SHELDRAKE ESTATES CONDOMINIUM, LLC

DRAFT ENVIRONMENTAL IMPACT STATEMENT

270 Waverly Avenue
Village of Mamaroneck, Westchester County, New York

Project Sponsor: RE-NEW PROPERTIES, L.L.C.
16 Rock Ridge Circle
New Rochelle, New York
Contact: Mr. Ofer Attia
(914) 632-5757

Lead Agency: VILLAGE OF MAMARONECK BOARD OF TRUSTEES
Municipal Office
123 Mamaroneck Avenue
Mamaroneck, New York 12563
Contact: Mr. Phillip Trifiletti, Mayor
(914) 777-7738

Prepared By: TIM MILLER ASSOCIATES, Inc.
10 North Street
Cold Spring, New York 10516
Contact: Tim Miller, AICP
(845) 265-4400

Project Engineer: BOHLER ENGINEERING
2800 Westchester Avenue
Purchase, New York 10577
Contact: Craig Tompkins, P.E.
(914) 251-9800

Project Architect: SULLIVAN ARCHITECTS
154 East Avenue
Norwalk, Connecticut
Contact: Raymond Sullivan, R.A.
(203) 838-5036

Lead Agency Acceptance Date: March 13, 2006
Public Hearing Date: April 10, 2006

Written comments will be accepted by the Lead Agency
for ten days after the close of the Public Hearing.

March 13, 2006

Project Consultants
for
Sheldrake Estates DEIS

Environmental Planner
TIM MILLER ASSOCIATES, Inc.
10 North Street
Cold Spring, New York 10516
Contact: Tim Miller, AICP
Tel. (845) 265-4400

Project Engineer
BOHLER ENGINEERING
2800 Westchester Avenue
Purchase, New York 10577
Contact: Craig Tompkins, P.E.
Tel. (914) 914-251-9800

Architect
SULLIVAN ARCHITECTS
154 East Avenue
Norwalk, Connecticut 06851
Contact: Raymond Sullivan, RA
Tel: 203-838-5036

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1.0 EXECUTIVE SUMMARY

This Draft Environmental Impact Statement (DEIS) has been prepared in response to a Positive Declaration issued by the Village of Mamaroneck Board of Trustees on October 24, 2005. The Applicant, Re-New Properties, LLC, has requested a zone change for a 2.31 acre parcel of developed land located at 270 Waverly Avenue in the Village of Mamaroneck, Westchester County, New York. The property is currently zoned M-1 with a small portion of the property (0.56 acres) zoned R-4F. The applicant proposes to rezone the majority of the property from M-1 to RM-3 (1.75 acres). The zone change will allow a new residential development consisting of 114 condominium units in three main buildings and two smaller buildings to be built, eliminating the long term use of the site as a commercial auto wrecking yard. The property and project is referred to as Sheldrake Estates Condominiums.

The DEIS has been prepared to present and evaluate the potential environmental impacts associated with the proposed zone change and a residential development consistent with the requested zone change. This DEIS has been prepared in accordance with the State Environmental Quality Review Act (SEQRA) and Part 617 of the implementing regulations.

The contents and format of this DEIS were established in a Scoping Document developed by the applicant and the Village of Mamaroneck Board of Trustees, acting as the SEQRA lead agency. A public scoping session was held on November 14, 2005. Following the incorporation of public and involved and interested agency comment, the Scoping Document was formally adopted by the Village Board on November 28, 2005.

Summary of Potential Environmental Impacts and Mitigation

This Draft Environmental Impact Statement (DEIS) examines the existing conditions on the subject property and nearby community, potential impacts from the project, and proposed mitigation measures. A summary of potential impacts and mitigation are as follows:

Land Use, Zoning, and Public Policy

The proposed zone change would eliminate an incompatible use and replace a remaining area of M-1 manufacturing zoning with residential zoning along the eastern most block of Waverly Avenue. The proposed R-3 zoning would be compatible and consistent with the adjoining R4-F zoning located on the north and south sides of Waverly Avenue. The proposed rezoning action and subsequent development of the Sheldrake Estates project would be consistent with major plan recommendations in the Village Master Plan (November, 1986). The proposed Action will be consistent with existing land use, zoning, and public policies applicable in vicinity of the site and would not result in any adverse impacts to land use, zoning or public policy. The creation of the proposed housing, in an area where there is a demand for such housing, would be accomplished. As described above, the proposed project as designed meets the Village of Mamaroneck Zoning Code requirements for density, bulk, parking and setback requirements. No variances from the Zoning Code will be required for the project.

The proposed rezoning and residential development would bring the property into conformity with the land uses and zoning adjoining the property to the north and in the Washingtonville

neighborhood. Based upon the proposed action's consistency with existing land uses, local zoning, and Village land use policies, no specific mitigation measures are proposed.

Soils and Groundwater

Since the project site is nearly completely paved, the entire site, or 2.31 acres will be graded for development. The existing concrete pavement and any unsuitable fill soil will be removed and replaced with suitable soil and pavement subgrade. A Grading and Drainage Plan has been prepared by the project engineer. Grades or elevations on the site will not change substantially, since the site is currently level and paved and changes in the grade are not required to implement the proposed plan.

The greatest potential impact associated with the proposed project related to soils disturbance would be from erosion and sedimentation during construction. A Soil Erosion and Sediment Control Plan has been developed for this project and is provided in the set of submitted site plans. The plan has been developed to reduce soil erosion from areas exposed during construction and prevent silt from reaching the Sheldrake River and any off-site areas. The Soil Erosion & Sediment Control Plan provides construction details and specifications for erosion control features, such as silt fencing, construction entrance and stockpile management.

The Soil Erosion & Sediment Control Plan provides a detailed plan to prevent potential soil erosion and surface water impacts during construction. Utilizing the Plan as well as inspections and monitoring of stormwater controls, no significant impacts are anticipated from construction activities.

Hazardous Materials

The majority of the project site was formerly used by Blood Brothers Auto Wreckers, Inc. as a commercial auto wrecking and salvage business. According to property records maintained by the Village, the majority of the project site has been owned by Blood Brothers since at least the 1960's and has been used for their auto salvage operation until the spring of 2005. Since the recent purchase of the property by the applicant, all autos, parts, equipment and any petroleum has been removed from the project site.

The applicant completed environmental assessments of the project site, based upon its prior use as a auto wrecking yard and other commercial uses (Lots 285.1 and 285.2). The purpose of the assessments was to determine if former uses on the site have impacted the property and to provide an evaluation of environmental risk on the property. The assessments included site inspections, review of available records and databases, and the collection of soil and groundwater samples.

The soil and groundwater sampling program has identified two areas on the Blood Brothers property that have soil concentrations of petroleum compounds above NYSDEC soil cleanup guidance values; 1) the area under and directly south of the car crusher, and 2) in the vicinity of the gasoline aboveground storage tanks. The investigation focused on those areas of the site where petroleum products were stored and handled. It was observed that the entire site is paved and a minimum of 6 inches of concrete was found at all boring locations.

The primary environmental and health concerns regarding VOCs and metals in soil would be from long-term direct contact with soils and ingestion. The proposed use of the site is residential, but the site will be extensively graded and the majority of the site (approximately 70 percent) will be paved or covered with buildings, driveways and parking areas. Therefore, exposure to on-site soils will be limited by the proposed development and buildings and pavement.

The applicant proposes to excavate and remove those areas of petroleum impacted soil and properly dispose of the soil off-site. Soil removal will be completed during the site-grading phase of construction, in the two areas of concern. A formal remediation plan will be provided to the NYSDEC for review and comment. The final site remediation plan will be approved and agreed upon by the NYSDEC and all remediation work will be completed according to that plan.

Stormwater and Drainage

Untreated stormwater currently discharges directly from the former auto salvage yard and this condition has existing for at least 40 years. The proposed project will enhance stormwater quality through: 1) the reduction in the amount of impervious surface at the site and 2) through the use of current stormwater treatment facilities and controls. In addition, stormwater discharge rates from the site will be reduced compared to pre-development conditions through the use of stormwater controls.

A Stormwater Pollution Prevention Plan (SWPPP) has been prepared to meet NYSDEC design guidelines to control erosion during construction, to attenuate post development increases in the peak rate of stormwater discharge, and to prevent post construction increases in pollutant loading. The SWPPP has been developed using current NYSDEC Design Standards and is in compliance with the Phase II Stormwater regulations. The proposed Action will not result in significant adverse impacts as a result of modifications to existing stormwater and drainage facilities. Rather, the Action will improve water quality in the Sheldrake River prior to its entering the Long island Sound.

Transportation:

A comprehensive transportation and traffic analysis was completed for the project including; an analysis of existing conditions, analysis of No Build conditions, and evaluation of impacts from the proposed project (Build Condition). The traffic study also included a survey of local parking and evaluation of local pedestrian access. The traffic study found that all intersection movements are expected to continue to operate at level of service D or better and unchanged under the proposed Build Condition except for the Waverly Avenue approach to Plaza Avenue continues unchanged from the Existing condition's level of service F. Since removing the site egress from that intersection should reduce delay and increase safety, no further traffic mitigation measures are proposed for the development.

Peak hour delays were calculated to establish the quality of operation (level of service) of the intersections studied under the existing condition, future condition without the project and the future condition with the project. No lane group is anticipated to decline in level of service resulting from the proposed project. Delays will be slightly reduced and safety improved at the Waverly Avenue/Plaza Avenue intersection by removing the site's existing egress at this intersection.

The proposed project is not expected to overburden the surrounding roadway network or result in a decline in traffic operations. The project is expected to generate 58 vehicular trips in the a.m. peak hour and 67 trips in the p.m. peak hour. Accounting for existing site traffic to be eliminated, the site would generate a net increase of 47 a.m. peak hour trips and 60 p.m. peak hour trips as compared to the Existing Conditions (assuming Blood Brothers Auto Wrecking in operation).

Based upon the results of the traffic study completed for the DEIS, no specific traffic mitigation measures were proposed.

Visual Resources

Construction of the proposed action would replace a visually unattractive commercial property with a residential development of 4.5 story buildings including landscaping, parking areas and driveways. The introduction of three (3), 4.5 story buildings would alter the views of the residents on the north and south sides of Waverly Avenue. The upper floors of the proposed buildings would be expected to be visible by pedestrians and drivers along Waverly Avenue. The proposed development would also be partially visible by pedestrians and vehicles along Hoyt Avenue. The structures of the proposed action would not likely to be visible from Mamaroneck Avenue due to the existing buildings which front Mamaroneck Avenue. No views of significant visual resources will be blocked as a result of the proposed action. Although the proposed residential buildings or building roofs may partially or fully visible from adjoining and nearby streets, the proposed buildings would be in context with the surrounding urban residential setting.

Preliminary Landscape and Lighting plans have been developed for the project. The applicant proposes to landscape the area along the Sheldrake River for a visual buffer and an amenity to the residents of the proposed development. A lighting plan for the proposed development was designed to provide adequate nighttime illumination on the driveways and parking areas of the project site. The proposed lighting has also been designed to provide the minimum light levels adequate for public safety and security, while minimizing glare and stray light off-site.

The described changes in views from the proposed action would not result in a significant contrast in visual character when compared to the surrounding landscape, either in terms of type of use or in the makeup of buildings and landscape treatment.

Community Facilities

The project's potential demand on community facilities, including the fiscal impact to the local school district is discussed in the DEIS. Demand for police protection services and anticipated calls from the projected 165 residents would result in a negligible increase in demand for police services. No impacts to the Police Department are anticipated.

The proposed layout has been provided to the Village of Mamaroneck Fire Department for their review and comment. The applicant will work with the Fire Department to address any concerns regarding emergency service access and issues. The amount of calls that would be expected on an annual basis from the additional 114 households would not be expected to overwhelm the resources of these emergency service providers, or significantly increase demands for their services. Also given the proximity of the project site to fire and ambulance

facilities and the low scale of the proposed buildings, no adverse impacts are anticipated to fire and ambulance services.

Approximately 7 to 8 school age children are expected to reside at the proposed development once it is fully occupied, based on multipliers for school-age children for two- and three-bedroom condominiums in the Northeast Region found in the Urban Land Institute's 1994 *Development Impact Assessment Handbook*. These new children would slightly increase enrollment in the local school district. It is anticipated that some future residents may relocate to the project from homes or apartments in the Village of Mamaroneck where their children already attend local schools. Any new students would be spread out over various grade levels. Therefore, increase in enrollment at each local public school as a result of the proposed project is expected to be somewhat lower than 8 students.

There would be no significant adverse impacts to community services as a consequence of the proposed Action. Instead, there would be significant increases in municipal property tax revenues generated by the project site, which may be used to fund community facilities and services.

Summary of Necessary Approvals and Permits for the Proposed Action

As the Lead Agency, the Village Board of Trustees has primary responsibility for review of the proposed action and for determining its conformance with the Village's requirements for the consistency with the Zoning Code and Village Master Plan. The proposed action will require the following approvals or referrals by the following listed agencies (involved agencies):

Zone Change
Village of Mamaroneck Board of Trustees
Village Hall
P.O. Box 369
Mamaroneck, New York 10543

Site Plan Approval
Village of Mamaroneck Planning Board
Village Hall
P.O. Box 369
Mamaroneck, New York 10543

Chapter 240 Coastal Zone Permit
Village of Mamaroneck Planning Board
Village Hall
P.O. Box 369
Mamaroneck, New York 10543

Chapter 186 Special Flood Hazard Development Permit
Village of Mamaroneck Building Inspector
Village Hall
P.O. Box 369
Mamaroneck, New York 10543

Wastewater Disposal
Westchester County Department of Health
White Plains, New York

Pollution Discharge Elimination System Permits for Stormwater Discharges
New York State Department of Environmental Conservation

Mandatory Referral
Westchester County Department of Planning
622 Michaelian Office Building
Martine Avenue
White Plains, New York

Interested Agencies for DEIS Distribution

A list of interested parties, as identified at the time of preparation of this document, is as follows:

Village of Mamaroneck Department of Public Works
Union Free School District No. 1
New York State Office of Parks, Recreation, and Historic Preservation
Village of Mamaroneck Board of Architectural Review
Village of Mamaroneck Committee for the Environment
Village of Mamaroneck Board of Traffic Commissioners
Village of Mamaroneck Ambulance District
Village of Police Department
Village of Mamaroneck Fire Department
Village of Mamaroneck Harbor & Coastal Zone Management Commission

Summary of Evaluated Alternatives to the Proposed Action

The DEIS evaluated three alternatives to the proposed Action, as identified in the Scoping Document. The Alternatives evaluated include:

No Action Alternative: The No Action Alternative would include no zone change or modification to the current use of the site as a automobile junkyard.

Commercial Alternative Consistent with M-1 Manufacturing Zoning: Under the Commercial Alternative, consistent with M-1 zoning, a manufacturing facility would be developed on the site consistent with current zoning.

Residential Alternative at RM-2 Zoning: The RM-2 Zoning Residential Alternative would involve a request for a zone change applicable to the development of a residential use for the site. The zone change would be from Manufacturing (M-1) to Residential (RM-2).

2.0 DESCRIPTION OF THE PROPOSED ACTION

2.1 Introduction

This Draft Environmental Impact Statement (DEIS) has been prepared in response to a Positive Declaration issued by the Village of Mamaroneck Board of Trustees on October 24, 2005. The Applicant, Re-New Properties, LLC, has requested a zone change for a 2.31 acre parcel of developed land located at 270 Waverly Avenue in the Village of Mamaroneck, Westchester County, New York. The property is currently zoned M-1 with a small portion of the property (0.56 acres) zoned R-4F. The applicant proposes to rezone the majority of the property from M-1 to RM-3 (1.75 acres). The zone change will allow a new residential development consisting of 114 condominium units in three main buildings and two smaller buildings to be built, eliminating the long term use of the site as a commercial auto wrecking yard. The property and project is referred to as Sheldrake Estates Condominiums. The project location and local setting are shown in Figures 2-1 and 2-2, respectively.

The DEIS has been prepared to present and evaluate the potential environmental impacts associated with the proposed zone change and a residential development consistent with the requested zone change. This DEIS has been prepared in accordance with the State Environmental Quality Review Act (SEQRA) and Part 617 of the implementing regulations.

The contents and format of this DEIS were established in a Scoping Document developed by the applicant and the Village of Mamaroneck Board of Trustees, acting as the SEQRA lead agency. A public scoping session was held on November 14, 2005. Following the incorporation of public and involved and interested agency comment, the Scoping Document was formally adopted by the Village Board on November 28, 2005. The Final Scoping Document for this DEIS is included in Appendix A.

2.2 Site Location and Description

2.2.1 Description of the Project Site in the Context of the Village

The 2.3 acre project site, located at 270 Waverly Avenue, is in the central portion of the Village, south of Waverly Avenue and north of the New Haven - Metropolitan Transportation Authority (MTA) Amtrak railway. The site, formerly used by Blood Brothers Auto Wreckers for a commercial auto wrecking business, is adjacent to an urban reach of the Sheldrake River. The property is identified on the Village of Mamaroneck tax map as Section 8, Block 823, Lots 229, 280, 285.1, 285.2, 389.1 and 389.2 (see Figure 2-1 Location Map, and Figure 2-2 Aerial Photograph).

The property supports two zoning districts: the majority of the site is zoned M-1, Manufacturing District; a small portion of the site, adjoining Waverly Avenue is zoned R-4F, One to Four Family Residence District. The project site's location shown on the Village of Mamaroneck Zoning Map is provided in Figure 2-3. Existing land use and Zoning Districts in the vicinity of the site include:

- Residential multi family (R-4F) immediately to the north,
- Commercial (C-1) and mixed residential (R-M3 and R-20) to the east, along Mamaroneck Avenue and east of Mamaroneck,

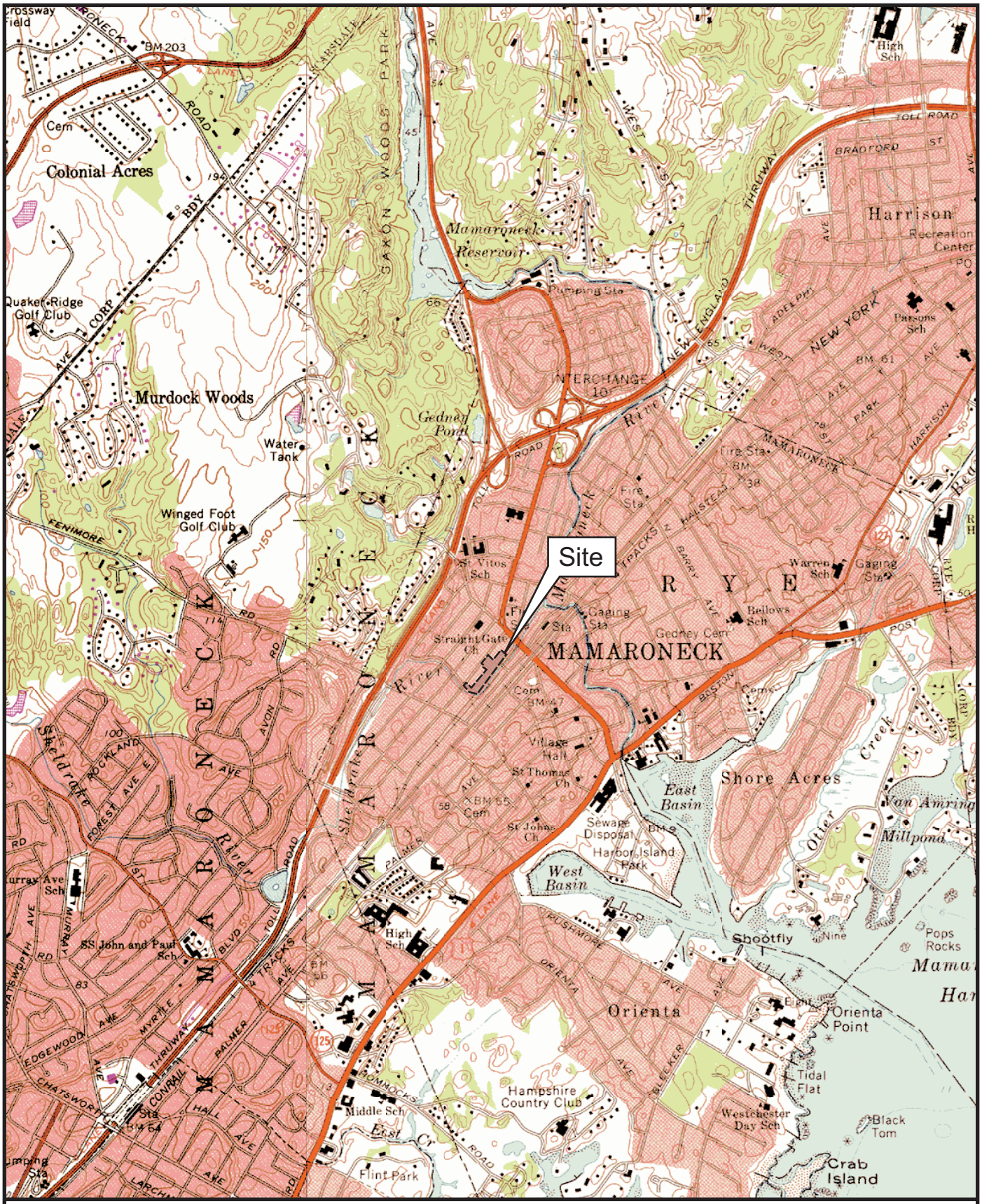

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Figure 2-1: Location Map

Sheldrake River Project

Village of Mamaroneck, Westchester County, New York

Base: USGS 7.5-minute Topographic Map, Mamaroneck Quad

Scale: 1 inch = 2,000 feet

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Figure 2-2: 2003 Aerial Photograph
Sheldrake River Project
Village of Mamaroneck, Westchester County, New York
Base: Terraserver
Approx. Scale: 1 inch = 230 feet

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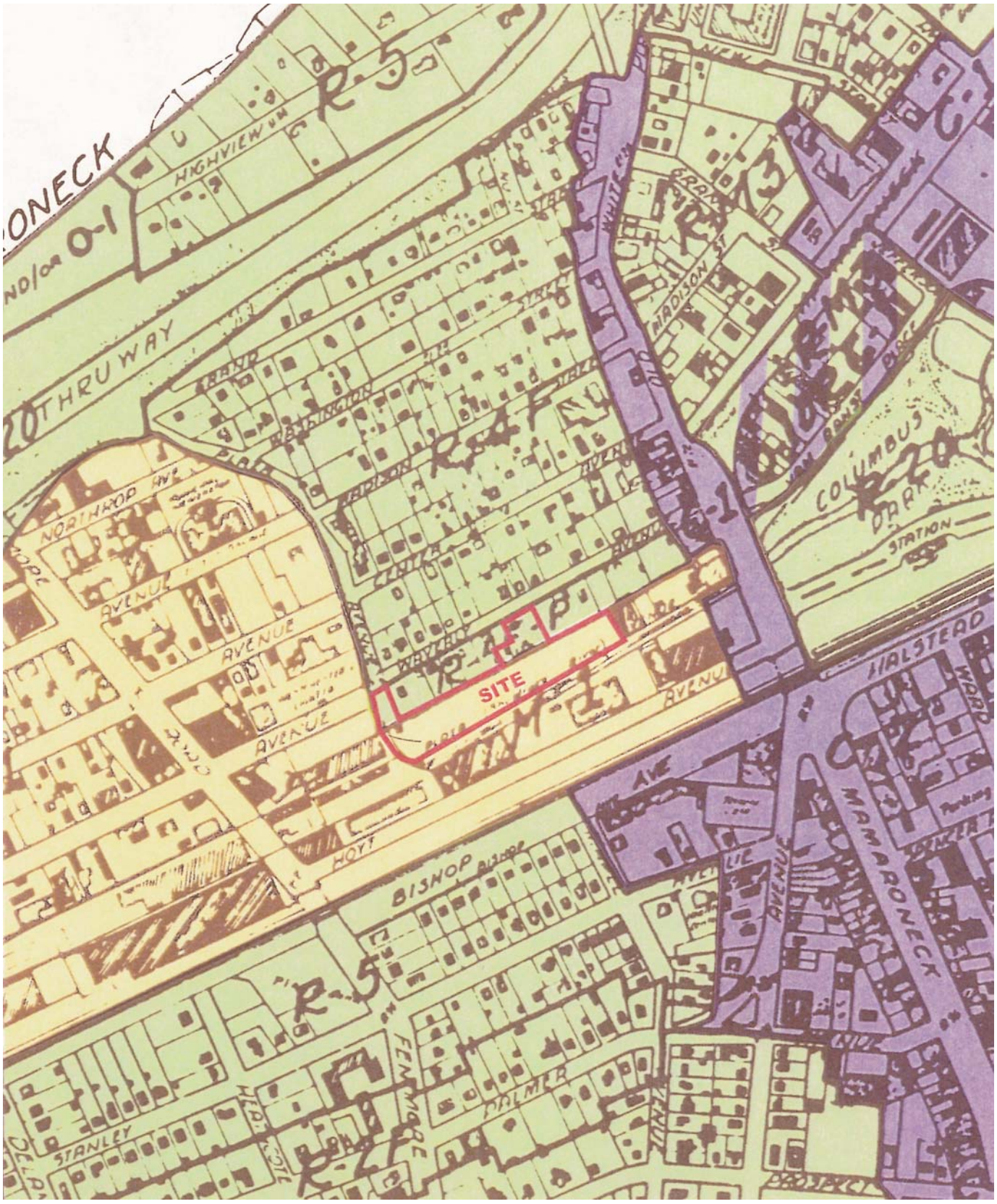

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Manufacturing

Residential

Commercial

Figure 2-3: Zoning Map

Sheldrake River Project

Village of Mamaroneck, Westchester County, New York

Base: Village of Mamaroneck Zoning Map, rev. 3/92

Scale: 1 inch = 400 feet

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- Manufacturing (M-1) to the west and immediately south of the site and the Sheldrake River, and
- Commercial (C-1) and Residential (R-5), to the south of the MTA/ Amtrack rail lines and Bishop Avenue.

Abutting properties, which are predominantly residential, are zoned residential R-4F (one to four family) to the immediate north on both sides of Waverly Avenue. Manufacturing uses abut the property directly to the west, east and south (see Figure 2-3 Zoning Map).

The project site is irregularly shaped and abuts the Sheldrake River for 120 feet on the southwestern portion of the site, and 720 feet on the southern (southeastern) edge of the property. An office building, formerly used for storage by Blood Brothers is located at the southwestern corner of the property near Waverly Avenue. A single story masonry warehouse building, formerly used by a distribution company, is located in the northeastern portion of the site.

As described above, the southern edge of the site abuts the Sheldrake River. The survey prepared for the project (see Figure 2-4 Proposed Site Plan) shows the southern property line slightly north of the Sheldrake River. Recent Title investigations have established that this edge of the property consisting of 0.28 acres is part of the larger site and owned by the applicant. This portion of the property has been used in the bulk and zoning calculations for the Site Plan.

According to the Village of Mamaroneck Master Plan (1986), the property is located at the southern edge of the Washingtonville neighborhood. This area of the Village is described as older residential and mixed use neighborhood lying between the New York State Thruway to the north and the MTA/ Amtrack train station and the Village Center to the south. Residential sections include single family and two family houses and multi-family apartment buildings. Mamaroneck Avenue, which is the commercial "spine" of the Village lies approximately 300 feet east of the project site. Directly east of Mamaroneck Avenue from the site is Columbus Park.

The project site lies within the Village of Mamaroneck, which in entirety has been designated by the New York State Department of Environmental Conservation (NYSDEC) as a Small Municipal Separate Stormwater System (MS4).

2.2.2 Environmental Setting, Historic Use, Natural Resources

The project site is within walking distance (approximately 250 m) to the MTA/Amtrack commuter rail station plaza and the Mamaroneck Avenue commercial district. The site is less than one mile from Exits 18A/18B of Interstate Route 95 (I-95), and one half mile from Mamaroneck Harbor on the Long Island Sound (see Figure 1, Site Location Map).

