

### III. G - Utilities

**G-1 Comment:**

*The existing conditions sanitary sewage section (Section IV.G.1.b) cites NYSDEC's "Design Standards for Wastewater Treatment Works (1988)" for calculating the total daily hydraulic loading. However, the anticipated impacts sanitary sewage section (Section IV.G.3.b) cites NYSDEC's "Design Standards for Intermediate Sized Wastewater Treatment Systems (March 5, 2014)." Appendix N (Hudson Engineering Water & Sewer Load Calculations) only cites the 1988 document for both. Both the existing and proposed calculations use the same 15 gallons per person per day per shift, but the references and assumptions should be clarified in the FEIS.  
(AKRF Memorandum, April 30, 2021.*

**G-1 Response:**

All references for sewage calculations within section IV.G and Appendix N have been revised to reflect the use of NYSDEC's Design Standards for Intermediate Sized Wastewater Treatment Systems (2014).

### III. H - TRAFFIC & TRANSPORTATION

**H-1 Comment:**

*Based upon the representations made by the applicant and its consultant in the material provided to date, it appears that the nature of the concerns have been addressed and I want to break these down, specifically the Traffic and Transportation Chapter 4.H. It was absolutely imperative there were assurances at the intersection of Fenimore Road and Railroad Way would not be blocked during business hours thereby assuring the flow of traffic by vehicles and tractor trailers making deliveries and pickup for all of the building and properties located along Railroad Way.*

*There was a letter dated February 19, 2019 from Cuddy and Feder which proposed that the hours of construction would be from 8:00 a.m. to 6:00 p.m. Monday through Saturday. Obviously, with the applicant coordinating in advance with the building department, we feel very confident that the intersection and egress and access to Railroad Way would remain open so that the businesses could receive their shipments from these large tractor trailers. (Andrew Spatz, Public Hearing, May 6, 2021)*

**H-1 Response:**

Comment noted. The intersection of Fenimore Road and Railroad Way will not be blocked as a result of the Project and the egress and access to Railroad Way will remain open.

**H-2 Comment:**

*There was also reference to the removal of a curb cut near a barn, which we don't oppose. This is also made reference to in the DEIS as long as no additional obstructions were installed. Again, the access is absolutely imperative from Fenimore Road into Railroad Way, that's how the vehicles go from I-95 and gain access to all the buildings along Railroad Way. And it indicated nothing in the applicant's reports indicated that they were going to replace that curb with anything that can serve as an obstruction to the traffic and transportation. (Andrew Spatz, Public Hearing, May 6, 2021)*

**H-2 Response:**

Comment noted. There will be no obstructions from the Project that will block the access to Railroad Way.

**H-3 Comment:**

*Communication that would be held with CSX Railroad, this is absolutely imperative in advance of any construction as we do have active railroads that rail cars that come in late at night. The applicant addressed these issues during construction. The applicant would ensure that no impedances were placed in the required clearance envelope which was discussed and relayed in the DEIS, and also it would not interfere with the CSX crews operating on those tracks. Unfortunately, on that strip, if you've actually been down there, you can imagine having a railroad car, an engine I should say, very, very little room for error, but the applicant was very proactive. They reached out to CSX and they also made references that the representations that they would be in contact with the CSX train master prior to construction to ensure that the crews were aware that there was construction ongoing.*

*Obviously, the applicant would adhere to any and all identifications that would be required by CSX because that were in proximity to an active railroad, there's also control devices and mechanisms for those tracks. The report, I understand, indicates that they will also take adequate measures to address the shoring and stability of the railroad tracks in advance of construction commencing. That is actually pursuant to the CSX design and construction standard specifications. (Andrew Spatz, Public Hearing, May 6, 2021)*

**H-3 Response:**

Communication with CSX has been held and will continue before and during construction. Appropriate construction measures consistent with CSX design and construction standard specifications will be utilized.

**H-4 Comment:**

*Figure II-8 is the “Traffic Management Plan” for the proposed facility and Figure II-10 is the “First Floor Plan.” There are four loading spaces shown on the plan, but only three of the loading spaces have direct access to a door. It is unclear how the fourth loading space would access the loading area.*

*(AKRF Memorandum, April 30, 2021)*

**H-4 Response:**

Loading spaces are for various size loading vehicles. Typically vans & any vehicle without an elevated deck will also use loading spaces & transport items with business-provided wheeled carts via entry door to elevator lobby.

