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Project No. 1904

PARKING STUDY For the following Project

PROPOSED RESTAURANT IL FIGLIO ENOTECA 992 MAIN STREET VILLAGE OF FISHKILL COUNTY OF DUTCHESS, NEW YORK

February 12, 2020
Revised June 3, 2020

The Applicant
IL FIGLIO LLC
9 Loudon Drive, Apt. 7
Fishkill, New York 12524

The Architect
BATTOGLIA LANZA ARCHITECTURAL GROUP P.C.
209 Old Route 9, Suite 5
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Planning Board
Village of Fishkill
1095 Main Street
Fishkill, New York 12524

Att: Chairman Hans Klingzahn

Re: Proposed Restaurant
Il Figlio Enoteca
992 Main Street
Village of Fishkill
County of Dutchess, New York
(Grid: 133001-6155-07-683826-0000)

Dear Members of the Board:

This Parking Study is a supplement to the Applicant's Application for Site Plan Approval and it supersedes the Parking Study dated February 12, 2020. It varies from the previous Study in the following ways:

1. It includes the raw data that was used to prepare the Study, including highlighted values that represent actual counts taken as well as (non-highlighted) calculated counts.
2. It excludes the discretion that we previously exercised to eliminate apparent anomalies and to present what we believed to be a peak model week. Instead, we will rely upon the Board to utilize its discretion, its familiarity of the site, and its common sense.
3. Rather than ignore the fact that Main Street Plaza looks like, acts, behaves, and is perceived as a single place with a single parking lot, this revised Study embraces those facts, the fact that a single entity owns both of the lots that comprise the Plaza, and this Study more accurately reflects the parking spaces that are available to the Applicant on the whole Plaza by virtue of the rent that the Applicant pays for same.

We believe that it is important that we document the context that this Study was prepared herein, since it will have historic significance. The original counts, interviews, analysis, and preparation of the Study were accomplished just before the COVID-19 pandemic struck our community with lethal force. For all intents and purposes the Governor placed all non-essential workers in quarantine and shuttered all non-essential businesses as well as social systems for months. Only during the past few days have we commenced a multi-phase re-opening process that is expected to take significant time to complete and be met with as much reluctance as it is with exuberance. Fear of a coronavirus rebound is instilled in many of us. As a nation and as a community, we know things will be very different for a very long time. Some things will recover, and some things won't. Some social behaviors will return. Others won't. We know that things will be different. We just don't know exactly how, or to what extent. However, evidence is already suggesting that fewer people will be driving to and parking at commercial facilities than has historically been the case (even fewer than suggested by this Study). Hence, it is unlikely that this Study could ever be replicated, and we hope that members of the Board verified our counts before our social system was substantially shut down. It drives the question asked by the original Study; how can we utilize past data and standards to anticipate how to satisfy our future needs? The answer is, in some cases, such as this, that we can't. We must "think outside of the box." This Study argued against the use of codified parking standards that were established in the 1970s and, instead, it suggested that it would be far more accurate to examine a real site, with real tenants, with real businesses, with real patrons, in real time, which is what formed the basis of the Study.

As a Planning Board you are often asked to weigh and balance so many factors when rendering decisions. You must come to some determination as to what presents a risk, what the probability is of a related adverse event occurring, what the magnitude of that event and adverse effects might be; and you need to compare and contrast those to the likely benefits that the decision would provide. We think that this Study as well as your own knowledge and intuition will not only demonstrate that there is adequate parking for the Applicant, but that making such a decision would involve very little risk, that the probability of an adverse event would be very low, and that the post-COVID-19 benefits to the community would be magnificent.

I. INTRODUCTION

When contemplating potential lease locations for a new restaurant in the Village of Fishkill the Applicant sought out a developed and easily accessible site that was zoned for his desired use, with an abundance of available off-street parking. He noted what all local residents and businesspeople have observed for many years; the significantly underutilized parking lot at 992 Main Street (the westerly half of Main Street Plaza, hereinafter referred to as the Site). Moreover, the Applicant noted that the contiguous and internally accessible lot at 1004 Main Street (the easterly half of the Main Street Plaza) and the adjacent lot at 986 Main Street (Fishkill Village Square) were also significantly underutilized. Because of the size and volume of the space that is available at 992 Main Street and its other attractive attributes, the Applicant set his sights there.

1. General Site Data for 992 Main Street (Existing)

- | | | |
|------------------------|--------------|-----------|
| A. Lot Area: | | 91,546 sf |
| B. Building Floor Area | | |
| 1) Main Building: | 24,637 sf | |
| 2) Kiosk: | <u>47 sf</u> | |
| 3) Total Floor Area: | | 24,684 sf |
- C. Tenants (Understand that the following list represented the tenants at the time of the original Study. Excel remains operational during the COVID-19 social shutdown and Tanjore has limited activity with take-out orders only. All other tenants were shut down and their future returns and successes lay in the hands of God.)
- 1) Excel Urgent Care (3,581 sf) – Same is a hybrid medical service use whereby the urgency of treatment is greater than that provided by a traditional doctor's office, but less than that provided by an emergency room. Hours of operation are Monday through Friday from 8:00 AM to 8:00 PM, Saturday and Sunday from 9:00 AM to 4:00 PM. The staff consists of (1) doctor and 2 technicians.
 - 2) Vacant retail space (4,172 sf) – Same is the space subject to reclassification and reuse as a restaurant in the matter of this Application for Site Plan Approval. For the purposes of analyzing existing conditions in this model, we assumed 3 employees would manage any retail operation that might otherwise occupy the space.
 - 3) Firefly Yoga (2,387 sf) – Same is a facility where yoga is learned and practiced. Hours of operation are Monday from 9:00 AM to 12:00 PM and 5:30 PM to 8:45 PM, Tuesday 6:00 AM to 7:00 AM, 9:30 AM to 1:30 PM, and 5:30 PM to 8:45 PM, Wednesday 6:00 AM to 7:00 AM, 9:15 AM to 12:30 PM, and 5:30 PM to 9:00 PM, Thursday 6:00 AM to 7:00 AM, 9:30 AM to 1:30 PM, and 4:30 PM to 7:30 PM, Friday 9:15 AM to 12:30 PM and 5:30 PM to 6:30 PM, Saturday 8:30 AM to 1:15 PM, Sunday 8:30 AM to 12:00 PM.
 - 4) T-Mobile (1,193 sf) – Same is a retail space for the sale of cell phones, as well as related devices, accessories, and services. Hours of operation are Monday through Saturday from 10:00 AM to 8:00 PM, Sunday from 11:00 AM to 6:00 PM. The staff consists of 2 employees.

- 5) Pinot's Palette (1,193 sf) – Same is a facility where the pleasures of wine consumption and painting pictures are simultaneously enjoyed by groups of people. Sometimes such people are unrelated walk-ins. Other times such people are friends / family that have reservations for a private event. Hours of operation for regularly scheduled and privately reserved events are (generally) Monday from 11 AM to 2:00 PM, Wednesday and Thursday from 1:30 PM to 3:30 PM as well as 7:00 PM to 9:00 PM, Friday 7:30 PM to 10:00 PM, Saturday 10:30 AM to 5:00 PM and 7:00 PM to 10:00 PM, Sunday 11:00 AM to 1:00 PM and 3:00 PM to 6:00 PM.
- 6) Tanjore (4,115 sf) – Same is an Indian restaurant. Hours of operation are Monday through Friday from 11:30 AM to 2:30 PM, Saturday and Sunday from 12:00 PM to 3:00 PM, Monday through Sunday from 5:00 PM to 10:00 PM. There are 62 seats.
- 7) Vacant warehouse space (7,996 sf).

- D. Quantity of Parking Spaces: 120 spaces
E. Quantity of Loading Spaces: 3 spaces

2. General Site Data for 992 Main Street (Proposed)

- A. Lot Area: 91,546 sf
- B. Building Floor Area
 - 1) Main Building:
 - a. First Floor 24,637 sf
 - b. Upper Level 1,139 sf (to be constructed within existing bldg. envelope)
 - 2) Kiosk: 47 sf
 - 3) Total Floor Area: 25,823 sf
- C. Tenants (Understand that, except for Il Figlio, the following list represented the tenants at the time of the original Study. Excel remains operational during the COVID-19 social shutdown and Tanjore has limited activity with take-out orders only. COVID-19 raises questions about the certainty of other tenants returning and surviving.)
 - 1) Excel Urgent Care (3,581 sf) – Same is a hybrid medical service use whereby the urgency of treatment is greater than that of a typical doctor's office, but less than that of an emergency room. Hours of operation are Monday through Friday from 8:00 AM to 8:00 PM, Saturday and Sunday from 9:00 AM to 4:00 PM. The staff consists of (1) doctor and 2 technicians.
 - 2) Il Figlio (4,172 sf + 1,139 sf = 5,311 sf) – Same is the space subject to reclassification and reuse as a restaurant in the matter of this Application for Site Plan Approval. Hours of operation would be Monday through Saturday 12:00 PM to 2:30 PM, Monday through Thursday 5:00 PM to 9:30 PM, Friday and Saturday 5:00 PM to 10:00 PM. There will be 98 seats.
 - 3) Firefly Yoga (2,387 sf) – Same is a facility where yoga is learned and practiced. Monday from 9:00 AM to 12:00 PM and 5:30 PM to 8:45 PM, Tuesday 6:00 AM to 7:00 AM, 9:30 AM to 1:30 PM, and 5:30 PM to 8:45 PM, Wednesday 6:00 AM to 7:00 AM, 9:15 AM to 12:30 PM, and 5:30 PM to 9:00 PM, Thursday 6:00 AM to 7:00 AM, 9:30 AM to 1:30 PM, and 4:30 PM to 7:30 PM, Friday 9:15 AM to 12:30 PM and 5:30 PM to 6:30 PM, Saturday 8:30 AM to 1:15 PM, Sunday 8:30 AM to 12:00 PM.
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 - 5) Pinot's Palette (1,193 sf) – Same is a facility where the pleasures of wine consumption and painting pictures are simultaneously enjoyed by groups of people.

