



Westchester

County

Planning

Board

November 5, 2025

County Planning Board Referrals:

Letters Dated September 16, 2025 through
October 15, 2025

Briarcliff Manor

BMR-25-004 555 Pleasantville Road Solar Rooftop

Municipal Action Special Use Permit, Site Plan **Response Type:** Local Determination **Letter Date:** October 1, 2025

555 Pleasantville Rd, Briarcliff Manor, NY, 10510, USA

Zoning: **Lot Area:** **Stories:** **Parking:** **Residential Units:**

Description

Application to install a rooftop solar array on two existing buildings.

We appreciate that the applicant is proposing to install large-scale rooftop solar arrays on their buildings, and continue to encourage the Village's efforts to promote rooftop solar installations.

Comments:

BMR-25-005 Battery Energy Storage Systems

Municipal Action Zoning Text Amendment **Response Type:** Comment **Letter Date:** October 1, 2025

1111 Pleasantville Rd, Briarcliff Manor, NY, 10510, USA

Zoning: **Lot Area:** **Stories:** **Parking:** **Residential Units:**

Description

Proposed local law to implement regulations regarding Battery Energy Storage Systems. BESS would be classified into two Tiers in relation to their energy capacity. Tier One BESS would be limited to 600 kWh of capacity, and would require a building permit for installation. Tier Two BESS would be classified as a capacity greater than 600 kWh, and would be prohibited within the Village. Other safety, permitting, signage, and abandonment regulations are included.

Comments:

Briarcliff Manor

Battery Energy Storage Systems

We appreciate that the Village is proposing Tier One permitting regulations, and note that the proposed requirements are in line with the model law established by the NYSERDA within their New York State Battery Energy Storage System Guidebook.

However, we disagree that a ban on the installation of Tier Two BESS facilities is appropriate, and recommend that the Village work to include permitting regulations for BESS over 600 kWh. As the County, State, and Nation transfers from the use of fossil fuels to renewable energy sources, BESS serve as an important means for enabling that energy to be used by consumers. Large-scale energy storage is a crucial factor in the utilization of renewable sources, as fluctuations in energy creation from these sources necessitate a means to balance electricity generation against usage throughout the day. For instance, BESS units can be used to store solar power gathered during the daytime for later use at night. As such, BESS technologies are important as the State and County works towards reducing carbon emissions and the use of fossil fuels for energy creation, while supplying enough electricity to avoid supply disruptions.

By prohibiting large-scale BESS systems within the Village, direct adverse impacts would affect energy resources and facilities, as the transmission of electricity from renewable sources would be hindered within the Village and possibly neighboring municipalities. The more that power generation from renewable sources is hindered, the longer it will take to transition away from fossil fuels, and the associated effects of pollution, environmental degradation, and climate change will be extended. Also, we note that a prohibition of all large-scale BESS includes existing and future technologies that may pose less fire risk, and establishes a stigma to BESS that is not imposed upon established hazardous energy conveyances, for example automobile gasoline stations and natural gas systems. These legacy uses have various requirements imposed in order to mitigate environmental and safety concerns, and have been well adapted into all communities within the country.

We do understand that there are important questions in regards to fire and environmental safety, and as the technology has grown studies have been conducted and guidelines established to mitigate possible issues, just as has been accomplished with legacy energy conveyance systems. The State has recently updated the Fire Code in response to potential hazards, in order to create enhanced safety standards for BESS facilities within New York. The State also has information regarding proper BESS deployment, in addition to the model zoning law. Finally, we note that the County Board of Legislators recently adopted BESS notification legislation for Battery Energy Storage projects, in order to coordinate emergency services and increase safety standards. The notification form and more information can be found at: <https://emergencyservices.westchestergov.com/bess-safety-notification-program>.

We note that the referral submission included a redlined version with proposed Tier Two regulations that were not included in the final draft. We recommend that the Village not expressly prohibit Tier Two systems in the proposed law, and work to include the recommended NYSERDA model ordinance provisions. We understand that the ongoing BESS moratorium within the Village is due to expire on October 15, however we would support an extension of the moratorium for Tier Two systems over their full prohibition, should the Village require more time to deliberate any proposed requirements.

Bronxville

BXV-25-001

Iona University Baseball Field Renovation

Municipal Action

Site Plan

Response Type:

Comment

Letter Date:

October 14, 2025

182 White Plains Rd, Bronxville, NY, 10708, USA

Zoning:

Residence 'A'

Lot Area:

9

Stories:

Stories:

Parking:

141

Residential Units:

Description

Application to renovate the existing baseball field and tennis courts located within the Iona University campus. The site is partially located in the Town of Eastchester. White Plains Road and Rose Avenue, which serves as the municipal border with the Village of Tuckahoe, run through the campus, and the baseball field lies at the corner of these two streets. The campus lies within a single-family residential neighborhood that spans all three municipalities. The baseball field itself is mostly surrounded by campus buildings and other athletic fields, except towards the northwest across White Plains Road where lies a single-family residence. The existing tennis courts front Rose Avenue to the east of the field.

The applicant proposes upgrades to the field to meet NCAA Division 1 standards. New bleachers, dugout areas, and a press box would be added behind the home plate area of the field facing Rose Avenue, and new fencing and retaining walls would be added to encircle the outfield facing White Plains Road. A new scoreboard is proposed at the rear of the field. The existing tennis court closest to the field would be replaced with a pitcher warm-up area. The remaining tennis courts would be resurfaced. An existing parking area to the south of the field would be reconfigured and one space removed, with 141 parking spaces proposed on the property. A new pedestrian pathway would be installed between the field and the adjacent athletic center building, connecting the parking lot to the proposed bleachers and the crosswalk on Rose Avenue that leads to neighboring athletic fields. New landscaping is proposed around the field and tennis courts, and new underground stormwater retention basins are proposed to upgrade the existing drainage system. Field lighting is not proposed, with new lighting only added to illuminate the pedestrian pathway and parking areas. Zoning area variances are required for building and structure setbacks, accessory building location, and fence height.

Comments:

Site layout

We note that the applicant is proposing new walls and fencing around the field in order to manage errant baseballs, which are a concern of local residents. The Village should ensure that the proposed fencing is sufficient to protect against baseballs encroaching onto the streets and neighboring properties. We recommend that the applicant consider extending the 42-foot high portion of the fence around the corner and down a portion of the Rose Avenue frontage, in order to further protect the street corner and closest residential properties.

Stormwater management

We appreciate that the applicant has proposed to upgrade the stormwater management system within the site due to local concerns regarding flooding in this neighborhood. As the proposed plan includes subsurface stormwater quality and retention infrastructure, we point out that subsurface methods of stormwater management can be of diminishing effectiveness over time if not properly cleaned and maintained. We note that a Stormwater Pollution Prevention Plan has been established. The Village should ensure the continued operability of this stormwater management system into the future to prevent the system from being clogged with sediment, and in turn force a higher amount of stormwater runoff into the Village's storm drain system, or into Eastchester. The applicant should also be encouraged to explore at-grade stormwater management solutions that treat runoff on-site wherever possible, such as using pervious paving for parking and pedestrian areas, or the installation of vegetative rain gardens.

Bronxville

Transportation demand management

We note that the upgrading of the field to a Division One standard, as well as the increased seating areas, may induce more visitors to the field. The applicant has stated that a parking study is ongoing. Ensuring that the transportation needs of players, employees, and visitors are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars and upgrading event locations without overburdening the street network and existing parking supply. We note that traffic management is especially important for this site, due to its location within a residential neighborhood.

The County's Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help future attendees avoid the need to park private vehicles. We recommend that the Village and applicant review these Toolkits, which can be provided by the Planning Department, to ensure transportation needs are met while maintaining or reducing the space set aside for vehicles. The County's Smart Commute Program can also assist employers to implement TDM strategies.

NYS DOT review

White Plains Road (NYS Route 22) is a State highway. The Village should forward a copy of the application to NYS DOT to identify any required permits for the proposed project and to evaluate potential traffic impacts to East Main Street. Fencing details should be provided to ensure enough protection is provided from errant balls.

Bee-Line bus stop

We note that the property includes a Bee-Line bus stop and bench on the White Plains Road frontage. As increased ridership may be induced by the upgraded field, we recommend that the applicant contacts the Westchester County Department of Public Works and Transportation to discuss what impacts, if any, the proposed project will have on the provision of bus service in the area and whether or not improvements or upgrades to the bus stops serving the site are required or desired. We also recommend that the applicant ensure that appropriate signage is provided to direct riders from the bus stop to the field.

Bicycle parking

We encourage the applicant to include a bicycle parking area for students, visitors, and employees in order to provide full parking options within the site. We also recommend that the applicant includes a power supply for the charging of e-bicycles within this bicycle parking area.

Green building technology

We encourage the applicant to give consideration towards the provision of electric vehicle parking capabilities within the proposed parking lot.

Universal Design

We encourage the Village to consider the principles of universal design in this development, in addition to any building standards required by ADA regulations. Universal Design standards allow all visitors to fully engage in our public spaces. Universal Design is also an important means of providing accessible pedestrian access and parking for persons with mobility issues.

Croton-on-Hudson**CRO-25-005 Alternate Board Members****Municipal** Zoning Text
Action Amendment**Response** Local Determination
Type:**Letter** October 1, 2025
Date:**1 Van Wyck St, Croton On Hudson, NY, 10520, USA****Zoning:****Lot Area:****Stories:****Parking:****Residential Units:****Description**

Amendment to establish an Alternate Member position to the Village's Planning Board and Zoning Board of Appeals. The alternate member would be appointed by the Mayor, subject to Village Board approval, and would be able to vote on matters before their Board should another Member recuse themselves or be otherwise absent or unable to participate in a meeting.

Comments:

Eastchester

ECH-25-001 Immaculate Conception Church

Municipal Site Plan
Action

Response Comment
Type:

Letter September 23, 2025
Date:

265 White Plains Rd, Eastchester, NY, 10709, USA

Zoning:

R10

Lot Area:

Stories:

Parking:

7

Residential Units:

Description

Proposed driveway realignment and sidewalk installation for the Immaculate Conception and Assumption of Our Lady Church. The site lies along the border with the Village of Tuckahoe. The applicant is proposing to replace an existing driveway that connects the main parking lot with White Plains Road, angling it so the curb cut would be located 50 feet south. This would align the driveway with Crawford Drive across White Plains Road. Three parallel parking spaces would be located on this new driveway. Four additional parallel parking spaces would be added to the existing parking lot, near the new driveway.

Pedestrian improvements are also proposed on the property, including a new sidewalk running along the realigned driveway to provide a connection between the school buildings and White Plains Road. A new sidewalk oval would be located around an existing statuary plaza, extending the park-like setting along White Plains Road. Additional sidewalks and crosswalks would be located within the site to provide better pedestrian connectivity throughout the property.

We previously reviewed this matter and responded with a comment letter dated June 22, 2023 (ECH 23-001). We note that this current application is a re-submittal, as the original site plan approval, granted by the Town on June 22, 2023, has expired.

NOTE: Applicant has withdrawn this application as of 9/24/25.

Comments:

Pedestrian connectivity

We commend the applicant for proposing additional sidewalks within the site, and for providing a new connection to White Plains Road. These improvements would provide safer access and clearer wayfinding for pedestrians throughout the site. We also note that aligning the driveway with Crawford Drive should increase the safety of pedestrians crossing at these locations, as driver sightlines would be standardized.

NYS DOT review

White Plains Road (NYS Route 22) is a State highway. The Town should forward a copy of the application to NYS DOT to ensure that any required permits for the proposed project are still valid.

Bicycle and electric vehicle parking

We encourage the applicant to include bicycle parking for parishioners, students, and employees in order to provide full parking options within the site. In addition, we recommend the Town and the applicant give consideration towards the provision of electric vehicle parking capabilities within the parking lot.

Stormwater management

As the impervious surfaces on the site would be increased by the proposed reconfiguration, we encourage the applicant to explore at-grade stormwater management solutions that treat runoff on-site wherever possible. For example, pervious pavement materials could be utilized for the seven additional parking spaces proposed. In addition, the applicant should consider the installation of rain gardens when creating the landscaping plan for the site, in order to retain stormwater on the property and not increase flow into the Town storm drains.

Eastchester

ECH-25-002249 Main Street

Municipal ActionSite PlanResponse Type:CommentLetter Date:September 23, 2025

249 Main St, Eastchester, NY, 10709, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
RB –Retail Business	0	3	16	6

Description

Proposed new multifamily residential building. The site currently hosts a vacant two-family residence and garage, which would be demolished. The site lies within a mixed residential and commercial neighborhood, near the Eastchester commercial center at White Plains Road and Mill Street. The Eastchester Fire Station building lies to the north of the site.

The proposed building would be three stories, and contain six three-bedroom townhouse units. The first floor of the building would contain individual two-car garages for each unit, which would be accessed from a one-way driveway that loops around the building and connects to Main Street at the north and south edges of the site. The front door of each unit would also face this driveway, which would include a sidewalk separating the drive aisle from the building. Four additional parking spaces would be located at the rear of the property, totaling 16 spaces on the site. One of the units would contain an elevator. Landscaping would be installed around the site, including street trees between the roadway and the existing sidewalk.

We previously reviewed two separate proposals for this site that would have developed taller structures of 15 units and 25 units, and provided comment letters dated September 6, 2019 (ECH 19-001) and February 16, 2024 (ECH 24-003).

Comments:

Consistency with County Planning Board policies

The County Planning Board’s long-range planning policies set forth in Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning and its recommended strategies set forth in Patterns for Westchester: The Land and the People call for directing new development to existing centers where infrastructure can support growth, where public transportation can be provided efficiently, and where redevelopment can enhance economic vitality. While we are disappointed that the proposed building would provide substantially less housing opportunities than the previous proposals, we agree that the currently proposed development would be appropriate as it would add new, higher density residential development near a bus line and commercial services, and provide much needed housing for the Town and County.