**H-5 Comment:**

*The size of the loading spaces and clarification on the maximum sized truck should be provided.*

*(AKRF Memorandum, April 30, 2021)*

**H-5 Response:**

The majority of the vehicles will be personal automobiles, such as SUV's, vans or pick-up trucks. Any trucks utilizing the site tend to be small based on the operational characteristics of the existing facility. The maximum size truck anticipated would be small box trucks up to an SU-30 (30-foot long). The size of the loading spaces are illustrated on the Site Plan. Each loading space is 30 feet long.

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**H-6 Comment:**

*The FEIS should go into more detail on the break-down of the proposed number of parking spaces and the use of the parking spaces. It should also refer to the shared parking regulations in the Village of Mamaroneck zoning code.*

*(AKRF Memorandum, April 30, 2021)*

**H-6 Response:**

Based upon the Village's Code, storage space is to provide one parking space per 750 square feet (sf) as is the woodworking space while office space is to provide one parking space per 350 sf.

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 with a total of 429 units, based upon the Institute of Transportation Engineers' (ITE) publication "Parking Generation", 5<sup>th</sup> Edition, would generate a peak parking demand of 6 spaces, inclusive of the employee spaces. The retail use that was previously proposed in conjunction with the self-storage facility has been eliminated from the Project.

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The Murphy Brothers Contracting portion of the Site will have 4 full time office staff on-site which are projected to use 4 parking spaces. Murphy Brothers Contracting will generally not generate any visits from the general public or contractors. There were previously 19 parking spaces designated for five businesses that parked on-site. That usage will be replaced by the self-storage building addition, and thus the overall parking demand will be reduced. Many of these contractors/businesses have already moved or are no longer in business since the previous studies were performed and thus are no longer parking there.

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The Woodworking Shop is projected to utilize 3 parking spaces while the Incubator Offices are projected to utilize approximately 6 parking spaces. Thus, a total of approximately 19 parking spaces could be utilized if all of the uses were to peak at the same time.

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With the proposed self-storage facility addition and the modifications to the layout of the Site, there will be 26 parking spaces provided on-site along with three (3) loading spaces, in addition to the on-street parking spaces along Waverly Avenue. The 3 loading spaces will be utilized by the patrons of the self-storage facility, thus freeing up even more parking spaces.

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The Village's Code permits the utilization of "Shared Parking", referred to as "Joint Parking", in Section 342-56 B. Shared Parking is the principle where different land uses would have their peak parking demands at different times during the day/week and thus can utilize or "share" the same parking space during different periods. As described above, 26 off-street parking spaces total are

proposed where the estimated demand is approximately 19 total spaces and therefore, there will be ample parking even without the principles of share parking being applied.

**H-7 Comment:**

*A truck turning path movement (AutoTurn) analysis should be provided for the largest anticipated size truck for movements to and from the loading bays.  
(AKRF Memorandum, April 30, 2021)*

**H-7 Response:**

A truck turning path movement (AutoTurn) analysis is provided for the largest anticipated size truck (SU-30) for movements to and from the loading bays. It will be rare that an SU-30 truck will be utilized at the Site, but it is illustrated that an SU-30 can enter and exit each loading area. Depending upon what parking spaces are occupied, a slight second maneuver may be required to back into a loading space at times (Figure IV-H-1).

**H-8 Comment:**

*Will parking be assigned?  
(Chairman Neufeld, November 16, 2021 Work Session)*

**H-8 Response:**

The parking will not be assigned. It will follow the principals of Shared Parking.

**H-9 Comment:**

*How were the parking calculations made?  
(Chairman Neufeld, November 16, 2021 Work Session)*

**H-9 Response:**

As described in the revised Traffic Study, the parking calculations were performed utilizing the Institute of Transportation Engineers (ITE) publication "Parking Generation", 5<sup>th</sup> Edition, and information provided for the Project including size and number of employees, consistent with the previous parking

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calculations. Supporting documentation for the Project is contained in the Traffic Study Appendix.

**H-10 Comment:**

*Confusion over parking counts. Need a chart for the new uses proposed and associated parking requirements for each.  
(Chairman Neufeld, November 16, 2021 Work Session)*

**H-10 Response:**

| TABLE H-1<br>PROJECTED PARKING GENERATION                                |                |
|--|----------------|
| Scenario   | Weekday        |
|  | Parking Demand |
| 429 Self Storage Units (including 269 Existing and 160 Additional Units) | 6              |
| Woodworking Shop   | 3              |
| Incubator Offices  | 6              |
| MBC Offices  | 4              |
| Total  | 19             |

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**H-11 Comment:**

*Parking table needs to reflect new proposed uses  
(Board Member Yergin, November 16, 2021 Work Session)*

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**H-11 Response:**

See Response H-10.