The 2.31 acre parcel is narrow, rectangular shaped and commercially developed land. The property has generally flat topography, but does contains some sloping land that leads down to a 4 to 6 foot high concrete and stone wall along the Sheldrake River to the east. The subject property is in the base flood elevation of the Sheldrake River, which is a shallow watercourse approximately 10 feet wide, totally embanked by stone and concrete walls. Construction within areas of the Village which are subject to potential and/or actual damages from flooding are subject to regulations in Chapter 186 of the Village of Mamaroneck General Code. Appropriate sections of this code are applicable to new construction in order to minimize the threat of such

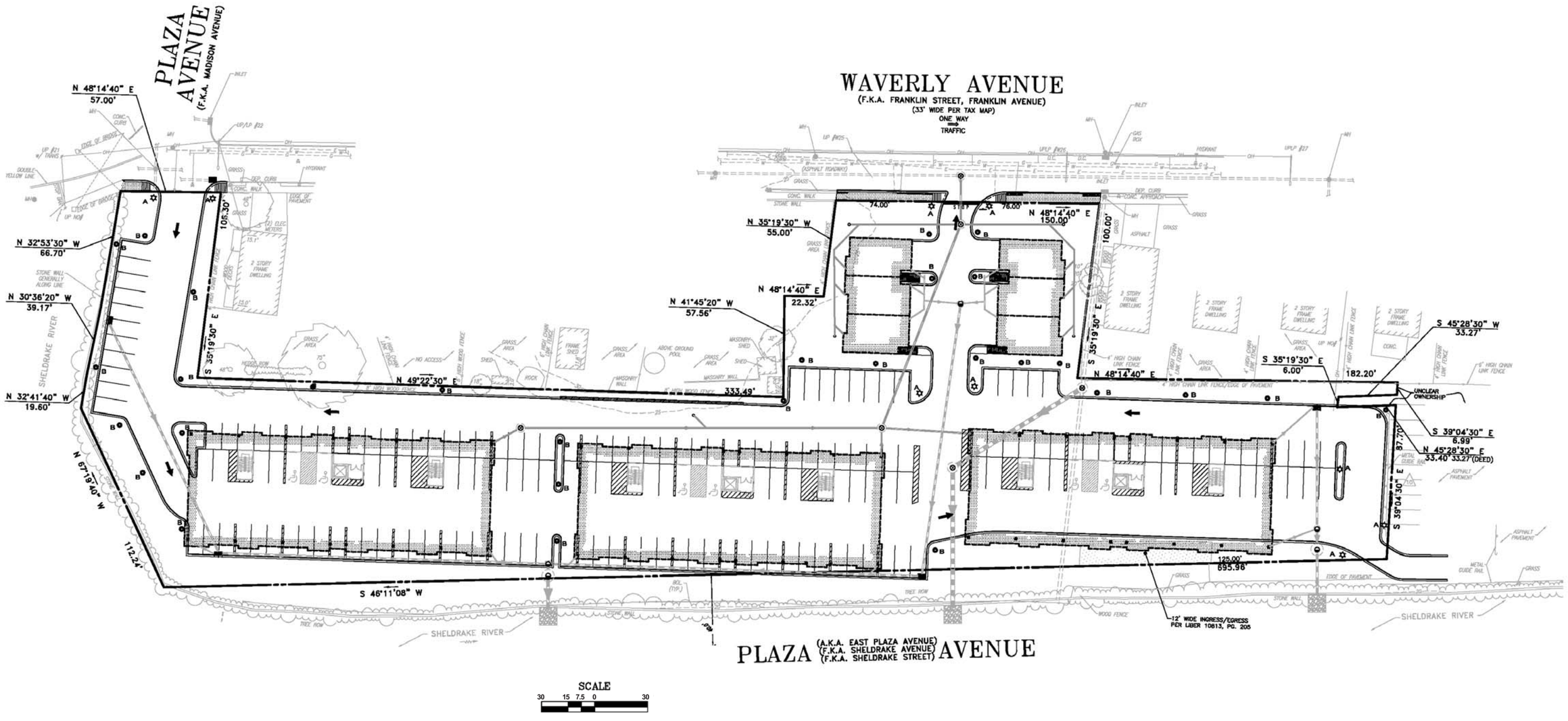

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Figure 2-4: Proposed Site Plan
Sheldrake River Project
Village of Mamaroneck, Westchester County, New York
Source: Bohler Engineering, P.C., 01/05/06
Scale: Graphic

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damages. These sections establish conditions for compliance, including the following requirements:

- a development permit shall be obtained from the Village prior to the start of any construction within areas of flood hazard,
- a licensed professional engineer or architect shall prepare and certify plans related to the code, and
- the Village Building Inspector shall monitor compliance with permit conditions.

There are no significant natural resources, such as wetlands or surface water features, with the exception of the Sheldrake River, present on the site or in the adjoining developed areas. Minor areas at the perimeter of the site are disturbed by adventitious trees or shrubs. There are no cultural resources located on, or adjacent to, the subject site that are listed on the New York State or National Registers of Historic Places.

As noted above, the project site lies within the Village of Mamaroneck, which in entirety has been designated by the New York State Department of Environmental Conservation (NYSDEC) as a Small Municipal Separate Stormwater System (MS4). As a State designated MS4, the Village is required to prepare a Stormwater Management Program (SWMP), and submit a Notice of Intent (NOI), pursuant to New York's January 8, 2003 Pollution Discharge Elimination System *General Permit for Stormwater Discharges from Municipal Separate Stormwater Systems*, to gain authorization to discharge stormwater into "waters of the United States", including the Sheldrake River. The specific purpose of the SWMP is to address pollution found in stormwater. The NOI "outline[s] how [the Village] will adopt appropriate measures to address stormwater within the MS4 area." The overall purpose of the designation, and preparation and implementation of the SWMP, is to reduce pollutants in stormwater that are discharged within the Village.

As indicated by historical mapping and Village property records, discussed below, the property was used by the Blood Brothers Auto Wrecking service as an auto wrecking business since at least the 1960's. Vehicles were disassembled for parts, then crushed and removed from the property for sale as scrap metal.

2.2.3 Easements, Rights of Way, Special Districts, and Other Legal Devices

Except as discussed above, no easements, Rights of Way or Special Districts have been identified on, or adjacent to, the project site.

2.2.4 Existing Infrastructure

Village of Mamaroneck municipal water and sewer service is available to the project site and is located in Waverly Avenue. Natural gas and underground electrical service is also located along the northern side of Waverly Avenue. Gas, water and sewer service enters the property at the southwestern corner, at the property entrance at Waverly and Plaza Avenues. Currently there are no stormwater structures or controls on the property. A concrete curb separates the on-site pavement from the Sheldrake River.

2.3 Description of the Proposed Action

2.3.1 Project Description

Renew Properties, LLC, (the Applicant) proposes to rezone a 2.31 acre parcel, located at 270 Waverly Avenue in the Village of Mamaroneck, and the development, construction and operation of 114 condominium units in five buildings. The property is primarily zoned M-1 with a small portion of the property (0.56 acres) adjoining Waverly Avenue, zoned R-4F. The applicant proposes to rezone the M-1 portion of the property to RM-3 (1.75 acres). The portion of the site adjoining Waverly (0.56 acres) would remain R-4F. The zone change will allow a new residential development consisting of 114 condominium units in three main buildings and two smaller buildings. The property and project proposal are referred to as Sheldrake Estates Condominiums. Landscaped areas, parking, and access and egress are also proposed as part of the Action.

Unlike the historic commercial use of the property as an auto junkyard, the proposed rezoning from manufacturing (M-1) to residential (RM-3) and subsequent residential development of the site is consistent with the residential zoning (R-4F) of the majority of the parcels east of Plaza Avenue and north of Waverly Avenue.

The proposed residential development consists of three main buildings, oriented parallel to the Sheldrake River and Waverly Avenue, each containing 36 residential units (see Figure 2-4 Proposed Site Plan). The buildings will have parking at the surface grade, three full floors, and an attic loft. The main buildings will have a height of 49 feet at the mid-point of the roof. The three main residential buildings will contain 72 one bedroom units, and 36 two bedroom units. Six attached town-house style units are proposed in two buildings located adjacent to Waverly Avenue. These units will contain three bedrooms and will have garage parking at the street level and two stories of living space. These buildings will have a height of 33 feet at the midpoint of the roof.

Vehicular access for site residents and the public will be provided through an existing entrance at the intersection of Plaza and Waverly Avenues. This entrance will be a one-way entrance to the project driveway and parking areas. Egress from the site will be provided to Waverly Avenue by a driveway constructed at the opposite end of the parking area. In addition, a 16 foot wide driveway currently provides access from the northeastern portion of the project site to Mamaroneck Avenue. The driveway is a public road maintained by the Village. This driveway will be utilized as an emergency access route and as a pedestrian connection to Mamaroneck Avenue and the MTA/ Amtrack rail station. All on-site roads and circulation areas will remain private and are proposed to be maintained by a property management firm.

The project will utilize municipal water and sewer. The closest water and sewer lines are located in Waverly Avenue. The project engineer's preliminary review of the existing utilities indicates that the existing facilities are available to service the project. The Village Engineer has discussed with the project engineer that the sewer line in Waverly Avenue is affected by combined stormwater-sewer connections. The project engineer has met with the Village Engineer to discuss alternatives regarding sewer connection to minimize any adverse impacts of the project upon the existing Village sewer infrastructure. These connection alternatives are described in Section 4.0 Alternatives.

Granting of the requested zone change and construction of the proposed residential units (see Figure 2-4 Proposed Site Plan) would be consistent with major plan recommendations of the Village Master Plan (November, 1986). In particular, the proposed rezoning and residential project will remove the existing M-1 manufacturing zoning along the eastern most residential block of Waverly Avenue, and make the property's zoning consistent with the adjoining residential uses and zoning on the north and south sides of Waverly Avenue (see Figure 2-3 - Village of Mamaroneck Zoning Map). Although the Master Plan recommendations do not specifically address the subject property, the Master Plan includes the property in the Washingtonville residential neighborhood boundary.

The project would also complement recommended improvements to the Washingtonville/Columbus Park Subarea of the Village, consistent with overall planning policies for this section of the Village, which call for streetscape improvements for roads within the neighborhood, and bank side improvements along the Sheldrake River. Furthermore, by introducing a residential development within walking distance from Columbus Park and the MTA/Amtrak rail station, the project would also be consistent with the Master Plan recommendation to promote the public use of this midtown park, located at the confluence of the Sheldrake and Mamaroneck Rivers. Residential development in this area of the Village would also increase the "after business-hours" security for residents and visitors near the property, which is now unoccupied.

2.3.2 Zoning and Existing Land Uses

The 2.31 acre site is presently zoned both M-1, Manufacturing District (1.75 acres), and R-4F, One to Four Family Residence District (0.56 acres), in the northeastern portion of the site, adjacent to Waverly Avenue. Existing land use and Zoning Districts in the vicinity of the site include the following:

- Residential multi family (R-4F) immediately to the north,
- Commercial (C-1) and mixed residential (R-M3 and R-20) to the east, along Mamaroneck Avenue and east of Mamaroneck,
- Manufacturing (M-1) to the west and immediately south of the site and the Sheldrake River, and Commercial (C-1) and Residential (R-5), to the south of the MTA/ Amtrack rail lines and Bishop Avenue (See Figure 2-3, Zoning Map).

2.3.3 Compliance with Zoning and Site Plan/Subdivison Approval Standards

Village of Mamaroneck subdivision regulations which define a subdivision as “the division of any parcel of land into two (2) or more lots, plots, sites or other divisions of land for immediate or future sale or for building development, with new streets or highways, including any extension of an existing street, and including resubdivision. This definition, however, shall not apply to a plot which, under the zoning requirements for lot area and street frontage, cannot be subdivided into more than three (3) conforming lots and is situated on an existing improved street or highway, do not apply to the proposed action.

Article XI, Sections 342-75 and 342-76 of the Village of Mamaroneck Code, *Site Development Plan Approval* (the Code), identify uses and actions subject to Site Development Plan Approval and the general criteria and standards of Planning Board review.

Pursuant to Code, the proposed Action requires Site Development Plan approval. The general criteria established in the Code for Planning Board review of such Actions emphasizes the importance of ecological and environmental considerations in the design of Actions. These considerations include landscaping, harmony of the proposed structures with the surrounding environment, conformity to existing geological and topographic conditions, preservation of science, historic and archeological resources, and proper management of surface water and drainage.

The proposed Action has been developed in careful consideration of the criteria set forth in the Code. Given that the site was formerly an auto wrecking facility and is nearly all impervious surface, the proposed Action conforms to the criteria set forth in the Code to the fullest extent possible.

The Zoning Code has specific bulk and setback requirements for proposed land development. The proposed project meets all minimum setback, density and parking requirement of the Village Zoning Code. No variances will be required for the project. Zoning compliance is further described in Section 3.1 Land Use and Zoning.

The project will require a permit from the Planning Board for construction of a structure within 50 feet of a waterway feeding into Long Island Sound, per *Chapter 240 Management of Coastal Zone, Harbor and Watercraft*, of the Village Code. Without such a permit, development on approximately one-half of the project site would be restricted and the development potential of the site would be severely limited.

2.4 Project Purpose and Need

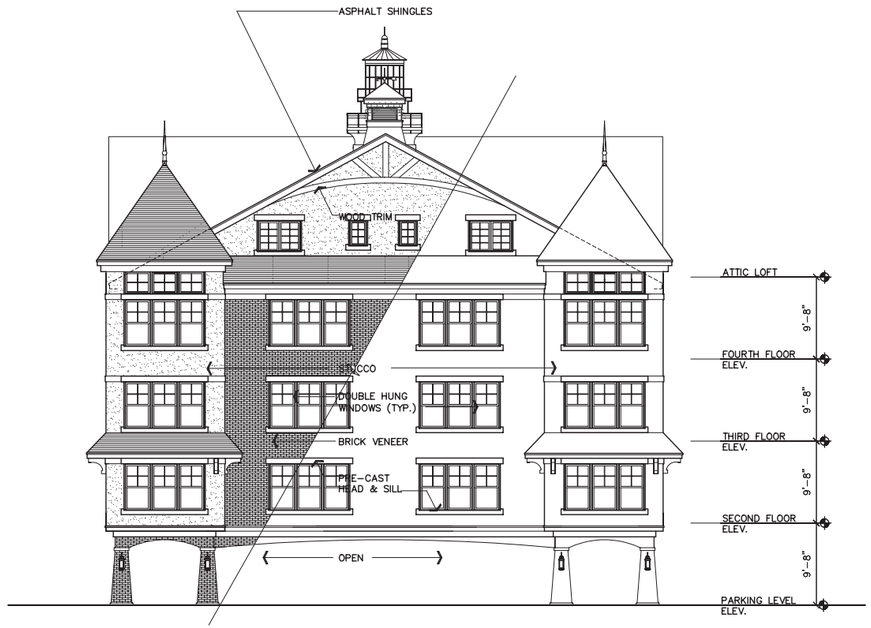
2.4.1 Purpose or Objective of the Project Sponsor

The Sheldrake Estates project site lies in the central portion of the Village of Mamaorneck adjacent to the Sheldrake River, the prominent local natural feature. The site is located within walking distance or one-quarter mile of the commercial center of the Village, with its local shopping and restaurants as well as the MTA railroad station providing commuter service to New York City. The project site is located in the Village of Mamaroneck, an established, mature Village located along major transportation routes and in close proximity to business centers of New York City and White Plains. The Village of Mamaroneck remains a desirable residential location due to its residential character, local amenities and proximity to Long Island Sound and transportation routes.

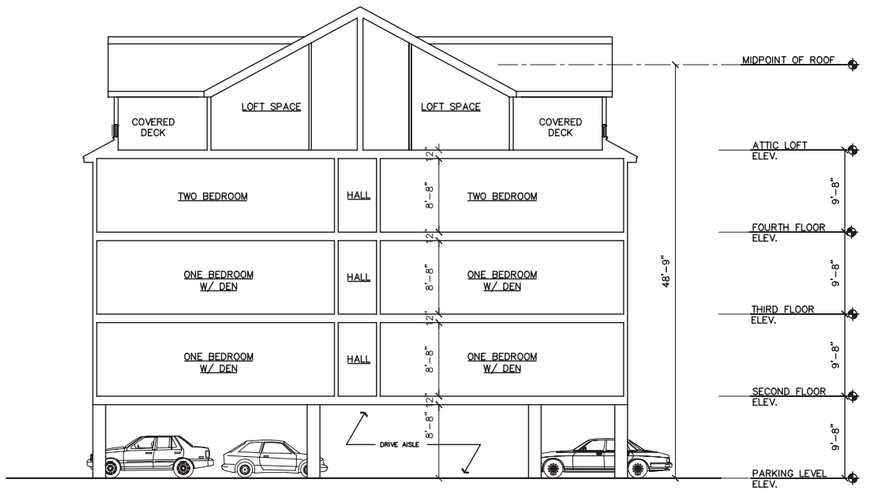
To meet the continued demand for housing in this area and in keeping with "smart-growth" principles, the Applicant intends to develop the project site for 114 condominium units, in an attractive multi-family development. This proposed residential development reflects the continued need and public demand for high quality housing in the Town and Village of Mamaroneck and in greater Westchester County. The proposed development targets the ever increasing metropolitan commuter population, as well as local residents, workers and business owners. The proposed one to three bedroom units will attract professionals seeking residences within a short commute to New York City, White Plains and western Connecticut, and having access to the shopping, restaurants and amenities of the Village of Mamaroneck.

The Applicant will market the proposed new residences consistent with current market conditions and housing demand. Proposed new residential construction will be of traditional

1 / A200 SOUTH EAST ELEVATION
SCALE: 1/8"=1'-0"



2 / A200 NORTH WEST ELEVATION
SCALE: 1/8"=1'-0"



3 / A200 BUILDING SECTION
SCALE: 1/8"=1'-0"

Figure 2-5: Proposed Building Elevations
Sheldrake River Project
Village of Mamaroneck, Westchester County, New York
Source: The Sullivan Architectural Group, 05/03/05
Scale: 1/8 inch = 1 ft.

File 04099 02/27/06
JS/04099

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

style, consistent with the traditional architectural style of multifamily residences in the Village. An architectural rendering of the proposed residential buildings is provided in attached elevations (see Figure 2-5 Proposed Building Elevations). Building heights and dimensions, depicted in the accompanying plans, will conform to the Village's zoning requirements.

The projected price range for the proposed units is approximately $300,000 for the one bedroom units, $315,000 for the two bedroom units and $330,000 for the three bedroom units. All units are planned as market rate residences. The new development will potentially add 168 persons to the Village and Town population.

The proposed residential project is anticipated to be developed over a multi-year period in response to market conditions.

2.4.2 Benefits of Project to the Village of Mamaroneck

Westchester County and the Village of Mamaroneck are areas with a continuing demand for quality housing. The development of the site as a residential units will provide new housing stock to meet this demand.

The Sheldrake Estates project will provide increased tax revenues to the Village, beyond the tax revenues currently provided. Based on an analysis of projected future assessed valuation, the net project-generated annual tax revenues to all districts would be $399,212, or over 4 times the revenues currently generated by the property. The net increase between the total current tax revenues generated by the site and the total future project-generated revenues for the subdivision is projected to be approximately $301,122. The project is expected to provide revenues of $87,042 to the Village and $226,566 to the Mamaroneck Free Union School District (see Section 3.7 Community Facilities).

The zone change, as well as the proposed Sheldrake Estates development will eliminate an unattractive industrial use which currently lies adjacent to an established residential neighborhood. The proposed project will solidify the residential character of neighborhood in the vicinity of Waverly Avenue and Mamaroneck Avenue, consistent with the recommendations of the Village Master Plan.

2.5 Approvals, Reviews, and Permits

2.5.1 Approvals/Involved Agencies for DEIS Distribution

As the Lead Agency, the Village Board of Trustees has primary responsibility for review of the proposed action and for determining its conformance with the Village's requirements for the consistency with the Zoning Code and Village Master Plan. The proposed action will require the following approvals or referrals by the following listed agencies (involved agencies):

Zone Change
Village of Mamaroneck Board of Trustees
Village Hall
P.O. Box 369
Mamaroneck, New York 10543
(Required for the proposed rezoning of a portion of the 2.3 acre site from M-1 to RM-3)

Site Plan Approval
Village of Mamaroneck Planning Board
Village Hall
P.O. Box 369
Mamaroneck, New York 10543
(Required pursuant to the Code for earthwork on a property larger than one half acre and involving more than 25% of the site)

Chapter 240 Coastal Zone Permit
Village of Mamaroneck Planning Board
Village Hall
P.O. Box 369
Mamaroneck, New York 10543
(Required pursuant to the Code for construction of a structure within 50 feet of a tributary to Long Island Sound)

Chapter 186 Special Flood Hazard Development Permit
Village of Mamaroneck Building Inspector
Village Hall
P.O. Box 369
Mamaroneck, New York 10543
(Required pursuant to Chapter 186 of the Village Code for construction within the area of special flood hazard as established in Chapter 186-3B)

Wastewater Disposal
Westchester County Department of Health
White Plains, New York
(Required for sewer connection)

Pollution Discharge Elimination System Permits for Stormwater Discharges
New York State Department of Environmental Conservation
(Required for the discharge of stormwater from the proposed development)

Mandatory Referral
Westchester County Department of Planning
622 Michaelian Office Building
Martine Avenue
White Plains, New York

2.5.2 Interested Agencies for DEIS Distribution

A list of interested parties, as identified at the time of preparation of this document, is as follows:

Village of Mamaroneck Department of Public Works
Union Free School District No. 1
New York State Office of Parks, Recreation, and Historic Preservation
Village of Mamaroneck Board of Architectural Review
Village of Mamaroneck Committee for the Environment
Village of Mamaroneck Board of Traffic Commissioners

Village of Mamaroneck Ambulance District
Village of Police Department
Village of Mamaroneck Fire Department
Village of Mamaroneck Harbor & Coastal Zone Management Commission

3.0 ENVIRONMENTAL SETTING

3.1 Land Use and Zoning

3.1.1 Existing Conditions: Land Use and Zoning Controls

The 2.3 acre site is located in the central portion of the Village of Mamaroneck (See Figures 2-1 and 2-2: Location Map and Aerial Photograph). Presently zoned both M-1 (Manufacturing District) and R-4F (One to Four Family Residence District), the property was used as a commercial automobile junkyard. The junkyard operations were suspended in 2005.

Existing land use, and Zoning Districts, in the vicinity of the site include residential multi family (R-4F) immediately to the north, residential (R-20) and commercial to the south, residential and commercial to the east, and manufacturing to the west (See Figure 2-3, Zoning Map). Use of the lands in these Zoning Districts is generally consistent with the controls imposed by the Code.

Use(s) of the subject property, and those throughout the Village, are controlled by the zoning provisions of the Village of Mamaroneck Code (the Code). Accordingly, the majority of the surrounding properties are occupied by existing residential units.

Official planning policies applicable to the subject property, in the context of the Village, are set as set forth in the *Master Plan*, Village of Mamaroneck, 1986 (the Plan). Further, the "Legislative Intent" of the Code (cited below) identifies the goal of the Code in controlling land uses in the Village. An evaluation of the proposed action in the context of these polices confirms that the proposed Action is consistent with overall Village planning policies, and the recommended improvements to the Washingtonville, Columbus Park sub-area of the Village, as identified in the Plan.

Section 3.10 of the Plan, discusses the Washingtonville section of the Village, in which the subject property lies, and describes Washingtonville as "an older residential and mixed use neighborhood lying between the train station and [the] Village Center and the thruway. Residential sections include single-family and two-family houses and multifamily apartment buildings. Among Washingtonville's important buildings and places are St. Vito's Church, Mamaroneck Avenue School, the Martin Luther King Center and Columbus Park."

"Mamaroneck Avenue, the Village's major Commercial spine [on which the subject property is located] traverses Washingtonville, acting as a Village "Gateway" off the New York State Thruway. This four lane road has a mixture of contemporary buildings such as a supermarket, gas stations, and three story office buildings and a food processing factory. A neighborhood commercial area is found on Old White Plains Road extending north from the Village Center. The majority of the housing units in the neighborhood were built prior to 1940."

Section 3.12 describes the Mamaroneck Village Center as the "main shopping street in the Village. Mamaroneck Avenue between Columbus Park and Harbor Island Park acts as the commercial spine of the Village Center. A variety of clothing stores, restaurants, furniture and antique stores, as well as office and entertainment uses are located in this mixed use

neighborhood. There are residential units above many commercial establishments along Mamaroneck Avenue along with single family dwellings on the side streets."

"The Industrial neighborhood lies between the New York State Thruway and the Village Center [in which the project site is located], generally west of the Sheldrake River. It consists of mainly general businesses such as auto repair and paint shops, lumberyards, industrial uses as well as interspersed housing. The neighborhood has a variety in building size, from factory to small houses with different heights, materials, and setbacks."

"The Fenimore Road "Gateway" from the Thruway greets visitors with the negative end of this visual variety which becomes cluttered with unsightly conditions. However, the mixed use of the industrial, commercial and residential works better on some blocks such as Center and Faith west of Fenimore."

Based upon these premises, the Plan includes recommendations for the orderly, and desired growth and improvement of the character of the Village. The Plan, specific to Washingtonville, and the proposed Action include the following recommendations:

- Improve the physical character of industrial areas, particularly the buffering between industrial uses and adjoining residential areas;
- Encourage redevelopment of underutilized sites and areas for uses which are compatible with the existing neighborhood. Encourage redevelopment for residential uses, wherever possible;
- Encourage concentrated revitalization efforts in the Washingtonville Section of the Village.

The proposed Action would satisfy these recommendations by bringing the underutilized site, which abuts residential properties, into a consistent land use.

The legislative intent of the Village Code applicable to the proposed action is, summarized as follows,

- "To guide its future growth and development in accordance with a Comprehensive Master Plan of land use and population density that represents the most beneficial and convenient relationships among the residential, nonresidential and public areas within the Village, considering the suitability of each area for such uses as indicated by existing conditions, trends in population and mode of living and future requirements within the Village and in relationship to areas outside thereof.''
- ''To protect the character and social and economic stability of all parts of the Village, to encourage the orderly and beneficial development of all parts of the Village and to protect and conserve the value of land and buildings appropriate to the various districts established by this chapter.
- "To promote the most beneficial relationship between the uses of land and buildings and the street system which serves these uses, having particular regard to the potential amount and intensity of such land and building uses in relationship to the traffic capacity of the street system so as to avoid congestion in the streets; and to promote safe and convenient vehicular and pedestrian traffic movements appropriate to the various uses of land and buildings throughout the Village.''
- "To bring about the gradual conformity of the uses of land and buildings throughout the Village to the chapter as set forth herein and to minimize conflicts among the uses of land and buildings.''

- "To enhance the appearance of the Village as a whole.''
- "To provide a guide for public action in the orderly and efficient provision of public facilities and services and for private enterprise in building development, investment and other economic activity relating to uses of land and buildings throughout the Village.''

In addition to the legislative intent, the Zoning Code has specific bulk and setback requirements for proposed land development. The proposed project meets all minimum setback, density and parking requirement of the Village Zoning Code. No variances will be required for the project, as further described below.

Existing Project Setting

Residential and commercial properties presently adjoin the project site. These properties either abut the project site, in the case of the residential properties, or are on commercially zoned lots that border the Sheldrake River immediately across this waterway from the project site (see Figure 2-2 - Aerial Photograph).

Between the site and Waverly Avenue are ten single and multiple family residences that abut the project. These residences are part of the larger residential neighborhood (approximately 23 acres and 175 residential structures, both owner-occupied and renter occupied) that extends to the northwest for a distance of approximately one-fifth of a mile before ending at the highway right-of-way of Route 95. This neighborhood, part of the Village community known as Washingtonville, is a mixed-use area that includes:

- Single-family and two-family houses,
- Multi-family apartment buildings,
- Apartment buildings,
- Churches and schools,
- Storefront businesses, as well as
- Multistory office buildings.

Within this neighborhood, the single block of Waverly Avenue that lies between Plaza Avenue (at the Sheldrake River bridge crossing) and Mamaroneck Avenue includes a total of 31 residential buildings. These residences are one- to three-story structures that are typical for the street and for the larger residential neighborhood.

Across the Sheldrake River from the site are several operating commercial businesses, abandoned properties and other lots used for off-street parking. The locations, operating entities on the properties and descriptions of the businesses conducted on the properties is presented in Table 3.1-1.

Table 3.1-1
Description of Adjacent Commercial Land Uses

Business Name	Address	Commercial Use
Naturex	300 Waverly Avenue	Neutraceutical Sales
Video Experts, Inc.	300 Waverly Avenue	Video/TV Sales and Service
American Tile Corporation	139 Hoyt Avenue	Tile Supply Showroom
(Vacant building)	225 Hoyt Avenue	N/A
Marval Industries, Inc.	307-315 Hoyt Avenue	Compounder and Distributor of Bulk Plastic Resins, Colorants, and Additives
Everett Construction	147 East Plaza Avenue	Construction Management
B&A Automotive	455 Mamaroneck Avenue	Gas Station and Convenience Store
Per Tim Miller Associates, Inc., 2005		

3.1.2 Potential Impacts

Consistency with Adjoining Land Uses

The applicant, Re-New Properties, LLC, has requested a zone change for a 2.31 acre parcel of developed land located at 270 Waverly Avenue in the Village of Mamaroneck, Westchester County, New York. The property is currently zoned M-1 with a small portion of the property (0.56 acres) zoned R-4F. The applicant proposes to rezone the M-1 portion of the property to RM-3 (1.75 acres). The zone change will allow a new residential development consisting of 114 condominium units in three main buildings and two smaller buildings.

The proposed zone change would eliminate an incompatible use and replace a remaining area of M-1 manufacturing zoning with residential zoning along the eastern most block of Waverly Avenue. The proposed R-3 zoning would be compatible and consistent with the adjoining R4-F zoning located on the north and south sides of Waverly Avenue (see Figure 2-3 - Zoning Map).

The project site is located at an important intersection of zoning districts and land uses in the Village; manufacturing to the west and south, residential to the north and further to the south and commercial to the east along Mamaroneck Avenue. The proposed rezoning and residential development is expected to improve conditions of the parcel located at the edge of an established residential neighborhood. It is also expected to strengthen the designated village center of Mamaroneck as a residential/commercial community as it is within walking distance of the Mamaroneck Avenue business district, Columbus Park and the train station. Introduction of residential use on the site will be consistent with area land use patterns, which is solidly residential to the north and primarily residential to the south.

