

Parth Knolls, LLC  
53 Unit Multi-Family Development  
87 Hawkes Avenue, Ossining, NY 10562

Planning Board Meeting of February 3, 2016

Submissions in Response to Comments of  
Planning Board Meeting of December 16, 2015

- Analysis and Recommendations, item 1, eliminating Application for a Conditional Use Permit: Revised Application submitted pursuant to Memorandum, dated December 16, 2015, from Frederick P. Clark Associates, Inc.
- Analysis and Recommendations, item 5, concerns regarding sufficient overflow parking for parties and other unusual events at the Development: Response by Tim Miller Associates, Inc., James A. Garofalo, AICP CTP, to Memorandum, dated December 16, 2015, from Frederick P. Clark Associates, Inc.
- Response by Town of Ossining Building Inspector, John Hamilton, dated January 4, 2016, to Planning Board Chairman's request to inspect stone structure.

**AUDUBON MANOR Co., L.L.C.**

500 EXECUTIVE BOULEVARD, SUITE 203  
OSSINING, NEW YORK 10562  
Tel: (914) 762-7898 Fax: (914) 762-8251  
apbmgmt@aol.com

December 17, 2015

Ms. Ingrid M. Richards  
Chair  
Town of Ossining Planning Board  
101 Route 9A  
P.O. Box 1166  
Ossining, NY 10562

RE: Site Plan Approval for a Multi-Family Development  
Project: Parth Knolls, LLC  
Location: 87 Hawkes Avenue, Ossining, NY 10562; Section: 80.20, Block 1, Lot 15


Dear Ms. Richards:

The original Application to the Town of Ossining Planning Board for the above-referenced project was submitted with fees on July 24, 2015. Originally, the Application included a hearing for a Conditional Use Permit. However, the Conditional Use Permit was found to be no longer necessary, based upon a zoning amendment dated July 22, 2014. The Applicant submitted a revised Environmental Assessment Form on September 8, 2015 to account for this change, but did not amend its Application for Planning Board Hearing.

Enclosed herewith please find the Revised Application, eliminating the application for a Conditional Use Permit, as it is no longer needed. The Revised Application is being submitted pursuant to letter, dated December 16, 2015, from Frederick P. Clark Associates, Inc., Analysis and Recommendations, item 1:

"The Applicant has applied for a Conditional Use Permit and Site Plan Approval. However, based upon zoning amendments which were adopted by the Town Board on July 22, 2014, a Conditional Use Permit is no longer required. If not already accomplished, the Applicant should change the application form(s)."

Very truly yours,  
Audubon Manor Co., LLC

By:   
Anthony P. Beldotti, Managing Member

Enclosures

cc: David Venditti, Esq. w/ encl  
David H. Stolman, AICP, PP w/ encl



**Town of Ossining (Westchester County, New York)**  
**Application for Planning Board**

A copy of this form accompanied by a \$25.00 Filing Fee, associated application fees (Section 200-51), 10 Copies and 1 PDF of an accurate intelligible plan of the property. This must be submitted to the Planning Board Secretary 2 weeks prior the regularly scheduled meeting (Usually 2<sup>nd</sup> & 4<sup>th</sup> Wednesday of each month, see Calendar).

I, (We) Audubon Manor Co., LLC

Address 500 Executive Boulevard, Suite 203

Ossining, New York 10562

Phone Number 914-762-7898

Email apbmgmt@aol.com

Request a Planning Board Hearing for:

☐ Preliminary Site Plan Review

☒ Site Plan Approval (New or Amended)

☒ Conditional Use Permit Removed December 17, 2015

☐ Rezoning Application

☐ Subdivision Approval

☐ Filling and Grading Permit

☐ Wetland Approval

Location of Property 87 Hawkes Avenue, Ossining, New York 10562

Section 80.20 Block 1 Lot(s) 15 Present Zoning MF-I (Multifamily-Inn District)

Purpose of Hearing: To obtain the approval by the Town of Ossining Planning Board  
to develop the property for multifamily residential apartments.

Revised Date: December 17, 2015

Date: July 24, 2015

Audubon Manor Co., LLC

By: 

Signature of Applicant

Anthony P. Beldotti, Managing Member

Note: The applicant is responsible for complying with all rules and regulations with respect to filing of final subdivision plats with the Westchester County Clerk.

