

April 27, 2020

Mr. Gary D. Hirsch
Elk Homes, LLC.
411 Theodore Fremd Avenue
Rye, NY 10580

**Re: Traffic and Parking Evaluation
Proposed Redevelopment
108-114 Chatsworth Avenue
Village of Larchmont, Westchester County, NY**

PROJECT UNDERSTANDING

Elk Homes, LLC proposes to redevelop the property at 108-114 Chatsworth Avenue (the “subject site”) to provide new multifamily housing, first floor retail and parking. The subject site is currently developed with approximately 5,800-square feet (sf) of retail space. Parking for approximately 8 vehicles is provided at the rear of the property (behind the existing building) and these spaces are accessed via a 10-foot wide easement that runs along the west side of the site to Wendt Avenue.

With the proposed Project, the existing building on the site will be demolished and a new building constructed containing 14 new residential units, 2,456,530 +/- sf of retail space and up to 25 on-site parking spaces accessed from Wendt Avenue over the existing easement (the “Project”).

This traffic and parking evaluation incorporates by reference and builds upon the results of a previous traffic study for the Project prepared by Kimley-Horn, dated November 12, 2018 and revised April 9, 2019. This evaluation provides an assessment of existing and future traffic operating conditions at key intersections as well as of future parking needs at the Project. As noted above, vehicular access to the Project site will continue to be provided from Wendt Avenue; therefore, any impacts the Project might have would be most noticeable at the Wendt Avenue intersections with Palmer Avenue and Vanderburgh Avenue. Any intersection further from these intersections would see even more diminished impacts. The hours evaluated included the weekday evening peak hour and the Saturday midday peak hour, as available data (NYSDOT and Institute of Transportation Engineers’) indicate that these are the busiest hours for traffic at the Project as well as the busiest hours on the adjacent streets (if the Project does not have a traffic impact in the weekday PM or Saturday Midday hours, it will not have an impact in the weekday AM peak hour, when both ambient and Project traffic volumes are slightly lower).

TRAFFIC

The 2,456,530 +/- sf of retail space proposed is less than half the size of the existing retail space. As such, based on published data from the Institute of Transportation Engineers (ITE), the new commercial component of the Project is projected to reduce the volume of traffic generated by the site by 20 trips in the busiest hours. Due to the proximity of the development to the Larchmont train station, as well as its situation in a “downtown” portion of the Village, the residential component of the development is expected to add only 6 trips to the surrounding roadways during the busiest hour. Thus, the net result is that the Project will reduce traffic on the surrounding streets by 14 vehicles (or one third) in the busiest hour. This nominal decrease in traffic volumes will have no perceptible impact on area traffic operating conditions.

Capacity analyses of future traffic operating conditions, performed with and without the proposed action (Build and No-Build condition, respectively), revealed that the intersections most likely to be impacted by the Project (the intersections of Wendt Avenue with Palmer Avenue and Vanderburgh Avenue) will continue to operate at acceptable levels and not experience any perceptible change in vehicular delays or operating conditions.

PARKING

The proposed development will have the capacity to accommodate up to 25 parked vehicles on site. These spaces will primarily be for the new residents and the parking provided will equate to approximately 1.8 spaces per unit. An extensive review of parking data for several other similar developments in Westchester suggests a peak overnight parking demand of 16 vehicles. Between 9 a.m. and 6 p.m., there may be an opportunity to provide parking in the development's parking garage for the Project's merchants. The above projections are subject to final design and engineering review.

As stated above, the proposed retail component of the Project will be less than half the size of the retail space currently developed on the site. Based on a review of Institute of Transportation Engineers' (ITE) parking data (from *Parking Generation 5th Edition*), and accounting for the downtown location of the retail space, it is calculated that the current 5,800 +/- sf of retail space would generate a peak parking demand of 19 vehicles, 11 more vehicles than the 8 could be accommodated in the parking area located behind the existing building (see attached).

The 2,456,530 sf +/- sf of retail space proposed will be neighborhood oriented (with many walk-in customers from the surrounding homes and businesses, and possible merchant parking within the Project garage when residents are out during the day). The ITE Parking Generation manual indicates that the proposed retail space will generate a maximum parking demand of 8 vehicles, 11 fewer than the maximum parking demand associated with the existing retail space and the same number as the current retail space's parking deficit. Thus, because the projected maximum parking demand is low and because it is the same or less than would be added to the surrounding streets and public parking facilities by the existing retail space, retail new space will not have a significant adverse impact on area parking.

SAFETY

After accounting for maneuvering and structures at the back of the building, the parking area behind the existing 5,800 +/- sf retail building can accommodate approximately 8 vehicles. A review of online, historical, aerial snap shots of this parking area shows that as many as seven (7) vehicles were parked in this rear lot, which suggests that approximately 1/3 of the property's parking (and by association) traffic activity was accommodated by this lot. Based on this estimate, as many as 12 trips per hour are calculated to have used the driveway to Wendt Avenue in the busiest hours.

With access for the proposed 14 apartments proposed across the easement, and conservatively assuming that the Project's retail employees may parking in the Project garage, it is calculated that the Project could generate 11 trips on the access easement in the busiest hours (6 from the residential component of the development and 5 from the retail component). This is virtually the same as the estimated former activity across the easement associated with the existing building and, therefore, does not represent a significant impact.

At one trip every 5.5 minutes, the level of traffic activity forecast is very low as will speeds be on the easement. Therefore, it is concluded that the easement can safely accommodate the projected volume of

traffic. If no retail parking is accommodated in the Project garage, the level of peak-hour Project traffic on the easement will be reduced by just less than half.

