

Visualization – Theoretical Maximum Build-Out



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Theoretical Maximum Buildout

1. Scenario is used to assess potential impacts for SEQRA
2. Scenario is used to assess potential impact of code elements
3. Scenario assumes redevelopment of most parcels and structured parking where feasible
4. Redevelopment of all parcels is unlikely

Increased Residential **1,370 DU**
(375 DU south of Quaker & West of Greeley)

Retail (S. of Quaker & West of Greeley) **38k**

Wellness Center **30k**

Town Hall **22k**



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Simplified Massing Model – Lower King



To be Updated



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Simplified Massing Model – Upper King



To be Updated



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Visual Impact Analysis: N. Greeley Avenue



Color to be added



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Visual Impact Analysis: View from Train Station to Enlarged A.H. Smith Memorial Park



Color to be added



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Parking

Parking Should be Hidden Behind Buildings



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Parking Structures Should be Hidden



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On-Street Parking is Essential



Cars act as a barrier and create a safe zone



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Parking: Basic Parameters

1. Not all TOD is the same – Chappaqua is an exurban train station
2. There will be some reduced car ownership, but not dramatically reduced
3. Even at greater density, the hamlet will remain largely a car-dependent community
4. Trips to school, the supermarket and other uses will often require a car
5. Many resident commuters will likely own a car but leave it in Chappaqua when they go to work
6. Transit/commuter parking spaces are unavailable daytime weekdays for other uses
7. Smaller units typically need less parking
8. Striking a balance between promoting less car dependence, reflecting actual needs, and facilitating new residential
9. In a constrained environment, providing for flexible solutions



Residential Parking: Average Ratio Assumptions

Typical residential mix in a multi-family building is approx.:

Rental

5%-studio

65%-1BR

27%-2BR

3%-3BR

Condo

5%-studio

60%-1BR

32%-2BR

3%-3BR

Lower King Average Residential Parking Ratios

Rental parking ratio

1.19 spaces per DU avg.

Condo parking ratio

1.35 spaces per DU avg.

Assuming 20% condos

1.22 spaces per DU avg.

Upper King Average Residential Parking Ratios

Rental parking ratio

1.35 spaces per DU avg.

Condo parking ratio

1.46 spaces per DU avg.

Assuming 20% condos

1.37 spaces per DU avg.



Parking Requirements: Residential Rental

		LOWER STUDY AREA ^{1,2}	UPPER STUDY AREA ^{1,2,3}
		Minimum Required	Minimum Required
Multi Family Rental			
Studio	up to 525 sf	0.75/du	0.85/du
	>525 sf	0.85/du	0.95/du
1 Bedroom	up to 725 sf	1.00/du	1.15/du
	>725 sf	1.10/du	1.25/du
2 Bedroom	up to 925 sf	1.30/du	1.45/du
	>925 sf	1.40/du	1.60/du
>2 Bedroom	up to 1,150 sf	1.50/du	1.70/du
	>1,150 sf	1.65/du	1.90/du

1. No shared parking where spaces are reserved for residents only

2. 5% credit on base rate where parking spaces are not assigned to individual units (may be combined)

3. 10% credit for shuttle to the train station (may be combined)

Parking Requirements: Residential Ownership

		LOWER STUDY AREA ^{1,2}	UPPER STUDY AREA ^{1,2,3}
		Minimum Required	Minimum Required
Single-Family	Detached	2/du	2/du
	Attached	1.8/du	1.9/du
Multi Family Owner Occupied			
Studio	up to 525 sf	0.80/du	0.90/du
	>525 sf	0.90/du	1.00/du
1 Bedroom	up to 725 sf	1.10/du	1.25/du
	>725 sf	1.20/du	1.35/du
2 Bedroom	up to 925 sf	1.40/du	1.55/du
	>925 sf	1.50/du	1.70/du
>2 Bedroom	up to 1,150 sf	1.60/du	1.80/du
	>1,150 sf	1.75/du	2.00/du

1. No shared parking where spaces are reserved for residents only

2. 5% credit on base rate where parking spaces are not assigned to individual units (may be combined)

3. 10% credit for shuttle to the train station (may be combined)