Affordable Housing

The submitted materials do not indicate if any of the proposed residential units would follow the County’s Affordable Housing guidelines, which would require one unit to be set-aside as affordable. The acute shortage of affordable housing in Westchester County has been documented in the County’s Housing Needs Assessment and it is critical for all of Westchester’s municipalities to play a role in meeting this need, particularly since the economic and social impacts of the affordable housing shortage are spread throughout the County. We continue to strongly urge the Town to adopt the County’s Affordable Housing Model Ordinance Provisions and work with developers to provide affordable opportunities in this and in future development.

County road

Main Street is a County road (CR 69II). Approval for this work from the Westchester County Department of Public Works and Transportation (WCDPW&T) under Section 239 F of the General Municipal Law is required. Pertinent drainage, utility, erosion control, and curb cut details need to be provided at the time of Section 239 F submittal. Driveways must also be designed in accordance with current County, State, and AASHTO standards.

County sewer impacts

The proposed development will increase sewage flows from this site into the existing sewage infrastructure. This increased flow will add to the volume of sewage flow requiring treatment at a Water Resource Recovery Facility operated by Westchester County. Since 2010, it has been the policy of the County Planning Board that municipal governments should require applicants to identify mitigation measures that offset projected increase in flow, in order to comply with the County Environmental Facilities Sewer Act. The best means to do so is through reductions in inflow/infiltration (I&I) at a ratio of three for one for market rate units and a ratio of one for one for affordable units.

The County Planning Board further recommends that the Town implement a program that requires inspection of sewer laterals from private homes for leaks and illegal connections to the sewer system, such as from sump pumps. These private connections to the system have been found to be a significant source of avoidable flows. At a minimum, we encourage the Town to enact a requirement that a sewer lateral inspection be conducted at the time property ownership is transferred and any necessary corrective action be enforceable by the municipal building inspector.

Transportation demand management

We note that the zoning code would require 15 parking spaces for this development, and the applicant is proposing to provide 16. We believe that a requirement of more than double the amount of parking spaces per unit is an over-aggressive standard that forces an unnecessary burden on developers to provide excessive space for private vehicles, which serves to drive construction costs higher and makes housing units more expensive for residents.

Ensuring that the transportation needs of new residents are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars and encouraging dense residential growth without overburdening the street network and existing parking supply. The County's Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help future tenants avoid the need to park private vehicles. We recommend that the Town and applicant review these Toolkits, which can be provided by the Planning Department, to ensure transportation needs are met while reducing the space set aside for vehicles. The County's Smart Commute Program can also assist employers to implement TDM strategies.

Stormwater management

As the proposed site plan includes subsurface stormwater quality and retention infrastructure, we point out that subsurface methods of stormwater management can be of diminishing effectiveness over time if not properly cleaned and maintained. To ensure the continued operability of this stormwater management system into the future, the applicant should provide an enforceable maintenance program that will prevent the system from being clogged with sediment, and in turn force a higher amount of stormwater runoff into the Town's storm drain system. The applicant should also be encouraged to explore at-grade stormwater management solutions that treat runoff on-site wherever possible, such as using pervious paving for parking areas, or the installation of vegetative rain gardens.

Green building technology

We encourage the applicant to include as much green, or sustainable building technology as possible within the proposed development. We note that no indication has been provided towards the utilization of the rooftop. We recommend that the applicant consider incorporating a solar array or a green roof in order to provide further environmental remediation within the site. In addition, the Town and the applicant should give consideration towards the provision of electric vehicle parking capabilities within the proposed parking garage.

Bicycle parking

In addition to the provision of electric vehicle charging capabilities mentioned above, the applicant should ensure that the garages include sufficient electrical outlets to charge e-bicycles. We note that as the popularity of e-bicycles increases, there is a fire risk associated with non-UL certified batteries, particularly when tenants charge them with extension cords. Providing appropriate outlets for charging is the best way to prevent fires and accommodate this form of transportation to and from the building. We note that cycling could be especially popular for residents at this location, as the site lies within biking distance to the Tuckahoe and Crestwood downtowns and Metro-North train stations, as well as the Bronx River Parkway trail.

Universal Design

We appreciate that one of the units would include an elevator for accessibility to the multi-floor residence, however we question why it does not extend to the third floor bedrooms. We encourage the Town to consider the principles of universal design in this development, in addition to any building standards required by ADA regulations. Universal Design standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of enabling household residents to age in place, as well as to provide accessible pedestrian access and parking for persons with mobility issues.

Mount Kisco

MTK-25-00537 Radio Circle Drive

Municipal ActionSite PlanResponse Type:CommentLetter Date:September 17, 2025

37 Radio Circle Dr, Mount Kisco, NY, 10549, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
RDX – Research and Development	5	2	120	

Description

Application to redevelop a 4.76-acre property located at 37 Radio Circle Drive. The site is located within a mixed commercial and industrial corridor along Radio Circle Drive, however the rear of the property borders a residential neighborhood along New Castle Drive. A portion of the property extends east, fronting the dead-end of Cottage Place. The site currently hosts a two-story office building, which the applicant proposes to convert into a medical office building.

The proposed renovation to the existing building would not increase the footprint of the structure, however an interior mezzanine would be removed which would reduce the total square footage of the building from 41,000 square feet to 22,000 square feet. The front entrance to the building is also proposed to be relocated to face the existing front parking lot to the north. This front parking lot connects to a driveway that provides access to a rear parking lot, situated within the eastern extension of the property, and also leads to Radio Circle Drive. A new access drive is proposed to loop from the main driveway to the southern end of the parking lot in front of the building, and would provide ADA parking and a drop-off area near the new front doors. Both existing parking lots would be re-striped, reducing the total parking on the site from 134 spaces to 120 spaces. Interior sidewalks and crosswalks are proposed near the front door, and existing sidewalks on the site connecting the various parking areas and outdoor amenities would remain. New landscaping is proposed, and existing buffer wooded areas around the property edge would be maintained.

Comments:

Consistency with County Planning Board policies

The County Planning Board’s long-range planning policies set forth in Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning and its recommended strategies set forth in Patterns for Westchester: The Land and the People, call for the reuse of underutilized office buildings, and as such we support the proposed rehabilitation of this property. However, should there be any existing commercial tenants that are negatively affected by the redevelopment, assistance policies, such as moving cost subsidies and real estate assistance provided by the developer, should be considered in order to help any small businesses that are forced out of their location.

Pedestrian access

We note that the site plan shows sidewalks and paths within the interior of the site, connecting the parking lots to the building. While we appreciate that the new location of the front door will make accessibility easier for those dropped-off from vehicles, the site plan does not contain pedestrian connections between the building and any nearby roadway. Connections between the building and road frontages is an important consideration, especially due to site’s usage as a medical facility. The lack of a pedestrian connection from the street creates an unsafe and unequitable environment for those needing to access jobs or services on the site and do not have an automobile, or are using Bee-Line buses. We recommend that a sidewalk be installed along the site driveway to Radio Circle Drive, in order to facilitate access to nearby businesses. We also recommend that the applicant install a pedestrian pathway between the rear parking lot and the Cottage Place dead-end, as this would provide the most direct access from the building to the closest Bee-Line bus stop at the corner of Lexington Avenue and Main Street, and would increase access to the surrounding neighborhood.

Transportation demand management

In concordance to the recommended pedestrian pathways above, ensuring that the transportation needs of employees and visitors are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars. While we appreciate that the applicant is reducing the total number of parking spaces on the property, the application notes that there would continue to be an overabundance of parking spaces. The County's Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help avoid the need to park private vehicles. We recommend that the Village/Town and applicant review these Toolkits, which can be provided by the Planning Department, to ensure transportation needs are met while further reducing the space set aside for vehicles. The County's Smart Commute Program can also assist employers to implement TDM strategies.

Croton Watershed protection

The site is located in the Croton Watershed. Components of the site development may be subject to compliance with the New York City Department of Environmental Protection (NYC DEP) Rules and Regulations for the Protection from Contamination, Degradation and Pollution of the New York City Water Supply and its Sources. Adequate erosion and sediment control and stormwater runoff water quality protection, both during and after construction, are of critical importance. We note that a Stormwater Pollution Prevention Plan has been prepared, which should be forwarded to NYC DEP.

Sewage flows

The proposed development will increase sewage flows from this site into the existing sewage infrastructure. This increased flow will add to the volume of sewage flow requiring treatment at a Water Resource Recovery Facility operated by Westchester County. Since 2010, it has been the policy of the County Planning Board that municipal governments should require applicants to identify mitigation measures that offset projected increase in flow, in order to comply with the County Environmental Facilities Sewer Act. The best means to do so is through reductions in inflow/infiltration (I&I) at a ratio of three for one.

The County Planning Board further recommends that the Village/Town implement a program that requires inspection of sewer laterals for leaks and illegal connections to the sewer system, such as from sump pumps. These private connections to the system have been found to be a significant source of avoidable flows. At a minimum, we encourage the Village/Town to enact a requirement that a sewer lateral inspection be conducted at the time property ownership is transferred and any necessary corrective action be enforceable by the municipal building inspector.

Stormwater management

As the proposed site plan includes subsurface stormwater quality and retention infrastructure, we point out that subsurface methods of stormwater management can be of diminishing effectiveness over time if not properly cleaned and maintained. We note that a Stormwater Pollution Prevention Plan has been established. The Village/Town should ensure the continued operability of this stormwater management system into the future to prevent the system from being clogged with sediment, and in turn force a higher amount of stormwater runoff off-site. The applicant should also be encouraged to explore at-grade stormwater management solutions that treat runoff on-site wherever possible, such as using pervious paving for parking areas, or the installation of vegetative rain gardens.

Green building technology

We encourage the applicant to include as much green, or sustainable building technology as possible within the proposed development. We note that no indication has been provided towards the utilization of the rooftop. We recommend that the applicant considers incorporating a solar array or a green roof in order to provide further environmental remediation within the site. In addition, the Village/Town and the applicant should give consideration towards the provision of electric vehicle parking capabilities within the proposed parking areas.

Tree removal remediation

We note that the application indicates that 10 trees are to be removed, with 12 replacement trees to be planted. The applicant and the Village/Town should work to ensure that the greatest possible number of existing trees are protected.

Universal Design

We encourage the Village/Town to consider the principles of universal design in this development, in addition to any building standards required by ADA regulations. Universal Design standards allow all employees and visitors to fully engage in our public spaces. Universal Design is also an important means to provide accessible pedestrian access and parking for persons with mobility issues.

Mount Pleasant

MTP-25-011 Boarders and Definition of Family

Municipal Zoning Text
Action Amendment

Response Comment
Type:

Letter October 1, 2025
Date:

1 Town Hall Plz, Valhalla, NY, 10595, USA

Zoning:

Lot Area:

Stories:

Parking:

Residential Units:

Description

Proposed amendment to the text of the Mount Pleasant Zoning Ordinance to define and expressly prohibit Roomers and Boarders within residential dwelling units in the Town. The amendments would also apply a stricter definition of Family, specifically presuming that households of four or more unrelated people do not constitute the functional equivalent of a traditional family unless specific criteria are met.

Comments:

Zoning amendment

The proposed amendment documentation references that the Town Board removed provisions permitting Roomers and Boarders in 2023. We are frustrated to note that the County did not receive a referral submission for that proposed zoning text amendment action, as is required by State and County law. We remind the Town that failure to abide by State and County referral requirements puts unrefereed actions at risk of Article 78 proceedings.

We have reviewed this matter under the provisions of Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative Code. As we continuously mention in our referral letters to the Town regarding proposed housing developments, there is an urgent need for affordable housing opportunities throughout the County, but especially within municipalities such as Mount Pleasant that consistently rebuff the inclusion of new affordable units. We now grow indignant that the Town is considering to prohibit the accommodation of Roomers and Boarders. The safe provision of single-room occupancy housing effectively provides affordable places for a wide range of people to live, while also making the building itself more affordable for the owner through the collection of rents. While we understand that there are considerations that must be made regarding building safety and neighborhood impacts, as well as regarding the negative effects of absentee owners, these factors can be managed through a regulatory framework to mitigate adverse impacts, rather than by enacting a prohibition founded on the fear of theoretical problems.

We also caution against the Town establishing a narrow definition of family that revolves around what is considered "traditional." We note that part of the proposed criteria to determine if a group is a "functional equivalent of a traditional family" includes the statute that "The group is one which in theory, size, appearance, structure and function resembles a traditional family unit." We are concerned that this language may be a form of circular logic that could be abused in the future to harass types of living arrangements that do not pose a safety issue, yet by some may not be considered "traditional."

We strongly recommend that the Town disapprove this proposed prohibitive Local Law that would increase the unaffordability of housing in Mount Pleasant. We instead suggest the establishment of regulations that provide a safe means for responsible homeowners to accommodate those who are unable to afford housing in the area, while easing the cost burdens on those homeowners that rent space in their buildings. We note that such a mechanism may prove popular with a range of residents who themselves might not be able to downsize due to current housing costs, yet find themselves with available space to provide for a tenant.

Mount Vernon

MTV-25-009 669-677 North MacQuesten Parkway

Municipal Action	Site Plan, Special Use Permit	Response Type:	Comment	Letter Date:	October 1, 2025
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669 N MacQuesten Pkwy, Mount Vernon, NY, 10552, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
CB - Commercial Business	1		50	

Description

Application to formalize a commercial parking lot. The site is located at the corner of North MacQuesten Parkway and West Grand Street, and has historically been used as an open parking area. The applicant proposes to designate 50 spaces within the site. Access would continue to be provided to North MacQuesten Parkway through an easement with the neighboring property to the south.

Comments:

Site Location

We note that the site for this parking lot is located on a prime street corner across from the Fleetwood Metro-North train station. While we understand that the site has historically been used for parking, we suggest that the City and the property owner consider means in which this property could be utilized as infill development for a higher and better use in the future.

