Kimley»Horn
of New York, P.C.

September 16, 2024

Mr. John R. Bainlardi, Vice President
WBP Development LLC
480 Bedford Road,
Chappaqua, NY 10514

Re:
Referral from the Village Board of Trustees to review a Special Permit Application From WPB Development LLC to construct a 100-unit residential building located at 1-3 Croton Point Avenue and Parking Lot A (79.17-1-3,4,5
Dear Mr. Bainlardi,

Below are Kimley-Horn's responses to traffic and parking comments on the above application provided by the Robert Luntz, Chairman of the Village Planning Board, in an August 2024 memorandum to the Village Board of Trustees.

Comment C1. The Planning Board recommends a more in-depth traffic study be conducted.

Response: A more in-depth traffic study is currently being conducted and will be submitted as soon as it is completed.

Comment C2. The Planning Board would like to hear how commuter traffic would be mitigated during construction.

Response: During constriction, all construction traffic will be out of the traveled way and will not obstruct traffic. Any temporary lane closures required will be scheduled outside of the peak commuter hours, as will be deliveries made by the largest vehicles (tractor trailers)

Comment C 3. The Planning Board is concerned about the impact of the increase in traffic and questioned if 103 parking spots is sufficient for resident parking for the proposed 100 residential units. The proposed 103 parking spots may not be sufficient for the residents. While it's hoped that this being a Transit Oriented Zone would offset the needs of residents having two cars, it may not be a realistic expectation. Therefore, a development with only 80 or preferably 60 units would be better serviced with only 103 parking spaces. It would be good to know how other TOD developments have handled parking requirements. There are plenty of examples on the Hudson line that could be contacted for information about what parking ratios they are using and how it is working out. It is recommended that the applicant provide this type of information.

Response: The latest edition of the Institute of Transportation Engineers' Parking Generation Manual indicates that the proposed 100 units will generate a peak parking demand of 100 vehicles (see attached), 5 fewer than the 105 spaces proposed. This projection does not take any credit for the fact that this development is within easy walking distance of an excellent train service, a supermarket, a popular park and a considerable portion of the Village's commercial district.

Attached with this report are parking studies for three multi-family developments located next to the Water in the City of Yonkers which generate an average of 0.95 parked cars per occupied unit. Thus, based on this data, if all 100 units are occupied, the project will generate a maximum of 95 parked vehicles, 10 fewer than the 105 spaces proposed.

Also attached is a parking study for a multi-family development located on the edge of the City of White Plains' downtown, slightly less than a half mile from the train station, which generate an average of 0.87 parked cars per occupied unit. Thus, based on this data, if all 100 units are occupied, the project will generate a maximum of 87 parked vehicles, 18 fewer than the 105 spaces proposed.

Comment C 4. It is recommended that the traffic impacts be analyzed further. Impacts to people coming and going to the train station, employees at Metro North, visitors to Croton Point Park and residents of Half Moon Bay need to be analyzed.

Response: The traffic impacts to people coming and going to the train station, employees at Metro North, visitors to Croton Point Park and residents of Half Moon Bay will be evaluated in the in-dept traffic study that is being prepared, as noted on response 1.

Comment C 5. If the current trend continues of people returning to more robust usage of train station parking/commuting, ample parking to support those cars may not be available.

Response: Parcel 50, on the Project site, is currently operated by the Village as a parking lot for MNR Croton-Harmon station (commonly referred to as the "parking lot A" or the "north lot"). As indicated on Page 6 of the FEAF Supplemental Narrative, prepared by AKRF for the rezoning of the property, future development of Parcel 50 would reduce the total capacity of Village-owned commuter lots to 2,081 spaces (a reduction of 122 spaces). This loss was offset by the addition of 188 parking spaces in the commuter parking lots south of Croton Point Avenue from the recently completed demolition of the Village's Department of Public Works (DPW) facility and the reconfiguration of parking just to the north thereof. The EAF concluded that post-pandemic commuter parking "could be easily accommodated in the 2,081-space south lot".