Parking Requirements: Office

	LOWER STUDY AREA Minimum Required	UPPER STUDY AREA ¹ Minimum Required
Business/Professional Office up to 5,000 sf	1.8/1000sf or 0.75/emp. whichever is greater	2.2/1000sf or 0.9/ emp. whichever is greater
>5,000 sf	2.8/1000sf or 0.80/emp. whichever is greater	3.3/1000sf or 0.95/ emp. whichever is greater
Medical Office up to 5,000 sf	2.5/1000sf or 1.25/emp. whichever is greater	3.3/1000sf or 1.5/ emp. whichever is greater
>5,000 sf	3.3/1000sf or 1.5/emp. whichever is greater	4.0/1000sf or 1.75/ emp. whichever is greater

1. 10% credit for shuttle to the train station (may be combined)

Parking Requirements: Retail & Restaurant

	LOWER STUDY AREA Minimum Required	UPPER STUDY AREA ¹ Minimum Required
Retail		
up to 5,000 sf	2/1000sf	2.5/1000sf
5,001 sf to 10,000 sf	2.8/1000sf	3.3/1000sf
> 10,000 sf	4/1000sf	4.4/1000sf
Restaurant		
	10/1000 sf or 1/3 seats whichever is greater	12/1000 sf or 1/2.7 seats whichever is greater

1. 10% credit for shuttle to the train station (may be combined)

Special Parking Provisions

1. **New/Other Uses** – Keep the Current Code provision
2. **Joint/Shared Use** – Increase the maximum permitted reduction from 15% to 33%
3. **Satellite Parking** – Increase the maximum distance provision from 250 feet to 300 feet, or to 500 feet if Shuttle or Valet parking is provided
4. **Alternative Parking** – Keep the Current Code provision
5. **Fee In Lieu of Parking** – Permit applicants to reduce the amount of parking provided by up to 25% of the required amount provided they pay \$25,000 per space which the Town will dedicate to a fund to provide additional parking within 500 feet of the property or to otherwise improve parking efficiency within 500 feet of the property
6. **Tandem Parking** – Parking accommodated by Tandem Parking may count toward the required amount of parking for residential development and for up to 25% of retail, office or medical office parking in buildings up to 5,000 sf in size, so long as the Applicant demonstrates, to the satisfaction of the Planning Board, that parking for the number of vehicles required by the Code can be effectively provided
7. **Valet Parking** – Parking accommodated by Valet operation may count toward the required amount of parking, so long as the Applicant provides a Valet Parking Plan that demonstrates, to the satisfaction of the Planning Board, that parking for the number of vehicles required by the Code can be effectively provided and that the approved use will only be valid so long as said Valet parking Plan is in Effect
8. **Stacker Parking** – Parking accommodated by Stacker Parking may count toward the required amount of parking, so long as the Applicant provides a Stacker Parking Plan that demonstrates, to the satisfaction of the Planning Board, that parking for the number of vehicles required by the Code can be effectively provided, so long as the Stackers cannot be seen (except by looking in from the driveway and in that instance they shall be screened to the Planning Board's satisfaction) and that the approved use will only be valid so long as said Stacker Parking is operational
9. **Automated Parking** – Parking accommodated by Automated Parking may count toward the required amount of parking, so long as the Applicant provides an escrow of \$2,000 per automated space which shall be placed in an interest bearing account and shall be used for the repair of the automated parking, if needed, and then replenished, so long as the Automated Parking cannot be seen (except by looking in from the driveway and in that instance it shall be screened to the Planning Board's satisfaction) and that the approved use will only be valid so long as said Stacker Parking is operational
10. **Overnight Parking** – § 123-10, Seasonal parking, of the Town Code Shall not apply to so-designated streets in the hamlet of Chappaqua and Applicants may claim a credit for up to 25% of the parking required for residential uses provided that they demonstrate to the Planning Board's satisfaction, that said spaces are available overnight between the hours of 11:00 p.m. and 7:00 a.m. within 200 feet of the subject property
11. **RideHail Use** – In the event that the Applicant can demonstrate to the Satisfaction of the Planning Board that the amount of Parking required by the Code is more than is needed, the Planning Board may permit the amount of parking required to be reduced by up to 15%, provided that the Applicant provides a drop-off/pick-up area that can accommodate at least 7% of the number of spaces reduced



Chappaqua Form Based Code

Working Group Meeting (pre-public Meeting)
July 17, 2019

Kimley»Horn
of New York, P.C.

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RESGroup
REAL ESTATE SOLUTIONS

JOEL RUSSELL ASSOCIATES