Transportation demand management

The County's Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help the applicant reduce parking demand and facilitate a study of future development. Ensuring that the transportation needs of customers and employees are accommodated through means other than private automobiles is also an important factor in reducing the dependency on cars and encouraging dense growth without overburdening the street network and existing parking supply. We recommend that the City and applicant review these Toolkits, which can be provided by the Planning Department. The County's Smart Commute Program can also assist employers to implement TDM strategies.

Stormwater management

We note that the site plans indicate the property currently is covered by a gravel surface. While the exact pavement material for the proposed parking lot is not indicated on the site plans, the zoning table indicates that the surface would be impervious. The applicant should indicate how any increase in stormwater flow from the installation of impervious surfaces will be managed. We encourage the applicant to explore at-grade stormwater management solutions that treat runoff on-site wherever possible, such as using pervious paving for parking areas, or the installation of vegetative rain gardens within the new landscaped island areas.

Bicycle parking and green technology

We encourage the applicant to include a bicycle parking area for visitors and employees in order to provide full parking options within the site. We also recommend the applicant give consideration towards the provision of electric vehicle parking capabilities within the proposed parking lot.

Universal Design

We note that the applicant has included ADA parking space details, but did not indicate where the ADA spaces would be located on the site plans. The applicant should indicate the location of the ADA space, while considering Universal Design standards that ensure all visitors and employees are able access the site.

New Rochelle

NRO-25-011 60 Beechmont Drive

Municipal Site Plan
Action

Response Comment
Type:

Letter September 29, 2025
Date:

60 Beechmont Dr, New Rochelle, NY, 10804, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
R1-15 – One Family Residence	1	2		1

Description

Proposed 5,283 square-foot single-family residence at the intersection of Beechmont Drive and Montgomery Circle. The development would combine three properties to form a through-lot connecting to North Avenue, across from the New Rochelle High School campus. The site currently hosts a single-family residence, which would be demolished, as well as wooded land fronting North Avenue.

The proposed two-story building would be located facing Beechmont Drive, over the footprint of the existing building. The layout of the proposed building is designed in a manner to avoid the location of a former burial ground that crosses into the site from the south. A new driveway would utilize the existing curb-cut on the north side of the street frontage, and wrap across the front of the building to the proposed garage on the south side of the building. The rear of the site would be partially cleared to provide a lawn area, with landscaping added around the periphery. Underground stormwater management basins would be installed under the rear yard and under the driveway.

Comments:

Stormwater management

As the proposed site plan includes subsurface stormwater quality and retention infrastructure, we point out that subsurface methods of stormwater management can be of diminishing effectiveness over time if not properly cleaned and maintained. We note that a Stormwater Pollution Prevention Plan has been established. The City should ensure the continued operability of this stormwater management system into the future to prevent the system from being clogged with sediment, and in turn force a higher amount of runoff into the City's storm drain system. The applicant should also be encouraged to explore at-grade stormwater management solutions that treat runoff on-site wherever possible, such as the installation of vegetative rain gardens. We note that the driveway is particularly large for a single-family residence, and includes offshoots that could theoretically be used for parking. We recommend that the applicant consider the usage of permeable pavement for this large driveway, or consider a design with reduced driveway coverage.

Tree removal remediation

We note that the application indicates that 36 trees are to be removed, with a mitigation plan included in the landscaping documentation. The applicant and the City should work to ensure that the greatest number of existing trees as possible are protected, especially large specimen trees that are more difficult to replace.

New Rochelle

NRO-25-012 Smoke Shops

**Municipal
Action** Zoning Text
Amendment

**Response
Type:** Local Determination

**Letter
Date:** October 1, 2025

515 North Ave, New Rochelle, NY, 10801, USA

Zoning:

Lot Area:

Stories:

Parking:

Residential Units:

Description

Proposed local law to redefine the distancing requirements of retail smoke shops from restricted uses, such as schools. The new requirements would be set to specifically match those of the NYS Office of Cannabis Management.

Comments:

NRO-25-013 Vacant Storefront Registry Program

**Municipal
Action** Zoning Text
Amendment

**Response
Type:** Local Determination

**Letter
Date:** October 1, 2025

515 North Ave, New Rochelle, NY, 10801, USA

Zoning:

Lot Area:

Stories:

Parking:

Residential Units:

Description

Proposed local law to establish a Vacant Storefront Registry in order to monitor and reduce prolonged commercial vacancies within the City. Registry would be required for any storefront that is unoccupied for longer than 90 days. Signage, maintenance, and fee requirements are included.

Comments:

North Salem

NSM-25-005

324-328 Hardscrabble Road

Municipal Action	Special Use Permit, Site Plan	Response Type:	Comment	Letter Date:	September 23, 2025
324 Hardscrabble Rd, North Salem, NY, 10560, USA					

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
R-4 – Rural Density Residential	54	2	14	

Description

Application to upgrade an existing equestrian facility to serve as a commercial horse boarding complex. The applicant is seeking a special permit to keep 21 horses on the site. The site consists of a flag lot with access to Hardscrabble Road, utilizing a shared gravel driveway with two neighboring properties. The rear edge of the site shares a border with the Town of Southeast in Putnam County, and the Holly Stream and associated wetland areas run through the site. Various portions of the site are wooded, with existing cleared areas supporting the current equestrian usage. Neighboring properties host various agricultural uses, and are part of the Agricultural District.

The applicant proposes to combine the two existing tax lots in order to construct additional structures to upgrade the complex. The site currently hosts a single-family residence, a two-car garage with a second-story accessory apartment, a two-story horse barn, and associated sheds, paddocks, and pastures. A mix of gravel and paved driveways provide access throughout the site, connecting to the main shared driveway. These structures are to be retained and renovated, with the upper story of the existing barn to be converted into a three-unit employee residence. A 20,000 square-foot indoor riding rink and a 7,890 square-foot, 16-stall horse barn are proposed on the eastern portion of the property, along with a two-story supply barn and a farrier barn. Outdoor paddocks, a walker area, an outdoor riding rink, and a dumpster area for manure are also proposed. All of the new structures would be connected by new paved or gravel driveways. 14 parking spaces are proposed throughout the site, for visitors and employees and as part of the new residences. Various retaining walls would be constructed to manage terrain, and new landscaping and stormwater management areas are proposed around the site. A portion of the shared driveway near the curb-cut onto the street would be refurbished to account for the increased maneuverability requirements of horse trailers.

Comments:

Croton Watershed protection

The site is located in the Croton Watershed. The proposed development will entail site disturbance during construction and will result in the creation of new impervious surfaces. Components of the site development may be subject to compliance with the New York City Department of Environmental Protection (NYC DEP) Rules and Regulations for the Protection from Contamination, Degradation and Pollution of the New York City Water Supply and its Sources, including the preparation of a Stormwater Pollution Prevention Plan. Adequate erosion and sediment control and stormwater runoff water quality protection, both during and after construction, are of critical importance.

Stormwater management

We appreciate the inclusion of aboveground detention basins to manage the stormwater runoff of the proposed buildings and other uses, as well as the use of permeable pavement for a portion of the proposed driveways. The applicant should be encouraged to explore additional at-grade stormwater management solutions that treat runoff on-site wherever possible, such as including vegetative rain gardens within the landscaping plan.

North Salem

County road

Hardscrabble Road is a County road (CR 138). Approval for this work from the Westchester County Department of Public Works and Transportation (WCDPW&T) under Section 239 F of the General Municipal Law may be required. Pertinent drainage, utility, erosion control and curb cut details need to be provided at the time of Section 239 F submittal. Driveways must also be designed in accordance with current County, State and AASHTO standards.

Construction within a regulated wetland buffer

We appreciate that the applicant is directing new construction away from the on-site wetlands and buffer areas, however the proposed common driveway improvements would involve disturbance within a wetland buffer area. The Town should ensure that any wetland or buffer disturbance is properly mitigated. We note the regulations for stream and wetland permitting through the NYS DEC have recently been updated. The applicant should submit a Parcel Jurisdiction Determination application to NYS DEC to identify any required permits for the proposed project. More information can be found at the NYS DEC website: <https://dec.ny.gov/nature/waterbodies/wetlands/freshwater-wetlands-program/freshwater-wetland-jurisdictional-determination>

Green building technology

We appreciate that the applicant proposes to use permeable pavement for portions of the new driveways. We note that no indication has been provided towards the utilization of the large rooftop of the riding arena. We recommend that the applicant consider incorporating a solar array or a green roof in order to provide further environmental remediation within the site.

Tree removal remediation

While we appreciate that a portion of the property would be maintained as woodland, the development would remove a large number of trees from the heavily wooded site. The applicant should specify how the development will abide by the Town's tree preservation requirements, and provide a full accounting of the trees to be removed. The applicant and the Town should work to ensure that the greatest possible number of existing trees are protected.

Ossining Village

OSV-25-003 Cannabis and Smoke Shop Moratorium

Municipal Moratorium
Action

Response Local Determination
Type:

Letter October 1, 2025
Date:

16 Croton Ave, Ossining, NY, 10562, USA

Zoning:

Lot Area:

Stories:

Parking:

Residential Units:

Description

Eight-month moratorium on the review and approval of applications for cannabis dispensaries, vape shops, smoke shops, vape lounges, and vape consumption businesses within the Village of Ossining. The intent of the moratorium is to provide adequate time for the Village to establish zoning restrictions and requirements regarding these uses.

We note that moratoria should be enacted with specific intent and purpose and should not extend beyond a reasonable period. The proposed moratorium appears to be consistent with these criteria.

Comments:

Peekskill

PKS-25-012668 Main Street

Municipal Action

Special Use Permit, Site Plan

Response Type:

Comment

Letter Date:

October 1, 2025

668 Main St, Peekskill, NY, 10566, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
R-6 Central Multiple Residence	0	2	9	3

Description

Application to construct a new residential townhouse building on a landlocked parcel near downtown Peekskill. The site is currently vacant and is not accessed directly from Main Street, but rather connects to Spring Street from a shared driveway that runs over a series of easements through neighboring properties to the south and east. This shared driveway also connects to the neighboring property to the west, 660 Main Street, which is under review for a proposed nine-unit townhouse development, for which we provided a comment letter dated February 3, 2025 (PKS 25-002).

The proposed building would be two stories and consist of three townhomes. Each residence would have a separate one-car garage and front-door access from the basement, connecting to the access drive. Due to the slope of the site, the rear yard area would be accessed from the first floor, and would provide a patio area for residents. Six additional parking spaces would be located along the front of the building, accessed from the drive to total nine spaces on the site. Zoning area variances would be required for deficient lot area and lot width.

Comments:

Consistency with County Planning Board policies

The County Planning Board’s long-range planning policies set forth in Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning, adopted by the Board on May 6, 2008, amended January 5, 2010, and its recommended strategies set forth in Patterns for Westchester: The Land and the People, adopted December 5, 1995, call for directing new development to existing centers where infrastructure can support growth, where public transportation can be provided efficiently, and where redevelopment can enhance economic vitality. We appreciate that the proposed plan follows these strategies, and that the applicant intends to complement the proposed neighboring building to the west.

Pedestrian connectivity

While the applicant is proposing to install a sidewalk along the front of the building, we note that the site lacks sidewalks and other pedestrian amenities that would connect the building to the rest of the neighborhood. As the site has no frontage along a public street, the lack of connectivity could hinder the cohesion of the property and the neighborhood. We suggest that the applicant work with the neighboring property owner at 660 Main Street to incorporate a designated pedestrian pathway from the two proposed buildings to Main Street, in order to provide a guided means through both sites for residents to access the street. We also suggest that the access drive be more formalized with traditional street infrastructure and curbing to create a residential character for the area, in order to provide a more welcoming entrance and travel path for the new residents living in the proposed townhomes.

Stormwater Management

We note that the impervious surface coverage for the site would be increased due to the proposed development. The applicant should be encouraged to explore at-grade stormwater management solutions that treat runoff on-site wherever possible, such as utilizing pervious paving for parking areas or including vegetative rain gardens within the landscaping plan. As the work would also impact steep slopes on the site, the City should ensure that other environmental impacts are remediated, including an increase in downhill stormwater runoff, the potential for landslides, and the reduction of vegetation.

County sewer impacts

The proposed development will increase sewage flows from this site into the existing sewage infrastructure. This increased flow will add to the volume of sewage flow requiring treatment at a Water Resource Recovery Facility operated by Westchester County. Since 2010, it has been the policy of the County Planning Board that municipal governments should require applicants to identify mitigation measures that offset projected increase in flow, in order to comply with the County Environmental Facilities Sewer Act. The best means to do so is through reductions in inflow/infiltration (I&I) at a ratio of three for one for market rate units and a ratio of one for one for affordable units.

The County Planning Board further recommends that the City implement a program that requires inspection of sewer laterals from private homes for leaks and illegal connections to the sewer system, such as from sump pumps. These private connections to the system have been found to be a significant source of avoidable flows. At a minimum, we encourage the City to enact a requirement that a sewer lateral inspection be conducted at the time property ownership is transferred and any necessary corrective action be enforceable by the municipal building inspector.

Transportation demand management

We note that the applicant proposes a total of nine parking spaces, where current zoning only requires six spaces. Ensuring that the transportation needs of new residents are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars and encouraging dense residential growth without overburdening the street network and existing parking supply. The County's Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help future tenants avoid the need to park private vehicles. We recommend that the City and applicant review these Toolkits to ensure transportation needs are met while reducing the space provided for vehicles.

We also note that the proposed exterior parking spaces would be located in the path of the proposed garages of the townhouses. We question how this arrangement would function, as residents attempting to access their garages may be blocked by vehicles parked in the lot. We foresee that such an arrangement would lead to less utilization of the garages for vehicles, and induce usage of the exterior parking area. We suggest that the City and applicant work to provide fewer exterior parking spaces, and array the garages to permit access separate from parking spaces. We note that a similar parking design is proposed for 660 Main Street, for which we offered similar comments. We recommend that the two property owners and the City consider a means in which to share parking between the two proposed buildings, in order to reduce the amount of impervious surfaces and the infrastructure needed to provide excess parking on both sites separately.

