

A scenic view of a beach and waterfront area. The foreground shows a grassy slope leading down to a sandy beach. The beach curves along a body of water, with a small pier or dock visible on the right. The background is filled with lush green trees under a bright sky. The text is overlaid on this image.

MAMARONECK BEACH AND YACHT CLUB
Clubhouse Alterations and New Seasonal Residences

Village of Mamaroneck, New York

DRAFT ENVIRONMENTAL IMPACT STATEMENT
Volume 1

Saccardi & Schiff, Inc.

January 2007

MAMARONECK BEACH AND YACHT CLUB
Clubhouse Alterations and New Seasonal Residences
Village of Mamaroneck, New York

DRAFT ENVIRONMENTAL IMPACT STATEMENT

VOLUME I

Project Location:

555 South Barry Avenue
Village of Mamaroneck, Westchester County, NY
Tax Map Parcel: Village of Mamaroneck, Section 4, Block 77, and Lot 31

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Comments Due: _____

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I. EXECUTIVE SUMMARY

A. Description of Proposed Action

The proposed action involves alterations to the main clubhouse building for inclusion of seasonal residences, construction of five new free standing seasonal residence buildings, and construction of a new yacht club building for the Mamaroneck Beach and Yacht Club (MB &YC) located in the Marine Recreation (MR) zoning district in the Village of Mamaroneck, NY. The construction of the new seasonal residence buildings would require demolition of some existing cabana buildings. The existing dockmaster's shed would be replaced with the proposed new yacht club/dockmaster's building. Existing asphalt and gravel parking areas would be re-configured and enhanced with planted islands.

Alterations and additions to the existing 19,272 square foot two-story clubhouse of 6,399 s.f. to result in a 25,671 square foot three story building would include the following:

- Additional square footage to the existing partial second floor for administrative office relocation and construction of seasonal units.
- Construction of a new third floor of 4,132 s.f. to contain seasonal residence units for a total of 12 seasonal residence units comprised of 10 studios and two one-bedroom units.

The five proposed new seasonal residence buildings, resulting in 20 seasonal units would consist of the following:

- Each building to consist of two stories plus lower level for a total of 36,500 s.f. Each building to contain two two-bedroom plus den units and two two-bedroom units; and four lower level enclosed parking spaces. Four of the five buildings would contain ground floor cabanas, two buildings with 10 cabanas each and two buildings with 60 lockers each for a total of 20 cabanas and 120 lockers.
- Total proposed seasonal residence units would be 32.

The new yacht club/dockmaster's building would be 1,425 s.f. and consist of:

- Boater's storage area on the lower level (425 s.f.)
- Meeting room, toilets, dockmaster's office and a deck on the second floor (1,000 s.f.)

Of the thirteen existing cabana buildings totaling 20,477 square feet, ten buildings of 15,023 square feet would be demolished.

Total proposed parking spaces will be 262 compared with 248 existing. The proposed parking would consist of a combination of asphalt, gravel, and permeable paved parking areas and ground level garages of four spaces each in four of the five seasonal residence buildings.

B. Anticipated Impacts and Proposed Mitigation

The following Table I-1, Summary of Significant Impacts, summarizes the potentially significant environmental impacts of the proposed action, for each of the Environmental Conditions and their mitigating measures as described in detail in the DEIS. Each of the environmental conditions are itemized below:

**Table I-1
Summary of Significant Adverse Impacts**

		Potential Significant Adverse Impacts	Proposed Mitigation
EXISTING ENVIRONMENTAL CONDITIONS	Land Use	<ul style="list-style-type: none"> Alterations and additions to the Club will increase the total gross floor area from 54,708 s.f. to 83,893 s.f. that consists of 32 new seasonal units, a new yacht club building and alterations to the existing clubhouse. Addition of 6,399 square feet to the existing partial second floor of the clubhouse and construction of a new third floor to contain 12 new seasonal residence units to be comprised of 10 studios and two one-bedroom units, including 75 square feet on the first floor. Construction of five new seasonal residence buildings with four of the five buildings consisting of 16 seasonal units on first and second floors and 20 cabanas and 20 lockers on ground floor, and one building consisting of 4 seasonal units on first floor and second floor with no cabanas on ground floor. Alteration of existing open space from 251,563 s.f. to 235,995 s.f. due to the proposed action. All units have four ground floor garages. Replacement of the existing dockmaster's shed of 116 s.f. with a new yacht club/dockmaster's building of 1,425 s.f. Projected membership of the club once the project is completed is 225 member families. At least 266 member families could be accommodated in the 226 cabanas and lockers that would result from the proposed action. The proposed action would not alter the existing land use of the site as a membership beach and yacht club and would not have adverse impacts on adjoining uses. 	<ul style="list-style-type: none"> The altered clubhouse building, 32 total seasonal residences (20 in new buildings), new yacht club building and re-configured parking areas are not anticipated to have significant impacts on surrounding or on-site land uses due to compatibility with surrounding residential and other club uses. Therefore, no further mitigation is required. Proposed cabanas and lockers on-site would more than adequately serve the expected number of members.
	Zoning	<ul style="list-style-type: none"> Construction of 32 new seasonal residence units and a new yacht club/dockmaster's building in accordance with the provisions of MR district. Clubhouse height of 36.5 feet conforms to the maximum permissible height of 40 feet in the MR district regulation. Seasonal residences height of 32.5 feet or two-stories conforms to the maximum permissible height of 40 feet in the MR district regulation. Eastern side yard of 23 feet due to the construction of the new yacht club building conforms to the minimum required setback of 20 feet in the MR district regulation. Building coverage would increase from 8% (45,824 s.f.) to 12% (66,742 s.f.) when 20% is maximum permitted by the MR district. FAR increase from 0.10 to 0.15, the maximum permissible FAR in the MR district regulation. Provision of 262 parking spaces to meet the MR district requirement. Seasonal housing to be available for occupancy April 1 to October 31 annually Assurances to limit periods of occupancy to specified season. Maximum potential cumulative impact of new seasonal residences from other clubs is approximately eight residences. 	<ul style="list-style-type: none"> Since seasonal residences are a permitted use in the MR district and the proposed action complies with zoning, there would be no significant impacts; no mitigation required.
	Public Policy	<ul style="list-style-type: none"> Consistent with the Village of Mamaroneck Master Plan. Consistent with the policies outlined in the Local Waterfront Revitalization Plan (LWRP). Consistent with Local Law § 186 of the Village Code; the first habitable floor of all new buildings to be at least one-foot above the base flood elevation. Consistent with Local Law § 240 of the Village Code; proposed dockmaster's building encroaching the 50-foot mean high water line of Long Island Sound is allowed to be so located as it is a water-dependent use and the encroachments of the clubhouse are in accordance with the existing and pre-existing non-conformity. 	<ul style="list-style-type: none"> Since the proposed action is consistent with the Village Master Plan, Local Waterfront Revitalization Plan, Local Law § 186 of the Village Code, and Local Law § 240 of the Village Code, no significant impacts to public policy are anticipated; no mitigation is required.
	Visual Character	<p>Alteration of on-site views is as follows:</p> <ul style="list-style-type: none"> Alteration of the main clubhouse with additional bulk and height in keeping with the historic Osborn mansion within the original footprint plus 75 s.f. enclosure of the existing deck. Replacement of dockmaster's shed with a yacht club building that is architecturally sensitive to overall club design. The five new seasonal residence buildings proposed on site would conform to the design character of other buildings on project site. <p>Alteration of off-site views is as follows:</p> <ul style="list-style-type: none"> View from Lot 6 on Alda Road would be altered due to the proposed seasonal residence building at the southwestern corner of the site. View from Lot 10 on Alda Road to the seasonal residence building proposed in the interior of the site, directly south of tennis courts is altered. View of the dockmaster's shed from Lot 30C on Taylor Lane in the northeastern corner of the site to the southeastern corner is altered due to the construction of the new yacht club/dockmaster's building. View north from Long Island Sound is altered due to the construction of third floor on the clubhouse and construction of two new seasonal residence buildings in the northeastern corner of the site, behind "the Park". View from Bleeker Avenue depicts alteration to the southwestern wing of the clubhouse built up to three floors and the seasonal residence building proposed directly south of tennis courts. View from Shore Acres Club is altered due to the alteration to the southwestern wing of the club built up to three floors and the two seasonal residence buildings proposed on the southwestern corner of the site. 	