Based on the results of the analyses conducted for this evaluation, it is concluded that:

- The proposed development will result in a net reduction in traffic as compared to the potential traffic that could be generated by the existing building.
- The proposed development will not adversely impact the adjacent roadways and does not warrant any mitigation.
- The proposed action will have sufficient parking to support the Project's residential needs and parking associated with the small retail component of the Project will not have a significant adverse impact on area parking.

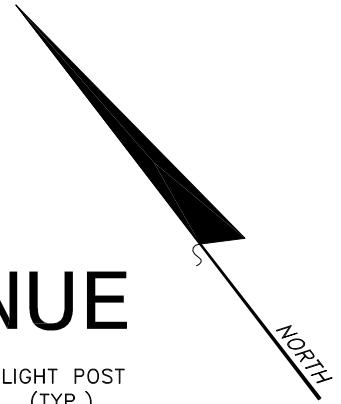
Very truly yours,

KIMLEY-HORN OF NEW YORK, P.C.

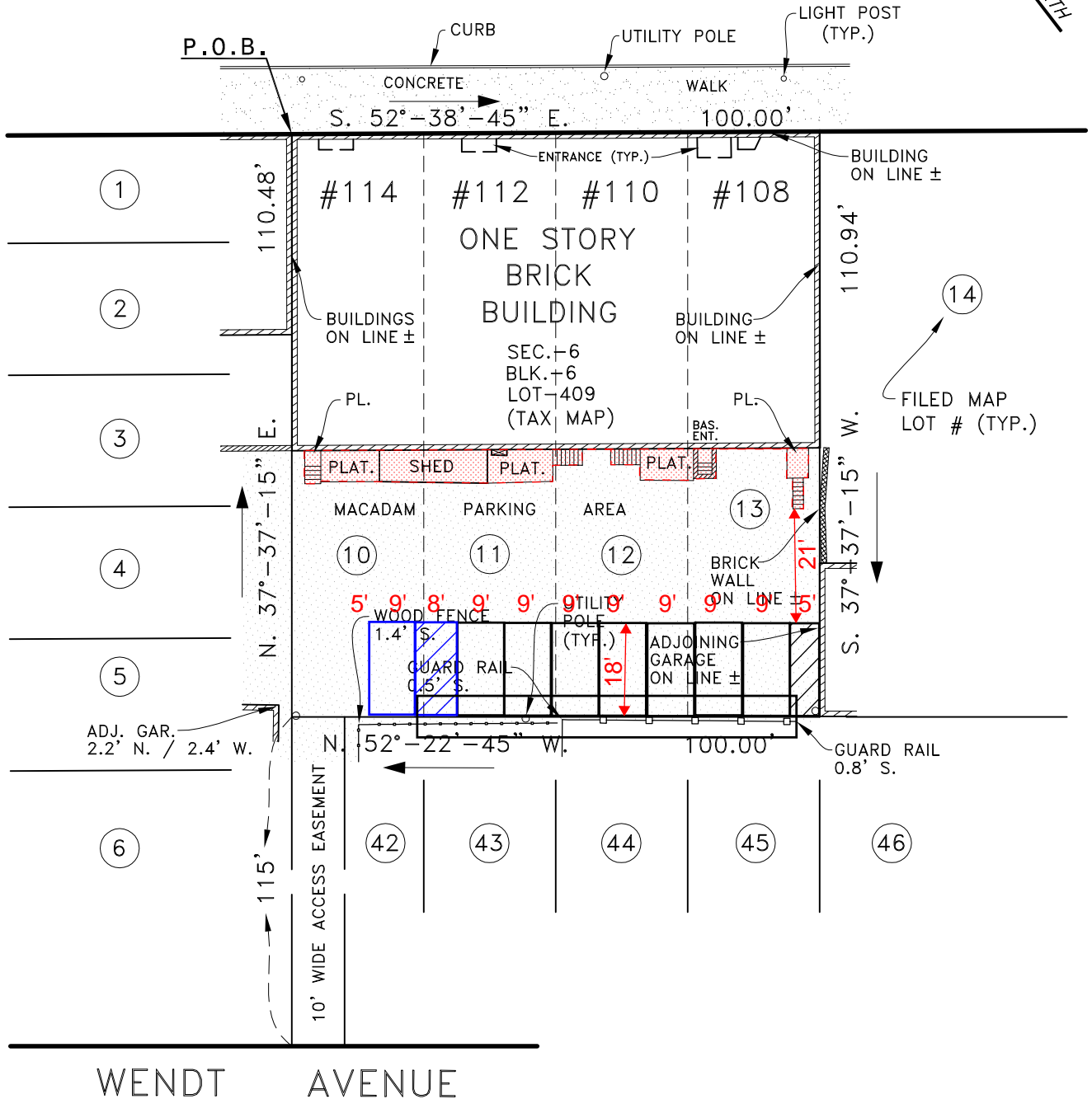


By: John Canning, P.E.
Project Manager

OFFSET DIMENSIONS ARE NOT TO BE USED FOR CONSTRUCTION.
 SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.
 NOTE: GROUND SNOW COVERED AT TIME OF SURVEY.



CHATSWORTH AVENUE



WENDT AVENUE

SURVEY OF PROPERTY #108-#114 CHATSWORTH AVENUE LOT 409, BLOCK 6, SECTION 6 LARCHMONT, WESTCHESTER CO., NY

Certified to:

SCALE: 1"=30' DATE: JAN. 10, 2018

Map Reference: Being known as Lot Nos. 10, 11, 12 and 13 on a map entitled: "Map of Larchmont Center, property of Carsten Realty Corporation, Town of Mamaroneck, Westchester County, N.Y." filed in the Westchester County Clerk's Office on January 7, 1914 as Map No. 2043.

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