



**TRAFFIC AND PARKING STUDY
and
TRASH/RECYCLING GENERATION ANALYSIS**

**Multi-Family Development
572 Van Ranst Place
Village of Mamaroneck, Westchester County, New York**

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**April 18, 2022
DTSP Project No. 0915**

Table of Contents

1.0	INTRODUCTION.....	1
2.0	TRAFFIC CONDITIONS.....	3
3.0	PARKING	6
4.0	TRASH/RECYCLING ANALYSIS	8
5.0	CONCLUSION	10

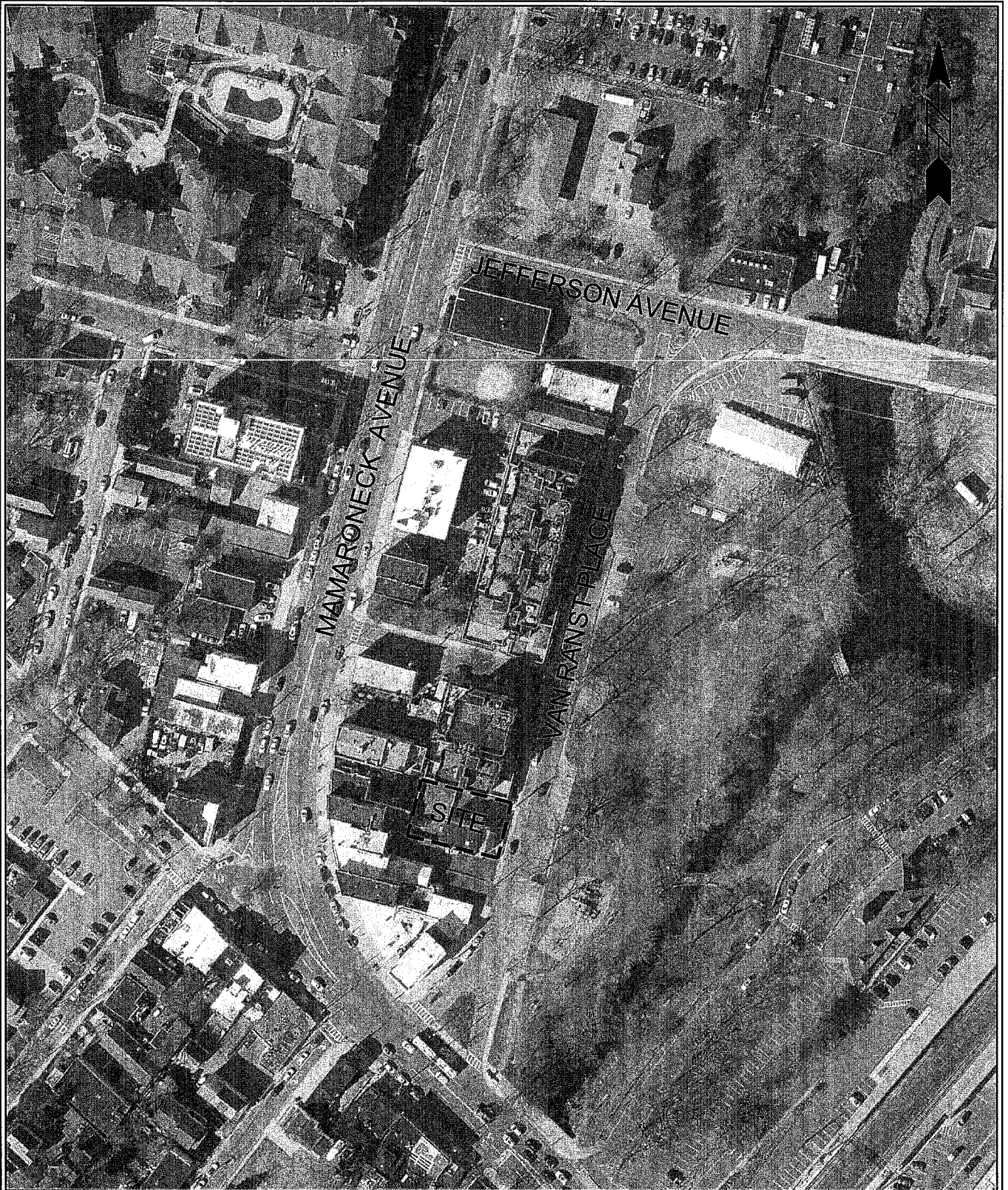
1.0 INTRODUCTION

DTS Provident Design Engineers, LLP (DTS Provident) has prepared this Traffic and Parking Study to review the traffic generation, parking generation, and traffic circulation for the proposed Multi-Family Development to be located at the site of the current Residential building at 572 Van Ranst Place in the Village of Mamaroneck (see Figure No. 1). Also included in this Study is an analysis of the Trash and Recycling Generation for the proposed Project.

