Honorable Mayor and City Council Agenda
1st Floor Council Conference Room, City Hall
City of New Rochelle
Regular Legislative Meeting
Tuesday, February 17, 2026
6:15 PM

Pledge of Allegiance

Roll Call

Approval of Minutes

1. Regular Legislative Meeting, Tuesday, December 9, 2025; Committee of the Whole Session, Tuesday, January 13, 2026

Submission of Minutes

Regular Legislative Meeting, Tuesday, January 20, 2026; Committee of the Whole Session, Tuesday, February 10, 2026.

Presentation

Legislation in Voting Order

Consent Agenda

2. PROPOSED PIN 8759.02 - WEBSTER AVENUE TRAFFIC SIGNALS STATE/LOCAL MASTER AGREEMENT — Resolution authorizing the implementation**,** and funding in the first instance 100% of the federal-aid and State "Marchiselli" Program-aid eligible costs, of a Transportation Federal-Aid Project, and appropriating funds therefor.

3. PROPOSED AMENDMENT TO CODE OF THE CITY OF NEW ROCHELLE RE: PARKING REGULATION CHANGES (WESTCHESTER PLACE) - Ordinance amending Section 312-83, Schedule XII: Parking Prohibited at All Times; Section 312-85, Schedule XIV: Time Limit Parking, and Section 312-87, Schedule XVI: No Stopping or Standing, of Chapter 312, Vehicles and Traffic, of the Code of the City of New Rochelle (Westchester Place).

4. PROPOSED ACCEPTANCE OF NEW YORK STATE OFFICE OF MENTAL HEALTH (OMH) CARES UP GRANT PROGRAM — Ordinance accepting a CARES UP Grant Award from the New York State Office of Mental Health and amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026.

5. PROPOSED ESTABLISHMENT OF A CANNABIS EXCISE TAX TRUST ACCOUNT AND RELATED REQUIREMENTS — Resolution authorizing the establishment of a Cannabis Excise Tax

Trust Account and approving the proposed 20% allocation percentage and proposed eligible uses (Sponsored by Council Member Sara R. Kaye)

6. PROPOSED APPROVAL OF REAPPOINTMENT TO THE NEW ROCHELLE BOARD OF ETHICS - Resolution approving the reappointment of Wilbert Ortiz to the New Rochelle Board of Ethics by the City Manager.

7. PROPOSED ACCEPTANCE OF SUPPLEMENTAL DGEIS AS COMPLETE RE: DOWNTOWN OVERLAY ZONE — Resolution accepting the Supplemental Draft Generic Environmental Impact Statement (SDGEIS) as complete pursuant to the State Environmental Quality Review Act ("SEQRA") (Intro. 2/10/26; Public Hearing 3/10/26)

8. PROPOSED APPLICATIONS FOR NYSDOT TRANSPORTATION ALTERNATIVES PROGRAM (TAP) 2025 – Resolution authorizing the City Manager to submit Transportation Alternatives Program (TAP) Grant Applications to the New York State Department of Transportation for four Complete Streets and Active Transportation Projects.

Resolutions

9. PROPOSED SETTLEMENT OF CLAIM RE: WORKERS COMPENSATION - Resolution authorizing the settlement of Workers' Compensation claims filed by David DeJesus.

10. PROPOSED ACCEPTANCE OF THE METROPOLITAN TRANSPORTATION AUTHORITY'S (MTA) OFFER FOR PERMANENT EXCLUSIVE AND NON-EXCLUSIVE EASEMENTS RE: PENN STATION ACCESS — Resolution authorizing the City Manager to accept compensation from the Metropolitan Transportation Authority (MTA) for the acquisition of permanent exclusive and non-exclusive easements in connection with the Penn Station Access Project (PSA).

11. PROPOSED RESOLUTION AMENDING CONDITION NO. 4 OF CITY COUNCIL RESOLUTION 129-2010 RE: SPECIAL PERMIT FOR HUDSON COUNTRY MONTESSORI SCHOOL - Resolution amending Condition No. 4 of Resolution No. 129-2010 regarding the Special Permit for Hudson Country Montessori School, pursuant to Article XII Section 331-87 of the New Rochelle Zoning Code. (Intro. 12/2/25; Public Hearing Canceled 1/13/26; Rescheduled Public Hearing 2/10/26)

Ordinances

Public Hearings

None.

Discussion Item(s)

Executive Session

Adjournment

RESOLUTION NUMBER: **Item # 1.**

City of New Rochelle
City Clerk

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	February 17, 2026
From:	Kim B. Jones, City Clerk
Subject:	Regular Legislative Meeting, Tuesday, December 9, 2025; Committee of the Whole Session, Tuesday, January 13, 2026

Background:

Attachments:
None

LEGISLATION

City of New Rochelle
Public Works

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	February 17, 2026
From:	Alvaro Alfonzo-Larrain, Public Works Commissioner
Subject:	PROPOSED PIN 8759.02 - WEBSTER AVENUE TRAFFIC SIGNALS STATE/LOCAL MASTER AGREEMENT — Resolution authorizing the implementation**,** and funding in the first instance 100% of the federal-aid and State "Marchiselli" Program-aid eligible costs, of a Transportation Federal-Aid Project, and appropriating funds therefor.

Background: The project for replacement of Webster Avenue traffic signals is eligible to receive federal and state funding. This requires execution of a Federal aid Local Project Agreement with New York State, which will monitor progress of the project and funding reimbursements. The proposed resolution covers funding for the design phase of the project.

Attachments:
1. PIN 8759.02 Master Agreement

LEGISLATION

RESOLUTION AUTHORIZING THE IMPLEMENTATION AND FUNDING IN THE FIRST INSTANCE 100% OF THE FEDERAL-AID [AND STATE "MARCHISELLI" PROGRAM-AID] ELIGIBLE COSTS, OF A TRANSPORTATION FEDERAL-AID PROJECT, AND APPROPRIATING FUNDS THEREFORE.

WHEREAS, a Project for the Webster Avenue Traffic Signals, City of New Rochelle, Westchester County, PIN 8759.02 (the “Project") is eligible for funding under Title 23 U.S. Code, as amended, that calls for the apportionment of the costs of such program to be borne at the ratio of 80% Federal funds and 20% non-federal funds; and

WHEREAS, the City of New Rochelle desires to advance the Project by making a commitment of 100% of the non-federal share of the costs of Preliminary Design, Detailed Design, and Right-of-Way Incidentals.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of New Rochelle that the City Council hereby approves the above-subject project; and

BE IT FURTHER RESOLVED, that the City Council hereby authorizes the City of New Rochelle to pay in the first instance 100% of the federal and non-federal share of the cost of Preliminary Design, Detailed Design, and Right-of-Way Incidentals work for the Project or portions thereof; and

BE IT FURTHER RESOLVED, that the sum of $549,000 is hereby appropriated from 3310H.20180.25048 and 3310H.20180.26048 and made available to cover the cost of participation in the above phase of the Project; and

BE IT FURTHER RESOLVED, that in the event the full federal and non-federal share costs of the project exceed the amount appropriated above, the City of New Rochelle City Council shall convene as soon as possible to appropriate said excess amount immediately upon the notification by the City Manager thereof, and

BE IT FURTER RESOLVED, that the City Manager of the City of New Rochelle be and is hereby authorized to execute all necessary Agreements, certifications or reimbursement requests for Federal Aid and/or applicable Marchiselli Aid on behalf of the City of New Rochelle with the New York State Department of Transportation in connection with the advancement or

approval of the Project and providing for the administration of the Project and the municipality's first instance funding of project costs and permanent funding of the local share of federal-aid and state-aid eligible Project costs and all Project costs within appropriations therefore that are not so eligible, and

BE IT FURTHER RESOLVED, that in addition to the City Manager, the following municipal titles: Commissioner of Public Works, City Engineer, City Finance Commissioner, are also hereby authorized to execute any necessary Agreements or certifications on behalf of the Municipality/Sponsor, with NYSDOT in connection with the advancement or approval of the project identified in the State/Local Agreement; and

BE IT FURTHER RESOLVED, that a certified copy of this resolution be filed with the New York State Commissioner of Transportation by attaching it to any necessary Agreement in connection with the Project, and

BE IT FURTHER RESOLVED, this Resolution shall take effect immediately.

MUNICIPALITY/SPONSOR: **City of New Rochelle**
PROJECT ID NUMBER (PIN): **8759.02** BIN: **N/A**
CFDA NUMBER: 20.205
PHASE: PER SCHEDULES A
Date Prepared: **1/6/2026** By: **DR**
Initials

Federal aid Local Project Agreement

COMPTROLLER'S CONTRACT NO _____

This Agreement is by and between:

the New York State Department of Transportation ("NYSDOT"), having its principal office at 50 Wolf Road, Albany, NY 12232, on behalf of New York State ("State").

and

the ***City of New Rochelle*** (the "Municipality/Sponsor")
acting by and through ***City Manager***
with its office at ***515 North Avenue, New Rochelle, NY 10801.***

This Agreement identifies the party responsible for administration and establishes the method or provision for funding of applicable phases of a Federal aid project for the improvement of a street or highway, not on the State highway system, as such project and phases are more fully described by Schedule A annexed to this Agreement or one or more Supplemental Schedule(s) A to this Agreement as duly executed and approved by the parties hereto. The phases that are potentially the subject of this Agreement, as further enumerated below, are: Preliminary Engineering ("PE") and Right-of-Way Incidental ("ROW Incidentals") work; Right-of-Way Acquisition; Construction; and/or Construction Supervision and Inspection. The Federal aid project shall be identified for the purposes of this Agreement as ***PIN 8759.02 Webster Avenue Traffic Signals, City of New Rochelle, Westchester County*** (as more specifically described in such Schedule A, the "Project").

W I T N E S S E T H:

WHEREAS, the United States has provided for the apportionment of Federal aid funds to the State for the purpose of carrying out Federal aid highway projects pursuant to the appropriate sections of Title 23 U.S. Code as administered by the Federal Highway Administration ("FHWA"); and

WHEREAS, the New York State Highway Law authorizes the Commissioner of Transportation (hereinafter referred to as "Commissioner") to use Federal aid available under the Federal aid highway acts and provides for the consent to and approval by the Municipality/Sponsor of any project under the Federal aid highway program which is not on the State highway system before such Project is commenced; and

WHEREAS, pursuant to Highway Law §10 (34-a) and section 15 of Chapter 329 of the Laws of 1991 as amended by section 9 of Chapter 330 of the Laws of 1991, as further amended by Chapter 57 of the Laws of New York of 2014, and Chapter 794 of the laws of 2022, as further amended by Chapter 3 of the laws of 2023 (effective December 28, 2023), the State has established the "Marchiselli" Program, which provides certain State-aid for Federal aid highway projects not on the State highway system; and

WHEREAS, funding of the "State share" of projects under the Marchiselli Program is administered through the New York State Office of the Comptroller ("State Comptroller"); and

WHEREAS, Highway Law §80-b authorizes the funding of eligible costs of Federal aid Municipal/Sponsor streets and highway projects using State-aid and Federal aid; and

WHEREAS, project eligibility for Marchiselli Program funds is determined by NYSDOT; and

WHEREAS, pursuant to authorizations therefore, NYSDOT and the Municipality/Sponsor are desirous of progressing the Project under the Federal aid and, if applicable, Marchiselli-aid Programs; and

WHEREAS, The Legislative Body of the Municipality/Sponsor by Resolution No. _____ adopted at meeting held on _____ approved the Project, the Municipality/Sponsor's entry into this Agreement, has appropriated necessary funds in connection with any applicable Municipal/Sponsor Deposit identified in applicable Schedules A and has further authorized the _____ of the Municipality/Sponsor to execute this Agreement and the applicable Schedule A on behalf of the Municipality/Sponsor and a copy of such Resolution is attached to and made a part of this Agreement (where New York City is the Municipality/Sponsor, such resolution is not required).

NOW, THEREFORE, the parties agree as follows:

1. *Documents Forming this Agreement.* The Agreement consists of the following:

- Agreement Form - this document titled "Federal aid Local Project Agreement";
- Schedule "A" - Description of Project Phase, Funding and Deposit Requirements
- Schedule "B" - Phases, Subphase/Tasks, and Allocation of Responsibility
- Appendix "A" - New York State Required Contract Provisions
- Appendix “A-1”- Supplemental Title VI Provisions (Civil Rights Act)
- Appendix "B" - U.S. Government Required Clauses (Only required for agreements with federal funding)
- Municipal/Sponsor Resolution(s) - duly adopted Municipal/Sponsor resolution authorizing the appropriate Municipal/Sponsor official to execute this Agreement on behalf of the Municipality/Sponsor and appropriating the funding required, therefore. (Where New York City is the Municipality/Sponsor, such resolution is not required).

***Note – Resolutions for Bridge NY projects must also include an express commitment by the Municipality/Sponsor that construction shall commence no later than twenty-four (24) months after award, and the project must be completed within thirty (30) months of commencing construction.**

2. *General Description of Work and Responsibility for Administration and Performance*. Subject to the allocations of responsibility for administration and performance thereof as shown in Schedule B (attached), the work of the Project may consist generally of the categories of work marked and described in Schedule B for the scope and phase in effect according to Schedule A or one or more Supplemental Schedule(s) A as may hereafter be executed and approved by the parties hereto as required for a State contract, and any additions or deletions made thereto by NYSDOT subsequent to the development of such Schedule(s) A for the purposes of conforming to New York State or to Federal Highway Administration requirements.
The Municipality/Sponsor understands that funding is contingent upon the Municipality/Sponsor's compliance with the applicable requirements of the "Local Projects Manual (LPM)" (available through NYSDOT's web site at https://www.dot.ny.gov/plafap, and as such may be amended from time to time.

3. *Municipal/Sponsor Deposit*. Where the work is performed by consultant or construction contract entered into with NYSDOT, or by NYSDOT forces, and unless the total non-Federal share of the Project phase is under $5,000, the Municipality/Sponsor shall deposit with the State Comptroller, prior to the award of NYSDOT's contract or NYSDOT's performance of work by its own forces, the full amount of the non-Federal share of the Project costs due in accordance with Schedule A.

4. *Payment or Reimbursement of Costs.* For work performed by NYSDOT, NYSDOT will directly apply Federal aid and the required Municipality/Sponsor Deposit for the non-Federally aided portion, and, if applicable, shall request State Comptroller funding of Marchiselli aid to the Municipality/Sponsor as described below. For work performed by or through the Municipality/Sponsor, NYSDOT will reimburse the Municipality/Sponsor with Federal aid and, if applicable, Marchiselli aid as described below. NYSDOT will periodically make reimbursements upon request and certification by the Sponsor. The frequency of reimbursement requests must be in conformance with that stipulated in the NYSDOT Standard Specifications; Construction and Materials (section 109-06, Contract Payments). NYSDOT recommends that reimbursement requests not be submitted more frequently than monthly for a typical project. In all cases, reimbursement requests must be submitted at least once every six months.

4.1 *Federal aid*. NYSDOT will administer Federal funds for the benefit of the Municipality/Sponsor for the Federal share and will fund the applicable percentage designated in Schedule A of Federal aid participating costs incurred in connection with the work covered by this Agreement, subject to the limitations set forth on Schedule A. For work performed by or through the Municipality/Sponsor, NYSDOT will reimburse Federal aid-eligible expenditures in accordance with NYSDOT policy and procedures.

4.1.1 *Participating Items.* NYSDOT shall apply Federal funds only for that work and those items that are eligible for Federal participation under Title 23 of U.S. Code, as amended, that requires Federal aid eligible projects to be located on the Federal Aid Highway System ("FAHS"), except for bridge and safety projects which can be located off the FAHS. Included among the Federal participating items are the actual cost of employee personal services and leave and fringe benefit additives. Other participating costs include materials and supplies, equipment use charges, or other Federal Participating costs directly identifiable with the eligible project.

4.2 *Marchiselli Aid (if applicable)*. NYSDOT will request State Comptroller reimbursement to the Municipality of the upset amount and designated percentage in Schedule A of the non-overmatched non-Federal share of Federal participating cost, (the "State share"), incurred in connection with the work covered by this Agreement, subject to the limitations set forth on Schedule A. Not all Federal aid-eligible participating costs are eligible for Marchiselli aid. Only "Eligible Project Costs" (as defined in Marchiselli Program instructions issued by NYSDOT) incurred after April 1, 1991, are reimbursable.

4.2.1 *Marchiselli Eligible Project Costs.* To be eligible for Marchiselli Aid, Project costs must: (a) be eligible for Federal participation as described under 4.1 above; (b) be for work which, when completed, has a certifiable service life of at least 10 years; (c) be for work that relates directly and exclusively to a municipally owned highway, bridge or highway-railroad crossing located off the State Highway System; and (d) be submitted for reimbursement in accordance with 4.2.2.

4.2.2 *Marchiselli Reimbursement Requests.* A Sponsor's reimbursement requests are restricted to eligible project costs. To be classified as an "eligible project cost", in addition to other requirements of this agreement, the original expenditure must have been paid within the past 15 months in order to comply with Federal Tax Law (26 CFR 1.150-2 (d)(2)(i)) which governs fund disbursements from the issuance of tax-exempt bonds. Hence, expenditures paid greater than 15 months prior to the reimbursement request are ineligible for reimbursement.

4.2.3 Marchiselli Extended Records Retention Requirements.

4.2.3.1 To ensure that NYSDOT meets certain requirements under the Title 49 of the Code of Federal Regulations, Part 26, and to ensure that NYSDOT may authorize the use of funds for this project, notwithstanding any other provision of this Contract to the contrary, the Sponsor must retain the following documents in connection with the Projects:

a) Documents evidencing the specific assets financed with such proceeds, including but not limited to project costs, and documents evidencing the use and ownership of the property financed with proceeds of the bonds; and
b) Documents, if any, evidencing the sale or other disposition of the financed property.

4.2.3.2 The Sponsor covenants to retain those records described above, which are used by the Sponsor in connection with the administration of this Program, for thirty-six (36) years after the date of NYSDOT's final payment of the eligible project cost(s).

4.2.3.3 Failure to maintain such records in a manner that ensures complete access thereto, for the period described above, shall constitute a

material breach of the contract and may, at the discretion of NYSDOT, result in loss of funds allocated, or the Sponsor's repayment of funds distributed, to the Sponsor under this agreement.

4.3 In no event shall the State be obligated to fund or reimburse any costs exceeding:

(a) the amount stated in Schedule A for the Federal Share; or
(b) the amount stated in Schedule A as the State (Marchiselli) share.

All items included by the Municipality/Sponsor in the record of costs shall be in conformity with accounting procedures acceptable to NYSDOT and the FHWA. Such items shall be subject to audit by the State, the federal government, or their representatives.

4.4 If Project-related work is performed by NYSDOT, NYSDOT will be paid for the full costs thereof. To affect such payment, the reimbursement to the Municipality/Sponsor provided for in sections 4.1 and 4.2 above may be reduced by NYSDOT by the amounts thereof in excess of the Municipality/Sponsor Deposit available for such payment to NYSDOT.

5. *Supplemental Agreements and Supplemental Schedule(s) A.* Supplemental Agreements or Supplemental Schedule(s) A may be entered into by the parties and must be executed and approved in the manner required for a State contract. A Supplemental Schedule A is defined as a Supplemental Agreement which revises only the Schedule A of a prior Agreement or Supplemental Agreement. In the event Project cost estimates increase over the amounts provided for in Schedule A, no additional reimbursement shall be due to the Municipality/Sponsor unless the parties enter into a Supplemental Agreement or Supplemental Schedule A for reimbursement of additional Eligible Project Costs.

6. *State Recovery of Ineligible Reimbursements.* NYSDOT shall be entitled to recover from the Municipality/Sponsor any monies paid to the Municipality/Sponsor pursuant to this Agreement which are subsequently determined to be ineligible for Federal aid or Marchiselli Aid hereunder.

7. *Loss of Federal Participation.* In the event the Municipality/Sponsor withdraws its approval of the project, suspends or delays work on the Project, or takes other action that results in the loss of Federal participation for the costs incurred pursuant to this Agreement, the Municipality/Sponsor shall refund to the State all reimbursements received from the State, and shall reimburse the State for 100% of all preliminary engineering and right-of-way incidental costs incurred by NYSDOT. The State may offset any other State or Federal aid due to the Municipality/Sponsor by such amount and apply such offset to satisfy such refund.

8. *Municipal/Sponsor Liability*.

8.1 If the Municipality/Sponsor performs work under this Agreement with its own forces, it shall be responsible for all damage to person or property arising from any act or negligence performed by or on behalf of the Municipality/Sponsor, its officers, agents, servants or employees, contractors, subcontractors, or others in connection therewith. The Municipality/Sponsor specifically agrees that its agents or employees shall possess the

experience, knowledge, and character necessary to qualify them individually for the particular duties they perform.

8.2 The Municipality/Sponsor shall indemnify and save harmless the State for all damages and costs arising out of any claims, suits, actions, or proceedings resulting from the negligent performance of work by or on behalf of the Municipality/Sponsor its officers, agents, servants, employees, contractors, subcontractors, or others under this Agreement. Negligent performance of service, within the meaning of this section, shall include, in addition to negligence founded upon tort, negligence based upon the Municipality/Sponsor's failure to meet professional standards and resulting in obvious or patent errors in the progression of its work. Additionally, the Municipality/Sponsor shall defend the State in any action arising out of any claims, suits, actions, or proceedings resulting from the negligent performance of work by or on behalf of the Municipality/Sponsor, its officers, agents, servants, employees, contractors, subcontractors, or others under this Agreement.

8.3 The Municipality/Sponsor shall at all times during the Contract term remain responsible. The Municipality/Sponsor agrees, if requested by the Commissioner of Transportation or his or her designee, to present evidence of its continuing legal authority to do business in New York State, integrity, experience, ability, prior performance, and organizational and financial capacity.

8.4 The Commissioner of Transportation or his or her designee, in his or her sole discretion, reserves the right to suspend any or all activities under this Contract, at any time, when he or she discovers information that calls into question the responsibility of the Municipality/Sponsor. In the event of such suspension, the Municipality/Sponsor will be given written notice outlining the particulars of such suspension. Upon issuance of such notice, the Municipality/Sponsor must comply with the terms of the suspension order. Contract activity may resume at such time as the Commissioner of Transportation or his or her designee issues a written notice authorizing a resumption of performance under the Contract.

8.5 Upon written notice to the Municipality/Sponsor, and a reasonable opportunity to be heard with appropriate Department of Transportation officials or staff, the Contract may be terminated by the Commissioner of Transportation or his or her designee at the Municipality's/Sponsor's expense where the Municipality/Sponsor is determined by the Commissioner of Transportation or his or her designee to be non-responsible. In such event, the Commissioner of Transportation or his or her designee may complete the contractual requirements in any manner he or she may deem advisable and pursue available legal or equitable remedies for breach.

9. *Maintenance.* The Municipality/Sponsor shall be responsible for the maintenance of the project at the sole cost and expense of the Municipality/Sponsor. If the Municipality/Sponsor intends to have the project maintained by another, any necessary maintenance agreement will be executed and submitted to NYSDOT before construction of the Project is begun. Upon its completion, the Municipality/Sponsor will operate and maintain the Project at no expense to NYSDOT; and during the useful life of the Project, the Municipality/Sponsor shall not discontinue operation and maintenance of the Project, nor dispose of the Project, unless it receives prior written approval to do so from NYSDOT.

9.1 The Municipality/Sponsor may request such approved disposition from NYSDOT where the

Municipality/Sponsor either causes the purchaser or transferee to assume the Municipality/Sponsor's continuing obligations under this Agreement or agrees immediately to reimburse NYSDOT for the pro-rata share of the funds received for the project, plus any direct costs incurred by NYSDOT, over the remaining useful life of the Project.

9.2 If a Municipality/Sponsor fails to obtain prior written approval from NYSDOT before discontinuing operation and maintenance of the Project or before disposing of the project, in addition to the costs provided, above in 9.1, Municipality/Sponsor shall be liable for liquidated damages for indirect costs incurred by NYSDOT in the amount of 5% of the total Federal and non-Federal funding provided through NYSDOT.

9.3 For NYSDOT-administered projects, NYSDOT is responsible for maintenance only during the NYSDOT administered construction phase. Upon completion of the construction phase, the Municipality/Sponsor's maintenance obligations start or resume.

10. *Independent Contractor*. The officers and employees of the Municipality/Sponsor, in accordance with the status of the Municipality/Sponsor as an independent contractor, covenant and agree that they will conduct themselves consistent with such status, that they will neither hold themselves out as, nor claim to be, an officer or employee of the State by reason hereof, and that they will not by reason hereof, make any claim, demand, or application to or for any right or privilege applicable to an officer or employee of the State, including, but not limited to, Workers Compensation coverage, Unemployment Insurance benefits, Social Security, or Retirement membership or credit.

11. *Contract Executory; Required Federal Authorization.* It is understood by and between the parties hereto that this Agreement shall be deemed executory only to the extent of the monies available to the State and no liability on account thereof shall be incurred by the State beyond monies available for the purposes hereof. No phase of work for the project shall be commenced unless and until NYSDOT receives authorization from the Federal government.

12. *Assignment or Other Disposition of Agreement.* The Municipality/Sponsor agrees not to assign, transfer, convey, sublet. or otherwise dispose of this Agreement or any part thereof, or of its right, title or interest therein, or its power to execute such Agreement to any person, company, or corporation without previous consent in writing of the Commissioner.

13. *Term of Agreement.* The Project phase(s) and Term are identified in Schedules (A) executed herewith and incorporated herein or as subsequently identified in a duly executed and approved supplemental Schedule(s) A as of the date of such supplemental Schedule(s) A. This Agreement shall remain in effect so long as Federal aid and Marchiselli-aid funding authorizations are in effect and funds are made available pursuant to the laws controlling such authorizations and availabilities. However, if such authorizations or availabilities lapse and are not renewed, continued, or reenacted, as to funds encumbered or available and to the extent of such encumbrances or availabilities, this Agreement shall remain in effect for the duration of such encumbrances or availabilities. Although the liquidity of encumbrances or the availability of funds may be affected by budgetary hiatuses, a Federal or State budgetary hiatus will not by itself be construed to cause a lapse in this Agreement provided any necessary Federal or State appropriations or other funding authorizations therefore are eventually enacted.

13.1 ***Time is of the essence (Bridge NY Projects).*** **The Municipality/Sponsor understands and agrees that construction of Bridge NY Projects shall commence no later than twenty-four (24) months after award, and the project must be completed within thirty (30) months of commencing construction.**

14. *NYSDOT Obligations*. NYSDOT's responsibilities and obligations are as specifically set forth in this contract, and neither NYSDOT nor any of its officers or employees shall be responsible or liable, nor shall the Municipality/Sponsor assert, make or join in any claim or demand against NYSDOT, its officers or employees, for any damages or other relief based on any alleged failure of NYSDOT, its officers or employees, to undertake or perform any act, or for undertaking or performing any act, which is not specifically required or prohibited by this Agreement.

15. *Offset Rights.* In addition to any and all set-off rights provided to the State in the attached and incorporated Appendix A, Standard Clauses for New York Contracts, NYSDOT shall be entitled to recover and offset from the Municipality/Sponsor any ineligible reimbursements and any direct or indirect costs to the State as to paragraph 6 above, as well as any direct or indirect costs incurred by the State for any breach of the term of this agreement, including, but not limited to, the useful life requirements in paragraph 9 above. At its sole discretion NYSDOT shall have the option to permanently withhold and offset such direct and indirect cost against any monies due to the Municipality/Sponsor from the State of New York for any other reason, from any other source, including but not limited to, any other Federal or State Local Project Funding, and/or any Consolidated Highway and Local Street Improvement Program (CHIPS) funds.

16. *Reporting Requirements.* The Municipality/Sponsor agrees to comply with and submit to NYSDOT in a timely manner all applicable reports required under the provisions of this Agreement and the Local Projects Manual and in accordance with current Federal and State laws, rules, and regulations.

17. *Notice Requirements*.

17.1 All notices permitted or required hereunder shall be in writing and shall be transmitted:
(a) Via certified or registered United States mail, return receipt requested:
(b) By facsimile transmission,
(c) By personal delivery,
(d) By expedited delivery service; or
(e) By e-mail.

Such notices shall be address as follows or to such different addresses as the parties may from time-to-time designate:

New York State Department of Transportation (NYSDOT)
Name: ***Orietta Trocard***
Title: ***Regional Local Projects Liaison***
Address: ***4 Burnett Boulevard, Poughkeepsie, NY 12603***
Telephone Number: ***845-437-3386***
Facsimile Number: ***845-431-5988***
E-Mail Address: ***Orietta.Trocard@dot.ny.gov***

[Municipality/Sponsor] ***City of New Rochelle***
Name: ***Wilfredo Melendez, P.E.***
Title: ***City Manager***
Address: ***515 North Avenue, New Rochelle, NY 10801***
Telephone Number: ***914-654-2140***
Facsimile Number: ***914-654-2174***
E-Mail Address: ***wmelende@newrochelleny.com***

17.2 Any such notice shall be deemed to have been given either at the time of personal delivery or, in the case of expedited delivery service or certified or registered United States Mail, as of the date of first attempted delivery at the address and in the manner provided herein, or in the case of facsimile transmission or email, upon receipt. The parties may, from time to time, specify any new or different address in the United States as their address for purpose of receiving notice under this Agreement by giving fifteen (15) days written notice to the other party sent in accordance herewith. The parties agree to mutually designate individuals as their respective representatives for the purposes of receiving notices under this Agreement. Additional individuals may be designated in writing by the parties for purposes of implementation and administration/billing, resolving issues and problems and/or for dispute resolution.

18. *Electronic Contract Payments*. Municipality/Sponsor shall provide complete and accurate supporting documentation of eligible local expenditures as required by this Agreement, NYSDOT and the State Comptroller. Following NYSDOT approval of such supporting documentation, payment for invoices submitted by the Municipality/Sponsor shall only be rendered electronically unless payment by paper check is expressly authorized by the Commissioner, in the Commissioner's sole discretion, due to extenuating circumstances. Such electronic payment shall be made in accordance with ordinary State procedures and practices from the Statewide Financial System (SFS). The contracting local Municipality/Sponsor shall comply with the State Comptroller's procedures for all Federal and applicable State Aid to authorize electronic payments.

Instructions and authorization forms are available on the State Comptroller's website at https://www.osc.ny.gov/state-vendors. Registration forms and instructions can be found at the NYSDOT Electronic Payment Guidelines website at:
https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/locally-administered-federal-aid-projects/Electronic Payment Guidelines.

The Municipality/Sponsor herein acknowledges that it will not receive payment on any invoices submitted under this agreement if it does not comply with the applicable State Comptroller and/or NYS State Comptroller's electronic payment procedures, except where the Commissioner has expressly authorized payment by paper check as set forth above.

19. *Compliance with Legal Requirements.* Municipality/Sponsor must comply with all applicable federal, state, and local laws, rules, and regulations, including but not limited to the following:

19.1 Title 49 of the Code of Federal Regulations Part 26 (49 CFR 26), Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs; Title 23 Code of Federal Regulations Part 230 (23 CFR 230), External Programs; and, Title 41 of the Code of Federal Regulations Part 60 (41 CFR Subtit. B, Ch. 60) Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor, including the requirements thereunder related to participation goals for contracting opportunities for disadvantaged business enterprises (DBEs) and equal employment opportunity.

19.1.1 If the Municipality/Sponsor fails to monitor and administer contracts funded in whole or in part in accordance with Federal requirements, the Municipality/Sponsor will not be reimbursed for ineligible activities within the affected contracts. The Municipality/Sponsor must ensure that the prime contractor has a Disadvantaged Business Enterprise (DBE) Participation Plan and complies with such plan. If, without prior written approval by NYSDOT, the Municipality/Sponsor's contractors and subcontractors fail to complete work for the project as proposed in the DBE Schedule Participation, NYSDOT at its discretion may (1) cancel, terminate or suspend this agreement or such portion of this agreement or (2) assess liquidated damages in an amount of up to 20% of the pro rata share of the Municipality/Sponsor's contracts and subcontracts funded in whole or in part by this agreement for which contract goals have been established.

19.2 New York State Environmental Law, Article 6, the State Smart Growth Public Infrastructure Policy Act (NY CLS ECL, Art. 6), including providing true, timely and accurate information relating to the project to ensure compliance with the Act.

19.3 28 CFR 35.105, which requires a Municipality/Sponsor employing 50 or more persons to prepare a Transition Plan addressing compliance with the Americans with Disabilities Act (ADA).

20. *Compliance with Procedural Requirements.* The Municipality/Sponsor understands that funding is contingent upon the Municipality/Sponsor's compliance with the applicable requirements of the Local Projects Manual (LPM), which, as such, may be amended from time to time. Locally administered Federal aid transportation projects must be constructed in accordance with the current version of NYSDOT Standard Specifications; Construction and Materials, including any and all modifications to the Standard Specifications issued by the Engineering Information Issuance System, and NYSDOT-approved Special Specifications for general use. (Cities with a population of 3 million or more may pursue approval of their own construction specifications and procedures on a project by project basis).

MUNICIPALITY/SPONSOR: **City of New Rochelle**
PROJECT ID NUMBER (PIN): **8759.02** BIN: **N/A**
CFDA NUMBER: 20.205
PHASE: PER SCHEDULES A
Date Prepared: **1/6/2026** By: **DR**
Initials

Comptroller's Contract Number: _____

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized officials.

MUNICIPALITY/SPONSOR:

By:_____

Print Name:_____

Title:_____

MUNICIPALITY/SPONSOR ATTORNEY:

By:_____

Print Name:_____

STATE OF NEW YORK)
)ss.:
COUNTY OF ***WESTCHESTER***)

On the ___ day of _____ in the year 20__, before me the undersigned personally appeared _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.

_____
Notary Public

My Commission Expires: _____

APPROVED FOR NYSDOT:

By:_____
For Commissioner of Transportation

Agency Certification: In addition to the acceptance of this contract I also certify that original copies of this signature page will be attached to all other exact copies of this contract.

Date:_____

APPROVED AS TO FORM:
STATE OF NEW YORK ATTORNEY GENERAL

By:_____
Assistant Attorney General

COMPTROLLER'S APPROVAL:

By:_____
For the New York State Comptroller
Pursuant to State Finance Law §112

SCHEDULE A – Description of Project Phase, Funding and Deposit Requirements
NYSDOT/ State-Local Agreement - Schedule A for PIN 8759.02

OSC Contract #: _____

Contract Start Date: / / (mm/dd/yyyy) **Contract End Date:** 12/31/2031 (mm/dd/yyyy)
☐ *Check, if date changed from the last Schedule A*

Purpose: ☒ Original Standard Agreement ☐ Supplemental Schedule A No.

Agreement Type:
☒ Locally Administered — Municipality/Sponsor (Contract Payee): City of New Rochelle
Other Municipality/Sponsor (if applicable):

☐ State Administered — *List participating Municipality(ies) and the % of cost share for each and indicate by checkbox which Municipality this Schedule A applies.*
☐ Municipality: % of Cost share
☐ Municipality: % of Cost share
☐ Municipality: % of Cost share

Authorized Project Phase(s) to which this Schedule applies: ☒ PE/Design ☒ ROW Incidentals ☐ ROW Acquisition ☐ Construction/CI/CS

Work Type: HWY SIGNALS | **County** (If different from Municipality): Westchester County

(Check, if Project Description has changed from last Schedule A): ☐
Project Description: Webster Avenue Traffic Signals - City of New Rochelle, Westchester County

Marchiselli Eligible ☒ Yes ☐ No

A. Summary of Participating Costs FOR ALL PHASES
For each PIN Fiscal Share below, show current costs on the rows indicated as "Current". Show the old costs from the previous Schedule A on the row indicated as "Old." All totals will calculate automatically.

PIN Fiscal Share	"Current" or "Old" entry indicator	Funding Source (Percentage)	TOTAL Costs	FEDERAL Funds	STATE Funds	LOCAL Funds	LOCAL DEPOSIT AMOUNT (Required only if State Administered)
8759.02.121	Current	CMAQ (80%)	$534,000.00	$427,200.00	$80,100.00	$26,700.00	$0.00
	Old		$ 0.00	$0.00	$0.00	$0.00	$0.00
8759.02.221	Current	CMAQ (80%)	$15,000.00	$12,000.00	$2,250.00	$750.00	$0.00
	Old		$ 0.00	$0.00	$0.00	$0.00	$0.00
. .	Current		$ 0.00	$0.00	$0.00	$0.00	$0.00
	Old		$ 0.00	$0.00	$0.00	$0.00	$0.00
. .	Current		$ 0.00	$0.00	$0.00	$0.00	$0.00
	Old		$ 0.00	$0.00	$0.00	$0.00	$0.00
. .	Current		$ 0.00	$0.00	$0.00	$0.00	$0.00
	Old		$ 0.00	$0.00	$0.00	$0.00	$0.00
. .	Current		$ 0.00	$0.00	$0.00	$0.00	$0.00
	Old		$ 0.00	$0.00	$0.00	$0.00	$0.00
. .	Current		$ 0.00	$0.00	$0.00	$0.00	$0.00
	Old		$ 0.00	$0.00	$0.00	$0.00	$0.00
. .	Current		$ 0.00	$0.00	$0.00	$0.00	$0.00
	Old		$ 0.00	$0.00	$0.00	$0.00	$0.00
. .	Current		$ 0.00	$0.00	$0.00	$0.00	$0.00
	Old		$ 0.00	$0.00	$0.00	$0.00	$0.00
. .	Current		$ 0.00	$0.00	$0.00	$0.00	$0.00
	Old		$ 0.00	$0.00	$0.00	$0.00	$0.00
TOTAL CURRENT COSTS:			$549,000.00	$439,200.00	$82,350.00	$27,450.00	$ 0.00

NYSDOT/State-Local Agreement – Schedule A PIN 8759.02

B. Local Deposit(s) from Section A:	$ 0.00
Additional Local Deposit(s)	$0.00
Total Local Deposit(s)	$ 0.00

C. Total Project Costs *All totals will calculate automatically.*

Total FEDERAL Cost	Total STATE Cost	Total LOCAL Cost	Total ALL SOURCES Cost
$439,200.00	$82,350.00	$27,450.00	$549,000.00
		Total FEDERAL Cost	$439,200.00
		Total STATE Cost	$82,350.00
		SFS TOTAL CONTRACT AMOUNT	**$521,550.00**

D. Point of Contact for Questions Regarding this Schedule A (Must be completed)	Name: **Danielle Rispoli** Phone No: 845-431-5724

See Agreement (or Supplemental Agreement Cover) for required contract signatures.

Footnotes (FN): (See LPB's SharePoint for link to sample footnotes)

- Project Description Continued: This project will take place on Webster Avenue in the City of New Rochelle, Westchester County, from the intersection of Webster Avenue/Jones Streer to the intersection of Webster Avenue/Eastchester Road. This project will replace eleven traffic signals along Webster Avenue. Their operation will be coordinated with each other and with the existing Traffic Signal Coordination System. Pedestrian improvements will be made at these intersections where needed. They will include ramps compliant with the American Disabilities Act, crosswalks, stop lines, and countdown pedestrian signals.
- XX.121 represents $267,000 in preliminary design and $267,000 in detailed design
- XX.221 represents $15,000 in ROW-I.
- This Schedule A adds the Preliminary Design, Detailed Design, and Right-of-Way Incidentals phases and funds.
- The State Match is being funded with Marchiselli Program Funds.
-
-
-
-
-
- PIN 8759.02; 1/7/2026 DR

SCHEDULE B: Phases, Sub-phase/Tasks, and Allocation of Responsibility

Instructions:

1. For the **Master Agreement**, check the box or enter an X for the header of all phases that are to be inclusive in the project, i.e., PE, ROW I, ROW A, C.
2. Identify the responsibility for each applicable Sub-phase task by checking the box or entering X in either the *NYSDOT* column to allocate the task to State labor forces or a State Contract, in the *Sponsor* column indicating non-State labor forces or a locally administered contract, or N/A.

☒ A1. Preliminary Engineering ("PE") Phase

Phase/Sub-phase/Task — Responsibility:	NYSDOT	Sponsor	N/A
1. Scoping: Prepare and distribute all required project reports, including an Expanded Project Proposal (EPP) or Scoping Summary Memorandum (SSM), as appropriate.	☐	☐	☒
2. Perform data collection and analysis for design, including traffic counts and forecasts, accident data, Smart Growth checklist, land use and development analysis and forecasts. Complete Street Checklist.	☐	☒	☐
3. Prepare Smart Growth for Attestation by NYSDOT.	☒	☒	☐
4. Preliminary Design: Prepare and distribute Design Report/Design Approval Document (DAD), including environmental analysis/assessments, and other reports required to demonstrate the completion of specific design sub-phases or tasks and/or to secure the approval/authorization to proceed.	☐	☒	☐
5. Review and Circulate all project reports, plans, and other project data to obtain the necessary review, approval, and/or other input and actions required of other NYSDOT units and external agencies.	☐	☒	☐
6. Obtain aerial photography and photogrammetric mapping.	☐	☒	☐
7. Perform all surveys for mapping and design.	☐	☒	☐
8. Detailed Design: Perform all project design, including preparation of plan sheets, cross-sections, profiles, detail sheets, specialty items, shop drawings, and other items required in accordance with the Highway Design Manual, including all Highway Design, including pavement evaluations, including taking and analyzing cores; design of Pavement mixes and applications procedures; preparation of bridge site data package, if necessary, and all Structural Design, including hydraulic analyses, if necessary, foundation design, and all design of highway appurtenances and systems [e.g., Signals, Intelligent Transportation System (ITS) facilities], and maintenance protection of traffic plans. Federal Railroad Administration (FRA) criteria will apply to rail work.	☐	☒	☐
9. Perform landscape design (including erosion control).	☐	☒	☐
10. Design environmental mitigation, where appropriate, in connection with: Noise readings, projections, air quality monitoring, emissions projections, hazardous waste, asbestos, determination of need of cultural resources survey.	☐	☒	☐

Phase/Sub-phase/Task	Responsibility: NYSDOT	Sponsor	N/A
11. Prepare demolition contracts, utility relocation plans/contracts, and any other plans and/or contract documents required to advance, separate, any portions of the project which may be more appropriately progressed separately and independently.	☐	☒	☐
12. Compile PS&E package, including all plans, proposals, specifications, estimates, notes, special contract requirements, and any other contract documents necessary to advance the project to construction.	☐	☒	☐
13. Conduct any required soils and other geological investigations.	☐	☒	☐
14. Obtain utility information, including identifying the locations and types of utilities within the project area, the ownership of these utilities, and prepare utility relocations plans and agreements, including completion of Form HC-140, titled Preliminary Utility Work Agreement.	☐	☐	☒
15. Determine the need and apply for any required permits, including U.S. Coast Guard, U.S. Army Corps of Engineers, Wetlands (including identification and delineation of wetlands), SPDES, NYSDOT Highway Work Permits, and any permits or other approvals required to comply with local laws, such as zoning ordinances, historic districts, tax assessment and special districts.	☐	☒	☐
16. Prepare and execute any required agreements, including:	☐	☐	☒
- Railroad force account			
- Maintenance agreements for sidewalks, lighting, signals, betterments			
- Betterment Agreements			
- Utility Work Agreements for any necessary Utility Relocations of Privately owned Utilities			
17. Provide overall supervision/oversight of design to assure conformity with Federal and State design standards or conditions, including final approval of PS&E (Contract Bid Documents) by NYSDOT.	☐	☐	☐

☒ A2. Right-of-Way (ROW) Incidentals

Phase/Sub-phase/Task	Responsibility: NYSDOT	Sponsor	N/A
1. Prepare ARM or other mapping, showing preliminary taking lines.	☐	☒	☐
2. ROW mapping and any necessary ROW relocation plans.	☐	☒	☐
3. Obtain abstracts of title and certify those having an interest in ROW to be acquired.	☐	☒	☐
4. Secure Appraisals.	☐	☒	☐
5. Perform Appraisal Review and establish an amount representing just compensation.	☐	☒	☐

Phase/Sub-phase/Task	Responsibility: NYSDOT	Sponsor	N/A
6. Determination of exemption from public hearing that is otherwise required by the Eminent Domain Procedure Law, including *de minimis* determination, as may be applicable. **If NYSDOT is responsible for acquiring the right-of-way, this determination may be performed by NYSDOT only if NYSDOT is responsible for the Preliminary Engineering Phase under Phase A1 of this Schedule B.**	☐	☒	☐
7. Conduct any public hearings and/or informational meetings as may be required by the Eminent Domain Procedures Law, including the provision of stenographic services, preparation and distribution of transcripts, and response to issues raised at such meetings.	☐	☒	☐

☒ B. Right-of-Way (ROW) Acquisition

Phase/Sub-phase/Task	Responsibility: NYSDOT	Sponsor	N/A
1. Perform all Right-of-Way (ROW) Acquisition work, including negotiations with property owners, acquisition of properties and accompanying legal work, payments to and/or deposits on behalf of property owners; Prepare, publish, and pay for any required legal notices; and all other actions necessary to secure title to, possession of, and entry to required properties. **If NYSDOT is to acquire property, including property described as an uneconomic remainder, on behalf of the Municipality/Sponsor, the Municipality/Sponsor agrees to accept and take title to any and all permanent property rights so acquired which form a part of the completed Project.**	☐	☐	☐
2. Provide required relocation assistance, including payment of moving expenses, replacement supplements, mortgage interest differentials, closing costs, mortgage prepayment fees.	☐	☒	☐
3. Conduct eminent domain proceedings, court and any other legal actions required to acquire properties.	☐	☒	☐
4. Monitor all ROW Acquisition work and activities, including review and processing of payments of property owners.	☐	☒	☐
5. Provide official certification that all right-of-way required for the construction has been acquired in compliance with applicable Federal, State or Local requirements and is available for use and/or making projections of when such property(ies) will be available if such properties are not in hand at the time of contract award.	☐	☒	☐
6. Conduct any property management activities, including establishment and collecting rents, building maintenance and repairs, and any other activities necessary to sustain properties and/or tenants until the sites are vacated, demolished, or otherwise used for the construction project.	☐	☒	☐
7. Subsequent to completion of the Project, conduct ongoing property management activities in a manner consistent with applicable Federal, State and Local requirements including, as applicable, the development of any ancillary uses, establishment and collection of rent, property maintenance and any other related activities.	☐	☒	☐

☒ C. Construction, Construction Support (C/S) and Construction Inspection (C/I) Phase

Phase/Sub-phase/Task	Responsibility: NYSDOT	Sponsor	N/A
1. Advertise contract lettings and distribute contract documents to prospective bidders.	☐	☒	☐
2. Conduct all contract lettings, including receipt, opening, and analysis of bids, evaluation/certification of bidders, notification of rejected bids/bidders, and awarding of the construction contract(s).	☐	☒	☐
3. Receive and process bid deposits and verify any bidder's insurance and bond coverage that may be required.	☐	☒	☐
4. Compile and submit Contract Award Documentation Package.	☐	☒	☐
5. Review/approve any proposed subcontractors, vendors, or suppliers.	☐	☒	☐
6. Conduct and control all construction activities in accordance with the plans and proposal for the project. Maintain accurate, up-to-date project records and files, including all diaries and logs, to provide a detailed chronology of project construction activities. Procure or provide all materials, supplies and labor for the performance of the work on the project, and ensure that the proper materials, equipment, human resources, methods and procedures are used.	☐	☒	☐
7a. For **non-NHS or non-State Highway System Projects**: Test and accept materials, including review and approval for any requests for substitutions.	☐	☒	☐
7b. For **NHS or State Highway System Projects**: Inspection and approval of materials such as bituminous concrete, Portland cement concrete, structural steel, concrete structural elements and/or their components to be used in a federal aid project will be performed by, and according to the requirements of NYSDOT. The Municipality/Sponsor shall make or require provision for such materials inspection in any contract or subcontract that includes materials that are subject to inspection and approval in accordance with the applicable NYSDOT design and construction standards associated with the federal aid project.	☐	☐	☒
7c. For projects that fall under both 7a and 7b above, check boxes for each.			
8. Design and/or re-design the project or any portion of the project that may be required because of conditions encountered during construction.	☐	☒	☐
9. Administer construction contract, including the review and approval of all contactor requests for payment, orders-on-contract, force account work, extensions of time, exceptions to the plans and specifications, substitutions or equivalents, and special specifications.	☐	☒	☐
10. Review and approve all shop drawings, fabrication details, and other details of structural work.	☐	☒	☐
11. Administer all construction contract claims, disputes or litigation.	☐	☐	☐

Phase/Sub-phase/Task	Responsibility: NYSDOT	Sponsor	N/A
12. Perform final inspection of the complete work to determine and verify final quantities, prices, and compliance with plans specifications, and such other construction engineering supervision and inspection work necessary to conform to Municipal, State and FHWA requirements, including the final acceptance of the project by NYSDOT.	☐	☒	☐

	Responsibility: NYSDOT	Other
13. Pursuant to Federal Regulation 49 CFR 18.42(e)(1) The awarding agency and the Comptroller General of the United States, or any of their authorized representatives, shall have the right of access to any pertinent books, documents, papers, or other records of grantees and subgrantees which are pertinent to the grant, in order to make audits, examinations, excerpts, and transcripts.	☒	☒

APPENDIX A

STANDARD CLAUSES FOR NEW YORK STATE CONTRACTS

PLEASE RETAIN THIS DOCUMENT
FOR FUTURE REFERENCE.

June 2023

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STANDARD CLAUSES FOR NYS CONTRACTS

The parties to the attached contract, license, lease, amendment or other agreement of any kind (hereinafter, "the contract" or "this contract") agree to be bound by the following clauses which are hereby made a part of the contract (the word "Contractor" herein refers to any party other than the State, whether a contractor, licenser, licensee, lessor, lessee or any other party):

1. EXECUTORY CLAUSE. In accordance with Section 41 of the State Finance Law, the State shall have no liability under this contract to the Contractor or to anyone else beyond funds appropriated and available for this contract.

2. NON-ASSIGNMENT CLAUSE. In accordance with Section 138 of the State Finance Law, this contract may not be assigned by the Contractor or its right, title or interest therein assigned, transferred, conveyed, sublet or otherwise disposed of without the State's previous written consent, and attempts to do so are null and void. Notwithstanding the foregoing, such prior written consent of an assignment of a contract let pursuant to Article XI of the State Finance Law may be waived at the discretion of the contracting agency and with the concurrence of the State Comptroller where the original contract was subject to the State Comptroller's approval, where the assignment is due to a reorganization, merger or consolidation of the Contractor's business entity or enterprise. The State retains its right to approve an assignment and to require that any Contractor demonstrate its responsibility to do business with the State. The Contractor may, however, assign its right to receive payments without the State's prior written consent unless this contract concerns Certificates of Participation pursuant to Article 5-A of the State Finance Law.

3. COMPTROLLER'S APPROVAL. In accordance with Section 112 of the State Finance Law, if this contract exceeds $50,000 (or $75,000 for State University of New York or City University of New York contracts for goods, services, construction and printing, and $150,000 for State University Health Care Facilities) or if this is an amendment for any amount to a contract which, as so amended, exceeds said statutory amount, or if, by this contract, the State agrees to give something other than money when the value or reasonably estimated value of such consideration exceeds $25,000, it shall not be valid, effective or binding upon the State until it has been approved by the State Comptroller and filed in his office. Comptroller's approval of contracts let by the Office of General Services, either for itself or its customer agencies by the Office of General Services Business Services Center, is required when such contracts exceed $85,000. Comptroller's approval of contracts established as centralized contracts through the Office of General Services is required when such contracts exceed $125,000, and when a purchase order or other procurement transaction issued under such centralized contract exceeds $200,000.

4. WORKERS' COMPENSATION BENEFITS. In accordance with Section 142 of the State Finance Law, this contract shall be void and of no force and effect unless the Contractor shall provide and maintain coverage during the life of this contract for the benefit of such employees as are required to be covered by the provisions of the Workers' Compensation Law.

5. NON-DISCRIMINATION REQUIREMENTS. To the extent required by Article 15 of the Executive Law (also known as the Human Rights Law) and all other State and Federal statutory and constitutional non-discrimination provisions, the Contractor will not discriminate against any employee or applicant for employment, nor subject any individual to harassment, because of age, race, creed, color, national origin, citizenship or immigration status, sexual orientation, gender identity or expression, military status, sex, disability, predisposing genetic characteristics, familial status, marital status, or domestic violence victim status or because the individual has opposed any practices forbidden under the Human Rights Law or has filed a complaint, testified, or assisted in any proceeding under the Human Rights Law. Furthermore, in accordance with Section 220-e of the Labor Law, if this is a contract for the construction, alteration or repair of any public building or public work or for the manufacture, sale or distribution of materials, equipment or supplies, and to the extent that this contract shall be performed within the State of New York, Contractor agrees that neither it nor its subcontractors shall, by reason of race, creed, color, disability, sex, or national origin: (a) discriminate in hiring against any New York State citizen who is qualified and available to perform the work; or (b) discriminate against or intimidate any employee hired for the performance of work under this contract. If this is a building service contract as defined in Section 230 of the Labor Law, then, in accordance with Section 239 thereof, Contractor agrees that neither it nor its subcontractors shall by reason of race, creed, color, national origin, age, sex or disability: (a) discriminate in hiring against any New York State citizen who is qualified and available to perform the work; or (b) discriminate against or intimidate any employee hired for the performance of work under this contract. Contractor is subject to fines of $50.00 per person per day for any violation of Section 220-e or Section 239 as well as possible termination of this contract and forfeiture of all moneys due hereunder for a second or subsequent violation.

6. WAGE AND HOURS PROVISIONS. If this is a public work contract covered by Article 8 of the Labor Law or a building service contract covered by Article 9 thereof, neither Contractor's employees nor the employees of its subcontractors may be required or permitted to work more than the number of hours or days stated in said statutes, except as otherwise provided in the Labor Law and as set forth in prevailing wage and supplement schedules issued by the State Labor Department. Furthermore, Contractor and its subcontractors must pay at least the prevailing wage rate and pay or provide the prevailing supplements, including the premium rates for overtime pay, as determined by the State Labor Department in

accordance with the Labor Law. Additionally, effective April 28, 2008, if this is a public work contract covered by Article 8 of the Labor Law, the Contractor understands and agrees that the filing of payrolls in a manner consistent with Subdivision 3-a of Section 220 of the Labor Law shall be a condition precedent to payment by the State of any State approved sums due and owing for work done upon the project.

7. NON-COLLUSIVE BIDDING CERTIFICATION. In accordance with Section 139-d of the State Finance Law, if this contract was awarded based upon the submission of bids, Contractor affirms, under penalty of perjury, that its bid was arrived at independently and without collusion aimed at restricting competition. Contractor further affirms that, at the time Contractor submitted its bid, an authorized and responsible person executed and delivered to the State a non-collusive bidding certification on Contractor's behalf.

8. INTERNATIONAL BOYCOTT PROHIBITION. In accordance with Section 220-f of the Labor Law and Section 139-h of the State Finance Law, if this contract exceeds $5,000, the Contractor agrees, as a material condition of the contract, that neither the Contractor nor any substantially owned or affiliated person, firm, partnership or corporation has participated, is participating, or shall participate in an international boycott in violation of the federal Export Administration Act of 1979 (50 USC App. Sections 2401 et seq.) or regulations thereunder. If such Contractor, or any of the aforesaid affiliates of Contractor, is convicted or is otherwise found to have violated said laws or regulations upon the final determination of the United States Commerce Department or any other appropriate agency of the United States subsequent to the contract's execution, such contract, amendment or modification thereto shall be rendered forfeit and void. The Contractor shall so notify the State Comptroller within five (5) business days of such conviction, determination or disposition of appeal (2 NYCRR § 105.4).

9. SET-OFF RIGHTS. The State shall have all of its common law, equitable and statutory rights of set-off. These rights shall include, but not be limited to, the State's option to withhold for the purposes of set-off any moneys due to the Contractor under this contract up to any amounts due and owing to the State with regard to this contract, any other contract with any State department or agency, including any contract for a term commencing prior to the term of this contract, plus any amounts due and owing to the State for any other reason including, without limitation, tax delinquencies, fee delinquencies or monetary penalties relative thereto. The State shall exercise its set-off rights in accordance with normal State practices including, in cases of set-off pursuant to an audit, the finalization of such audit by the State agency, its representatives, or the State Comptroller.

10. RECORDS. The Contractor shall establish and maintain complete and accurate books, records, documents, accounts and other evidence directly pertinent to performance under this contract (hereinafter, collectively, the "Records"). The Records must be kept for the balance of the calendar year in which they were made and for six (6) additional years thereafter. The State Comptroller, the Attorney General and any other person or entity authorized to conduct an examination, as well as the agency or agencies involved in this contract, shall have access to the Records during normal business hours at an office of the Contractor within the State of New York or, if no such office is available, at a mutually agreeable and reasonable venue within the State, for the term specified above for the purposes of inspection, auditing and copying. The State shall take reasonable steps to protect from public disclosure any of the Records which are exempt from disclosure under Section 87 of the Public Officers Law (the "Statute") provided that: (i) the Contractor shall timely inform an appropriate State official, in writing, that said records should not be disclosed; and (ii) said records shall be sufficiently identified; and (iii) designation of said records as exempt under the Statute is reasonable. Nothing contained herein shall diminish, or in any way adversely affect, the State's right to discovery in any pending or future litigation.

11. IDENTIFYING INFORMATION AND PRIVACY NOTIFICATION. (a) Identification Number(s). Every invoice or New York State Claim for Payment submitted to a New York State agency by a payee, for payment for the sale of goods or services or for transactions (e.g., leases, easements, licenses, etc.) related to real or personal property must include the payee's identification number. The number is any or all of the following: (i) the payee's Federal employer identification number, (ii) the payee's Federal social security number, and/or (iii) the payee's Vendor Identification Number assigned by the Statewide Financial System. Failure to include such number or numbers may delay payment. Where the payee does not have such number or numbers, the payee, on its invoice or Claim for Payment, must give the reason or reasons why the payee does not have such number or numbers.

(b) Privacy Notification. (1) The authority to request the above personal information from a seller of goods or services or a lessor of real or personal property, and the authority to maintain such information, is found in Section 5 of the State Tax Law. Disclosure of this information by the seller or lessor to the State is mandatory. The principal purpose for which the information is collected is to enable the State to identify individuals, businesses and others who have been delinquent in filing tax returns or may have understated their tax liabilities and to generally identify persons affected by the taxes administered by the Commissioner of Taxation and Finance. The information will be used for tax administration purposes and for any other purpose authorized by law. (2) The personal information is requested by the purchasing unit of the agency contracting to purchase the goods or services or lease the real or personal property covered by this contract or lease. The information is maintained in the Statewide Financial System by the Vendor Management Unit within the Bureau of State Expenditures, Office of the State Comptroller, 110 State Street, Albany, New York 12236.

12. EQUAL EMPLOYMENT OPPORTUNITIES FOR MINORITIES AND WOMEN. In accordance with Section 312 of the Executive Law and 5 NYCRR Part 143, if this contract is: (i) a written agreement or purchase order instrument, providing for a total expenditure in excess of $25,000.00, whereby a contracting agency is committed to expend or does expend funds in return for labor, services, supplies, equipment, materials or any combination of the foregoing, to be performed for, or rendered or furnished to the contracting agency; or (ii) a written agreement in excess of $100,000.00 whereby a contracting agency is committed to expend or does expend funds for the acquisition, construction, demolition, replacement, major repair or renovation of real property and improvements thereon; or (iii) a written agreement in excess of $100,000.00 whereby the owner of a State assisted housing project is committed to expend or does expend funds for the acquisition, construction, demolition, replacement, major repair or renovation of real property and improvements thereon for such project, then the following shall apply and by signing this agreement the Contractor certifies and affirms that it is Contractor's equal employment opportunity policy that:

(a) The Contractor will not discriminate against employees or applicants for employment because of race, creed, color, national origin, sex, age, disability or marital status, shall make and document its conscientious and active efforts to employ and utilize minority group members and women in its work force on State contracts and will undertake or continue existing programs of affirmative action to ensure that minority group members and women are afforded equal employment opportunities without discrimination. Affirmative action shall mean recruitment, employment, job assignment, promotion, upgradings, demotion, transfer, layoff, or termination and rates of pay or other forms of compensation;

(b) at the request of the contracting agency, the Contractor shall request each employment agency, labor union, or authorized representative of workers with which it has a collective bargaining or other agreement or understanding, to furnish a written statement that such employment agency, labor union or representative will not discriminate on the basis of race, creed, color, national origin, sex, age, disability or marital status and that such union or representative will affirmatively cooperate in the implementation of the Contractor's obligations herein; and

(c) the Contractor shall state, in all solicitations or advertisements for employees, that, in the performance of the State contract, all qualified applicants will be afforded equal employment opportunities without discrimination because of race, creed, color, national origin, sex, age, disability or marital status.

Contractor will include the provisions of "(a), (b) and (c)" above, in every subcontract over $25,000.00 for the construction, demolition, replacement, major repair, renovation, planning or design of real property and improvements thereon (the "Work") except where the Work is for the beneficial use of the Contractor. Section 312 does not apply to: (i) work, goods or services unrelated to this contract; or (ii) employment outside New York State. The State shall consider compliance by a contractor or subcontractor with the requirements of any federal law concerning equal employment opportunity which effectuates the purpose of this clause. The contracting agency shall determine whether the imposition of the requirements of the provisions hereof duplicate or conflict with any such federal law and if such duplication or conflict exists, the contracting agency shall waive the applicability of Section 312 to the extent of such duplication or conflict. Contractor will comply with all duly promulgated and lawful rules and regulations of the Department of Economic Development's Division of Minority and Women's Business Development pertaining hereto.

13. CONFLICTING TERMS. In the event of a conflict between the terms of the contract (including any and all attachments thereto and amendments thereof) and the terms of this Appendix A, the terms of this Appendix A shall control.

14. GOVERNING LAW. This contract shall be governed by the laws of the State of New York except where the Federal supremacy clause requires otherwise.

15. LATE PAYMENT. Timeliness of payment and any interest to be paid to Contractor for late payment shall be governed by Article 11-A of the State Finance Law to the extent required by law.

16. NO ARBITRATION. Disputes involving this contract, including the breach or alleged breach thereof, may not be submitted to binding arbitration (except where statutorily authorized), but must, instead, be heard in a court of competent jurisdiction of the State of New York.

17. SERVICE OF PROCESS. In addition to the methods of service allowed by the State Civil Practice Law & Rules ("CPLR"), Contractor hereby consents to service of process upon it by registered or certified mail, return receipt requested. Service hereunder shall be complete upon Contractor's actual receipt of process or upon the State's receipt of the return thereof by the United States Postal Service as refused or undeliverable. Contractor must promptly notify the State, in writing, of each and every change of address to which service of process can be made. Service by the State to the last known address shall be sufficient. Contractor will have thirty (30) calendar days after service hereunder is complete in which to respond.

18. PROHIBITION ON PURCHASE OF TROPICAL HARDWOODS. The Contractor certifies and warrants that all wood products to be used under this contract award will be in accordance with, but not limited to, the specifications and provisions of Section 165 of the State Finance Law, (Use of Tropical Hardwoods) which prohibits purchase and use of tropical hardwoods, unless specifically exempted, by the State or any governmental agency or political subdivision or public benefit corporation. Qualification for an exemption under this

law will be the responsibility of the contractor to establish to meet with the approval of the State.

In addition, when any portion of this contract involving the use of woods, whether supply or installation, is to be performed by any subcontractor, the prime Contractor will indicate and certify in the submitted bid proposal that the subcontractor has been informed and is in compliance with specifications and provisions regarding use of tropical hardwoods as detailed in § 165 State Finance Law. Any such use must meet with the approval of the State; otherwise, the bid may not be considered responsive. Under bidder certifications, proof of qualification for exemption will be the responsibility of the Contractor to meet with the approval of the State.

19. MACBRIDE FAIR EMPLOYMENT PRINCIPLES (APPLICABLE ONLY IN NON-FEDERAL AID NEW YORK STATE CONTRACTS). In accordance with the MacBride Fair Employment Principles (Chapter 807 of the Laws of 1992), the Contractor hereby stipulates that the Contractor either (a) has no business operations in Northern Ireland, or (b) shall take lawful steps in good faith to conduct any business operations in Northern Ireland in accordance with the MacBride Fair Employment Principles (as described in Section 165 of the New York State Finance Law), and shall permit independent monitoring of compliance with such principles.

20. OMNIBUS PROCUREMENT ACT OF 1992 (APPLICABLE ONLY IN NON-FEDERAL AID NEW YORK STATE CONTRACTS). It is the policy of New York State to maximize opportunities for the participation of New York State business enterprises, including minority- and women-owned business enterprises as bidders, subcontractors and suppliers on its procurement contracts.

Information on the availability of New York State subcontractors and suppliers is available from:

NYS Department of Economic Development
Division for Small Business and Technology Development
625 Broadway
Albany, New York 12245
Telephone: 518-292-5100

A directory of certified minority- and women-owned business enterprises is available from:

NYS Department of Economic Development
Division of Minority and Women's Business Development
633 Third Avenue 33rd Floor
New York, NY 10017
646-846-7364
email: mwbebusinessdev@esd.ny.gov
https://ny.newnycontracts.com/FrontEnd/searchcertifieddirectory.asp

The Omnibus Procurement Act of 1992 (Chapter 844 of the Laws of 1992, codified in State Finance Law § 139-i and Public Authorities Law § 2879(3)(n)–(p)) requires that by signing this bid proposal or contract, as applicable, Contractors certify that whenever the total bid amount is greater than $1 million:

(a) The Contractor has made reasonable efforts to encourage the participation of New York State Business Enterprises as suppliers and subcontractors, including certified minority- and women-owned business enterprises, on this project, and has retained the documentation of these efforts to be provided upon request to the State;

(b) The Contractor has complied with the Federal Equal Opportunity Act of 1972 (P.L. 92-261), as amended;

(c) The Contractor agrees to make reasonable efforts to provide notification to New York State residents of employment opportunities on this project through listing any such positions with the Job Service Division of the New York State Department of Labor, or providing such notification in such manner as is consistent with existing collective bargaining contracts or agreements. The Contractor agrees to document these efforts and to provide said documentation to the State upon request; and

(d) The Contractor acknowledges notice that the State may seek to obtain offset credits from foreign countries as a result of this contract and agrees to cooperate with the State in these efforts.

21. RECIPROCITY AND SANCTIONS PROVISIONS. Bidders are hereby notified that if their principal place of business is located in a country, nation, province, state or political subdivision that penalizes New York State vendors, and if the goods or services they offer will be substantially produced or performed outside New York State, the Omnibus Procurement Act 1994 and 2000 amendments (Chapter 684 and Chapter 383, respectively, codified in State Finance Law § 165(6) and Public Authorities Law § 2879(5)) require that they be denied contracts which they would otherwise obtain. NOTE: As of May 2023, the list of discriminatory jurisdictions subject to this provision includes the states of South Carolina, Alaska, West Virginia, Wyoming, Louisiana and Hawaii.

22. COMPLIANCE WITH BREACH NOTIFICATION AND DATA SECURITY LAWS. Contractor shall comply with the provisions of the New York State Information Security Breach and Notification Act (General Business Law §§ 899-aa and 899-bb and State Technology Law § 208).

23. COMPLIANCE WITH CONSULTANT DISCLOSURE LAW. If this is a contract for consulting services, defined for purposes of this requirement to include analysis, evaluation, research, training, data processing, computer programming, engineering, environmental, health, and mental health services, accounting, auditing, paralegal, legal or similar services, then, in accordance with Section 163 (4)(g) of the State Finance Law (as amended by Chapter 10 of the Laws of 2006), the Contractor shall timely, accurately and properly comply with the requirement to submit an annual

employment report for the contract to the agency that awarded the contract, the Department of Civil Service and the State Comptroller.

24. PROCUREMENT LOBBYING. To the extent this agreement is a "procurement contract" as defined by State Finance Law §§ 139-j and 139-k, by signing this agreement the contractor certifies and affirms that all disclosures made in accordance with State Finance Law §§ 139-j and 139-k are complete, true and accurate. In the event such certification is found to be intentionally false or intentionally incomplete, the State may terminate the agreement by providing written notification to the Contractor in accordance with the terms of the agreement.

25. CERTIFICATION OF REGISTRATION TO COLLECT SALES AND COMPENSATING USE TAX BY CERTAIN STATE CONTRACTORS, AFFILIATES AND SUBCONTRACTORS.
To the extent this agreement is a contract as defined by Tax Law § 5-a, if the contractor fails to make the certification required by Tax Law § 5-a or if during the term of the contract, the Department of Taxation and Finance or the covered agency, as defined by Tax Law § 5-a, discovers that the certification, made under penalty of perjury, is false, then such failure to file or false certification shall be a material breach of this contract and this contract may be terminated, by providing written notification to the Contractor in accordance with the terms of the agreement, if the covered agency determines that such action is in the best interest of the State.

26. IRAN DIVESTMENT ACT. By entering into this Agreement, Contractor certifies in accordance with State Finance Law § 165-a that it is not on the "Entities Determined to be Non-Responsive Bidders/Offerers pursuant to the New York State Iran Divestment Act of 2012" ("Prohibited Entities List") posted at: https://ogs.ny.gov/iran-divestment-act-2012

Contractor further certifies that it will not utilize on this Contract any subcontractor that is identified on the Prohibited Entities List. Contractor agrees that should it seek to renew or extend this Contract, it must provide the same certification at the time the Contract is renewed or extended. Contractor also agrees that any proposed Assignee of this Contract will be required to certify that it is not on the Prohibited Entities List before the contract assignment will be approved by the State.

During the term of the Contract, should the state agency receive information that a person (as defined in State Finance Law § 165-a) is in violation of the above-referenced certifications, the state agency will review such information and offer the person an opportunity to respond. If the person fails to demonstrate that it has ceased its engagement in the investment activity which is in violation of the Act within 90 days after the determination of such violation, then the state agency shall take such action as may be appropriate and provided for by law, rule, or contract, including, but not limited to, imposing sanctions, seeking compliance, recovering damages, or declaring the Contractor in default.

The state agency reserves the right to reject any bid, request for assignment, renewal or extension for an entity that appears on the Prohibited Entities List prior to the award, assignment, renewal or extension of a contract, and to pursue a responsibility review with respect to any entity that is awarded a contract and appears on the Prohibited Entities list after contract award.

27. ADMISSIBILITY OF REPRODUCTION OF CONTRACT. Notwithstanding the best evidence rule or any other legal principle or rule of evidence to the contrary, the Contractor acknowledges and agrees that it waives any and all objections to the admissibility into evidence at any court proceeding or to the use at any examination before trial of an electronic reproduction of this contract, in the form approved by the State Comptroller, if such approval was required, regardless of whether the original of said contract is in existence.

APPENDIX A-1 SUPPLEMENTAL TITLE VI PROVISIONS (CIVIL RIGHTS ACT)
(To be included in all contracts)

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

(1) Compliance with Regulations: The contractor shall comply with the Regulation relative to nondiscrimination in Federally assisted programs of the Department of Transportation of the United States, Title 49, Code of Federal Regulations, Part 21, and the Federal Highway Administration (hereinafter "FHWA") Title 23, Code of Federal Regulations, Part 200 as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) Nondiscrimination: The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, religion, age, color, sex or national origin, sex, age, and disability/handicap in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR, section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3) Solicitations for Subcontractors, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin, sex, age, and disability/handicap.

(4) Information and Reports: The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by NYSDOT or the FHWA to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to NYSDOT's Office of Civil Rights or FHWA, as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, NYSDOT shall impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

a) Withholding of payments to the contractor under the contract until the contractor complies; and/or
b) Cancellation, termination or suspension of the contract, in whole or in part.

(6) Incorporation of Provisions: The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The contractor shall take such action with respect to any subcontractor procurement as NYSDOT or the FHWA may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request NYSDOT to enter into such litigation to protect the interests of NYSDOT, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX B
REQUIREMENTS FOR FEDERALLY-AIDED TRANSPORTATION PROJECTS
(June 2016)

There is a substantial body of requirements attached to the use of Federal highway or transportation aid. These requirements create or overlay processes, procedures, documentation requirements, authorizations, approvals and certifications that may be substantially greater or different from those that are not funded with Federal-aid and proceed under applicable State and local laws, customs and practices. Under Title 23 of the United States Code, the New York State Department of Transportation (NYSDOT) is responsible for the administration of transportation projects in New York State to which NYSDOT provides Federal highway or transportation-related aid. Through this Agreement, which provides or is associated with such funding, NYSDOT delegates various elements of project and funding administration as described elsewhere in this Agreement. In undertaking a Federally aided project, the Municipality/Sponsor, Authority or Project Manager designated under this Agreement with Federal-aid funding or project administration agrees to proceed in compliance with all the applicable Federal-aid requirements.

NYSDOT, in cooperation with FHWA, has assembled the body of Federal-aid requirements, procedures and practices in its Procedures for Locally Administered Federal-Aid Projects Manual (available through NYSDOT's web site at: http://www.dot.ny.gov/plafap). In addition, the Municipality/Sponsor, Authority or Project Manager designated under this Agreement for Federal-aid funding or project administration that enters into Federally aided project construction contracts is required to physically incorporate into all its Federally aided construction contracts and subcontracts there under the provisions that are contained in Form FHWA-1273 (available from NYSDOT or electronically at: http://www.fhwa.dot.gov/programadmin/contracts/1273.htm).

In addition to the referenced requirements, the attention of Municipality/Sponsor hereunder is directed to the following requirements and information:

NON DISCRIMINATION/EEO/DBE REQUIREMENTS

The Municipality/Sponsor and its contractors agree to comply with Executive Order 11246, entitled "Equal Employment Opportunity" and United States Department of Transportation (USDOT) regulations (49 CFR Parts 21, 23, 25, 26 and 27) and the following:

1. **NON DISCRIMINATION**. No person shall, on the ground of race, color, creed, national origin, sex, age or handicap, be excluded from participation in, or denied the benefits of, or be subject to, discrimination under the Project funded through this Agreement.

2. **EQUAL EMPLOYMENT OPPORTUNITY**. In connection with the execution of this Agreement, the Municipality/Sponsors contractors or subcontractors shall not discriminate against any employee or applicant for employment because of race, religion, age, color, sex or national origin. Such contractors shall take affirmative actions to ensure that applicants are employed, and that employees are treated during their employment, without regard to their race, religion, color, sex, national origin or age. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

3. **DISADVANTAGED BUSINESS ENTERPRISES**. In connection with the performance of this Agreement, the Municipality/Sponsor shall cause its contractors to cooperate with the State in meeting its commitments and goals with regard to the utilization of Disadvantaged Business Enterprises (DBEs) and will use its best efforts to ensure that DBEs will have opportunity to compete for subcontract work under this Agreement. Also, in this connection the Municipality or Municipality/Sponsor shall cause its contractors to undertake such actions as may be necessary to comply with 49 CFR Part 26.

   As a sub-recipient under 49 CFR Part 26.13, the Municipality/Sponsor hereby makes the following assurance.

   The Municipality/Sponsor shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any United States Department of Transportation (USDOT)-assisted contract or in the administration of its Disadvantaged Business Enterprise (DBE) program or the requirements of 49 CFR Part 26. The Municipality/Sponsor shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of the United States Department of Transportation-assisted contracts. The New York State Department of Transportation's DBE program, as required by 49 CFR Part 26 and as approved by the United States Department of Transportation, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the USDOT may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

FEDERAL SINGLE AUDIT REQUIREMENTS

Non-Federal entities that expend $750,000 or more in a year in Federal awards from all sources are required to comply with the Federal Single Audit Act provisions contained in U.S. Office of Management and Budget (OMB) Circular No. A-133, Audits of States, Local Governments, and Non-Profit Organizations. Non-Federal entities that expend Federal awards from a single source may provide a program specific audit, as defined in the Circular. Non-Federal entities that expend less than the amount above in a year in Federal awards from all sources are exempt from Federal audit requirements for that year, except as noted in Sec. 215 (a) of OMB Circular A-133 Subpart B--Audits, records must be available for review or audit by appropriate officials of the cognizant Federal agency[1] the New York State Department of Transportation, the New York State Comptrollers Office and the U.S. Governmental Accountability Office (GAO).

Non-Federal entities are required to submit a copy of all audits, as described above, within 30 days of issuance of audit report, but no later than 9 months after the end of the entity's fiscal year, to the New York State Department of Transportation, Contract Audit Bureau, 50 Wolf Road, Albany, NY 12232. Unless a time extension has been granted by the cognizant Federal Agency and has been filed with the New York State Department of Transportation's Contract Audit Bureau, failure to comply with the requirements of OMB Circular A-133 may result in suspension or termination of Federal award payments.

[1] The designated cognizant agency for audit shall be the federal awarding agency that provides the predominant amount of direct funding to a recipient unless OMB changes it.