Green building technology

We encourage the applicant to include as much green, or sustainable building technology as possible within the proposed development. We note that no indication has been provided towards the utilization of the rooftop. We recommend that the applicant consider incorporating a solar array in order to provide further environmental remediation within the site. In addition, the applicant should give consideration towards the provision of electric vehicle parking capabilities within the proposed garages.

Recycling provisions

The City should require the applicant to verify that there is sufficient space to accommodate the storage needs for recyclables under the County's recycling program. County regulations for recycling may be found at: <https://environment.westchestergov.com/recycling>.

Universal Design

We encourage the City to consider the principles of universal design in this development. Universal Design standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of enabling household residents to age in place as well as to provide access for persons with mobility issues.

Peekskill

PKS-25-013

Payment in Lieu of Parking

Municipal Action

Zoning Text Amendment

Response Type:

Comment

Letter Date:

October 14, 2025

840 Main St, Peekskill, NY, 10566, USA

Zoning:

Lot Area:

Stories:

Parking:

Residential Units:

Description

Proposed amendment to establish Payment In-Lieu of Parking (PILOP) regulations, creating an alternate means for property owners to provide parking for residential units within downtown Peekskill. Developers providing new residential units, whether in new or renovated buildings, would be permitted to pay into the PILOP instead of providing required parking spaces on-site. Additionally, property owners would have to annually pay for municipal parking permits for residents, as well as an annual maintenance fee. Funding would be gathered within a City parking fund, to be used for the creation of new parking areas, maintenance, and other transportation and pedestrian improvements within the downtown, subject to City Council approval. For larger residential developments that require more than 40 parking spaces, a maximum of 60% of the required parking would be permitted on-site, with the rest subject to the PILOP. Finally, a temporary waiver for the required permit purchasing could be applied for by property owners, subject to a needs analysis by the Planning Board.

Comments:

Transportation demand management

We appreciate that the City is attempting to implement a system for reducing individual parking requirements within the downtown area while establishing a means to fund shared parking services for residents, and support these transportation demand management practices. We understand that the Waterfront area is currently under a separate PILOP mechanism, which we believe will complement the proposed Downtown program.

Peekskill

PKS-25-014 Cannabis Cultivation Facility

Municipal ActionSite Plan

Response Type:Comment

Letter Date:October 14, 2025

8 John Walsh Blvd, Peekskill, NY, 10566, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
M-2 – Industrial	1		10	

Description

Application to reutilize a tenant space within an existing four-story building. The site lies within the M-2 – Industrial district, in a mixed commercial-industrial neighborhood alongside the Hudson Line Metro-North train tracks. The existing building, known as The Atrium at Charles Point, contains a mix of retail, warehouse, and office spaces.

The applicant proposes to utilize an 11,000 square-foot tenant space on the fourth floor of the building to establish a cannabis cultivation facility. Customers are not intended to access this facility. Employees would be expected to utilize 10 spaces within the existing parking lot, which totals 238 spaces for the entire building. Exterior renovations are not proposed. We note that it appears the proposed facility would be located beyond the required buffer from schools, daycares, and places of worship. We note that the City recently referred an application for a separate cannabis cultivation facility and distribution center on the first floor of this building, which we responded to in a letter dated August 13, 2025 (PKS 25-009).

Comments:

Property use
We understand that this proposed facility would be used for the cultivation of cannabis, and not for customer dispensation. As a distribution site and second cultivation center are proposed within the building, the City should ensure that all requirements for the location of cannabis businesses per the NYS Office of Cannabis Management are respected.

County road
John E. Walsh Boulevard is a County road (CR 156). Approval for this work from the Westchester County Department of Public Works and Transportation (WCDPW&T) under Section 239 F of the General Municipal Law may be required. Pertinent drainage, utility, erosion control, and curb cut details need to be provided at the time of Section 239 F submittal. Driveways must also be designed in accordance with current County, State, and AASHTO standards.

Port Chester

PCH-25-01074 Grace Church Street

Municipal ActionSite Plan

Response Type:Comment

Letter Date:September 23, 2025

74 Grace Church St, Port Chester, NY, 10573, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
R2F – Two-Family Residential	0	3	4	2

Description

Application to construct a new residential building. The site currently hosts a three-story, three-unit residential building and a garage, which would remain. The site is L-shaped with frontage on Sands Street, however the existing building is accessed via a shared driveway through the neighboring property at 70 Grace Church Street that connects to that roadway, for which there is an established access easement. The portion of the property that fronts Sands Street is currently vacant. The site is located within a mixed commercial and residential neighborhood, and is next to a four-story mixed-use building, a grocery store, auto repair shops, and various residential buildings.

The applicant proposes to subdivide the property to separate the portion of the lot fronting Sands Street from the portion containing the existing buildings. The applicant would then construct a new three-story, two-family residential building, with each unit providing three bedrooms. The first floor would contain two bays that provide tandem space for two vehicles each, with the second and third floors containing the habitable residential space. Access to the pedestrian entry would be from a staircase connecting to the existing street sidewalk. Two separated driveways would provide access to the garages from Sands Street. The rear of the property would be left as open space backyard for the residents. Variances would be required for lot width, front setback, building height, parking location, and the creation of a landlocked parcel.

Comments:

Consistency with County Planning Board policies

The County Planning Board’s long-range planning policies set forth in Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning and its recommended strategies set forth in Patterns for Westchester: The Land and the People call for directing new development to existing centers where infrastructure can support growth, where public transportation can be provided efficiently, and where redevelopment can enhance economic vitality, as well as finding opportunities for infill development. We appreciate that the proposed development would add infill residential use within a vacant portion of a property, and near commercial services and bus access. However, we stress that the Village, the applicant, and the neighboring property owner should ensure that proper access from Grace Church Street is maintained in perpetuity for the rear parcel, in order to provide access both for residents of the existing building as well as for fire safety purposes.

Site design

We note that the site dimensions do not offer space for a side-by-side two-car garage layout for each property, thus the proposed design would provide tandem parking within the garages. However, due to the driveways being separated, residents would have to pull one car out onto the street in order to access the rear vehicle, despite the large required setback afforded the building from the street. We recommend that the applicant provide space within the driveway area to allow for residents to maneuver on-site, rather than on the street. While we note that the separation between the proposed driveways reduces the impervious surface on the lot, this median area could instead utilize permeable pavement practices to allow maneuverability while limiting impacts to stormwater flow.

Port Chester

Stormwater management

We note that the impervious surface coverage for the site would be increased due to the proposed development, yet no stormwater management system is included on the site plans. The applicant should indicate how the increase in stormwater flow from the installation of impervious surfaces and changes in the terrain will be managed. We encourage the applicant to explore at-grade stormwater management solutions that treat runoff on-site wherever possible, such as the above-mentioned pervious paving for driveway areas, and the installation of vegetative rain gardens.

County sewer impacts

The proposed development will increase sewage flows from this site into the existing sewage infrastructure. This increased flow will add to the volume of sewage flow requiring treatment at a Water Resource Recovery Facility operated by Westchester County. Since 2010, it has been the policy of the County Planning Board that municipal governments should require applicants to identify mitigation measures that offset projected increase in flow, in order to comply with the County Environmental Facilities Sewer Act. The best means to do so is through reductions in inflow/infiltration (I&I) at a ratio of three for one for market rate units and a ratio of one for one for affordable units.

The County Planning Board further recommends that the Village implement a program that requires inspection of sewer laterals from private homes for leaks and illegal connections to the sewer system, such as from sump pumps. These private connections to the system have been found to be a significant source of avoidable flows. At a minimum, we encourage the Village to enact a requirement that a sewer lateral inspection be conducted at the time property ownership is transferred and any necessary corrective action be enforceable by the municipal building inspector.

Green building technology

We encourage the applicant to include as much green, or sustainable building technology as possible within the proposed development. In addition, the Village and the applicant should give consideration towards the provision of electric vehicle parking capabilities within the proposed garages.

Universal Design

We encourage the Village to consider the principles of universal design in this development, in addition to any building standards required by ADA regulations. Universal Design standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of enabling household residents to age in place, as well as to provide accessible pedestrian access and parking for persons with mobility issues.

PCH-25-011 Site Plan Amendments

**Municipal
Action** Zoning Text
Amendment

**Response
Type:** Comment

**Letter
Date:** October 1, 2025

222 Grace Church St, Port Chester, NY, 10573, USA

Zoning:

Lot Area:

Stories:

Parking:

Residential Units:

Description

Proposed local law to amend the text of the Port Chester Zoning Ordinance to establish requirements for amendments to approved site plans. Minor changes to site plans, including modifications involving less than 10% of the aggregate floor area or 2,500 square feet, would only require a Building and Lot Plan Application. Larger amendments would require a site plan approval. Fees for site plan amendment review would also be established.

Comments:

Zoning Amendment

We note that the proposed law does not include reference to site plan changes that do not involve the building itself unless they are made in regards of “verifiable field conditions or concerns related to public safety.” We recommend that guidelines be established regarding any major and minor change to aspects of a site plan that do not involve the building, such as landscaped areas, parking lots, or other infrastructure, as their status under the proposed law may be vague. Approval for significant changes of use should also continue to be required.

Rye City

RYC-25-003 Maximum Building Height Reduction

Municipal Action	Zoning Text Amendment	Response Type:	Comment	Letter Date:	September 16, 2025
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1051 Boston Post Rd, Rye, NY, 10580, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
B-2 Central Business				

Description

Proposed local law to amend the Rye Zoning Code to reduce the maximum permitted building height from 40 feet to 35 feet within the B-2 Central Business District. The number of permitted stories would remain three.

Comments:

Zoning Amendment

We are disappointed that the City is proposing to further reduce the allowable height within the City’s downtown, as we consider this area to currently be under-zoned. Westchester 2025 and Patterns for Westchester: The Land and the People call for directing new development to existing centers where infrastructure can support growth, where public transportation can be provided efficiently, and where redevelopment can enhance economic vitality. By reducing the allowable height, the City is reducing the development potential of the zone, which contains a commercial center near a train station and is ripe for redevelopment opportunities. Such a reduction is against County Planning Board policy, and as such we recommend disapproval of this action.

Should the City continue to move forward with this amendment, we advise the City to include allowances for minimal intrusions beyond the 35-foot height for minor aspects of buildings, such as elevator bulkheads, architectural detailing, rooftop amenities, and infrastructure features. These allowances would provide potential for infill development within the downtown core, as applicants would be provided room for common aspects of modern building design.

Sleepy Hollow

SLH-25-002

Edge-on-Hudson Lots O and P1

Municipal Action

Site Plan

Response Type:

Comment

Letter Date:

September 23, 2025

200 Palisades Boulevard, Sleepy Hollow

Zoning:

Lot Area:

Stories:

Parking:

Residential Units:

32

Description

Amended site plan approval for Blocks O/P and N within the ongoing Edge-on-Hudson development. The site consists of seven properties:
200-210 Palisades Boulevard (SBL 115.10-1-3.25)
321-327 Hollows Pass (SBL 115.10-1-3.43)
315-319 Hollows Pass (SBL115.10-1-3.29)
212-216 Palisades Boulevard (SBL 115.10-1-3.28)
301-313 Hollows Pass (SBL 115.10-1-3.27)
201-209 Hollows Pass (SBL 115.10-1-3.26)
322-328 Palisades Boulevard (SBL115.10-1-3.44)

Each of the properties is proposed to contain a townhouse building, with 32 four-bedroom units total within the amended area. The proposed site plan is only a portion of Blocks O/P and N, which would total 110 four-bedroom units and a clubhouse. Associated new streets, pedestrian pathways, and parking areas are continued to be proposed connect the buildings to the larger Edge-on-Hudson development.

The County Planning Board was active in its review of the Edge-on-Hudson proposal between 2003 and 2011, and we have reviewed periodic updates as development progresses. The site plan revisions for this particular phase are consistent with our understanding of the larger development concept for the former General Motors site.

Applicant response was provided on 10/22/25, and the application was approved by the Village on 10/16/25.

Comments:

Stormwater management
We encourage the applicant to explore at-grade stormwater management solutions that treat runoff on-site wherever possible, such as using pervious paving for parking areas, or the installation of vegetative rain gardens. Consideration should also be given to the harvesting of rain water for usage within the landscaped areas.

Transportation demand management
Ensuring that the transportation needs of new residents are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars and encouraging dense residential growth without overburdening the street network and existing parking supply. The County’s Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help future tenants avoid the need to park private vehicles. We recommend that the Village and applicant review these Toolkits to ensure transportation needs are met while reducing the space set aside for vehicles.

Sleepy Hollow

Green building technology

We encourage the applicant to include as much green, or sustainable building technology as possible within the proposed development. We note that no indication has been provided towards the utilization of the rooftops. We recommend that the applicant consider incorporating solar arrays or green roofing in order to provide further environmental remediation within the site. In addition, the Village and the applicant should give consideration towards the provision of electric vehicle parking capabilities within the proposed parking areas.

Universal Design

We encourage the Village to consider the principles of universal design in this development, in addition to any building standards required by ADA regulations. Universal Design standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of enabling household residents to age in place, as well as to provide accessible pedestrian access and parking for persons with mobility issues.

Somers

SOM-25-005 Heritage Hills Water District Expansion

Municipal Action Site Plan **Response Type:** Comment **Letter Date:** September 16, 2025

325 Route 100, Somers, NY, 10589, USA

Zoning: **Lot Area:** 11 **Stories:** **Parking:** **Residential Units:**

Description

Application to expand the Heritage Hills Water District to connect the 76,000 square-foot Somers Towne Centre shopping center to the public water supply. The property is currently supplied water by private well. The site is adjacent to the existing Water District boundary.