<ul style="list-style-type: none"> On-site views: No significant impacts; the renovation of existing structure and the new buildings proposed on site will conform to the design character of existing buildings, all in keeping with the historic Osborn mansion and former estate character. <p>Off-site Views:</p> <ul style="list-style-type: none"> No significant impacts; the 400-foot distance between Lot 6 on Alda Road and the proposed seasonal residence building and the existence of dense trees in between would mitigate any significant impacts caused by the new seasonal residences. No significant impacts; the 540-foot distance between Lot 10 on Alda Road and the proposed seasonal residence building, along with the existence of several intervening trees would mitigate any significant impacts caused by the new seasonal residences. No significant impacts; the new yacht club/dockmaster's building at a distance of 540 feet from Lot 30C on Taylor Lane, and the existence of several intervening trees would mitigate any significant impacts caused by the new seasonal residences. Proposed alterations to the clubhouse respect the original architectural character and will restore the structure to its pre-existing condition and, buffering of the new seasonal residences by surrounding tall trees minimizes the visual impact. Architectural character of the clubhouse and seasonal residence buildings will be consistent with other on-site buildings. Seasonal residence buildings are buffered with trees and landscaping thus minimizing the impacts and the clubhouse is designed according to the existing Stanford-White designs on-site causing an architecturally attractive appearance along waterfront.
	Natural Features	<ul style="list-style-type: none"> Regarding soils, slopes and topography, the modifications proposed to the site are within the existing developed area. After development, the changes to land cover result in a decrease of approximately 0.6 acres of impervious surfaces. Regarding vegetation, a total of 19 trees will be required to be removed as a result of the proposed action. Construction of the proposed improvements may temporarily displace some of the wildlife species that currently utilize the site. Many of the species that utilize the site will return after construction is complete. Since there are no direct wetland impacts proposed a permit would not be required from the ACOE. The tidal wetlands along Otter Creek are stable and restoration is not necessary though some minor enhancement of the adjacent area is proposed. 	<ul style="list-style-type: none"> No significant impacts to soils, slope or topography are anticipated. During construction, the potential for soil erosion and sedimentation will be controlled through the use of temporary soil erosion and sediment control devices described on the Sediment and Erosion Control Plan. Proposed Landscape Plan will be installed to mitigate for impacts to the vegetation on the site. Plantings will be used to revegetate and stabilize the areas that are disturbed as a result of construction. No significant impacts are anticipated to wildlife, but many of the ornamental plant species that are used for the landscaping provide food, cover and nesting opportunities for wildlife. Potential impacts during construction to Otter Creek, as well as the other tidal wetlands that are adjacent to the site, will be mitigated for by adherence to the sediment and erosion control plan. In addition, as noted on the landscape plans for the site, wetland buffer enhancement plantings are proposed for the area between the gravel parking lot and the tidal wetlands that are associated with Otter Creek.
	Stormwater Management	<ul style="list-style-type: none"> The re-grading of the site will not significantly alter the existing drainage patterns. Stormwater detention is not required by the DEC for sites discharging directly to tidal waters. Since discharge is to tidal waters, relief from the County's detention requirements will be sought. Provision of the stream channel protection volume will not be required by the DEC for sites discharging directly to tidal waters. By meeting the WQ, requirements through employment of SMPs specified in the NYSDEC Design Manual, the project will meet the DEC's water quality objectives. 	<ul style="list-style-type: none"> The project will comply with the requirements of the NYSDEC SPDES for discharges from construction activity, GP-02-01. <p>The following guidelines will apply:</p> <ul style="list-style-type: none"> Existing drainage systems will be cleaned of debris, identified and placed on an updated survey. Where the development program conflicts with existing systems, the systems will be reconstructed and designed to function in the same manner as it functions under existing conditions. The drainage systems will be upgraded to meet current standards. Stormwater quality control practices meeting the DEC and Village requirements will be added to improve stormwater quality.

