

I. EXECUTIVE SUMMARY

1.) DESCRIPTION OF THE PROPOSED ACTION

This Draft Environmental Impact Statement (DEIS) analyzes the potential significant adverse impacts and mitigation measures associated with the proposed expansion of the existing Mamaroneck Self Storage facility located at 416 Waverly Avenue in the Village of Mamaroneck by East Coast North Properties, LLC (the “Applicant”). The proposed development consists of the construction of a new 56,328 square foot, 4-story addition to the existing 40,492 square foot self-storage building that was completed in 2015. The new addition would accommodate 321 additional storage units as well as a 700 square foot retail space where storage related supplies can be purchased by customers. The area of the Site where the building addition is proposed is presently occupied by several existing industrial buildings, which will be demolished. The existing 2-story stucco building located on the corner of Fenimore Road and Waverly Avenue will be utilized by Murphy Brothers Contracting as its office. Upon completion of the development, the Site would support only the expanded self-storage building, and the Murphy Brothers Contracting office building. The Site is currently nearly entirely covered by buildings or paved areas. The proposed development will result in a net reduction in impervious surfaces.

Site improvements include the reconfiguration of the existing surface parking lot, enhanced traffic circulation, the elimination of curb cuts on Waverly Avenue and Fenimore Road, new stormwater management, landscaping and associated Site improvements.

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, an awning and goose neck lighting fixtures to establish an appealing building presence along the streetscape.

The Applicant has demonstrated a long-standing commitment to Green Building. 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. 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”¹ facility. Additionally, the Applicant is proposing a Community Solar System, pursuant to NYSERDA’s Community Solar Program, consisting of the installation of roof-mounted photovoltaic solar arrays [\(refer to Appendix L for more information on the Community Solar Program\)](#).

2.) REQUIRED PERMITS AND APPROVALS

The following permits and approvals are required for the Proposed Action, [and a “Build-Year” of 2021 is anticipated.](#)

**Table I. -1
Project Reviews and Approvals**

¹ A “net-zero” building is a highly energy efficient building that relies on renewable energy sources to produce as much energy as it consumes.

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Involved Agency	Approval/Review
Village of Mamaroneck	
Zoning Board of Appeals	▪ SEQRA review and adoption of Findings, variance approval
Planning Board	▪ Site Plan approval
Architectural Review Board	▪ ARB approval
Building & Engineering Department	▪ SWPPP ▪ Building Permits ▪ Flood Plain Development Permit
Department of Public Works	▪ Street/Sidewalk Opening Permit
Harbor & Coastal Zone Management Committee	▪ LWRP Consistency Review
Westchester County	
Health Department	▪ Sanitary sewer and water supply approval
Planning Board	▪ 239-m referral
New York State	
Department of Environmental Conservation	▪ SWPPP
Parks Recreation & Historic Preservation	▪ Cultural resources review

3.) INVOLVED AND INTERESTED AGENCIES

Pursuant to the provisions of SEQRA, Involved Agencies are those agencies which have an approval authority in conjunction with the Proposed Action. Interested Agencies are those other agencies that have some interest in the Proposed Action, but not a direct approval role. Involved and Interested Agencies for the Proposed Action include:

Lead Agency:

Village of Mamaroneck Zoning Board of Appeals
Village Hall
169 Mount Pleasant Avenue
Mamaroneck, New York 10543

Involved Agencies:

Village of Mamaroneck Planning Board
Village Hall
169 Mount Pleasant Avenue
Mamaroneck, New York 10543

Village of Mamaroneck Board of Architectural Review
Village Hall
169 Mount Pleasant Avenue
Mamaroneck, New York 10543

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Westchester County Planning Board
Westchester County Department of Planning
148 Martine Avenue, Room 432
White Plains, New York 10601

Westchester County Department of Health
25 Moore Avenue
Mount Kisco, New York 10549

New York State Department of Environmental Conservation
21 South Putt Corners Road
New Paltz, New York 12561

New York State Department of Environmental Conservation
625 Broadway
Albany, New York, 12207