Comments:

NYS DOT review

Mill Street (US Route 202) and Somerstown Road (NYS Route 100) are State highways. The Town should forward a copy of the application to NYS DOT to identify any required permits for the proposed project and to evaluate potential traffic impacts to these roads, should disturbance to the streets be needed to access the existing water lines.

White Plains

WHP-25-014

Discontinuance of Brookfield Street

Municipal
Action

Official Map

Response
Type:

Comment

Letter
Date:

September 23, 2025

Brookfield St, White Plains, NY, 10601, USA

Zoning:

Lot Area:

Stories:

Parking:

Residential Units:

Description

Amendment to the White Plains Official Map to discontinue the use of Brookfield Street between East Post Road and the multifamily housing property known as Brookfield Commons (SBL 125.83-7-1.1). The land would then be conveyed to the developer of a future garage associated with the White Plains Hospital Medical Center, across East Post Road. The proposed discontinuance is conditioned to the granting of a utility easement.

Comments:

County Road
As East Post Road is a County road (CR 53), review of this discontinuance by the Westchester County Department of Public Works and Transportation (WCDPW&T) under Section 239 F of the General Municipal Law is required.

WHP-25-015

Saber North - Approval Extension

Municipal
Action

Site Plan,
Special Use
Permit

Response
Type:

Local Determination

Letter
Date:

September 17, 2025

70 Westchester Ave, White Plains, NY, 10601, USA

Zoning:

Lot Area:

Stories:

Parking:
274

Residential Units:
203

Description

Extension of site plan and special permit, approved September 3, 2024.

Comments:

White Plains

WHP-25-016 37 DeKalb Avenue

Municipal Action Special Use Permit

Response Type: Comment

Letter Date: September 17, 2025

37 Dekalb Ave, White Plains, NY, 10605, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
R2-2.5 – Residential One- and Two-Family	0	3	21	21

Description

Application to convert an existing two-story building to multifamily use. The site lies at the corner of DeKalb Avenue and Carhart Avenue, within the R2-2.5 – Residential One- and Two-Family zone. The site was formerly used as a nursing home, and is currently vacant. A previous application for this development was petitioned in 2019, which included a zoning amendment to permit multifamily building conversions as a Special Permit Use within the R2-2.5 zone, for which we provided a comment letter dated March 15, 2019 (WHP 19-003). The zoning amendment was adopted, and Site Plan and Special Permit approvals were granted by the City and subsequently extended, however the development stalled and has now been resubmitted by a new applicant.

The applicant proposes to convert the structure into a 21-unit multifamily development (5 Studio, 12 one-bedroom, 4 two-bedroom). A third story would be added to the top of the building, stepped-back from the second-floor footprint. A portion of the first story would be converted into a garage, accessed by the existing driveway that runs behind the building and connects to Carhart Avenue. 21 parking spaces would be provided on the site, with 12 located within the garage. The driveway would be extended to wrap around the southern end of the building, providing an exit onto DeKalb Avenue and converting the Carhart Avenue access to entrance-only. The pedestrian entrance to the building, facing DeKalb avenue, would be enhanced. Resident amenities would include a fitness room and rooftop patio. Rooftop solar arrays would be installed, and the stormwater management system would be upgraded.

Comments:

Consistency with County Planning Board policies

The County Planning Board's long-range planning policies set forth in Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning, adopted by the Board on May 6, 2008, amended January 5, 2010, and its recommended strategies set forth in Patterns for Westchester: The Land and the People, adopted December 5, 1995, call for the reutilization of existing buildings and the establishment of increased housing variety and opportunities. We agree that the proposed development would be appropriate as it would increase residential opportunities in an area near the Mamaroneck Avenue commercial corridor and multiple Bee-Line bus routes, as well as rehabilitate an existing building.

Affordable Housing

The submitted materials do not indicate if any of the proposed twenty-one residential units would be listed as affordable housing. The acute shortage of affordable housing in Westchester County has been documented in the County's Housing Needs Assessment and it is critical for all of Westchester's municipalities to play a role in meeting this need, particularly since the economic and social impacts of the affordable housing shortage are spread throughout the County. We continue to urge the City to adopt the County's Affordable Housing Model Ordinance Provisions and work with developers to provide affordable opportunities in this and in future development.

Transportation demand management

Ensuring that the transportation needs of new residents are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars and encouraging dense residential growth without overburdening the street network and existing parking supply. The County's Transportation Demand Management Toolkits provides strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help future tenants avoid the need to park private vehicles. We recommend that the City and applicant review these Toolkits, which can be provided by the Planning Department, to ensure transportation needs are met while reducing the space set aside for vehicles. The County's Smart Commute Program can also assist employers to implement TDM strategies.

Bicycle parking

We recommend that a bicycle parking room be provided within the proposed building for residents, which includes electrical outlets to charge e-bicycles. We note that as the popularity of e-bicycles increases, there is a fire risk associated with non-UL certified batteries, particularly when tenants charge them with extension cords. Providing a centralized, sprinklered storage facility with appropriate outlets for charging is the best way to prevent fires and accommodate this form of transportation to and from the building.

County sewer impacts

The proposed development may increase sewage flows from this site into the existing sewage infrastructure. Any increased flow will add to the volume of sewage flow requiring treatment at a Water Resource Recovery Facility operated by Westchester County. Since 2010, it has been the policy of the County Planning Board that municipal governments should require applicants to identify mitigation measures that offset projected increase in flow, in order to comply with the County Environmental Facilities Sewer Act. The best means to do so is through reductions in inflow/infiltration (I&I) at a ratio of three for one for market rate units and a ratio of one for one for affordable units.

The County Planning Board further recommends that the City implement a program that requires inspection of sewer laterals from private homes for leaks and illegal connections to the sewer system, such as from sump pumps. These private connections to the system have been found to be a significant source of avoidable flows. At a minimum, we encourage the City to enact a requirement that a sewer lateral inspection be conducted at the time property ownership is transferred and any necessary corrective action be enforceable by the municipal building inspector.

Stormwater Management

We note that the applicant has included a Stormwater Management Plan, and appreciate the mitigation measures proposed to manage the stormwater runoff from the building. The applicant should be encouraged to explore at-grade stormwater management solutions that treat runoff on-site wherever possible, such as using pervious paving for parking areas, or the installation of vegetative rain gardens.

Recycling provisions

The City should require the applicant to verify that there is sufficient space to accommodate the storage needs for recyclables under the County's recycling program. County regulations for recycling may be found at: <https://environment.westchestergov.com/recycling>.

Green building technology

We appreciate that the site plans include rooftop solar arrays, and encourage the applicant to include as much additional green, or sustainable building technology as possible within the proposed development.

Universal Design

We encourage the City to consider the principles of universal design in this development, in addition to any building standards required by ADA regulations. Universal Design standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of enabling household residents to age in place, as well as to provide accessible pedestrian access and parking for persons with mobility issues.

White Plains

WHP-25-017

The Sheffield

Municipal Action	Special Use Permit, Site Plan	Response Type:	Comment	Letter Date:	September 17, 2025
90 Westmoreland Ave, White Plains, NY, 10606, USA					

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
LI-M – Light Industrial Mixed-Use	1	6	238	154

Description

Application to construct a new mixed-use building. The site currently hosts a mix of commercial and industrial buildings. The site has frontage on Intervale Street, Westmoreland Avenue, and Home Street, and is located within a mixed-use neighborhood of commercial, industrial, and residential structures. The site is a half-mile from the White Plains Metro-North train station, and is located near the edge of the City downtown. Kittrell Park is located across Home Street from the site.

The proposed six-story building would contain 154 residential units (26 studio, 92 one-bedroom, and 36 two-bedroom) within the upper stories of the building. All units would be provided as affordable under the City Affordable Housing Rental Program, set between 80% and 60% Area Median Income. The ground floor would contain 5,000 square feet of retail area split into two commercial tenant spaces, fronting on Westmoreland Avenue and Home Street. A parking garage would occupy the basement and portions of the first two stories, and contain 238 parking spaces. The basement and first floor garage would be accessed from Home Street, and the second story garage would be accessed from Intervale Street. The main pedestrian entrance and a bicycle room would front on Westmoreland Avenue. Various amenity rooms are proposed within the building, and a rooftop patio would be located over a portion of the garage. Solar arrays are proposed on the roof, and new street trees are to be planted along Westmoreland Avenue. The applicant proposes to incorporate a portion of an existing building, in order to maintain a portion of the streetscape’s brick-façade industrial character, however the other existing buildings on the site would be demolished.

Comments:

Consistency with County Planning Board policies

The County Planning Board’s long-range planning policies set forth in Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning, and its recommended strategies set forth in Patterns for Westchester: The Land and the People, call for directing new development to existing centers where infrastructure can support growth, where public transportation can be provided efficiently, and where redevelopment can enhance economic vitality. We agree that the proposed development would be appropriate as it would add a new, higher density mixed-use building near the White Plains downtown, the train station, and the Bee-Line TransCenter.

Affordable Housing

We appreciate that the applicant is proposing to create a new affordable housing building, however the application does not indicate if the proposal will follow County Affordable Housing guidelines. We continue to urge the City to consider the County’s Model Ordinance Provisions for guidance in providing affordable housing. The County developed these Provisions to standardize the affordable housing programs across Westchester to make it easier for both residents and developers to understand qualifications and requirements, and to provide fair housing throughout all municipalities.

Pedestrian connectivity

We note that, while the proposed development is located at the edge of the downtown and is a half-mile from the train station, Westmoreland Avenue has historically maintained an industrial character. While the City's recently adopted Comprehensive Plan seeks to convert the neighborhood to mixed-use, we note that streetscape improvements and maintenance are needed in order to provide a more welcoming experience for new residents. We also recommend that improved connectivity should be considered through establishing a pedestrian right-of-way from the end of Westmoreland Street to Bank Street, in order to provide a more direct route to the TransCenter and train station. While there is currently no physical impediment for pedestrians at this time, access between the two roads is through private property.

Commercial displacement

We note that the current structures on the site contain various businesses that provide a broad array of services. While we note that the proposed building also includes street-front retail areas, the number of tenant spaces and the total commercial square footage available would be reduced. We are concerned that existing tenants may be forced out of the area or to close entirely due to relocation or an increase in cost of rent. Assistance policies, such as moving cost subsidies and real estate assistance provided by the developer, should be considered in order to help small businesses that are forced out of their locations due to redevelopment.

Transportation demand management

We note that, despite the proposed building being located near the train station and TransCenter, 237 parking spaces are required for the proposed development as each one-bedroom unit is required 1.5 spaces. Ensuring that the transportation needs of new residents are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars and encouraging dense residential growth without overburdening the street network and existing parking supply. The County's Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help future tenants avoid the need to park private vehicles. We recommend that the City and applicant review these Toolkits, which can be provided by the Planning Department, to ensure transportation needs are met while reducing the space set aside for vehicles. The County's Smart Commute Program can also assist employers to implement TDM strategies.

Bicycle infrastructure and personal e-mobility devices

We appreciate that the applicant proposes a bicycle parking room within the proposed building with direct access to the street. We suggest that electrical outlets to charge e-bicycles be included within the parking room. As the popularity of e-bicycles increases, there is a fire risk associated with non-UL certified batteries, particularly when tenants charge them with extension cords. Providing a centralized, sprinklered storage facility with appropriate outlets for charging is the best way to prevent fires and accommodate this form of transportation to and from the building.

Sewage flows

The proposed development will increase sewage flows from this site into the existing sewage infrastructure. This increased flow will add to the volume of sewage flow requiring treatment at a Water Resource Recovery Facility operated by Westchester County. Since 2010, it has been the policy of the County Planning Board that municipal governments should require applicants to identify mitigation measures that offset projected increase in flow, in order to comply with the County Environmental Facilities Sewer Act. The best means to do so is through reductions in inflow/infiltration (I&I) at a ratio of three for one for market rate units and a ratio of one for one for affordable units.

The County Planning Board further recommends that the City implement a program that requires inspection of sewer laterals from private homes for leaks and illegal connections to the sewer system, such as from sump pumps. These private connections to the system have been found to be a significant source of avoidable flows. At a minimum, we encourage the City to enact a requirement that a sewer lateral inspection be conducted at the time property ownership is transferred and any necessary corrective action be enforceable by the municipal building inspector.

Stormwater Management

We note that the applicant has included a Stormwater Pollution Prevention Plan, and appreciate that the proposed development would slightly reduce the amount of impervious surface on the site. The applicant should be encouraged to explore stormwater management solutions that treat runoff on-site wherever possible, such as the installation of rain gardens and green roofing material, or the harvesting of rainwater for on-site usage.

White Plains

Recycling provisions

The City should require the applicant to verify that there is sufficient space to accommodate the storage needs for recyclables under the County's recycling program. County regulations for recycling may be found at: <https://environment.westchestergov.com/recycling>.

Green building technology

We appreciate that the site plans include the installation of rooftop solar arrays, and encourage the applicant to include as much additional green, or sustainable building technology as possible within the proposed development.

Universal Design

We encourage the City to consider the principles of universal design in this development, in addition to any building standards required by ADA regulations. Universal Design standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of enabling household residents to age in place, as well as to provide accessible pedestrian access and parking for persons with mobility issues.

Yonkers

YON-25-008B 325, 335 & 337 South Broadway

Municipal
Action

Site Plan

Response
Type:

Comment

Letter
Date:

September 23, 2025

325 S Broadway, Yonkers, NY, 10705, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
SB – South Broadway Core	2	8	359	181

Description

Application to construct a new mixed-use building located on three properties at the corner of South Broadway and Morris Street. The site currently hosts a vacant one-story commercial structure, a one-story post office building, and a City-owned parking lot, which would all be demolished. The surrounding neighborhood contains a mix of residential and commercial uses, and the site is located a half-mile from the Ludlow Metro-North train station.

