

Memorandum

To: Village of Mamaroneck Planning Board
From: Alicia Moore, AICP; Elaine Du, PE
Date: 3/20/2026
Re: 564 Mamaroneck Ave (Bilotta Mixed-Use)

AKRF, Inc. has reviewed the following documents and plans for the above referenced application:

- Cover Letter to Chair Seamus O'Rourke and Members of the Planning Board from RMJB LLC, dated 3/11/2026.
- Response Memorandum responding to AKRF Memo (2/6/26) prepared by RMJB, dated 3/11/2026.
- Architectural Drawings (9 sheets) prepared by Bilotta Architects, revised 3/11/2026.
- Engineering Drawings (9 sheets) prepared by DTS Provident Design Engineering, revised 3/10/2026.
- Traffic and Parking Study prepared by DTS Provident, dated 3/10/2026.
- Full EAF, dated 2/19/2026.

PROJECT DESCRIPTION

The Applicant proposes a mixed-use redevelopment located at 564 Mamaroneck Avenue. The Project Site comprises five parcels with addresses of 584, 576, 564, 572 Mamaroneck Avenue and 118 Waverly Avenue (SBLs: 8-23-339,334,314,299, and 351, respectively), totaling 1.02 acres ($\pm 44,467$ sf), which would be merged to facilitate the Project. The Project Site parcels are currently improved with a mix of 1-to-2-story commercial and multifamily residential buildings. The Proposed Project would demolish the existing structures and construct a four-story mixed-use building with ground-floor commercial space, 60 dwelling units (with at least 10% reserved for affordable housing), residential amenities, a public park, and 60 parking spaces, along with stormwater and infrastructure improvements. The four parcels on Mamaroneck Ave are in the C-1 zoning district and Transit Oriented Development (TOD) overlay, and the Waverly Avenue parcel is in the R-4/P district. The Project requires Planning Board Site Plan, Special Permit, and Subdivision Approval, ZBA area variances, and HCZMC Consistency Determination.

COMMENTS

The applicant has revised the submission packet in response to comments from the Planning Board and its consultants. Previous comments are presented below in *italics*; new and follow-up comments are in **bold**.

1. *The plans identify three proposed retail stores along Mamaroneck Avenue. The square footage of each retail store, as well as the Project's total retail square footage, should be provided.*

3/20/26: Comment addressed. The site plan drawings indicate that each retail space would contain approximately 1,280 square feet. This amounts to a total of 3,840 square feet of retail space.

2. *A preliminary landscaping plan should be provided pursuant to Zoning Code § 342-78A and in accordance with § 342-16.*

3/20/26: The Applicant has submitted a preliminary landscape plan (Sheet L-100). The Applicant notes that this plan is conceptual and that a more detailed plan demonstrating compliance with

the applicable zoning provisions will be provided in a future submission. The landscape plan will be reviewed by the Village Landscape Architect Consultant.

3. *The Project proposes to remove trees of 8" DBH or above. A Tree Preservation Plan is required in accordance with Chapter 318 of the Village Code.*

3/20/26: The Applicant states that a tree preservation plan will be provided in a future submission. This must be submitted and reviewed prior to site plan approval.

4. *The Project proposes 1.02 acres SF of land disturbance. The application requires a SWPPP, which has been provided.*

3/20/26: No further comment. The SWPPP will be reviewed by the Village Engineering Consultant.

5. *The Proposed Project would front on Mamaroneck Avenue in a commercial and mixed-use corridor. Opposite the Project Site on Mamaroneck Avenue is the Metro-North train station as well as Columbus Park and playground. To the rear, the Project borders the Washingtonville neighborhood in the R-4F district, which permits up to four-family residences. The Applicant should provide a description that describes the surrounding existing and permitted uses and assesses the Proposed Project's compatibility with those surrounding uses. Include anticipated benefits associated with the Proposed Project.*