Sometimes such people are unrelated walk-ins. Other times such people are friends / family that have reservations for a private event. Hours of operation for regularly scheduled and privately reserved events are (generally) Monday from 11 AM to 2:00 PM, Wednesday and Thursday from 1:30 PM to 3:30 PM as well as 7:00 PM to 9:00 PM, Friday 7:30 PM to 10:00 PM, Saturday 10:30 AM to 5:00 PM and 7:00 PM to 10:00 PM, Sunday 11:00 AM to 1:00 PM and 3:00 PM to 6:00 PM.

- 6) Tanjore (4,115 sf) – Same is an Indian restaurant. Hours of operation are Monday through Friday from 11:30 AM to 2:30 PM, Saturday and Sunday from 12:00 PM to 3:00 PM, Monday through Sunday from 5:00 PM to 10:00 PM. There are 62 seats.
- 7) Vacant warehouse space (7,996 sf).

D. Quantity of Parking Spaces:	120 spaces
E. Quantity of Loading Spaces:	3 spaces

Because the existing building under consideration was originally classified as a retail building (Grand Union, circa 1961) and the subject tenant space was never reclassified to another use (nor ever reused), Site Plan Approval became necessary to convert the retail use to a restaurant use. Since the Applicant has no need or desire for exterior improvements, none are proposed. Accordingly, the primary issues relating to Site Plan Approval are the change in use and the adequacy of the existing parking to accommodate the new use.

While the Grand Union building was vacant for a very long time, numerous tenants inevitably moved in (however no tenant ever occupied the space that is the subject of this Application after Grand Union's departure). As one can see from the information above, only 1,193 sf of the building remains as a retail use (for T-Mobile). Hence, it was our expectation that there would be numerous site plans and site plan approvals in the Village's files whereby we could examine how all tenants were officially classified by use, and how their parking requirements were determined singularly and collectively. We felt that we should consider any precedence that may have been set as we explored the matter of parking. However, there are no such files; hence, no such precedence. Accordingly, we realized that we had to assess all tenants, all uses, and all parking for the Site. It wasn't a matter of each existing tenant on the Site or in the Plaza having been officially assigned a particular quantity of parking spaces and the Applicant being limited to the difference between the total quantity of existing spaces and the total quantity of spaces assigned to the other tenants.

We initially examined the Schedule of Parking Requirements in § 171-97 of the Code of the Village of Fishkill. However, it became apparent that some of the existing uses do not fall within the categories listed in the Schedule. Moreover, when we attempted to forcibly assign the existing uses to the uses listed in the Schedule, the results made it very clear that the Schedule does not accurately represent the actual existing uses nor the pre-COVID-19 parking demands on the Site. The use of the Schedule (albeit a poor tool in this case) suggests that the parking lot would have 87 pre-COVID-19 occupied spaces and 33 vacant spaces (the latter being due to the currently vacant retail and warehouse spaces) during peak business periods. However, actual parking counts (from January 24, 2020 through February 8, 2020) disclosed that the maximum number of occupied spaces during peak periods was only 52, thus leaving $(120 - 52 =) 68$ unoccupied spaces. This should be of no surprise to those of us that frequently drive past the Site. We also note that our calculated parking counts for that same period suggested that there could be as many as 62 occupied spaces, thus leaving $(120 - 62 =) 58$ unoccupied spaces. (We previously dismissed that calculated count in the previous Study, since we believed it to be an anomaly and that the actual parking count was a more accurate representation.)

Nonetheless, and despite the lot's obvious underutilization, it is appreciated that the Planning Board needs a device and the data to support any approval of the existing parking to adequately accommodate the Applicant's proposed restaurant. Hence, this Parking Study.

II. PARKING THEORY

How can it be that some of the largest parking lots in the Village of Fishkill (986, 992, and 1004 Main Street) are so underutilized? Vacant tenant spaces can explain some vacant parking spaces. However, when those vacant tenant spaces are accounted for, as was done herein, there is still a significant number of vacant parking spaces during peak business periods. Having lived and worked in Fishkill for over 40-years and having used the Village's Schedule of Parking Requirements hundreds and hundreds of times during that period, we believe that the explanation lies in the Schedule itself being old and obsolete in some regards. We retrieved copies of the Village's numerous Parking Schedules from our archives back to 1977. We weren't surprised to find that there have been very few net changes to the Schedules over the past 43-years. Except for an increase in restaurant parking (from 1 per 3 seats to 1 per 2 seats), the Schedule remains unchanged for all of the intents and purposes related to this Application and its specific context. To say that the Schedule is obsolete for these purposes is not to say that the Village Code is obsolete for same. To the contrary, the authors of the Code and those who adopted it, clearly understood that the Schedule could not represent all uses at all times. Hence, the Code includes § 171-97, A, which states that "Off-street parking shall be provided in accordance with the following minimum standards, except that the Planning Board may modify these provisions as a condition of the issuance of a special permit or site plan approval." Additionally, § 171-97, B states that "Reasonable and appropriate off-street parking requirements for structures and land uses which do not fall within the categories listed above shall be determined by the Planning Board and will be specified in the resolution approving the site plan." Hence, those are the devices that the Planning Board needs to rule in support of the Applicant's assertions. The other thing the Planning Board needs is the supporting data, which we provide herein.

Why do we say that the Schedule of Parking Requirements is somewhat obsolete (for these purposes)? We do so because business practices and consumer behaviors have changed ever so drastically since 1977 (and even more so in the past few months because of the drastic effects of COVID-19), and yet the Schedule generally did not follow suit. Prior to COVID-19 numerous communities (locally and throughout this Country) were already revisiting their existing on-street and off-street parking because they realized that such parking was being underutilized and that there are better and more environmentally friendly ways of using that space. Consider the following among other things:

1. In 1977 the Village considered itself and treated itself as a suburban environment. Its Code often encouraged new development to include large yards (setbacks), low lot coverages, low floor area ratios, and large paved parking areas. Consumers drove their cars from the sides of their beds to brick and mortar business, parked their cars, conducted their business, and then drove to the parking lot next door. They happily repeated the process throughout the day until the day expired, and then they drove home and parked again. The following day would differ little. In recent years the Village began to think of itself differently, as more of an urban setting. As a testament to that, it started to recalibrate itself accordingly with some of its master planning. In short, the Village has acknowledged that times have changed, it has changed, and that it must continue to adapt to those changes.
2. The type of medical care that Excel is providing didn't exist in 1977. It's a relatively new concept that was intended to relieve emergency room overload and expedite less critical treatment for patients. It doesn't book appointments long in advance with the intent of filling up waiting and examination rooms as has been done in more traditional doctors' offices. It's also not an emergency room that must always remain open and fully staffed, and otherwise be prepared to respond to all medical issues.
3. Excel has an on-line program whereby a patient can enter pertinent data, schedule a visit, and wait at home until Excel notifies the patient to come to the facility. This service eliminates the need for large waiting rooms, minimizes the number of people (staff and patients) in the facility, minimizes the spread of contagions, and minimizes the need for parking.

4. On-line medical diagnosis and treatment programs are new and are quickly gaining popularity because they offer so many benefits. Many of the patients that would have parked their cars at a medical facility in 1977 aren't even leaving their homes today. Understand that Excel previously leased the tenant space that the Applicant proposes for use as a restaurant. It was Excel's expectation that its patient load would grow over the course of its lease and that it would respond by expanding into the respective space and increasing its staffing. However, its expectations never came to be, and Excel exercised its first right of refusal on the vacant space when its lease was up for renewal at the end of 2019. On-line medical treatment and other changes in the industry were probably the reasons that Excel's patient projections weren't achieved. Fewer on-site patients equals fewer parked cars.
5. For all intents and purposes yoga had little to no cultural existence in America in 1977. It's a relatively new activity in our society and in our community. Hence, it couldn't possibly have been considered as one of the uses listed in the Village's Schedule of Parking Requirements of 1977.
6. Cell phones didn't exist in 1977, so there weren't any retail establishments for same and, hence, parking for cell phone stores couldn't have been considered. While retail obviously existed in 1977, it's a completely different animal now. Consumers are making more on-line purchases. Retail stores and malls continue to close at accelerating rates. Parking lots are only sprinkled with the few cars driven by the employees and shoppers whose fingernails are holding on to the dying art of window shopping and trying clothes on in a dressing room. Private cars stay at home while Fed Ex, UPS, the USPS, and others battle as gladiators in the delivery business. Other tenants at the Site describe T-Mobile's customers as those that pull up to the curb, run in for just a minute, and then leave. While that capitulation may not represent the majority of T-Mobile customers, it certainly reflects how retail shoppers spend so much less time in stores now than they did in 1977. The less time shoppers spend in stores, the lower the possibility that such shoppers will simultaneously occupy the stores, which translates to fewer occupied parking spaces.
7. Not since the likes of the great impressionists such as Monet, Renoir, and Degas did people congregate to vivify canvases with color while pleasantly partaking in vino. Certainly, this wasn't a social pastime in the Village of Fishkill in 1977. Accordingly, the renaissance of such an activity (Pinot's Palette) isn't captured or represented in the Schedule of Parking Requirements.
8. Suffice it to say, neither Indian food nor Indian culture played much of a role in the Village of 1977. Moreover, the food industry in America today barely resembles that of 1977 (and quite frankly that of 2007, and even 2019). The number of franchises and fast food restaurants have increased exponentially. The social aspect of eating food together in a restaurant has diminished as many people patronize restaurants for the primary purpose of satisfying hunger. People eat and run. They don't spend as much time in restaurants. When they are there, they're on their cell phones. Because sobriety and health are concerns, many people have walked to restaurants. Others have taken Ubers. A great number of people have ordered "take-out." They ran out for a quick pick-up, had the restaurant deliver the food, or used a Grub-Hub type service. People ordered food from their phone apps (from the branch of a tree or maybe a rowboat). Food trucks were popularized. Because of many of these social changes many new restaurants were being developed throughout the country with little or no seating. The point is that restaurants and the use of restaurants have changed in the Village since 1977 and parking should be looked at in a new perspective. While Tanjore may have 62 seats therein, a high percentage of its sales was related to "take-out."
9. There have been so many other significant changes in our social dynamics that affected how communities, families, individuals, businesses, and consumers behaved, what their priorities were, how they traveled, etc., etc. The short-term and long-term effects of COVID-19 will amplify such factors exponentially. Such forces did, can, and do directly and indirectly affect parking. We ask the

Planning Board to appreciate same, the contents of this Study, to balance the factors, and to adopt the parking indicated herein as being reasonable parking for the uses not listed in § 171-97, A of the Code of the Village of Fishkill.