The proposed rezoning action and subsequent development of the Sheldrake Estates project would be consistent with major plan recommendations in the Village Master Plan (November, 1986). Although the Master Plan recommendations do not specifically address the subject property, the Master Plan shows the property, including the project site, located in the Washingtonville residential neighborhood boundary.

Overall planning policies for this section of the Village, as set forth in confirm that the project would complement recommended improvements to the Washingtonville, Columbus Park sub area of the Village, which calls for streetscape improvements for roads within the neighborhood, and bank side improvements along the Sheldrake River. By providing the proposed alternate means of pedestrian access from Waverly Avenue to Columbus Park and the MTA/Amtrak rail station at 100 Halstead Avenue, the project would also be consistent with the Master Plan recommendation to promote the public use of this midtown park, located at the confluence of the Sheldrake and Mamaroneck Rivers. A residential development in this area, such as the one proposed, would also increase security for residents and visitors near what is now an unoccupied property after business hours.

As described above, the proposed project as designed meets the Village of Mamaroneck Zoning Code requirements for density, bulk, parking and setback requirements. No variances from the Zoning Code will be required for the project. A zoning compliance bulk table is provided in Table 3.1-2, below.

Table 3.1-2
Sheldrake Estates Bulk Table, RM-3 Zoning

	Required/Allowed	Provided
Minimum Lot Area (sf)	20,000	93,838
Density/Min Lot Area Per Unit @ 1,000 sf	93 Units	N/A
Density/20% Increase w/ Below Market Rate Units	111 Units	108 Units
Minimum Lot Depth (ft)	100	105.66
Minimum Lot Width (ft)	150	737
Maximum Height (stories)	4 1/2	4 1/2
Maximum Height (ft)	50	50
Min. Front Yard Setback (ft)	25	31
Min. Lesser Side Setback (ft)	25	25
Min. Combined Side Setback (ft)	50	52
Min. Rear Setback (ft)	30	66
Max. Lot Coverage	35% (32,843 sf)	35%
Max. FAR	1.5 (140,757 sf)	1.11 (105,516 sf)
Min. Open Space (sf)	200 sf/Unit	200.32sf/Unit
Max. Building Length (ft)	185	172
Min. Building Separation (ft)	50	50
Parking (spaces)	180	181

Source: The Sullivan Architectural Group

The project will require a permit from the Planning Board for construction of a structure within 50 feet of a waterway feeding into Long Island Sound, per *Chapter 240 Management of Coastal Zone, Harbor and Watercraft*, of the Village Code. Without such a permit, development on approximately one-half of the project site would be restricted and the development potential of the site would be severely limited.

A positive impact resulting from the project would be the removal of an auto wrecking yard, a potential contamination source to the Sheldrake River and Long Island Sound watersheds, and its replacement with a more compatible use. Currently, there are no stormwater controls on the property. The development of the site and installation of current stormwater controls

will improve stormwater quality from the site, as described in Section 3.4 Stormwater and Drainage.

Based upon a review of existing conditions and land uses in the vicinity of the site, local zoning and Village land use policies, the proposed action is not expected to have significant adverse impacts on land use, zoning or public policies.

3.1.3 Mitigation

The proposed rezoning and residential development would bring the property into conformity with the land uses and zoning adjoining the property to the north and in the Washingtonville neighborhood. Based upon the proposed action's consistency with existing land uses, local zoning, and Village land use policies, no specific mitigation measures are proposed.

3.2 SOILS AND GROUNDWATER

3.2.1 Existing Conditions

Soils

Soil maps from the Soil Survey of Putnam and Westchester Counties, New York (Soil Conservation Service, September, 1994) classify the soil for the project site as Urban Land (Uf). The Urban Fill designation extends beyond all edges of the site and applies to soils which have been significantly altered by filling, regrading, and/or construction. Past disturbance and possible filling on the project site limit the potential for historic or archeological concerns.

According to the Soil Survey, this soil unit consists of areas where at least 60 percent of the land surface is covered with buildings or other structures. The areas include parking lots, shopping centers, industrial parks and institutional sites. Much of the mapped Urban land is found in the business centers of villages and cities. The soil survey indicates that reclamation is required if Urban land is converted from its present use.

Since the soils are categorized as Urban Land, the specific characteristics provided by the Soil and Water Conservation District for specific soil units are not provided for Urban Land, since this soil unit can consist of fill material from various sources and soil types.

A series of soil borings were completed on the site. The soil borings confirm the Soil Survey information. Soils on the project site generally consist of silt with fine sand mixed with coarse sand, brick, concrete and cinders (fill material). Fill was generally encountered to a depth of approximately 4 to 6 feet. Natural soil generally consisted of fine sand with layers of more coarse sand and silt. It should be noted that the portion of the site occupied by the Blood Brothers Auto Wreckers contained concrete pavement varying from 6 inches to one foot in thickness.

Topography

The property has a generally flat topography, which varies approximately eight feet across the site. Local topography is also generally level in the vicinity of the site. Local topography is shown in Figure 2-1, Site Location Map, which is the USGS topographic map for Mamaroneck.

In general, existing grades on the property are at an elevation of 21 to 23 feet. A rock outcrop at the northern (northwestern edge) of the site has the highest elevation of 28 feet, while the lowest elevation on-site is approximately 20 feet in the southeast corner of the site.

A topographic survey has been prepared by the project engineer and is provided in Drawing C-5 Grading and Drainage Plan. As shown in the Plan, approximately 2.28 acres or 99 percent of the site has topography with slopes of 1 to 15 percent, while the small area of rock outcrop, 0.03 acres has a slope category of greater than 15 percent.

3.2.1.1 Environmental Assessment

Environmental assessments were completed for the site in two phases, based upon two separate parcels and acquisition of those parcels. The first assessment consisted of a Phase 2 Environmental Site Assessment of the former Blood Brothers Auto Wreckers. Inc. property, completed November 19, 2004. This portion of the site contains the largest area (1.58 acres) and was used by Blood Brothers for their auto wrecking and salvage operations. This investigation involved ten (10) soil borings in targeted areas of the Blood Brothers property, the collection and laboratory analysis of soil samples and a groundwater sample.

The Second Environmental Assessment was completed for the portion of the property at 147 East Plaza Avenue, and was completed on October 20, 2005. This portion of the property is located in the northeast portion of the site, formerly owned by J. Carnavalla. A distribution warehouse and offices are contained on the property. This investigation involved five soil borings and the collection and laboratory analysis of soil and groundwater samples.

These environmental assessments, and the results of soil and groundwater testing are further described in Section 3.3 Hazardous Materials, below. The Assessments are provided in full in Appendix D.

Historical Uses of the Site

According to property records maintained by the Village, the majority of the project site has been owned by Blood Brothers Auto Wreckers, Inc., since at least the 1960's and has been used for their auto salvage operation until the spring of 2005. The northeastern portion of the site, now used as a distribution warehouse (Lots 285.1 and 285.2) were formerly used as a bakery. Based upon historical maps and property records, the two lots located adjacent to Waverly Avenue, Lots 389.1 and 389.2 were historically used as residences.

Database Records

Underground storage tanks (USTs) are regulated under RCRA and in New York must be registered with the NYSDEC and in Westchester County, by the Westchester County Department of Health. According to the database, obtained for the environmental assessment, no underground storage tanks are registered for the subject property. During the site visits and interviews conducted for the assessments, no underground tanks were identified.

Several aboveground petroleum storage tanks (AST's) were identified on-site during the site visits for the assessment. These tanks were used in the auto reclamation process. As cars were disassembled the fluids were removed from various parts of the cars and segregated into different tanks, for off-site transport and disposal. Seven (7) ASTs were located on the Blood Brothers property as follows:

- 2 - 275 gallon used antifreeze tanks, located near the car crusher,
- 2 – 275 gallon used gasoline tanks, located in the southwest portion of the storage yard,
- 2 – 275 gallon used oil tanks, located adjacent to the used gasoline tanks, and
- 1 - 275 gallon used diesel oil tank, located adjacent to the office building.

The ASTs appeared to be in good condition, although minor staining was observed on the concrete around the petroleum ASTs.

In addition, three 275 gallon aboveground diesel fuel storage tanks were observed on the former Carnevalla warehouse property, located at the northeast portion of the site. Two of the tanks were located in the building and a third tank was located outside of the building. These tanks appeared in good condition and no leaks or staining was observed in the vicinity of the tanks.

Spills

The environmental database obtained for the environmental assessment lists a total of 15 spills for the former Blood Brothers property (Lots 229 and 280), according to the Spills Database maintained by the NYS Department of Environmental Conservation (NYSDEC). In summary, fourteen (14) of the spills have been formally closed by the NYSDEC. As described in the database, the majority of the spills listed for the Blood Brothers property related to materials management (housekeeping), and surface spills of petroleum or auto fluid materials. No leaking tanks were reported for the Blood Brothers property.

The single open spill case at the Blood Brothers property resulted from the Phase 2 investigation completed by Tim Miller Associates, Inc. in November, 2004. The spill case (Spill No. 0405493) is associated with an unknown material found in the subsurface near the car crusher that was formerly used at the auto wrecking yard. This crusher has been removed from the Blood Brothers property, as well as all cars, equipment and debris associated with the former auto wrecking operations. Further discussion of on-site spills and mitigation measures are provided in Section 3.3 Hazardous Materials.

Results of Soil and Groundwater Sampling

The soil and groundwater sampling program has identified two areas on the Blood Brothers property that have soil concentrations of petroleum compounds above NYSDEC soil cleanup guidance values; 1) the area under and directly south of the car crusher, and 2) in the vicinity of the gasoline aboveground storage tanks. The investigation focused on those areas of the site where petroleum products were stored and handled. It was observed that the entire site is paved and a minimum of 6 inches of concrete was found at all boring locations.

The area of affected soil appears limited to the upper three feet near the crusher and the upper four feet near the storage tanks. Based upon borings completed near the crusher bedrock was encountered in each of the borings at approximately 2.5 to 3.5 feet. Near the aboveground storage tanks a sample collected at a depth of 5 feet did not contain elevated levels of VOC's, indicating that affected soil is limited to three or four feet below the concrete pavement.

The single groundwater sample collected in the vicinity of former petroleum storage tanks contained volatile compounds above the NYSDEC ambient groundwater standards. The compounds found were typical of weathered petroleum. The groundwater sample collected near the eastern edge of the site contained levels of MTBE slightly above the NYSDEC ambient groundwater standard; with of result of 15.4 ug/L compared to the groundwater standard of 10.0 ug/L. MTBE is a highly mobile gasoline additive commonly associated with gasoline releases or spills.

The primary environmental and health concerns regarding VOCs and metals in soil would be from long-term direct contact with soils and ingestion. The proposed use of the site is residential, but the site will be extensively graded and the majority of the site will be paved or covered with buildings, driveways and parking areas. Relatively small areas of the site will be landscaped. These small areas are proposed to be graded, including the removal of unsuitable fill containing brick and concrete, and the placement of a minimum of one foot of topsoil for landscape purposes.

The environmental investigations recommended the excavation and removal of the two identified areas of soil impacted by petroleum, as further described below. Any such remediation proposal will require approval by the NYSDEC since an open spill case number is assigned to the property.

3.2.1.2 Description of Groundwater - Existing Conditions

Groundwater was encountered at approximately 7.0 to 8.0 feet in depth across the property Shallow groundwater depths were quite consistent in different boring locations. This can be expected since natural soils consisted of fine to coarse sand and the Sheldrake River is in immediate proximity to the site. Sand generally has high permeability and therefore groundwater elevations are expected to be consistent throughout the sand layer.

Although a site specific water table elevation map was not produced for the environmental assessments, groundwater is expected to flow from northwest to southeast, towards the Sheldrake River. Locally, higher elevations are found northwest of Interstate 95, while the lowest elevations are found at the shoreline of Long Island Sound. The Sheldrake River as well as the Mamaroneck River generally flow towards the southeast, following the local topography.

Since the Village and Town of Mamaroneck utilize a municipal water system, no private wells utilizing groundwater are located in the vicinity of the project site.

3.2.2 Potential Impacts

On-site Grading

Since the project site is nearly completely paved, the entire site, or 2.31 acres will be graded for development. The existing concrete pavement and any unsuitable fill soil will be removed and replaced with suitable soil and pavement subgrade. A Grading and Drainage Plan has been prepared by the project engineer and is provided in Drawing C-5. As shown on the Grading Plan, grades or elevations on the site will not change substantially, since the site is currently level and paved and changes in the grade are not required to implement the proposed plan.

Potential Soil Erosion

As a result of soil disturbance there is an increased potential for siltation to occur in areas downgradient of the subject site. The positive control of runoff (i.e., soil erosion and sediment controls) during construction are critical to minimize potential impacts to the Sheldrake River and the local watershed.

As described above, the site is nearly entirely level with a small area of rock outcrop containing the only slopes on the property. Given that there are essentially no steep slopes on the property, the potential run-off will be easier to manage with erosion control features. The project engineer has developed a Soil Erosion and Sediment Control Plan, which is further described below. The potential for soil erosion and run-off will be minimized during project construction by adhering to the Soil Erosion Control Plan.

3.2.2.1 Potential Impacts to groundwater Quality

As described above, groundwater was encountered during the environmental drilling program at approximately 7 feet below ground surface. Construction activity will primarily involve the grading and disturbance of the upper two to three feet of soil on-site. This surface grading is not anticipated to intercept the groundwater or affect its quality in the shallow groundwater aquifer.

3.2.3 Proposed Mitigation Measures

3.2.3.1 Soil Erosion and Sediment Control

The greatest potential impact associated with the proposed project related to soils disturbance would be from erosion and sedimentation during construction. A Soil Erosion and Sediment Control Plan has been developed for this project and is provided in the set of submitted site plans, Drawing C-5. This plan has been developed to reduce soil erosion from areas exposed during construction and prevent silt from reaching the Sheldrake River and any off-site areas.

The Soil Erosion & Sediment Control Plan (Drawing C-6) provides construction details and specifications for erosion control features, such as silt fencing, construction entrance and stockpile management. Detailed erosion control notes are provided construction procedures and sequence as they relate to soil erosion control.

Notes provided in the Soil Erosion Control Plan, as described above indicate that it is intended to be used in conjunction with the Stormwater Pollution Prevention Program document (SWPPP), as required for the New York State Department of Environmental Conservation (NYSDEC) General Permit for Stormwater Discharges from Construction Activity (GP-02-01). The SWPPP is provided in Appendix C. The Soil Erosion Control Plan was developed in accordance with the New York Guidelines for Urban Erosion and Sediment Control.

The objectives of the Erosion Control Plan are the following:

- Control erosion at its source with temporary control structures;
- Minimize the amount of sediment-laden runoff from areas of disturbance, and control the runoff prior to discharge to off-site areas;
- Deconcentrate and distribute stormwater runoff through structural means before discharge to critical zones such as the Sheldrake River; and
- Maintain erosion control features in order that they properly function, as designed.

The plan includes the installation of silt fencing, hay bale barriers, hay bale protected drain inlets and temporary material stockpiles with silt fencing protection. Prior to any grading activity, erosion and sediment control measures will be installed in accordance with the Soil Erosion Control Plan and specifications attached to final construction drawings. Erosion control features will be maintained in good condition and left in place until permanent paving or vegetative cover is established.

Following construction, erosion will be prevented by either paved surfaces, the established vegetation and by the stormwater management devices shown on the plans. Construction of the permanent stormwater management systems will commence as part of the initial earthwork for the project so that these systems are functional as early as possible in the construction period.

The Soil Erosion & Sediment Control Plan provides a detailed plan to prevent potential soil erosion and surface water impacts during construction. Utilizing the Plan as well as inspections and monitoring of stormwater controls, no significant impacts are anticipated from construction activities.

3.3 Hazardous Materials

The majority of the project site was formerly used by Blood Brothers Auto Wreckers, Inc. as a commercial auto wrecking and salvage business. According to property records maintained by the Village, the majority of the project site has been owned by Blood Brothers since at least the 1960's and has been used for their auto salvage operation until the spring of 2005. Since the recent purchase of the property by the applicant, all autos, parts, equipment and any petroleum has been removed from the project site. The northeastern portion of the site, now used as a distribution warehouse (Lots 285.1 and 285.2) were formerly used as a bakery. Based upon historical maps and property records, the two lots located adjacent to Waverly Avenue, Lots 389.1 and 389.2 were historically used as residences.

The applicant completed environmental assessments of the project site, based upon its prior use as a auto wrecking yard and other commercial uses (Lots 285.1 and 285.2). The purpose of the assessments was to determine if former uses on the site have impacted the property and to provide an evaluation of environmental risk on the property.

At the time of the assessment of the Blood Brothers property in November, 2004, the auto wrecking business was in operation. Wrecked autos were towed into the yard, disassembled for parts and then crushed in a crusher located at the north central portion of the site. Prior to crushing, fluids such as gasoline, motor oil, transmission fluid and antifreeze were drained from the vehicles and stored on-site in aboveground storage tanks. These tanks were periodically emptied for off-site material disposal. Crushed vehicles and salvaged auto parts were stored in on the property until they were transported off-site for sale.

3.3.1 Existing Conditions

Environmental Assessments

Environmental assessments were completed for the site in two phases, based upon two separate parcels and acquisition of those parcels. The first assessment consisted of a Phase 2 Environmental Site Assessment of the former Blood Brothers Auto Wreckers. Inc. property, completed November 19, 2004. This portion of the site contains the largest area (1.58 acres) and was used by Blood Brothers for their auto wrecking and salvage operations. This investigation involved ten (10) soil borings in targeted areas of the Blood Brothers property, the collection and laboratory analysis of soil samples and a groundwater sample.

The Second Environmental Assessment was completed for the portion of the property at 147 East Plaza Avenue, and was completed on October 20, 2005. This portion of the property is located in the northeast portion of the site, formerly owned by J. Carnavalla. A distribution warehouse and offices are contained on the property. This investigation involved five soil borings and the collection and laboratory analysis of soil and groundwater samples.

The environmental assessments are provided in full in Appendix D.

Database Records

Underground storage tanks (USTs) are regulated under RCRA and in New York must be registered with the NYSDEC and in Westchester County, by the Westchester County Department of Health. According to the database, obtained for the environmental assessment, no underground storage tanks are registered for the subject property. During the site visits and interviews conducted for the assessments, no underground tanks were identified.

Several aboveground petroleum storage tanks (AST's) were identified on-site during the site visits for the assessment. These tanks were used in the auto reclamation process. As cars were disassembled the fluids were removed from various parts of the cars and segregated into different tanks, for off-site transport and disposal. Seven (7) ASTs were located on the Blood Brothers property as follows:

- 2 - 275 gallon used antifreeze tanks, located near the car crusher,
- 2 - 275 gallon used gasoline tanks, located in the southwest portion of the storage yard,
- 2 - 275 gallon used oil tanks, located adjacent to the used gasoline tanks, and
- 1 - 275 gallon used diesel oil tank, located adjacent to the office building.

The ASTs appeared to be in good condition, although minor staining was observed on the concrete around the petroleum ASTs.

In addition, three 275 gallon aboveground diesel fuel storage tanks were observed on the former Carnevalla warehouse property, located at the northeast portion of the site. Two of the tanks were located in the building and a third tank was located outside of the building. These tanks appeared in good condition and no leaks or staining was observed in the vicinity of the tanks.

Spills

The environmental database obtained for the environmental assessment lists a total of 15 spills for the former Blood Brothers property (Lots 229 and 280), according to the Spills Database maintained by the NYS Department of Environmental Conservation (NYSDEC). In summary, fourteen (14) of the spills have been formally closed by the NYSDEC. As described in the database, the majority of the spills listed for the Blood Brothers property related to materials management (housekeeping), and surface spills of petroleum or auto fluid materials. No leaking tanks were reported for the Blood Brothers property.

The single open spill case at the Blood Brothers property resulted from the Phase 2 investigation completed by Tim Miller Associates, Inc. in November, 2004. The spill case (Spill No. 0405493) is associated with an unknown material found in the subsurface near the car crusher that was formerly used at the auto wrecking yard. This crusher has been removed from the Blood Brothers property, as well as all cars, equipment and debris associated with the former auto wrecking operations. Further discussion of on-site spills and mitigation measures are provided in Section 3.3 Hazardous Materials.

Results of Soil and Groundwater Sampling

The soil and groundwater sampling program has identified two areas on the Blood Brothers property that have soil concentrations of petroleum compounds above NYSDEC soil cleanup guidance values; 1) the area under and directly south of the car crusher, and 2) in the vicinity of the gasoline aboveground storage tanks. The investigation focused on those areas of the site where petroleum products were stored and handled. It was observed that the entire site is paved and a minimum of 6 inches of concrete was found at all boring locations.

The area of petroleum impacted soil appears limited to the upper three feet near the former crusher location and the upper four feet near the former storage tanks location. Based upon borings completed near the crusher bedrock was encountered in each of the borings at approximately 2.5 to 3.5 feet. Near the aboveground storage tanks a sample collected at a depth of 5 feet did not contain elevated levels of VOC's, indicating that affected soil is limited to three or four feet below the concrete pavement.

The single groundwater sample collected in the vicinity of former petroleum storage tanks contained volatile compounds above the NYSDEC ambient groundwater standards. The compounds found were typical of weathered petroleum. The groundwater sample collected near the eastern edge of the site contained levels of MTBE slightly above the NYSDEC ambient groundwater standard; with of result of 15.4 ug/L compared to the groundwater standard of 10.0 ug/L. MTBE is a highly mobile gasoline additive commonly associated with gasoline releases or spills.

3.3.2 Potential Impacts

The primary environmental and health concerns regarding VOCs and metals in soil would be from long-term direct contact with soils and ingestion. The proposed use of the site is residential, but the site will be extensively graded and the majority of the site (approximately 70 percent) will be paved or covered with buildings, driveways and parking areas. Therefore, exposure to on-site soils will be limited by the proposed development and buildings and pavement.

Approximately one-third of the site will be landscaped. These areas are proposed to be graded, including the removal of unsuitable fill containing brick and concrete, and the placement of a minimum of one foot of topsoil for landscape purposes.

The environmental investigations recommended the excavation and removal of the two identified areas of soil impacted by petroleum. In addition, any additional areas of soil found to be impacted by the former auto wrecking operations will required excavation and off-site disposal.

A proposed remediation (clean-up) program is described in the Mitigation discussion, below. The remediation proposal will require approval by the NYSDEC since an open spill case number is assigned to the property. The NYSDEC will require a formal Remediation Plan be submitted to the agency for review. The site remediation and documentation of the clean-up will be required prior to the site Spill Number being closed. Following the required remediation of existing impacted soil, no long-term impacts to project residents are expected from existing contaminated soil.

3.3.3 Mitigation

Based upon the site investigations, two areas on the Blood Brothers property have been identified as impacted by petroleum; the area in the vicinity of the car crusher and in the vicinity of the used gasoline and used oil aboveground storage tanks.

Extensive grading is proposed as part of the development of the site. As described above, approximately 70 percent of the site, including those areas identified as having petroleum impacted soils, are proposed to be covered with buildings and parking lots. The remaining 30 percent of the site will be landscaped, and the majority of this landscaped area is at the edges of the property and along the Sheldrake River.

The applicant proposes to excavate and remove those areas of petroleum impacted soil and properly dispose of the soil off-site. Soil removal will be completed during the site-grading phase of construction, in the two areas of concern. During soil excavation, a qualified environmental professional will screen the soils with a photoionization meter to identify soils for disposal and to collect “clean” endpoint soil samples to document that all impacted material has been removed. The petroleum-affected soil will be segregated from other soil and construction and demolition debris and properly disposed of according to all NYSDEC requirements.

A formal remediation plan will be provided to the NYSDEC for review and comment. The final site remediation plan will be approved and agreed upon by the NYSDEC and all remediation work will be completed according to that plan.

3.4 Stormwater and Drainage

3.4.1 Existing Conditions

Project Setting

The site is contiguous with the Sheldrake River, which flows into the Mamaroneck River within one quarter mile downstream of the project. The combined flow from the two rivers travels approximately one half mile to enter the Long Island Sound, within the East Basin of the Mamaroneck Harbor. The site and much of the surrounding neighborhood is within the FEMA 100-year flood plain contour. A base flood elevation of 29.0 feet exists at this location. The existing elevation of the paved site parking lot is approximately 23.0 feet across the site. This lower drainage area of the Sheldrake and Mamaroneck Rivers has been the subject of major flood control review projects by the Village and the United States Army Corps of Engineers (ACOE), and development planning within this district should be conducted in conjunction with the findings of these reviews.

The project site lies within the Village of Mamaroneck, which in entirety has been designated by the New York State Department of Environmental Conservation (NYSDEC) as a Small Municipal Separate Stormwater System (MS4). As a State designated MS4, the Village is required to prepare a Stormwater Management Program (SWMP), and submit a Notice of Intent (NOI), pursuant to New York's January 8, 2003 Pollution Discharge Elimination System *General Permit for Stormwater Discharges from Municipal Separate Stormwater Systems*, to gain authorization to discharge stormwater into "waters of the United States", including the Sheldrake River. The specific purpose of the SWMP is to address pollution fond in stormwater. The NOI "outline[s] how [the Village] will adopt appropriate measures to address stormwater within the MS4 area." The overall purpose of the designation, and preparation and implementation of the SWMP, is to reduce pollutants in stormwater that are discharged with the Village.

The Sheldrake River is rated as a Class C water body by the NYSDEC, indicating that the river is suitable for fish propagation and survival. Class C waters are also suitable for primary and secondary contact recreation (NYS Code Part 701), although other factors, such as accessibility and stream flows or depths, may limit their use for these purposes.

The federal Clean Water Act (CWA) requires states to periodically assess and report on the quality of waters in their state. Section 303(d) of the Act requires states to identify Impaired Waters, where specific designated uses are not fully supported. For these impaired waters states must consider the development of a Total Maximum Daily Load (TMDL) or other strategies to reduce specific pollutants and restore or protect uses. The Sheldrake River is listed in the Section 303(d) list (September 24, 2004) of individual waterbodies with impairment. The Sheldrake is classified as a Class C waterbody, and the cause of impairment is listed as phosphorus and silt/sediment both as a result of urban runoff.

The Clean Water Act also requires a water quality monitoring and assessment program based upon drainage basins which are implemented on a five-year basis. A Section 305(b) Water Quality Report provides the State with a comprehensive assessment of New York State water quality, including the identification of waters that do not meet water quality standards or support designated uses. The Section 305(b) Report includes a Waterbody

Inventory/ Priority Waterbodies list. The Sheldrake River is listed in the Atlantic Ocean/ Long Island Sound Basin Waterbody Inventory/ Priority Waterbodies, as impaired. The 8.6 mile segment of the Sheldrake River is listed with other rivers and tributaries to Long Island Sound located in urban areas in the Counties surrounding the Sound. NYSDEC working with Counties and municipalities has developed specific plans, typically by drainage basins, to reduce non-point source urban runoff, the impacts of combined storm sewers and other pollutants.

The proposed project will result in the improvement of stormwater run-off water quality from the project site, compared to existing conditions. As described below, currently, there are no stormwater management facilities at the former Blood Brothers Auto Wreckers property. Stormwater runs via sheetflow across the parking area carrying silt, sediment, and petroleum from drips, stains on the pavement. The proposed project will provide a comprehensive stormwater management system.

On-site Conditions

As noted in the Project Description, untreated stormwater from the former junkyard site currently discharges directly into the Sheldrake River. The project site has no constructed stormwater controls or treatment facilities, such as catch basins or stormwater detention basins. The site is generally level, but slopes gradually towards the south (southeast) and the Sheldrake River. Stormwater flows by sheetflow across the pavement to the Sheldrake River. Concrete curbing along portions of the river frontage inhibits a portion of this direct run-off.

The closest existing stormwater structures to the project site are located in Waverly Avenue. An existing stormwater drain runs from catch-basins in Waverly Avenue, through a 21 inch pipe through the approximate center of the site and discharges into the Sheldrake River.

Existing stormwater runoff calculations were developed by the project engineer as part of the Stormwater Pollution Prevention Program (SWPPP) as specified by the new York State Department of Environmental Conservation (NYSDEC) State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activities (GP-02-01). The SWPPP is provided in Appendix B. Pre-development typical run-off rates and peak flow calculations are provided for the 1, 5, 10, 25, 50, and 100 year storms. Following the engineer's evaluation of the site, approximately 95 percent of the project site contains impervious surface.

3.4.2 Potential Impacts

A Stormwater Pollution Prevention Plan (SWPPP) has been prepared to meet NYSDEC design guidelines to control erosion during construction, to attenuate post development increases in the peak rate of stormwater discharge, and to prevent post construction increases in pollutant loading. The SWPPP has been developed using current NYSDEC Design Standards and is in compliance with the Phase II Stormwater regulations. The SWPPP is attached as Appendix B.

As described above, untreated stormwater currently discharges directly from the former auto salvage yard and this condition has existing for at least 40 years. The proposed project will enhance stormwater quality through: 1) the reduction in the amount of impervious surface at

the site and 2) through the use of current stormwater treatment facilities and controls. In addition, stormwater discharge rates from the site will be reduced compared to pre-development conditions through the use of stormwater controls.

The project plan calls for a reduction in the amount of impervious surface at the site by approximately 25 percent. Currently, approximately 95 percent of the site contains impervious surface. The propose site plan results in 0.76 acres of landscaped area, or approximately 29 percent of the site. Precipitation on this landscaped area will be removed from the volume of stormwater that currently discharges to the Sheldrake River.