		Potential Significant Adverse Impacts	Proposed Mitigation
EXISTING ENVIRONMENTAL CONDITIONS	Utilities	<p>Water Supply:</p> <ul style="list-style-type: none"> The 4-inch water distribution system presently supplying the site will be replaced with an 8-inch water main. The new line will extend from the 8-inch main located in South Barry Avenue. Three fire hydrants will be installed to provide adequate fire protection coverage to the site. Construction of the water supply system will be in accordance with the requirements of the WJWW and subject to County DOH approval. The average daily water usage rate is expected to increase from 21,040 gpd to 36,775 gpd. <p>Sanitary Sewer:</p> <ul style="list-style-type: none"> A new sewage pumping station will be installed approximately 200 feet closer to the clubhouse than the existing station and a new 8-inch gravity sewer system will be installed to all proposed buildings. Approximately 200 feet of force main will be abandoned or removed and 500 feet of new force main will be installed. The average daily sewage flow rate is expected to increase to 34,671 gpd, which can be accommodated in the Mamaroneck WWTP. <p>Electricity and Gas:</p> <ul style="list-style-type: none"> The existing gas, electric, telephone and cable lines that are located outside the areas of construction will be maintained. All new service lines will be installed underground in compliance with current standards. 	<p>Water Supply:</p> <ul style="list-style-type: none"> In accordance with NYSDEC regulations, all new components of the development will be equipped with water saving plumbing fixtures. The new water system will be designed in accordance with the requirements of the WJWW and local standards. Since water supply is sufficient to meet demand, no further mitigation is required. <p>Sanitary Sewer:</p> <ul style="list-style-type: none"> The proposed onsite sanitary pump station will be designed similar to that which currently exists which will include 2 submersible pumps designed to handle anticipated peak flows and designed in accordance with WCHD requirements. County records indicate that the Mamaroneck WWTP plant is operating at approximately 2.6 million gallons per day under its permitted capacity and thus can easily accommodate the increased flow of some 15,735 gpd from the project area. County records indicate that the County operated South Barry Avenue pump station is operating at approximately 1.5 million gallons per day under its design capacity and thus can accommodate the increased flow from the project. An offsite sewer study will be performed during the Site Plan Approval process to confirm that the existing sewer system can accommodate the increased flow from the project. No further mitigation is required. <p>Electricity and Gas:</p> <ul style="list-style-type: none"> Since the utility companies are capable of providing sufficient service to the project, no mitigation is proposed.
	Traffic & Transportation	<ul style="list-style-type: none"> Operation of intersections at the same Levels of Service with no perceptible change on any movement or approach. Some delays to be experienced at the intersection of Route 1 and Barry Avenue currently and in the future, with or without the project, for vehicles traveling westbound along Route 1 during the weekday peak PM Hour. Insignificant number of construction vehicles dispersed throughout the day; the construction vehicles to be accommodated by the existing roadway network. 	<ul style="list-style-type: none"> No significant impacts to intersection operations; no mitigation required. No significant impacts as compared to the existing condition at Route 1 and Barry Ave., no mitigation proposed. No significant traffic impacts due to construction on site; proper NY State requirements to be followed for the transport of any heavy equipment to or from the site during construction.
	Noise (Qualitative Analysis)	<ul style="list-style-type: none"> Measured ambient L_{eq} noise levels were very similar at all 3 monitored locations (Alda Road, Taylor Lane, Bleeker Ave.), ranging from 44 to 47 dBA at night. Measured L_{90} levels were somewhat lower and also very similar, ranging from 40 to 42 dBA. The measured levels are typical for this type of suburban setting. No significant adverse noise impacts would be expected from increased vehicular traffic associated with the project. The HVAC requirements of the proposed residential units will be less than those required for a typical residential development, and no impacts to any off-site residences from HVAC equipment are expected. The construction sound levels suggest that construction noise will be audible at times at the most proximate receptors, but likely only when the maximum equipment is in operation. The maximum calculated levels for the nearest residences (55 to 62 dBA) are not excessive and would only occur for brief periods, and will be temporary in nature. No long term or permanent noise impacts are anticipated due to construction activities. 	<ul style="list-style-type: none"> No mitigation measures will be required for vehicular traffic noise since no noise impacts are expected as a result of future traffic volumes associated with the project. No noise mitigation measures are anticipated to be required for project HVAC or other noise sources. Project construction is only scheduled for daytime hours in accordance with the Village Noise Ordinance. Limiting construction to these hours will minimize any short-term impacts that might occur due to construction. As a general good construction practice to reduce construction noise to the greatest extent possible, functional mufflers will be maintained on all construction equipment.
