

June 26, 2020

Via Hand Delivery

Village of Larchmont Planning Board
120 Larchmont Avenue
Larchmont, New York 10538

***Re: Centro Larchmont – Special Permit & Site Plan Approval
108-114 Chatsworth Avenue***

Dear Members of the Planning Board:

As you know, we represent Elk Chatsworth, LP (the “Applicant”), in connection with the property located at 108-114 Chatsworth Avenue (the “Subject Property”). We write in response to the Memorandum of Patrick Cleary dated June 16, 2020 (the “Review Memo”), and additional comments of the Board from your meeting on June 16, 2020. Submitted herewith are the following supplemental materials and information:

- Exhibit 1: Edited Survey of Property – Existing Parking Conditions
- Exhibit 2: Spec Sheets for ParkPlus Semi-Automated Parking System
- Exhibit 3: Indenture containing right of way recorded as Liber 2562 Page 8
- Exhibit 4: Specs of sample Traffic Control System
- Sheet A101: Basement & Ground Floor Plans
- Sheet CP-1: Construction Management Plan

For ease of review we have followed the format and order of the Review Memo in providing detailed responses to each comment below.

Site Plan Review Comments

1. Use

As noted in the Review Memo, the proposed use is permitted subject to the approval of a special permit by the Village Board of Trustees.

2. Dimensional Compliance

As noted in the Review Memo, the project complies with all the dimensional requirements set forth in the Zoning Code for a Public Amenity Supplemented Mixed-Use Development.

3. Affordable Affirmatively Furthering Fair Housing (AFFH)

As there are fourteen (14) proposed total residential units, the proposed one (1) AFFH unit complies with § 381-45.B(1) of the Zoning Code. The Applicant will follow all the other guidelines set forth in the Zoning Code concerning the occupancy and rental/sale of the AFFH unit.

4. Off-Street Parking Zoning Requirements

As discussed during your meeting, there is only a deficiency of one (1) parking space, not three (3) spaces as mentioned in the Review Memo. Pursuant to § 381-62.B of the Zoning Code, the Subject Property is entitled to a credit for prior existing parking deficiencies. There is currently approximately 5,800 square feet of retail space which is being reduced to approximately 2,450 square feet of retail space in the project. The existing parking area on the Subject Property is not striped. However, if the parking area were formally laid out and striped there would be eight (8) parking spaces (see Exhibit 1). The existing retail space As the total retail space is being reduced the Zoning Code only requires that the Applicant provide eight (8) parking spaces for the retail space rather than 1 space / 250 square feet as would otherwise be required. Therefore, there is only a deficiency of one (1) parking space.

5. Parking Lot Configuration

The Basement & Ground Floor Plans (Sheet A101) has been revised to address comments about maneuverability within the garage. To that effect, the size of the elevator lobby vestibule was reduced allowing for greater turning space within the garage. The garage door was widened and the clear space adjacent to the Accessible stall was increased to promote easier access to the first three spaces. The automated parking stalls were shifted north, to increase the space at the end of the drive aisle to ease the turning maneuvers for the last parking stalls in each row. Additionally, the proposed column layout and dimensions have been added to better show clearances within the garage.

Attached hereto are the details and spec sheets of the proposed semi-automated parking system. The system utilizes a lift-sliding system that allows vehicles to be moved both vertically and horizontally. One space on the ground level must always be kept open to allow the necessary horizontal shifting for any vehicle stored in the upper level to be retrieved. The way the system operates is that when a vehicle is either to be stored or retrieved in the upper row the lower row shifts horizontally in order to provide a free space

below for the vehicle to be entered onto or removed from the lift. There is no parking attendant required to operate the system. The system is operated via a control panel on the wall. The total number of spaces is not doubled as one free space is required at all times on the ground level in order for the system to function.

6. Vehicle Access

A copy of the indenture granting the 10-foot right-of-way easement over the Chase bank property is attached hereto as Exhibit 3. The Applicant has no right to widen the right-of-way; however, it is noted that this easement has provided access to the three properties which it serves for more 50 years without any incident of note. Surveys, conducted in April of 2019, revealed a maximum of 5 trips across the easement in the busiest hour. When the former, 5,800 sf retail store was open and occupied, this number was more likely to be 15 trips in and out in the busiest hour and, more recently, the easement has seen increased activity with the construction of 1912 Palmer Avenue.