New York State Office of Parks Recreation and Historic Preservation
HP Field Services Bureau
Peebles Island
P.O. Box 189
Waterford, New York, 12188

Interested Agencies:

Village of Mamaroneck Police Department
Police Headquarters
169 Mount Pleasant Avenue
Mamaroneck, New York 10543

Village of Mamaroneck Fire Department
Fire Department Headquarters
146 Palmer Avenue
Mamaroneck, New York 10543

[Village of Mamaroneck](#)
[Flood Mitigation Advisory Committee](#)
[Village Hall](#)
[169 Mount Pleasant Avenue](#)
[Mamaroneck, New York 10543](#)

[Village of Mamaroneck](#)
[Vision Zero Committee](#)
[Village Hall](#)
[169 Mount Pleasant Avenue](#)
[Mamaroneck, New York 10543](#)

[Village of Mamaroneck](#)
[Traffic Commission](#)
[Village Hall](#)
[169 Mount Pleasant Avenue](#)
[Mamaroneck, New York 10543](#)

Notices Only:

Environmental Notice Bulletin – Environmental Permits (enb@dec.state.ny.us)

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4.) ANTICIPATED IMPACTS AND MITIGATION MEASURES

(A.) Land Use, Zoning & Community Plans:

The Project Site lies within the heart of the Village's "Industrial Area" as defined in the 2012 Comprehensive Plan. The Site and the majority of the parcels immediately surrounding the Site are classified as "Manufacturing, Industrial and Warehousing." The traditional industrial character of the Industrial Area has been evolving for many years, and today includes a fairly broad array of industrial, commercial and non-residential uses.

The Project Site currently supports 5 buildings. The south side of the Site supports the 4-story, 40,492 square foot Mamaroneck Self Storage facility. The north side of the Site is characteristic of the balance of Waverly Avenue, and supports a group of one and two-story, ageing warehouse buildings.

The land uses immediately adjacent to the Project Site are characteristic of the Industrial Area. As a corner lot, the Site is bounded by Waverly Avenue to the west, Fenimore Road to the north, and a CSX railroad spur to the east. Surrounding land uses include office, warehouse, light industrial, multi-family residential and auto-related uses.

The Project Site is regulated by the M-1 – Manufacturing Zoning District, which is located in an area of the Village known as “The Flats.” With the exception of an application for a new office building that is currently pending for 526 Fayette Avenue, no significant recent development activity has taken place within the M-1 district.

Development activity has occurred in proximity to the M-1 District, primarily within the C-1 District; including The Mason (270 Waverly), Decadent Ales (139 Hoyt), Grand Street Lofts (690 Mamaroneck Avenue), Aquatots Swim School (120 Madison) and Mamaroneck Center (805 Mamaroneck Avenue).

Several land used plans provide guidance regarding the future use of the Site, including the Village of Mamaroneck Comprehensive Plan (2012), the Comprehensive Plan Update, First Draft (October, 2019), the Village of Mamaroneck Local Waterfront Revitalization Plan, Waverly Avenue Design Study, Patterns for Westchester: The Land and the People and Westchester 2025. As documented in Chapter IV.A., the Proposed Action is wholly consistent with the existing and anticipated land use of this area. The proposed expansion of the low-impact warehouse use, results in significantly lower impacts than a traditional industrial or commercial use. Notably, the 2012 Comprehensive Plan recognizes that the majority of uses in the area are auto service related, manufacturing/warehouse or general services/ sales, which have far greater neighborhood impacts than a self-storage operation. As demonstrated by the continued operation of the existing self-storage facility, and as more fully documented throughout this DEIS, a self-storage operation generates minimal traffic, generates no detectable odors or fumes, does not produce pollution, and in this instance will consume no energy, as a net zero project. Therefore, the low-impact self-storage use is entirely compatible with the existing surrounding uses.

The existing self-storage facility obtained variances for F.A.R., number of stories, off-street parking and off-street loading. The Proposed Action will also require variances as documented in Table I. -2.