	Historic, Archeological & Cultural Resources	<p>Archeological resources:</p> <ul style="list-style-type: none"> Due to severe compromise of all archeological potential that has occurred by years of land manipulation; no impacts are anticipated. <p>Historic resources:</p> <ul style="list-style-type: none"> Removal of cabanas and construction of new seasonal residences on site will not affect historic resources. Re-construction of the clubhouse to meet the original profile of the Osborn house will maintain the presence of the promontory in the Harbor entrance. Proposed addition of seasonal residences will not affect the dominance of the towers on the promontory nor, would the additions be out of character with other buildings that currently line the immediate shoreline of the Harbor and/or Long Island Sound. 	<ul style="list-style-type: none"> No significant impacts to archaeology anticipated; no mitigation required. No significant impacts to historic resources anticipated; no mitigation required. Renovations to the clubhouse include the third floor designed to meet the original profile of the Osborn house. If the tennis building/former stable and staff residence are to be altered in future, then photo documentation should be undertaken prior to the disturbance.
	Socioeconomic Factors	<ul style="list-style-type: none"> Increase in Club membership from 175 member families (as of 2004) to 225 member families. Increase in total number of persons using the site in season from 547 (in 2004) to 703 due to the proposed action. Generation of a total of \$186,210 to all non-school taxing districts with approximately \$99,117 generated to the Village of Mamaroneck and \$2,539 generated to the Town of Rye. Generation of \$244,984 taxes to the Rye Neck School District. 	<ul style="list-style-type: none"> No significant impacts due to site population or membership increase; no mitigation required. Positive impacts to taxing districts; no mitigation required. Positive impact to Rye Neck School District; no mitigation required.
	Community Facilities	<ul style="list-style-type: none"> Police: no significant increase in demand on the police is anticipated from the project, although no information was received from the Police department to date. Fire: no significant increase in demand on the fire department is anticipated from the project. The Mamaroneck Fire Chief expressed the need to install sprinklers in the new buildings, which is proposed. Emergency Services: Minor anticipated demand on the EMS system by the Village ambulance coordinator, as well as concern about access to the proposed seasonal units. Waste Disposal: Seasonal use of club facilities by club members will continue to result in waste generation similar to the existing condition with an incremental addition due to the increase in member families (average solid waste generated would range between 1,920 to 2,400 pounds per year above existing conditions). 	<ul style="list-style-type: none"> No significant impacts to fire protection anticipated; no mitigation required. All of the new buildings on-site will contain sprinklers for fire protection. Hydrants for fire protection are provided as part of the proposed plan. No significant impacts anticipated to emergency services. Elevators will be provided in seasonal residence buildings and the buildings will meet the building fire code and accessibility code requirements. No significant impacts to solid waste anticipated. Waste will be collected by private carter, resulting in no additional costs to the Village. Residents will comply with existing Village recycling regulations.
	Construction	<ul style="list-style-type: none"> Construction of this project is anticipated to be performed in a single construction season and result in disturbance of less than five acres. Construction would be performed in a logical progression; initiated by the installation of sediment and erosion control measures followed by demolition and removal of demolition debris. The next step would include adding new and replacement utility systems. The next step would include grading of the roads, parking areas and preparation of building pads, after which underground utilities would be completed and buildings would be constructed. The construction noise will be audible at times at the most proximate receptors, but likely only when the maximum equipment are in operation. If encountered and where possible, rock will be ripped and/or fractured with appropriate hydro-pneumatic equipment. Should blasting be required in localized areas, all blasting will take place in full compliance with the blasting ordinance. 	<ul style="list-style-type: none"> Construction will be performed between 8:00 A.M. and 6:00 P.M. weekdays and Saturday. There will be no work performed on Sunday. The project will comply with the Village Noise Ordinance. In the event blasting should occur, the blasting contractor will prepare a blasting plan in conformance with the Village requirements.