III. METHODOLOGY

After theorizing the reasons for the underutilized parking lots, we verified our suspicion that the Schedule of Parking Requirements hadn't substantially changed since 1977. Moreover, we acknowledged that the Schedule is intended to be a standardized tool to anticipate what parking needs will be for a particular use or uses (based upon general historic data). However, we also acknowledged that the reasonably current (pre-COVID-19), site-specific data contained herein is far more accurate than general historic data, since it can be used to display the real-time needs that existed immediately preceding COVID-19. (Again, we expect that social changes that have occurred and will continue to occur will further reduce the parking demand from what is represented by this Study.)

We examined the parking resources on the whole Main Street Plaza (992 Main Street and 1004 Main Street).

1. We spoke to the owners and / or managers of each of the existing building tenants on the 992 Main Street Site as follows:
 - A. Excel Urgent Care – January 31, 2020.
 - B. Firefly Yoga – January 27, 2020.
 - C. T-Mobile – January 27, 2020.
 - D. Pinot's Palette – January 29, 2020.
 - E. Tanjore – January 27, 2020.
2. In response to our inquiries the existing tenants on the 992 Main Street Site provided us with the following:
 - A. Days and hours of operation.
 - B. Number of staff and patrons, and how those quantities were approximately distributed over its hours of operation.
 - C. Number of seats (in the case of Tanjore).
 - D. Peak seasons, peak days, and peak hours. (For those that indicated a peak season, such season coincided with the pre-COVID-19 preparation of this Study.)
 - E. Several of the tenants advised us of unauthorized squatters regularly parking on the Site. Some consisted of employees of a nearby (off-Plaza) business as well as car-poolers. Based upon our observed patterns during our 15-day surveillance, we estimated that (6) to (8) squatters parked their cars on the lot during business days. Rather than attempting to account for such arrangements in this Study, we simply cite them as safety factors. If for any reason such spaces became necessary at any time, for any tenant, the landlord would be required to enforce the parking restrictions that are clearly indicated by signage throughout the Plaza.
3. We spot-counted the number of parked vehicles on the 992 Main Street Site for the period of January 24, 2020 through February 8, 2020 (slightly over 2-weeks). Such actual counts are highlighted on the attached "Parking Matrix Per Raw Data" spreadsheets. We calculated the estimated number of parked vehicles on the 992 Main Street Site for the periods that actual counts were not taken. Those calculated values were based upon interpolations made from actual counts, as factored by information that was provided by the tenants on the 992 Main Street Site. Those calculated values (non-highlighted) are also indicated on the attached "Parking Matrix Per Raw Data" spreadsheets.

4. We utilized the maximum count (whether it was an actual count or a calculated count) noted for any given hour, for any given day, over the 15-day count-period as required to create a peak model week. We assigned the number of counted parked cars to each of the tenants based upon the interrelationship of tenant-provided information. We affixed those counts to matrices in order to indicate the parking for each tenant, for each hour, for each day of the model week. Please refer to the "Parking Matrix for Peak Model Week, which is attached hereto. Understand that the highlighted values were derived from actual counts and that in some instances we used calculated counts (non-highlighted) because they were higher than the actual counts for a given hour on a given day.
5. In the absence of any other data to accurately predict the necessary parking for the proposed restaurant and what might be required in the future for the currently vacant warehouse, we used the conservative formulae in the Village's Schedule of Parking Requirements. In the case of the restaurant we conservatively assigned that full parking load to each and every hour of business operations. We also assigned 5 parking spaces for each hour preceding, succeeding, and between periods of restaurant operation to account for staff that would be preparing and cleaning. In the case of the warehouse, we assigned the full parking load to every hour of every day, since one cannot accurately predict when the warehouse may be used. The calculated parking for the proposed restaurant and the warehouse was added to the counted parking on the attached "Parking Matrix for Peak Model Week" to produce total parking demands for every hour of the model week.
6. Understanding that patrons that drive to the Plaza will naturally find the path of least resistance, disburse in the overall parking lot, and park in what they believe is the closest and most convenient space to their destination, we counted the quantity of parked cars in the 140-space portion of the lot that is located on 1004 Main Street during the Applicant's expected peak hours of operation for the period of January 30, 2020 through February 5, 2020. (Remember that both 992 Main Street and 1004 Main Street are owned by a single entity.) Our actual counts were as follows:
 - A. Thursday, January 30, 2020
 - 1) 6:00 PM – 28 cars
 - 2) 7:00 PM – 33 cars
 - 3) 8:00 PM – 17 cars
 - 4) 9:00 PM – 8 cars
 - B. Friday, January 31, 2020
 - 1) 6:00 PM – 39 cars
 - 2) 7:00 PM – 31 cars
 - 3) 8:00 PM – 29 cars
 - 4) 9:00 PM – 18 cars
 - C. Saturday, February 1, 2020
 - 1) 6:00 PM – 37 cars
 - 2) 7:00 PM – 30 cars
 - 3) 8:00 PM – 30 cars
 - 4) 9:00 PM – 16 cars
 - D. Sunday, February 2, 2020 (Counts were not taken, since Il Figlio will not operate on Sundays.)
 - E. Monday, February 3, 2020
 - 1) 6:00 PM – 16 cars
 - 2) 7:00 PM – 15 cars

- 3) 8:00 PM – 17 cars
- 4) 9:00 PM – 5 cars

F. Tuesday, February 4, 2020

- 1) 6:00 PM – 17 cars
- 2) 7:00 PM – 15 cars
- 3) 8:00 PM – 18 cars
- 4) 9:00 PM – 5 cars

G. Wednesday, February 5, 2020

- 1) 6:00 PM – 17 cars
- 2) 7:00 PM – 17 cars
- 3) 8:00 PM – 2 cars
- 4) 9:00 PM – (A count was not taken since the lot was substantially empty at 8:00 PM)

We also had to acknowledge that two of the tenant spaces at 1004 Main Street were vacant at the time that we took car counts and that we needed to adjust the counted values to accommodate full occupancy of the building at 1004 Main Street. One such space is now occupied by a florist and the other space is now occupied by a hair salon. Hence, we conservatively calculated the parking requirements based upon the Village's Parking Schedule, as follows:

- H. Florist (1 space for each 200 sf, plus 1 space per each on-duty employee)
 $(2000 \text{ sf} / 200 \text{ sf}) + (1 \text{ space} \times 2 \text{ employees}) = 12 \text{ spaces.}$
- I. Hair salon (Service Business – 3 spaces per stylist, plus 1 space per technician)
 $(3 \text{ spaces} \times 3 \text{ stylists}) + (1 \text{ space} \times 3 \text{ technicians}) = 12 \text{ spaces.}$

It is unlikely that the florist and hair salon would have business operations between the Applicant's peak hours of 6:00 PM and 9:00 PM. However, to maintain a conservative approach we'll assume coincidental operations as a possibility. Consequently, the maximum number of cars that could conservatively be expected to be occupying spaces on the 1004 Main Street portion of the lot during the Applicant's peak hours would be $(39 + 12 + 12 =) 63$ cars. Since the 1004 Main Street portion of the lot contains 140 parking space and only 63 spaces would conservatively be utilized during the Applicant's peak hours, there would be at least $(140 - 63 =) 77$ vacant spaces available for use during those periods.

IV. REASONABLE PARKING FOR USES NOT LISTED IN § 171-97, A OF THE CODE OF THE VILLAGE OF FISHKILL

As a result of performing the above analysis the attached matrices suggest that the peak parking demand at the 992 Main Street Site would be as follows. Understand that we believe that the calculated car count indicated below was an anomaly and that the Applicant's likely peak periods will be on Friday and Saturday evenings with lower parking demands as indicated in the matrices for such days and times. Nonetheless, the ultra-conservative approach taken herein still demonstrates that there is adequate parking in the Plaza for the Applicant.

1. Day / Time:	Monday, 6:00 PM
2. Calculated Car Count:	62
3. Required Spaces for Warehouse:	8

4. Required Spaces for Il Figlio:	49
5. Total Required Parking Spaces:	119
6. Existing Parking Spaces at 992 Main Street:	120
7. Excess Spaces at 992 Main Street during Peak Periods:	1

While one might argue that a (119 / 120) 99% utilization of a lot may cause internal congestion and problems, please recall that there would be 77 additional available spaces on the 1004 Main Street portion of the Plaza during those peak periods whereby the actual utilization of the whole lot would be $[(119 + 63) / (120 + 140) =]$ only 70%. As aforementioned, Plaza patrons that drive will disburse throughout the whole lot.

