

Chapter IV. I

Economic & Fiscal Analysis

IV. I – ECONOMIC & FISCAL ANALYSIS

INTRODUCTION

This section of the DEIS provides an economic and fiscal analysis of the Proposed Action. Portions of the material presented in this section of the DEIS has been excerpted from a feasibility report prepared by Chiswell & Associates, LLC, included in full in the Appendix.

1.) EXISTING CONDITIONS

(a.) **Existing Tax Generation:**

The Project Site currently generates \$79,865.72 annually in real estate taxes. Table IV. I-1 provides a breakdown of existing tax generation per taxing jurisdiction.

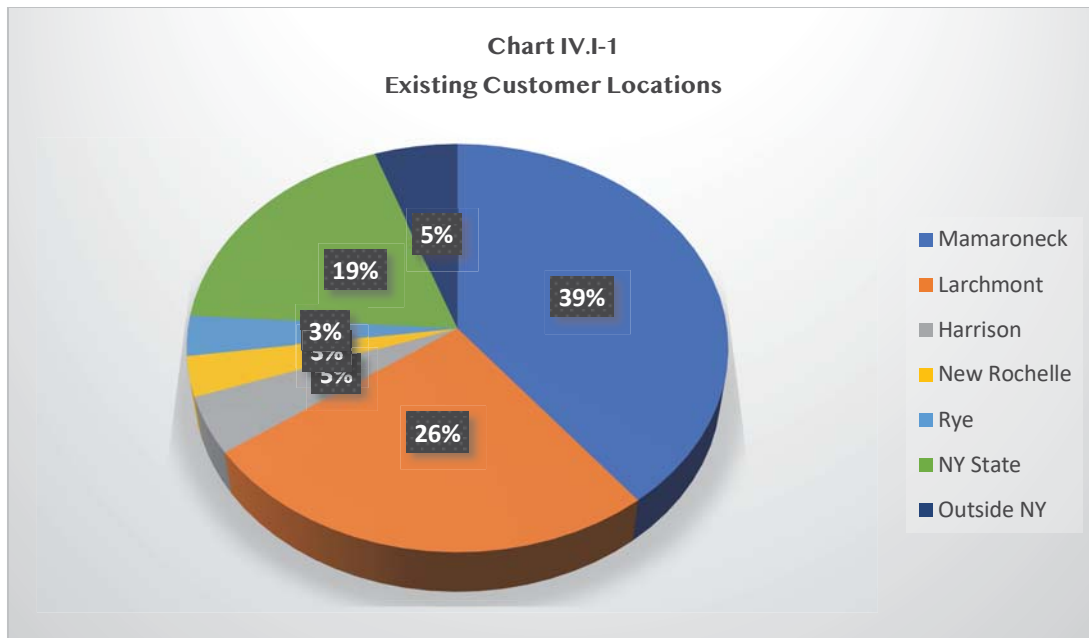
Table IV.I-1 Existing Tax Generation (2019)			
Taxing Jurisdiction	Assessed Value (AV)	Tax Rate per \$1,000/AV	Taxes
Westchester County	\$3,215,000	3.17600100	\$10,210.84
Town of Mamaroneck	\$3,215,000	0.47296900	\$1,520.60
Village of Mamaroneck	\$3,215,000	6.76380000	\$21,745.98
Ambulance District	\$3,215,000	0.06991800	\$224.79
Refuse District	\$3,215,000	0.26811300	\$861.98
Mamaroneck Sewer	\$3,215,000	0.56396300	\$1,813.14
Mamaroneck School District	\$3,215,000	13.52671400	\$43,488.39
Total			\$79,865.72

(b.) **Economic Feasibility Analysis:**

i. **Customer Analysis:**

To determine the “marketing reach” of the proposed self-storage facility expansion, the zip code of the 221 existing customers at the Mamaroneck Self Storage facility were identified. A total of 76.02% of all current customers come from five nearby zip codes, including Mamaroneck (10543), Larchmont (10538), Harrison (10528), Rye (10580) and New Rochelle (10804). 18.55% of existing customers come from elsewhere in New York State outside of the 5 closest zip codes,

and 5.43% of existing customers come from outside New York State (Chart IV.I-1).



Source: Chiswell & Associates

An average of 10% of households in the United States use self-storage facilities. These customers are on average using storage at a rate of 1.3 units per household, with an average unit size of 120 square feet. In urban settings the average unit size is closer to 100 square feet. The national customer ratio is 80% residential and 20% commercial. In urban settings this ratio of 90%/10%.

Another method to assess market demand is by applying an industry standard 7.0 square feet per person.

Chiswell & Associates has calculated the market demand for self-storage facilities using both the total household (Table IV.I-2) and population (Table IV.I-3) methods.

Table IV.I-2 Self-Storage Facility Demand Potential - Households	
Total Households in 5 Zip Codes	46,034
% of Users	10%
Total Users	4,603
Units Per User	1.3
Total Units Used	5,984
Square Feet of Unit	100
Total Residential Sq. Ft. (90%)	598,442
Total Commercial Sq. Ft. (10%)	66,494
Total Square Footage Demand Potential	664,936

Source: Chiswell & Associates

Table IV.I-3 Self-Storage Facility Demand Potential - Population	
Population in 5 Zip Codes	125,723
Square feet Per Capita	7
Total Square Footage Demand Potential	880,061

Source: Chiswell & Associates

The demand potential for the Proposed Action is apparent when considering that there are currently no competing self-storage facilities located with the 5 zip codes. Deducting the approximately 70,000 square feet of existing and proposed storage space at the Mamaroneck Self-Storage facility, a residential demand for over 500,000 square feet of self-storage space exists.

The households located in the 5 zip codes are affluent. Table IV.I-4 documents population and household incomes.