6. **3/20/26: Comment addressed. The Applicant describes the project site as a transitional location situated between transit infrastructure, commercial uses, public open space, multifamily, and single-family residences. Per the description, the Project is designed to respond to the varied context. Described benefits include new housing, including a portion as affordable housing, in a transit-accessible location, replacement of flood-vulnerable buildings with resilient construction, improvement of pedestrian conditions near the train station, and the addition of publicly accessible open space and landscaping that support stormwater management, flood mitigation, and neighborhood character. The proposed underlying uses are also consistent with the those permitted under the applicable zoning; however, as noted in other comments and in the submission materials, the project does not comply with certain dimensional standards, and area variances will be required.**

7. *The Project Site comprises five parcels that are proposed to be merged into a single lot (1.02 acres). The parcel on Waverly Place is in the R-4F/P District while the four remaining parcels are within the C-1 district and Transit-Oriented Development (TOD) Overlay. As the land within each parcel retains its zoning designation under a merger (absent a rezoning), the proposed merger will result in a split-zoned parcel. The site plan should clearly identify the zoning districts, and a separate Zoning Compliance Table should be provided for each district and its respective parcel(s).*

3/20/26: Comment partially addressed. The Site Layout Plan (Sheet C-101) has been updated to include zoning compliance tables for both districts. However, the drawing should be clarified to indicate the applicable districts and boundaries within the project site.

8. *A lighting plan should be provided showing the proposed location, direction, power and timing of the proposed outdoor lighting in accordance with § 342-18.*

3/20/26: The Applicant states that this will be provided in a future submission. The Applicant notes that the proposed lighting will be Dark Sky compliant and will include lighting controls and timing mechanisms that would minimize potential lighting impacts. The lighting plan must be submitted and reviewed prior to site plan approval.

9. *The drawings identify a trash/utility area in the interior ground floor of the residential building. The Applicant should clarify where refuse from the commercial uses will be collected and identify the location on the receptacles on the site plan. If outdoor receptacles are proposed, screening will be required and should be included in the Landscaping Plan.*

10. **3/20/26: The site plan (Sheet C-101) has been updated to identify the proposed refuse enclosure for retail use, which would be located between the parking area and proposed public park. The Applicant notes that details on screening and landscaping will be provided in a future**

landscape plan. It should be noted that trash receptacles' location adjacent to the proposed park may warrant enhanced screening. In addition, the Applicant should also address potential odors and any related impacts on the usability of the proposed public park.

11. *Screening is required for off-street parking per Zoning Code § 342-16 and should be included in the Landscaping Plan.*

3/20/26: The Applicant states that screening and landscaping will be provided in a future landscape plan and notes that the parking areas will be screened in accordance with § 342-16 using a combination of landscaping, fencing, and site design features.

12. *The Applicant should submit a construction plan including timing/phasing, construction access, sidewalk closures, staging, and protections for pedestrians.*

3/20/26: The Applicant states that a Construction Management Plan will be provided in a future submission.

13. *The Project Site is in the floodplain. The Project proposes to raise the entry level above base flood elevation. All residences are proposed to be located on the second or higher floors.*

3/20/26: No further comment. A floodplain permit is required and will be reviewed administratively.

14. *Per § 342-30.1.E, the Project requires 67 parking spaces (one space per dwelling unit, plus 1/4 space per bedroom in excess of one). As 60 spaces are proposed, the Project requires a parking variance from the ZBA to reduce the parking by seven spaces. (See also, Traffic Comments.)*

3/20/26: No further comment. The application will be referred to the ZBA following the conclusion of SEQRA.

15. *The proposed merger of the five parcels constitutes a subdivision subject to Chapter A348 of the Village Code. The Applicant should submit a preliminary plat in accordance with the submission requirements. Once the preliminary plat is approved, the Applicant must demonstrate that permission to file has been received from the Westchester County Health Department prior to the Planning Board Chair signing the final subdivision plat.*

3/20/26: The Applicant states that a preliminary plat will be provided in a future submission and acknowledges the requirement of County approval.