THE CATALOG OF FEDERAL DOMESTIC ASSISTANCE

The Catalog of Federal Domestic Assistance (CFDA[2]), is an on-line database of all Federally-aided programs available to State and local governments (including the District of Columbia); Federally recognized Indian tribal governments; Territories (and possessions) of the United States; domestic public, quasi-public, and private profit and nonprofit organizations and institutions; specialized groups; and individuals.

THE CFDA IDENTIFICATION NUMBER

OMB Circular A-133 requires all Federal-aid recipients to identify and account for awards and expenditures by CFDA Number. The Municipality/Sponsor is required to identify in its accounts all Federal awards received and expended, and the Federal programs under which they were received. Federal program and award identification shall include, as applicable, the CFDA title and number, award number and year, name of the Federal agency, and name of the pass-through entity.

The most commonly used CFDA number for the Federal Aid Highway Planning and Construction program is 20.205.
Additional CFDA numbers for other transportation and non-transportation related programs are:

20.215 Highway Training and Education
20.219 Recreational Trails Program
20.XXX Highway Planning and Construction - Highways for LIFE;
20.XXX Surface Transportation Research and Development;
20.500 Federal Transit-Capital Investment Grants
20.505 Federal Transit-Metropolitan Planning Grants
20.507 Federal Transit-Formula Grants
20.509 Formula Grants for Other Than Urbanized Areas
20.600 State and Community Highway Safety
23.003 Appalachian Development Highway System
23.008 Appalachian Local Access Roads

PROMPT PAYMENT MECHANISMS

In accordance with 49 CFR 26.29, and NY State Finance Law 139-f or NY General Municipal Law 106-b(2) as applicable:

(a) You must establish, as part of your DBE program, a contract clause to require prime contractors to pay subcontractors for satisfactory performance of their contracts no later than 7 calendar days from receipt of each payment you make to the prime contractor.
(b) You must ensure prompt and full payment of retainage from the prime contractor to the subcontractor within 7 calendar days after the subcontractor's work is satisfactorily completed. You must use one of the following methods to comply with this requirement:

(1) You may decline to hold retainage from prime contractors and prohibit prime contractors from holding retainage from subcontractors.

(2) You may decline to hold retainage from prime contractors and require a contract clause obligating prime contractors to make prompt and full payment of any retainage kept by

[2] http://www.cfda.gov/

prime contractor to the subcontractor within 7 calendar days after the subcontractor's work is satisfactorily completed.

(3) You may hold retainage from prime contractors and provide for prompt and regular incremental acceptances of portions of the prime contract, pay retainage to prime contractors based on these acceptances, and require a contract clause obligating the prime contractor to pay all retainage owed to the subcontractor for satisfactory completion of the accepted work within 7 calendar days after your payment to the prime contractor.

(c) For purposes of this section, a subcontractor's work is satisfactorily completed when all the tasks called for in the subcontract have been accomplished and documented as required by the recipient. When a recipient has made an incremental acceptance of a portion of a prime contract, the work of a subcontractor covered by that acceptance is deemed to be satisfactorily completed.

(d) Your DBE program must provide appropriate means to enforce the requirements of this section. These means may include appropriate penalties for failure to comply, the terms and conditions of which you set. Your program may also provide that any delay or postponement of payment among the parties may take place only for good cause, with your prior written approval.

(e) You may also establish, as part of your DBE program, any of the following additional mechanisms to ensure prompt payment:

(1) A contract clause that requires prime contractors to include in their subcontracts language providing that prime contractors and subcontractors will use appropriate alternative dispute resolution mechanisms to resolve payment disputes. You may specify the nature of such mechanisms.

(2) A contract clause providing that the prime contractor will not be reimbursed for work performed by subcontractors unless and until the prime contractor ensures that the subcontractors are promptly paid for the work they have performed.

(3) Other mechanisms, consistent with this part and applicable state and local law, to ensure that DBEs and other contractors are fully and promptly paid.

CARGO PREFERENCE ACT REQUIREMENTS – U.S. FLAG VESSELS

In accordance with 46 CFR 381, the contractor agrees:

- **(a)** To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.
- **(b)** To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b) (1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.
- **(c)** To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

RESOLUTION NUMBER: 2026-17 **Item # 3.**

City of New Rochelle
Public Works

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: February 17, 2026

From: Alvaro Alfonzo-Larrain, Public Works Commissioner

Subject: PROPOSED AMENDMENT TO CODE OF THE CITY OF NEW ROCHELLE RE: PARKING REGULATION CHANGES (WESTCHESTER PLACE) - Ordinance amending Section 312-83, Schedule XII: Parking Prohibited at All Times; Section 312-85, Schedule XIV: Time Limit Parking, and Section 312-87, Schedule XVI: No Stopping or Standing, of Chapter 312, Vehicles and Traffic, of the Code of the City of New Rochelle (Westchester Place).

Background: Time limit parking was removed on the south side of Westchester Place in 2022 to accommodate building and related utility work in the roadway. As major construction work has concluded, restoration of time limit parking at the western end of Westchester Place can be accommodated. The Loading area in front of 8 Westchester Place will be restored.

Recommendation:

Staff recommends the following amendments to the Municipal Code (Matter underlined is added;matter bracketed is deleted):

§312-83 Schedule XII: Parking Prohibited at All Times.

In accordance with the provisions of § **312-39**, no person shall park a vehicle at any time upon any of the following described streets or parts of streets:

Name of Street	Side	Location
Westchester Place	South	From Division Street to [Centre Avenue] <u>8 Westchester Place</u>

§312-85 Schedule XIV: Time Limit Parking.

In accordance with the provisions of § **312-41**, no person shall park a vehicle for longer than the time limit shown upon any of the following described streets or parts of streets:

Name of the Street	Side	Time Limit; Hours/Days	Location
Westchester Place	South	2 hrs., 8:00 a.m. to 6:00 p.m./ 3 hrs., 6:00 p.m. to 12:00 midnight/every day except Sundays and holidays	From Centre Avenue 150 feet east

§312-87 Schedule XIV: NO STOPPING OR STANDING

In accordance with the provisions of § **312-45**, no person shall stop or stand a vehicle between the hours listed upon any of the following described streets or parts of streets:

Name of Street *Tow-away zone.	Side	Hours/Days	Location
Westchester Place*	South	All/All	From Division Street to [Centre Avenue] 8 Westchester Place

Attachments:

1. Westchester Pl_Parking Map

LEGISLATION

ORDINANCE AMENDING SECTION 312-83, SCHEDULE XII: PARKING PROHIBITED AT ALL TIMES; SECTION 312-85, SCHEDULE XIV: TIME LIMIT PARKING, AND SECTION 312-87, SCHEDULE XVI: NO STOPPING OR STANDING, OF CHAPTER 312, VEHICLES AND TRAFFIC, OF THE CODE OF THE CITY OF NEW ROCHELLE (WESTCHESTER PLACE).

BE IT ORDAINED by the City of New Rochelle:

Section 1. The Code of the City of New Rochelle, Section 312-83, Schedule XII: Parking Prohibited at All Times, of Chapter 312, Vehicles and Traffic, is hereby amended as follows:

§ 312-83 Schedule XII: Parking Prohibited at All Times.

In accordance with the provisions of § 312-39, no person shall park a vehicle at any time upon any of the following described streets or parts of streets:

Name of Street	**Side**	**Location**
Westchester Place	South	From Division Street to [Centre Avenue] 8 Westchester

Section 2. The Code of the City of New Rochelle, Section 312-85, Schedule XIV: Time Limit Parking, of Chapter 312, Vehicles and Traffic, is hereby amended as follows:

§ 312-85. Schedule XIV: Time Limit Parking.

In accordance with the provisions of § 312-41, no person shall park a vehicle for longer than the time limit shown upon any of the following described streets or parts of streets:

Name of Street	**Side**	**Time Limit; Hours/Days**	**Location**
Westchester Place	South	2 hrs., 8:00 a.m. to 6:00 p.m./ 3 hrs., 6:00 p.m. to 12:00 midnight/every day except Sundays and holidays	

Section 3. The Code of the City of New Rochelle, Section 312-87, Schedule XVI: No

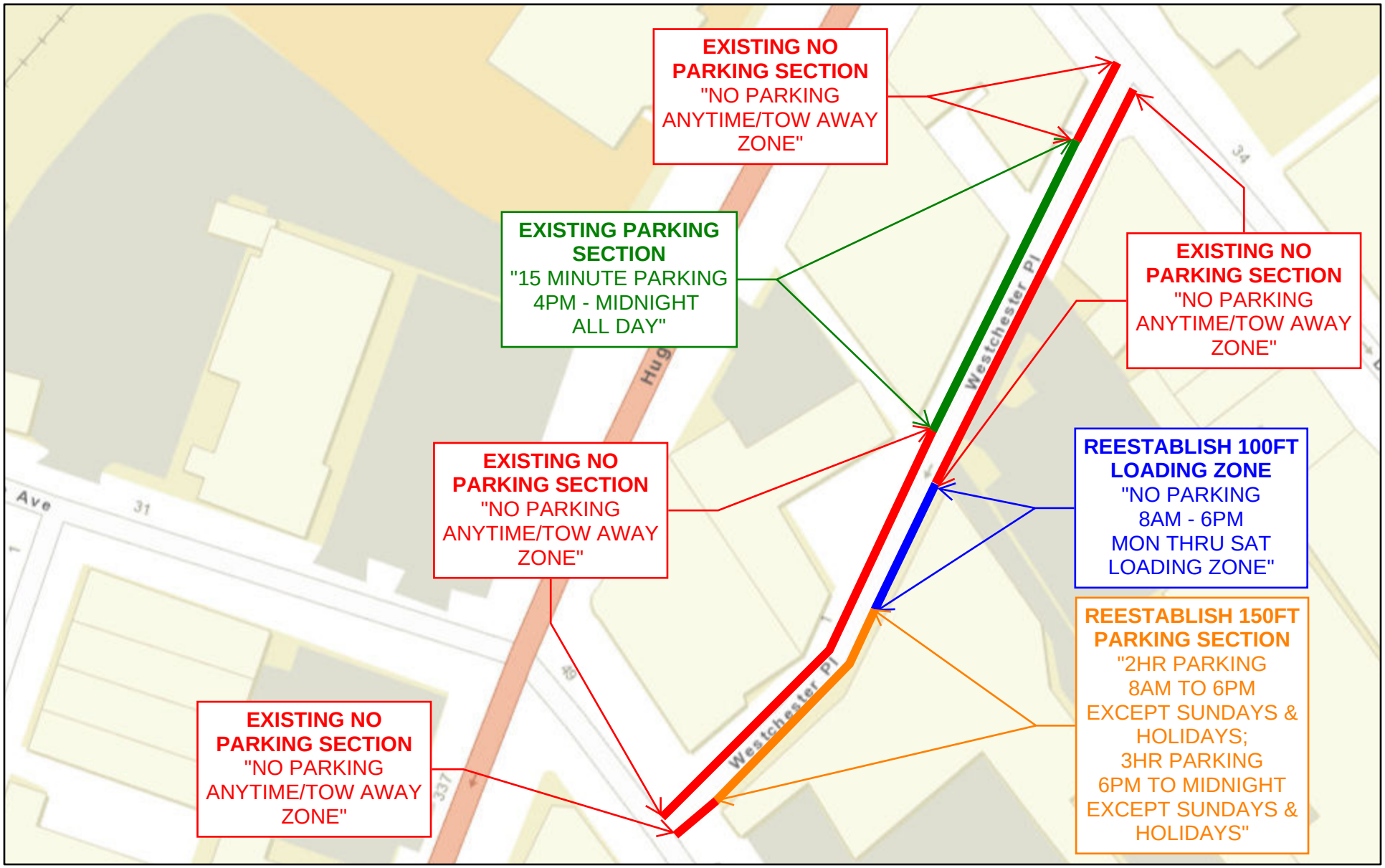
Stopping or Standing, of Chapter 312, Vehicles and Traffic, is hereby amended as follows:
§ 312-87, Schedule XVI: No Stopping or Standing.

In accordance with the provisions of § 312-45, no person shall stop or stand a vehicle between the hours listed upon any of the following described streets or parts of streets:

Name of Street	**Side Hours/ Days**	**Location**
Westchester Place*	South All/All	From Division Street to [Centre Avenue] 8 West

Matter [bracketed] deleted
Matter underlined added

Westchester Place



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City of New York, County of Westchester, Westchester County GIS, Esri, HERE, Garmin, INCREMENT P, NGA, USGS

New Rochelle

City of New Rochelle
Fire

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	February 17, 2026
From:	Andrew Sandor, Fire Commissioner
Subject:	PROPOSED ACCEPTANCE OF NEW YORK STATE OFFICE OF MENTAL HEALTH (OMH) CARES UP GRANT PROGRAM — Ordinance accepting a CARES UP Grant Award from the New York State Office of Mental Health and amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026.

Background:
The City of New Rochelle has been notified that the New Rochelle Fire Department has been selected as a 2026–2027 CARES UP (Care, Advocacy, Resiliency, and Empowerment for Uniformed Personnel) grant recipient by the New York State Office of Mental Health (OMH) Suicide Prevention Center of New York, in partnership with the Research Foundation for Mental Hygiene (RFMH).

The CARES UP program supports first responder and uniformed personnel organizations in addressing job-related stress, trauma, and mental health challenges, and in promoting workforce wellness, resiliency, and suicide prevention. Grant-funded activities may include peer support, training, leadership development, and implementation of evidence-based mental health and wellness strategies for department personnel.

The City will receive a total CARES UP grant award of $60,000, with $30,000 available in each program year over the two-year grant period (2026–2027). Grant funds will be administered through a formal contract between the City of New Rochelle and the Research Foundation for Mental Hygiene (RFMH). No costs incurred prior to execution of the grant agreement are eligible for reimbursement.

Issue:
In order to proceed with execution of the CARES UP Grant Agreement, City Council must formally accept the awarded grant funds and authorize the City Manager to execute all necessary grant documents. City Council must also amend the City's 2026 Budget to recognize the Year 1

grant revenue and expenditures.

Recommendation:
Staff recommends that City Council:

1. Accept the New York State Office of Mental Health CARES UP Grant Award in the total amount of $60,000, with funding allocated at $30,000 per year for the 2026 and 2027 program years;
2. Authorize the City Manager to execute and submit all agreements, contracts, and documents required to implement the CARES UP grant; and
3. Approve the following Budget Amendment to amend Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, to allow for the $30,000 of 2026 funds to be entered into the City's 2026 Budget. $30,000 funding for 2027 will be entered into the 2027 budget as a part of the annual budgeting process.

Increase Revenue
3410-3960-26040 State Aid – NYS CARES UP Grant $30,000

Increase Expense
3410-14000-26040 Salaries - Overtime - CARESUP $14,439
3410-41500-26040 Functional Supplies - CARESUP $300
3410-45500-26040 Printing & Advertising - CARESUP $300
3410-48500-26040 Training & Development - CARESUP $9,400
3410-82000-26040 Police & Fire Retirement - CARESUP $4,460
3410-83000-26040 Social Security - CARESUP $892
3410-83500-26040 Medicare - CARESUP $209

Attachments:
1. City of New Rochelle Fire Department Award Letter

RESOLUTION NUMBER: 2026-18 **Item # 4.**
MEETING DATE: February 17, 2026

LEGISLATION

ORDINANCE ACCEPTING A CARES UP GRANT AWARD FROM THE NEW YORK STATE OFFICE OF MENTAL HEALTH AND AMENDING ORDINANCE NO. 198 OF 2025, THE BUDGET OF THE CITY OF NEW ROCHELLE FOR 2026.

WHEREAS, the City of New Rochelle has been notified that the New Rochelle Fire Department has been selected as a recipient of the 2026–2027 CARES UP (Care, Advocacy, Resiliency, and Empowerment for Uniformed Personnel) grant administered by the New York State Office of Mental Health (OMH) Suicide Prevention Center of New York, in partnership with the Research Foundation for Mental Hygiene (RFMH); and

WHEREAS, the CARES UP program supports first responder and uniformed personnel organizations in addressing job-related stress, trauma, and mental health challenges, and in promoting workforce wellness, resiliency, and suicide prevention through peer support, training, leadership development, and evidence-based mental health and wellness strategies; and

WHEREAS, the City of New Rochelle will receive a total grant award of Sixty Thousand Dollars ($60,000), with Thirty Thousand Dollars ($30,000) available in each program year over the two-year grant period (2026 and 2027); and

WHEREAS, grant funds will be administered through a formal contract between the City of New Rochelle and the Research Foundation for Mental Hygiene, and no costs incurred prior to execution of the grant agreement are eligible for reimbursement; and

WHEREAS, City Council approval is required to formally accept the grant award, authorize execution of the grant agreement and related documents, and amend the City's 2026 Budget to recognize the Year 1 grant revenue and expenditures;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of New Rochelle:

Section 1. The City Council hereby accepts the CARES UP grant award in the total amount of $60,000, including $30,000 for the 2026 program year, awarded to the City of New Rochelle for the benefit of the New Rochelle Fire Department. $30,000 funding for 2027 will be entered into the 2027 budget as a part of the annual budgeting process.

Section 2. The City Manager is hereby authorized and directed to execute the CARES UP

Grant Agreement with the Research Foundation for Mental Hygiene, as well as any related contracts, amendments, certifications, or documents necessary to implement the grant, subject to approval as to form by the Corporation Counsel.

Section 3. Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026 is hereby amended to recognize $30,000 in CARES UP grant as follows:

Increase Revenue

3410-3960-26040	State Aid – NYS CARES UP Grant	$30,000

Increase Expense

3410-14000-26040	Salaries - Overtime - CARESUP	$14,439
3410-41500-26040	Functional Supplies - CARESUP	$300
3410-45500-26040	Printing & Advertising - CARESUP	$300
3410-48500-26040	Training & Development - CARESUP	$9,400
3410-82000-26040	Police & Fire Retirement - CARESUP	$4,460
3410-83000-26040	Social Security - CARESUP	$892
3410-83500-26040	Medicare - CARESUP	$209

NY CARES UP

January 12, 2026

City of New Rochelle Fire Department
Attn: Nicholas Sioufas
90 Beaufort Pl.
New Rochelle, NY 10801

Dear Mr. Nicholas Sioufas:

The New York State Office of Mental Health's Suicide Prevention Center (OMH SPCNY) and the Research Foundation for Mental Hygiene (RFMH) would like to congratulate **City of New Rochelle Fire Department** for selection as a 2026-2027 CARES UP grant recipient. This funding will help to assist the leadership and workforce within first responders and uniformed personnel organizations to address the job-related stress and trauma that are often associated with these fields and support the overall health and wellness of your department or organization.

The first step for new grantees will be to attend the CARES UP Kick-Off, a virtual meeting scheduled for **Monday January 26, 2026, from 2:00pm-3:00pm.** During this informational session, the CARES UP grant team will provide grant awardees with an overview of the deliverables during the first year and discuss the next steps. A meeting invite will be sent in the coming days.

You will also be contacted by the Research Foundation of Mental Hygiene (RFMH), the entity that manages all our grant contracts, with a draft contract for your review and signature. Grant contracting processes will be covered during our virtual Kick-Off meeting.

We look forward to meeting you on January 26th. In the meantime, if you have any questions, please reach out to us at CARESUP@omh.ny.gov

Sincerely,

Jay Carruthers, MD
Director, OMH Suicide Prevention Center of New York

City of New Rochelle
City Manager

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	February 17, 2026
From:	Wilfredo Melendez, City Manager
Subject:	PROPOSED ESTABLISHMENT OF A CANNABIS EXCISE TAX TRUST ACCOUNT AND RELATED REQUIREMENTS — Resolution authorizing the establishment of a Cannabis Excise Tax Trust Account and approving the proposed 20% allocation percentage and proposed eligible uses (Sponsored by Council Member Sara R. Kaye)

Background:
Under the Marijuana Regulation & Taxation Act (MRTA), taxes collected from licensed adult-use cannabis dispensaries are deposited into New York State's Cannabis Revenue Fund, which supports the Office of Cannabis Management, partner agencies, and other statutorily authorized initiatives. At the retail level, New York imposes a 9% state excise tax and a 4% local excise tax on adult-use cannabis sales. Adult-use cannabis products are expressly exempt from New York's general sales and use tax.

Revenue from the 9% state excise tax supports statewide public education, drug treatment, and community reinvestment efforts. State law allocates 40% to education statewide, 40% to the Community Grants Reinvestment Fund for community revitalization in areas disproportionately impacted by cannabis prohibition, and 20% to statewide drug treatment and public education programs. Communities may benefit from these statewide revenues regardless of whether a licensed dispensary is located locally.

The 4% local excise tax remains in the community where the cannabis sale occurs and is distributed based on dispensary location. 25% of the local tax revenue is allocated to the county, and 75% is allocated to the municipality in which the dispensary is located, in proportion to retail cannabis sales.

At the January 13th Committee of the Whole, a discussion occurred regarding how other cities and states are using their cannabis tax revenue as a dedicated reinvestment tool, rather than allowing it to flow entirely into the general fund. Common uses discussed included youth

prevention and education, mental health and substance-use treatment, public health campaigns, community reinvestment grants, and support for organizations serving disproportionately impacted communities. New York State, Connecticut, and New Jersey all already direct cannabis revenues toward education, treatment, and community wellness.

At the conclusion of the discussion, the City Council directed staff to develop a proposal to establish a Cannabis Excise Tax Trust Account, including the recommended percentage of revenue to be allocated to the trust and a proposed framework for the use of those funds.

To date, the City of New Rochelle has two open Adult-Use Cannabis Dispensaries which have resulted in approximately $100,000 in revenue to the City. There are also three (3) under construction, one (1) awaiting the issuance of a Building Permit and three (3) in the planning stage.

Issue:

Staff is proposing that 20% of all prior and future Cannabis Excise Tax revenues, received by the City of New Rochelle, be allocated to a dedicated Cannabis Excise Tax Trust Account.

The use of trust funding would focus on initiatives that advance public health, youth development, education, and community revitalization. Eligible uses shall include youth initiatives; public health education and prevention; substance-use prevention and treatment; mental health services; educational, recreational, justice system focused, and workforce programs; housing and family support services; and other community-based services that promote health, safety, and community well-being including, but not limited to, legal support, medical and women's health services, and after-school and childcare programs.

Trust revenues may also be used to support or supplement the City's THRIVE Grant Program, or a successor program.

City Council approval shall be required whenever a transfer of funding from the Cannabis Excise Tax Trust Account is necessary.

Recommendation:

Staff recommends that City Council adopt a resolution authorizing the establishment of a Cannabis Excise Tax Trust Account and approving the proposed 20% allocation percentage and proposed eligible uses.

Attachments:
None

LEGISLATION

RESOLUTION AUTHORIZING THE ESTABLISHMENT OF A CANNABIS EXCISE TAX TRUST ACCOUNT AND APPROVING THE PROPOSED 20% ALLOCATION PERCENTAGE AND PROPOSED ELIGIBLE USES (SPONSORED BY COUNCIL MEMBER SARA R. KAYE)

WHEREAS, pursuant to the Marihuana Regulation and Taxation Act (MRTA), taxes collected from licensed adult-use cannabis dispensaries are deposited into New York State's Cannabis Revenue Fund to support the Office of Cannabis Management, partner agencies, and other statutorily authorized initiatives; and

WHEREAS, the four percent (4%) local excise tax remains in the community where the cannabis sale occurs, with twenty-five percent (25%) allocated to the county and seventy-five percent (75%) allocated to the municipality in which the licensed dispensary is located, in proportion to retail cannabis sales; and

WHEREAS, the City of New Rochelle currently receives local Cannabis excise tax revenues from licensed adult-use cannabis dispensaries operating within the City, with additional dispensaries approved or under development; and

WHEREAS, at the January 13 Committee of the Whole meeting, the City Council discussed the use of cannabis tax revenues as a dedicated reinvestment tool to support youth development and education, public health initiatives, substance-use treatment, mental health services, and community reinvestment efforts, and inquired to develop a proposal establishing a Cannabis Excise Tax Trust Account; and

WHEREAS, staff has recommended that a portion of the City's cannabis excise tax revenue be set aside in a dedicated trust account to support targeted community reinvestment initiatives.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of New Rochelle that the City Council hereby establishes a Cannabis Excise Tax Trust Account for the purpose of dedicating a portion of local adult-use cannabis excise tax revenues to community reinvestment initiatives; and

BE IT FURTHER RESOLVED, that twenty percent (20%) of all prior and future Cannabis Excise Tax revenues received by the City of New Rochelle shall be allocated to and deposited into the Cannabis Excise Tax Trust Account; and

BE IT FURTHER RESOLVED, that funds deposited into the Trust Account shall be used to

support initiatives that advance public health, youth development, education, and community revitalization, including but not limited to youth initiatives; public health education and prevention; substance-use prevention and treatment; mental health services; educational, recreational, justice system-focused, and workforce development programs; housing and family support services; and other community-based services that promote health, safety, and community well-being, including legal support, medical services, women's health services, after-school programs, and childcare programs; and

BE IT FURTHER RESOLVED, that Trust Account revenues may also be used to support or supplement the City's THRIVE Grant Program, or any successor program; and

BE IT FURTHER RESOLVED, that City Council approval shall be required for any transfer or expenditure of funds from the Cannabis Excise Tax Trust Account; and

BE IT FURTHER RESOLVED, that the City Manager and appropriate City officials are authorized to take all actions necessary to implement this resolution.

City of New Rochelle
City Manager

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: February 17, 2026

From: Wilfredo Melendez, City Manager

Subject: PROPOSED APPROVAL OF REAPPOINTMENT TO THE NEW ROCHELLE BOARD OF ETHICS - Resolution approving the reappointment of Wilbert Ortiz to the New Rochelle Board of Ethics by the City Manager.

Background:
The New Rochelle Board of Ethics was established under Section 33-8, Establishment of Board of Ethics, of Chapter 33, Code of Ethics, of the Code of the City of New Rochelle.

The Board of Ethics consists of three members who serve five-year terms of office, one such term expiring each year. Members are appointed by the City Manager subject to approval of the City Council. Only one member of the Board may be an officer or employee of the City of New Rochelle. In the event that a vacancy occurs prior to the expiration of the five-year term, such vacancy shall be filled for the balance of such term in the same manner as members are appointed to full terms.

No more than two members of the Board may be affiliated with the same political party. No member of the Board may hold an officer's position in any political party, except that such person may be a member of a county committee of a political party.

The City Clerk shall be the Clerk of the Board of Ethics.

Recommendation:

Staff recommends that the City Council adopt a resolution approving the following City Manager reappointment:

· Wilbert Ortiz - Term Expiring January 31, 2031

Attachments:

None

LEGISLATION

RESOLUTION APPROVING THE REAPPOINTMENT OF WILBERT ORTIZ TO THE BOARD OF ETHICS BY THE CITY MANAGER.

BE IT RESOLVED by the Council of the City of New Rochelle:

This City Council hereby confirms the City Manager's reappointment of Wilbert Ortiz to the Board of Ethics for a five (5) year term expiring January 31, 2031.

City of New Rochelle
Development

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	February 17, 2026
From:	Adam Salgado, Development Commissioner
Subject:	PROPOSED ACCEPTANCE OF SUPPLEMENTAL DGEIS AS COMPLETE RE: DOWNTOWN OVERLAY ZONE — Resolution accepting the Supplemental Draft Generic Environmental Impact Statement (SDGEIS) as complete pursuant to the State Environmental Quality Review Act ("SEQRA") (Intro. 2/10/26; Public Hearing 3/10/26)

Background: Pursuant to the Council's prior actions declaring Lead Agency and issuing a Positive Declaration under SEQR, the City, with assistance from Buckhurst, Fish and Jacquemart (BFJ), MPact Collective, and Urbanomics has completed the Supplemental Draft Generic Environmental Impact Statement (SDGEIS) for the proposed amendments to the Downtown Overlay Zone (DOZ). The SDGEIS evaluates the potential environmental impacts associated with the proposed zoning updates, a revised Theoretical Development Scenario, and identifies appropriate mitigation measures where necessary.

The SDGEIS reflects the refined planning framework previously presented to Council, including adjustments to development capacity, land-use distribution, public realm controls, housing diversity, resilience and equity standards, and infrastructure funding mechanisms.

Issue:
The next step in the process of for the City Council to determine if the SDGEIS is complete for purposes of public review. Upon acceptance, the City is required to initiate a formal public review period, schedule and conduct a public hearing on both the environmental review and the proposed zoning amendments.

Recommendation:
The Department of Development recommends that the City Council:

- Accept the Draft Supplemental Generic Environmental Impact Statement as complete in accordance with SEQR requirements;

- Authorize the commencement of the 30-day public review period for the Draft SGEIS; and
- Schedule a joint public hearing on the SDGEIS and the proposed Downtown Overlay Zone zoning amendments for March 10, 2026.

These actions will advance the environmental review process, allow for public input, and maintain the project schedule toward completion of the Final SGEIS and consideration of zoning adoption.

Attachments:

1. Supplemental Draft Generic Environmental Impact Statement

LEGISLATION

RESOLUTION ACCEPTING THE SUPPLEMENTAL DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT AS COMPLETE PURSUANT TO THE STATE ENVIRONMENTAL QUALITY REVIEW ACT.

WHEREAS, the City Council of the City of New Rochelle has previously taken actions pursuant to the State Environmental Quality Review Act (SEQRA), including declaring itself Lead Agency and issuing a Positive Declaration for the proposed amendments to the Downtown Overlay Zone (DOZ); and

WHEREAS, City staff, with the assistance of its consultants, has prepared a Supplemental Draft Generic Environmental Impact Statement (SDGEIS) for the proposed amendments to the Downtown Overlay Zone; and

WHEREAS, the SDGEIS evaluates the potential environmental impacts associated with the proposed zoning amendments, including a revised Theoretical Development Scenario, and identifies mitigation measures where appropriate; and

WHEREAS, the SDGEIS reflects the refined planning framework previously presented to the City Council, including updates to development capacity, land use distribution, public realm controls, housing diversity, resilience and equity standards, and infrastructure funding mechanisms; and

WHEREAS, pursuant to SEQRA regulations, the City Council must determine whether the SDGEIS is complete and adequate for purposes of public review prior to commencing the formal public review and hearing process; and

WHEREAS, upon acceptance of the SDGEIS as complete, the City is required to initiate a public review period and conduct a public hearing on both the SDGEIS and the proposed Downtown Overlay Zone amendments.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of New Rochelle, that the SDGEIS for the proposed amendments to the Downtown Overlay Zone is hereby accepted as complete for purposes of public review pursuant to SEQRA; and

BE IT FURTHER RESOLVED, that the City Council hereby directs staff to commence the formal public review period for the SDGEIS in accordance with SEQRA requirements; and

BE IT FURTHER RESOLVED, that the City Council authorizes the scheduling of a Public Hearing on the SDGEIS and the proposed amendments to the Downtown Overlay Zone, with notice

thereof to be provided in accordance with applicable law and regulations.

Supplemental Draft Generic Environmental Impact Statement (SDGEIS)

City of New Rochelle
Westchester County, NY

2026 Downtown Overlay Zone Amendments and Updated Theoretical Development Scenario

January 26, 2026

SUPPLEMENTAL DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT (SDGEIS)

CITY OF NEW ROCHELLE

2026 DOWNTOWN OVERLAY ZONE AMENDMENTS AND UPDATED THEORETICAL DEVELOPMENT SCENARIO

City of New Rochelle
Westchester County, New York

SEQRA Classification: Type I Action

Lead Agency:
City of New Rochelle
City Council
515 North Avenue
New Rochelle, New York 10801

For Information Contact:
Adam Salgado, Commissioner of Development
City of New Rochelle
515 North Avenue
New Rochelle, New York 10801
(914) 654-2185

Prepared by:

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New York, NY 10003
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Urbanomics
115 5th Avenue
New York, NY 10003
Contact: Tina Lund, AICP
(212) 353-7464

AKRF, INC.
440 Park Ave South, 7th Floor
New York, NY 10016
Contact: Michael Beattie, P.E., PTOE
(646) 388-9740

Date the DGEIS was accepted by the Lead Agency:
_____

The SDGEIS is available for public review on the City of New Rochelle website: _____

Written comments on the SDGEIS are to be submitted to the Lead Agency by: _____

The Public Hearing is scheduled for March XX, 2026 at 7:00 pm at New Rochelle City Hall.

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1.0 EXECUTIVE SUMMARY

In 2015, the City of New Rochelle (the "City") City Council led a coordinated review under the New York State Environmental Quality Review Act [6NYCRR Part 617 (SEQR)] for the creation of the Downtown Overlay Zone ("DOZ" or "DO Zone") and Zoning Map Amendments, which applied to approximately 279 acres of the downtown. The proposed DO Zones were intended to encourage the long-term resiliency of the City through the redevelopment of the City's downtown. The City Council review included the preparation of a Generic Environmental Impact Statement ("2015 GEIS"), which considered potential environmental impacts associated with the proposed DOZ and culminated in the City Council's adoption of SEQR Environmental Findings on December 8, 2015. The 2015 GEIS and December 8, 2015, SEQR Findings Statement established a Theoretical Development Scenario ("TDS") for six DO Zones to represent a projected maximum potential buildout (magnitude and mix of uses) over an approximately 10-year period, recognizing that actual development would depend on market conditions, property owner objectives, and other economic factors. The GEIS used the 2015 TDS as the baseline for the SEQR analysis. The environmental review of the DOZ was generic in nature, as no specific development projects were proposed at the time, and the City could not anticipate exactly where and how much development would occur within the DOZ.

Since adoption of the DOZ in 2015, the City has received a wide variety of site-specific development applications and has periodically refined the 2015 TDS to address changing market demands, including adjustments made between 2016 and 2019, the 2021 DOZ amendments updating the TDS for DO Zones 1 through 6 and creating the 30-acre Waterfront District (DO-7) with an accompanying Supplemental Generic Environmental Impact Statement (SGEIS) , and the 2024 amendments establishing the 79-acre Lincoln Neighborhood District (DO-8), also supported by an SGEIS .

The City of New Rochelle City Council proposes to adopt amendments to the City's Zoning Code and Zoning Map refining the Downtown Overlay Zone ("DOZ") and updating the City's Theoretical Development Scenario ("TDS") (collectively, the "Proposed Action") to better reflect current market conditions. The Proposed Action represents a refinement phase intended to optimize development quality, improve predictability, and align development standards and environmental review assumptions with current conditions, without altering the overall intent, structure, or goals of the DOZ. The Proposed Action does not authorize or approve any site-specific development projects. The Proposed Draft Zoning Code is included herein as Appendix C.

The DOZ functions as an optional, form-based overlay that supplements underlying zoning districts within downtown New Rochelle and adjacent areas. The overlay establishes development standards related to building form, height, use mix, public realm design, and incentive mechanisms, and is supported by a Theoretical Development Scenario that establishes a maximum 10-year development envelope for purposes of environmental review.

Since adoption of the DOZ, substantial development has occurred within the overlay area, including construction of new residential units, mixed-use buildings, and supporting infrastructure. Based on this implementation experience, the City has identified the need to refine certain zoning provisions and to

update the TDS to ensure that regulatory controls and environmental review assumptions remain aligned with actual development trends and foreseeable buildout conditions.

Further, the Recommended Action Plan ("RAP"), which serves as a framework to guide future development in the City's downtown, has been updated to memorialize the purpose and intent of the Proposed Action ("2026 RAP Update"). The 2026 RAP Update provides the context and background for the proposed zoning text and map amendments and the rationale for the revisions to the TDS, and therefore it is part of the Proposed Action. It is included herein as Appendix A.

A Full Environmental Assessment Form (EAF) Parts 1, 2 and 3 for the Proposed Action were submitted to the City Council for review, and are included in Appendix B. On December 9, 2025, the City Council reaffirmed their intent to be Lead Agency for this SEQR review and circulated the EAF Part 1 to all Involved Agencies. Having heard no objections, the City Council became Lead Agency on January 9, 2026, which was formally established by the City Council by resolution dated January 20, 2026. On January 20, 2026, the City Council issued a Positive Declaration of Environmental Significance for the adoption of amendments to the Downtown Overlay Zone as described herein. As the proposed amendments and updates to the TDS were not previously identified in the 2015 GEIS, or 2021 and/or 2024 SGEISs, the preparation of a SDGEIS is the most appropriate tool to analyze environmental impacts of the Proposed Action (pursuant to 6 NYCRR Part 617.10 of the regulations implementing SEQRA). This SDGEIS recognizes that additional, site-specific SEQR evaluations will be required once final site-specific development plans are prepared and site-specific information is known (see Section 6.0 "Future Actions"). Completing the SEQR review process for the Proposed Action will require preparation of a Supplemental Final GEIS ("SFGEIS"), which addresses agency and public comments, and the adoption of a Statement of Findings.

This SDGEIS evaluates the potential environmental impacts associated with the Proposed Action based on a revised TDS that could occur over the next 10-years under the amended DOZ framework. This SDGEIS supplements, and incorporates by reference herein, the analysis contained in the 2015 GEIS, and 2021 and 2024 SGEISs and provides additional analysis of potential impacts and required mitigation measures related to the Proposed Action.

1.1 Proposed Action

The City of New Rochelle City Council proposes to adopt amendments to the City's Zoning Code and Zoning Map refining the Downtown Overlay Zone ("DOZ") and updating the City's Theoretical Development Scenario ("TDS") (collectively, the "Proposed Action") to better reflect current market conditions. The Proposed Action represents a refinement phase intended to optimize development quality, improve predictability, and align development standards and environmental review assumptions with current conditions, without altering the overall intent, structure, or goals of the DOZ. The Proposed Action does not authorize or approve any site-specific development projects.

The Proposed Action includes the following general components:

- Zoning map amendments affecting portions of the DO-1, DO-2, DO-5, and DO-8 subdistricts;
- Zoning map amendments affecting the DOZ (except DO-7) modifying frontage requirements;

- Zoning text amendments applicable to the DOZ intended to refine development standards, frontage requirements, sustainability standards, definitions, parking regulations, and incentive mechanisms; and
- Updates to the TDS to recalibrate development assumptions based on observed absorption patterns and current market conditions.

The Proposed Action consists of amendments to the City of New Rochelle Zoning Code and Zoning Map related to the Downtown Overlay Zone (DOZ), including refinements to existing development standards, targeted adjustments to overlay boundaries, and updates to the City's TDS. The Proposed Action is generic in nature and does not include or authorize any site-specific development projects. Rather, it builds upon the downtown rezoning framework originally adopted in 2015 and subsequently refined through additional zoning amendments and environmental review, including actions completed in 2021 and 2024.

The Proposed Action represents a refinement phase of the DOZ that recalibrates the TDS to reflect current market demand and trends. The overall intent, structure and goals of the existing DOZ regulations remain unchanged. The amendments are designed to clarify specific regulations, direct growth towards areas with transit access and planned infrastructure investments and align development assumptions with observed market trends.

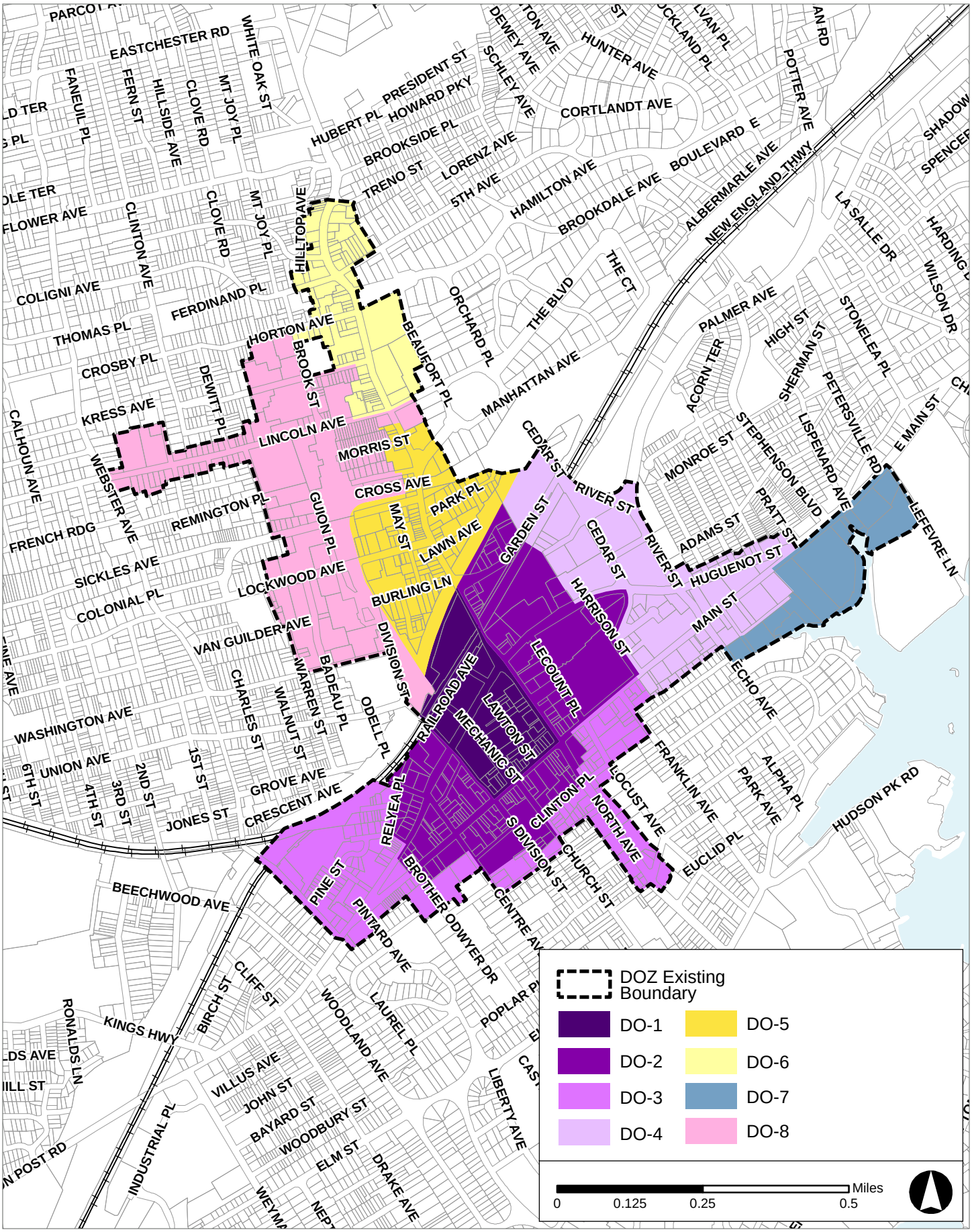
The Study Area, described in Section 1.2, includes the expanded DOZ (westward DO-8 expansion) and the remapping of portions of DOZ subdistricts, affecting portions of the DO-1, DO-2, DO-5 and DO-8 (see Figure 1-1: Existing DOZ and Figure 1-2: Proposed DOZ). However, changes to the TDS would affect all DOZ subdistricts, and some proposed zoning text and map changes would apply across the DOZ. Specifically, the Proposed Action includes both zoning map amendments and zoning text amendments, as described below.

Zoning Map Amendments

The Proposed Action includes targeted amendments to the Downtown Overlay Zoning Map affecting the DO-1, DO-2, DO-5 and DO-8 subdistricts. Additionally, the Zoning Map would reflect changes in storefront and frequent entryway requirements throughout the DOZ (except in DO-7).

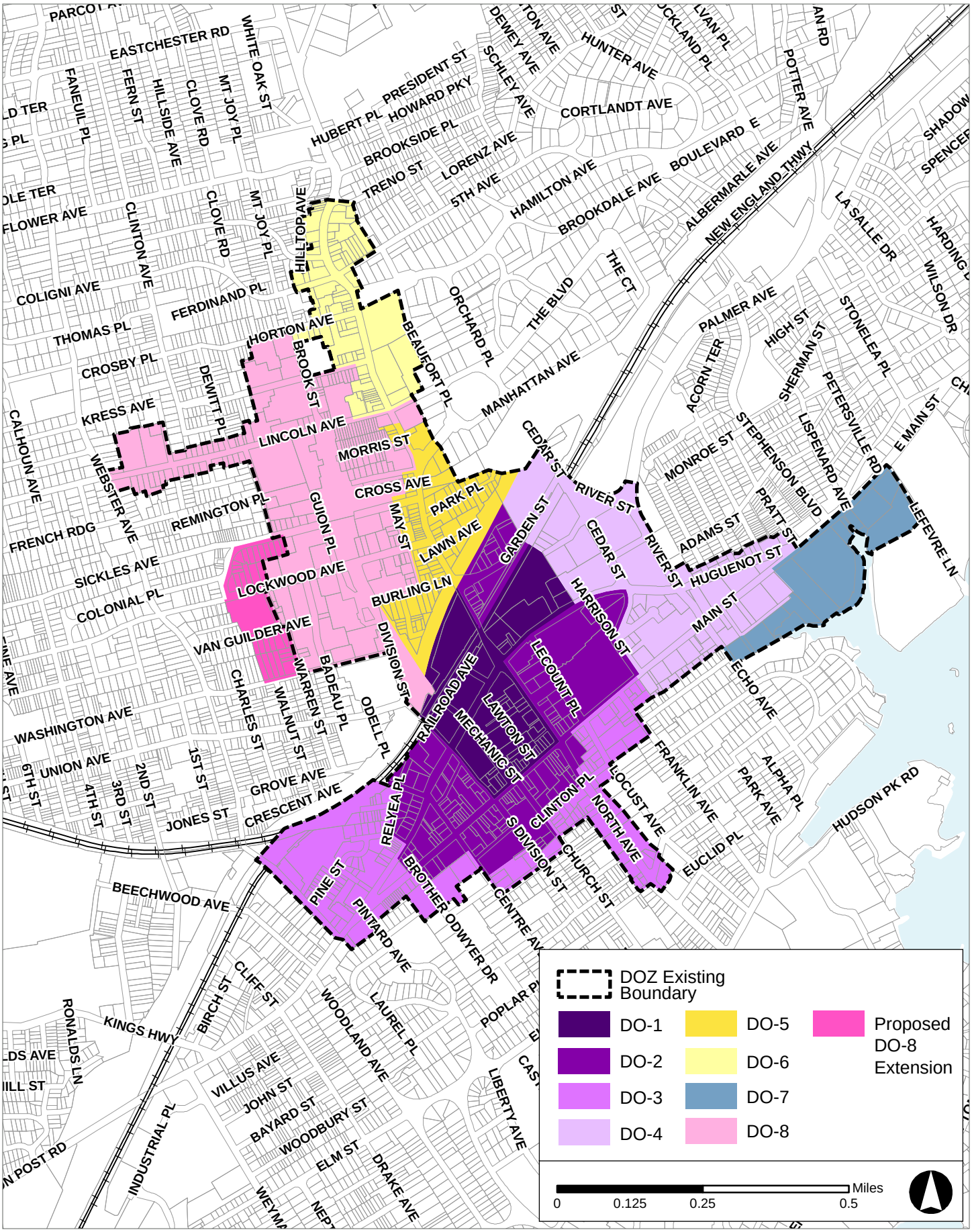
DO-2 to DO-1 Remapping and New Pedestrian Way Required

The DO-1 Transit District would be expanded east across North Avenue along the rail corridor to Bally Place, an area currently mapped in the DO-2 District. This area is intended to encourage large-format retail, commercial anchors, and entertainment uses that benefit from proximity to transit infrastructure and regional access. This area would be mapped with a new crosshatch limiting the maximum permitted building height to 28 stories, as is currently allowed in the area under the DO-2 District designation. A new "Pedestrian Way Required" would be mapped requiring this area to provide a public civic space connection to North Avenue, the North Avenue Bridge and the Transit Center. See Figure 1-3: Existing and Proposed DOZ Boundaries (DO-1 & DO-2). To further support these goals and promote large-scale retail uses in this area, other zoning text amendments are proposed and described in the Zoning Text Amendments section below (See "Development Standards for DO-2 to DO-1 Remapping Area" specifically for text changes in this area).



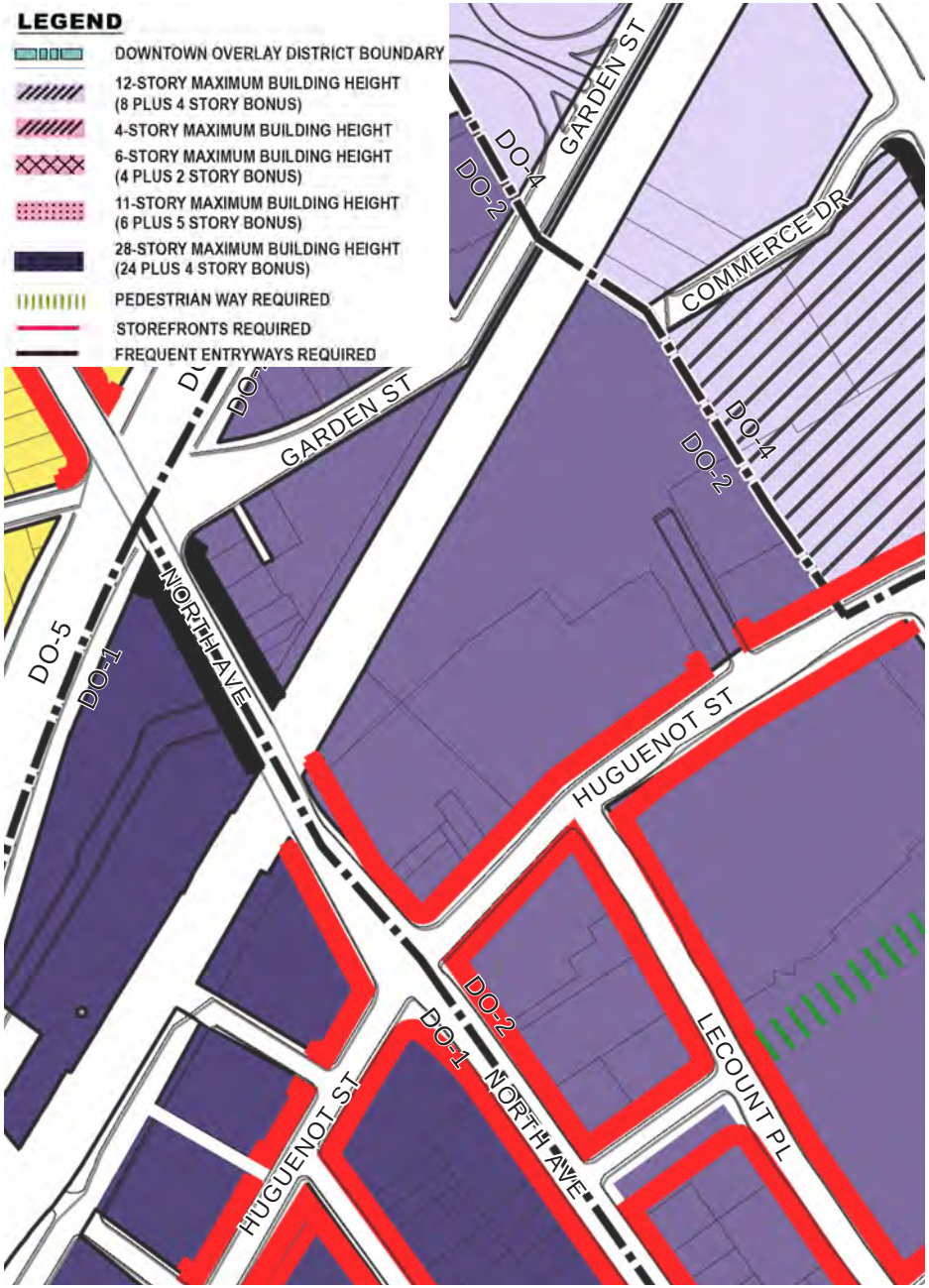
Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 1-1: Existing DOZ



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 1-2: Proposed DOZ



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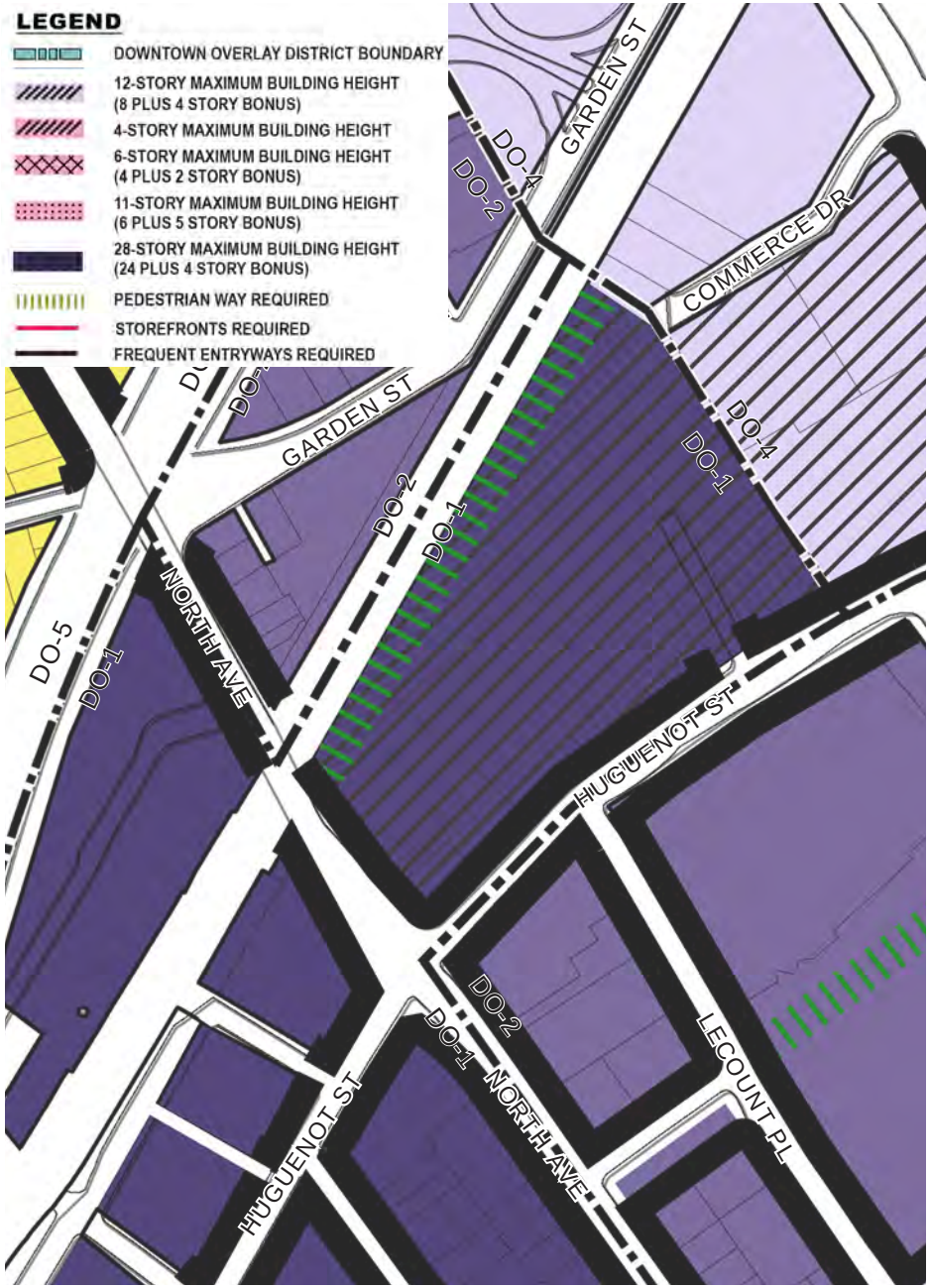


PROPOSED

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 1-3: Existing and Proposed DOZ Boundary (DO-1 & DO-2)

DO-8 Boundary Western Extension
The DO-8 subdistrict would be expanded west, along Washington Avenue to approximately the mid-block between Webster Avenue and Warren Street, and northward to Sickles Place. This expanded area would allow the same Development Standards of the DO-8 subdistrict, including the provision that limits building heights on the edges of this area to four stories to provide for an appropriate transition buffer to the adjacent lower-scale residential neighborhood. See Figure 1-4: Existing and Proposed DOZ Boundary (DO-8 Western Extension).

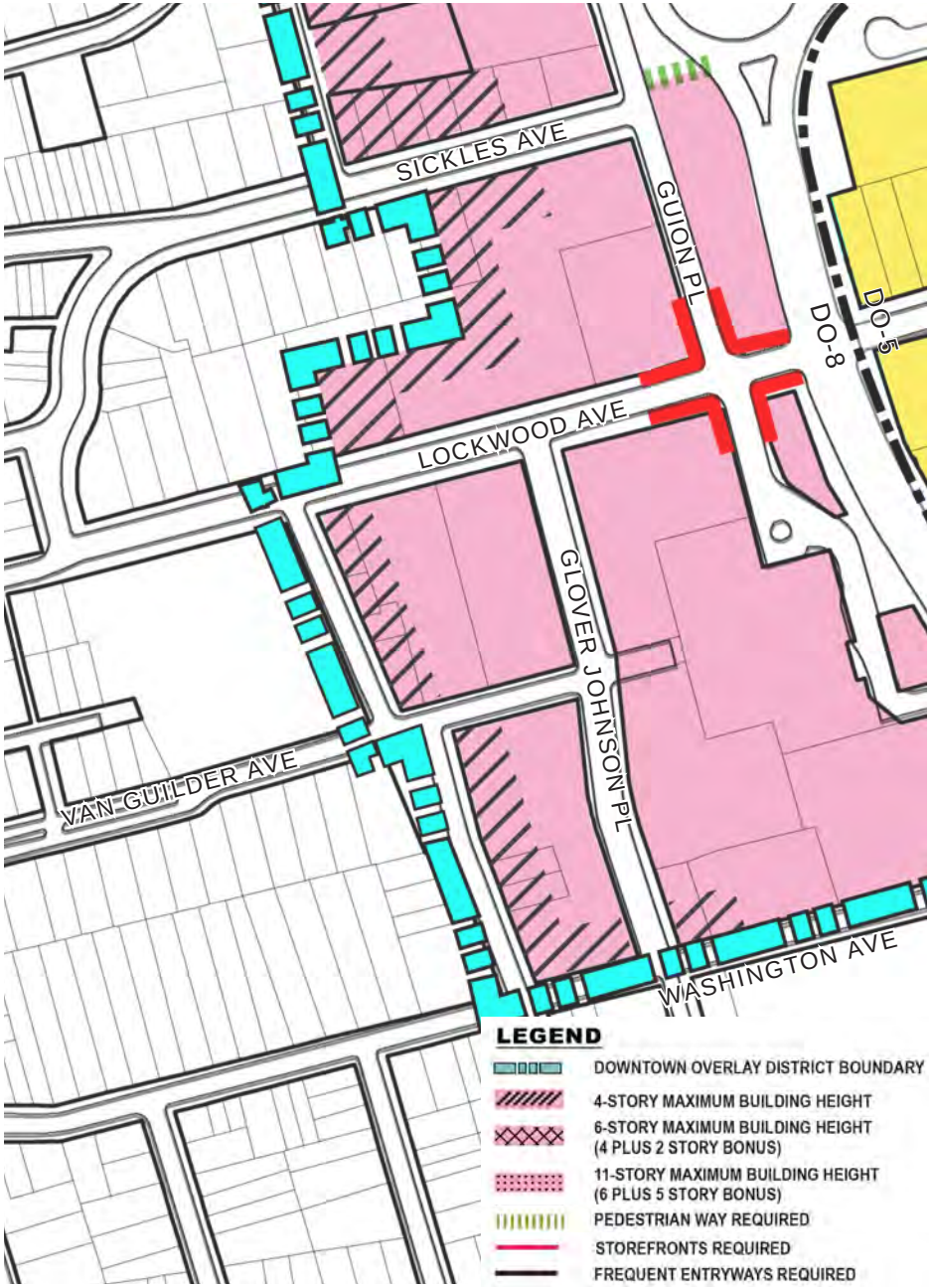
DO-5 to DO-8 Remapping (Memorial Highway Area)
A portion of the DO-5 subdistrict bounded by Memorial Highway, Sickles Avenue, May Street, and Burling Lane would be remapped to DO-8. Within this area, Development Standards would be modified as follows: Development Standard 2 would allow 5-story buildings, with up to 4 additional bonus stories through applying for Community Benefit Bonuses (up to 9 stories, 105 feet); Development Standard 3 would allow 6-story buildings, with up to 5 extra stories under the Community Benefit Bonuses (up to 11 stories, 120 feet). Community Benefit Bonus (CBB) fees would be increased to $50/square foot of bonus-able space for both Development Standard 2 and 3 (see Appendix D: Proposed Community Benefit Bonus Policy[1]). See Figure 1-5: Existing and Proposed DOZ Boundary (Memorial Highway Area).

DO-5 to DO-8 Remapping (North Avenue Area)
Additional parcels currently located within the DO-5 subdistrict, specifically the area bounded by Morris Street, North Avenue, and Rochelle Place, would be remapped to DO-8. See Figure 1-5: Existing and Proposed DOZ Boundary (Memorial Highway Area).

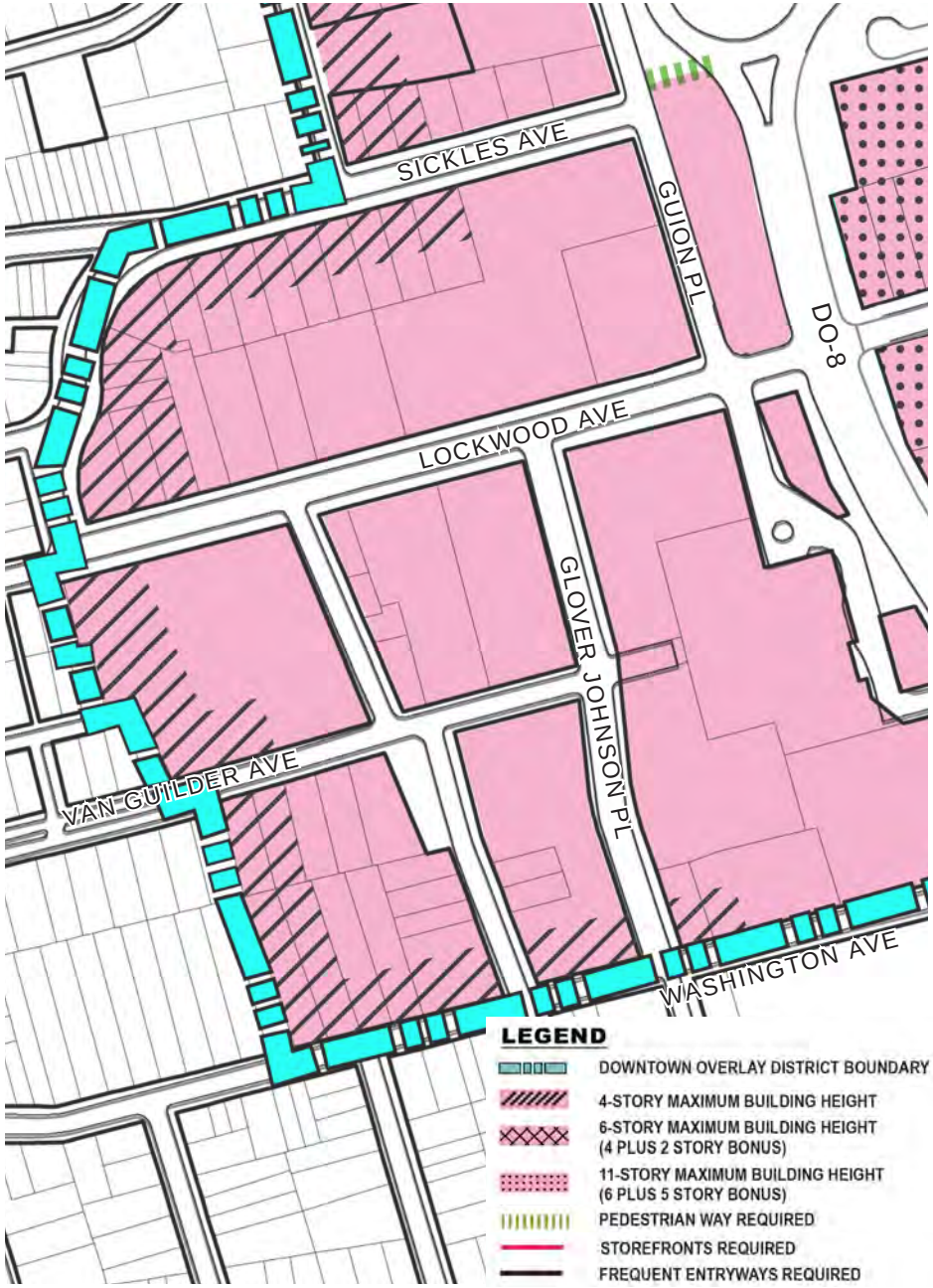
The proposed DO-8 boundary adjustments are intended to better orient development toward LINC-adjacent frontages, concentrate value capture in areas where the City is making significant public realm and transportation infrastructure investments, including the LINC and related streetscape and mobility improvements, and expand the area in which Community Benefits Bonus (CBB) fees are required to be invested within the surrounding community (applicable to all DO-8).

Storefront and Frequent Entryways Requirements – Map Changes
Changes to the Zoning Map are proposed eliminating the “Storefront Required” requirement from the streets within the core downtown and north along North Avenue, and west along Lincoln Avenue. Along these corridors, the requirement will be changed to “Frequent Entryways Required”. Additionally, the “Storefront Required” at the intersection of Lockwood Avenue and Guion Place would be removed. The “Storefront Required” requirements would remain within the DO-7 District.

[1] Following adoption of the SEQR Findings for the 2024 SGEIS, the City Council never adopted CBB fees for the new DO-8 District. In addition to the change to the CBB fees outlined herein, the fees have also been updated to include fees for each of the three DO-8 development standards – see Appendix D: Proposed Community Benefit Bonus Policy.



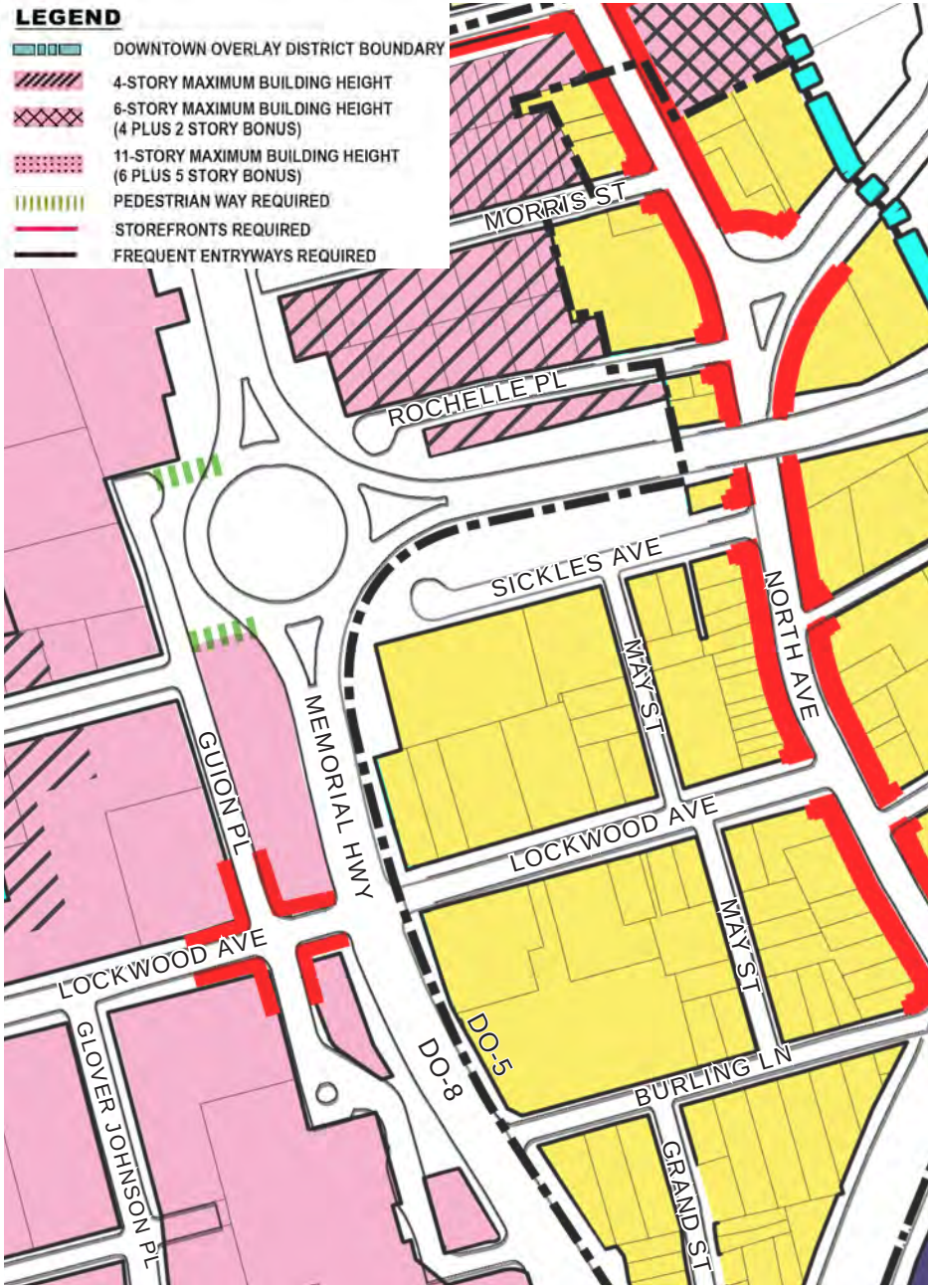
EXISTING



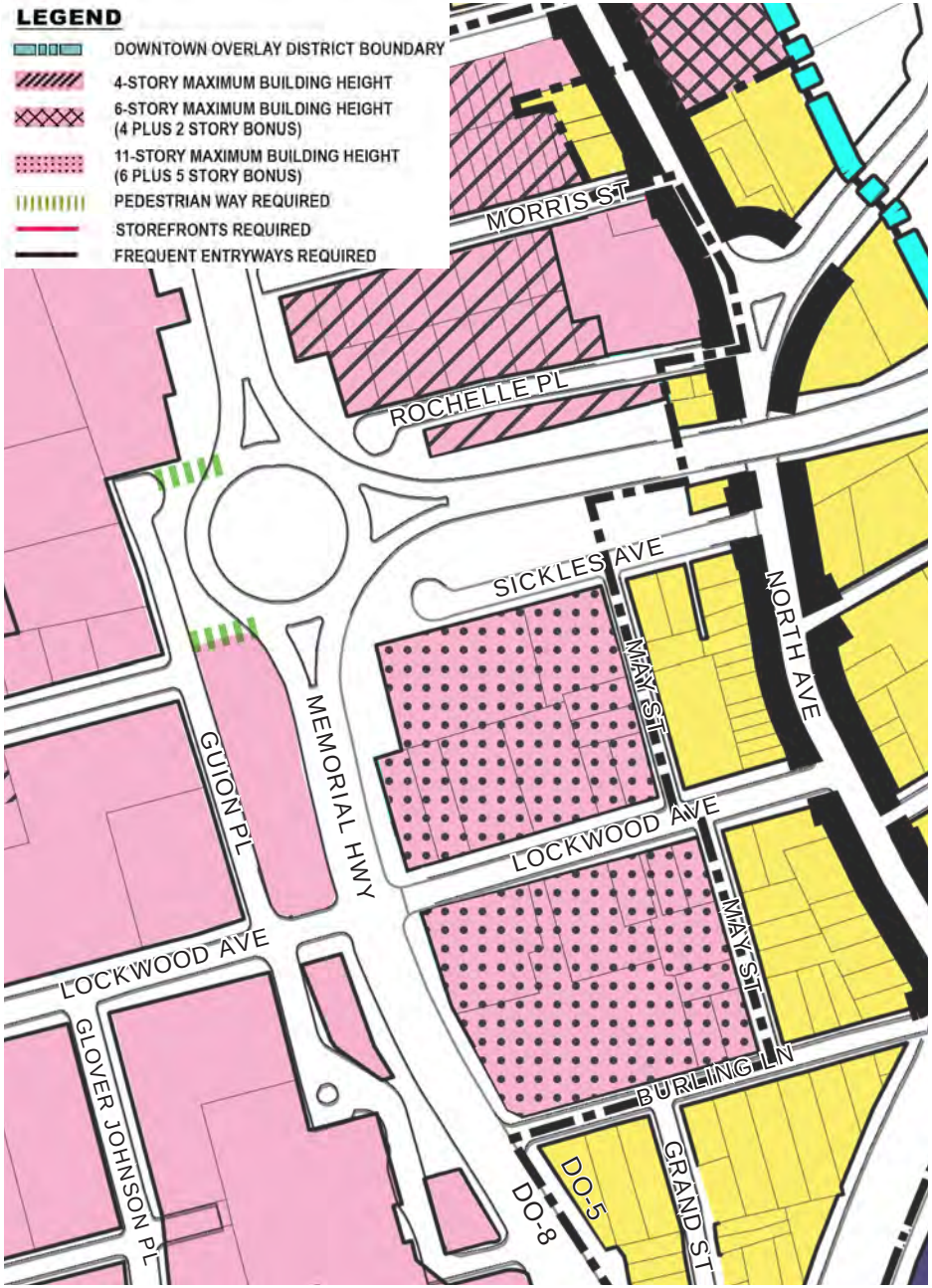
PROPOSED

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 1-4: Existing and Proposed DOZ Boundary (DO-8 Western Extension)



EXISTING



PROPOSED

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 1-5: Existing and Proposed DOZ Boundary (Memorial Highway Area)

These changes are intended to support a variety of viable ground floor formats – not just storefront layouts/design of ground floor uses – provide flexibility to developers for their ground floor spaces and shift the focus of the regulations from regulating use to regulating form. Under the current regulations residential units are not permitted on the ground floor. The City has struggled to attract viable retail uses in the downtown and, while not specifically requiring ground floor retail, the "storefront required" regulations have still resulted in an oversaturation of ground floor commercial spaces many of which remain vacant or underutilized. Replacing the "Storefront Required" with "Frequent Entryway Required" still ensures an active pedestrian-friendly streetscape, while concentrating a core retail area in the heart of the downtown. See Figure 1-6: Proposed DOZ District Map.

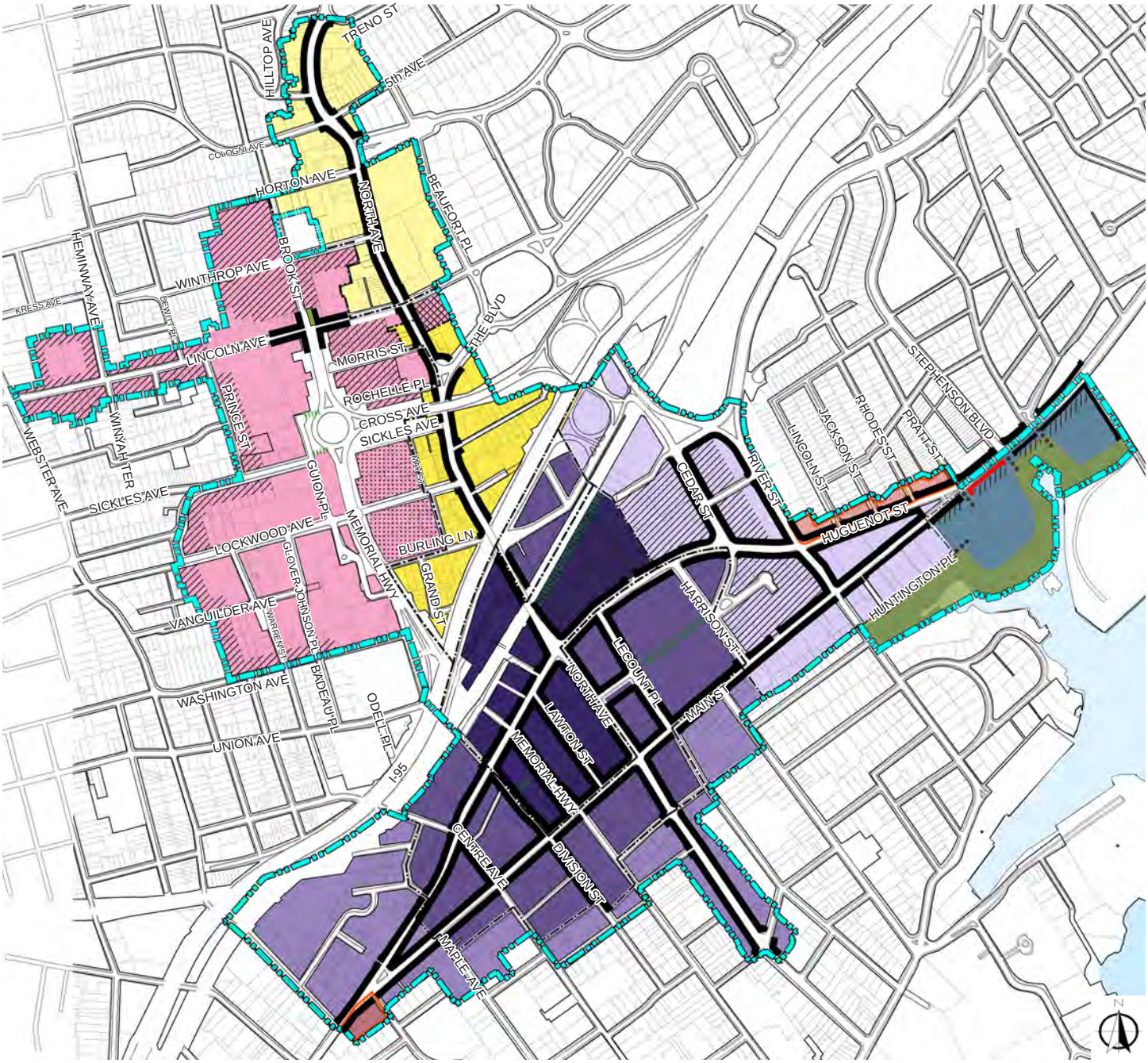
Zoning Text Amendments

The Proposed Action also includes a series of zoning text amendments, several of which directly relate to the zoning map changes outlined above, as well as proposed changes that would apply across the DOZ. These changes are intended to refine development standards, clarify existing regulatory requirements, improve urban form, strengthen retail viability, and increase predictability for applicants.