The above demonstrates that (even in the unlikely event that conditions return to pre-COVID-19 status) the existing parking lot at the Plaza would have an excess capacity of 30% during periods of peak parking demand after the warehouse is occupied and after the proposed restaurant becomes fully operational and after 1004 Main Street is fully occupied. Understand that same does not account for the additional (6) to (8) spaces that would become available if the squatters were forced to park elsewhere, nor does it account for patrons that might walk in lieu of drive, nor for other social and behavioral changes that will occur despite COVID-19.

It is our professional opinion that this Study demonstrates that there is / will be more than adequate parking at the Plaza.

Certainly, the Planning Board appreciates the conservative nature of this analysis, the data contained herein, the safety factors, the low risks and significant benefits of this action, and will agree that the parking arrangements described in this Study represent "reasonable parking for uses not listed in § 171-97, A."

V. CONCLUSION

We believe that the information contained in this Study, and attached hereto, demonstrates that the existing parking arrangement on the Plaza can easily accommodate all existing businesses, the warehouse, full occupancy of all Plaza buildings, and the restaurant proposed by the Applicant. Hence, we ask the Planning Board to modify the provisions of § 171-97, A as a condition of the issuance of Site Plan Approval and to accept the parking described herein (and on the Site Plan) as being "reasonable parking for uses not listed in § 171-97, A" (as authorized to the Planning Board by § 171-97, B of the Code of the Village of Fishkill).

We thank you for your time and consideration in this matter and we invite you and your consultants to contact the undersigned with any questions that may arise.

Sincerely,

BATTOGLIA LANZA ARCHITECTURAL GROUP PC

Bernard J. Lanza, AIA, NCARB, LEED AP, President

Attachments: Parking Matrix for Peak Model Week
Parking Matrix for Raw Data

1904-6-3-20 Parking Study

PARKING MATRIX PER RAW DATA

DAY AND TIME	EXCEL URGENT CARE (11 SPACES / CODE)	FIREFLY YOGA (24 SPACES / CODE)	T-MOBILE (9 SPACES / CODE)	PINOT'S PALETTE (12 SPACES / CODE)	TANJORE (31 SPACES / CODE)	OCCUPIED PARKING SPACES (87 SPACES / CODE)	WAREHOUSE (8 SPACES / CODE)	IL FIGLIO ENOTECA (49 SPACES / CODE)	PROPOSED OCCUPIED PARKING SPACES (144 SPACES / CODE)	NUMBER OF PARKING SPACES PROVIDED
Friday: 1/24/2020										
12:00 AM	0	0	0	0	0	0	8	0	8	120
1:00 AM	0	0	0	0	0	0	8	0	8	120
2:00 AM	0	0	0	0	0	0	8	0	8	120
3:00 AM	0	0	0	0	0	0	8	0	8	120
4:00 AM	0	0	0	0	0	0	8	0	8	120
5:00 AM	0	0	0	0	0	0	8	0	8	120
6:00 AM	0	0	0	0	0	0	8	0	8	120
7:00 AM	0	0	0	0	0	0	8	0	8	120
8:00 AM	3	0	0	0	0	3	8	0	11	120
9:00 AM	3	4	0	0	0	7	8	0	15	120
10:00 AM	3	9	2	0	2	16	8	0	24	120
11:00 AM	3	4	2	0	4	13	8	5	26	120
12:00 PM	3	9	2	0	8	22	8	49	79	120
1:00 PM	3	1	2	0	8	14	8	49	71	120
2:00 PM	3	1	3	0	8	15	8	49	72	120
3:00 PM	3	1	3	0	6	13	8	49	70	120
4:00 PM	3	1	4	0	4	12	8	5	25	120
5:00 PM	5	11	4	0	5	25	8	49	82	120
6:00 PM	5	11	3	0	10	29	8	49	86	120
7:00 PM	5	11	3	11	10	40	8	49	97	120
8:00 PM	2	0	2	22	10	36	8	49	93	120
9:00 PM	0	0	0	22	10	32	8	49	89	120
10:00 PM	0	0	0	11	5	16	8	49	73	120
11:00 PM	0	0	0	0	4	4	8	5	17	120

PARKING MATRIX PER RAW DATA

DAY AND TIME	EXCEL URGENT CARE (11 SPACES / CODE)	FIREFLY YOGA (24 SPACES / CODE)	T-MOBILE (9 SPACES / CODE)	PINOT'S PALETTE (12 SPACES / CODE)	TANJORE (31 SPACES / CODE)	OCCUPIED PARKING SPACES (87 SPACES / CODE)	WAREHOUSE (8 SPACES / CODE)	IL FIGLIO ENOTECA (49 SPACES / CODE)	PROPOSED OCCUPIED PARKING SPACES (144 SPACES / CODE)	NUMBER OF PARKING SPACES PROVIDED
Saturday: 1/25/2020										
12:00 AM	0	0	0	0	0	0	8	0	8	120
1:00 AM	0	0	0	0	0	0	8	0	8	120
2:00 AM	0	0	0	0	0	0	8	0	8	120
3:00 AM	0	0	0	0	0	0	8	0	8	120
4:00 AM	0	0	0	0	0	0	8	0	8	120
5:00 AM	0	0	0	0	0	0	8	0	8	120
6:00 AM	0	0	0	0	0	0	8	0	8	120
7:00 AM	0	0	0	0	0	0	8	0	8	120
8:00 AM	0	4	0	0	0	4	8	0	12	120
9:00 AM	3	5	0	0	0	8	8	0	16	120
10:00 AM	3	9	1	9	0	22	8	0	30	120
11:00 AM	4	9	1	9	3	26	8	5	39	120
12:00 PM	3	9	1	9	6	28	8	49	85	120
1:00 PM	3	5	2	9	6	25	8	49	82	120
2:00 PM	3	0	2	18	6	29	8	49	86	120
3:00 PM	3	0	3	18	4	28	8	49	85	120
4:00 PM	3	0	3	18	3	27	8	5	40	120
5:00 PM	0	0	3	18	4	25	8	49	82	120
6:00 PM	0	0	3	9	8	20	8	49	77	120
7:00 PM	0	0	2	18	8	28	8	49	85	120
8:00 PM	0	0	1	18	8	27	8	49	84	120
9:00 PM	0	0	0	18	8	26	8	49	83	120
10:00 PM	0	0	0	9	8	17	8	49	74	120
11:00 PM	0	0	0	0	3	3	8	5	16	120

PARKING MATRIX PER RAW DATA

DAY AND TIME	EXCEL URGENT CARE (11 SPACES / CODE)	FIREFLY YOGA (24 SPACES / CODE)	T-MOBILE (9 SPACES / CODE)	PINOT'S PALETTE (12 SPACES / CODE)	TANJORE (31 SPACES / CODE)	OCCUPIED PARKING SPACES (87 SPACES / CODE)	WAREHOUSE (8 SPACES / CODE)	IL FIGLIO ENOTECA (49 SPACES / CODE)	PROPOSED OCCUPIED PARKING SPACES (144 SPACES / CODE)	NUMBER OF PARKING SPACES PROVIDED
Monday: 1/27/2020										
12:00 AM	0	0	0	0	0	0	8	0	8	120
1:00 AM	0	0	0	0	0	0	8	0	8	120
2:00 AM	0	0	0	0	0	0	8	0	8	120
3:00 AM	0	0	0	0	0	0	8	0	8	120
4:00 AM	0	0	0	0	0	0	8	0	8	120
5:00 AM	0	0	0	0	0	0	8	0	8	120
6:00 AM	0	0	0	0	0	0	8	0	8	120
7:00 AM	0	0	0	0	0	0	8	0	8	120
8:00 AM	4	0	0	0	0	4	8	0	12	120
9:00 AM	4	8	0	0	0	12	8	0	20	120
10:00 AM	5	21	3	2	4	35	8	0	43	120
11:00 AM	4	8	2	15	5	34	8	5	47	120
12:00 PM	4	8	2	15	11	40	8	49	97	120
1:00 PM	4	1	2	15	11	33	8	49	90	120
2:00 PM	4	1	3	2	11	21	8	49	78	120
3:00 PM	4	1	5	0	8	18	8	49	75	120
4:00 PM	5	1	5	0	5	16	8	5	29	120
5:00 PM	5	18	3	0	5	31	8	49	88	120
6:00 PM	8	41	5	0	8	62	8	49	119	120
7:00 PM	8	29	3	0	10	50	8	49	107	120
8:00 PM	3	29	2	0	10	44	8	49	101	120
9:00 PM	0	18	0	0	10	28	8	49	85	120
10:00 PM	0	0	0	0	8	8	8	49	65	120
11:00 PM	0	0	0	0	5	5	8	5	18	120

