

September 30, 2020

Via E-Mail

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

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

Dear Chairman Parkinson and Members of the 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 Special Permit approval resolution that was adopted by the Board of Trustees on September 21, 2020 (the “Resolution”) in an effort to clarify those details of the project the Trustees directed the Board to include in its further review.

Accordingly, the Applicant submits the supplemental information and materials attached hereto and respectfully requests that you schedule a special meeting in advance of your next regularly scheduled meeting to have sufficient time to discuss any of the outstanding items for this matter.

The Trustees specifically recommended the Planning Board consider the following items during the completion of the site plan review process: (i) LEED Certification; (ii) implementation of a construction management plan; (iii) right of way access issues concerning maintenance, garbage, deliveries and snow removal; (v) proposed parking system and noise issues; and (vi) traffic and parking disruptions in Palmer/Chatsworth Business District during construction. The Applicant’s responses are set forth below.

I. LEED Certification

The Applicant has agreed to construct a LEED Certified building as a condition of approval. The project will be submitted to and/or registered with the U.S. Green Building Council for certification and will achieve a minimum of 40 points as certified by an independent LEED AP. Accordingly, the Trustees’ request to consider a LEED monitor is obviated by this path and the Applicant will take all appropriate steps for certification with the U.S. Green Building Council.

II. Detailed Construction Management Plan

The Applicant previously submitted a detailed Construction Management Plan (CP-1) last revised 7/24/20. For your convenience, a copy of the construction management plan is again submitted herewith. This Construction Management Plan is a supplement to the previously submitted narrative plan that provides additional details on sequence and scheduling (copy attached). All material storage and worker parking will be within the proposed building after completion of first floor framing and installation of the concrete deck. The Applicant intends on limiting work deliveries from Chatsworth Avenue to as little as possible. The Applicant will predominantly use the Wendt Avenue right of way for the delivery of construction materials and staging after completion of concrete delivery at the beginning of the construction which will be from Chatsworth Avenue. Between beginning of construction and the end of the year, the only likely work to occur on Chatsworth will be concrete delivery over the course of a couple of days and the erection of a sidewalk bridge to protect pedestrians.

III. Right of Way Access for Maintenance and Upkeep

For your convenience, we have enclosed another copy of the access easement. Historically, the easement has been used by the benefitted properties without any issues. The easement will continue to be used and maintained by the four benefitted properties including seasonal upkeep, such as snow removal, as all the owners of the buildings have a common interest in maintaining the right of way. The Applicant has been in communication with the owners of 1912 Palmer Avenue and anticipate continued cooperation with them going forward as to maintaining the common easement areas. Garbage removal and snow removal will be by a private contractors retained by each property owner unless other arrangements are agreed upon by the owners. Daily mail from the US Post Office and other package carriers is outside of the Applicant's control and will be delivered at the street address. After initial occupancy of the fourteen apartments, it is not likely that there would be more than one or two apartment turnovers in a year. If the right of way is used for regular deliveries and occupant moving it would be expected that users of the garage would be forced to seek street parking ultimately affecting the public parking significantly more than would the occasional delivery. There are no known underground utilities in the right of way nor are any proposed as there are no utility easements across the property.

For the convenience of the Board, Kimley-Horn's letters of April 27 and July 27 have been resubmitted and Kimley-Horn respectfully took the liberty of highlighting key sections that relate to the volume of traffic and the nature of the operation of the easement. The Village's traffic consultant's correspondence on or about August 11 has similarly been resubmitted. To assist the Board with the difficult decision of providing access to the development over the 10-foot wide easement to Wendt Avenue, Kimley-Horn has provided the following supplemental information:

- a. The historical and projected breakdown of traffic at 112 Chatsworth Avenue and how it will affect the easement. (See Table Comparison) Focusing on the “Total” peak-hour trips, it can be seen that, historically, the easement carried as many as 12 trips to or from the site in the busiest hour. With the proposed action, the number of trips through the easement during the busiest hour is projected to be reduced by 1 to 11. This evaluation conservatively assumed that Centro merchants/employees would be allowed to park in the Centro building (adding traffic to the easement). Thus, since the approval of the proposed development will not increase traffic on the easement, the easement will continue to operate safely as it has for decades.
- b. The subject easement is 150 feet long (to the entrance to the project’s garage) and, as has been noted numerous times, is only 10 feet wide. It is assumed that a top speed on the easement would reach 10 miles per hour, for acceleration and deceleration at either end of the easement, it will take just 11 seconds for a vehicle to traverse the easement. With just 10 vehicles projected to enter the easement and 8 vehicles projected to exit the easement in the busiest hour, the probability of an entering vehicle encountering an exiting vehicle at any given hour is relatively low.
- c. Kimley-Horn used SimTraffic to simulate the potential impacts to traffic operating conditions on Wendt Avenue should such an encounter occur. Because of the random nature of traffic simulation, a total of 35 hours of simulation were evaluated for the two busiest hours: the weekday PM peak hour and the Saturday Midday Peak hour. These analyses conservatively assumed that Centro merchants/employees would be allowed to park in the Centro building which would add a total of 5 trips to the easement in the PM peak hour and 4 in the Saturday peak hour. The results of these analyses revealed that there is approximately a 25% chance that an entering vehicle will encounter an exiting vehicle in the busiest hour (and vice versa). The analysis also revealed that, during the 70 hours that were simulated, the maximum delay experienced by southbound traffic on Wendt Avenue because of the operation of the easement was 8.7 seconds and the maximum queue was only 16 feet/1 vehicle. These results indicate that the vehicle waiting to turn left did not block any through-moving vehicles on Wendt Avenue.

In Kimley-Horn’s July 27, 2020 letter, 4 points were stated indicating why, in the opinion of Kimley-Horn, the easement will continue to operate safely. Recognizing the Board’s concern regarding this matter, the Applicant has offered to install an active traffic control system that would alert motorists intending to travel in opposite directions on the easement of a potential conflict. As discussed at your last meeting, the Village’s traffic and parking consultant, Georges Jacquemart, P.E., has recommended against the installation of a traffic control system along the right of way, and instead recommends installation of a stop bar and “Do-not-turn right” signage at the end of the driveway. He has noted that because of the narrowness of the driveway, speeds are low, making the easement “organically safe”. The Applicant’s traffic consultant agrees that the traffic control

system is not needed, however, the Applicant is willing to follow the Board's guidance in this matter.

IV. Parking System and Noise Issues

Provided herewith are details and specifications of the parking system and inherent safety protocols built into the system. There are redundant safety measures that include safety gates, infrared beams, limit switches, and visual and audible warning devices. The garage will be fully enclosed from the general public, where access will be limited to a keypad with a camera for the door and garage door openers that will be provided to the tenants of the building. Since the garage will be fully enclosed, there are no noise or disturbances anticipated as it will be a safe and private garage for tenants of the building only. The proposed semi-automated lift system utilizes state of the art technology currently used by other luxury residential properties around the world and will not be noisy or disruptive.

V. Traffic/ Parking Disruptions During Construction

As mentioned above, parking for construction workers will be limited to inside the building once the first floor and framing of the proposed building is complete. This will mitigate any anticipated daily traffic or parking disruptions in the surrounding neighborhood. Material deliveries will come from Wendt Avenue and the right of way and will not impact the Palmer/Chatsworth Business District.

We look forward to finalizing the site plan approval process with your Board and request you schedule a special meeting for the public hearing at your earliest convenience. Thank you for your attention to this matter.

Very truly yours,
HARFENIST KRAUT & PERLSTEIN, LLP

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