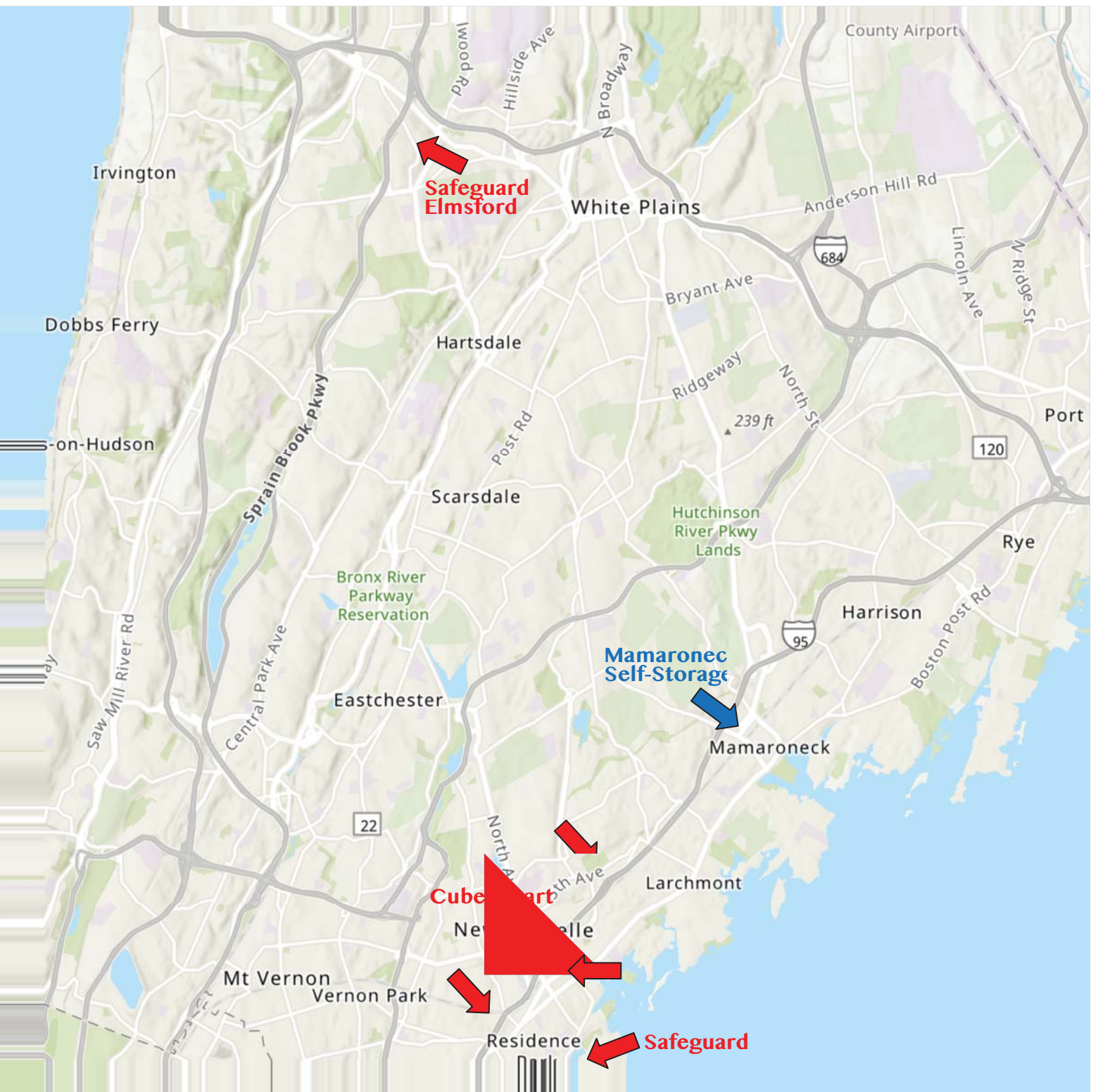


Table IV.I-4 5 Zip Code Population and Income						
	Mamaroneck	Larchmont	Harrison	Rye	New Rochelle	Total
Households	8,171	6,430	4,366	11,073	15,994	46,034
Population	21,111	17,208	12,305	30,558	44,541	125,723
Average Household Income	\$148,847	\$222,394	\$169,335	\$206,160	\$214,047	\$192,157

Source: Chiswell & Associates

The average household income across the 5 zip codes of \$192,157 demonstrates that the residents in these communities have adequate income to accommodate a monthly storage expense.

ii. **Competition Evaluation:**

Across the United States, the self-storage industry has evolved over the past 40 years from a niche real estate market, to a fully recognized asset class within the broader real estate market place. Total industry revenues in 2017 reached \$32 billion.

The Mamaroneck Self Storage facility is the only use of its kind from the north end of New Rochelle to the south end of Port Chester, and from Tuckahoe to the Long Island Sound, encompassing the 5 zip codes noted above (Figure IV.I-1).

Prevailing zoning use restrictions coupled with extremely high barriers to entry are significant deterrents to potential competitors.

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 market demand for self-storage space as documented above, would continue to go unmet.

3.) ANTICIPATED IMPACTS:

(a.) Projected Taxes:

Upon completion of the Proposed Action, the Town of Mamaroneck Tax Assessor has projected that the Project Site will generate \$81,604.61 in property taxes annually¹. As the Proposed Action results in extremely low demands on municipal services, this tax revenue – particularly the taxes accruing to the Mamaroneck School District, represents a significant benefit.

(b.) Employment:

As suggested by their name, self-storage uses do not require a large number of employees to operate the facility. Upon completion of the Proposed Action, the Mamaroneck Self-Storage facility will employ 4 full-time employees.

(c.) Business Displacement:

Currently, there are 7 rentable spaces on the Project Site. Two spaces are currently vacant and the remaining five house two electrical contractors, one window/floral display company, one real estate office and one custom glass contractor. These 5 businesses would be displaced as the existing buildings that house them would be demolished to accommodate the self-storage building expansion.

All 5 of these tenants operate businesses that are permitted in the M-1 – Manufacturing zoning district, and are characteristic of the uses in the Industrial Area. It is anticipated that all 5 businesses would find suitable sites to relocate to in the immediate vicinity of the Project Site.

(d.) Neighborhood Impacts:

The Proposed Action will impact the character of the neighborhood. It is the Applicant's opinion that this impact however, will be a positive one, as the existing older buildings on the Site that are operated haphazardly, would be replaced by a modern, well-designed, architecturally appropriate self-storage building addition. The building addition will be taller than the buildings on surrounding

¹ Correspondence from Town of Mamaroneck Assessor, December 19, 2019.

properties, but no taller than the existing self-storage building. As the neighborhood supports various industrial and warehouse uses, the development of the Proposed Action would have no bearing on the continued operation of these surrounding uses. The Proposed Action will not generate traffic, congestion, noise, pollution or any other impact that could affect the operation of adjacent businesses.

4.) MITIGATION MEASURES

As the Proposed Action will not result in any significant adverse impacts on economic and fiscal resources, no mitigation measures are required.

Chapter IV. J

Building Demolition & Construction

IV. J. - BUILDING DEMOLITION & CONSTRUCTION

INTRODUCTION

This section of the DEIS addresses the potential impacts associated with the demolition of the existing buildings on the Site, and the construction of the self-storage building addition.

1.) ANTICIPATED IMPACTS:

(a.) Construction Phasing Plan:

The construction of the Proposed Action will occur in a single phase consisting of 12 discreet elements. It is the objective of the Applicant to construct the building addition rapidly to minimize the disruption to the existing self-storage facility and Murphy Brothers Contracting which will relocate to the corner building, both of which will remain open and operational during construction. Construction will consist of:

- Installation of erosion control measures;
- Demolition of existing buildings A, C & D;
- Excavate for building foundation;
- Pour foundation and all concrete work;
- Install steel superstructure;
- Complete exterior building finishes;
- Install mechanical, electrical and plumbing equipment;
- Install insulation;
- Complete interior finishes;
- Install hardscape;
- Install landscaping; and
- Install solar equipment

(b.) Building Demolition:

The Proposed Action requires the demolition of the following buildings:

- Building C – 2-story 2,985 square foot concrete block building housing Murphy Brothers Contracting office and warehouse space.

