

## **Chapter IV. D**

# **Flooding & Flood Zone Impacts**

## IV. D. - FLOODING AND FLOOD ZONE IMPACTS

### INTRODUCTION

As a coastal community, Mamaroneck has been, and will continue to be impacted by flood events. This section of the DEIS addresses the Project Site's vulnerability to flooding, and what mitigation measures may be imposed to lessen those impacts.

#### 1.) EXISTING CONDITIONS

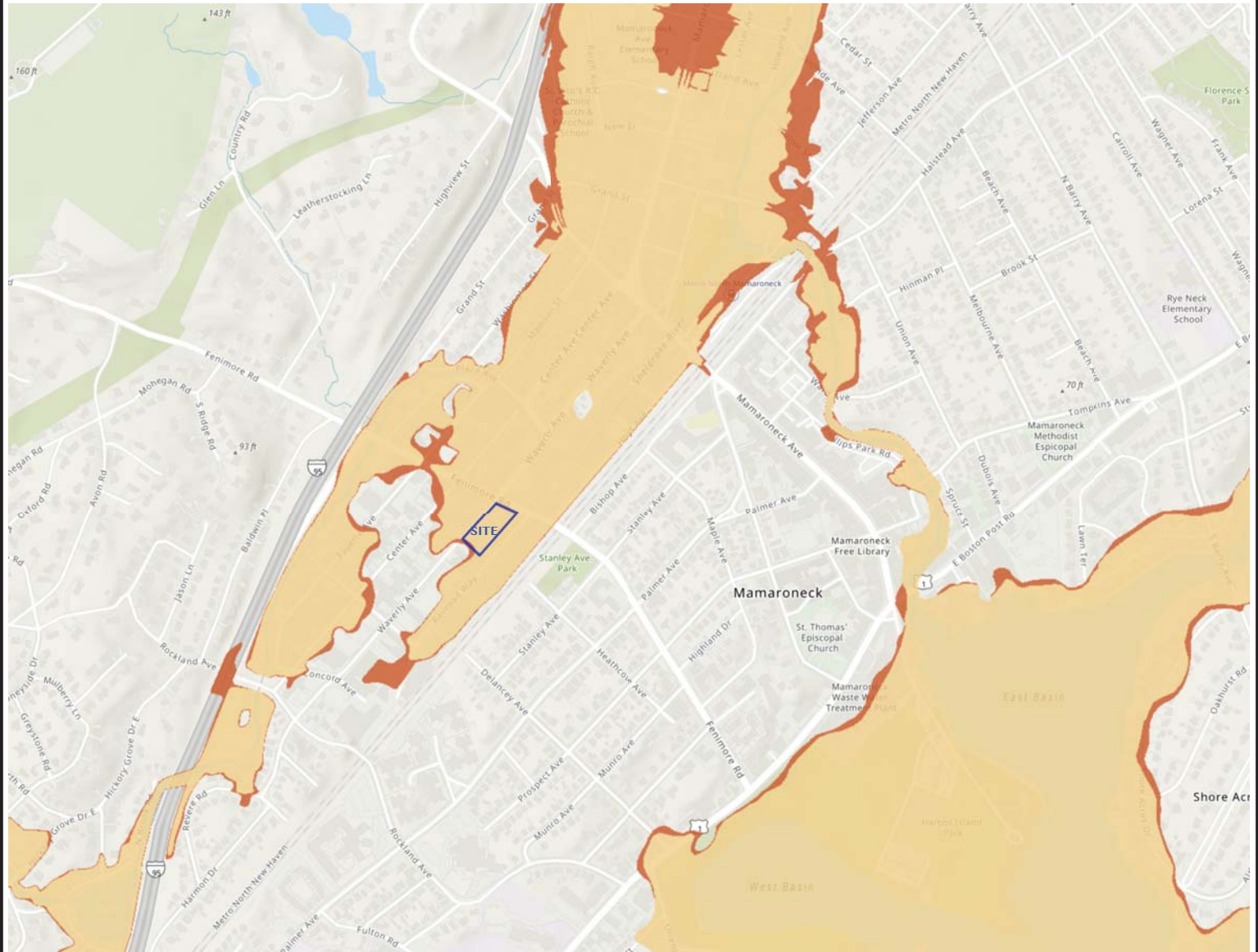
(a) **Location of 100-Year and 500-Year Floodplains:**

The elevation of the Project Site varies from 22' to just over 27' above sea level. As depicted on Figures IV.D-1 and IV.D-2, the majority of the Site is located in Special Flood Hazard Zone (AE), or an area with a 1% chance of flooding in any year (the 100-year floodplain). The modeled base flood elevation in this zone varies from 26' to 27'. The southwest corner of the Site, which sits just above elevation 27', extends into the 500-year floodplain, or the area with a 2% chance of flooding in any given year.

Because the Site is located within the AE zone, flood insurance is mandatory as is compliance with floodplain management standards. The Village participates in the Community Rating System, which provides incentives for exceeding minimum National Flood Insurance Program standards. Currently, Mamaroneck is a Class 8 community, which results in a 10% discount on flood insurance premiums.

All development in the floodplain must comply with Chapter 186 of the Village Code; Flood Damage Protection. A Floodplain Development Permit is required for all development in the floodplain, and all non-residential development must either:

- Have the lowest floor, including basement or cellar, elevated to or above two feet above the base flood elevation; or
- Be floodproofed so that the structure is watertight below two feet above the base flood elevation with walls substantially impermeable to



### Flood Plains

- 100 Year Flood Plain
- 500 Year Flood Plain

Source: Westchester County GIS Service Center

Scale: N.T.S.

## Floodplains



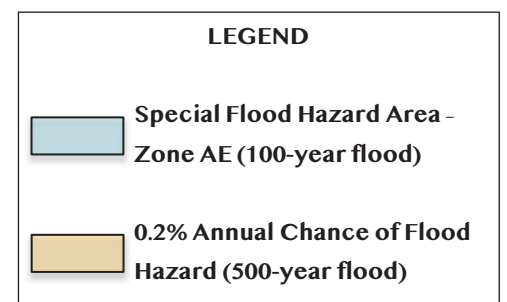
Figure  
IV.D-1







Source: FEMA Flood Map Service Center



Scale: N.T.S.

## FEMA Flood Zones



Figure  
IV.D-2



the passage of water. All structural components be located below the base flood level must be capable of resisting hydrostatic and hydrodynamic loads and the effects of buoyancy.

**(b.) Flood Volume Storage:**

A flood volume storage analysis was conducted by Hudson Engineering & Consulting, P.C. (Appendix C). As documented in Table IV.D-1 and Figure IV.D-3, the Site currently provides a cumulative total of 54,649 cubic feet of flood storage.

Table IV.D-1 Volumetric Analysis - Existing Conditions			
Elevation	Surface Area	Incremental Storage (Cubic Feet)	Cumulative Storage (Cubic Feet)
21	0	0	0
22	388	194	194
23	2,961	1,675	1,869
24	16,517	9,739	11,608
25	21,073	18,795	30,403
26	27,420	24,247	54,649

Source: Hudson Engineering & Consulting, P.C.

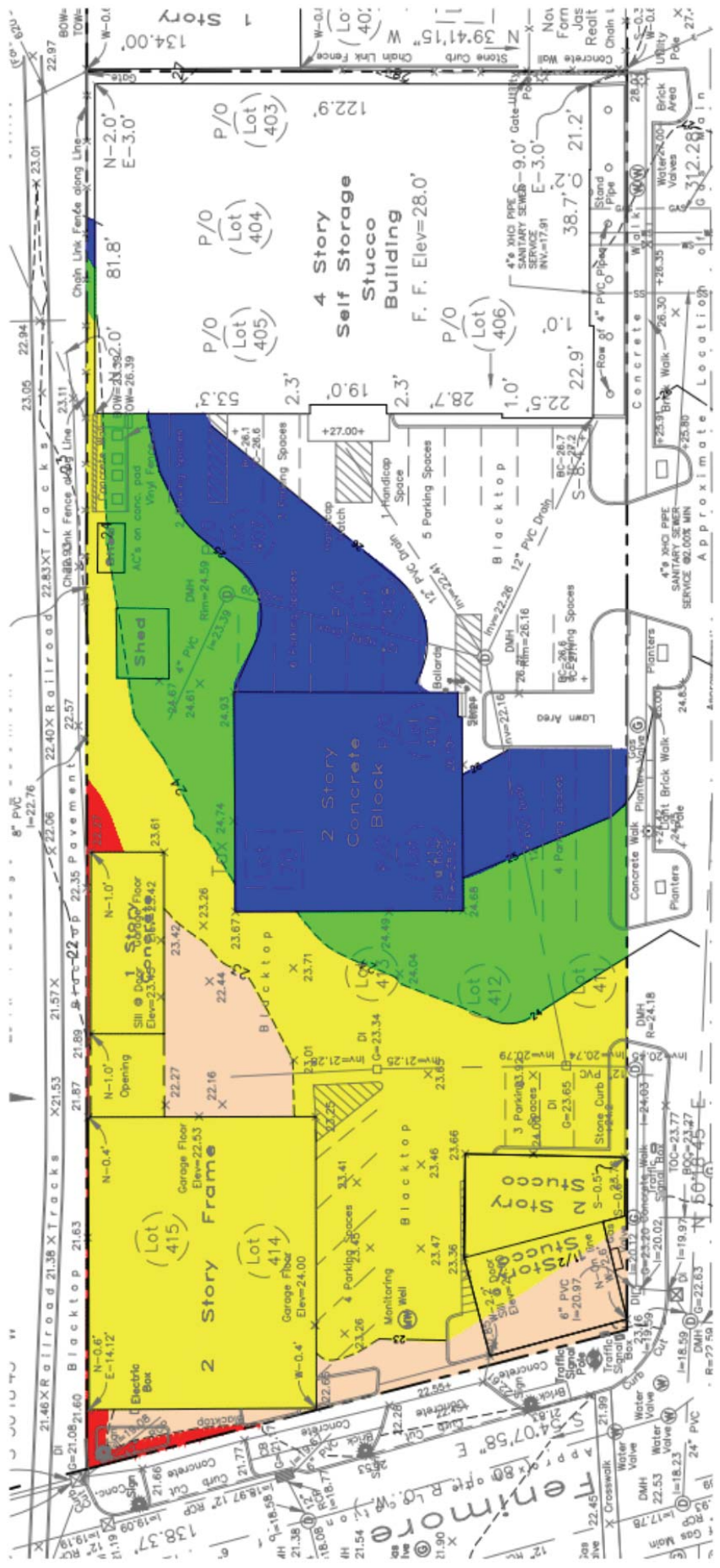
**(c.) Local Drainage Patterns:**

The topography in the vicinity of the Site trends southeast to northwest, toward the Sheldrake River. A documented more fully in the Stormwater Management Plan prepared for this Proposed Action, and the associated SWPPP, five on-site watersheds drain toward two design points. DP1 is located at the corner of Waverly Avenue and Fenimore Road. DP2 is located in the center of the Site's Fenimore Road frontage. Figure IV.D-4 illustrates the existing on-site watersheds.

**2.) FUTURE CONDITIONS WITHOUT THE PROPOSED ACTION:**

If the Proposed Action is not developed, the Project Site would continue to operate as it operates today. The existing older warehouse buildings would remain in place, which include occupied space located below the base flood elevation, and as such are prone to periodic flooding. Murphy Brothers would continue to operate their





Volumetric Analysis - Existing Conditions			
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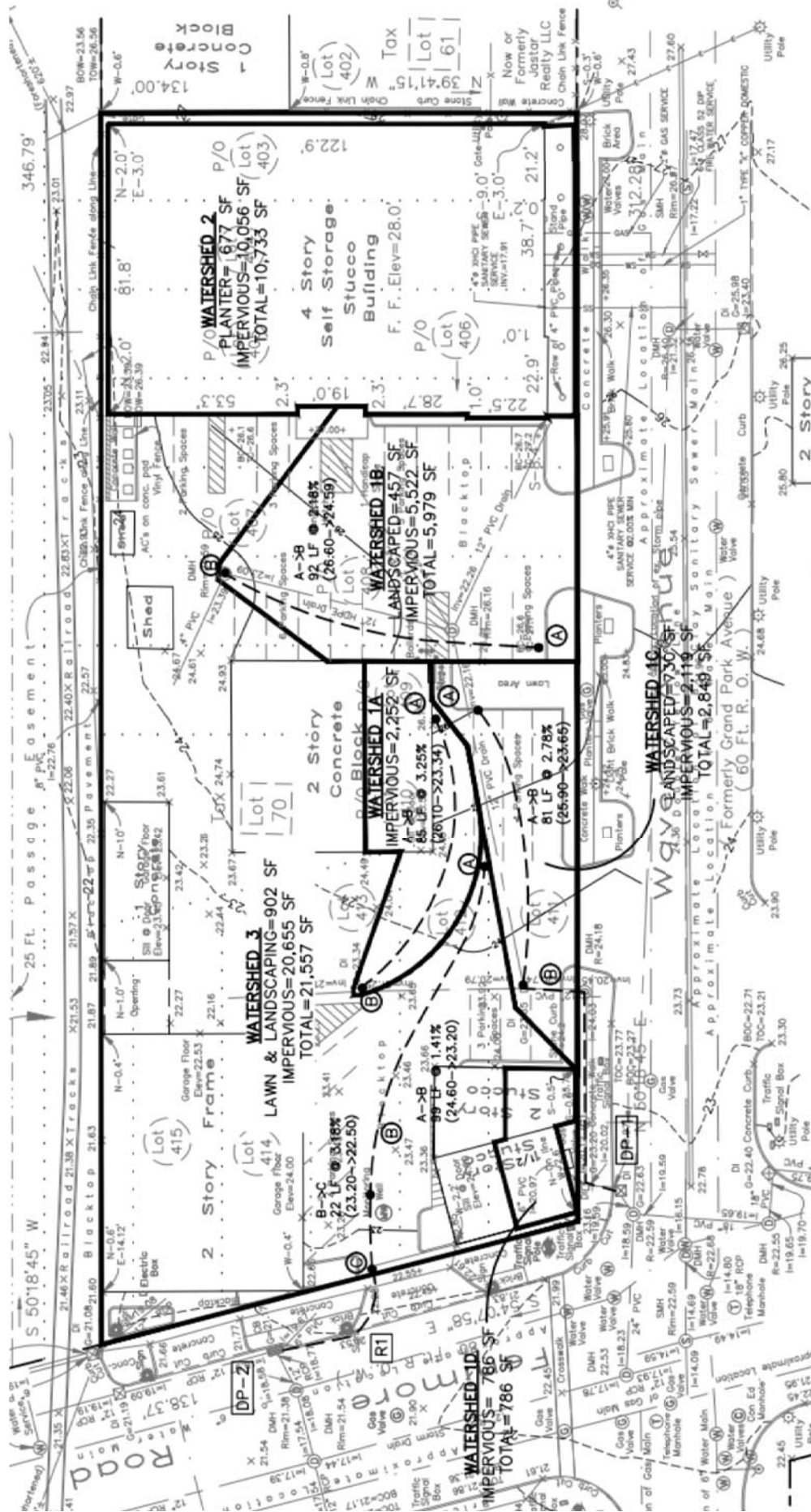
Source: Hudson Engineering & Consulting, P.C.