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**H-12 Comment:**

*Parking numbers are inconsistent in the document.  
(Board Member Yergin, November 16, 2021 Work Session)*

**H-12 Response:**

The parking calculations are contained in the revised Traffic Study. Table H-1 summarizes the anticipated peak parking demand for each proposed use. Not all of the peaks for the respective uses will occur at the same time. There are also three loading zones provided which will reduce the number of parking spaces used for the self-storage facility.

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**H-13 Comment:**

*Needs to be updated for new uses, not just trip data provided. Requests a full, updated traffic analysis.*

*(Board Member Kramer, November 16, 2021 Work Session)*

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**H-13 Response:**

A revised updated Traffic Study with the traffic analysis has been prepared for the new uses. The findings of the Traffic Study remain the same, that there is no traffic impact and more than sufficient parking is provided.

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### III. I – Economic & Fiscal Analysis

**I-1 Comment:**

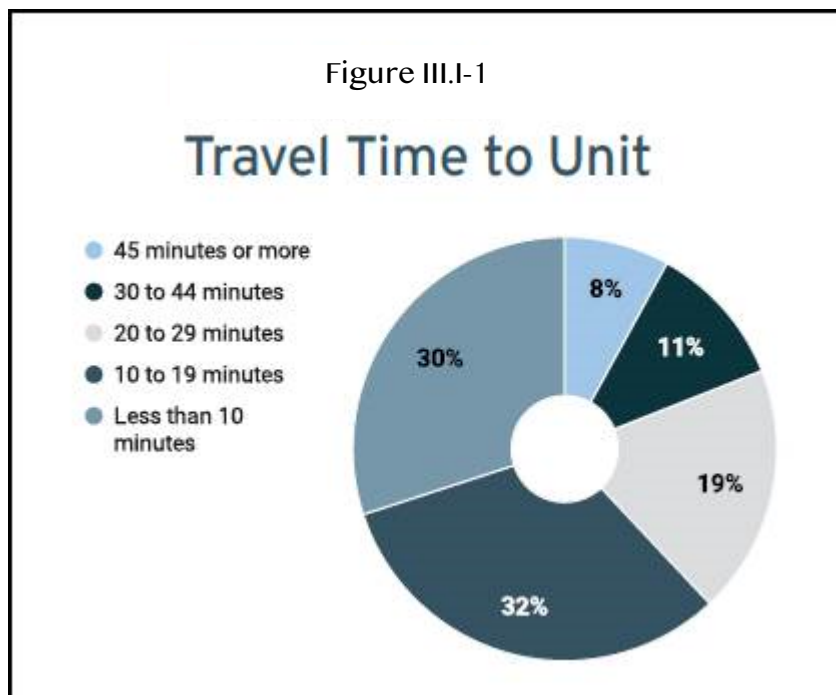
*The second thing is there's a lot of discussion about need for this because people -- now it's clear that the people need storage, and I know that in early on there was a showed how many residents were from the Village of Mamaroneck, but it actually wasn't residents of the Village of Mamaroneck; I think it was based on the zip code and it's a little -- was a little -- two zip codes, and as I recall, I didn't get the sense -- two things: First of all, I'm not sure why just because you live in the Village of Mamaroneck you need to have your storage in the Village of Mamaroneck. I don't think that there's any need -- necessarily a need for storage facility in the Village of Mamaroneck. So I don't think you dealt with that question at all well.*

*(Chairwoman Kramer, Public Hearing, April 1, 2021)*

**I-1 Response:**

According to current rental data, 71% of Mamaroneck Self Storage clients come from the Larchmont-Mamaroneck community and 16% are from other parts of Westchester. The other 13% come from a wide variety of locations such as Manhattan, Massachusetts, Georgia, and California.

National research shows that 62% of all storage customers travel 19 minutes or less between their residence and their storage unit with 30% traveling less than 10 minutes. When you consider typical local Westchester traffic, 19 minutes of driving could be well under 10 miles.