Large Retail Occupancy Standards
Section 175.11E(5) of the DOZ "Active Edge Frontage Requirements" currently includes a provision for sites of 20,000 square feet or larger to provide frequent entryways "*no further than 100 feet from the end of the building at the Street Wall and the edge of each entryway shall be no greater than 100 feet from a consecutive entryway as measured along the Build-To-Line*". This zoning text change would reduce the frequency of entryways from 100 to 150 feet. This proposed change would allow greater flexibility in storefront configuration and design flexibility while maintaining a maximum requirement of distance between entryways, therefore still ensuring a pedestrian-oriented design. Additionally, amendments to Chapter 331-175.11I. PARKING REQUIREMENTS are proposed that would add a new on-site parking standard for large retail occupancy as follows **"**Where a site proposes, or is required to accommodate, any single retail occupancy of 20,000 square feet or greater, the architectural design of the ground-floor, street level or applicable retail level shall require that parking associated with such use be located directly adjacent to and on the same level as the primary customer entrances and exits of the retail space."

Finally, as part of Site Plan Review and as required through this SEQRA analysis, applicants proposing retail uses would be required to submit an independent analysis prepared by a qualified retail advisor, tenant-representation, or retail market strategy firm with demonstrated experience in the planning, leasing, and operation of comparable large-format retail environments.

Development Standards for DO-2 to DO-1 Remapping Area
In the DO-1 area proposed to be expanded (remapped) as part of this Proposed Action (see Zoning Map Amendments, "DO-2 to DO-1 Remapping"), zoning text changes would increase the required minimum site area for Development Standard 3 from 40,000 square feet to 60,000 square feet within the newly rezoned area only. This increase would encourage large-format retail in this location, which is one of the stated goals for this area (see 2026 Updated RAP in Appendix A), a location that enjoys great public transit and regional access.



LEGEND

- DOWNTOWN OVERLAY DISTRICT BOUNDARY
- DO-1 DOWNTOWN CORE DISTRICT
- DO-2 DOWNTOWN DISTRICT
- DO-3 GATEWAY TRANSITION DISTRICT
- DO-4 RIVER STREET COMMERCIAL DISTRICT
- DO-5 WELLNESS DISTRICT
- DO-6 NORTH OF LINCOLN DISTRICT
- DO-7 WATERFRONT DISTRICT
- DO-8 LINCOLN NEIGHBORHOOD DISTRICT

- STOREFRONTS REQUIRED
- FREQUENT ENTRYWAYS REQUIRED
- 6-STORY MAXIMUM BUILDING HEIGHT
- 4-STORY MAXIMUM BUILDING HEIGHT
- 12-STORY MAXIMUM BUILDING HEIGHT (8 PLUS 4 STORY BONUS)
- 4-STORY MAXIMUM BUILDING HEIGHT
- 6-STORY MAXIMUM BUILDING HEIGHT (4 PLUS 2 STORY BONUS)
- 11-STORY MAXIMUM BUILDING HEIGHT (6 PLUS 5 STORY BONUS)
- 28-STORY MAXIMUM BUILDING HEIGHT (24 PLUS 4 STORY BONUS)

- CIVIC SPACE REQUIRED
- PEDESTRIAN WAY REQUIRED
- WATERFRONT ACTIVATION AREA
- FUTURE NEW STREET

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 1-6: Proposed DOZ District Map

Storefront Frontage Type – Definition Clarification
Amend the definition of "Storefront Frontage" to clarify this type of frontage can be occupied by uses "not exclusively" of retail or restaurant activities. This is a clarifying change and does not change the intent of the definition.

Contiguous Public Frontage Definition
Amend Zoning Code §331-175.04 to add a new definition for Contiguous Public Frontage, as follows: "A continuous, uninterrupted length of Public Frontage that directly abuts a civic space, plaza, or pedestrian way, providing at-grade physical and visual access between the public realm and the civic space. Non-emergency/temporary vehicular access shall be discouraged, and ground-floor uses shall complement adjacency to civic space."

Given the above proposed definition advancing the goal of providing contiguous public frontage, the Zoning Code (§331-175.10E "Permitted Civic Space Types") would be amended to add the "contiguous" requirement as follows: "(2) All Civic Spaces shall provide Contiguous Public Frontage.

Encouraging Missing Middle Housing
Zoning text amendments are proposed to increase the maximum allowable stories with bonus under Development Standard 1, as set forth in Zoning Code Section 175.11C(3), permitting one additional bonus story within DO-2 and DO-8 and two additional bonus stories within DO-3 through DO-6; no changes are proposed within DO-7. This would bring the maximum permitted heights under Development Standard 1 within: DO-2 to six stories; DO-2 through DO-6 to four stories; and DO-8 to four stories. The purpose of these changes, when combined with the removal of the storefront requirement, is to incentive mid-rise smaller format apartment or townhome-style buildings that could contain ground floor residential uses, on smaller (5,000 square foot minimum) infill housing.

Townhouse Definition
Amend Zoning Code §331-175.04 to replace the existing Townhouse definition ("A single-family dwelling unit attached by a common party wall to another building in which each unit has a separate entrance") with the following: "A single-family dwelling unit that is attached to another dwelling unit by a common party wall <u>or is a detached unit that is part of a townhouse development</u>, in which each unit has a separate entrance." This change would support the potential development of detached single-family homes in the DO-8 and other low-rise DOZ subdistricts.

Waterfront Fee
Zoning text amendments would revise the waterfront access fee provision found in Zoning Code §331-175.11K. WATERFRONT ACCESS FEE to eliminate the fees for all non-waterfront districts. Zoning Code §331-27.1 Waterfront Access would also be amended to limit payment of the waterfront fee to only the DO-7 District. These changes are proposed to avoid applying an additional fee to non-waterfront DOZ districts that is not required in other non-waterfront districts in the City. Further, access to and the provision of open space and recreational facilities, waterfront or otherwise, within the DOZ can be provided through the provision of the Fair Share Mitigation funds, as proposed to be increased (see Appendix E), and/or funds collected through the Community Benefits Bonus Policy (see Appendix D).

Sustainability Development Standards
Amend Zoning Code §331-175.11J Sustainable Development Standards as follows:

- Zoning Code §331- 175.11J (1) shall read "(1) All Sites shall further the goals of the City of New Rochelle GreeNR plan and its updates and shall comply with Sustainable Development Standards."
- Zoning Code §331-175.11J(4) LEED-ND EQUIVALENCY shall be added and will explicitly require project-level LEED-ND v4 Silver equivalency: "The minimum required sustainable development requirements shall be achieved through demonstrating equivalency of a LEED-ND v4 Silver (50-59 points) of the U.S. Green Building Council's rating system."

This change codifies the City's commitment to sustainable development and green building practices.

Parking Adjustments
The Proposed Action includes the reduction in available parking credit for valet parking. This change aims to improve curb management, circulation, and safety within the Downtown area.

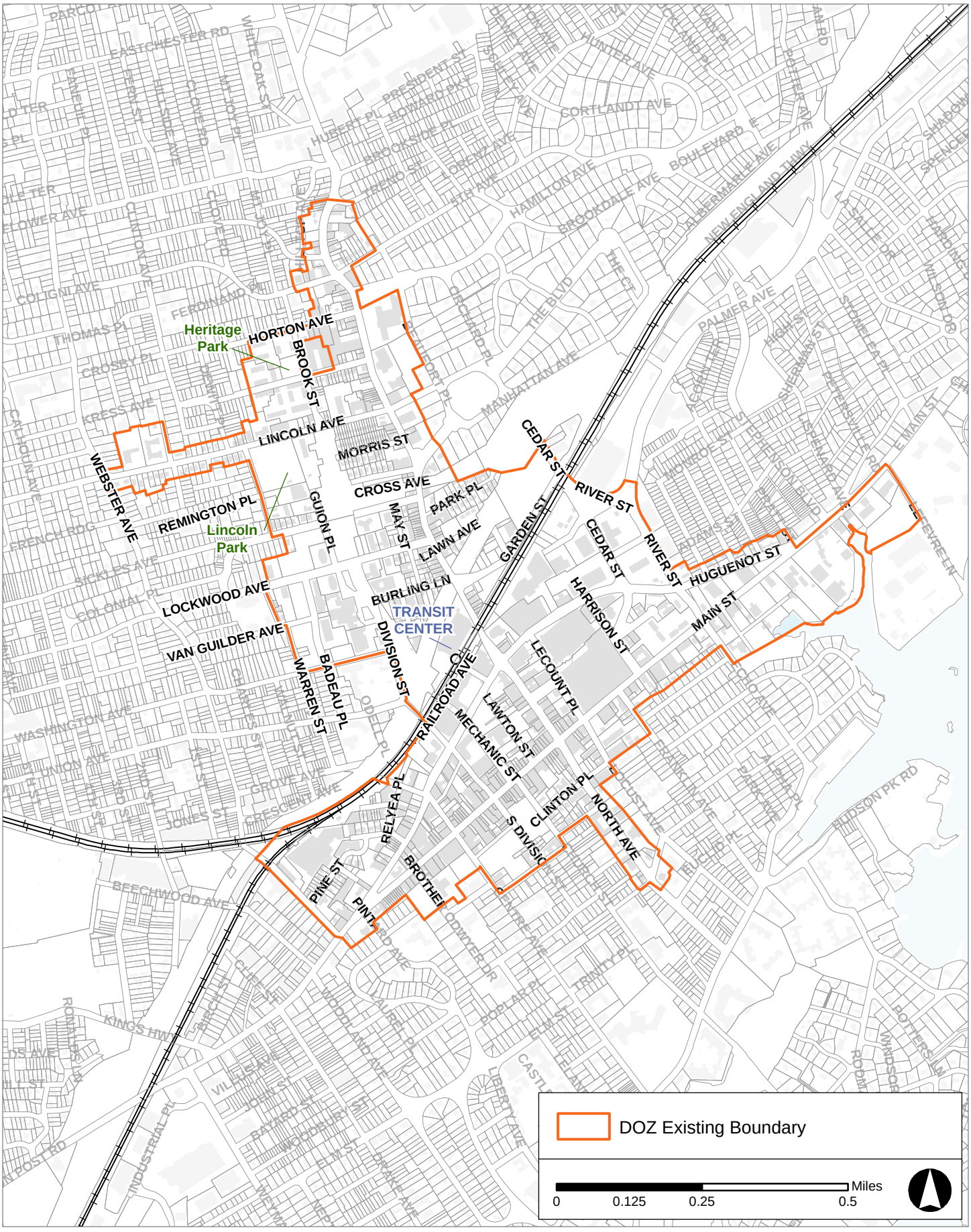
1.2 Study Area Location

The City of New Rochelle is located in the southeastern portion of Westchester County, New York (see Figure 2-1). Interstate I-95 (the New England Thruway) is a major national interstate highway that runs through the City in a north-south direction. Similarly, the Metro-North New Haven line and Amtrak's Northeast Regional service runs adjacent to the highway, along its south side. Another major route, U.S. Route 1, also parallels the interstate highway just to the south and follows Main Street (eastbound) and Huguenot Street (westbound) within the City limits. The City is bordered by the Town and Village of Pelham, the Village of Pelham Manor, the City of Mount Vernon, and the Town of Eastchester to the west; the Village of Scarsdale to the north; the Town of Mamaroneck and Village of Larchmont to the east; and Long Island Sound to the east and south. At the waterfront, the City also borders the Borough of the Bronx in New York City.

As originally established in 2015, the DOZ applied to approximately 279 acres of downtown New Rochelle and included six subdistricts (DO-1 through DO-6). Subsequent legislative actions expanded the DOZ to include the Waterfront District (DO-7) in 2021 (approximately 21 acres) and the Lincoln Neighborhood District (DO-8) in 2024 (approximately 79 acres). Together, these actions extended the geographic scope of the DOZ to a total of approximately 379 acres.

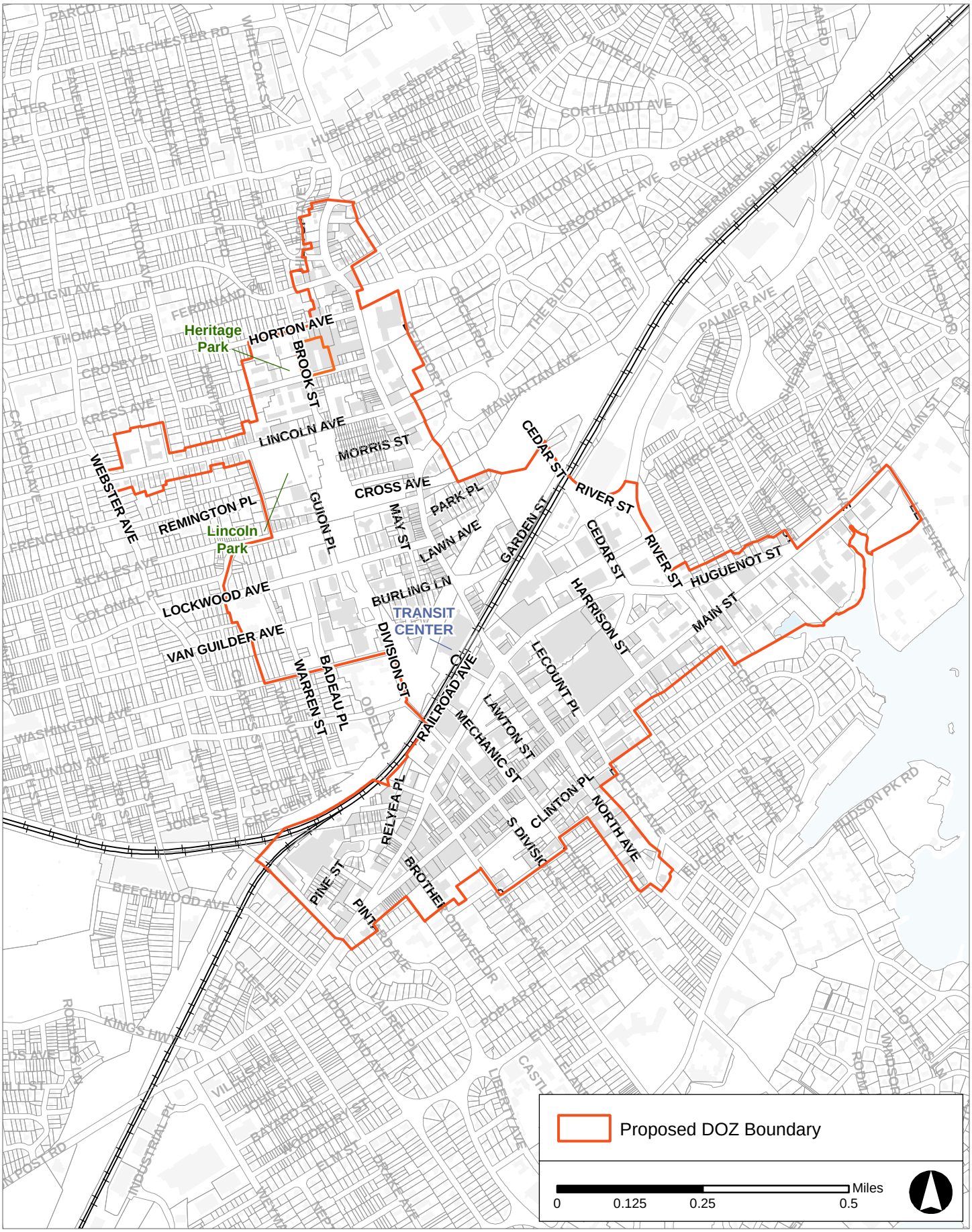
The Proposed Action would slightly expand the geographic extent of the DOZ by approximately 11 acres, bringing the total area of the DOZ to 390-acres. Specifically, the DO-8 District would be extended westward to include properties along Washington Avenue to approximately the mid-block between Webster Avenue and Warren Street, and northward to Sickles Place (See Figures 1-7: Existing DOZ Boundary and 1-8: Proposed DOZ Boundary). This change, expanding the DO-8 District (and the DOZ as a whole) by 11 acres, represents the only net geographic expansion of the DOZ under the Proposed Action. Because components of the Proposed Action would apply across the DOZ, the Study Area encompasses the entire DOZ as proposed to be expanded with the westward extension of the DO-8 District boundary as described above.

The Study Area includes a mix of commercial, residential, institutional, and mixed-use development regulated by a combination of base zoning districts and overlay standards. Existing zoning districts within the Study Area include downtown commercial and mixed-use districts, institutional districts, neighborhood business districts, multifamily residential districts, and the Central Parking Area (CPA). The DOZ functions as an optional, form-based overlay that supplements the underlying zoning by expanding allowable uses and establishing design-oriented development standards.



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 1-7: Existing Downtown Overlay Boundary



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 1-8: Proposed Downtown Overlay Boundary

1.3 Theoretical Development Scenario

The Proposed Action consists of zoning text and map amendments to the City of New Rochelle Zoning Code related to the Downtown Overlay Zone (DOZ) and does not include any site-specific development proposals. Accordingly, this SDGEIS evaluates the potential environmental impacts of the Proposed Action based on a revised Theoretical Development Scenario (TDS) that could occur under the amended DOZ framework.

The DSGEIS includes an analysis of refinements to the City's development capacity framework to better align the proposed buildout with observed development trends. The City proposes to recalibrate the TDS to reflect actual absorption patterns, correcting an imbalance between residential and non-residential demand. This recalibration would reduce capacity for certain non-residential uses while modestly increasing allowable residential development in targeted locations.

In portions of the DO-2 subdistrict that have already experienced substantial redevelopment, certain residential unit types would be excluded from the revised TDS as a planning and analytical assumption, to reassess saturation levels, infrastructure capacity, and evolving urban form. This adjustment is not a zoning moratorium and would not prohibit development or affect existing approvals or vested rights. Rather, it limits a developer's ability to use this SEQR analysis for purposes of site-specific SEQR review. As shown on Figure 1-9: DO-2 Area Not Covered By TDS Residential Allocation, no new residential units are allocated in the revised TDS within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west.

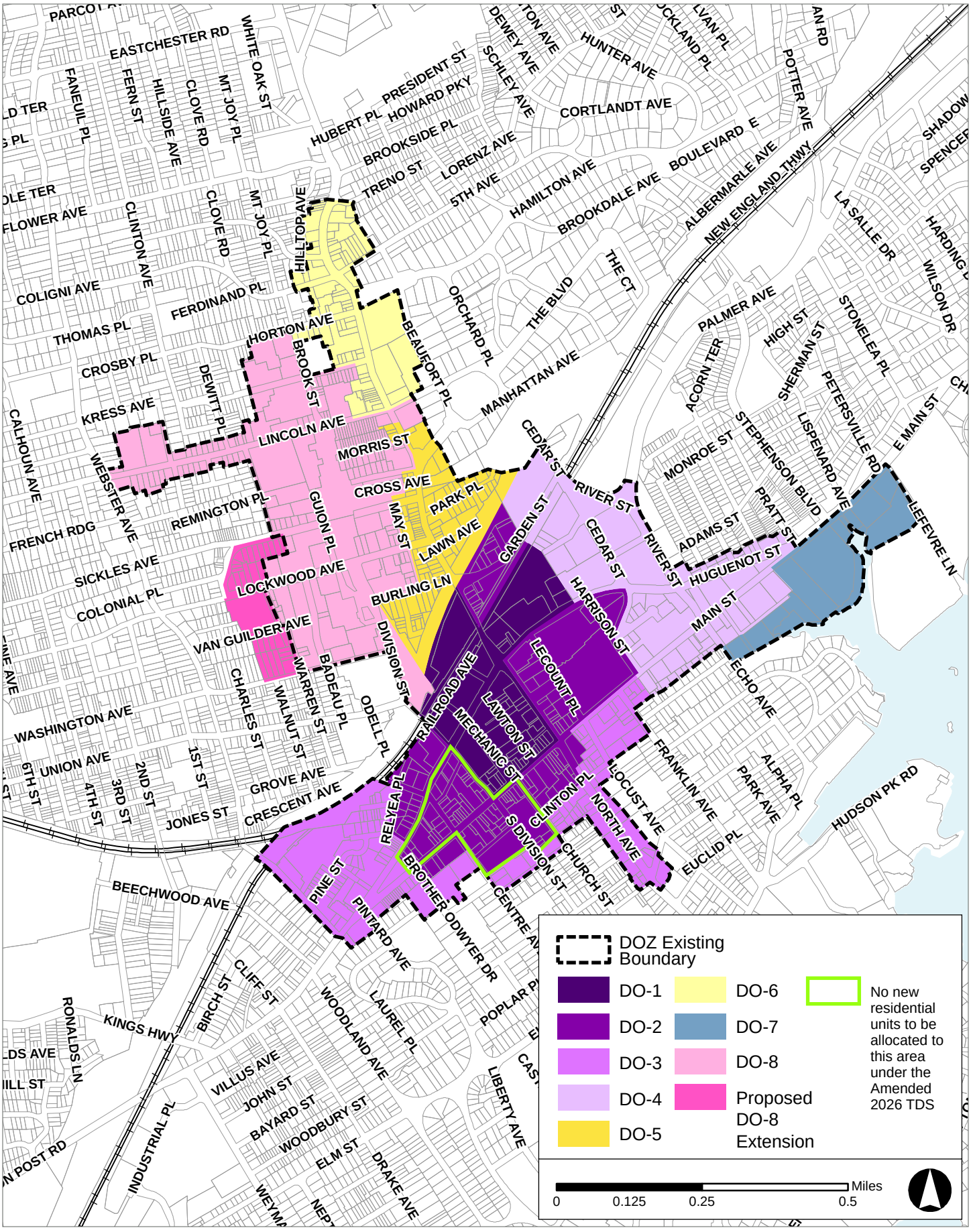
Lastly, an increase of 25% to the City's Fair Share Mitigation fund (see Appendix E: Proposed Fair Fare Mitigation Fees) is proposed, to reflect current conditions and policy objectives. Future development within the Downtown Overlay Zone would continue to be subject to applicable discretionary approvals and environmental review, as required, including the payment of fair-share mitigation funds.

Revisions to the TDS

The revised TDS has been informed by the City's experience implementing the DOZ since its adoption in 2015, including development activity completed to date and projects currently in the development pipeline. Since adoption of the DOZ, New Rochelle has facilitated construction of more than 4,500 residential units, with approximately 6,500 additional units approved or in progress, resulting in a substantial expansion of the City's multifamily housing stock and significant private investment in the downtown.

At the same time, long-term shifts in market demand, particularly for office and certain non-residential uses, have altered the feasibility and likelihood of buildout assumptions reflected in prior TDS iterations. The revised TDS reflects these conditions by recalibrating development assumptions to better align with observed absorption trends while maintaining consistency with the overall scale of development previously evaluated under prior environmental reviews.

Table 1-1 presents the proposed revised TDS by DO subdistrict and land use category, including residential units, non-residential square footage, and hotel rooms, as applicable. Compared to the adopted scenario,



Source: City of New Rochelle, Westchester CountyGIS, BFJ Planning. **Figure 1-9: DO-2 Area Not Covered by TDS Residential Allocation**

the revised TDS generally increases theoretical residential development capacity while reducing theoretical capacity for non-residential uses, including office, medical office, retail, and institutional space. Hotel room capacity remains unchanged.

Table 1-1: Proposed 2026 Theoretical Development Scenario

Overlay District	Retail (SF)	Restaurant (SF)	Office Non-medical (SF)	Medical Office (SF)	Hotel (rooms)	Residential Units (DU)	Residential Condominium Units (DU)	Student Housing/ Supportive Housing	Adult Care (SF)	Independent Units (DU)	Institutional (SF)
DO-1	**75,000** ***(-25,000)***	**40,000** ***(-14,000)***	**100,000** ***(-200,000)***	55,000	300	**3,130**[1] ***(+1,500)***	300	-	-	-	**35,000** **(-15,000)**
DO-2	**100,000** ***(-100,000)***	**22,000** ***(-10,400)***	100,000	**65,000** ***(-217,500)***	-	**6,464**[1,2] ***(200)***		-	-	-	**40,000** ***(-20,000)***
DO-3	**30,000** ***(-9,000)***	5,400	**25,000** ***(-25,000)***	-	-	**776** ***(+200)***		**100** ***(-100)***	100,000	200	**40,000** ***(-65,000)***
DO-4	**150,000** ***(+50,000)***	21,400	**50,000** ***(-50,000)***	26,000	-	**772** ***(+400)***		-	-	-	-
DO-5	21,500	5,400	**50,000** ***(-50,000)***	**50,000** ***(-55,000)***	100	**332** ***(+100)***		**200** ***(-100)***	**100,000** ***(-72,000)***	-	**60,000** ***(-80,000)***
DO-6	**25,000** ***(+3,500)***	5,400	31,000	21,000	-	**326** ***(+100)***		-	**50,000** ***(-28,000)***	-	35,000
DO-7	60,000	**40,000** ***(-20,000)***	25,000	25,000	200	700	100	-	-	-	23,000
DO-8	16,000	**24,000** ***(+12,000)***	-	30,000	-	**847** ***(+300)***	100	200	20,000	-	30,000
TOTAL	**477,500**	**163,600**	**381,000**	**272,000**	**600**	**13,347**	**500**	**500**	**270,000**	**200**	**263,000**
Proposed Change	***(-80,500)***	***(-32,400)***	***(-325,000)***	***(-272,500)***	***(0)***	***(+2,800)***	***(0)***	***(-200)***	***(-100,000)***	***(0)***	***(-180,000)***

Notes:

1. The City intends to reserve for a period of time, 800 Units in DO-1 and 700 Units in DO-2 for the future development of City-owned properties (see 2021 RAP Addendum).
2. Within the DO-2 District, there is a limit on any new residential development within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west. No new residential units have been allocated to this area under the Amended 2026 Theoretical Development Scenario (see Figure 1-9).

1.4 Potential Impacts and Mitigation Measures

A matrix is provided in order to summarize the potential impacts of the Proposed Action and 2026 Theoretical Development Scenario described and analyzed in this SDGEIS, along with the corresponding mitigation measures that would eliminate or alleviate each impact. The summary matrix, entitled Potential Impacts and Mitigation Measures is presented in the following pages.

The impact determinations presented in the matrix reflect a comparison of the impact parameters adopted in the 2015 SGEIS, 2021 and 2024 SGEISs with updated assumptions under the 2026 Theoretical Development Scenario. In most instances, the potential impacts and mitigation measures are consistent with, or reduced from, those previously identified. In addition to the mitigation measures summarized herein, all applicable mitigation measures adopted in prior Findings Statements for the Downtown Overlay Zone remain in effect, unless expressly modified by the Proposed Action.

Potential Impacts and Mitigation Measures

SDGEIS Section	Impact	Mitigation Measures
3.1 Land Use, Zoning and Plans		
3.1.2.1 Land Use	• Targeted zoning map amendments (DO-2 to DO-1; DO-5 to DO-8; DO-8 western expansion) would refine land use patterns to better align with transit access, existing development context, and planned infrastructure and public realm investments. • The remapping of a portion of DO-2 to DO-1, including proposed changes to development standards, is intended to encourage viable large-format retail and entertainment uses in this location, one of the stated goals of the RAP. • Expansion of the DO-8 District by approximately 11 acres would introduce optional form-based overlay standards in areas with existing residential, institutional, and transitional land uses, without altering underlying zoning. • Removal of "Storefront Required" frontage designations (except in DO-7) would allow greater flexibility in ground-floor uses while maintaining active street frontage through a	Require submission of a qualified retail market readiness and design analysis for retail uses at Site Plan Review to ensure tenant viability, appropriate access, and operational functionality.

SDGEIS Section	Impact	Mitigation Measures
	proposed requirement of "Frequent Entryways Required." • Amendments related to Large Retail Occupancy Standards would better align requirements with large format retailers needs, improving the long-term retail viability and reducing the potential for underutilized ground-floor space. • Additional bonus heights for DO-2 through DO-6 and DO-8 would allow owners of small parcels to redevelop their property under the DOZ standards, adding a low-rise option in specific subdistricts to support the creation of the "missing middle" housing. • Revisions to the Theoretical Development Scenario (TDS) would adjust analytical assumptions to reflect observed absorption patterns, shifting projected development capacity between subdistricts, and adjusting residential capacity and non-residential capacity for SEQR analysis purposes only. • The Proposed Action does not authorize site-specific development and would not alter established land use patterns or create land use incompatibilities.	
3.1.2.2 Zoning	• Zoning map amendments would apply revised DOZ subdistrict standards in targeted areas while maintaining underlying base zoning districts and the optional nature of the DOZ. • Remapping of DO-2 to DO-1 would add tailored development standards that align with large-retail layouts while capping the maximum height to what is currently allowed. • The DO-8 boundary extension would apply contextual height limits and	• Development Standards Verification: Developers that seek to participate and benefit from the DO Zones will be required to submit applications which demonstrate that the proposed project complies with the Sustainable Development Standards contained in the amended Zoning Code as set forth in Appendix C of this SDGEIS. • Density Incentive Verification: Redevelopment proposed under Development Standards 1, 2 and 3 will

SDGEIS Section	Impact	Mitigation Measures
	mapped transition areas to protect adjacent lower-density residential neighborhoods. • Zoning text amendments would refine development standards, frontage requirements, sustainability standards, definitions, parking regulations, and incentive mechanisms without introducing new zoning districts or permitted use categories. • Additional bonus heights would be added in the Community Benefit Bonus policy for DO-2 through DO-6 and DO-8 in order to support the creation of "missing middle" housing. • Existing uses would remain conforming, and no zoning conflicts or nonconforming conditions would be created.	only be permitted for parcels that meet minimum site area and frontage requirements (see proposed see Zoning Code in Appendix C). • Community Benefit Bonus Height Verification: Any developer that seeks to benefit from bonus heights within the DOZ will be required to submit an application which demonstrates that the proposed project provides one of the designated Community Benefits as permitted by the Commissioner of Development and approved by the Planning Board. • Community Benefit Bonus (CBB) fees generated in DO-8 must be invested or applied within the DO-8 District.
3.1.2.3 Plans	• The Proposed Action is consistent with and supportive of adopted City, County, and State plans, including the EnvisioNR Comprehensive Plan, GreeNR Sustainability Plan updates, RAP updates, transit-oriented development studies, and County smart growth policies. • Zoning text and map amendments advance adopted planning objectives by directing growth to transit-served areas, refining development standards, supporting sustainability and resilience goals, and improving neighborhood transitions.	None required.
3.2 Visual Resources and Community Character		
3.2.2.1 Visual Character	• The DO-8 Boundary Western Extension would apply contextual height limits, mapped transition areas, and regulating plan standards to ensure compatibility with adjacent low-scale residential neighborhoods in an area where significant	All DOZ applications undergo two reviews by the Professional Architectural Review Committee (PARC). An applicant's architect is required to attend these meetings. Other members of an applicant's team and the applicant are encouraged to attend. The first is during the first internal review

SDGEIS Section	Impact	Mitigation Measures
	infrastructure improvements are planned. • Remapping of DO-2 to DO-1 would not increase maximum allowable building height and would retain existing form-based regulations, while introducing a new Pedestrian Way connection to improve pedestrian connections and visual conditions along the railroad frontage. • Remapping of DO-5 to DO-8 along Memorial Highway and North Avenue would ensure new development would front on the LINC/Memorial Highway, while adjusting permitted and bonusable heights to the existing context. • The removal of "Storefront Required" frontage designations (except in DO-7) would enhance the pedestrian environment through providing a wider variety of frontages types, while reducing vacancies due to the oversaturation of storefront frontage types. • The replacement of "Storefront Required" with "Frequent Entryways Required" (except for one location, and except in DO-7) would ensure ground floor frontages have activation and do not result in long black facades at the street level. • A new definition for "Contiguous Public Frontage" would provide uninterrupted public frontage directly adjacent to civic spaces, plazas, or pedestrian ways, improving the pedestrian visual experience. • Additional bonus heights for DO-2 through DO-6 and DO-8 would provide a path for small property owners to invest in their property through low-rise redevelopment that follows the	period and the second is during the revised plan review process. The purpose of this Committee is 'to assist and serve as an adjunct to the Planning Board in its review of the architectural features and physical details of applications'. The PARC process ensures that buildings developed under the DOZ are visually compatible and complimentary of the surrounding environment.

SDGEIS Section	Impact	Mitigation Measures
	DOZ, form-based standards, improving urban design outcomes in low-rise subdistricts.	
3.2.2.2 Cultural Resources	• Portions of the Study Area contain archeological buffer areas and a few structures eligible for listing on the State and/or National Registers of Historic Places. • The Study Area has been significantly disturbed by prior urban development, redevelopment, grading, and infrastructure construction.	• Cultural Resource Assessments: Future projects that may potentially affect the integrity of a City designated historic district or landmark, including buildings of historic or architectural interest, must comply with standards and procedures set forth under Chapter 170, "Historic Districts and Landmarks," of the City of New Rochelle Code. This would include, as applicable, securing Certificates of Appropriateness from the City's Historical and Landmarks Review Board (HLRB) and performing future actions in accordance with specified conditions and standards. Applicants for Certificates of Appropriateness should also consult the City's publications entitled "Owning a Home in a Local Historic District" and "Design Guidelines" which are available from the City. Compliance to State and Federal standards may also be applicable for projects that adversely affect properties listed on the State and/or National Register of Historic Places, necessitating outreach and coordination with applicable agencies. Cultural resource evaluations may include contact with the New York State Historic Preservation Office ("SHPO") for review, input and approval. If that entity deems it appropriate, additional analysis may be required, or revisions to the application may be deemed necessary by SHPO to avoid or mitigate such impacts. For future redevelopment or site disturbance on sites identified as located within an archeological buffer

SDGEIS Section	Impact	Mitigation Measures
		area that have not been previously disturbed or have had limited previous disturbance, a Phase IA (and possibly a Phase IB) cultural resource survey may be warranted. • Archaeological Resource Assessment: For future redevelopment or site disturbance on sites identified as located within an archeological buffer area that have not been previously disturbed or have had limited previous disturbance a Phase IA (and possibly a Phase IB) cultural resource survey may be warranted.
3.2.2.3 Shadows	• The Proposed Action would allow increased building heights in the DO-8 boundary expansion and remapping from DO-5 to DO-8 (Memorial Highway Area), mostly through the CBB bonus height, which could result in longer shadows on sun-sensitive resources. • A reverse shadow analysis was conducted consistent with the methodology used in the 2015 GEIS, 2021 SGEIS, and 2024 SDGEIS to identify parcels that could potentially cast shadows on sun-sensitive resources. Any redevelopment located within the distance listed in a sun-sensitive resource (see Tables 3.2- and 3.2-3) would require a site-specific analysis of shadow impacts as described in the Mitigation Measures.	• Shadow Impact Analysis: The potential for shadows cast by new buildings and structures to impact sun sensitive resources will be addressed during site-specific review of site plan applications. Mitigation may be necessary based on the results of site-specific analysis. Tables 3.2-2 and 3.2-3 in Section 3.2 Visual Resources and Community Character summarize the distance of "potential shadow impact area" from a sun-sensitive resource; any redevelopment located within such distance would require site-specific analysis of shadow impacts in accordance with the methodology outlined in the CEQR Technical Manual, Chapter 8.
3.3 Community Facilities and Services		
3.3.2.1 Police Protection	• Full build-out under the 2026 TDS would result in an estimated population increase of approximately 4,910 residents (or 5.9% of 2023 population), across the DOZ. This would happen over a 10-year period.	• The Police Department will have the opportunity to provide further input on site- and project-specific development plans, thereby allowing for the identification of any additional site-specific mitigation measures that may be necessary.

SDGEIS Section	Impact	Mitigation Measures
		• The Fair Share Mitigation Fund, as well as additional property tax revenues, generated from new development and redevelopment will provide additional funding for the Police Department to adequately plan for future police staff and/or equipment needs.
3.3.2.2 Fire Protection	• Full build-out under the 2026 TDS would result in an estimated population increase of approximately 4,910 residents (or 5.9% of 2023 population), across the DOZ. This would happen over a 10-year period. • The increase in maximum building height is only proposed for two limited areas (DO-8 western expansion and DO-5 to DO-8 remapping along Memorial Highway). These height increases are not significant, and as low as 4-story maximum in some locations. High-rise buildings are considered the most significant risk for the fire department.	• The Fire Department will have the opportunity to review future projects to ensure that site- and project-specific concerns are properly addressed, including provisions for emergency access and egress, hydrant locations, sprinkler systems, fire alarms, and smoke and carbon monoxide detection. • Any subsurface parking will need to be appropriately sited and provide for adequate access, contain a suitable fire suppression system (e.g., sprinklers) and water supply, and include a separate staircase for emergency access and evacuations. • Locations of hydrants and any standpipes will have to be shown on future site plans; and coordination will be required with Veolia regarding water supply. • All future projects opting-in under the DOZ are required to pay into the Fair Share Mitigation fund, which can be used along with increased tax revenues from new development and redevelopment to add firefighters to the roster and equipment as needed, to help offset the costs of any additional fire and ambulance services that may be required to ensure public safety.
3.3.2.3 Water Supply	• The Proposed Action would result in an estimated net increase in water demand of approximately 219,192	• All future projects opting-in under the DOZ are required to meet the Sustainable Development Standards in

SDGEIS Section	Impact	Mitigation Measures
	gallons per day, representing a de minimis increase relative to system capacity.	accordance with §175.11J(2), "Potable Water Consumption Reduction," of the City Code, which requires the use of high-efficiency indoor water fixtures to be incorporated into the design of all future site plans to reduce total potable water consumption (and unnecessary wastewater treatment). This requires a minimum 50 percent reduction in potable water consumption for outdoor irrigation based on a midsummer baseline case, using one or more options, such as landscaping with plants that do not require considerable watering (i.e., native, well-adapted or xeric species), use of modern efficient irrigation systems (i.e., drip irrigation to apply water directly to the roots, use of irrigation timers or sensors, watering at night time and only as needed, etc.), and use of captured rainwater/stormwater, recycled greywater, water treated and conveyed specifically for non-potable uses, air conditioning condensate, and/or foundation drain water rather than potable water. • All future projects opting-in under the DOZ will be required to get a "will-serve" letter from Veolia that ensures water service will be provided. • All future projects opting-in under the DOZ will be evaluated by Veolia during site plan review to determine whether any system improvements are necessary from the developer for individual projects.
3.3.2.4 Wastewater and Stormwater Management	• Wastewater generation associated with the Proposed Action would increase by approximately 219,192 gallons per day, which can be	• Implementation of the Sanitary Sewer Evaluation Study improvements will continue, including lining sewers, performing open-cut repairs to existing

SDGEIS Section	Impact	Mitigation Measures
	accommodated within existing and planned system capacity.	sections of sewer and repairing manhole. • High-efficiency water fixtures are required in all DOZ new developments to conserve water and reduce the volume of wastewater discharges. • Implementation of 2023 Drainage Analysis Study improvements to address drainage issues. • City stormwater infrastructure maintenance will continue, including sediment, trash and other debris removal to maximize the functionality of the municipal drainage system. • The City will continue its program for identification and removal of illicit discharges to the City's storm sewer system during site redevelopment. • Site redevelopment will include drainage systems designed in accordance with the New York State Stormwater Management Design Manual and City requirements, including pretreatment and detention of stormwater on sites involving one or more acres of disturbance and review of all drainage plans by the City Engineer through the site plan review process. • All developments and redevelopments under the Proposed Action are subject to site plan reviews that includes standard conditions for approval that are directly related with wastewater and stormwater management. Some of these include: o The applicant's engineer shall submit the existing and proposed sanitary sewer flows for inflow and infiltration removal. o All proposed sanitary sewer lines shall be comprised of extra heavy cast iron.

SDGEIS Section	Impact	Mitigation Measures
		o The applicant shall provide a stormwater detention design to the satisfaction of the City Engineer. • All future projects opting-in under the DOZ are required to pay into the Fair Share Mitigation fund, which can be used along with increased tax revenues from new development and redevelopment to provide localized improvements to wastewater and stormwater infrastructure that may arise during further analysis and/or review of site plans.
3.3.2.5 Solid Waste Management	• Anticipated solid waste generation under the 2026 TDS would be slightly less than the estimated waste generation as calculated for the adopted 2024 TDS, and significantly less than the one estimated for the original 2015 GEIS.	• Construction and demolition debris that can be recycled should be recycled. • All DOZ projects are required to contract with private carters for solid waste collection and disposal to reduce the burden on City services. • Participation in the Fair Share Mitigation Fund should have the flexibility to be used for solid waste management if this becomes a priority requiring fiscal assistance. • Trash receptacles should be provided within any future publicly accessible open space areas and routinely emptied to prevent litter dispersal.
3.3.2.6 Electric and Natural Gas Utilities	• The Proposed Action would result in a minimal increase in energy demand, which can be accommodated by existing utility systems. This increased energy use is incremental and typically small compared to total regional demand, available supply and demand; and such development typically does not significantly impact regional energy delivery, as systems are continually upgraded as needed by the utilities.	• During Site Plan/Building Department review, compliance with NYStretch Energy Code and Section 175.11J.(3), "Heat Island Reduction," of the DOZ Code will be verified, which includes standards and specifications to reduce urban heat island effects by using acceptable roofing materials with adequate SRI values, planting shade trees, installing green roofs, and/or using open grid/pervious pavement.

SDGEIS Section	Impact	Mitigation Measures
	• The Proposed Action codifies the City's commitment to sustainable development and green building practices by requiring future sites to comply with the New Rochelle GreeNR Plan and Sustainable Development Standards, as well as provide project-level equivalence to LEED-ND v4 Silver.	• During Site Plan/Building Department review, compliance with the New Rochelle GreeNR Plan and Sustainable Development Standards, as well as provide project-level equivalence to LEED-ND v4 Silver must be provided.
3.3.2.7 Public Schools	• The Proposed Action is projected to generate approximately 158 additional school-aged children, resulting in a total of approximately 754 students under the 2026 TDS. • Actual enrollment trends indicate declining student populations and available capacity at most schools serving the DOZ. • Projected tax revenues associated with new development exceed the estimated cost of educating additional students.	• All future projects opting-in under the DOZ are required to pay into the Fair Share Mitigation fund, which can be used to assist with School Zone staffing and improvements over time as needed.
3.3.2.8 Recreation	• Existing recreational facilities within and outside the Study Area would continue to serve residents, and no significant adverse impacts are anticipated.	• Taxes generated by new development under the Proposed Action will help the City in funding maintenance efforts for existing parks. • All site plan approvals are also required to pay into the open space and recreation fund per § 331-118.G.
3.4 Socioeconomics		
3.4.2.1 Municipal Fiscal Impacts	• At full build-out, and without consideration of any Payment in Lieu of Tax (PILOT) agreement, the proposed new residential development is projected to generate over $20 million in annual taxes. Of this, $2.3 million, or 11.1% of the total taxes projected to be generated by the development, would be distributed to Westchester County (including refuse and sewer), and over $6.9 million, or 34.1% of the taxes, would be allocated to the City of New Rochelle (including refuse fee). Over $11.0 million, or	No mitigation is proposed.

SDGEIS Section	Impact	Mitigation Measures
	54.8% of the total tax revenues, are projected to be distributed to the School District (including the Library).	
3.4.2.3 Impacts of Construction and Annual Operations	• The direct investment in construction provides 3,480 jobs paying $352.2 million in wages over the course of the 10-year period. This translates into an average of 348 jobs per year with an average annual wage of $101,230. • The direct construction activity will have ripple effects throughout the economy including business-to-business transactions (indirect benefits) and consumer expenditures of the employees supported by the direct and indirect business activity. The $958 million in direct output is projected to generate an indirect impact of just under $216 million, and an induced impact of over $168 million, bringing the total economic impact on output to nearly $1.3 billion during the 10-year long construction period. • The business-to-business transactions would support some 867 jobs with $82.3 million in wages, while consumer expenditures will support 762 jobs with $59.9 million in wages over the course of the 10 year construction period—a combined average of 163 jobs per year with an average wage of $87,340. Among the supporting industries, the greatest employers will be in retail, real estate, health care, wholesale goods, and personal and professional services.	No mitigation is proposed.
3.5 Transportation and Parking		
3.5 Transportation	• Adoption of the 2026 TDS would increase residential units while reducing other land uses associated with higher trip generation rates, resulting in a net reduction in overall vehicle trips compared to the 2024 TDS (-13%) across the DOZ.	• Monitor traffic volumes in the DOZ as development proceeds, in coordination with completion of planned capital improvement projects. • Implement operational improvements, as warranted, such as signal timing adjustments, upgraded signal

SDGEIS Section	Impact	Mitigation Measures
	• With the exception of DO-6 and DO-8, which would experience modest increases in trips, all other DO subdistricts would experience a reduction in trips compared to the 2024 TDS. • Any increases in trips would be dispersed across multiple sites and throughout the study area rather than concentrated at a single location. • Planned and ongoing capital improvements (e.g., two-way street conversions, I-95 North Avenue Bridge replacement, the LINC, Transit Center redesign, and Penn Station Access) would improve overall network operations, pedestrian safety, and multimodal connectivity.	technology, and lane restriping or designation changes. • Require supplemental, site-specific traffic studies during Planning Board review, as appropriate, based on the size, location, and use of proposed development.
3.5.3 Public Transportation, Pedestrian and Bicycle Conditions, and Parking	• Development under the DOZ is expected to encourage walking, bicycling, and transit use due to the proximity of land uses, access to transit, and planned pedestrian and bicycle improvements. • The remapping of a portion of DO-1 to DO-2 includes a new Pedestrian Way connection to improve pedestrian connectivity across North Avenue and the North Ave Bridge/Transit Center area. • Parking demand would be governed by the Central Parking Area (CPA) Overlay Zone standards, which would expand covering the DO-8 western expansion, which have been previously analyzed and adopted. • No significant changes in public transportation conditions are expected under the Proposed Action. While an increase in public transit ridership is anticipated, it is the policy of the mass transit agencies (Metro-North Commuter Railroad and the	• Review site-specific parking supply and demand during discretionary approvals to confirm compliance with CPA parking requirements. • Apply all parking-related measures and requirements previously established under the 2015 GEIS and the 2021 and 2024 SGEISs to future development.

SDGEIS Section	Impact	Mitigation Measures
	Bee-Line Bus System) as well as CircuitNR to adjust their operating schedules to reflect demand as needed. Transit Center improvements are also planned.	
	3.6 Construction	
3.6.2 Construction	• Construction-related activity would occur with or without the Proposed Action as development and redevelopment proceed within the DOZ over time. • Construction would occur incrementally on a site-by-site basis over an extended period (approximately 10 to 15 years) and would depend on market conditions and the timing of individual development applications. • Construction impacts would be short-term, temporary, and localized, but could be cumulatively greater if multiple sites are under construction concurrently. • Construction under the proposed 2026 TDS is anticipated to be substantially similar to construction impacts previously analyzed in the 2015 GEIS and 2021 and 2024 SGEISs; while the 2026 TDS allows additional residential development, it also reflects a corresponding decrease in non-residential uses and is expected to result in an overall reduction in total developable square footage relative to prior assumptions. • Potential construction-related issues include: traffic and access disruptions, staging and worker parking needs, dust and emissions, noise (including rock drilling), blasting where bedrock is encountered, erosion and sedimentation, and potential	• City Code Chapter 111 addresses building construction requirements, including the requirements for building permits for any and all building construction. This permit provides a means to ensure that building activity is properly managed on a site-by-site basis. • All construction activities shall be conducted in conformance with Chapter 213-22 of the City Code. For projects where rock drilling is required (or other activities in which the duration and levels exceed permitted levels), a construction noise plan will be employed for protection of workers and for compliance with the provisions in Chapter 213-22 for construction sites. Such conditions are not expected; however, this provision will be invoked if rock drilling is encountered. • Blasting activities require a permit from the New Rochelle Fire Department as regulated under Section 281-44 of the City Code. • A Construction Management Plan may be required for each site-specific development project under the Proposed Action. Such a plan would be comprised of a number of lower-order plans as necessary, and may include a Construction Traffic Management Plan, Erosion Control Plan, Stormwater General Permit and SWPPP (for disturbances of one acre or more),

SDGEIS Section	Impact	Mitigation Measures
	contamination concerns at certain sites due to historical uses.	Parking Management Plan, Blasting Protocol and/or Site Remediation Plan. • If practicable, construction routes, accesses and exits will be located on major roadways in order to minimize the potential for impacts on pedestrian safety, and also to mitigate potential impacts on the use and operation of local, neighborhood streets. Special consideration will be given to identifying and addressing any potential conflicts between construction vehicle traffic and activities associated with schools. Implementation of these measures will be the responsibility of the construction manager, subject to the approval of the Department of Buildings. • To the extent practicable, construction equipment loading/unloading areas, materials storage areas, construction staging areas and construction worker parking areas will be located within each construction site. Implementation of these measures will be the responsibility of the construction manager, subject to the approval of the Department of Buildings. • Individual development projects under the Proposed Action will be required to prepare an Erosion Control Plan, and a SWPPP if applicable under Chapter 215 and as required by NYSDEC (for land disturbances of one acre or more). Such a plan(s) will include specific measures to minimize the potential to raise dust, and erosion and sediment control measures including but not limited to, use of groundcovers, drainage diversions, soil traps, water sprays to minimize the time span that

SDGEIS Section	Impact	Mitigation Measures
		bare soil is exposed to erosive elements and prevent sediment from tracking onto adjacent roadways and properties. • Surface and subsurface soil will be disturbed during excavation, filling, and grading operations on construction sites. Reuse of as much of this material on-site as practicable, as fill, if determined to be of suitable quality, will also reduce the need for (and impacts from) truck trips to remove this material. • A site-specific Remediation Plan may be required, to be based on the presence (if so determined) of storage tanks, contaminated drywells or floor drains, asbestos, lead-based paint, or other certain other materials or conditions. If such materials or conditions are discovered, each would be properly evaluated, and addressed according to the protocols, procedures, standards and documentation requirements of the appropriate supervising entity, which may include the Westchester County Department of Health, NYS Department of Labor, County Fire Marshal and/or NYSDEC. • Mitigate fugitive dust related to construction activities using proper construction management techniques, erosion control measures, wetting of excessively dry soils, and conformance to City nuisance and construction requirements under the Code.

1.5 Alternatives

Consistent with the analysis contained in the 2015 GEIS and 2021/2024 GEISs, this Supplemental DGEIS considers a No-Action Alternative that assumes that the Proposed Action is not undertaken, and that development within the Downtown Overlay Zone ("DOZ") would continue to occur under the currently

adopted DOZ boundaries, zoning text, and Theoretical Development Scenario ("TDS"). Under the No-Action Alternative, the zoning map amendments, zoning text amendments, and recalibration of the TDS proposed as part of the 2026 Downtown Overlay Zone update would not be adopted. A full discussion of the alternatives analysis is included in Section 5.0, Alternatives, of this Supplemental DGEIS.

While there are both benefits and impacts associated with the Proposed Action and the No-Action Alternative, the numerous public benefits resulting from the Proposed Action are instrumental to advancing the City's long-term planning objectives for downtown New Rochelle, including promoting continued investment, supporting mixed-use development in proximity to transit and infrastructure, and aligning development assumptions with current market conditions. Mitigation strategies have been identified for the vast majority of potential impacts that could result from the Proposed Action, and any site-specific impacts would be addressed through future discretionary review and permitting processes.

In addition, the Proposed Action advances the implementation of previously established and publicly vetted planning initiatives, including the 2026 RAP Update, and supports infrastructure, sustainability, and public service investments through Fair Share Mitigation funding and increased tax revenues. The No-Action Alternative would not meet the City's overall planning objectives and would be less effective in facilitating redevelopment of underutilized properties in a manner consistent with the City's adopted downtown planning framework. Lastly, this SDGEIS identifies appropriate means, methods, techniques, and strategies to mitigate potential impacts to the maximum extent practicable, as required by SEQRA.

1.6 Involved and Interested Agencies

Lead Agency
City of New Rochelle City Council
City Hall
515 North Avenue
New Rochelle, NY 10801

Other Involved and Interested Agencies:

City of New Rochelle Planning Board
City Hall
515 North Avenue
New Rochelle, NY 10801
(914) 654-2185

Westchester County Department of Planning
David Kvinge, Director of Environmental Planning
dsk2@westchestercountyny.gov

Westchester County Department of Health
Bureau of Environmental Quality

cqer@westchestercountyny.gov
dat5@westchestercountyny.gov

Metropolitan Transit Authority
Louis Oliva, Deputy General Counsel, MTA
loliva@mtahq.org
Mickeal Kavalar, Land Use, MTA
Michael.Kavalar@mtacd.org

New York State Department of Environmental Conservation (NYSDEC)
Kelly Turturro, Region 3 Director
r3admin@dec.ny.gov

New York State Department of Transportation (NYSDOT)
Region 8
James Rusak, Regional Director (Acting)
James.Rusak@dot.ny.gov

Westchester County Department of Transportation
Heather Reiners, Program Coordinator
har9@westchesterCountyNY.gov
Michael Swee, Director of Surface Transportation
mas9@westchesterCountyNY.gov

New York State Department of State
localgov@dos.ny.gov

New York State Historic Preservation Office
Daniel Mackay, Deputy Commissioner
Daniel.Mackay@parks.ny.gov

New York State Thruway Authority
Brent Howard, Chief Engineer
Brent.Howard@thruway.ny.gov

1.7 Required Reviews, Permits and Approvals

The adoption of the Proposed Action would require the following approvals and reviews:

AGENCY/ENTITY	REVIEW, PERMIT/APPROVAL REQUIRED
City of New Rochelle City Council	Zoning Code and Map Amendments approval
	SEQRA Review
City of New Rochelle Planning Board	Advisory Zoning Referral Report
City of New Rochelle, Corporate Counsel	Advisory Zoning Referral Report
Westchester County Planning Board	239-m Planning Review/Referral and recommendation

If the zoning amendments are approved, subsequent reviews, permits and/or approvals will be required for the site-specific development proposals that will be enabled by the rezoning. The future site-specific applications may require some or all of the following approvals and reviews:

AGENCY/ENTITY	REVIEW, PERMIT/APPROVAL REQUIRED
City of New Rochelle Planning Board	Site Plan review
City of New Rochelle Historical and Landmark Review Board	Certificates of appropriateness
New Rochelle Professional Architectural Review Committee ("PARC")	Review of building architecture and urban design
New Rochelle City Dept. of Public Works ("DPW") and Bureau of Buildings	Sewer access approval SWPPP review Building permit Demolition permit Tree removal permit
Westchester County ("WC") Department of Health ("DOH")	Water supply extension/connection approval Sewer extension/connection approval
Westchester County Dept. Of Environmental Facilities ("DEF")	Sewer line connections
Westchester County Department of Public Works ("WCDPW")	County road opening permit
Westchester County Planning Department	General Municipal Law Section 239m review
NYS ("New York State") Office of Parks, Recreation and Historic Preservation ("OPRHP")	State Historic Preservation Office review of cultural resources
NYS Department of Environmental Conservation ("NYSDEC")	General Permit for Stormwater Discharges from Construction Activity (GP 0-150-002)
NYS Department of Transportation ("NYSDOT")	State Roadwork opening permit
Veolia North America	Letter of intent to service

2.0 DESCRIPTION OF THE PROPOSED ACTION

2.1 Introduction

In 2015, the City of New Rochelle (the "City") City Council led a coordinated review under the New York State Environmental Quality Review Act [6NYCRR Part 617 (SEQR)] for the creation of the Downtown Overlay Zone ("DOZ" or "DO Zone") and Zoning Map Amendments, which applied to approximately 279 acres of the downtown. The proposed DO Zones were intended to encourage the long-term resiliency of the City through the redevelopment of the City's downtown. The City Council review included the preparation of a Generic Environmental Impact Statement ("2015 GEIS")[2], which considered potential environmental impacts associated with the proposed DOZ and culminated in the City Council's adoption of SEQR Environmental Findings on December 8, 2015. The 2015 GEIS and December 8, 2015 SEQR Findings Statement established a Theoretical Development Scenario ("TDS") for six DO Zones to represent a projected maximum potential buildout (magnitude and mix of uses) over an approximately 10-year period, recognizing that actual development would depend on market conditions, property owner objectives, and other economic factors. The GEIS used the 2015 TDS as the baseline for the SEQR analysis. The environmental review of the DOZ was generic in nature, as no specific development projects were proposed at the time, and the City could not anticipate exactly where and how much development would occur within the DOZ.

Since adoption of the DOZ in 2015, the City has received a wide variety of site-specific development applications and has periodically refined the 2015 TDS to address changing market demands, including adjustments made between 2016 and 2019, the 2021 DOZ amendments updating the TDS for DO Zones 1 through 6 and creating the 30-acre Waterfront District (DO-7) with an accompanying Supplemental Generic Environmental Impact Statement (SGEIS)[3], and the 2024 amendments establishing the 79-acre Lincoln Neighborhood District (DO-8), also supported by an SGEIS[4].

The City of New Rochelle City Council proposes to adopt amendments to the City's Zoning Code and Zoning Map refining the Downtown Overlay Zone ("DOZ") and updating the City's Theoretical Development Scenario ("TDS") (collectively, the "Proposed Action") to better reflect current market conditions. The Proposed Action represents a refinement phase intended to optimize development quality, improve predictability, and align development standards and environmental review assumptions with current conditions, without altering the overall intent, structure, or goals of the DOZ. The Proposed Action does not authorize or approve any site-specific development projects.

The DOZ functions as an optional, form-based overlay that supplements underlying zoning districts within downtown New Rochelle and adjacent areas. The overlay establishes development standards related to building form, height, use mix, public realm design, and incentive mechanisms, and is supported by a

[2] https://www.newrochelleny.gov/1015/TOD-Downtown-Cluster
[3] https://www.newrochelleny.gov/1666/2021-DOZ-Amendments
[4] https://www.newrochelleny.gov/1896/2024-DOZ-Amendments

Theoretical Development Scenario that establishes a maximum 10-year development envelope for purposes of environmental review.

Since adoption of the DOZ, substantial development has occurred within the overlay area, including construction of new residential units, mixed-use buildings, and supporting infrastructure. Based on this implementation experience, the City has identified the need to refine certain zoning provisions and to update the TDS to ensure that regulatory controls and environmental review assumptions remain aligned with actual development trends and foreseeable buildout conditions.

The Proposed Action includes the following general components:

- Zoning map amendments affecting portions of the DO-1, DO-2, DO-5, and DO-8 subdistricts;
- Zoning map amendments affecting the DOZ (except DO-7) modifying frontage requirements;
- Zoning text amendments applicable to the DOZ intended to refine development standards, frontage requirements, sustainability standards, definitions, parking regulations, and incentive mechanisms; and
- Updates to the TDS to recalibrate development assumptions based on observed absorption patterns and current market conditions.

Further, the Recommended Action Plan ("RAP"), which serves as a framework to guide future development in the City's downtown, has been updated to memorialize the purpose and intent of the Proposed Action ("2026 RAP Update"). The 2026 RAP Update provides the context and background for the proposed zoning text and map amendments and the rationale for the revisions to the TDS, and therefore it is part of the Proposed Action. It is included herein as Appendix A.

A Full Environmental Assessment Form (EAF) Parts 1, 2 and 3 for the Proposed Action were submitted to the City Council for review, and are included in Appendix B. On December 9, 2025, the City Council reaffirmed their intent to be Lead Agency for this SEQR review and circulated the EAF Part 1 to all Involved Agencies. Having heard no objections, the City Council became Lead Agency on January 9, 2026, which was formally established by the City Council by resolution dated January 20, 2026. On January 20, 2026, the City Council issued a Positive Declaration of Environmental Significance for the adoption of amendments to the Downtown Overlay Zone as described herein. As the proposed amendments and updates to the TDS were not previously identified in the 2015 GEIS, or 2021 and/or 2024 SGEISs, the preparation of a SDGEIS is the most appropriate tool to analyze environmental impacts of the Proposed Action (pursuant to 6 NYCRR Part 617.10 of the regulations implementing SEQRA). This SDGEIS recognizes that additional, site-specific SEQR evaluations will be required once final site-specific development plans are prepared and site-specific information is known (see Section 6.0 "Future Actions"). Completing the SEQR review process for the Proposed Action will require preparation of a Supplemental Final GEIS ("SFGEIS"), which addresses agency and public comments, and the adoption of a Statement of Findings.

This SDGEIS evaluates the potential environmental impacts associated with the Proposed Action based on a revised TDS that could occur over the next 10-years under the amended DOZ framework. This SDGEIS supplements, and incorporates by reference herein, the analysis contained in the 2015 GEIS, and 2021 and 2024 SGEISs and provides additional analysis of potential impacts and required mitigation measures related to the Proposed Action.

2.2 Study Area Location and Description

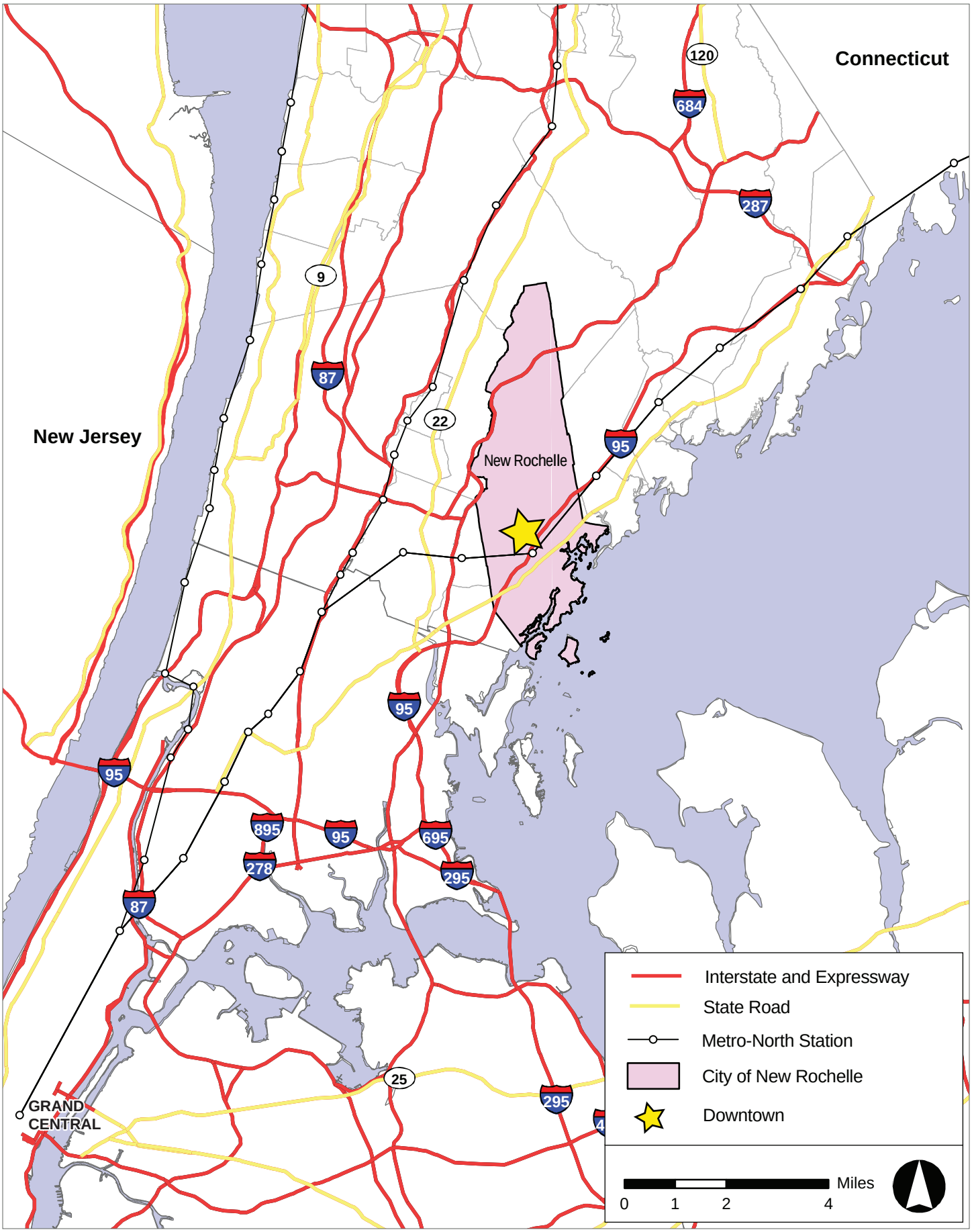
The City of New Rochelle is located in the southeastern portion of Westchester County, New York (see Figure 2-1). Interstate I-95 (the New England Thruway) is a major national interstate highway that runs through the City in a north-south direction. Similarly, the Metro-North New Haven line and Amtrak's Northeast Regional service runs adjacent to the highway, along its south side. Another major route, U.S. Route 1, also parallels the interstate highway just to the south and follows Main Street (eastbound) and Huguenot Street (westbound) within the City limits. The City is bordered by the Town and Village of Pelham, the Village of Pelham Manor, the City of Mount Vernon, and the Town of Eastchester to the west; the Village of Scarsdale to the north; the Town of Mamaroneck and Village of Larchmont to the east; and Long Island Sound to the east and south. At the waterfront, the City also borders the Borough of the Bronx in New York City.

As originally established in 2015, the DOZ applied to approximately 279 acres of downtown New Rochelle and included six subdistricts (DO-1 through DO-6). Subsequent legislative actions expanded the DOZ to include the Waterfront District (DO-7) in 2021 (approximately 21 acres) and the Lincoln Neighborhood District (DO-8) in 2024 (approximately 79 acres). Together, these actions extended the geographic scope of the DOZ to a total of approximately 379 acres.

The Proposed Action would slightly expand the geographic extent of the DOZ by approximately 11 acres, bringing the total area of the DOZ to 390-acres. Specifically, the DO-8 District would be extended westward to include properties along Washington Avenue to approximately the mid-block between Webster Avenue and Warren Street, and northward to Sickles Place (See Figures 2-2: Existing DOZ Boundary and 2-3: Proposed DOZ Boundary). This change, expanding the DO-8 District (and the DOZ as a whole) by 11 acres, represents the only net geographic expansion of the DOZ under the Proposed Action.

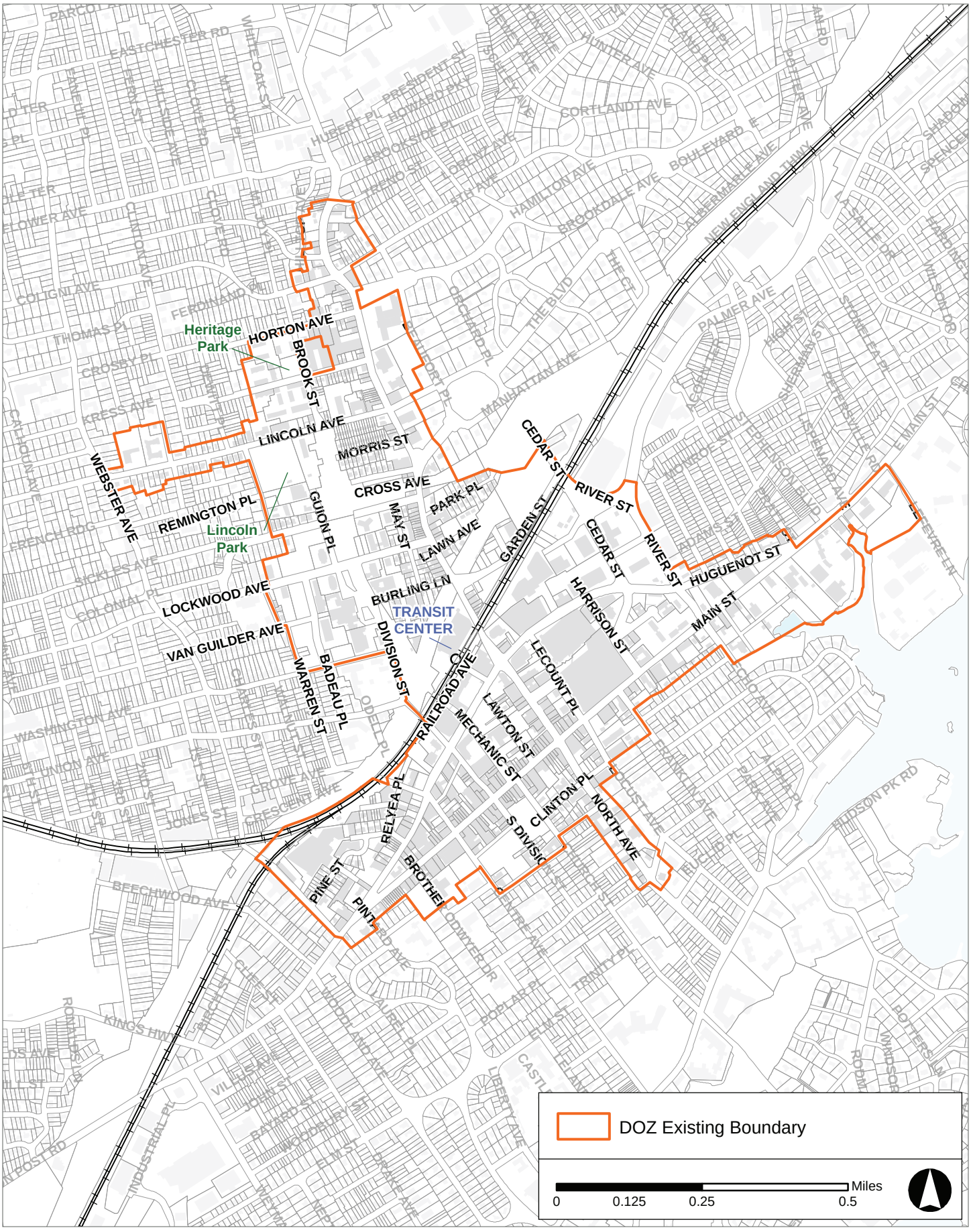
Because components of the Proposed Action would apply across the DOZ, the Study Area encompasses the entire DOZ as proposed to be expanded with the westward extension of the DO-8 District boundary as described above.

The Study Area includes a mix of commercial, residential, institutional, and mixed-use development regulated by a combination of base zoning districts and overlay standards. Existing zoning districts within the Study Area include downtown commercial and mixed-use districts, institutional districts, neighborhood business districts, multifamily residential districts, and the Central Parking Area (CPA). The DOZ functions as an optional, form-based overlay that supplements the underlying zoning by expanding allowable uses and establishing design-oriented development standards.



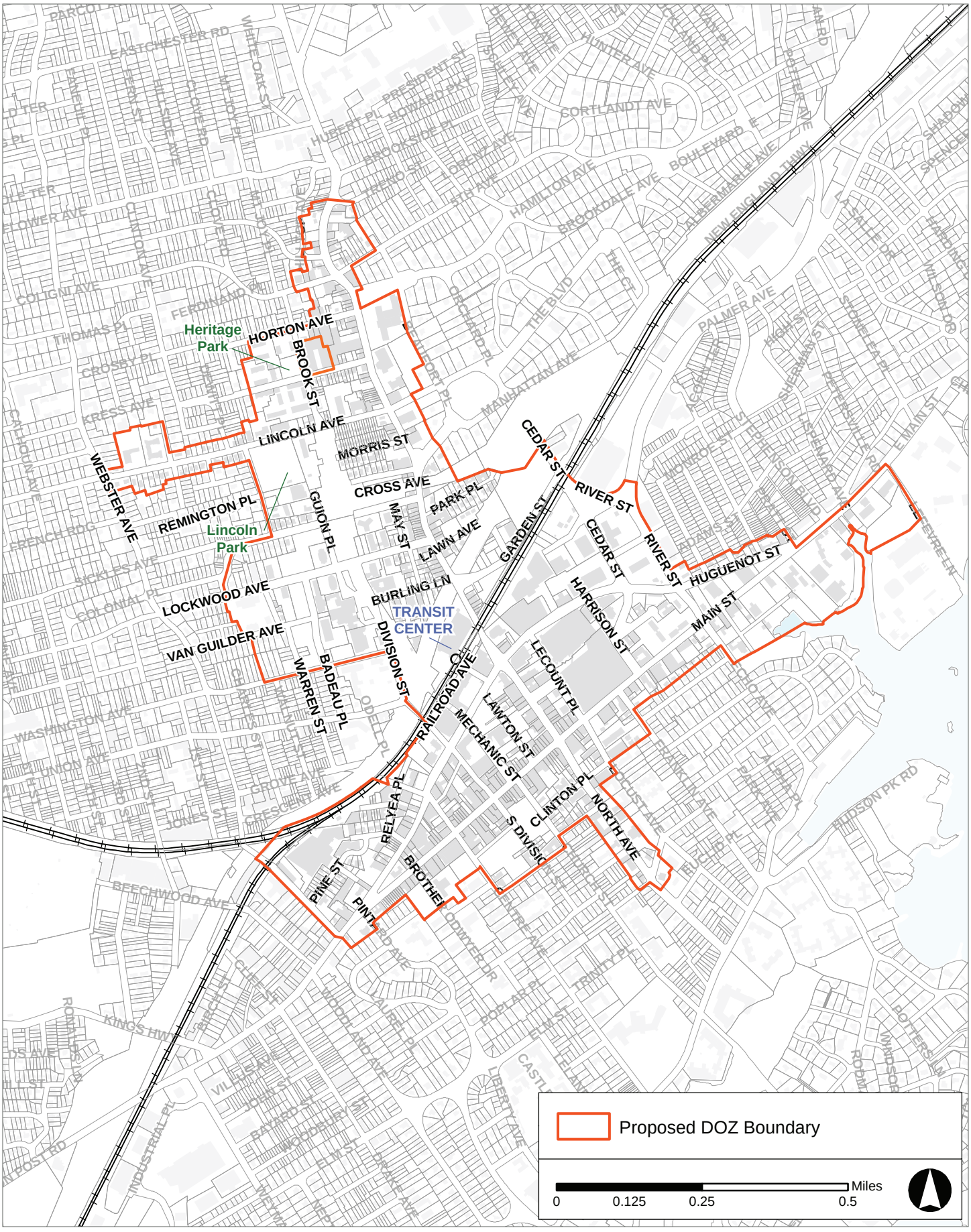
Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 2-1: Study Area



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 2-2: Existing Downtown Overlay Boundary



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 2-3: Proposed Downtown Overlay Boundary

2.3 Project Background, Public Need and Objectives

2.3.1 Project Background

The Downtown Overlay Zone (DOZ) was adopted by the City of New Rochelle in 2015 as part of the Downtown Rezoning and Downtown Regulating Plan. The DOZ established a framework of overlay subdistricts intended to facilitate redevelopment in the downtown by allowing a flexible mix of uses, building forms, and development intensities, supported by performance-based development standards and incentive mechanisms. Since its adoption, the DOZ has been amended periodically to refine zoning text, mapped subdistrict boundaries, and development standards in response to changing conditions and planning objectives. These amendments have included actions undertaken in 2021 and 2024, as described elsewhere in this document.

Implementation of the DOZ over the past decade has resulted in substantial redevelopment activity within the downtown area. As development has occurred, the City has gained additional information regarding market absorption, development feasibility, infrastructure capacity, and urban form outcomes. Building on the previous investigations, the City has determined that further refinement of the DOZ is warranted to ensure that zoning controls and environmental review assumptions remain aligned with actual development outcomes and current policy objectives.