Scale: 0 20' 40'

CLEARY CONSULTING

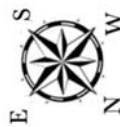
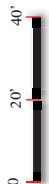
# Flood Storage Volumetric Analysis Existing Condition

Figure  
IV.D-3



Source: Hudson Engineering & Consulting, P.C.

Scale:



Figure

#### IV.D-4

# Existing Site Watersheds



businesses from the Site and the self-storage building would continue to function as it does today.

### 3.) ANTICIPATED IMPACTS:

The Proposed Action will take place entirely within the 100-year floodplain, Zone AE. As the Site is currently developed, and fully covered by impervious surfaces and older buildings that do not comply with current flood control standards and requirements, the Proposed Action will serve to improve flooding conditions. The Proposed Action will remove the older flood prone buildings on the Site, and replace them with a new self-storage building addition that fully complies with Chapter 186 of the Village Code; Flood Damage Protection. The first floor of the addition will be constructed 2 feet above the base-flood elevation.

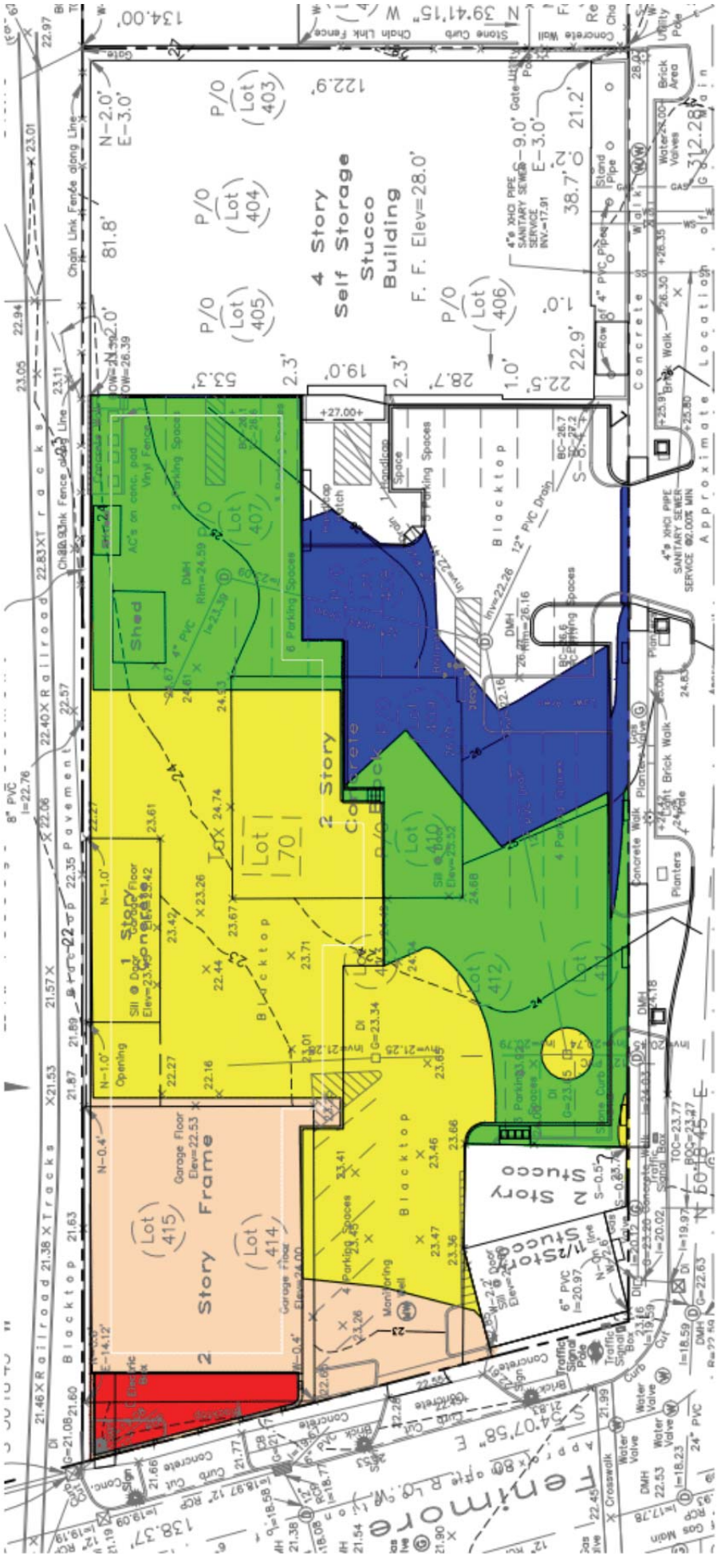
While excavation for the new building foundation is required, the amount of excavation is expected to be minimal, as a basement is not proposed. Table IV.D-2 and Figure IV.D-5 document that the Proposed Action will result in a slight net increase in flood volume storage from 56,6549 cubic feet to 57,071 cubic feet.

Table IV.D-2 Volumetric Analysis - Proposed Conditions			
Elevation	Surface Area	Incremental Storage (Cubic Feet)	Cumulative Storage (Cubic Feet)
21	0	0	0
22	704	352	352
23	5,344	3,024	3,376
24	15,142	10,243	13,619
25	22,826	18,984	32,603
26	26,110	24,468	57,071

Source: Hudson Engineering & Consulting, P.C.

Figure IV.D-6 illustrates the proposed site watersheds. Table IV.D-3 illustrates the comparison between pre and post development stormwater flow rates at the Site's two design points. As can be seen, runoff flow rates will be equal to or in most cases, less than current conditions.





Volumetric Analysis - Proposed Conditions			
Elevation	Surface Area	Incremental Storage (Cubic Feet)	Cumulative Storage (Cubic Feet)
21	0	0	0
22	704	352	352
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Source: Hudson Engineering & Consulting, P.C.

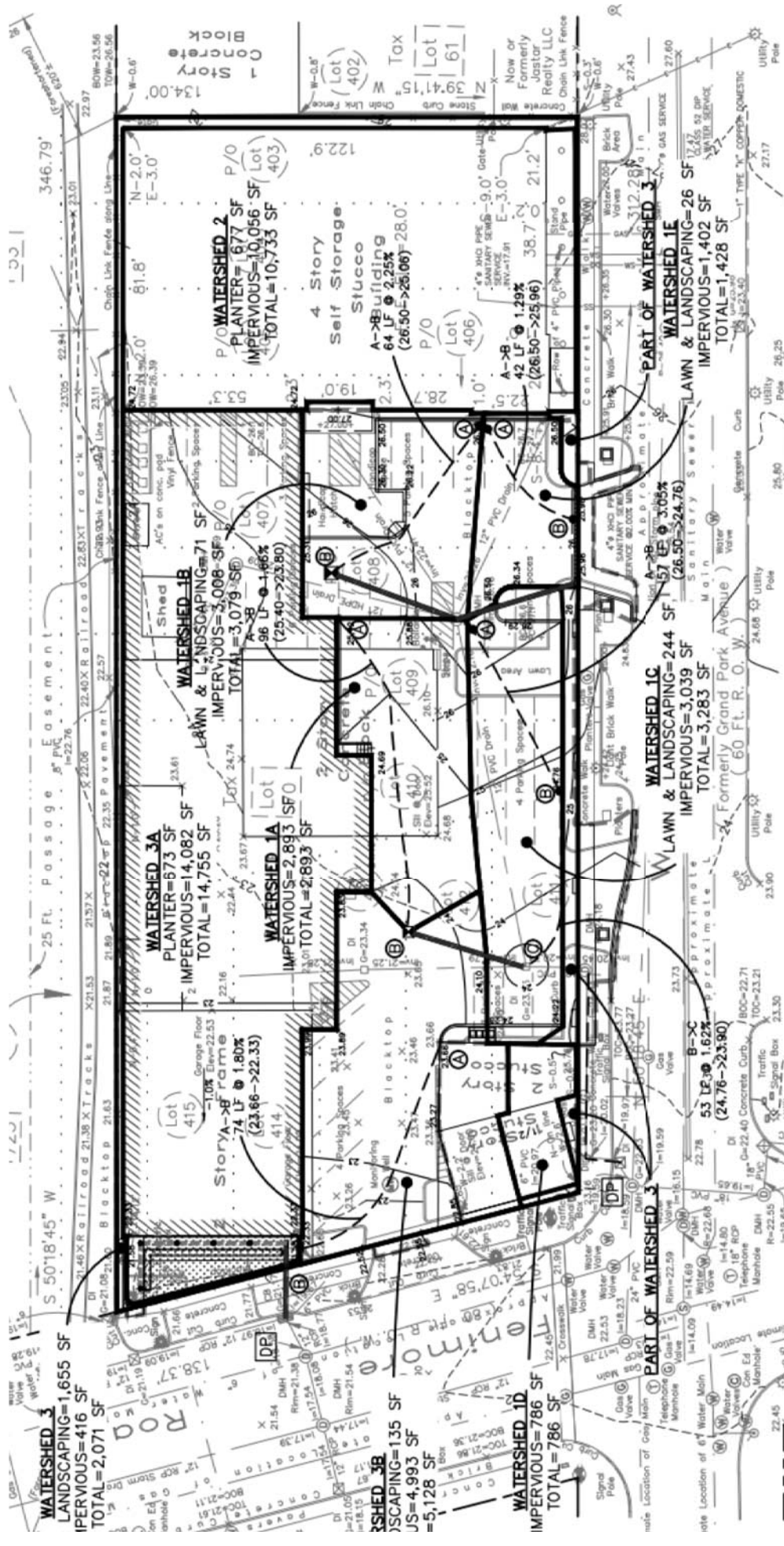


# Flood Storage Volumetric Analysis

## Proposed Condition



Figure  
IV.D-5



Source: Hudson Engineering & Consulting, P.C.

Scale: 0 20' 40'

Figure IV.D-6

Proposed Site Watersheds



Table IV.D-3 Pre and Post Development Runoff Flow Rate (CFS)						
Design Point	1-Year		10-Year		25-Year	
	Pre-	Post-	Pre-	Post-	Pre-	Post-
DP-1	0.89	0.89	3.02	2.98	3.81	3.75
DP-2	1.58	1.48	2.89	2.85	3.64	3.62

Source: Hudson Engineering & Consulting, P.C.

The Proposed Action will not result in any adverse flooding or flood zone impacts.

#### 4.) MITIGATION MEASURES

As noted above, the first floor of the self-storage building addition will be constructed two feet above the base flood elevation. It will also be constructed in accordance with a Floodplain Development Permit, issued by the Village. The building will comply with the “Standards for All Structures” (§186-5 B.) including:

- The building will be anchored to prevent flotation, collapse or lateral movement during the base flood;
- The building shall be constructed with materials and utility equipment resistant to flood damage;
- The building shall be constructed using methods and practices that minimize flood damage;
- No enclosed spaces are proposed below the base floor elevation;
- New and replacement electrical equipment, heating, ventilating, air conditioning, plumbing connections, and other service equipment shall be located at or above the base flood elevation. Electrical wiring and outlets, switches, junction boxes and panels shall be elevated to or above the base flood elevation unless they conform to the appropriate provisions of the



electrical part of the Building Code of New York State or the Residential Code of New York State for location of such items in wet locations;

- New and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood waters into the system;
- New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of flood waters. Sanitary sewer and storm drainage systems for buildings that have openings below the base flood elevation shall be provided with automatic backflow valves or other automatic backflow devices that are installed in each discharge line passing through a building's exterior wall; and
- On-site waste disposal systems shall be located to avoid impairment to them or contamination from them during flooding.

Implementing the stormwater management plan prepared in support of the Proposed Action will ensure that the rate of flow of runoff will be equal to or below the current rate, and that flood volume storage actually is slightly increased.

Importantly, the Proposed Action is designed as a “net zero” building, meaning the building will effectively have no carbon footprint. This is perhaps the most definitive measure the Applicant can take to minimize the overall impact on climate change, including sea level rise and flooding.

## **Chapter IV. E**

### **Historic Resources**

## **IV. E. - HISTORIC RESOURCES**

### **INTRODUCTION**

This section of the DEIS addresses the Proposed Action's impact on historic resources on and around the Site.

### **1.) EXISTING CONDITIONS**

#### **(a.) Historical Overview:**

Mamaroneck's settlement dates back to the 17th century, when on September 23, 1661, John Richbell, a London merchant living in Oyster Bay, purchased the land on which the Town of Mamaroneck, Village of Mamaroneck, and Village of Larchmont are presently situated from the Siwanoy Indians.<sup>1</sup>

The Industrial Area<sup>2</sup> dates back to the 1880's when the area was known as the Waverly section of the Village. In 1888, a German immigrant constructed a rubber factory on Fayette Avenue. At the time the area was primarily undeveloped, except for a few modest homes for factory workers. The area became known as "Strawberry Patch" due to the abundance of wild strawberries.

The railroad, which reached this area in 1848, was another impetus for industrial development, however, it was not until the establishment of a rail yard near Waverly Avenue and the Project Site after the turn of the century, that more businesses began to locate in the Industrial Area, primarily along Waverly Avenue and Fenimore Road.

WWII brought wartime industries to the Industrial Area, producing parts and supplies, including crankshafts for PT boats and vitamins for the

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<sup>1</sup> Mamaroneck Historical Society.

<sup>2</sup> Excerpted from the Mamaroneck Village Industrial Area Study, Westchester County Department of Planning, 1997.



military. By the 1950's newer industries were established in the Area, and plastics manufacturing became a dominate industry.

Construction of the Thruway in the 1950's cutoff a portion of the area, but the new transportation link allowed for easy truck access, and increased industrial development opportunities.

Automobile uses have a long history in the Industrial Area, with the Pan American Automobile Company locating in the Area in 1901. The area always hosted a number of residential uses, which were rendered non-conforming in the 1968 Zoning Code, and gradually declined.