The site is located north of the intersection of Mamaroneck Avenue and Van Ranst Place. The Multi-Family development would consist of 10 apartment units (total of fourteen bedrooms) and would replace the existing 2-unit (six bedrooms), multi-story residential development. The apartment units would consist of six one-bedroom apartments and four two-bedroom apartments.

The main resident entrance for the apartment unit would be along Van Ranst Place. Vehicular access to the parking will continue to be along Van Ranst Place.

The Site has several advantages that would limit traffic and parking impacts as it is located adjacent to the central business district, thus there are numerous commercial, employment and recreational facilities (across the street from Columbus Park) within walking distance. It is also withing a few blocks of Mamaroneck Avenue School. The Site is also well served by public transportation including being within walking distance of the train station and various Westchester Beeline Bus Stops.



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Site Location
572 Van Rans Place Residential Development
Mamaroneck, Westchester County, NY

Project No. 0915
April 2022

Figure No. 01

To perform this Study, DTS Provident performed various field observations of the traffic operations at the Site and the surrounding roadway network. DTS Provident also reviewed information from the Village on trash and recycling generation.

The following is a summary of DTS Provident's observations and findings in relation to the Multi-Family Development in regard to trip generation, parking generation and traffic circulation as well as the trash and recycling generation.

2.0 TRAFFIC CONDITIONS

Existing Traffic Volumes and Field Observations

DTS Provident conducted field observations in the vicinity of the Site at various times of the day and different days of the week including the weekend. These observations included a review of roadway geometry, traffic control, traffic operations, pedestrians, and parking.

Roadway Geometry

Van Ranst Place has one lane per direction and travels in the Northbound/Southbound direction. The road has on street parking on both sides of Van Ranst Place. The parking on the east side of the road is 12-Hour metered parking between 7:00AM – 7:00PM. The parking on the west side of the road is 90-minute parking between 9:00AM – 7:00PM. South of the Site, the road meets Mamaroneck Avenue at a signalized T-intersection. Left turns from Mamaroneck Avenue into Van Ranst Place are not permitted. At the northern end, Van Ranst Place has an unsignalized intersection with Jefferson Avenue. In between, Van Ranst Place also has an unsignalized intersection with Sheldrake Place. Sidewalks are provided on both sides of Van Ranst Place.

The intersection of the Site Driveway and Van Ranst Place will be unsignalized.

Trip Generation

DTS Provident has reviewed the amount of traffic that would be generated by the proposed Multi-Family Development utilizing the Institute of Transportation Engineers' (ITE) publication, "Trip Generation", 11th Edition, for this type of facility.

The following Table is a summary of the Peak Hour Trip Generation:

TABLE NO. 1 TRIP GENERATION COMPARISON				
	Weekday Peak AM Roadway Hour		Weekday Peak PM Roadway Hour	
	Enter (vph)	Exit (vph)	Enter (vph)	Exit (vph)
Existing - 2 Apartments (ITE Land Use 220)	0	1	1	0
Future - 10 Apartments (ITE Land Use 221)	1	3	3	2
Total New Trips	1	2	2	2

The future trip generation as illustrated in Table No. 1 above is compared to the trip generation for the existing site size based upon the same ITE methodology. The anticipated new trips were calculated and resulted with a total of three (3) new trips in the Peak AM Hour and four (4) new trips in the Peak PM Hour. To be conservative, no additional reduction for the numerous walking opportunities and mass transportation opportunities.

From a Daily standpoint, the following Table summarizes a comparison of the vehicle trips over the entire day compared with the existing site:

TABLE NO. 2 DAILY TRIP GENERATION COMPARISON		
	Weekday Trips	
	Enter (vph)	Exit (vph)
Existing - 2 Apartments (ITE Land Use 220)	7	7
Future - 10 Apartments (ITE Land Use 221)	24	24
Total New Daily Trips	17	17

The future daily trip generation as illustrated in Table No. 2 above is compared to the daily trip generation for the existing site size based upon the same ITE methodology.

The estimated new trips to be generated by the Proposed Project are nominal and would have no noticeable impact on the adjacent roadway network.