Accordingly, the City is proposing a set of zoning text amendments, zoning map amendments, and updates to the City's development capacity framework. The Proposed Action is intended to refine, but not fundamentally alter, the existing DOZ framework. The overall intent, structure, and goals of the DOZ remain unchanged. The amendments are limited to specific provisions of the Zoning Code and mapped subdistrict boundaries within the Downtown Overlay Zone and are designed to improve the functioning of the zoning framework based on experience gained since adoption of the DOZ.

Because the Proposed Action involves amendments to the Zoning Code and Zoning Map and updates to the City's Theoretical Development Scenario (TDS), environmental review is being conducted pursuant to SEQR. The Proposed Action is generic in nature and does not authorize or approve any site-specific development projects. Future development within the DOZ would continue to be subject to applicable discretionary approvals and environmental review, as required.

2.3.2 Public Need and Objectives

The public need for the Proposed Action arises from the City of New Rochelle's experience implementing the DOZ since its adoption in 2015. As adopted, the DOZ was intended to encourage the long-term resiliency of the City through the redevelopment of the City's downtown, using a form-based zoning overlay district that allows for a wide mix of uses and flexibility in response to economic market conditions. Over the past decade, the DOZ has facilitated substantial redevelopment activity within the downtown, resulting in significant private investment, thousands of new residential units, activation of the urban core, and a strengthened tax base.

Through this implementation, the City has gained detailed information regarding market absorption patterns, development feasibility, infrastructure capacity, and urban form outcomes. This experience has demonstrated that certain zoning provisions and development assumptions established under earlier iterations of the DOZ no longer fully reflect current market conditions or reasonably foreseeable development outcomes. In particular, long-term shifts in demand for office and other non-residential uses, combined with stronger-than-anticipated residential demand, have resulted in a divergence between previously analyzed development assumptions and observed development trends. Without refinement, continued reliance on outdated assumptions could reduce the accuracy and usefulness of environmental review conducted pursuant to SEQRA.

The City is now entering a refinement phase designed to optimize quality, future-proof development, and increase economic value, not to overhaul the existing DOZ framework. To that end, the Proposed Action includes refinements to the DOZ zoning text and zoning map and an updated TDS to establish a revised buildout program and associated environmental analysis for the next decade. These refinements are intended to improve predictability for applicants, strengthen design quality and urban form, support viable retail and mixed-use development formats, and align permitted development intensity with transit access and planned infrastructure investments.

The Proposed Action also includes zoning text amendments intended to improve transitions between higher-density downtown areas and adjacent lower-density residential neighborhoods, including by supporting a broader range of housing types and scales, such as “missing middle” housing forms. These amendments are intended to improve neighborhood compatibility, support family-scale and neighborhood-friendly development, and enhance streetscape quality and livability, while remaining consistent with the overall intent of the DOZ. The Proposed Action would advance the City’s policy objective of embedding sustainability, resilience, and equity considerations directly into zoning controls. Since adoption of the DOZ, the City has advanced updated sustainability frameworks, including the GreeNR Sustainability Plan, which necessitate corresponding updates to zoning standards to ensure that future development contributes to climate resilience, environmental performance, and equitable distribution of public benefits and environmental outcomes.

Additionally, updates to the City’s TDS are required to ensure that environmental analysis reflects a development scenario based on observed absorption trends and current conditions. Lastly, the City’s Fair Share Mitigation fund program, which has been a key component of the DOZ implementation since 2015, would be increased to help ensure infrastructure improvement costs associated with new development are appropriately covered through the fund. These updates are analytical in nature and are intended to improve the accuracy and defensibility of SEQRA review, rather than to regulate or limit development.

Collectively, these considerations establish the public need for the Proposed Action, including refinement of zoning standards, recalibration of development assumptions, support for housing diversity including missing middle housing, and integration of updated sustainability and resilience frameworks, to ensure that future development within the Downtown Overlay Zone proceeds in a predictable, policy-consistent, and environmentally responsible manner.

2.4 Description of the Proposed Action

The Proposed Action consists of amendments to the City of New Rochelle Zoning Code and Zoning Map related to the Downtown Overlay Zone (DOZ), including refinements to existing development standards, targeted adjustments to overlay boundaries, and updates to the City's TDS. The Proposed Action is generic in nature and does not include or authorize any site-specific development projects. Rather, it builds upon the downtown rezoning framework originally adopted in 2015 and subsequently refined through additional zoning amendments and environmental review, including actions completed in 2021 and 2024.

The Proposed Action represents a refinement phase of the DOZ that recalibrates the TDS to reflect current market demand and trends. The overall intent, structure and goals of the existing DOZ regulations remain unchanged. The amendments are designed to clarify specific regulations, direct growth towards areas with transit access and planned infrastructure investments and align development assumptions with observed market trends.

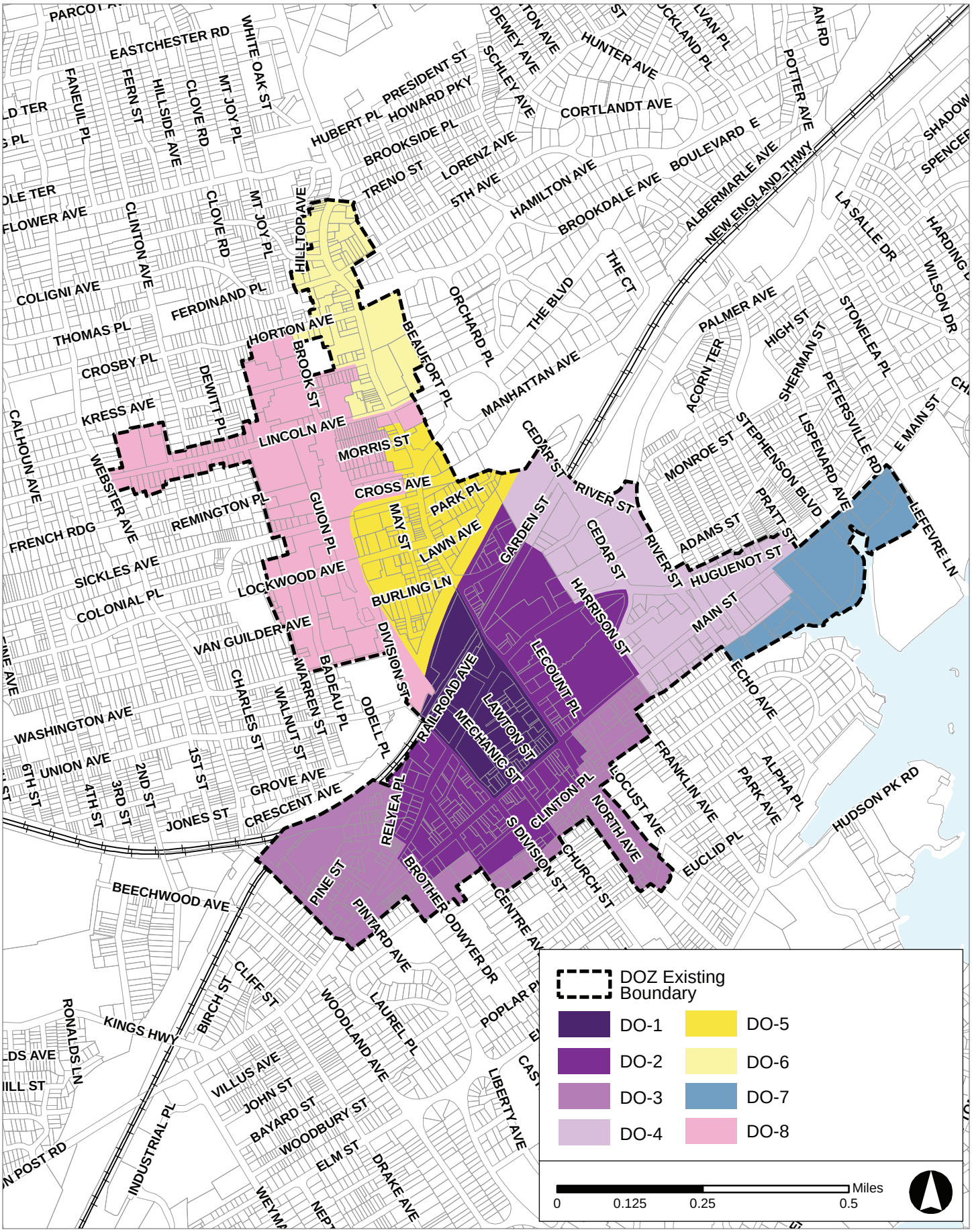
The Study Area, described in Section 2.2, includes the expanded DOZ (westward DO-8 expansion) and the remapping of portions of DOZ subdistricts, affecting portions of the DO-1, DO-2, DO-5 and DO-8 – see Figure 2-4: Existing DOZ and Figure 2-5: Proposed DOZ. However, as mentioned above, changes to the TDS would affect all DOZ subdistricts, and some proposed zoning text changes would apply across the DOZ. Specifically, the Proposed Action includes both zoning map amendments and zoning text amendments, as described below; the proposed Draft Zoning Code Amendments are attached herein as Appendix C.

Zoning Map Amendments

The Proposed Action includes targeted amendments to the Downtown Overlay Zoning Map affecting the DO-1, DO-2, DO-5 and DO-8 subdistricts. Additionally, the Zoning Map would reflect changes in active storefront requirements throughout the DOZ (except in DO-7).

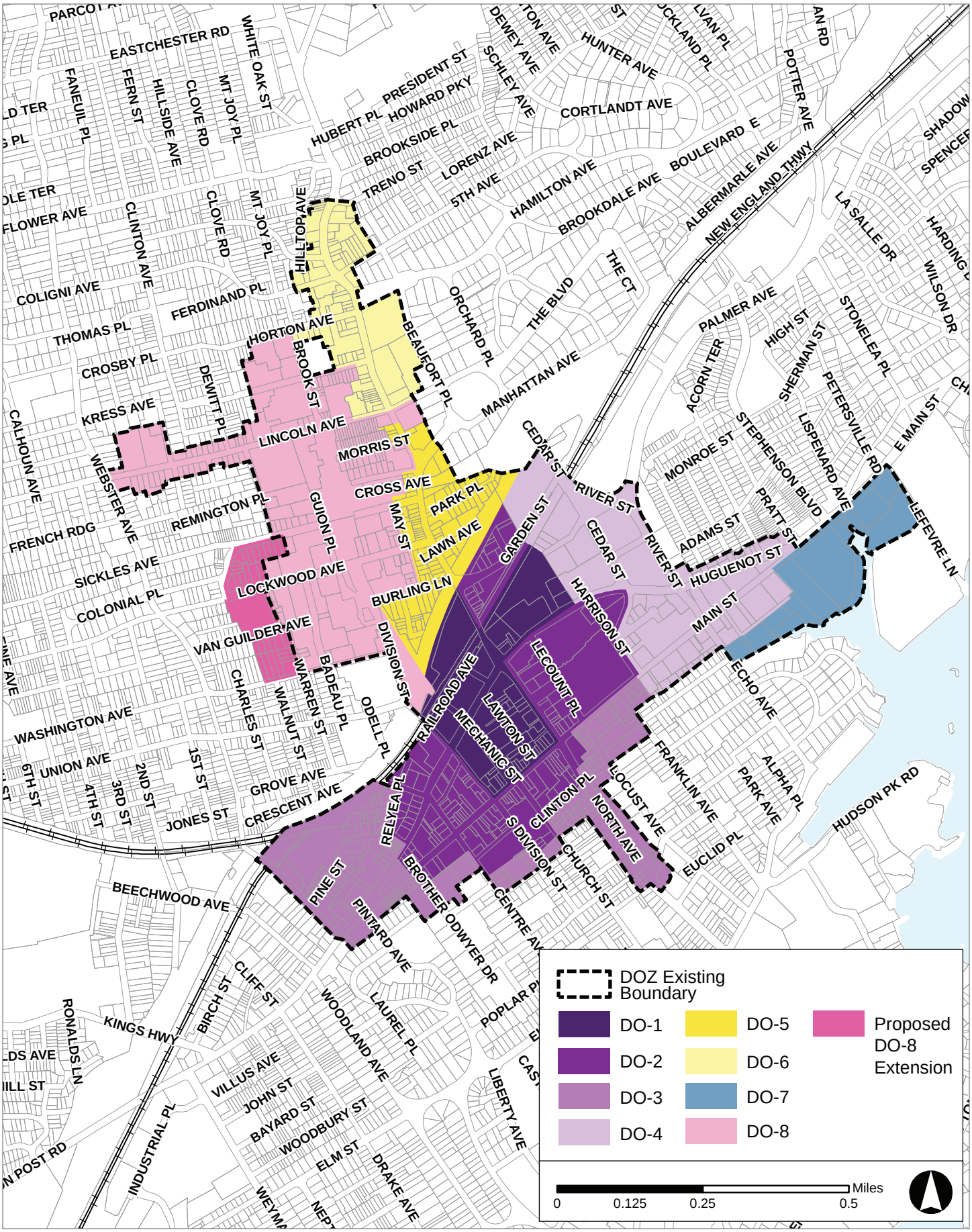
DO-2 to DO-1 Remapping and New Pedestrian Way Required

The DO-1 Transit District would be expanded east across North Avenue along the rail corridor to Bally Place, an area currently mapped in the DO-2 District. This area is intended to encourage large-format retail, commercial anchors, and entertainment uses that benefit from proximity to transit infrastructure and regional access. This area would be mapped with a new crosshatch limiting the maximum permitted building height to 28 stories, as is currently allowed in the area under the DO-2 District designation. A new "Pedestrian Way Required" would be mapped requiring this area to provide a public civic space connection to North Avenue and the North Avenue Bridge and the Transit Center. See Figure 2-6: Existing and Proposed DOZ Boundaries (DO-1 & DO-2). To further support these goals and promote large-scale retail uses in this area, other zoning text amendments are proposed and described in the Zoning Text Amendments section below (See "DO-1 Development Standards" specifically for DO-1 text changes).



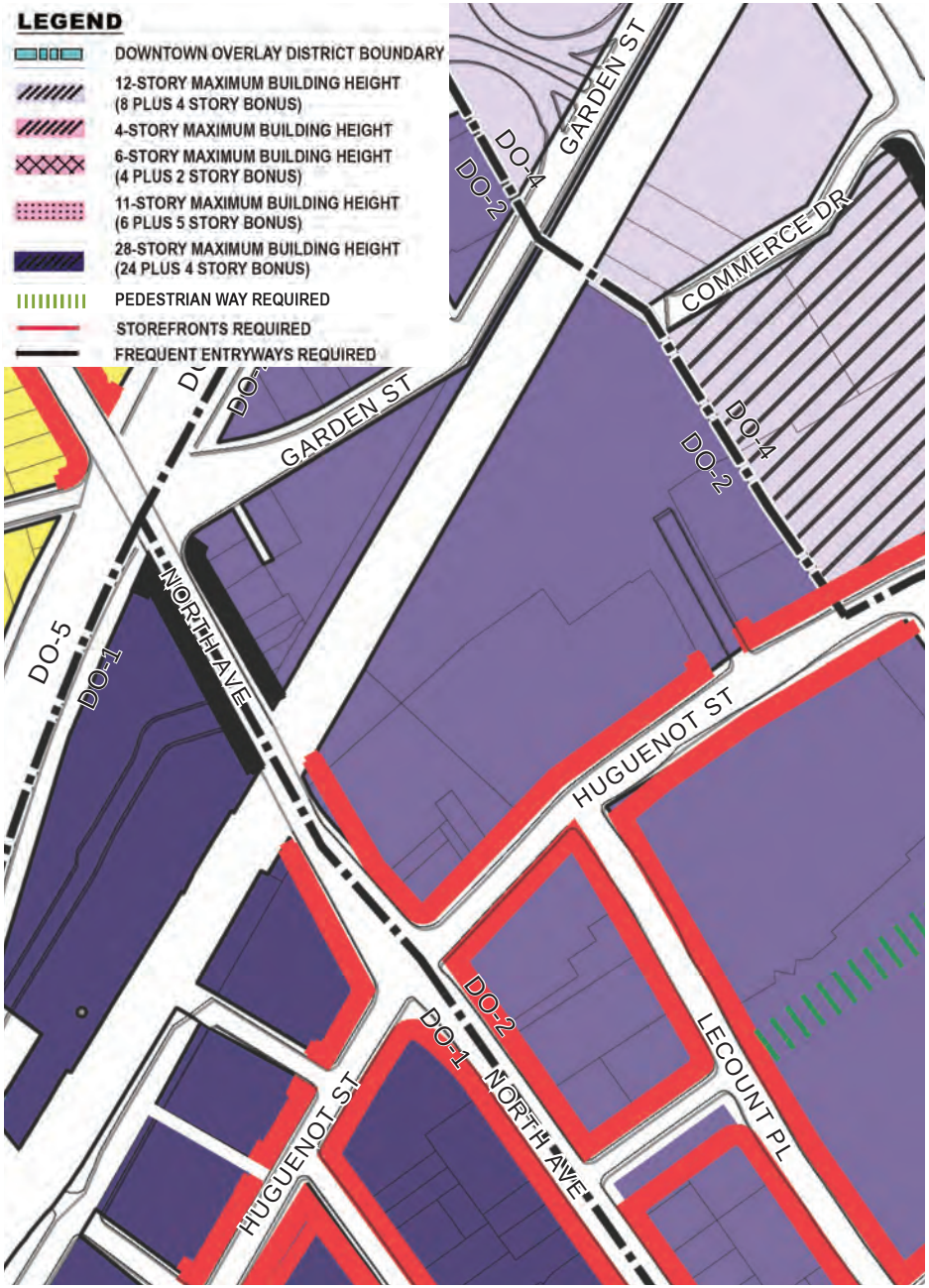
Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 2-4: Existing DOZ

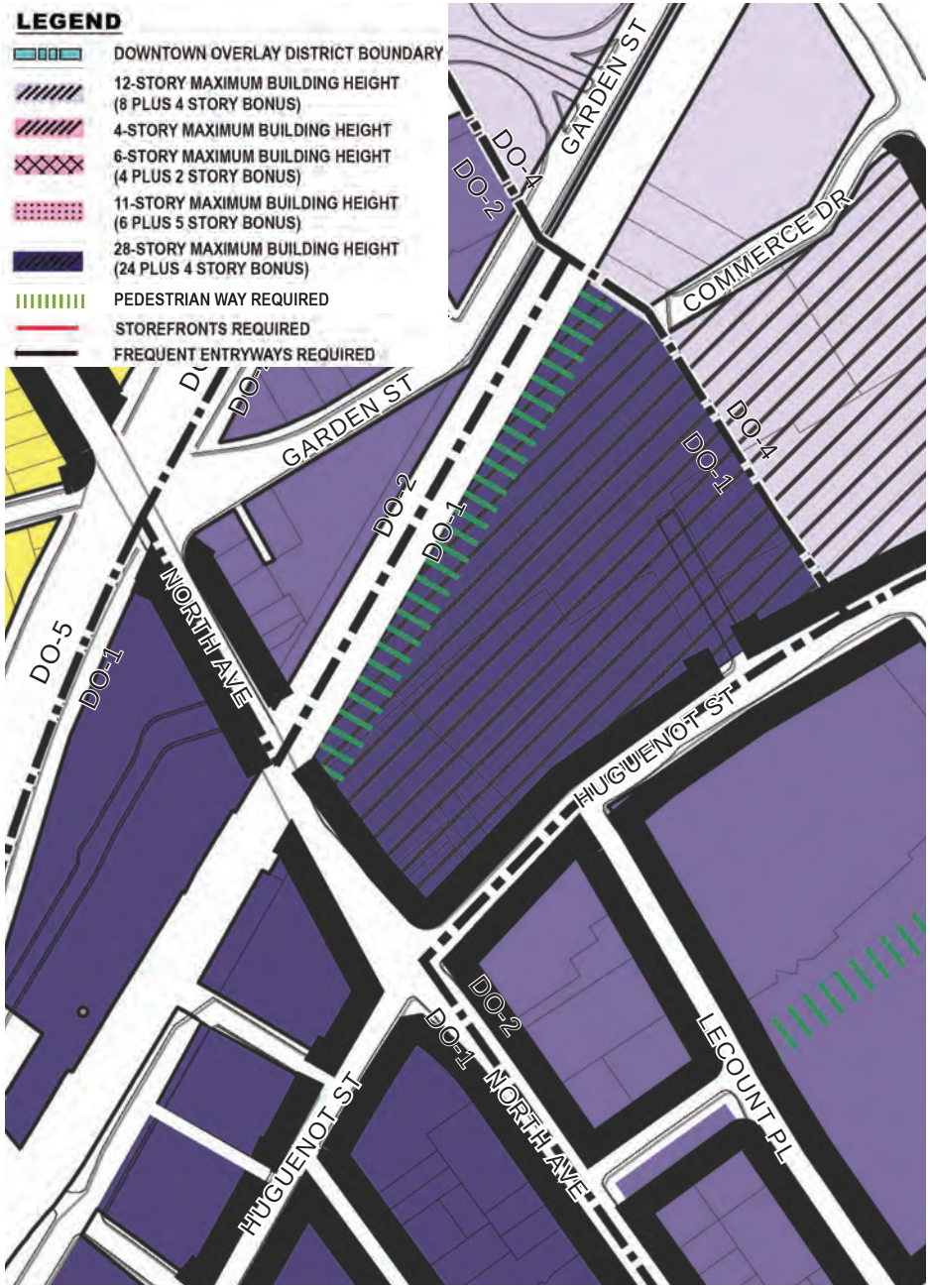


Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 2-5: Proposed DOZ



EXISTING



PROPOSED

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 2-6: Existing and Proposed DOZ Boundary (DO-1 & DO-2)

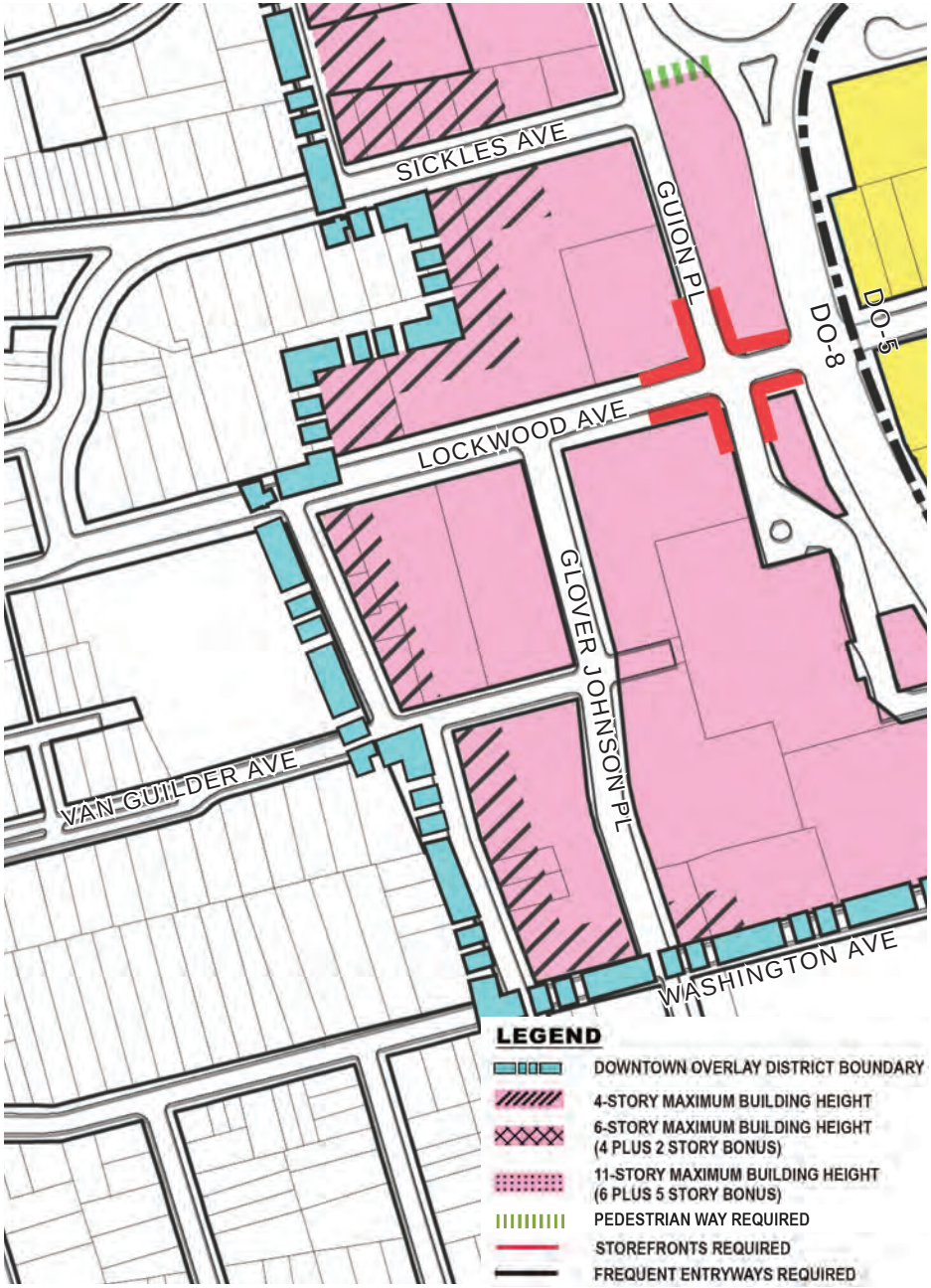
DO-8 Boundary Western Extension
The DO-8 subdistrict would be expanded west, along Washington Avenue to approximately the mid-block between Webster Avenue and Warren Street, and northward to Sickles Place. This expanded area would allow the same Development Standards of the DO-8 subdistrict, including the provision that limits building heights on the edges of this area to four stories to provide for an appropriate transition buffer to the adjacent lower-scale residential neighborhood. See Figure 2-7: Existing and Proposed DOZ Boundary (DO-8 Western Extension).

DO-5 to DO-8 Remapping (Memorial Highway Area)
A portion of the DO-5 subdistrict bounded by Memorial Highway, Sickles Avenue, May Street, and Burling Lane would be remapped to DO-8. Within this area, Development Standards would be modified as follows: Development Standard 2 would allow 5-story buildings, with up to 4 additional bonus stories through applying for Community Benefit Bonuses (up to 9 stories, 105 feet); Development Standard 3 would allow 6-story buildings, with up to 5 extra stories under the Community Benefit Bonuses (up to 11 stories, 120 feet). Community Benefit Bonus (CBB) fees would be increased to $50/square foot, instead of $20/square foot and $30/square foot, respectively, of bonus-able space for both Development Standard 2 and 3 (see Appendix D: Proposed Community Benefit Policy[5]). See Figure 2-8: Existing and Proposed DOZ Boundary (Memorial Highway Area).

DO-5 to DO-8 Remapping (North Avenue Area)
Additional parcels currently located within the DO-5 subdistrict, specifically the area bounded by Morris Street, North Avenue, and Rochelle Place, would be remapped to DO-8. Refer to Figure 2-8: Existing and Proposed DOZ Boundary (Memorial Highway Area).

The proposed DO-8 boundary adjustments are intended to better orient development toward LINC-adjacent frontages, concentrate value capture in areas where the City is making significant public realm and transportation infrastructure investments, including the LINC and related streetscape and mobility improvements, and expand the area in which Community Benefits Bonus (CBB) fees are required to be invested within the surrounding community (applicable to all DO-8).

[5] Following adoption of the SEQR Findings for the 2024 SGEIS, the City Council never adopted CBB fees for the new DO-8 District. In addition to the change to the CBB fees outlined herein, the fees have also been updated to include fees for each of the three DO-8 development standards – see Appendix D: Proposed Community Benefit Bonus Policy.



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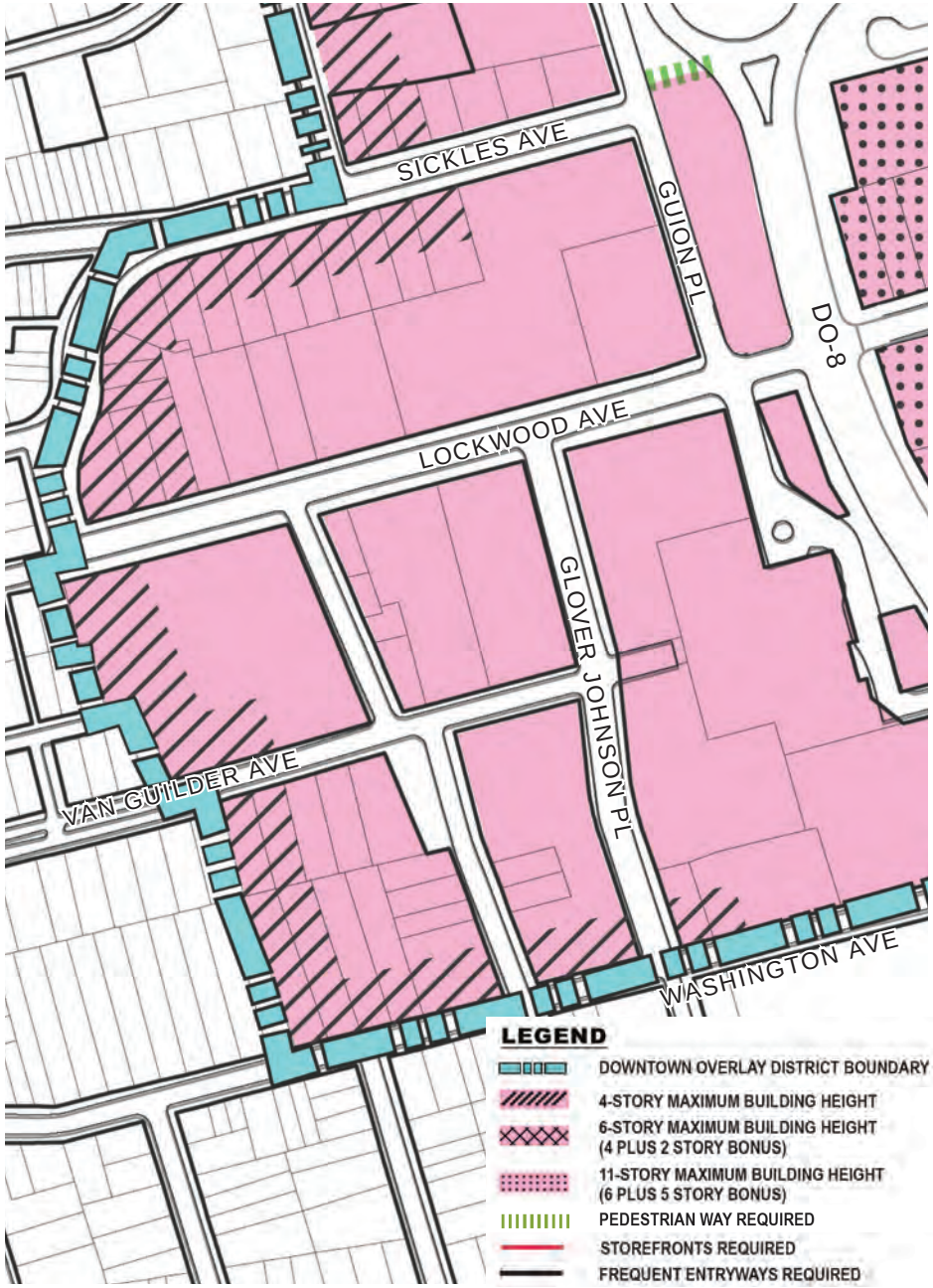
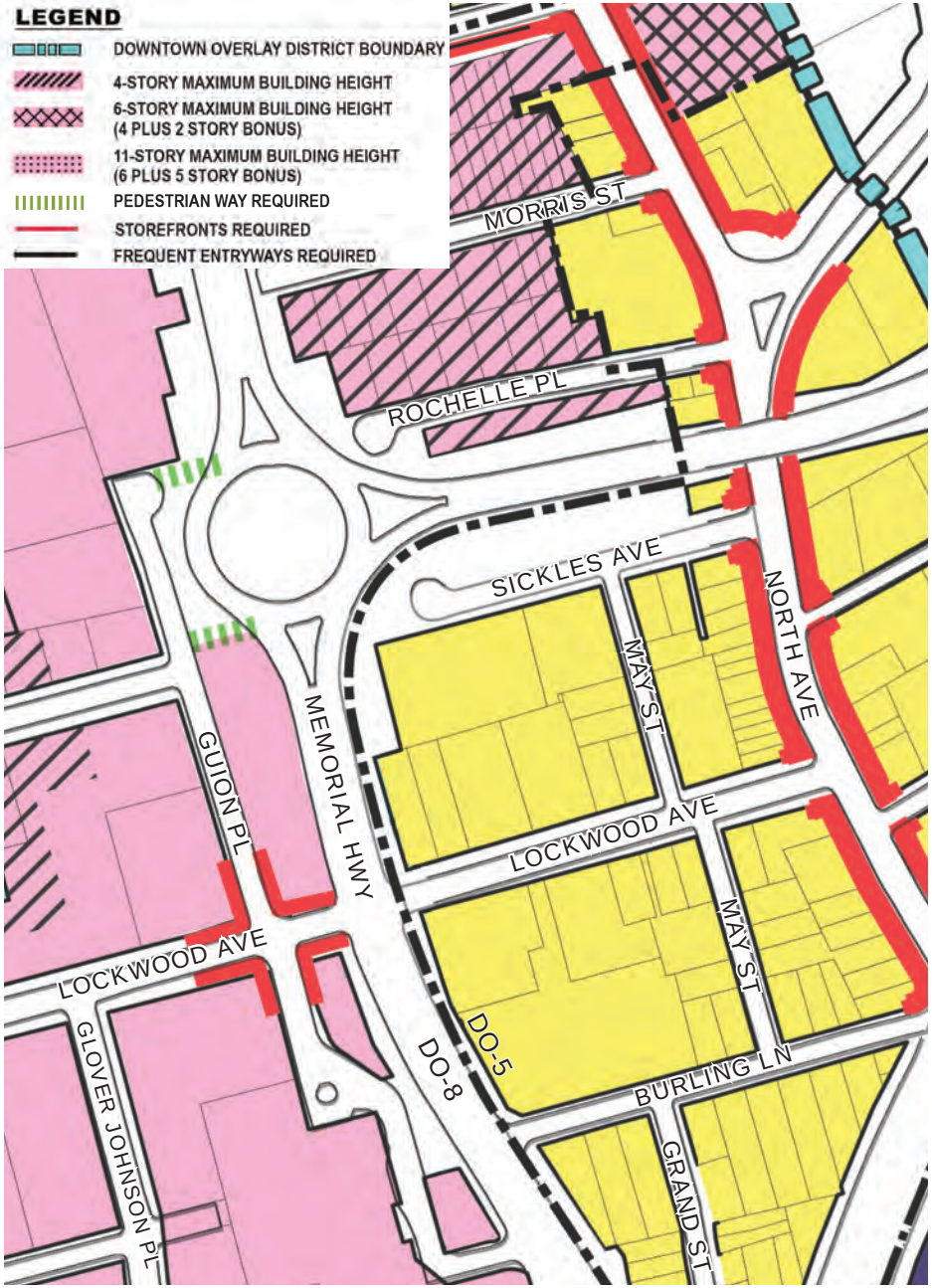


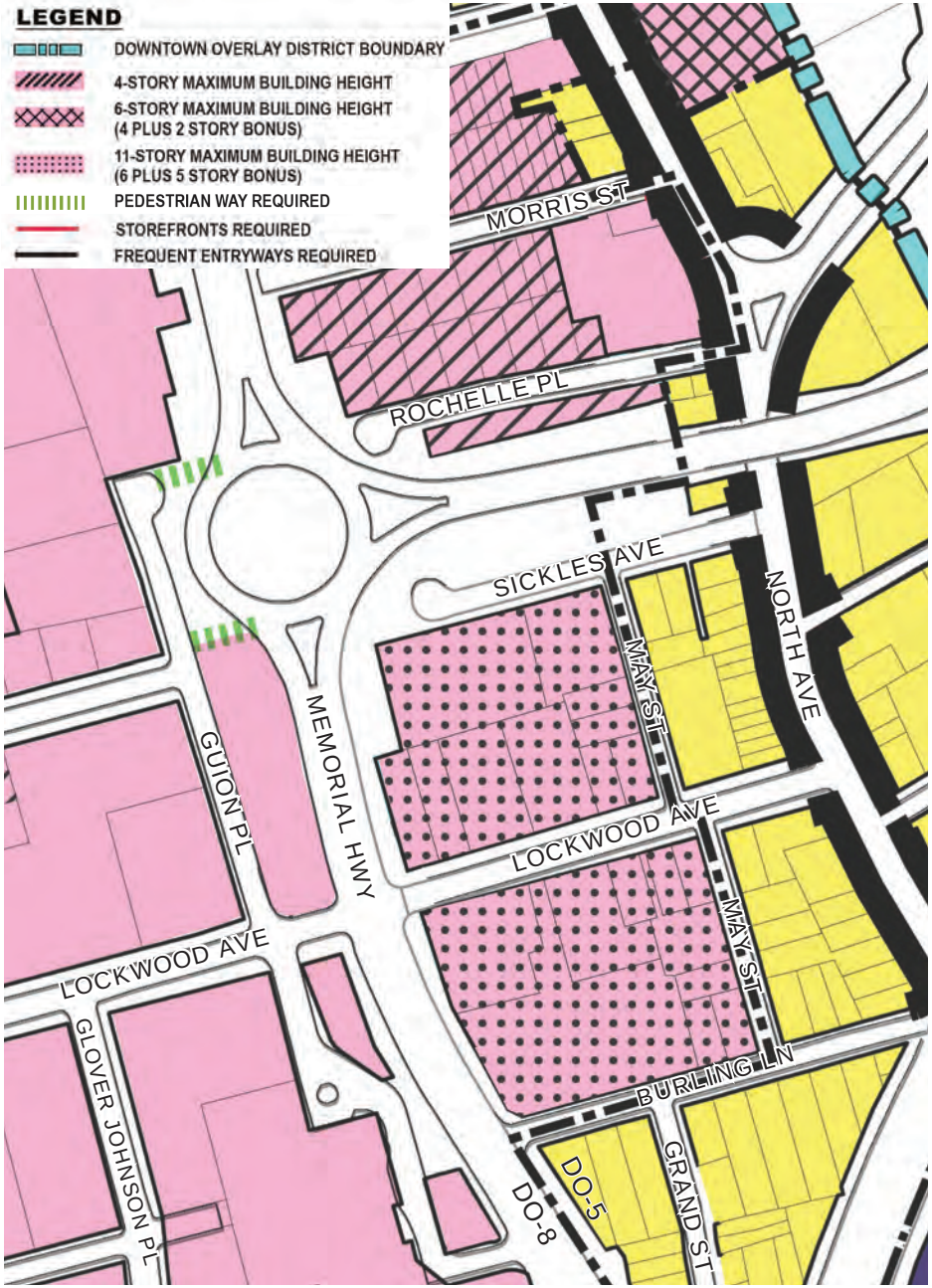
PROPOSED

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 2-7: Existing and Proposed DOZ Boundary (DO-8 Western Extension)



EXISTING



PROPOSED

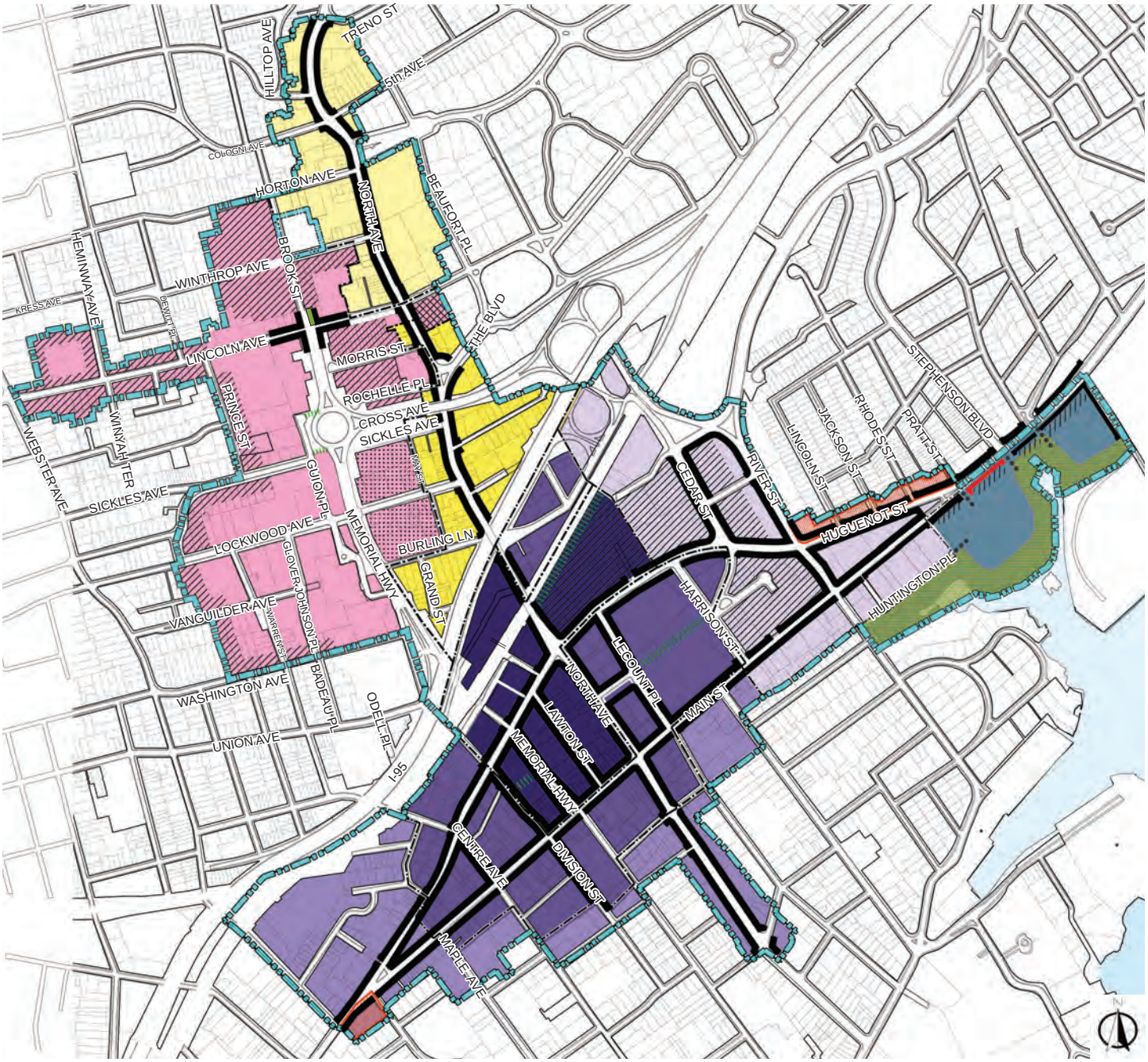
Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 2-8: Existing and Proposed DOZ Boundary (Memorial Highway Area)

Storefront and Frequent Entryways Requirements – Map Changes

Changes to the Zoning Map are proposed eliminating the "Storefront Required" requirement from the streets within the core downtown and north along North Avenue, and west along Lincoln Avenue. Along these corridors, the requirement will be changed to "Frequent Entryways Required". Additionally, the "Storefront Required" at the intersection of Lockwood Avenue and Guion Place would be removed. The "Storefront Required" requirements would remain within the DO-7 District.

These changes are intended to support a variety of viable ground floor formats – not just storefront layouts/design of ground floor uses – provide flexibility to developers for their ground floor spaces and shift the focus of the regulations from regulating use to regulating form. Under the current regulations residential units are not permitted on the ground floor. The City has struggled to attract viable retail uses in the downtown and, while not specifically requiring ground floor retail, the "storefront required" regulations have still resulted in an oversaturation of ground floor commercial spaces many of which remain vacant or underutilized. Replacing the "Storefront Required" with "Frequent Entryway Required" still ensures an active pedestrian-friendly streetscape, while concentrating a core retail area in the heart of the downtown. See Figure 2-9: Proposed DOZ District Map.



LEGEND

- DOWNTOWN OVERLAY DISTRICT BOUNDARY
- DO-1 DOWNTOWN CORE DISTRICT
- DO-2 DOWNTOWN DISTRICT
- DO-3 GATEWAY TRANSITION DISTRICT
- DO-4 RIVER STREET COMMERCIAL DISTRICT
- DO-5 WELLNESS DISTRICT
- DO-6 NORTH OF LINCOLN DISTRICT
- DO-7 WATERFRONT DISTRICT
- DO-8 LINCOLN NEIGHBORHOOD DISTRICT

- STOREFRONTS REQUIRED
- FREQUENT ENTRYWAYS REQUIRED
- 6-STORY MAXIMUM BUILDING HEIGHT
- 4-STORY MAXIMUM BUILDING HEIGHT
- 12-STORY MAXIMUM BUILDING HEIGHT (8 PLUS 4 STORY BONUS)
- 4-STORY MAXIMUM BUILDING HEIGHT
- 6-STORY MAXIMUM BUILDING HEIGHT (4 PLUS 2 STORY BONUS)
- 11-STORY MAXIMUM BUILDING HEIGHT (6 PLUS 5 STORY BONUS)
- 28-STORY MAXIMUM BUILDING HEIGHT (24 PLUS 4 STORY BONUS)

- CIVIC SPACE REQUIRED
- PEDESTRIAN WAY REQUIRED
- WATERFRONT ACTIVATION AREA
- FUTURE NEW STREET

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 2-9: Proposed DOZ District Map

Zoning Text Amendments

The Proposed Action also includes a series of zoning text amendments, several of which directly relate to the zoning map changes outlined above, as well as proposed changes that would apply across the DOZ. These changes are intended to refine development standards, clarify existing regulatory requirements, improve urban form, strengthen retail viability, and increase predictability for applicants.

Large Retail Occupancy Standards

Section 175.11E(5) of the DOZ "Active Edge Frontage Requirements" currently includes a provision for sites of 20,000 square feet or larger to provide frequent entryways "*no further than 100 feet from the end of the building at the Street Wall and the edge of each entryway shall be no greater than 100 feet from a consecutive entryway as measured along the Build-To-Line*". This zoning text change would reduce the frequency of entryways from 100 to 150 feet. This proposed change would allow greater flexibility in storefront configuration and design flexibility while maintaining a maximum requirement of distance between entryways, therefore still ensuring a pedestrian-oriented design. Additionally, amendments to Chapter 331-175.11I. PARKING REQUIREMENTS are proposed that would add a new on-site parking standard for large retail occupancy as follows **"**Where a site proposes, or is required to accommodate, any single retail occupancy of 20,000 square feet or greater, the architectural design of the ground-floor, street level or applicable retail level shall require that parking associated with such use be located directly adjacent to and on the same level as the primary customer entrances and exits of the retail space."

Finally, as part of Site Plan Review and as required through this SEQRA analysis, applicants proposing retail uses would be required to submit an independent analysis prepared by a qualified retail advisor, tenant-representation, or retail market strategy firm with demonstrated experience in the planning, leasing, and operation of comparable retail environments.

Development Standards for DO-2 to DO-1 Remapping Area

In the DO-1 area proposed to be expanded (remapped) as part of this Proposed Action (see Zoning Map Amendments, "DO-2 to DO-1 Remapping"), zoning text changes would increase the required minimum site area for Development Standard 3 from 40,000 square feet to 60,000 square feet within the newly rezoned area only. This increase would encourage large-format retail in this location, which is one of the stated goals for this area (see 2026 Updated RAP in Appendix A), a location that enjoys great public transit and regional access.

Storefront Frontage Type – Definition Clarification

Amend the definition of "Storefront Frontage" to clarify this type of frontage can be occupied by uses "not exclusively" of retail or restaurant activities. This is a clarifying change and does not change the intent of the definition.

Contiguous Public Frontage Definition

Amend Zoning Code §331-175.04 to add a new definition for Contiguous Public Frontage, as follows: "A continuous, uninterrupted length of Public Frontage that directly abuts a civic space, plaza, or pedestrian way, providing at-grade physical and visual access between the public realm and the civic space. Non-

emergency/temporary vehicular access shall be discouraged, and ground-floor uses shall complement adjacency to civic space."

Given the above proposed definition advancing the goal of providing contiguous public frontage, the Zoning Code (§331-175.10E "Permitted Civic Space Types") would be amended to add the "contiguous" requirement as follows: "(2) All Civic Spaces shall provide Contiguous Public Frontage.

Encouraging Missing Middle Housing

Zoning text amendments are proposed to increase the maximum allowable stories with bonus under Development Standard 1, as set forth in Zoning Code Section 175.11C(3), permitting one additional bonus story within DO-2 and DO-8 and two additional bonus stories within DO-3 through DO-6; no changes are proposed within DO-7. This would bring the maximum permitted heights under Development Standard 1 within: DO-2 to six stories; DO-2 through DO-6 to four stories; and DO-8 to four stories. The purpose of these changes, when combined with the removal of the storefront requirement, is to incentive mid-rise smaller format apartment or townhome-style buildings that could contain ground floor residential uses, on smaller (5,000 square foot minimum) infill housing.

Townhouse Definition

Amend Zoning Code §331-175.04 to replace the existing Townhouse definition ("A single-family dwelling unit attached by a common party wall to another building in which each unit has a separate entrance") with the following: "A single-family dwelling unit that is attached to another dwelling unit by a common party wall or is a detached unit that is part of a townhouse development, in which each unit has a separate entrance." This change would support the potential development of detached single-family homes in the DO-8 and other low-rise DOZ subdistricts.

Waterfront Fee

Zoning text amendments would revise the waterfront access fee provision found in Zoning Code §331-175.11K. WATERFRONT ACCESS FEE to eliminate the fees for all non-waterfront districts. Zoning Code §331-27.1 Waterfront Access would also be amended to limit payment of the waterfront fee to only the DO-7 District. These changes are proposed to avoid applying an additional fee to non-waterfront DOZ districts that is not required in other non-waterfront districts in the City. Further, access to and the provision of open space and recreational facilities, waterfront or otherwise, within the DOZ can be provided through the provision of the Fair Share Mitigation funds, as proposed to be increased (see Appendix E), and/or funds collected through the Community Benefits Bonus program (see Appendix D).

Sustainability Development Standards

Amend Zoning Code §331-175.11J Sustainable Development Standards as follows:

- Zoning Code §331- 175.11J (1) shall read "(1) All Sites shall further the goals of the City of New Rochelle GreeNR plan and its updates and shall comply with Sustainable Development Standards."
- Zoning Code §331-175.11J(4) LEED-ND EQUIVALENCY shall be added and will explicitly require project-level LEED-ND v4 Silver equivalency: "The minimum required sustainable development requirements shall be achieved through demonstrating equivalency of a LEED-ND v4 Silver (50-59 points) of the U.S. Green Building Council's rating system."

This change codifies the City's commitment to sustainable development and green building practices.

Parking Adjustments

The Proposed Action includes the reduction in available parking credit for valet parking. This change aims to improve curb management, circulation, and safety within the Downtown area. These changes would apply only to projects utilizing valet parking. No zoning impacts will arise from this change.

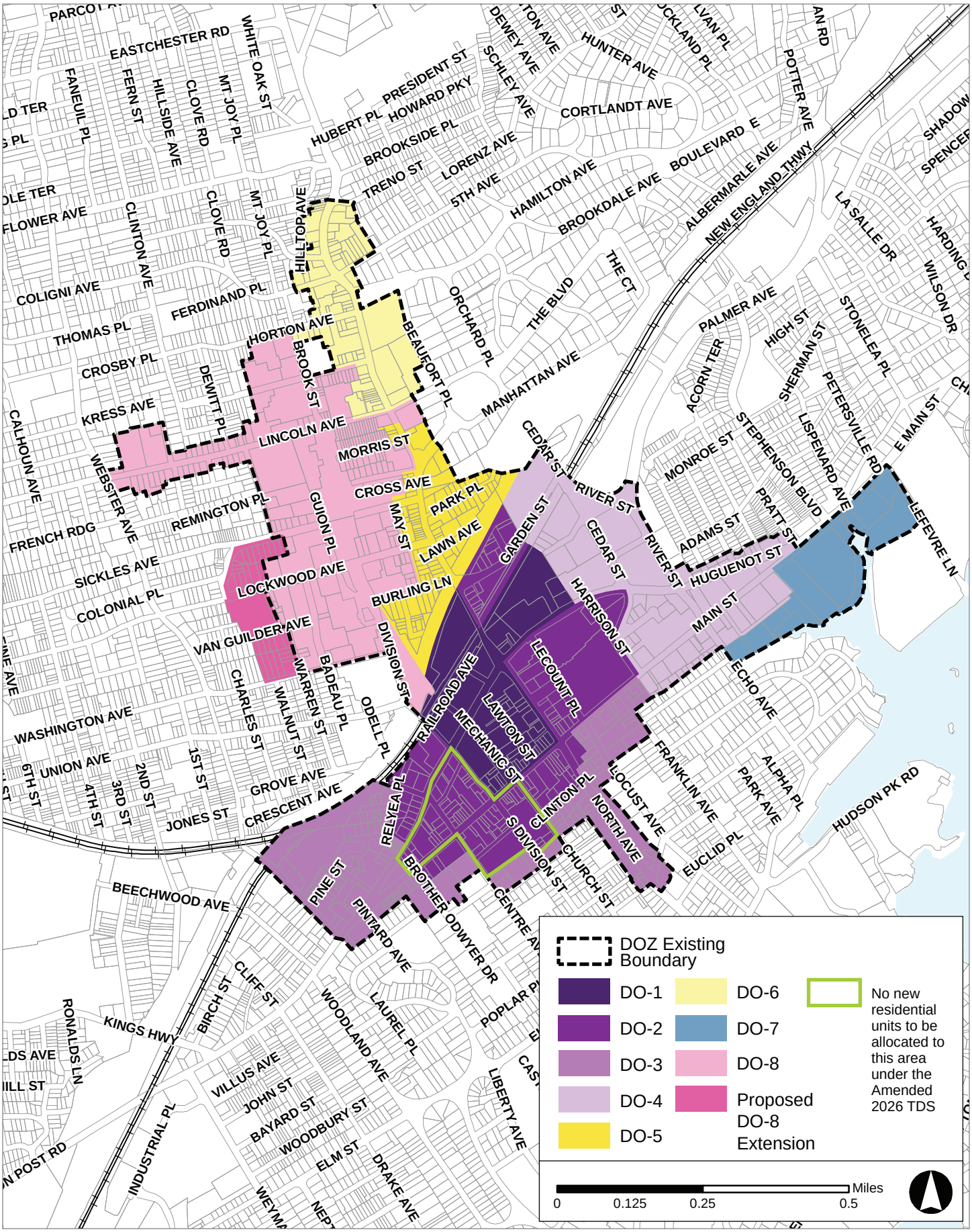
2.5 Theoretical Development Scenario

The Proposed Action consists of zoning text and map amendments to the City of New Rochelle Zoning Code related to the Downtown Overlay Zone (DOZ) and does not include any site-specific development proposals. Accordingly, this SDGEIS evaluates the potential environmental impacts of the Proposed Action based on a revised Theoretical Development Scenario (TDS) that could occur under the amended DOZ framework.

The DSGEIS includes an analysis of refinements to the City's development capacity framework to better align the proposed buildout with observed development trends. The City proposes to recalibrate the TDS to reflect actual absorption patterns, correcting an imbalance between residential and non-residential demand. This recalibration would reduce capacity for certain non-residential uses while modestly increasing allowable residential development in targeted locations.

In portions of the DO-2 subdistrict that have already experienced substantial redevelopment, certain residential unit types would be excluded from the revised TDS as a planning and analytical assumption, to reassess saturation levels, infrastructure capacity, and evolving urban form. This adjustment is not a zoning moratorium and would not prohibit development or affect existing approvals or vested rights. Rather, it limits a developer's ability to use this SEQR analysis for purposes of site-specific SEQR review. As shown on Figure 2-10: DO-2 Area Not Covered By TDS Residential Allocation, no new residential units are allocated in the revised TDS within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west.

Lastly, an increase of 25% to the City's Fair Share Mitigation fund (see Appendix E: Proposed Fair Fare Mitigation Fund) is proposed to reflect current conditions and policy objectives. The Proposed Action would generate approximately $20.8 million in additional Fair Share Mitigation fees. Future development within the Downtown Overlay Zone would continue to be subject to applicable discretionary approvals and environmental review, as required, including the payment of fair-share mitigation funds.



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 2-10: DO-2 Area Not Covered by TDS Residential Allocation

Revisions to the TDS

The revised TDS has been informed by the City's experience implementing the DOZ since its adoption in 2015, including development activity completed to date and projects currently in the development pipeline. Since adoption of the DOZ, New Rochelle has facilitated construction of more than 4,500 residential units, with approximately 6,500 additional units approved or in progress, resulting in a substantial expansion of the City's multifamily housing stock and significant private investment in the downtown.

At the same time, long-term shifts in market demand, particularly for office and certain non-residential uses, have altered the feasibility and likelihood of buildout assumptions reflected in prior TDS iterations. The revised TDS reflects these conditions by recalibrating development assumptions to better align with observed absorption trends while maintaining consistency with the overall scale of development previously evaluated under prior environmental reviews.

Table 2-1 presents the proposed revised TDS by DO subdistrict and land use category, including residential units, non-residential square footage, and hotel rooms, as applicable. Compared to the adopted scenario, the revised TDS generally increases theoretical residential development capacity while reducing theoretical capacity for non-residential uses, including office, medical office, retail, and institutional space. Hotel room capacity remains unchanged.

Table 2-1: Proposed 2026 Theoretical Development Scenario

Overlay District	Retail (SF)	Restaurant (SF)	Office Non-medical (SF)	Medical Office (SF)	Hotel (rooms)	Residential Units (DU)	Residential Condominium Units (DU)	Student Housing/ Supportive Housing	Adult Care (SF)	Independent Units (DU)	Institutional (SF)
DO-1	**75,000** ***(-25,000)***	**40,000** ***(-14,000)***	**100,000** ***(-200,000)***	55,000	300	**3,130**[1] ***(+1,500)***	300	-	-	-	**35,000** **(-15,000)**
DO-2	**100,000** ***(-100,000)***	**22,000** ***(-10,400)***	100,000	**65,000** ***(-217,500)***	-	**6,464**[1,2] ***(200)***		-	-	-	**40,000** ***(-20,000)***
DO-3	**30,000** ***(-9,000)***	5,400	**25,000** ***(-25,000)***	-	-	**776** ***(+200)***		**100** ***(-100)***	100,000	200	**40,000** ***(-65,000)***
DO-4	**150,000** ***(+50,000)***	21,400	**50,000** ***(-50,000)***	26,000	-	**772** ***(+400)***		-	-	-	-
DO-5	21,500	5,400	**50,000** ***(-50,000)***	**50,000** ***(-55,000)***	100	**332** ***(+100)***		**200** ***(-100)***	**100,000** ***(-72,000)***	-	**60,000** ***(-80,000)***
DO-6	**25,000** ***(+3,500)***	5,400	31,000	21,000	-	**326** ***(+100)***		-	**50,000** ***(-28,000)***	-	35,000
DO-7	60,000	**40,000** ***(-20,000)***	25,000	25,000	200	700	100	-	-	-	23,000
DO-8	16,000	**24,000** ***(+12,000)***	-	30,000	-	**847** ***(+300)***	100	200	20,000	-	30,000
TOTAL	**477,500**	**163,600**	**381,000**	**272,000**	**600**	**13,347**	**500**	**500**	**270,000**	**200**	**263,000**
Proposed Change	***(-80,500)***	***(-32,400)***	***(-325,000)***	***(-272,500)***	***(0)***	***(+2,800)***	***(0)***	***(-200)***	***(-100,000)***	***(0)***	***(-180,000)***

Notes:

[1.] The City intends to reserve for a period of time, 800 Units in DO-1 and 700 Units in DO-2 for the future development of City-owned properties (see 2021 RAP Addendum).

[2.] Within the DO-2 District, there is a limit on any new residential development within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west. No new residential units have been allocated to this area under the Amended 2026 Theoretical Development Scenario (see Figure 2-10).

2.6 Involved and Interested Agencies

Lead Agency
City of New Rochelle City Council
City Hall
515 North Avenue
New Rochelle, NY 10801

Other Involved and Interested Agencies:

City of New Rochelle Planning Board
City Hall
515 North Avenue
New Rochelle, NY 10801
(914) 654-2185

Westchester County Department of Planning
David Kvinge, Director of Environmental Planning
dsk2@westchestercountyny.gov

Westchester County Department of Health
Bureau of Environmental Quality
cqer@westchestercountyny.gov
dat5@westchestercountyny.gov

Metropolitan Transit Authority
Louis Oliva, Deputy General Counsel, MTA
loliva@mtahq.org
Mickeal Kavalar, Land Use, MTA
Michael.Kavalar@mtacd.org

New York State Department of Environmental Conservation (NYSDEC)
Kelly Turturro, Region 3 Director
r3admin@dec.ny.gov

New York State Department of Transportation (NYSDOT)
Region 8
James Rusak, Regional Director (Acting)
James.Rusak@dot.ny.gov

Westchester County Department of Transportation
Heather Reiners, Program Coordinator
har9@westchesterCountyNY.gov
Michael Swee, Director of Surface Transportation

mas9@westchesterCountyNY.gov

New York State Department of State
localgov@dos.ny.gov

New York State Historic Preservation Office
Daniel Mackay, Deputy Commissioner
Daniel.Mackay@parks.ny.gov

New York State Thruway Authority
Brent Howard, Chief Engineer
Brent.Howard@thruway.ny.gov

2.7 Required Reviews, Permits and Approvals

The adoption of the Proposed Action would require the following approvals and reviews:

AGENCY/ENTITY	REVIEW, PERMIT/APPROVAL REQUIRED
City of New Rochelle City Council	Zoning Code and Map Amendments approval
	SEQRA Review
City of New Rochelle Planning Board	Advisory Zoning Referral Report
City of New Rochelle, Corporate Counsel	Advisory Zoning Referral Report
Westchester County Planning Board	239-m Planning Review/Referral and recommendation

If the zoning amendments are approved, subsequent reviews, permits and/or approvals will be required for the site-specific development proposals that will be enabled by the rezoning. The future site-specific applications may require some or all of the following approvals and reviews:

AGENCY/ENTITY	REVIEW, PERMIT/APPROVAL REQUIRED
City of New Rochelle Planning Board	Site Plan review
City of New Rochelle Historical and Landmark Review Board	Certificates of appropriateness
New Rochelle Professional Architectural Review Committee ("PARC")	Review of building architecture and urban design
New Rochelle City Dept. of Public Works ("DPW") and Bureau of Buildings	Sewer access approval SWPPP review Building permit Demolition permit Tree removal permit
Westchester County ("WC") Department of Health ("DOH")	Water supply extension/connection approval Sewer extension/connection approval
Westchester County Dept. Of Environmental Facilities ("DEF")	Sewer line connections
Westchester County Department of Public Works ("WCDPW")	County road opening permit
Westchester County Planning Department	General Municipal Law Section 239m review
NYS ("New York State") Office of Parks, Recreation and Historic Preservation ("OPRHP")	State Historic Preservation Office review of cultural resources
NYS Department of Environmental Conservation ("NYSDEC")	General Permit for Stormwater Discharges from Construction Activity (GP 0-150-002)
NYS Department of Transportation ("NYSDOT")	State Roadwork opening permit
Veolia North America	Letter of intent to service

3.0 ENVIRONMENTAL SETTING, POTENTIAL IMPACTS AND PROPOSED MITIGATION

The Proposed Action involves amendments to the City's Zoning Code and Zoning Map refining the Downtown Overlay Zone ("DOZ") and updating the City's Theoretical Development Scenario ("TDS") to better reflect current market conditions. As described in Chapter 2.0, the overall intent, structure, and goals of the DOZ -- as originally established and updated over time -- remains unchanged.

As a Supplemental DGEIS, this document is based in large measure upon the previous investigations and analyses performed pursuant to SEQRA for:

(1) the 2015 original DOZ, encompassing the DO-1 through DO-6 Zones, as reflected in the September 2015 DGEIS and November 2015 FGEIS, culminating in the Findings Statement adopted by the City Council in December 2015[6].

(2) the Supplemental DGEIS for 2021 Downtown Overlay Zone (DOZ) Zoning Code & Zoning Map Amendments, which involved changes to the existing DOZ, adoption of an additional DO Zone ("Waterfront Overlay District" or "DO-7") and adoption of associated Zoning Code amendments. This SDGEIS culminated in the Findings Statement adopted by the City Council in December 2021[7].

(3) the Supplemental DGEIS for 2024 Downtown Overlay Zone (DOZ) Zoning Code & Zoning Map Amendments, which involved adoption of an additional DO Zone ("Lincoln Neighborhood Overlay District" or "DO-8") and site-specific components for the implementation of the LINC project[8].

The above listed documents followed the scoping document and Table of Contents as established for the 2015 original DOZ. As detailed in 6NYCRR Part 617.8, Supplemental GEISs do not require scoping; the 2021 and 2024 SDGEISs maintained the structure and scope of the 2015 DGEIS, including the following Sections under Chapter 3.0 Environmental Setting, Potential Impacts and Mitigation Measures:

3.1 Land Use, Zoning and Public Policy
3.2 Community Character (renamed Visual Resources and Community Character in the 2024 SDGEIS)
3.3 Community Services and Utilities (renamed Community Facilities and Services in the 2024 SDGEIS)
3.4 Socioeconomics
3.5 Transportation
3.6 Parking (incorporated within the Transportation Section in the 2021 and 2024 SDGEISs)
3.7 Water Resources (incorporated within Geology, Soils and Topography in the 2024 SDGEIS)
3.8 Geology, Soils and Topography
3.9 Air and Noise Resources (renamed Air Quality and Noise the 2024 SDGEIS)
3.10 Construction

[6] https://www.newrochelleny.gov/1015/TOD-Downtown-Cluster
[7] https://www.newrochelleny.gov/1666/2021-DOZ-Amendments
[8] https://www.newrochelleny.gov/1896/2024-DOZ-Amendments

The 2021 SDGEIS had an additional technical chapter (3.6 Ecological Resources) and air quality and noise were discussed in the Community Character section.

Some of the scope items listed above and analyzed in previous DGEIS/SDGEISs are not included in this SDGEIS as the analysis contained herein would rely on the previous investigations and analyses applicable to this Proposed Action. Therefore, this Table of Contents slightly differs from the 2015 original DOZ, only including technical analyses for which new analysis and assessments are deemed appropriate. This Table of Contents is structured as follows:

3.1 Land Use, Zoning and Public Policy
3.2 Community Character
3.3 Community Facilities and Services
3.4 Socioeconomics
3.5 Transportation
3.6 Construction

The impact areas not discussed in individual chapters within this document are the following:

- Water Resources
- Geology, Soils and Topography
- Air and Noise Resource

These topic areas are not included for several reasons:

1) The previous GEIS (2015) and SDGEISs (2021 and 2024) took a "hard look" at all the environmental impact areas included in the scope, as large areas were being analyzed for the first time. This Proposed Action largely involves areas that have already been analyzed (i.e., the remapping areas are already included in the DOZ, text amendments that apply to the entire DOZ). The only area that has not been analyzed in previous environmental reviews is the DO-8 Western Boundary Expansion. This area of approximately 11 acres does not contain any surface water or wetlands, is not in the floodplain, and does not contain steep slopes or changes in topography. Therefore, it is reasonable not to include new analyses for these scope items, as the previous analyses would still apply.
2) The site-specific requirements related to geology and soils would still be required to be performed when an application for development under the DOZ is submitted to the Planning Board for site plan review. Land uses in the DO-8 Western Boundary are substantially similar to existing uses in the rest of the DO-8; therefore, it is not anticipated that the addition of this area would contain soil conditions that are significantly different from the remainder of the DO-8 area. All mitigation measures set forth in the previous SEQRA Findings Statements would still apply.
3) Air Quality and Noise: being a generic environmental review, this chapter essentially lists the policies contained in the City Code to ensure air quality and noise levels remain acceptable and under the established thresholds. The mitigation measures included in the previous GEIS/SGEISs would still apply for this Proposed Action.

The assessment of potential environmental impacts and associated mitigation measures for technical areas not addressed in this document, but analyzed in prior GEIS/SGEISs, remains applicable to this SDGEIS. The analyses for these environmental impact areas were adequately addressed in the 2015, 2021, and 2024 GEIS/SGEISs; this SDGEIS relies on the same analyses and findings as they would still apply to the Proposed Action and its Study Area (as described in Chapter 2.0). All the mitigation measures identified previously, starting with the adopted Finding Statements for the 2015 GEIS and for each subsequent SGEIS (2021 and 2024), would still apply. A complete list of all mitigation measures that apply to the DOZ as expanded and modified over time, including modifications put forth with this Proposed Action will be included in the Findings Statement for this Proposed Action.

3.1 Land Use, Zoning and Public Policy

A summary of the existing land use, zoning conditions and existing relevant plans within the DOZ is provided below. As the Proposed Action includes both zoning map changes that are related to specific geographic areas (expanded DO-8 District, and remapping of portions of the current DO-2 and DO-5 to different subdistricts) and zoning text amendments that would apply across the DOZ, these different components are described separately, under the corresponding subheadings. The Proposed Action also includes adjustments to the Theoretical Development Scenario (TDS), which would apply in the various DO subdistricts. The Study Area, therefore, includes both locations where DOZ subdistricts have been expanded or remapped, and the DOZ as a whole, as described in Chapter 2.0: Description of the Proposed Action.

3.1.1 Existing Conditions

3.1.1.1 Land Use

The City of New Rochelle is located in southeastern Westchester County and encompasses approximately 10.67 square miles. The City extends from the Village of Scarsdale to the north to Long Island Sound to the south and is bordered by the Village of Pelham and the Village of Pelham Manor to the west, and the Village of Larchmont and the Town of Mamaroneck to the east. New Rochelle exhibits a wide range of land uses and development densities, transitioning from lower-density residential neighborhoods to a highly urbanized downtown core.

The DOZ, located at the southern end of the City, has expanded incrementally since its original adoption in 2015. As originally established in 2015, the DOZ applied to approximately 279 acres of downtown New Rochelle and included six subdistricts (DO-1 through DO-6). Subsequent legislative actions expanded the DOZ to include the Waterfront District (DO-7) in 2021 (approximately 21 acres) and the Lincoln Neighborhood District (DO-8) in 2024 (approximately 79 acres), extending the geographic scope of the DOZ to approximately 379 acres.

The DOZ area is predominantly urban in character and includes a concentration of commercial, residential, mixed-use, institutional, and transportation-related uses. Major infrastructure corridors, including Interstate 95, the Metro-North New Haven Line, Amtrak's Northeast Corridor, and Memorial Highway, bisect portions of the Study Area and contribute to its physical structure and land use patterns.

Downtown Overlay Zone (DO-1 through DO-8)
The existing Downtown Overlay Zone (DO-1 through DO-8) encompasses approximately 379 acres in and around downtown New Rochelle. Land uses within this area are diverse and include low-, mid-, and high-density residential development, office and commercial uses, entertainment and cultural facilities, institutional uses, municipal facilities, parking structures, waterfront, and public open spaces.

- DO-1 (Transit District) is anchored by the New Rochelle Transit Center and contains the City's tallest and most intense development, including high-rise residential buildings with ground-floor

commercial uses, office space, structured parking, civic facilities, and public open space such as Library Green.

- DO-2 surrounds the DO-1 subdistrict and includes a mix of regional entertainment and commercial uses (including New Roc City), high-rise and mid-rise residential development, institutional uses, municipal facilities, and older mixed-use and commercial buildings.
- DO-3 and DO-4 function as transition areas between the downtown core and adjacent neighborhoods, accommodating a range of commercial, light industrial, institutional, educational, and residential uses, including properties associated with Monroe College.
- DO-5 and DO-6 include a combination of residential neighborhoods, institutional and civic uses, neighborhood-scale commercial activity, and auto-oriented uses along major corridors such as North Avenue and Memorial Highway. These areas exhibit a more varied building scale and a greater presence of surface parking and transportation infrastructure.
- DO-7 (Waterfront District). Established in 2021, it is located east of the downtown core along the Echo Bay shoreline and encompasses approximately 21 acres. Existing land uses include municipal facilities, automotive and industrial uses, vacant land, and previously disturbed waterfront parcels. Development within DO-7 is generally low in height and intensity and surrounding land uses include mixed-use corridors along Main Street and Huguenot Street, residential neighborhoods to the west and east, and Long Island Sound to the south. The Pratt Landing development, proposed for the city-owned waterfront properties was approved in January 2025. The mixed-use development features over 300 residential units, including 99 condominiums, a hotel, over 40,000 square feet of commercial space, and public amenities. Anchoring the development is the historic restoration of the New Rochelle Naval Armory, which will be revitalized to include dedicated veterans housing and community spaces.
- DO-8 (Lincoln Neighborhood District). Established in 2024, it is located north of the downtown core and encompasses approximately 79 acres centered on Lincoln Avenue and Memorial Highway. Existing land uses include single-family and multifamily residential development, institutional and civic uses (including Montefiore New Rochelle Hospital and religious institutions), commercial uses concentrated along North Avenue, open space, and transportation infrastructure. Significant portions of the district are occupied by surface parking lots and rights-of-way associated with Memorial Highway, and development patterns reflect a mix of smaller residential parcels and larger institutional holdings, with building heights generally lower than in the downtown core. The LINC Project was a site-specific component of the 2024 Proposed Action. It involved the disposition of the Memorial Highway right-of-way from New York State Department of Transportation (NYSDOT) to the City of New Rochelle to facilitate construction of the LINC Project. The LINC was a proposal to convert portions of Memorial Highway from roadway to public linear open space that include recreational uses, bicycle facilities and pedestrian amenities.

Overall, land uses within the downtown DOZ reflect the City's long-standing role as a regional employment, residential, and activity center, with development patterns shaped by proximity to transit, major roadways, and historic commercial corridors.

The Proposed Action includes modification of the Theoretical Development Scenario (TDS) for the Existing DO Zone to recalibrate potential future development based on observed and anticipated market trends

and absorption rates. Specifically, it is expected that residential uses will continue to be in higher demand than nonresidential uses. Therefore, the City proposed to adjust the projected square footage of nonresidential uses along with the projected number of residential units in each DO subdistrict to better reflect market demand, Section 3.1.2 below provides a more detailed discussion of the proposed changes to the TDS.

Zoning Map Amendments

Figures 3.1-1 and 3.1-2 illustrate the land uses within the areas proposed to be remapped to a different DO Zone, and the DO-8 boundary expansion.