The project engineer proposes to treat the remaining stormwater run-off discharging from the site with eleven (11) Stormceptor treatment basins (STC 900). The Stormceptor systems will provide both stormwater quality and stormwater detention functions. Post-development stormwater flow rates as wells as peak flow rates for the 1, 5, 10, 25, 50, and 100 year storms are provided in the SWPPP (see Appendix B). The calculations indicate that post-development peak stormwater run-off rates will be below current (pre-development) run-off rates.

3.4.3 Mitigation Measures

The proposed action includes a Stormwater Pollution Prevention Plan (SWPPP) with both an Erosion and Sediment Control Plan (to prevent erosion and sedimentation during construction) and a Stormwater Management Plan (to control stormwater flow rates and remove pollutants from stormwater after the site has been stabilized). By incorporating these measures into the proposed action, the applicant will reduce potential adverse impacts to the Sheldrake River and Mamaroneck River watershed, and has developed program that will result in beneficial impacts on the water quality for the receiving waters.

3.5 Traffic and Transportation

3.5.1 Regional Network

The project site is situated in the Village of Mamaroneck, Westchester County. The proximity of the site to major highways makes it ideally suited for both east-west and north-south access in southeastern Westchester County and the region. The primary transportation routes in the local region are Interstate 95 (I-95), Interstate 287 (I-287), and US Route 1. Interstate 95, also known as New England Thruway, runs in a northeasterly direction north of the site. Exit 18A allows only traffic from the New York City direction to exit onto Fenimore Road. Further north is a full interchange with Mamaroneck Avenue. Interstate 287 , also known as the Cross Westchester Expressway, runs in an east-west direction merging with I-95 north of the site at exit 21 of I-95. Interstate 287 crosses the Hudson River at the Tappan Zee Bridge west of the site. US Route 1 runs in a northeast-southwest direction parallel I-95 south of the site.

The project site is two blocks from the Mamaroneck Railroad Station. From this station Metro North's New Haven Line provides service into New York City's Grand Central Station. Beeline buses run Route 60 on Mamaroneck Avenue plus Routes 61 and 90 on Halstead Avenue south of the railroad.

3.5.2 Description of Local Transportation Network

Figure 3.5-1 depicts the local road network in the vicinity of the project site. The proposed development will have frontage on Waverly Avenue and East Plaza.

This traffic study reviews 2005/2006 Existing Condition, based upon recent traffic counts. The existing data forms the basis of the 2008 No Build Condition (the future scenario without the proposed action) and the 2008 Build Condition (future scenario with the proposed action).

The following intersections were evaluated:

1. Mamaroneck Avenue, Van Ranst Place, and Waverly Avenue
2. Plaza Avenue, Waverly Avenue, and existing site access (future egress)
3. Fenimore Road and Waverly Avenue
4. Center Avenue and Plaza Avenue
5. Mamaroneck Avenue, White Plains Road, and Center Avenue
6. Waverly Avenue and Proposed site egress (Build Condition only)

Key local roads are described below. The village speed limit of 30 miles per hour applies to all study area roads below.

Mamaroneck Avenue: Mamaroneck Avenue has mostly commercial land uses. The southern terminus of Mamaroneck Avenue is near Boston Post Road (US Route 1). Mamaroneck Avenue is primarily a four-lane road running in a northwesterly direction. Mamaroneck Avenue intersects with Hoyt Avenue at the Mamaroneck Railroad Station. Northwest of Hoyt Avenue is the Mamaroneck Bridge over the Sheldrake River. This bridge was improved in 2005. East Plaza, a narrow road/alley, parallels the Sheldrake River and intersects Mamaroneck Avenue at the northwest corner of the Mamaroneck Avenue bridge. Between

the Mamaroneck Avenue signalized intersection with Waverly Avenue and the unsignalized East Plaza/Mamaroneck intersection is a channel for traffic to enter Van Ranst Place. Van Ranst Place traffic enters Mamaroneck Avenue opposite Waverly Avenue. Waverly Avenue and Van Ranst Place are one way streets that meet at the traffic signal at Mamaroneck Avenue. Therefore, at the Mamaroneck Avenue/Waverly Avenue/Van Ranst Place intersection: Waverly Avenue and Van Ranst Place traffic must turn onto Mamaroneck Avenue, and Mamaroneck Avenue traffic must go straight.

One block northwest of Waverly Avenue, Mamaroneck Avenue turns north toward the Mamaroneck Avenue/I-95 Exit. In this area Mamaroneck Avenue intersects with White Plains Road, and an offset extension of Center Avenue. This intersection is referred to herein as Mamaroneck Avenue, White Plains Road, and Center Avenue.

The Mamaroneck Avenue Bridge over the Sheldrake River was improved in 2005 after the Waverly Avenue traffic counts were taken. This project did not involve changing network capacity and thus has no effect of analysis of the traffic volumes nor conditions.

Van Ranst Place: Van Ranst Place is a two lane road divided at its terminus with Mamaroneck Avenue. Vehicles headed northbound toward I-95 can turn right into Van Ranst Place prior to the Van Ranst Place/Waverly Avenue/ Mamaroneck Avenue signalized intersection. Columbus Park separates Van Ranst Place from the Mamaroneck Railroad station.

Fenimore Road: Fenimore Road is a two lane road. Its intersection with Waverly Avenue is signalized with turn lanes. Traffic traveling away from New York City can use Exit 18A to access Fenimore Road. There is no access from Fenimore Road to I-95. Fenimore Road is primarily commercial in this area. Like Mamaroneck Avenue, Fenimore Road's southern terminus is also US Route 1.

Waverly Avenue: Waverly Avenue is primarily a two lane road with commercial uses. The block between Plaza Avenue and Mamaroneck Avenue differs from Waverly Avenue to the west in that it is a one-way, primarily residential street. The Blood Brother Auto Wreckers commercial use on the project site was an exception to the residential use on that block. Waverly Avenue a.m. peak hour traffic utilizes the street to gain access to the Mamaroneck Avenue/I-95 Exit and points south toward New York City. In the afternoon traffic is lighter as vehicles returning from points south exit I-95 at Fenimore Road or use Center Avenue to Plaza Avenue to gain access over the Waverly Avenue Bridge. West of the Plaza Avenue/Waverly Avenue intersection is the Waverly Avenue Bridge over the Sheldrake River. Trucks are prohibited from crossing the Waverly Avenue Bridge. This bridge has a posted 5 ton limit. Non-local truck traffic is prohibited from Waverly Avenue east of Plaza Avenue.

Hoyt Avenue: Hoyt Avenue parallels Waverly Avenue from Fenimore Road to Mamaroneck Avenue. Trucks are routed to Hoyt Avenue as trucks are prohibited from Waverly Avenue and Center Avenue except local deliveries. The truck routing reflects the 5 ton posting on the Waverly Avenue Bridge. Hoyt Avenue is commercial on the north side and the south side borders the Metro North railroad.

Plaza Avenue: Plaza Avenue is a two lane road that is four blocks long. It serves as the terminus of residential streets including Center Avenue north of and paralleling Waverly

Avenue. Plaza Avenue is used in conjunction with these one-way residential streets. Plaza Avenue follows the Sheldrake River. Plaza Avenue in conjunction with Center Avenue provides the reverse traffic route in the p.m. period for traffic which utilizes one-way Waverly Avenue in the morning period.

East Plaza: East Plaza is a narrow road or alley a half block long from Mamaroneck Avenue to the project site. East Plaza parallels the Sheldrake River. There is a pedestrian bridge from East Plaza over the Sheldrake River leading through an alley to Hoyt Avenue.

Center Avenue: Center Avenue is separated by the Sheldrake River. A pedestrian bridge connects the two portions of Center Avenue. Center Avenue parallels Waverly and forms a one-way street pair with Waverly Avenue. The smaller portion northeast of the Sheldrake River is discussed in this report. Center Avenue is one way from White Plains to Plaza Avenue. The channel from Mamaroneck Avenue to White Plains Road, slightly offset from Center Avenue, is referred herein as part of Center Avenue. The intersection of Plaza Avenue and Center Avenue is an all-way stop.

Figure 3.5-2 shows regulatory signing and traffic signals at key intersections. Figure 3.5-3 shows street widths. Additional information pertaining to lane widths is found in Appendix E level of service calculations.

Sight Distance

Since the Center Avenue/Plaza Avenue intersection is an all-way stop intersection, sight distance only needs to be provided for vehicles stopped at the other stop signs. The Plaza Avenue and Waverly intersection has the same sight distance situation. At this intersection the Waverly Avenue stop is on the far side of the bridge. Existing bridge rails and the angle of the existing site access impedes sight distance toward the Waverly Avenue Bridge stop sign.

Sight distance at Fenimore is needed only for left turning vehicles and vehicles making right turns on red lights. This intersection is being redesigned so sight distance measurements were taken.

The Waverly/Mamaroneck intersection is signal controlled with no left turns permitted from Mamaroneck Avenue. There are no through movements for left turns from Van Ranst Place or Waverly to need to see. Mamaroneck being four lane road allows these movements to be made from Waverly and Van Ranst Place lane to lane without conflict.

White Plains Road intersects Mamaroneck Avenue at an acute angle making it difficult to see from that location. Geometries and the White Plains Road stop sign where White Plains Road and Center Avenue intersect greatly reduce speeds at this intersection. Only Mamaroneck Avenue traffic flows freely at this intersection.

Many existing driveways along Waverly have restricted sight distance either due to parking on the north side of the street or due to vegetation that is over 3.5 feet tall adjacent to the sidewalk between the sidewalk and houses. Waverly Avenue is flat and straight allowing drivers on Waverly a clear view from the Waverly Bridge over the Sheldrake River to Mamaroneck Avenue.

Existing Parking

A parking survey was done on Saturday February 11, 2006 and Wednesday night February 22, 2006.

Existing parking was reviewed on the block formed by Plaza Avenue, Mamaroneck Avenue, Center Avenue, and Waverly Avenue. Parking can be categorized into three areas:

- residential parking on Waverly and Center Avenue east of Plaza Avenue,
- retail parking on Mamaroneck Avenue, and
- Office commercial on Waverly west of Plaza Avenue.

Existing signing prohibits parking commercial vehicles on the residential streets. Also, once a month parking is restricted on residential streets in a rotating fashion.

The residential parking would be expected to peak during the night-time periods, weekends, and holidays. Customers of the nearby retail stores on Mamaroneck Avenue may compete with neighboring residential parking on Saturday. The commercial and office uses on Waverly west of Plaza Avenue would typically not compete with the residential parking east of Plaza Avenue on Waverly Avenue and Center Avenue.

Local drivers are most likely to find available parking in the Waverly Avenue commercial area west of the Sheldrake River, during weekends and evenings. The Mamaroneck railroad Station begins at Mamaroneck Avenue between Hoyt Avenue and East Plaza. The railroad station offers free parking weekends, and holidays and is the nearest major parking area to the site.

Table 3.5-1 shows local area parking on Saturday morning and weekday evening. Saturday is a time when residential and retail parking would mix.

Table 3.5-1
Parking

		Vehicle Parking		
Location	**Parking restrictions**	**Evening Weekday**	**Saturday**	**Parking Spaces**
Plaza from Waverly to Center	No Parking Commercial Vehicles	4	4	6
	No Parking 9 AM to 12 p.m. (noon) 2nd Tuesday of month			
	No Parking on South side of street.			
Center Mamaroneck to Plaza	No Parking Commercial Vehicles	24	19	25
	No Parking 9 AM to 12 p.m. (noon) 1st Wednesday of month			
	No Parking on South side of street.			
	2 spaces are 15 minute parking 7:30 a.m. to 5:30 p.m.			
Waverly Avenue Mamaroneck to Plaza	No Parking Commercial Vehicles	22	21	25
	No Parking 9 AM to 12 p.m. (noon) 1st Wednesday of month			
	Two hour parking 9 a.m. to 6 p.m.			
	No Parking on South side of street.			
Residential Subtotal		**50**	**44**	**56**
Waverly Fenimore to Plaza	No Parking Anytime on the north side	13	6	18
	South side is perpendicular parking			
Mamaroneck Avenue Center to Waverly West side	90 Minutes 9 a.m. to 5 p.m.	0	7	8
Mamaroneck Avenue Waverly to Hoyt Avenue West side		0	3	6

The parking on Waverly Avenue observed west of Plaza may be overflow parking from the residential area of Waverly indicating that the existing parking in the residential area at night is effectively at capacity.

During the Saturday morning period 28 spaces were available in the immediate study area.

During the evening, parking is available on Hoyt Avenue. During the daytime periods (9 a.m. to 7 p.m) parking is limited to 90 minutes. Hoyt Avenue parking could be accessed over the pedestrian bridge to East Plaza however, the alley may deter use of this route at night.

Parking on Van Ranst Place has a 2 a.m. to 7 a.m. parking prohibition, and therefore this area would not be suitable for overnight parking.

Metro North has 265 parking spaces and has issued 249 permits. There are no permits available and a waiting list of 112. Actual weekday daytime utilization is 88%. A new parking garage at New Rochelle may reduce the local demand for commuter parking. Parking is free in the Metro North lot on weekends and holidays. Paid daily parking is available for 16 or 24 hours. During the weekday evenings and Saturday the Metro North lot near the project site is virtually empty with over 100 vacant permit parking spaces.

Metro North has listed a Mamaroneck Station Rehabilitation and Parking Improvement project PIN M402-03-09. This is intended to be phase I of the station improvements. The project site is close enough (two blocks) to the railroad station that project residents would likely walk to the station. Station parking currently includes 385 spaces and 217 metered spaces (see http://as0.mta.info/mnr/stations/station_detail.cfm?key=210 for further station information). The station is served by Bee-Line bus Routes 60 and 61 along with Paramount Taxi.

The proposed train station improvements may redirect existing vehicular trips into the station and away from I-95. The improvements include 32 additional parking spaces, station rehabilitation including drainage, lighting, sidewalks, and guardrail.

Existing Traffic

Waverly Avenue traffic counts were taken on Thursday, January 25, 2005, between 6:30 a.m. and 9:00 a.m., and between 4:00 p.m. and 7:00 p.m.. Based upon these original counts, the time periods were shifted slightly and expanded for Center Avenue counts. Center Avenue counts were taken on Thursday January 19, 2006 from 7:00 a.m. to 9:30 a.m. and 3:00 p.m. to 6:30 p.m.. These counts identify weekday morning and afternoon peak hour levels of traffic. It is during these times commuter traffic is heavily using Waverly Avenue, Center Avenue, Fenimore Avenue, and Mamaroneck Avenue. Figures 3.5-4 and 3.6-5 show the existing a.m. and p.m. weekday peak hour traffic volumes at the studied intersections.

For the purposes of the traffic analysis, Waverly Avenue and Center Avenue are defined as east-west and Mamaroneck Avenue, Fenimore Road, Plaza Avenue, and the site accesses are defined as being north-south. Traffic volumes at the new site egress have been balanced with Waverly Avenue approach to Mamaroneck Avenue.

Peak morning traffic volumes occur between 7:30 a.m. and 9:00 a.m. at all the studied intersections. The p.m. peak hour for study intersections occurs between 4:00 p.m. and 5:45 p.m.. The Center Avenue intersections appear to peak slightly earlier than Waverly intersections resulting in a traffic shifting slightly from westbound to eastbound travel. As a result of directional volume shifts and period changes, north-south movements vary in the peak hour. A check of the Center Avenue traffic in a.m. peak hour indicated a volume difference of five vehicles or less than two percent and three vehicles or less than one percent in the p.m. peak.

The left turn volumes on Waverly Avenue turning onto Mamaroneck Avenue and right turns from Plaza Avenue onto Waverly Avenue and from Mamaroneck Avenue southbound

represent through movements between the Fenimore Road area and Mamaroneck Avenue/I-95 area.

3.5.3 Measures of Effectiveness

Level of Service Criteria

The Highway Capacity Manual (National Academy of Sciences, Transportation Research Board, National Research Council, Washington, DC, 2000) procedures document the methodologies used for modeling levels of service, and average vehicle delay at both signalized and unsignalized intersections. Level of service is a measure of the operational quality of an intersection; level of service A is the highest, most efficient level, and level of service F is the lowest level. The operational quality of an intersection is based on the average amount of time a vehicle is delayed. Levels of service are examined by lane group, the set of lanes allowing common movement(s) on an approach.

The New York State Department of Transportation policy (Highway Design Manual, NYS DOT, Section 5.2.2.3, Nov. 2003) requires capacity analysis methodologies consistent with Highway Capacity Manual. The Highway Capacity Manual serves as the basis for all level of service computations in the *Highway Capacity Software* (McTrans Center, University of Florida, Gainsville, Florida, 2005).

Table 3.5-2 presents the levels of service criteria for unsignalized intersections.

Table 3.5-2
Unsignalized Intersections
Level of Service Criteria

Level of Service	Average Control Delay (Seconds Per Vehicle)
A	less than or equal to 10
B	greater than 10 and less than or equal to 15
C	greater than 15 and less than or equal to 25
D	greater than 25 and less than or equal to 35
E	greater than 35 and less than or equal to 50
F	greater than 50

SOURCE: Highway Capacity Manual, National Academy of Sciences, Transportation Research Board, National Research Council, Washington, DC, 2000.

Table 3.5-3 presents the levels of service criteria for signalized intersections. The New York State Department of Transportation (NYS DOT) generally seeks a minimum level of service D (delay of 55 seconds or less for a signalized intersection) for all lane groups. The NYS DOT's Highway Design Manual notes, "In some cases, it may be necessary to accept LOS (levels of service) E or F on individual lane groups due to unreasonable costs or impacts associated with improving the level of service."

Table 3.5-3
Signalized Intersections
Level of Service Criteria

Level of Service	Average Control Delay (Seconds Per Vehicle)
A	*less than or equal to 10*
B	*greater than 10 and less than or equal to 20*
C	*greater than 20 and less than or equal to 35*
D	*greater than 35 and less than or equal to 55*
E	*greater than 55 and less than or equal to 80*
F	*greater than 80*

SOURCE: Highway Capacity Manual, National Academy of Sciences, Transportation Research Board, National Research Council, Washington, DC, 2000.

The *Highway Capacity Software* model was used to review peak hour periods only and do not represent every minute of traffic operations. During off peak periods, which is the majority of the time, drivers typically will find operations better than the modeled peak hour results. During peak periods the experience of individual drivers can vary, because the model calculates average vehicle delay.

Peak 15 minute traffic flows typically do not all occur in the same 15 minute period in the peak hour. The traffic model does not always account for the ability of the traffic signal to compensate for shifting traffic volumes and thus may overestimate delay. For unsignalized intersections, the model conservatively assumes peak approach volumes occur simultaneously.

3.5.4 Existing Levels of Service

The results of the existing level of service analyses for the study area intersections are summarized in Table 3.5-4. Capacity analysis calculations are provided in Appendix E. In the capacity analysis, the intersection of Waverly Avenue, Plaza Avenue and the site access is treated as an all-way stop intersection. The stop sign for the Waverly Avenue approach is on the far side of the bridge. The intersection of White Plains Road/Mamaroneck Avenue/Center Avenue is treated as a three way intersection with Mamaroneck Avenue as an north-south major street and Center Avenue and White Plains Road as the eastbound approach.

All of the studied intersections operated at level of service D or better except the a.m. peak hour of the Waverly Avenue approach to Plaza Avenue. Waverly Avenue is a level of service F at Plaza Avenue in the a.m. peak hour. The Waverly Avenue traffic is heaviest in the morning as traffic heads toward I-95.

Table 3.5-4
Existing Condition Level of Service Summary

Intersection Road	Lane Group Approach Direction - Movement	A.M. Weekday Peak Hour Delay (seconds /vehicle)	A.M. Weekday Peak Hour Level of Service	P.M. Weekday Peak Hour Delay (seconds /vehicle)	P.M. Weekday Peak Hour Level of Service
Site Access, Plaza Ave., and Waverly Ave.					
Waverly Avenue	EB - L, T, R	58.75	F	16.86	C
Site Access	NB - L, T, R	9.97	A	8.79	A
Plaza Avenue	SB - L, T, R	16.89	C	11.28	B
	Overall	42.92	E	14.57	B
Waverly Avenue and Fenimore Road					
Waverly Avenue	*EB - L, T, R*	*34.9*	*C*	*17.6*	*B*
Waverly Avenue	*WB - L, T, R*	*21.6*	*C*	*15.6*	*B*
Fenimore Road	*NB - L*	*11.9*	*B*	*13.3*	*B*
	NB - T, R	*14.9*	*B*	*17.5*	*B*
Fenimore Road	*SB - L*	*25.6*	*C*	*18.7*	*B*
	SB - T	*13.3*	*B*	*15.9*	*B*
	SB - R	*9.1*	*A*	*11.6*	*B*
	Overall	*20.7*	*C*	*16.7*	*B*
Mamaroneck Ave. and Waverly Avenue					
Waverly Avenue	*EB - L*	*38.5*	*D*	*33.9*	*C*
	EB - R	*23.7*	*C*	*22.6*	*C*
Van Ranst Place	*WB - L*	*23.2*	*C*	*22.1*	*C*
	WB - R	*23.4*	*C*	*23.6*	*C*
Mamaroneck Avenue	*NB - L, T, R*	*13.8*	*B*	*15.4*	*B*
Mamaroneck Avenue	*SB - L, T, R*	*13.9*	*B*	*13.3*	*B*
	Overall	*18.8*	*B*	*17.8*	*B*
Mamaroneck Avenue, White Plains Road, and Center Avenue					
Mamaroneck Avenue	NB -L	11.6	B	13.7	B
Center Avenue					
White Plains Road	EB-R	12.1	B	12.7	B
Mamaroneck Avenue, White Plains Road, and Center Avenue					
Center Avenue	WB - R, L	14.25	B	11.29	B
Plaza Avenue	NB -T	10.84	B	8.94	A
Plaza Avenue	SB -T	10.53	B	8.75	A
	Overall	12.38	B	10.33	B

level-of-Service (see Tables 3.5-2 and 3.5-3 for level-of-service criteria).
Signalized intersections are shown in *italics.*
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = left, R= right, T = through, (e.g. WB-L = Westbound left).

3.5.5 No Build Condition Traffic Projections

Typically a project's traffic impact is determined by comparing future traffic conditions without the project's traffic (2008 No Build Condition) to traffic conditions with project-generated traffic (2008 Build Condition).

The No Build traffic condition is an interim scenario that establishes a future baseline condition upon which the project generated traffic can be compared. No Build traffic conditions are ascertained based on a number of factors: (1) improvements in the local road network that are planned or underway; (2) traffic from general population growth in the local area; and (3) traffic from identified development projects in the project site vicinity.

The New York State Department of Transportation lists area projects in the draft Statewide Transportation Improvement Program (October 1, 2006 to September 30, 2010). There are several major projects planned by the New York State Department of Transportation in the vicinity of the studied intersections.

The signal retiming projects for throughout Westchester County include intersections in the Town and Village of Mamaroneck but not did not include the studied intersections. No change to study area traffic operations was assumed from these traffic signal timing improvements.

The Fenimore Reconstruction PIN 875495 project (NYS DOT Doug Cotton 431-5884 and Village of Mamaroneck Assistant Village Manager Robert A. Yemuder 777-7736) will be completed in the existing right-of-way improving drainage, and operations. The lane configurations at Fenimore Road/Waverly Avenue are anticipated to be altered as indicated in Figure 3.5-B-1 of Appendix B. The nearly 2.6 million dollar reconstruction is anticipated to begin in 2006 and hence the new lane configuration is used in future conditions (No Build and Build Conditions).

In December of 2004, Buckhurst Fish & Jacquemart Inc. completed the Waverly Avenue Design Study. Although the study area covered the industrial portion of Waverly Avenue west of the Waverly Avenue Bridge, streetscape recommendations (Page 11) could affect the portion of Waverly Avenue containing the project site. These recommendations included:

- Signage to discourage use of Waverly Avenue as a through street.
- Signage directing use of Hoyt Avenue.
- More prominent no trucks signs east of Fenimore Road and at the Waverly Bridge over the Sheldrake River.

No reduction in traffic was assumed based on these recommended Waverly Avenue improvements, since there is no funding and timeline for the improvements.

The Town of Mamaroneck has several proposed bridge improvement projects and has included money to rehabilitate the Waverly Avenue Bridge in the 2006 budget.

Two development projects, Van Ranst and Maplewood were added to the No Build Condition.

Table 3.5-5
Other Area Development Projects Trip Generation Rates

Land Uses {ITE Code}	Trips			
	A.M. Peak Hour		P.M. Peak Hour	
	IN (Trips/ Unit)	OUT (Trips/ Unit)	IN (Trips/ Unit)	OUT (Trips/ Unit)
90 Townhouse residential units Maplewood (230)	0.090	0.438	0.410	0.202
41 dwelling units Van Ranst (220)	0.116	0.465	0.637	0.343

Unit is in numbers of dwelling units for the residential development and Number of field for the Park land use.
Trip Generation, Institute of Transportation Engineers, 7th edition, Washington, DC, 2003.

Table 3.5-6
Other Area Development Projects Trips Generated

Land Uses	Trips					
	A.M. Peak Hour			P.M. Peak Hour		
	IN (Trips)	OUT (Trips)	Total (Trips)	IN (Trips)	OUT (Trips)	Total (Trips)
90 Townhouse residential units Maplewood	8	39	47	37	18	55
41 dwelling units Van Ranst	5	19	24	26	14	40

Trip Generation, Institute of Transportation Engineers, 7th edition, Washington, DC, 2003.

The traffic assignment for the Maplewood project on Maple Avenue and Stanley Avenue south of the railroad was based on The Environment Assessment Form and Traffic Impact & Access Analysis (Frederic P. Clark Associates, Inc., Rye, N.Y., November 2005) indicating 20 percent of the site traffic traveling on Mamaroneck Avenue. The Maplewood traffic from this analysis was assumed to travel through the Sheldrake traffic study area on Mamaroneck Avenue on-route to or from the I-95 interchange or areas further north. Bishop Avenue traffic added an assumed additional 5 percent of traffic traveling north on Fenimore and 15 percent traveling south on Fenimore.

The Van Ranst development was assumed to be apartments which have a higher trip rate than Townhouse/condominiums. For the Van Ranst development, 25 percent of traffic was assumed to/from the south using Mamaroneck Avenue. Traffic traveling north was assumed to use a more northern intersection outside the study area for Mamaroneck Avenue access. Van Ranst Place has a one way channel positioned such that traffic from southern Mamaroneck Avenue is outside the Mamaroneck Avenue/Waverly Avenue/Van Ranst Place intersection. Only traffic destined for southbound Mamaroneck Avenue passes through the Van Ranst Place/ Waverly Avenue/Mamaroneck Avenue intersection. Riders for the Metro North Train station were assumed to walk through Columbus Park.

In relatively fully developed areas, a one percent per year background traffic growth rate is typically used in traffic studies. However an additional one percent per year was added to reflect potential increased trips related to the train station. Thus, a conservatively high short-term traffic growth rate of two percent per year was used as the background growth for the build year of 2008.

Peak hour traffic volumes for the weekday a.m. and p.m. No Build scenarios are provided in Figures 3.5-6 and 3.5-7. These figures reflect the existing traffic volumes plus a background traffic growth of two percent annually over three years for Waverly Avenue intersections and over two years for Center Avenue intersections, plus traffic from the two additional other area projects.

3.5.6 No Build Level of Service

Table 3.5-7 represents level of service for the studied intersections in the No Build Condition. In the No Build Condition, there are three improvements in level of service from the reconstruction of the Waverly Avenue/Fenimore Road intersection. There were two declines in level of service, however both remain at level of service D or better. Delays at the Waverly Avenue approach to Plaza Avenue increased.

Table 3.5-7
No Build Condition Level of Service Summary

Intersection Road	Lane Group Approach Direction - Movement	A.M. Weekday Peak Hour Delay (seconds /vehicle)	A.M. Weekday Peak Hour Level of Service	P.M. Weekday Peak Hour Delay (seconds/ vehicle)	P.M. Weekday Peak Hour Level of Service
Site Access, Plaza Avenue, and Waverly Avenue					
Waverly Avenue	EB - L, T, R	81.85	F	19.26	C
Site Access	NB - L, T, R	10.02	B *	8.94	A
Plaza Avenue	SB - L, T, R	18.26	C	12.02	B
	Overall	57.85	F*	16.30	C*
Waverly Avenue and Fenimore Road					
Waverly Avenue	*EB - L*	*18.5*	*B **	*12.5*	*B*
	EB - T, R	*22.1*	*C*	*16.0*	*B*
Waverly Avenue	*WB - L, T*	*25.9*	*C*	*14.0*	*B*
	WB - R	*15.2*	*B **	*13.2*	*B*
Fenimore Road	*NB - L*	*13.5*	*B*	*13.9*	*B*
	NB - T	*12.6*	*B*	*16.0*	*B*
	NB - R	*10.7*	*B*	*12.9*	*B*
Fenimore Road	*SB - L*	*16.9*	*B **	*16.5*	*B*
	SB - T	*14.7*	*B*	*17.2*	*B*
	SB - R	*9.1*	*A*	*11.7*	*B*
	Overall	*16.6*	*B **	*15.5*	*B*
Mamaroneck Avenue and Waverly Avenue					
Waverly Avenue	*EB - L*	*41.8*	*D*	*35.6*	*D**
	EB - R	*23.8*	*C*	*22.7*	*C*
Van Ranst Place	*WB - L*	*23.4*	*C*	*22.2*	*C*
	WB - R	*23.5*	*C*	*23.8*	*C*
Mamaroneck Avenue	*NB - L, T, R*	*14.3*	*B*	*16.0*	*B*
Mamaroneck Avenue	*SB - L, T, R*	*14.2*	*B*	*13.7*	*B*
	Overall	*19.6*	*B*	*18.5*	*B*
Mamaroneck Avenue, White Plains Road, and Center Avenue					
Mamaroneck Avenue	NB -L	12.0	B	14.5	B
Center Avenue					
Whitle Plains Road	EB-R	12.4	B	13.1	B
Mamaroneck Avenue, White Plains Road, and Center Avenue					
Center Avenue	WB - R, L	15.06	C*	11.65	B
Plaza Avenue	NB -T	11.18	B	9.05	A
Plaza Avenue	SB -T	10.82	B	8.85	A
	Overall	12.92	B	10.59	B

level-of-Service (see Tables 3.5-2 and 3.5-3 for level-of-service criteria).
* Decrease in level of service from the Existing Condition.
** Improvement in level of service from the Existing Condition.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = left, R= right, T = through, (e.g. WB-L = Westbound left).

