

MEMORANDUM

Richard Slingerland
Village of Mamaroneck
123 Mamaroneck Ave
Mamaroneck, NY 10543

6 July 2015

Dear Richard and Mamaroneck Industrial Area Committee,

Level Infrastructure has performed a preliminary assessment of the infrastructure systems in the Mamaroneck Industrial Area to support the RePlace Urban Studio district redevelopment planning effort. The findings below are based on interviews with Village staff, site tours, desktop research, and collaboration with RePlace Urban Studio.

Based on this background review and assessment the predominant infrastructure issues affecting the Mamaroneck Industrial Area are transportation and flooding. The highlights from our findings in these two key areas are below along with a brief description of other infrastructure related issues we identified.

Transportation Findings

Mamaroneck Industrial Area is well connected to both road and rail regional transportation networks, through a number of local issues prevent the area from functioning at optimal levels.

- *I-95 Access:* Access to I-95 (all flow directions) is available through Mamaroneck Ave, but both passenger cars and trucks do use Waverly Ave and Center Ave to shortcut through the residential neighborhood rather than using Hoyt Ave which is more suited to higher volumes and truck traffic. Only the Northbound exit is available onto Fenimore from I-95.
- *Shortcut for I-95 Traffic:* During peak hour when I-95 experiences heavy congestion, passenger vehicles use local streets within the district to bypass congestion.
- *Fenimore Rd Clearance Height:* As Fenimore Road passes under the Metro North rail corridor, the clearance height is only 10'-2". Trucks destined for Mamaroneck Village, Boston Post Road, or other destinations East of the Industrial Area are forced through smaller, residential streets with overpasses over the rail line such as Rockland Ave, Hillside Ave, North Barry Ave, and other local neighborhood streets.
- *Loading Trucks blocking traffic:* Due to the limited width of Waverly Ave, Center Ave, and Fayette Ave, a common problem is the blockage of travel lanes when tractor-trailers are loading and unloading or are required to back in to loading docks close to the street. Vehicles are unable to pass causing significant delays and reversing movements when vehicles attempt to find alternate routes.
- *Limited Parking:* On-street parking in the district is limited due to the number of curb-cuts, loading zones, and fire hydrants. Due to the lack of parking regulations (free street parking)

in the district, the area sees significant number of commuters parking in the area and walking to the Mamaroneck train station.

- *Lack of Clarity or Enforcement of Parking Regulations:* The district has many auto repair businesses and car parking / storage uses, and the streets are often used for storage and movement of vehicles for these businesses. Double parking, long-term street parking, and use of street areas for vehicle repair are common nuisances seen in the district because parking regulations are neither clear nor enforced.

Other minor transportation related findings

- Along the street right-of-ways there were no issues identified with regard to truck turning radius or street width though Center Avenue and Fayette Avenue can have limited accessibility with cars parked on both sides of the street. Local businesses and individual loading docks may not have sufficient service requirements, but the public streets were not identified to have inadequacy in width.
- Street cleaning occurs on the second Monday and Tuesday of each month during no parking regulations and no substantial issues were identified with regard to street cleaning.
- Street lighting network is currently undergoing a study to convert lamps to LED.
- Although most of the streets in the district have only one travel lane and very limited flow capacity, there were no issues identified with regard to high volume or flow capacity causing significant delays within the district. Fenimore Road was the only segment identified with delays due to high vehicle volume and limited capacity during peak hours. Boston Post Road, I-95, and Mamaroneck Ave regularly see heavy daily and peak hour volumes and delays.
- Public transportation access to the Industrial Area is excellent as the Metro North Mamaroneck Station is only a 5 to 10 min walk to from most locations in the district. Though the quality and safety of this walk is less than desirable along Hoyt Ave.
- The Village of Mamaroneck and the waterfront parks, businesses, and shopping district is only a 10 to 15 minute walk from the district which is within a reasonable distance for most types of trips during good weather. But, again, the quality, safety and clarity of the pedestrian experience between the Village and the Industrial Area has potential for improvement.

Flooding Situation

The Mamaroneck Industrial Area is in a low-lying, flood-prone area and sees frequent localized flooding and is at risk to more substantial coastal and major storm events.

- *Low-lying Area:* The low point of the area is along Fenimore Road at the underpass of the rail line and along Hoyt Ave just North of Fenimore Road at elevation +20'.
- *Local Flooding at Hoyt & Fenimore:* As Hoyt continues Northeast, it begins to rise again, so drainage from Hoyt, Fenimore, and much of the Industrial Area flows to the intersection of Hoyt and Fenimore. The water level in the Sheldrake River varies based on upstream runoff conditions, but can at some times be higher than required to see positive drainage. Thus localized flooding is a frequent condition in this area during heavy rain events.
- *Flooding from in Sheldrake River:* During more extreme rain events the Sheldrake River will overtop its banks at the point where it takes a sharp turn, also near Hoyt and Fenimore. Overtopped flood water begins to essential fill the low-lying Industrial area along Fenimore

and into Waverly Ave. This condition is seen in extreme rain events, not on a regular basis, but causes damage to properties in the flood zone.

- *Coastal Flooding Impacts:* Although the Industrial Area is nearly a half-mile from the East Basin and West Basin, a storm surge in combination with a heavy rain event will impact the water levels in the Sheldrake River and essentially back up the river causing it to overtop its banks along the extent of the river and into the properties adjacent to the river.

Other findings related to flooding conditions on site:

- There is very little permeable surface within Industrial Area exacerbating any local flooding due to high volumes and intensities of runoff from the impermeable surfaces.
- Water quality from stormwater runoff in the district carry particulates, oils, metals, and other hazardous materials generated from various industrial activities and auto repair businesses.
- Solutions to coastal flooding and storm surge will require interventions significantly outside of the study area along the coast where the Sheldrake River meets the coast or at least where it enters the East Basin.

Other Infrastructure Issues and Opportunities

Telecommunication Network: A major regional fiber optic trunk passes through the district providing a high capacity and high speed communications that could provide an opportunity for future technology-based industrial activity in the district.

Electrical Network: Although the electrical grid in the district provides reliable capacity, the ConEd substation at 321 Waverly Avenue is within the flood plain near the Sheldrake River and is exposed to flooding from both high intensity rainfall and coastal storm surge. No substantial issues have been identified with regard to power capacity, power quality, or reliability.

Fire Fighting and Access: No substantial issues have been identified with regard to fire fighting capabilities or access for emergency vehicles in the district.

Solid Waste Management: No substantial issues have been identified with regard to trash collection in the district.

Our next steps will be to collaborate with RePlace Urban Studio to develop the planning alternatives to address the above findings through creative yet practical solutions. Our work will be integrated into each of the alternatives with highlights showing design solutions and operational proposals that will improve the infrastructure systems and enhance the attractiveness and competitiveness of the Mamaroneck Industrial Area.

Regards,

Byron Stigge
Director
Level Agency for Infrastructure, LLC.