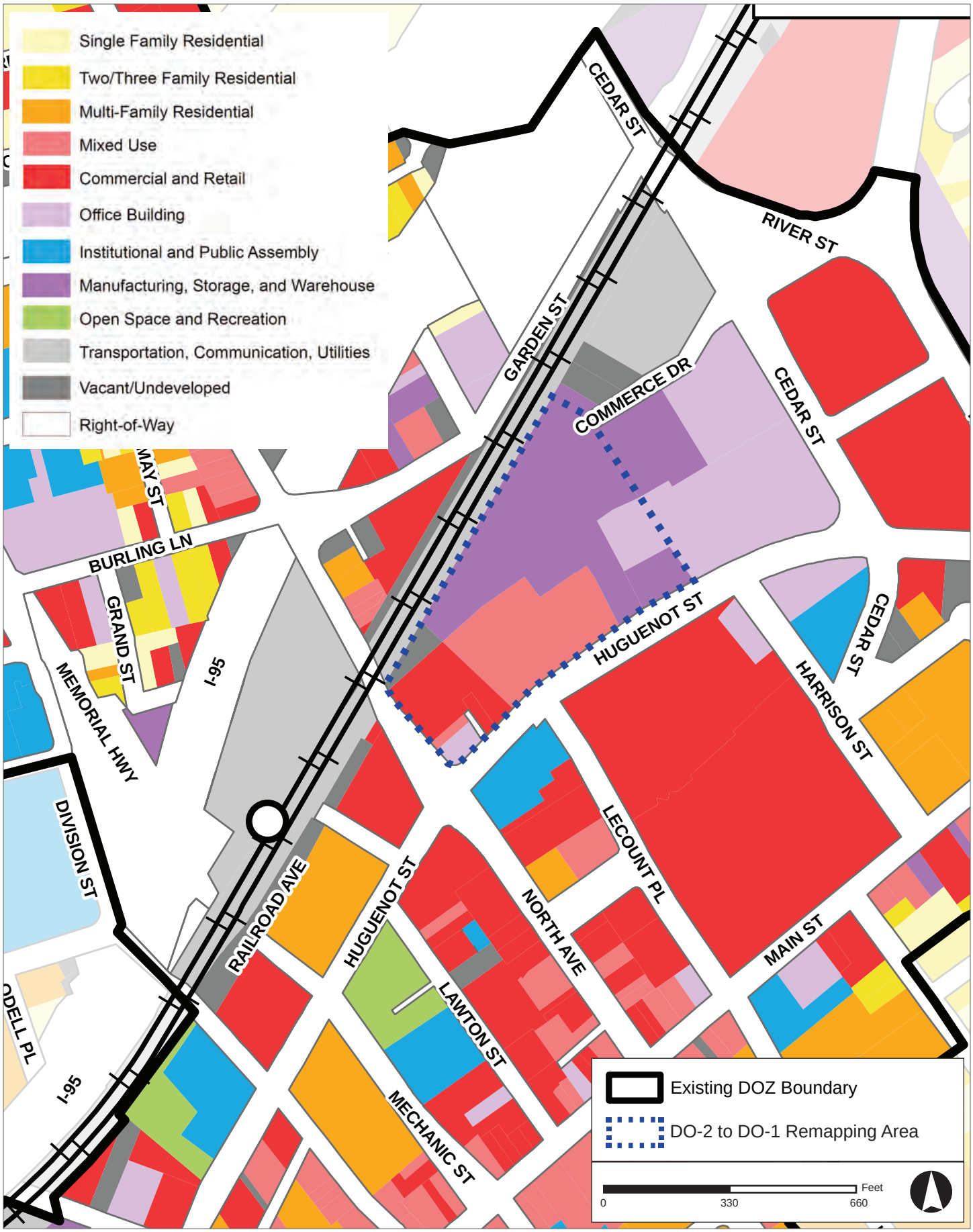
DO-2 to DO-1 Remapping and New Pedestrian Way Required
The area proposed for remapping from DO-2 to DO-1 is located north of Huguenot Street, east of North Avenue, and south of the railroad tracks. Its eastern boundary is Bally Place, one parcel west of Cedar Street. Existing land uses within this area include mixed-use development, office and business center uses, and commercial and service-oriented uses, including medical and storage-related facilities, with associated surface parking. Development patterns are characterized by relatively large parcels, with a historic corner building at Huguenot Street and North Avenue and a prominent high-rise tower midblock along Huguenot Street (Trump Plaza). The remaining area features low- to mid-rise buildings, and auto-oriented site layouts, with limited pedestrian connectivity, reflecting the area's historic function as a vehicular-serving commercial area adjacent to major roadways and rail infrastructure. Currently, there is no direct connection between this area and the Transit Center across North Avenue.

DO-8 Boundary Western Extension
The area proposed for inclusion within the DO-8 subdistrict along Washington Avenue, extending west to approximately the mid-block between Webster Avenue and Warren Street and north to Sickles Place, exhibits a transitional land use pattern of one-, two-, and three-family homes interspersed with medical and institutional uses with associated surface parking lots. Two multi-family, mid-rise buildings are located at Lockwood Avenue and Warren Street (one of the multi-family properties is already included in the existing DO-8).

DO-5 to DO-8 Remapping (Memorial Highway Area)
The area proposed for remapping from DO-5 to DO-8 along Memorial Highway includes parcels located between Sickles Avenue to the north and Burling Lane to the south, extending eastward from Memorial Highway to May Street. Existing land uses within this area include a mix of mid-rise multifamily residential development, institutional, religious and medical-related facilities, and accessory uses, along with surface parking and service areas. Parcels fronting Memorial Highway are characterized by larger lot sizes and building footprints influenced by the roadway's wide right-of-way and roundabout. The front of those buildings face the side streets. There are several low-rise two-three-family homes located in the eastern portion of the rezoning area. Building heights are generally lower than those in the downtown core, reflecting the area's transitional land use context.

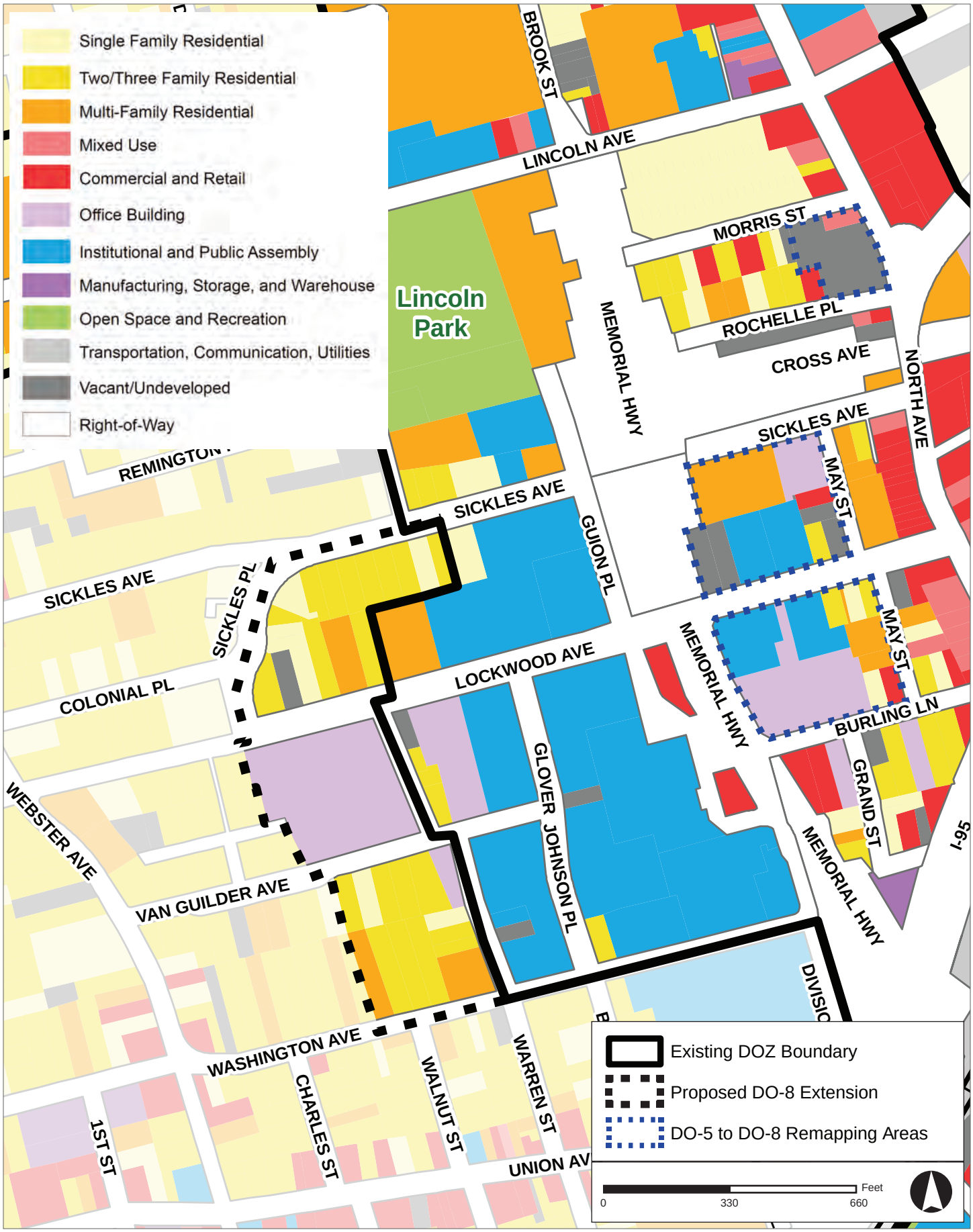
DO-5 to DO-8 Remapping (North Avenue Area)

The area proposed for remapping from DO-5 to DO-8 would include the west side of North Avenue between Morris Street and Rochelle Place, which is currently vacant. The rest of the block hosts largely single-family detached homes on both sides. Along North Avenue, north and south of this vacant lot, the land use features a mix of commercial, religious and low-scale density residential uses.



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 3.1-1: Land Use (DO-2 to DO-1 Remapping Area)



Source: City of New Rochelle, Westchester County GIS, BFJ Planning. **Figure 3.1-2: Land Use (DO-8 Extension and DO-5 to DO-8 Remapping Areas)**

3.1.1.2 Zoning

Land use patterns in the City of New Rochelle are regulated in accordance with Chapter 331, Zoning, of the Code of the City of New Rochelle (the "Zoning Code"). The City is mapped into various zoning districts within which different land uses are allowed, subject to applicable conditions. An existing zoning map is included in Figure 3.1-3. Uses are either permitted principal (as-of-right) or require a special use permit from the City Council and/or the Planning Board, depending on the use and district. In addition to use regulations, the Zoning Code establishes dimensional requirements that govern development intensity and form, including (as applicable): maximum floor area ratio (FAR); maximum building height (stories and feet); maximum building length; maximum building and impervious surface coverage; minimum lot area; lot area and floor area per dwelling unit; minimum lot width and frontage; and minimum yard setbacks. Minimum usable open space is also required in certain districts.

For purposes of this SDGEIS, zoning is described for the Study Area associated with the Proposed Action, which includes the Downtown Overlay Zone (DOZ) and the subsequent overlay districts that have expanded the DOZ since its original adoption in 2015. As described in Chapter 2, the Study Area encompasses the entire DOZ for proposed zoning text changes that apply DOZ-wide and specific areas within subdistricts DO-8, DO-5, and DO-2 for expansion and remapping.

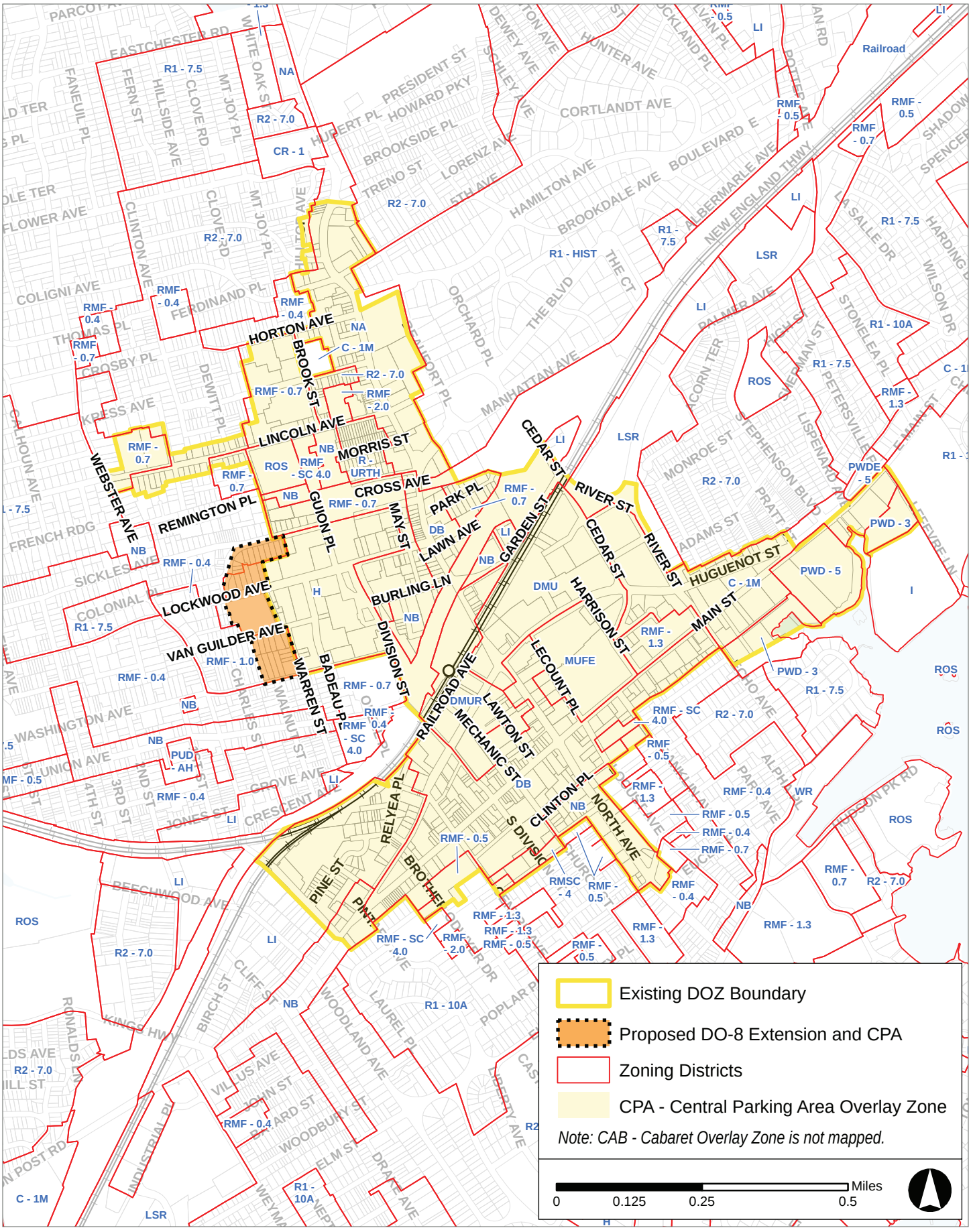
The Zoning Code categorizes districts into the following classes: Residence, Mixed Use, Commercial/Industrial, Overlay, and Floating. Within the Study Area, zoning regulation operates through:

- Underlying ("base") zoning districts that establish permitted uses and dimensional controls; and
- Overlay/floating zoning districts, where applicable, that modify development standards, allowed uses, and/or parking requirements in mapped areas or through an approval process.

Downtown Overlay Zone (DO-1 through DO-8)

Article XXII, Chapter 331-175, "Downtown Overlay Zones," regulates the location, design, occupancy, use of structures and use of land within the Existing DOZ that was adopted in 2015 (and subsequent zoning actions that expanded the DOZ to include two additional subdistricts, the DO-7 and the DO-8) to re-establish downtown New Rochelle as a vibrant mixed-use, transit-oriented area. The DOZ consists of a written code and mapped overlay districts DO-1 through DO-8, derived from a Recommended Action Plan (the "RAP", with the first Plan in 2015 and subsequent updated versions), which consolidated prior planning studies into a coordinated zoning proposal.

Although the underlying zoning districts remain mapped within the DOZ, development applications for property owner who choose to opt-in into the DOZ are submitted pursuant to the DOZ regulations, which include form-based standards intended to shape building placement, frontage conditions, and the relationship between buildings and the public realm. The DOZ functions as an optional overlay that expands allowable uses and modifies dimensional standards relative to underlying zoning, subject to compliance with DOZ requirements. Within the Existing DOZ (DO-1 through DO-8), there are multiple underlying ("base") zoning districts, including residential, mixed-use, and commercial/industrial districts.



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 3.1-3: Zoning Map

The DOZ overlay districts establish district-specific intent and a development framework that varies by subdistrict, reflecting differences in context across the downtown core, surrounding transition areas, corridor environments, waterfront areas, and adjacent neighborhoods. As described in the 2015, 2021, and 2024 DOZ documentation, DO-1 emphasizes the highest development intensity and tallest building heights in proximity to the New Rochelle Transit Center, supporting a broad mix of residential, office, retail, civic, cultural, and entertainment uses. DO-2 through DO-6 provide graduated transitions from the downtown core to corridor and neighborhood contexts, with generally lower base heights and a range of mixed-use, institutional, commercial, and residential environments. DO-7 intends to support a mix of water-dependent, waterfront-supportive, residential, and commercial uses, while preserving public access, views, and appropriate waterfront scale. Lastly, DO-8 aims to accommodate contextual mixed-use development, institutional uses, and housing at a scale generally lower than the downtown core, with transitions to surrounding residential neighborhoods.

The DOZ form-based code includes standards intended to promote street-oriented development and a pedestrian-supportive urban form. Major objectives described in prior DOZ documentation include:

- Placement of buildings along streets within a prescribed build-to area;
- Requirements for buildings to occupy a minimum percentage of street/sidewalk frontage;
- Special standards for terminating vistas and significant corners; and
- Civic space design standards.

Existing DOZ dimensional requirements and development standards applicable to the DO-1 through DO-8 subdistricts are summarized in Table 3.1-1.

Where the DOZ allows increased height beyond district base standards, such increases are achieved through the provision of Community Benefit Bonuses (CBB), which require investment in specified public benefits in accordance with the height bonus as detailed in the CBB table (Table 3.1-2).

In October 2024, the City of New Rochelle adopted the Vanguard Overlay Zone as an amendment to the Zoning Code to further economic development initiatives in the core of the City's downtown. The overlay applies to portions of the DB, DMU, DMUR, and MUFE zoning districts and is intended to promote downtown vibrancy by permitting a broader range of experiential, cultural, and entertainment-oriented uses in an area supported by existing housing and transportation infrastructure, while maintaining the dimensional requirements of the underlying zoning. The Vanguard Overlay Zone encompasses portions of the DOZ.

Table 3.1-1: Existing DO Zone Development Standards

175.11B(2). DEVELOPMENT STANDARDS FOR DO-1, DO-2, DO-3, DO-4, DO-5, DO-6, DO-7, DO-8 [8]				
		Development Standard 1	**Development Standard 2**	**Development Standard 3**
		Site and Building Height Requirements		
Total Site Frontage Min.[1]	All Districts	50 feet	100 feet	150 feet
Site Area Minimum	All Districts	5,000 SF	10,000 SF	30,000 SF [2] (40,000 SF in DO-1)
Building Height[3,4]	DO-1	2 stories min 8 stories max	2 stories min 24 stories max	2 stories min 40 stories max and 605 feet max
	DO-2	2 stories min 4 stories max	2 stories min 12 stories max	2 stories min 24 stories max and 245 feet max
	DO-3	2 stories min, 2 stories max	2 stories min 4 stories max	2 stories min 6 stories max and 65 feet max
	DO-4	2 stories min, 2 stories max	2 stories min 4 stories max	2 stories min 6 stories max and 65 feet max [4, 5]
	DO-5	2 stories min, 2 stories max	2 stories min 4 stories max	2 stories min 6 stories max and 65 feet max
	DO-6	2 stories min, 2 stories max	2 stories min 4 stories max, and 55 feet max	Not available
	DO-7	2 stories min, 2 stories max	2 stories min 3 stories max, and 45 feet max	2 stories min 4 stories max and 55 feet max [6]
	DO-8	2 stories min, 3 stories max	2 stories min 4 stories max, and 55 feet max	2 stories min 6 stories max, and 65 feet max [4, 7]
Street Wall Height & Stepback	All Districts	See Street Wall Height at Sec 175.11E(3) and Stepbacks at Sec 175.11E(4)		
Parking	All Districts	Standards - See Article XIV - Off-Street Parking and Loading		
	All Districts	Placement - See DOZ minimum requirements in Sec 175.11I		
Min side yard from residential districts	All Districts	No building may be constructed within 20 feet of a side yard adjoining a parcel in the R2-7.0 or RMF-0.4 Districts.		
Rear yard setback at residential districts	All Districts	Where any parcel is contiguous to a parcel within the R2-7.0 or RMF-0.4 district, the rear yard shall be a minimum of 30 feet.		

[1] Total sum of all Site Frontages facing Streets, excluding those Site Frontages along Pedestrian Ways.

[2] Except in DO-1 where minimum site area is 40,000 SF

[3] Additional Bonus Height may be achieved according to Community Benefit Bonuses Figure 175.11C. See Section 175.11G & H for building height standards, exceptions and permitted projections and encroachments.

[4] Except: 6 story and 65 feet maximum building height where shown on the DOZ Standards Map in Section 175.08

[5] Except: 8 story and 85 feet maximum building height where shown on the DOZ Standards Map in Section 175.08

[6] If on City owned property in DO-7, the 4th story is subject to the same CBB fees as 5th story in Development Standard 3 Bonus

[7] Except: 4 stories, 55' maximum building height where shown on the DOZ Standards Map in Section 175.08

[8] Any displacement of residential units within DO-8 must be replaced in kind within the DO-8 District.

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Table 3.1-2: Existing Community Benefits Bonus Table

175.11C(3). TABLE OF COMMUNITY BENEFIT BONUSES (CBB)[1]

		For developments that satisfy all of the requirements of a Development Standard as defined in Section 175.11B(2), the following standards shall apply:		
		Development Standard 1 Bonus*,******	**Development Standard 2 Bonus*,********	**Development Standard 3 Bonus*,********
DO-1	The total building height with Community Benefit Bonuses shall be a maximum of 605 feet	up to 2 Bonus stories	up to 4 Bonus stories	up to 8 Bonus stories
DO-2	The total building height with Community Benefit Bonuses shall be a maximum of 285 feet	up to 1 Bonus story	up to 2 Bonus stories	up to 4 Bonus stories
DO-3	The total building height with Community Benefit Bonuses shall be a maximum of 105 feet**	No Bonus Available	up to 2 Bonus stories	up to 4 Bonus stories**
DO-4	The total building height with Community Benefit Bonuses shall be a maximum of 85 feet	No Bonus Available	up to 1 Bonus stories ***	up to 2 Bonus stories ***
DO-5	The total building height with Community Benefit Bonuses shall be a maximum of 85 feet	No Bonus Available	up to 1 Bonus stories	up to 2 Bonus stories
DO-6	The total building height with Community Benefit Bonuses shall be a maximum of 55 feet	No Bonus Available	up to 1 Bonus stories	No Bonus Available
DO-7	The total building height with Community Benefit Bonuses shall be a maximum of 65 feet, and 75 feet for Additional Bonus stories	No Bonus Available	No Bonus Available	up to 1 Bonus story**** up to 1 Additional Bonus stories*****
DO-8 [1]	The total building height with Community Benefit Bonuses shall be a maximum of 85 feet	No Bonus Available	up to 2 Bonus stories	up to 2 Bonus stories

* Where a site has been designated on the DOZ Standards Map as a Six Maximum Building Height, the total building height including Community Benefit Bonuses shall be a maximum of 6 stories and 65 feet.

** If on City owned property in DO-3, the DS3 shall be granted up to 6 Bonus stories, and maximum 125 feet

*** Except: 2 Bonus Stories under Development Standard 2, and 4 Bonus Stories under Development Standard 3 (125 feet maximum building height) where shown on the DOZ Standards Map in Section 175.08.

**** Except: 4 story and 55 feet maximum building height where shown on the DOZ Standards Map in Section 175.08

***** Additional Bonus story may be granted at the discretion of the City Council prior to Planning Board as part of site plan review, see Section 331-175.14.

****** Where a site has been designated on the DOZ Standards Map as a Four Story Maximum Building Height, the total building height including Community Benefit Bonuses shall be a maximum of 4 stories and 55 feet.

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1 CBBs Fees generated in DO-8 must be invested or applied within the DO-8 District.

Key provisions of the Vanguard Overlay Zone that are relevant to the Proposed Action include the following:

- Downtown Activation and Economic Development: The overlay is intended to support economic development and downtown activation by allowing uses that contribute to street-level activity, cultural programming, and nightlife within the City's core downtown area.
- Land Use Flexibility: By permitting additional principal and accessory uses while retaining underlying dimensional requirements, the overlay provides increased flexibility in land use without altering established development intensity or bulk controls.
- Compatibility with Existing Zoning Framework: The Vanguard Overlay Zone functions as a regulatory overlay to existing zoning districts and does not establish new density, height, or bulk standards.
- Operational and Performance Standards: The overlay modifies certain operational regulations, including buffer requirements for bars and cabarets and applicability of outdoor loudspeaker regulations, to reflect the intended character and function of the district.

Parking

The existing parking standards ("Off-Street Parking and Loading standards") for base zoning are described in Article XIV, "Off-Street Parking and Loading," of the Zoning Code. The existing parking requirements are based on the use of the site. Where there is more than one use, the minimum requirements shall be cumulative for all uses, except where shared use of parking or loading spaces is permitted by the approving agency. Refer to Article XIV, Section 331-126 for a complete table of parking space requirements.

The Central Parking Area ("CPA") Overlay Zone, which is coterminous with the existing DOZ (see Figure 3.1-2: Existing Zoning Map), regulates parking of uses on properties opting into the DOZ. The purpose of the CPA zone is to provide less restrictive parking standards than in other areas of the City, because of the availability of public transportation, the proximity to the Transit Center, the availability of on-street and off-street public parking facilities, and the possibility of multiple trips by foot to various locations within the Central Parking Area. The CPA standards may apply to property in the CPA Overlay Zone, not just those in conformance with the DOZ standards. The CPA parking standards require fewer parking spaces for certain uses than required outside the zone. Section 331-126H of the Zoning Code defines these reduced standards and eligibility requirements.

In accordance with Article XIV, Section 331-126, site-specific analysis may be submitted to determine if credits may be applied for shared parking, attendant and valet parking, and provisions for car share parking, bike rental/storage credits, and non-reserved parking.

The Proposed Action includes targeted amendments to the Downtown Overlay Zoning Map affecting the DO-1, DO-2, DO-5 and DO-8 subdistricts. Additionally, the Zoning Map would reflect changes in active storefront requirements throughout the DOZ (except in DO-7). Moreover, the Proposed Action put forth several zoning text amendments, some of which directly relate to the zoning map changes, with others that apply throughout the DOZ. The description below includes discussion of current zoning requirements

within the various extension and remapping areas (Zoning Map Amendments) and discussion of identified issues and objectives that led the City to propose the zoning text changes that are included in this action (Zoning Text Amendments).

Zoning Map Amendments

Remapping of portion of DO-2 to DO-1
The area proposed for remapping from DO-2 to DO-1 is located on the block bounded by Huguenot Street, North Avenue, the railroad tracks and Bally Place. This area is currently mapped within the Downtown Overlay Zone (DO-2), allowing property owners to opt-in to the form-based overlay if they meet the Development Standards as established in the DO-2 (refer to Table 3.1-2). The underlying zone is the Downtown Mixed-Use (DMU). The DMU district permits multi-family use, mixed-use development with residential components above the ground floor, and several non-residential uses such as office, retail, hotels, and restaurants.

DO-8 Boundary Western Extension
The area proposed for inclusion within the DO-8 District through a western boundary extension, generally encompassing parcels along Washington Avenue and extending eastward toward Warren Street and northward toward Sickles Place, is currently regulated by the R2-7.0 Two-Family Residence zone along Sickles Place, the Hospital (H) zone in the mid-portion of this area by Warren Street, and the RMF-0.7 Multi-Family Residence zone south of Guilder Avenue. The R2-7.0 zone allows one- and two-family dwellings; the H zone allows hospital uses, medical and dental offices, medical laboratories, as well as one-, two- and multi-family dwellings; and the RMF-0.7 zone permits one-, two-, and multi-family dwellings.

DO-5 to DO-8 Remapping (Memorial Highway Area)
The area proposed for remapping from DO-5 to DO-8 along Memorial Highway is currently regulated by DO-5 Downtown Overlay Zone (as an opt-in overlay zone regulated by standards as illustrated in Table 3.1-2), together with underlying base zoning districts that include the Hospital (H) zoning district north of Lockwood Avenue and the RMF-0.7 Multi-Family Residence zone south of Lockwood Avenue. The H zone allows hospital uses, medical and dental offices, medical laboratories, as well as one-, two- and multi-family dwellings; and the RMF-0.7 zone permits one-, two-, and multi-family dwellings.

DO-5 to DO-8 Remapping (North Avenue Area)
The area proposed for remapping from DO-5 to DO-8 along North Avenue is currently regulated by DO-5 Downtown Overlay Zone (as an opt-in overlay zone regulated by standards as illustrated in Table 3.1-2), together with underlying North Avenue (NA) base zoning district, which is mapped along the North Avenue corridor. The NA zoning district permits a range of neighborhood-serving commercial and mixed-use activities, including office uses, retail, personal services, banks, and restaurants, with residential uses permitted above the first floor.

Zoning Text Amendments

Several zoning text amendments are proposed as part of this Proposed Action. They involve development standards updates, clarifications of existing regulatory requirements, definition updates, improvements to urban form, strengthening of retail viability, and increased predictability for applicants, as discussed in Section 2.4 and introduced below. Their potential impacts on land use and zoning are discussed in detail in 3.1.2.

Some zoning text changes target specific locations, such as the remapping of a portion of DO-2 to DO-1 (discussed above). In this area, the City is seeking to improve public realm and attract large-scale uses. Current development standards have not facilitated such type of development in this location, which is also struggling with a lack of connectivity across North Avenue and to the Transit Center. In this location, the City is proposing to increase Development Standard 3 from 40,000 to 60,000 square feet to ensure zoning standards match the size of the large-scale use they aim to attract.

DOZ-wide, the City has observed a recurring trend of ground floor commercial space remaining vacant for long periods of time. Proposed changes include a combination of frontage requirement changes, moving away from requiring storefront frontages in most of the DOZ commercial corridors. Additionally, changes to Large Retail Occupancy Standards would also address entryway requirements, providing more flexibility for retail uses, and parking locational requirements, ensuring the retail operation is viable.

Another City objective is to support potential redevelopment of small sites. Currently, no bonus heights are included under Development Standard 1 (with the exception of DO-1), making it challenging to redevelop properties with these dimensions. This objective is also aligned with providing expanded housing types, such as detached townhouses, in lower-rise DO Zones, something that the City is interested in doing to incentivize the provision of the "missing middle", gentle infill housing.

3.1.1.3 Plans

GreeNR Update - Climate Action Plan (2025)

The 2025 GreeNR Climate Action Plan Update builds upon the City's original 2011 GreeNR Sustainability Plan and reflects updated climate science, regulatory frameworks, and equity priorities. While retaining the original ten sustainability goals, the 2025 Update introduces an additional goal focused on Environmental Justice, recognizing that climate impacts and environmental burdens disproportionately affect Disadvantaged Communities (DACs). The 2025 Update emphasizes integration of sustainability and resilience into City capital planning, infrastructure investment, land use regulation, and development review. The plan is intended to function as a living framework, adaptable to evolving conditions, funding opportunities, and implementation capacity.

The 2025 GreeNR Update organizes actions under seven thematic areas of action:

1. Climate Leadership, Resiliency & Racial Equity
2. Energy & Climate
3. Resource Conservation & Waste Reduction
4. Ecology, Biodiversity & Health

5. Smart Growth & Economic Prosperity
6. Transportation & Mobility
7. Public Participation & Awareness

Policies and actions within the 2025 GreeNR Update that are most relevant to the Proposed Action include the following:

- Climate Resilience and Environmental Justice: Prioritize climate adaptation and resilience investments in Disadvantaged Communities, including improvements to stormwater management, heat mitigation, emergency preparedness, and access to resilient infrastructure.
- Green Infrastructure and Stormwater Management: Expand the use of bioswales, rain gardens, permeable pavements, green roofs, and other nature-based solutions to manage stormwater, reduce localized flooding, and mitigate urban heat island effects.
- Energy Efficiency and Building Performance: Encourage high-performance building standards, energy-efficient systems, and renewable energy integration in new development and substantial renovations, particularly within the Downtown Overlay Zone.
- Water and Wastewater System Efficiency: Reduce peak wastewater flows and potable water demand through low-flow fixtures, water-efficient appliances, and updated development standards that limit additional stress on treatment infrastructure.
- Transit-Oriented Smart Growth: Direct new residential and mixed-use development to areas with existing transit access, infrastructure capacity, and services, while minimizing pressure on lower-density residential neighborhoods and environmentally sensitive areas.
- Sustainable Transportation and Mobility: Improve pedestrian, bicycle, and transit infrastructure to reduce reliance on private automobiles, improve safety, and support multimodal access within and around the downtown area.
- Urban Forestry and Public Health: Expand tree canopy coverage, particularly in heat-vulnerable neighborhoods, and improve access to parks, open space, and the waterfront to enhance public health outcomes.

Climate Vulnerability Assessment Final Report (2025)

The City of New Rochelle completed a Climate Vulnerability Assessment (CVA) as part of its ClimateReadyNR initiative to evaluate the City's vulnerability to current and future climate-related hazards and to inform long-term planning, policy, and infrastructure decision-making. The CVA evaluates climate risks using projected climate conditions for the 2030s, 2050s, and 2080s under multiple emissions scenarios and assesses exposure, sensitivity, and adaptive capacity across community assets, infrastructure systems, natural resources, and vulnerable populations.

The CVA identifies climate trends and vulnerabilities that are relevant to land use planning, zoning, and development regulation within the City, including the Downtown Overlay Zone. Findings and planning considerations relevant to the Proposed Action include the following:

1. Flooding and Stormwater Risk: Increased frequency and intensity of precipitation events and sea level rise are expected to place additional strain on stormwater and wastewater infrastructure, particularly in low-lying and coastal areas, underscoring the importance of managing runoff, reducing impervious surfaces, and integrating green infrastructure into new development.

2. Heat and Urban Heat Island Effects: Rising temperatures and more frequent extreme heat events disproportionately affect dense, highly impervious areas and heat-vulnerable populations, highlighting the role of building design, tree canopy, open space, and urban form in mitigating heat impacts.
3. Infrastructure and Asset Resilience: Aging infrastructure systems and critical facilities face increased exposure to flooding, heat stress, and storm impacts, supporting the integration of resilience considerations into development standards and land use regulations.
4. Vulnerable Populations and Environmental Justice: Climate impacts are expected to disproportionately affect elderly residents, low-income households, communities of color, and other vulnerable populations, reinforcing the importance of directing growth to areas with existing infrastructure capacity and embedding equity considerations into land use decision-making.
5. Land Use and Development Patterns: The CVA emphasizes reducing exposure to climate hazards by guiding development toward transit-served areas with existing infrastructure, avoiding increased vulnerability in flood-prone locations, and supporting compact, resilient development patterns.

New Rochelle Transit Center Schematic Design Concepts (2025)

The City of New Rochelle has prepared schematic design concepts for the New Rochelle Transit Center to guide long-term improvements to the transit center district and surrounding public realm. The concepts are intended to strengthen the Transit Center's role as a civic destination and regional transportation hub by improving pedestrian connectivity, circulation, public space, and the overall user experience for travelers and non-travelers.

The schematic design framework focuses on reconfiguring streets, plazas, and station-adjacent spaces to prioritize pedestrian movement, improve multimodal connections, and enhance neighborhood connectivity on both sides of the rail corridor. Key elements relevant to the Proposed Action include the creation and enhancement of public plazas and gathering spaces, improved pedestrian crossings and streetscape conditions, expanded bicycle connections (including links to the LINC corridor), traffic calming and narrowed roadway sections, improved station access and visibility, incorporation of green infrastructure and resilient landscape strategies, and enhanced wayfinding and signage throughout the transit center district.

Recommended Action Plan (RAP)

In 2015, the City of New Rochelle created the Recommended Action Plan (RAP) that served as a framework to guide the future development and redevelopment of the City's downtown area. The overarching goal of the RAP was to transform the downtown core into an economically thriving center with pedestrian-friendly streets. The 2015 RAP set forth the recommendation to develop a Downtown Overlay Zone with six overlay zone districts to resolve existing land use and development challenges. The plan provides detailed sections on each overlay zone district providing a description of the zone's vision, community-driven placemaking ideas, revitalization strategies, types of market-driven economic development opportunities, and a potential build-out development scenario.

The RAP was updated in 2021 to provide a framework for the addition of a new downtown overlay zone (DO-7) as well as amendments to the DOZ, later adopted in December 2021 (see *"2021 Downtown Overlay Zone Zoning Code and Zoning Map Amendments*" below).

In 2022, the City of New Rochelle developed the 2022 Recommended Action Plan (RAP) Update as an amendment to the original 2015 Recommended Action Plan to reflect changes in market conditions, development patterns, and community priorities following several years of Downtown Overlay Zone (DOZ) implementation. The RAP Update built upon the City's prior downtown planning framework and provides the policy and planning basis for refinements to the DOZ and the creation of the DO-8 Zone within the Lincoln Neighborhood, which together formed a component of the 2024 Proposed Action.

The 2022 RAP Update evaluated the performance of the DOZ since its adoption and identifies strategies to guide continued redevelopment in a manner that balances economic development, neighborhood character, housing diversity, and public realm improvements. Key elements of the RAP Update relevant to the Proposed Action include recommendations to expand and refine the DOZ framework, adjust development assumptions through updates to the Theoretical Development Scenario, promote transit-oriented and walkable mixed-use development, strengthen neighborhood-scale development patterns, and implement public realm investments that improve connectivity and quality of life. The RAP Update also emphasized form-based zoning principles, contextual building heights and massing, enhanced pedestrian environments, and reinvestment of community benefits within impacted neighborhoods.

As part of this project, the RAP is being updated, and it is part of the Proposed Action. The 2026 Updated RAP is included as Appendix A.

Drainage Analysis Study (2022)

In 2022, the City of New Rochelle initiated a Citywide Drainage Analysis Study to understand the hydrology and hydraulics of each of the six watersheds within the city in order to identify drainage problem areas and potential drainage improvement projects.

Drainage studies most relevant to the Proposed Action include those for the Burling Brook and Pinebrook watersheds, as well as other drainage systems that influence stormwater conveyance and outfall performance in and adjacent to the Downtown Overlay Zone (DOZ). Key findings and considerations relevant to the Proposed Action include the following:

1. Burling Brook Drainage Basin: The Burling Brook watershed is a highly developed drainage basin in the southwestern portion of the City and includes portions of the downtown area within and adjacent to the DOZ. The study identifies numerous locations with flooding and icing concerns associated with limited system capacity and drainage network configuration, including the presence of isolated stormwater "bubbler" systems not connected to outfalls. The analysis evaluates potential drainage alternatives using hydraulic modeling and compares grey infrastructure improvements (e.g., resizing/connecting storm sewers and storage) and blue-green infrastructure strategies (e.g., bioswales, porous pavement, subsurface detention) to reduce localized flooding and improve stormwater performance.
2. Pinebrook Watershed: The Pinebrook watershed analysis evaluated dozens of flooding and icing complaint locations and found that drainage issues are often attributable to limited stormwater

infrastructure coverage and under-capacity segments of the existing network. Recommended measures generally focus on increasing stormwater conveyance and collection capacity, adding drainage structures, and regrading roadways to eliminate low points and improve drainage to existing infrastructure.

3. Citywide drainage constraints and future stormwater management: Across multiple watersheds, the studies highlight recurring themes relevant to future development patterns, including localized flooding at low points, limited connectivity to outfalls in certain subareas, and the need for both engineered conveyance improvements and opportunities for green infrastructure where feasible.

City of New Rochelle Complete Streets Study and Design (2017)

The City adopted Complete Streets and Sustainable Complete Streets Policies in 2012 and subsequently, in 2017, developed a Complete Streets Study and Design for key areas of the city, including areas within (Lincoln Avenue) and adjacent (North Avenue) to the DO-8 Zone. Complete Street elements are a component of the proposed LINC project. The plan identified existing conditions and provided conceptual complete streets designs for different key areas. North Avenue and Lincoln Avenue are identified as priority streets, where new recommended design features include widened sidewalks / bulb-outs, new pedestrian crossings and bicycles facilities.

New Rochelle Downtown Revitalization Initiative Strategic Investment Plan (2018)

In September 2018, the City of New Rochelle was selected as the winner of the $10 million Downtown Revitalization Initiative (DRI) in the Mid-Hudson Region. The DRI funding program, administered by the New York Department of State (DOS), allowed the City, along with other stakeholders and planning groups, to create a Strategic Investment Plan designed to leverage public and private development to help, in part, the Lincoln Avenue Corridor to thrive. The Strategic Investment Plan included numerous projects, among which, the addition of a new DOZ district (DO-8) encompassing the Lincoln Neighborhood, the conversion of a portion of Memorial Highway into a linear open space known as the "LINC", and the implementation of Complete Street and traffic calming concepts along the Corridor were included. The DO-8 was adopted by the City Council in 2024.

Comprehensive Plan "EnvisioNR" (2016)

"EnvisionNR" updated the 1996 Comprehensive Plan. The plan focuses on two key concepts: (1) concentrating higher density development in the downtown core, locating moderate density in the neighborhood commercial clusters, and preserving lower density in the residential neighborhoods; and (2) weaving in critical sustainability and resiliency principles throughout the plan chapters. The plan indicates several recommendations that relate to the Proposed Action, and in particular:

- Enhance and support the City's downtown center and neighborhood commercial clusters
    - Reduce parking requirements in neighborhood commercial corridors that are near the New Rochelle Transit Center.
    - Consider potential land use changes—based on community input—in the Lincoln Avenue Corridor which may include reconstruction or relocation of the Boys and Girls Club, redevelopment at greater densities, and improvements to the pedestrian environment.
    - Strengthen New Rochelle's neighborhoods by promoting diverse land uses within neighborhood commercial clusters and corridors.

- Implement zoning changes to promote sustainability
    - Amend Zoning Code to remove barriers to sustainability
    - Establish LEED Equivalency procedures for new development
- Transportation, Infrastructure, & Connectivity Initiatives
    - Parking Management Strategy
- Recommendations by Downtown Overlay District
    - DO-1: Promote and Expand Main Street and North Avenue for boutique retail.
    - DO-2: Promote Main Street and North Avenue retail to include more small format and large format national retailers to create greater opportunities for all businesses in the downtown.
    - DO-5: Encourage multifamily residences in close proximity to transit, downtown and Montefiore New Rochelle Hospital.
    - District-Wide Recommendations:
        - Provide a range of market rate and attainably priced residential options in walking distance from Downtown Center.
        - Allow increased density to support commercial vitality and satisfy desire to live in walking distance where the "action" is.
        - Regulate street frontages to require or encourage storefronts and entrances facing major commercial streets.
        - Parking should be screened and placed in the back wherever possible.
        - Buildings should occupy most of the frontage to avoid "missing teeth."
        - Encourage lot aggregation to permit economically viable development.
        - Establish shared off-street and on-street parking facilities to promote district redevelopment.
        - Encourage reinvestment in residential buildings to promote affordable downtown living alternatives for those who want to live near employment, transit and downtown amenities.
- Satisfy future parking demands by encouraging more off-site and shared parking
    - Expand in-lieu payments and shared parking

The Proposed Action is consistent with the land use and zoning framework established by the EnvisioNR Comprehensive Plan and its Future Land Use Plan. The zoning text and map amendments advance selected Comprehensive Plan recommendations related to downtown development, land use intensity, frontage regulation, parking standards, and sustainability. Recommendations addressing capital projects, transportation improvements, or areas outside the Downtown Overlay Zone are not included in the Proposed Action and are not evaluated as part of this SGEIS.

Downtown Overlay Zone & Zoning Map Amendments (2015)

In 2015, the New Rochelle City Council amended the Zoning Code and Map to adopt a form-based overlay zoning code called the Downtown Overlay Zone (DOZ). The purpose of this overlay zoning was to provide for flexibility in use and density of new development for a sustainable economic growth that responds and adapts to different economic market conditions. At the time, the DOZ included 6 zones, DO-1 through DO-6. For each of the zones, a Theoretical Development Scenario (TDS) was established in order to estimate a mix of potential uses and development scenarios as a baseline for SEQR analysis. The

environmental review of the existing DO Zone was generic in nature, as no specific development projects were proposed at the time. The 2015 TDS set projections for the magnitude and mix of uses that could reasonably occur over a 10-year period.

North Avenue Corridor Study Update Report (2015)

Since 2008, the City of New Rochelle has begun to study the North Avenue Corridor existing conditions to put forward recommendations to help revitalize the corridor. In 2015, an updated report revisited previously proposed strategies in light of zoning changes that were implemented within the College Related (CR-1) Zoning District and a recently developed Complete Street study. The overarching statement resulting from this update was that increased density, coupled with urban design controls and public realm investments, would be desirable and necessary to achieve corridor revitalization.

Most of the recommendations included in this report have been implemented as part of the adoption of the DO-5 and DO-6 Zones, as they related to amending the zoning to increase flexibility and responsiveness to market conditions, employ a form-based strategy, and revise parking requirements (expand the CPA area and encourage shared-parking). The last two recommendations of the report are more related to this Proposed Action, as they focus on public realm, safety and connections along North Avenue. The Proposed Action is consistent with these recommendations through targeted zoning map amendments and development standard refinements affecting portions of the DO-1, DO-2, DO-5, and DO-8 subdistricts, including adjustments to overlay boundaries, introduction of transitional height areas, and refinement of frontage and ground-floor design standards. While the Study also identified potential streetscape and roadway design concepts, the Proposed Action advances these objectives through regulatory mechanisms rather than through authorization of site-specific roadway or capital improvement projects.

Transit Oriented Development Smart Growth Study (2014)

Prior to the Comprehensive Plan, the City undertook a study to identify areas within the Downtown where significant development opportunities exist and new mixed-use development would help enhance downtown and existing neighborhoods. The Plan included recommendations for a connections plan, zoning and parking. Identified recommendations that are relevant to this Proposed Action include: increase bicycle facilities, streetscape/pedestrian improvements north of the Transit Center, expand the Central Parking Zone (CPA) to entire TOD zone, and implement a rezoning to allow for more uses and higher densities in the TOD zone.

GreeNR Sustainability Plan (2011)

The City's sustainability plan offers ten goals and corresponding plans of action to provide the community with a practical, realistic starting point for attaining a more sustainable community. The ten goals for the 20-year period ending in 2030 are as follows:

1. Reduce energy use and CO2 emissions by at least 20 percent.
2. Cut non-recycled solid waste generation by 15 percent and increase the recycling rate to 50 percent.
3. Preserve natural spaces and restore water bodies.
4. Reduce run-off from a one-inch rain event by 25 million gallons.
5. Decrease sewage flow by at least 2 million gallons in peak hours.

6. Build at least 95 percent of new housing near mass transit.
7. Open at least one additional mile of the Sound shore to the public.
8. Plant at least 10,000 new trees on public property.
9. Create a comprehensive walking and bicycling system.
10. Subscribe at least half of all households to the City website.

To achieve these goals, New Rochelle's sustainability plan establishes an action plan comprised of six planning areas, each with specific goals and implementation strategies. The planning areas that most apply to the Proposed Action within the Downtown Overlay Zone and associated subdistricts are Ecology, Biodiversity & Public Health; Smart Growth & Economic Prosperity; and Transportation & Mobility. Relevant recommendations specific to the Proposed Action include:

- Habitat & Open Space Preservation: Utilize diverse land use tools to protect and preserve New Rochelle's remaining natural habitats and to reclaim contaminated properties for public use and benefit.
- Flood Control & Mitigation: Reduce the incidence and severity of local flooding by controlling storm water run-off, expanding permeable surface coverage, repairing existing infrastructure, and utilizing new green infrastructure models.
- Transit-Oriented Smart Growth: Implement a comprehensive strategy to promote commercial and residential development in proximity to the New Rochelle Transit Center, while restricting undesirable growth in lower-density areas.
- Workforce Housing: Promote appropriate workforce housing development, especially through the integration of workforce housing units into market-rate projects, while discouraging the excessive concentration of subsidized housing.
- Creative Capital: Employ various land use, marketing, and incentive methods to attract a larger "creative class" to New Rochelle, stimulate demand for underutilized built space, and realize the economic benefits associated with arts and culture.
- Bicycle Mobility & Safety: Create public and private infrastructure supportive of bicycle use and storage, while also implementing a "Complete Streets" policy for future land use and road design.

Westchester 2025 / Plan Together, A Partnership for Westchester's Future: Context for County and Municipal Planning and Policies to Guide County Planning (amended 2010)

"Westchester 2025" builds upon the 1996 "Patterns for Westchester" adopted plan. The 1996 Plan sections ("Assumptions" and "Policies") have been replaced by the Westchester 2025 section "Context for County and Municipal Planning and Policies to Guide County Planning" which was adopted by the County Planning Board in 2008 and amended in 2010. The following summary describes the context and policies that are relevant to New Rochelle and this Proposed Action:

- Channel development to centers whenever possible, where infrastructure can support growth, where public transportation can be provided efficiently and where redevelopment can enhance economic vitality, in a fashion that is consistent with defined community character and designed to facilitate or enhance a smart-growth urban fabric.
- Assure interconnected open space to shape, as well as separate, development. Provide links between open space throughout the region.

- Nurture economic climate of the County through the use of municipal, county, state and federal resources to improve infrastructure, housing and programs that attract and support business enterprise, with consideration of intermunicipal impacts.
- Support development and preservation of permanently affordable housing by encouraging a range of housing types that are permanently affordable to renters and home buyers.
- Provide recreational opportunities to serve residents including new recreational opportunities to account for the recreational needs of higher density population areas and the needs and interests of the county's changing population. Improve public access and provide new passive and active recreational uses.
- Define and protect community character with respect to location, setting, aesthetic design and scale of development, as well as the public context of street life, tree canopy and utility placement.

There is also a 2010 Land Use report which was generated as part of the Westchester 2025 initiative, identifying New Rochelle's past role as a regional retail hub which was lost in the 1970s and 1980s and recognizes the changes in the downtown which could help the City to regain its prominence. The report recognizes the importance of New Rochelle's proximity to New York City and transit access for success in establishing new housing and commercial activity in the downtown. This report notes that redevelopment occurring in downtown New Rochelle is creating a new level of vibrancy and the transit-oriented nature of the City helps to build the urban core and attract residents. Additionally, the increasing amount of mixed-use development in the City has encouraged walkability and reduction of automobile usage, which helps create a sustainable downtown environment.

3.1.2 Potential Impacts

3.1.2.1 Land Use

The Proposed Action consists of zoning text and zoning map amendments affecting portions of the Downtown Overlay Zone (DO-1, DO-2, DO-5 and DO-8) and a proposed expansion of the DO-8 District. It also includes proposed zoning text amendments and one mapping change that would apply across DOZ. Additionally, a revised TDS establishes an updated projected development scenario that would change development potential (number of units) in each of the DO Zones.

The Proposed Action is generic in nature and does not include or authorize any site-specific development projects. Underlying zoning regulations would remain in effect unless modified by the adopted overlay provisions.

The analysis below evaluates whether the Proposed Action would alter existing land use patterns or introduce land use incompatibilities within the affected DOZ subdistricts and remapping areas. The structure of this section is divided into Zoning Map Amendments and Zoning Text Amendments, listing the individual action items associated with each one.

Zoning Map Amendments

DO-2 to DO-1 Remapping and New Pedestrian Way Required

The Proposed Action would extend the DO-1 District east across North Avenue along the rail corridor, remapping this area from DO-2 to DO-1. This adjustment is intended to better align zoning with existing and planned transit-oriented development, and encourage large-scale retail and entertainment uses adjacent to the New Rochelle Transit Center and regional highway access.

The DO-1 District emphasizes the highest development intensity and tallest building heights in proximity to the New Rochelle Transit Center, supporting a broad mix of residential, office, retail, civic, cultural, and entertainment uses. By remapping this area into the DO-1, the City aims to attract large-format retail, commercial anchors and entertainment uses. These uses already exist in the area, and are appropriate for downtown core and transit-oriented areas that promote walkability and transit use over driving.

Additionally, it is proposed that in this area a larger minimum lot size would apply for Development Standard 3, from the current 40,000 square feet to 60,000 square feet. This change has the potential to increase the building footprints, promoting large-scale retail and entertainment uses to locate in this area. Overall, the land use would remain consistent with what already exists in this area, as most existing parcels far exceeds 40,000 square feet (currently the minimum lot size under DO-2 Development Standard 3). This proposed change would also advance City's goals of aligning targeted DOZ areas near transit with market demand. This proposed change is also discussed below under "Zoning Text Amendments".

No changes in allowable building heights are proposed, as the maximum height would remain capped at 28 stories as currently allowed under DO-2 Development Standard 3 (maximum building height in DO-2 is 24 stories, with a maximum bonus of 4 stories). Building heights in this area vary widely, ranging from one-story structures to a 40 story tower.

A mapped Pedestrian Way Required would be established along the south side of the railroad corridor to provide a contiguous civic space connection to North Avenue, the North Avenue Bridge, and the Transit Center. This would create a positive impact in connecting potential new development with the Transit Center, while also supporting pedestrian-friendly frontages in key areas of the downtown that are currently lacking this characteristic.

Because the Proposed Action is generic in nature and does not approve a specific development project, this remapping does not directly change existing land uses. Future development would remain subject to applicable DOZ development standards, which emphasize the form of the built environment over use, and prioritize pedestrian-friendly frontages and public spaces to promote downtown walkability.

DO-8 Boundary Western Extension

The DO-8 subdistrict would be expanded west, along Washington Avenue to approximately the mid-block between Webster Avenue and Warren Street, and northward to Sickles Place. This adjustment represents the only net geographic expansion of the DOZ under the Proposed Action, expanding the DO-8 District and the DOZ by approximately 11 acres.

This area is characterized by a variety of residential uses, office uses (largely medical) and transitional land use patterns that are consistent with the intent of the Lincoln Neighborhood District (DO-8). The DO-8 permitted uses are included in the Proposed Zoning Code attached as Appendix C. They allow for a wide range of uses including residential, commercial and mixed-use. The DOZ form-based zoning focuses on the built form more than regulating uses. Development applications under DO-8 are optional, as the underlying zoning would still apply. Uses allowable under the underlying zoning include hospital, medical and dental offices, medical laboratories and one-, two- and multi-family residential. Property owners would have the option to develop following DO-8 standards and the form-based principles associated with the DO zones, providing increased flexibility to attract investment in this area.

These proposed boundary adjustments are intended to better align the DO-8 overlay with existing land use conditions and planned public realm and transportation investments, while ensuring uses and scale are compatible with the rest of the neighborhood.

No significant changes in allowable height are proposed, as the underlying Hospital district already allows much taller buildings (up to 14-story, 180 feet) than the Proposed Action. The outer residential zones included in the expansion area allow building up to 35 or 40 stories. Although allowable height under the DO-8 Development Standard 3 would allow up to 65 feet (with 2 extra stories allowable under the bonus scenario), this would not apply to the transition area where maximum height would be capped at 4 stories (refer to Section 3.1.2.2 and associated proposed zoning map changes), a buffer intended to ensure the visual context transitions from mid-rise to low-rise scale to match the existing residential neighborhood. Associated CBB fees generated by the utilization of a bonus height would be required to be invested within the DO-8 District.

In general, land uses and densities permitted under the DO-8 are similar to the existing context, and no significant adverse impacts are anticipated.

DO-5 to DO-8 Remapping (Memorial Highway Area)
Portions of the DO-5 subdistrict located between Memorial Highway, Sickles Avenue, May Street, and Burling Lane would be remapped to DO-8. Existing land uses within this area include a mix of multifamily residential development, institutional, religious and medical-related facilities, and accessory uses, along with surface parking and service areas. Permitted uses in DO-8 are the same as those permitted in DO-5; no change in the allowable uses is proposed. It is noted that the DO Zones focus on the built form rather than the land use, allowing a wide range of uses.

As described in Section 2.4, within this remapping area the DO-8 Development Standards would modify permitted building envelopes as follows: Development Standard 2 would allow 5-story buildings, with up to 4 additional bonus stories through the Community Benefit Bonus program (up to 9 stories, 105 feet). Development Standard 3 would allow 6-story buildings, with up to 5 additional bonus stories through the Community Benefit Bonus program (up to 11 stories, 120 feet). Community Benefit Bonus fees would be increased to $50 per square foot of bonusable floor area for both Development Standard 2 and Development Standard 3. Notably, this proposed change would allow new uses to front directly onto the LINC/Memorial Highway, instead of facing the side streets as the existing built environment.

From a land use perspective, the remapping ensures parcels along Memorial Highway – an 80-foot wide roadway that runs north-south across the Lincoln Neighborhood – reflect incentive standards that would promote mid- to high-rise development facing this major highway. Significant infrastructure improvements are anticipated in the future, including the incorporation of a pedestrian-only path reclaiming part of Memorial Highway (the LINC). These investments would allow for denser development while also supporting the goals of DO-8 as stated in the 2024 SGEIS and 2022 RAP. As stated before, the DOZ Standards focus on built form, ensuring aesthetically pleasing structures that promote walkability and improved visual experience for residents and visitors. Including this area within DO-8 would also ensure that fees associated with the Community Benefit Bonuses are applied within the Lincoln Neighborhood, a provision that applies to DO-8 only. Potential shadow effects associated with future development consistent with proposed maximum heights are addressed separately in Section 3.2.2.3: Shadows.

DO-5 to DO-8 Remapping (North Avenue Area)
An additional portion of the DO-5 subdistrict bounded by Morris Street, North Avenue, and Rochelle Place would be remapped to DO-8. This area consists of two vacant parcels and future development of this area would face North Avenue, reinforcing corridor-oriented land use patterns that would be consistent with DO-8 Development Standards. As in any DOZ, development opting into the proposed remapped DO-8 area would follow from-based code regulations, which focus on the built form and not the use. As for the Memorial Highway remapping, also this change would ensure that new development in this area would directly contribute to Community Benefit Bonuses that are applied within the Lincoln Neighborhood.

This remapped area along North Avenue would have a requirement of "Frequent Entryways Required" for such frontage. This is a change from the requirement of "Storefront Required" as illustrated in the existing zoning map (Figure 3.1-3) and further discussed in Section 3.1.2.2 ("Storefront and Frequent Entryways Requirements – Map Changes"*)*. From a land use perspective, this proposed change allows a broader variety of uses from locating on the ground floor, moving away from requiring nonresidential uses on the ground floor and limiting building frontages to just the storefront frontage or arcade frontage types. By eliminating this requirement, applicants opting into the DOZ will be able to take advantage of any of the eight existing frontage types currently regulated in the DOZ Code. This will enhance the viability of ground floor uses, help address the over-saturation of ground floor retail uses in the DOZ, and provide for an enhanced and appealing pedestrian environment by allowing a variety of viable building frontage types. This is part of a bigger map change that is proposed for the entire DOZ (with the exception of DO-7), described in detail in Section 3.1.2.2.

Storefront and Frequent Entryways Requirements – Map Changes
Changes to the Zoning Map are proposed eliminating the "storefront required" requirement from the streets within the core downtown, north along North Avenue and west along Lincoln Avenue. In these areas, the requirement will be changed to "Frequent Entryways Required". Additionally, the "Storefront Required" at the intersection of Lockwood Avenue and Guion Place would be removed. The "storefront required" requirements would remain within the DO-7 District.

This proposal is a policy change that aims to align with current market trends, helping property owners to more easily lease ground floor spaces. Currently, under the Storefront Required regulations, the DOZ

requires nonresidential uses on the ground floor and limits the allowable building frontage types to just the storefront frontage or arcade frontage. By eliminating this requirement, applicants opting into the DOZ will be able to take advantage of any of the eight existing frontage types—storefront frontage, arcade frontage, urban frontage, stoop frontage, porch frontage, forecourt frontage, lightwell frontage, mid-block frontage—currently allowed in the DOZ Code. This will enhance the viability of ground floor uses, help address the over-saturation of ground floor retail uses in the DOZ, and provide for an enhanced and appealing pedestrian environment by allowing a variety of viable building frontage types. From a land use perspective, most of downtown's commercial corridors, and in particular areas like North and Lincoln Avenue, already include a wide variety of first floor land uses, including residential and institutional. Additionally, removing the storefront requirement does not prevent applicants from including retail uses at ground floor, but it provides the option to include different uses that still appear as "active" given the "frequent entryway" requirement. The frequent entryway requirements regulate the maximum door separation to ensure that ground floor frontages have activation and do not result in long black facades at the street level.

Zoning Text Amendments

The Proposed Action includes zoning text amendments that apply across the DOZ or in selected subdistricts, as described below.

Development Standards for DO-2 to DO-1 Remapping Area
In the area proposed to be remapped from DO-2 to DO-1 (see Zoning Map Amendments, "Remapping of portion of DO-2 to DO-1"), associated zoning text changes would increase the required minimum site area for Development Standard 3 from 40,000 square feet to 60,000 square feet. This increase would encourage large-format retail and entertainment uses in this location, one of the stated goals for this area (see updated RAP attached in Appendix A).

This increase in the minimum lot area is intended to encourage large-scale retail and entertainment uses, ensuring these uses would have a size and layout conducive to successful operation of those large-scale uses. This change is not affecting smaller parcels, as Development Standards 1 and 2 remain unchanged. Given the goals for this specific downtown area, and the associated proposed changes described elsewhere in this document, these changes are expected to be beneficial to align large-scale business needs with zoning standards.

Large Retail Occupancy Standards
Section 175.11E(5) of the DOZ "Active Edge Frontage Requirements" currently include a provision for sites of 20,000 square feet or larger to provide frequent entryways "*no further than 100 feet from the end of the building at the Street Wall and the edge of each entryway shall be no greater than 100 feet from a consecutive entryway as measured along the Build-To-Line*". This zoning text change proposes to reduce the frequency of entryways from 100 to 150 feet.

This proposed change would allow greater flexibility in storefront configuration and design flexibility while maintaining a maximum requirement of distance between entryways. This would still address the frontage of buildings to ensure a pedestrian-oriented design that breaks up "blank walls". From a land use

perspective, this change may create a positive outcome by providing retail uses more flexibility in design, potentially incentivizing new uses in the DOZ. In fact, some uses may have had difficulties locating within the DOZ due to the 100-foot maximum distance of entryways that not all commercial layouts are able to provide. Through consultation with a number of large format retailers, the City has learned that these types of retailers require entrances at the proposed 150 feet.

An additional zoning amendments is proposed as part of the Large Occupancy Standards, which would modify Chapter 331-175.11I. PARKING REQUIREMENTS as follows: **"***Where a site proposes, or is required to accommodate, any single retail occupancy of 20,000 square feet or greater, the architectural design of the ground-floor, street level or applicable retail level shall require that parking associated with such use be located directly adjacent to and on the same level as the primary customer entrances and exits of the retail space*."

This proposed change would add a new on-site parking standard for large retail occupancy to ensure viability of the retail use and efficient operation of the space. Again, the City, in consultation with large format retailers, has learned that these types of retailers prefer parking to be on the same level as the store entrance, either at-grade or above-grade as part of a parking deck level.

Lastly, during Site Plan review, a submission of an analysis by a qualified retail design firm demonstrating that the proposed retail space design and associated parking configuration are conducive to tenant attraction and efficient operation is required for retail uses in this area. The City is proposing to add this requirement to ensure that the retail space that is proposed under the DOZ is conducive to attracting successful retailers. This requirement will be added as a potential mitigation measure to be addressed as part of site-specific approvals for projects utilizing these standards.

The purpose of this analysis is to ensure that the proposed building configuration, storefront design, access points, and associated parking layout are market-ready and capable of supporting viable retail tenancy over the long term. Retail uses, especially large-format retail, have unique operational and access requirements, and when such spaces are designed in a manner that is misaligned with prevailing market standards, they can remain vacant, underutilized, or subject to repeated retrofits.

Requiring an independent retail market readiness analysis at the Site Plan stage allows City staff and the Planning Board to evaluate whether the proposed retail layout and parking configuration align with current tenant expectations, operational logistics, customer access patterns, and leasing realities, rather than relying solely on architectural form or theoretical compliance with dimensional standards.

The analysis would not be intended to guarantee tenant success or dictate specific retailers, but rather to confirm that the physical design of the space is functionally compatible with foreseeable market demand and capable of being leased and operated without substantial redesign. By addressing market readiness upfront, this requirement helps reduce the risk of future environmental impacts associated with redesign, re-construction, or prolonged vacancy, thereby supporting SEQR's core objective of identifying and minimizing reasonably foreseeable adverse impacts over the life of the project.

From a land use perspective, no significant adverse impacts are anticipated as a result of these proposed changes. The above described proposed requirements are intended to ensure viability of the retail space and avoid retail vacancies, which would create beneficial outcomes for the downtown as a whole.

Storefront Frontage Type – Definition Change
Amend the definition of Storefront Frontage to clarify this type of frontage can be occupied by uses "not exclusively" of retail or restaurant activities. This is not an effective change, but only a clarification of the intent of the existing definition. Therefore, no land use impacts are anticipated as part of this clarifying, administrative change.

Contiguous Public Frontage Definition
Zoning text amendments would introduce a new definition for "Contiguous Public Frontage", requiring development to provide uninterrupted public frontage directly adjacent to civic spaces, plazas, or pedestrian ways. This change would only apply to specific public frontages, ensuring those frontages provide a pleasant and vibrant pedestrian experience, strengthening physical and visual connections between development sites and the public realm. This proposal does not modify allowable uses and would positively affect the public realm to further reinforce a pedestrian-focused DOZ.

Encouraging Missing Middle Housing
Zoning text amendments are proposed to increase the maximum allowable stories with bonus under Development Standard 1, as set forth in Zoning Code Section 175.11C(3), permitting:

- one additional bonus story within DO-2 and DO-8; and
- two additional bonus stories within DO-3 through DO-6.

These proposed changes would bring the maximum permitted heights under Development Standard 1 as follows, provided the applicant would use the maximum bonus heights:

- in DO-2 from five to six stories;
- in DO-3 through DO-6 from two to four stories; and
- in DO-8 from three to four stories.

The purpose of these changes, when combined with the removal of the storefront requirements, is to incentive mid-rise smaller format apartment or townhome-style buildings that could contain ground floor residential uses, on smaller (5,000 square foot minimum) infill housing across DO-2 through DO-6 and in DO-8. This is one of the City's stated goals in the 2026 Updated RAP, citing "gentle" infill as a way for small property owners to redevelop and invest in their site potential, while minimizing environmental impacts. This approach encourages "missing middle" building types as a design and urban form goal, which improves streetscape quality, enhancing the human scale of development, and creating more balanced, livable neighborhoods. Lower-scale residential uses already exists in the DOZ and surrounding areas, therefore this change is anticipated to be compatible with the existing land use.

Townhouse Definition
To further support the development of missing middle housing, an amendment to the Townhouse definition is proposed which would allow townhomes to not only be attached, as currently allowed, but also detached. This would allow for small scale single-family condominium developments on appropriate

infill lots. New detached townhome development would be most feasible within the DO-6 and DO-8 districts consistent with existing development patterns in these areas.

Waterfront Fee
Zoning text amendments would revise the waterfront access fee provision found in Zoning Code §331-175.11K. WATERFRONT ACCESS FEE to eliminate the fees for all non-waterfront districts. Zoning Code §331-27.1 Waterfront Access would also be amended to limit payment of the waterfront fee to only the DO-7 District. These changes are proposed so as not to overburden non-waterfront districts in the DOZ with an additional fee that is not required in any other non-waterfront district in the City.

Sustainability Development Standards
These Code amendments, as described in Section 2.4, would change the Zoning Code §331-175.11J Sustainable Development Standards as follows:

- Zoning Code §331- 175.11J (1) shall read "(1) All Sites shall further the goals of the City of New Rochelle GreeNR plan and its updates and shall comply with Sustainable Development Standards."
- Zoning Code §331-175.11J(4) LEED-ND EQUIVALENCY shall be added and will explicitly require project-level LEED-ND v4 Silver equivalency: "The minimum required sustainable development requirements shall be achieved through demonstrating equivalency of a LEED-ND v4 Silver (50-59 points) of the U.S. Green Building Council's rating system."

The intent of the above amendments is to codify updated sustainability policies into the DOZ standards. They would not affect land use, nor create any negative impacts.

Parking Adjustments
The Proposed Action includes the reduction in the available parking credit for valet parking. This change aims to improve curb management, circulation, and safety within the Downtown area. These changes would apply only to projects utilizing valet parking. No zoning impacts will arise from this change.

2026 Theoretical Development Scenario Update The Downtown Overlay Zone encompasses areas of New Rochelle previously identified for mixed-use development in proximity to the New Rochelle Transit Center and along connected corridors, and includes the DO-1 through DO-6 subdistricts originally adopted in 2015, the Waterfront District (DO-7) adopted in 2021, and the Lincoln Neighborhood District (DO-8) adopted in 2024. These subdistricts have been subject to prior environmental review, including the 2015 GEIS and subsequent 2021 and 2024 SGEIS evaluations.

This Proposed Action includes refinements to the TDS in each DO Zone as illustrated in Table 3.1-3. This component of the Proposed Action intends to realign the potential projected uses in each of the DO Zones to better anticipate future conditions and the associated environmental impacts. This refinement intends to rebalance uses across the different DO Zones, reflecting a net decrease in nonresidential uses and an increase in residential units. In particular, nonresidential use categories are projected to decrease across the DOZ as follows: - 80,500 square feet in retail uses; -32,400 square feet in restaurant uses; -325,000 square feet in office (non-medical) uses, -272,500 square feet in medical uses; -100,000 square feet in adult care uses, and -180,000 square feet in institutional uses. Residential units are projected to increase

Table 3.1-3: Proposed 2026 Theoretical Development Scenario

Overlay District	Retail (SF)	Restaurant (SF)	Office Non-medical (SF)	Medical Office (SF)	Hotel (rooms)	Residential Units (DU)	Residential Condominium Units (DU)	Student Housing/ Supportive Housing	Adult Care (SF)	Independent Units (DU)	Institutional (SF)
DO-1	**75,000** ***(-25,000)***	**40,000** ***(-14,000)***	**100,000** ***(-200,000)***	55,000	300	**3,130**[1] ***(+1,500)***	300	-	-	-	**35,000** **(-15,000)**
DO-2	**100,000** ***(-100,000)***	**22,000** ***(-10,400)***	100,000	**65,000** ***(-217,500)***	-	**6,464**[1,2] ***(200)***		-	-	-	**40,000** ***(-20,000)***
DO-3	**30,000** ***(-9,000)***	5,400	**25,000** ***(-25,000)***	-	-	**776** ***(+200)***		**100** ***(-100)***	100,000	200	**40,000** ***(-65,000)***
DO-4	**150,000** ***(+50,000)***	21,400	**50,000** ***(-50,000)***	26,000	-	**772** ***(+400)***		-	-	-	-
DO-5	21,500	5,400	**50,000** ***(-50,000)***	**50,000** ***(-55,000)***	100	**332** ***(+100)***		**200** ***(-100)***	**100,000** ***(-72,000)***	-	**60,000** ***(-80,000)***
DO-6	**25,000** ***(+3,500)***	5,400	31,000	21,000	-	**326** ***(+100)***		-	**50,000** ***(-28,000)***	-	35,000
DO-7	60,000	**40,000** ***(-20,000)***	25,000	25,000	200	700	100	-	-	-	23,000
DO-8	16,000	**24,000** ***(+12,000)***	-	30,000	-	**847** ***(+300)***	100	200	20,000	-	30,000
TOTAL	**477,500**	**163,600**	**381,000**	**272,000**	**600**	**13,347**	**500**	**500**	**270,000**	**200**	**263,000**
Proposed Change	***(-80,500)***	***(-32,400)***	***(-325,000)***	***(-272,500)***	***(0)***	***(+2,800)***	***(0)***	***(-200)***	***(-100,000)***	***(0)***	***(-180,000)***

Notes:

[1.] The City intends to reserve for a period of time, 800 Units in DO-1 and 700 Units in DO-2 for the future development of City-owned properties (see 2021 RAP Addendum).

[2.] Within the DO-2 District, there is a limit on any new residential development within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west. No new residential units have been allocated to this area under the Amended 2026 Theoretical Development Scenario (see Figure 2-10).

in all DOZ (except in DO-7), for an overall increase of 2,800 units. It is noted that within the DO-2 District, there is a limit on any new residential development within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west. No new residential units have been allocated to this area under the Proposed 2026 Theoretical Development Scenario.

The 2026 TDS does not promote or facilitate any particular use as it only provides a reasonable estimation of development type and intensity. The allowable uses under the DOZ remain unchanged, providing a wide range of allowable use types that property owners can choose from. The land use context would remain mixed-use, with a significant residential component which exists now and is expected to continue in the future. Accordingly, this change would not affect land use directly, no significant adverse land use impacts are anticipated within these portions of the DOZ as a result of the Proposed Action.

Conclusion

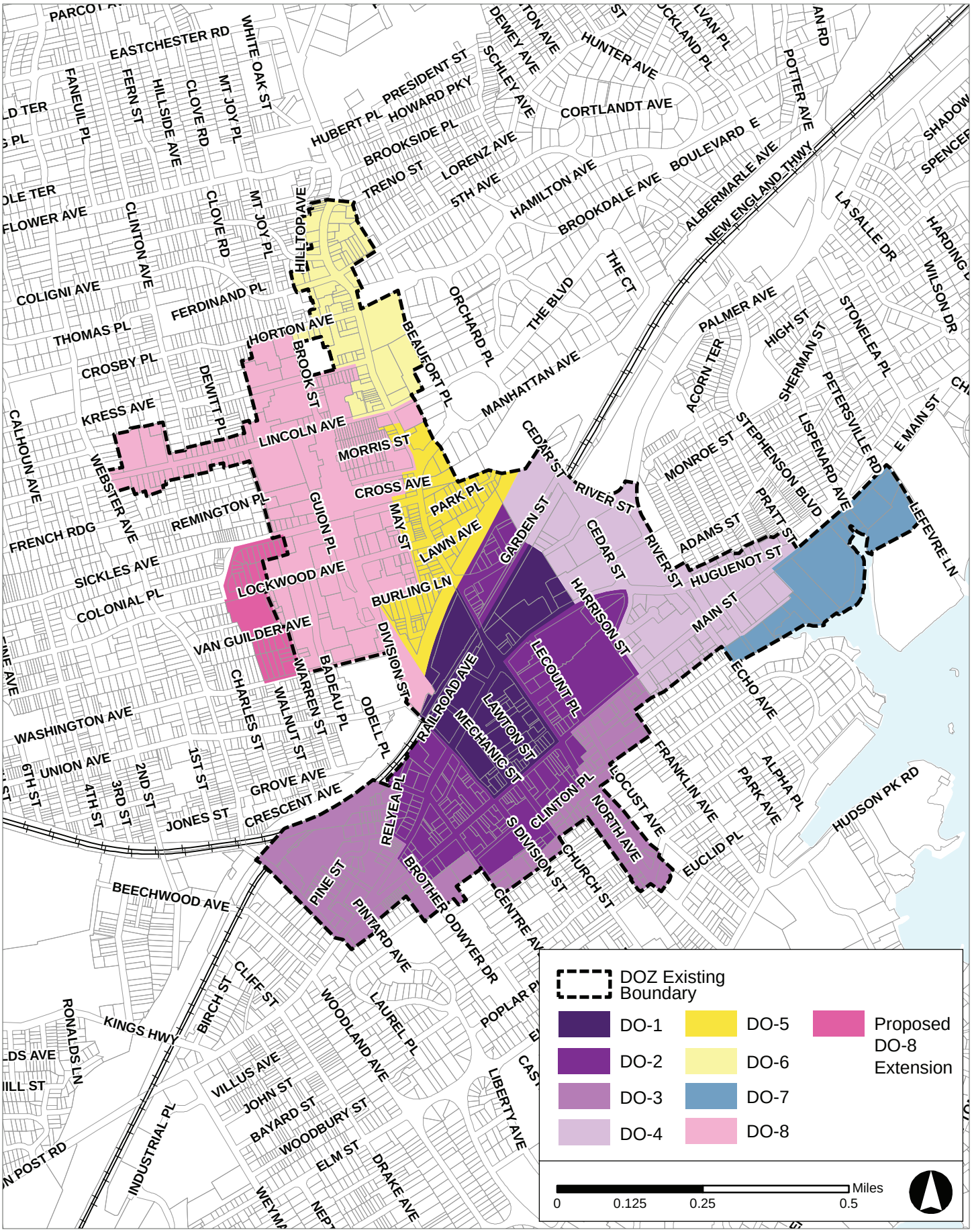
The Proposed Action does not introduce new DOZ subdistricts and does not change the overall land use framework established by the DOZ. Instead, it includes targeted DO subdistrict boundary adjustments affecting portions of DO-1, DO-2, DO-5, and DO-8; Standards Map frontage designation changes (except in DO-7); and zoning text amendments intended to refine development standards, frontage requirements, sustainability standards, and incentive mechanisms.

Across all Downtown Overlay Zone subdistricts, the Proposed Action refines existing zoning provisions and environmental analysis assumptions without introducing land use conflicts or altering established land use patterns. Existing uses would remain conforming, and future development would continue to be subject to either the underlying zoning (which would still apply) or the DOZ standards, as well as any required discretionary approvals and site-specific environmental reviews.

Therefore, the Proposed Action would not result in any significant adverse land use impacts.

3.1.2.2 Zoning

The discussion below evaluates whether the Proposed Action would result in zoning conflicts, introduce nonconforming conditions, or otherwise result in significant adverse zoning impacts within the affected DOZ subdistricts. A Zoning Map showing the proposed new DOZ boundary is included in Figure 3.1-4. Other zoning map changes are discussed and illustrated under the corresponding subheading below. Proposed zoning text changes are also described under the corresponding subheading. Finally, a discussion of potential zoning impacts in the entire DOZ is included at the end, evaluating any potential impacts resulting from the refinement of the TDS.



