February 2, 2016

Ref: 29667.02

VIA ELECTRONIC MAIL

Hon. Stewart E. Sterk
Village of Mamaroneck Planning Board
Village Hall, 169 Mt. Pleasant Avenue
Mamaroneck, NY 10543

Re: DEIS Approach
Hampshire Country Club
Planned Residential Development (PRD)

Dear Mr. Sterk,

VHB Engineering, Survey and Landscape Architecture, PC ("VHB") on behalf of Hampshire Recreation, LLC ("Hampshire") is submitting this letter to request review of the below approach to develop the Draft Environmental Impact Statement for the above referenced project. VHB has reviewed in detail the DEIS scope approved by the Planning Board and is proposing to utilize the methodology below to address the scope. We request that the Village Planning Consultant for the project review the below mythology to ensure a shared vision on development of the DEIS document.

Traffic Questions

A. Traffic Counts

1. Confirm vehicle classification categories:
   - Cars
   - School buses
   - Public transit buses
   - Trucks (heavy vehicles with 3 or more axles)
   - Pedestrians
   - Bicyclists

2. Confirm count time periods:
   - Weekday AM when school is in session (7:00 – 9:15 with an additional hour to cover school arrivals if appropriate)
   - Weekday PM when school is in session (2:00 – 6:15 for Hommocks Middle School dismissal and for normal commuter peak period)

www.vhb.com
Engineers | Scientists | Planners | Designers
50 Main Street
Suite 360
White Plains, New York 10606
P 914.467.6600
F 914.761.3759

- Saturday peak period (11:00 – 1:00 p.m. two hour peak period)

3. Confirm that we will evaluate the busiest hour for each of the three periods.

4. Confirm that the busiest hours will be based on Peak-Hour-Factor adjusted volumes

B. Study Intersections

1. Confirm that using Synchro version 8 can be used to determine levels-of-service and queuing, for each study intersection.

C. Future without the Project

1. Confirm with Village Staff the appropriate annual growth rate to use for increases in background traffic on area roadways. Historical data indicates that traffic has decreased by approximately 0.4% per year between 1996 and 2014, with more recent data (2011 to 2014) indicating a 0.8% per year decline. To provide a conservative analysis, it will be assumed that traffic will increase at 0.25% per year.

2. The Village Planning staff is requested to provide the following information on any other pending or proposed projects:
   - Name,
   - Location,
   - Uses(s)
   - Size
   - Name of traffic engineer (if any)
   - Traffic Study (if any)

3. Confirm that the qualitative assessment of on-site intersections may be based on the assumptions that any on-site intersections that have fewer than 100 peak-hour trips are LOS A, any on-site intersections that have fewer than 200 peak-hour trips are LOS B and any on-site intersections that have fewer than 300 peak-hour trips are LOS C.

Visual

A. GIS Visibility

1. Whatever GIS visual related data is available ie. topographic, public roads, and waterbodies, buildings etc. will be used. Additional data will not be created.
2. We will assume specific public areas/viewing points are of highest concern for anticipated visual impact (i.e. school, parks, etc.).

B. Field Visibility

1. We are assuming one balloon being flown during test at the proposed highest point based on the proposed site plans.

2. We assume that there's a chance the balloon location will not be centrally located in the site due to proposed grading; location may be partial to any side or the property.
3. We are assuming that all visibility will be recorded from public properties and roadways. No private roads or properties.
4. We will assume visibility from LI sound will be obtained from an area nearest the water surface elevation (i.e. a beach) to be representative of a visibility from LI Sound.

C. Photo Simulations

1. Please confirm that Village/Staff/Consultant will have the opportunity to review the GIS Visibility findings that we based our Photo Simulation viewing locations, and approve of the designated photo simulation viewing locations prior to start of photo simulation.
2. We assume the Village will accept the leaf-on photos taken from the leaf-off photo locations without the Balloon test being conducted but superimposing the leaf off balloon reference to the leaf-on photo.

Wetlands

The functional method proposed being used for wetlands reconnaissance is *A Rapid Procedure for Assessing Wetland Functional Capacity based on Hydrogeomorphic (HGM) Classification* (the "Magee-Hollands Method"). This is the functional analysis method that is commonly used locally (several other towns and villages in Westchester County require this method in their codes).

Flood Analysis:

To evaluate the extent of flooding we will develop a coastal transect flood model using FEMA's Coastal Hazard Analysis Modeling Program (CHAMP) version 2.0 supplemented with FEMA's TAW Wave Runup Methodology. VHB will acquire FEMA's flood transect models for both the Effective (2007) and Preliminary (2014) Flood Insurance Studies to serve as the basis for model development. We will develop CHAMP model transects starting with FEMA's transects and modifying them to reflect both existing and proposed conditions based on existing and proposed site topography, respectively. VHB will add up to 5 additional transects in the project area to add additional resolution. VHB will then develop model parameters based on the Effective and Preliminary Flood Insurance Studies to reflect Current and Future FEMA conditions. VHB will use the CHAMP model supplemented with TAW run-up analysis to evaluate existing and proposed conditions for Current and Future FEMA conditions for the 100 and 500-year recurrence coastal storm events.

VHB will compare proposed conditions transect results to existing conditions results for both FEMA conditions to identify potential off-site flood hazard impacts. If off-site impacts are identified, we will evaluate alternative grading alternatives to mitigate them. We will prepare a narrative summarizing the results of this analysis including model development, and results.

Zero Fill Alternative

For the zero fill alternative, below the elevation of the 100 year storm no additional fill will be added to the site. The approach will develop platforms for development existing on-site fill below. It anticipated

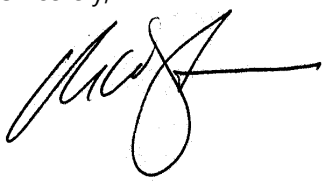
that additional structural fill typically used for road and foundation base, utility placement and other structural components will be required.

Tree Survey

Only Trees to be removed over 8" will be identified by size and general species by surveyor. An arborist will not be utilized.

We request a response in writing at your first conveyance. Please feel free to reach out to me at (914) 467-6607 or mwjunghans@vhb.com if you need additional information.

Sincerely,



Michael W. Junghans, PE
Director of Land Engineering

VHB Engineering, Surveying and Landscape Architecture, P.C.

Cc. Stuart Mesinger – Chazen
Bob Galvin - Mamaroneck
Les Steinman – HCZM
Dan Pfeffer – Hampshire
Tom Nappi – Hampshire
Mike Zarin - ZS
David Cooper – ZS
James Fitzpatrick - Toll