Comment C 6. The Planning Board recommends that the application be reviewed by the Croton Harmon School District with respect to a future school bus stop.

Response: The Applicant will submit the application to the Croton Harmon School District for their review with respect to a future school bus stop.

Please contact me if you have any questions.

Very truly yours,
KIMLEY-HORN Engineering and Landscape Architecture of New York, P.C.

By: John Canning, P.E.
Associate

Graph Look Up

DATA SOURCE:
Parking Generation Manual, 6th Ed

SEARCH BY LAND USE CODE:
223

LAND USE GROUP:
(200-299) Residential

LAND USE:
223 - Affordable Housing

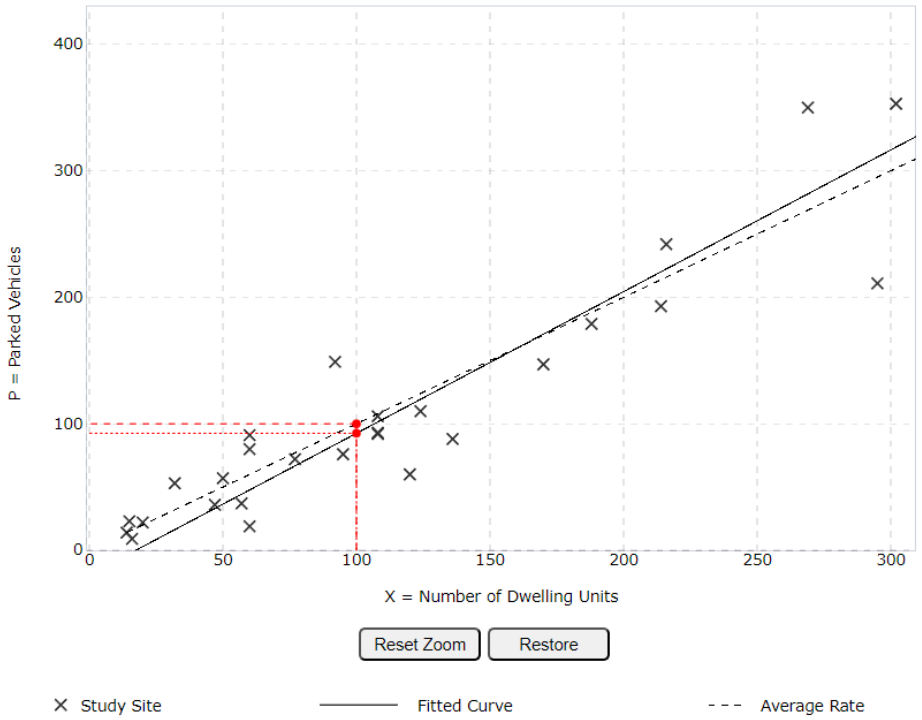
LAND USE SUBCATEGORY:
Income Limits

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday (Monday - Friday)

ENTER IV VALUE TO CALCULATE PARKING DEMAND:
100 Calculate



Affordable Housing - Income Limits (223) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday (Monday - Friday)