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 3.1-4: Proposed DOZ

Zoning Map Amendments

DO-2 to DO-1 Remapping and New Pedestrian Way Required

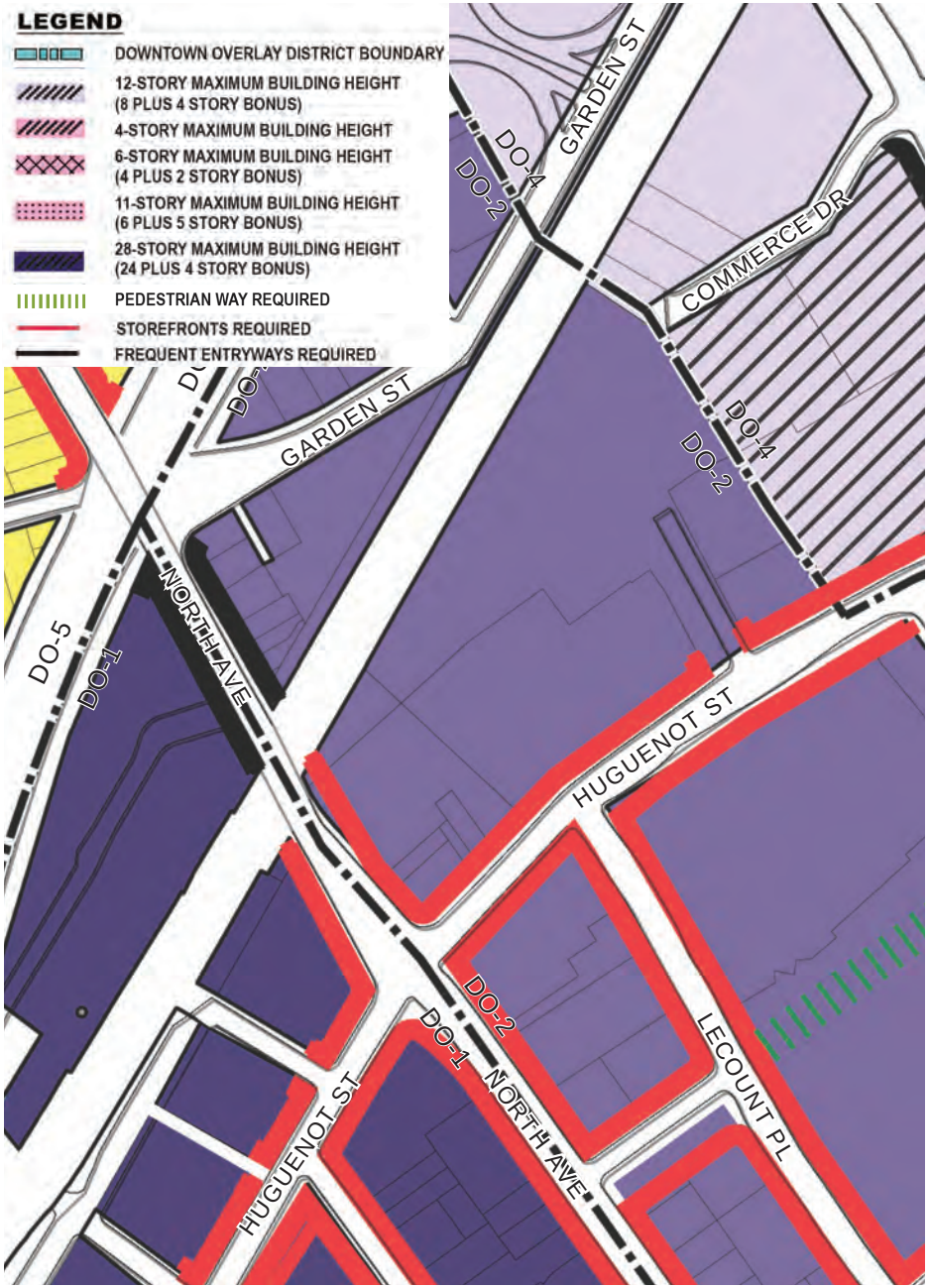
The Proposed Action includes a remapping of a portion of the DO-2 subdistrict to the DO-1 subdistrict across North Avenue along the rail corridor to Bally Place. Figure 3.1-5 illustrates this proposed map change, which includes a new Required Pedestrian Way. The remapping of this area would address one of the City's goals as described in the 2026 Updated RAP, promoting large-scale retail and entertainment uses.

This remapping would apply DO-1 development standards in place of DO-2 standards, except for the maximum allowable height in Development Standard 3, which would remain capped at 24 stories (and up to 4 additional stories under the bonus scenario), and the increase in minimum site area from 40,000 square feet (DO-1 DS-3) to 60,000 square feet. The latter change is discussed further in the Zoning Text Amendments section below. The underlying base zoning (DMU) would not be changed, and property owners could still choose to follow underlying zoning regulations for redevelopment. As described in 3.1.1, the underlying zoning allows mixed-use and multi-family buildings, up to 20 stories of height.

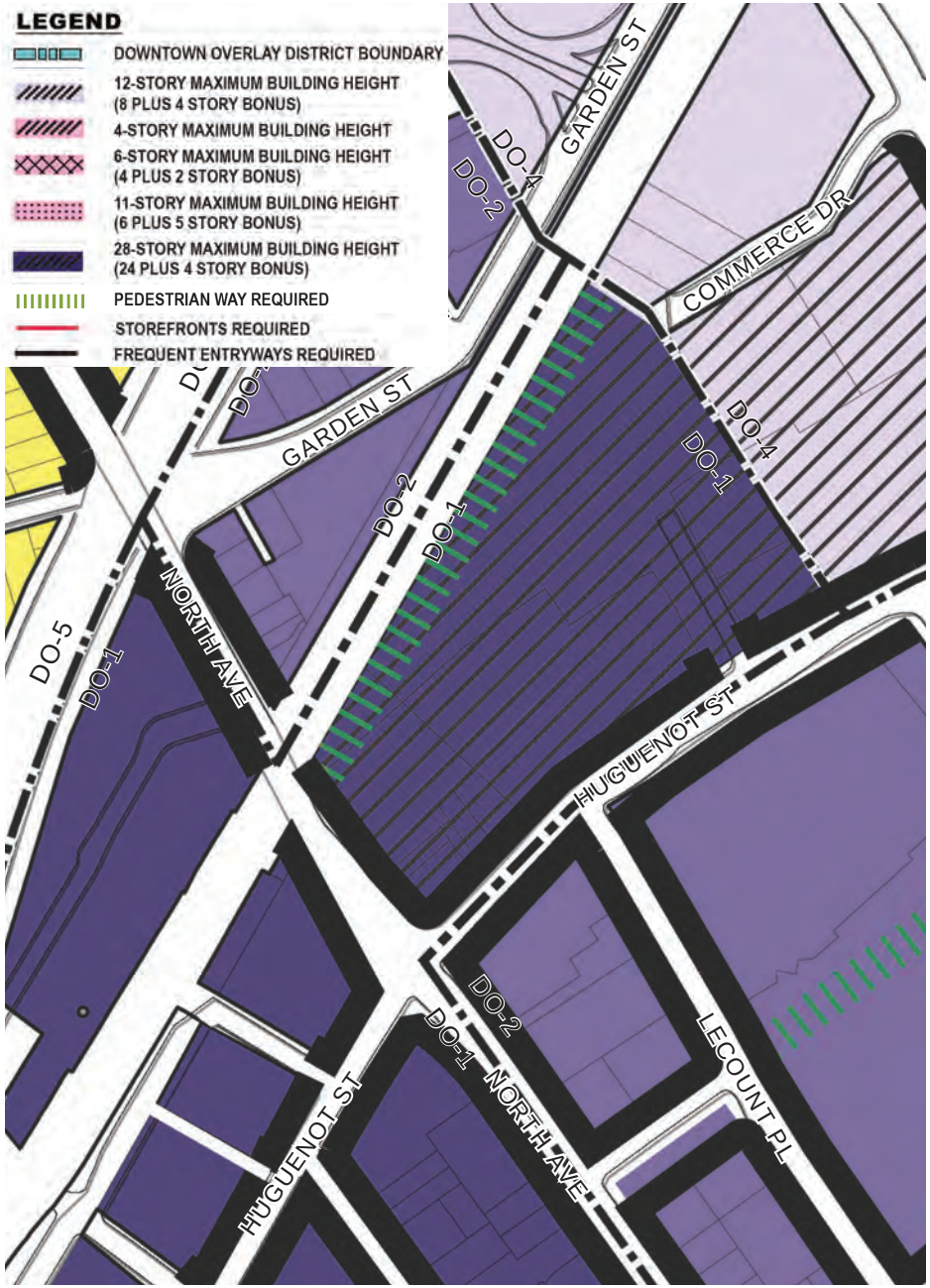
The proposed Development Standards for this specific remapping area would be as follows:

- Development Standard 1: site area minimum 5,000 square feet, 8 stories maximum (with up to 2 bonus stories);
- Development Standard 2: site area minimum 10,000 square feet, 24 stories maximum (with up to 4 bonus stories);
- Development Standard 3: site area minimum 60,000 square feet, 24 stories maximum (with up to 4 bonus stories).

No changes to the permitted uses are proposed. However, the intent of this remapping is to incentivize large-scale retail and entertainment uses to locate in this area. These uses would be compatible with the existing context and are allowed as-of-right in the DMU zone. Capping the height to 28 stories (under the maximum bonus scenario) is a way to achieve City's goals through performance-base requirements without maximizing the height of new development, working in concert with proposed large-scale retail requirements. The 28-story building height is already allowed under DO-2, and some of the existing structures in the area exceed this height. The Proposed Action does not authorize site-specific development. Given the discussion above, no significant adverse impacts are anticipated for zoning compatibility purposes.



EXISTING



PROPOSED

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 3.1-5: Existing and Proposed DOZ Boundaries (DO-1 & DO-2)

DO-8 Boundary Western Extension

The Proposed Action would extend the western boundary of the DO-8 subdistrict to include additional parcels along Washington Avenue, extending northward to Sickles Place and southward to Van Guilder Avenue. Figure 3.1-6 illustrates the extent of the expansion and its zoning characteristics (i.e., hatched area of 4-story maximum building height). This area is currently regulated by two residential zoning districts (R2-7.0 and RMF-0.7) and the Hospital zone.

The DO-8 overlay establishes development standards intended to support contextual mixed-use and residential development with explicit transition controls along district edges. Mapped four-story maximum height transition areas would apply along the western and southern edges of the expanded DO-8 district to provide an appropriate buffer to adjacent lower-density residential neighborhoods.

The underlying base zoning would still apply, meaning that in the Hospital district buildings up to 14 stories could be developed "as-of-right" today. With this DO-8 boundary expansion, property owners in this area would have an additional option for redevelopment, based on DO-8 standards as listed below and also in Table 3.1-2 above:

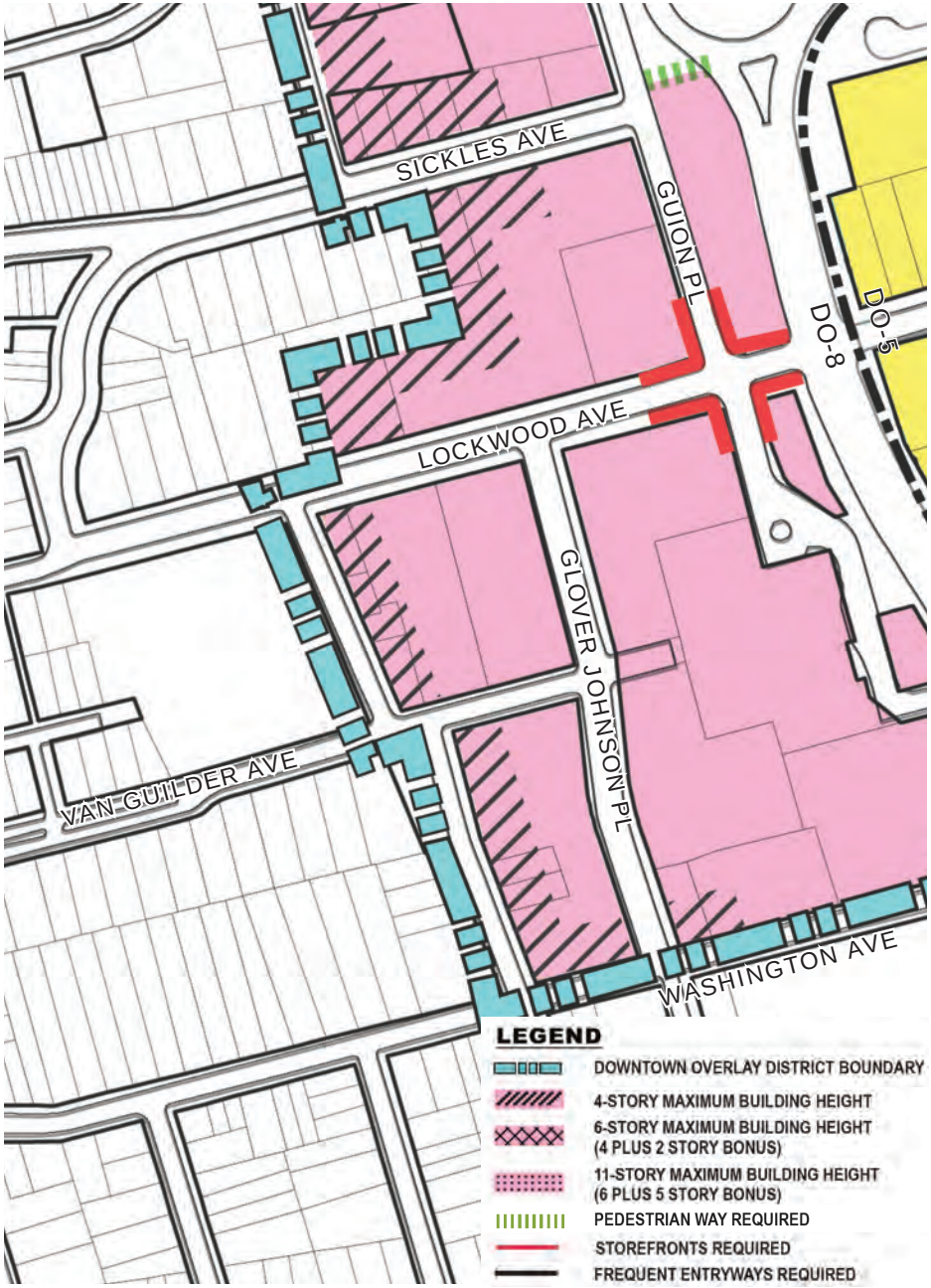
- Development Standard 1: site area minimum 5,000 square feet, 3 stories maximum, with up to 1 bonus story[9];
- Development Standard 2: site area minimum 10,000 square feet, 4 stories maximum (55 feet), with up to 2 bonus stories;
- Development Standard 3: site area minimum 30,000 square feet, 6 stories maximum (65 feet), with up to 2 bonus stories.

In 2024, allowable building heights for DO-8 were established based upon current neighborhood scale and character. The proposed expanded boundary area is characterized by a built environment very similar to the adjacent area to the east, which is already included in DO-8. It is not expected that mapping this area into the DO-8 overlay would result in any zoning incompatibilities; rather, it would provide an additional option for redevelopment and investment in this area, which would undergo nearby infrastructure and open space improvements, including drainage improvements and the LINC, to improve connectivity to the rest of the downtown.

DO-5 to DO-8 Remapping (Memorial Highway Area)

Portions of the DO-5 subdistrict bounded by Memorial Highway, Sickles Avenue, May Street, and Burling Lane would be remapped to DO-8, as illustrated in Figure 3.1-7. This area includes two different underlying zoning districts (Hospital zone and RMF-0.7 zone).

[9] As proposed to be changed as part of this Proposed Action; refer to "Encouraging Missing Middle Housing" section.



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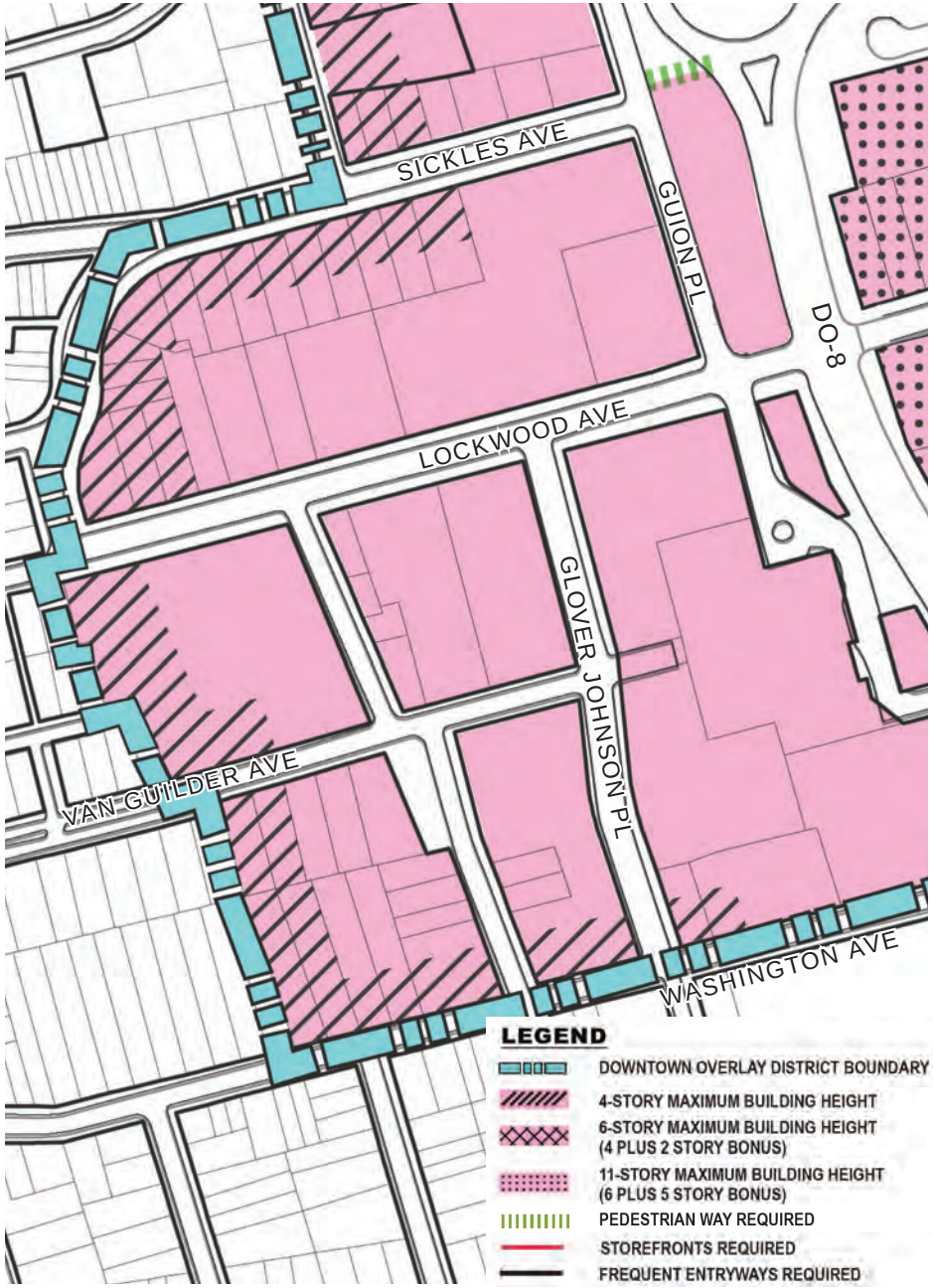
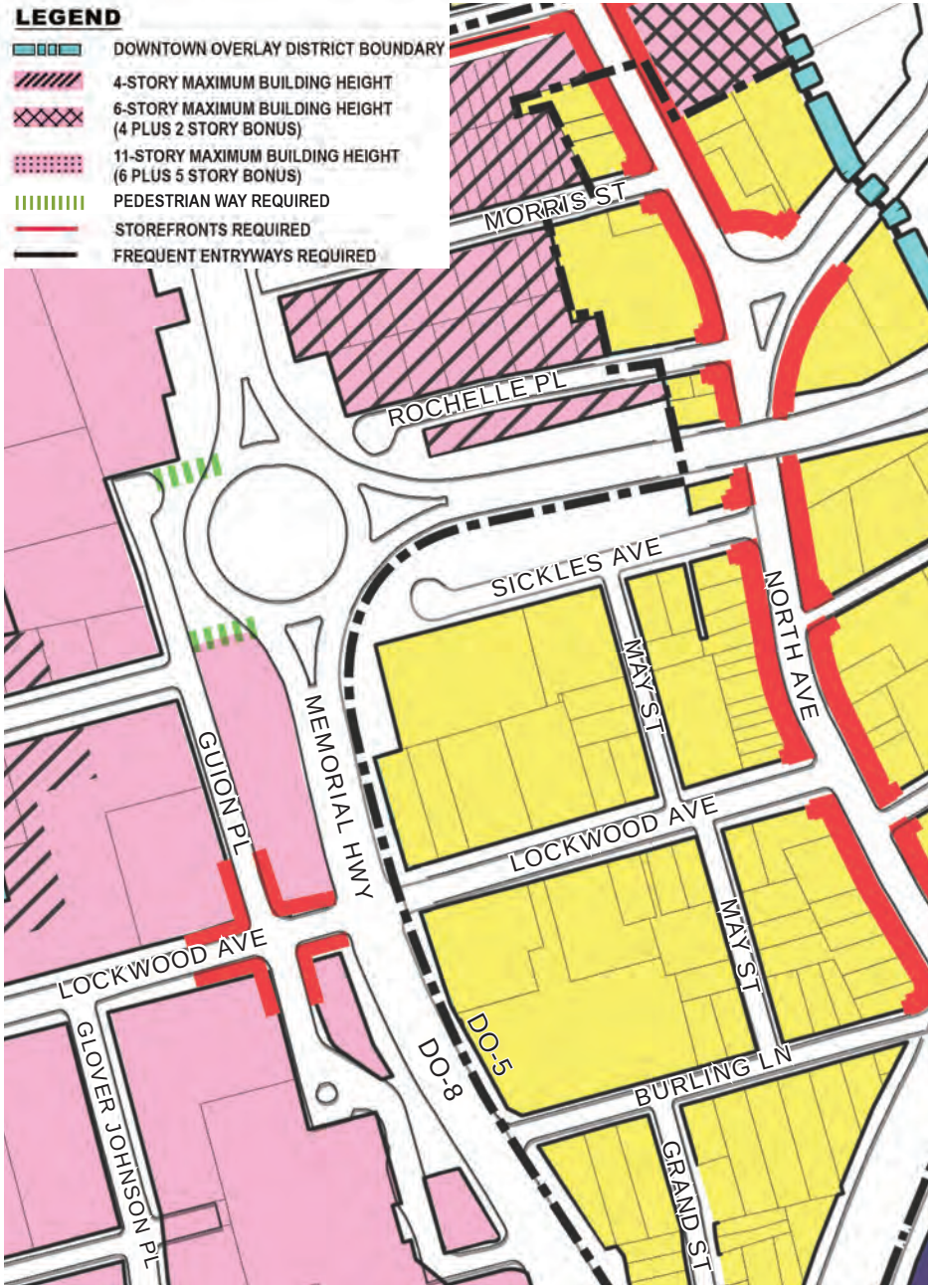


PROPOSED

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 3.1-6: Existing and Proposed DOZ Boundary (DO-8 Western Extension)



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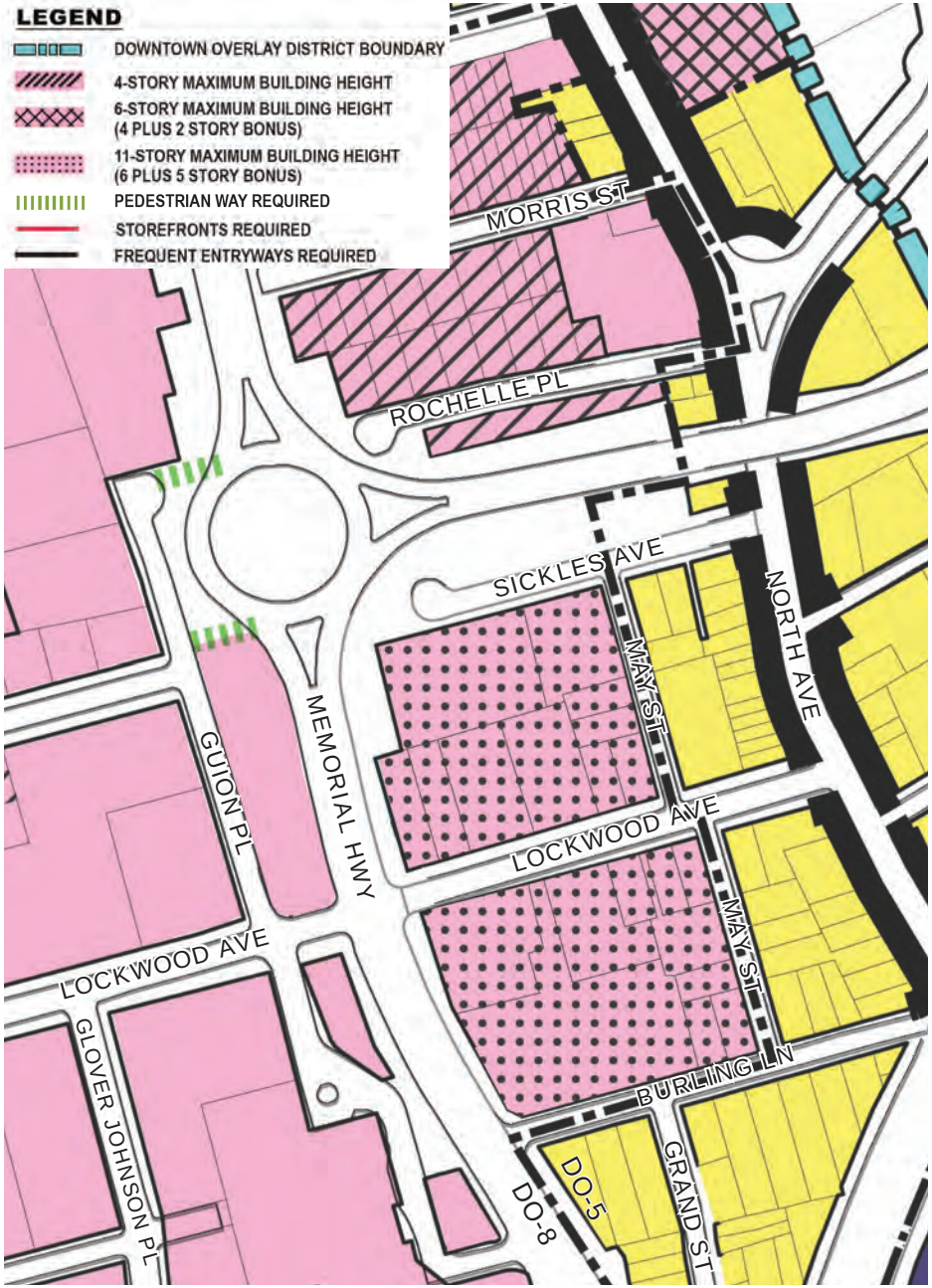

PROPOSED

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 3.1-7: Existing and Proposed DOZ Boundary (Memorial Highway Area)

Under the Proposed Action, the remapped area would be subject to DO-8 development standards. However, specific incentives are proposed for this remapping area, in an effort to spur redevelopment facing Memorial Highway and taking advantage of the future LINC project. The maximum height limit for this area would be 11 stories, inclusive of a 5 -story maximum bonus scenario. As described in the Land Use section, this area and its immediate surroundings are characterized by a variety of building scales that include buildings of similar heights. From a zoning "bulk" perspective, the Hospital zone, mapped in the portion north of Lockwood Avenue, allows 14 stories as-of-right. No changes in permitted uses are proposed, and the DO-8 allowable uses (which provide a wide range to choose from) would apply to this area. There are no anticipated zoning incompatibilities as a result of the remapping of this area from DO-5 to DO-8.

DO-5 to DO-8 Remapping (North Avenue Area)
An additional portion of the DO-5 subdistrict bounded by Morris Street, North Avenue, and Rochelle Place would be remapped to DO-8, as illustrated in Figure 3.1-7 above. Existing zoning in this area is North Avenue (NA), which allows neighborhood-serving commercial, institutional, and residential uses, and up to 3 story buildings. The DO-5 overlay, which currently applies to this area, allows the same maximum building heights that would apply under the proposed remapping to DO-8. This remapping would serve to better align subdistrict boundaries and promote uses facing North Avenue. The area is currently vacant; any new development under DO-8 that would take advantage of the Community Benefit Bonus program would result in investment within the Lincoln Neighborhood.

The remapping would not introduce zoning conflicts, would not result in nonconforming conditions, and would remain consistent with adjacent zoning districts and development patterns. No significant adverse zoning impacts are anticipated.

Storefront and Frequent Entryways Requirements – Map Changes
Changes to the Zoning Map are proposed eliminating the "storefront required" requirement from the streets within the core downtown, north along North Avenue and west along Lincoln Avenue. In these areas, the requirement will be changed to "Frequent Entryways Required". Additionally, the "Storefront Required" at the intersection of Lockwood Avenue and Guion Place would be removed. The "storefront required" requirements would remain within the DO-7 District.

This proposal is a policy change that aims to align with current market trends, helping property owners to more easily lease ground floor spaces. This would help reduce ground floor vacancies, something the City has identified as an issue in the last few years as the downtown has struggled to attract retail uses and vacancy have increased. From a land use perspective, most of downtown's commercial corridors, and in particular areas like North and Lincoln Avenue, already include a wide variety of first floor land uses, including residential and institutional. Additionally, removing the storefront requirement does not prevent applicants from including retail uses at ground floor, but it provides the option to include different uses that still appear as "active" given the "frequent entryway" requirement.

Currently, under the Storefront Required regulations, the DOZ requires nonresidential uses on the ground floor and limits the allowable building frontage types to just the storefront frontage or arcade frontage. By eliminating this requirement, applicants opting into the DOZ will be able to take advantage of any of the eight existing frontage types—storefront frontage, arcade frontage, urban frontage, stoop frontage,

porch frontage, forecourt frontage, lightwell frontage, mid-block frontage—currently allowed in the DOZ Code.

This component of the Proposed Action is intended to remove barriers to redevelopment and investment, allowing a greater variety of uses and street frontage types in the downtown. This would enhance the viability of ground floor uses, help address the over-saturation of ground floor retail uses in the DOZ, and provide for an enhanced and appealing pedestrian environment by allowing a variety of viable building frontage types. This change does not conflict with existing zoning regulations, as the underlying zoning is not regulating the frontage form. It is not changing the intent of the form-based zoning, the main objective of which is to create visual variety in the built environment. The frequent entryway requirements regulate the maximum door separation to ensure that ground floor frontages have activation and do not result in long black facades at the street level. Lastly, this is not preventing new development from providing storefront frontages if they choose to.

Zoning Text Amendments

The Proposed Action includes zoning text amendments that apply across the DOZ or in selected subdistricts, as described below.

Development Standards for DO-2 to DO-1 Remapping Area
Zoning text changes would increase the required minimum site area for Development Standard 3 from 40,000 square feet to 60,000 square feet in this specific location. The intent of this change is to encourage large-format retail and entertainment uses that reflect appropriate layouts that optimize operations and result in successful business activities.

Given the existing context of large building footprints and large parcels, this change is not anticipated to create any zoning incompatibilities, but would only promote large-scale uses that are aligned needs with zoning standards and do not need to get zoning variances.

Large Retail Occupancy Standards
Section 175.11E(5) of the DOZ "Active Edge Frontage Requirements" currently include a provision for sites of 20,000 square feet or larger to provide frequent entryways "*no further than 100 feet from the end of the building at the Street Wall and the edge of each entryway shall be no greater than 100 feet from a consecutive entryway as measured along the Build-To-Line*". This zoning text change proposes to reduce the frequency of entryways from 100 to 150 feet.

From a zoning perspective, this change is not expected to create incompatibilities with existing zoning regulations. It is intended to better align business needs with more flexible layouts, removing barriers to new business activities and reducing vacancies on ground floors.

An additional zoning amendments is proposed as part of the Large Occupancy Standards, which would modify Chapter 331-175.11I. PARKING REQUIREMENTS as follows: "Where a site proposes, or is required to accommodate, any single retail occupancy of 20,000 square feet or greater, the architectural design of the ground-floor, street level or applicable retail level shall require that parking associated with such use

be located directly adjacent to and on the same level as the primary customer entrances and exits of the retail space."

This is an added design control that aims to ensure a large-scale retail operation would be viable in the New Rochelle context, and would operate successfully, mitigating the risk of the space remaining vacant due to suboptimal layouts.

No conflicts with existing zoning regulations are expected from the changes described above.

Storefront Frontage Type – Definition Change
Amend the definition of Storefront Frontage to clarify this type of frontage can be occupied by uses "not exclusively" of retail or restaurant activities. This is not an effective change, but only a clarification of the intent of the existing definition. Therefore, no zoning impacts are anticipated as part of this clarifying, administrative change.

Contiguous Public Frontage Definition
Zoning text amendments would introduce a new definition for "Contiguous Public Frontage", requiring development to provide uninterrupted public frontage directly adjacent to civic spaces, plazas, or pedestrian ways. This change would only apply to specific public frontages, ensuring those frontages provide a pleasant and vibrant pedestrian experience.

This proposal does not modify allowable uses or dimensional standards. It is expected to enhance walkability and positively impact the visual environment of the downtown. No zoning impacts are anticipated. and would positively affect the public realm to further reinforce a pedestrian-focused DOZ.

Encouraging Missing Middle Housing
Zoning text amendments are proposed to increase the maximum allowable stories with bonus under Development Standard 1, as set forth in Zoning Code Section 175.11C(3), permitting:

- one additional bonus story within DO-2 and DO-8; and
- two additional bonus stories within DO-3 through DO-6.

These proposed changes would bring the maximum permitted heights under Development Standard 1 as follows, provided the applicant would use the maximum bonus heights (see Table 3.1-4):

- in DO-2 from five to six stories;
- in DO-3 through DO-6 from two to four stories; and
- in DO-8 from three to four stories.

The purpose of these changes is to support viable redevelopment of smaller properties to encourage a gentle infill approach that provides additional housing opportunities ("missing middle") while minimizing environmental impacts. Lower-scale residential uses already exist in the DOZ and surrounding areas, with some of the underlying residential zoning districts already allowing lower-scale multifamily uses. However, by codifying these updated development standards in the various DOZs (except in DO-1 and DO-7) a wider range of uses and building types would be allowed, giving small property owners additional options for redevelopment. This would be beneficial for property owners and would encourage

reinvestment for smaller sites within the downtown. No significant zoning impacts are anticipated as a result of this proposed change.

Table 3.1-4: Proposed Community Benefit Bonus Table

175.11C(3). TABLE OF COMMUNITY BENEFIT BONUSES (CBB)[1]

		For developments that satisfy all of the requirements of a Development Standard as defined in Section 175.11B(2), the following standards shall apply:		
		Development Standard 1 Bonus*,******	**Development Standard 2 Bonus*,********	**Development Standard 3 Bonus*,********
DO-1	The total building height with Community Benefit Bonuses shall be a maximum of 605 feet	up to 2 Bonus stories	up to 4 Bonus stories	up to 8 Bonus stories [2]
DO-2	The total building height with Community Benefit Bonuses shall be a maximum of 285 feet	~~up to 1 Bonus story~~ up to 2 Bonus stories	up to 2 Bonus stories	up to 4 Bonus stories
DO-3	The total building height with Community Benefit Bonuses shall be a maximum of 105 feet**	~~No Bonus Available~~ up to 2 Bonus stories	up to 2 Bonus stories	up to 4 Bonus stories**
DO-4	The total building height with Community Benefit Bonuses shall be a maximum of 85 feet	~~No Bonus Available~~ up to 2 Bonus stories	up to 1 Bonus stories ***	up to 2 Bonus stories ***
DO-5	The total building height with Community Benefit Bonuses shall be a maximum of 85 feet	~~No Bonus Available~~ up to 2 Bonus stories	up to 1 Bonus stories	up to 2 Bonus stories
DO-6	The total building height with Community Benefit Bonuses shall be a maximum of 55 feet	~~No Bonus Available~~ up to 2 Bonus stories	up to 1 Bonus stories	No Bonus Available
DO-7	The total building height with Community Benefit Bonuses shall be a maximum of 65 feet, and 75 feet for Additional Bonus stories	No Bonus Available	No Bonus Available	up to 1 Bonus story**** up to 1 Additional Bonus stories*****
DO-8[1]	The total building height with Community Benefit Bonuses shall be a maximum of 85 feet	~~No Bonus Available~~ up to 1 Bonus story	up to 2 Bonus stories [3]	up to 2 Bonus stories [3]

* Where a site has been designated on the DOZ Standards Map as a Six Maximum Building Height, the total building height including Community Benefit Bonuses shall be a maximum of 6 stories and 65 feet.

** If on City owned property in DO-3, the DS3 shall be granted up to 6 Bonus stories, and maximum 125 feet

*** Except: 2 Bonus Stories under Development Standard 2, and 4 Bonus Stories under Development Standard 3 (125 feet maximum building height) where shown on the DOZ Standards Map in Section 175.08.

**** Except: 4 story and 55 feet maximum building height where shown on the DOZ Standards Map in Section 175.08

***** Additional Bonus story may be granted at the discretion of the City Council prior to Planning Board as part of site plan review, see Section 331-175.14.

****** Where a site has been designated on the DOZ Standards Map as a Four Story Maximum Building Height, the total building height including Community Benefit Bonuses shall be a maximum of 4 stories and 55 feet.

1 CBBs Fees generated in DO-8 must be invested or applied within the DO-8 District.

2 Except: 4 bonus stories under Development Standard 3 (maximum building height of 285 feet) where shown on the DOZ Standards Map in Section 175.08.

3 Except: 4 Bonus Stories under Development Standard 2 (maximum building height of 105 feet), and 5 Bonus Stories under Development Standard 3 (120 feet maximum building height) where shown on the DOZ Standards Map in Section 175.08.

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Townhouse Definition
To further support the development of missing middle housing, an amendment to the Townhouse definition is proposed which would allow townhomes to not only be attached, as currently allowed, but also detached. This would allow for small scale single-family condominium developments on appropriate infill lots. New detached townhouse development would be most feasible within the DO-6 and DO-8 districts consistent with existing development patterns in these areas. No zoning incompatibilities would occur as a result of this minor change to the townhome definition.

Waterfront Fee
Zoning text amendments would revise the waterfront access fee provision found in Zoning Code §331-175.11K. WATERFRONT ACCESS FEE to eliminate the fees for all non-waterfront districts. Zoning Code §331-27.1 Waterfront Access would also be amended to limit payment of the waterfront fee to only the DO-7 District. These changes are proposed to avoid applying an additional fee to non-waterfront DOZ districts that is not required in other non-waterfront districts in the City. Further, access to and the provision of open space and recreational facilities, waterfront or otherwise, within the DOZ can be provided through the provision of the Fair Share Mitigation funds, as proposed to be increased (see Appendix E), and/or funds collected through the Community Benefits Bonus program (see Appendix D).

Sustainability Development Standards
These Code amendments, as described in Section 2.4, would change the Zoning Code §331-175.11J Sustainable Development Standards as follows:

- Zoning Code §331- 175.11J (1) shall read "(1) All Sites shall further the goals of the City of New Rochelle GreeNR plan and its updates and shall comply with Sustainable Development Standards."
- Zoning Code §331-175.11J(4) LEED-ND EQUIVALENCY shall be added and will explicitly require project-level LEED-ND v4 Silver equivalency: "The minimum required sustainable development requirements shall be achieved through demonstrating equivalency of a LEED-ND v4 Silver (50-59 points) of the U.S. Green Building Council's rating system."

The intent of the above amendments is to codify updated sustainability policies into the DOZ standards. They would not affect zoning, nor create any negative impacts.

Parking Adjustments
The Proposed Action includes the reduction in the available parking credit for valet parking. This change aims to improve curb management, circulation, and safety within the Downtown area. These changes would apply only to projects utilizing valet parking. No zoning impacts will arise from this change.

Conclusion
This Proposed Action is generic in nature. It includes zoning map changes that apply to specific locations or DOZ-wide. It also includes zoning text amendments applicable across portions of the DOZ that refine development standards, frontage requirements, parking regulations, sustainability standards, and incentive mechanisms. These amendments do not introduce new zoning districts, do not expand the range of permitted land uses, and do not alter the fundamental structure and intent of the DOZ.

There are no known proposals for any redevelopment at this time, but a Theoretical Development Scenario (TDS) has been updated to estimate any potential impacts as a result of the action (refer to Section 2.5 of this SDGEIS). The TDS has also been refined to better estimate projected new development in alignment with market trends and observed absorption rates.

Because this EIS is generic in nature, any property owner seeking to opt-in to the DOZ would need to comply with SEQR requirements (6 NYCRR Part 617), including possible supplemental impact analyses, and would be subject to site-specific approvals undertaken pursuant to the proposed zoning amendments.

Based on the above discussion, the Proposed Action is not expected to create significant adverse impacts on zoning.

3.1.2.3 Plans

The Proposed Action is supportive of relevant plans and recommendations as outlined in Section 3.1.1.3. The Proposed Action is generally consistent with and supportive of relevant adopted City and County plans summarized in Section 3.1.1.3. In particular, the zoning text and map amendments advance Comprehensive Plan and sustainability objectives (as updated recently) by directing growth to transit-served areas, refining development standards to support compact, mixed-use and residential development, improving transitions to adjacent neighborhoods, and reinforcing pedestrian-oriented urban form.

In summary, the Proposed Action is compatible with the adopted plans at city, county and state level, and supportive of planning strategies as identified in the relevant plans. As a results of such consistency with prior plans, the Proposed Action is not anticipated to result in any significant adverse impacts relative to land use and zoning.

3.1.3 Mitigation Measures

The Proposed Action is not anticipated to result in any significant adverse impacts and therefore no mitigation measures are required.

The following measures, however, would be required during site-specific SEQR review.

- Development Standards Verification: Developers that seek to participate and benefit from the DO Zones will be required to submit applications which demonstrate that the proposed project complies with the Sustainable Development Standards contained in the amended Zoning Code as set forth in Appendix C of this SDGEIS.
- Density Incentive Verification: Redevelopment proposed under Development Standards 1, 2 and 3 will only be permitted for parcels that meet minimum site area and frontage requirements (see proposed see Zoning Code in Appendix C).
- Community Benefit Bonus Height Verification: Any developer that seeks to benefit from bonus heights within the DOZ will be required to submit an application which demonstrates that the

proposed project provides one of the designated Community Benefits as permitted by the Commissioner of Development and approved by the Planning Board.

- Community Benefit Bonus (CBB) fees generated in DO-8 must be invested or applied within the DO-8 District.
- As part of the Site Plan Application for development with the DOZ, projects in the newly mapped DO-1 area containing retail uses, shall submit an analysis by a qualified retail design firm demonstrating that the proposed retail space design and associated parking configuration are conducive to tenant attraction and efficient operation.

3.2 Visual Resources and Community Character

This chapter considers the potential visual resources and community character impacts associated with the Proposed Action. As described in Chapter 2.0 "Description of the Proposed Action", the Proposed Action includes amendments to the DOZ regulations and the adoption of the 2026 Proposed Theoretical Development Scenario (TDS). This section examines the potential effects of the Proposed Action on the study area visual resources.

3.2.1 Existing Conditions

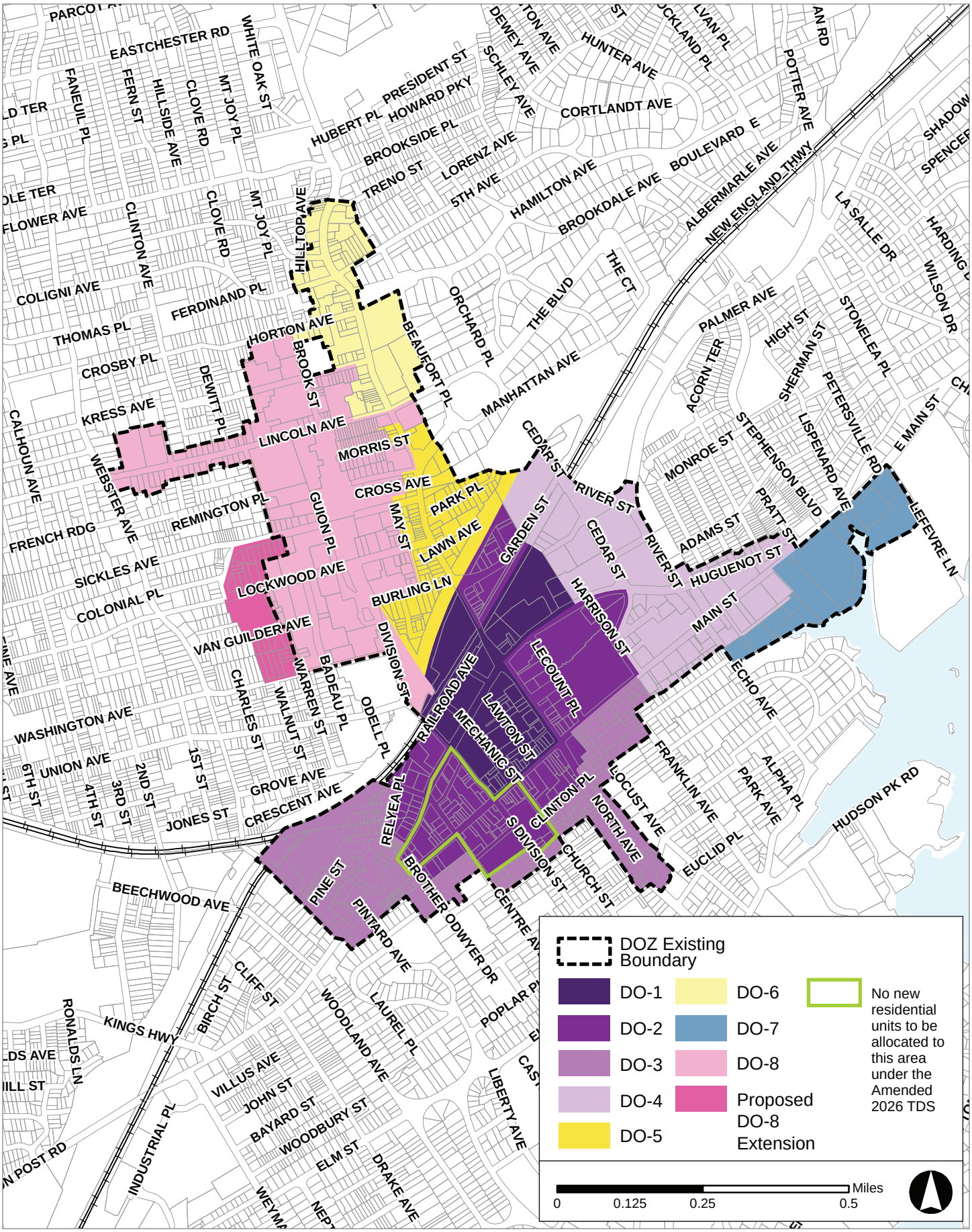
3.2.1.1 Visual Character

Existing DO Zone

The visual character of the Existing DO Zone is diverse and has evolved due to a unique combination of geographic, historic, environmental, transportation, regulatory and other factors. These factors include, but are not limited to: New Rochelle's proximity to Long Island Sound which gave impetus to its early establishment and settlement; its location on Boston Post Road (where Huguenot Street now runs), a major stagecoach route running between New York City and Boston; introduction of the New York and New Haven Railroad line in the 1800s, with the train station ultimately becoming the station for both Metro-North and Amtrak's New Haven line; trolley lines, which provided easy access to the City's downtown; the construction of the New England Thruway (I-95) in the 1950s and 1960s; the introduction of zoning regulations to control land use and development; economic policies and strategies to modernize areas of the City, including building clearance and redevelopment via urban renewal programs; and proximity to major markets, especially New York City. The City's history and evolution is visually embodied in its particular mix of land uses, the location of its downtown and surrounding residential neighborhoods; transportation and pedestrian environments; and the age, pattern, scale and form of its buildings. Existing conditions and features that relate to visual character include land uses and placement within the Existing DO Zone, transportation corridors and parking, sidewalk environment, building height and views of interest.

The City of New Rochelle's downtown has been an established commercial center for its own residents and outlying communities since its existence. It grew around the New Rochelle train station, which has been an activity hub since its inception. The existing DOZ includes a mix of land uses characteristic primarily of an urban community setting and is nearly completely developed with commercial, office and community service uses, with residential development interspersed. The existing DO Zone includes key buildings and uses of architectural and social interest, all of which contribute to the City's unique history and sense of place. The visual character is widely varied in terms of uses, building height, age of structures, condition, form, and function.

The following presents an overview of the visual resources and community character located within the proposed zoning map amendment areas (see Figure 3.2-1: Proposed DOZ Zoning Map Amendments).



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 3.2-1: Proposed DOZ Zoning Map Amendments

DO-2 to DO-1 Remapping and New Pedestrian Way Required

This area, currently within DO-2, includes large parcels hosting a variety of land uses, from light industrial/storage to medical and professional offices, to mixed-use buildings. The existing built environment reflects different eras of development: from the establishment of downtown new Rochelle as a commercial center in the early 1900s, to the placement of industrial uses near the railroad, to the recent inclusion of residential uses within a downtown context, reflecting the evolution of Downtown New Rochelle over the past century.

The underlying zoning (DMU) allows for 20-story buildings, while the existing DO-2 regulations, allow a maximum building height of 24 stories under Development Standard 3, with a potential allowable bonus of up to 4 stories, bringing the maximum allowable building height to 28 stories.

The corner of North Avenue and Huguenot Street is occupied by a prominent, 13-story art-deco-style office building built in 1930. Further east along Huguenot Street, there is a high-rise (40-story) residential tower on a two-story base that hosts various commercial uses. A smaller, 6-story mixed-use modern-looking building is located at the southeastern corner of this remapping area. Facing the railroad tracks, medical and light industrial uses are interspersed with low-scale buildings, internal roads and parking lots. In this area, all buildings on the north side features blank frontages along the railroad. There is no pedestrian or vehicular connection between North Avenue and the Transit Center and the properties along the railroad (east of North Avenue), effectively creating a barrier between areas.

DO-8 Boundary Western Extension

The area proposed for inclusion within the DO-8 subdistrict features a transitional land use pattern with medical office uses (one- to three-story buildings) on the eastern portion, along Lockwood Avenue and Van Guilder Avenue. Past those medical uses, the area becomes predominantly a one to three-family neighborhood, specifically along Sickles Place, Washington Avenue and the western portion of Lockwood and Van Guilder Avenues. There are also two mid-rise (8-stories) multi-family buildings located at the corner of Lockwood Avenue and Warren Street.

The underlying Hospital zone allows up to 14-story (180 feet) structures, while the outer residential zones in this extension area (R2-7.0 in the north portion, and RMF-0.7 in the south) allow up to 3-story buildings (35 or 40 feet).

One to three-family lots in this area tend to have narrow frontages and deep lots, which are especially deep along the north side of Washington Avenue. Lot sizes range from 5,000 to 10,000 square feet for single-family lots. Homes are set back from the street curb anywhere between 25 and 50 feet, often featuring green buffers and street trees on one or both sides of the sidewalk. A narrow pedestrian sidewalk is present throughout the proposed-to-be-expanded DO-8 area.

DO-5 to DO-8 Remapping (Memorial Highway Area)

The historical fabric of this area of Memorial Highway and the surrounding neighborhood has changed over the last 50-years, mostly due to Urban Renewal projects. When Memorial Highway was constructed (in the late 1960s), it removed a portion of the neighborhood fabric. Memorial Highway created a physical and psychological barrier within the Lincoln Neighborhood and the rest of downtown.

Architectural character, scale and building types widely vary within this remapping area. Along Memorial Highway there are prominent buildings such as the former YMCA building, now used as a medical facility, located at the corner of Burling Lane; the Zion Baptist Church, at the south corner with Lockwood Avenue, which underwent a fire event a few years ago and is now vacant; a 7.5-story nursing facility and associated parking lot, at the north corner with Lockwood Avenue, and a 9-story multi-family building (owned by the Municipal Housing Authority), at the corner with Memorial Highway overpass. A common characteristic of these properties is that the buildings are not facing Memorial Highway, but rather the side streets. This is due to Memorial Highway being placed in the middle of an already built-out neighborhood that had different layout patterns associated with previously existing neighborhood streets and connections.

Towards May Street, the context of the area is still varied, with a mix of uses that include a 6-story nursing facility, a few single- and two-family homes (at the corner of Lockwood Avenue and May Street) and two 5-story multi-family buildings facing May Street. There is also another church, Holy Trinity Lutheran Church, located mid-block along Lockwood Avenue. The scale also varies from two-story to nine-story buildings. A narrow sidewalk serves the entire area. Street trees and green buffers are present sporadically.

The underlying Hospital zone allows up to 14-story (180 feet) structures, while the residential multi-family zone (RMF-0.7) allows up to 3-story buildings (40 feet). The existing DO-5 zone allows for 6-story buildings under Development Standard 3, with the potential to add up to 2 bonus stories for a total of 8-stories.

DO-5 to DO-8 Remapping (North Avenue Area)

The remapping would include the west side of North Avenue between Morris Street and Rochelle Place, which is currently vacant. In this area, the North Avenue corridor hosts a mix of commercial, religious and low-scale density residential uses. Most buildings are one story, with a mix of architectural styles. The residential neighborhood to the west, already included in the DO-8, features turn-of-the-century single-family homes built on small lots. The predominant form of these residential buildings is typically a two- to three-story structure with pitched/gabled roofline, wood (or vinyl) siding, a porch or other appurtenance, and parking set to the side or rear of the house that is set back from the street curb anywhere between 25 and 50 feet.

The underlying North Avenue (NA) zone allows 3-story buildings (40 feet), while the DO-5 zone allows for 6-story buildings under Development Standard 3, with the potential to add up to 2 bonus stories for a total height of 8-stories.

Storefront and Frequent Entryways Requirements – Map Changes

The City is proposing a map change removing the “storefront required” requirement from the streets within the core downtown, north along North Avenue, and west along Lincoln Avenue; these changes would occur in all districts except DO-7. In these areas, the requirement will be changed to “Frequent Entryways Required”. Additionally, the “Storefront Required” at the intersection of Lockwood Avenue and Guion Place would be removed. The “storefront required” requirements would remain within the DO-7 District.

Under the current regulations, the "storefront required" provision, although not specifically requiring ground floor retail, has resulted in an oversaturation of ground floor commercial spaces many of which remain vacant or underutilized. In those locations, property owners redeveloping their property have no opportunity to choose frontage types other than a storefront frontage or arcade frontage. The potential impacts to visual resources are discussed in Section 3.2.2.1.

Zoning Text Amendments
A few components of the Proposed Action are zoning text amendments that may result in impacts on visual resources. They are introduced below and discussed in Section 3.2.2.1 as they relate to the visual character of the Study Area.

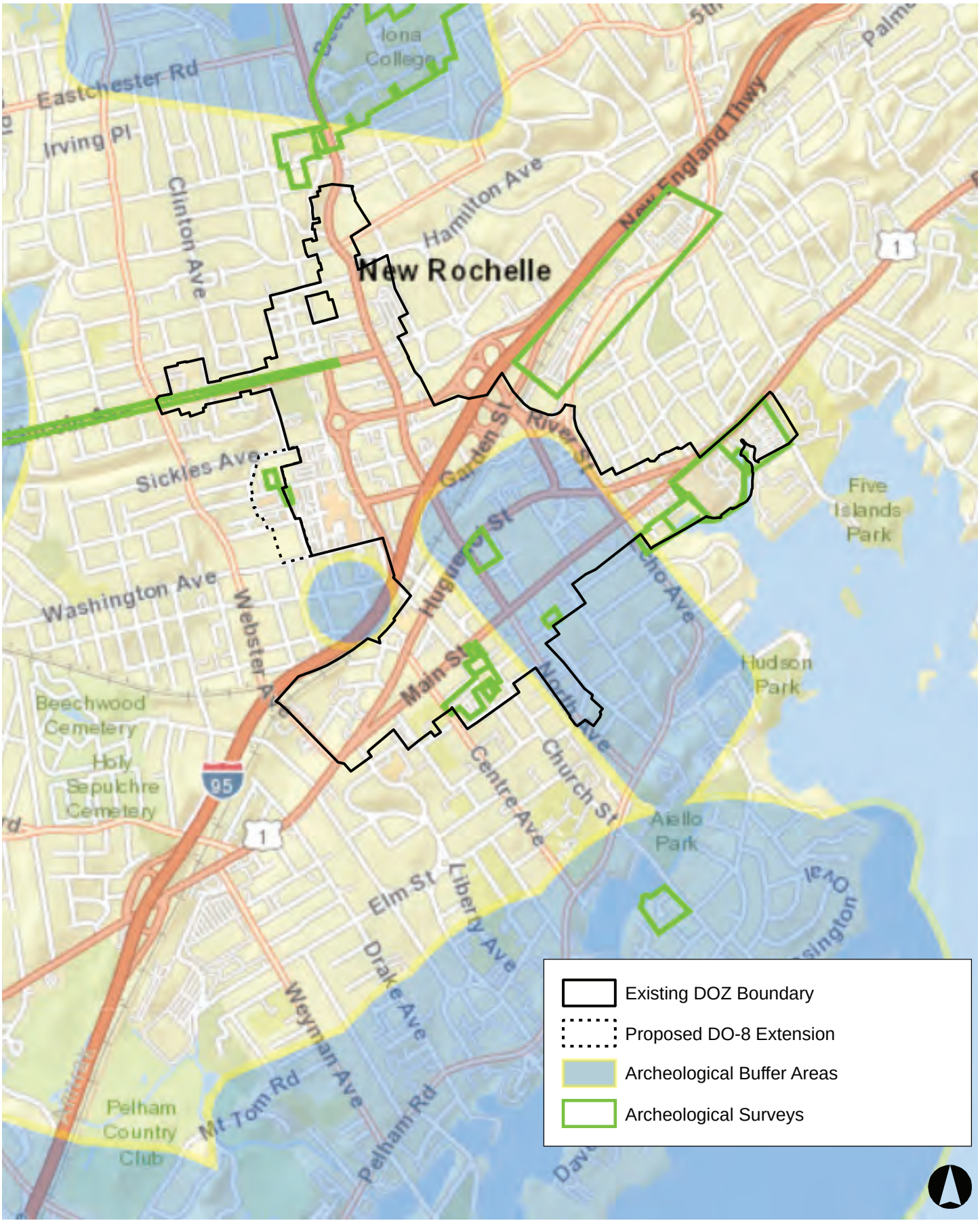
- *DO-2 to DO-1 Remapping Area Development Standard change: minimum lot area for Development Standard 3 to increase from 40,000 to 60,000 square feet.*
  This area, currently mapped under DO-2, includes a variety of buildings, ranging in scale from high-rise towers to one-story light industrial uses. Parcels are generally larger than 40,000 square feet.
- *Contiguous Public Frontage Definition*: amendments to the definition of public frontage to add a "continuous" requirement in certain location.
- *Encouraging Missing Middle Housing*: most DO Zones do not currently have height bonuses or only have 1 story (DO-2) within Development Standard 1. This reduces opportunities for small property owners to develop under the DOZ standards in a smaller-scale fashion. This is also limiting opportunities to provide "missing middle" housing options, such as detached townhouses.

3.2.1.2 Cultural Resources

The 2015 GEIS for the Downtown Overlay Zone examined the specific archeological and historic resources located within and adjacent to the DOZ (DO-1 through D-06). The 2021 SGEIS included the inventory and examination of archeological and historic resources within the DO-7 and surroundings, while the 2024 SGEIS conducted the same examination for cultural resources located within or near the DO-8. Refer to Section 3.2.2.2 of the 2015 GEIS for a detailed description of cultural resources within downtown New Rochelle.

The following section identifies and examines any archeological, cultural or historic resource located within the areas proposed to be included in the DOZ (i.e., expanded DO-8), remapped to a different DO subdistrict or where changes to the dimensional requirements are proposed.

<u>Archeological Resources</u>
The analysis of the archeologically significant areas was conducted by utilizing the Cultural Resource Information System ("CRIS") provided by the New York State Historic Preservation Office ("SHPO"). By utilizing the CRIS resource, the presence of archeological surveys and buffer areas around archeological resources were identified, providing information on where archeological resources may be more likely to exist due to previous discoveries, surveys or consultations. This is not considered a "consultation with the SHPO" but only an informational resource. A map illustrating archeological resources as identified in the CRIS resource is included in Figure 3.2-2.



Source: City of New Rochelle, Westchester County GIS, New York State Historic Preservation Office, BFJ Planning. **Figure 3.2-2: Archeological Resources**

DO-2 to DO-1 Remapping and New Pedestrian Way Required
The area proposed to be remapped from DO-2 to DO-1 is identified as an "archeological buffer area" in the CRIS mapper. As mentioned above, this "archeological buffer area" serves to identify areas where the presence of archeological resources may be more likely than in other areas due to previous discoveries. This area was previously identified in the 2015 GEIS, as an area where the presence of archeological resources may be more likely.

DO-8 Boundary Western Extension and DO-5 to DO-8 Remapping (Memorial Highway Area and North Avenue Area)

The area proposed to be included in the DO-8 District contains an archeological survey over two properties on Lockwood Avenue, identified as follows: Survey Number: 02SR52754; Name: Stage 1A Literature Review & Sensitivity Analysis, Rockwell Terrace, 120 & 129 Lockwood Avenue. See Figure 3.2-2: Archeological Resources.

Outside this area, but adjacent to the south side of the proposed extended DO-8 boundary, an "archeological buffer area" is identified in the CRIS mapper, extending all the way south to the I-95 corridor.

On the other side of Memorial Highway, the two remapping areas were identified as "archeologically sensitive areas" in previous GEIS/SGEISs, and as recently as in the 2024 SDGEIS. However, since then, the methodology used by SHPO to identify archeological sensitivity has changed, and the CRIS mapper is no longer identifying those areas within a "archeological buffer area".

Located in an urban setting, these areas, as well as the rest of downtown, have been significantly disturbed by past land development and redevelopment. This disturbance would have significantly affected the integrity of any archeological resources within a few feet of the surface, including destroying and/or displacing any prehistoric archeological resources that may have once existed in this area prior to development and redevelopment as a City center.

Cultural and Historic Resources
The analysis of cultural and historic resources was conducted by utilizing the Cultural Resource Information System ("CRIS") provided by the New York State Historic Preservation Office ("SHPO").

DO-2 to DO-1 Remapping and New Pedestrian Way Required
The area proposed to be remapped from DO-2 to DO-1 contains a S/NRHP-eligible structure, the Kaufmann Building at 271 North Ave. This is a prominent 13-story corner building built in 1930 in art-deco architectural style.

DO-8 Boundary Western Extension
According to the CRIS, the expanded DO-8 western area does not contain any structures or districts identified as historic in the National or State Registers of Historic Places.

DO-5 to DO-8 Remapping (Memorial Highway Area)
The area along Memorial Highway proposed to be remapped from DO-5 to DO-8 contains three structures eligible to be listed in the State or National Register of Historic Places ("S/NRHP"). These are the former YMCA at 175 Memorial Highway, the Zion Baptist Church at 50 Lockwood Ave (this structure was significantly damaged by a fire several years ago), and the Holy Trinity Lutheran Church at 30 Lockwood Ave. Two additional sites adjacent to the area proposed to be remapped are also eligible to be listed in the S/NRHP: 55 May Street and the Clovelly Buildings at 358-364 North Avenue.

DO-5 to DO-8 Remapping (North Avenue Area)
According to the CRIS, this area does not contain any structures identified as historic in the National or State Registers of Historic Places.

3.2.1.3 Shadows

Existing DO Zone
Large structures in the existing DOZ cast shadows based on the time of year and angle of the sun. As increased height within the existing DOZ was proposed in the 2015 GEIS through Development Standards and Community Benefit Bonuses, an analysis of the potential shadow impacts on the existing community character was warranted.

The methodology utilized in 2015 to determine potential impacts from increased shadows was taken from the New York City Environmental Quality Review Technical Manual, Chapter 8 ("CEQR Technical Manual"). The CEQR Technical Manual recommends a three-tier process to determine the impact of a shadow from a proposed structure on sun-sensitive resources. The Tier 1 Screening Assessment is relevant to this analysis as it provides a means to identify the location of parcels which, if developed with large buildings, could potentially impact sun-sensitive resources as further explained below.

A sun-sensitive resource is defined by the CEQR Technical Manual as follows: "… those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity." Sunlight-sensitive resources include public open space (e.g., parks, beaches, playgrounds, plazas, schoolyards, greenways, landscaped medians with seating), architectural resources that depend on direct sunlight for enjoyment (e.g., buildings with stained glass windows, buildings or properties with historic landscapes), natural resources (e.g., wetlands, surface water bodies) and green streets. Based on the CEQR Technical Manual definition, a total of 34 sun-sensitive resources were identified in the 2015 GEIS[10].

Shadow impacts are assessed by determining the potential for new buildings to cast shadows on sun-sensitive resources. In order to determine the potential impact on these resources, the maximum potential building height of a proposed structure is multiplied by 4.3, as the maximum shadow of a

[10] The 2015 GEIS included Appendix D-1 "Sun Sensitive Resources", which listed and mapped all sun sensitive resources within and in the vicinity of the original DO boundary.

structure will be 4.3 times the height of the structure for the purposes of delineating a potential shadow impact radius surrounding the structure (as required by the Tier 1 Screening Assessment).

Similar to the 2015 shadow impact analysis (refer to Appendix D-1 of the 2015 DGEIS), and because this SDGEIS is generic in nature and there are no known development proposals at this time, a "reverse" analysis is utilized for the areas where an increase in maximum allowable building height is proposed. This is accomplished by calculating the maximum shadow length that could be cast (4.3 times the maximum height permitted in the base zoning - Development Standard 1, and each additional Development Standard or Bonus scenario) and applying that maximum shadow length as a setback distance surrounding each sun-sensitive resource. This provided a spatial means to determine what parcels, if redeveloped in proximity to sun-sensitive resources, could potentially cast a shadow on the sun-sensitive resources based on the maximum potential heights allowed by the proposed zoning changes. A shadow impact analysis using this methodology is included in Section 3.2.2.3. Properties opting to redevelop under the DOZ regulations must determine, in consultation with the City, whether a shadow impact analysis following the CEQR methodology is warranted. If that is the case, applicants must submit such analysis during site plan review.

3.2.2 Potential Impacts

3.2.2.1 Visual Character

DO-8 Boundary Western Extension

The extension of the DO-8 boundary, with its integral Regulating Plan, would ensure the preservation of the traditionally low-scale residential neighborhood while improving the transition from higher-density scale to the nearby single-family context. The form-based nature of the DO-8 (and DOZ as a whole) requires particular attention to the form and scale of new development; under the DO-8, properties opting in would need to follow Development Standards and Street Type designations that ensure a contextual, quality development and improved streetscape design and walkability.

It is noted that the DO-8 (and DOZ as a whole) is an overlay district, meaning that the underlying zoning remains in place while property owners would have an opportunity to redevelop under the DO-8 standards if they so decide. If a property owner desires to benefit from the additional intensity/density and more flexible uses allowed by the DO-8, development would be required to comply with a form-based Regulating Plan and other design requirements which emphasizes the importance of the interface between the building (private) and pedestrian (public) realm. Among the public benefits associated with pursuing development in accordance with DO-8 Zone is the introduction of new mixed-use development that complements the existing built environment in a contextual manner.

Currently, under the underlying Hospital zone, properties in the middle section of this expansion area can develop up to 14-story (180 feet) buildings. On the edges, along Sickles Ave/Place and western portions of Van Guilder Avenue and Washington Avenue, the residential zones can develop up to 35 or 40 stories. The DO-8 zone would allow property owners to redevelop sites to up to 3 stories (Development Standard 1), up to 4 stories and 55 feet (Development Standard 2) or up to 6 stories and 65 feet (Development Standard 3). Reference Table 3.1-2 in Section 3.1 for allowable heights under DO-8. The Community

Benefits Bonus program allows height bonuses of up to 2 bonus stories under Development Standard 2 and 3. Under the Proposed Action, an additional bonus story would be permitted under Development Standard 1 for a total of 4-stories. Notably, the DO-8 Zone requires a transition in height between the low-rise residential fabric and areas where higher heights are more appropriate. This low-scale transition zone would be mapped around the edges of the westerly expansion as proposed herein (see Figure 3.1-2). Buildings would be capped at four-stories maximum in this buffer area regardless of the development standard. This transition would ensure the visual character of the neighborhood is maintained at a similar scale of the historical building pattern, and new development under DO-8 would be compatible with its surroundings.

In terms of additional requirements that new development under the DO-8 would need to comply with, the following elements of the overlay zoning would guarantee improved and contextual visual character:

- Regulating plan and district height standards;
- Frontage standards designed to promote activity;
- Pedestrian-friendly streets;
- Reduced parking standards and shared parking incentives; and
- Urban design standards.

As described in Section 3.1, the DO-8 District would allow for similar building heights for most of the expanded area. The Regulating Plan and the above-mentioned form-based code elements would ensure that under the DO-8, new development preserves the traditional neighborhood development patterns while providing new opportunities for housing and improving the public realm and walkability of the area. The potential for consolidation of surface parking as a result of DO-8 development could also bring positive benefits in terms of visual resources, as unsightly large parking lots may be replaced by structured parking within mixed-use buildings.

Proposed Remappings: DO-2 to DO-1, DO-5 to DO-8 (Memorial Highway Area and North Avenue Area)

From a visual character perspective, all proposed remapping of subdistricts would involve areas with a wide variety of uses and densities – areas that do not feature a single architectural style or scale. Their location on the edges of significant infrastructure corridors (Memorial Highway and the railroad) has entailed evolution of urban forms and uses at different periods of time over the past century. Redevelopment has often been site-by-site, although the Urban Renewal program in the 60s had a more extensive effect due to the construction of Memorial Highway.

All these areas are already mapped in one of the DOZ subdistricts, therefore visual character analyses have been conducted in previous environmental reviews (i.e., 2015 GEIS[11]).

The remapping of a portion of DO-2 to DO-1, and associated zoning text changes, would incentivize large-scale uses such as retail and entertainment. Maximum allowable heights (28-stories) would not be changed from what is currently allowed under DO-2. The larger building footprints that may result from this proposed change (minimum site area for Development Standard 3 in DO-1 would be increased from

[11] https://www.newrochelleny.gov/1015/TOD-Downtown-Cluster

40,000 to 60,000 square feet; refer to Section 2.1 Description of the Proposed Action) are not anticipated to create any significant impacts to the visual context as large footprints are already a prominent feature of this area. Form-based regulations for development under DOZ are already in place as this area has been mapped under the DO-2 overlay since 2015. Additionally, a new required Pedestrian Way connection would improve aesthetic conditions along the frontage facing the railroad, an area that currently does not have direct pedestrian or vehicular connections across North Avenue to connect to the Transit Center. Frontages facing the new Pedestrian Way would be required to provide "at-grade physical and visual access between the public realm and the civic space" in a contiguous manner as per the proposed amendment of the definition of "Contiguous Public Frontage" (refer to Section 2.1 Description of the Proposed Action).

In the case of the remapping of the North Avenue area from DO-5 to DO-8, there would be no changes in the Development Standards that applicants would need to meet under the proposed DO-8 remapping. This area, currently being mapped within the DO-5, already allows maximum building heights of 6 stories under Development Standard 3, and up to 2 bonus stories under the bonus scenario.

In the case of the remapping of the Memorial Highway area from DO-5 to DO-8, Development Standards would be tailored to this specific area and context, promoting development facing Memorial Highway. Allowable building heights would be higher than what is allowed today under the DO-5 and associated Development Standards. However, from a visual character point of view, this area already includes buildings of similar heights of the maximum proposed height with the modified Development Standard 2 and 3. For instance, multiple 11-story buildings already exist on the western side of Memorial Highway, at Lockwood Ave, Guion Place and by the roundabout. It is also noted that the most significant allowable increase in height would be available only under the bonus scenarios for Development Standard 2 and 3 and the associated Community Benefit Bonus fee would be $50/SF rather than $20/SF under Development Standard 2 and 3. This means that in order to build up to the maximum allowable height (9 stories under Development Standard 2, or 11 stories under Development Standard 3), applicants would need to pay a higher fee in accordance to Community Benefit Bonus (CBB). Remapping this area into DO-8 would result in CBB funds to be invested within the Lincoln Neighborhood only, and not the DOZ area as a whole, a strategy that the City is pursuing to attract reinvestment in this area.

Storefront and Frequent Entryways Requirements – Map Changes

The proposed removal of the "storefront required" requirement from the streets within the core downtown, north along North Avenue and west along Lincoln Avenue – to be replaced with "Frequent Entryways Required", provides opportunities for property owners to use a wider variety of ground floor frontages. The "Storefront Required" at the intersection of Lockwood Avenue and Guion Place would be removed and not replaced with the frequent entryway requirement. The "storefront required" requirements would remain within the DO-7 District.

Applicants opting into the DOZ will be able to take advantage of any of the eight existing frontage types—storefront frontage, arcade frontage, urban frontage, stoop frontage, porch frontage, forecourt frontage, lightwell frontage, mid-block frontage—currently allowed in the DOZ Code. This will enhance the viability of ground floor uses, help address the over-saturation of ground floor retail uses in the DOZ, and provide

for an enhanced and appealing pedestrian environment by allowing a variety of viable building frontage types.

From a visual character perspective, the "frequent entryway" requirement would ensure that ground floor frontages have activation and do not result in long blank facades at the street level. Having a wider variety of frontage types is beneficial from a visual aesthetic point of view.

Zoning Text Amendments

- *DO-2 to DO-1 Remapping Area Development Standard change: minimum lot area for Development Standard 3 to increase from 40,000 to 60,000 square feet.*
  This increase is not anticipated to create any visual inconsistencies, as this area already includes large lots and different scales of development. This requirement would attract large-scale retail uses, which is one of the stated goals of the City for this location.
- *Contiguous Public Frontage Definition*: amendments to the definition of public frontage to add a "continuous" requirement in certain location. This change would be beneficial for the public realm, ensuring certain key locations would have continuous, uninterrupted public frontage.
- *Encouraging Missing Middle Housing*: through this proposed zoning text amendment, new development under Development Standard 1 would permit one additional bonus story within DO-2 and DO-8 and two additional bonus stories within DO-3 through DO-6; no changes are proposed within DO-1 or DO-7. This would bring the maximum permitted heights under Development Standard 1 within: DO-2 to six stories; DO-2 through DO-6 to four stories; and DO-8 to four stories. The purpose of these changes, when combined with the removal of the storefront requirements, is to incentive mid-rise smaller format apartment or townhome-style buildings that could contain ground floor residential uses, on smaller (5,000 square foot minimum) lots providing infill housing across DO-2 through DO-6 and in DO-8. This approach encourages "missing middle" building types as a design and urban form goal, which improves streetscape quality, enhancing the human scale of development, and creating more balanced, livable neighborhoods. Lower-scale residential uses already exist in the DOZ and surrounding areas, therefore this change is anticipated to be compatible with the existing character.

Conclusion

The Study Area, as defined in Section 2.0 and described under the various subheadings (DO-8 Boundary Western Extension, and the three remapping areas DO-2 to DO-1, DO-5 to DO-8 Memorial Highway Area and DO-5 to DO-8 North Avenue Area) represents a mixed-use area with a range of buildings, uses, densities and scales. The Proposed Action does not allow any particular development but only sets the policies necessary to implement objectives expressed in the 2026 RAP Update, and other City plans and policies. Given the above identification of anticipated visual character changes, no significant adverse impacts would result from the adoption of the DO-8 boundary western extension and the various remapping actions. Impacts from the Proposed Action are expected to be beneficial to visual resources and consistent with analyses previously undertaken in the 2015 GEIS, and subsequent 2021 and 2024 GEISs.

3.2.2.2 Cultural Resources

Archeological Resources

DO-8 Boundary Western Extension

The ongoing archeological survey on 120 and 129 Lockwood Avenue is a separate investigation, currently in the initial phase of assessment of the overall sensitivity of a project area (Phase IA: Literature Search and Sensitivity Study), which has its own project sponsor and timeline. This is a separate, site-specific project, not directly related to the Proposed Action, which is instead generic in nature and does not involve any development proposal.

The rest of the expanded DO-8 area does not contain any other archeological survey or buffer areas around recorded archeological resources. The identified "buffer" archeological area south of the expanded DO-8 Zone may or may not imply the presence of any archeologically sensitive resource which, in any case, would be outside of the area affected by this Proposed Action.

Remapping of portion of DO-2 to DO-1

Any new development within the buffer area would need to follow SHPO requirements such as early consultation, followed by professional archaeological surveys as needed. SHPO would evaluate findings and potentially require mitigation measures. Because this is a change in zoning, which is a generic, policy action, it does not approve any particular development proposal. Any future development proposal would need to do site-specific analyses and assessments, including following SHPO's requirements for proposed new development in buffer areas. It is also noted that this area has been disturbed previously and has also undergone recent redevelopments in the eastern portion.

