DTS • PROVIDENT
Intelligent Land Use

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Chair Seamus O'Rourke and Planning Board Members
Village of Mamaroneck
123 Mamaroneck Avenue
Mamaroneck, NY 10543

RE: Traffic and Parking Study
564 Mamaroneck Avenue
Village of Mamaroneck, Westchester County

Dear Chair O'Rourke and Planning Board Members:

INTRODUCTION

DTS Provident Design Engineering, LLP (DTS Provident), a licensed Professional Engineering Firm in the State of New York, has prepared this Traffic and Parking Study letter to analyze potential traffic and parking impacts associated with the proposed Mixed-Use project at 564 Mamaroneck Avenue, in the Village of Mamaroneck, Westchester County, New York.

DTS Provident has been retained to analyze any potential incremental traffic and parking impacts associated with the proposed Project as compared to the previously existing use, and to identify improvements, if required, to mitigate any incremental significant impacts. This Traffic and Parking Study has been prepared to document the findings and conclusions of the analysis undertaken to measure the traffic and parking impacts associated with the proposed Project.

The Project site is located immediately adjacent to the Mamaroneck Metro-North station and within a walkable mixed-use corridor, representing a transit-oriented development (TOD) setting where automobile dependency is typically reduced. Residents in TOD locations tend to rely more on transit and walking due to proximity to regional rail service and nearby amenities. Accordingly, standard ITE trip generation and parking demand methodologies are generally considered conservative when applied in TOD contexts, and actual vehicle trips and parking demand are anticipated to be lower than the estimates presented herein.

TRIP GENERATION

Based upon information contained in the Institute of Transportation Engineers (ITE) publication "Trip Generation Manual", 12th Edition, DTS Provident estimated the amount of Projected-generated traffic for the existing and proposed Project. Utilizing the following ITE Land Uses:

Existing Projected-generated traffic:

- ITE Land Use 822 – Strip Retail Plaza (<40k)
- ITE Land Use 932 – High-Turnover (Sit-Down) Restaurant
- ITE Land Use 220 – Multifamily Housing (Low-Rise)
- ITE Land Use 712 – Small Office Building
- ITE Land Use 150 – Warehouse for the projected existing trips.

Proposed Projected-generated traffic:

- ITE Land Use 822 – Strip Plaza (<40k)
- ITE Land Use 220 – Multifamily Housing (Low-Rise).
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In addition, internal trip making characteristics (i.e., trips made internal to a Site without the use of a vehicle) are inherent in mixed-use developments such as the existing and proposed community, which contains a mix of residential and commercial space. It is expected that residents of the existing and proposed community will comprise the commercial space component of the Project, which will result in internal trips.

Table No. 1 below summarizes the estimated proposed community-generated Traffic Volumes, including adjustments for Internal Trips, based upon the rates and procedures in the Trip Generation Manual (more detailed Trip Generation table is contained in Appendix A):

TABLE NO. 1
TRIP GENERATION TABLE - ITE 12th EDITION

LAND USE (CODE)	SIZE	UNIT	AM Peak Hour		PM Peak Hour		Sat Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
EXISTING MIX-USE								
Strip Retail Plaza (<40k) (822)	4,600	SF	9	7	18	20	13	12
High-Turnover (Sit-Down) Restaurant (932)	1,433	SF	4	4	6	3	6	5
Multifamily Housing (Low-Rise) (220)	12	Dwell. Units	1	2	2	1	1	1
Small Office Building (712)	3,400	SF	4	0	2	4	2	1
Warehouse (150)	3,600	SF	11	3	6	14	0	0
Total Existing Development Site Generated Trips			*29*	*16*	*34*	*42*	*22*	*19*
PROPOSED MIX-USE								
Strip Retail Plaza (<40k) (822)	3,844	SF	8	7	18	15	12	9
Multifamily Housing (Low-Rise) (220)	60	Dwell. Units	5	13	11	9	4	6
Total Proposed Development Site Generated Trips			*13*	20	29	24	*16*	*15*
DIFFERENCE			**-16**	**4**	**-5**	**-18**	**-6**	**-4**

Note: Trip Generation rates based upon Institute of Transportation Engineers' (ITE) "Trip Generation Manual", 12th Edition

As illustrated in Table No. 1 above, the proposed Project will generate less total trips during the most critical Weekday Peak AM, Peak PM, and Peak Saturday Hours. This would result in a net positive impact during the Weekday Peak AM, Peak PM, and Peak Saturday Hours and would not result any significant adverse impacts.

PARKING DEMAND

DTS Provident consulted the Institute of Transportation Engineers Parking Generation Manual, 6th Edition to determine the anticipated Peak Parking Demand for the proposed Project. When considering parking demands for a mixed-use development it is important to consider the variation in Peak Parking Demands between the various uses. This allows shared parking between uses that have Peak Parking Demands occurring out of phase with each other. Utilizing time-of-day parking demand distributions provided in the ITE manual, the Tables in Attachment B provide a summary of hourly parking demands throughout the day for the proposed Project on a typical weekday and Saturday. As can be seen in the Tables, the maximum anticipated Peak Parking Demand would not exceed 55 parking spaces. The proposed Project will provide a total of 60 off-street parking spaces. Therefore, all parking can be accommodated via the off-street parking to be provided and thus potentially result in a positive impact to the on-street parking demand in the vicinity of the proposed Project.

