

I. EXECUTIVE SUMMARY

A. DESCRIPTION OF PROPOSED ACTION

1. Project Purpose and Benefits

The Forest City Daly project is a mixed-use development consisting of multi-family residential and retail uses with on-site parking located on Madison Avenue one-quarter mile south of the Metro-North Larchmont train station in the Town of Mamaroneck (“Town”), New York. The proposed apartment building will offer a range of housing opportunities with 80 one-bedroom units and 106 two-bedroom units, including 8 affordable workforce units, helping to address the demand for much needed rental housing in close proximity to commuter rail facilities. The existing on-site commercial uses (health club and two retail stores) will be maintained and improved in appearance and functionality as part of the development proposal. The proposed project will comply with the stated purpose of the Town’s B-MUB (Business - Mixed Use Business) zoning district by providing a mixture of business and residential uses on a large parcel. The planned elimination of the existing mix of disparate uses to allow for development of an architecturally attractive apartment building will improve the aesthetic characteristics of the project area.

2. Project Location

The 2.94-acre project site is located in the southwestern portion of the Town of Mamaroneck, Westchester County, New York. (See Figure No. I-1, Site Location Map.) The project site is bounded by Madison Avenue on the north; the Town of Mamaroneck Department of Public Works yard and the Village of Larchmont water tanks on the south; I-95 to the east; and Maxwell Avenue and

the on/ off ramp of Interchange 17 of I-95 to the west. The Metro-North railroad tracks are located parallel to the eastern side of I-95.

3. Project Design and Layout

As illustrated in Figure No. I-2, Rendered Site Plan, the proposed apartment building will be aligned with the north face of the existing commercial building to remain on site, and will be set back approximately 120 feet back from Madison Avenue. The proposed 186 rental apartments will consist of one and two bedroom units constructed over structured parking. The front of the building will face east toward the former Byron Place and will appear 7 stories tall, with 6 floors of residences above the lobby and first parking level. The proposed plan will provide 267 spaces on-site for the apartment building with 250 garage spaces below the building and 17 on-grade spaces for project visitors and residents east of the building along Byron Place. The proposed parking garage will provide a total of 307 spaces of which 57 spaces will be allocated to employees of 200 Myrtle Boulevard (Clocktower Associates). A 68-space on-grade parking lot is planned for the on-site retail uses. In total, the proposed plan provides 392 spaces, with 307 spaces in the parking garage and 85 on-grade spaces.

The architectural treatment proposed for the building will be reflective of the detailing, materials, and colors of older, high quality apartment buildings in Westchester County, including buildings located directly north of the site. (See Figure No. I-3, Perspective). The exterior façade of the retail stores to remain will be enhanced to complement the lower portion of the apartment building. A publicly-accessible plaza area is planned for the central portion of the retail parking area to contain a fountain, plantings, and other pedestrian amenities.

Vehicular access to the apartment building's lobby and first parking level will be provided from Byron Place, with access to the mid and lower parking levels from

Maxwell Avenue. On-grade spaces will also be located opposite the apartment building lobby for visitors. The existing surface parking lot serving the retail use will be expanded from 49 to 68 spaces. Access to the retail parking lot will continue to be provided from Maxwell Avenue, and will be augmented by a new “right turn only” exit driveway to Madison Avenue. The project access design will improve traffic circulation on Madison Avenue by reducing the number of driveway curb cuts on Madison Avenue from two to one with the planned elimination of the existing restaurant curb cut.

4. Permits and Approvals

The proposed Forest City Daly Mixed-Use Development will require approvals and permits from the Town of Mamaroneck and Westchester County. The Town of Mamaroneck Town Board is the lead agency for the New York State Environmental Quality Review (SEQR) of the project. As part of the Town of Mamaroneck approvals, the project will require special permit approval from the Town Board, and site plan approval from the Planning Board.

B. EXISTING ENVIRONMENTAL CONDITIONS, ANTICIPATED IMPACTS AND MITIGATION

1. Land Use and Zoning

The project site currently contains a small shopping center with surface parking, a restaurant with surface parking, a warehouse and tree service facility with surface parking, and three single-family homes on separate parcels totaling 2.47 acres located in the B-MUB (Business-Mixed Use Business) District. As discussed in item A.2. above, the project site is bounded by a variety of municipal and transportation uses. The area north of Madison Avenue consists of a mixture of multi-story apartment buildings, and office and retail uses. As part of the

proposed development, the Applicant also proposes to acquire from the Town of Mamaroneck a portion of Byron Place (0.34 acres) and a small Town-owned lot across Bryon Place (0.13 acres), both of which are located in the B (Business) District, bringing the total site area to 2.94 acres.