- Land Use
- Zoning
- Public Policy
- Visual Character
- Natural Features
- Stormwater Management
- Utilities
- Traffic and Transportation
- Noise(Qualitative Analysis)
- Historic, Archeological and Cultural Resources
- Socioeconomic Factors
- Community Facilities
- Construction

C. Description of the Project Alternatives

1. No Action Alternative – “A”

Under the No Action alternative, there would be no change to the current Mamaroneck Beach and Yacht Club site or program

2. Expanded Water-Dependent Uses Alternative – “B-1” and “B-2”

Alternative B-1 and B-2 assume a marina expansion of 32 additional boat slips/moorings, a new 4,008 s.f. fitness center with 75 lockers, a new 1,500 s.f. yacht club building, and renovations to the existing cabanas, swimming pool and deck area, with (“B-2”) or without (“B-1”) the proposed action.

3. Existing Footprint Alternative – “C”

Alternative C retains all of the existing cabana buildings on the site and proposes no new buildings. This alternative includes only clubhouse alterations within the existing building footprint. These renovations include: the addition of 6,399 s.f. on the existing second floor and the construction of a new third floor with 12 new seasonal units (10 studios and 2 one-bedroom units) and administrative office relocation. The gross floor area of the main clubhouse would increase from 19,272 s.f. to 25,671 s.f. within the existing footprint. This alternative does not propose construction of a new yacht club/dockmaster’s building or any new boat slips. Parking throughout the site would be reconfigured, and a total of 248 parking spaces would be provided in this alternative.

4. 100% of Main Clubhouse Square Footage Alternative plus one new seasonal residence building – “D”

Alternative D includes the renovation and expansion of the main clubhouse to 25,671 square feet from existing 19,272 square feet of floor area, to contain 12 seasonal residences, the same as the proposed action. This alternative, however, proposes construction of only one seasonal residence building elsewhere on the site (containing 4 units) for a total of 16 seasonal residence units on site. Cabana buildings 9,10,11,12, and 13 would be demolished. One hundred seventy-three cabanas would remain and with 10

new cabanas, would total 183 cabanas. The pool area would remain the same with this alternative. Parking would be reconfigured with this alternative and 244 parking spaces are proposed throughout the site.

5. Alternative Site Layout – “E”

Alternative E would have the same program as the proposed action including five new seasonal residence buildings but would have a different site layout that would seek to minimize the visual impacts.

6. Increased Number of Units Alternative – “F”

This alternative maintains the same five seasonal residence buildings and floor area as in the proposed action but with a greater number of smaller units than the 20 proposed in those five buildings. The number of units in the five seasonal residence buildings would increase from 10 two-bedroom units and 10 two-bedroom plus den units, to 30 one-bedroom units, or six units per seasonal residence building. Total seasonal residences would be 42. A new yacht club/dock master’s building would be constructed.

7. New Seasonal Residences with Expanded Club Uses Alternative – “G”

Alternative G is the preferred alternative. This alternative reduces the number of free-standing seasonal residence buildings to four and provides 20 one-bedroom seasonal units in these buildings, in addition to the 12 units in the clubhouse, as originally planned with the same gross floor area. The alternative provides other club related health, fitness, and recreation facilities in a fifth free standing building of 4,008 s.f. with 75 lockers and a 1,500 s.f. yacht club/dock master’s building. Boat slips would be increased by 32 slips for a total of 86 slips.

D. Permits and Approvals

The following are the required permits and approvals for the proposed action:

**Table I-2
Permits and Approvals Required for the Proposed Action**

Agency	Approval / Permits Required
Village of Mamaroneck Planning Board	<ul style="list-style-type: none"> • SEQRA Determination • Site Plan Approval • Permit to Locate Structure/Parking within 50' from Mean High Water Line Pursuant to Local Law §240.30 • Possible Flood Plain Variance • Sanitary Sewer Review • Stormwater Management Review
Village of Mamaroneck Coastal Zone Commission	<ul style="list-style-type: none"> • Consistency Review
Village of Mamaroneck Board of Architectural Review	<ul style="list-style-type: none"> • Architectural Review
Westchester County Department of Health	<ul style="list-style-type: none"> • Water Main Extension Permit • Sanitary Sewer Extension Permit • Possible Upgrade of Utility Infrastructure • Water system additions and modifications

Westchester Joint Water Works	<ul style="list-style-type: none"> • Water system additions and modifications
New York State Department of Environmental Conservation	<ul style="list-style-type: none"> • NYSDEC SPDES General Permit for Stormwater Discharges • Potential Permit for Potential Disturbance to Wetland Adjacent Area
US Army Corps of Engineers	(No Permit Required for Wetlands Activities)

E. List of involved and interested agencies for DEIS distribution (including those agencies to be added to the DEIS distribution list during scoping)

1. Involved Agencies

- a. Planning Board of the Village of Mamaroneck
- b. Westchester County Department of Health
- c. Coastal Zone Commission of the Village of Mamaroneck
- d. Architectural Review Board of the Village of Mamaroneck
- e. New York State Department of Environmental Conservation

2. Interested Agencies

- a. Town of Mamaroneck, New York
- b. Town of Rye, New York
- c. County of Westchester, New York, Department of Planning
- d. County of Westchester, New York, Department of Planning and Soil Conservation
- e. County of Westchester, New York, Department of Environmental Facilities
- f. County of Westchester, New York, Department of Public Works
- g. New York State, Department of State, Division of Coastal Resources