The applicant proposes to construct an eight-story building hosting 181 apartments (71 studio, 62 one-bedroom, 34 two-bedroom, and 14 three-bedroom). All of the units would be set as affordable housing, except for one two-bedroom unit designated for the superintendent. The front entrance would face South Broadway. The existing post office would be relocated within a 7,940 square foot portion of the first floor, facing South Broadway. A separate five-story parking garage hosting 350 spaces would be located at the street corner, occupying the space of the existing parking lot. 90 spaces would be utilized as public parking to replace the existing lot, and bicycle parking areas would be included. The garage would be accessed from both South Broadway and a driveway that runs along the rear of the property that connects to Morris Street. This driveway would provide access to a loading dock and a separate 9-space parking lot at the rear of the building for the post office. A playground and landscaped seating areas would be provided behind the building, and a rooftop terrace and amenity rooms would be included within the building. New landscaping would be included around the property, including the reconstruction of existing retaining walls along the rear of the site, and solar panels and a green roof would be included. The plans also include reference to the Yonkers Greenway bicycle paths that are proposed along South Broadway. Zoning area variances for the width of the building, ground floor transparency, floor area ratio, and minor increases to building and fence height were granted by the City on July 22, 2025.

We previously reviewed this application and responded with a comment letter dated June 24, 2025.

Comments:

Consistency with County Planning Board policies

The County Planning Board’s long-range planning policies set forth in Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning, adopted by the Board on May 6, 2008, amended January 5, 2010, and its recommended strategies set forth in Patterns for Westchester: The Land and the People, adopted December 5, 1995, call for directing new development to existing centers where infrastructure can support growth, where public transportation can be provided efficiently, and where redevelopment can enhance economic vitality. As stated in our previous letter, we agree that the proposed development would be appropriate as it would add a new, higher density residential use near multiple bus lines, the Ludlow train station, and various commercial services. However, we continue to be concerned that the proposed height could impact the neighboring residents to the rear of the site. We recommend that a step-back of the upper floors at the rear of the building, similar to the step-back at the front of the building, be included in order to reduce the massing of the structure and reduce the massing impact on neighboring properties.

Affordable housing

We appreciate the applicant for proposing to provide affordable housing throughout the entire building, though the application does not indicate if County affordable housing guidelines would be followed. We urge the City to consider reviewing the County's Model Ordinance Provisions for guidance in providing affordable housing. The County developed these Provisions to standardize the affordable housing programs across Westchester to make it easier for municipalities, residents, and developers to understand qualifications and requirements, and to provide fair housing throughout all municipalities.

Transportation demand management

While we understand that the applicant is including 90 spaces of public parking within the garage, we note that 260 spaces are intended for 181 residential units. We disagree with the need to provide 79 parking spaces over the proposed unit count within this transit-rich area, particularly when only 48 units would have more than one bedroom. We note that Yonkers and other municipalities have various ordinances that reduce parking requirements for developments near transit. Some municipalities also have regulations that permit lower parking requirements for affordable housing developments, understanding that fewer cars could be expected for this use, and the funding directed away from unused parking spaces can be reutilized to provide more units or increased amenities. The City should work with the developer to require less parking within the proposed garage, and in turn reduce the size of the garage, in order to decrease the cost of the development or redirect funding towards providing more housing or amenities. We note that in the past, the City has granted zoning variances to assist affordable housing developments in reducing the amount of required parking on-site.

We also note that the County's Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help the applicant avoid the economic and environmental costs of including excessive parking on the site. We recommend that the City and applicant review these Toolkits, which can be provided by the Planning Department, to determine additional means in which to reduce the dependence on automobiles. The County's Smart Commute Program can also assist employers to implement TDM strategies.

Layout of site

While we understand that the proposed parking garage would be located in the same portion of the property that currently contains the City parking lot, we note that the County commonly recommends that parking areas be located at the rear of buildings, rather than within the front setback and especially not on street corners. We recommend that the applicant and the City work to resolve any issues that may be impeding a site design that could locate the building at the street corner, in order to better enhance the street façade and improve the neighborhood character.

We note that the garage driveway onto South Broadway is near the intersection with Morris Street, which may impose a conflict with vehicles attempting to turn right onto Morris Street, as well as with cyclists within the proposed bike lane. Maneuverability diagrams, which include bicycle tracking, should be developed in order to determine the suitability of this driveway location.

NYS DOT review

South Broadway (US Route 9) is a State Touring Route. The City should forward a copy of the application to NYS DOT to identify any required permits for the proposed project and to evaluate potential traffic impacts to South Broadway.

Sewage flows

The proposed development will increase sewage flows from this site into the existing sewage infrastructure. This increased flow will add to the volume of sewage flow requiring treatment at a Water Resource Recovery Facility operated by Westchester County. Since 2010, it has been the policy of the County Planning Board that municipal governments should require applicants to identify mitigation measures that offset projected increase in flow, in order to comply with the County Environmental Facilities Sewer Act. The best means to do so is through reductions in inflow/infiltration (I&I) at a ratio of three for one for market rate units and a ratio of one for one for affordable units.

The County Planning Board further recommends that the City implement a program that requires inspection of sewer laterals from private homes for leaks and illegal connections to the sewer system, such as from sump pumps. These private connections to the system have been found to be a significant source of avoidable flows. At a minimum, we encourage the City to enact a requirement that a sewer lateral inspection be conducted at the time property ownership is transferred and any necessary corrective action be enforceable by the municipal building inspector.

Bicycle infrastructure

We appreciate that the applicant proposes bicycle parking areas within the proposed garage, however we note that the plans indicate small racks would be located on each floor. We suggest that the bicycle parking be reconfigured to one location on the ground floor near the garage entrance, for ease of access and to accommodate electrical outlets to charge e-bicycles. As the popularity of e-bicycles increases, there is a fire risk associated with non-UL certified batteries, particularly when tenants charge them with extension cords. Providing a centralized, sprinklered storage facility with appropriate outlets for charging is the best way to prevent fires and accommodate this form of transportation to and from the building.

We also appreciate that the site plans account for proposed bicycle lanes along South Broadway. We support the City's proposed bike lane extension along the South Broadway corridor.

Recycling provisions

The City should require the applicant to verify that there is sufficient space to accommodate the storage needs for recyclables under the County's recycling program. County regulations for recycling may be found at: <https://environment.westchestergov.com/recycling>.

Green building technology

We appreciate that the applicant is proposing to establish Passive House standards within the building, as well as the inclusion of rooftop solar arrays and green roofing. In addition, the City and the applicant should give consideration towards the provision of electric vehicle parking capabilities within the proposed parking garage.

Universal Design

We note that if County funding is awarded to this development, the site must meet the County's Universal Design Standards. These standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of enabling household residents to age in place, as well as to provide accessible pedestrian access and parking for persons with mobility issues. We appreciate that the applicant has included a series of accessibility and adaptability requirements within the site plans.

Yonkers

YON-25-014

221 Buena Vista Avenue Senior Residence

Municipal Action

Site Plan

Response Type:

Comment

Letter Date:

September 17, 2025

221 Buena Vista Ave, Yonkers, NY, 10701, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
A - Apartment Houses, High Density	0	9	47	94

Description

Construction of a nine-story senior-restricted multifamily apartment building on a 0.48-acre site located near the dead-end of the street. The site has been newly designated within the A - Apartment Houses, High Density zone, the rezoning of which we responded to in a letter dated October 30, 2023 (YON 23-023). Anthony O’Boyle Memorial Park borders the site to the south, and the site is within walking distance to the Ludlow Metro-North Train Station. The train tracks border the site to the west. The property is currently vacant woodland, and is substantially sloped.

The existing two lots are proposed to be combined to construct the apartment building, which would contain 94 apartments (54 studio and 40 one-bedroom). Amenity rooms and a rooftop deck would be provided for residents. The first floor of the building would contain a parking garage with 21 spaces, and a separated basement garage would hold 25 spaces. Separate ramps would provide access to these parking areas from Buena Vista Avenue. A circular driveway would be constructed in front of the building, both to provide access for resident pickup at the main entrance as well as provide a turnaround point for emergency and other service vehicles due to the narrow dead-end of Buena Vista Avenue. One ADA parking space would be located off this driveway, for a total of 47 spaces provided on the site. Landscaping is proposed as well as retaining walls in order to manage the topography of the site, which rises over the train tracks. The applicant would also provide expansions of the area water supply infrastructure. Three zoning area variances were required for front yard setback, floor area ratio, and a height variance for 24 feet, and were granted on May 22, 2025.

Comments:

Consistency with County Planning Board policies

The County Planning Board’s long-range planning policies set forth in Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning and its recommended strategies set forth in Patterns for Westchester: The Land and the People call for directing new development to existing centers where infrastructure can support growth, where public transportation can be provided efficiently, and where redevelopment can enhance economic vitality. We agree that the proposed development would add new, higher density residential development near a train station and within walking distance of a number of commercial uses, and provide much needed housing for the City and County.

Affordable Housing

NOTE: Yonkers provided an email dated 9/17/25 stating that the whole building would be set as affordable housing for seniors.

ORIGINAL COMMENT: We again note that the application does not indicate how the development will abide by the Yonkers Zoning Code regarding the inclusion of affordable housing units. We urge the City to consider the County’s Model Ordinance Provisions for guidance in providing affordable housing. The County developed these Provisions to standardize the affordable housing programs across Westchester to make it easier for both residents and developers to understand qualifications and requirements, and to provide fair housing throughout all municipalities. Under County guidelines, 10 units would be set as affordable housing. Future site plan submissions should include affordable housing requirements and provisions.

Pedestrian access

We note that a large portion of the street frontage of the property would be converted to curb-cut and driveway areas under the proposed plan, providing easier navigation for vehicles and emergency access at the dead-end of Buena Vista Avenue. We appreciate that the applicant has added a sidewalk along the street frontage, which will assist in guiding pedestrians through the new cul-de-sac. However, we recommend that an additional sidewalk or pavement markings be added to indicate a dedicated pedestrian pathway to the front doors of the building from the street, in order to enhance pedestrian safety.

Stormwater management

As the proposed site plan includes subsurface stormwater quality and retention infrastructure, we point out that subsurface methods of stormwater management can be of diminishing effectiveness over time if not properly cleaned and maintained. To ensure the continued operability of this stormwater management system into the future, the applicant should provide an enforceable maintenance program that will prevent the system from being clogged with sediment, and in turn force a higher amount of stormwater runoff into the City's storm drain system. The applicant should also be encouraged to explore at-grade stormwater management solutions that treat runoff on-site wherever possible, such as using pervious paving for parking areas, or the installation of vegetative rain gardens.

Sewage flows

The proposed development will increase sewage flows from this site into the existing sewage infrastructure. This increased flow will add to the volume of sewage flow requiring treatment at a Water Resource Recovery Facility operated by Westchester County. Since 2010, it has been the policy of the County Planning Board that municipal governments should require applicants to identify mitigation measures that offset projected increase in flow, in order to comply with the County Environmental Facilities Sewer Act. The best means to do so is through reductions in inflow/infiltration (I&I) at a ratio of three for one for market rate units and a ratio of one for one for affordable units.

The County Planning Board further recommends that the City implement a program that requires inspection of sewer laterals from private homes for leaks and illegal connections to the sewer system, such as from sump pumps. These private connections to the system have been found to be a significant source of avoidable flows. At a minimum, we encourage the City to enact a requirement that a sewer lateral inspection be conducted at the time property ownership is transferred and any necessary corrective action be enforceable by the municipal building inspector.

Railroad impacts

We note that the proposed development includes the construction of new retaining walls along the MTA track frontage. Work should be coordinated with the MTA regarding construction adjacent to the track right-of-way, and indication should be provided as to the status of the existing retaining wall along the rear of the property.

Transportation demand management

Ensuring that the transportation needs of new residents are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars and encouraging dense residential growth without overburdening the street network and existing parking supply. The County's Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help future tenants avoid the need to park private vehicles. We recommend that the City and applicant review these Toolkits, which can be provided by the Planning Department, to ensure transportation needs are met while reducing the space set aside for vehicles. The County's Smart Commute Program can also assist employers to implement TDM strategies.

Bicycles and personal e-mobility devices

We recommend that a bicycle parking room be provided within the proposed building for residents and employees, which includes electrical outlets to charge e-bicycles. We note that as the popularity of e-bicycles increases, there is a fire risk associated with non-UL certified batteries, particularly when tenants charge them with extension cords. Providing a centralized, sprinklered storage facility with appropriate outlets for charging is the best way to prevent fires and accommodate this form of transportation to and from the building. We note that e-bicycles have become an especially popular mode of transportation for senior residents, and could be anticipated within this development as the site is located within biking distance to the Ludlow Metro-North Train Station and Downtown Yonkers.

Yonkers

Green building technology

We appreciate the inclusion of a roof deck garden, and encourage the applicant to include as much additional green, or sustainable building technology as possible within the proposed development. In addition, the City and the applicant should give consideration towards the provision of electric vehicle parking capabilities within the proposed parking garage.

Recycling provisions

The City should require the applicant to verify that there is sufficient space to accommodate the storage needs for recyclables under the County's recycling program. County regulations for recycling may be found at: <https://environment.westchestergov.com/recycling>.

Tree removal remediation

As a large number of trees would be removed for this development, we question why a tree removal mitigation plan is not required. We recommend that the City consider reviewing the tree removal mitigation code in order to ensure that current standards of remediation are met. The applicant and the City should work to ensure that the greatest possible number of existing trees are protected.

Universal Design

We encourage the City to consider the principles of universal design in this development, in addition to any building standards required by ADA regulations. Universal Design standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of enabling household residents to age in place, as well as to provide accessible pedestrian access and parking for persons with mobility issues.