3.5.7 Site Access Future Condition with Project (Build Condition)

The proposed Action would result in the potential construction of 114 townhouses with associated off-street parking. The site will have access to Waverly Avenue. The ingress would be at Plaza Avenue at the location of the existing access to the Blood Brothers site. The egress would be mid block between the Waverly Bridge over the Sheldrake River and Mamaroneck Avenue. An emergency and pedestrian access would be provided to East Plaza, which leads directly to Mamaroneck Avenue near the railroad station.

Parking

The proposed Site Plan provides 181 parking spaces for the 114 residential units, in accordance with the requirements of the Zoning Code. The peak demand periods for on-site parking will generally occur at the same time as the demand for other residential parking. Retail businesses along Mamaroneck Avenue would also require parking, especially on Saturdays when project residents would be home. Parking on Waverly Avenue west of Plaza Avenue and at the railroad station is more available at peak parking demand periods.

The project, as proposed, does not include any designated visitor parking spaces. Visitors to the development will share parking with residents and visitors will park in spaces that residents have vacated during the day or evening. In the event that all on-site parking spaces are taken, visitors would have to find alternative locations to park, either on nearby streets, or in vacant spaces in the Metro North rail station parking lot. As described above, parking spaces are available on Waverly Avenue west of Plaza and at the railroad station during periods of higher residential demand, such as Saturdays or Sundays.

3.5.8 Project Trip Generation and Distribution

Project Traffic

Tables 3.5-8 and 3.5-9 show trip generation rates and total trips generated by the proposed townhouse development using the Institute of Transportation Engineers' Trip Generation. No reduction in trip generation was taken for the proximity to the railroad station. The townhouse trip distribution is shown in Figure 3.5-9. Figure 3.5-10 and 3.5-11, show peak hour trips in the roadway network resulting from the residential development. The trip distribution considers existing traffic flows, and access to the railroad station, the village business district, and interstate system.

Trips from the Blood Brothers Auto Wreckers from the site access at Waverly and Plaza Avenue were removed from the traffic network. Trips from the two existing residences on Waverly which will be removed as part of the site development were not removed in the traffic analysis for the Build Condition.

Table 3.5-8
Project Site Trip Generation Rates

Land Uses {ITE Code}	Trips			
	A.M. Peak Hour		P.M. Peak Hour	
	IN (Trips/ Unit)	OUT (Trips/ Unit)	IN (Trips/ Unit)	OUT (Trips/ Unit)
114 Townhouse residential units {230}	**0.086**	**0.417**	**0.393**	**0.194**

Unit is in numbers of dwelling units for the residential development and Number of field for the Park land use.
Trip Generation, Institute of Transportation Engineers, 7th edition, Washington, DC, 2003.

Table 3.5-9
Project Site Total Trips Generated

Land Uses	Trips					
	A.M. Peak Hour			P.M. Peak Hour		
	IN (Trips)	OUT (Trips)	Total (Trips)	IN (Trips)	OUT (Trips)	Total (Trips)
114 Townhouse residential units	10	48	58	45	22	67
Existing Trips Waverly Access	6	5	11	2	5	7
Net change	**4**	**43**	**47**	**43**	**17**	**60**

Trip Generation, Institute of Transportation Engineers, 7th edition, Washington, DC, 2003.

Construction Traffic

Construction traffic to the project site is limited by the Waverly Avenue Bridge which has a 5 ton weight rating. During construction, the project will have a construction routing plan for all construction vehicles entering and exiting the site. All construction traffic will be routed to avoid the Waverly Avenue Bridge. Any construction traffic traveling eastbound on Waverly Avenue will be routed southbound (southeast) on Fenimore to eastbound (northeast) on Hoyt to northbound on Mamaroneck Avenue to westbound (southwest) on Center Avenue to southbound on Plaza Avenue into the site. Since Waverly is a one-way street, eastbound, no construction traffic exiting the site would cross the Waverly Avenue bridge.

While construction traffic would travel on residential streets (Center Avenue, Plaza Avenue and Waverly Avenue, these activities would be temporary and during daytime periods. Since there is little proposed grading and earthwork involved in the project construction, the primary construction traffic would result from the delivery of materials such as steel and concrete for the residential buildings.

3.5.9 Build Condition Traffic

Total a.m. and p.m. peak hour site generated trips are shown in Figures 3.5-10 and 3.5-11. These trips are added to the No Build Condition (Figures 3.5-6 and 3.5-7) traffic to obtain Build Condition traffic, as shown in Figures 3.5-12 and 3.5-13.

3.5.10 Build Level of Service

Table 3.5-10 presents levels of service for the 2008 Build Condition for the studied intersections. There is no change in level of service for any lane groups. All lane groups would operate at level of service D or better except the Waverly Avenue approach to Plaza

Avenue. Removing the site egress from the intersection of Waverly Avenue and Plaza Avenue slightly reduces delays there. Removing the site traffic exiting at that intersection should improve safety by making the intersection less complex.

Table 3.5-10 - Build Condition Level of Service Summary					
Intersection Road	Lane Group Approach Direction - Movement	A.M. Weekday Peak Hour Delay (seconds /vehicle)	A.M. Weekday Peak Hour Level of Service	P.M. Weekday Peak Hour Delay (seconds/ vehicle)	P.M. Weekday Peak Hour Level of Service
Site Ingress, Plaza Ave., and Waverly Avenue					
Waverly Avenue	EB - L, T, R	81.75	F	22.29	C
Site Access					
Plaza Avenue	SB - L, T, R	18.16	C	12.55	B
	Overall	58.14	F	18.49	C
Waverly Avenue and Fenimore Road					
Waverly Avenue	*EB - L*	*18.4*	*B*	*12.5*	*B*
	EB - T, R	*22.1*	*C*	*16.1*	*B*
Waverly Avenue	*WB - L, T*	*24.6*	*C*	*14.0*	*B*
	WB - R	*15.2*	*B*	*13.2*	*B*
Fenimore Road	*NB - L*	*13.8*	*B*	*14.0*	*B*
	NB - T	*12.6*	*B*	*16.0*	*B*
	NB - R	*10.7*	*B*	*13.2*	*B*
Fenimore Road	*SB - L*	*17.0*	*B*	*17.6*	*B*
	SB - T	*14.7*	*B*	*17.2*	*B*
	SB - R	*9.1*	*A*	*11.7*	*B*
	Overall	*16.5*	*B*	*15.6*	*B*
Mamaroneck Avenue and Waverly Avenue					
Waverly Avenue	*EB - L*	*48.0*	*D*	*36.9*	*D*
	EB - R	*24.5*	*C*	*22.9*	*C*
Van Ranst Place	*WB - L*	*23.4*	*C*	*22.2*	*C*
	WB - R	*23.5*	*C*	*23.8*	*C*
Mamaroneck Avenue	*NB - L, T, R*	*14.3*	*B*	*16.0*	*B*
Mamaroneck Avenue	*SB - L, T, R*	*14.2*	*B*	*13.7*	*B*
	Overall	*21.0*	*C**	*18.8*	*B*
Mamaroneck Ave., White Plains Rd., and Center Ave.					
Mamaroneck Avenue	NB -L	12.0	B	14.6	B
Center Avenue					
White Plains Road	EB-R	12.4	B	13.1	B
Plaza Avenue and Center Avenue					
Center Avenue	WB - R, L	15.18	C	11.79	B
Plaza Avenue	NB -T	11.18	B	9.07	A
Plaza Avenue	SB -T	10.83	B	8.88	A
	Overall	12.99	B	10.71	B
Waverly Avenue and Site Egress					
Site Egress	NB - R	11.9	B	11.0	B

level-of-Service (see Tables 3.5-2 and 3.5-3 for level-of-service criteria).
* Decrease in level of service from the No Build Condition.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = left, R= right, T = through, (e.g. WB-L = Westbound left).

3.5.11 Pedestrian Activity

Internal pedestrian traffic will focus on trips between parked vehicles and entrances (Stairways and elevators). Thus the spaces in closed proximity to the entrances and under cover will be in the highest demand. Pedestrians will make their way to vehicles though the parking lot.

Three design improvements would encourage pedestrian activity between the site and Mamaroneck Avenue. Mamaroneck Avenue is a likely pedestrian destination from the site since retail uses, the Metro North rail station, and Columbus Park are in close proximity. These improvements would include: 1) a sidewalk along the landscaped buffer of the Sheldrake River 2) to eliminate site traffic use of East Plaza Avenue, and 3) A sidewalk connection along the site egress.

The applicant has discussed with Village officials the concept of a sidewalk located along the landscaped buffer of the Sheldrake River. The provision of a sidewalk along the Sheldrake River would provide an amenity and encourage pedestrian access to both Waverly Avenue and Mamaroneck Avenue. Issues such as off-site public use, maintenance, and safety will require further consideration and discussions with the Village.

Pedestrian access to Mamaroneck Avenue would be encouraged by restricting vehicular use of East Plaza Avenue. East Plaza Avenue is a narrow (approximately 13 feet wide) alley that was formerly used by Blood Brothers Auto Wrecking and is currently used by a limited number of commercial businesses along East Plaza. The proposed site plan would restrict access from East Plaza into the project site to emergency vehicles only, as well as pedestrians. Reducing the vehicular use of East Plaza Avenue is the best method for improving its use for pedestrian activity. Grass pavers and signage are suggested in combination with a sidewalk as a means to encourage pedestrian activity, permit emergency access and discourage non-emergency vehicular use.

A sidewalk at the site egress would allow residents in the main buildings near the Sheldrake River to access the Waverly Avenue sidewalk easier and provide access to Mamaroneck Avenue. The applicant would consider an internal sidewalk, although a design for walkway is not presently shown on the current site plan.

3.5.12 Mitigation Measures

Traffic

All intersection movements are expected to continue to operate at level of service D or better and unchanged under the proposed Build Condition except for the Waverly Avenue approach to Plaza Avenue continues unchanged from the Existing condition's level of service F. Since removing the site egress from that intersection should reduce delay and increase safety, no further traffic mitigation measures are proposed for the development.

The project is itself a transportation mitigation measure. Construction of residential housing within walking distance of the Mamaroneck Railroad Station provides the opportunity to increase use of the railroad without a corresponding increase in demand on railroad parking. The Transportation Plan for the Hudson Valley, the 21st Century Mobility Study (NYS DOT, 1992), encourages the use of public transportation to conserve energy, reduce air pollution

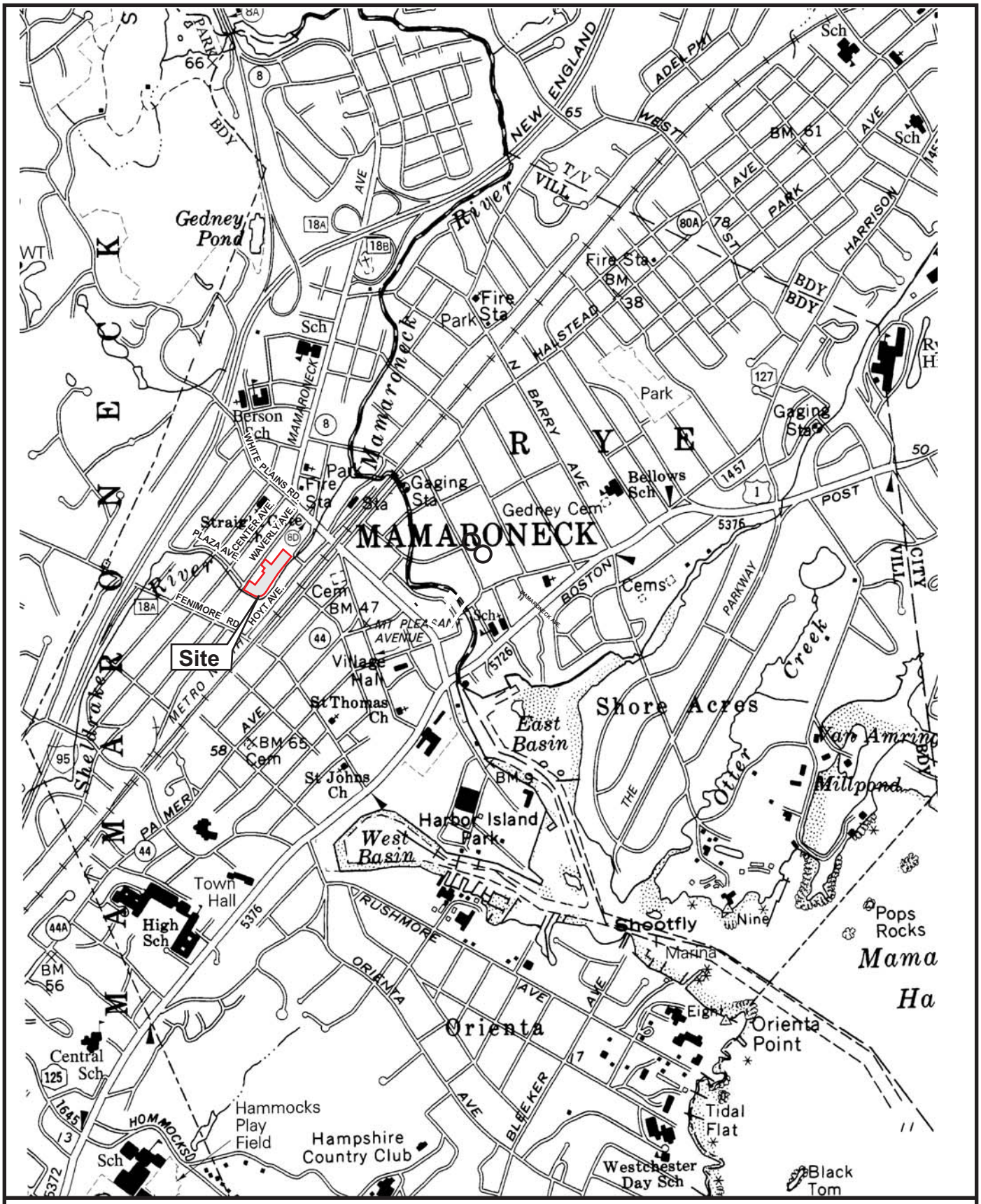


Figure 3.5-1: Transportation Network

Sheldrake River Project

Village of Mamaroneck, Westchester County, New York

Base: USDOT 7.5-minute Planimetric Map, Mamaroneck Quad

Approx. Scale: 1 inch = 1800 feet

N W E S

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Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

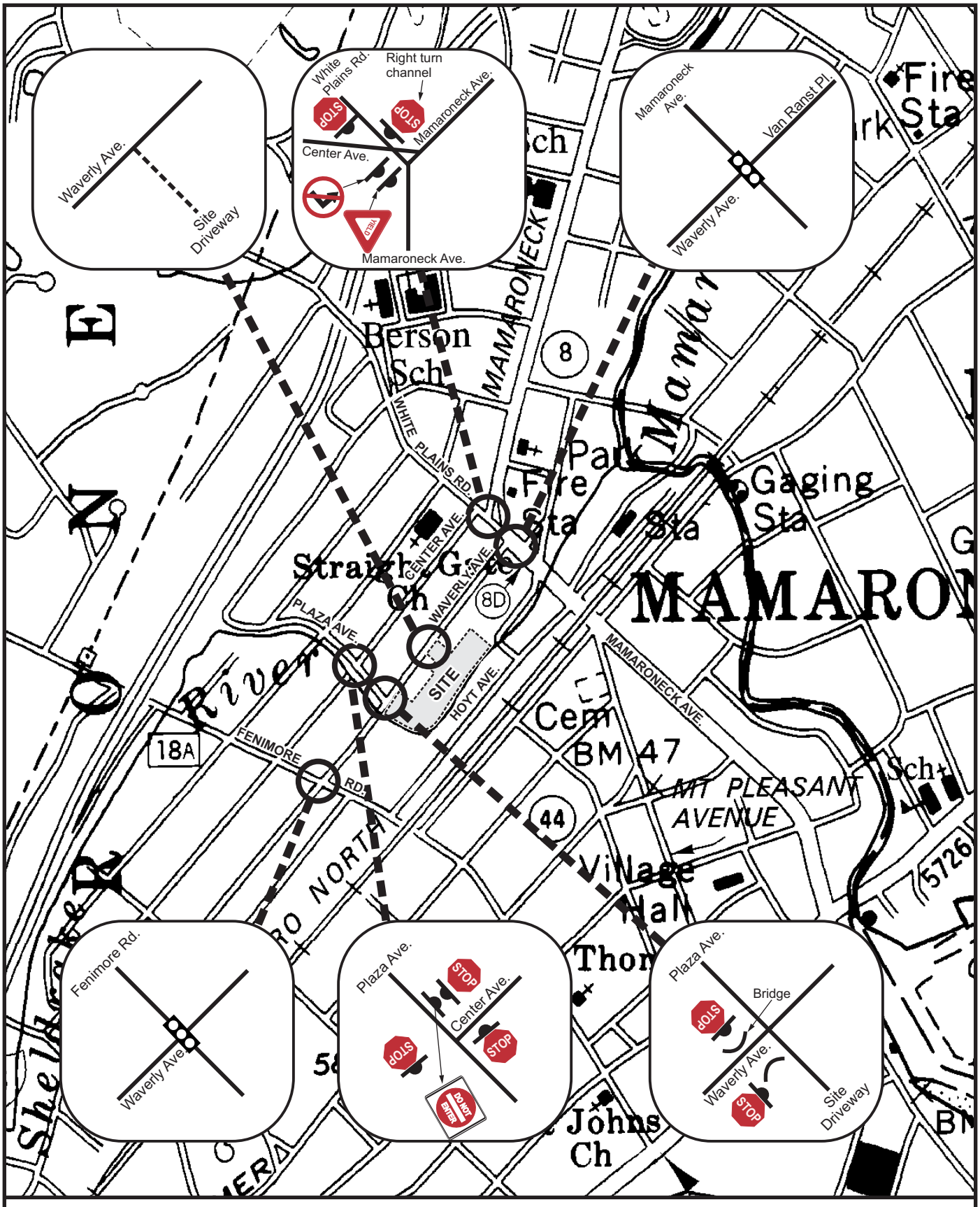

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Figure 3.5-2: Regulatory Signage
Sheldrake River Project
Village of Mamaroneck, Westchester County, New York
Base: USDOT 7.5-minute Planimetric Map, Mamaroneck Quad
Approx. Scale: 1 inch = 660 feet

File 04099 02/26/06
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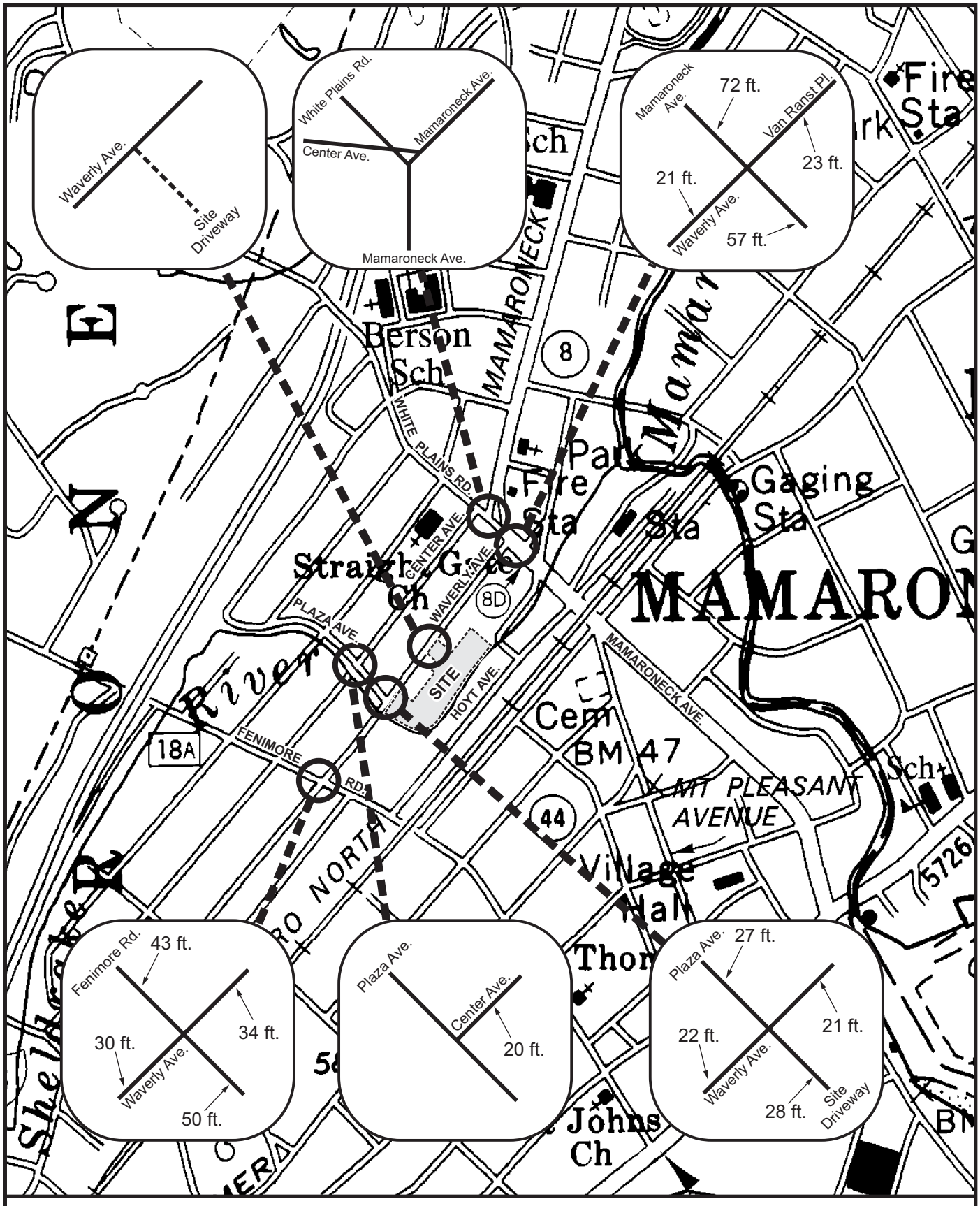

Figure 3.5-3: Road Widths

Sheldrake River Project

Village of Mamaroneck, Westchester County, New York

Base: USDOT 7.5-minute Planimetric Map, Mamaroneck Quad

Approx. Scale: 1 inch = 660 feet

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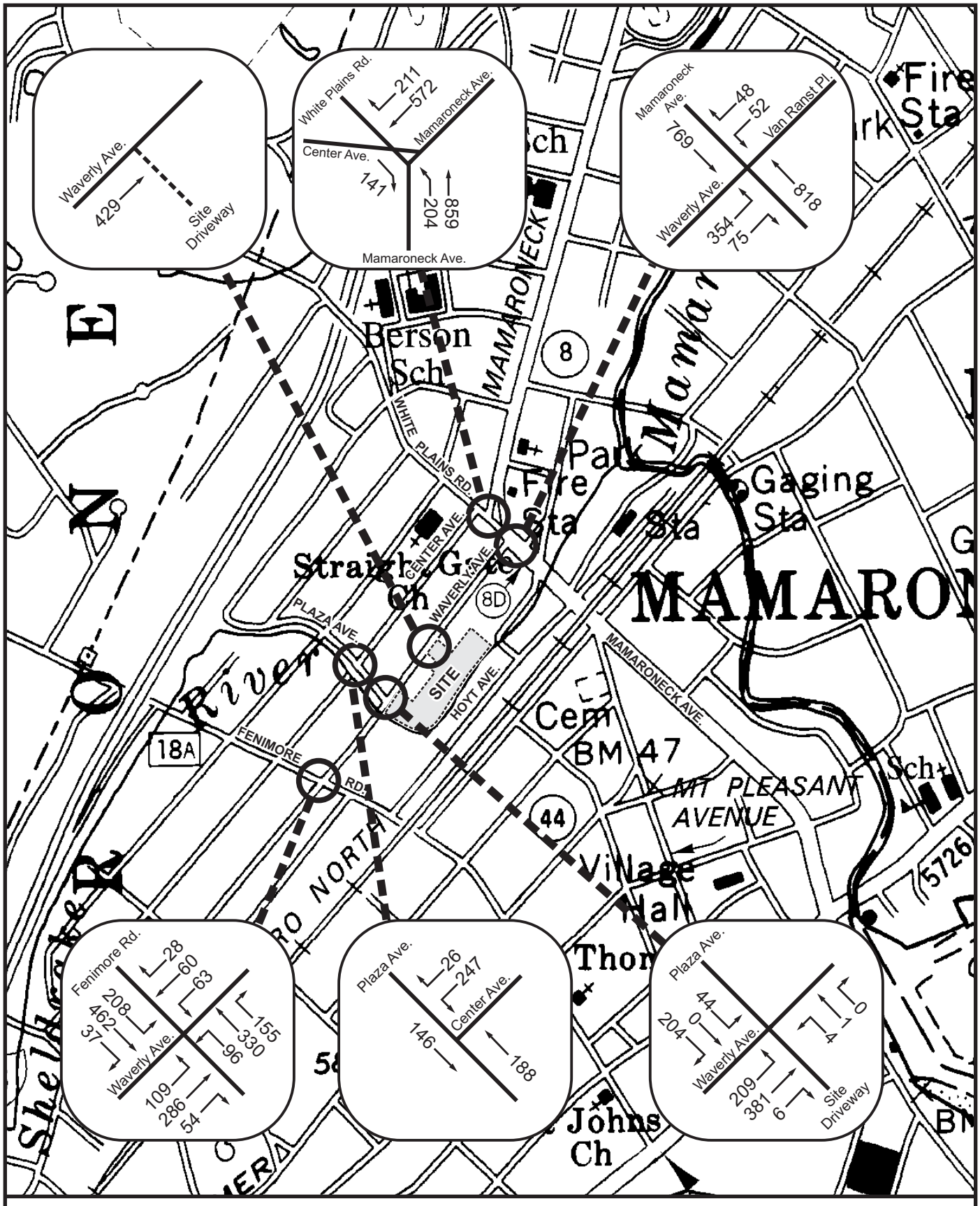

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Figure 3.5-4: Existing AM Peak Hour Traffic
Sheldrake River Project
Village of Mamaroneck, Westchester County, New York
Base: USDOT 7.5-minute Planimetric Map, Mamaroneck Quad
Approx. Scale: 1 inch = 660 feet

