



May 27, 2022

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By Federal Express and Email

Chairman Gary Reetz and
Members of the Planning Board
Village of Bronxville Village Hall
200 Pondfield Road
Bronxville, New York 10708

Re: 2nd Floor Health Professional Office in Existing Chase Bank Building
Application: Change of Use/Amended Site Plan Approval
Premises: 128 Parkway Road, Village of Bronxville
Zoning District: Central Business A Zoning District
Lot Area: Approximately 0.275 acres / 12,000 +/- square feet
Property Owner: NIBUR 132 Parkway Road Bronxville LLC
Tax Identification: Section 4., Block 5, Lot 11

Dear Chairman Reetz and Members of the Planning Board:

This letter is respectfully submitted on behalf of NIBUR 132 Parkway Road Bronxville LLC ("NIBUR"), through its agent George Comfort & Sons, Inc., as the owner since October 1997 of the parcel of real property located at 128 Parkway Road in the Village of Bronxville, New York, consisting of approximately 0.275 acres / 12,000 +/- square feet, classified in the Central Business A Zoning, bearing a tax identification of Section 4., Block 5, Lot 11, and being bounded on the West by Parkway Road, on the North by Millburn Street/Station Plaza, on the East by the Metro-North Railroad/MTA, and on the South by the municipally controlled Parkway Road parking lot/facility (the "Premises").

In particular, NIBUR submits this letter in furtherance of its Application seeking a Change of Use/Amended Site Plan Approval with Parking Reduction consistent with Section 310-14 and Article VI of the Zoning Law of the Village of Bronxville, New York ("Zoning Law").

Since its April 13, 2022 submission, NIBUR has retained Colliers Engineering & Design ("CED") who prepared and submitted a May 2, 2022 Parking Study. Subsequently, Hardesty & Hanover ("H&H"), as the Village of Bronxville Planning Board's consultant, prepared and provided a comment review memorandum dated May 17, 2022.



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NIBUR respectfully submits that these materials support NIBUR's request that the Planning Board reduce the on-site parking to two (2) parking spaces and the off-site parking to four (4) spaces consistent with the authority granted to the Planning Board in sub-sections (2) and (7) of Zoning Law Section 310-14E, notwithstanding the parking space ratios set forth in Section 310-14A(1)(b) for Health Professional Offices.

Indeed, in its comment review memorandum, H&H found that "the parking count data indicated that there is sufficient on-street parking and parking in the parking lot to the south of the building available during most time periods, with the exception of the 11:30 AM time period, where there will be a shortage of 2 parking spaces if a parking demand of 13 parking spaces is found at that time." As such, and in an abundance of caution as to how to account for these 2 off-site spaces, NIBUR respectfully submits that Prelude is willing to purchase Merchant Parking spaces through the Village's Meter Buyout program so that the street parking spaces can remain free and available for customer parking. Prelude is willing to purchase 4 spaces in this fashion.

It also bears emphasis that the nature of The Prelude Network's concierge fertility practice's proposed re-tenanting of the existing second floor and its operations along with patient scheduling is significantly less intense in comparison with other potential uses. As outlined in the H&H comment review memorandum, and based on the development program provided by the Applicant, "the parking demand for the [NIBUR] site will be 14 parking spaces from 7:00 to 9:30 AM and up to 13 parking spaces from 9:30 AM to 5:00". Based on Village Zoning Law, "medical office requires 37 parking spaces", and "retail/business or professional office would require a total of 26 parking spaces." As such, a denial of this application would render the second floor of the Premises worthless and unleaseable.

Additionally, it is worth reiterating that no external changes are proposed for either the existing 2-story building or the Premises at-grade level for this re-tenancy. No changes as to connections for water, wastewater, and/or storm water systems are proposed as these are provided through existing connections and municipal services.

Lastly, the Applicant has coordinated with CED to prepare the attached Supplemental Parking Analysis to address the H&H Comments.