- Building D – 1,734 square foot concrete block building housing auto glass business, and the adjacent lumber storage racks.
- Building A – The “Barn”, an 8,322 square foot, 2-story wood frame building housing an electrician, a holiday storage facility and Murphy Brothers storage.

In addition to the buildings, portions of the existing parking lot will also need to be removed.

Existing utility services would be disconnected from each building, and any asbestos, lead paint or PCB’s identified within the buildings would be removed from the Site in accordance with all applicable requirements and/or fully abated prior to demolition.

(c.) Construction Activities & Need for Blasting:

It is unlikely that blasting will be required for the Proposed Action. Blasting was not necessary when the existing self-storage building was constructed. As the building addition will not have a basement and will be built on a slab foundation, minimal excavation is anticipated, projected to be less than 400 cubic yards.

The following sequence of construction activities is proposed:

- Disconnect utilities;
- Install erosion control, anti-tracking pad and construction fence protection, establish material staging areas and construction worker parking areas;
- Disassemble buildings A, C and D;
- Excavation for foundation footings;
- Pour footings and foundation walls, concrete slab, elevator and stairwells;
- Install drainage system and backfill;
- Install structural steel;

- Finish exterior-side insulation (rigid board), siding and roofing, windows and doors;
- Install electrical and HVAC roughing and finish;
- Install interior-side insulation (spray foam);
- Install elevators, security system wiring, sprinkler system;
- Install interior finishes, metal walls and roll-up doors, drywall, paint;
- Install lighting fixtures;
- Install plumbing fixtures, toilets and sinks;
- Install miscellaneous door hardware, mirrors, shelving, etc.;
- Install and connect solar photovoltaic system;
- Install hardscape including driveway, parking lot, curbing and sidewalks; and
- Install landscaping including shrubbery, trees and miscellaneous plantings.

(d.) Short-Term Construction Impacts:

Both the existing self-storage facility, and the Murphy Brothers Contracting business operations will remain open during the construction of the building addition. As a result, construction activities will be staged to allow for required parking to remain operational on-site.

(i.) Noise:

Local daytime ambient noise levels would increase both on and off-Site during demolition activities, foundation preparation, installation of infrastructure and the construction of the self-storage building addition. Construction activities and the operation of construction equipment are an anticipated and necessary short-term consequence of any development of the Site, and cannot be avoided. As a result, construction related short-term noise impacts are expected.

Noise impacts resulting from construction related activities are an intermittent, short-term, temporary impact, dependent upon the construction activity and the proximity of that activity to local receptors, which would cease upon completion of the construction phase of the Project. Table IV.J-1 presents representative noise levels for construction equipment and activities at a range of receptor distances.

Table IV.J-1 Construction Noise Levels (dBA)				
Equipment/Activity	50 Feet	200 Feet	500 Feet	1,000 feet
Backhoe	82-84	70-72	62-64	56-58
Blasting	88-120	76-108	68-100	62-94
Concrete Pump	74-84	62-72	54-64	48-58
Generator	71-87	59-75	51-67	45-61
Hailer	83-86	71-74	63-66	57-60
Loader	86-90	74-78	66-70	60-64
Rock Drill	83-99	71-87	63-79	57-73
Trucks	81-87	69-75	61-67	55-61

Source: US Department of Transportation, Federal Highway Administration

(ii.) Air Quality:

Construction related impacts to air quality would vary based on the proximity of the construction activities to adjacent properties and the type and amount of construction equipment used for each project phase.

Construction related air emissions would result from the use of diesel fuel for construction vehicles and equipment. While well maintained diesel engines are more efficient than gasoline engines, pollution from these engines produce exhaust from the combustion process resulting in the release of hydrocarbons, carbon monoxide, nitrogen oxides and particulate matter.

General construction activities on the Site would have a potential impact on the local air quality through the generation of fugitive or airborne dust. Fugitive dust is generated during demolition, ground clearing and excavation activities. Throughout the construction period, the passage of delivery trucks and other vehicles over exposed soil surfaces also generates fugitive dust.

(iii.) Erosion:

Sedimentation resulting from erosion of disturbed soils during construction is a potential impact. The Proposed Action has the potential to increase the volume and velocity of stormwater runoff resulting from land clearing and the conversion of existing impervious surfaces. If not properly controlled, these activities could lead to accelerated erosion and sedimentation during construction. Sedimentation of receiving waterbodies could result in increased turbidity, nutrient enrichment and increased transport of pollutants.

(iv.) Construction Traffic:

The development of the Proposed Action will result in temporary construction truck traffic. Construction traffic would be generated initially during the demolition of the existing buildings, construction of the building foundation, site infrastructure and the building itself.

Truck deliveries will occur periodically throughout the course of construction as materials are brought to the Site including concrete, steel, framing materials and related building materials.

The number of truck trips generated per day during construction would vary depending on the phase and pace of construction, weather conditions and seasonal variations. Types of construction vehicles that will routinely come to the Site include dump trucks, delivery vehicles, pick-up trucks, concrete trucks, backhoes and construction worker vehicles. Bulldozers, skid steers, track excavators, front end loaders, graders and pneumatic rock breakers will be delivered to the Site on flatbeds. Much of this equipment will be brought to the Site and remain there until it is no longer required, and will not make daily trips to and from the Site. Depending on the phase of construction, between 10-20 construction workers would be present on the Site at any one time.

(e.) Impacts to Sensitive Receptors:

The Project Site is located in the geographic center of the Village's Industrial Area. While several residential uses are located on the west side of Waverly Avenue in the vicinity of the Site, they are entirely surrounded by industrial type uses, and are not considered to be sensitive receptors. No schools, hospitals, daycare facilities, senior housing or convalescent facilities are located anywhere near the Project Site.

(f.) Site Security Measures:

During construction, the existing self-storage facility, and the Murphy Brothers Contracting business will remain operational. The portion of the Site where construction is occurring will be fenced, and when construction is not occurring, a locked gate will prevent unauthorized access. Video surveillance and/or on-site security personnel may be deployed during periods when valuable equipment or supplies are present, or if otherwise found to be necessary. As construction will be limited to the daytime hours prescribed by Village Code, no temporary site lighting will be required in the construction zone.

(g.) Excavation Impacts:

The excavation of the foundation will require the removal of approximately 550 cubic yards of material, of which 330 cubic yards would be reused on Site as fill, leaving 220 cubic yards of material that would need to be removed from the Site. Utilizing haul trucks with a 16 cubic yard capacity, approximately 14 truck trips would be required to remove this excess material, which will be exported in accordance with all applicable regulations to a suitable location(s).