**Submission Checklist:**

- ☐ Application Form & Plans (10) & (1) PDF File
- ☐ EAF Form
- ☐ Fees, Escrow Section 200-51
- ☐ Property Owner Authorization

**TIM  
MILLER  
ASSOCIATES, INC.**

10 North Street, Cold Spring, NY 10516

(845) 265-4400

265-4418 fax

January 12, 2016

Ingrid Richards, Chair, and the Town of Ossining Planning Board  
John Paul Rodrigues Operations Center  
Town of Ossining Building and Planning Department  
101 Route 9A - P.O. Box 1166  
Ossining, NY 10562

RE: Parth Knolls, LLC Residential Project Parking

Dear Chair Richards:

This letter responds to Mr. Stolman's memorandum to you dated December 16, 2015 indicating the need to examine parking for parties and other unusual events held at the subject project. In order to understand this our office examined total parking spaces available and the parking needs of residents, visitors, and other users.

***Proposed Conditions and Regulations***

Existing Town code {under § 200-29 Parking and Loading, A. Off-street Parking Requirements. (1) Schedule of parking requirements} requires a minimum of off-street parking spaces for multifamily dwelling of two spaces for each dwelling unit plus 0.5 for each bedroom more than two bedrooms.

The site has one bedroom (40 units) and two bedroom (13 units) dwelling units. Under the town code a minimum of 106 spaces is required for the 53 dwelling units. The project is proposing 108 spaces and an additional four land banked spaces (spaces 59 to 62) based on Site Plan Drawing C-101 by Site Design Consultants on December 25, 2015. The December 16, 2015 memorandum reviewed a plan with 110 spaces and five land banked spaces. Two spaces were removed due to head lights directly into residential units.

The spaces are divided into 57 spaces in the lower level of the buildings (1.075 spaces per dwelling unit) and 51 outside spaces. All the interior spaces are proposed to be assigned to specific residents. Visitors would not enter the lower levels and residents would have assigned spaces under buildings.

***Parking Studies***

The Institute of Transportation Engineers (ITE) has compiled data from parking studies including low/mid rise apartments (ITE Land Use 221). These studies examine parking in total and not resident and visitor parking separately. There are inferences that can be drawn from the parking data regarding residents and visitors. In particular since parking peaks



overnight (see Table 1) from resident demand, it is residents and not visitors that drive overall parking needs.

<b>Table 1 Apartment Parking Study Summary</b>			
<b>Time period Peak occurs</b>	<b>Vehicles Parking Space Demand per Unit</b>		
	<b>Weekday P.M.</b>		<b>Saturday Peak Hour *</b>
	<b>Suburban</b>	<b>Urban</b>	<b>Urban</b>
	<b>12:00 a.m. to 4 a.m.</b>	<b>10 p.m. to 5 a.m.</b>	<b>10 p.m. To 6 a.m.</b>
Average	1.23	1.20	1.03
95 Percent Confidence level	1.10 to 1.37	1.07 to 1.33	0.80 to 1.43
85th percentile	1.94	1.61	1.14
Institute of Transportation Engineers, <u>Parking Generation</u> , 4th ed., pgs. 50-55.			
* Data not available for suburban Saturday.			

Table 1 indicates suburban locations tend to have higher parking demand than urban locations. This is most likely as a result of the better transit availability, senior, and affordable units in urban area reducing the auto ownership. The Saturday urban demand for spaces is lower than the weekday urban potentially as residents are more likely to take weekend trips and not be on-site late Saturday night and Sunday early morning.

The suburban weekday peak parking for apartments is overnight (12 a.m. to 4 a.m.) while the time from 4 p.m. to 11 p.m. shows a general rising use from 44 percent of peak use to 94 percent of peak use. During the 4 p.m. to 11 p.m. weekday period most owners would be returning from work and shopping while visitors would most likely be on site. This period is lower than the overnight use when most visitors are gone and most residents are in for the night. Because the peak parking is at night, the site management has an opportunity to control the peak parking by limiting the spaces for residents.

It can be expected that to maintain the peace and tranquility, management rules would proscribe quiet times after 10 p.m. on weekdays which is also when parking reaches over 90 percent of the peak parking demand. This would be consistent with Town noise code § 130-4 B. to regulate customary residential activities including social gatherings between 10 p.m. and 10 a.m.

#### ***U.S. Census Data***

Table 2 shows the difference between owner occupied and renter occupied units regarding auto ownership. Since the peak time of parking is overnight, the majority of the vehicles parked at that time are the vehicles of the residents. For the renter occupied units the typical dwelling unit would have 1.18 vehicles in the Town of Ossining (see Table 2), which closely matches the average peak parking 1.23 vehicles per unit in Table 1. The site has an average of 1.23 bedrooms per dwelling unit.