CONCLUSION

Based upon the information contained herein, it is the considered professional opinion of DTS Provident that the traffic associated with the proposed Project will not have an adverse impact upon the adjacent roadway network when compared to the existing use. Additionally, the site will provide adequate off-street parking to more than accommodate the anticipated Peak Parking Demand.

Should you wish to discuss any aspect of this letter, please feel free to contact me at 914.559.6794 or via email at cholt@dtsprovident.com.

Very truly yours,

DTS Provident Design Engineering, LLP

Carlito Holt, P.E., PTOE
Partner

APPENDIX A

PARKING GENERATION

TABLE NO. 1
MAMARONECK BILOTTA KITCHEN REDEVELOPMENT
TRIP GENERATION (1)

Proposed Development - Commercial					*AM Peak Hour*			*PM Peak Hour*			*SAT Peak Hour*		
Program Summary [2]	ITE Land Use	ITE Code	Amount	Unit	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Retail	Strip Retail Plaza (<40k)	822	**3,844**	GLA	8	7	15	20	20	40	13	12	25
Internal Trips [3]					0	0	0	-2	-5	-7	-1	-3	-4
				Total Commercial Generated Trips	**8**	**7**	**15**	**18**	**15**	**33**	**12**	**9**	**21**

Proposed Development - Residential					*AM Peak Hour*			*PM Peak Hour*			*SAT Peak Hour*		
Program Summary [2]	ITE Land Use	ITE Code	Amount	Unit	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Multifamily Residential	Multifamily Housing (Low-Rise)	220	**60**	Dwell. Units	5	13	18	16	11	27	6	7	13
Internal Trips [3]					0	0	0	-5	-2	-7	-2	-1	-4
				Total Residential Generated Trips	**5**	**13**	**18**	**11**	**9**	**20**	**4**	**6**	**9**
Total Proposed Development Site Generated Trips					**13**	**20**	**33**	**29**	**24**	**53**	**16**	**15**	**30**

Existing Development - Commercial					*AM Peak Hour*			*PM Peak Hour*			*SAT Peak Hour*		
Program Summary [2]	ITE Land Use	ITE Code	Amount	Unit	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Retail	Strip Retail Plaza (<40k)	822	**4,600**	GLA	10	8	18	22	23	45	16	14	30
Internal Trips [3]					-1	-1	-2	-4	-3	-7	-3	-2	-5
				Total Commercial Generated Trips	**9**	**7**	**16**	**18**	**20**	**38**	**13**	**12**	**25**

Existing Development - Commercial					*AM Peak Hour*			*PM Peak Hour*			*SAT Peak Hour*		
Program Summary [2]	ITE Land Use	ITE Code	Amount	Unit	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Services	High-Turnover (Sit-Down) Restaurant	932	**1,433**	GLA	7	6	13	8	5	13	8	8	16
Internal Trips [3]					-3	-2	-5	-2	-2	-4	-2	-3	-5
				Total Commercial Generated Trips	**4**	**4**	**8**	**6**	**3**	**9**	**6**	**5**	**11**

Existing Development - Residential					*AM Peak Hour*			*PM Peak Hour*			*SAT Peak Hour*		
Program Summary [2]	ITE Land Use	ITE Code	Amount	Unit	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Multifamily Residential	Multifamily Housing (Low-Rise)	220	**12**	Dwell. Units	1	3	4	3	2	5	1	2	3
Internal Trips [3]					0	-1	-1	-1	-1	-2	0	-1	-1
				Total Residential Generated Trips	**1**	**2**	**3**	**2**	**1**	**3**	**1**	**1**	**2**

Existing Development - Office					*AM Peak Hour*			*PM Peak Hour*			*SAT Peak Hour*		
Program Summary [2]	ITE Land Use	ITE Code	Amount	Unit	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Office	Small Office Building	712	**3,400**	GLA	5	1	6	2	5	7	2	1	3
Internal Trips [3]					-1	-1	-2	0	-1	-1	0	0	0
				Total Office Generated Trips	**4**	**0**	**4**	**2**	**4**	**6**	**2**	**1**	**3**

Existing Development - Warehouse					*AM Peak Hour*			*PM Peak Hour*			*SAT Peak Hour*		
Program Summary [2]	ITE Land Use	ITE Code	Amount	Unit	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Industrial	Warehouse	150	**3,600**	GLA	11	3	14	6	14	20	0	0	0
				Total Warehouse Generated Trips	**11**	**3**	**14**	**6**	**14**	**20**	**0**	**0**	**0**
Total Existing Development Site Generated Trips					**29**	**16**	**45**	**34**	**42**	**76**	**22**	**19**	**41**
Difference				**Trips**	**-16**	**4**	**-12**	**-5**	**-18**	**-23**	**-6**	**-4**	**-11**
				%	**-55%**	**25%**	**-26%**	**-15%**	**-43%**	**-30%**	**-27%**	**-22%**	**-27%**

(1) Trip Generation based upon information contained in the Institute of Transportation Engineers' (ITE) publication entitled "Trip Generation", 12th Edition. Weekday AM and PM Peak Hour trip generation calculated for the 'Peak Hour of Adjacent Street Traffic' when supplied; otherwise the 'Peak Hour of Generator' is utilized. All trip generation calculations utilize the 'Fitted Curve Equation' when supplied; otherwise the 'Average Rate' is utilized.
(2) Program Summary based upon information provided by the Applicant.
(3) Internal Trips calculated per the procedures described in ITE's Trip Generation Handbook, Second Edition.