There are other options: (according to Google Maps)

- Cube Smart in Tuckahoe is 5.8 miles away and a 16-minute drive
- Clutter in Yonkers is 11 miles away and a 24-minute drive
- Safeguard on the Larchmont/New Rochelle border is 2.1 miles away and a 7-minute drive
- Westy's in Port Chester is 5.7 miles away & a 14-minute drive

Mamaroneck Self Storage offers our clients a convenient, safe, clean storage option where they feel comfortable storing their items. There are many reasons people find themselves needing self-storage. These reasons vary from lack of closet space in their rental apartment or condo, selling one's house and downsizing, home renovations, or storing inventory for a home business to one of life's more sensitive events such as the loss of a job, a sudden relationship break-up, or the death of a loved one.

Where people choose to rent is greatly influenced by what they are storing, their need and ability to access those items, and how comfortable they feel at the facility.

Some people use their storage for seasonal items and access their units infrequently to pick up and drop off beach chairs, sporting equipment, bicycles, and paddle boards in the summer and then holiday decorations and heavier clothing and snow shovels in the winter. Some people have lost a loved one, or have an elderly parent moving to assisted living, and are tasked with moving said loved one's personal belongings into storage while the house is prepared for sale or in anticipation of siblings or family members coming to town to divide things.

Mamaroneck Self Storage currently has over 25 locally operated (Mamaroneck and Larchmont) businesses, nonprofits, restaurants, houses of worship, realtors, home businesses, outreach programs, etc. that use storage for their inventory or professional records.

**I-2 Comment:**

*I will say that when I lived in Manhattan I had our storage in -- we had our storage in Queens, and now that we live in Mamaroneck we have our storage in Yonkers. I see no need to have our storage facility in Mamaroneck nor do I think there is something inherently necessary about having a storage facility in the same Village that you live in.*  
*(Chairwoman Kramer, Public Hearing, April 1, 2021)*

**I-2 Response:**

See Response I-1.

**I-3 Comment:**

*Also the DEIS they talked about it needed to be a certain size because if it wasn't a certain size, it wouldn't be profitable, and I'm thinking -- they seem to be then was the one building that they have, the one building is that not profitable for them? That I think they're slightly somewhat disingenuous then when they went ahead and built that one. If that is not enough for them to make a profit and they need this extraordinary size added to it, then that's definitely segmentation because you always knew you weren't making enough money with the first one and you were just waiting around to make the second one. You did that because, I would assume, that it's been operating I believe for seven plus years that you*

*have been making a profit, and so I think that that statement doesn't make sense to me that you need this mammoth building otherwise you wouldn't be able to make a profit. That's self-served. You would definitely make more, but that's the necessity for that size.*

*(Board Member Yergin, Public Hearing, April 1, 2021)*

**I-3 Response:**

Mamaroneck Self Storage has been serving the community storage needs of hundreds of satisfied clients since opening its doors in October of 2015. Currently, the facility is operating at 95-100% capacity. Potential clients are turned away on a consistent basis because either MSS cannot meet their time schedules to move in or cannot provide the size unit they require. MSS is confident that these potential client needs can be accommodated once the building addition is constructed. The self-storage facility has been successful. However, maintaining the other existing buildings on the Site, which have long since outlived their purpose, particularly in an area prone to flooding, is no longer economically viable. Also, the Murphy Brothers Contracting business will benefit from having a new, modern office space which will reflect the quality and professionalism of their 42-year-old reputation.

**I-4 Comment:**

*I guess, you know, as far as the consistency with the community, the question I have on that and I did not see this but I may have missed it is, is who is this serving? Is this serving residents or is this drawing people into the area who don't have such a facility where they are or elect to utilize this one? Because I think that is also in terms of the needs of a community and its goals.*

*(Board Member Neufeld, Public Hearing, May 6, 2021)*

**I-4 Response:**

According current MSS rental data, 71% of Mamaroneck Self Storage clients come from the Larchmont-Mamaroneck community and 16% are from other parts of Westchester. The other 13% come from a wide variety of locations such as Manhattan, Massachusetts, Georgia, and California. Like so many of the current businesses in the immediate area, customers come from both the local

Larchmont-Mamaroneck community, and from many other locations, usually drawn to the business because of its stellar reputation for providing quality service with exceptional customer relations skills, such as that which is consistently practiced by the staff of Mamaroneck Self Storage. See response to comment I-1.