16. *New residential developments are required to include public parkland, or payment in lieu thereof, to address increased demand for recreational facilities (§ A348-13.B). The Project includes a proposed public park along Waverly Avenue. The Applicant should provide additional information regarding the proposed park, including its size, access, intended programming (e.g. benches, gazabo, play equipment), and landscaping.*

3/20/26: The Applicant states that the park will include landscaped areas, seating, and passive recreational amenities and further states an intent to work cooperatively with the Planning Board to refine the park's features to maximize community benefit.

17. *Residential uses are permitted as a principal use in the TOD overlay with a special permit in accordance with the requirements of § 342-50.B, and E. The following is an assessment of the special permit requirements that may require additional information or action:*

- a. *Per Section § 342-50.B(3): "Compatibility of use. The Planning Board may allow residence uses above or in conjunction with commercial uses only if the Planning Board determines that the proposed commercial uses will be compatible with residences. In making that determination, the Planning Board must consider noise, odors, hours of operation and traffic anticipated to result from the proposed nonresidential uses. Motor vehicle service stations, public garages, printing plants, cabarets, transformer stations and motels are presumed to be incompatible with residence uses, but the Planning Board may determine, on the basis of proof submitted by the applicant, that those uses are compatible with residences." The Applicant should discuss the types of commercial uses contemplated, including whether any specific potential tenants have been identified. (See also, Comment 15e.)*

3/20/26: One of the spaces is intended as a grocery store, which is a requirement to be eligible for the increased FAR proposed. The Applicant notes that potential other tenants include low-intensity, neighborhood-serving uses such as a café, small fitness studio, salon, or similar personal service establishments.

- b. *The Project must satisfy the “green building elements and infrastructure” requirements per § 342-50.B(4). The Applicant should demonstrate compliance with this section utilizing the points system provided in that Code section, including the proposed green roof, which meets the definition of “biophilic design” per § 342-3.*

3/20/26: The Applicant provides the following breakdown, which would achieve 105 points, satisfying the 100-point minimum:

- Permeable paving and rain gardens not included in stormwater calculations – 15 points
- Biophilic design elements (per § 342-3 definition) – 15 points
- 100% electric building heating systems – 15 points
- Bicycle parking (minimum 1 space per 10 units with e-bike charging) – 10 points
- Building energy performance exceeding New York State Energy Code – 15 points
- Electric vehicle charging stations (minimum 1 per 10 units) – 10 points
- Rainwater detention/reuse system or blue roof – 10 points
- Solar panels (minimum 10 panels) – 15 points

The parking plan should be updated to identify the EV charging stations. A rooftop plan for the solar panels and/or solar panel spec sheet should be provided.

- c. *Per Section § 342-50.B(5): “The development may not contain a building, structure or parking area within 50 feet from the mean high-water line of Long Island Sound or any body of water which flows into Long Island Sound, and the Planning Board may not grant a permit for such a building structure or parking area under § 240-30 of this Code for development under this section, unless the building, structure or parking area is water-dependent, as that term is defined in § 240-30.” The site plan drawings identify the required 50-foot setback to the adjacent Sheldrake River (which is a tributary to the Long Island Sound). As shown on Sheet C-101 of the Engineering Set, certain project features, including the walkway and ramp, appear to be located within this setback. As these features are “structures” (per § 342-3) and do not appear to be water-dependent, the Project should be updated to relocate these features outside the required setback.*

3/20/26: Comment addressed. The project has been revised to remove the walkway and ramp from the setback area.

- d. *Per § 342.50.E.1., the site must be less than 40,000 sf. As the merged parcels would result in a 44,467-sf lot, the Project requires an area variance from the ZBA to allow a lot size that exceeds the maximum by 4,467 square feet.*

3/20/26: No further comment. The Project will be referred to the ZBA following the conclusion of SEQRA.