The Applicant submitted a zoning petition to the Town of Mamaroneck Town Board in March 2002 and revised that petition in November 2003, seeking to change the zoning of the two aforementioned areas from B to B-MUB, as well as to amend sections of the zoning ordinance applicable to the B-MUB District. The proposed zoning map change and text changes are intended to increase the land available for a mixed-use development and modify select dimensional requirements, thereby allowing for a more comprehensive and economically feasible project. A comparison of the existing B-MUB dimensional requirements and the proposed amendments is presented in Table No. I-1. The proposed project will comply with the stated purpose of the B-MUB district, which is to permit a mixture of business and residential uses on large parcels. Further, the proposed project and zoning revisions have been planned to be compatible with the surrounding land uses and comply with the applicable land use policies.

2. Natural Resources

A number of studies of the land, water, and air resources of the site have been undertaken in planning the proposed development. These studies, which include subsurface test borings, Phase I environmental assessment, and stormwater quantity and quality studies have formed the basis for the various protection, augmentation and mitigation measures associated with this proposal. The subject property can generally be characterized as a developed urban parcel with generally level terrain with the only exception being an isolated knoll located in the southeast corner of the property adjacent to the Town Department of Public Works yard and the Village of Larchmont lands containing the water tanks.

There are no surface water features located on or adjacent to the property. Construction of the proposed project, which will include removal of the existing warehouse and tree service, restaurant, surface parking lot and three single-family residences, will result in the disturbance of the 2.9-acre site area. Of this total, approximately 2.0 acres are presently covered by paved surfaces, 0.4 acres consist of gravel areas, and 0.5 acres are vegetated primarily as grassed areas.

Erosion and sediment controls will be installed prior to the start of construction and will be maintained and monitored throughout the construction period in accordance with applicable best management practices. The project has been planned to place all resident parking for the apartment building in a parking structure located below the building with access provided from both Maxwell Avenue and Byron Place. Stormwater flows from the project will continue to be directed to the existing municipal conveyance systems found in Byron Place, Madison Avenue, and Maxwell Avenue. Mitigation measures are proposed which will serve to manage the peak rate of stormwater runoff from the site as well as to improve the water quality of the runoff when compared to existing site conditions.

3. Air Quality and Noise

Westchester County is part of the New York Metropolitan Air Quality Control Region. The County meets the National Ambient Air Quality Standards for all pollutants with the exception of ozone. The project site is currently developed with a mixture of commercial and residential uses, some of which will be removed to allow for construction of the proposed apartment building. Based on levels of service and the minor relative increases in traffic expected from the project at the area intersections, no violation of air quality standards is expected under projected traffic conditions with the Forest City Daly project. Similarly, no exceedance of air quality standards is projected to occur due to the proposed

project's parking facilities or heating and hot water systems, or during the project's construction period.

Noise levels at the project site are affected by vehicular noise from two primary sources - vehicles traveling on I-95, and the trucks entering and exiting the Town of Mamaroneck D.P.W. yard located off Maxwell Avenue directly south of the project site. The Noise Report prepared for the project concludes that short-term noise from the project's construction activities under worst-case conditions would not exceed the existing ambient noise conditions for the project site. Given the Applicant's plans to control noise from the project's mechanical equipment and the relative distance to the closest existing off-site residential building, no adverse off-site noise impacts are anticipated from the proposed project once it is completed.

4. Traffic and Transportation

A comprehensive traffic study has been prepared for the Forest City Daly (FCD) project that considers existing roadway characteristics, peak hour traffic volumes and intersection levels of service, accident report data and public transportation. Traffic conditions at sixteen (16) intersections in the vicinity of the FCD site were analyzed under existing conditions, future "No Build" conditions without FCD, and future "Build" conditions with FCD. The study includes analysis of background traffic growth, trip generation and traffic distribution patterns for the FCD project, proposed site access, and recommended intersection improvements.