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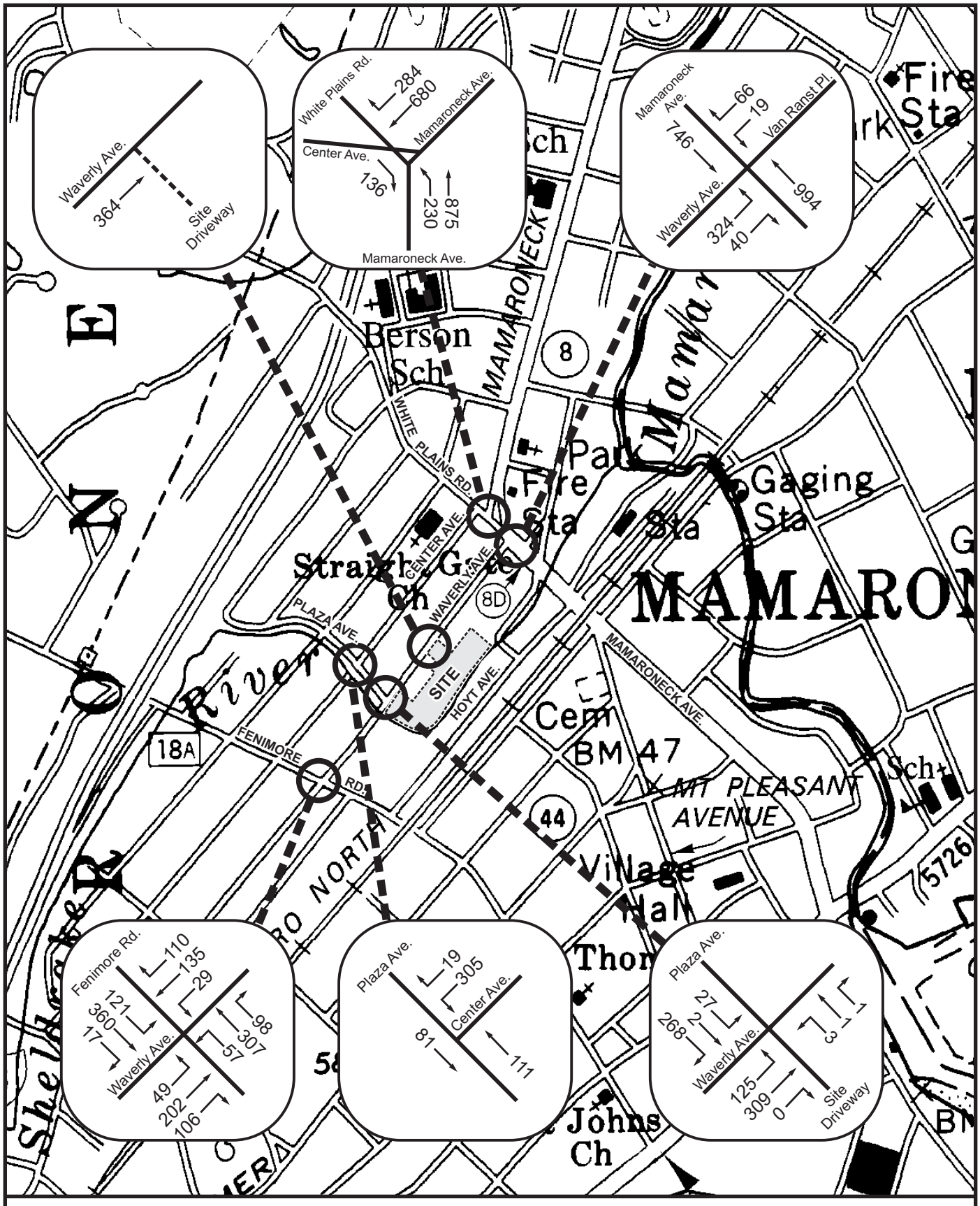

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Figure 3.5-5: Existing PM Peak Hour Traffic
Sheldrake River Project
Village of Mamaroneck, Westchester County, New York
Base: USDOT 7.5-minute Planimetric Map, Mamaroneck Quad
Approx. Scale: 1 inch = 660 feet

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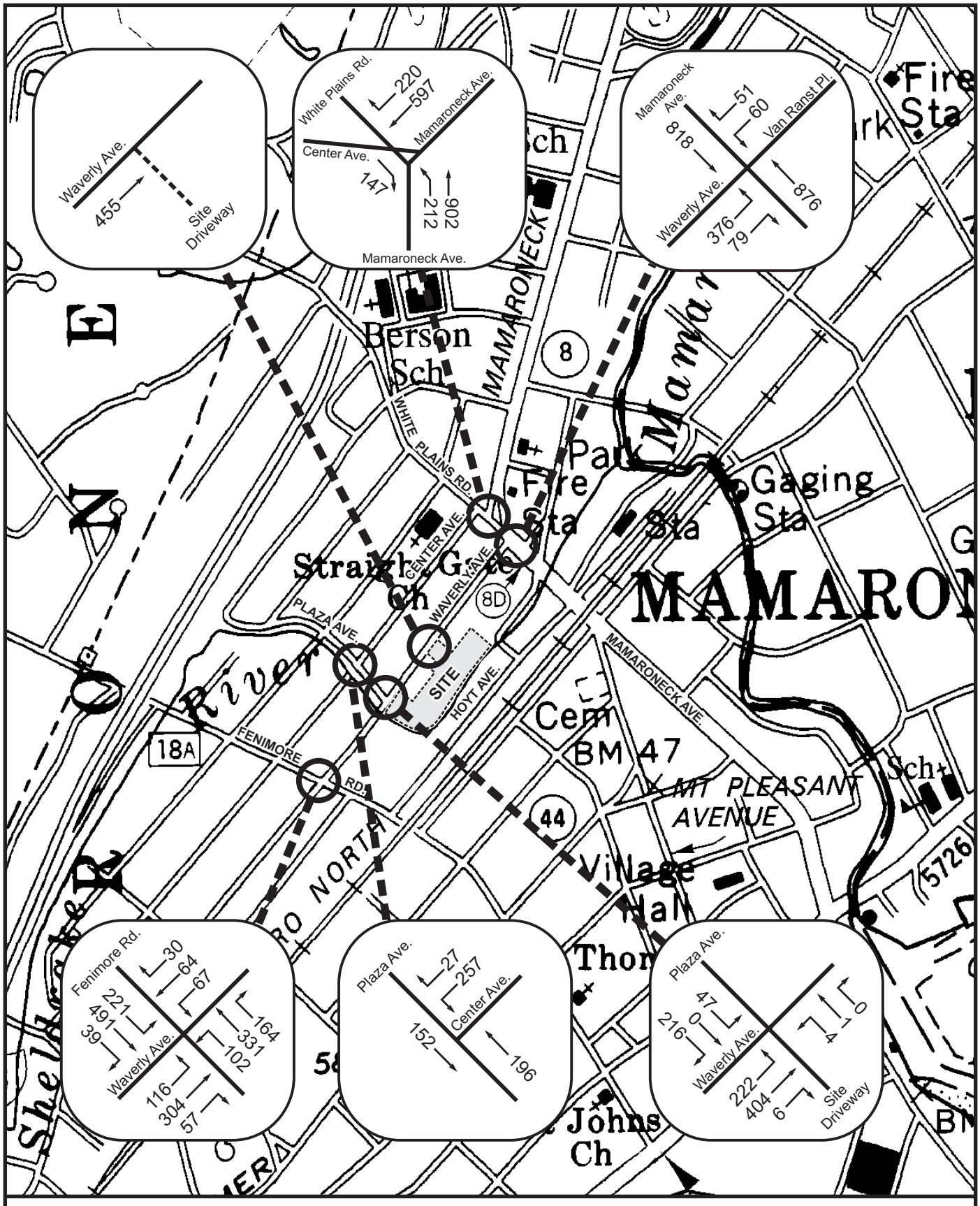

Figure 3.5-6: No Build AM Peak Hour Traffic

Sheldrake River Project

Village of Mamaroneck, Westchester County, New York

Base: USDOT 7.5-minute Planimetric Map, Mamaroneck Quad

Approx. Scale: 1 inch = 660 feet

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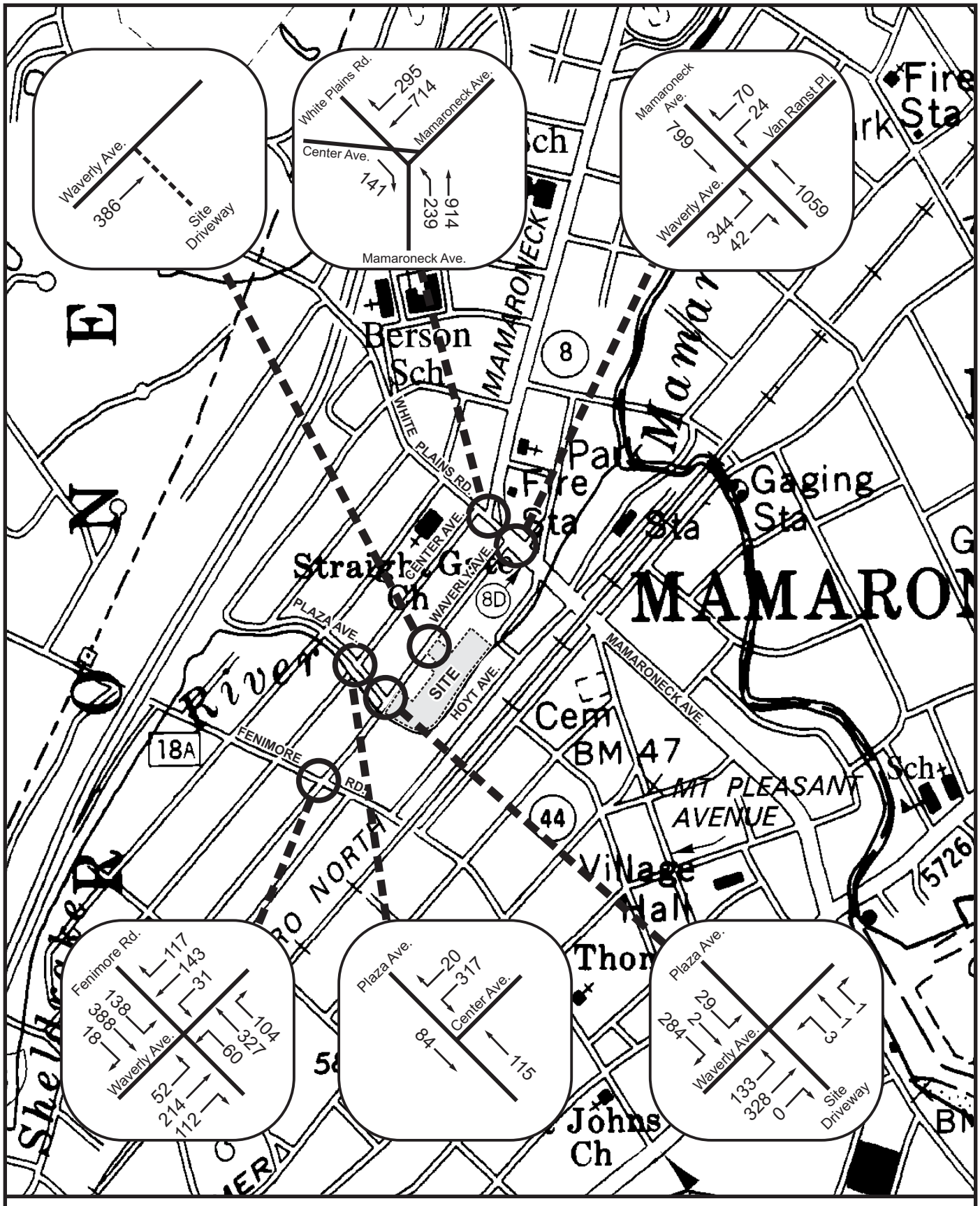

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Figure 3.5-7: No Build PM Peak Hour Traffic
Sheldrake River Project
Village of Mamaroneck, Westchester County, New York
Base: USDOT 7.5-minute Planimetric Map, Mamaroneck Quad
Approx. Scale: 1 inch = 660 feet

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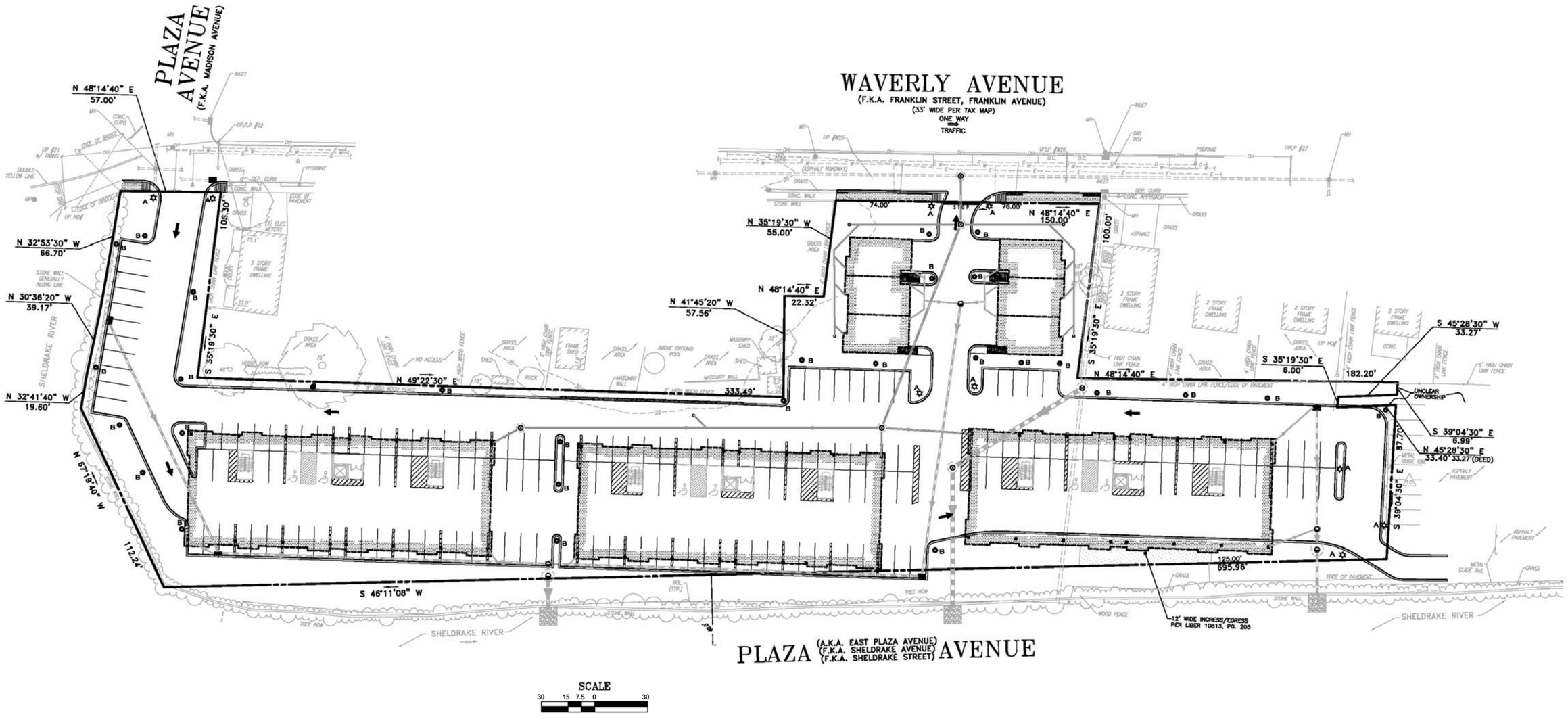

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Figure 3.5-8: Proposed Site Plan
Sheldrake River Project
Village of Mamaroneck, Westchester County, New York
Source: Bohler Engineering, P.C., 01/05/06
Scale: Graphic

File 04099 02/24/06
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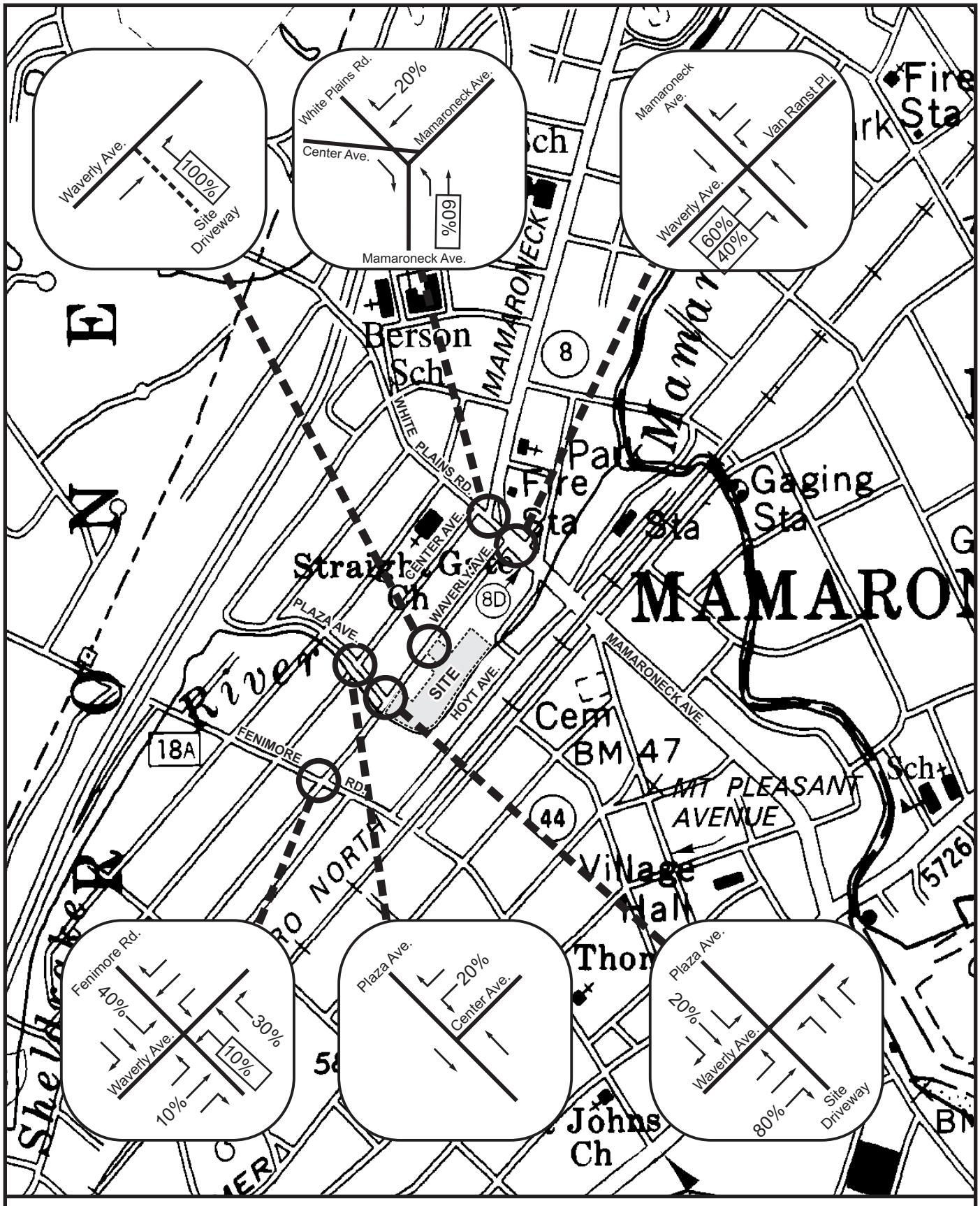

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- Intersections Studied
- XX% Outbound
- XX% Inbound

Figure 3.5-9: Percent Distribution Site Generated Trips

Sheldrake River Project

Village of Mamaroneck, Westchester County, New York

Base: USDOT 7.5-minute Planimetric Map, Mamaroneck Quad

Approx. Scale: 1 inch = 660 feet

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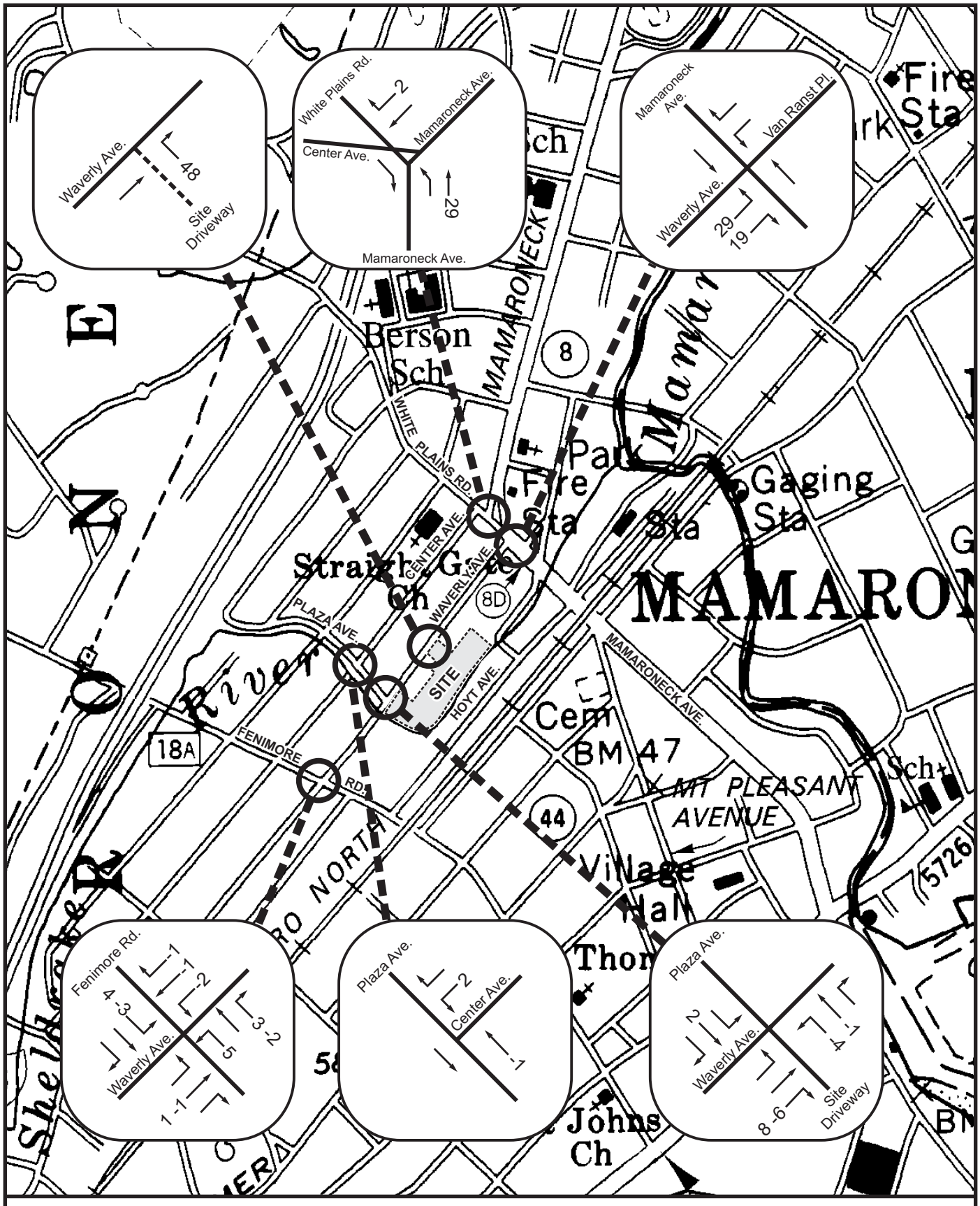

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Figure 3.5-10: Site Generated AM Peak Hour Trips

Sheldrake River Project

Village of Mamaroneck, Westchester County, New York

Base: USDOT 7.5-minute Planimetric Map, Mamaroneck Quad

Approx. Scale: 1 inch = 660 feet

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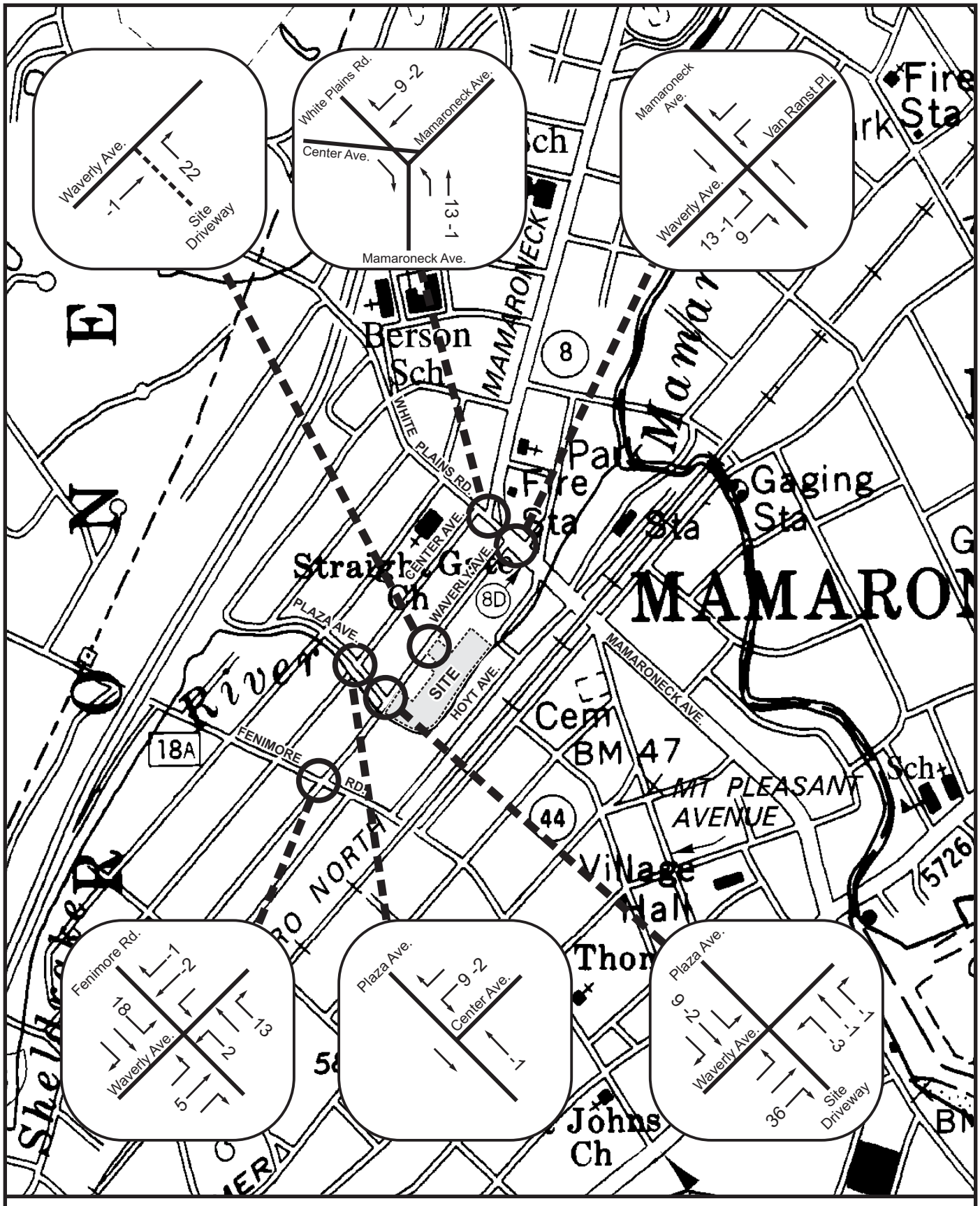

Figure 3.5-11: Site Generated PM Peak Hour Trips

Sheldrake River Project

Village of Mamaroneck, Westchester County, New York

Base: USDOT 7.5-minute Planimetric Map, Mamaroneck Quad

Approx. Scale: 1 inch = 660 feet

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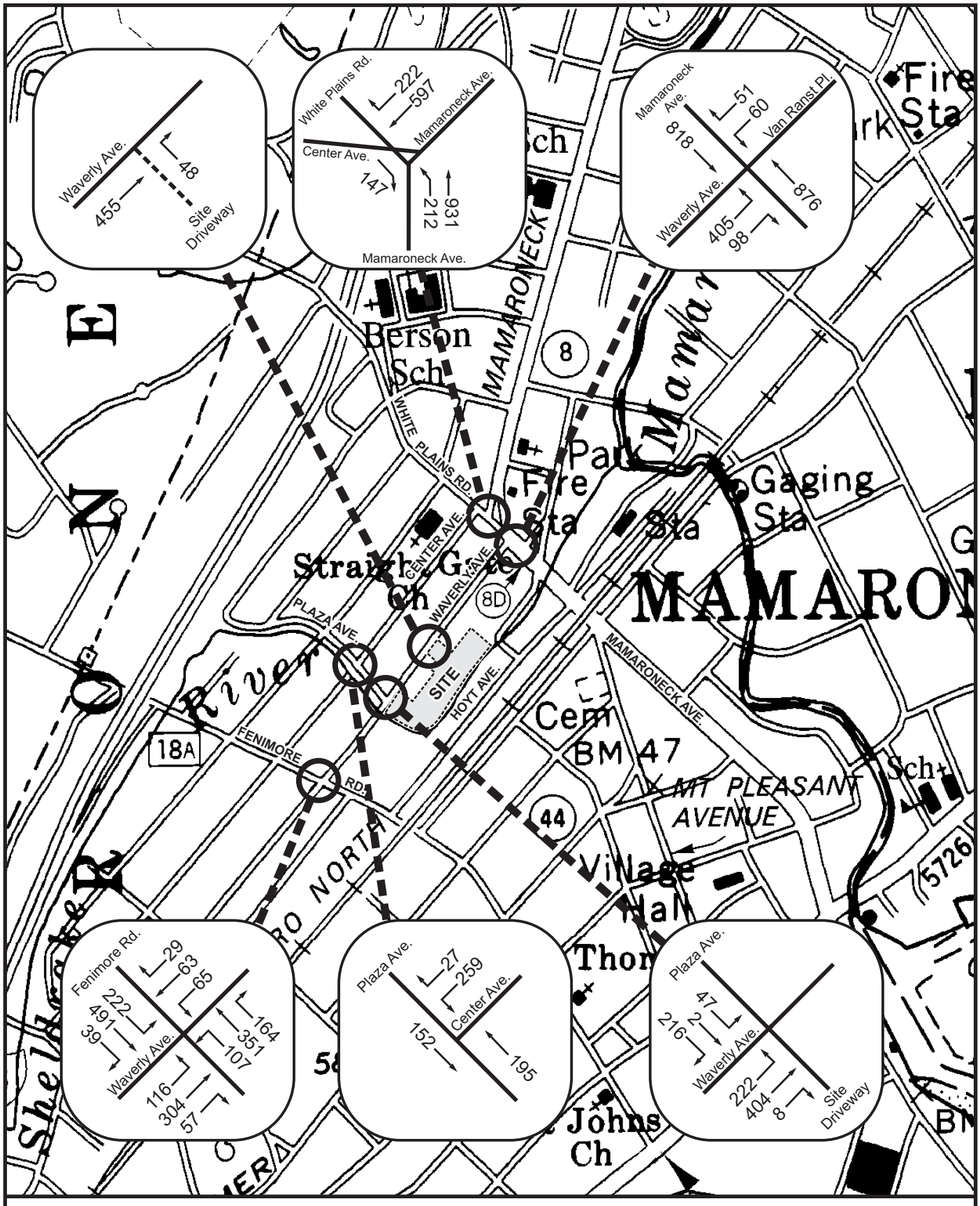