PARKING MATRIX PER RAW DATA

DAY AND TIME	EXCEL URGENT CARE (11 SPACES / CODE)	FIREFLY YOGA (24 SPACES / CODE)	T-MOBILE (9 SPACES / CODE)	PINOT'S PALETTE (12 SPACES / CODE)	TANJORE (31 SPACES / CODE)	OCCUPIED PARKING SPACES (87 SPACES / CODE)	WAREHOUSE (8 SPACES / CODE)	IL FIGLIO ENOTECA (49 SPACES / CODE)	PROPOSED OCCUPIED PARKING SPACES (144 SPACES / CODE)	NUMBER OF PARKING SPACES PROVIDED
Tuesday : 1/28/2020										
12:00 AM	0	0	0	0	0	0	8	0	8	120
1:00 AM	0	0	0	0	0	0	8	0	8	120
2:00 AM	0	0	0	0	0	0	8	0	8	120
3:00 AM	0	0	0	0	0	0	8	0	8	120
4:00 AM	0	0	0	0	0	0	8	0	8	120
5:00 AM	0	0	0	0	0	0	8	0	8	120
6:00 AM	0	11	0	0	0	11	8	0	19	120
7:00 AM	0	11	0	0	0	11	8	0	19	120
8:00 AM	4	1	0	0	0	5	8	0	13	120
9:00 AM	4	11	0	0	0	15	8	0	23	120
10:00 AM	4	14	3	0	3	24	8	0	32	120
11:00 AM	4	1	2	0	5	12	8	5	25	120
12:00 PM	4	2	2	0	11	19	8	49	76	120
1:00 PM	4	2	2	0	11	19	8	49	76	120
2:00 PM	4	1	3	0	11	19	8	49	76	120
3:00 PM	4	1	4	0	8	17	8	49	74	120
4:00 PM	4	1	4	0	5	14	8	5	27	120
5:00 PM	3	12	3	0	6	24	8	49	81	120
6:00 PM	4	27	4	0	6	41	8	49	98	120
7:00 PM	4	38	3	0	9	54	8	49	111	120
8:00 PM	3	27	2	0	9	41	8	49	98	120
9:00 PM	0	14	0	0	9	23	8	49	80	120
10:00 PM	0	0	0	0	6	6	8	49	63	120
11:00 PM	0	0	0	0	5	5	8	5	18	120

PARKING MATRIX PER RAW DATA

DAY AND TIME	EXCEL URGENT CARE (11 SPACES / CODE)	FIREFLY YOGA (24 SPACES / CODE)	T-MOBILE (9 SPACES / CODE)	PINOT'S PALETTE (12 SPACES / CODE)	TANJORE (31 SPACES / CODE)	OCCUPIED PARKING SPACES (87 SPACES / CODE)	WAREHOUSE (8 SPACES / CODE)	IL FIGLIO ENOTECA (49 SPACES / CODE)	PROPOSED OCCUPIED PARKING SPACES (144 SPACES / CODE)	NUMBER OF PARKING SPACES PROVIDED
Wednesday: 1/29/2020										
12:00 AM	0	0	0	0	0	0	8	0	8	120
1:00 AM	0	0	0	0	0	0	8	0	8	120
2:00 AM	0	0	0	0	0	0	8	0	8	120
3:00 AM	0	0	0	0	0	0	8	0	8	120
4:00 AM	0	0	0	0	0	0	8	0	8	120
5:00 AM	0	0	0	0	0	0	8	0	8	120
6:00 AM	0	10	0	0	0	10	8	0	18	120
7:00 AM	0	10	0	0	0	10	8	0	18	120
8:00 AM	3	1	0	0	0	4	8	0	12	120
9:00 AM	3	10	0	0	0	13	8	0	21	120
10:00 AM	4	14	3	0	4	25	8	0	33	120
11:00 AM	3	1	2	0	5	11	8	5	24	120
12:00 PM	6	4	3	0	18	31	8	49	88	120
1:00 PM	3	2	2	1	10	18	8	49	75	120
2:00 PM	1	1	1	5	4	12	8	49	69	120
3:00 PM	3	1	4	13	7	28	8	49	85	120
4:00 PM	2	1	2	1	3	9	8	5	22	120
5:00 PM	2	18	3	0	5	28	8	49	85	120
6:00 PM	3	35	4	1	7	50	8	49	107	120
7:00 PM	3	25	3	13	8	52	8	49	109	120
8:00 PM	3	25	2	13	8	51	8	49	108	120
9:00 PM	0	16	0	13	8	37	8	49	94	120
10:00 PM	0	0	0	0	7	7	8	49	64	120
11:00 PM	0	0	0	0	5	5	8	5	18	120

PARKING MATRIX PER RAW DATA

DAY AND TIME	EXCEL URGENT CARE (11 SPACES / CODE)	FIREFLY YOGA (24 SPACES / CODE)	T-MOBILE (9 SPACES / CODE)	PINOT'S PALETTE (12 SPACES / CODE)	TANJORE (31 SPACES / CODE)	OCCUPIED PARKING SPACES (87 SPACES / CODE)	WAREHOUSE (8 SPACES / CODE)	IL FIGLIO ENOTECA (49 SPACES / CODE)	PROPOSED OCCUPIED PARKING SPACES (144 SPACES / CODE)	NUMBER OF PARKING SPACES PROVIDED
Thursday: 1/30/2020										
12:00 AM	0	0	0	0	0	0	8	0	8	120
1:00 AM	0	0	0	0	0	0	8	0	8	120
2:00 AM	0	0	0	0	0	0	8	0	8	120
3:00 AM	0	0	0	0	0	0	8	0	8	120
4:00 AM	0	0	0	0	0	0	8	0	8	120
5:00 AM	0	0	0	0	0	0	8	0	8	120
6:00 AM	0	11	0	0	0	11	8	0	19	120
7:00 AM	0	11	0	0	0	11	8	0	19	120
8:00 AM	3	1	0	0	0	4	8	0	12	120
9:00 AM	6	11	0	0	0	17	8	0	25	120
10:00 AM	3	11	2	0	3	19	8	0	27	120
11:00 AM	3	11	2	0	5	21	8	5	34	120
12:00 PM	3	3	2	0	10	18	8	49	75	120
1:00 PM	3	3	2	1	10	19	8	49	76	120
2:00 PM	3	1	3	9	10	26	8	49	83	120
3:00 PM	3	1	4	9	7	24	8	49	81	120
4:00 PM	3	19	4	1	5	32	8	5	45	120
5:00 PM	3	19	4	0	7	33	8	49	90	120
6:00 PM	2	13	3	1	5	24	8	49	81	120
7:00 PM	3	18	3	13	8	45	8	49	102	120
8:00 PM	2	0	1	10	6	19	8	49	76	120
9:00 PM	0	0	0	10	7	17	8	49	74	120
10:00 PM	0	0	0	0	7	7	8	49	64	120
11:00 PM	0	0	0	0	5	5	8	5	18	120

PARKING MATRIX PER RAW DATA

DAY AND TIME	EXCEL URGENT CARE (11 SPACES / CODE)	FIREFLY YOGA (24 SPACES / CODE)	T-MOBILE (9 SPACES / CODE)	PINOT'S PALETTE (12 SPACES / CODE)	TANJORE (31 SPACES / CODE)	OCCUPIED PARKING SPACES (87 SPACES / CODE)	WAREHOUSE (8 SPACES / CODE)	IL FIGLIO ENOTECA (49 SPACES / CODE)	PROPOSED OCCUPIED PARKING SPACES (144 SPACES / CODE)	NUMBER OF PARKING SPACES PROVIDED
Friday: 1/31/2020										
12:00 AM	0	0	0	0	0	0	8	0	8	120
1:00 AM	0	0	0	0	0	0	8	0	8	120
2:00 AM	0	0	0	0	0	0	8	0	8	120
3:00 AM	0	0	0	0	0	0	8	0	8	120
4:00 AM	0	0	0	0	0	0	8	0	8	120
5:00 AM	0	0	0	0	0	0	8	0	8	120
6:00 AM	0	0	0	0	0	0	8	0	8	120
7:00 AM	0	0	0	0	0	0	8	0	8	120
8:00 AM	3	0	0	0	0	3	8	0	11	120
9:00 AM	3	4	0	0	0	7	8	0	15	120
10:00 AM	3	8	1	0	2	14	8	0	22	120
11:00 AM	3	4	1	0	4	12	8	5	25	120
12:00 PM	3	8	1	0	8	20	8	49	77	120
1:00 PM	3	1	2	0	8	14	8	49	71	120
2:00 PM	3	1	3	0	8	15	8	49	72	120
3:00 PM	3	1	3	0	6	13	8	49	70	120
4:00 PM	3	1	4	0	4	12	8	5	25	120
5:00 PM	5	10	4	0	5	24	8	49	81	120
6:00 PM	7	14	4	0	13	38	8	49	95	120
7:00 PM	3	6	2	5	5	21	8	49	78	120
8:00 PM	3	0	2	25	11	41	8	49	98	120
9:00 PM	0	0	0	17	7	24	8	49	81	120
10:00 PM	0	0	0	10	5	15	8	49	72	120
11:00 PM	0	0	0	0	4	4	8	5	17	120

PARKING MATRIX PER RAW DATA

DAY AND TIME	EXCEL URGENT CARE (11 SPACES / CODE)	FIREFLY YOGA (24 SPACES / CODE)	T-MOBILE (9 SPACES / CODE)	PINOT'S PALETTE (12 SPACES / CODE)	TANJORE (31 SPACES / CODE)	OCCUPIED PARKING SPACES (87 SPACES / CODE)	WAREHOUSE (8 SPACES / CODE)	IL FIGLIO ENOTECA (49 SPACES / CODE)	PROPOSED OCCUPIED PARKING SPACES (144 SPACES / CODE)	NUMBER OF PARKING SPACES PROVIDED
Saturday: 2/1/2020										
12:00 AM	0	0	0	0	0	0	8	0	8	120
1:00 AM	0	0	0	0	0	0	8	0	8	120
2:00 AM	0	0	0	0	0	0	8	0	8	120
3:00 AM	0	0	0	0	0	0	8	0	8	120
4:00 AM	0	0	0	0	0	0	8	0	8	120
5:00 AM	0	0	0	0	0	0	8	0	8	120
6:00 AM	0	0	0	0	0	0	8	0	8	120
7:00 AM	0	0	0	0	0	0	8	0	8	120
8:00 AM	0	5	0	0	0	5	8	0	13	120
9:00 AM	4	7	0	0	0	11	8	0	19	120
10:00 AM	4	12	2	12	0	30	8	0	38	120
11:00 AM	5	12	2	12	4	35	8	5	48	120
12:00 PM	4	12	2	12	8	38	8	49	95	120
1:00 PM	4	7	2	12	8	33	8	49	90	120
2:00 PM	4	0	4	24	8	40	8	49	97	120
3:00 PM	4	0	4	24	6	38	8	49	95	120
4:00 PM	4	0	4	24	4	36	8	5	49	120
5:00 PM	0	0	4	24	6	34	8	49	91	120
6:00 PM	0	0	4	13	13	30	8	49	87	120
7:00 PM	0	0	3	24	12	39	8	49	96	120
8:00 PM	0	0	2	28	14	44	8	49	101	120
9:00 PM	0	0	0	14	7	21	8	49	78	120
10:00 PM	0	0	0	12	6	18	8	49	75	120
11:00 PM	0	0	0	0	4	4	8	5	17	120