Under existing conditions, 14 of the 16 study intersections currently operate at acceptable overall peak hour levels of service. However, the unsignalized intersection of Madison Avenue and the I-95 on/off ramp/New Jefferson Street, and the signalized intersection of Palmer Avenue and Chatsworth Avenue currently operate at poor peak hour levels of service. It is noted that two of the

intersections (i.e. the signalized intersections of Myrtle Boulevard with Chatsworth Avenue and with Murray Avenue) operate at acceptable overall levels of service, but each experiences delay on turning movements from the minor street. The level of service results for projected future “No Build” conditions without the FCD project are similar to existing conditions with 14 of the 16 study intersections projected to operate at acceptable overall levels of service.

The proposed FCD project is expected to be a relatively low traffic generator. With consideration of the existing on-site uses to be eliminated as part of the development proposal, the net increase in traffic from the project site is estimated to be approximately 54 trips in the weekday AM peak hour, 60 trips in the weekday PM peak hour, and 64 trips in the Saturday midday peak hour. The level of service results for projected future “Build” conditions with the FCD project are similar to future “No Build” conditions with 14 of the 16 study intersections projected to operate at acceptable overall levels of service. The project’s location adjacent to the I-95 on/off-ramp will help to reduce traffic increases on local streets. The project site is situated within convenient walking distance of the Metro-North Larchmont train station, Westchester County Bee-Line bus services and the Larchmont downtown area. These factors will reduce the project resident’s dependency on private automobile travel, and moderate traffic generation from the site.

In terms of pedestrian activity, the study area contains a well-defined network of sidewalks flanking both sides of the local street including, but not limited to, Madison Avenue, Myrtle Boulevard, Chatsworth Avenue, and Palmer Avenue. Crosswalks are present at key intersections. Pedestrian traffic levels are particularly active during weekday AM and PM peak hours, due in large part to commuter activity at the Metro-North Larchmont train station, and patrons and employees walking from parking areas to local businesses.

The proposed Forest City Daly project will provide pedestrian connections to the existing sidewalks along Madison Avenue and Byron Place for residents walking to/from the train station, area businesses and other amenities. A new sidewalk and crosswalk will connect the residential building's main entrance with the existing sidewalk on the east side of Byron Place. This sidewalk will also loop around the northeast corner of the building to connect with the walkway in front of the commercial businesses. Commercial business patrons and Clocktower employees parked in the new parking garage will be able to safely traverse the commercial parking lot via the centrally located walks and plaza which lead to a Madison Avenue crosswalk. New sidewalks along the east side of Maxwell Avenue will replace the existing walkways.

5. Utilities

The project is currently served by the Westchester Joint Water Works water supply system, the Town of Mamaroneck and the Westchester County Department of Environmental Facilities sanitary sewer systems, Consolidated Edison electric and natural gas systems, and the Verizon telephone system. Each of these systems was studied to determine the capability of these same suppliers to serve the proposed FCD project. The estimated net increase in water demand for the FCD project is 44,550 gallons per day (gpd), while the sanitary sewage discharge increase will be approximately 40,500 gpd. The Westchester Joint Water Works and the Westchester County Department of Environmental Facilities have confirmed that water supply and sanitary infrastructure are sufficient to supply the project. The local electric, natural gas, and telephone systems are expected to have sufficient capacity to service the FCD project.

6. Cultural and Aesthetic Resources

The Literature Review and Sensitivity Analysis prepared for the proposed project indicates there are neither prehistoric nor historic resources on the project site.

As described in Section I.B.1. “Land Use and Zoning”, the existing land uses of the site and surrounding area are quite varied. By replacing the project site’s single-family homes, warehouse and service yard with an apartment building, the project site will be more in character with the neighborhood to the north.

The architectural character of the area is also diverse. Modern buildings with simple lines share the neighborhood with intricately detailed Mediterranean and Tudor style buildings. Building sizes and heights vary from small single-story buildings to large eight-story buildings. With its stucco-type façade, terra cotta colored roof, varied roof heights and brick detailing, the proposed apartment building resembles the seven and eight-story residential buildings along North Chatsworth Avenue.