2.) MITIGATION MEASURES

(a.) Construction Management Plan:

A Construction Management Plan will be submitted along with the Building Permit. This plan will provide for the coordination of the workforce, distribution of construction related traffic, staging of equipment and materials and the efficient use of construction crews and equipment. The Construction Management Plan for the Proposed Action will be simplified because the

Applicant will also serve as the general contractor for the Project. The Construction Management Plan will include the following elements:

- Construction Manager – Murphy Brothers Contracting, Chris Murphy, Principal;
- Work Schedule – Monday – Saturday 7 AM – 6 PM (no Sundays or holidays);
- Site prep, demolition and excavation – Murphy Brothers Contracting, in-house;
- Subcontractor coordination for all other trades;
- Construction log book;
- Weekly timeline updates and progress reports;
- Weekly on-site safety meetings;
- Building Department inspections and other inspections as needed.

During the construction period, security fencing would be installed around active work areas before building demolition, excavation or construction activities commence to separate the Project Site from the general public. Additionally, construction traffic will be scheduled to avoid conflicts with daily vehicle circulation patterns on the surrounding roadways.

(b.) Construction Staging Plan:

Construction staging will be carefully addressed in order to maintain the active use of the Site while the building addition is constructed. The Construction Staging Plan will consist of the following elements:

- Dismantled buildings A, C and D to be placed into containers and carted off the Site;
- Excavated soil will be placed in designated stockpile location;
- All construction vehicles to be parked on-Site;
- All construction materials to be delivered as needed and stored on-Site; and
- Construction debris and clean-up to be carted off the premises weekly.

(c.) Demolition Mitigation Measures:

The demolition of buildings A, C and D will be undertaken pursuant to a strict demolition protocol. Initial steps involve disconnecting all utilities (water, gas and electric) as well as sewer. Anti-tracking pads will be installed at the construction entrances. Debris will be wetted down to minimize fugitive dust, and all dumpsters and containers will have covers. The demolition of the buildings along Railroad Way will be accomplished in a manner that ensures the continuation of its use and commence.

(d.) Construction Mitigation Measures:

The emission of particulate matter and other airborne pollutants generated during construction can be minimized through the proper tuning of vehicle engines and maintenance of air pollution controls thereby minimizing their contribution to site generated air pollution during construction.

Minimizing fugitive dust can be accomplished through the following methods:

- Minimizing the extent of exposed soil at any one time.
- Minimizing vehicle movement over areas of exposed soil.
- Covering all haul trucks transporting soil with tarpaulins.
- Spraying water on unpaved areas and areas of construction vehicle traffic to reduce dust generation.

(e.) Noise Reduction:

While construction noise is an unavoidable short-term impact, the following measures will be employed to mitigate noise impacts:

- All construction equipment shall be maintained in good working order.
- All construction equipment shall include appropriate muffler systems.
- Stationary equipment (such as generators) shall be shielded and sound attenuated.
- If comparable equipment is available, the use of quieter equipment shall be specified; electric powered equipment is typically quieter than diesel, and hydraulic powered equipment is quieter than pneumatic power.

(f.) Excavation Plan:

The primary impact associated with excavation is erosion. The Erosion Control Plan prepared for the Proposed Action and the preliminary SWPPP included in the Appendix, document in detail all proposed erosion control measures. Soil exposure is limited for any phase of construction, in accordance with NYSDEC SPDES General Permit (GP-0-15-002) for Stormwater Discharges from Construction Activities. The erosion and sedimentation control measures specified on the Plan have been developed specifically for this Project to provide both temporary controls during construction and permanent controls that will be in place and functioning upon final stabilization of the Site.

In addition to the NYSDEC requirements, all construction activities will meet the requirements of the Village Code, Chapters 120 - Blasting, 172 – Excavations, 254 – Noise and 294 Stormwater Management and Erosion and Sediment Control.

The overall intent of the Erosion Control Plan is to minimize the potential for soil erosion from areas exposed during construction and prevent sediment from entering downgradient watercourses and waterbodies. Prior to the commencement of and construction activities or disturbance of any soils, the erosion and sediment control measures will be installed in accordance with the specifications in the SWPPP. The SWPPP has been developed in accordance with New York State Standards and Specifications for Erosion Control and incorporates applicable elements of the New York State Stormwater Design Manual.

The construction contractor would be responsible for complying with all specifications and conditions of the SWPPP. In addition, the Applicant will engage a Certified Professional in Erosion and Sediment Control/Certified Professional in Stormwater Quality or equally qualified professional to oversee the implementation of the SWPPP.

The objectives of the Erosion Control Plan are:

- Control erosion at its source with temporary control measures.

- Minimize the amount of sediment laden runoff from areas of disturbance, and control runoff prior to discharge to off-site areas.
- De-concentrate and distribute stormwater runoff through natural vegetation or structural measures before discharging to critical zones such as streams or wetlands.

Following construction, erosion would be prevented by re-establishing vegetation, and new landscaping and through the installation of the permanent stormwater management devices and facilities as depicted on the Site Plan.

In the Applicant's opinion, potential impacts resulting from the construction of the Proposed Action are expected to be minimized through the implementing of the construction practices and measures described above, thereby mitigating impacts to the maximum extent practicable.

Chapter V.

Alternatives

IV. E. - HISTORIC RESOURCES

INTRODUCTION

This section of the DEIS evaluates the potential impacts of 5 alternatives to the Proposed Action.

1.) NO ACTION

The “No Action” alternative is required to be addressed pursuant to the adopted Scoping Document and the SEQRA regulations. In this case, the No Action alternative would leave the Site in its current condition.

The Project Site currently supports 5 buildings. The south side of the Site supports the 4-story, 40,620 square foot Mamaroneck Self Storage facility, along with an adjacent 25 space off-street parking area. The north side of the Site supports a group of one and two-story, aging warehouse buildings totaling 15,526 square feet. Building C 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 and a 2-story, 1,734 square foot concrete block building (Building D) which houses a custom business. Building A is located in the northeast corner of the site, and is an 8,322 square foot, 2-story wood frame “barn” that two electrical contractors and storage, a window/floral display company and storage and Murphy Brothers Contracting storage. 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. The area between these buildings is paved, and provides off-street parking for the various uses. The eastern side of the Site is bounded by a CSX freight rail spur.

The No Build alternative would result in no additional environmental impacts beyond the existing condition (i.e. no additional impervious surfaces, no additional traffic or visual impacts, no increase demand for domestic water or generation of wastewater, etc.)

This alternative does not meet the objectives of the Applicant, nor would it meet the objectives of the Village as articulated in various land use plans, to improve and enhance the Industrial Area.