The size of the retail space on the project site has been reduced by more than half, to 2,450 square feet and, if there is parking for retail employees in the garage, it will only generate a couple of trips per hour, at most. The 14 residences will generate only 6 trips per hour, mostly out in the morning and in in the afternoon. Thus, upon completion of the project, the easement will not be as busy as it has been in recent years, with an estimated 12 trips per hour in the busiest hour, or one trip every five minutes.

It is important to note that the easement will only be used by motorists who are familiar with it (project residents, potentially, project merchants, and the like). Due to the low traffic volumes, low speeds and driver familiarity, the easement would continue to function safely without any traffic control measures. However, to alleviate coincident, two-way traffic occurrences, the Applicant is proposing to install a traffic control system, similar to the details for one such system, which are appended hereto as Exhibit 4. The system will detect vehicles as the start to access the easement (or pedestrians as they approach the easement on the sidewalk on Wendt Avenue) and alert them with an appropriate message, such as “STOP” or “Caution, Approaching Vehicle”. With these measures it is expected that all vehicles will be able to use the easement safely without having to back down the easement.

The opening to the garage has been widened to 21.5 feet and turning templates were used to confirm that vehicles will be able to access the garage conveniently and efficiently. The proposed pedestrian door on the southwest corner of the building has been relocated to the east side of the garage, as suggested.

7. Building Service Access

As discussed during the meeting, the Applicant will be utilizing a private carting company for refuse removal and the containers will be taken by hand back and forth along the driveway.

8. Chatsworth Avenue Building Frontage and Streetscape

As discussed during the meeting, the Applicant would prefer to have a single tenant occupying the entirety of the retail space but needs to have the ability to adapt the space to market conditions and to potentially accommodate entrances for more than one tenant. The intent initially is to have a single entry to the retail space as shown on the revised Basement & Ground Floor Plans submitted herewith.

All overhead utility lines will be relocated underground. The bicycle racks can be relocated on the sidewalk as directed by the Village. As the bicycle racks will be dedicated to and maintained by the Village for public use the Applicant will engage the Village in determining the design of the racks.

The Applicant anticipates having to replace the sidewalk and will similarly replace any lights or trees that are impacted during construction. Sidewalk patching, if any, would only be temporary until final replacement of the sidewalk. There are no other utility or building appurtenances proposed within the sidewalk right-of-way.

9. Accessory Architectural Features

The Applicant anticipates the awnings would be fixed canopies extending approximately 2 to 3 feet into the right-of-way. There would be no supporting columns or posts. The Applicant will work through details of the awnings with the Planning Board during the final site plan review process. The Applicant is not currently contemplating any other architectural features that would extend into the right-of-way or proposed pedestrian easement.

10. Utilities

The Applicant has been advised by the Village Department of Public Works that the sanitary sewer system in the area has been recently surveyed and is in good condition with sufficient capacity to accommodate the project. The Applicant has been requesting will-serve letters from the Village and has been advised by the Village Consulting Engineer that none were necessary. As for natural gas service, the Applicant made an application to Con Ed for new service prior to the moratorium going into effect. The Applicant will depict the proposed utility locations on the final site plan when the project returns to the Planning

Board for final site plan approval. Finally, there are no wireless telecommunication facilities currently contemplated as part of this project.

11. Stormwater Management

The Applicant has not received a review memo or comments from the Village Consulting Engineer regarding the proposed stormwater management system. The proposed system complies with the Village Code and the New York State Stormwater Management Design Manual and will be a significant improvement over existing conditions at the Subject Property.

12. Site Lighting

The Applicant contemplates there being sconces along Chatsworth Avenue and on the rooftop patio area. In addition, the walkway will be lit for safe passage. The Applicant will develop a lighting plan with the Planning Board during the final site plan review process.

13. Signage

The signage locations on the renderings are illustrative.

14. Landscaping

The rooftop plantings will be enclosed within planters and there will be no irrigation. The Applicant will review and select native plant species for the planters during the final site plan review process before the Planning Board.

15. Demolition and Construction Management Plan

A detailed construction management plan is submitted herewith (see Sheet CP-1). All construction material storage and worker parking will be within the proposed building after completion of first floor framing and installation of the concrete deck.

We trust the supplemental information and materials submitted herewith are sufficient for you to complete your report and recommendation back to the Village Board to be considered at their meeting on July 20, 2020. We look forward to returning to your Board to complete the site plan review process.

Thank you for your attention to this matter.

Very truly yours,
HARFENIST KRAUT & PERLSTEIN, LLP

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