**I-5 Comment:**

*The next point related to what Dave was just talking about drawing customers in, is you're actually not going to draw customers in for self-storage. They're going come in cars. They're going to drop their storage off, and they're going to drive away. There's no incentive for them to stick around or to do business in the neighborhood.*

*(Board Member Roberts, Public Hearing, May 6, 2021)*

**I-5 Response:**

Businesses in the Industrial Area surrounding Mamaroneck Self Storage are light commercial or service-oriented, such as the many automobile repair establishments. Presently, even if self storage clients wanted to “*stick around and do business in the immediate neighborhood*”, their options are extremely limited. The nature of utilizing self-storage is such that the client performs the action of bringing or taking away their possessions and then leaves the facility. For some this takes 10 minutes, and for others all day. 29% of current customers are from out of town or out of state. When they come to the facility they are usually here for several hours or a few days in a row and sometimes ask recommendations for where to get a bite to eat or a bottle of water. The only things within walking distance are two delis on Fenimore Road and the Mexican café on Centre, all of which we recommend. We also give recommendations for Mamaroneck Village restaurants for them to have dinner, or other services/conveniences they may require while they are local.

It is anticipated that the new uses at the Site, including the woodworking shop that will be used as an educational resource and the incubator office space, will enliven the Site, certainly more than the prior proposals and the existing operation of the Site.

**I-6 Comment:**

*And I know I made mention of this last time in 4a-21, the applicant said that it cannot achieve the benefits sought without the requested variances, the size of the variances. And, again, they built one building and said that that was – came to the DBA, said they wanted to build this building. I assume that that was a profitable building. It sort of seems like now you need more to actually make it profitable; otherwise, if you don't need more, that's not a good argument that you need to make it a certain size to make it profitable because you already built one that's still huge but not as big, so that's either a false argument or you were holding this second part of the project in your back pocket if you knew that you needed to add this extra space to make it profitable.  
(Board Member Yergin, Public Hearing, April 1, 2021)*

**I-6 Response:**

See Response to Comment I-3.

### **III. J - BUILDING DEMOLITION & CONSTRUCTION**

**J-1 Comment:**

*I'd like to know more about the interplay between the buildings and how much construction is going to change on them.*

*(Board Member Neufeld, Public Hearing, May 6, 2021)*

**J-1 Response:**

The addition will require removal of a portion of the existing façade & roof at the intersection of the addition. While the building addition will be structurally integrated into the existing self-storage building, it has been completely redesigned and is now broken into 5 separate segments, each of which are distinctly articulated and clad in differing façade materials to resemble independent buildings. This treatment significantly reduces the mass of the building, while restoring a human scale to the Site. This approach would reduce the building footprint by 2,071 square feet and the gross floor area by 14,254 square feet. The F.A.R would be reduced from 2.43 to 2.11. All setbacks & variances are specified & illustrated.

### III. K - MISCELLANEOUS

**K-1 Comment:**

*Yeah, I'll start with from the time I came back to this Board, I've been asking for a full copy of the DEIS, repeatedly, in writing, on the telephone. I finally went over and I said I will come over to get one, and what I got was about, oh, looks like about three quarters -- half inch of paper, but it doesn't include all of the pertinent information and the schedules and everything. I have not read them. I was told that I could access them. There are thousands of pages of them. I don't have the ability. I couldn't pull it off the system. I need it. I want a copy, and I brought that up at the last meeting and I said I wanted it so that I can review it because the tables usually have a lot to do with this. So, obviously, my preference would be, and I certainly repeat my request. If I'm -- that's not gonna be the basis for my vote because I don't want to be unfair to anybody but I need to see it and I would hope that we would stay open particularly since there are two members not here.*

*(Board Member Neufeld, Public Hearing, April 1, 2021)*

**K-1 Response:**

Full hard copies of the DEIS and Appendix were submitted to the Village for each Board member, and an electronic digital copy was also provided, in full accordance with the Village's submission requirements.

**K-2 Comment:**

*And my final comment is really on the overall. When you first -- when this was first coming to the Board, we made it very clear to the applicant that all of the board members needed hard copies, and so we were each given two volumes. One had all of the appendices, and one had the material itself. Subsequent to that, and this is not the applicant's fault, I certainly asked the Village planner whether or not we needed to keep all of that and they said no, we would be getting complete new information and I threw out -- actually, I recycled all of the paper because there was an awful lot of paper and used it for all of my home printing during the COVID era. We never got a complete. You kept sending us piecemeal pieces, and as Dave points out, we got some of them in hard copy. We*



*didn't get the rest. I do not believe it is acceptable for you to have done it only on line. I think that is an unacceptable way to submit it. I think it is impossible for people on their home screens to sit on my screen, what is it, thirteen inches? Very difficult to read anything nor am I gonna print it out on my own computer. I think the applicant should have provided a complete new copy of everything. It was so clear to the applicant that this had to be hard copy. I will tell you that when it is time for your final EIS you must provide an entire hard copy for every single board member and make sure that they get it.*  
(Chairwomen Kramer, Public Hearing, April 1, 2021)

**K-2 Response:**

No piecemeal submissions were ever made to the Village. Full and complete hard copies were submitted for the completeness review as well as the final "complete" version of the DEIS.