- e. *The Zoning Compliance Table on Sheet C-101 identifies the permitted FAR as 1.1 per § 342-50.E(2), which provides: “Floor area ratio. The permitted FAR for the entire building, including residential and nonresidential uses, is 0.6 for buildings with four or fewer residential units and 0.8 for buildings with five or more residential units, except that the FAR may be increased by up to 0.3 for mixed-use development that includes a full-service grocery store not more than 25,000 square feet in gross floor area, but if the grocery store ever ceases to operate, the area in which the grocery store was located must be leased to the Village of Mamaroneck for community use for \$1 per year.” The Applicant should confirm the basis for applying the increased FAR granted to mixed-use developments that include a qualifying full-service grocery store, including whether such a use is proposed and, if so, which of the proposed retail spaces is intended to accommodate it. (See also, Comment 15f regarding the FAR variance.)*

3/20/26: The Applicant has indicated that the grocery store space would be intended for a smaller-scale market “offering fresh produce, packaged goods, and daily necessities,” noting the economic impracticality of a larger-scale grocery store given the proximity to established larger grocery stores. The Village Code provides the following definition per § 342-3:

GROCERY STORE, FULL-SERVICE: A retail store offering a full line of groceries, meat, fruits and produce including general merchandise and health and beauty aids, and which may offer a service deli, baked goods, frozen and prepared foods, a specialty food shop and/or a pharmacy.

A grocery store tenant meeting the Code’s definition is required for the proposed FAR to apply. It may be necessary to distinguish the envisioned use from a “delicatessen,” which is defined as follows:

DELICATESSEN: A business engaged in the retail sale of food, beverages and grocery items for consumption off premises and where meats, fish, salads, cheese, relishes and delicacy items might be specially prepared as sandwiches and other consumable items for lunch, snacks and other off-premises consumption. Such use shall not include tables and seating for on-premises food consumption. No drive-up or car service shall be permitted.

The Applicant notes that the design and details of the retail spaces are pending. The Applicant should be directed to the Village Building Inspector for confirmation that the envisioned use satisfies the Code’s requirements for the increased FAR.

- f. *The Project proposes a floor area ratio (FAR) of 1.5 (66,246 sf). As noted above, buildings within the TOD containing five or more residential units are permitted an FAR of 0.8, which may be increased to 1.1 if the development includes a qualifying full-service grocery store. Based on a maximum permitted lot area of 40,000 sf (per § 342.50.E.1), the maximum permitted floor area is 44,000 sf with the grocery store bonus, or 32,000 sf absent such a use (FAR of 0.8). Accordingly, pending confirmation that the Project includes a qualifying grocery store and is therefore eligible for the FAR bonus, the proposed development exceeds the maximum permitted FAR by 22,246 sf (approximately 50.6%) and requires a ZBA area variance for that difference. (If the Project does not include a qualifying grocery store, the extent of the required area variance would be based on the 0.8 FAR.)*

3/20/26: No further comment at this time. The Applicant asserts that the proposed FAR is consistent with surrounding existing uses as well as the transit-oriented development policy objectives (to enhance walkability and decrease auto dependence) provided in the Village Comprehensive Plan.

- g. *The Project must provide 150 sf of “usable open space” per residential unit (§ 342-50.1.E(7)). As the Project proposes 60 units, a minimum of 9,000 sf is required. The Code provides the following definition:*

USABLE OPEN SPACE: Active recreation, sitting or landscaped areas open to the sky. Parking shall not be considered “usable open space.” On any lot containing more than 15 dwelling units, the design, layout and equipment of such open space shall be subject to Planning Board approval. Rooftop and atrium spaces that are open to all of the residents of the building may account for up to 10% of the open space requirements if the Planning Board finds that they provide “usable open space.” For purposes of open space calculations, an “atrium” is defined as a continuous area open to a sidewalk and street which is open and unobstructed, except for sitting and landscaped areas, to a height of at least 25 feet and whose roof and wall configuration allows natural sunlight as the main light source. (§ 342-3)

The Applicant should demonstrate compliance with the open space requirement.