As documented on Figure IV.E-1, no sites listed on the State or National Register of Historic Places are located on or in the vicinity of the Project Site. The 4 closest sites are:

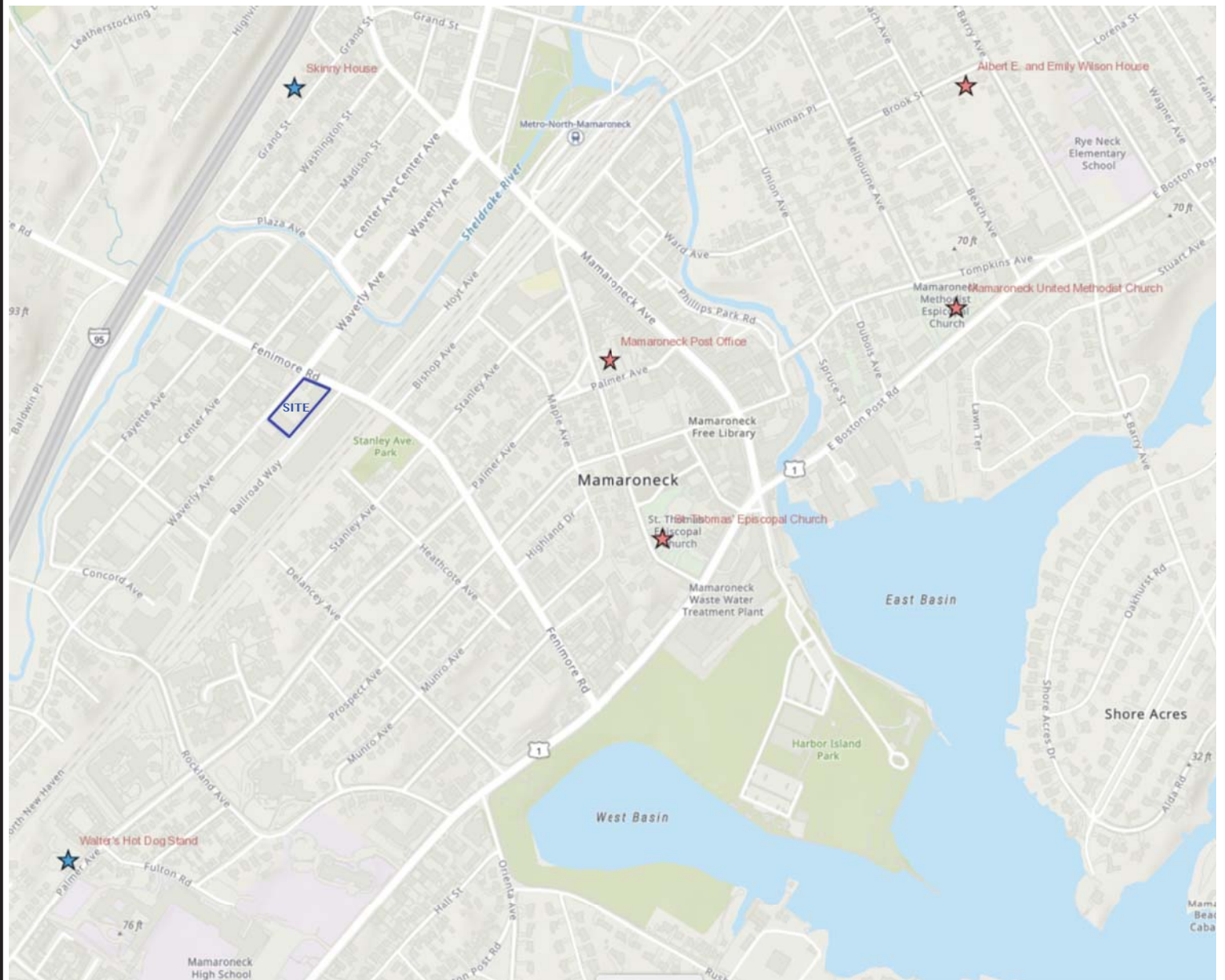
- Skinny House (.36 miles);
- Walters Hot Dog Stand (.58 miles);
- St. Thomas Episcopal Church (.43 miles); and
- Mamaroneck Post Office (.32 miles).

**(b.) New York State Office of Parks Recreation and Historic Preservation Consultation:**

In the Fall of 2018, the Applicant requested comment from the New York State Office of Parks Recreation and Historic Preservation (OPRHP) regarding the Proposed Action's potential impact on historic and cultural resources. In correspondence from OPRHP dated October 15, 2018, Philip A. Perazio, Historic Preservation Program Analyst – Archaeology Unit, conformed that OPRHP “has no concerns regarding the proposed project under SEQR.”<sup>3</sup> In subsequent emails, Mr. Perazio clarified that this opinion applies to “architectural and archaeological resources.” He also noted that a recorded Native American archaeological site is located approximately 1/3 of a mile

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<sup>3</sup> OPRHP case #18PR06551



Source: Westchester County GIS Service Center

### Legend



National Register  
Sites



County Inventory of  
Historic Places

Scale: N.T.S.



# Historic Register and County Inventory Sites



Figure  
IV.E - 1

southeast of the Project Site, and several more a bit farther away. These sites have caused the area to be designated as archaeologically sensitive, however he concluded that “based on the amount of development in the immediate vicinity of your property, we probably would have no archaeological concerns.”

**2.) FUTURE CONDITIONS WITHOUT THE PROPOSED ACTION:**

If the Proposed Action is not developed, the Project Site would continue to operate as it operates today. The existing warehouse buildings would remain in place, accommodating various tenants. Murphy Brothers Contracting would continue to operate their businesses from the Site and the self-storage building would continue to function as it does today. No improvements to the existing buildings would be undertaken, the site and streetscape would remain unchanged, and it is unlikely that the Community Solar project would be undertaken.

**3.) ANTICIPATED IMPACTS:**

The Proposed Action will have no impact on any designated historic or archaeological resources.

**4.) MITIGATION MEASURES**

As the Proposed Action will have no impact on any designated historic or archaeological resources, no mitigation measures are required.



## **Chapter IV. F**

### **Visual Resources**

## **IV. F. - VISUAL RESOURCES**

### **INTRODUCTION**

This section of the DEIS evaluates the visual impact of the Proposed Action through various techniques including photographs, 3-D renderings and photo-simulations. This evaluation includes an assessment the aesthetic quality of the surrounding area.

### **1.) EXISTING CONDITIONS**

#### **(a.) Visual Characteristics of the Industrial Area:**

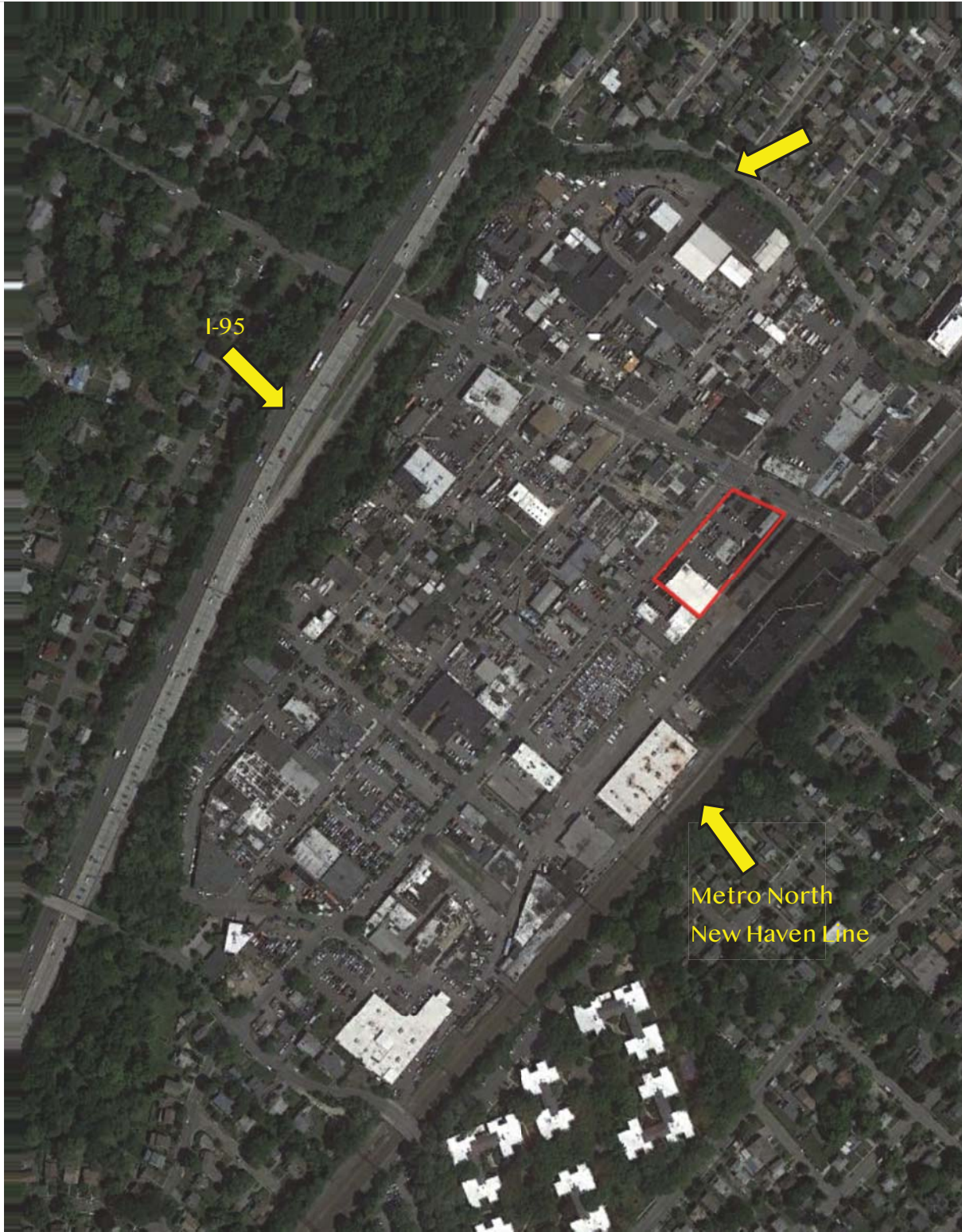
The physical character and visual appearance of the Industrial Area has long been identified as a challenging condition. Planning initiatives such as the Village Comprehensive Plan, the Waverly Avenue Design Study and the Westchester County Planning Department's Industrial Area Study, all pointed to the lack of a unifying character, a deteriorating streetscape and a number of unattractive buildings and properties.

As clearly illustrated on Figure IV.F-1, one of the reasons why the Industrial Area evolved as it has, is because it is physically distinct from the rest of the Village due to natural and man-made barriers, such as the Sheldrake River, the Metro North New Haven line tracks and I-95. While residential uses have always been a part of the Industrial Area, the predominant building type is a typical low-slung concrete block or metal sided industrial building, with overhead doors.

The following images illustrate the Fenimore Road streetscape from Hoyte Avenue in the east to Fayette Avenue in the west, and the Waverly Avenue streetscape from Plaza Avenue in the North to Ogden Avenue in the south.

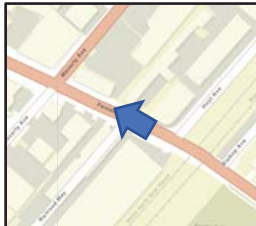
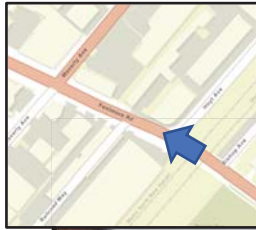
The buildings along Fenimore Road are primarily one-story brick or masonry industrial buildings, with the exception of the "barn" on the on the Site which rises to the height of a 4-story building, and the Murphy Brothers Contracting office building, which is a two-story wood frame structure.

The buildings along Waverly Avenue are much more diverse in architectural character, and include one-story industrial buildings, larger two-story industrial

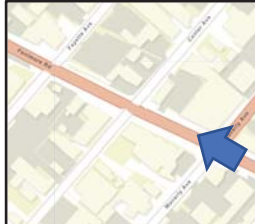




and office buildings, the buildings on the Subject Site, including the 4-story self-storage building, 2 ½ story wood-frame residential buildings, and storage lots.







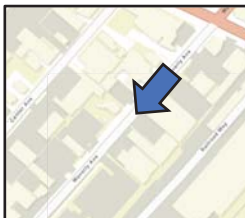
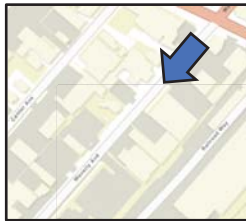


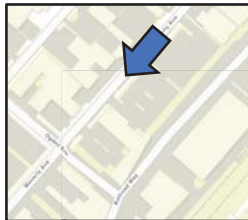
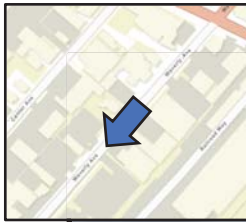










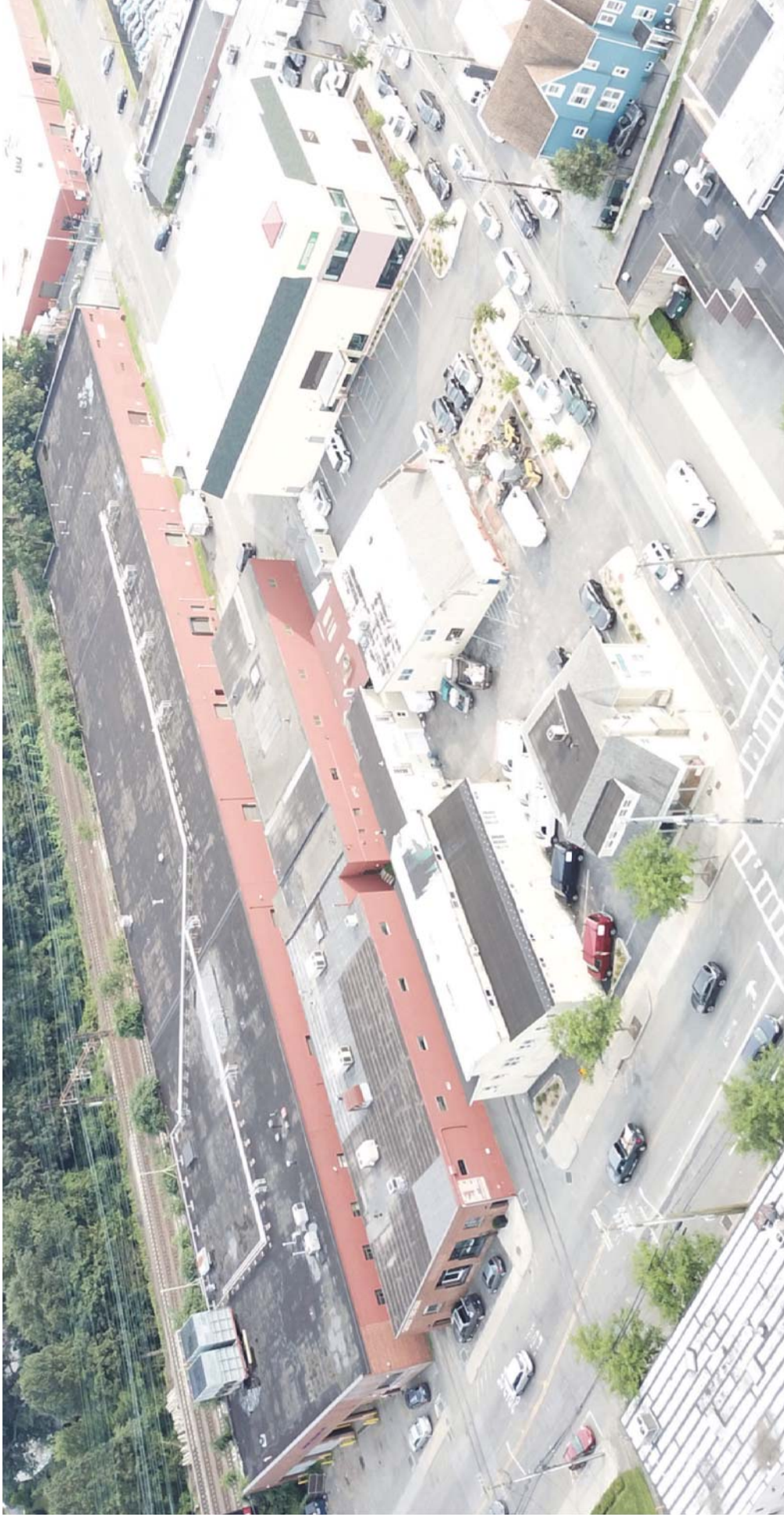






**(b.) Visual Characteristics of the Project Site:**

The Project Site currently supports 5 buildings (Figure IV.F-2). The south side of the Site supports the 4-story, 40,492 square foot Mamaroneck Self Storage facility (Photograph 1). The north side of the Site is characteristic of the balance of Waverly Avenue, and supports a group of one and two-story, aging warehouse buildings. Building C (Photographs 2 and 3) is a 2-story 2,985 square foot concrete block building located in the center of the site, which houses the Murphy Brothers Contracting office and warehouse space. Along the eastern edge of the central portion of the Site is the remnant of the former lumber yard's storage racks (Photograph 4) and a 2-story, 1,734 square foot concrete block building (Building D) which houses a custom glass business (Photograph 5). Building A is located in the northeast corner of the site, and is an 8,322 square foot, 2-story wood frame "barn" that supports a holiday storage facility, an electrician's office



Scale:

N.T.S.