2.) REDEVELOPMENT OF THE PROJECT SITE WITH A ZONING COMPLIANT STORAGE FACILITY

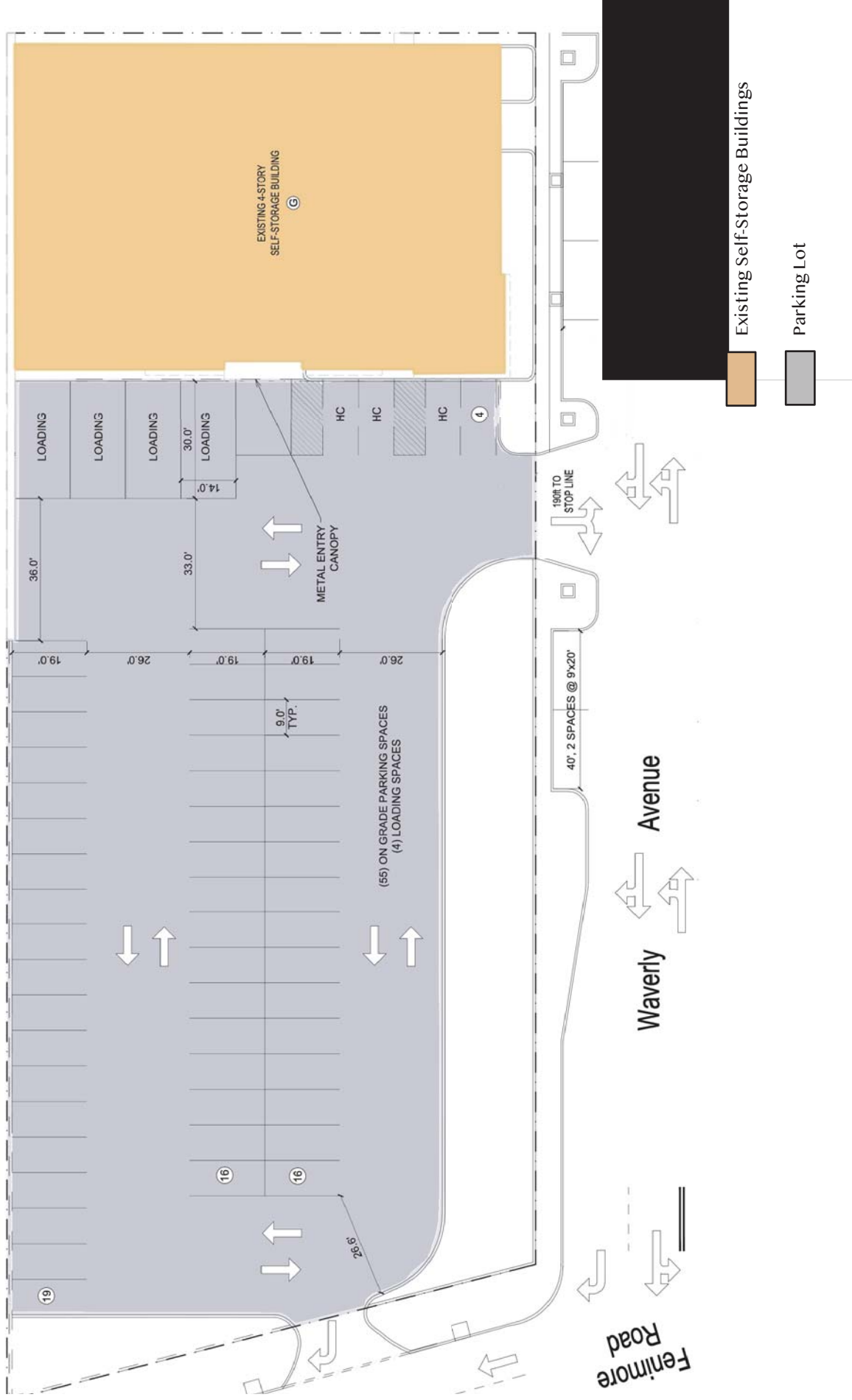
This alternative calls for the development of a fully zoning compliant storage facility (Figure V-1). However, the Site supports existing historically non-complaint structures and the existing self-storage building was approved by the Village pursuant to variances issued by the Zoning Board of Appeals in 2013. Developing an addition to the existing self-storage facility at this point, in a fully zoning compliant manner, is impossible.

In order to bring the existing self-storage building into a realistically feasible degree of compliance, all of the existing buildings on the Site totaling 15,526 square feet, would need to be demolished. By doing so, the F.A.R. for the Site would be reduced to 0.92 which would comply with the maximum permitted F.A.R. of 1.0. Similarly, demolishing the buildings would reduce the maximum gross floor area of the Site to 40,492 square feet, which falls below the maximum permitted of 44,156 square feet. By demolishing all of the existing buildings, that area of the Site could be reclaimed and reused to meet the total parking requirement required by code, or 55 off-street parking spaces.

Under this alternative, the amount of excavation, traffic generation and the demand for water and the generation of wastewater would be proportionally reduced. However, as these number are negligible, no tangible benefit would be realized.

Demolishing the existing buildings would reduce the Site's tax assessment resulting in lower real estate tax revenues for all taxing jurisdictions.

This alternative would allow for existing curb cuts to be eliminated, providing for a single two-way curb cut on Waverly Avenue and a single one-way exiting curb cut on Fenimore Road. This represents an improved traffic circulation pattern.



3.) SMALLER SQUARE FOOTAGE OF PROPOSED ADDITION

Under this alternative (Figure V-2), the square footage of the proposed self-storage building addition would be reduced from 56,328 square feet to 41,304 square feet in gross floor area. This would be accomplished by reducing the length of the addition. Under this alternative, the northern edge of the building addition would be setback off Fenimore Road by 46.3' compared to the setback of 10' in the Proposed Action.

This alternative would maintain the 4 story, 45' building height, but because the building is smaller and would therefore support fewer storage units, the amount of excavation, traffic generation and the demand for water and the generation of wastewater would be proportionally reduced.