Conclusion

In general, this urban area of New Rochelle has been significantly disturbed by past clearing, grading, cutting, filling, mixing, paving, demolition, land development and redevelopment. This disturbance would have significantly affected the integrity of any such resources within a few feet of the surface, including destroying and/or displacing any prehistoric archeological resources that may have once existed in this area prior to development and redevelopment as a City center. Future redevelopment in the Study Area would involve the disturbance of areas that have already been significantly affected. Consultation with SHPO may be required on a site-specific basis as part of the required subsequent SEQRA review of site plan review. No significant adverse impacts are anticipated as a result of this Proposed Action.

Cultural and Historic Resources

Similar to archeological resources, consultation with SHPO may be required on a site-specific basis to evaluate eligible and listed resources. This would apply during site plan review and throughout the DOZ overlay as already specified in previous GEIS/SGEISs. Refer to 3.2.3 Mitigation Measure actions for site-specific SEQR review. No significant adverse impacts are expected as a result of this Proposed Action.

3.2.2.3 Shadows

Section 3.2.1.3 includes the methodology utilized to assess potential shadow impacts as a result of the Proposed Action. This methodology uses the same approach as utilized in the 2015 DOZ GEIS, 2021 DOZ Amendments SGEIS, and 2024 DO-8 Zone SGEIS. This analysis is conducted for areas where the Proposed Action would allow increased building heights compared to what is allowed under current zoning regulations. In particular, the potential for shadow impacts would involve the expanded DO-8, with the three separate expansion/remapping areas, as other items included in the Proposed Action do not affect maximum building heights. It is noted that the remapping of a portion of DO-2 to DO-1 would not affect maximum allowable height, as this area would maintain maximum building heights (inclusive of maximum bonus height) to 28 stories as currently allowed under DO-2. Therefore, there are no changes in maximum allowable height in this area under this Proposed Action.

The analysis begins with identifying sun-sensitive resources within or adjacent to the DO-8 area as expanded/remapped as a result of the Proposed Action. Table 3.2-1 includes the name, type and sensitivity aspect of the identified resources that may be impacted. It should be noted that the Zion Baptist Church at Lockwood Avenue and Memorial Highway, which is not listed in Table 3.2-1 but was identified in previous GEISs as a sun-sensitive resource, was damaged by a fire in 2018 and, at the moment of this writing, no longer contains any stained-glass windows. Any future developments, opting in into the DOZ that cast a shadow on this structure would require an assessment of whether conditions have changed (i.e., stained glass windows have been reinstalled).

Table 3.2- 1: Sun-Sensitive Resources

Site #	Name	Resource Type	Sensitivity Type
1	Sutton Park Nursing and Rehab	Plaza	Seating Area
2	Holy Trinity Lutheran Church	Church	Stained Glass, Architecture
3	Church of St. Gabriel Building (19 Washington Avenue)	Church	Architecture
4	St. Gabriel's Church Complex	Church	Stained Glass, Architecture

The second step is to assess the maximum building heights and potential shadow impact area ("longest shadow") for the following areas that involve expansion or remapping changes as part of the Proposed Action.

For the expanded western boundary of the DO-8 Zone, maximum building heights would vary between 3 stories (Development Standard 1) to 6 stories or 8 stories with the maximum bonus (Development Standard 3). However, the properties at the edges of the new western boundary would be limited to 4 stories to provide an appropriate transition toward the lower-scale residential neighborhood, which would also limit the potential for shadow impacts coming from these outer-edges sites.

For the expansion along Morris/Rochelle Street (to North Avenue), maximum building heights would vary between 3 stories (Development Standard 1) to 6 stories or 8 stories with the maximum bonus (Development Standard 3).

Table 3.2-2 contains the maximum allowable heights and corresponding maximum shadow length to provide for a "reverse" shadow analysis following the methodology included in Section 3.2.1.3. It should be noted that the expanded DO-8 area along Morris and Rochelle Streets, currently in DO-5, already allows such maximum heights.

Table 3.2-2: Shadow Assessment Areas per Development Scenario – DO-8 West Boundary Expansion and Morris/Rochelle Streets Remapping

Overlay Zone – sub-area	Potential Shadow Impact Area (feet)[1]				
	Development Standard 1	Development Standard 2	Development Standard 2 + Bonus	Development Standard 3	Development Standard 3 + Bonus
DO-8 (West and Morris/Rochelle St expansions)	150.5	236.5	322.5	279.5	365.5

[1] Any redevelopment proposed within the potential shadow impact area for a sun sensitive resource (see Figure 3.2-3 and Table 3.2-1) requires site-specific analysis for shadow impacts in accordance with the methodology outlined in the CEQR Technical Manual, Chapter 8.

For the remapping of areas east of Memorial Highway, the same methodology is utilized. However, maximum building heights differ from the other two expansion areas, therefore a separate table is provided (Table 3.2-3). Here, maximum building heights vary between 3 stories (Development Standard 1) and 11 stories with the maximum bonus scenario. It should be noted that in the original 2015 DGEIS, the DO-5 District (including this area along Memorial Highway) proposed maximum building heights up to 12 stories (125 feet). The 2015 FGEIS reduced such building heights to 8 stories (plus 2 bonus stories). This Proposed Action, therefore, aims to adjust allowable building heights to heights similar to those analyzed and adopted with the 2015 GEIS, reinstating part of the original intent of the 2015 environmental review although limited to the eastern side of Memorial Highway.

Table 3.2-3: Shadow Assessment Areas per Development Scenario – Memorial Highway DO-8 Remapping

Overlay Zone – sub-area	Potential Shadow Impact Area (feet)[1]				
	Development Standard 1	Development Standard 2	Development Standard 2 + Bonus	Development Standard 3	Development Standard 3 + Bonus
DO-8 Memorial Hwy	150.5	236.5	451.5	279.5	516

[1] Any redevelopment proposed within the potential shadow impact area for a sun sensitive resource (see Figure 3.2-3 and Table 3.2-1) requires site-specific analysis for shadow impacts in accordance with the methodology outlined in the CEQR Technical Manual, Chapter 8.

In conclusion, Tables 3.2-2 and Table 3.2-3 summarize the distance of "potential shadow impact area" from a sun-sensitive resource. Any redevelopment located within such distance would require a site-

specific analysis of shadow impacts in accordance with the methodology outlined in the CEQR Technical Manual, Chapter 8.

This analysis provides a basis to screen parcels for potential shadow impacts and allows for consideration of these potential impacts in the planning of development within the areas affected by the Proposed Action. Using this methodology, any development parcels located outside of the potential shadow impact area could then be assumed to have no impact with respect to shadows.

3.2.3 Mitigation Measures

The Proposed Action is not anticipated to result in any significant adverse impacts to visual character, archeological and cultural resources, and shadows not previously analyzed in the 2015 GEIS, 2021 and 2024 SGEISs. Therefore, no mitigation measures are required.

The following measures, however, would be required during site-specific SEQR review.

- Visual Resources: All DOZ applications undergo two reviews by the Professional Architectural Review Committee (PARC). An applicant's architect is required to attend these meetings. Other members of an applicant's team and the applicant are encouraged to attend. The first is during the first internal review period and the second is during the revised plan review process. The purpose of this Committee is 'to assist and serve as an adjunct to the Planning Board in its review of the architectural features and physical details of applications'. The PARC process ensures that buildings developed under the DOZ are visually compatible and complimentary of the surrounding environment.
- Cultural Resource Assessments: Future projects that may potentially affect the integrity of a City designated historic district or landmark, including buildings of historic or architectural interest, must comply with standards and procedures set forth under Chapter 170, "Historic Districts and Landmarks," of the City of New Rochelle Code. This would include, as applicable, securing Certificates of Appropriateness from the City's Historical and Landmarks Review Board (HLRB) and performing future actions in accordance with specified conditions and standards. Applicants for Certificates of Appropriateness should also consult the City's publications entitled "Owning a Home in a Local Historic District" and "Design Guidelines" which are available from the City. Compliance to State and Federal standards may also be applicable for projects that adversely affect properties listed on the State and/or National Register of Historic Places, necessitating outreach and coordination with applicable agencies. Cultural resource evaluations may include contact with the New York State Historic Preservation Office ("SHPO") for review, input and approval. If that entity deems it appropriate, additional analysis may be required, or revisions to the application may be deemed necessary by SHPO to avoid or mitigate such impacts. For future redevelopment or site disturbance on sites identified as located within an archeological buffer area that have not been previously disturbed or have had limited previous disturbance, a Phase IA (and possibly a Phase IB) cultural resource survey may be warranted.
- Archaeological Resource Assessment: For future redevelopment or site disturbance on sites identified as located within an archeological buffer area that have not been previously disturbed or have had limited previous disturbance a Phase IA (and possibly a Phase IB) cultural resource survey may be warranted.

- Shadow Impact Analysis: The potential for shadows cast by new buildings and structures to impact sun sensitive resources will be addressed during site-specific review of site plan applications. Mitigation may be necessary based on the results of site-specific analysis. Tables 3.2-2 and 3.2-3 in Section 3.2 Visual Resources and Community Character summarize the distance of "potential shadow impact area" from a sun-sensitive resource; any redevelopment located within such distance would require site-specific analysis of shadow impacts in accordance with the methodology outlined in the CEQR Technical Manual, Chapter 8.

3.3 Community Facilities and Services

3.3.1 Existing Conditions

Community services are publicly funded agencies, organizations and districts that provide essential services to the community. Provision of adequate public services and facilities is essential for ensuring a healthy, safe, economically viable, and sustainable City, as well as the coordinated and cohesive growth of Downtown New Rochelle.

The various community facilities and services relevant to the DOZ Study Area include those services provided by the City of New Rochelle, specifically: police protection, fire protection, stormwater management, sanitary waste handling and solid waste management. With respect to sanitary waste and solid waste, Westchester County Department of Environmental Facilities (DEF) is a critical component in the treatment and disposal of wastewater at the New Rochelle Wastewater Treatment Facility (WWTF), and solid waste disposal at the Yonkers Material Recovery Facility. As a result, the role and capacity of Westchester County to provide these services is addressed in this section.

Emergency ambulance response is provided by a private company under contract to the City, and water supply is provided by an independent utility, Veolia, regulated by the Public Service Commission (PSC). Electricity and Natural Gas are provided by an independent utility, Consolidated Edison (Con Edison), also regulated by the PSC. Educational services are provided by the City School District of New Rochelle, which operates under New York State Education Department oversight.

This Supplemental DGEIS (SDGEIS) evaluates the potential impacts of the Proposed Action, which encompasses the 2026 modifications to the DOZ, including map amendments affecting portions of the DO-1, DO-2, DO-5, and DO-8 subdistricts, and modifications to the Theoretical Development Scenario (TDS).

This section provides a description of existing conditions, potential impacts, and mitigation measures with respect to each service provider noted above. Information gathered from community service provider questionnaires, together with additional research and supporting reports, is presented in the following subsections.[12]

3.3.1.1 Police Protection

Policing responsibilities are a City of New Rochelle governmental function that is performed by the City of New Rochelle Police Department (NRPD), which is headquartered at 475 North Avenue, New Rochelle, near City Hall. The Department is structured into four divisions: Staff Services, Police Services, Criminal Investigations, and Professional Development and Community Engagement. The NRPD had a total of 240 personnel in 2024, including three employees in the Police Commissioner's Office, 153 in the Police Services Division, 28 in the Criminal Investigations Division, 38 in the Staff Services Division, 17 in the Professional Development Division, and one in the Internal Affairs Unit. [13]

[12] See Appendix F for Community Service Provider Correspondence.
[13] The City of New Rochelle Police Department Annual Report 2024: https://www.newrochelleny.gov/DocumentCenter/View/21133/2024-Annual-Report

The NRPD responds to approximately 47,022 calls and investigates 1,294 Part 1 Crimes[14] each year based on NRPD's 2022 – 2024 Annual Reports. These statistics represent a slight decrease compared to the previous decade, where the NRPD responded to approximately 50,000 calls per year and investigated an average of 1,455 Part 1 Crimes annually.[15]

The adopted 2026 NRPD budget is approximately $49.6 million, representing a 63.7% increase from the 2015 budget of $30.3 million.[16] Since 2015, the Department has expanded services and operations, including the addition of approximately 30 officers and staff, a departmental restructuring to establish a fourth division focused on professional development and community engagement, the re-opening of the New Roc sub-precinct to establish a downtown operational base, and the deployment of bicycle patrols in the downtown district.

3.3.1.2 Fire Protection

The local Fire Department is run by the City of New Rochelle, which operates this service out of its administrative headquarters located at 90 Beaufort Place. The New Rochelle Fire Department provides full-time professional firefighting, rescue, emergency medical assistance, hazardous material incident response and other emergency services. The Fire Department administers and enforces the City's Fire Prevention Code (Chapter 147) and Housing Standards Code (Chapter 174), oversees the City's contracted ambulance services, and supports and participates in fire prevention educational activities to reduce the incidence of fires.

In addition to its administrative headquarters, the City of New Rochelle operates five fire stations, which are equipped with a wide variety of firefighting apparatus. As of 2025, the Fire Department has approximately 177 employees, including 126 full-time firefighters, up from 109 in 2015.[17] The 2026 Adopted Budget is $45.42 million, a 55.9% increase from 2015 ($29.14 million).[18] A summary of the Fire Department's facilities and major firefighting equipment is provided below.[19]

> Fire Department Headquarters: Fire Department headquarters is located at 90 Beaufort Place. Constructed in 1962, this facility contains the administrative offices of the Fire Department, including the Fire Commissioner's office, the Office of Emergency Management, as well as the Code Enforcement, Support Service, Fire Prevention, Training, Safety, and EMS offices.

[14] Part 1 crimes consist of violent crimes and property crimes, including murder, negligent homicide, rape, aggravated assault, robbery, burglary, larceny, and auto theft.
[15] 2013 to 2015 https://www.newrochelleny.gov/DocumentCenter/View/5774/Annual-Report---2015-updated?bidId=
[16] https://newrochelleny.gov/2026ProposedBudget
[17] The City of New Rochelle 2016 Adopted Budget: https://www.newrochelleny.gov/DocumentCenter/View/5473/2016-City-of-New-Rochelle-Adopted-Budget?bidId=
[18] https://newrochelleny.gov/2026ProposedBudget
[19] Facilities and equipment City of New Rochelle, NY official website: https://www.newrochelleny.com/325/Fire-Department

Fire Station 1: Station 1 is located at 45 Harrison Street and is the largest fire house in New Rochelle. This facility was constructed in 1966 and houses five major vehicles, many support vehicles, and the Fire Department maintenance shop. Equipment stationed at this facility include: Engine 21, Tower Ladder 11, Rescue 4, Rescue 54, Car 2302, Paramedic Ambulance, Engine 18, Ladder 14, and Car 2304. Approximately 50 firefighters and officers are assigned to Station 1 across four shifts.

Fire Station 2:
Station 2, constructed in 1923, is located at 170 Webster Avenue. The New Rochelle Fire Department operates one of the six fire companies in lower Westchester County that comprise the Westchester Special Operations Task Force (WSOTF), established after the September 11 attacks. Station 2's Squad Company 2 supports the WSOTF by providing specialized training and equipment to protect Westchester communities from hazardous materials, weapons of mass destruction (WMDs) and other potential terrorist threats. Apparatus housed at this station include Engine 22, Ladder 12, Squad Support Unit 2, and Squad Company 2. Approximately 28 firefighters and officers are posted at Station 2 over four shifts.

Fire Station 3: Station 3 is located at 756 North Avenue. This facility was constructed in 1902 and is staffed by a total of 24 firefighters and officers assigned to four shifts. Equipment stationed at this facility include: Engine 23, Ladder 13, Mask Service Unit 3, and New Rochelle Ambulance.

Fire Station 4: Constructed in 1911, Station 3 is located at 155 Drake Avenue as part of the Neptune Engine Company. Station 4 is staffed by a total of 16 firefighters and officers assigned to four shifts. Equipment stationed at this facility include: Engine 24, Engine 17, Gator and Trailer, and a Mass Casualty Incident Response Unit.

Fire Station 5: Station 5 is located at 496 Stratton Road. This facility was constructed in 1960 and is staffed by a total of 16 firefighters and officers who are distributed over four shifts. Apparatus housed at this facility include Engine 25, Utility 96 (a primary pump and dewatering unit), and the Fire and Safety House, which is a trailer used for educational and training purposes.

Fire fighters in New Rochelle are also fully trained and equipped Basic Life Support (BLS) units. All New Rochelle firefighters are New York State Department of Health (DOH) certified Emergency Medical Technicians (EMT). Each firehouse has an "EMS-Engine" assigned. Often, an EMS-Engine is close to an emergency scene and is dispatched along with a paramedic ambulance which provides Advanced Support (ALS) unit.[20]

The City of New Rochelle has a contract with Transcare Ambulance Service, a private company, to provide ambulance services. Transcare provides two ambulances 24 hours a day, seven days a week. These units are stationed at Fire Station #1 on Harrison Street and Station #3 on North Avenue. A third ALS ambulance

[20] https://www.newrochelleny.com/385/EMS

is on-duty from 7am to 7pm. This unit is not assigned to a fire station and is considered a "floater". Approximately 60% of emergency calls to the Fire Department are for medical emergencies.[21]

Fire Department initiatives and accomplishments since 2015 include the expanded staffing of firefighters, specialized training for lithium-ion battery fires, initiation of major upgrades at all firehouses, and increasing high-rise building fire protections through high-rise fire suppression drills and coordination with local industry professionals working to address emerging hazards in high rise buildings.

3.3.1.3 Water Supply

Water volume, quality, distribution, storage and pressure are important factors in ensuring an adequate supply for drinking and other essential purposes, such as fire suppression, irrigation, cooking, cleaning and sanitation.

Drinking water in the Study Area is supplied to the City by an independent utility, Veolia North America (formerly "SUEZ Westchester Operations Rate District 1"), which is regulated by the State's PSC. Veolia serves the City of New Rochelle, the Town of Eastchester, part of the Town of Greenburgh, and the Villages of Bronxville, Tuckahoe, Pelham, Pelham Manor, Ardsley, Hastings-on-Hudson, and Dobbs Ferry. According to the Annual Drinking Water Report for 2024 (published May 2025), Veolia supplied more than 33,000 service connections and provided for the needs of approximately 155,219 customers within Rate District 1[22] in 2024.[23] The District receives its drinking water supply from the New York City Water System; 100 percent of the supply is from the Catskill and Delaware aqueduct systems. In 2024, Veolia purchased 5.92 billion gallons of water and delivered 4.94 billion gallons of water to its customers, with the balance primarily unaccounted for because of water main breaks, leaks, under-registration meters, and theft of service. The average daily water demand in 2024 was approximately 16.02 million gallons a day.

In March 2019, the City entered in a Cooperation Agreement with the previous water company, SUEZ, to guarantee specific upgrades to the water system as a result of the DOZ potential new development due to the expansion of the DOZ (i.e., creation of the DO-7) and increase in development scenario for the rest of the DOZ (refer to the 2021 SDGEIS for DOZ Amendments). Appendix G-2 of 2021 SDGEIS for DOZ Amendments includes a detailed list of ongoing and upcoming water main projects by SUEZ within the City.

In 2024, Veolia invested $3.8 million in New Rochelle's Low Pressure Zone to improve the redundancy of its underground transmission mains. Veolia continues to implement water main replacement projects, such as the $13.6 million Webster Avenue main replacement project, which will enhance service to downtown New Rochelle and is expected to be completed in early 2026.[24]

With regard to water quality, the Westchester County Department of Health (WCDOH) requires ongoing water quality monitoring and the United States Environmental Protection Agency (USEPA) and New York

[21] https://www.newrochelleny.gov/385/EMS
[22] Rate District 1 encompasses New Rochelle, and the towns of Eastchester and Greenburgh (partial).
[23] Annual Drinking Water Quality Report – Veolia Water New York Inc – Rate District 1: https://mywater.veolia.us/sites/cpaccounts/files/2025-05/AWQR_New%20York_RateDistrict1_2024.pdf
[24] https://www.newrochelleny.gov/1798/Veolia-Water-Main-Replacement--Webster-A

State Department of Health (NYSDOH) require the Veolia #1 Water District to publish an Annual Water Quality Report for the benefit of its customers. The water company routinely monitors its water supply for a variety of parameters including inorganic contaminants, nitrate, nitrite, lead, copper, volatile organic compounds, synthetic organic compounds and total trihalomethanes. The water supply is also tested 120 times per month for coliform bacteria. According to the Annual Drinking Water Report for 2024 (published May 2025), there were no violations of Federal or State drinking water standards in 2024, although some contaminants were detected, these detections were at very low concentrations and below the level allowed by the state.

In 2024, the water supply was treated with ultraviolet light, chlorine, fluoride, zinc metaphosphate, and caustic soda. Chlorine is added to protect against microbiological contamination and fluoride is used to prevent tooth decay. Zinc metaphosphate is added to reduce corrosion of metal piping and plumbing. Caustic soda reduces the acidity of the water to make it less corrosive.[25]

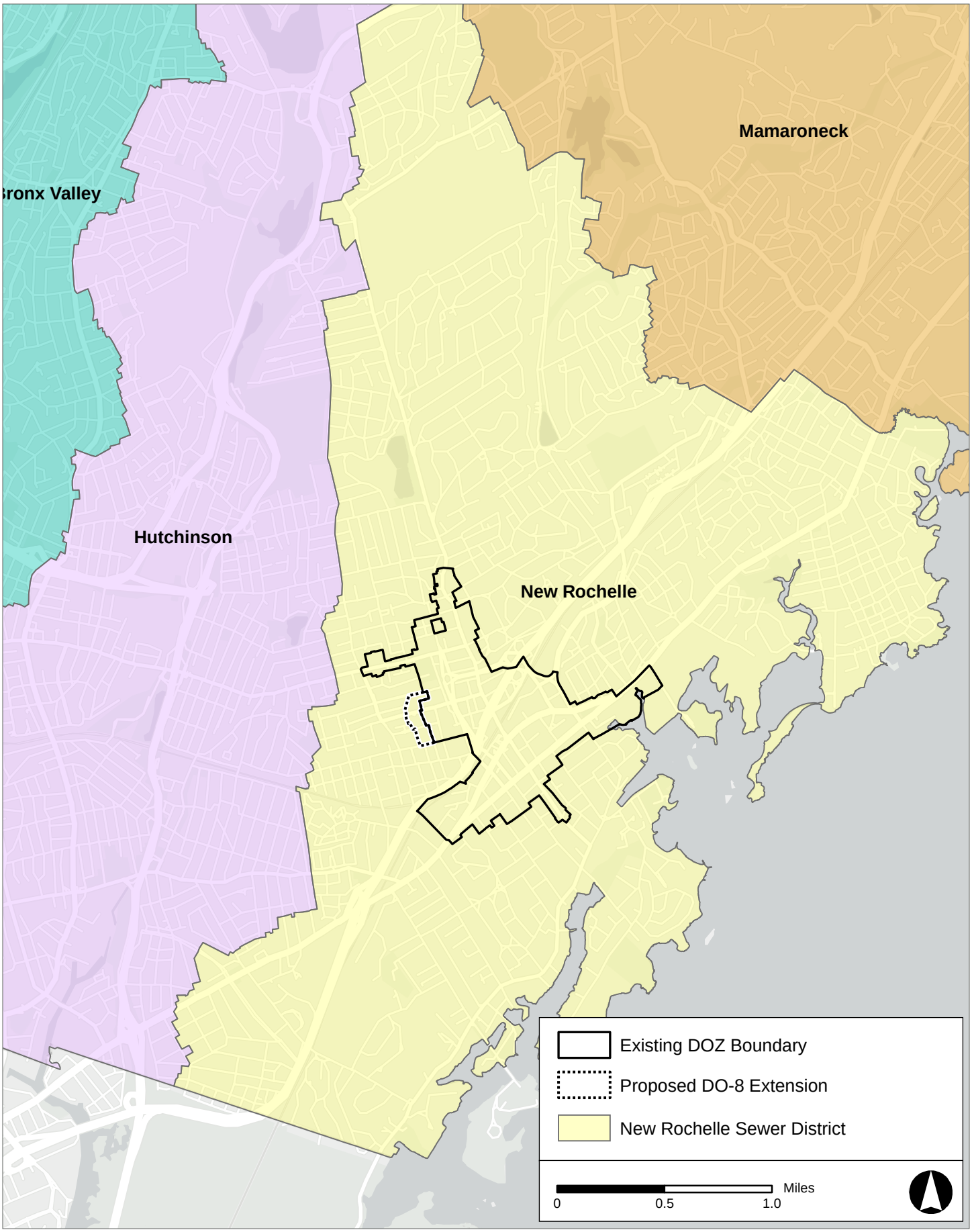
3.3.1.4 Wastewater and Stormwater Management

The City of New Rochelle collects sanitary waste through its network of municipal sewer mains, and the Westchester County Department of Environmental Facilities (DEF) provides trunk sewer service and wastewater treatment, disposal, and monitoring at the New Rochelle Wastewater Treatment Facility (WWTF).

The City's Department of Public Works (DPW) provides a wide variety of public services and maintains much of the City's infrastructure and facilities, including its wastewater collection system. This system includes 192 miles of sewer pipes, 87 miles of drainage pipe, over 5,500 catch basins, and over 5,700 sewer and drainage manholes.[26] The City-owned and maintained gravity sewage collection system is constructed of a network of 6-inch to 42-inch piping that includes vitrified clay pipe (VCP), asbestos cement pipe (ACP), cast iron pipe (CIP), polyethylene (PE) pipe, polyvinylchloride (PVC) pipe, reinforced concrete pipe (RCP), and red clay brick pipe.

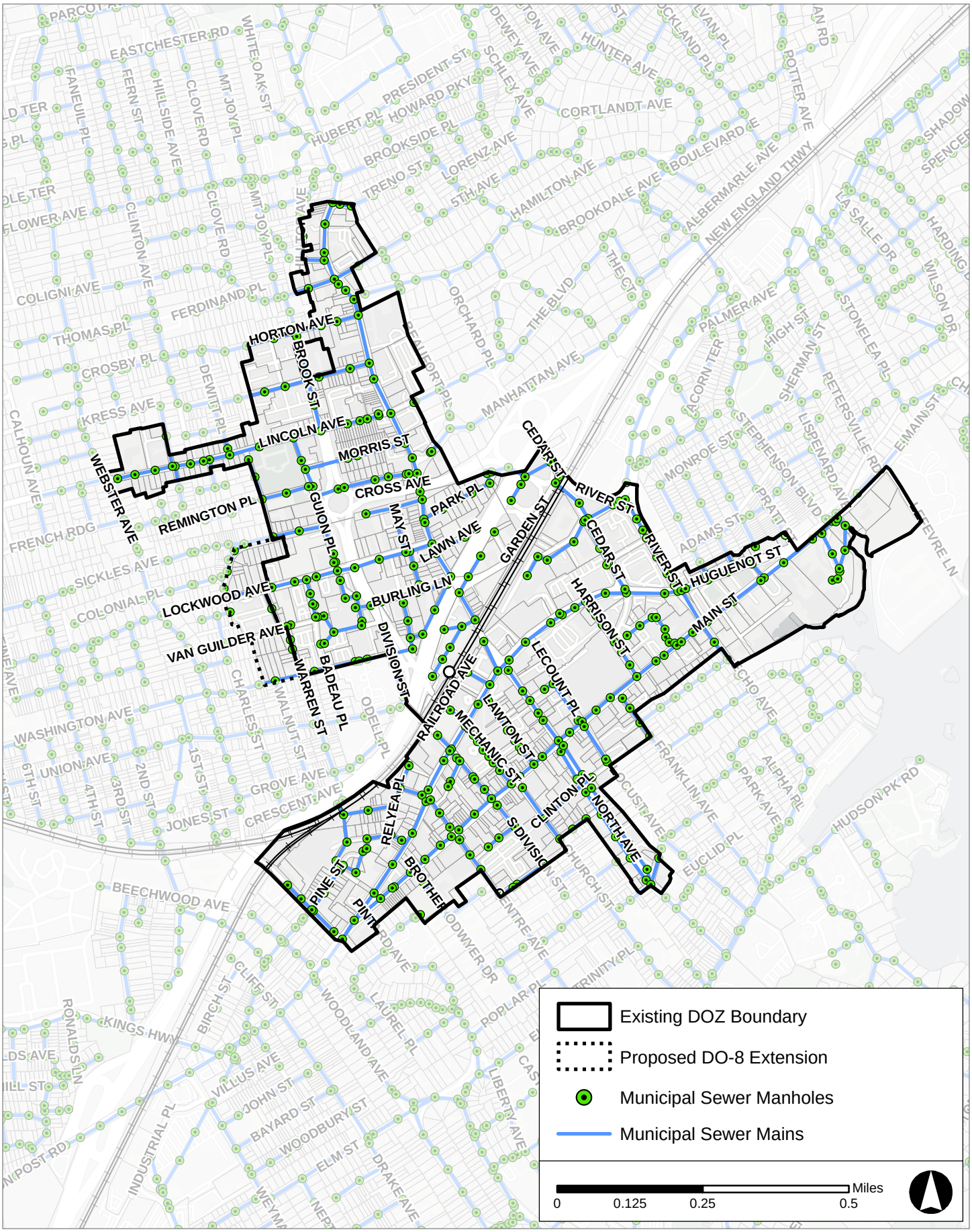
The collection system ultimately discharges to a County-owned sanitary sewer trunk interceptor located on the south side of the City, and discharges to the nearby New Rochelle WWTF, which is owned and operated by Westchester County. Figure 3.3-1 shows the boundaries of the sewer district and Figure 3.3-2 depicts the City's Sanitary Sewer Infrastructure in this area, including sewer main and manhole locations.

[25] Annual Drinking Water Quality Report – Veolia Water New York Inc – Rate District 1: https://mywater.veolia.us/sites/cpaccounts/files/2025-05/AWQR_New%20York_RateDistrict1_2024.pdf
[26] https://www.newrochelleny.gov/605/Sewers-and-Drains



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 3.3-1: Sewer District Boundaries



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 3.3-2: Municipal Sewer Mains and Manholes

Once sewage influent enters the WWTF, it is processed and treated, and the effluent is discharged off-shore into the Long Island Sound pursuant to a State Pollution Discharge Elimination System ("SPDES") discharge permit. The WWTF is located to the east of the DOZ boundary, at 1 Le Fevres Lane, New Rochelle. The WWTF provides tertiary level sewage treatment and has a maximum design capacity and maximum permitted flow of 20.6 MGD as indicated by SPDES Permit NY0026697. A July 2020 Engineering Design Report developed by H2M for the City illustrated that the WWTF had extra flow capacity of approximately 6.73 MGD.[27]

In 2016, the WWTF completed a $250 million upgrade to reduce pollutant loadings and comply with new permitting standards. This capital infrastructure project involved improvements to each process at the facility, including replacement of the former chlorine disinfection facilities with the ultraviolet disinfection system mentioned above, enhancements to the WWTF's headworks and its secondary treatment systems to increase the plant's processing capacity by 50 percent, and installation of other, more modern tertiary treatment technologies, to reduce nitrogen loading by about 87 percent from 2,000 pounds per day to 250 pounds per day compared to the previous facilities' performance.[28]

To address significant inflow and infiltration issues, the City completed a Sanitary Sewer Evaluation Study in 2015 which identified a number of sewer infrastructure improvement projects aimed at removing inflow and infiltration ("I&I") into the City's sewage collection system. An extensive system cleaning and inspection of the existing sewers was then undertaken in 2017 and the City entered into an Inter-municipal Agreement with the Town of Mamaroneck, Village of Larchmont, and the Village of Pelham Manor to complete sewer system rehabilitation improvements to reduce I&I into the sanitary collection system, alleviating hydraulic capacity for downstream infrastructure including the County WWTF. In 2017, the City received a $5.7 million New York Water Infrastructure Improvement Act grant to further offset costs associated with the planning and implementation of sewer improvements, which include lining sewers, performing open-cut repairs to existing sections of sewer and repairing manholes, and this work is currently underway (Project No. 02-999-P33B). These improvements are anticipated to result in reductions of between 398,000 gallons per day ("gpd") and 799,000 gpd of extraneous flow from the City-owned collection system.[29] As a result of these efforts, NYSDEC lifted the previous moratorium on sewer extensions that involve increases in wastewater flow to the New Rochelle WWTF on January 23, 2020.[30]

Stormwater

For stormwater management, the City utilizes about 87 miles of drainage pipes, over 5,500 stormwater catch basins, and the City's brooks. The City routinely implements measures to improve and maintain the performance of the municipal stormwater collection system, including cleaning between 2,000 and 2,500

[27] H2M architects + engineers. *Engineering Design Report City of New Rochelle Sanitary Sewer Enhancements.* Prepared for City of New Rochelle. Revised July 2020.

[28] Westchester County Press Release. Upgrades Completed to Water Treatment Plan in New Rochelle. Published June 29, 2016. Available at Upgrades Completed to Water Treatment Plant in New Rochelle (westchestergov.com). Accessed May 2021.

[29] H2M architects + engineers. *Engineering Design Report City of New Rochelle Sanitary Sewer Enhancements.* Prepared for City of New Rochelle. Revised July 2020.

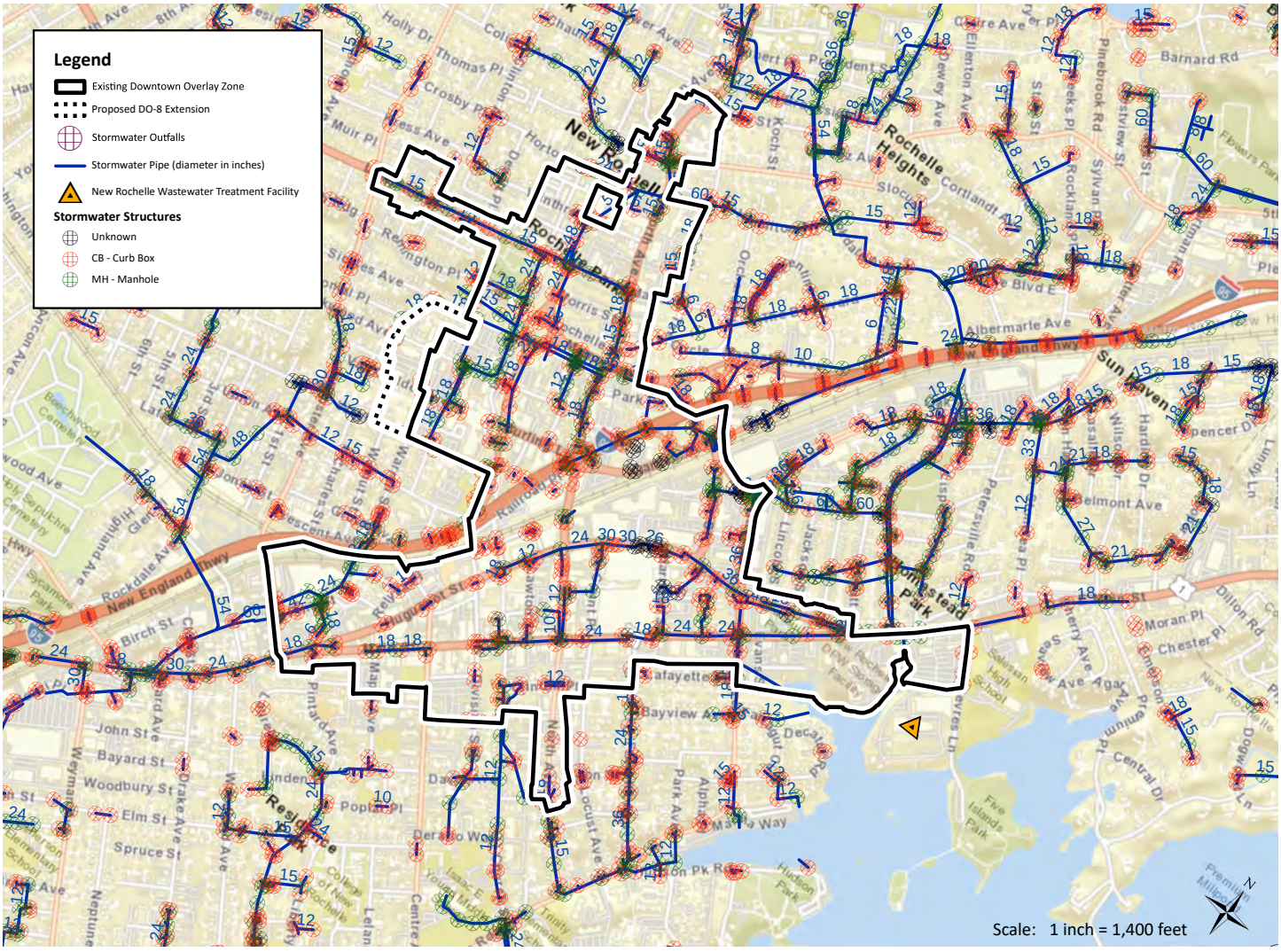
[30] H2M architects + engineers. *Engineering Design Report City of New Rochelle Sanitary Sewer Enhancements.* Prepared for City of New Rochelle. Revised July 2020.

catch basins annually, and monitoring privately-owned infrastructure and facilities, such as parking lots. The conditions of some 30 outflows that discharge runoff to the Long Island Sound are also periodically inspected and maintained. Stormwater infrastructure is identified in Figure 3.3-3, with storm drains and stormwater pipes illustrated both within and outside of the DOZ.

In 2023, the City completed a Drainage Analysis Study to identify issues in each of the six watershed districts. The Stephenson Brook Watershed Drainage Analysis, which encompasses the DOZ Study Area, provides the City with concept plans and alternatives for flood mitigation, including a series of grey and green infrastructure improvements (catch basins, infiltration ponds, upsizing drainage pipes, and permeable pavement).[31] The City is in the process of identifying and applying for grant opportunities to support mitigation measures.[32]

The City requires drainage plans for new development within the DOZ, which must be designed to accommodate stormwater runoff volume on-site in conformance with City and NYSDEC requirements. Stormwater runoff generated from new development is required to be captured and pretreated on-site to address potential stormwater pollutant loading and reduce peak stormwater flows into the City's storm sewer system during rainfall events in accordance with New York State's 2024 Stormwater Management Design Manual.

[31] https://www.newrochelleny.gov/DocumentCenter/View/17725/Stephenson-Brook-Drainage-Basin-Final-Report
[32] https://www.newrochelleny.gov/DocumentCenter/View/20681/2025-Stormwater-Program-Update-April-2025



Source: City of New Rochelle, Westchester County GIS, ESRI, NPV, BFJ Planning.

Figure 3.3-3: Stormwater Infrastructure

3.3.1.5 Solid Waste Management

The City Bureau of Sanitation is responsible for collecting and transporting solid waste (trash and recyclables) from private residences and some apartment buildings, as well as some commercial establishments on a restricted basis, and Westchester County DEF is responsible for final processing and solid waste disposal which takes place at the Yonkers Material Recovery Facility. The Bureau of Sanitation collects over 36,000 tons of garbage and over 20,000 tons of material is recycled each year.[33] Source-separation of recyclables is the responsibility of the solid waste generator prior to City or private hauler pick-up, pursuant to City Code §163-8.5, "Garbage, Rubbish and Refuse: Separation and replacement of recyclables; placement for collection."

All developments within the DOZ are required to contract with private carters for solid waste collection and disposal to reduce the burden on City services.

3.3.1.6 Electric and Gas

Consolidated Edison of New York (Con Ed) is the local utility that provides electric and natural gas services to the City of New Rochelle. Con Ed delivers electricity to approximately 349,000 residential and commercial customers and gas to approximately residential and commercial customers in the Westchester County service area.[34] Electrical utilities are provided above ground. Con Edison is subject to rates and terms of service (i.e., "tariffs") which are filed with PSC, the entity that regulates electric and gas service in New York.

In April 2021, the City adopted the NYStretch Energy Code, which seeks to foster future development in a manner that protects public health, meets energy and climate goals and aligns with the City's ongoing sustainability efforts. The 2020 NYStretch Energy Code, developed by the New York State Energy Research and Development Authority, is a statewide model code aimed at reducing energy use and greenhouse gas emissions associated with existing and new residential and commercial buildings.

The City of New Rochelle joined Westchester Power in 2016, a Community Choice Aggregation administered by Sustainable Westchester, a local not-for-profit organization. Westchester Power offered fixed-rate renewable electricity to its members, which included 26 of Westchester County's 45 municipalities, accounting for about 40% of the County's residents.[35] Due to State-level regulatory changes, Sustainable Westchester discontinued the program in November 2025. New Rochelle residents who took no action returned to Con Edison as their default supplier of electricity. Customers have the option to select an alternative Energy Services Company for electricity supply via the Con Edison website.[36]

3.3.1.7 Public Schools

Educational services are provided by the City School District of New Rochelle ("School District"), which operates under New York State Education Department oversight. **Figure 3.3-4** provides a map of the City's

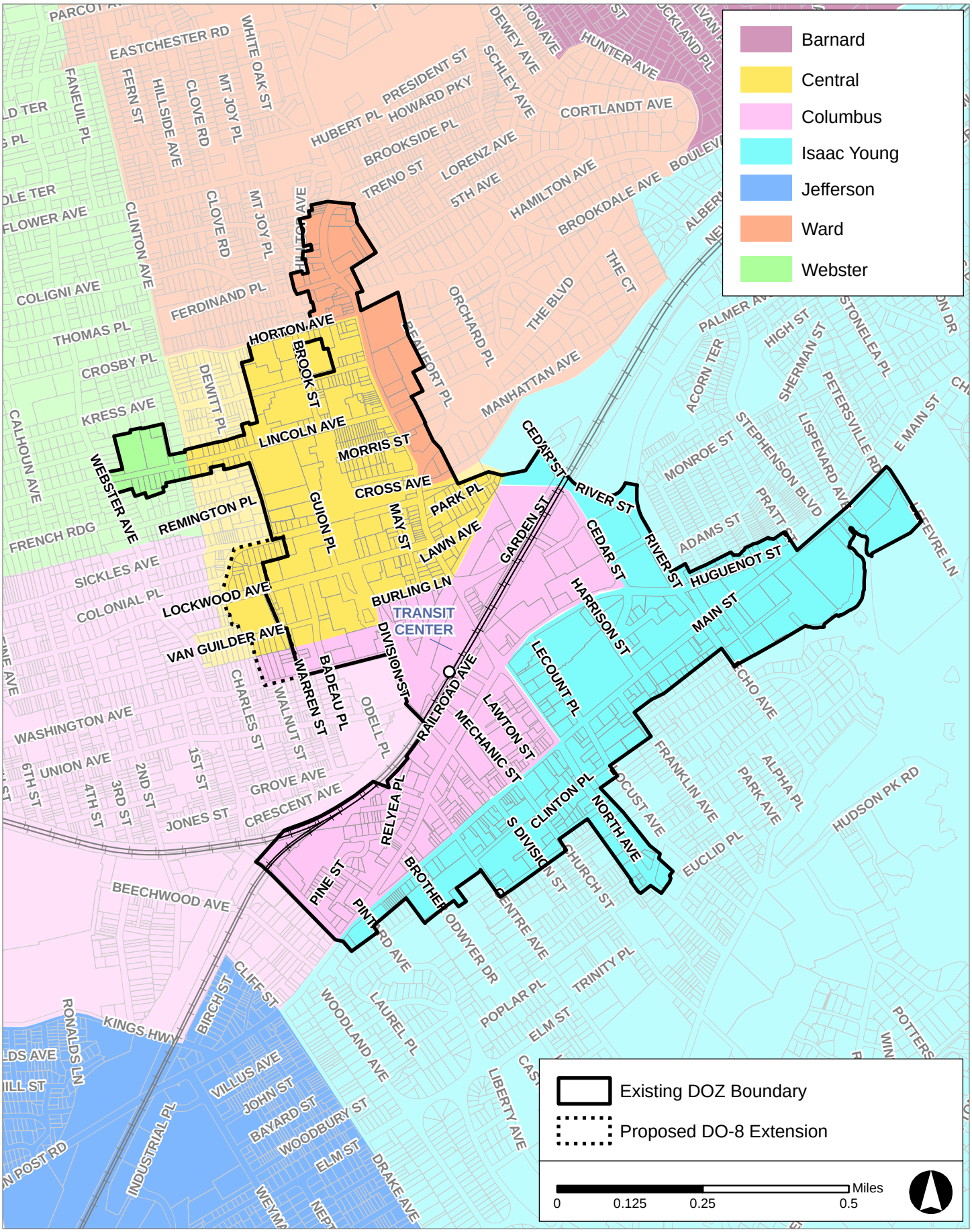
[33] https://www.newrochelleny.gov/583/Sanitation-and-Recycling
[34] https://www.coned.com/en/business-partners/service-territories
[35] https://sustainablewestchester.org/wp/
[36] https://www.newrochelleny.gov/1397/Westchester-Power

School Zones and existing DOZ boundaries. Public school facilities consist of Columbus, Daniel Webster, George M. Davis Jr., Henry Barnard, Jefferson, Trinity, and William B. Ward Elementary Schools, Albert Leonard and Isaac E. Young Middle Schools, New Rochelle High School, and the Huguenot Academy.

The 2015 GEIS prepared for the Existing DOZ included an analysis of school resources, evaluated available demographic and enrollment data, estimated the number of school-aged children that could be generated by development resulting from the previous DOZ rezoning, and examined options to address the needs of schools that may experience capacity issues as growth occurs under the Existing DOZ provisions. (See New Rochelle School Capacity Study, Appendix E-5 of the 2015 DGEIS, "2015 WXY Study"). This information is updated herein based on currently available data.

In 2017, the School District requested that Western Suffolk BOCES' Office of School Planning and Research conduct a study to assess recent demographic factors and enrollment trends based on changes in population, fertility/family size and migration patterns in order to prepare natural growth projections through the year 2027 and provide a foundation for long-range district planning. The School District released the long-range planning study ("2017 School District Report")[37], which provides more recent demographic factors and enrollment trends and projected future enrollment at each of its schools through the year 2027 (see 2017 School District Report Appendix G-1). These forecasts have been further updated to include enrollment data through the 2024-25 school year based on New York State Education Department-published data. Table 3.3-1 summarizes student enrollment activity in the school district's elementary schools, middle and high schools over the past decade. Despite a slight increase in enrollment in the past year, these data reveal a total 8.4 percent decrease in elementary school enrollment, a 14.0 percent decrease in middle school enrollment, and a 7.6 percent decrease in high school enrollment in the City between 2015 and 2024. The District as a whole had 1,010 fewer students in 2024 than in 2015 for an overall enrollment decrease of 9.44 percent. This decline has been the focus of Budget workshops held by the District in December 2025.

[37] Western Suffolk BOCES Division of Instructional Support Services Office of School Planning & Research. *Long Range Planning Study City School District of New Rochelle 2017-18 and 2020-21 Update*. 2021.



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 3.3-4: New Rochelle Elementary School Attendance Zones

Table 3.3-1: CITY SCHOOL DISTRICT OF NEW ROCHELLE

Historical District Enrollment by Grade (2015-2024)

Grade	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Total Elementary School Enrollment[1]										
Kindergarten	835	772	783	785	787	695	701	719	699	756
First	872	850	766	770	769	769	737	725	747	725
Second	760	857	825	765	759	749	732	737	755	756
Third	782	740	852	791	716	733	728	731	720	769
Fourth	807	781	739	847	791	691	728	737	742	731
Fifth	848	805	786	738	834	772	682	735	732	745
Ungraded	25	18	20	26	35	33	27	43	42	50
Total K-5	4,929	4,823	4,771	4,722	4,691	4,442	4,335	4,427	4,437	4,532
% Change	0.20%	-2.20%	-1.08%	-1.03%	-0.66%	-5.31%	-2.41%	2.12%	0.23%	2.14%
Total Middle School Enrollment[2]										
Sixth	784	823	783	753	705	774	759	656	711	708
Seventh	815	783	834	772	742	686	784	764	666	712
Eight	799	809	781	849	766	717	681	784	784	677
Ungraded	39	30	23	20	23					
Total 6-8	2,437	2,445	2,421	2,394	2,236	2,177	2,224	2,204	2,161	2,097
% Change	2.10%	0.30%	-0.98%	-1.12%	-6.60%	-2.64%	2.16%	-0.90%	-1.95%	-2.96%
Total High School Enrollment										
Ninth	959	1062	1030	924	1014	907	920	791	846	887
Tenth	815	819	896	910	820	881	803	822	707	762
Eleventh	680	688	688	703	793	729	789	731	790	675
Twelfth	837	724	820	709	687	743	688	690	683	705
Ungraded	39	50	46	42	45	73	80	69	64	64
Total 9-12	3,330	3,343	3,480	3,288	3,359	3,333	3,280	3,103	3,090	3,093
% Change	-2.10%	0.40%	4.10%	-5.52%	2.16%	-0.77%	-1.59%	-5.40%	-0.42%	0.10%
Total K-12	***10,696***	**10,611**	**10,672**	**10,404**	**10,286**	**9,952**	**9,839**	**9,734**	**9,688**	**9,722**
% Change	***-0.10%***	***-0.80%***	***0.57%***	***-2.51%***	***-1.13%***	***-3.25%***	***-1.14%***	***-1.07%***	***-0.47%***	***0.35%***

Source: New Rochelle School District Budget Workshop 1 Presentation, 12/10/2025, New York State Department of Education

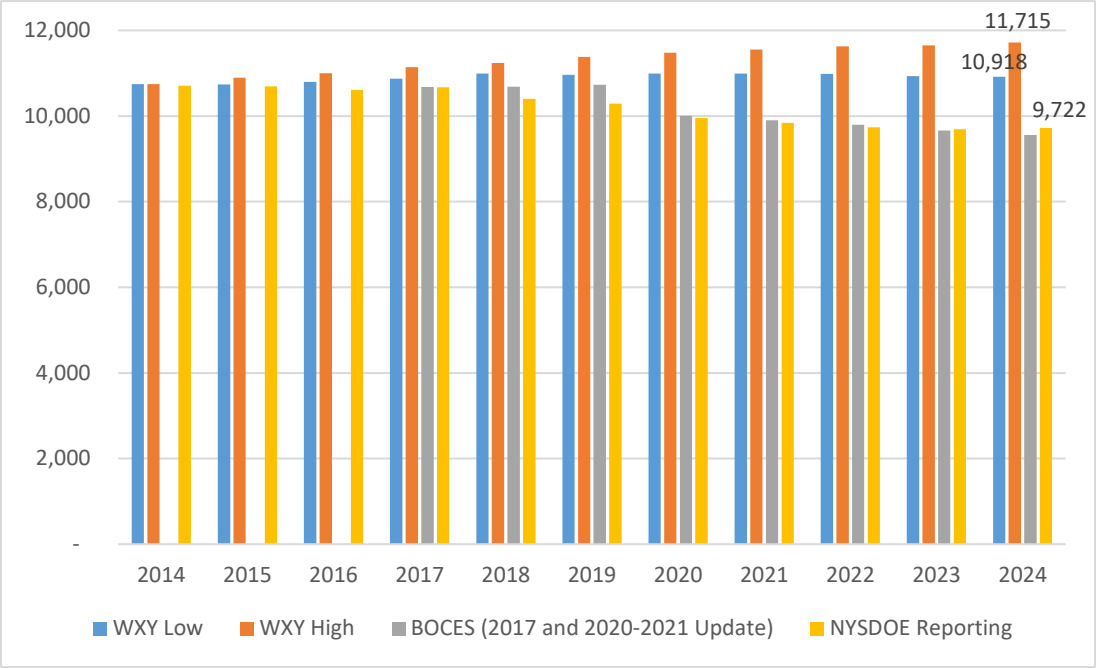
1-Includes total combined enrollment of all elementary schools in the School District

2-Includes total combined enrollment of both public middle schools in the School District

Updating the enrollment forecast models with the new data through 2024 will effectively rebenchmark the models. Illustration 3.3-1 provides a comparison of the enrollment forecasts prepared by WXY for the original 2015 GEIS and the 2017 BOCES forecasts with the New York State Education Department reported enrollment data from 2014 to 2024. As shown in the figure, actual 2024 School District enrollment was roughly 1,000 students less than the low WXY forecast and 2,000 students less than the WXY high forecast.

BOCES updated their School District forecasts in 2021; these forecasts are 168 students lower than actual 2024 enrollment.

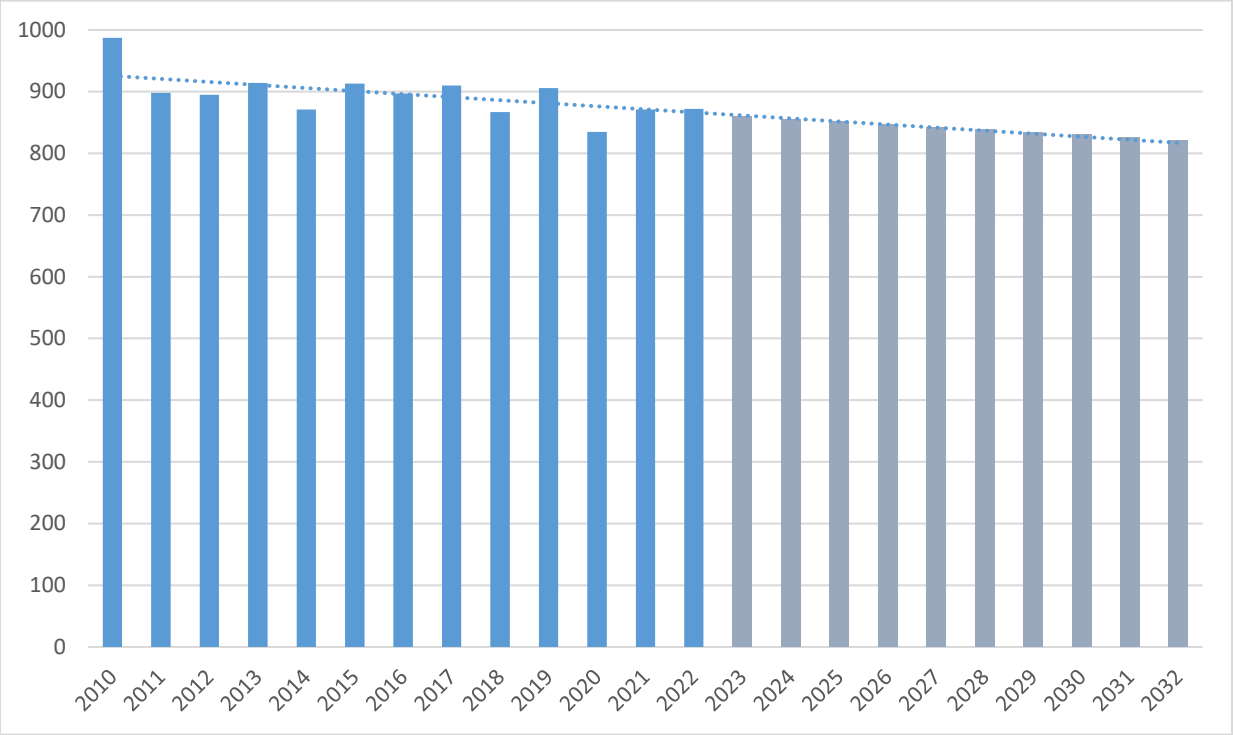
Chart 3.3-1: Enrollment Forecasts and NYSDOE Reporting of Actual Enrollment (2014-2024)



Sources: 2015 DGEIS, 2017 & 2021 BOCES Forecasts, New York State Education Department

The underlying factors in the enrollment models have changed. As shown in Illustration 3.3-2, the number of live births in the School District area have continued to decline as the population ages in-place and women choose to have fewer children and wait longer before having them. Projections show a continued decline in births through 2032, indicating that any stabilization of the School District's enrollment would have to come from additional households.

Chart 3.3-2: New Rochelle School District Area Live Births 2010-2022, Projections to 2032

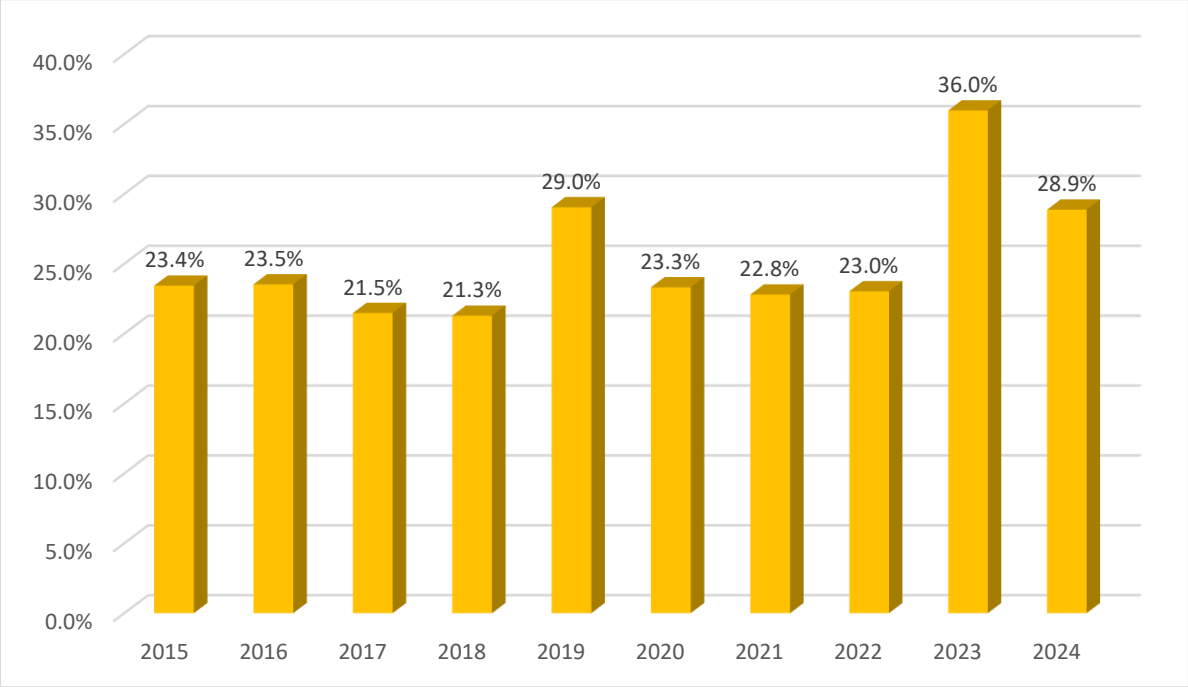


Source: New York State Department of Health, Urbanomics

Further affecting the School District's numbers, competition from other school types is increasing. Illustration 3.3-3 presents the share of Pre-K to 12th Grade students living in the School District that attend private schools. As shown, over most of the past 10 years, the share of students attending private schools has ranged between 21 and 24 percent. In 2023 and 2024, that percentage had increased to 36 percent and 28.9 percent, respectively. The share is likely to increase further as the Capital Preparatory Charter School began enrolling kindergarten, six and seventh grade students for the fall semester of 2026-2027.[38]

[38] Capital Prep New Rochelle website, accessed 1/19/2026. https://www.capitalprepnewrochelle.org/

Chart 3.3-3: New Rochelle School District Area Pre-K-12 Students Private School Attendance



Source: US Department of the Census, American Community Survey 1-Year Datasets 2015-2024

The 2015 WXY Study prepared on behalf of the City and included in the 2015 GEIS provided an analysis of school resources, estimated the number of school children to be generated from anticipated DOZ development, and examined options to address the needs of targeted schools that may experience capacity issues as growth under the DOZ provisions occurs (see New Rochelle School Capacity Study, Appendix E-5 of the 2015 DGEIS). Projections of new students were specifically developed by WXY utilizing multipliers based upon local information (i.e., actual school-aged children from multi-family buildings in the area) and U.S. Census area-specific Public Use Microdata Sample ("PUMS") data. Multipliers of 0.014, 0.141 and 0.213 were applied to one, two and three-bedroom units, respectively ("WYX Multipliers"). Studio units were assumed to generate no students (see Appendix E-5 of the 2015 DGEIS). Based upon these multipliers, a total of 312 new students was projected under the 2015 TDS.

Between 2016 and 2026, several refinements were made to the 2015 TDS to reflect actual conditions/applications. The Amended 2021 TDS considered an additional 1,500 units, for a total of 7,000 new residential units in the DOZ. The 2024 TDS added 547 new units in DO-8, for a total of 10,547 units. The number of school-aged children from the Amended TDS was evaluated as these refinements were considered. The 2015 GEIS assumed a bedroom breakdown for the residential units of 20 percent studios, 50 percent one-bedroom, 20 percent two-bedroom, and 10 percent three-bedroom units for analysis purposes. The approved projects as of April 2021 had more studio and two-bedroom units and fewer three-bedroom units than the bedroom breakdown anticipated by the 2015 TDS (i.e., 23 percent studio, 50 percent one-bedroom units, 25 percent two-bedroom units, and 2 percent three-bedroom units). The 2024 TDS, which added the DO-8 area, shifted the unit distribution back to the original distribution. Table 3.3-2 provides the projected number of school-aged children for each Amended TDS based on the actual unit mix of the approved projects using the WXY Multipliers.

Table 3.3-2: School Child Generation Estimates
DOZ Amended TDS Approved Project Bedroom Mix 2015, 2021, 2024, and Proposed 2026

	Number of Units				WXY	Total Public School Age Children			
Unit Type	**2015 TDS**	**2021 TDS**	**2024 TDS**	**2026 TDS**	**Multiplier**	**2015 TDS**	**2021 TDS**	**2024 TDS**	**2026 TDS**
Studio	1,100	1,610	2,109	2,669	0	0	0	0	0
1-Bedroom	2,750	3,500	5,274	6,674	0.014	39	49	74	93
2-Bedroom	1,100	1,750	2,109	2,669	0.141	155	247	297	376
3-Bedroom	550	140	1,055	1,335	0.213	117	30	225	284
TOTAL	5,500	7,000	10,547	13,347		**311**	**326**	**596**	**754**

As shown by **Table 3.3-2**, 596 school-aged children are projected based on the unit mix for approved residential projects upon the incorporation of DO-8 in the 2024 TDS. The 2,800 new residential units in the proposed action would bring the potential number of public-school children to 754, a net additional 158 students.

3.3.1.8 Recreation

The City of New Rochelle has many parks and recreational facilities, as well as various programs and recreational services that are enjoyed by its residents. According to the 2016 New Rochelle Comprehensive Plan, public and privately-owned open space and recreational facilities comprise a total of 19 percent of the City's land area, making it the second most prevalent land use in the City.[39] The City's Department of Parks, Recreation, Youth and Ageing provides year-round recreational programs and services to residents of all ages and physical abilities, and manages 35 City parks and playgrounds. The City's recreational facilities offer both passive and active recreational opportunities that promote the general health and well-being of its residents and provide opportunities for civic engagement, social interaction, and cultural enrichment. The City's recreational facilities encompass City and neighborhood parks, open spaces, playgrounds, recreational fields, community gardens, and waterfront amenities, including a full-service marina. Many recreational programs are offered by the City, including summer camps, youth development programs, activities for senior citizens, and therapeutic recreational programs. Privately-owned and operated facilities are also available in the City and provide additional recreational opportunities such as golfing and boating for their members.

Park facilities located within the Study Area include Ruby Dee Park at Library Green, Faneuil Park, Lincoln Park, and Heritage Park. The Department has planned improvements at the Lincoln Park Pool and Ruby Dee Park, where the existing kiosk will be renovated and converted into a police outpost.

[39] New Rochelle Comprehensive Plan (2016)

3.3.2 Potential Impacts

3.3.2.1 Police Protection

The population of New Rochelle was 77,062 in 2010 and the estimated 2023 population was 81,591.[40] The City's 2026 budgeted number of full-time law enforcement sworn officers in the New Rochelle Police Department is 190. This is an increase of 33 officers compared to 157 officers in 2015.[41] There are approximately 2.33 police officers per 1,000 residents in 2026 compared to a ratio of 2.04 police officers per 1,000 habitants in 2015.[42] The US Department of Justice Federal Bureau of Investigations' website contains an annual survey of various data relating to law enforcement, including the numbers of police officers per 1,000 inhabitants in communities across the country 2019. These data indicate that from a survey of 427 cities with populations similar to that of New Rochelle (between 50,000 and 99,999), the nationwide average was 1.6 officers/1,000 inhabitants; however, cities of this size in the "Northeast," averaged 2.0 officers/1,000 inhabitants.[43] Based on the above data, the number of officers employed with the New Rochelle Police Department, estimated to be 2.33/1,000 inhabitants, appears to be slightly above the average of comparably sized cities in the region.

Upon full build-out under the 2026 TDS, the increase in City population from the residential development component of the DOZ changes is expected to be approximately 4,910 persons.[44] This increase, which is anticipated to happen over a period of 10 years, is approximately 5.9% of the estimated population of New Rochelle in 2023. If the projected number of new residents is added to the 2023 population (86,501), the number of police offices would decrease to 2.2 officers/1,000 inhabitants, which is still above the average of similarly sized cities in the region and also above the 2015 staffing levels. Further it is important to note that despite the growth in the City's population, crime in the City has declined.

The Police Department has been incrementally increasing the number of officers on the police force as additional projects have been approved in the DOZ. The number of police officers in 2026 has increased from 2015 (+33) and 2021 (+16). This will help mitigate any impacts that this estimated slight increase may cause. Additionally, as the population continues to increase due to DOZ development, staffing will need to be increased to manage population growth and associated workload. Ultimately, the number of new officers and unsworn civilian staff needed to serve the projected growth must be determined over time by the Police Department and City officials, based on the day-to-day experience of officers and staff, City budgets, and other considerations.

Development under the Proposed Action is expected to generate over$20 million dollars in property tax revenue for existing taxing jurisdictions, and the Police Department is expected to receive a portion of the over $6.9 million in annual tax dollars to be generated and distributed specifically to the City of New Rochelle by the Proposed Action (see Section 3.3.4.1). Additional revenues would accrue from the

[40] US Census Bureau, 2023 American Community Survey 5-Year Estimates
[41] https://www.newrochelleny.gov/DocumentCenter/View/3873/2015-Adopted-Budget?bidId=
[42] Rate calculated using 2014 ACS population estimate
[43] USDOJ FBI Criminal Justice Information System Division. 2019 Crime in the United States. Available at https://ucr.fbi.gov/crime-in-the-u.s/2019/crime-in-the-u.s.-2019/topic-pages/tables/table-71
[44] Calculated using the Rutgers 2006 Residential Demographic Multipliers.

realization of redevelopment and participation in the City's DOZ Fair Share Mitigation Program, which may provide funding, depending on need and decisions on allocation priorities, to ensure that personnel issues and needed equipment, facilities, and improvements are implemented as growth occurs.

Lastly, as site-specific applications are submitted to the City for review, the Police Department will have an opportunity to review development plans and provide additional input.

Considering the increase in number of police officers and the safety measures that have been incorporated in recent years, no significant impacts are anticipated as a result of the Proposed Action.

3.3.2.2 Fire Protection

An *Impact of DOZ Development on Fire Department Staffing* study was prepared in January 2019 to analyze potential impacts to the New Rochelle Fire Department as a result of downtown development and occupancy increases in the existing DOZ. It was approved by Council in 2019. The Fire Department is following the study's recommendations, which includes conducting an ongoing appraisal of their Code-Enforcement division, which they are upgrading accordingly.[45] Additionally, in February 2023, the Fire Department was awarded federal funding as part of the Staffing for Adequate Fire and Emergency Response (SAFER) Grant. The Fire Department received a total of $1,679,796 to enable the department to add six new firefighters.[46]

As a result of the Proposed Action, approximately 2,800 new residential units and 4,910 new residents are estimated to be generated within the DOZ (except in DO-7). This represents approximately 21.0% of the total 2026 estimation of 13,347 units (exclusive of the 500 condominium units). This anticipated growth will be gradual, as this is the estimated build-out over a period of 10 years. In terms of commercial and institutional uses, the Proposed Action anticipates a 890,400 square foot decrease in potential non-residential uses, including office, medical office, retail, and institutional space.

With regard to building scale, zoning text amendments are proposed to increase the maximum allowable stories with bonus under Development Standard 1, as set forth in Zoning Code Section 175.11C(3), permitting one additional bonus story within DO-2 and DO-8 and two additional bonus stories within DO-3 through DO-6; no changes are proposed within DO-7. This would bring the maximum permitted heights under Development Standard 1 within: DO-2 to six stories; DO-2 through DO-6 to four stories; and DO-8 to four stories. Zoning map amendments that reassign a portion of the DO-5 to DO-8 will also impact building scale (see 2.4: Description of the Proposed Action). Within this area, Development Standards would be modified as follows: Development Standard 2 would allow 5-story buildings, with up to 4 additional bonus stories through applying for Community Benefit Bonuses (up to 9 stories, 105 feet); Development Standard 3 would allow 6-story buildings, with up to 5 extra stories under the Community Benefit Bonuses (up to 11 stories, 120 feet). Community Benefit Bonus (CBB) fees would be increased to $50/square foot of bonus-able space for both Development Standard 2 and 3. It should be noted that

[45] https://www.newrochelleny.com/ArchiveCenter/ViewFile/Item/1830

[46] https://www.newrochelleny.com/CivicAlerts.aspx?AID=3306#:~:text=The%20New%20Rochelle%20Fire%20Department,by%20U.S.%20Senators%20Charles%20E.

other DO Zones allow for much taller buildings, including up to 40 stories (605 feet) within DO-1 and 28 stories (285 feet) in DO-2.

Additionally, as site-specific applications are submitted to the City, they will be submitted to the Fire Department for their review of development plans and an opportunity to provide input and allow the identification of any additional site-specific mitigation measures that may be necessary.

Development under the Proposed Action is expected to generate approximately $20 million dollars in property tax revenue for existing taxing jurisdictions, and the Fire Department would receive a portion of the over $6.9 in annual tax dollars projected to be generated and distributed to the City of New Rochelle (see Section 3.3.4.1). Such revenues are expected to accrue from the realization of redevelopment. Additionally, participation in the Fair Share Mitigation Program could also be used to fund upgrades and help subsidize the hiring of additional staffing that could be needed to support future growth.

3.3.2.3 Water Supply

Veolia North America supplies the City with its drinking water and is responsible for the maintenance and oversight of the City's water distribution system within the Study Area. The Proposed Action would add an estimated 2,800 residential units and decrease 890,400 square feet of non-residential uses that were previously studied. This analysis does not take credit for water usage associated with existing uses that would be eliminated during redevelopment activities (i.e., to calculate the net increase in water demand).

Water use calculations for the 2015 GEIS utilized water use/wastewater generation rates provided by United Water New Rochelle (now Veolia), based on 100/gpd per capita for residential units and 0.125 gpd/SF for commercial uses, plus 575,000 gpd of additional demand to account for restaurant/wet commercial uses. Since then, water use/wastewater generation rates have been updated per NYSDEC Standards for Intermediate Sized Wastewater Treatment Systems (March 5, 2014 Edition), therefore this analysis utilizes the updated NYSDEC standards (Table 3.3-3).

Table 3.3- 3: 2026 TDS Water Use/Wastewater Generation

Land Use	Proposed 2026 DOZ*	Unit	Multiplier	Total (gpd)**
Retail	(-80,500)	SF	0.1 gpd	(-8,050) (i)
Restaurant	(-32,400)	Seat	35 gpd	(-63,000) (ii)
Office Non-Medical	(-325,000)	SF	15 gpd	(-24,375) (iii)
Medical Office	(-272,500)	Doctor	250 gpd	(-45,417)
Residential:				
Studios / 1-bedrooms	*+1,960*	*Bedroom*	110 gpd	*+215,600*
2-bedrooms	*+560*	*Bedroom*	220 gpd	*+123,200*
3-bedrooms	*+280*	*Bedroom*	330 gpd	*+92,400*
Bedrooms (subtotal)	*+2,800*	Bedroom	-	*+431,200*
Student Housing/ Supportive Housing	(-200)	Bed	150 gpd	(-30,000)
Adult Care	(-100,000)	Bed	175 gpd	(-29,167)
Institutional	(-180,000)	Patron	10 gpd	(-12,000) (iv)
DOZ Net Change				**+219,192**

* Values represent the net change in square footage or number of units compared to the current adopted TDS.
** Values represent the net change in water/wastewater generation compared to the current adopted TDS.
(i) Based on shopping center / grocery store multipliers.
(ii) Based on ordinary restaurant multipliers, 60% restaurant area, 1 seat every 15 SF.
(iii) Based on 1 doctor per 1,2000 SF.
(iv) Based on library/museum multipliers. 75% occupancy, 1 patron every 1,000 SF.

Source: NYSDEC Standards for Intermediate Sized Wastewater Treatment Systems (March 5, 2014 Edition)

The estimated TDS for the Proposed Action would result in a water use generation rate of 219,192 gpd, plus an allocation for fire suppression, which must be determined by the water company as projects are designed. This represents approximately an 8.8% increase in total water use generation over what was analyzed for the adopted 2024 TDS (2.5 MGD for the entire DOZ). It should be noted that the 2021 DOZ Amendments calculated a decreased projected domestic water demand compared to what was calculated in the Amended TDS (September 2019) for the existing DOZ (-166,107 gpd). This means that water use generation calculations conducted in 2015 likely overestimated the use of water for the original six DO Zones.

Further, the 2015, 2021, and 2024 SEQR Findings Statements require payment into a Fair Share Mitigation Fund to mitigate potential water and sewer and other impacts resulting from development under the DOZ. It is estimated that the 2,800 units would generate approximately $20.8 million in additional Fair Share Mitigation Funds to mitigate any potential impacts associated with the proposed 2026 TDS,

including water and sewer impacts (see Appendix E: Fair Share Mitigation Funds). This, as well as other mitigation measure(s) would still be required under this Proposed Action, as would site-specific infrastructure impact analysis.

As noted in Section 3.3.1.3, the City and SUEZ (the previous water company, now Veolia) entered into a Cooperation Agreement in March 2019 which outlined necessary improvements and SUEZ's commitment to implementing infrastructure improvements to the water system to accommodate future growth. The agreement also set forth the requirement that the City would require each developer of a project within the DOZ, as a condition of site plan approval, to pay set fees towards the cost of the necessary system improvements based on the size of the development. Since development has been occurring within the existing DOZ, SUEZ/Veolia has received funding from site-specific projects in accordance with the Cooperation Agreement.

All projects that have occurred in the existing DOZ since 2015, have had their development applications referred to Veolia for review and approval to ensure that adequate supply and facilities are available and will be provided prior to issuance of building permits. Additionally, this review identifies the need for infrastructural improvements – such as on-site installation of hydrants, water storage structures, and lateral connections – to be implemented as required. The City will continue to require that a "will-serve" letter from Veolia be submitted at the time of issuance of building permits.

New development opting into the DOZ will need to comply with the Sustainable Development Standards in accordance with §175.11J(2), "Potable Water Consumption Reduction," of the City Code, which requires the use of high-efficiency products for indoor water fixtures. Water conservation efforts will be incorporated into the design of all future site plans. The Sustainable Development Standards also require a minimum 50 percent reduction in potable water consumption for outdoor irrigation based on a midsummer baseline case, using one or more options, such as landscaping plans using plants that do not require considerable watering (i.e., native, well-adapted or xeric species), use of modern efficient irrigation systems (i.e., applying water directly to the roots through drip irrigation, use of irrigation timers or sensors, watering at night and only as needed, etc.), and use of captured rainwater/stormwater, recycled greywater, water treated and conveyed specifically for non-potable uses, air conditioning condensate, and/or foundation drain water rather than potable water.

With regard to potable water quality, the WCDOH requires ongoing monitoring pursuant to the Federal Safe Drinking Water Act, and the USEPA and NYSDOH require the publication of an Annual Water Quality Report for the benefit of water district customers. As discussed in Section 3.3.1.3, Veolia routinely monitors its water supply for numerous contaminants. The Annual Drinking Water Report for 2024 indicated that there were no violations of federal or state drinking water standards; and although some contaminants were detected in very low concentrations, these were below established threshold levels. Based on available water quality data, and in consideration of routine monitoring and treatment, the water to be furnished to the DOZ complies with requisite drinking water standards and is therefore considered suitable for human use and consumption. Since the actual source of the water supply is from reservoirs in the Catskills and Delaware Systems, potential water quality impacts to the City's water supply from the Proposed Action is not an issue.

The increase in water demand as a result of the updated DOZ would be *de minimus*. Veolia has adequate water capacity to provide additional volume as estimated, and it is not anticipated to significantly impact the delivery system and water pressure levels. The approximately $20.8 million in Fair Share Mitigation funds generated through DOZ development would help offset the cost of localized infrastructure improvement that the water company may deem necessary.