3/20/26: Comment partially addressed. The Zoning Table on Sheet C-101 indicates that the Project would provide 12,861 sf, which exceeds the minimum requirement of 9,000 sf. However, the Applicant should identify the specific areas of “usable open space” and the respective square footages, such as the public park.

18. *As required by § 342-50.B(6), at least 10% of the residential units must be “fair and affordable” units. The Applicant has stated the intent to comply this requirement in the Cover Letter.*

3/20/26: No further comment. Six of the proposed 60 residential units are proposed as “fair and affordable” in compliance with the requirement.

19. *Fair and affordable residences must be integrated into the design of the development and distributed among efficiency, one-, two- and three-bedroom units in the same proportion as all other units, unless a different proportion is approved by the Planning Board based on the Village’s housing needs, per § 342-104.A. The site plan drawings should be updated to identify the affordable units and provide the affordable unit sizes (number of bedrooms and square footage).*

3/20/26: Comment addressed. Sheets A-102 and 103 demonstrate that the bedroom count of the affordable units is reasonably proportionately distributed among the market-rate units.

20. *The minimum floor area per dwelling unit for fair and affordable residences must not be less than the comparable market rate housing unit in the development, or the following minimums, whichever is less: (1) Efficiency: 450 square feet; (2) One bedroom: 650 square feet; (3) Two bedrooms: 850 square feet. (4) Three bedrooms: 1,100 square feet, including at least 1 1/2 baths.*

3/20/26: Comment addressed. Sheets A-102 and 103 demonstrate that the square footage of the affordable units is not less than the comparable market-rate units.

21. *The standards for management and administration of affordable units are provided in Article XV. The Applicant should confirm that these standards will be upheld and incorporated into the Project’s written operating procedures. Prior to obtaining a certificate of occupancy, the owner of the development must record an instrument, acceptable in form to the Village Attorney, which obligates the owner, its successors and assigns to maintain the fair and affordable housing residences in accordance with the Code’s requirements. (§ 342-105).*

3/20/26: No further comment. The Applicant confirmed that the project will comply with these requirements.

22. *To confirm adequate infrastructure for water supply and sanitary sewer, the Applicant should provide a “Will Serve” letter from Westchester Joint Water Works and the Village of Mamaroneck Department of Public Works, respectively, prior to site plan approval.*

3/20/26: No further comment at this time. The Applicant confirmed that such letters will be submitted prior to final site plan approval.

23. *The Project requires a public hearing.*

3/20/26: No further comment at this time. The public hearing is required for the special use permit and subdivision approval requests.

24. *The Project requires a Consistency Determination from HCZMC.*

3/20/26: No further comment. The Project will be referred following the completion of SEQRA.

25. *The Project requires approval from the Board of Architectural Review.*

3/20/26: No further comment.

26. *The Project should be referred to Westchester County per GML-239-m.*

3/20/26: The Planning Board should authorize referral of the complete application, including the Full EAF. Based on the scope of the proposed project, a “full” referral is required.

27. *The Project should be referred to Metro-North Railroad (MNR) of the Metropolitan Transit Authority (MTA).*

3/20/26: The Planning Board should authorize referral of the complete application.

TRAFFIC – SITE PLAN

1. *Provide an estimate of the parking demand of all uses at the site. Parking demand should be calculated based on the Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition.*

3/20/26: 3/20/26: The Traffic & Parking Study provides parking demand estimates for the site, which is 55 spaces for the residential uses and 11 spaces for the retail uses. Based on these estimates and the time-of-day parking demand, the maximum parking demand for the site is 55 spaces. It should be noted that parking demand for the retail use was calculated for “strip retail plaza.” The parking demand should be recalculated for the use of one of the spaces as a grocery store.

2. *Provide sight distance diagrams on the site plan showing the AASHTO required intersection sight distance for each driveway.*

3/20/26: A sight distance diagram (sheet C-502) was prepared for the Waverly Avenue driveway. It should be noted that the sight triangle must be kept clear of obstructions over 2.5 feet tall.