Table I-2 Zoning Compliance				
Zoning Provision	Required	Existing	Proposed	Variance
Minimum Lot Area	10,000 sqft	44,156 sqft	44,156 sqft	-
Minimum Lot Width & Frontage	50'	134'	134'	-
Building Coverage	22,078 sqft 50%	20,891 sqft 45%	25,834 sqft 59%	3,756 sqft 9%
Maximum F.A.R.	1.0	1.34	2.43	1.43
Maximum Gross Floor Area	44,146 sqft	59,081 sqft	107,087 sqft	62,932 sqft
Impervious Surface Coverage	N/A (Area) N/A (%)	41,653 sqft 94.3%	40,383 sqft 91.5%	-
Maximum Building Height ^(Note 1)	3 Stories 45'	4 Stories 45'	4 Stories 45'	1-Story
Minimum Front Yard (Waverly)	Note 2	0'	N/A	-
Minimum Front Yard (Fenimore) ^(Note 3)	10'	0.4'	0.4'	7' 8"
Minimum Side Yard	None	2'	2'	-
Minimum Rear Yard	None	3'	3'	-
Off-Street Parking	137	25	25	112
Off-Street Loading ^(Notes 4 & 5)	8	0	4	4

It is the Applicant’s opinion that the proposed expansion will not have an undesirable effect on the character of the neighborhood or an adverse impact on the physical and environmental conditions or otherwise result in an adverse impact to the health, safety and welfare of the community. Furthermore, the Proposed Action incorporates mitigation measures to ensure the that no adverse land use or zoning impacts result; including:

- The creation of an architecturally distinctive structure, which employs varied materials, colors, and structural elements to effectively disguise the self-storage use within the building. The building presents itself as a well-maintained commercial or office building, rather than a self-storage facility, and is the distinguishing architectural feature along Waverly Avenue.
- The demolition of the Barn (Building A) which will remove an aged and unsightly structure from the area. Additionally, two other concrete block buildings onsite (“Buildings C & D”), which have open storage areas for construction vehicles, as well as one large storage area will be demolished. The Applicant is not simply proposing to remove several unsightly buildings, it is proposing to construct a new state-of-the-art green self-storage building to the industrial area while preserving a low-impact industrial use and adding ratables for the Village.
- To further improve conditions within the area, the Applicant is proposing to install lighting at the rear of the proposed building to illuminate Railroad Way during evening hours.
- The Proposed Action will incorporate the same energy-efficient measures as the existing building. It is the goal of the Applicant to develop and operate a net-zero facility.
- The Applicant is proposing a Community Solar System, pursuant to NYSERDA’s Community Solar Program, consisting of the installation of roof-mounted photovoltaic solar arrays. This system will provide clean energy to local residents. This effort addresses the recommendation in the Comprehensive Plan which calls for “improving utilities and power services to the entire Industrial Area.”
- Various land use initiatives identify flood mitigation as a critical issue the Industrial Area, also known as “The Flats.” Since most of this area is within the 100-year floodplain, the reduction in onsite impervious surface, as well as improved stormwater management measures will improve the flooding conditions and increase the storage of flood water on-site. Additionally, the Proposed Action will exceed the 100-year floodplain development requirements set forth in the Village Flood Damage Prevention Code and the FEMA regulations for non-residential floodplain development.
- Various land use initiatives, and specifically the Waverly Avenue Design Study, identifies streetscape improvements as important to improve pedestrian safety and streetscape access. The Proposed Action involves eliminating two curb cuts, one along Fenimore Road and one on Waverly Avenue, thereby improving pedestrian safety and traffic circulation.
- To further improve the Fenimore Road streetscape, the Applicant is also proposing landscaping enhancements along Fenimore Road and Waverly Avenue.