Setting/Location:
General Urban/Suburban

Number of Studies:
30

Avg. Num. of Dwelling Units:
156

Average Rate:
1.00

Range of Rates:
0.32 - 1.66

33rd / 85th Percentile:
0.85 / 1.40

95% Confidence Interval:
0.9 - 1.1

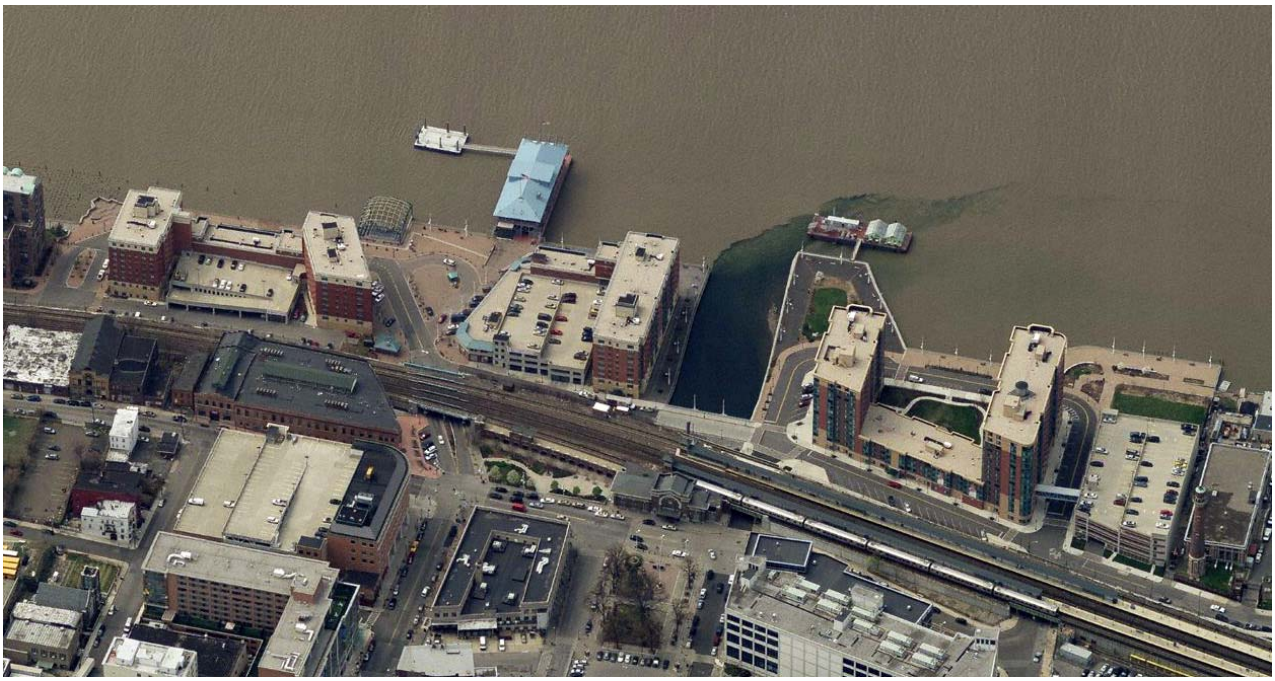
Standard Deviation:
0.28

Coefficient of Variation:
28%

Fitted Curve Equation:
P = 1.12(X) - 19.50

R^2:
0.91

Calculated Parking Demand:
Weighted Average: 100
Fitted Curve: 93



HUDSON PARK PHASE 3 PARKING STUDY

YONKERS, NY

July 10, 2012

BFJ Planning

Hudson Park Phase 3 Parking Study

Yonkers, NY

Prepared on behalf of:
Collins Enterprises, LLC
2001 West Main Street, Suite 175
Stamford, CT 06902

Prepared by:
BFJ Planning
115 Fifth Avenue
New York, NY 10003
(212) 353-7474
www.bfjplanning.com

July 10, 2012

1. Introduction

The main purpose of this report is to estimate the additional parking demand generated by the third Phase of the Hudson Park residential development on the Yonkers waterfront. This residential development is unique in that it is immediately adjacent to a busy train station and it is in a downtown area. The third phase of this development consists of a total of 222 apartments, broken down as follows:

54 studio apartments
84 1-bedroom apartments
42 1-bedroom + den apartments
42 2-bedroom apartments

2. Results of Updated Occupancy Survey of Existing Apartments and Garages

Hudson Park consists of residential apartments that expand over three buildings, The North River building (1 Alexander St.), The Phoenix building (1 Van Der Donck St.) and The Clermont building (1 Pier Pointe St.). BFJ analyzed the detailed lists of apartments currently occupied in the three existing buildings, together with the information of the number of parking spaces leased by each occupied apartment. The following shows the number of apartments by building (total and occupied) and by size of apartments:

Building	**The Clermont**		**The Phoenix**		**The North River**		**Total**	
Garage	**F**		**E**		**C**		**F/E/C**	
Apartment Info	Number	%	Number	%	Number	%	Number	%
Total # of Apts	140		126		294		560	
# of Vacant Apts	14	10.0%	8	6.3%	10	3.4%	32	5.7%
# of Occupied Apts	126	90.0%	118	93.7%	284	96.6%	528	94.3%
1 Bedroom	72	57.1%	66	55.9%	111	39.1%	249	47.2%
1 Bedroom + Den	10	7.9%	26	22.0%	45	15.8%	81	15.3%
2 Bedroom	44	34.9%	22	18.6%	71	25.0%	137	25.9%
2 Bedroom + Den	0	0.0%	4	3.4%	57	20.1%	61	11.6%

It can be seen that the three existing buildings are practically filled to capacity (average of 94% occupancy). 62.5 % of the apartments are 1-bedroom apartments and 37.5% are 2-bedroom apartments.

Three 3-AM parking occupancy surveys were undertaken in each building to determine the peak parking demand. One of these was undertaken by BFJ staff and the other two were surveyed by Hudson Park security staff (see Appendix B). The following shows the results of these counts:

Building	The Clermont		The Phoenix		The North River		Total	
Garage	F		E		C		F/E/C	
Capacity & Allocated Spaces	Number	%	Number	%	Number	%	Number	%
Spaces Supplied	136		170		338		644	
Allocated Spaces	122	90%	132	78%	318	94%	572	89%
Non-allocated Spaces	14	10%	38	22%	20	6%	72	11%
Allocated Spaces/ Occupied Apt	0.97		1.12		1.12		1.08	
Demand								
Max Occupancy Count (3AM)	111		126		266		503	
% of Allocated Spaces	91%		95%		84%		88%	
Car Presence per Occupied Apartment	0.88		1.07		0.94		0.95	
Min. Vacant Spaces (3AM)	25		44		72		141	

The analysis of assigned (leased) parking spaces showed that on average 1-bedroom apartments (and 1+bedrooms) had 0.93 parking spaces assigned per apartment, and 2-bedroom apartments (and 2+bedrooms) had 1.31 spaces assigned. The details of this analysis can be found in Appendix A. The occupancy counts also showed that on average only 88% of the leased spaces were occupied. This percentage varied from 84% to 95%, depending on the building.

It can also be seen that each building still had a certain number of parking spaces that were not leased. For garage E (The Phoenix) only 78% of the spaces were allocated, whereas 94% of the apartments were occupied. If this apartment building were 97% occupied (practical capacity) the garage would still have a reserve capacity of 34 spaces that could be allocated. Similarly, the North River building with a 97% occupancy still has 20 spaces that could be leased.

The North River building also has the highest percentage of absentee tenants: Only 84% of the leased spaces were occupied at 3 AM. This means that if this garage were to shift to a regime of non-assigned parking, another 52 cars could be parked in this garage (in addition to the 20 spaces that are not leased today).

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Avalon Parking Analysis

Location: 27 Barker Avenue, White Plains, NY
Distance to train station: 0.42 miles

Total Parking Spaces

Parking Type	Spaces
Rentable spaces	486
Associate Parkin	15
Guest Parking	12
Snow Plowing	15
Handicaped	11
Total Spaces	**539**