# Existing Site Buildings & Environs



Figure  
IV.F-2



and storage and Murphy Brothers Contracting storage (Photographs 6 & 7). In the northwest corner of the Site, adjacent to the Waverly Avenue/Fenimore Road intersection is Building B - a 1 ½ story to 2-story, 2,485 square foot stucco building that contains the Murphy Brothers Storefront and Murphy Brothers Contractors office and warehouse space (Photographs 8 & 9).



Photograph 1



Photograph 2



Photograph 3







Photograph 6



Photograph 7





The improvement of the Site to support the existing self-storage facility, not only involved the construction of the architecturally appropriate and attractive building, but also included the renovation of the Waverly Avenue streetscape in accordance with the Waverly Avenue Design Guidelines, including new concrete sidewalks, brick pavers, granite curbs, street trees and associated landscaping.

**2.) FUTURE CONDITIONS WITHOUT THE PROPOSED ACTION:**

If the Proposed Action is not developed, the Project Site would continue to operate as it operates today. The existing warehouse buildings would remain in place, accommodating various tenants. Murphy Brothers Contracting would continue to operate its businesses from the Site and the self-storage building would continue to function as it does today. No improvements to the existing buildings would be undertaken, the site and streetscape would remain unchanged, and it is unlikely that the Community Solar project would be undertaken.

**3.) ANTICIPATED IMPACTS:**

**a. Scale of Proposed Action:**

The proposed expansion to the existing self-storage facility is designed to seamlessly integrate into the existing building. As illustrated on Figure IV.F-3, the building extension precisely conforms to the existing building height, design aesthetic, building materials and color of the existing self-storage building.

Three of the four remaining buildings on the Site would be demolished to accommodate the new building addition (Buildings A, C and D). The existing 2-story Murphy Brothers Contracting office building located in the northwest corner of the Site adjacent to the Waverly Avenue/Fenimore Road intersection would remain. At the time of the development of the self-storage building, this building was renovated and repainted to reflect the colors and materials of the self-storage building. With the removal of the other buildings and the reconfiguration of the parking lot, the corner office building will anchor the northwest corner of the Site with a lower-scale building that provides definition and a historical identity for the Site.



T.S.



# Proposed Building Massing & Site Integration



Figure  
IV.F-3



Notably, the scale of the Industrial Area is evolving. At the northern tip of the Industrial Area, 3 new 5-story buildings have been constructed, known as The Mason at 270 Waverly Avenue. While these buildings are oriented toward the Central Business District, at well over 50' in height, they are by far the tallest buildings in the area and are located only approximately 600 feet north of the Project Site. This development is illustrative of an evolving trend that will clearly have an impact on the Industrial Area.

**b. View Analysis:**

A view analysis was conducted from the 6 viewpoints identified in the adopted Scoping Document:

- i. Northwest corner of the intersection of Waverly Avenue and Fenimore Road, looking towards the Project Site.
- ii. Northwest corner of the intersection of Waverly Avenue and Ogden Road, looking towards the Project Site.
- iii. Northwest corner of the intersection of Fenimore Road and Hoyt Avenue, looking towards the Project Site.
- iv. North Side of Fenimore Road, midblock between Center Avenue and Waverly Avenue, looking towards the Project Site.
- v. Northbound on Heathcote Avenue looking towards the Project Site.
- vi. Highview Street Historic District.

Figure IV.F-4 provides a key map of the viewpoints, and Figures IV.F-5 through IV.F-10 present the views from each viewpoint, including the existing condition without the Proposed Action.

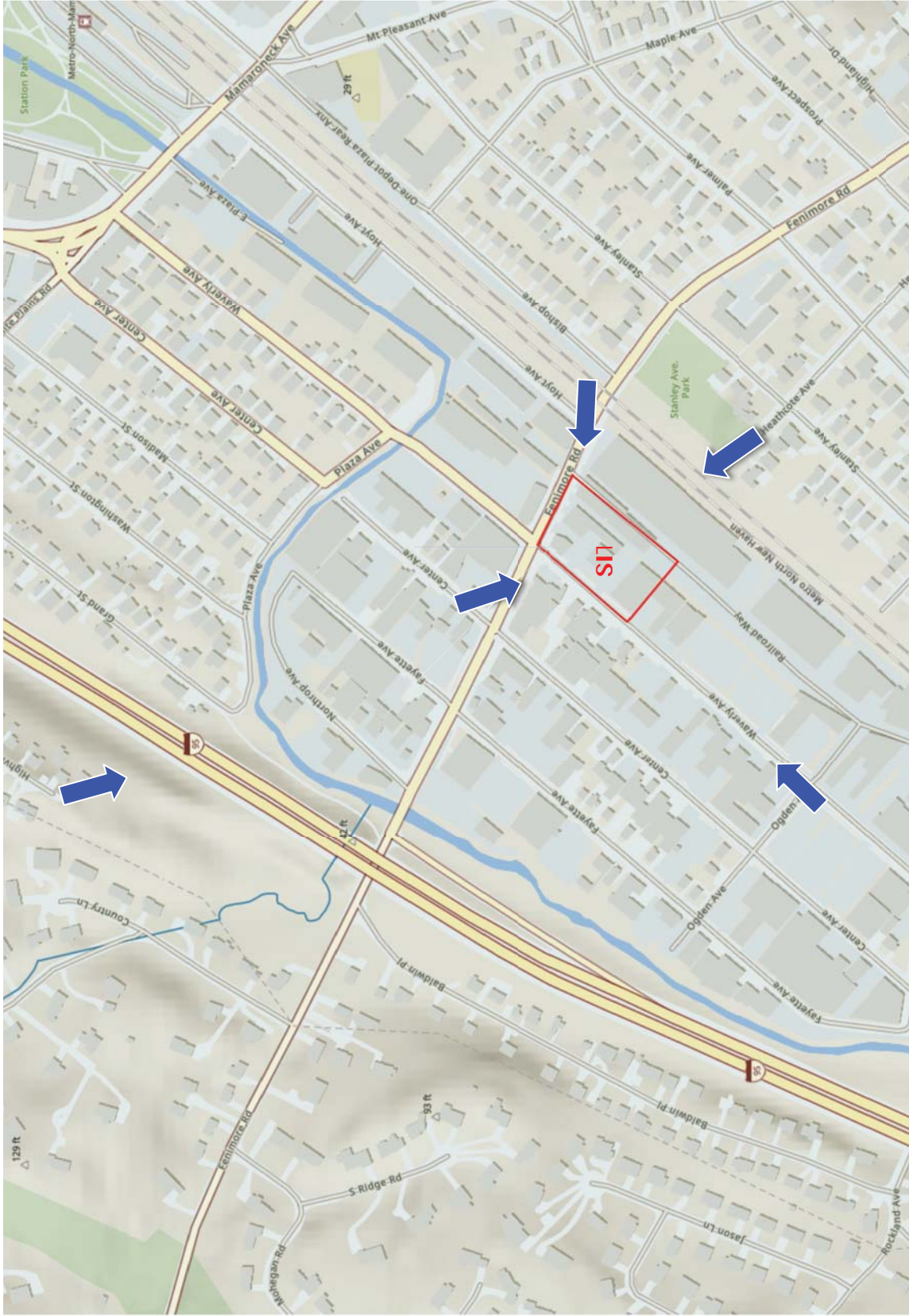


Figure  
IV.F-

# Viewpoint Key Map

T.S.





T.S.

## Viewpoint i - Existing Condition



Figure  
IV.F-5



Northwest corner of the intersection of Waverly Avenue and Ogden Road, looking towards the Project Site.



Scale:  
N.T.S.



## Viewpoint ii – Existing Condition

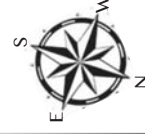
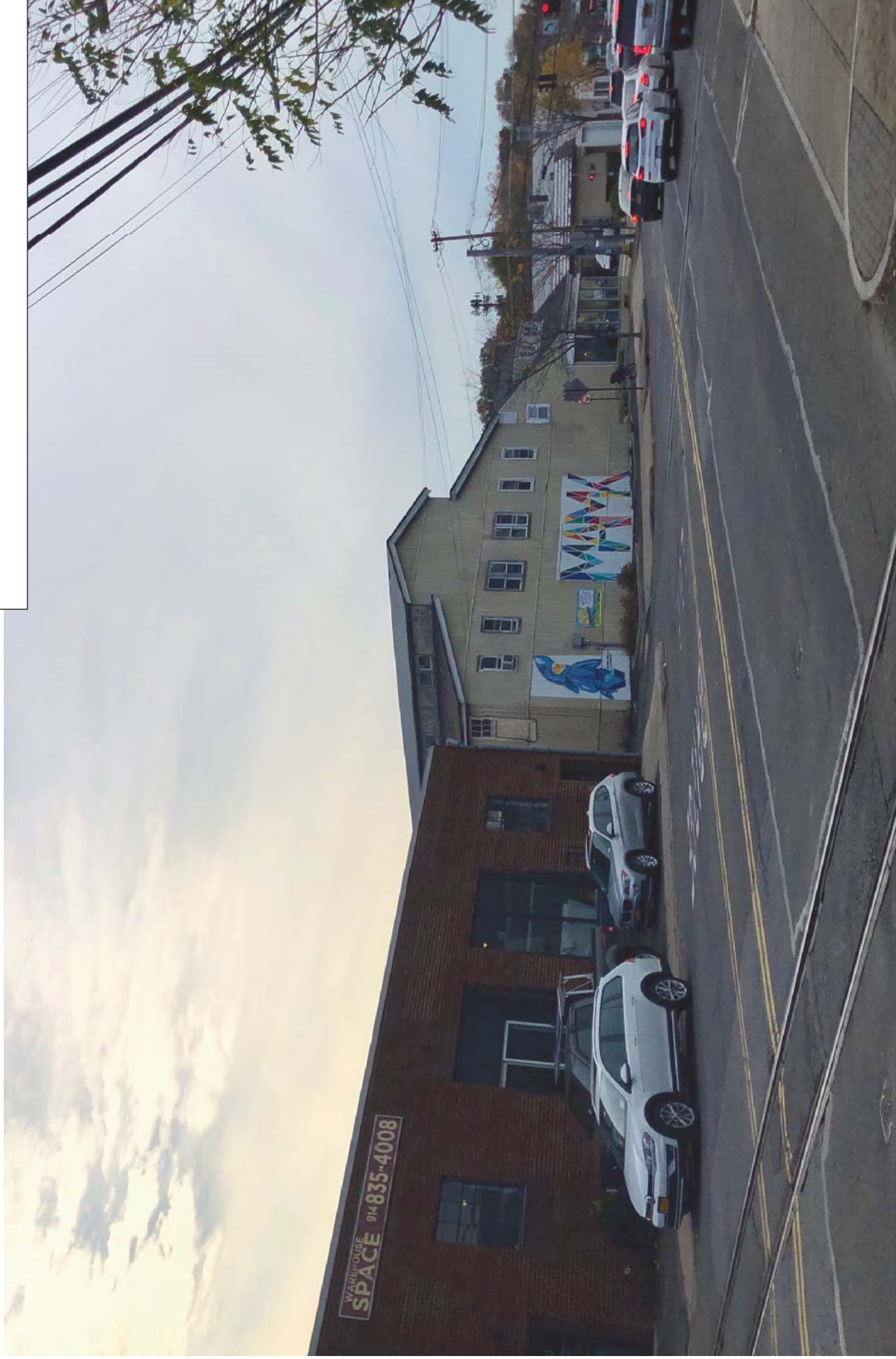


Figure  
IV.F-6



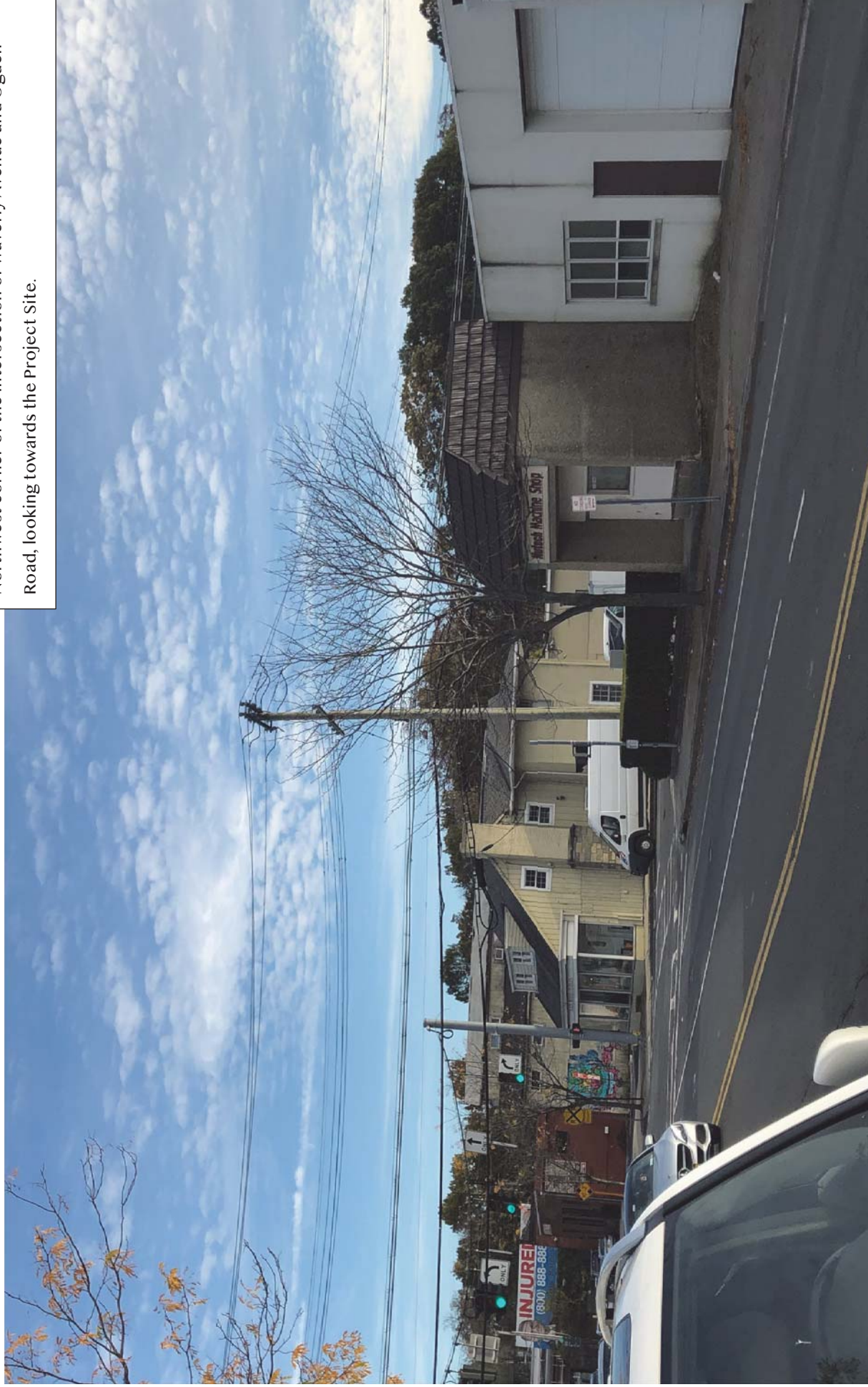
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## Viewpoint iii – Existing Condition





Northwest corner of the intersection of Waverly Avenue and Ogden Road, looking towards the Project Site.



