple tax lots totaling 1.11 acres. The development as proposed would require the site's inclusion within the Village of Lynbrook Arts and Cultural Overlay District. As required in §252-46.8 of the Village Code, inclusion within this district requires a parking study which must demonstrate the adequacy of parking to the satisfaction of the Board of Trustees. This report presents our analysis and findings for those purposes.

## **Existing Conditions**

The subject site is located on the southwest corner of Langdon Place and Broadway in Lynbrook and also fronts on Saperstein Plaza to the south. The site is situated within the Commercial Zoning District and is presently occupied by various commercial/office uses and a single-family residence. Each of these uses would be discontinued and the existing buildings razed to accommodate the proposed application.

The site is located across Saperstein Plaza from the Lynbrook Long Island Rail Road (LIRR) Station, with Saperstein Plaza acting as a drop off point for commuters. The site is also situated in close proximity to multiple Village Parking Fields, most notably Village Parking Field 3, which is located immediately opposite Langdon Place to the north of the site.

## **Proposed Conditions**

The proposed project would result in the construction of a proposed 7-story apartment building which would provide 201 apartment units. Floors 1 and 2 would be dedicated to a parking structure which would provide 205 parking stalls and would be accessed via three driveways: One located on Langdon Place which would access the first floor parking area, one of two driveways located on Saperstein Plaza would access the first floor parking area and the second driveway on Saperstein Plaza would access a ramp up to the second floor parking area. Within the building itself, a lobby, amenities, and service areas would be provided.

Pedestrian access to the building would be provided at multiple locations on each site frontage.

Due to the location of the site and the proximity to the LIRR Station, it is important to note that this project is a classic case of Transit Oriented Development (TOD). The nature of TOD parking requirements and the effects of such developments on reducing the parking demand are discussed in greater detail below,

## **Parking Code Requirements**

As per §252-46.8 of the Village Code, no formal parking requirement is set for buildings situated within the Arts and Cultural Overlay District, though adequacy

of parking must be demonstrated to the Board of Trustees with a parking study. Demonstration of adequacy includes the consideration of available public parking within the area without creating an adverse impact to Village parking.

As depicted on the plans for the proposed development, 205 parking stalls are being provided within structured parking in the building to accommodate the 201 apartment units. Therefore, between those on-site stalls and the parking available in municipal areas in proximity to the proposed building, it must be demonstrated that adequate parking will be provided.

While there is no specific requirement for parking enumerated within the Village Code for Lynbrook, many other municipalities on Long Island have provisions within their zoning code which govern TODs separately from other more typical developments. In many instances, these ordinances require parking based on the type of units proposed in the development. Examples of this for areas similar to the study area are as follows:

- Village of Westbury Maple Union TOD District: 0.5 spaces per studio apartment / 1 space per one-bedroom apartment / 2 spaces per two-bedroom apartment / 1 additional parking space for each bedroom greater than 2
- Village of Roslyn Transit-Oriented Mixed-Use Zoning District: 1 space per one-bedroom apartment / 1.5 spaces per two-bedroom apartment
- Town of Hempstead Transit Oriented Developed for North Lawrence and Inwood: 0.5 spaces per studio apartment / 1 space per one-bedroom apartment / 1.5 spaces per two-bedroom apartment
- Baldwin Mixed-use Zoning Overlay District: 1 space per studio apartment / 1 space per one-bedroom apartment / 1.5 spaces per two-bedroom apartment

As indicated on the site plans prepared for the development, the 201 units proposed are comprised of 55 studio units, 111 one-bedroom units, and 35 two-bedroom units. Applying these TOD requirements to the Lynbrook project would result in the following parking requirements:

- Village of Westbury: 209 parking stalls
- Village of Roslyn: 219 parking stalls
- Town of Hempstead TOD for North Lawrence and Inwood: 191 parking stalls
- Town of Hempstead Baldwin Mixed-use Zoning Overlay District: 219 parking stalls

The proposed development will provide 205 parking spaces, which is comparable to what the other Long Island municipalities would require. It is important to

note that the above codes indicate how much parking is required, but this is not a direct indicator of the parking demand (which will be lower than the parking requirement).

## **Parking Demand**

Aside from the examination of the zoning requirements for similar areas on Long Island, empirical parking data was also reviewed in order to determine whether adequate parking will be available to meet the peak needs of the proposed development.