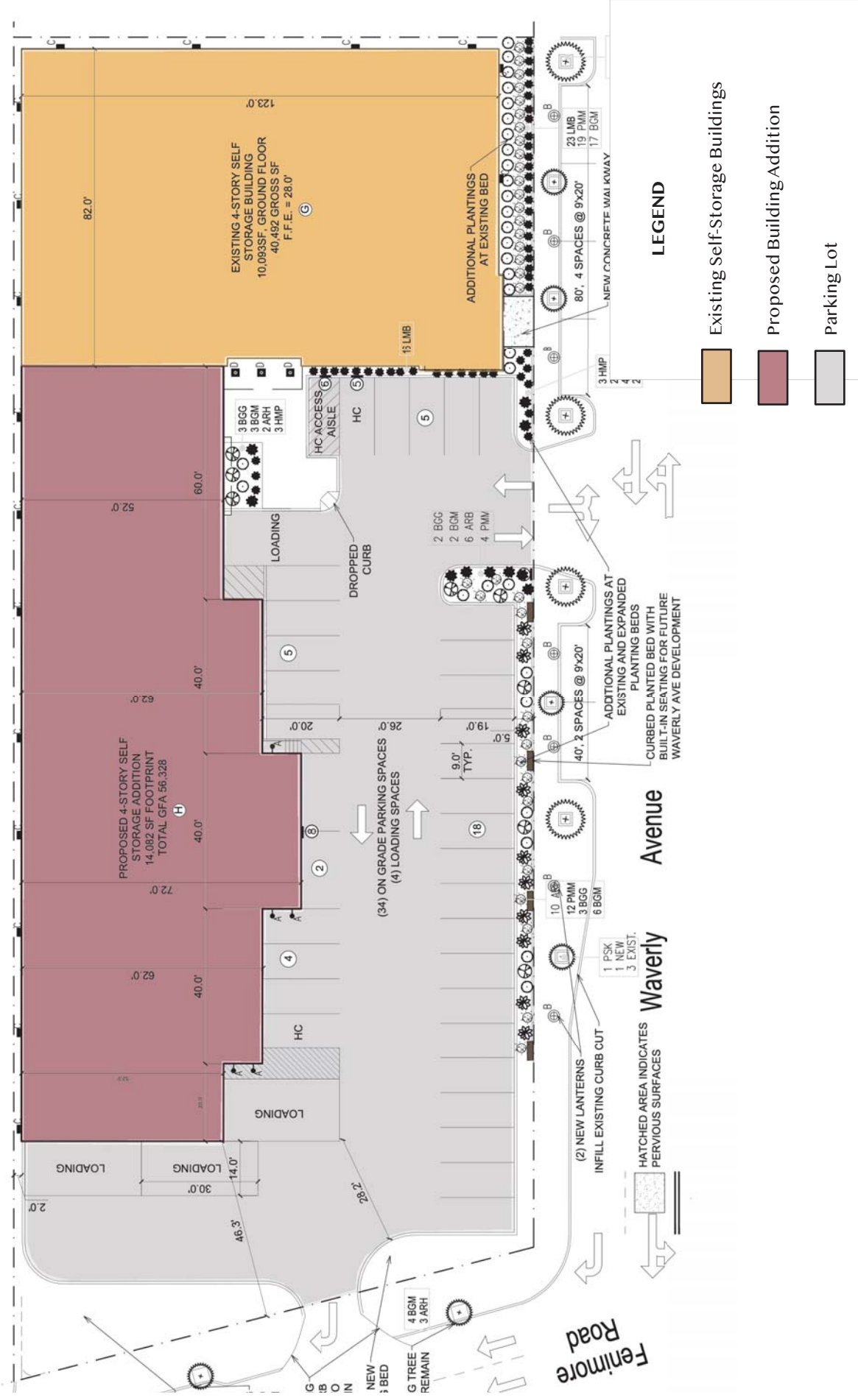
Under this alternative the Murphy Brothers Contracting office building on the corner of Waverly Avenue and Fenimore Road would be removed, and the parking lot reconfigured to accommodate 34 off-street parking spaces and 4 loading spaces. The two driveways would remain the same as in the Proposed Action.

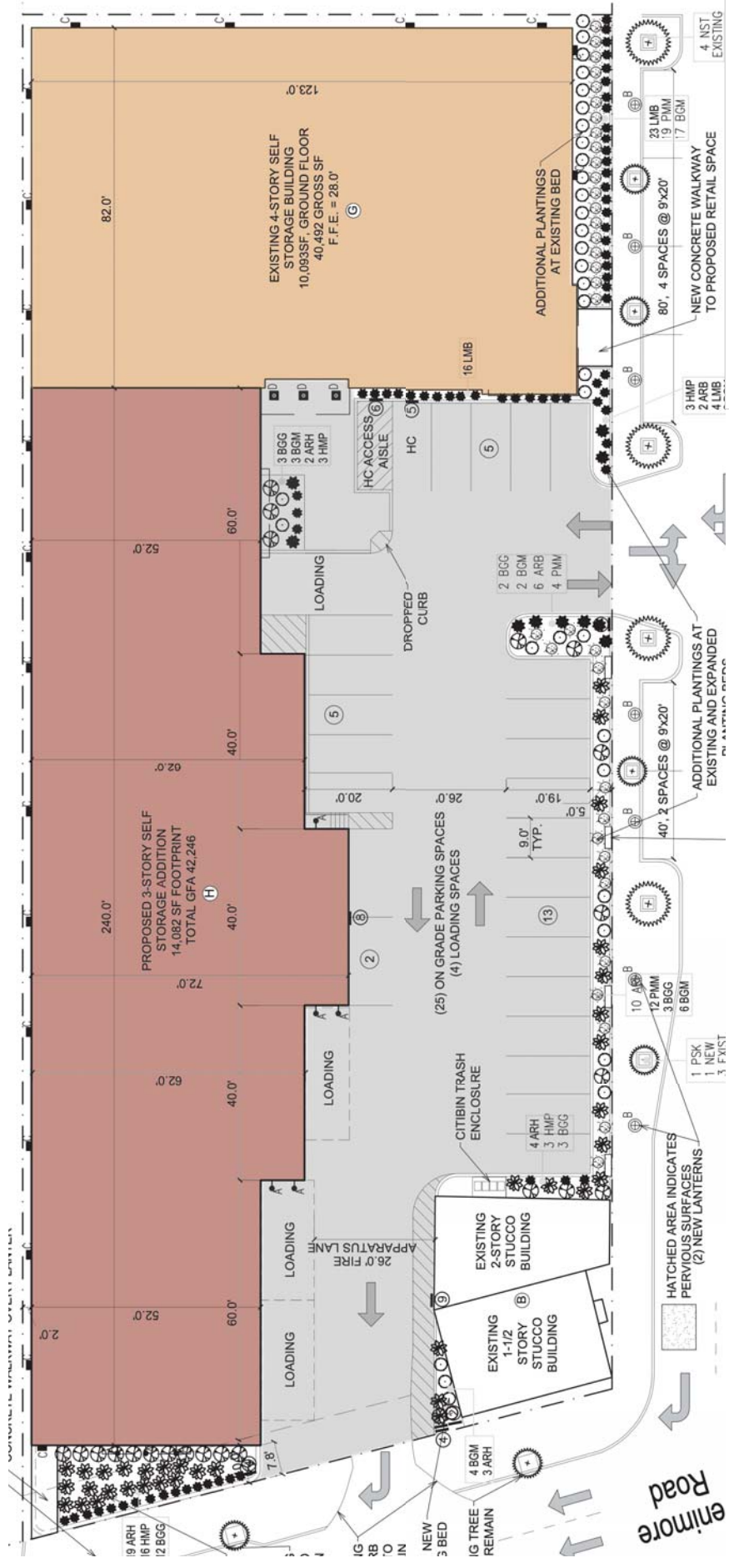
4.) PROPOSED ADDITION WITH ONE LESS FLOOR

Under this alternative (Figure V-3), the self-storage building addition would maintain the same 14,082 square foot footprint as the Proposed Action, but would only extend to a height of 3 stories or 35 feet instead of the 4 stories and 45 feet in the Proposed Action.