YON-25-015 155 Elliott Avenue

**Municipal
Action** Site Plan

**Response
Type:** Comment

**Letter
Date:** September 17, 2025

155 Elliott Ave, Yonkers, NY, 10705, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
M – Apartment Houses, Medium Density	0		10	

Description

Application to construct a new 10-space parking lot. The 0.44-acre property contains an existing 24-unit multifamily building that was recently converted from a former synagogue. The building currently has no off-street parking. The location of the parking lot is currently vacant. The parking lot would include one ADA-accessible space, and room for a refuse container for the building. Access to the new lot would be from a new curb-cut on Elliott Avenue. Stormwater management basins would be located under the proposed parking area.

Comments:

Stormwater management

As the proposed site plan includes subsurface stormwater quality and retention infrastructure, we point out that subsurface methods of stormwater management can be of diminishing effectiveness over time if not properly cleaned and maintained. To ensure the continued operability of this stormwater management system into the future, the applicant should provide an enforceable maintenance program that will prevent the system from being clogged with sediment, and in turn force a higher amount of stormwater runoff into the City's storm drain system. The applicant should also be encouraged to explore at-grade stormwater management solutions that treat runoff on-site wherever possible, such as using pervious paving for parking areas, or the installation of vegetative rain gardens.

Transportation demand management

We note that the applicant intends to install the parking lot in order to provide off-street parking for residents. Ensuring that the transportation needs of new residents are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars and encouraging dense residential growth without overburdening the street network and existing parking supply. The County's Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help future tenants avoid the need to park private vehicles. We recommend that the City and applicant review these Toolkits, which can be provided by the Planning Department, to ensure transportation needs are met while reducing the space set aside for vehicles. The County's Smart Commute Program can also assist employers to implement TDM strategies.

Bicycle parking

We recommend that a bicycle parking area be provided within the site for residents and visitors, which includes electrical outlets to charge e-bicycles. We note that as the popularity of e-bicycles increases, there is a fire risk associated with non-UL certified batteries, particularly when tenants charge them with extension cords. Providing a centralized, sprinklered storage facility with appropriate outlets for charging is the best way to prevent fires and accommodate this form of transportation to and from the building.

Universal Design

We encourage the City to consider the principles of universal design in this development, in addition to any standards required by ADA regulations. Universal Design standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of enabling household residents to age in place, as well as to provide accessible pedestrian access and parking for persons with mobility issues.

Tree removal remediation

We note that two large are to be removed to accommodate the parking lot, however tree replacement measures are not included in the plans. The applicant and the City should work to ensure that significant trees are protected where possible, and if to be removed, appropriate tree replacement measures be established.

Yonkers

YON-25-016

60 Alexander Street

Municipal Action

Site Plan

Response Type:

Comment

Letter Date:

October 1, 2025

60 Alexander St, Yonkers, NY, 10701, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
D-MX – Downtown Mixed-Use	0	30	301	288

Description

Proposed construction of a mixed-use building. The site has been newly designated within the D-MX – Downtown Mixed-Use district, the rezoning of which we responded to in a letter dated July 19, 2024 (YON 24-026). The site lies within a formerly industrial neighborhood that has been converting into multifamily residential. Habirshaw Park lies across Alexander Street from the site, and the property is within walking distance to the Yonkers Metro-North Train Station. The train tracks border the rear of the site to the east. The property currently hosts a one-story warehouse and associated parking area, which would be demolished. A portion of the rear of the site is a parcel owned by Westchester County, which the applicant intends to purchase.

The existing two lots are proposed to be combined to construct the proposed 30-story building, which would contain 288 residential units (13 studios, 88 one-bedroom, 162 two-bedroom, and 25 three-bedroom). 5,880 square feet of commercial space is proposed fronting Alexander Street, utilizing a portion of the basement and first floor. The resident lobby would also front Alexander Street. 301 parking spaces are proposed within a valet-operated, mechanically-stacked parking garage on the first four floors of the building, with access provided from Alexander Street. Bicycle storage would be provided in the basement. Resident amenity areas would be located on the 30th floor, including a fitness room, lounge, and rooftop terrace.

Comments:

Consistency with County Planning Board policies.

The County Planning Board’s long-range planning policies set forth in Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning and its recommended strategies set forth in Patterns for Westchester: The Land and the People call for directing new development to existing centers where infrastructure can support growth, where public transportation can be provided efficiently, and where redevelopment can enhance economic vitality. We appreciate that the proposed development would provide much needed housing for the City and County near the train station and Bee-Line bus stops along Warburton Avenue, and that the site is within walking distance of a number of commercial uses and employment centers within downtown Yonkers.

Affordable Housing

We note that the application does not indicate how the development will abide by the Yonkers Zoning Code regarding the inclusion of affordable housing units. We urge the City to consider the County’s Model Ordinance Provisions for guidance in providing affordable housing. The County developed these Provisions to standardize the affordable housing programs across Westchester to make it easier for both residents and developers to understand qualifications and requirements, and to provide fair housing throughout all municipalities. Under County guidelines, 29 units would be set as affordable housing. As County property would be conveyed to the applicant to accommodate the proposed development, the County Planning Board recommends that this sale be conditioned upon the guarantee that the required units of affordable housing be located within the proposed building, without the utilization of a fee-in-lieu. The provision of additional affordable units above that required should also be considered under the land transfer deal.

Stormwater management

We note that the entire site would remain impervious, with the applicant indicating that a new stormwater management system would be installed as part of the new development. We encourage the applicant to consider means of on-site stormwater treatment wherever possible, such as installing green roofing, harvesting rainwater for use within the building, and utilizing permeable paving surfaces where applicable.

Sewage flows

The proposed development will increase sewage flows from this site into the existing sewage infrastructure. This increased flow will add to the volume of sewage flow requiring treatment at a Water Resource Recovery Facility operated by Westchester County. Since 2010, it has been the policy of the County Planning Board that municipal governments should require applicants to identify mitigation measures that offset projected increase in flow, in order to comply with the County Environmental Facilities Sewer Act. The best means to do so is through reductions in inflow/infiltration (I&I) at a ratio of three for one for market rate units and a ratio of one for one for affordable units.

The County Planning Board further recommends that the City implement a program that requires inspection of sewer laterals from private homes for leaks and illegal connections to the sewer system, such as from sump pumps. These private connections to the system have been found to be a significant source of avoidable flows. At a minimum, we encourage the City to enact a requirement that a sewer lateral inspection be conducted at the time property ownership is transferred and any necessary corrective action be enforceable by the municipal building inspector.

We note that the portion of the site owned by the County includes manholes to access underground sewer lines. Whether the County-owned property is conveyed to the applicant or not, access easements would be required though the site for County maintenance of the sewer.

Railroad impacts

We note that the proposed development includes new construction along the MTA track frontage. Work should be coordinated with the MTA regarding construction adjacent to the track right-of-way, and indication should be provided as to the status of any existing retaining walls along the rear of the property.

Transportation demand management

Ensuring that the transportation needs of new residents are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars and encouraging dense residential growth without overburdening the street network and existing parking supply. The County's Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help future tenants avoid the need to park private vehicles. We recommend that the City and applicant review these Toolkits, which can be provided by the Planning Department, to ensure transportation needs are met while reducing the space set aside for vehicles. The County's Smart Commute Program can also assist employers to implement TDM strategies.

Bicycles and personal e-mobility devices

We note that a bicycle parking room is proposed within the building, however it is located in the basement away from the elevators and does not have direct access to the street. The applicant should determine a means for providing bicycle storage on the ground floor of the building with direct access to the street, or if in the basement near the elevators, in order to promote the usage of bicycles as a method of commuting rather than just as a recreational use. Bicycle racks should also be located near the building entrance for visitors and customers.

We note that as the popularity of e-bicycles increases, there is a fire risk associated with non-UL certified batteries, particularly when tenants charge them with extension cords. Providing a centralized, sprinklered storage facility with appropriate outlets for charging is the best way to prevent fires and accommodate this form of transportation to and from the building.

Green building technology

We appreciate the green building technologies that are included in the proposed plan, as well as the inclusion of electric vehicle charging stations within the parking garage. We note that no indication has been provided towards the utilization of the portions of the rooftop that are above the patio floor. We recommend that the applicant consider incorporating a solar array or the above-mentioned green roofing in order to provide further environmental remediation within the site.

Recycling provisions

The City should require the applicant to verify that there is sufficient space to accommodate the storage needs for recyclables under the County’s recycling program. County regulations for recycling may be found at: <https://environment.westchestergov.com/recycling>.

Universal Design

We encourage the City to consider the principles of universal design in this development, in addition to any building standards required by ADA regulations. Universal Design standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of enabling household residents to age in place, as well as to provide accessible pedestrian access and parking for persons with mobility issues.

YON-25-017

Affordable Housing

Municipal Action

Zoning Text Amendment

Response Type:

Comment

Letter Date:

October 14, 2025

40 S Broadway, Yonkers, NY, 10701, USA

Zoning:

Lot Area:

Stories:

Parking:

Residential Units:

Description

Proposed local law to amend the City’s Affordable Housing requirements. The proposed regulations would establish requirements for affordable ownership housing units that mirror the current requirements for affordable rental housing units. These regulations include separate requirements for Large (100 or more dwelling units with 10% set as affordable) Medium (75-99 dwelling units with two units set as affordable) and Small (21-74 dwelling units with one unit set as affordable) housing developments that are currently established by the Code. The existing exemption of required affordable housing within developments of 20 or fewer units would be maintained. The existing scaled Area Median Income applicability ranges for rental units would not apply to ownership units, which would establish a 80% to 120% AMI range. The existing fee-in-lieu allowance would be restricted to large multifamily housing developments. Inclusionary development bonuses would be maintained.

Comments:

Yonkers

Affordable Housing

We appreciate the City for including mandatory affordable housing requirements for ownership units, which are a greatly needed form of housing within the County. However, we are concerned that the range of 80% to 120% AMI is high for the provision of affordable housing, and note that many municipalities consider that range to be “workforce housing” and establish a separate regulatory framework for those units. The County recommends that For-Purchase Affordable Housing not exceed 80% AMI.

We also continue to disagree with the allowance for a fee-in-lieu, through we do note that it would now be restricted to large multifamily buildings. We note that fee-in-lieu practices can be used to direct affordable housing away from centrally-located or desirable areas, and cluster affordable units in other locations. A principle of the County’s Affordable Housing guidelines is to ensure a mix of income levels within all neighborhoods in order to avoid the negative outcomes that clustering lower-income residents often yields, such as disinvestment, lack of access and opportunity, and segregation. Furthermore, the fee-in-lieu amounts may be insufficient to provide the number of affordable units that would have been required under a full 10% set-aside.

Lastly, we also continue to disagree with the practice of scaling required affordable housing between Large, Medium, Small, and Exempt categories. Such scaling serves to further separate affordable housing from certain areas of the City, as Large and Medium multifamily developments are only permitted in certain zones. As developments under 20 units would continue to be exempt, affordable housing in low-density areas would continue to be deficient and not meet the demand established in the County’s Housing Needs Assessment.

As we have in past letters, we continue to urge the City to review the County’s Model Ordinance Provisions for guidance in providing affordable housing. The County developed these Provisions to standardize the affordable housing programs across Westchester to make it easier for municipalities, residents, and developers to understand qualifications and requirements, and to provide fair housing throughout all municipalities.

YON-25-018

Chestnut Market

Municipal Action

Site Plan, Special Use Permit

Response Type:

Comment

Letter Date:

October 14, 2025

1282 Midland Ave, Yonkers, NY, 10708, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
BR – Restricted Business, Residence	0	1	10	

Description

Application to replace an existing convenience store. The property contains a 10-bay gas station and the existing 928 square-foot convenience store, as well as parking areas. The site has frontage on Midland Avenue and Kimball Avenue, with driveway access from each road. The site is across Kimball Avenue from the entrance to the Cross-County Shopping Center.

The applicant proposes to demolish the existing convenience store and construct a one-story, 2,250 square-foot building over the original footprint. The existing gas canopy and entrance driveways would remain. 10 parking spaces would be delineated in front of the proposed building and along the rear property line. New landscaping is proposed on portions of the street frontage, and the existing street sidewalk would be replaced and buffered with new curbing and landscaping from the driveway. Customers would not be permitted to turn left onto Midland Avenue from the site.

Comments:

Traffic management

We note that the intersection of Midland Avenue and Kimball Avenue can become heavily congested throughout the day. We agree that prohibiting customer left-turns from the site onto Midland Avenue could help alleviate a conflict point within the area traffic system. However, we note that trucks are directed in the site plans to exit the Midland Avenue driveway and turn left to then turn left again to travel south on Kimball Avenue. We caution against this traffic pattern unless specific time regulations are imposed to prohibit this maneuver during high-traffic periods.

Stormwater management

As the applicant proposes to redesign the landscaped areas on the site, we encourage the applicant to consider the installation of vegetative rain gardens to provide at-grade stormwater management solutions that treat runoff on-site, instead of continuing to direct all stormwater flow into the City's storm drain system.

Universal Design

We encourage the City to consider the principles of universal design in this development, in addition to any standards required by ADA regulations. Universal Design standards allow all visitors to fully engage in our public spaces. Universal Design is also an important means of providing accessible pedestrian access and parking for persons with mobility issues.

Green building technology

We encourage the applicant to include as much green, or sustainable building technology as possible within the proposed development.

Yorktown

YTN-25-008B Solar Power Generation

Municipal Zoning Text
Action Amendment

Response Comment
Type:

Letter September 23, 2025
Date:

363 Underhill Ave, Yorktown Heights, NY, 10598, USA

Zoning:

Lot Area:

Stories:

Parking:

Residential Units:

Description

Updated revisions of a proposed local law to amend the text of the Zoning Ordinance to remove large-scale solar systems as a permitted use within the residential districts of the Town, and to reduce the permitted area of ground-mounted solar systems within nonresidential zones to below 50% of the lot inclusive of areas between panels, from 80% of the lot. Large-scale solar systems would continue to not be permitted as a principal use within nonresidential zones, however they would be permitted as part of a special permit for another primary use. Additionally, Setback requirements for small-scale ground-mounted solar systems would be increased to 30 feet within the R2, R1-10, R1-20, and R1-40 residential zones, or to 50 feet in the other residential zones. Heights for small-scale ground-mounted arrays would be reduced within the residential zones from 15 feet to 10 feet. Large-scale systems would require a 150-foot setback. Two specific pending applications, Jacob Road Solar and Dell Avenue, would be considered grandfathered into the new regulations under specific conditions.