As previously indicated, the project site is situated immediately adjacent to the Lynbrook LIRR Station. As a result, the project is clearly a Transit Oriented Development (TOD) and will exhibit less traffic and parking activity than similarly sized developments due to access to robust and convenient of mass transit.

In the case of the development, it is proposed to construct 201 apartment units in a 7-story building. The Institute of Transportation Engineers (ITE) *Parking Generation, 5<sup>th</sup> Edition*, is a widely used and accepted source for parking demand data for various land uses, including "Mid-Rise Apartment" (Land Use Code #221). From this publication, the peak parking demand rates for weekday and Saturday for TOD apartments are as follows:

|                     |  |
|---------------------|--|
| <b>Apartments -</b> | 0.61 parked vehicles per bedroom on a weekday  |
|                     | 0.69 parked vehicles per bedroom on a Saturday |

Accordingly, it can be expected that the 201 proposed apartment units, which contain a total of 236 bedrooms as discussed earlier, would generate a peak demand of 144 parked vehicles on a typical weekday and 163 parked vehicles on a typical Saturday, a peak demand which would be readily satisfied by the on-site parking garage.

It is important to note that the peak parking demand would not be generated at all times. Apartments (and other residential uses) experience peak parking demands during overnight periods when residents are home before declining through the midday when people are out to work or for other purposes. This is demonstrated in the Urban Land Institute's (ULI) *Shared Parking, 2<sup>th</sup> Edition* which includes information regarding how the parking demands for numerous land uses vary over the course of the day and month of the year in the form of factors that adjust the peak demand ratios to specific times of the day.

Based on this data, the peak period of parking demand for apartments is found to occur starting at approximately 7:00 p.m. through the early morning periods, coinciding with when the residents are home. During most of the day, the parking demand associated with the apartment units would be reduced.

## **Parking Availability**

While the parking demand generated by the development, based on the number of proposed bedrooms, would be satisfied by the parking provided on-site, Municipal Parking is also available within the study area. While it is anticipated

that it will not be necessary given a surplus of available parking on the site, in connection with this application, VHB has reviewed a previously performed parking utilization survey to determine the level of vacant nearby municipal parking spaces.

It is important to note that typical parking observations cannot presently be conducted due to the effects of the ongoing response to the COVID-19 pandemic. In particular, the Lynbrook Village area tends to accommodate a significant volume of commuter activity associated with the Long Island Rail Road (LIRR) Station, which has been reduced since the onset of the pandemic.

In order to account for this and to provide a more accurate assessment of typical area parking, the parking utilization survey reviewed is based on data which was publicly available for the Cornerstone Lynbrook project. This project was proposed at the northeast corner of Stauderman Avenue and Forest Avenue within the Village and included parking occupancy data collected in multiple municipal lots, including Municipal Parking Field 3. That data was collected on Friday September 7, 2018 and Saturday September 8, 2018 from 7:00 a.m. to 8:00 p.m. and is reflective of pre-Covid conditions within the area. The pertinent results, which are presented in the attachment to this study, indicate the parking available in Municipal Parking Field 3, which is directly across the street from the development.

Municipal Parking Field 3 is best characterized as a commuter parking field as it experiences its peak level of occupancy during the midday on a weekday, before emptying out in the later evening as commuters arrive back from work via the LIRR. The lot does experience a partial rebound in occupancy at approximately 7:00 p.m. on both weekdays and weekends, at which time it is likely being utilized by patrons of local restaurants or other businesses. However, at those times, the level of usage does not approach the peaks associated with the midday during the weekday and capacity is available to accommodate additional parking activity.

According to the Village of Lynbrook Parking Field Regulations, most recently updated March 1, 2020, Field 3 permits overnight parking via permits from 7:00 p.m. to 7:00 a.m. from Monday through Friday and does not require a permit to park overnight on the weekends. It is important to note, however, that this study indicates all parking for the proposed development will be contained on site and municipal parking will not be necessary.