PARKING MATRIX PER RAW DATA

DAY AND TIME	EXCEL URGENT CARE (11 SPACES / CODE)	FIREFLY YOGA (24 SPACES / CODE)	T-MOBILE (9 SPACES / CODE)	PINOT'S PALETTE (12 SPACES / CODE)	TANJORE (31 SPACES / CODE)	OCCUPIED PARKING SPACES (87 SPACES / CODE)	WAREHOUSE (8 SPACES / CODE)	IL FIGLIO ENOTECA (49 SPACES / CODE)	PROPOSED OCCUPIED PARKING SPACES (144 SPACES / CODE)	NUMBER OF PARKING SPACES PROVIDED
Sunday: 2/2/2020										
12:00 AM	0	0	0	0	0	0	8	0	8	120
1:00 AM	0	0	0	0	0	0	8	0	8	120
2:00 AM	0	0	0	0	0	0	8	0	8	120
3:00 AM	0	0	0	0	0	0	8	0	8	120
4:00 AM	0	0	0	0	0	0	8	0	8	120
5:00 AM	0	0	0	0	0	0	8	0	8	120
6:00 AM	0	0	0	0	0	0	8	0	8	120
7:00 AM	0	0	0	0	0	0	8	0	8	120
8:00 AM	0	3	0	0	0	3	8	0	11	120
9:00 AM	3	8	0	0	0	11	8	0	19	120
10:00 AM	3	8	0	0	0	11	8	0	19	120
11:00 AM	4	11	2	10	3	30	8	0	38	120
12:00 PM	3	1	2	19	7	32	8	0	40	120
1:00 PM	3	0	3	19	7	32	8	0	40	120
2:00 PM	3	0	3	10	7	23	8	0	31	120
3:00 PM	3	0	3	19	5	30	8	0	38	120
4:00 PM	3	0	3	19	3	28	8	0	36	120
5:00 PM	0	0	3	19	8	30	8	0	38	120
6:00 PM	0	0	1	19	8	28	8	0	36	120
7:00 PM	0	0	0	0	8	8	8	0	16	120
8:00 PM	0	0	0	0	5	5	8	0	13	120
9:00 PM	0	0	0	0	5	5	8	0	13	120
10:00 PM	0	0	0	0	5	5	8	0	13	120
11:00 PM	0	0	0	0	3	3	8	0	11	120

PARKING MATRIX PER RAW DATA

DAY AND TIME	EXCEL URGENT CARE (11 SPACES / CODE)	FIREFLY YOGA (24 SPACES / CODE)	T-MOBILE (9 SPACES / CODE)	PINOT'S PALETTE (12 SPACES / CODE)	TANJORE (31 SPACES / CODE)	OCCUPIED PARKING SPACES (87 SPACES / CODE)	WAREHOUSE (8 SPACES / CODE)	IL FIGLIO ENOTECA (49 SPACES / CODE)	PROPOSED OCCUPIED PARKING SPACES (144 SPACES / CODE)	NUMBER OF PARKING SPACES PROVIDED
Monday: 2/3/2020										
12:00 AM	0	0	0	0	0	0	8	0	8	120
1:00 AM	0	0	0	0	0	0	8	0	8	120
2:00 AM	0	0	0	0	0	0	8	0	8	120
3:00 AM	0	0	0	0	0	0	8	0	8	120
4:00 AM	0	0	0	0	0	0	8	0	8	120
5:00 AM	0	0	0	0	0	0	8	0	8	120
6:00 AM	0	0	0	0	0	0	8	0	8	120
7:00 AM	0	0	0	0	0	0	8	0	8	120
8:00 AM	2	0	0	0	0	2	8	0	10	120
9:00 AM	2	3	0	0	0	5	8	0	13	120
10:00 AM	2	7	1	1	1	12	8	0	20	120
11:00 AM	2	3	1	7	2	15	8	5	28	120
12:00 PM	2	3	1	7	5	18	8	49	75	120
1:00 PM	2	1	1	7	5	16	8	49	73	120
2:00 PM	2	1	1	1	5	10	8	49	67	120
3:00 PM	2	1	2	0	4	9	8	49	66	120
4:00 PM	2	1	2	0	2	7	8	5	20	120
5:00 PM	3	13	2	0	3	21	8	49	78	120
6:00 PM	4	18	2	0	3	27	8	49	84	120
7:00 PM	4	14	1	0	5	24	8	49	81	120
8:00 PM	1	14	1	0	5	21	8	49	78	120
9:00 PM	0	7	0	0	4	11	8	49	68	120
10:00 PM	0	0	0	0	3	3	8	49	60	120
11:00 PM	0	0	0	0	2	2	8	5	15	120

PARKING MATRIX PER RAW DATA

DAY AND TIME	EXCEL URGENT CARE (11 SPACES / CODE)	FIREFLY YOGA (24 SPACES / CODE)	T-MOBILE (9 SPACES / CODE)	PINOT'S PALETTE (12 SPACES / CODE)	TANJORE (31 SPACES / CODE)	OCCUPIED PARKING SPACES (87 SPACES / CODE)	WAREHOUSE (8 SPACES / CODE)	IL FIGLIO ENOTECA (49 SPACES / CODE)	PROPOSED OCCUPIED PARKING SPACES (144 SPACES / CODE)	NUMBER OF PARKING SPACES PROVIDED
Tuesday: 2/4/2020										
12:00 AM	0	0	0	0	0	0	8	0	8	120
1:00 AM	0	0	0	0	0	0	8	0	8	120
2:00 AM	0	0	0	0	0	0	8	0	8	120
3:00 AM	0	0	0	0	0	0	8	0	8	120
4:00 AM	0	0	0	0	0	0	8	0	8	120
5:00 AM	0	0	0	0	0	0	8	0	8	120
6:00 AM	0	5	0	0	0	5	8	0	13	120
7:00 AM	0	5	0	0	0	5	8	0	13	120
8:00 AM	2	1	0	0	0	3	8	0	11	120
9:00 AM	2	5	0	0	0	7	8	0	15	120
10:00 AM	2	5	1	0	1	9	8	0	17	120
11:00 AM	2	1	1	0	5	9	8	5	22	120
12:00 PM	2	1	1	0	5	9	8	49	66	120
1:00 PM	2	1	1	0	5	9	8	49	66	120
2:00 PM	2	1	1	0	4	8	8	49	65	120
3:00 PM	2	1	2	0	2	7	8	49	64	120
4:00 PM	2	1	2	0	3	8	8	5	21	120
5:00 PM	2	7	2	0	3	14	8	49	71	120
6:00 PM	2	17	3	0	5	27	8	49	84	120
7:00 PM	2	18	1	0	5	26	8	49	83	120
8:00 PM	1	13	1	0	4	19	8	49	76	120
9:00 PM	0	5	0	0	3	8	8	49	65	120
10:00 PM	0	0	0	0	0	0	8	49	57	120
11:00 PM	0	0	0	0	0	0	8	5	13	120

PARKING MATRIX PER RAW DATA

DAY AND TIME	EXCEL URGENT CARE (11 SPACES / CODE)	FIREFLY YOGA (24 SPACES / CODE)	T-MOBILE (9 SPACES / CODE)	PINOT'S PALETTE (12 SPACES / CODE)	TANJORE (31 SPACES / CODE)	OCCUPIED PARKING SPACES (87 SPACES / CODE)	WAREHOUSE (8 SPACES / CODE)	IL FIGLIO ENOTECA (49 SPACES / CODE)	PROPOSED OCCUPIED PARKING SPACES (144 SPACES / CODE)	NUMBER OF PARKING SPACES PROVIDED
Wednesday: 2/5/2020										
12:00 AM	0	0	0	0	0	0	8	0	8	120
1:00 AM	0	0	0	0	0	0	8	0	8	120
2:00 AM	0	0	0	0	0	0	8	0	8	120
3:00 AM	0	0	0	0	0	0	8	0	8	120
4:00 AM	0	0	0	0	0	0	8	0	8	120
5:00 AM	0	0	0	0	0	0	8	0	8	120
6:00 AM	0	6	0	0	0	6	8	0	14	120
7:00 AM	0	6	0	0	0	6	8	0	14	120
8:00 AM	2	1	0	0	0	3	8	0	11	120
9:00 AM	2	6	0	0	0	8	8	0	16	120
10:00 AM	2	6	1	0	2	11	8	0	19	120
11:00 AM	2	1	1	0	3	7	8	5	20	120
12:00 PM	2	2	1	0	6	11	8	49	68	120
1:00 PM	2	2	2	1	6	13	8	49	70	120
2:00 PM	3	1	3	12	10	29	8	49	86	120
3:00 PM	2	1	2	8	4	17	8	49	74	120
4:00 PM	2	1	2	1	3	9	8	5	22	120
5:00 PM	2	15	2	0	4	23	8	49	80	120
6:00 PM	2	20	2	1	4	29	8	49	86	120
7:00 PM	2	16	2	8	5	33	8	49	90	120
8:00 PM	1	8	1	4	3	17	8	49	74	120
9:00 PM	0	10	0	8	5	23	8	49	80	120
10:00 PM	0	0	0	0	4	4	8	49	61	120
11:00 PM	0	0	0	0	3	3	8	5	16	120

