

MEMORANDUM

TO: Village of Mamaroneck Planning Board
Alicia Moore AKRF

DATE: October 10, 2024

FROM: Brian Dempsey P.E., PTOE, RSP1

RE: 338-352 Mount Pleasant Ave
Village of Mamaroneck

DTS Provident Design Engineering (DTS Provident) has prepared this response to comments from the Village's Consultant AKRF in their Memorandum dated September 9, 2024 for the above referenced project. The original AKRF comments from May 2024 (in italics) as well as their latest comments (dated September 6, 2024) are provided below followed by DTS Provident's response. This Response Memo addressed the Traffic and School Children comments from AKRF. A Traffic Study dated August 21, 2024 was previously prepared by DTS Provident and was reviewed by AKRF as part of their September Review.

10. 5/30/24: The parking would include 28 spaces, where 51 spaces are required. Pursuant to Zoning Code Article VII, 51 spaces are required (49 spaces for the residential units and 2 spaces for the office use). Therefore, the project requires a 23-space parking variance from the ZBA. The project is otherwise zoning compliant.

9/6/24: As revised, the Project proposes 25 spaces, which would require a 26-space parking variance. Per the Cover Letter, this decrease is due to a revised excavation design, necessary to provide requisite protection of a large tree near the parking area. The Project will be referred to the ZBA at the conclusion of the SEQRA process.

Response: Comment noted. A submission will be made to the ZBA at the appropriate time.

10a. 9/6/24: The Applicant has submitted a Traffic and Parking Study, prepared by DTS Provident. The study concludes that the Proposed Project would not have a significant impact on traffic in the area, as the Project is in a walkable area in close proximity to the central business district and transit options. AKRF has reviewed the Traffic and Parking Study and offers the following comments:

- (a) It should be noted that the Village has coordinated with Westchester County on improvements at the Mamaroneck Avenue and Mount Pleasant Avenue intersection, which would involve replacing the traffic signal, modifying the Mount Pleasant Avenue approach, and adding a crosswalk across Mount Pleasant Avenue. The

Village will be seeking grant funding for the intersection improvements.

Response: Comment noted.

- (b) The trip generation provided by DTS Provident provides a conservative estimate of the project-generated trips. Land Use Code 223 - Affordable Housing provides a higher trip generation estimate than the alternative, Land Use Code 221 - Multifamily Housing (Mid-Rise).

Response: Comment noted. The Traffic Study was conservative regarding the Project's trip generation.

- (c) During construction, vehicle stoppages along Mount Pleasant Avenue should be limited to off-peak hours.

Response: Comment noted. A Construction Management Plan will be prepared at the appropriate time.

- (d) With respect to the affordable housing parking table

- a. Include the number of parking spaces provided for each project, as well as the total number of cars (considering that some tenants may have more than one vehicle).
- b. Clarify the criteria used to select the sample projects. Consider including all of CSD LLC's affordable housing projects within a half mile of transit stations.
- c. Clarify whether the reported data reflects car-ownership by residents or if it reflects parking space usage/rent by residents, and whether residents have alternative options for parking including public parking.

Response: The number of tenants with cars are shown in the parking table in the Traffic Study. This number is the same as the total number of cars as the overwhelming majority of tenants do not have cars and those that do only have one car. The five current CSD LLC Affordable Housing Projects included in the Traffic Study were picked based upon the similarities to the proposed site in terms of being close to a central business district, including one in Westchester County. The Table illustrates the number of tenants that do have cars, and it not dependent upon where they park.

- (e) Include a discussion of the parking demand per the ITE Parking Generation Manual, which has survey data of similar developments with specific land use parameters to determine the number of parking spaces that reflects the typical demand of a similar site.

Response: The ITE Parking Generation estimates 50 parking spaces for the residential and office space. However, the type of facilities utilized by the ITE for the determination of the parking spaces are likely much different than the actual project and thus similar projects were compared to determine the parking generation needed to be accounted for.

- (f) Provide an estimate of the number (of) on-street parking spaces (that) would be added by the proposed closure of existing curb cuts on Mount Pleasant Avenue.

Response: The closure of the existing curb cuts will add a few spaces to the number of on street parking spaces. The actual number will be determined when the Site Plan is finalized.

- (g) Provide a discussion on anticipated loading and unloading at the project site (e.g., deliveries, resident move in/out).

Response: The loading and unloading at the project site will be similar to the loading and unloading currently performed at the existing three multi-family houses there, mainly from on-street parking.

17. 9/6/24: The Applicant has submitted a Public-School Children Analysis, prepared by DTS Provident, to estimate the potential number of school aged children that could live in the proposed apartment building, which would replace three existing multifamily residences. The analysis considers the proposed housing unit types and quantities - 54 studios/efficiencies, 6 one-bedroom units, and 3 two-bedroom unit - and applies "public-school multipliers" prepared by the Rutgers University Center for Urban Policy Research, which are frequently used throughout the metropolitan region.

As shown in the below table, pasted from the DTS Provident analysis, the Proposed Project would generate approximately three public school children, as the majority of the proposed units are studio/efficiencies. The analysis also considers the estimated number of public-school children that would be generated by the three existing multifamily residences, which include a total of 10 units - 2 one-bedroom units, 6 two-bedroom units, and 2 three-bedroom units. Depending on the median rent of those 10 units, the existing residences would generate an estimated 3-5 public-school children. Therefore, based on this analysis, the Proposed Project is estimated to generate a net of zero or decrease of two students.

The Planning Board may consider the school children analysis in its assessment of the Project's potential for significant adverse impacts with respect to community facilities.

Table 1: Estimated Public-School Age Children (PSAC)

Type of Unit	Number of Units	Multiplier	Estimated PSAC
Studio/Efficiency	54	0.032	1.7
1 Bedroom	6	0.032	0.2
2 Bedroom	3	0.193	0.6
Total	63	--	2.5
Total (Rounded)	63	--	3
<p>Note: Multipliers based on 50+ Units (Rent) 0-1 bedroom (below median) and 50+ Units (Rent) 2 bedroom (below median). Studio-Efficiency units are considered 0-1 Bedrooms based on Rutgers multipliers.</p> <p>Source: Rutgers 2018 multipliers, Table II-A-3, Public School Children (PSC) (Newer housing units built 2000-2016, from 2012-2016 ACS).</p>			

Response: Comment noted. The Village's Consultant agreed with DTS Provident's findings that there will be a net of zero school children or a decrease of two students.