We have previously reviewed this matter and responded in a letter dated April 21, 2025.

Comments:

Zoning Amendment

As we stated in our previous letter, we understand that the Town wishes to refocus the installation of large-scale solar arrays away from residential and woodland areas. However, we do not believe that a prohibition of large-scale solar systems within all the residential zones is appropriate. We note that there are many uses within the residential zones that may appropriately host a large-scale solar array, including school campuses, golf courses, institutional sites, or existing utility areas. We recommend that the proposed law permit these existing uses to establish solar arrays on their properties in a manner similar to the commercial zones.

We also again caution that continuing to require large-scale solar collection systems to be an accessory use within the commercial zones may impact the development of these important contributors to the State and County's transition to renewable energy sources, especially since they would not be permitted within the residential zones. By requiring solar farms to be accessory to another use, less buildable area on a site would be available for solar arrays, thus decreasing the potential output of any future solar farm. We note that the updated revisions include further constraints on the development of solar systems, namely the new 150-foot setback requirement, and the inclusion of space between panels as part of maximum lot coverage. We again recommend that the Town study the possible effects of this proposed law on the fiscal viability of establishing solar farms, and consider whether increased environmental protections would provide a suitable check on inappropriate development as opposed to requiring all solar farms to be incidental to another use.

Yorktown

YTN-25-018 Tanto Irrigation

Municipal Action Site Plan

Response Type: Comment

Letter Date: September 23, 2025

Front St, Yorktown Heights, NY, 10598, USA

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
T-Transition Zone	1	2	16	

Description

Amendment of an approved site plan for a site located on Front Street at the intersection of the Edgewood Street undeveloped right-of-way. The site is located on the border between an industrial neighborhood and a single-family residential neighborhood. The site underwent a zoning map amendment and site plan review in 2017, for which we provided a comment letter dated May 23, 2017 (YTN 17-006). The original plan, which was never constructed, called for two buildings that contained commercial and residential uses.

The applicant now proposes one new two-story commercial building on the site, which would host an irrigation company. The building would contain repair shop, office, and storage areas, and would be located on the southern side of the property. The northern side of the property would contain an outdoor equipment storage yard, surrounded by a privacy fence. A driveway would encircle the building, with two street access points from Front Street. The central access would be two-way, while the southern access would be a one-way exit and utilize a portion of the Edgewood Street right-of-way under an existing agreement with the Town. 16 parking spaces would be provided within various lots arranged along the driveway, with some areas utilizing porous pavement. New sidewalks would connect the building to the existing street sidewalk.

Comments:

Site layout

As the applicant is now proposing an outdoor equipment storage yard instead of a mixed-use building on the property, the applicant and the Town should ensure that noise and air pollution from the yard would not impact the neighboring residents to the side and rear of the site. We recommend that the applicant consider re-orienting the layout of the site so that the proposed building is located next to the adjacent residence to the north, with the storage yard located on the southern side of the property, in order to provide more buffer area between the storage yard and the residential uses. Landscaping should also be utilized to provide additional screening from neighboring residences.

Transportation demand management

The County's Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help the applicant avoid the economic and environmental costs of including excess parking on the site. Ensuring that the transportation needs of new businesses are accommodated through means other than private automobiles is also an important factor in reducing the dependency on cars and encouraging growth without overburdening the street network and existing parking supply. We recommend that the Town and applicant review these Toolkits, which can be provided by the Planning Department, to ensure transportation needs are met through means other than private automobiles. The County's Smart Commute Program can also assist employers to implement TDM strategies.

Croton Watershed protection

The site is located in the Croton Watershed. While this application is an update of the original site plan that would have included an additional building, the applicant should renew discussion with the New York City Department of Environmental Protection (NYC DEP) to ensure continued compliance with the Rules and Regulations for the Protection from Contamination, Degradation and Pollution of the New York City Water Supply and its Sources. As the updated plans include an outdoor storage facility, adequate erosion and sediment control and stormwater runoff water quality protection, both during and after construction, are of critical importance.

Stormwater management

We note that the impervious surface coverage for the site would be increased due to the proposed development, yet no stormwater management system is included in the site plans. The applicant should indicate how the increase in stormwater flow from the installation of impervious surfaces will be managed. We appreciate the inclusion of permeable pavement within a portion of the parking areas, and encourage the applicant to explore additional at-grade stormwater management solutions that treat runoff on-site wherever possible, such as the installation of vegetative rain gardens.

Bicycle parking

We encourage the applicant to include a bicycle parking area for visitors and employees in order to provide full parking options within the site. We note that the property is located near the North County Trailway as well as the Yorktown Heights commercial center, which could induce cycling commutes for the business if bicycle parking is provided.

Recycling provisions

The Town should require the applicant to verify that there is sufficient space to accommodate the storage needs for recyclables under the County's recycling program. County regulations for recycling may be found at: <https://environment.westchestergov.com/recycling>.

Green building technology

We encourage the applicant to include as much green, or sustainable building technology as possible within the proposed development. We note that no indication has been provided towards the utilization of the rooftop. We recommend that the applicant consider incorporating a solar array or a green roof in order to provide further environmental remediation within the site. In addition, the Town and the applicant should give consideration towards the provision of electric vehicle parking capabilities within the proposed parking area.

Tree removal remediation

As the site is currently wooded and various trees would be removed for development, the applicant should specify how the development will abide by the Town's tree preservation requirements. The applicant and the Town should work to ensure that the greatest possible number of existing trees are protected, and a list of removed trees should be provided. Locations of new trees to be planted should be included in a landscaping plan, or if to be provided offsite, in an explanation in the narrative.

Universal Design

We encourage the Town to consider the principles of universal design in this development, in addition to any building standards required by ADA regulations. Universal Design standards allow all employees and visitors to fully engage in our public spaces. Universal Design is also an important means of providing accessible pedestrian access and parking for persons with mobility issues.

Yorktown

YTN-25-019

800 East Main Street Senior Residences

Municipal Action	Site Plan, Special Use Permit	Response Type:	Comment	Letter Date:	October 14, 2025
800 E Main St, Jefferson Valley, NY, 10535, USA					

Zoning:	Lot Area:	Stories:	Parking:	Residential Units:
RSP-2 Senior Citizens District	36	4	270	180

Description

Proposed construction of two senior-restricted multifamily apartment buildings on a recently rezoned property. The site is located on the north side of East Main Street (US Route 6) near the Jefferson Valley hamlet center, between the Taconic State Parkway and Donald Trump State Park. The northern boundary of the site is the municipal border with the Town of Putnam Valley. The site currently hosts two vacant office buildings which would be demolished, and associated parking lots.

The applicant proposes to construct 180 dwelling units within the two four-story buildings (60 one-bedroom, 120 two-bedroom), all of which would be restricted to seniors over 55 years old. The two buildings would be located within the general area of the existing buildings, and would be encircled by the existing driveway, which connects to East Main Street. Portions of the existing parking lots would be reutilized to provide 270 parking spaces, with other sections of the lots to be relocated or replaced with various amenity areas. Amenities would include a courtyard garden and pool between the buildings, tennis and pickleball courts, a garden, and various outdoor seating areas. Indoor amenity rooms would also be included. A large portion of the rear of the property would remain wooded, with new trailways added. Existing stormwater management basins would be upgraded.

We have previously reviewed various SEQRA actions, as well as the zoning amendments, for this development and responded in letters dated November 28, 2022, April 14, 2023, and September 3, 2024. We note that the applicant originally proposed a 24-building, senior restricted complex with 250 residential units, amenity structures, and 383 parking spaces.

Comments:

Consistency with County Planning Board policies

The County Planning Board’s long-range planning policies are set forth in Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning, adopted by the Board on May 6, 2008, amended January 5, 2010, and its recommended strategies are set forth in Patterns for Westchester: The Land and the People, adopted December 5, 1995. We appreciate that the proposed development would align with aspects of these policies, as it would redevelop a vacant office site with new multi-family housing that is within walking distance to public amenities and the Jefferson Valley commercial center. While we regret the loss of 70 units from the original proposal, we appreciate that the physical impacts of the proposed development would be reduced to the general footprint of the existing structures.

Affordable Housing

The submitted materials do not indicate if any of the proposed residential units would follow the County’s Affordable Housing guidelines, which would require 18 units to be set-aside as affordable. The acute shortage of affordable housing in Westchester has been documented in the County’s Housing Needs Assessment and it is critical for all of Westchester’s municipalities to play a role in meeting this need, particularly since the economic and social impacts of the affordable housing shortage are spread throughout the County. We continue to strongly urge the Town to adopt remaining portions of the County’s affordable housing Model Ordinance Provisions that are not currently part of the Zoning Code. Specifically, the requirement that 10% of the total number of proposed dwelling units shall be set aside as affordable ensures that all new developments would provide increased housing opportunities for disadvantaged residents, and should be adopted by the Town.

Pedestrian and bicycle infrastructure

While internal sidewalks and trailways are proposed on the site, there continues to be a lack of connection between the site and the neighborhood. We note that the EIS stated that sidewalk and bicycle connections are not proposed due to the slope of the access driveway. While terrain may be a factor in the usability of sidewalks and bike paths, we continue to note that providing multiple means of transportation is an important factor in balancing the needs of residents, employees, and visitors. By requiring all persons to access the site via an automobile, those who do not own a car or cannot drive are denied safe access and excluded. As the site is to be age-restricted and located near the hamlet center, providing multiple means of access is of great importance, as many elderly residents either cannot or choose not to drive. We recommend that the applicant considers alternative means of transportation, including the utilization of a shuttle to access the Jefferson Valley hamlet center and mall, and perhaps including a means for electric bicycle rental or storage, as these vehicles have become a popular mode of transportation for older residents.

The Town of Yorktown Comprehensive Plan discusses the Jefferson Valley hamlet in detail, and notes its "eclectic mix of retail, office (and) recreational" uses that are surrounded by residential areas. As part of that discussion, Policy 5-47 states specifically: "provide sidewalk connections along East Main Street to the shopping areas with crosswalks at Hill Boulevard and Lee Boulevard." Since this and various other development proposals have been brought forward around the Jefferson Valley hamlet, the Town should conduct a study towards implementing the Comprehensive Plan's goal of making the Jefferson Valley hamlet more walkable, as well as create safe pathways for bicycles.

Transportation demand management

Ensuring that the transportation needs of new residents are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars and encouraging dense residential growth without overburdening the street network and existing parking supply. Furthermore, the cost of constructing and maintaining parking in residential developments can add to housing costs, resulting in fewer housing options that are affordable to people who live and work in Westchester. We appreciate that the applicant proposes to reutilize existing parking lots, and note that there may be a small reduction in total parking provided on the site.

The County's Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle travel, which could help future tenants avoid the need to park private vehicles. We recommend that the Town and applicant review these Toolkits, which can be provided by the Planning Department, to determine if further reduction of space provided for parking could be achieved. The County's Smart Commute Program can also assist employers to implement TDM strategies.

NYS DOT review

East Main Street (US Route 6) is a State highway. The Town should forward a copy of the application to NYS DOT to identify any required permits for the proposed project and to evaluate potential traffic impacts to East Main Street.

County sewer impacts

The proposed development will increase sewage flows from this site into the existing sewage infrastructure. This increased flow will add to the volume of sewage flow requiring treatment at a Water Resource Recovery Facility operated by Westchester County. Since 2010, it has been the policy of the County Planning Board that municipal governments should require applicants to identify mitigation measures that offset projected increase in flow, in order to comply with the County Environmental Facilities Sewer Act. The best means to do so is through reductions in inflow/infiltration (I&I) at a ratio of three for one for market rate units and a ratio of one for one for affordable units.

The County Planning Board further recommends that the Town implement a program that requires inspection of sewer laterals from private homes for leaks and illegal connections to the sewer system, such as from sump pumps. These private connections to the system have been found to be a significant source of avoidable flows. At a minimum, we encourage the Town to enact a requirement that a sewer lateral inspection be conducted at the time property ownership is transferred and any necessary corrective action be enforceable by the municipal building inspector.

Yorktown

Stormwater Management

We note that the applicant has included a Stormwater Pollution Prevention Plan, and appreciate the reutilization of existing aboveground detention basins and infrastructure to manage the stormwater runoff of the proposed redevelopment. The applicant should be encouraged to explore additional at-grade stormwater management solutions that treat runoff on-site wherever possible, such as utilizing pervious paving for parking areas or including vegetative rain gardens within the landscaping plan.

Recycling provisions

The Town should require the applicant to verify that there is sufficient space to accommodate the storage needs for recyclables under the County's recycling program. County regulations for recycling may be found at: <https://environment.westchestergov.com/recycling>.

Green building technology

We appreciate that the applicant proposes a mix of green building technologies within the development, including electric vehicle charging stations and sustainable construction practices. While the EIS included a consideration to install solar arrays on the rooftop, they are not included on the site plans. We recommend that the applicant incorporate a solar array or a green roof in order to utilize the large rooftop and provide further environmental remediation within the site.

Tree removal remediation

We appreciate that a large portion of the property would be maintained as woodland under the proposed plan, and that the original 1,320 trees proposed to be removed has been reduced to 229. We note that the applicant proposes to provide 208 new trees on the property. The applicant and the Town should work to ensure that the greatest number of existing trees as possible are protected, and that the new landscaping includes a variety of native plantings.

Universal Design

As the proposed residences would be age-restricted, we encourage the applicant to review the principles of universal design in this development, in addition to any building standards required by ADA regulations. Universal Design standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of allowing household residents to age in place as well as to provide access for persons with mobility issues.