Scale:  
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## Viewpoint iv – Existing Condition

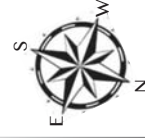
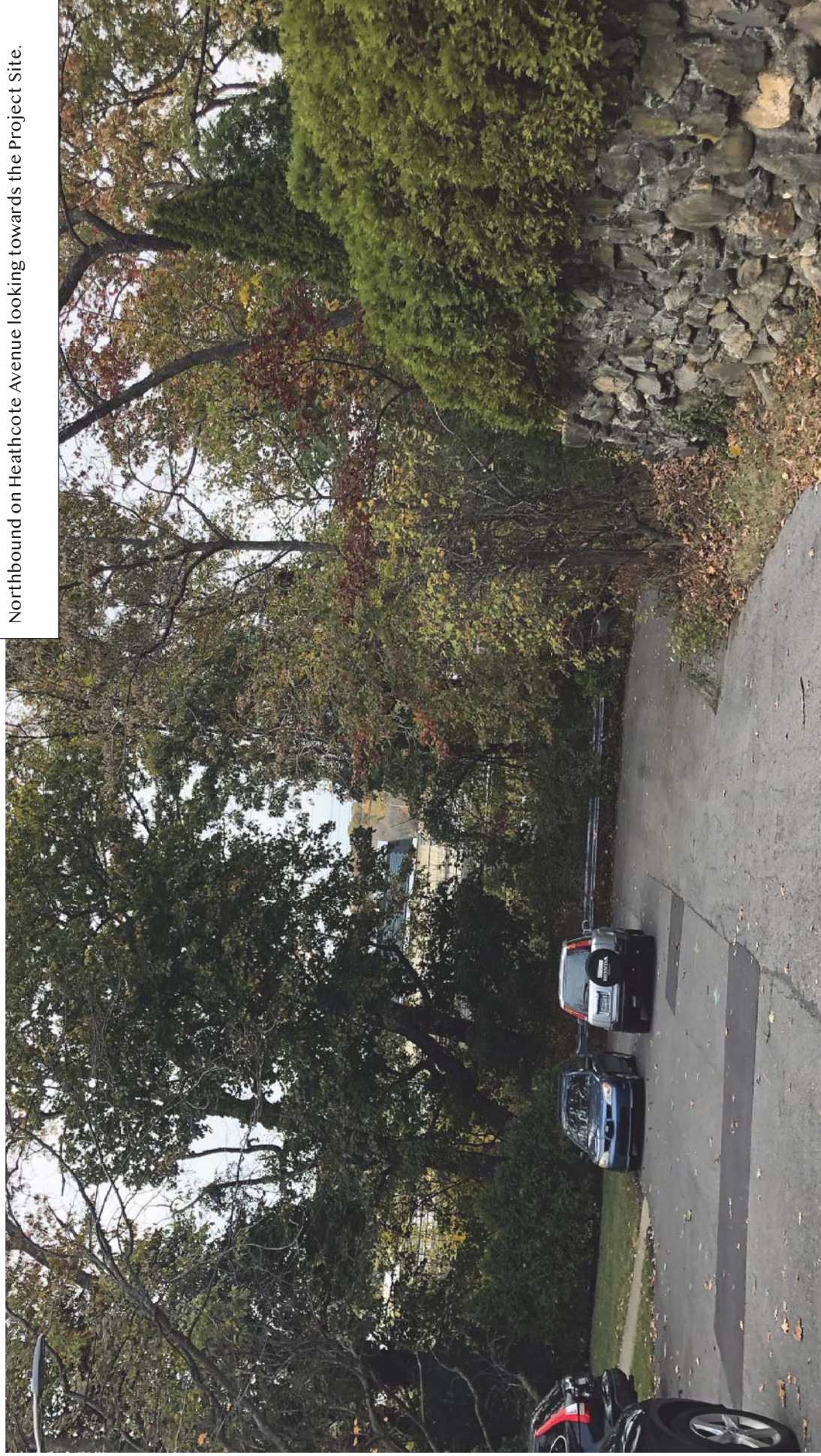


Figure  
IV.F-8





Northbound on Heathcote Avenue looking towards the Project Site.

Scale:

N.T.S.



## Viewpoint v. – Existing Condition

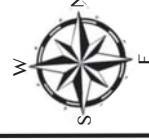


Figure  
IV.F-9





Highview Street Historic District (closest point to Site)

Scale:

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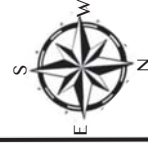


Figure  
IV.F-10

## Viewpoint vi. – Existing Condition

**c. Aesthetic Character of Surrounding Area:**

In planning studies such as the Waverly Avenue Design Study, the Comprehensive Plan and Comprehensive Plan Update, the Village has continually identified the poor aesthetic quality of the Industrial Area as a problem. The area consists of a jumble of utilitarian industrial buildings, storage yards, interspersed with remnant residences. Very little investment in the aesthetic quality of the Area is apparent. In fact, the only notable physical improvement in the Area is the Mamaroneck Self-Storage facility that opened in 2015. While it is the tallest building in the Area, it is an architecturally appropriate and attractive building, located in the geographic center of the Industrial area, where it's height, scale and mass are fittingly appropriate. When the self-storage building was developed, the remaining out-buildings were renovated and repainted to reflect the colors and materials of the self-storage building, thereby unifying the Site and reinforcing the character of the Waverly Avenue/Fenimore Road intersection. It can be argued the redevelopment of the Project Site has established a high-quality character for the surrounding area, that is currently either inappropriate or non-existent.

**d. Relationship of Proposed Action to Surrounding Area:**

The development of the Proposed Action will result in a building addition that is taller than most buildings in the Industrial Area, with the exception of The Mason located approximately 600' to the north on Waverly Avenue. However, in terms of gross floor area, a number of other industrial buildings contain more square footage. Those single-story industrial buildings cover far larger footprints than does the Proposed Action. Figure IV.F 11 provides a representation of the massing and scale of the buildings surrounding the Project Site. This view is from the north, looking south. This image illustrates an ideal urban form, with the taller, larger building in the center of the district, with lower scale buildings surrounding it.





Scale:  
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# Neighborhood Massing

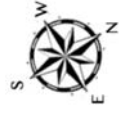
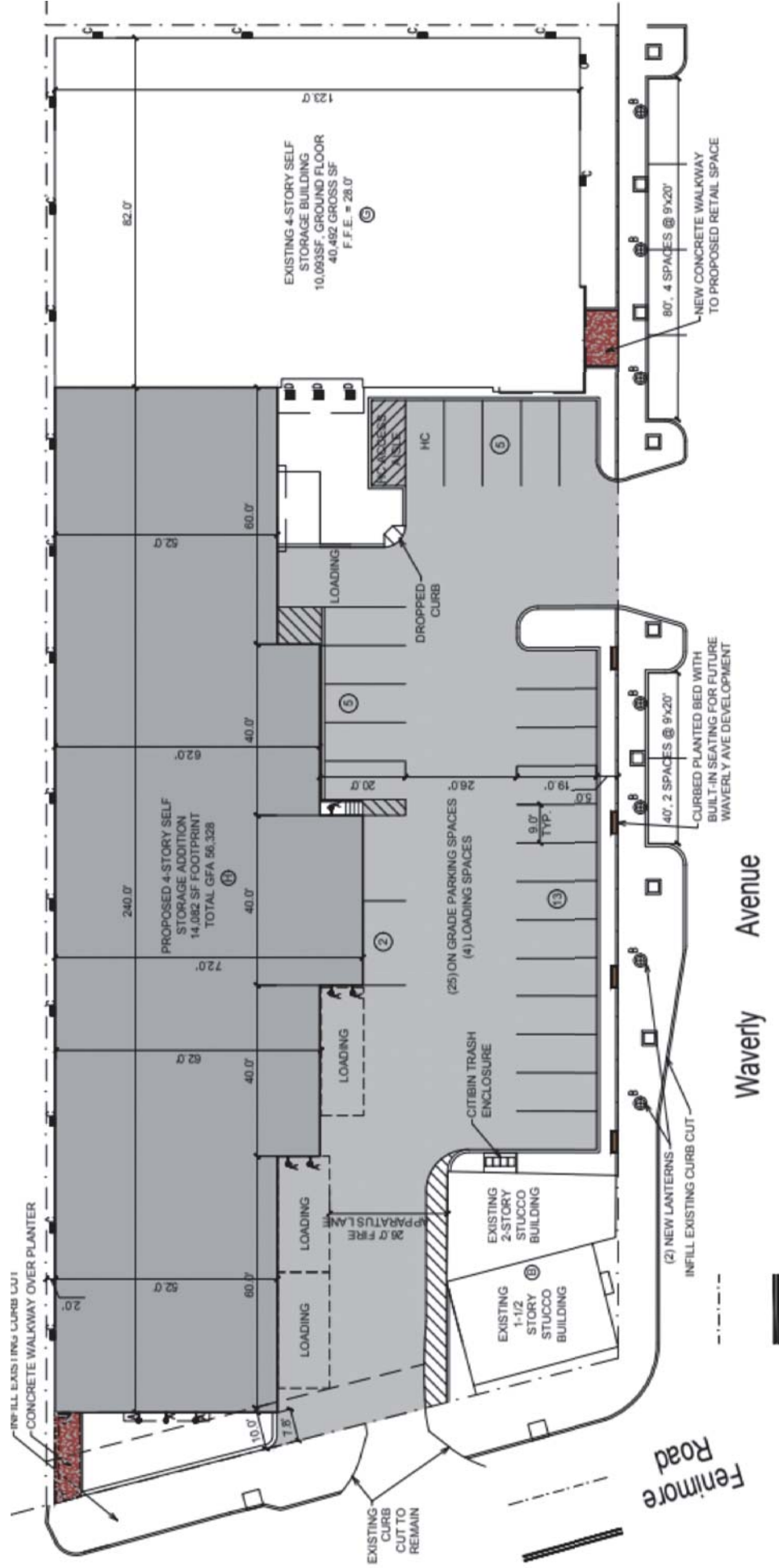


Figure  
IV.F-11



Source: KTM Architect



# Lighting Plan

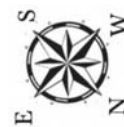


Figure IV.F-12

**e. Site Lighting & Landscaping:**

A Site Lighting Plan has been prepared by KTM, Figure IV.F-12 which includes an array of exterior light fixtures; including:

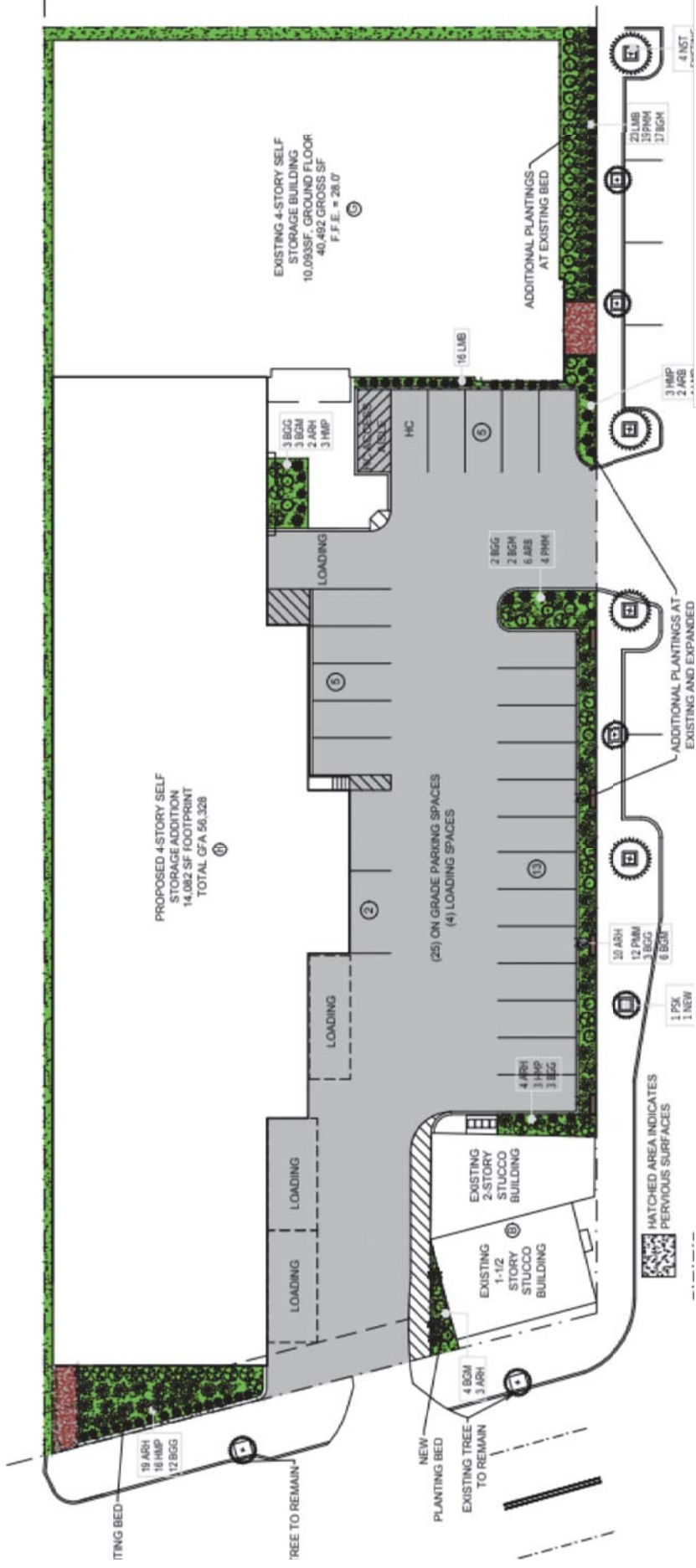
Table IV.F-1 Lighting Schedule					
Symbol	Location	E-Star Partner	Brand Name	Series/ Style	Description
A	At Canopies & Signage	--	Security Lighting Systems	Angle Reflector Wall Sconce	Goose Neck Wall Sconce
B1	Waverly Ave. Walkway	DLC	Gamma Sonic	Imperial II Solar Lamp	Solar-Powered Post Mounted Lantern
B2	Wavery Ave. Walkway	N/A	Gamma Sonic	Decorate Pole	Lantern Post
C	Egress & South Facade	DLC	Security Lighting Systems	Trapezoidal Wall Sconce	Wall Mounted Sconce
D	Canopy Soffits	DLC	Security Lighting Systems	LED Recessed Canopy Light	Recessed

Source: KTM

These fixtures have been selected to afford an appropriate level of site lighting, without excessive spill beyond the property line.