PARKING MATRIX PER RAW DATA

DAY AND TIME	EXCEL URGENT CARE (11 SPACES / CODE)	FIREFLY YOGA (24 SPACES / CODE)	T-MOBILE (9 SPACES / CODE)	PINOT'S PALETTE (12 SPACES / CODE)	TANJORE (31 SPACES / CODE)	OCCUPIED PARKING SPACES (87 SPACES / CODE)	WAREHOUSE (8 SPACES / CODE)	IL FIGLIO ENOTECA (49 SPACES / CODE)	PROPOSED OCCUPIED PARKING SPACES (144 SPACES / CODE)	NUMBER OF PARKING SPACES PROVIDED
Saturday: 2/8/2020										
12:00 AM	0	0	0	0	0	0	8	0	8	120
1:00 AM	0	0	0	0	0	0	8	0	8	120
2:00 AM	0	0	0	0	0	0	8	0	8	120
3:00 AM	0	0	0	0	0	0	8	0	8	120
4:00 AM	0	0	0	0	0	0	8	0	8	120
5:00 AM	0	0	0	0	0	0	8	0	8	120
6:00 AM	0	0	0	0	0	0	8	0	8	120
7:00 AM	0	0	0	0	0	0	8	0	8	120
8:00 AM	0	6	0	0	0	6	8	0	14	120
9:00 AM	5	8	0	0	0	13	8	0	21	120
10:00 AM	5	14	2	14	0	35	8	0	43	120
11:00 AM	6	14	2	14	5	41	8	5	54	120
12:00 PM	5	14	2	14	10	45	8	49	102	120
1:00 PM	5	8	3	14	10	40	8	49	97	120
2:00 PM	4	0	3	28	10	45	8	49	102	120
3:00 PM	4	0	4	28	7	43	8	49	100	120
4:00 PM	4	0	5	28	5	42	8	5	55	120
5:00 PM	0	0	5	28	7	40	8	49	97	120
6:00 PM	0	0	4	14	13	31	8	49	88	120
7:00 PM	0	0	3	28	13	44	8	49	101	120
8:00 PM	0	0	2	28	13	43	8	49	100	120
9:00 PM	0	0	0	28	13	41	8	49	98	120
10:00 PM	0	0	0	14	7	21	8	49	78	120
11:00 PM	0	0	0	0	5	5	8	5	18	120

PARKING MATRIX FOR PEAK MODEL WEEK

DAY AND TIME	SPACES OCCUPIED EXCEL URGENT CARE	SPACES OCCUPIED FIREFLY YOGA	SPACES OCCUPIED T-MOBILE	SPACES OCCUPIED PINOT'S PALETTE	SPACES OCCUPIED TANJORE	TOTAL OCCUPIED PARKING SPACES	SPACES REQUIRED WAREHOUSE	SPACES REQUIRED IL FIGLIO ENOTECA	TOTAL PARKING SPACES REQUIRED	TOTAL PARKING SPACES PROVIDED	EXCESS PARKING SPACES
Sunday:											
12:00 AM	0	0	0	0	0	0	8	0	8	120	112
1:00 AM	0	0	0	0	0	0	8	0	8	120	112
2:00 AM	0	0	0	0	0	0	8	0	8	120	112
3:00 AM	0	0	0	0	0	0	8	0	8	120	112
4:00 AM	0	0	0	0	0	0	8	0	8	120	112
5:00 AM	0	0	0	0	0	0	8	0	8	120	112
6:00 AM	0	0	0	0	0	0	8	0	8	120	112
7:00 AM	0	0	0	0	0	0	8	0	8	120	112
8:00 AM	0	3	0	0	0	3	8	0	11	120	109
9:00 AM	3	8	0	0	0	11	8	0	19	120	101
10:00 AM	3	8	0	0	0	11	8	0	19	120	101
11:00 AM	4	11	2	10	3	30	8	0	38	120	82
12:00 PM	3	1	2	19	7	32	8	0	40	120	80
1:00 PM	3	0	3	19	7	32	8	0	40	120	80
2:00 PM	3	0	3	10	7	23	8	0	31	120	89
3:00 PM	3	0	3	19	5	30	8	0	38	120	82
4:00 PM	3	0	3	19	3	28	8	0	36	120	84
5:00 PM	0	0	3	19	8	30	8	0	38	120	82
6:00 PM	0	0	1	19	8	28	8	0	36	120	84
7:00 PM	0	0	0	0	8	8	8	0	16	120	104
8:00 PM	0	0	0	0	5	5	8	0	13	120	107
9:00 PM	0	0	0	0	5	5	8	0	13	120	107
10:00 PM	0	0	0	0	5	5	8	0	13	120	107
11:00 PM	0	0	0	0	3	3	8	0	11	120	109

PARKING MATRIX FOR PEAK MODEL WEEK

DAY AND TIME	SPACES OCCUPIED EXCEL URGENT CARE	SPACES OCCUPIED FIREFLY YOGA	SPACES OCCUPIED T-MOBILE	SPACES OCCUPIED PINOT'S PALETTE	SPACES OCCUPIED TANJORE	TOTAL OCCUPIED PARKING SPACES	SPACES REQUIRED WAREHOUSE	SPACES REQUIRED IL FIGLIO ENOTECA	TOTAL PARKING SPACES REQUIRED	TOTAL PARKING SPACES PROVIDED	EXCESS PARKING SPACES
Monday:											
12:00 AM	0	0	0	0	0	0	8	0	8	120	112
1:00 AM	0	0	0	0	0	0	8	0	8	120	112
2:00 AM	0	0	0	0	0	0	8	0	8	120	112
3:00 AM	0	0	0	0	0	0	8	0	8	120	112
4:00 AM	0	0	0	0	0	0	8	0	8	120	112
5:00 AM	0	0	0	0	0	0	8	0	8	120	112
6:00 AM	0	0	0	0	0	0	8	0	8	120	112
7:00 AM	0	0	0	0	0	0	8	0	8	120	112
8:00 AM	4	0	0	0	0	4	8	0	12	120	108
9:00 AM	4	8	0	0	0	12	8	0	20	120	100
10:00 AM	5	21	3	2	4	35	8	0	43	120	77
11:00 AM	4	8	2	15	5	34	8	5	47	120	73
12:00 PM	4	8	2	15	11	40	8	49	97	120	23
1:00 PM	4	1	2	15	11	33	8	49	90	120	30
2:00 PM	4	1	3	2	11	21	8	49	78	120	42
3:00 PM	4	1	5	0	8	18	8	49	75	120	45
4:00 PM	5	1	5	0	5	16	8	5	29	120	91
5:00 PM	5	18	3	0	5	31	8	49	88	120	32
6:00 PM	8	41	5	0	8	62	8	49	119	120	1
7:00 PM	8	29	3	0	10	50	8	49	107	120	13
8:00 PM	3	29	2	0	10	44	8	49	101	120	19
9:00 PM	0	18	0	0	10	28	8	49	85	120	35
10:00 PM	0	0	0	0	8	8	8	49	65	120	55
11:00 PM	0	0	0	0	5	5	8	5	18	120	102

PARKING MATRIX FOR PEAK MODEL WEEK

DAY AND TIME	SPACES OCCUPIED EXCEL URGENT CARE	SPACES OCCUPIED FIREFLY YOGA	SPACES OCCUPIED T-MOBILE	SPACES OCCUPIED PINOT'S PALETTE	SPACES OCCUPIED TANJORE	TOTAL OCCUPIED PARKING SPACES	SPACES REQUIRED WAREHOUSE	SPACES REQUIRED IL FIGLIO ENOTECA	TOTAL PARKING SPACES REQUIRED	TOTAL PARKING SPACES PROVIDED	EXCESS PARKING SPACES
Tuesday:											
12:00 AM	0	0	0	0	0	0	8	0	8	120	112
1:00 AM	0	0	0	0	0	0	8	0	8	120	112
2:00 AM	0	0	0	0	0	0	8	0	8	120	112
3:00 AM	0	0	0	0	0	0	8	0	8	120	112
4:00 AM	0	0	0	0	0	0	8	0	8	120	112
5:00 AM	0	0	0	0	0	0	8	0	8	120	112
6:00 AM	0	11	0	0	0	11	8	0	19	120	101
7:00 AM	0	11	0	0	0	11	8	0	19	120	101
8:00 AM	4	1	0	0	0	5	8	0	13	120	107
9:00 AM	4	11	0	0	0	15	8	0	23	120	97
10:00 AM	4	14	3	0	3	24	8	0	32	120	88
11:00 AM	4	1	2	0	5	12	8	5	25	120	95
12:00 PM	4	2	2	0	11	19	8	49	76	120	44
1:00 PM	4	2	2	0	11	19	8	49	76	120	44
2:00 PM	4	1	3	0	11	19	8	49	76	120	44
3:00 PM	4	1	4	0	8	17	8	49	74	120	46
4:00 PM	4	1	4	0	5	14	8	5	27	120	93
5:00 PM	3	12	3	0	6	24	8	49	81	120	39
6:00 PM	4	27	4	0	6	41	8	49	98	120	22
7:00 PM	4	38	3	0	9	54	8	49	111	120	9
8:00 PM	3	27	2	0	9	41	8	49	98	120	22
9:00 PM	0	14	0	0	9	23	8	49	80	120	40
10:00 PM	0	0	0	0	6	6	8	49	63	120	57
11:00 PM	0	0	0	0	5	5	8	5	18	120	102