APPENDIX B

SHARED PARKING

Parking Hourly Distribution - Weekday Proposed Mix-Used Development				
Land Use Code	217	220	822	**Total Time of Day Parking Distribution**
Land Use				
Time of Day				
Size				
Maximum Daily Parking Demand	28	27	11	
12:00 - 1:00 AM	97.0%	97.0%	0.0%	53
1:00 - 2:00 AM	97.0%	97.0%	0.0%	53
2:00 - 3:00 AM	97.0%	97.0%	0.0%	53
3:00 - 4:00 AM	97.0%	97.0%	0.0%	53
4:00 - 5:00 AM	97.0%	97.0%	0.0%	54
5:00 - 6:00 AM	100.0%	100.0%	0.0%	54
6:00 - 7:00 AM	96.0%	96.0%	0.0%	50
7:00 - 8:00 AM	85.0%	85.0%	0.0%	44
8:00 - 9:00 AM	67.0%	67.0%	19.0%	37
9:00 - 10:00 AM	54.0%	54.0%	33.0%	33
10:00 - 11:00 AM	48.0%	48.0%	47.0%	32
11:00 - 12:00 PM	45.0%	45.0%	55.0%	35
12:00 - 1:00 PM	45.0%	45.0%	89.0%	35
1:00 - 2:00 PM	42.0%	42.0%	100.0%	31
2:00 - 3:00 PM	42.0%	42.0%	73.0%	32
3:00 - 4:00 PM	47.0%	47.0%	73.0%	34
4:00 - 5:00 PM	49.0%	49.0%	66.0%	37
5:00 - 6:00 PM	56.0%	56.0%	70.0%	41
6:00 - 7:00 PM	64.0%	64.0%	75.0%	45
7:00 - 8:00 PM	72.0%	72.0%	70.0%	47
8:00 - 9:00 PM	77.0%	77.0%	54.0%	50
9:00 - 10:00 PM	85.0%	85.0%	48.0%	49
10:00 - 11:00 PM	92.0%	92.0%	0.0%	51
11:00 - 12:00 AM	95.0%	95.0%	0.0%	27

*Parking Distributions obtained from Institute of Transportation Engineers Parking Generation Manual, 6th Edition

Parking Hourly Distribution - Saturday Proposed Mix-Used Development				
Land Use Code	217	220	822	**Total Time of Day Parking Distribution**
Land Use				
Time of Day				
Size				
Maximum Daily Parking Demand	28	27	11	
12:00 - 1:00 AM	92.0%	92.0%	0.0%	51
1:00 - 2:00 AM	92.0%	92.0%	0.0%	51
2:00 - 3:00 AM	92.0%	92.0%	0.0%	51
3:00 - 4:00 AM	92.0%	92.0%	0.0%	51
4:00 - 5:00 AM	92.0%	92.0%	0.0%	51
5:00 - 6:00 AM	100.0%	100.0%	0.0%	55
6:00 - 7:00 AM	99.0%	99.0%	0.0%	54
7:00 - 8:00 AM	97.0%	97.0%	0.0%	53
8:00 - 9:00 AM	92.0%	92.0%	0.0%	51
9:00 - 10:00 AM	83.0%	83.0%	38.0%	50
10:00 - 11:00 AM	79.0%	79.0%	55.0%	50
11:00 - 12:00 PM	71.0%	71.0%	66.0%	46
12:00 - 1:00 PM	68.0%	68.0%	85.0%	47
1:00 - 2:00 PM	65.0%	65.0%	100.0%	47
2:00 - 3:00 PM	62.0%	62.0%	96.0%	45
3:00 - 4:00 PM	66.0%	66.0%	79.0%	45
4:00 - 5:00 PM	66.0%	66.0%	66.0%	44
5:00 - 6:00 PM	67.0%	67.0%	64.0%	44
6:00 - 7:00 PM	70.0%	70.0%	67.0%	46
7:00 - 8:00 PM	78.0%	78.0%	70.0%	51
8:00 - 9:00 PM	77.0%	77.0%	70.0%	50
9:00 - 10:00 PM	80.0%	80.0%	51.0%	50
10:00 - 11:00 PM	82.0%	82.0%	0.0%	45
11:00 - 12:00 AM	88.0%	88.0%	0.0%	48

*Parking Distributions obtained from Institute of Transportation Engineers Parking Generation Manual, 6th Edition