Figure IV.F-13 presents the proposed Landscape Plan which includes the preservation of existing street trees along Waverly Avenue and Fenimore Road, as well as the new street trees on Waverly Avenue. The existing foundation plantings along the existing self-storage building will be supplemented with additional boxwood and azaleas. The new parking lot will be screened by an array of shrubs and perennials, and three planting areas are proposed on the Fenimore Road side of the building extension, near the building entrance, and adjacent to the Murphy Brothers Contracting office building. The Landscape Plan provides plantings on all areas of the Site, not occupied by buildings or the parking lot.





# Landscape Plan

Figure  
IV.F-13

Table IV.F-2 provide the Planting Schedule.

Table IV.F-2 Planting Schedule							
Type	Designation	Genus	Species	Cultivar	Common Name	Size @ Planting	Size @ Maturity
Tree	PSK	Prunus	Serrulata	Kanzan	Flowering Cherry	8'-10'	15'-25'
Tree	NST	Nyssa	Sylvatica	Telupo	Black Gum	12'	30'-50'
Perennial	LMB	Liriope	Muscari	Big Blue	Lilly Turf	--	1'-2'
Perennial	HMP	Heemerocallis	Middendorffii	Prarie Blue Eyes	Daylilly	--	2'-3'
Shrub	ARB	Azalea	Rhododendron	Blaauws Pink	Evergreen Azalea	2'	2'-4'
Shrub	ARH	Azalea	Rhododendron	Herbert	Evergreen Azalea	2'	2'-3'
Shrub	PMM	Pines	Mugo	Mops	Dwarf Mountain Pine	2-3'	3'-4'
Shrub	BGM	Buxus	Green Mountain	Buxaceae	Boxwood	2-3'	3'-5'
Shrub	BGG	Buxux	Green Gem	Microphlya var. Koreana Sempervirens (Hybrid)	Boxwood	2-3'	3'-5'

Source: KTM

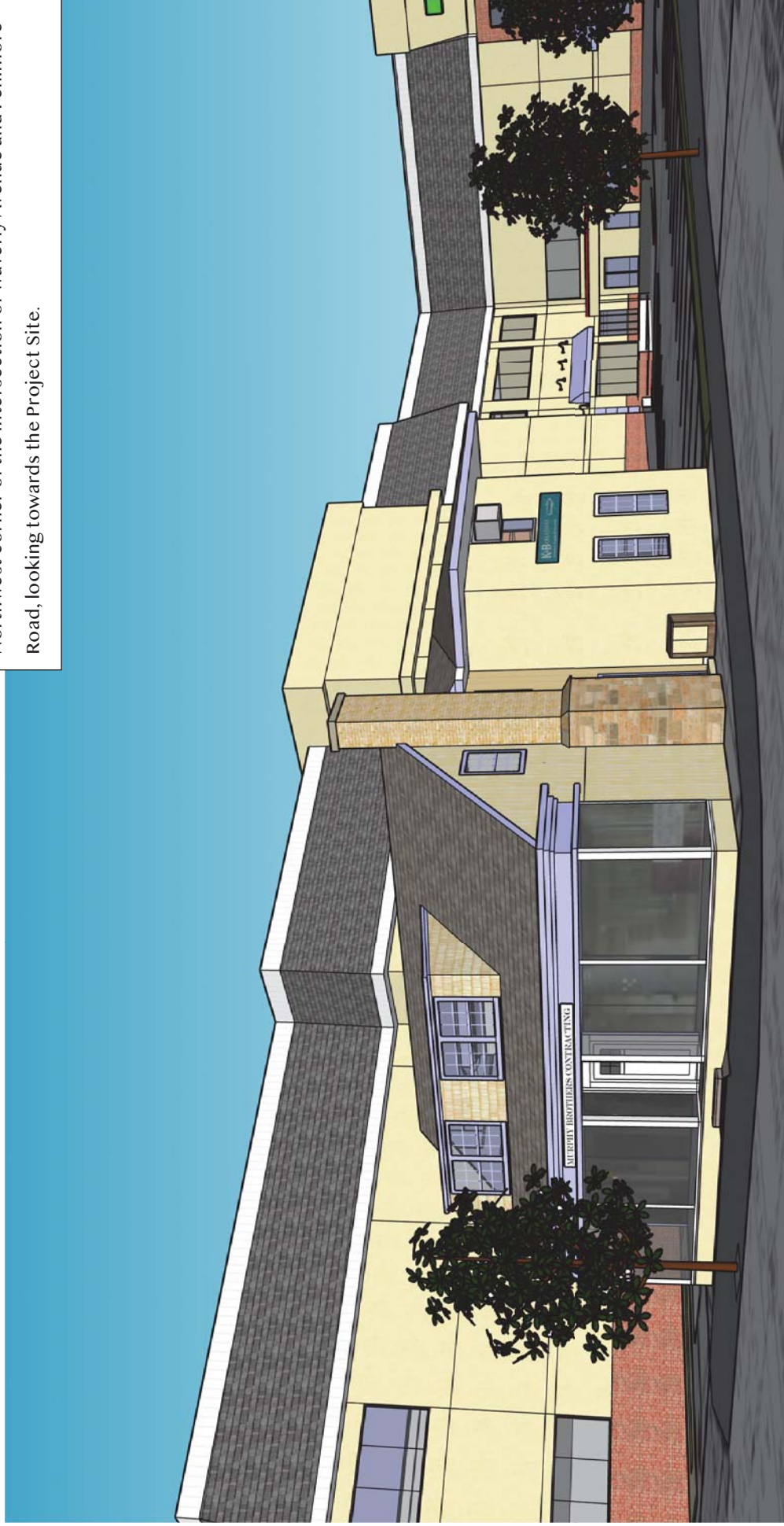
**f. Visual Simulations:**

For each of the viewpoints presented above, the Proposed Action has been superimposed to provide photo-simulations depicted in Figures IV.F-14 through IV.F-19. The following visual conditions are observed.

- i. Northwest corner of the intersection of Waverly Avenue and Fenimore Road, looking towards the Project Site.

Views of the building addition are plainly visible from this location. The existing Murphy Brothers Contracting office building is proposed to remain on the northwest corner of the Site, and will partially block views of the building addition, however, the building addition is taller and larger than the office building, so it will visually dominate the Site. The building addition is a continuation of the existing self-storage

Northwest corner of the intersection of Waverly Avenue and Fenimore Road, looking towards the Project Site.



Scale:

N.T.S.



## Viewpoint i – Proposed Project

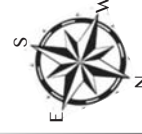


Figure  
IV.F-14



Northwest corner of the intersection of Waverly Avenue and Ogden Road, looking towards the Project Site.



Scale:  
N.T.S.



## Viewpoint ii – Proposed Project

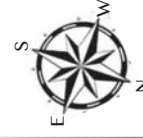


Figure  
IV.F-15



Northwest corner of the intersection of Fenimore Road and Hoyt Avenue, looking towards the Project Site.



Scale:

N.T.S.



## Viewpoint iii – Proposed Project

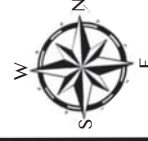


Figure  
IV.F-16



T.S.

## Viewpoint iv – Existing Condition







Scale:

N.T.S.



## Viewpoint v. – Proposed Project

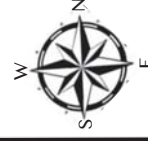


Figure  
IV.F-18



Highview Street Historic District (closest point to Site)



T.S.



## Viewpoint vi. – Proposed Project



Figure  
IV.F-19

building, which has established the perceptual visual character of the Site.

- ii. Northwest corner of the intersection of Waverly Avenue and Ogden Road, looking towards the Project Site.

The configuration of the building addition is such that it is completely blocked by the existing self-storage building from this viewpoint. This viewpoint is illustrative of the suitability of the height, scale and mass of the existing self-storage building, as well as the proposed addition.

- iii. Northwest corner of the intersection of Fenimore Road and Hoyt Avenue, looking towards the Project Site.

In this view, the existing “barn” building has been replaced by the new self-storage building addition that will extend towards Fenimore Road. The proposed building addition is taller than the barn, but it is not as wide. It clearly represents a visual change; however, it is the Applicant’s opinion that the change in the visual characteristics of the Site is a positive one. The barn, while familiar, is not an attractive building, particularly its frontage along Fenimore Road. The public art recently installed on the building, highlights its aesthetic deficiencies. The new self-storage addition has been designed to create an attractive and appropriate industrial streetscape presence on Fenimore Road. Features include the use of a brick base which serves to break-up the bulk of the building, windows on the first and second floors to create a generic commercial building façade, a mansard roof to diminish the mass of the upper portion of the building, a characteristic commercial awning, signage, goose-neck lighting fixtures, new sidewalk and landscaping. Moreover,



the height, scale and mass of the building addition mirrors the existing self-storage building on the Site.

- iv. North Side of Fenimore Road, midblock between Center Avenue and Waverly Avenue, looking towards the Project Site.

This viewpoint affords a deeper perspective of the Project Site. While the existing buildings on the south side of Fenimore Road, and the existing Murphy Brothers Contracting office building will block the base of the building addition, its upper portion will be plainly visible.

- v. Northbound on Heathcote Avenue looking towards the Project Site.

The existing self-storage building, as well as the building addition will be visible from this viewpoint across the Metro North rail lines and the intervening one-story warehouse buildings. This view will be more apparent during the full leaf-off condition. The elevation of Heathcote Avenue is notably higher than the Industrial Area, so views from this perspective overlook the area. This view is not particularly attractive, as it encompasses the bustling Industrial Area. It is assumed that is why the vegetation at the end of Heathcote Avenue remains in place, to serve as a visual buffer.

- vi. Highview Street Historic District.

The Site cannot be viewed from the end of Highview Street. Views may be possible from the upper stories of the homes at the end of the street, however, no views from a public location are possible.

#### **4.) MITIGATION MEASURES**

The existing Mamaroneck Self Storage building has established the perceptual visual character of the Site. The proposed addition is a continuation of this character. The building addition will extend the building across the eastern edge of the Site to Fenimore Road. While the building addition will be taller than the surrounding buildings, there are no significant views, or viewsheds that would be blocked or disturbed by the construction of the building. The Project Site is located in the approximate center of the Industrial Area, which consists of typical one and two-story utilitarian industrial buildings. Compared to the existing industrial buildings, which in most cases, are not architecturally distinctive, attractive, or often well maintained, the existing Mamaroneck Self Storage building is the only new building constructed in the area in years, and is architecturally appropriate and very well maintained. The proposed building extension will eliminate the remaining industrial buildings on the Site, thereby further improving the visual appearance of the Site.

Because no significant adverse visual impacts will result from the Proposed Action, no specific mitigation measures are proposed. However, the design of the building addition itself represents the Applicant's commitment to enhancing the visual character of the area. The architectural treatment of the building addition will be identical to that of the existing self-storage building. A brick base, matching colored precast walls and a distinctive roof mansard articulated with parapet detailing is proposed. The building addition would extend to Fenimore Road, so that façade will include windows, a commercial awning, signage, goose neck lighting fixtures, new sidewalks and landscaping to establish an appealing building presence along the streetscape.



# **Chapter IV. G**

## **Utilities**

## **IV. G. - UTILITIES**

### **INTRODUCTION**

The impact of the Proposed Action on utility services will be evaluated in this section of the DEIS, including water supply, sanitary sewage, solid waste and energy.

#### **1.) EXISTING CONDITIONS**

**(a.) Water Supply:**

The Project Site is served by an existing 6-inch diameter water line located within Waverly Avenue. The existing self-storage facility is served by a 1-inch diameter domestic water service and a 6-inch diameter fire service connection.

The existing buildings to be removed and the existing self-storage facility combined have a total of 6 bathrooms, 2 service sinks, and 1 kitchen sink. Based upon the New York State Plumbing Code, Appendix E, the building is utilizing an estimated 42 (public) water supply fixture units (wsfu) per day. The peak flow rate for the facility is estimated at 27.7 gpm.

**(b.) Sanitary Sewage:**

The Project Site is served by an existing 4-inch sanitary service lateral to the existing 8-inch sanitary sewer line in Waverly Avenue.

Based upon the New York State Department of Environmental Conservation's Design Standards for Wastewater Treatment Works (1988), the Expected Hydraulic daily Loading is 15 gallons per person per day per shift ("office"). The existing employee load for the 7 rentable contractor units and the existing self-storage facility is approximated at 2-shifts of 9-employee (1 per each rentable contractor unit and 2 employees for the storage area) at the facility; therefore, the Total Daily Hydraulic Loading is 270 gallons per day.

**(c.) Use and Conservation of Energy:**

The existing Mamaroneck Self Storage facility was built as the first state-of-the-art, first-of-its-kind "green" self-storage facility in Westchester County. Energy efficiency was a priority. The Applicant enrolled the project in

NYSERDA's New Construction Program (NCP), which required compliance with rigorous energy-efficiency and sustainability standards set by the program. The Applicant partnered with high performance building consultants Steven Winter Associates to develop the project to incorporate sustainable features and realize energy cost savings from their investment. Notable energy conservation measures incorporated into the existing building include:

- High-efficiency HVAC equipment including Variable Frequency Flow (VRF) heat pumps for heating and cooling, a 65% Efficient Energy Recovery Ventilation system (ERV) for mechanical ventilation;
- High-efficiency interior and exterior LED lighting on motion sensors;
- All water-saving devices;
- 8.5Kw solar shingle array on the SE & SW sides of the building;
- The building envelop consisting of 4" rigid insulation, 4" close cell spray foam with 8" close-cell spray foam in the ceiling.

Energy savings were 52% over the baseline standard building code with over \$30,000 annual electric-cost savings. The existing Mamaroneck Self Storage energy bills currently run from \$1,400 - \$1,800 monthly (similar to the cost of the average 6,000 square foot residential home).

The Mamaroneck Self Storage project was the recipient of three prestigious awards for its energy-efficient construction:

- HBRA-CT HOBI Award: Best Green Commercial Project;
- Best of BOMA Westchester County Signature Award;
- Westchester County Earth Day Award.

As construction was completed on the existing facility, the Applicant was awarded a NYSERDA Community Microgrid Project grant to investigate how a Community Microgrid system could be incorporated into future expansion plans in order to provide necessary affordable energy to the surrounding neighborhood in the event of natural or man-made disaster.



**(d.) Solid Waste:**

The volume of solid waste generated from the site is quite low. All solid waste and recycling is collected and removed from the Site by private carters.

**2.) FUTURE CONDITIONS WITHOUT THE PROPOSED ACTION:**

**(e.) Water Supply:**

If the Proposed Action is not developed, the existing water consumption rate of 27.7 gpd would continue, unchanged.

**(f.) Sanitary Sewage:**

If the Proposed Action is not developed, the existing sanitary wastewater rate of 270 gpd would continue, unchanged.