3. *Provide vehicle turning diagrams for each driveway and the intersection of Plaza Avenue and Mamaroneck Avenue for the largest anticipated vehicle at the site.*

3/20/26: A vehicle turning diagram (sheet C-501) was prepared for a DL-23 design vehicle (small delivery truck). To better represent the reasonable worst case scenario of a moving truck for the residential use, the vehicle turning diagrams should be prepared for an SU-30 design vehicle (box truck).

4. *Provide a narrative describing how loading (e.g., residential moving, retail deliveries) would occur at the site.*

3/20/26: The Applicant noted that all loading would occur internal to the site, including dedicated loading zones and a pick-up/drop-off zone. The Applicant should clarify whether deliveries to the ground floor commercial space would be accommodated on-site, and provide vehicle turning diagrams for the largest anticipated truck at the site.

5. *Provide an estimate of the anticipated number of trips generated by the site, including the residential and retail uses, for the Weekday AM, Weekday PM, and Saturday peak hours based on Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition.*

3/20/26: The Applicant provided trip generation estimates for the site in the Traffic and Parking Study and provided a comparison between the existing site and the Project. The Project is anticipated to generate fewer trips than the existing site. Because one of the spaces is intended for use as a grocery store, which is a higher trip generator than “strip retail plaza,” the trip generation should be revised to reflect the grocery store use.

The Applicant should confirm the existing warehouse use of the site, which is estimated to generate 14 trips during the AM peak hour and 20 trips during the PM peak hour. If this portion of the site is used as storage for a commercial tenant, this should be considered ancillary storage space with no trips generated by the site.

Additionally, the Applicant should provide backup documentation for the internal trip calculations. The internal trip calculations should be fully balanced between the individual uses and should be revised for the existing site.

6. *The Applicant proposes to use driveway on Plaza Avenue as a one-way entrance to the site. Plaza Avenue currently operates as a two-way roadway in the vicinity of Mamaroneck Avenue with low traffic volumes, but is narrow and may strain to safely accommodate an increase in two-way traffic. Provide the proposed width of Plaza Avenue on the site plan.*

3/20/26: The Applicant noted that, with the Project, Plaza Avenue would operationally be one-way exiting for the Mason Apartments and would be two-way with the project, with widening of the road to accommodate the proposed driveway. The proposed widened section of Plaza Avenue would measure approximately 25 feet wide. The Applicant should consider additional

striping and signage for the modifications on Plaza Avenue (e.g., adding one-way and/or do not enter signs for the new one-way section of Plaza Avenue, double yellow centerline, etc.).

7. *It should be noted that the intersection of Plaza Avenue and Mamaroneck Avenue is unsignalized, and the intersection is often blocked during peak hours due to backups at the Hoyt Avenue and Mamaroneck Avenue intersection. Vehicles making a northbound left from Mamaroneck Avenue to the site may be blocked.*

3/20/26: No further comment.

8. *The Applicant proposes to use the driveway on Waverly Avenue as a one-way exit. The driveway location appears to be within Waverly Avenue turn lanes, and may be blocked due to backups at the Waverly Avenue and Mamaroneck Avenue intersection. This driveway should be shifted as far back as possible from Mamaroneck Avenue.*

3/20/26: The Applicant noted that the driveway is set back from the Mamaroneck Avenue intersection in accordance with typical standards. However, the driveway exits at the beginning of the left and right turn lanes on Waverly Avenue. Because of the potential increase in vehicular traffic on Waverly Avenue and potential turning, merging, and weaving conflicts to vehicular safety, the Applicant should shift the Waverly Avenue driveway as far back as possible from Mamaroneck Avenue.

3/20/26: An accessible path between the accessible parking spaces and the lobby and retail spaces.