**K-3 Comment:**

*Yes, just along the lines of segmentation. I think it would help this board if someone wanted to request that the applicant provide and maybe with the assistance from Amber the full administrative record from the prior approval including the original application, withdraw of the application, Chair, that you had just mentioned, as well as an any meeting minutes and approvals so that this board can properly assess what had happened historically versus what is happening now.*  
(Mr. Gottlieb, Public Hearing, May 6, 2021)

**K-3 Response:**

The following materials have been provided to the Village:

- documentation from the 1<sup>st</sup> application which was withdrawn for consideration in March of 2009
- hard copy of the approval plans plus C of O for the current Mamaroneck Self Storage facility.

Please note that a FOIL request was submitted to the Village of Mamaroneck for the "full administrative record from the prior approval", however, in correspondence received from Agostino Fusco, Clerk-Treasurer of the Village of

Mamaroneck dated June 14, 2021, the Applicant was told that the FOIL request might not be fulfilled until December of 2021, and perhaps not at all.

**Procedural history of self-storage applications at the Project Site prior to the pending application:**

In or about 2009, the Applicant filed an application with the Planning Board seeking to construct an approximately 88,000-square foot, 578-unit self-storage facility along with a 6,400-square foot cabinet-making shop with a total of 29 parking spaces on-site.<sup>1</sup> The proposed action required site plan approval and a floodplain development permit from the Planning Board, several area variances from the Zoning Board of Appeals (“ZBA”), a determination that the project was consistent with the Local Waterfront Revitalization Program by the Village Harbor Coastal Zone Management Commission (“HCZMC”) and approval from the Architectural Review Board. The Planning Board initially declared its intent to serve as Lead Agency under SEQRA, however the ZBA objected and ultimately assumed Lead Agency status on March 4, 2010. The ZBA issued a positive declaration under SEQRA for the project, citing concerns relating to traffic, flooding and proposed building size. At that time, due to the significant costs associated with pursuing the project that had been declared to have the potential to have one or more significant adverse environmental impacts, the Applicant withdrew its application. The ZBA did not “turn the application down” or reject the proposal.

On approximately October 10, 2012, the Applicant submitted a new application for site plan approval seeking to redevelop the Property and construct the current self-storage facility that exists on the Premises today. This application proposed a 40,620-square foot self-storage facility, as opposed to the 88,000 self-storage facility proposed in 2009. Under the 2012 proposal, many of the then existing uses at the facility were proposed to remain. The Planning Board assumed Lead Agency Status on November 14, 2012 and on January 30, 2013, the

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<sup>1</sup> See June 20, 2018 submission to the ZBA for a comprehensive procedural history of prior self-storage proposals on the Site.

Planning Board issued a negative declaration finding that the project would not have the potential for one or more adverse environmental impacts.

On approximately October 3, 2013, the ZBA granted the Applicant several variances for the now existing self-storage facility on the Property. Following receipt of these variances, the Applicant proceeded to obtain a consistency determination from the HCZMC, site plan approval and a flood development permit from the Planning Board and approval from the Architectural Review Board. The Applicant then constructed the existing 40,492-square foot self-storage building, completed towards the end of 2015, that exists on the Site today.

**K-4 Comment:**

*Error in III.K.2, which indicates that the application was withdrawn, when it was "pos-dec'd."  
(Chairman Neufeld, November 16, 2021 Work Session)*

**K-4 Response:**

*Please see the procedural history of the self-storage application as presented in response A-3.*

**K-5 Comment:**

*Do we have a topographic survey?  
(Chairman Neufeld, November 16, 2021 Work Session)*

**K-4 Response:**

*The topographic survey has been part of all prior site plan submissions, and is included with this submission.*

**K-5 Comment:**

*Can we have a copy of the site plan approval for the existing building?  
(Chairman Neufeld, November 16, 2021 Work Session)*

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**K-4 Response:**

Copies of the approved site plan and Certificate of Occupancy are included with this submission.

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