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Figure 3.5-12: Build AM Peak Hour Traffic
Sheldrake River Project
Village of Mamaroneck, Westchester County, New York
Base: USDOT 7.5-minute Planimetric Map, Mamaroneck Quad
Approx. Scale: 1 inch = 660 feet

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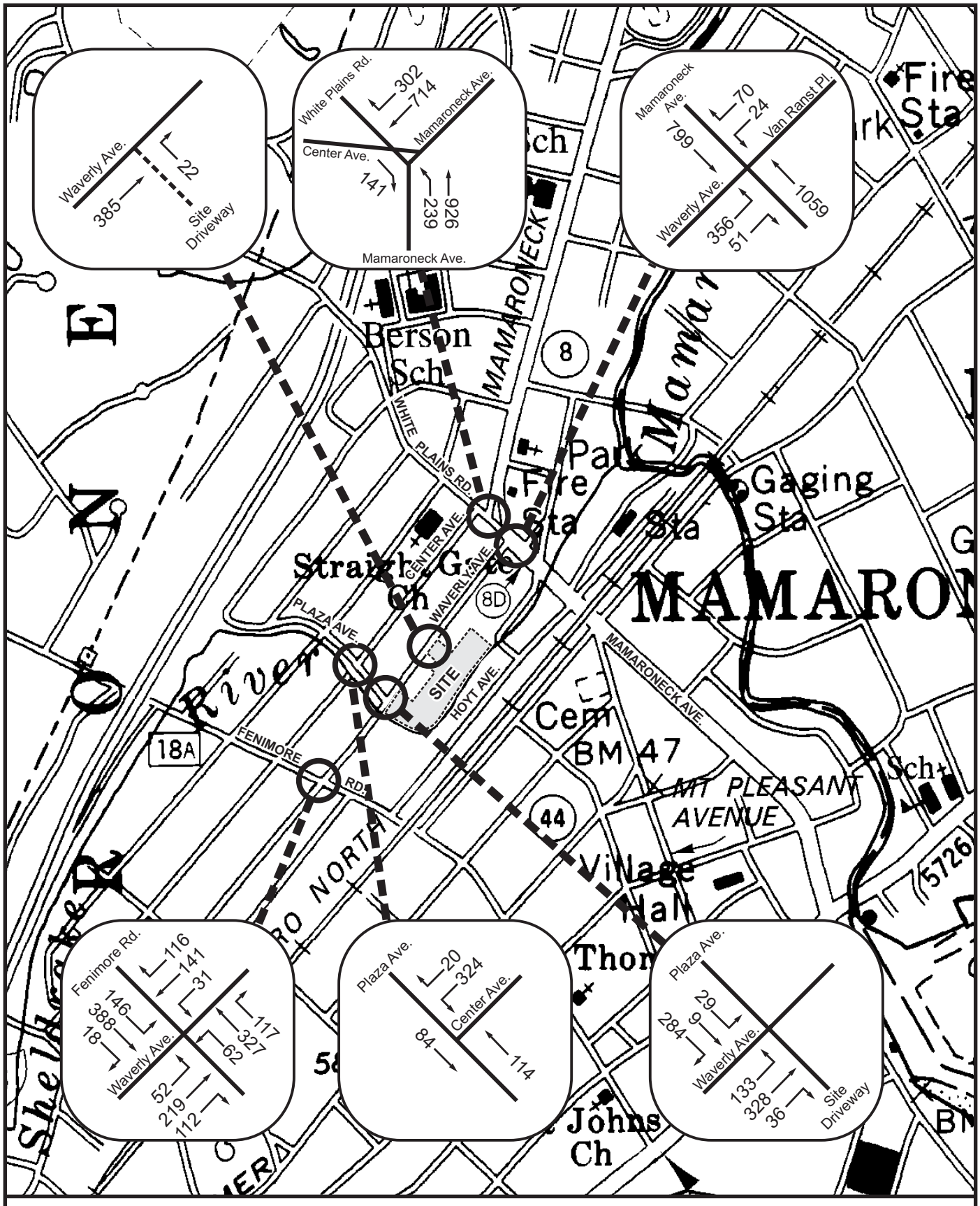

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Figure 3.5-13: Build PM Peak Hour Traffic
Sheldrake River Project
Village of Mamaroneck, Westchester County, New York
Base: USDOT 7.5-minute Planimetric Map, Mamaroneck Quad
Approx. Scale: 1 inch = 660 feet

File 04099 02/26/06
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and maximize highway capacity. Furthermore, the common principals stated therein includes encouraging new development in existing urbanized areas where transportation services are available.

The proposed project is not expected to overburden the surrounding roadway network or result in a decline in traffic operations. The project is expected to generate 58 vehicular trips in the a.m. peak hour and 67 trips in the p.m. peak hour. Accounting for existing site traffic to be eliminated, the site would generate a net increase of 47 a.m. peak hour trips and 60 p.m. peak hour trips as compared to the Existing Conditions (assuming Blood Brothers Auto Wrecking in operation).

Peak hour delays were calculated to establish the quality of operation (level of service) of the intersections studied under the existing condition, future condition without the project and the future condition with the project. No lane group is anticipated to decline in level of service resulting from the proposed project. Delays will be slightly reduced and safety improved at the Waverly Avenue/Plaza Avenue intersection by removing the site's existing egress at this intersection.

Waverly Avenue Bridge

The proposed project has parking near the intersection of Plaza Avenue/Waverly Avenue and no buildings are proposed for this area on-site. Therefore, the project would not impede a future realignment of the Waverly Avenue Bridge. According to the Town of Mamaroneck Department of Public Works representatives, the Waverly Avenue Bridge is proposed for rehabilitation and not replacement at the current time.

The proposed "entrance only" circulation of the proposed site plan does not require any change in the location of the Waverly Bridge. Since vehicles will not be exiting the site at Plaza Avenue/Waverly Avenue, site distance from the project site is not longer an issue and provides a safer condition than currently exists. As described above, the Town of Mamaroneck has budgeted funds for rehabilitating the Waverly Avenue bridge. improvements.

3.6 Visual Resources

3.6.1 Existing Conditions

The Scope required the Applicant to assess the potential impacts on Visual and Aesthetic Resources in a manner "consistent with SEQRA and in accordance with NYSDEC guidance." Accordingly, Tim Miller Associates (TMA) conducted an impact assessment following the procedures set forth in July 31, 2000 document of the NYDEC, "Assessing and Mitigating Visual Impacts" (Department ID: DEP-00-02).

Currently, the proposed property is a level paved lot containing two (2) 2-story warehouse style buildings and three (3) residential structures adjacent to Waverly Avenue. The first step in the protocol prescribed by the NYSDEC was to conduct an inventory of significant visual resources in the vicinity of the project site. The visual inventory and field surveys of project site and its surrounding area were conducted on several occasions during 2005 and 2006. The proposed project site is located in an area of relatively dense residential and commercial development with nearly level topography. Views from the project site are limited by surrounding residential and commercial buildings. During the summer and fall months, views from the project site are limited by the vegetation along the Sheldrake River. No significant visual resources were identified from the project site.

TMA then conducted a visual resource field survey from the local roads surrounding the project site in order to identify locations in the vicinity of the proposed site where the proposed action may be visible by the public. During the fall and winter months, as the deciduous trees of the surrounding area loose their leaves, the project site would be more visible from the above-mentioned public locations. The field survey included the identification of any prominent viewpoints into the site and the visual character of the project site in the context of the local setting. This survey also sought to identify any natural areas of significant scenic value in the vicinity of the project, if present.

The project site is located in an urban setting. The MTA/Amtrack transportation corridor is located to the east of the site and views into the site are generally limited by the nature of the area's topography and existing usage. The most direct visual connection into the proposed site is from the access points to be provided onto Waverly Avenue and from the passenger platform of the Mamaroneck rail station.

The residences along Waverly Avenue are characterized predominantly as detached wood frame homes and mid-rise apartment buildings. The mid-rise apartment buildings along Waverly Avenue are predominantly 2.5 story structures that include below ground parking facilities. Other surrounding roads and public places have either no views or very limited views of the project site due to existing structures, vegetation, and topography.

The Avalon Willow Apartments development is the closest complex to the proposed site that is built on elevation similar to the project site. The development contains four and five story apartment buildings that include 227 one and two bedroom units. The Avalon Willow Apartments is located at a distance of less than 0.5 mile from Waverly Avenue.

No visually prominent land forms or officially designated aesthetic resources were identified in the vicinity of the project site. There is no visual connection between the project site and the Long Island Sound. Land in the vicinity of the project site is characterized as

urban/suburban development and a major transportation corridor. No natural areas of significant scenic value were identified within the viewshed of the project site that would be sensitive to changes in the visual environment.

3.6.2 Potential Impacts

Construction of the proposed action would replace a visually unattractive commercial property with a residential development of 4.5 story buildings including landscaping, parking areas and driveways. As noted above, the project site includes two (2) 2-story warehouse style buildings and three (3) residential structures on a paved lot adjacent to Waverly Avenue. An elevation showing the proposed residential buildings is provided as Figure 2-5 Proposed Building Elevations.

The introduction of three (3), 4.5 story buildings would alter the views of the residents on the north and south sides of Waverly Avenue. The upper floors of the proposed buildings would be expected to be visible by pedestrians and drivers along Waverly Avenue. The proposed development would also be partially visible by pedestrians and vehicles along Hoyt Avenue. Mamaroneck Avenue includes a mixture of one, two and three-story buildings, which are primarily of retail use. The structures of the proposed action would not likely to be visible from Mamaroneck Avenue due to the above-mentioned existing buildings, which front Mamaroneck Avenue. The distance from the project site to Mamaroneck Avenue is approximately 350 feet.

Photographs of views on the streets surrounding the project site and into the project site are provided as Figures 3.6-1 through 3.6-9. The photographs provide descriptions of the views. Specifically, Figures 3.6-2, 3.6-3, 3.6-6, 3.6-7 and 3.6-9 are views into the project site from surrounding or nearby streets. As shown in the Figures, the proposed residential buildings would be partially visible between existing buildings and above existing buildings from surrounding streets.

Although the proposed residential buildings or building roofs may partially or fully visible from adjoining and nearby streets, the proposed buildings would be in context with the surrounding urban residential setting. The proposed buildings would have classical architecture with roof dormers and cupolas in order to break-up the roof line. The appearance and overall density of the proposed project would be compatible with the other multiple-family residential developments located in the area surrounding the project site. No views of significant visual resources will be blocked as a result of the proposed action.

The proposed landscaping plan provides a six foot screening fence along the property line for the existing residents along Waverly Avenue (see Figure 3.6-10 Landscaping Plan). Options for landscaping along the northwestern edge of the site, adjacent to the residences along Waverly Avenue are limited due to the provision of access driveways and the setback and landscaped buffer required along the Sheldrake River. The southeastern edge or the property, along the Sheldrake River, will be heavily landscaped with a combination of trees and shrubs. The proposed landscaping would buffer and soften views of the proposed development from the existing buildings along Hoyt Avenue.

Figure 3.6-1:View Looking Northeast down Waverly Avenue
Sheldrake Estates
Town of Mamaroneck, Westchester County, NY
Source: TMA Photos
Date: 02-22-06

File 04099 Fig 3.6-1 03-13-06

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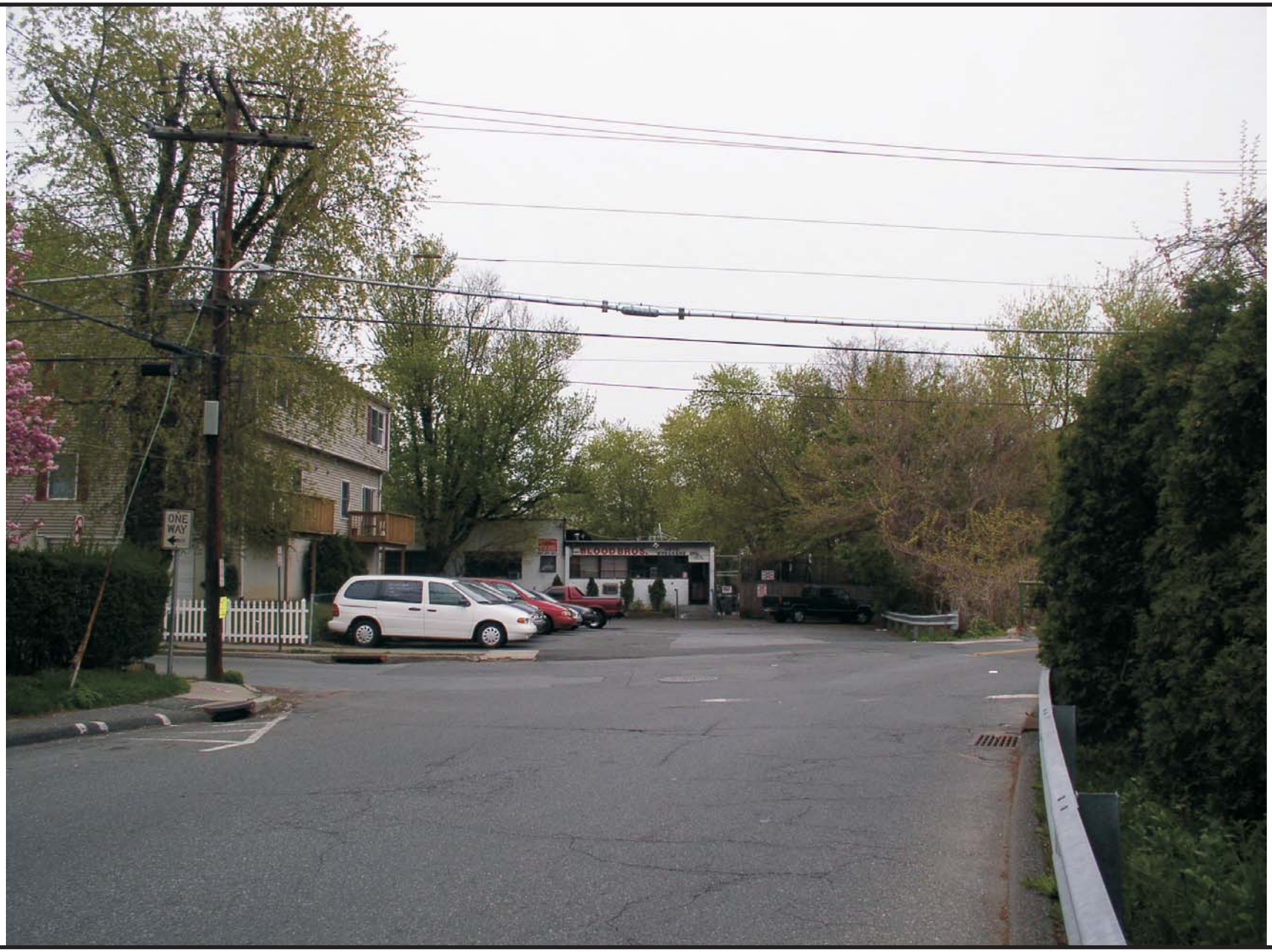

Figure 3.6-2: View of the Proposed Site Entrance
Sheldrake Estates
Town of Mamaroneck, Westchester County, NY
Source: TMA Photo
Date: 06-06-05

File 04099 Fig 3.6-2 03-13-06

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

Figure 3.6-3: View of the Proposed Site Exit
Sheldrake Estates
Town of Mamaroneck, Westchester County, NY
Source: TMA Photos
Date: 06-06-05

File 04099 Fig 3.6-3 03-13-06

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

Figure 3.6-4: Looking Southwest Down Waverly
Sheldrake Estates
Town of Mamaroneck, Westchester County, NY
Source: TMA Photos
Date: 01-13-05

File 04099 Fig 3.6-4 03-13-06

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

Figure 3.6-5: Northeast of the Site along Mamaroneck Avenue
Sheldrake Estates
Town of Mamaroneck, Westchester County, NY
Source: TMA Photo
Date: 01-13-05

File 04099 Fig 3.6-5 03-13-06

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

Figure 3.6-6: Looking Southwest down East Plaza (the Alley)
Sheldrake Estates
Town of Mamaroneck, Westchester County, NY
Source: TMA Photos
Date: 02-22-06

File 04099 Fig 3.6-6 03-13-06

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

Figure 3.6-7: View of the Site from the Railroad Station

Sheldrake Estates

Town of Mamaroneck, Westchester County, NY

Source: TMA Photos

Date: 06-06-05

Figure 3.6-8: View looking Southwest down Hoyt Avenue
Sheldrake Estates
Town of Mamaroneck, Westchester County, NY
Source: TMA Photos
Date: 02-13-06

File 04099 Fig 3.6-7 03-13-06

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

Figure 3.6-9: View of the Site from Hoyt Avenue
Sheldrake Estates
Town of Mamaroneck, Westchester County, NY
Source: TMA Photo
Date: 06-06-05

File 04099 Fig 3.6-9 03-13-06

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

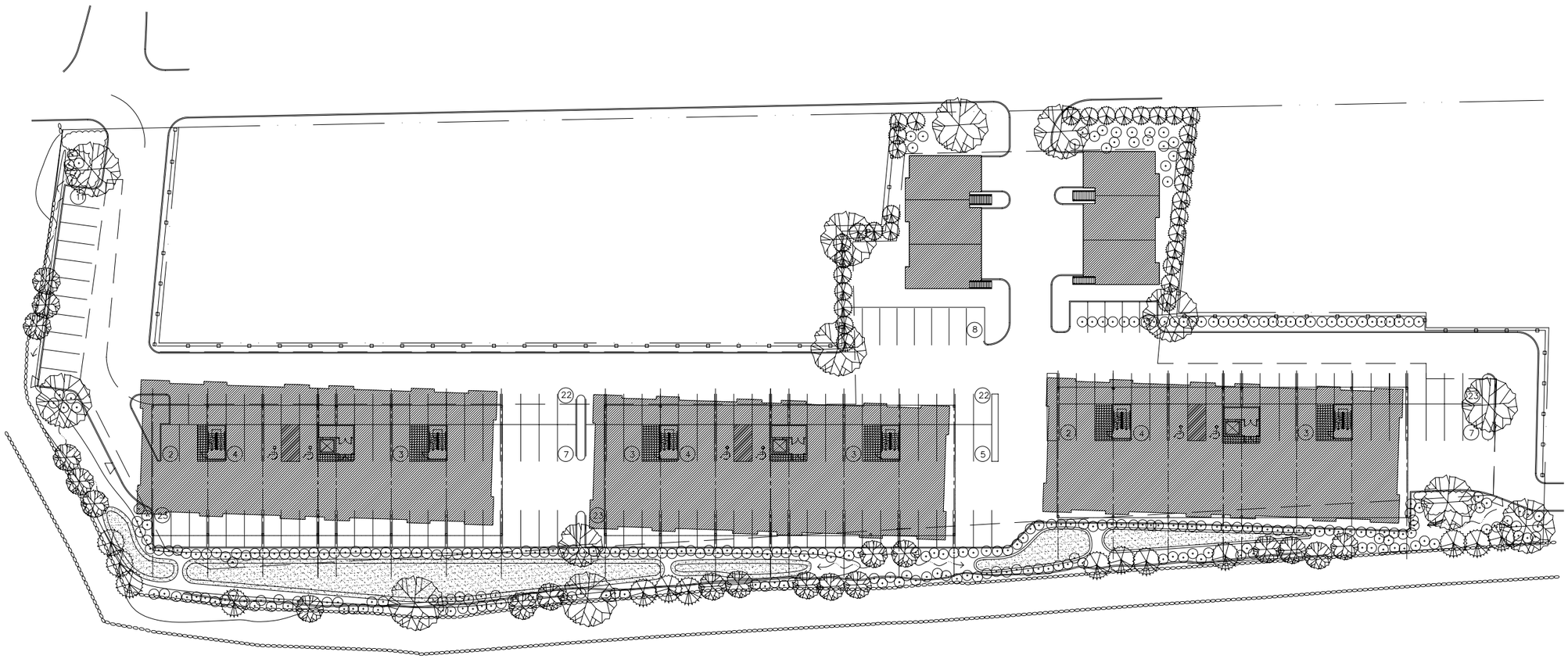

Figure 3.6-10 : Landscaping Plan

Sheldrake River Project

Village of Mamaroneck, Westchester County, New York

Source: Blades & Goven Landscape Architect, 02/27/06

Scale: Graphic

3.6.3 Mitigation Measures

Landscaping, Lighting and Architecture

A preliminary landscape plan has been developed for the project as shown in Figure 3.6-10, Landscaping Plan. The landscaping plan provides a street tree pattern for the driveways and parking areas of the proposed action. As noted on the plan, shade trees and ornamental flowering trees would be planted along the edges of parking areas and as buffer planting where appropriate between buildings. The applicant proposes to landscape the area along the Sheldrake River for a visual buffer and an amenity to the residents of the proposed development. The proposed landscaped area would include a lawn area and combination of shade and ornamental trees and bushes.

A lighting plan for the proposed development was designed to provide adequate nighttime illumination on the driveways and parking areas of the project site. The proposed lighting has also been designed to provide the minimum light levels adequate for public safety and security, while minimizing glare and stray light off-site. The night lighting of the proposed project is not expected to produce levels of illumination that would create a nuisance to nearby residences or an objectionable nighttime “glow” over the project site. The proposed lighting plan is included in the attached set of drawings as Drawing C-8.

The lighting for the proposed action would include attractive classical streetlights at the entrance and exit of the site and smaller "bollard" type lights at the edges of the parking lots. The lighting proposed will also include appropriate shields near sensitive receptors, which may include adjacent homes, to limit stray light. The proposed lighting for the site would be designed as such that energy would not wasted by illuminating nonessential surfaces. No significant adverse effect of night lighting is expected from this project.

The described changes in views from the proposed action would not result in a significant contrast in visual character when compared to the surrounding landscape, either in terms of type of use or in the makeup of buildings and landscape treatment. Since the project site is relatively isolated visually, the proposed development would not dominate the views from any publicly accessible locations. The proposed project is not expected to impact any significant visual resources.

3.7 COMMUNITY FACILITIES

3.7.1 Existing Conditions

The proposed rezoning and residential development of the project site is expected to improve conditions of a parcel located along the edge of an established residential neighborhood in the Washingtonville section of the Village. It is also expected to strengthen the designated village center of Mamaroneck as a residential/commercial community as it is within walking distance of the main street business district, Columbus Park and the train station. Introduction of residential use on the site will be consistent with area land use patterns, which is solidly residential to the north and primarily residential to the south.

The proposed development consists of 114 condominiums designated as 1-, 2- or 3-bedroom units. Table 3.7-1 below summarizes the total floor area by bedroom allocation.

Table 3.7-1
Summary of Floor Areas by Bedroom Allocation

	Number of Units Proposed	Average Unit Area (SF)
One Bedroom	36	775
One Bedroom	36	900
Two Bedroom	36	1,175
Three Bedroom	6	1,550

Table prepared by Tim Miller Associates, Inc., 2005.

Parking for residents is provided on grade and underneath the residences. Additional parking is to be provided along the periphery of the project site for both site residents and the public. Once fully occupied, the project is expected to house a population of approximately 165 persons, based on standard demographic multiplier rates for one-, two-, and three-bedroom townhomes in the Northeast region found in the Urban Land Institute's 1994 *Development Impact Assessment Handbook*. The number of residents housed and the number of school children residing at the development is expected to be relatively low, due to the greater number of one-bedroom units proposed. Potential impacts on community service providers are discussed below.

3.7.1.1 Police Protection

The nearest Mamaroneck Police Department station is located at 169 Mt. Pleasant Avenue, approximately 0.7 miles from the project site. The Town of Mamaroneck Police Department has 39 active officers. Estimated response time to the project site is less than 5 minutes.

3.7.1.2 Fire Protection/Ambulance

The Village of Mamaroneck Fire Department provides full fire suppression, rescue services, and fire prevention education to all residents of the Village of Mamaroneck. The Department maintains 5 fire engines, 2 ladder trucks, and a support service utility truck. Five (5) fire department stations are located within the village, with the closest, at 643 Mamaroneck Avenue, located less than 0.25 of a mile from the Sheldrake Condominiums project site.

The Town of Mamaroneck Ambulance District coordinates ambulance services for the Town of Mamaroneck and the Villages of Larchmont and Mamaroneck the tri-municipal district. Services are provided by the volunteers of the Larchmont/ Town of Mamaroneck Volunteer Ambulance Corps and the Village of Mamaroneck Emergency Medical Services (EMS). Part-time paid paramedics provide advanced life support care in coordination with the Volunteer corp. The EMS station, located at 220 South Barry Avenue, is 1.2 miles from the project site. The nearest hospital is the New Rochelle Hospital and Medical Center, located at a distance of 3.4 miles.

3.7.1.3 Schools

There are six schools within the Mamaroneck Union Free School District, including two within the village: Mamaroneck Avenue Elementary (K-5) School and Mamaroneck High School. The school district's other buildings are located within the village of Larchmont. The district's middle school, Hommocks Middle School (grades 6-7-8) is located in Larchmont at a distance of 1.9 miles. Mamaroneck High School (1.4 miles distant) serves grades 9-12. Enrollment in Fall, 2004 for the three schools were 514, 1119, and 1399 pupils for the elementary, middle, and high school, respectively. Currently, the school district, with a total Fall, 2004 enrollment of 4762 and a projected increase to 4837 for the 2005-2006 School year, has submitted a budget of $96,302,000 for 2005-2006. Eighty-three percent of the 2005-2006 budget is expected to come from the local property tax levy. Per pupil spending is $19,909, with the property tax levy funding $16,524 of this amount.

A budget proposition approved June 2001, the "6 year Strategic Plan" includes funds for expansion of the Mamaroneck High School and Mamaroneck Avenue Elementary School. Current expansion plans for an addition to Mamaroneck Avenue Elementary School were expected to be approved in October, 2004. The district anticipates to break ground on this project in Spring of 2005. Currently budgeted improvements for the Mamaroneck High School include a new addition which will house a large tiered classroom, athletic offices, the principal's office, the College Information Center, Teachers Institute and other offices. This expansion is anticipated to be completed in late spring/early summer of 2005.

3.7.2 Potential Impacts

The project's potential demand on community facilities, including the fiscal impact to the local school district is discussed below.

Police Protection

A letter was sent to the Town of Mamaroneck Police Department. At this time no response has been received from the Police Department. However the estimated response time to the project site is less than 5 minutes. The site also has two access and egress points which provide easy emergency access to the site. Demand for police protection services and anticipated calls from the projected 165 residents would result in a negligible increase in demand for police services. No impacts to the Police Department are anticipated.

Fire Protection/Ambulance

Five (5) fire department stations are located within the village, with the closest, at 643 Mamaroneck Avenue, located less than 0.25 of a mile from the Sheldrake Condominiums

project site. The EMS station, located at 220 South Barry Avenue, is 1.2 miles from the project site. The nearest hospital is the New Rochelle Hospital and Medical Center, located at a distance of 3.4 miles.

The proposed new structures will be sprinklered and will meet all requirements of state and local building and fire protection codes. Fire hydrants will be provided on the project site. The project has also been designed to provide adequate internal driveway and aisle widths for fire truck access within the site. The proposed layout has been provided to the Village of Mamaroneck Fire Department for their review and comment. The applicant will work with the Fire Department to address any concerns regarding emergency service access and issues.

Based on planning standards contained in the Urban Land Institute's 1994 Development Impact Handbook, it is estimated that 1.65 fire personnel per 1,000 population is required to serve a new population. The anticipated increase in population of 165 persons would generate a demand for 0.27 additional fire personnel. Again, the ULI multipliers assume no existing services, thus the actual demand for personnel is expected to be somewhat lower.

The amount of calls that would be expected on an annual basis from the additional 114 households would not be expected to overwhelm the resources of these emergency service providers, or significantly increase demands for their services. Also given the proximity of the project site to fire and ambulance facilities and the low scale of the proposed buildings, no adverse impacts are anticipated to fire and ambulance services.

Schools

A letter was sent to the Mamaroneck Union Free School District and their response is awaited. Approximately 7 to 8 school age children are expected to reside at the proposed development once it is fully occupied, based on multipliers for school-age children for two- and three-bedroom condominiums in the Northeast Region found in the Urban Land Institute's 1994 *Development Impact Assessment Handbook.* These new children would slightly increase enrollment in the local school district. It is anticipated that some future residents may relocate to the project from homes or apartments in the Village of Mamaroneck where their children already attend local schools. Any new students would be spread out over various grade levels. Therefore, increase in enrollment at each local public school as a result of the proposed project is expected to be somewhat lower than 8 students. Table 3.7-2 shows the schools in the Mamaroneck Union Free School District with the current enrollment.