Table 2 Auto Ownership Ossining, New York				
Number of vehicles available	Dwelling Units by Vehicle Ownership			
	Renter Occupied		Owner Occupied	
No Vehicle	1074	24%	180	2%
One Vehicle	2079	46%	1964	27%
Two Vehicles	1017	22%	3411	47%
Three Vehicles	263	6%	1181	16%
Four vehicles	99	2%	412	6%
Five of more vehicles	6	0%	132	2%
Average Ownership*	1.18	100%	2.03	100%
U.S. Census Bureau, 2010-2014 American Community Survey 5 Year Estimates Table B25044.				
* Based on six vehicles for the category of "five or more vehicles".				

The renter occupied units are not limited to multifamily units and thus the higher vehicle ownership in Table 2 may include single family houses being rented (10.3 percent of rental stock is single family detached housing)<sup>1</sup>. Whereas the owner occupied housing stock is 67.4 percent single family detached housing<sup>2</sup>.

As peak parking is closely tied to resident overnight parking, the Town code of two spaces per dwelling unit plus additional spaces for more than two bedrooms more closely reflects the higher parking demand in owner occupied developments than renter occupied situations.

### ***Recommendations***

The above information indicates with proper management the 108 spaces proposed would be more than adequate for the overall use and is more than the code minimum 106 spaces.

A portion of the outside spaces should be designated for residents. As previously discussed all 57 interior spaces should be reserved for renters to eliminate the need for vehicles to circulate looking for spaces in the underground areas. Given the upper end of the 95 percent confidence level is 1.37 vehicle per household it is suggested a minimum of 73 spaces be reserved for residents. (57 indoors and 16 outdoors). All of the outside spaces from spaces 100 to 112 should be reserved for residents. This spaces would place all visitor parking in the front of the buildings for use of the main front doors. In particular, visitor parking should not be placed adjacent to the playground.

The site management firm is responsible for maintaining the peace and harmony within the site. They are also the primary responsible party to ensuring building codes including parking regulations are followed and if need be to have vehicles towed. The site management generally can not restrict the number of visitors unless they are in violation of fire marshal's restrictions, lease, or law. Site management should be given some discretion on the

<sup>1</sup> U.S. Census Bureau, 2010-2014 American Community Survey 5 Year Estimates Table S2504.

<sup>2</sup> Ibid.

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Jan. 12, 2016

designation on the amount and timing of visitor parking as circumstances change over time and over the hours of the day.

It is recommended that a minimum of one space be reserved for the management, and a minimum of six for visitor parking only to be located centrally at the southern access (spaces 78 to 83). It is recommended the Town allow flexibility of no more than 28 spaces to be signed (designated with restrictions) as needed, for example as visitor parking, resident parking, resident parking 10 p.m. to 10 a.m. etc. To address the concern over visitor parking for parties and special events, some of these 28 spaces could be left open for parking 10 a.m. to 10 p.m.

The site management can restrict resident and visitor parking through lease agreements requiring parking permits under designated circumstances.

Please contact me if there is a question concerning this information.

Sincerely,

A handwritten signature in cursive script, reading "James A. Garofalo".

James A. Garofalo, AICP CTP  
Director, Transportation Division  
TIM MILLER ASSOCIATES, INC.





**TOWN OF OSSINING**  
**BUILDING DEPARTMENT**  
OSSINING OPERATIONS CENTER  
101 ROUTE 9A, P.O. Box 1166  
OSSINING, N. Y. 10562  
(914) 762-8419 FAX (914) 944-0195  
[WWW.TOWNOF OSSINING.COM](http://WWW.TOWNOF OSSINING.COM)

*John Hamilton, Building Inspector*

January 4, 2016

Audubon Manor Co., LLC  
500 Executive Blvd.  
Ossining, NY 10562

RE: 87 Hawkes Ave., Ossining, NY 10562  
Sec. 80.20 Blk. 1 Lot 15

Dear Sirs;

As requested I inspected the stone structure at the above location. It sits at the rear of the property in an area that is considered a wetland per our ordinances. The structure is dilapidated, with no roof or floor to tie the four walls together. The walls show some signs of deterioration due to weathering. The area around the building is wet and muddy with an overgrowth of brush, trees and various fauna. These conditions make it difficult to safely traverse the area.

I recommend the remaining parts of the structure be removed as part of the proposed project. By allowing it to remain there is a strong possibility the public, particularly children, would want to explore the area. This could pose a serious life safety issue as it sits on a slope that is pitched towards the waterway and for the conditions previously mentioned. Additionally, damage could occur to the wetland if the area was available to the public or property owners.

Sincerely,

John Hamilton  
Building & Fire Inspector

cc: Planning Board  
Town Supervisor  
File