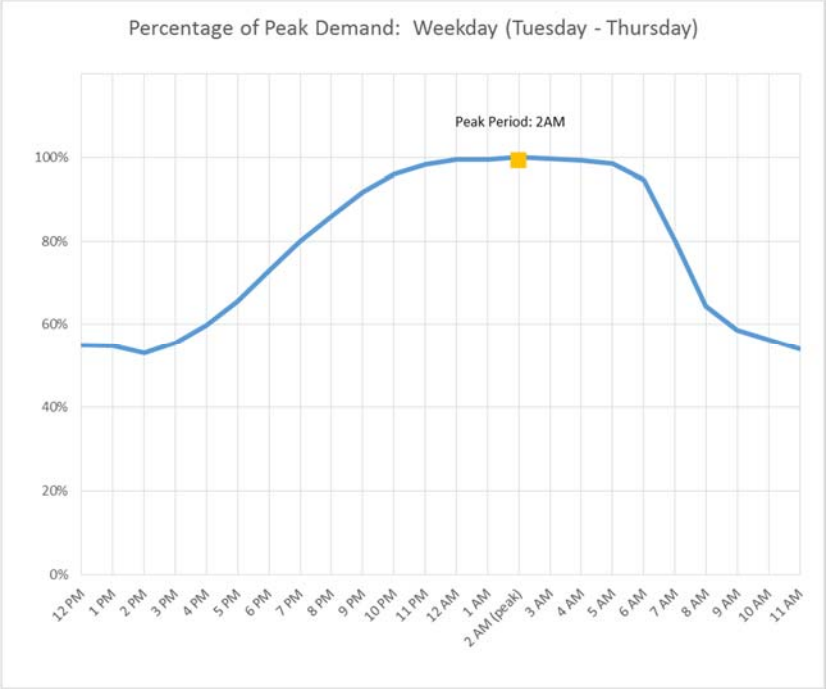
Car Ownership Ratios

Unit Type	Occupied Apts	Reserved Spaces	Ratio
Studios	36	22	0.61
1-BR	217	200	0.92
2-BR	105	132	1.26
3-BR	31	30	0.97
Total	**389**	**384**	**0.99**

339/389=0.87/unit

WEEKDAY - Parking Demand Ratio and Percent Occupancy of Peak (includes employees and visitors)

Time Period	Occupied Spaces	Occupied Spaces/ Occupied Apt	% Occupancy of Peak
12 PM	184	0.47	55%
1 PM	183	0.47	55%
2 PM	177	0.46	53%
3 PM	186	0.48	56%
4 PM	200	0.51	60%
5 PM	219	0.56	66%
6 PM	244	0.63	73%
7 PM	267	0.69	80%
8 PM	287	0.74	86%
9 PM	307	0.79	92%
10 PM	321	0.83	96%
11 PM	329	0.84	98%
12 AM	332	0.85	99%
1 AM	333	0.86	99%
2 AM (peak)	334	0.86	100%
3 AM	333	0.86	100%
4 AM	332	0.85	99%
5 AM	330	0.85	99%
6 AM	316	0.81	95%
7 AM	267	0.69	80%
8 AM	216	0.55	65%
9 AM	196	0.50	59%
10 AM	188	0.48	56%
11 AM	181	0.46	54%



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WEEKEND - Parking Demand Ratio and Percent Occupancy of Peak (includes employees and Visitors)

Time Period	SATURDAY			SUNDAY		
	Occupied Spaces	Occupied Spaces/ Occupied Apt	% Occupancy of Peak	Occupied Spaces	Occupied Spaces/ Occupied Apt	% Occupancy of Peak
12 AM	322	0.83	95%	320	0.82	94%
1 AM	327	0.84	97%	323	0.83	95%
2 AM	329	0.85	97%	325	0.84	96%
3 AM	330	0.85	97%	327	0.84	96%
4 AM	331	0.85	98%	326	0.84	96%
5 AM	329	0.85	97%	326	0.84	96%
6 AM	325	0.84	96%	319	0.82	94%
7 AM	314	0.81	93%	310	0.80	91%
8 AM	294	0.75	87%	293	0.75	87%
9 AM	270	0.69	80%	287	0.74	85%
10 AM	258	0.66	76%	267	0.69	79%
11 AM	244	0.63	72%	251	0.65	74%
12 PM	238	0.61	70%	260	0.67	77%
1 PM	234	0.60	69%	261	0.67	77%
2 PM	234	0.60	69%	261	0.67	77%
3 PM	233	0.60	69%	267	0.69	79%
4 PM	241	0.62	71%	271	0.70	80%
5 PM	248	0.64	73%	294	0.76	87%
6 PM	255	0.66	75%	303	0.78	89%
7 PM	260	0.67	77%	312	0.80	92%
8 PM	273	0.70	81%	325	0.84	96%
9 PM	280	0.72	83%	329	0.84	97%
10 PM	296	0.76	87%	335	0.86	99%
11 PM (peak)	309	0.80	91%	339	0.87	100%