(B.) **Natural Resources:**

The Project Site is located within the Coastal Long Island Sound Watershed and the Sheldrake River Drainage Basin. No surface water features are located on, or in the immediate vicinity of the Site. The nearest surface water feature is the Sheldrake River, located approximately 800’ to the north and west. 94% of the 1.01-acre Site is covered by impervious surfaces. Stormwater runoff from these surfaces flows overland to either an existing catch basin located in the center of the parking lot or a catch basin in Waverly Avenue, where it is collected and conveyed via pipe to an existing hydrodynamic separator before entering the Village’s drainage system in Fenimore Road.

The Proposed Action will reduce the amount of impervious surfaces on the Site from 41,390 square feet to 40,675 square feet, or a reduction of 715 square feet of impervious surface. The Proposed Action will not alter the grades or elevation of the Site, and runoff patterns and direction will remain unchanged. As no surface water features are located on or near the Site, drainage patterns will remain unchanged, and a full stormwater management plan is proposed to mitigate drainage flows, and the amount of impervious surfaces will be reduced, it can be concluded that no adverse surface water impacts will result from the Proposed Action.

The Project Site is not located above an aquifer. The closest aquifer is located approximately 300' northwest of the Site, on the north side of Fenimore Road. A subsurface investigation consisting of soil borings in the vicinity of the proposed foundation revealed that groundwater is present beneath the Site at a depth of 3.1 feet to 4.8 feet below grade.

The proposed building extension will utilize the same construction as the existing self-storage building. Basements are not feasible due to the Site's location within the floodplain. The first-floor elevation will be set 2' above the base flood elevation. As a result, minimal excavation is required. As the Proposed Action does not involve the use of wells, subsurface sanitary disposal systems, or require extensive excavation, no impacts to groundwater will occur.

The Project Site, and all of lower Westchester County, is located within the New England Upland Physiographic Province, and its extension the Manhattan Prong. The principal bedrock that underlies and influences the topography includes Fordham gneiss, Manhattan schist and Inwood marble.

The soils on the Project Site are composed entirely of Urban Land (Uf). Urban land soils consist of areas where at least 60% of the land surface is covered by buildings or impervious surfaces.

Soil samples revealed that the first 4 feet consists primarily of ash, slag and brick fill material and some sand. Generally, from 4 to 6 feet, subsurface soil conditions consist of medium rounded gravel and medium sand.

The topography of the Site is relatively level. The Site slopes from a high point of approximately 27 feet along the southern property line behind the existing self-storage building, to a low point of approximately 22 feet along Fenimore Road.

No significant alteration of the existing site grades is necessary to accommodate the proposed building addition. As the building has no basement and will be constructed on a slab foundation, minimal excavation is anticipated, projected to be approximately 550 cubic yards of soil/fill of which 330 cubic yards would be reused on the Site as fill. However, as the Site was previously impacted by spill incidents that were administratively closed in 2004, a foundation excavation plan has been prepared in accordance with NYSDEC regulations pertaining to environmentally impacted sites. An Excavation Work Plan will be implemented to ensure that no significant adverse impacts to geology, soils or topography will result from the Proposed Action.

(C.) **Hazardous Materials & Public Health:**

Both Phase I and II Environmental Site Assessments were conducted on the Site. No significant Areas of Concern have been identified.

Two spill incidents were reported to the NYSDEC concerning the Project Site. In November of 2003 a spill incident was reported in conjunction with the removal of a UST of unknown size (Spill #0304697). In February 2004 a spill incident was reported in conjunction with the removal of 550-gallon UST (Spill #0304698). The cause of both reports was "Tank Test Failure" and the amount or type of product spilled was not recorded. The NYSDEC reported that both spill incidents were closed on August 29, 2004, indicating that the necessary clean-up was completed, and no further remedial activities were necessary.

Given their age, the existing buildings on the Site that are slated for demolition may contain asbestos, lead paint or PCBs, which would require abatement or proper disposal during the demolition process. [Excavated soils may need to be disposed of at an approved disposal facility.](#)

(D.) Flooding and Flood Zone Impacts:

The elevation of the Project Site varies from 22' to just over 27' above sea level. 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.

