



TRAFFIC AND PARKING STUDY

Multi-Family Development 129-133 Prospect Avenue Village of Mamaroneck, Westchester County, New York

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1.0 INTRODUCTION

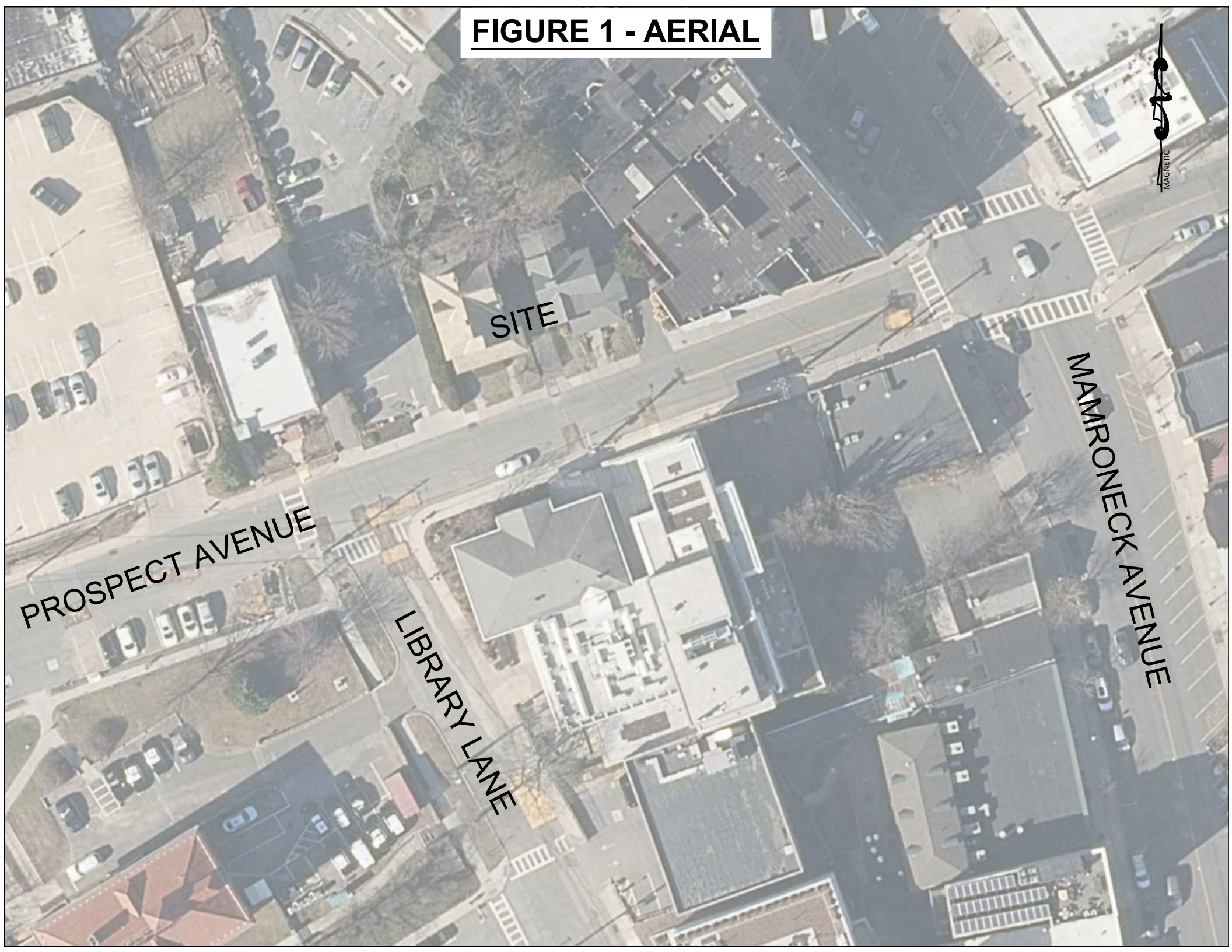
DTS Provident Design Engineers, LLP (DTS Provident) has prepared this Traffic and Parking Study to review the traffic generation, parking generation, and traffic/pedestrian circulation for the proposed Multi-Family Development to be located at the site of two current Residential buildings at 129 – 133 Prospect Avenue in the Village of Mamaroneck (see Figure No. 1).

The site is located on the northern side of Prospect Avenue west of the intersection of Mamaroneck Avenue and Prospect Avenue. The Multi-Family development would consist of 13 apartment units including eight one-bedroom units and five two-bedroom units for a total of eighteen bedrooms. It would replace an existing one-family home and a two-family home, which have a combined total of nine bedrooms.

Access for the Site will continue to be along Prospect Avenue. Vehicular access to the parking will continue to be along Prospect Avenue.

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 within walking distance as well as being across the street from the Mamaroneck Public Library and other facilities. The Site is also well served by public transportation including being within easy walking distance of the train station (approximately four-tenths of a mile) and various Westchester Beeline Bus Stops (one and a half blocks away).