**(g.) Use and Conservation of Energy:**

If the Proposed Action is not developed, the amount of energy use at the Site would remain unchanged. Additionally, it is unlikely that the Applicant would pursue the micro-grid project.

**(h.) Solid Waste:**

If the Proposed Action is not developed, the existing generation and collection of solid waste would continue, unchanged.

**3.) ANTICIPATED IMPACTS:**

**(a.) Water Supply:**

The proposed building includes a total of four bathrooms, 1 service sink and 1 water fountain. Based upon the New York State Plumbing Code, Appendix E, the existing buildings to remain and the proposed storage building addition utilize an estimated 32 (public) water supply fixture units (wsfu) per day. The peak flow rate for the facility is estimated at 24.9 gpm, a reduction over existing condition. Hence, no flow testing has been performed on the Waverly Avenue water line as water usage in the proposed condition is less than in the

existing. The proposed improvements result in approximately a 10% reduction in the peak flow rate (approximately a 25% reduction in the daily flow rate) from the property.

The new proposed addition water service will be provided by a connection to the existing internal water line serving the existing building. This line was sized to adequately accommodate the water line for the addition. Therefore, no new water line connection is required to the Waverly Avenue water line. Since overall water usage is decreased in the proposed condition, no storage or 'looping' of the system are required.

All fixtures installed within the proposed building addition will meet the New York State requirements for water conservation.

**(b.) Sanitary Sewage:**

Based upon the New York State Department of Environmental Conservation's Design Standards for Intermediate Sized Wastewater Treatment Systems (March 5, 2014), the Expected Hydraulic Daily Loading is 15 gallons per person per day per shift ("factory"). It is anticipated that there will be 2-shifts of 5-employee each at the facility; therefore, The Total Daily Hydraulic Loading is 150 gallons per day, less than the existing condition. Hence, the Proposed Action will not result in any impact on the sanitary sewer line in Waverly Avenue nor on the Mamaroneck Wastewater Treatment Plant. The proposed improvements result in approximately a 45% reduction in sewer flows from the Site.

The wasteline from the proposed fixtures will connect to the existing sanitary sewer service utilizing the internal plumbing system. This line was sized to adequately accommodate the sanitary line for the addition. Therefore, no new sanitary line connection is required to the Waverly Avenue water line.

**(c.) Use and Conservation of Energy:**

The proposed building addition will require energy to operate the building, provide lights, security systems HVAC equipment, etc. As noted below, the building addition is being designed as an all-electric, net-zero building.

**(d.) Solid Waste:**

It is anticipated that with the removal of the existing 7 contractor tenants on the Site, the amount of solid waste generated will be reduced. No adverse impacts are anticipated.

**4.) MITIGATION MEASURES**

The Proposed action will result in a decrease in water demand, sanitary wastewater and solid waste generation. This is due to the elimination of the existing on-Site buildings and the foresight incorporated into the design of the existing self-storage building. No mitigation measures are necessary.

The Proposed Action will incorporate the same energy-efficient measures as the existing building. It is the goal of the Applicant to operate a net-zero facility. Additionally, the Applicant is proposing a Community Solar System, pursuant to NYSEDA's Community Solar Program, consisting of the installation of roof-mounted photovoltaic solar arrays. The Applicant will partner with a NYSEDA approved Community Solar Developer to oversee the engineering, permitting, installation and operation of the Community Solar System. The Community Solar System program is designed to provide clean energy to local residents. The Applicant will install roof mounted photovoltaic solar arrays as follows:

- Existing self-storage building – 121.5 kW dc (810 m<sup>2</sup>);
- Proposed self-storage building – 149.2 kW dc (995 m<sup>2</sup>);
- Existing Murphy Brothers office – 11.6 kW dc (78 m<sup>2</sup>).

These solar arrays are connected to the existing ConEd electrical grid via a separate service connection on the Site adjacent to the existing electric meter. Electricity produced from the solar panels is sent directly into the ConEd grid. The Applicant then offers subscriptions to Mamaroneck residents for a portion of that electricity, resulting in reductions in their ConEd bills. This system democratizes solar, and affords everyone access to clean energy, even those who cannot install a solar system on their own property.



As an all-electric, “net zero” building, the building will effectively have no carbon footprint. This is perhaps the most definitive measure the Applicant can take to minimize the overall impact on climate change, including sea level rise and flooding.

## **Chapter IV. H**

# **Traffic & Transportation**

## **IV. H - TRAFFIC AND TRANSPORTATION**

### **INTRODUCTION**

This section of the DEIS assesses the Proposed Actions impact of traffic, roadway operating conditions and parking conditions. The full Traffic and Parking Study, prepared by Provident Design Engineering, PLLC (PDE) is included in the Appendix.

### **1.) EXISTING CONDITIONS**

#### **A. TRAFFIC & PARKING:**

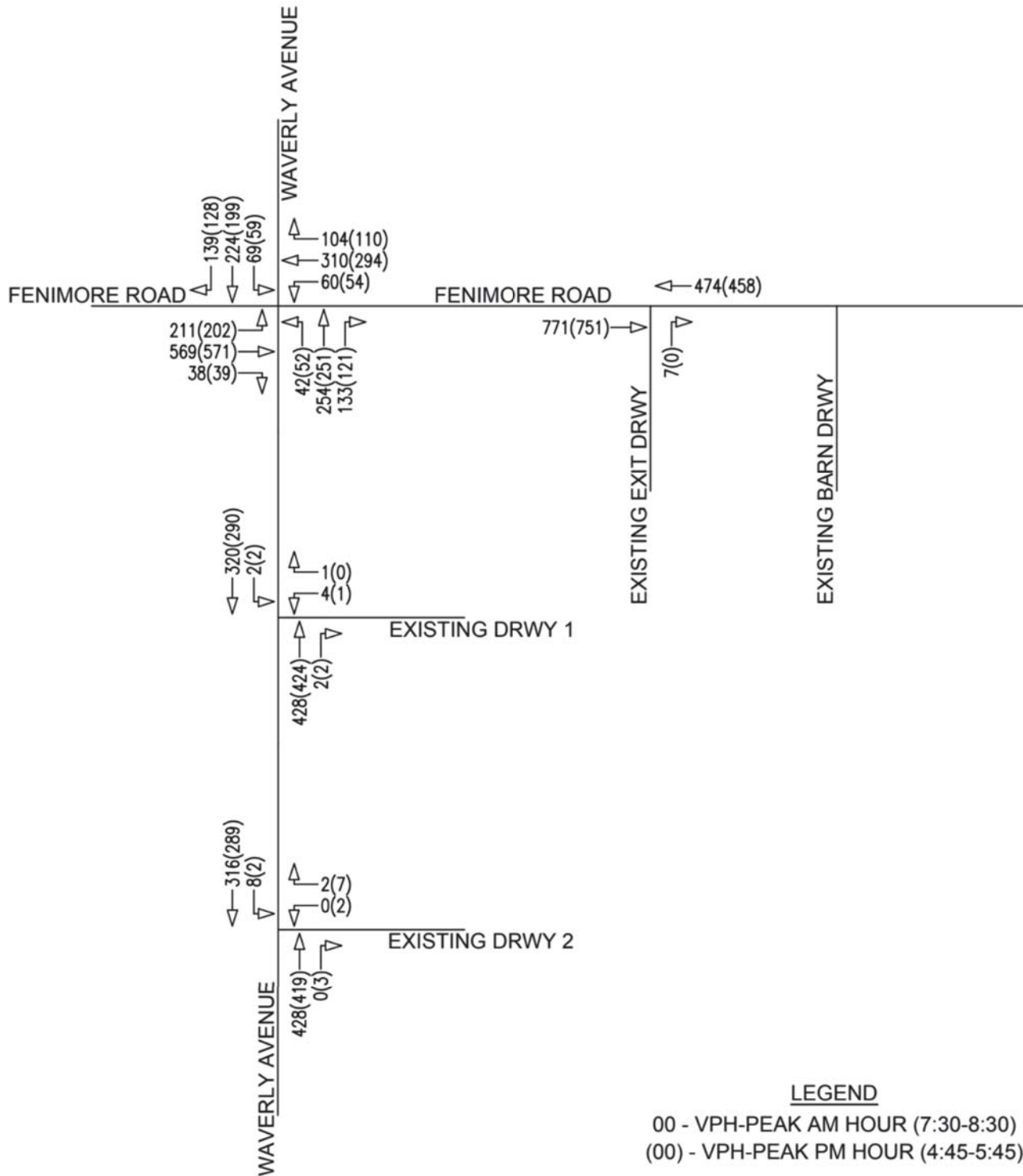
##### **(a.) Existing Vehicle Circulation:**

The Project Site was historically served by various curb cuts and driveways along both Waverly Avenue and Fenimore Road. This access was “cleaned up” with the construction of the original self-storage Building, which also improved safety along Waverly Avenue, as vehicles were previously backing-out of the Site directly onto Waverly Avenue. Along Waverly Avenue currently, the access to the northern portion of the Site is an unsignalized entrance/exit (with only right turns out permitted). A second curb cut along Waverly Avenue is located at the southern end of the Site and serves the self-storage Building and other contractor/worker parking, but does not provide a vehicular connection to the rest of the Project Site.

Along Fenimore Road, there is an existing curb cut between the barn and the front building that was converted to a right turn exiting movement only as part of the original self-storage project. An additional curb cut provides limited access to the barn area. Vehicles sometimes back out of this driveway onto Fenimore Road.

The intersection of Waverly Avenue and Fenimore Road is controlled by a multi-phase traffic signal. PDE conducted traffic counts at this intersection as well as at the Site Driveways. The Peak Hours for the intersection are 7:30 AM to 8:30 AM and 4:45 PM to 5:45 PM. The Existing Traffic Volumes are illustrated on Figure IV.H-1.





Source: Provident Design Engineering

Scale: N.T.S.



## Existing Traffic Volumes

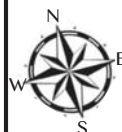


Figure  
IV.H - 1

Table IV.H-1 summarizes the existing Levels of Services for the intersection and the Site Driveways.

Table IV.H-1 EXISTING LEVELS OF SERVICE		
Intersection	AM Peak	PM Peak
Fenimore Road & Waverly Avenue	C	C
	22.7	21.5
Fenimore Road & Existing Exit Driveway	C	a
	15.0	0.0
Waverly Avenue & Existing Driveway 1 (Contractor Offices)	b	c
	14.7	15.0
Waverly Avenue & Existing Driveway 2 (Self-Storage)	b	b
	11.1	12.0

Source: Provident Design Engineering

Note: Signalized intersection Levels of Service are represented by Upper Case letters while unsignalized intersections are represented by lower case letters. Average Delay is provided below the Levels of Service and is illustrated in seconds per vehicle.

#### **(b.) Truck Loading & Unloading:**

Currently, truck loading for the existing self-storage facility occurs from the designated off-street parking spaces located in front of the building. These trucks are typically smaller vans. Truck loading for the various contractor and other uses on the Site occurs haphazardly, in various locations.

#### **(c.) Existing Site Parking Conditions:**

The current parking spaces on the Project Site are split between two separate lots, as well as on-street parking spaces along Waverly Avenue.

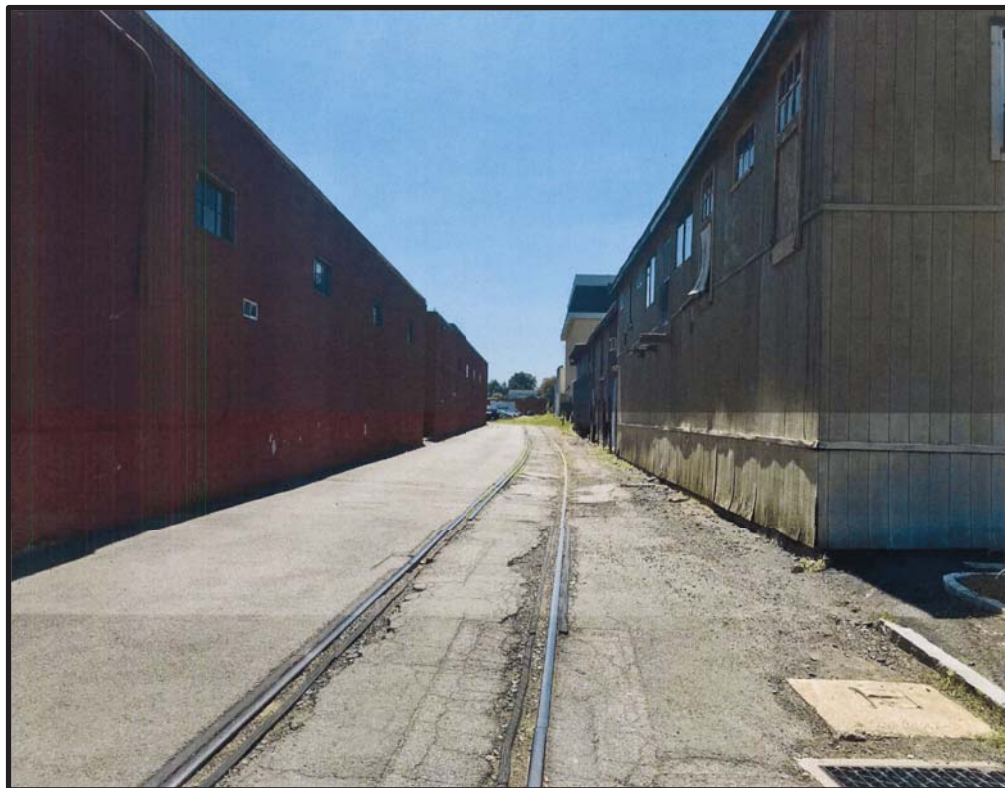
PDE conducted parking observations on various days (both weekdays and weekends) and at various times throughout the day at the Site. There were very few vehicles ever parked for the existing self-storage facility and there were never times that ample, excess parking spaces were not available on the Project Site.

In addition, PDE reviewed data for the entrance and exit into the existing self-storage facility from July 1, 2017 to August 24, 2017. These indicated that the maximum number of parking spaces for the self-storage facility utilized at any one time throughout the entire period was five spaces, which included two parking spaces utilized by employees.

**B. RAIL TRANSPORTATION:**

The Project Site is located adjacent to a rail spur owned by CSX. CSX is the transportation corporation that acquired the New York Central Railroad, later Conrail system, and serves much of the eastern United States.

The spur provides for occasional rail freight deliveries to neighboring properties, such as Marvel Industries. It is the Applicant's understanding that the tracks are maintained by Marvel Industries and Spatz Properties. No rail freight deliveries are made to the Project Site.



CSX Freight Rail Spur



A required clearance envelope exists around all CSX tracks. For “Industrial Side Tracks”, a minimum distance of 8’ 8” measured from the center-line of the tracks is required.

The closest building on the Site (the barn) is 8’ 7” from the center-line of the tracks.



## **2.) FUTURE CONDITIONS WITHOUT THE PROPOSED ACTION:**

If the Proposed Action is not developed, the Project Site would continue to operate as it operates today. The existing warehouse buildings would remain in place, accommodating various tenants. Murphy Brothers Contracting would continue to operate their businesses from the Site and the self-storage building would continue to function as it does today. Vehicles will continue to back out of the Site onto Waverly Avenue. The Project would continue to make no use of the CSX freight rail spur, and the existing clearance envelope setback would remain unchanged.