This reduction in gross square footage would reduce the number of storage units by 1/3, for a total of 214 units.

Site disturbances and the amount of cut required for this alternative would remain identical to the Proposed Action, however, impacts relating to traffic generation and utility demands would be proportionally decreased.





Alternative C 2

Proposed Addition with One Less Floor



Figure V-3

5.) ADAPTIVE REUSE OF THE PROJECT SITE BUILDINGS AS STORAGE BUILDINGS

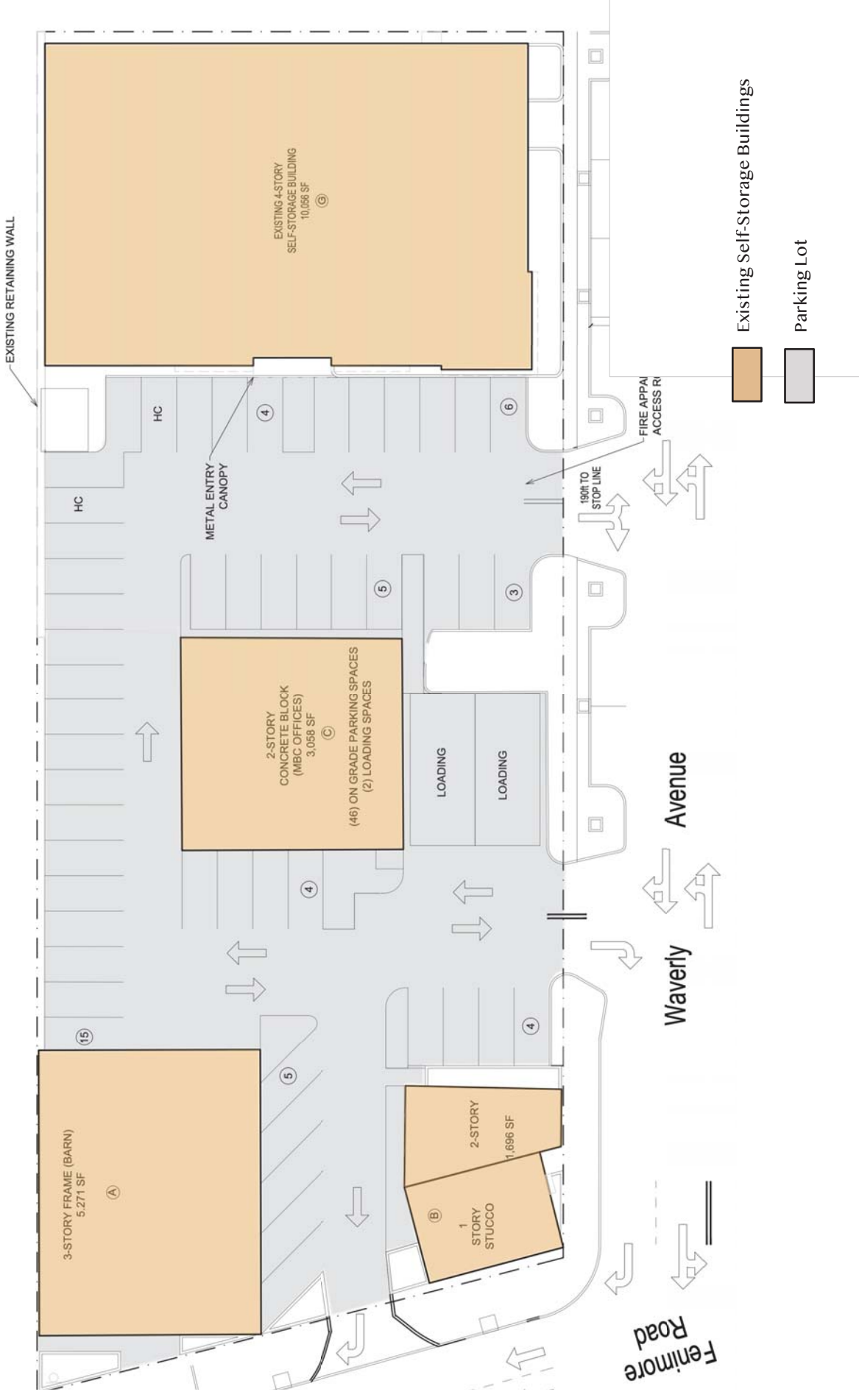
Under this alternative (Figure V-4), the 15,526 square feet contained within the 4 existing Site buildings would be repurposed to support self-storage units.

No site disturbances would be incurred in this alternative, and utility demand would remain unchanged, as existing services would remain in place. As no additional square footage is proposed, traffic generation would remain unchanged as well.

This alternative is impractical as the existing buildings are old and wholly structurally unsuited to support modern self-storage units. The cost of the improvements and renovations necessary to convert these structures would be excessive and uneconomical.

Table V. – 1 presents a summary comparison of the various alternatives.

Table V. - 1 Comparison of Alternatives						
Project Element	Proposed Action	(Alt. A) No Action (Existing Condition)	(Alt. B) Zoning Compliant Building	(Alt. C-1) Smaller Square Footage	(Alt. C-2) One Less Floor	(Alt. C-3) Re-Use of Existing Buildings
Building Coverage	25,834 sqft 59%	20,891 sqft 45%	22,078 sqft 50%	22,078 sqft 50%	25,834 sqft 59%	20,081 sqft 45%
Gross Floor Area	107,087 sqft	59,081 sqft	40,492 sqft	95,818 sqft	93,005 sqft	59,081 sqft
F.A.R.	2.43	1.34	0.92	2.17	2.11	1.34
Building Height	4 stories 45'	4 stories 45'	4 stories 45'	4 stories 45'	3 stories 36'	4 stories 45'
# Parking Spaces	25	25	55	34	25	52
# Loading Spaces	4	0	4	4	4	0
Peak Hour Traffic	8 AM Trips 10 PM Trips	5 AM Trips 8 PM Trips	4 AM trips 5 PM Trips	7 AM Trips 9 PM Trips	7 AM Trips 9 PM Trips	5 AM Trips 8 PM Trips



Alternative C 3

Re-Use of Existing Buildings



Figure
V-4

Net Cut/Fill	400 c.y. Net 220 c.y.	0	0	375 c.y.	400 c.y.	0
Impervious Area	40,383 sqft 91.5%	41,653 sqft 94.3%	40,492 sqft 91.5%	36,627 sqft 82.9%	40,383 sqft 91.5%	41,653 sqft 94.3%
Water Usage	24.9 gpd	27.7 gpd	10.4 gpd	24.4 gpd	23.9 gpd	15.2 gpd
Wastewater Generation	150 gpd	270 gpd	60.7 gpd	143.7 gpd	139.5 gpd	88.6 gpd

Chapter VI.

