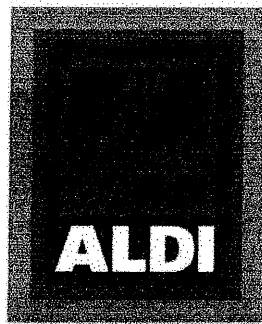


# Parking Study

For

ALDI, Inc.



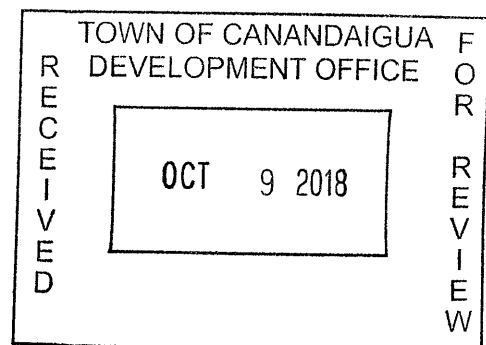
Prepared by

APD Engineering and Architecture

615 Fishers Run

Victor, NY 14564

October 3, 2016



## **Introduction**

ALDI has set out to update and in many cases expand their existing stores. This program will bring their existing stores up to date with recent changes to their store proto-type. These changes will expand the products offered, will upgrade equipment and improve the customers overall experience. As stated, some stores will require expansions to make all these improvements a reality. ALDI is working hard to upgrade their existing stores and minimize relocations, which leaves dark stores in communities. The unfortunate part of expanding existing stores is that there is usually limited space to expand parking. Therefore, many sites will be experiencing an expanded store with less parking. Thus, ALDI requested the completion of this study to evaluate their existing parking demands and how the expansions will impact those demands. It is probably worth noting that most of ALDI's sites are individual lots, therefore any insufficiency in parking would negatively impact ALDI's operation and not be in their best interest.

## **Parking Counts**

ALDI performed parking counts at 10 of their stores during times that would normally be considered peak periods. Those times were 4 pm to 6 pm on Friday and 11 am to 1 pm on Saturday. ALDI included stores throughout upstate New York and performed those counts on Friday September 30, 2016 and Saturday October 1, 2016. The data from these counts including store locations, actual times, store size and counts are included in the appendix. Those counts ranged from a low of 24 cars to a high of 62 cars. The average number of cars on the Friday peak was 33.3 cars and on the Saturday peak the average was 43.1. All counts included employee parking.

## **Evaluation**

The ALDI expansions are intended to allow their stores to carry more product lines, increase efficiency and improve the customer's experience. The increase in sales is largely anticipated to come from existing customers purchasing from the expanded product line. With any substantial remodel or new store opening, sales will initially spike and then settle down as customers settle into their normal sales pattern. This spike will likely provide some new customers, but not likely at the same percentage as the store size increase.

Three types of building expansions are initially proposed, depending on the existing configuration of the store and site layout. The first would be a long wall expansion which would expand the store into the parking lot along the long side of the building. The second expansion would be a short wall expansion, similarly expanding the store along the short wall into the parking lot. The last would be a smaller storage expansion somewhere in the area of the loading dock. Other configurations could be proposed based on existing store configuration and site layout.

ALDI's preferred and likely most common will be a long wall expansion where the store will be expanded along the long wall by a depth of approximately 19'-8". Since this will likely be the largest of the expansion, we will look at this parking demand first. This will take an existing store of 15,000 to 15,500 sf to approximately 18,200 to 18,500 sf. This represents an increase to the building size of approximately 20%. To be conservative, if we increase the parking numbers by the same 20%, the averages increase for the Friday peak from 33.3 cars to approximately 40 cars. On Saturday, the average peak would increase from 43.1 cars to approximately 52 cars. Taking the highest peak count of 62 cars on Saturday at the Gates Store, the 20% straight increase would be 74.5 cars. We believe this to be conservative because it uses the highest peak parking number of all the stores and uses a straight line correlation between store size and parking increases.

Based on this approach we would anticipate a peak parking demand for this type of expansion to be approximately 75 spaces. When presenting this information in a parking demand ratio for a 18,500 sf store, the 75 spaces would be approximately 1 space for every 250 sf of gross floor area or 4 spaces for every 1,000 sf of gross floor area. The 52 spaces would be 1 space for every 350 sf of gross floor area or 2.8 spaces for every 1,000 sf of gross floor area.

Both of the other expansions would have a smaller percent increase to the size of the store; therefore, we would expect an even lower total peak demand for parking. The parking ratio's would be similar.

## **Conclusion**

Parking demands will vary with seasons, weather, holidays and local events. This evaluation considers real parking counts at similar ALDI stores in upstate New York. The counts were taken on both the weekday and weekend peak times. It is possible that any store could experience a random event that would exceed the store's parking, but the result would likely be costumers leaving and not shopping at that time. One of the largest negative impacts for that outcome is the lost sales to ALDI, which is something ALDI would like to avoid. The negative impacts of oversizing the parking lot is increased stormwater run-off, water quality and less greenspace. This evaluation was performed to provide ALDI and the Municipality information specific to the ALDI operation to balance those impacts when considering any increase to parking verses granting parking variances.

**Parking Counts performed on ALDI Stores at Locations Below**

Store #	Town/City - (New York)	Address	Store Size (Sq Ft)	Sales Area (Sq Ft)	Friday 9/30/16			Saturday 10/1/16		
					Time	# of cars	Store size/ # of cars	Time	# of cars	Store size/ # of cars
5	Cornwall	3747 Milton Ave.	15,672	10,127	5:15pm	33	474.9	11:30am	40	391.8
10	Fayetteville	6820 East Genesee Street	16,777	9,322	5:15pm	29	578.5	11:25am	37	453.4
32	Clay	3942 State Route 31	15,510	9,860	5:04pm	27	574.4	11:08am	39	397.7
35	New Hartford	8432 Seneca Turnpike	14,993	9,320	5:32pm	35	428.4	11:27am	49	306.0
48	Farmington	1302 State Route 332	15,390	8,828	5:38pm	29	530.7	11:14am	24	641.3
69	East Amherst	9290-9300 Transit Road	17,083	9,769	5:10pm	24	711.8	11:41am	51	335.0
75	Amherst	4030 Maple Road	15,180	9,452	5:05pm	48	316.3	11:05am	38	399.5
78	Irondequoit	2194 Hudson Avenue	16,816	10,153	5:18pm	33	509.6	11:14am	36	467.1
79	Gates	8 Spencerport Road	15,583	9,463	5:19pm	31	502.7	11:51am	62	251.3
93	Webster	915 Ridge Road	15,245	10,012	5:05pm	44	346.5	11:00am	55	277.2
Average					Average			Average		
					33.3			43.1		
					497.4			392.0		