### **3.) ANTICIPATED IMPACTS:**

#### **A. TRAFFIC & PARKING:**

##### **(a.) Vehicle Circulation:**

PDE has reviewed the amount of traffic that is generated by the proposed self-storage facility utilizing the Institute of Transportation Engineers' (ITE) publication, "Trip Generation", 10th Edition, for this type of facility (ITE Land Use 151). The 321 additional storage units would conservatively generate approximately 3 entering vehicles and 3 exiting vehicles in the Peak AM Hour and approximately 2 entering vehicles and 3 exiting vehicles during the Peak PM Roadway Hour. During the Weekend Peak Hour, the 321 additional storage units would generate similar amounts, 3 entering vehicles and 2 exiting vehicles. This is minimal traffic and in general, the same vehicle that enters is also the vehicle that exits within the hour, as well as the occasional employee potentially entering or exiting. This minimal traffic will have no impact upon traffic operating conditions in the area. It is less traffic than utilized the previous uses of the Site.

The 700 sf of retail space will also generate minimal traffic as the retail will be limited to self-storage supplies. The ITE 10<sup>th</sup> Edition (Land Use 920) estimates that this space would conservatively generate approximately 2 entering vehicles and 0 exiting vehicles in the Weekday Peak AM Hour and approximately 2 entering vehicles and 3 exiting vehicles during the Peak PM Roadway Hour. In reality, there would be even less traffic than these amounts as the employee for the retail portion will be the same as for the self-storage portion and the customers would be the self-storage patrons. Similar conditions would be experienced during the Weekend Peak Hour. Importantly, the Proposed Acton will eliminate vehicles backing out onto Fenimore Road. Table IV.H-2 presents the additional trip generation.

Table IV.H-2 TRIP GENERATION				
Movement	Self-Storage		Retail	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Enter	3	2	2	2
Exit	3	3	0	3

Source: Provident Design Engineering

PDE also conducted Level of Service capacity analyses for the intersection of Waverly Avenue and Fenimore Road and the Site Driveways. “Build” conditions were also analyzed and incorporate a background growth rate in addition to the Site modifications including the additional Self Storage units as illustrated on Figure IV.H-3.

Table IV.H-2 documents the Build Condition, Levels of Service at the intersection and Site driveways.

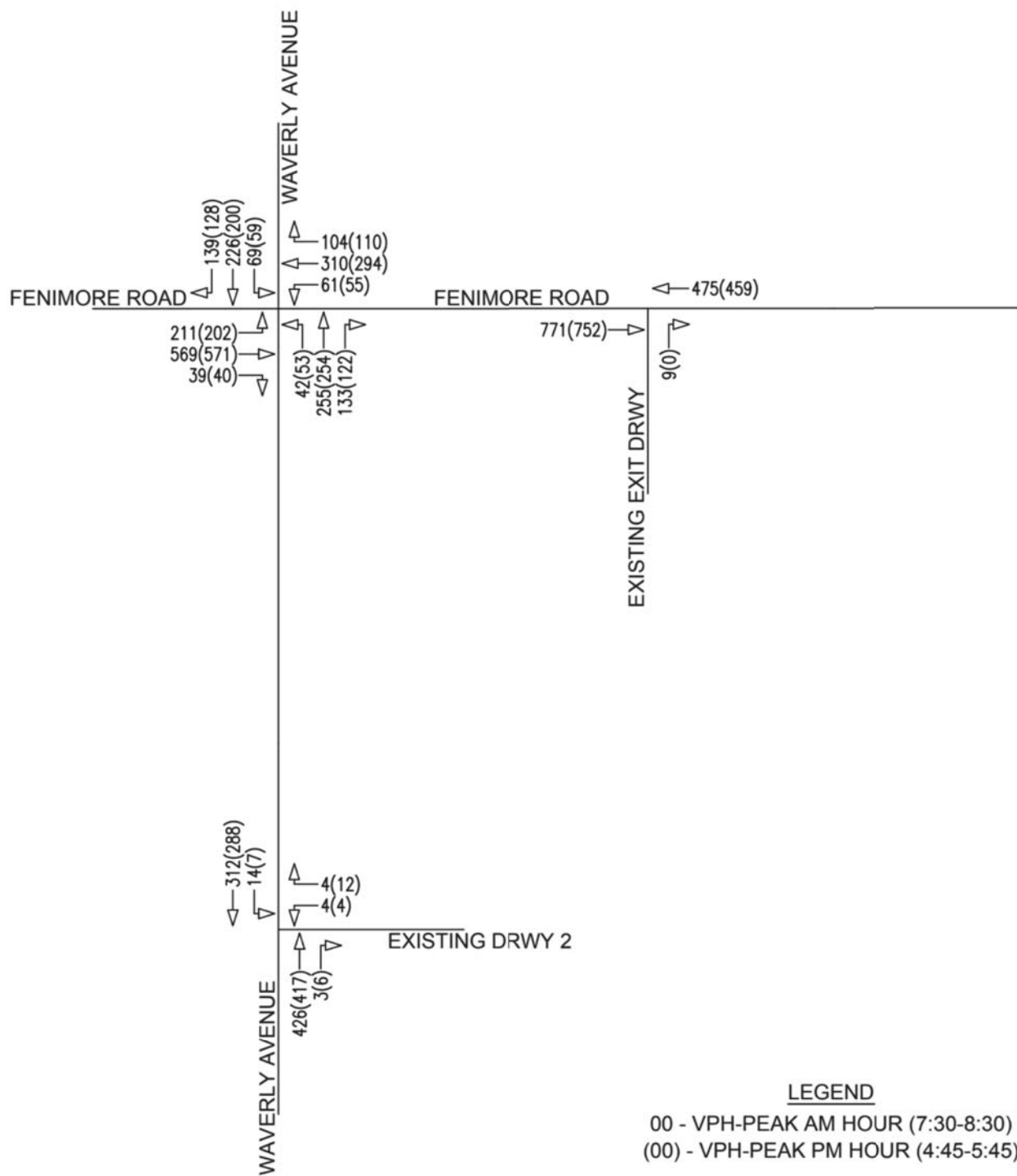
Table IV.H-3 BUILD CONDITION LEVELS OF SERVICE		
Intersection	AM Peak	PM Peak
Fenimore Road & Waverly Avenue	C	C
	22.8	21.6
Fenimore Road & Existing Exit Driveway	c	a
	15.1	0.0
Waverly Avenue & Existing Driveway 1 (Contractor Offices)	-	-
	-	-
Waverly Avenue & Existing Driveway 2 (Self-Storage)	b	b
	13.6	12.2

Source: Provident Design Engineering

Note: To be conservative, no credit was taken for the traffic contractors/workers at the Site that will no longer be present during the Build condition.

The analysis shows that the intersection of Fenimore Road and Waverly Avenue currently operates at Level of Service C in the Peak AM and PM Hours and these Levels of Service will remain the same in the Build Condition. The Site Driveways will also continue to operate at Level of Service C or better.





Source: Provident Design Engineering

Scale: N.T.S.

## Build Traffic Volumes

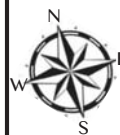


Figure  
IV.H -2



Thus, good Levels of Service are maintained at each of the intersections/driveways. To be conservative, no credit was taken for the traffic contractors/workers at the Site that will no longer be present during the Build condition, which would remove approximately 19 vehicles. As a result, there will actually be less vehicles on the Site in the Build Condition, than present currently.

The self-storage building extension will not generate significant traffic and will not have any significant impact upon the traffic operating conditions of this intersection or on the Site Driveways and adjacent streets.

**(b.)Truck Loading & Unloading:**

Currently, there are no designated truck loading spaces on the Site. The proposed reconfigured parking lot plan includes 4 designated truck loading spaces, 2 at the north end of the building addition, 2 in the central area, and 1 toward the southern end, near the existing self-storage building.

**(c.)Site Parking Conditions:**

A self-storage facility of a total of 590 units, based upon the Institute of Transportation Engineers' (ITE) publication "Parking Generation", 4<sup>th</sup> Edition, would generate a peak parking demand of 8 spaces.

The 700-sf retail space is estimated to generate a parking demand of approximately two parking spaces but would actually require much less as the retail will be limited to self-storage supplies and be sold to the self-storage patrons. In addition, the employee for the self-storage supplies will be the same as the employee for the self-storage facility.

In addition to the parking for Murphy Brothers Contracting, approximately 19 other contractors/workers currently park at the Site. These 19 vehicles will be removed from the Site to accommodate the new self-storage building addition. As a result, there will be less vehicles parking on the Site.

To determine the parking that was to be required for the original self-storage facility at the Site, the parking requirements at other self-storage facilities in the area was reviewed. Table IV.H-4 illustrates the parking spaces provided for other self-storage facilities in Westchester.

Table IV.H-4 PARKING PROVIDED AT OTHER SELF-STORAGE FACILITIES				
Facility	Location	# Units	Parking Spaces Required by Zoning	Spaces Constructed (Variances Granted)
Westy's Self Storage	Port Chester	900	83	22
Safeguard Self Storage	Elmsford	550	68	12
Safeguard Self Storage	New Rochelle	653	48	14
Westy's Self Storage	Tuckahoe	1,500	N/A	24
Black Mountain	New Rochelle	1,182	N/A	12
<i>Mamaroneck Self Storage</i>	<i>Mamaroneck</i>	<i>590</i>	<i>137</i>	<i>12</i>

Source: Provident Design Engineering

Table IV.H-5 provides a comparison of parking spaces per unit as well as the number of units per parking space for other self-storage facilities in the area.

Table IV.H-5 PARKING RATIOS FOR OTHER SELF-STORAGE FACILITIES				
Facility	Location	# Units	Parking Spaces per Unit	Units per Parking Space
Westy's Self Storage	Port Chester	900	0.0244	41
Safeguard Self Storage	Elmsford	550	0.0218	46
Safeguard Self Storage	New Rochelle	653	0.0214	47
Westy's Self Storage	Tuckahoe	1,500	0.0160	63
Black Mountain	New Rochelle	1,182	0.0101	99
<i>Mamaroneck Self Storage</i>	<i>Mamaroneck</i>	<i>590</i>	<i>0.0424</i>	<i>24</i>

Source: Provident Design Engineering

As illustrated in the above Tables, some of these other facilities in the area have significantly more storage units yet provide a similar number of parking spaces as proposed for the Mamaroneck Self Storage facility



expansion. Observations of the parking in these lots indicate minimal vehicles are parked there.

The Mamaroneck Self Storage facility currently has 1-2 employees on-site at any one time. With additional units, this could increase to a maximum of 3 employees on-site at times. A self-storage facility of a total of 590 units, based upon the Institute of Transportation Engineers' (ITE) publication "Parking Generation", 4<sup>th</sup> Edition, would generate a peak parking demand of 8 spaces.

The 700-sf retail space is estimated to require approximately two parking spaces based upon the potential use of Site. The Murphy Brothers Contracting portion of the Site will have four full time employees and two Project Managers on-site which are projected to utilize six parking spaces. Murphy Brothers Contracting will generally not generate any visits from the general public or contractors. The other nineteen contractors/workers that currently park on the Site will no longer be parking there as that usage will be replaced by the expansion of the self-storage facility and thus the overall parking demand will be reduced.

With the proposed self-storage facility addition and the modifications to the layout of the Site, there will be 25 parking spaces provided on-site along with four (4) loading spaces, in addition to the on-street parking spaces along Waverly Avenue. The four loading spaces will be utilized by the patrons of the self-storage facility, thus freeing up even more parking spaces.

It is the Applicant's opinion that the parking to be provided will be sufficient to support the operation of the Site. No significant adverse parking impacts are anticipated.

#### **B. RAIL TRANSPORTATION:**

The Proposed Action involves demolishing the existing buildings bordering the CSX rail spur, and the construction of the new self-storage building extension.

The demolition of the existing buildings will eliminate the pre-existing non-conforming clearance envelope setback (8' 7" exists where 8' 8" is required). The proposed eastern wall of the new building abutting the CSX spur will be setback 10' 7", which exceeds the required setback. In correspondence from CSX dated July 9, 2018, the Regional Manager for Site Design indicated that "CSX is OK with that proposal."

#### **4.) MITIGATION MEASURES**

The proposed expansion of the self-storage facility will result in very low vehicle trip generation numbers. During the AM peak hour 8 vehicle trips will be generated (or 4 inbound and 4 outbound trips, likely by the same vehicle). During the PM peak hour 10 vehicle trip will be generated (5 inbound and 5 outbound). These same trip generation rates would apply during the weekend peak hour as well. This minimal volume of traffic reflects a reduction in traffic generation below the existing condition, resulting from the elimination of the contractor and other businesses currently operating out of the buildings on the Site. The volume of traffic generated by the Proposed Action will have no impact upon traffic operating conditions in the area. The development of the Site as proposed to support the self-storage building expansion is, in and of itself, a traffic mitigation measure.

The number of curb cuts will be reduced from four to two under the Proposed Action. The curb cut along Waverly Avenue currently serving the northern portion of the Site will be closed. The curb cut that currently serves the southern portion of the Site along Waverly Avenue will remain.

The curb cut along Fenimore Road between the barn and the front building will remain an exit only driveway (right turns only). The curb cut that serves the barn will be removed.

All of the driveways will remain unsignalized under STOP control.

In addition to the modifications to the driveways, the internal circulation of the Site will also be improved. Elimination of some of the buildings will improve traffic flow.

In addition, as illustrated on the Site Plan, circulation will become more organized and striped islands will be provided to provide clearer direction. Site signage will also be upgraded to improve traffic control. The northern portion will now be connected with the southern portion of the Site. These improvements will significantly improve traffic flow throughout the Site as well as improve circulation to and from Waverly Avenue and Fenimore Road by reducing the number of curb cuts.

To ensure no impacts to the CSX rail spur will result from the Proposed Action, CSX has requested that the Applicant:

- Ensure that no impediments are placed in the required clearance envelope when CSX crews are operating on the tracks.
- Contact the CSX Trainmaster prior to construction to alert crews of construction activities.

Additionally, to ensure that the construction of the self-storage building addition and its foundation do not impact the rail spur, the following mitigation measures will be implemented:

- The Applicant will hire an engineering consultant prior to construction to verify exact parameters of all excavation and concrete work along the CSX tracks to preserve the current integrity of the tracks.
- CSX, MARVAL Industries and Spatz Properties will be notified prior to any construction activity in or about Railroad Way and the intersection of Fenimore Road and Railroad Way to make sure CSX, MARVAL Industries and Spatz Properties are aware of any construction activities.
- During the course of construction, the Applicant will not interfere with the egress and ingress of the tracks utilized by CSX and MARVAL.
- Should any work and/or labor require the partial closing and/or impeded access to Railroad Way from Fenimore Road, MBC will perform the



aforementioned work in the evening hours between 6pm and 5am with prior consent and authority granted by the Municipality and in coordination with CSX train schedules.

- The Applicant will indemnify the Village of Mamaroneck, Marval Industries, and the Spatz Properties when performing construction near or about railroad way and within any Village right-of-way.

# **Chapter IV. I**

## **Economic & Fiscal Analysis**