FIGURE 1 - AERIAL



SITE

PROSPECT AVENUE

LIBRARY LANE

MAMRONECK AVENUE



To perform this Study, DTS Provident performed various field observations of the vehicular and pedestrian traffic operations as well as the parking operations in the vicinity of the Site.

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

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

Prospect Avenue has one lane per direction and travels in the Eastbound/Westbound direction. The road has no on street parking on either side of Prospect Avenue directly in front of the Site. West of the Site there are metered on-street parking spaces with 1-hour parking limits on the south side of Prospect Avenue. On the north side there is a 2-floor municipal parking garage. The first floor provides permit parking while the second floor provides metered public parking. Prospect Avenue has a 25 mph posted speed limit.

The intersection of the Site Driveway and Prospect Avenue 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 (vph – vehicles per hour)				
	Weekday Peak AM Roadway Hour		Weekday Peak PM Roadway Hour	
	Enter (vph)	Exit (vph)	Enter (vph)	Exit (vph)
Existing - 2 Residential Homes (ITE Land Use 210 and 220) *	0	2	2	1
Future - 13 Apartments (ITE Land Use 220)	1	4	5	3
Total New Trips	1	2	3	2

**The existing two residential homes consist of 3 dwelling units*

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 five (5) new trips in the Peak PM Hour. To be conservative, no additional reduction were taken for the numerous walking opportunities and mass transportation opportunities.

From a Daily standpoint (typical weekday), 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 (vpd – vehicles per day)		
	Weekday Trips	
	Enter (vpd)	Exit (vpd)
Existing - 2 Residential Buildings (ITE Land Use 210 and 220) *	10	10
Future - 13 Apartments (ITE Land Use 220)	31	31
Total New Daily Trips	21	21

**The existing two residential homes consist of 3 dwelling units*

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

Due to the proximity to Mamaroneck Avenue as well as the presence of the Library, the Emelin Theatre, the Village Court, and the parking garage, among other uses, there are pedestrians in the area of the Site.

DTS Provident has reviewed the pedestrian conditions in the vicinity of the Site. There are sidewalks located on both sides of Prospect Avenue. There are crosswalks with ADA ramps and pedestrian signals at the intersection of Prospect Avenue and Mamaroneck

Avenue. There are also crosswalks with ADA ramps and supplemental signage at the intersection of Prospect Avenue and Library Lane.

Construction Conditions

A detailed Construction Management Plan will be submitted in conjunction with the Building Permit Application. In general, the pedestrian sidewalk in front of the Site will be closed during portions of the construction. It is estimated that the sidewalk could be closed during Phase 2 of the construction for approximately 18 weeks based upon preliminary estimations for the construction. Pedestrian safety measures will be followed, consistent with the MUTCD and NYSDOT standards. Signs such as “Sidewalk Closed Ahead” will be provided and barriers will be provided at each end of the closure. There are existing striped crosswalks on both sides of the Site which can be used to cross Prospect Avenue, one at Library Lane to the west and one at Mamaroneck Avenue to the east. Pedestrians destined to the adjacent properties will be able to walk to those respective properties. During Phase 3, a “Sidewalk Bridge” will be added, and the sidewalk will be re-opened.

Construction is not projected to have a significant impact on vehicular traffic. If the westbound lane on Prospect Avenue is to ever be temporarily blocked, flag-personnel will be utilized, if necessary. The construction will be coordinated with the Building Department and the Police Department, due to the Police Department’s close proximity to the Site.

3.0 PARKING

The proposed project will provide a 16-space parking area that will be accessed from Prospect Avenue. There will be one handicap parking space provided. The utilization/agreement of use of these spaces will be coordinated with the tenants.

Based upon the Village Zoning Code, sixteen parking spaces are required, thus, the Site meets the requirements for the number of parking spaces in the C-2 District. The sixteen spaces were determined based upon:

- 1 space per dwelling unit = 1 x 13 units = 13 spaces plus
- 0.5 space per bedroom in excess of one = 0.5 x 5 = 2.5 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 Prospect Avenue just to the west of the Site. There are 27 on-street parking spaces (including ADA spaces) on the south side of Prospect Avenue. 25 of these spaces have a one-hour parking limit while two spaces provide free 15-minute parking. On the north side there is a 2-floor municipal parking garage. The first floor provides permit parking while the second floor provides metered public parking.

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 (vehicles)
Existing - 3 Residential Homes (ITE Land Use 220)	3
Future - 13 Apartments (ITE Land Use 220)	14
Parking Supply	16
Parking Surplus	2

**The existing two residential homes consist of 3 dwelling units*

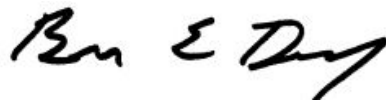
Based on the foregoing, the Site will provide sufficient parking spaces and it is anticipated that there will be a two (2) parking space surplus based upon the ITE projections.

4.0 **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, sufficient parking will be provided.

Respectfully Submitted,

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