Conclusion

NIBUR respectfully submits that approval of this application and the associated parking reduction are warranted, and that it looks forward to its public hearing on June 8, 2022 before the Planning



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Board. Should the Planning Board or Village Staff have any questions or comments in the interim, please feel free to contact me. Thank you in advance for your cooperation and consideration in this matter.

Very truly yours,

A handwritten signature in blue ink that reads 'Neil J. Alexander'. The signature is fluid and cursive, with the first name 'Neil' being the most prominent.

Neil J. Alexander

cc: James M. Palmer, Village Administrator
Paul Taft, Village Building Inspector
Cristina Battista, Village Zoning Administrator / Secretary to Planning and Zoning Boards
Michael A. Galante, Director of Traffic, Hardesty & Hanover, LLC
Jodi Gutierrez, Vice President of Property Management, George Comfort & Sons, Inc.
Ron P. Rieman, Colliers Engineering & Design

Memorandum

To: Gary Reetz, Chairman, and the Village of Bronxville Planning Board

From: Ronald Rieman, Project Manager

Date: May 26, 2022

Subject: Health Professional Office for the Prelude Network
128 Parkway Road

Project No.: 22003909A

The following items are in response to the Hardesty & Hanover Parking Study Review Comments our Parking Study dated May 2, 2022 as outlined in their Memorandum dated May 17, 2022.

1. The Applicant should provide a discussion on observed occupancies in the commuter parking areas around the train station. A discussion of the effects of COVID-19 on downtown parking should also be provided, as requested.

Response:

Based on our observations of the commuter parking area located at the Parkway Road Lot as show on the Parking Location Map – Figure No. 1 and Existing Parking Survey/Parking Accumulation Table No. 5 of our Parking Study, of the 35 Commuter Parking by Permit spaces there were 8-18 parking spaces (average of 14 spaces) available between 6:30 am – 6:30 pm.

While not specific to the Bronxville Station and Harlem Line specifically, based on MTA Day-by-Day Ridership numbers for Metro-North, on the day surveyed (Wednesday, April 27, 2022), Metro-North ridership was at 59% when compared to 2019 during the month of April.

Notwithstanding the above, a comparison of recent counts traffic counts conducted at the West Side Circle by our office (11.19.21) and previous traffic counts (05.05.17) indicated that the recent traffic volumes are similar to pre Covid-19 traffic conditions (see Table below), and no adjustments are necessary.

Westside Circle Traffic Volumes Weekday Peak PM Hour	
2017 ⁽¹⁾	2021 ⁽²⁾
1,655	1,676

(1) CED Traffic Counts – 05.05.2017

(2) CED Traffic Counts – 11.19.2021

2. Based on our calculations, the parking count data indicated that there is sufficient on-street parking and parking in the parking lot to the south of the building available during most time periods, with the exception of the 11:30 A.M. time period, where there will be a shortage of 2 parking spaces if a parking demand of 13 parking spaces is found at that time. At 11:30 A.M. there are 13 parking spaces available at the Maltby Lot Merchant Parking Only and 9 spaces on Stone Place. The Applicant should explain where these two vehicles would find parking during this time period, as these two areas are not adjacent to the site and not easy to find for patients.

Response:

As noted in our Parking Study, the parking demand for Prelude will be 14 parking spaces from 7:00 to 9:30 AM and up to 13 parking spaces from 9:30 AM to 5:00. As noted in the comment above, "the parking count data indicated that there is sufficient on-street parking and parking in the parking lot to the south of the building available during most time periods, with the exception of the 11:30 AM time period, where there will be a shortage of 2 parking spaces if a parking demand of 13 parking spaces is found at that time"

As such, and in an abundance of caution as to how to account for these 2 off-site spaces, NIBUR respectfully submits that Prelude is willing to purchase Merchant Parking spaces through the Village's Meter Buyout program so that the street parking spaces can remain free and available for customer parking. Prelude is willing to purchase 4 spaces in this fashion.