Pedestrian Conditions

DTS Provident has reviewed the pedestrian conditions in the vicinity of the Site. There are sidewalks located on both sides of Van Ranst Place. There is a crosswalk with ADA ramps across Van Ranst Place at Mamaroneck Avenue. There is also a crosswalk with ADA ramps across Van Ranst Place at Sheldrake Place.

3.0 PARKING

The proposed project will provide a 14-space parking area that will be accessed from Van Ranst Place. The two parking spaces at the western end of the Site will contain stackers or lifts. The utilization/agreement of use of these spaces will be coordinated with the tenants.

Based upon the Village Zoning Code, fourteen parking spaces are required, thus, the Site meets the requirements for the number of parking spaces in the RM-3 District. The fourteen spaces were determined based upon:

- 1 space per dwelling unit = 1 x 10 units = 10 spaces plus
- $\frac{1}{4}$ space per bedroom = $\frac{1}{4} \times 14 = 3.5$ spaces

The parking space dimensions as illustrated on the Site Plans also meet the Village Code requirements.

In addition, there is on-street parking on both sides of Van Ranst Place. There are 33 parking spaces on the east side of the road with 27 signed for 12-Hour metered parking (\$0.50 per hour) between 7:00 AM – 7:00 PM Monday to Saturday except Holidays, while 6 are signed for 2 Hour metered parking (\$0.75 per hour) from 8:00 AM to 6:00 PM Monday to Saturday, except Holidays. There are an additional approximately 17 parallel parking spaces on the west side of the road signed as 90-minute parking between 9:00 AM – 7:00 PM Monday to Saturday except Holidays, with No Parking 9:00 AM to 12:00 Noon on the 1st Thursday of the Month.

DTS Provident performed a parking analysis for the proposed project using the Institute of Transportation Engineers publication entitled "Parking Generation Manual, 5th Edition". The following Table is a summary of the Peak Parking Generation.

TABLE NO. 3 PARKING GENERATION COMPARISON	
	Weekday Parking Demand
Existing - 2 Apartments (ITE Land Use 220)	2
Future - 10 Apartments (ITE Land Use 221)	11
Parking Supply	14
Parking Surplus	3

Based on the foregoing, the Site will provide sufficient parking spaces and it is anticipated that there will be a three (3) parking space surplus.

4.0 TRASH/RECYCLING ANALYSIS

DTS Provident conducted an analysis of the Trash and Recycling generation for the proposed Project. The proposed 10-unit residential project is anticipated to generate approximately 340 pounds (lbs) of solid waste per week, including recyclable materials, as shown on Table 4 based upon the generally applied sources as described in the Table.

Based on a recycling rate of approximately 39% in the Village of Mamaroneck, the project would generate approximately 133 pounds of recyclable waste per week and 207 pounds of non-recyclable waste per week.¹

TABLE NO. 4 TRASH AND RECYLCING (SOLID WASTE) GENERATION ESTIMATE					
	Generation Rate (lbs per week)	Number of Residents	Estimated Solid Waste Generation Per Week		
			Non- Recyclable Waste (lbs)	Recyclable Waste (lbs)	Total Solid Waste (lbs)
10 Dwelling Units 6 one-bedroom units 4 two-bedroom units	17	20	207	133	340
Source: Generation Rate: 2021 City Environmental Quality Review (CEQR) Technical Manual, Chapter 14 Solid Waste and Sanitation Services, Table 14-1. Rate per individual. Residents: Rutgers University, Center for Urban Policy Research: Residential Demographic Multipliers – Estimates of the Occupants of New Housing, June 2006 (New York, Total Persons in Units. Proposed: 5+ Units – Rent, All Values, Existing: 2-4 Units – Rent, All Values)					

Solid waste would be collected in refuse and recycling containers that would be stored within a

¹ Westchester County Department of Environmental Facilities Division of Solid Waste Management/Recycling Office. (2018). 2018 Annual Report.
<https://Environment.Westchestergov.Com/Images/Stories/Pdfs/2018annual.Pdf>.

garbage enclosure located on the ground level of the proposed building. The containers would be wheeled to the curb through double doors facing Van Ranst Place for refuse and recycling pick-up.

5.0 CONCLUSION

The proposed Multi-Family Development will not have a significant impact on traffic operations in the area. The location within the Central Business District and the public transportation/train station will further reduce the amount of traffic generated by the project. Additionally, adequate parking will be provided. Also, appropriate solid waste (trash and recycling) services and facilities are provided for the proposed building.

Respectfully Submitted,

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