PARKING MATRIX FOR PEAK MODEL WEEK

DAY AND TIME	SPACES OCCUPIED EXCEL URGENT CARE	SPACES OCCUPIED FIREFLY YOGA	SPACES OCCUPIED T-MOBILE	SPACES OCCUPIED PINOT'S PALETTE	SPACES OCCUPIED TANJORE	TOTAL OCCUPIED PARKING SPACES	SPACES REQUIRED WAREHOUSE	SPACES REQUIRED IL FIGLIO ENOTECA	TOTAL PARKING SPACES REQUIRED	TOTAL PARKING SPACES PROVIDED	EXCESS PARKING SPACES
Wednesday:											
12:00 AM	0	0	0	0	0	0	8	0	8	120	112
1:00 AM	0	0	0	0	0	0	8	0	8	120	112
2:00 AM	0	0	0	0	0	0	8	0	8	120	112
3:00 AM	0	0	0	0	0	0	8	0	8	120	112
4:00 AM	0	0	0	0	0	0	8	0	8	120	112
5:00 AM	0	0	0	0	0	0	8	0	8	120	112
6:00 AM	0	10	0	0	0	10	8	0	18	120	102
7:00 AM	0	10	0	0	0	10	8	0	18	120	102
8:00 AM	3	1	0	0	0	4	8	0	12	120	108
9:00 AM	3	10	0	0	0	13	8	0	21	120	99
10:00 AM	4	14	3	0	4	25	8	0	33	120	87
11:00 AM	3	1	2	0	5	11	8	5	24	120	96
12:00 PM	6	4	3	0	18	31	8	49	88	120	32
1:00 PM	3	2	2	1	10	18	8	49	75	120	45
2:00 PM	3	1	3	12	10	29	8	49	86	120	34
3:00 PM	3	1	4	13	7	28	8	49	85	120	35
4:00 PM	2	1	2	1	3	9	8	5	22	120	98
5:00 PM	2	18	3	0	5	28	8	49	85	120	35
6:00 PM	3	35	4	1	7	50	8	49	107	120	13
7:00 PM	3	25	3	13	8	52	8	49	109	120	11
8:00 PM	3	25	2	13	8	51	8	49	108	120	12
9:00 PM	0	16	0	13	8	37	8	49	94	120	26
10:00 PM	0	0	0	0	7	7	8	49	64	120	56
11:00 PM	0	0	0	0	5	5	8	5	18	120	102

PARKING MATRIX FOR PEAK MODEL WEEK

DAY AND TIME	SPACES OCCUPIED EXCEL URGENT CARE	SPACES OCCUPIED FIREFLY YOGA	SPACES OCCUPIED T-MOBILE	SPACES OCCUPIED PINOT'S PALETTE	SPACES OCCUPIED TANJORE	TOTAL OCCUPIED PARKING SPACES	SPACES REQUIRED WAREHOUSE	SPACES REQUIRED IL FIGLIO ENOTECA	TOTAL PARKING SPACES REQUIRED	TOTAL PARKING SPACES PROVIDED	EXCESS PARKING SPACES
Thursday:											
12:00 AM	0	0	0	0	0	0	8	0	8	120	112
1:00 AM	0	0	0	0	0	0	8	0	8	120	112
2:00 AM	0	0	0	0	0	0	8	0	8	120	112
3:00 AM	0	0	0	0	0	0	8	0	8	120	112
4:00 AM	0	0	0	0	0	0	8	0	8	120	112
5:00 AM	0	0	0	0	0	0	8	0	8	120	112
6:00 AM	0	11	0	0	0	11	8	0	19	120	101
7:00 AM	0	11	0	0	0	11	8	0	19	120	101
8:00 AM	3	1	0	0	0	4	8	0	12	120	108
9:00 AM	6	11	0	0	0	17	8	0	25	120	95
10:00 AM	3	11	2	0	3	19	8	0	27	120	93
11:00 AM	3	11	2	0	5	21	8	5	34	120	86
12:00 PM	3	3	2	0	10	18	8	49	75	120	45
1:00 PM	3	3	2	1	10	19	8	49	76	120	44
2:00 PM	3	1	3	9	10	26	8	49	83	120	37
3:00 PM	3	1	4	9	7	24	8	49	81	120	39
4:00 PM	3	19	4	1	5	32	8	5	45	120	75
5:00 PM	3	19	4	0	7	33	8	49	90	120	30
6:00 PM	2	13	3	1	5	24	8	49	81	120	39
7:00 PM	3	18	3	13	8	45	8	49	102	120	18
8:00 PM	2	0	1	10	6	19	8	49	76	120	44
9:00 PM	0	0	0	10	7	17	8	49	74	120	46
10:00 PM	0	0	0	0	7	7	8	49	64	120	56
11:00 PM	0	0	0	0	5	5	8	5	18	120	102

PARKING MATRIX FOR PEAK MODEL WEEK

DAY AND TIME	SPACES OCCUPIED EXCEL URGENT CARE	SPACES OCCUPIED FIREFLY YOGA	SPACES OCCUPIED T-MOBILE	SPACES OCCUPIED PINOT'S PALETTE	SPACES OCCUPIED TANJORE	TOTAL OCCUPIED PARKING SPACES	SPACES REQUIRED WAREHOUSE	SPACES REQUIRED IL FIGLIO ENOTECA	TOTAL PARKING SPACES REQUIRED	TOTAL PARKING SPACES PROVIDED	EXCESS PARKING SPACES
Friday:											
12:00 AM	0	0	0	0	0	0	8	0	8	120	112
1:00 AM	0	0	0	0	0	0	8	0	8	120	112
2:00 AM	0	0	0	0	0	0	8	0	8	120	112
3:00 AM	0	0	0	0	0	0	8	0	8	120	112
4:00 AM	0	0	0	0	0	0	8	0	8	120	112
5:00 AM	0	0	0	0	0	0	8	0	8	120	112
6:00 AM	0	0	0	0	0	0	8	0	8	120	112
7:00 AM	0	0	0	0	0	0	8	0	8	120	112
8:00 AM	3	0	0	0	0	3	8	0	11	120	109
9:00 AM	3	4	0	0	0	7	8	0	15	120	105
10:00 AM	3	9	2	0	2	16	8	0	24	120	96
11:00 AM	3	4	2	0	4	13	8	5	26	120	94
12:00 PM	3	9	2	0	8	22	8	49	79	120	41
1:00 PM	3	1	2	0	8	14	8	49	71	120	49
2:00 PM	3	1	3	0	8	15	8	49	72	120	48
3:00 PM	3	1	3	0	6	13	8	49	70	120	50
4:00 PM	3	1	4	0	4	12	8	5	25	120	95
5:00 PM	5	11	4	0	5	25	8	49	82	120	38
6:00 PM	7	14	4	0	13	38	8	49	95	120	25
7:00 PM	5	11	3	11	10	40	8	49	97	120	23
8:00 PM	3	0	2	25	11	41	8	49	98	120	22
9:00 PM	0	0	0	22	10	32	8	49	89	120	31
10:00 PM	0	0	0	11	5	16	8	49	73	120	47
11:00 PM	0	0	0	0	4	4	8	5	17	120	103

PARKING MATRIX FOR PEAK MODEL WEEK

DAY AND TIME	SPACES OCCUPIED EXCEL URGENT CARE	SPACES OCCUPIED FIREFLY YOGA	SPACES OCCUPIED T-MOBILE	SPACES OCCUPIED PINOT'S PALETTE	SPACES OCCUPIED TANJORE	TOTAL OCCUPIED PARKING SPACES	SPACES REQUIRED WAREHOUSE	SPACES REQUIRED IL FIGLIO ENOTECA	TOTAL PARKING SPACES REQUIRED	TOTAL PARKING SPACES PROVIDED	EXCESS PARKING SPACES
Saturday:											
12:00 AM	0	0	0	0	0	0	8	0	8	120	112
1:00 AM	0	0	0	0	0	0	8	0	8	120	112
2:00 AM	0	0	0	0	0	0	8	0	8	120	112
3:00 AM	0	0	0	0	0	0	8	0	8	120	112
4:00 AM	0	0	0	0	0	0	8	0	8	120	112
5:00 AM	0	0	0	0	0	0	8	0	8	120	112
6:00 AM	0	0	0	0	0	0	8	0	8	120	112
7:00 AM	0	0	0	0	0	0	8	0	8	120	112
8:00 AM	0	6	0	0	0	6	8	0	14	120	106
9:00 AM	5	8	0	0	0	13	8	0	21	120	99
10:00 AM	5	14	2	14	0	35	8	0	43	120	77
11:00 AM	6	14	2	14	5	41	8	5	54	120	66
12:00 PM	5	14	2	14	10	45	8	49	102	120	18
1:00 PM	5	8	3	14	10	40	8	49	97	120	23
2:00 PM	4	0	3	28	10	45	8	49	90	120	30
3:00 PM	4	0	4	28	7	43	8	49	100	120	20
4:00 PM	4	0	5	28	5	42	8	5	55	120	65
5:00 PM	0	0	5	28	7	40	8	49	97	120	23
6:00 PM	0	0	4	14	13	31	8	49	88	120	32
7:00 PM	0	0	3	28	13	44	8	49	101	120	19
8:00 PM	0	0	2	28	14	44	8	49	101	120	19
9:00 PM	0	0	0	28	13	41	8	49	98	120	22
10:00 PM	0	0	0	14	7	21	8	49	78	120	42
11:00 PM	0	0	0	0	5	5	8	5	18	120	102
				HIGHLIGHTED VALUES REPRESENT ACTUAL CAR COUNTS							