Visual simulations using existing photographs as backgrounds are provided to show proposed views to the site from selected vantage points. The proposed project site will be visible from adjacent streets including Myrtle Boulevard, Washington Square, Madison Avenue and North Chatsworth Avenue. Building design and siting, material selection and a landscaped plaza have been specifically proposed to enhance the appearance of the building and to improve the appearance of the existing retail building and parking area.

Existing site lighting in the project area primarily consists of floodlights in the retail parking area. Site lighting adjacent to the project site consists of two types of streetlights: traditional “acorn-style” downlights mounted on decorative poles

and “cobra-head” multivapor fixtures mounted on wood utility poles. Unlike the existing floodlights (which will be removed) and the acorn-style downlights, the proposed street and site lights will have only partially visible lenses which will minimize glare and light spillage to the surrounding area.

The longest shadows cast by existing site buildings fall on the project site, Maxwell Avenue and Madison Avenue. Proposed shadows will be longer but will still primarily be cast upon the project site and Maxwell and Madison Avenues. In the winter, some shadows will reach across Madison to the existing commercial building across from the site and some will reach across the I-95 ramps to an existing commercial building on Fifth Avenue.

7. Socioeconomics

The subject property currently generates approximately \$136,900 annually in property taxes of which the Town of Mamaroneck receives \$ 31,072 and the Mamaroneck Union Free School District (UFSD) receives \$ 78,921. The remaining tax levy is directed to Westchester County. The proposed Forest City Daly project is expected to generate approximately \$714,371 annually in tax revenues - an increase of some \$577,471 over existing tax levels. Of the projected \$714,371 tax levy, approximately \$162,151 and \$411,843 will be directed to the Town of Mamaroneck and the Mamaroneck UFSD, respectively.

In terms of employment opportunities, the proposed project will employ up to 200 workers during peak periods of construction. Upon project completion, the daily operations of the proposed apartment building will require a staff of five to six persons, while the health club and the two retail stores will continue to employ several persons. These workers, as well as the future tenants of the proposed apartment building, will patronize local businesses in seeking goods and services thereby resulting in secondary economic benefits.

8. Community Services

The Forest City Daly site is located in the Mamaroneck Union Free School District. The planned unit mix of one and two-bedroom rental units, marketed primarily to single professionals and empty nesters, is expected to generate less than 18 additional public school children with no adverse effect on the district's resources. The project will utilize Town police, fire protection, and emergency medical services. The demand on these services will be limited by the 24-hour staff and security presence on-site, as well as full sprinkler systems and fire alarm and alerting systems. The project will also be served by the local sanitation commission, but will provide on-site driveway and parking lot maintenance.

C. ALTERNATIVES

As presented in Section IV of this document, seven development alternatives have been considered for the proposed Forest City Daly site as follows:

1. Conforming to Existing Zoning Regulations – Under this alternative, the site area would be 2.94 acres, the project design would comply with the dimensional requirements of the B-MUB and B districts, and the development yield would be approximately 99 units on five levels with a combination of structured and at-grade parking.
2. Conforming to Existing Zoning and Districts – Under this alternative, the project site would include only the 2.47 acres located in the B-MUB district with an 80-unit apartment building on five levels above one level of parking. At-grade parking would also be provided.

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3. No Build – This scenario is based on maintaining the existing mixture of disparate uses on the site. The site would remain in its current form.
4. Alternative Zoning Changes with an Affordable Housing Provision – This alternative addresses an approach that would allow for increased residential density within the B-MUB district, maintaining the current minimum site area but allowing for a “density bonus” that would require the provision of affordable housing units. The total unit count would range from 186 to 204 units under this alternative. The site area would be 2.94 acres.
5. Alternative Zoning Change – Under this alternative, the project would consist of the 2.47 acres located in the B-MUB district, with the same building, parking, and site improvements proposed under the preferred Forest City Daly Plan. This alternative would require the proposed zoning amendment to be revised to change the minimum site area per dwelling unit requirement.
6. Project Modifications in the Number and Type of Units – This alternative would eliminate the top (7th floor) of the apartment building with a resultant reduction of 20 apartment units. Further, this alternative considers reversing the planned unit mixture so as to provide 106 one-bedroom units and 80 two-bedroom units.
7. Project Modifications in the Building Design – This alternative discusses reducing the proposed building’s height by one story with 20 less units and varying the building layout and setbacks from the adjoining boundaries and roadways.