### **Parking Requirement Comparison**

A summary of the required parking under each of the codes presented above, as well as anticipate actual peak parking demand based on ITE data has been prepared and is included in Table 1 below:

**Table 1 – Parking Requirement Comparison**

| <b>Source</b>  | <b>Code Requirement for Lynbrook Station</b> |
|--|--|
| <b>Village of Westbury</b>                                 | 209 Parked Vehicles                          |
| <b>Village of Roslyn</b>                                   | 219 Parked Vehicles                          |
| <b>Town of Hempstead TOD for Lawrence/Inwood</b>           | 191 Parked Vehicles                          |
| <b>Town of Hempstead Baldwin Mixed-Use Zoning District</b> | 219 Parked Vehicles                          |
| <b>Lynbrook Village Development</b>                        | 205 Parking Spaces Provided                  |
| <b>ITE (LUC 221)</b>                                       | 163 Parked Vehicles (Peak Demand)            |

As demonstrated above, the peak parking demand as predicted by the ITE rates for TOD apartments provided is less than any municipal code governing areas on Long Island which are similar to the Lynbrook Study Area. As a result, the 205 parking stalls provided on-site as a part of this development will be adequate to satisfy peak parking demands.

## **Conclusions**

In conclusion, based upon the results of this Parking Needs Study, it is my professional opinion that the available on-site parking will be adequate to accommodate the needs of the proposed apartment building. Accordingly, we recommend that this application be included within the Arts and Cultural Overlay District and be approved by the Village of Lynbrook as proposed.

## Attachment A

**Table A - Parking Demand Data -MUNICIPAL PARKING FIELD 3  
Friday, September 7, 2018**

| <b>TIME</b> | <b>TOTAL VEHICLES PARKED</b> | <b>TOTAL PARKING SPACES PROVIDED*</b> | <b>TOTAL VACANT SPACES</b> |
|-------------|------------------------------|---------------------------------------|----------------------------|
| 7:00 A.M.   | 46                           | 134                                   | <b>88</b>                  |
| 8:00 A.M.   | 121                          | 134                                   | <b>13</b>                  |
| 9:00 A.M.   | 123                          | 134                                   | <b>11</b>                  |
| 10:00 A.M.  | 123                          | 134                                   | <b>11</b>                  |
| 11:00 A.M.  | 123                          | 134                                   | <b>11</b>                  |
| 12:00 P.M.  | 123                          | 134                                   | <b>11</b>                  |
| 1:00 P.M.   | 124                          | 134                                   | <b>10</b>                  |
| 2:00 P.M.   | 125                          | 134                                   | <b>9</b>                   |
| 3:00 P.M.   | 126                          | 134                                   | <b>8</b>                   |
| 4:00 P.M.   | 120                          | 134                                   | <b>14</b>                  |
| 5:00 P.M.   | 106                          | 134                                   | <b>28</b>                  |
| 6:00 P.M.   | 67                           | 134                                   | <b>67</b>                  |
| 7:00 P.M.   | 81                           | 134                                   | <b>53</b>                  |
| 8:00 P.M.   | 81                           | 134                                   | <b>53</b>                  |

\*Available Parking as per Village of Lynbrook Parking Field Regulations dated March 1, 2020

**Table B - Parking Demand Data -MUNICIPAL PARKING FIELD 3  
Saturday, September 8, 2018**

| <b>TIME</b> | <b>TOTAL VEHICLES PARKED</b> | <b>TOTAL PARKING SPACES PROVIDED*</b> | <b>TOTAL VACANT SPACES</b> |
|-------------|------------------------------|---------------------------------------|----------------------------|
| 7:00 A.M.   | 5                            | 134                                   | <b>129</b>                 |
| 8:00 A.M.   | 7                            | 134                                   | <b>127</b>                 |
| 9:00 A.M.   | 8                            | 134                                   | <b>126</b>                 |
| 10:00 A.M.  | 11                           | 134                                   | <b>123</b>                 |
| 11:00 A.M.  | 16                           | 134                                   | <b>118</b>                 |
| 12:00 P.M.  | 20                           | 134                                   | <b>114</b>                 |
| 1:00 P.M.   | 18                           | 134                                   | <b>116</b>                 |
| 2:00 P.M.   | 23                           | 134                                   | <b>111</b>                 |
| 3:00 P.M.   | 28                           | 134                                   | <b>106</b>                 |
| 4:00 P.M.   | 26                           | 134                                   | <b>108</b>                 |
| 5:00 P.M.   | 39                           | 134                                   | <b>95</b>                  |
| 6:00 P.M.   | 61                           | 134                                   | <b>73</b>                  |
| 7:00 P.M.   | 77                           | 134                                   | <b>57</b>                  |
| 8:00 P.M.   | 90                           | 134                                   | <b>44</b>                  |

\*Available Parking as per Village of Lynbrook Parking Field Regulations dated March 1, 2020