Children residing at the Sheldrake Condominium development would be expected to attend Mamaroneck Elementary School, which is located on Mamaroneck Avenue, approximately 0.5 mile north of the project site. Recent (2004) enrollment at the Mamaroneck Elementary School totals 577 pupils. Based on the projected increase in School District enrollment of up to 8 students it is expected that there will not be a significant impact on the School District, with the District being able to easily absorb this increase in enrollment. It should also be noted that tax revenues generated by the proposed development will help to offset costs associated with the increase in new students, as half of the proposed construction is for single bedroom units, with no projected school age residents.

Table 3.7-2 Mamaroneck Union Free School District		
School	**Grades Served**	**Enrollment**
Central School 11000 Palmer Avenue, Larchmont, NY 10538	K-5	473
Chatsworth Ave School 34 Chatsworth Ave Larchmont, NY 10538	K-5	636
Hommocks School 10 Hommocks Rd, Larchmont, NY 10538	6-8	1,118
Mamaroneck Avenue School 850 Mamaroneck Avenue, Mamaroneck, NY 10543	PK-5	577
Mamaroneck High School 1000 W Boston Post Rd Mamaroneck, NY 10543	9-12	1,399
Murray Avenue School 250 Murray Avenue Larchmont, NY 10538	K-5	607
Source: Mamaroneck Union Free School District and www.greatschools.com Prepared by: Tim Miller Associates, Inc.		

3.7.3 Fiscal Analysis

3.7.3.1 Existing Conditions

2005 Property Tax Revenues

The project site was recently purchased from Blood Bros. Inc. (270 Waverly Avenue) which occupied the property for many years as a commercial automobile wrecking operation. The project site is composed of six tax lots in the Town and Village of Mamaroneck. The project site has a combined current assessed valuation of $94,500. The assessed value of the project site is based on its present status as primarily manufacturing land, used as an automotive garage and junkyard. A smaller portion towards the rear of the site occupying two tax parcels houses three residential buildings. Tax lot numbers and current assessed values of the parcels are summarized in Table 3.7-3.

Table 3.7-3
Sheldrake Estates Tax Lot Numbers

Section	Block	Lot #	Assessed Value
8	23	229	$47,500
8	23	280	$5,000
8	23	285.1	$13,500
8	23	285.2	$500 *
8	23	389.1	$13,000
8	23	389.2	$15,500
Total Assessed Value			**$94,500**

Source: Town of Mamaroneck Assessor & Tax Receivers Office
Table prepared by Tim Miller Associates, Inc., 2006.
* The tax lot 8-23-285.2 merged with lot 8-23-285.1 in the 1996 tax roll and is therefore excluded in the calculation of assessed value of the property.

Table 3.7-4 provides a summary of the taxes paid by the subject property in 2005 to the Town and the Village of Mamaroneck. Existing annual property taxes paid to the Town and Village of Mamaroneck are approximately $98,090 according to 2005 tax bills (for the school district, the bill is for the 2005-2006 school year).

Table 3.7-4
2005 Property Tax Revenues, Town of Mamaroneck

Taxing Jurisdiction	Tax Rate (per $1,000 AV*)	Tax Map# 8-23-229	Tax Map# 8-23-280	Tax Map# 8-23-285.1	Tax Map# 8-23-389.1	Tax Map# 8-23-389.2	Property Tax Revenues
Westchester County	$150.81	$7,163.48	$754.05	$2,035.94	$1,960.53	$2,337.56	$14,251.56
Town of Mamaroneck	$12.19	$579.03	$60.95	$164.57	$158.47	$188.95	$1,151.97
County Sewer	$21.60	$1,026.00	$108.00	$291.60	$280.80	$334.80	$2,041.20
County Refuse	$18.31	$869.73	$91.55	$247.19	$238.03	$283.81	$1,730.31
Ambulance	$2.20	$104.50	$11.00	$29.70	$28.60	$34.10	$207.90
Village of Mamaroneck	$226.60	$10,763.50	$1,019.70	$3,059.10	$2,945.80	$3,512.30	$21,300.40
Library	$17.75	$843.12	$79.88	$239.63	$230.75	$275.13	$1,668.50
School District	$589.83	$28,016.93	$2,949.15	$7,962.71	$7,667.79	$9,142.37	$55,738.95
TOTAL		$49,366.29	$5,074.28	$14,030.44	$13,510.77	$16,109.02	**$98,090.79**

Source: Town of Mamaroneck and Village of Mamaroneck Tax Receiver's Office; Tim Miller Associates, Inc., 2006.
* The tax lot 8-23-285.2 merged with lot 8-23-285.1 in the 1996 tax roll and is therefore excluded in the calculation of current property tax revenues.

Westchester County receives approximately $14,252 annually in property tax revenues generated by the Sheldrake Estates site.

Town and Village of Mamaroneck

The Town of Mamaroneck receives a total of $1,152 annually in property tax revenues while the Village of Mamaroneck receives $21,300.40 in property tax revenues from the project site currently.

The Village also collects taxes for Mamaroneck Library in the village. The library receives $1,669 annually in property taxes from the Sheldrake Estates site.

Mamaroneck Union Free School District

The entire site is located in the Mamaroneck School District. Annual property tax revenues that accrue to the Mamaroneck Union Free School District total approximately $55,739 for the 2005-2006 school year.

Other Districts

Annual property taxes received from the Sheldrake Estates site and paid to the County Sewer and County Refuse totals $2,041 and $1,730 respectively. The Town of Mamaroneck's Ambulance District collected $208 in property tax revenues.

3.7.3.2 Potential Impacts

For purposes of the analysis of impacts, projected annual property tax revenues were calculated by estimating the future assessed value of the new development applicable to each taxing jurisdiction and multiplying same by the tax rate applicable to each taxing jurisdiction.

To determine costs, the various service providers were contacted to determine what demand, if any, would be created by the new development. As summarized in the Community Services Section of the DEIS, there should be no significant demand created by the development that would require a major expansion of service capacity, or major capital investment. Thus, costs to serve the project are anticipated to be minimal, and the property tax revenues generated by the project will be adequate to address service demand.

Projected Tax Revenues

Consistent with fiscal impact methodology[1], the property tax revenues have been determined by considering what would be generated if the development were completed and occupied today. This approach recognizes that development often requires several years to be completed and that inflation will increase costs and revenues over time. It assumes that the rising costs of public services will be matched by an essentially comparable increase in revenues through increases in the tax rate, all other things being held constant.

The Sheldrake Estates development would result in the conversion of manufacturing land and an automotive junkyard to a residential development. The increased market value of the project site, with these improvements, would result in an increase in property tax revenues.

The tax revenues to be generated by Sheldrake Estates were determined using an average sales price (market value) of $300,000 per one bedroom, $315,000 per two-bedroom and $330,000 per three-bedroom condominium, respectively. For the purpose of determining the assessed value of these condominiums, the Assessors of the Town and Village of Mamaroneck were contacted. A response from the town and village are awaited. However, an approximate assessed value was calculated based on examples of existing condominiums in the Town of Mamaroneck. An average of the ratio of the present market

[1] The Fiscal Impact Handbook, Robert Burchell and David Listokin, 1978.

value and the town's assessed value was used to estimate the assessed value of the proposed condominiums. Therefore based on this approach, a rate of 1.1% (which is 0.87% less than the 1.97% equalization rate of the Town) is used as a multiplier to the market value for estimating the assessed value. Table 3.7-5 summarizes the assessed value of the proposed development.

Table 3.7-5
2005 Assessed Value of Sheldrake Estates

Development Type	No. Of Units	Projected Market Value	Projected Assessed Value
One Bedroom Condominiums	76	$21,600,000	$237,600
Two Bedroom Condominiums	36	$11,340,000	$124,740
Three Bedroom Condominiums	6	$1,980,000	$21,780
		$34,920,000	**$384,120**

Table prepared by Tim Miller Associates, Inc., 2005.

Table 3.7-6 summarizes the annual property tax revenues that would be generated by the development. The Town of Mamaroneck would receive property tax revenues of $4,682 annually. The State and Westchester County would receive $57,929 annually while the Village of Mamaroneck would receive $87,042 in property tax revenues. The Sewer and the Refuse District are anticipated to receive an estimated $8,297 and $7,033 in taxes respectively from the proposed development. Tax revenues to be paid to the Ambulance District total $845 annually. This tax is used to fund the costs for emergency services to the development.

Table 3.7-6
Projected Tax Revenues - Sheldrake Estates

	Rate (per $1,000 AV*)	Property Tax Revenues
Taxing Jurisdiction		
State and County Tax	150.81	$57,929
Town of Mamaroneck	12.19	$4,682
Sewer District	21.60	$8,297
Refuse District	18.31	$7,033
Ambulance District	2.20	$845
Village of Mamaroneck Tax	226.60	$87,042
Library Tax	17.750	$6,818
School District	589.83	$226,566
TOTAL		**$399,212**

Source: Town of Mamaroneck, Tax Receiver's Office;
Tim Miller Associates, Inc.

Westchester County

Westchester County would receive $57,929 annually in property tax revenues. Additional revenues would accrue to the County sewer district in the Town Mamaroneck.

Mamaroneck Union Free School District

Sheldrake estates would generate annual property tax revenues of $226,566 to the Mamaroneck Union Free School District. Costs associated with the school district are based on school district data summarized in Community Services of this DEIS. Since school costs typically represents the largest share of costs associated with any residential development, the cost to the school district is calculated.

Based on information published by the New York State Education Department (NYSED)[2], the budget for the 2005-2006 school year for the Mamaroneck Union Free School District totaled $96,302,000. Of this total, $87,743,000 was raised by the school tax levy; the remainder of the costs are paid through state aid and other revenue sources. According to the NYSED, the school district's public school enrollment was 4,998 students. Thus, the per capita student cost to be raised through the property tax levy is approximately $17,556 per student.

As noted earlier in the community services section of this DEIS, the total number of schoolage children to be generated by the project was calculated based on student multiplier data available from the ULI Handbook. It is estimated that 8 school age children would be generated by the proposed Sheldrake Estates Project. The additional 8 student introduced to the Mamaroneck Union Free School District would increase the total costs to the District by $140,448 annually.

As noted earlier, Sheldrake Estates would generate $226,566 in annual property tax revenues to the school district. Thus, based on this analysis, $86,118 in property tax revenues would accrue to the school district annually, in excess of the projected costs of educating students.

Sheldrake Estates would also generate $6,818 annually in revenues to the Mamaroneck Public Library.

3.7.3.3 Mitigation Measures

The Sheldrake Estates Condominium project is expected to generate greater property taxes to the Town, Village, School District and the County, than is currently generated by the commercial business now occupying the property. As described below, the project is anticipated to generate a limited number of school age children, primarily due to the number of one-bedroom apartments. Therefore, the project is expected to have a positive fiscal impact upon the local school district.

As the proposed project is not anticipated to have a significant impact on any service provider, no mitigation measures are proposed.

[2] Property Tax Report Card for Mamaroneck Union Free School District 2005-2006 School Year.

4.0 ALTERNATIVES

Section 617.9(b)(5) of New York State's Environmental Quality Review Act (SEQRA) requires the Applicant to describe and evaluate the range of reasonable alternatives to the proposed action which are feasible, considering his the objectives and capabilities. The project Scope further specifies that the Applicant will evaluate the No Action Alternative, a Commercial Alternative consistent with the M-1 Manufacturing District in which the bulk of the project site lies, and a Less Dense Residential Alternative at RM-2 Zoning.

The proposed Action is described in detail in the Project Description section of this document and thoroughly assessed in various sections of this report. The following is an assessment of alternatives to the proposed action as required by SEQRA, and specified in the Scope.

4.1 No Action Alternative

In accordance with SEQRA, the adverse, and beneficial changes to the site, and surrounding area, that are likely to occur in the reasonable and foreseeable future in the absence of the proposed action must be evaluated. In this instance, the No Action Alternative represents no development of, or improvements to, the project site. The site would remain in its current unattractive, undeveloped and underutilized state, and there would be no physical improvement on, or disturbance of, the property. The No Action Alternative, however, is not one that is likely to occur given the objectives of the project sponsor. For the No Action Alternative to be implemented, the Village, or a private entity, would need to acquire the site.

A summary of impacts of this alternative, compared to the other alternatives evaluated, follows.

Land Use, Zoning, and Public Policy: With no improvements to the site under the No Action Alternative and no construction, the project site would remain vacant, with no resulting beneficial land use or zoning impacts. A vacant lot adjoining residences and close to the Village business district represents an underutilized property. The two vacant buildings and two residences now on the project site would remain, and the use of the majority of property would continue to be inconsistent with surrounding land uses and the goals set forth in the Village Master Plan. The creation of the proposed housing, in an area where similar residential uses exist, and where there is a strong demand for such housing, would not be realized.

Traffic: The No Action Alternative would not alter the existing traffic patterns in the vicinity of the site. No additional traffic would be generated by the site and no impacts to traffic would result.

Community Resources: With the project site remaining vacant, there would be no impacts to community services, and no significant increases in municipal property tax revenues generated by the project site to fund community services.

Water/Natural Resources/Vegetation & Wildlife: Under the No Action Alternative, the disturbance of the site and the introduction of buildings and associated infrastructure on the site would not occur. Untreated stormwater runoff would continue to be discharged directly from the former junk yard site to the Sheldrake River.

Demographics/Fiscal Conditions: Under the No Action Alternative there would be no population growth attributed to the development of the subject site, and no net fiscal costs or benefits to the Town or school district in terms of tax revenues.

Visual Resources: There would be no beneficial change to the visual environment as a result of the No Action Alternative. The site would remain in its existing condition and largely unchanged.

Construction: Under this alternative, short term potential impacts associated with construction, including construction traffic and construction-generated noise, would not occur.

Given the viability of this site for development under the proposed zoning, the No Action Alternative, or allowing the site to remain in its current condition, is not a viable alternative. The proposed development plan is a substantial improvement of the site over its condition as a vacant lot formerly used as an auto wrecking business.

4.2 M-1 Zoning Alternative

Under the M-1 Alternative specified in the Scope, the site would be developed with a three story light manufacturing building, 109 parking spaces, and related site appurtenances. Implementation of the M-1 Alternative would involve temporary disturbance of the majority of the 2.3 acre site and would not mitigate potential impacts associated with the manufacturing use of the site.

Land Use, Zoning, and Public Policy: Under the M-1 Zoning Alternative, the property would be developed as a manufacturing facility in an area bordering residential land uses and zoning. This alternative would be consistent with current zoning but would maintain a situation of incompatible land uses on adjoining property.

Traffic: The M-1 Alternative would alter existing traffic patterns in the vicinity of the site. Additional traffic, (heavy commercial, labor force, and administrative) would be generated with the development of the site as a manufacturing facility. This alternative represents the potential to impact existing transportation characteristics, as well as introducing traffic impacts into the surrounding residential community.

Community Resources: With the project site being developed as a manufacturing facility the site would require community services consistent with a commercial business, such as police protection, fire and emergency medical services. A manufacturing use would provide an increase in municipal property tax revenues to fund community services, as shown in Table 4-1, below.

Water/Natural Resources/Vegetation & Wildlife: The M-1 Alternative would involve the introduction of buildings and associated infrastructure on a property that is currently entirely developed. No significant impacts to vegetation and/ or wildlife is anticipated under this alternative due to the absence of such natural resources on the site. A new manufacturing facility would require the installation and maintenance of current stormwater treatment facilities, thereby improving stormwater quality from the project site.

Demographics/Fiscal Conditions: Under the M-1 Alternative there would be no population growth associated with the development of the subject site. The Village would realize

net fiscal benefits from tax revenues generated from the new manufacturing facility, as provided in Table 4-1, below.

Visual Resources: This alternative would introduce a new three-story manufacturing facility to a site currently containing two 2-story manufacturing buildings. Under this alternative, there would be no significant beneficial change to the visual environment as a result of the M-1 Alternative. The manufacturing building would be largely screened from general public views. by the existing surrounding residential and manufacturing development.

Construction: Under this alternative, short term impacts associated with construction, including construction traffic and construction-generated noise, would occur.

4.3 RM-2 Alternative

The RM-2 Alternative would involve a reduced density residential development plan for the site consisting of two, 3.5 story residential buildings (including parking). This alternative would involve a residential development of 62 residential condominium units. This alternative also involves disturbance and development of the majority of the property. The sixty two unit RM-2 Alternative does not represent any significant reduction in the overall area of physical development of the site. This alternative would result in significantly fewer housing units than the proposed project, and given the financial considerations of the alternative, it would not meet the objectives of the applicant.

Land Use, Zoning, and Public Policy: The RM-2 Alternative would result in the positive benefits of rezoning a manufacturing zone to a residential zone, allowing the property to be consistent with predominant local land uses, as described in this document. The alternative would result in the replacement of an underutilized manufacturing use with a residential development compatible with adjoining properties to the north and connecting the property to the Washingtonville residential neighborhood.

Traffic: The RM-2 Alternative would result in an overall increase in the traffic generated from the property, compared to existing conditions. The projected increase in traffic would be less than projected for the proposed project, as shown in Table 4-1, below.

Community Resources: This alternative would result in a modest increase in the demand for community services, such as police and emergency services, given the residential use introduced to the property. A residential development would generate tax revenue for the Village and Village services, substantially beyond the taxes currently generated by the underutilized property.

Water/Natural Resources/Vegetation & Wildlife: The RM-2 Residential Alternative would involve the introduction of buildings and associated infrastructure on a property that is currently entirely developed. No significant impacts to vegetation and/ or wildlife is anticipated under this alternative due to the absence of such natural resources on the site. A new residential development would require the installation and maintenance of current stormwater treatment facilities, thereby improving stormwater quality from the project site.

Demographics/Fiscal Conditions: The RM-2 Alternative would result in an added population to the Village of approximately 90 persons, based upon standard demographic multipliers. Base upon standard multipliers (*ULI Development Impact Assessment Handbook,*

1994), this alternative would result in the introduction of approximately 5 school age children to the local school district. This relatively low number is related to the number of one bedroom units projected for the alternative. A residential alternative would generate tax revenue for the Village, substantially beyond the taxes currently generated by the underutilized property, but below the tax benefits projected for the proposed project. A comparison of tax generation is provided in Table 4-1, below.

Visual Resources: This alternative would introduce two three-story residential buildings to the property. These buildings would be partially visible from public streets such as Waverly Avenue, but would be screened by existing residential and commercial development. The visual impacts of this alternative would be subjectively less than the proposed project since the buildings under this alternative would be one story lower. Given the relatively dense local development and village setting, this alternative would not result in significant visual impacts.

Construction: Under this alternative, short term impacts associated with construction, including construction traffic and construction-generated noise, would occur.

4.4 Sewer Connection Alternatives

As described in the Project Description, the project will be connected to the Village sanitary sewer system. The closest sewer line to the project is located in Waverly Avenue. According to the Village Engineer, the existing 12 sanitary sewer line located in Waverly Avenue experiences capacity problems during storm events due to the number of illicit stormwater connections to the sanitary sewer. The 12 inch line in Waverly Avenue connects to a 15 inch sanitary main in Mamaroneck Avenue. The Mamaroneck Avenue sanitary line does not experience capacity problems.

In response to concerns about the capacity of the Waverly Avenue sanitary line, the project engineer has met with the Village Engineer regarding alternatives to the Waverly Avenue connection. The alternatives are summarized as follows:

Alternative 1: Construct a new sewer line to Mamaroneck Avenue parallel to the Sheldrake River via Plaza Avenue at the east side of the project site. The new line would connect to an existing 10 inch line in a new manhole. The 10 inch line connects to the 15 inch sanitary main in Mamaroneck Avenue.

Alternative 2: Construct a new sewer line parallel to the existing 12 inch line in Waverly Avenue and connect to the 15 inch main in Mamaroneck Avenue. This option would result in the bypassing of the existing low capacity area in Waverly Avenue.

Alternative 3: Replace the existing 12 inch and 10 inch under-capacity lines in Waverly Avenue and Mamaroneck Avenue with a new line to the 15 inch main in Mamaroneck Avenue.

Alternative 4: Connect to the County sewer located on the south side of the Metro North railway tracks with a force sewer main. Initial review indicates that a gravity system is not feasible to reach the County sewer line.

Alternative 1 appears to be the most feasible and least disruptive of the alternatives examined. Alternatives 2 and 3 would involve major construction in Waverly Avenue which would require the closure of the road for through traffic for the duration of construction. Alternative 4 would

involve the installation of a sewer line either over or under the Sheldrake River and under the Metro North railroad tracks.

The Village Engineer will require more detailed plans and analysis for the proposed connection via Plaza Avenue. This analysis will be provided as part of the site plan review process with the Village.

4.5 Impact Comparison

The table below summarizes the quantitative impacts associated with the proposed Action and the three alternatives examined for the Sheldrake Estates project.

Table 4-1
Alternatives: Sheldrake Estates

Area of Concern	*No Action*	*Proposed Action*	*Alternative M-1*	*Alternative 2* RM-2
Land Use/Zoning/ Public Policy				
Parcel Area	2.31	2.31	2.31	2.31
Residential Units	0	114	0	62
Zoning	M-1/R-4F	R-3F/R-4F	M-1	RM-2
Site Coverage				
Total Construction Disturbance	0	2.31	2.31	2.31
Total Impervious Surfaces	2.18	1.62	1.61	1.40
Total Landscaped Area	0.13	0.69	0.70	0.91
Community Resources				
Population	0	165	0	90
Water Demand/Sewage Flow (gpd)	0	38,500	7,650	38,500
Revenues to School District	0	$226,566	$59,620 *	$129,730
Revenues to County	0	$57,929	$15,152 *	$33,170
Revenues to Village[1]	0	$87,042	$22,767 *	$49,840
Traffic[2]				
Traffic Generation (Total PM Peak Hour Trips/ Total Saturday Peak Hour Trips)	0/0	46/46	22/26	58/44

Source: Tim Miller Associates, Inc.
* The revenues to the various jurisdictions for the M-1 Alternative are based on an assumption of $10 per square foot for the manufacturing space.

[1] Information necessary to finalize the analysis of revenues has been requested from the Town and Village of Mamaroneck by TMA and is forthcoming.
[2] For the Proposed Action, the model unit is assumed to be equivalent of one residential unit.

5.0 ADVERSE ENVIRONMENTAL IMPACTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

The development of the proposed project will result in some adverse environmental impacts which cannot be avoided. Many of these impacts, however, can be mitigated to some extent as described in detail in the preceding chapters. Some of these impacts will be temporary or short term impacts associated with the construction phase of the project, while others will be long term impacts associated with occupancy of the project. The summary below includes brief descriptions of the mitigation measures proposed to minimize the unavoidable adverse impacts if this project is implemented.

Short Term Impacts

- Presence of construction and delivery vehicles on the site and on surrounding roads - The heaviest volume of construction traffic is expected to occur at the beginning of the construction period as site demolition and rough grading is conducted, and when paving and building materials are transported to the site. Based upon engineering estimates, the project not will require the import or export of significant amounts of soil material to or from the site. Site construction activities will comply with Town ordinances that relate to operations on a construction site.
- Potential loss of soil to erosion - Erosion and sedimentation will be controlled during the construction period by temporary devices in accordance with a soil Erosion and Sediment Control Plan developed specifically for the project. The plan addresses erosion control and site stabilization.
- Localized increase in air emissions due to operation of construction vehicles and equipment - Construction-related air emissions will result primarily from the use of diesel fuel to operate construction vehicles and equipment. Pollution comes from the combustion process in the form of exhaust and can include hydrocarbons, carbon monoxide, and nitrogen oxides. Well maintained vehicles and equipment act to reduce emissions.
- Increase in ambient noise levels and particulates (dust) due to operation of construction vehicles and equipment - Ambient daytime noise levels will increase in the immediate vicinity of the site during project construction. Noise levels will vary considerably depending on the actual location of operating equipment at any particular time.

Long Term Impacts

- Alterations to existing topography in areas of road building and house lots - given the physical character of the site, only minor slope disturbances are required to build the project.
- Increase in local traffic - The project is expected to generate 58 vehicular trips in the a.m. peak hour and 67 trips in the p.m. peak hour. Accounting for existing site traffic to be eliminated, the site would generate a net increase of 47 a.m. peak hour trips and 60 p.m. peak hour trips as compared to the Existing Conditions (assuming Blood Brothers Auto Wrecking in operation). All intersection movements are expected to continue to operate at level of service D or better and unchanged under the proposed

Build Condition except for the Waverly Avenue approach to Plaza Avenue continues unchanged from the Existing condition's level of service F. Since removing the site egress from that intersection should reduce delay and increase safety, no further traffic mitigation measures are proposed for the development.

- Increase demand for community services - the projected 165 residents would increase the demand for police, school, fire protection and social services, water supply, road maintenance and solid waste disposal. Additional revenue provided via property taxes from the developed project to the Town would offset some or all of the costs of the potential increase in Town services resulting from this project.

6.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The site of the proposed action is characterized by the absence of any meaningful on-site natural resources. All soils on the site have been previously disturbed and stormwater from the property now discharges directly to the Sheldrake River which abuts the site. The proposed Action will convert the 2.31 acre site which is currently covered by impervious surfaces to an upscale 114 unit residential condominium project that will reduce the imperviousness on site by over 20% by the addition of landscape features. Once committed to this use, the site will be unavailable for other uses for the foreseeable future.

Development of the project will not result in the loss of any existing wildlife habitat on, or adjacent to the site. In fact, no finite resources will be irretrievably committed by implementation of the proposed action other than the materials and energy required for construction and for maintenance of the development. Construction will involve the commitment of a variety of natural resources. These include, but are not necessarily limited to, concrete, asphalt, steel, lumber, paint products, and other building materials.It should be noted that many of the materials utilized for construction may at some time be recycled or reused.

The operation of construction equipment will result in consumption of fossil fuels and other finite energy sources. When completed, the new residences will require electricity and the use of fossil fuels either directly as heating fuel or indirectly as electricity.

There will also be solid waste disposal requirements associated with the project for an approximate total of 12 tons per month of non-recyclable waste expected to be generated by future residents of the project.

7.0 IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

The proposed rezoning and residential development of the project site is expected to improve conditions of the property located on the edge of an established residential neighborhood in the Washingtonville section of the Village. It is also expected to strengthen the designated village center of Mamaroneck as a residential/commercial community as it is within walking distance of the main street business district and Columbus Park. Introduction of residential use on the site will be consistent with area land use patterns, which are solidly residential to the north and primarily residential to the south.

The proposed rezoning and residential development is consistent with the most current Village of Mamaroneck Master Plan, prepared by Buckhurst, Fish, Hutton and Katz, Planning Consultants, that was adopted by the Village in November, 1986. The Master Plan describes neighborhoods in the Village by neighborhood census areas. The project site lies at the border between the Washingtonville residential section of the Village, which is directly north of the site, and the industrial section of the Village, which lies mostly to the west of the site, across from the Sheldrake River (see Figure 2.3 – Zoning Map). A small area of manufacturing zoned land lies between the Sheldrake River and Hoyt Avenue to the south. The Master Plan maps the subject site as part of the Washingtonville residential district, although it is zoned manufacturing. Rezoning the project site would make the site's zoning and uses consistent with adjoining residential properties north of the site.

The proposed development consists of 114 condominiums designated as 1-, 2- or 3-bedroom. Parking for the residents of these units is generally provided on grade and underneath the residences, additional parking is to be provided along the periphery of the project site for both site residents and the public. Once fully occupied, the project is expected to house a population of approximately 165 persons, based on standard demographic multiplier rates for one, two, and three-bedroom townhomes in the Northeast region found in the Urban Land Institute's 1994 *Development Impact Assessment Handbook*. The number of school children residing throughout the development when fully occupied is expected to be only approximately 7 to 8 children, due to the large number of one-bedroom units proposed.

No significant direct or indirect impacts to community facilities are anticipated as a result of the project. The nearest existing school in this section of the Village is the Mamaroneck Avenue School. No indirect impacts to this school are anticipated as a result of traffic generated by the proposed project. Any seniors residing at the Sheldrake condominium project would have easy access to senior services provided along the commercial corridor of Mamaroneck Avenue.

8.0 EFFECTS ON THE USE AND CONSERVATION OF ENERGY RESOURCES

Both short-term and long-term energy consumption are associated with the project. Shorter-term energy consumption would occur during construction of the proposed project. During construction, fossil fuels will be used for power equipment and various construction vehicles. Once construction is completed, energy from several possible sources will be required for space heating, air conditioning, water heating, refrigerators and lighting as well as other appliances and incidental domestic electrical uses.

The Energy Information Administration of the US Department of Energy conducts a Residential Energy Consumption Survey (RECS) which provides information on the use of energy in the United States. The RECS is a national statistical survey that collects energy-related data for occupied primary housing units. Actual electrical and gas demands for individual homes may vary considerably based upon the lifestyles and habits of the occupants.

All future buildings and facilities on this site will be designed and built in conformance with the energy conservation regulations of the New York State Energy and Building Codes, at a minimum. Energy conservation, as regulated at the state level, specifies basic requirements that are mandatory for all buildings. Requirements apply to heating and cooling systems, hot water systems, electrical systems, material and equipment specifications and sealing the building envelope. The design and plans for all residential buildings would comply with the New York State Energy Conservation Construction Code. As indoors climate control systems will demand the largest quantities of energy consumed over the lifetime of the project, modern heating, cooling and insulation systems will be utilized to conserve energy resources associated with climate control within the housing units.

Specific proposals for development of these parcels, and therefore specific energy sources and conservation schemes, have not yet been designed, so it is not possible at this time to examine the magnitude of energy consumption or conservation.