SEQRA

1. *The Proposed Project is considered a Type I Action under SEQRA. The Project Site is adjacent to a historic district eligible for listing on the National/State Historic Register (Mamaroneck and Sheldrake Rivers Stone Retaining Walls Historic District); therefore, the threshold for classification as a Type I Action under SEQRA is whether the project proposes 50 or more residential units to be connected to the municipal sewer infrastructure (NYCRR § 617.5(5)(iii), (9)). The project proposes 60 residential units. As such, the project should be classified as a Type I Action under SEQRA per NYCRR §§ 617.5(b)(5)(iii), (9).*

3/20/26: The application was so classified at the 2/11/26 Planning Board meeting.

2. *As the Project is a Type I Action, a Full EAF is required and should be submitted. The Planning Board may circulate its Notice of Intent to be Lead Agency once the Full EAF is provided.*

3/20/26: The Applicant submitted the FEAF on 2/20/26. Notice of Intent was circulated 2/26/26, and the FEAF was circulated 3/2/26. To allow involved agencies adequate opportunity to respond, it is appropriate for the Planning Board to declare Lead Agency at its April meeting. In the interim, the Planning Board may continue to identify and request information relevant to the Project's potential environmental impacts under SEQRA.

3. *The project description in the Short EAF states that the project site comprises four parcels. The description should be revised in the Full EAF to reflect that the project site consists of five parcels, consistent with the site plan and other application materials.*

3/20/26: Comment addressed. The FEAF describes the project site as containing five parcels.

4. *The Short EAF (Question 12) identifies the project site as located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) inventory. AKRF conducted a search of the NYS Cultural Resource Information System (CRIS), which identified the Mamaroneck and Sheldrake Rivers Stone Retaining Walls Historic District adjacent to the project site's southeast boundary. The Applicant should initiate consultation with SHPO through CRIS to determine whether further investigation is warranted.*

3/20/26: The Applicant states that a consultation will be initiated. The consultation should be completed as part of the SEQRA process to assess potential impacts to cultural resources.

5. *The Short EAF (Question 20) indicates that the Project Site adjoins a hazardous waste remediation site at the adjacent Sunoco gas station. A review of the NYSDEC database shows multiple petroleum spills documented at that property (540 Mamaroneck Ave); while most have closed (most recently, on 3/20/2023), one spill (# 9102159), reported 5/23/1991, remains open. The Project Site is located upgradient with respect to groundwater flow and is separated from the Sunoco by the Sheldrake River, which decreases the likelihood of contamination at the Project Site. However, a Phase I Environmental Site Assessment (ESA) should be conducted to confirm site conditions and identify protocols.*

3/20/26: The Applicant states that an ESA will be conducted. The ESA should be completed as part of the SEQRA process to assess potential environmental impacts.

6. *Given the Project Site's proximity to the Metro-North Railroad station, the SEQRA review should include an analysis of transit impacts. Estimate of potential transit ridership based on ITE trip generation rates and mode share assumptions.*

3/20/26: Comment not addressed. The Traffic and Parking Study acknowledges that the Project's proximity to transit is expected to reduce automobile dependency; however, the study does not include a quantitative analysis of existing or projected transit ridership. As this application will be referred the MNR, the Applicant may seek to consult MNR on appropriate means to estimate ridership impacts.

7. *Estimate the net population increase and the anticipated number of school-age children associated with the Project, accounting for (subtracting) the existing on-site population, based on Census data and demographic multipliers from the Rutgers University Center for Urban Policy Research (<https://dev-tessera.rutgers.edu/demographic-multipliers/>).*

3/20/26: The Applicant states that an assessment was conducted. This should be provided, as it appears to have been left out of the submission.

8. *Identify existing fire department, police department, and emergency medical service (EMS) providers that serve the Project Site. Based on correspondence with the fire department, police department, and EMS providers, confirm the providers' capacity to accommodate the anticipated demand from the Project.*

3/20/26: The Applicant has stated the intent to coordinate with these providers. Confirmation of provider capacity should be provided as part of the SEQRA process to assess potential impacts to community resources.

RECOMMENDATION

At the March 25 2026 meeting, AKRF recommends that the Planning Board authorize referral to Westchester County pursuant to GML-239-m and to Metro North Railroad.