Significant Adverse Impacts That Cannot Be Avoided

VI. SIGNIFICANT ADVERSE IMPACTS THAT CANNOT BE AVOIDED

INTRODUCTION

The development of the Mamaroneck Self-Storage building addition will inevitably result in certain short term and long term adverse environmental impacts that cannot be avoided. Although these impacts cannot be avoided, many can, to some extent, be mitigated as noted in each of the proceeding chapters, and as such they are not, in the Applicant's opinion, considered to be significant.

Unavoidable adverse impacts that cannot be avoided include the following:

1.) Short Term Impacts:

The primary short-term impacts that would result from the Proposed Action are related to the demolition of the existing buildings and new construction activities. The presence of construction workers on-site and associated material deliveries to and from the Project Site would result in increased traffic generation in and around the project entrance. Demolition and construction activities would result in noise and air quality impacts and potential soil erosion.

Demolition and construction activities would occur only during periods permitted by Village Code. Construction workers and material deliveries typically occur outside of normal peak hour traffic periods and therefore the overall impact on the surrounding roadway network would be minor.

The air and noise quality of the surrounding environment would be impacted by exhaust and dust generated as a result of demolition and construction activities. Construction noise will comply with the Village of Mamaroneck Noise Ordinance (Chapter 254 of the Village Code). Potential dust and soil erosion impacts resulting from building demolition and construction activities would be mitigated by the implementation of the Sediment and Erosion Control Plan and details, included in the SWPPP prepared for this Project, in accordance with the General Permit for Stormwater Discharges associated with Construction Activities.

Waste resulting from the demolition of the existing buildings and new construction activities will be sorted into waste material and recyclable materials. Waste materials

will be disposed of at approved landfill locations. Recyclable materials will be brought to approved recycling facilities.

The proposed earthwork activities required for the Project result in approximately 550 cubic yards of excavation, of which 330 cubic yards will be reused as fill, leaving 220 cubic yards of material to be removed from the Site. Utilizing haul trucks with a 16 cubic yard capacity, approximately 14 truck trips would be required to remove this excess material, which will be exported in accordance with all applicable regulations to a suitable location(s).

The development of the Proposed Action will occur in a single phase occurring over a 12-month period. The Proposed Action has been designed to disturb less than 5 acres of land area thereby complying with requirements of the Village as the MS4 and the NYSDEC.

In order to mitigate any potential impacts and prevent sediment from entering existing waterbodies and watercourses a Sediment and Erosion Control Plan has been prepared in accordance with the General Permit and the NYSDEC New York Standards and Specifications for Erosion and Sediment Control, (current version) for the Proposed Action. This plan includes the design of both temporary and permanent sediment and erosion control measures.

2.) Long Term Impacts

Long term impacts associated with the Proposed Action are unavoidable, however, in the Applicant's opinion, they are not significant. Potential long-term impacts include:

- **Land Use** – A portion of the Site that currently supports various warehouse and contractor businesses would be eliminated and replaced by an expanded self-storage facility. A self-storage facility is a permissible and wholly consistent land use in the Village's Industrial Area, as evidenced by the presence of the Mamaroneck Self-Storage facility which already exists and operates at the Site.
- **Zoning** – Then Proposed Action requires the following variances:

- Building Coverage
- Maximum F.A.R.
- Maximum Gross Floor Area
- Building Height
- Front Yard Setback
- Off-Street Parking
- Off-Street Loading

These variances, if granted, would “run with the land,” and therefore represent a long-term impact.

- **Natural Resources** - The Proposed Action will disturb approximately half of the 1.01-acre Site. All of this disturbance will occur to already improved areas, including older buildings or paved surfaces.

No significant natural resources are present on the Site. Approximately 550 cubic yards of excavation is anticipated to allow for the construction of the new building foundation, of which 330 cubic yards will be reused as fill, leaving 220 cubic yards of material to be removed from the Site. Because the Site was previously impacted by spill incidents, soil removal will be performed in accordance with NYSDEC regulations.

- **Hazardous Materials & Public Health** – Two prior spill incidents were successfully remediated and closed by 2004. According to the Phase I Environmental Assessment, the existing buildings on the Site that will be demolished to accommodate the self-storage building addition may contain asbestos, lead or PCB’s. If found to be present, these materials will be removed from the Site in accordance with all applicable regulations or properly remediated.
- **Flooding & Flood Zone Impacts** – The Proposed Action will take place entirely within the 100-year floodplain, Zone AE. The existing flood prone buildings will be replaced by the self-storage building addition constructed

2-feet above the base flood elevation and in accordance with Chapter 186 of the Village Code, Flood Damage Protection.

- **Visual Resources** - 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.

Chapter VII.

Irreversible & Irretrievable Commitment of Resources

VII. IRREVERSIBLE & IRRETRIEVABLE COMMITMENT OF RESOURCES

The development of the Mamaroneck Self-Storage building addition will result in the irreversible and irretrievable commitment of various resources.

Construction of the self-storage building addition, parking lot and landscaped areas will result in a permanent change to the Site from its current condition.

The Proposed Action would require the commitment and consumption of a variety of resources and materials that once devoted to this development, would be unavailable for future use elsewhere.

Construction materials such as steel, asphalt, lumber, concrete, glass, masonry, paint and surface finishes, topsoil, etc., would be utilized. It should be noted that many of the construction materials utilized for this project may at some time in the future, be recycled or reused. The operation of construction equipment would involve the consumption of fossil fuels. Once completed however, the Proposed Action is anticipated to be an all electric, “net-zero” building, so it will not utilize fossil fuels for generating electricity, lighting and heating. A temporary commitment of workers will be necessary during the build-out construction period. Upon completion of the Project a permanent commitment of labor will be required to operate the expanded self-storage facility.

Chapter VIII.

Growth Inducing Aspects of the Proposed Action

VII. GROWTH INDUCING ASPECTS OF THE PROPOSED ACTION

The development of the Mamaroneck Self-Storage building will not result in any direct growth inducing aspects.

Indirectly, the expanded self-storage facility would support the Village's efforts to encourage transit-oriented residential development projects, such as The Mason, which are geared to young people and empty-nesters. Given the characteristics of these types of developments where on-site storage is limited, or non-existent, the need for self-storage facilities in the area has become more acute.

Chapter IX.

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