(E.) Historic Resources:

No designated historic resources are located on, or in the immediate vicinity of the Project Site. As a result, no adverse impacts will result from the Proposed Action.

(F.) Visual Resources:

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.

The Project Site currently supports 5 buildings. The south side of the Site supports the 4-story, 40,492 square foot Mamaroneck Self Storage facility. The north side of the Site is characteristic of the balance of Waverly Avenue, and supports a group of one and two-story, ageing warehouse buildings.

The construction of the existing Mamaroneck 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.

The proposed expansion to the existing self-storage facility is designed to seamlessly integrate into the existing building and precisely conform to the existing 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.

Viewshed analyses and visual simulations were provided from 6 viewpoints which document the potential visual impacts of the Proposed Action. 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, as documented in the viewshed analysis, 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.

(G.) Utilities

The Site currently operates with minor demands on utility services. Upon completion of the Proposed Action, water and sanitary sewer generation will be reduced from approximately 270 gpd to 150 gpd.

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. As a "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.

(H.) Traffic & Transportation

The existing traffic operating conditions at the Waverly Avenue/Fenimore Road intersection, as well as at the 3 existing Site driveways, range between Levels-of-Service A and C, representing acceptable conditions with nominal delays. These operating conditions reflect the current full occupancy of the Project Site.

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 number of curb cuts on the Site 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 vehicular 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.

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, 1 in the central area, and 1 toward the southern end, near the existing self-storage building.

A self-storage facility of a total of 590 units, based upon the Institute of Transportation Engineers' (ITE) publication "Parking Generation", 4th 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.

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.

The Project Site is located adjacent to a rail spur owned by CSX. 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.

(I.) Economic & Fiscal Resources

The Market Study prepared for the Proposed Action revealed that there is a market demand for over 500,000 square feet of self-storage space within the 5-zip code area surrounding the Site. The average household income in this same area is \$192,157, which indicates that the residents in this area have adequate income to accommodate a monthly storage expense.

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

The Site currently generates \$79,865.72 annually in real estate taxes to all jurisdictions. Upon completion of the Proposed Action, it is projected that the Project Site will generate \$81,604.61 in real estate taxes annually. 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.

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.

Currently, there are 7 rentable spaces on the Project Site, that house various contractors (electrician, custom glass business, etc.) and warehouse uses (holiday storage, etc.). These 7 uses would be displaced as the existing buildings that house them would be demolished to accommodate the self-storage building expansion. All 7 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 7 businesses would find suitable sites to relocate to in the immediate vicinity of the Project Site.

It is the opinion of the Applicant that the Proposed Action would meet a significant market gap, and would result in significant tax revenue benefits, while incurring negligible demands on municipal services.

(J.) Building Demolition & Construction

The Proposed Action involves the demolition of three existing buildings and the construction in their place of the self-storage building addition and associated Site improvements. Short-term construction related impacts are anticipated. All of these short-term impacts can be appropriately mitigated through the implementation of a Construction Management Plan, Construction Staging Plan and various mitigation measures addressing site security, construction traffic, parking, air quality and fugitive dust, noise reduction, excavation and erosion control. Blasting will not be necessary as excavation will be minimal. Approximately 220 cubic yards of excavated material will need to be removed from the Site, requiring 14 truck trips. Unique to this project, the Applicant will also serve as the general contractor. No significant adverse construction and building demolition impacts are anticipated.

5.) ALTERNATIVES

The following alternatives have been evaluated in this DEIS:

A. No Action Alternative – Under this alternative, no new development would be proposed, and the Site would continue to operate as it does today.

B. Redevelopment of the Project Site with a zoning compliant storage facility – 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.

C. Alternative site plan redevelopment proposals:

1. Smaller square footage of proposed addition – Under this alternative 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.

2. Proposed addition with one less floor - Under this alternative 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.

3. Adaptative reuse of the Project Site buildings as a storage facility- Under this alternative 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.

Table I. – 3 presents a summary comparison of the various alternatives.

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Table I. - 3 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
Net Cut/Fill	550 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