3.3.2.4 Wastewater and Stormwater Management

The volume of additional wastewater generated as a result of the proposed DOZ amendment is equivalent to the water use generation as calculated in Section 3.3.2.3 (219,192 gpd). Similar to the estimated slight increase in water use, also the increase in wastewater volume is minimal. Given that the proposed DOZ amendments are generic in nature and that, at this time, there are no known development proposals, no significant impacts on wastewater generation are anticipated. Additionally, the Fair Share Mitigation fund will help cover future costs associated with any localized infrastructure improvements that may be needed. It is estimated that the 2,800 units would generate approximately $20.8 million in additional Fair Share Mitigation Funds that would mitigate any potential impacts associated with amendments to the DOZ.

Additionally, the City can refer to recommendations provided in the Drainage Analysis Study to how to best address identified drainage issues impacting the Study Area.

In summary, no significant impacts related to wastewater and stormwater are anticipated as result of the Proposed Action.

3.3.2.5 Solid Waste Management

The City of New Rochelle provides refuse collection for private residences, some apartment buildings, commercial land uses on a restricted basis and City trash receptacles within business areas. Anticipated solid waste generation upon full buildout of the DOZ is estimated at 1,508 tons / month.[47] This volume is less than the estimated waste generation as calculated for the adopted 2024 TDS (estimated at 1,550 tons/month for the full TDS buildout).

All DOZ development projects are required to contract with private carters for solid waste collection and disposal to reduce the burden on City services. Source-separation and recycling of metal containers, glass containers, plastic containers, newspaper and corrugated paper per Chapter 163, Article II, “Garbage, Rubbish, and Refuse: Recycling,” of the City Code can reduce the quantity of solid waste requiring disposal.

Westchester County indicated that there is sufficient capacity at the Yonkers MRF to receive waste material from redevelopment in Downtown New Rochelle under the previously established DOZ. As noted above, the 2026 TDS would still be below the volume of solid waste generation that was estimated in the

[47] Solid Waste Generation (Salvato, 2009): 3lbs/day/bed adult care, independent living units; 3lbs/room/day hotel, 1lb/capita/day restaurant (based on one occupant/30 SF); 1lb/100 SF/day office; 4lbs/capita/day (based on one occupant/50 SF) municipal/institutional use; 13lbs/1,000 SF/day retail; 4lbs/unit/day residential.

original 2015 GEIS (2,436 tons/month). Therefore, no significant impact is anticipated to solid waste collection and disposal facilities as a result of the Proposed Action.

3.3.2.6 Electric and Gas

As discussed in Section 3.3.1.6, Con Edison supplies electricity and natural gas to a large service area, including New York City and most of Westchester County, and is expected to continue to provide service to the DOZ as growth and redevelopment proceeds. Electric and natural gas services are already existing in the Study Area, and the anticipated increase in energy demand as a result of the Proposed Action is expected to be minimal. As mentioned above, the estimated residential build-out is approximately 21% of the full DOZ build-out as estimated in the 2026 TDS; the potential number of units would be increasing from 10,547 to 13,347. For commercial and institutional uses, the theoretical capacity for development is significantly reduced. In total, the updated TDS is expected to have almost no impact on overall energy demand, with the 2026 representing a 0.65% decrease in energy demand from the 2024 TDS.[48]

As discussed in Section 3.3.1.6, the City of New Rochelle has adopted the NYStretch Energy Code, which seeks to foster future development in a manner that protects public health, meets energy and climate goals and aligns with the City's ongoing sustainability efforts. The 2020 NYStretch Energy Code is a State-wide model aimed at reducing energy use and greenhouse gas emissions associated with existing and new residential and commercial buildings. The NYStretch Energy Code provides more stringent standards than the current 2020 Energy Conservation Code of New York State and will provide greater energy savings in New Rochelle. Future buildings will be constructed consistent with the NYStretch Energy Code.

Additionally, redevelopment within the DOZ will continue to be required to comply within §175.11J.(3), "Heat Island Reduction," of the DOZ Code, which includes standards and specifications to reduce urban heat island effects and help to keep buildings cooler in the summer, thereby reducing cooling loads and conserving energy. This Code provision includes:

1. A minimum requirement for 50 percent heat island reduction for non-roof site hardscape including sidewalks, courtyards, parking lots, parking structures, and driveways, which can be achieved through any combination of the following strategies:

   a) providing shade from open structures such as those supporting solar photovoltaic panels, canopied walkways, and pergolas;
   b) providing an open grid pavement system that is at least 50 percent pervious; and/or
   c) providing shade from tree canopy within five years of landscape installation.

2. A minimum requirement for heat island reduction for roof areas by any combination of the following strategies:

   a) using roofing materials that have a Solar Reflectance Index ("SRI") equal to or greater than the values provided in Table 3.3-4 for a minimum of 75 percent of the roof area surface of all new buildings within the project;

[48] 2025 CEQR Technical Manual, *Average Annual Whole-Building Energy Use in New York City*.

Table 3.3- 4: Solar Reflectance Index (SRI)

Roof Type	Slope	SRI
Low-sloped Roof	≤2:12	78
Steep-Sloped Roof	>2:12	29

b) Installing a vegetated roof on at least 50 percent of the roof area of all new buildings within the project; and/or
c) Combinations of SRI compliance and vegetated roofs can be used provided that they collectively cover 75 percent of the roof area of all new buildings.

Outdoor lighting for new projects will be required to utilize energy-efficient designs, proper heights and spacing, and to be shielded as necessary to reduce light trespass and glare to the extent practical and prevent wasteful and impactful over-illumination. Lighting that is not necessary to ensure public safety and community wellbeing should be connected to photosensors or timers that shut down at night as reasonable. Additionally, aspects of the indoor energy envelope will be designed consistent with modern energy conservation standards and requirements.

As described in Section 2.4, the proposed zoning code amendments §331-175.11J and §331-175.11J(4) codify the City's commitment to sustainable development and green building practices by requiring future sites to comply with the New Rochelle GreeNR Plan and Sustainable Development Standards, as well as provide project-level equivalence to LEED-ND v4 Silver.

Due the highly efficient energy measures that the City requires new developments in the DOZ and given the expected minimal incremental increase in energy demand (compared to the regional scale) as a result of the Proposed Action, no significant adverse impacts are anticipated with regard to electric and gas supplies and services.

3.3.2.7 Public Schools

As discussed in Section 3.3.1.7, the 2015 GEIS included a detailed School Capacity Report prepared on behalf of the City by WXY Studio to analyze school resources, determine an estimated number of school children to be generated from anticipated DOZ development, and examine options to address the needs of targeted schools that may experience capacity issues as growth occurs under the DOZ provisions (see 2015 WXY Study, Appendix E-5 of the 2015 DGEIS). The DOZ, including DO-8, which was approved in 2024 was anticipated to potentially yield a net increase of 10,547 units as shown in Table 3.3-5 should have generated a total of 596 additional students to the District; instead, between 2015 and 2024, the number of students enrolled decreased by 1,010 students.

The Proposed Action includes the addition of a total of 2,800 residential units under the 2026 TDS. These additional residential units would be distributed among each of the DOZs except DO-7. Table 3.3-5 provides the projected number of school-aged children by DOZ for the additional 2,800 residential units contemplated under the Proposed Action.

Table 3.3-5: School Child Generation Estimates
2026 TDS

		Studio	1-Bedroom	2-Bedroom	3-Bedroom	TOTAL
Net New Residential Units	DO-1	300	750	300	150	**1,500**
	DO-2	40	100	40	20	**200**
	DO-3	40	100	40	20	**200**
	DO-4	80	200	80	40	**400**
	DO-5	20	50	20	10	**100**
	DO-6	20	50	20	10	**100**
	DO-7	-	-	-	-	**-**
	DO-8	60	150	60	30	**300**
	Total	**560**	**1,400**	**560**	**280**	**2,800**
WXY Multipliers		-	0.014	0.141	0.213	
Public School Children	DO-1	-	11	42	32	**85**
	DO-2	-	1	6	4	**11**
	DO-3	-	1	6	4	**11**
	DO-4	-	3	11	9	**23**
	DO-5	-	1	3	2	**6**
	DO-6	-	1	3	2	**6**
	DO-7	-	-	-	-	**-**
	DO-8	-	2	8	6	**17**
	Total	**-**	**20**	**79**	**60**	**158**

Based on the WXY Multipliers established for the DOZ, an additional 158 school-aged children are projected to be generated by the Proposed Action. Together with the school-aged children projected from the already-approved projects in the DOZ, a total 754 school-aged children are projected across grades K-12. It should also be noted that based on an examination of newly constructed and occupied residential projects within the downtown as of July 2020, the number of school-aged children occupying leased units was 61 percent below the WXY projections. This is an indication that the WXY multipliers are conservatively high and that the actual number of school-aged children occupying units in the DOZ is below the projected total.

School Capacity

To evaluate the potential impacts of the Proposed Action, enrollment trends and available classroom capacity were evaluated for Columbus Elementary School, Trinity Elementary School, Isaac Young Middle School and New Rochelle High School to determine if these schools have the ability to absorb the additional school-aged children generated by the Proposed Action. Table 3.3-6 illustrates the changes to enrollment, comparing the WXY forecasts and actual 2024-25 enrollment for each school where additional school-aged children under the Proposed Action would attend.

Table 3.3-6
Enrollment Trends: Columbus Elementary School, Trinity Elementary School, Isaac Young Middle School & New Rochelle High School Zones, 2024-2025 School Year

School	2024-2025 School Year		(Actual Enrollment - WXY Projected)	New Student Generation (2,800 Additional Units - 2026 TDS)
	WXY Projection	Actual Enrollment		
High School	3,823	3,058	765	28
Young Middle School	1,268	1,122	146	21
Leonard Middle School	1,391	1,012	379	2
Trinity	970	838	132	35
Columbus	783	728	55	57
Ward	1,165	1,019	146	4
Total	9,400	7,777	1,623	147

As shown in Table 3.3-6, actual enrollment in 2024 was lower than forecasted for each of the six schools without exception. The gap between the WXY projected enrollment and the actual enrollment is presented in the third column of the table. Table 3.3-6 also provides the DOZ student estimates based on the projected bedroom mix under the Proposed Action (2,800 additional units distributed among all but the DO-7 district). Even with the additional residential units proposed by the 2026 TDS (2,800 units in the DOZ), Columbus Elementary School is the only one of the six schools for which the projected number of students from the Proposed Action exceeds the gap between projected and actual enrollment. That overage is only 2 students

The increases in enrollment estimated for the Proposed Action will not exceed capacity limits.

Fair Share Mitigation fees are proposed to be increased to address capital costs and mitigate impacts on the school district. Property taxes will also be generated to offset impacts (see additional discussion below).

School Taxes

Based on the student generation rates established for the DOZ, 158 additional school-aged children are

projected to result from the Proposed Action across grades K-12. NRSD's cost to educate a child (defined as instruction, transportation, and employee benefits supported by property taxes and PILOTs) is $21,403 based on the NRSD 2024-25 Budget.

The 158 additional students under the Proposed Action would result in additional costs to NRSD totaling approximately $3.06 million per academic year. When compared to estimated revenues of $11.0 million (as presented in Section 3.3.2.9 of this SDGEIS), from the new residential properties ALONE, it is projected that NRSD would experience an annual net revenue of approximately $8.02 million from just the increased residential development. A summary of the impact to the school district is shown in Table 3.3-7.

Table 3.3-7: Impact to School District of Proposed Action

Parameter	Total: All Students
Student Enrollment: New Rochelle CSD	9,709
Percentage of Enrollment: New Rochelle CSD	100.0%
Number of Additional School Children Projected to be Enrolled in Public Schools (New Rochelle CSD) (Proposed Action)	158
Annual Expenditure per Pupil	$19,382
Annual Additional Expenditures Incurred by New Rochelle CSD (Net New)	$3,062,356
Projected Annual Tax Revenue Allocated to New Rochelle CSD*	$11,079,172
Net Annual Revenue: New Rochelle CSD*	$ 8,016,816

* Based on net new residential buildout taxes alone 2026 TDS – see Section 3.4.2.1

3.3.2.8 Recreation

The existing recreational resources within the downtown area will remain and will continue to be maintained by the City. The City of New Rochelle enjoys abundant recreational resources beyond the Study Area as noted in Section 3.3.1.8. These services will remain accessible to new residents in the downtown area.

Given the existing recreational resources within and outside of the Study Area, coupled with preexisting civic space provisions in the code, it is expected that recreational resources will continue and expand such that no significant adverse impact will occur.

3.3.3 Mitigation Measures

The following presents a summary of mitigations by service area. It is important to note that all of these mitigations, except for one, are included in the previous environmental review documents for this project (2015 GEIS and Findings Statement, 2021 and 2024 SGEIs and Findings Statements). , except for the revised timing of the Veolia. The one new mitigation measure included below references the City's ongoing implementation of recommendations provided in the 2023 Drainage Analysis Study.

Police Protection

- The Police Department will have the opportunity to provide further input on site- and project-specific development plans, thereby allowing for the identification of any additional site-specific mitigation measures that may be necessary.
- The Fair Share Mitigation Fund, as well as additional property tax revenues, generated from new development and redevelopment will provide additional funding for the Police Department to adequately plan for future police staff and/or equipment needs.

Fire Protection

- The Fire Department will have the opportunity to review future projects to ensure that site- and project-specific concerns are properly addressed, including provisions for emergency access and egress, hydrant locations, sprinkler systems, fire alarms, and smoke and carbon monoxide detection.
- Any subsurface parking will need to be appropriately sited and provide for adequate access, contain a suitable fire suppression system (e.g., sprinklers) and water supply, and include a separate staircase for emergency access and evacuations.
- Locations of hydrants and any standpipes will have to be shown on future site plans; and coordination will be required with Veolia regarding water supply.
- All future projects opting-in under the DOZ are required to pay into the Fair Share Mitigation fund, which can be used along with increased tax revenues from new development and redevelopment to add firefighters to the roster and equipment as needed, to help offset the costs of any additional fire and ambulance services that may be required to ensure public safety.

Water Supply

- All future projects opting-in under the DOZ are required to meet the Sustainable Development Standards in accordance with §175.11J(2), "Potable Water Consumption Reduction," of the City Code, which requires the use of high-efficiency indoor water fixtures to be incorporated into the design of all future site plans to reduce total potable water consumption (and unnecessary wastewater treatment). This requires a minimum 50 percent reduction in potable water consumption for outdoor irrigation based on a midsummer baseline case, using one or more options, such as landscaping with plants that do not require considerable watering (i.e., native, well-adapted or xeric species), use of modern efficient irrigation systems (i.e., drip irrigation to apply water directly to the roots, use of irrigation timers or sensors, watering at night time and only as needed, etc.), and use of captured rainwater/stormwater, recycled greywater, water treated and conveyed specifically for non-potable uses, air conditioning condensate, and/or foundation drain water rather than potable water.
- All future projects opting-in under the DOZ will be required to get a "will-serve" letter from Veolia that ensures water service will be provided.
- All future projects opting-in under the DOZ will be evaluated by Veolia during site plan review to determine whether any system improvements are necessary from the developer for individual projects.

Wastewater and Stormwater Management

- Implementation of the Sanitary Sewer Evaluation Study improvements will continue, including lining sewers, performing open-cut repairs to existing sections of sewer and repairing manhole.
- High-efficiency water fixtures are required in all DOZ new developments to conserve water and reduce the volume of wastewater discharges.
- Implementation of 2023 Drainage Analysis Study improvements to address drainage issues.
- City stormwater infrastructure maintenance will continue, including sediment, trash and other debris removal to maximize the functionality of the municipal drainage system.
- The City will continue its program for identification and removal of illicit discharges to the City's storm sewer system during site redevelopment.
- Site redevelopment will include drainage systems designed in accordance with the New York State Stormwater Management Design Manual and City requirements, including pretreatment and detention of stormwater on sites involving one or more acres of disturbance and review of all drainage plans by the City Engineer through the site plan review process.
- All developments and redevelopments under the Proposed Action are subject to site plan reviews that includes standard conditions for approval that are directly related with wastewater and stormwater management. Some of these include:
    - The applicant's engineer shall submit the existing and proposed sanitary sewer flows for inflow and infiltration removal.
    - All proposed sanitary sewer lines shall be comprised of extra heavy cast iron.
    - The applicant shall provide a stormwater detention design to the satisfaction of the City Engineer.
- All future projects opting-in under the DOZ are required to pay into the Fair Share Mitigation fund, which can be used along with increased tax revenues from new development and redevelopment to provide localized improvements to wastewater and stormwater infrastructure that may arise during further analysis and/or review of site plans.

Solid Waste Management

- New developments in the DOZ must contract privately for refuse removal, which will reduce the burden on DPW personnel if City services were required.
- Project-generated Construction and Demolition ("C&D") debris that can be recycled should be recycled.
- Trash receptacles provided in all public spaces will continue to be routinely emptied.

Electricity and Gas

- Energy-efficient lighting and appliances will be used.
- New development will comply with §175.11J.(3), "Heat Island Reduction," of the DOZ Code, which includes standards and specifications to reduce urban heat island effects by using acceptable roofing materials with adequate SRI values, planting shade trees, installing green roofs, and/or using open grid/pervious pavement.
- Future buildings will be constructed consistent with the NYStretch Energy Code, which provides more stringent standards than the current 2020 Energy Conservation Code of New York State and will provide greater energy savings for redevelopment projects.

- The proposed zoning code amendments §331-175.11J and §331-175.11J(4) codify the City's commitment to sustainable development and green building practices by requiring future sites to comply with the New Rochelle GreeNR Plan and Sustainable Development Standards, as well as provide project-level equivalence to LEED-ND v4 Silver.

Recreation

- Taxes generated by new development under the Proposed Action will help the City in funding maintenance efforts for existing parks.
- All site plan approvals are also required to pay into the open space and recreation fund per § 331-118.G.

Educational Services

- All future projects opting-in under the DOZ are required to pay into the Fair Share Mitigation fund, which can be used to assist with School Zone staffing and improvements over time as needed.

3.4 Socioeconomics

The existing conditions section (3.4.1) includes a demographic profile of the City of New Rochelle that will be used in Section 3.4.2 Potential Impact as a basis for assessment of socioeconomic impacts. Section 3.4.2.1 provides a complete fiscal analysis of tax revenues of the Proposed Action, Section 3.4.2.2 provides the economic impact analysis (construction and job creation), as related to overall potential socioeconomic impacts of the Proposed Action.

3.4.1 Existing Conditions

The following information and analyses summarize the demographic and socioeconomic characteristics and trends of the City of New Rochelle since the creation of the original DOZs, identify potential socioeconomic impacts from the Proposed Action, and subsequently identifies the need for and availability of appropriate mitigation strategies to prevent or alleviate any identified concerns. The socioeconomic review includes the examination of US Census data for the City of New Rochelle with projection estimates provided by ESRI Business Analyst for 2025. Additional sources of data include US Census Bureau ("USCB") data from the 2020 decennial census, the USCB's 2015 and 2024[49] American Community Surveys (ACS), the 2024 Population Estimates Program, and other available resources. Analyses provided in the socioeconomic investigation include comparisons of City characteristics with those of Westchester County, New York State, and the United States in order to isolate the traits and special conditions that make New Rochelle unique.

3.4.1.1 Population Characteristics

The following information and analyses summarize the demographic and socioeconomic characteristics and trends of the City of New Rochelle, identify potential socioeconomic impacts from the Proposed Action, and determines the need for and availability of appropriate mitigation strategies to prevent or alleviate any identified concerns. The socioeconomic review includes the examination of US Census data for the City of New Rochelle with projection estimates provided by ESRI Business Analyst for 2027. Additional sources of data include US Census Bureau ("USCB") data from the 2015-2024 American Community Surveys (ACS), and other available resources. Analyses provided in the socioeconomic investigation include comparisons of City characteristics with those of Westchester County, New York State, and the US, in order to isolate the traits and special conditions that make New Rochelle unique.

<u>Population</u>

As shown in Table 3.4-1, over the past ten years the population of New Rochelle has grown at a faster rate than that of the County, New York State or the US as a whole. Despite a very slight decrease (-0.1 percent) in population between 2015 and 2020, the population increased by almost 6,000 residents by 2024 (+7.1 percent over 2015) in part reflecting the occupancy of new development in the DOZ. This exceeds the national growth rate of 5.8 percent. Locally, it is more than double Westchester County's growth (3.1 percent) and eighteen times that (0.4 percent) of New York State, for which all growth was between 2015 and 2020.

[49] The 2024 ACS is the most recent year of data available at the date of this report: January 2026.

Table 3.4- 1
Population of New Rochelle, Westchester County, New York and US (2015, 2020, 2024)

Year	New Rochelle	Westchester County	New York State	United States
2015	79,838	976,396	19,795,791	321,418,821
2020	79,726	1,004,457	20,201,249	331,449,281
2024	85,509	1,006,447	19,867,248	340,110,990
2015-2020	-0.1%	2.9%	2.0%	3.1%
2020-2024	7.3%	0.2%	-1.7%	2.6%
2015-2024	7.1%	3.1%	0.4%	5.8%

Source: ACS 2015, 2020, 2024 1-Year Estimate DP05

Race and Ethnicity

Table 3.4-2 provides a breakdown of population by race and ethnicity in the City of New Rochelle and Westchester County from the 20024 ACS. Based on these data, the City of New Rochelle has a lower share of residents reporting race and ethnicity as White Alone (non-Hispanic) than the County in 2024 (40.8% vs 48.1%). Hispanics make up the next largest share of the population in both the City (32.0 percent) and the County (28.1 percent). These data illustrate the City's diverse population; however the overall share of persons of color has remained the same since the analysis conducted for the entire DOZ area in the 2021 SDGEIS. The most significant change in mutually exclusive race/ethnicity classification is the decrease in share of people identifying as Black Alone (-4.3 percentage points), which is largely offset by those identifying as Two or More races (+3.1 percentage points).

Table 3.4- 2
Race and Ethnicity Percentages, New Rochelle and Westchester County, 2024

Population Characteristic	New Rochelle	Westchester County
	2024	**2024**
Total Population	85,509	1,006,447
Population by Race & Ethnicity		
White Alone	40.8%	48.1%
American Indian Alone	0.0%	0.0%
Black Alone	13.7%	12.3%
Asian Alone	5.4%	6.5%
Pacific Islander Alone	0.0%	0.0%
Some Other Race Alone	2.0%	1.4%
Two or more races	6.0%	3.6%
Hispanic Origin (any race)	32.0%	28.1%

Source: ACS 2024 1-Year Estimate

As shown in Table 3.4-2, the City of New Rochelle is home to larger shares of minorities when compared to the demographic profile of greater Westchester County.

Median Age

Age and age distribution can play a role in the present and future needs of a community. For example:

- a community with a large number of retirees may require proportionately more services, housing for seniors, assisted living facilities, and better health care to serve its citizens;
- when the age demographic is largely adults of workforce age, employment, education, and training can be of major importance depending on the existing availability of jobs, education and training of the workforce, experience, and other factors; and
- in communities that largely consist of young adults, young families and children, education of school age children, appropriate school resources and staffing, taxes, availability of parks and daycare facilities, and affordable "starter homes" and/or small rental housing may be important.

Table 3.4-3 presents the median age of New Rochelle and Westchester County residents over the past 10 years. As shown, New Rochelle's population skews slightly older than Westchester as a whole.

Table 3.4- 3
Median Age, New Rochelle and Westchester County, 2015, 2020, 2024

	New Rochelle	Westchester County
2015	40.6	40.5
2020	40	41.1
2024	42.8	42

Source: ACS 2015, 2020, 2024 1-Year Estimate DP05

Table 3.4-4 summarizes the age distribution of the City and County in 2024 by "children" (0-17); "young adults" (18-34); "prime labor force age adults" (35-49); "older labor force age adults" (50-64); and "seniors" (65+). It suggests there is little difference between the City and County when the data are grouped in this fashion; however, clearly, the City has a higher percentage of young adults and seniors and smaller shares of children, prime labor force and older labor force age adults than the County, which indicates the attractiveness of this area for the young working population.

Table 3.4- 4
Age Distribution New Rochelle and Westchester County

	Total Population		Share of Total	
Classification	**New Rochelle**	**Westchester County**	**New Rochelle**	**Westchester County**
Total	85,509	1,006,447	100.0%	100.0%
0-17	15,513	208,713	18.1%	20.7%
18-34	18,746	201,839	21.9%	20.1%
35-49	16,619	199,038	19.4%	19.8%
50-64	16,641	204,570	19.5%	20.3%
65+	17,990	192,287	21.0%	19.1%

Source: US Census Bureau, ACS 2024 1-Year Estimate

3.4.1.2 Housing Characteristics

Households

According to the ACS, there were 26,875 households in the City of New Rochelle in 2015, which increased significantly through 2024 to 34,362 households (+27.9 percent). This 27.9 percent increase in households in the City is more than double the 11.4 percent increase in Westchester County during the same period, suggesting that proportionately more people are choosing New Rochelle as their new home when compared to other Westchester communities (Table 3.4-5).

Table 3.4- 5
Households by Type, New Rochelle, 2015 & 2024

	City of New Rochelle			Westchester County		
	2015	**2024**	**Percent Change**	**2015**	**2024**	**Percent Change**
Population	79,838	85,509	7.1%	976,396	1,006,447	3.1%
Households	26,875	34,362	27.9%	338,319	376,890	11.4%
Housing Units	29,164	35,086	20.3%	369,678	398,706	7.9%

Source: US Census Bureau, American Community Survey, 2015 and 2024 1-Year Estimates

Part of the reason for the attractiveness of New Rochelle is the relative increase in the number of housing units. Roughly 6,000 new units (+20.3 percent) came online between 2015 and 2024, while the increase in housing countywide was only 7.9 percent.

Table 3.4-6 presents the household types in New Rochelle in 2015 and 2024. All types of New Rochelle households increased in number over the past decade, but the share of nonfamily households increased from 32.9 percent in 2015 to 39.7 percent in 2024, largely driven by the increase in single person households (i.e., householders living alone). Roughly half of the single-person households are seniors over the age of 65 who live alone. The average household size in New Rochelle decreased from 2.85 in 2015 to only 2.36 in 2024, reflecting the increasing share of 1-person households.

Table 3.4- 6
Households by Type, New Rochelle, 2015 & 2024

Households by type	2015	%	2024	%	Percentage Point Change in Share
Total households	26,875	100.00%	34,362	100.00%	N/A
Family households (families)	18,036	67.11%	20,738	60.35%	-6.8
Nonfamily households	8,839	32.89%	13,624	39.65%	6.8
Householder living alone	7,659	28.50%	12,130	35.30%	6.8
Householder >65 living alone	3,091	11.50%	5,326	15.50%	4.0
Average household size	2.85	N/A	2.36	N/A	-0.49

Source: US Census Bureau, American Community Survey, 2015 and 2024 1-Year Estimates

Household Tenure

According to the 2024 ACS, 56.3 percent of housing units in New Rochelle are owner occupied, an increase of 7.9 percentage points over 2015. This shift reflects the overall increase in owner-occupied housing (+6,358, 48.9 percent) compared to rental housing (+1,129, 8.1 percent).

Westchester County's ownership rate was 61.3 percent in 2024, an increase of 0.7 percentage points since 2015. Westchester's household development was closer to even with a 12.7 percent increase in owner households compared to a 9.4 percent increase in renter households.

Table 3.4-7 provides a summary of the number of households by tenure in the City of New Rochelle and Westchester County in 2015 and 2024.

Table 3.4- 7
Households By Tenure, New Rochelle and Westchester County (2015 & 2024)

Housing Characteristic	City of New Rochelle				Westchester County			
Households	***2015***	***2024***	***Change***	***% Change***	***2015***	***2024***	***Change***	***% Change***
Total	26,875	34,362	7,487	27.9%	338,319	376,890	38,571	11.4%
Owner-Occupied	13,001	19,359	6,358	48.9%	204,901	230,902	26,001	12.7%
Renter-Occupied	13,874	15,003	1,129	8.1%	133,418	145,988	12,570	9.4%
Ownership Rate	48.4%	56.3%	**NA**	7.9	60.6%	61.3%	**NA**	0.7

Source: US Census Bureau, American Community Survey, 2015 and 2024 1-Year Estimates

Household Size

According to the ACS, average household size in the City has decreased from 2.85 occupants in 2015 to 2.36 in 2024. As shown in Table 3.4-8, household sizes in Westchester County, New York State and the nation as a whole are somewhat larger at 2.59, 2.45, and 2.50, respectively.

New Rochelle had a greater proportion of very small (one-person) households when compared to the three larger geographic areas.

Table 3.4- 8
Households Size, New Rochelle and Westchester County (2015 & 2024)

	New Rochelle		Westchester County		New York State		USA	
Household Size	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Total Households	34,362	100.0%	376,890	100.0%	7,828,074	100.0%	132,737,146	100.0%
1 person	12,127	35.3%	105,927	28.1%	2,464,853	31.5%	38,315,363	28.9%
2 people	10,721	31.2%	116,743	31.0%	2,512,133	32.1%	45,356,579	34.2%
3 people	5,295	15.4%	63,195	16.8%	1,186,200	15.2%	20,247,073	15.3%
4 people	6,219	18.1%	91,025	24.2%	1,664,888	21.3%	28,818,131	21.7%
Average Household Size	2.36		2.59		2.45		2.50	

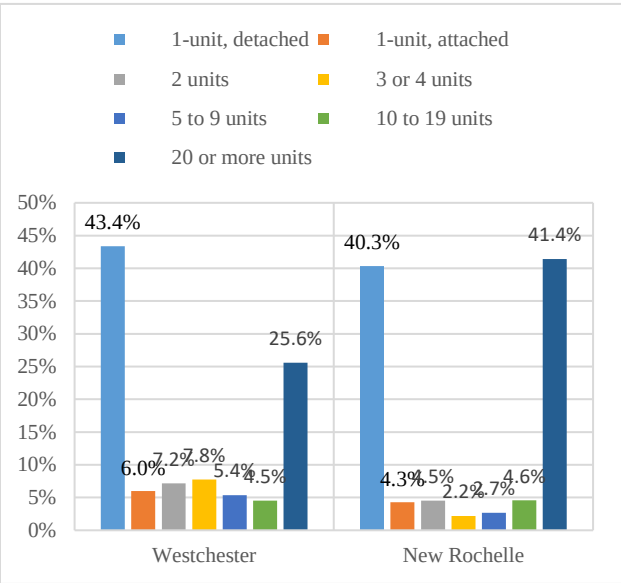
Source: US Census Bureau, American Community Survey, 2015 and 2024 1-Year Estimates

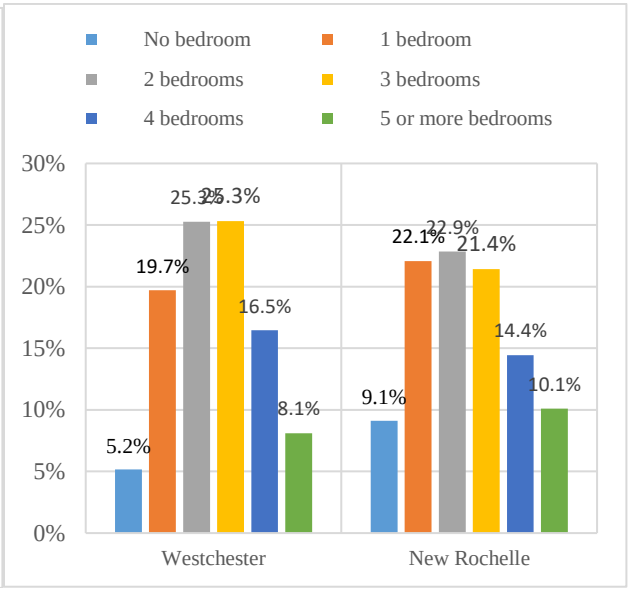
Housing Units per Structure and Bedrooms per Housing Unit

Chart 3.4-1 below presents data from the 2024 ACS illustrates the breakdown of the City's housing stock based on the number of units in the structure. The vast majority of dwelling units are located either in detached single family homes (not including townhomes) or larger (20 or more units) buildings. This indicates a lack of housing options in between these two extremes.

Chart 3.4-2 shows the breakdown of housing units based on the number of bedrooms in the City and the County. Although the share of studio (no bedroom) units has almost doubled between 2015 and 2024, the City has very few of these units, which are attractive to residents living alone or couples without children.

Charts 3.4- 1 and 2
% of Housing Stock by Units in Structure, 2015 & 2024% of Housing Stock by # of Bedrooms, 2015 & 2024





Source: US Census Bureau, ACS, 2015 and 2024 1-Year Estimates

Household and Unit Sizes Mismatch

Historically, housing throughout the region has been constructed for families and other household types that are larger than the current average. This has led to an imbalance in terms of available housing stock appropriate to smaller households, particularly individuals new to the housing market or seniors seeking to downsize.

Table 3.4-9 provides a rough comparison of the share of New Rochelle households by number of persons and units of all types by number of bedrooms. For illustrative purposes, it was assumed that most studio and 1-bedroom units would match with single-person households; 2-bedrooms with 2-person households; 3-bedrooms with 3 person households; and, 4 or more bedrooms with households with more than 3 members. As indicated by the red text, the share of studio/1 bedroom units and 2-bedroom units are lower than their corresponding household sizes by four and eight percentage points, respectively. Whereas, the share of 3-Bedroom and 4+ bedroom units exceed their corresponding household size groups by six and seven percentage points, respectively. The unit mix of the Proposed Action (20% studio, 50% 1-bedroom, 20% 2-bedroom, and 10% 3-bedroom) would contribute to balancing housing stock and household requirements.

Table 3.4- 9
Households Size and Number of Bedrooms New Rochelle 2024

Household Size		Bedrooms	
1 person	35%	31%	Studio/1 Bedrooms
2 person	31%	23%	2 Bedrooms
3 person	15%	21%	3 Bedrooms
4+ person	18%	25%	4+Bedrooms

Source: US Census Bureau, ACS 2024 1-Year Estimates

Household Income

When adjusted for inflation, median household income in New Rochelle and Westchester County have increased by less than 4 percent between 2015 and 2024. New York State and the Nation have fared better with increases of 6 percent and 10 percent, respectively (see Table 3.4-10). The relatively small increase in household income is concerning when the regional cost of housing is among the highest in the nation.

Table 3.4- 10
Median Household Income
New Rochelle, Westchester County, State of New York and USA, 2015 & 2024 (2024$)

	New Rochelle	Westchester County	New York State	USA
2015	$101,740	$114,524	$80,931	$74,181
2024	$105,762	$118,596	$85,820	$81,604
Increase ($) 2015-2024	$4,022	$4,072	$4,890	$7,423
Increase (%)	3.95%	3.56%	6.04%	10.01%

Source: US Census Bureau, ACS, 2015 and 2024 1-Year Estimates

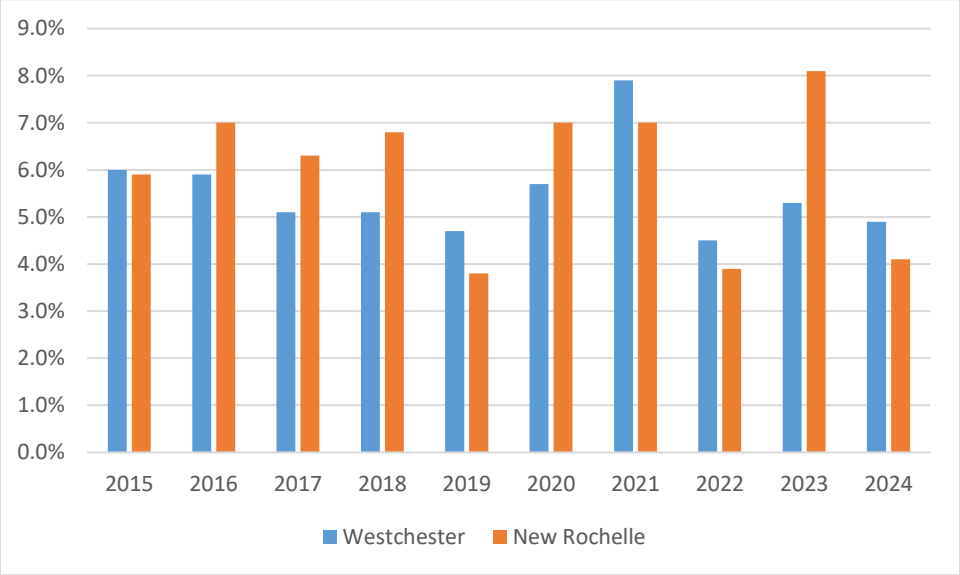
3.4.1.3 Labor Force Participation

Employment

Employment status and educational attainment are important factors to consider in regard to determining unemployment, the types and availabilities of jobs, and level of educational training. As can be seen from Chart 3.4-3, the City has historically maintained a higher annual average rate of unemployment than the County over the years from 2015 to 2024. These rates have risen and declined in response to the regional economic cycle, falling during periods of economic expansion and increasing when the economy has weakened. As of 2024, the City's unemployment rate was 4.1 percent as reported in the US Bureau of the Census American Community Survey[50]. Since the end of the COVID-19 Pandemic, New Rochelle's unemployment rate has generally been lower than that of Westchester (the 2023 data point is likely an anomaly in the data and should be disregarded).

[50] The State and Federal Departments of Labor no longer shares local area unemployment data, so the self-reported USCB ACS data is referenced instead.

Chart 3.4- 3
New Rochelle and Westchester Unemployment Rates 2015-2024



Source: US Census Bureau, ACS, 2015-2024 1-Year Estimates

Educational Attainment

Educational attainment is often a factor in securing good-paying high-quality jobs that provide medical and other benefits. It is noted that when compared to the county, state, and country, New Rochelle has a lower high school graduation rate than all three of the compared jurisdictions (see Table 3.4-11). However, New Rochelle has a higher share of individuals with a bachelor's degree or higher than both New York State and the Nation.

Table 3.4- 11
Educational Attainment, New Rochelle, Westchester County, New York State & USA, 2024

Educational Attainment	New Rochelle	Westchester County	New York State	USA
High School Graduate or Higher	87.7%	89.4%	88.0%	89.9%
Bachelor's Degree or Higher	51.3%	54.0%	41.2%	36.8%

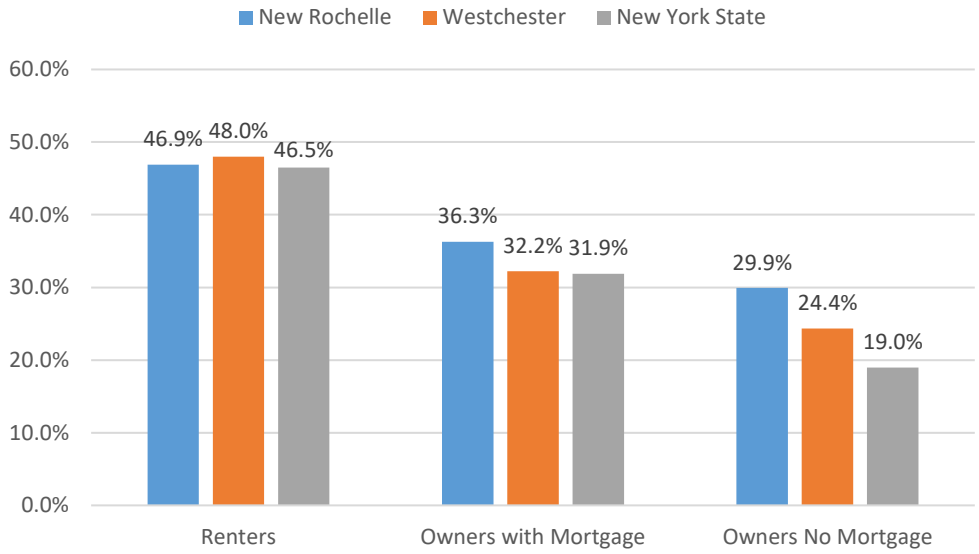
Source: US Census Bureau, ACS, 2015-2024 1-Year Estimates

3.4.1.4 Affordable Housing

The affordability of housing is an issue for households of all types throughout the state and the region. Housing costs, driven by high demand and high property taxes, exceed what is considered affordable to households at all income levels. Chart 3.4-4 shows the percentage of renter and owner households by type that are paying more than 30% of household income on housing costs. Greater shares of New

Rochelle's owners with a mortgage (36.3 percent) and owners without a mortgage[51] (29.9 percent) are housing cost burdened. While a greater share of owner-occupied households pay more than is considered affordable in housing costs than the corresponding State and County groups, New Rochelle's renters are not similarly cost-burdened. In line with New York State and a slightly lower rate than Westchester County, 46.9 percent of New Rochelle renters are paying more than 30 percent of their income on housing.

Chart 3.4- 4
Cost-Burdened Households by Tenure: New Rochelle, Westchester, New York State 2024



Source: US Census Bureau, ACS, 2015-2024 1-Year Estimates

Media outlets including the Wall Street Journal and Business Insider have reported on the stabilization of rent increases in New Rochelle. According to the Business Insider article, New Rochelle's rents increased by only 7 percent between 2017 and 2023, when the median increase nationwide was 31 percent as determined by a Pew Trust analysis. City officials credit this to the sheer number of new units that have been built on previously underutilized properties.[52]

While rents in New Rochelle have not gone up at the same rate as those around the country, the average rent in January of 2026 according to Zillow was $2,700, an amount affordable to households with an income of at least $108,000--less than one half of the City's resident households.

3.4.1.5 Commercial Real Estate Conditions

Commercial real estate conditions in Westchester County are "stable" according to analysis from Moody's CBRE. However, data on individual subsectors including office and retail show year-over-year losses in asking rents and increases in vacancy rates as indicated in red in Table 3.4-12.

[51] Generally, seniors on fixed incomes

[52] https://www.businessinsider.com/suburban-mayor-building-housing-lower-rents-prices-affordability-new-york-2025-12

Table 3.4- 12
Westchester County Commercial Market Indicators

	Office	Retail
Asking Rent	-0.2%	-0.1%
Vacancy	25.8%	12.5%
Properties	1,344	5,869

Source: Moody's Analytics REIS CBRE

Information specific to New Rochelle references 9 miles of retail, with many vacancies, in response to which the City established the Vanguard District in 2024. New Rochelle's Vanguard District (Vanguard Overlay Zone) was created as a downtown economic-development overlay meant to boost street-level activity and "vibrancy" in the core of downtown. In practice, it does that by loosening/expanding what's allowed so the ground floor can more easily host active, people-drawing uses (e.g., experiential uses, bars, artisan production space, galleries, etc.) and by making it easier to activate sidewalks (e.g., outdoor dining as-of-right).

3.4.2 Potential Impacts

The City of New Rochelle City Council proposes to adopt amendments to the City's Zoning Code and Zoning Map refining the DOZ and updating the City's TDS to better reflect current market conditions. The Proposed Action, which is fully described in Section 2.0 of this SDGEIS, represents a refinement phase intended to optimize development quality, improve predictability, and align development standards and environmental review assumptions with current conditions, without altering the overall intent, structure, or goals of the DOZ. The Proposed Action does not authorize or approve any site-specific development projects.

The DOZ functions as an optional, form-based overlay that supplements underlying zoning districts within downtown New Rochelle and adjacent areas. The overlay establishes development standards related to building form, height, use mix, public realm design, and incentive mechanisms, and is supported by a TDS that defines a reasonable worst-case development envelope for purposes of environmental review.

The Proposed Action will potentially allow 2,800 additional units to meet the demand for an increasing number of smaller households in New Rochelle and Westchester County. The smaller units will also be more affordable for households for which single family homes are out of reach due to the expense. The addition of these units will likely further stabilize rents in New Rochelle, which are still out of reach of more than half of local households.

The Proposed Action is expected to create an opportunity for existing businesses to provide goods and services in keeping with the demand of new patronage. This comes with the potential increase in sales and profit for businesses that adapt to these conditions. Redevelopment/revitalization and resultant activity in the downtown will increase the local presence and "eyes on the street" – likely contributing to the overall safety of the neighborhood. This is a beneficial impact associated with the change in land use and business climate in the Study Area.

3.4.2.1 Municipal Fiscal Impacts

Many of the City and County's community services and facilities are supported in large part by the revenues generated through property taxes. The City of New Rochelle and Westchester County, as well as other local taxing jurisdictions will greatly benefit from an increase in such property tax revenues, resulting from the development and operation of the Proposed Action.

For the purpose of this analysis, projected taxes were based on the income-approach method. For the residential units, the January 2026 average asking rent of $2,700 per month was applied to the number of potential units to derive the estimated gross income. A 5 percent loss from vacancies and a 30 percent loss from expenses was applied to the estimated gross income to come up with net income. Based upon correspondence from the City Assessor, a capitalization rate of 0.095 was deemed appropriate for projecting taxes that would result from the Proposed Action, and as such, it was applied to the net income to project an estimated market value. The current equalization rate of 1.93% was then applied to project an assessed valuation of $12.0 million. This is shown in Table 3.4-13.

Table 3.4- 13
Market Valuation of Proposed Action

	Residential
Asking Rents	$2,700
Units	2,800
Gross Annual Rents	$90,720,000
Loss from Vacancies	5%
Loss from Expenses	30%
Net Income	$58,968,000
Cap Rate	0.095
Estimated Market Value	$620,715,789
Equalization Rate	0.0193
Assessed Value	$11,979,815

Development within the DOZ is largely expected to occur on vacant and/or underutilized sites. As such, the Proposed Action will increase taxes generated by such parcels, resulting in a substantial increase in revenues distributed to each taxing jurisdiction. At full build-out, the Proposed Action is projected to generate roughly $20 million in annual taxes as shown in Table 3.4-14. Of this, $2.3 million, or 11.1% of the total taxes projected to be generated by the development, would be distributed to Westchester County (including refuse and sewer), and over $6.9 million, or 34.1% of the taxes, would be allocated to the City of New Rochelle (including refuse fee). Over $11.0 million, or 54.8% of the total tax revenues, are projected to be distributed to the School District (including the Library).

Table 3.4- 14
Projected Property Taxes of Proposed Action

	2025 Rate	Taxes
County	118.745	$1,422,543
County Refuse 1	15.475	$185,388
County Sewer NR Dist	53.652	$642,741
Municipal Tax Rate	263.23	$3,153,447
Refuse Fee	313	$3,749,682
School	897.313	$10,749,644
Library	27.507	$329,529
Total	**1688.922**	**$20,232,973**

Source: City of New Rochelle Municipal Tax portal

The tax revenue projections presented in this analysis provide an estimate based upon current tax rates and assessed valuations for the various uses proposed within the development; however, it is noted that some uses may be tax-exempt and since the exact uses are not yet known, this analysis assumes that all such uses will generate property taxes. Furthermore, it is important to note that other tax related considerations such as a payment in lieu of tax (PILOT) agreement and/or other tax-based incentives could apply to one or more uses within the development. PILOTs or other tax incentives would be evaluated on a site-specific basis as projects move forward with site-specific site plan review and subsequent environmental review under SEQRA to determine any related socioeconomic impacts. It should be noted that projects moving forward under the existing zoning would also be subject to the same requirements.

3.4.2.2 Economic Impacts of Construction and Annual Operations

For the purpose of this analysis, it is anticipated that the construction of the Proposed Action will commence in 2026, with construction occurring over a period of ten (10) years. It is anticipated that the Proposed Action will be complete in 2035.

It is projected that the construction and operations of the Proposed Action will contribute positively to the local economy. During the construction period, opportunities for employment will offer direct, indirect and induced benefits among businesses and households located throughout the region. During the operation of the Proposed Action, long-term jobs will also offer direct, indirect and induced[53] benefits to the City of New Rochelle, Westchester County and the region as a whole. The new jobs created during both construction and long-term operations will help to increase business and household income in the community. In turn, as spending increases, this creates additional jobs and further increases business and household income throughout the City and into other parts of the region.

[53] A direct impact arises from the first round of buying and selling. These direct impacts can be used to identify additional rounds of buying and selling for other sectors of the economy and to identify the impact of spending by local households. An indirect impact refers to the increase in sales of other industry sectors, which include further round-by-round sales. An induced impact accounts for the changes in consumer expenditures by those employed within the region, resulting from direct and indirect impacts. The total impact is the sum of the direct, indirect and induced impacts.

A detailed analysis of direct, indirect and induced impacts generated during the construction period are temporary and are projected to occur only while the Proposed Action is being constructed. Economic impacts generated during operations; however, are permanent and on-going and they are projected on an annual basis, assuming continued stabilized operations.

Economic Impacts of Construction

During the construction period, *output* refers to the investment, or total costs associated with the construction of the Proposed Action. The construction period is projected to represent a total of approximately $958 million in investment for the DOZ[54], as shown in Table 3.4-15. This output includes construction and land development costs associated with the development of the Proposed Action.[55]

Table 3.4- 15
Proposed Action Construction Cost Estimates

Units	Size (SF)	Cost PSF[56]	Construction Cost
2,800	2,128,000	$450.00	$957,600,000

This investment was input into the IMPLAN Group, LLC's IMPLAN input-output model (IMPLAN)[57] calibrated for Westchester County in order to determine the direct impacts of the construction investment in terms of person-years of employment, i.e., the short-term jobs necessary to build the Proposed Action as well as the wages paid to these workers. A summary of the derivation of the collective economic benefits during the construction period is provided in Table 3.4-16.

As modeled, the direct investment in construction provides 3,480 jobs paying $352.2 million in wages over the course of the 10-year period. This translates into an average of 348 jobs per year with an average annual wage of $101,230. This job creation – direct, as well as indirect and induced to be discussed – presents significant opportunities for those persons who are unemployed or underemployed throughout the region.

The direct construction activity will have ripple effects throughout the economy including business-to-business transactions (indirect benefits) and consumer expenditures of the employees supported by the direct and indirect business activity. The $958 million in direct output is projected to generate an indirect impact of just under $216 million, and an induced impact of over $168 million, bringing the total economic impact on output to nearly $1.3 billion during the 10-year long construction period.

[54] For the purpose of this analysis, this figure and all other figures in this section reflect 2026 dollars, the year in which construction is assumed to commence. Consequently, the projected economic impact is a conservative estimate as construction is anticipated to occur over a ten (10)-year period.

[55] It is important to note that all costs are estimates based upon market conditions as of the date of submission of this analysis.

[56] Multifamily construction costs per square foot average from multiple online sources ranging in January 2026 from $350-$550 psf.

[57] Input-output (I-O) modeling examines inter-industry relations within an area's economy. IMPLAN expands upon the traditional I-O approach to include transactions between industries and institutions as well.

The business-to-business transactions would support some 867 jobs with $82.3 million in wages, while consumer expenditures will support 762 jobs with $59.9 million in wages over the course of the 10-year construction period—a combined average of 163 jobs per year with an average wage of $87,340. Among the supporting industries, the greatest employers will be in retail, real estate, health care, wholesale goods, and personal and professional services.

Table 3.4- 16
Economic Impacts of Construction

Impact	Employment	Labor Income	Output
Direct	3,480	$352,232,914	$957,600,000
Indirect	867	$82,296,117	$215,572,962
Induced	762	$59,931,140	$168,452,269
Total	5,108	$494,460,172	$1,341,625,231

Source: IMPLAN 2024 Data for model region calibrated to Westchester County, NY.

Economic Impacts of Annual Operations

The IMPLAN model inputs for the economic activity of the Proposed Action are based on the consumer expenditures of new households. Table 3.4-17 presents the occupancy assumptions for the 2,800 net new residential units that, for the purposes of this analysis, will come online over the next 10 years.

Table 3.4- 17
Proposed Action Occupation Value Assumptions

Occupied Units (95% of Total)	2,660
Rent	$2,700
Income (40x rent)	$108,000
Agg Income	$287,280,000

Sources: Proposed Action TDS; Zillow.com New Rochelle median rent January 2026, Urbanomics.

The aggregate income of the 2,660 occupied residential units was entered into the IMPLAN model calibrated for Westchester County to determine the impacts of the consumer expenditures of the new households. As shown in Table 3.4-18, the expenditures of these individuals over the course of the 10-year modeling period will total $197 million, supporting 880 jobs with $71 million in wages. The annual impact breaks out to $19.7 million in expenditures per year supporting 88 jobs with an average wage of $80,755.

Table 3.4- 18
Economic Impacts of Occupation

Impact	Employment	Labor Income	Output
Direct	0	$0.00	$0.00
Indirect	0	$0.00	$0.00
Induced	880	$71,060,557	$197,227,692
Total	880	$71,060,557	$197,227,692

Source: IMPLAN 2024 Data for model region calibrated to Westchester County, NY.

3.4.2.3 Rightsizing Commercial Market Provisions

The Proposed Action reduces the commercial square footage of most types, allowing existing structures to fill vacancies.

3.4.3 Mitigation Measures

From a socioeconomic perspective the Proposed Action has no significant adverse impacts. Mitigation is not required.

3.5 Transportation

This chapter considers the potential transportation impacts from the Proposed Action. As described in Chapter 2.0 "Description of the Proposed Action", the Proposed Action includes amendments to the DOZ regulations and the adoption of the 2026 Proposed Theoretical Development Scenario (TDS). This section examines the potential effects of the Proposed Action on the study area transportation system.

3.5.1 Existing Conditions

3.5.1.1 Study Area

Figure 3.5-1 presents the Downtown Overlay Zone (DOZ) boundaries which includes the proposed DO-8 extension and the portion of the DO-2 area not included in the 2026 TDS allocation.

3.5.1.2 Roadway Characteristics

The following is a brief description of the major roadways and intersections within the study area.

Brook Street

Brook Street is a northbound/southbound major collector roadway between Coligni Avenue and Lincoln Avenue. Within the study area, Brook Street is a two-lane facility with one moving lane in each direction and carries approximately 6,330 vehicles per day (2024 NYSDOT AADT). The curb-to-curb width ranges between 25 to 30 feet and there are 5-to-10-foot sidewalks on both sides of the roadway.

Burling Lane

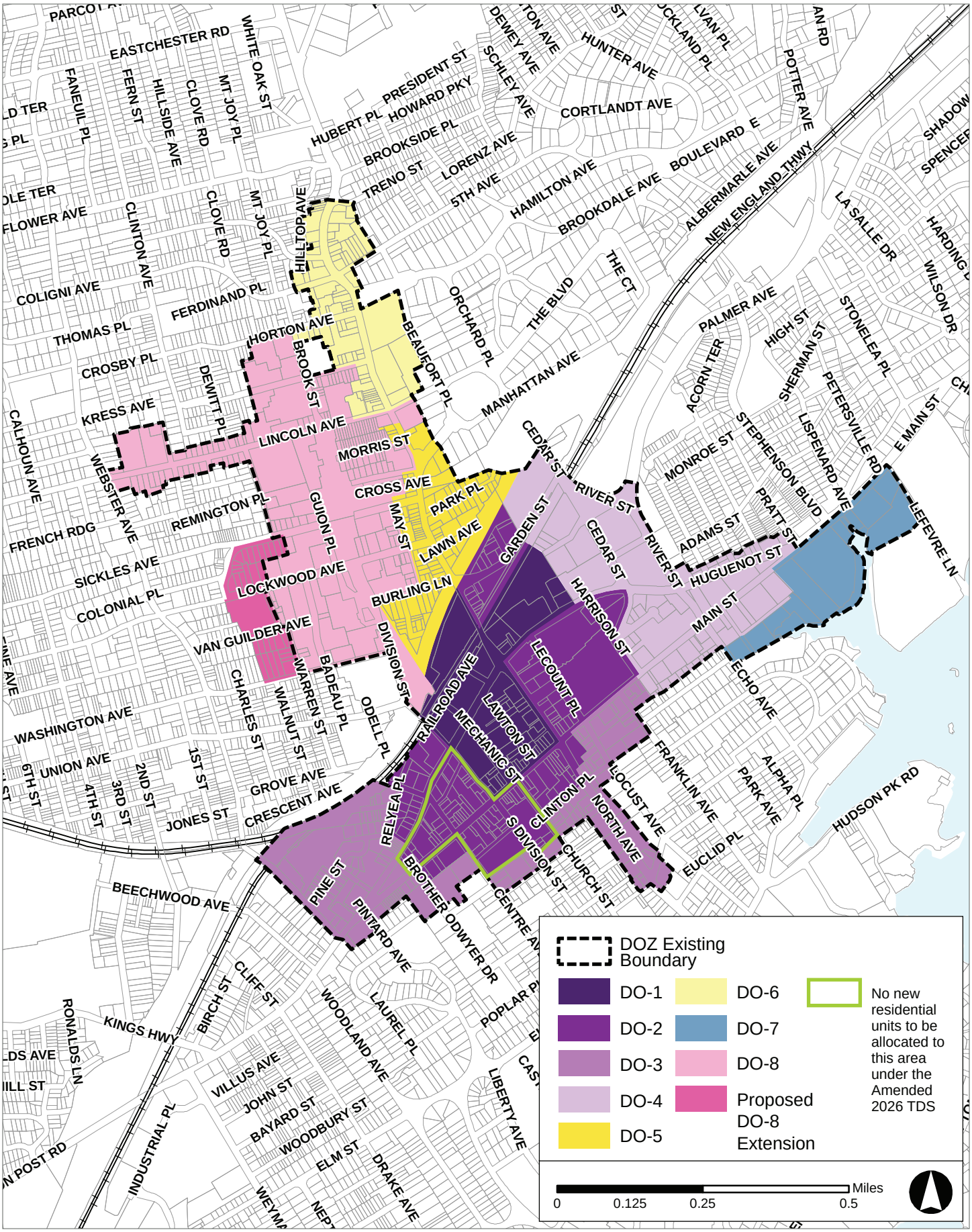
Burling Lane is an eastbound/westbound local roadway between Memorial Highway and North Avenue. Within the study area, Burling Lane is a two-lane facility with one moving lane in each direction and carries approximately 6,260 vehicles per day (2019 NYSDOT AADT). Burling Lane has recently been closed as part of the I-95 North Avenue Bridge Widening project. The curb-to-curb width is approximately 30 feet and there are 8-to-10-foot sidewalks on both sides of the roadway.

Cedar Street

Cedar Street is a one-way southbound minor arterial between Garden Street and Huguenot Street. Within the study area, Cedar Street is a four-lane facility and carries approximately between 17,670 and 24,190 vehicles per day (2024 NYSDOT AADT). The curb-to-curb width ranges from 50 to 60 feet and there are 10-foot sidewalks on the west side of the roadway between Garden Street and Spring Street and 10-foot sidewalks on both of the roadway south of Spring Street.

Centre Avenue

Centre Avenue is a northbound/southbound major collector roadway between Main Street and Pelham Road. Within the study area, Centre Avenue is a two-lane facility with one moving lane in each direction and carries approximately 6,300 vehicles per day (2024 NYSDOT AADT). The curb-to-curb width is approximately 30 feet and there are 10-foot sidewalks on both sides of the roadway.



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 3.5-1: DOZ

Coligni Avenue

Coligni Avenue is an eastbound/westbound major collector roadway between Bergholz Drive and North Avenue. Within the study area, Coligni is a two-lane facility with one moving lane in each direction and carries approximately 3,000 vehicles per day (2024 NYSDOT AADT). The curb-to-curb width is approximately 30 feet and there are 10-to-12-foot sidewalks on both sides of the road.

Dewitt Place

Dewitt Place is a northbound/southbound local roadway between Horton Avenue and Lincoln Avenue. Within the study area, Dewitt Place is a two-lane facility with one moving lane in each direction and carries approximately 1,300 vehicles per day (2019 NYSDOT AADT). The curb-to-curb width is approximately 25 feet and there are 5-foot sidewalks on both sides of the roadway.

Division Street

Division Street is a one-way southbound major collector roadway between Burling Lane and Davis Avenue. The curb-to-curb widths vary as Division Street is a two-lane facility from Burling Lane to Union Avenue, a three-lane facility from Union Avenue to Huguenot Street, a two-lane facility from Huguenot Street to Main Street, and one-lane facility from Main Street to Davis Avenue. Division Street approximately 6,800 vehicles per day (2024 NYSDOT AADT). There are 5-foot sidewalks on the westside of the roadway between Burling Lane and Union Avenue, 6-to-9-foot sidewalks on the eastside of the roadway between the Memorial Highway U-turn and Station Plaza South, and 10-foot sidewalks on both sides of the corridor south of Station Plaza South.

Garden Street

Garden Street is an eastbound/westbound local roadway between North Avenue and River Street. Within the study area, Garden Street is a two-lane facility with one moving lane in each direction and carries approximately 5,040 vehicles per day (2019 NYSDOT AADT). Garden Street also provides access to and from I-95 northbound at the Exit 16 interchange, and access to I-95 northbound at the slip ramp north of River Street. The curb-to-curb width ranges between 35-40 feet and there are approximately 5 to 8-foot sidewalks on both sides of the roadway.

Hamilton Avenue

Hamilton Avenue is an eastbound/westbound local roadway between North Avenue and The Boulevard. Within the study area, Hamilton Avenue is a two-lane facility with one moving lane in each direction and carries approximately 1,940 vehicles per day (2019 NYSDOT AADT). The curb-to-curb width ranges from 25 to 30 feet and there are 5-foot sidewalks on both sides of the roadway.

Harrison Street

is a northbound/southbound roadway between Huguenot Street and Main Street that carries approximately 4,400 vehicles per day (2024 NYSDOT AADT). North of Cedar Street, Harrison Street is a three-lane facility with one northbound lane, two southbound lanes and a curb-to-curb width of approximately 48 feet. There is no on-street parking. South of Cedar Street, Harrison Street is a four-lane facility with two travel lanes in each direction and a curb-to-curb width of approximately 60 feet. On-street parking is provided on the west side of the roadway. Sidewalks of varying widths are provided on both sides of entire roadway.

Huguenot Street

Huguenot Street is a one-way westbound roadway between Pratt Street and Webster Avenue that, along with Main Street, is the main thoroughfare in New Rochelle's downtown. Huguenot Street is a two to four-lane facility and carries approximately 13,500 vehicles per day (2024 NYSDOT AADT). The curb-to-curb width is approximately 42 feet and there is generally on-street parking and 10-foot sidewalks on both sides of the roadway.

Lawn Avenue

Lawn Avenue is an eastbound/westbound local roadway east of North Avenue. Within the study area, Lawn Avenue is a two-lane facility with one moving lane in each direction and carries approximately 160 vehicles per day (2019 NYSDOT AADT). The curb-to-curb width is approximately 30 feet and there are 10-foot sidewalks on both sides of the roadway.

Lawton Street

Lawton Street is a northbound/southbound local roadway between Huguenot Street and Main Street. Lawton Street is a two-lane facility with one moving lane in each direction and an approximate 34 feet curb-to-curb width. Sidewalks, approximately 8-feet wide, and on-street parking is provided on both sides of the roadway.

Lecount Place

Lecount Place is a northbound/southbound local roadway between Huguenot Street and Main Street. Lecount Place is a two-lane facility with one moving lane in each direction and a curb-to-curb width that varies between 46 and 50. Sidewalks of varying width and on-street parking is provided on both sides of the roadway.

Lincoln Avenue

Lincoln Avenue is an eastbound/westbound principal arterial between W 1st Street and North Avenue where it turns into Manor Place. Within the study area, Lincoln Avenue is a two-lane facility with one moving lane in each direction and carries approximately 15,560 vehicles per day (2024 NYSDOT AADT). The curb-to-curb width ranges between 30 to 40 feet and there are 5-to-12-foot sidewalks on both sides of the roadway.

Lockwood Avenue

Lockwood Avenue is an eastbound/westbound major collector roadway between Madeleine Avenue and North Avenue. Within the study area, Lockwood Avenue is a two-lane facility with one moving lane in each direction and carries approximately 5,000 vehicles per day (2024 NYSDOT AADT). The curb-to-curb width ranges from 40-60 foot and there are 5-to-10-foot sidewalks on both sides of the roadway.

Main Street

Main Street is an eastbound roadway that, along with Huguenot Street, is the main thoroughfare in New Rochelle's downtown. The roadway is City-owned/operated (except at the intersections of Memorial Highway, Harrison Street and Echo Avenue, which are owned by NYSDOT and maintained by the City. Main Street provides two travel lanes and carries approximately 23,820 vehicles per day (2024 NYSDOT

AADT). Parking is generally provided on both sides of the street and there are approximately 12-foot-wide sidewalks on both sides of the street.

Manor Place

Manor Place is an eastbound/westbound local roadway between North Avenue and Beaufort Place. Within the study area, Manor Place is a two-lane facility with one moving lane in each direction and carries approximately 3,120 vehicles per day (2019 NYSDOT AADT). The curb-to curb width ranges from 30-35 feet and there are 10-foot sidewalks on both sides of the corridor.

Memorial Highway

Memorial Highway is a northbound/southbound major collector roadway between Lincoln Avenue and Main Street. Within the study area, Memorial Highway is a four-lane facility with two moving lanes in each direction and carries approximately between 16,370 to 22,520 vehicles per day (2024 NYSDOT AADT). The curb-to-curb width ranges between 50 to 82 feet and there are 8-foot sidewalks on both sides of the roadway.

Morris Street

Morris Street is an eastbound/westbound local roadway west of North Avenue. Within the study area, Morris Street is a two-lane facility with one moving lane in each direction and carries approximately 520 vehicles per day (2019 NYSDOT AADT). The curb-to-curb width is approximately 30 feet and there are 10-foot sidewalks on both sides of the roadway.

North Avenue

North Avenue is a northbound/southbound principal arterial between Wilmot Road and Pelham Road. Within the study area, North Avenue is a four-lane facility with two moving lanes in each direction and carries approximately 15,600 vehicles per day (2024 NYSDOT AADT). The curb-to-curb width is approximately 50 feet and there are 10-foot sidewalks on both sides of the corridor.

Park Place

Park Place is an eastbound/westbound roadway east of North Avenue. Within the study area, Park Place is a two-lane facility with one moving lane in each direction and carries approximately 300 vehicles per day (2019 NYSDOT AADT). The curb-to-curb width ranges from 20 to 24 feet and there are 5-to-10-foot sidewalks on both sides of the roadway.

Prince Street

Prince Street is a northbound/southbound local roadway between Lincoln Avenue and Sickles Avenue. Within the study area, Prince Street is a two-lane facility with one moving lane in each direction and carries approximately 1,870 vehicles per day (2019 NYSDOT AADT). The curb-to-curb width is approximately 23 feet and there are 5-foot sidewalks on both sides of the roadway.

River Street

River Street is a one-way northbound minor arterial between Memorial Highway and Main Street. Within the study area, River Street is a three-lane and carries approximately 20,190 vehicles per day (2024

NYSDOT AADT). The curb-to-curb width ranges between 35 to 45 feet and there are 8-foot sidewalks on the eastside of the roadway 350 feet south of Memorial Highway to Spring Street, and 5-to-8-foot sidewalks on both sides of the roadway south of Spring Street.

Rochelle Place

Rochelle Place is an eastbound/westbound local roadway west of North Avenue. Within the study area, Rochelle Place is a two-lane facility with one moving lane in each direction and carries approximately 560 vehicles per day (2019 NYSDOT AADT). The curb-to-curb width is approximately 25 feet and there are 5-to-10-foot sidewalks on both sides of the roadway.

Sickles Place

Sickles Place is a northbound/southbound local roadway between Sickles Avenue and Lockwood Avenue. Sickles Place is a two-lane facility with one moving lane in each direction and carries approximately 890 vehicles per day (2024 NYSDOT AADT). The curb-to-curb width is approximately 36 feet wide, with parking allowed and 4-foot sidewalks on both sides of the roadway.

Sickles Avenue

Sickles Avenue is an eastbound/westbound local roadway west of North Avenue. Within the study area, Sickles Avenue is a two-lane facility with one moving lane in each direction and carries approximately 1,680 vehicles per day (2024 NYSDOT AADT). The curb-to-curb width ranges from 35 to 40 feet and there are 5-to-10-foot sidewalks on both sides of the roadway.

Station Plaza North

Station Plaza North is a one-way eastbound local roadway between Division Street and North Avenue. Within the study area, Station Plaza North is a two-lane facility and carries approximately 5,040 vehicles per day (2019 NYSDOT AADT). The curb-to-curb width ranges between 20-45 feet and there are 10-foot sidewalks on both sides of the roadway.

Stephenson Boulevard

Stephenson Boulevard is a two-way northbound/southbound roadway between Palmer Avenue and Main Street. Stephenson Boulevard provides one moving lane in each direction, separated by a 10 foot median, with a parking lane and four-foot wide sidewalks on both sides of the roadway.

Webster Avenue

Webster Avenue is northbound/southbound minor arterial between Main Street and Hutchinson River Parkway. Within the study area, Webster Avenue is a two-lane facility with one moving lane in each direction and carries approximately 10,230 vehicles per day (2024 NYSDOT AADT (average annual daily traffic)). The curb-to-curb width ranges between 30 to 40 feet and there are 10-foot sidewalks on both sides of the roadway.

Winthrop Avenue

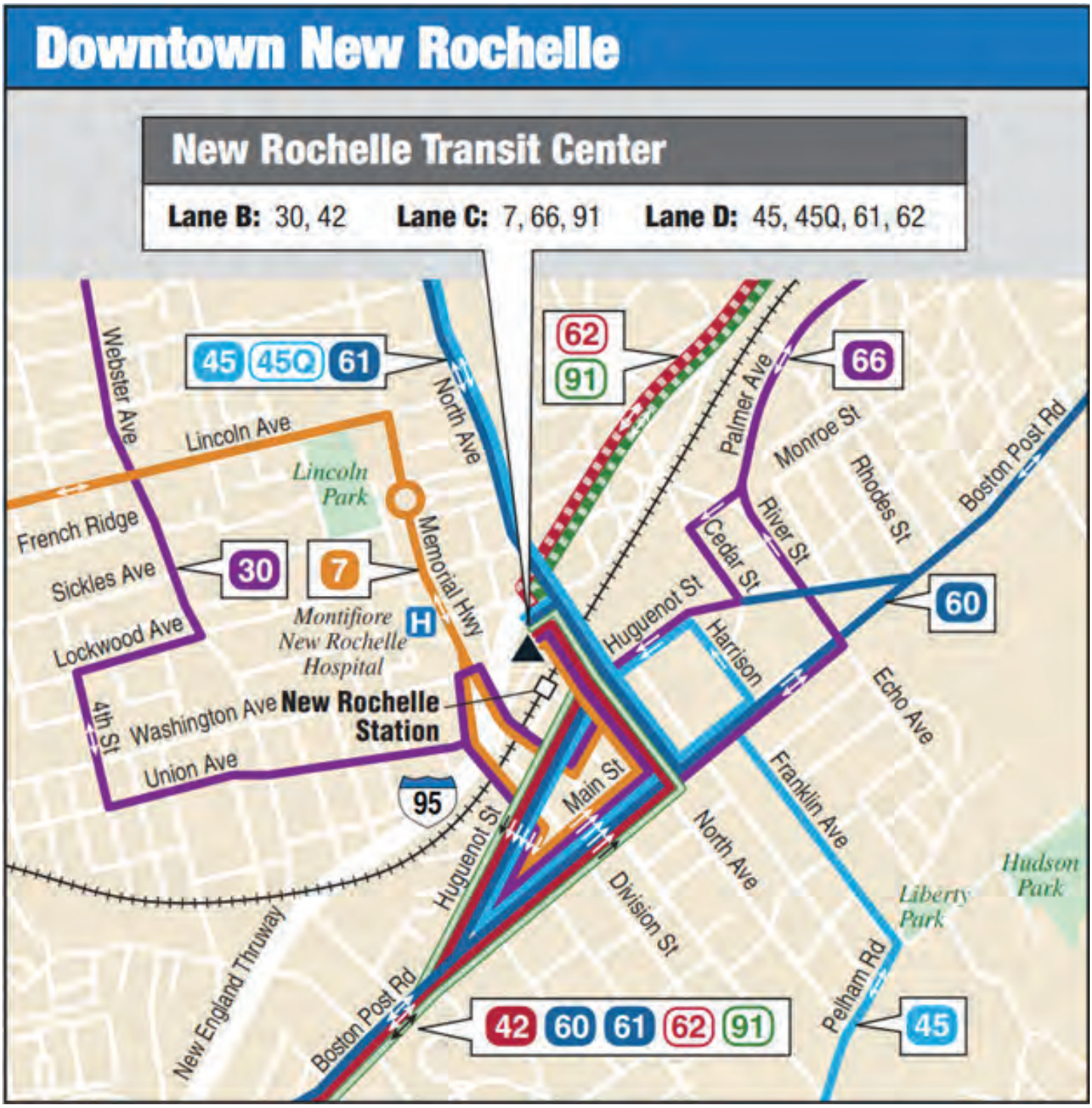
Winthrop Avenue is an eastbound/westbound local roadway between Dewitt Place and North Avenue. Within the study area, Winthrop Avenue is a two-lane facility with one moving lane in each direction and

carries approximately 1,050 vehicles per day (2019 NYSDOT AADT). The curb-to-curb width ranges from 25 to 30 feet and there are 5-to-10-foot sidewalks on both sides of the roadway.

3.5.1.3 Public Transportation

Extensive public bus and rail service is offered in the study area. New Rochelle is served by the Metro-North Railroad New Haven Line and Amtrak Northeast Regional. In addition, the Westchester County Bee-Line Bus System operates the following bus routes within the study area: Routes 7, 30, 40, 42, 45, 60, 61, 62, 66, and 91 as shown in Figure 3.5-2. These bus routes provide intra-county service within Westchester County and intercounty service to the Bronx. These bus routes also provide connections to regional bus and rail service including New York City Transit bus and subway lines and other transit hubs within the County.

Additionally, the City has a free shuttle service, CircuitNR, that operates several routes within downtown New Rochelle and the study area.



Source: Westchester County Bee-Line System Map, January 4, 2026

Figure 3.5-2: Westchester County Bee-Line Bus Routes within DOZ

3.5.2 No Action Conditions

3.5.2.1 Planned Capital Improvements

There are a number of planned capital improvements in the City of New Rochelle that could change travel patterns while also providing improvements to the pedestrian and bicycle environment and enhancing connectivity to transit. Notable projects include:

- Main Street and Huguenot Street Two-Way Conversion – converting Main Street and Huguenot Street from one-way to two-way operations between Pintard Avenue and Pratt Street.
- I-95 North Avenue Bridge – replacing the North Avenue bridge over I-95 for improved traffic operations and wider sidewalks.
- The LINC – converting some of the travel lanes on Memorial Highway to a linear park with pedestrian and bicycle amenities. The LINC's multi-modal pathways will provide safe and direct connections to surrounding areas of the City's downtown and to public transit, providing options for non-vehicular trips that currently do not exist or are sub-standard.
- New Rochelle Transit Center Redesign Improvements – redesign of the New Rochelle Transit Center to improve connections to from the surrounding communities and improve pedestrian safety and access.
- The Penn Station Access – connect the MTA Metro-North's New Haven Line to Penn Station, allowing a direct connection for Amtrak Service from the New Rochelle Intermodal Transit Center to Penn Station. The project in anticipated to be completed in 2027.

3.5.3 With Action Conditions

3.5.3.1 Proposed Action Description

The Proposed Action would adopt the 2026 TDS which would increase the residential development potential by 2,800 dwelling units while reducing the theoretical buildout for other uses, while also adjusting the DO-8 boundary. It should be noted that any additional dwelling unit proposed in DO-2 will not be located in an area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west (see Figure 3.5-1). Table 3.5-1 provides the proposed 2026 TDS.

Table 3.5-1: 2026 TDS Land Use Program

Land Use		DO-1	DO-2	DO-3	DO-4	DO-5	DO-6	DO-7	DO-8	TOTAL
Retail	ksf	75.0	100.0	30.0	150.0	21.5	25.0	60.0	16.0	**477.5**
Restaurant & Bar	ksf	40.0	22.0	5.4	21.4	5.4	5.4	40.0	24.0	**163.6**
Office-Nonmedical	ksf	100.0	100.0	25.0	50.0	50.0	31.0	25.0	0.0	**381.0**
Medical Office	ksf	55.0	65.0	0.0	26.0	50.0	21.0	25.0	30.0	**272.0**
Hotel Keys	rooms	300	0	0	0	100	0	200	0	**600**
Residential	du	3,180	6,514[1]	826	822	382	376	800	947	**13,847**
Student Housing	beds	0	0	100	0	200	0	0	200	**500**
Adult Care	ksf	0.0	0.0	100.0	100.0	50.0	0.0	20.0	0.0	**270.0**
Independent Living	du	0	0	200	0	0	0	0	0	**200**
Institutional	ksf	35.0	40.0	40.0	0.0	60.0	35.0	23.0	30.0	**263.0**

Notes:
1. No new residential units are proposed in DO-2 within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west

Table 3.5-2 provides a comparison of the 2026 TDS and the adopted 2024 TDS, showing the increase in residential dwelling units and the reduction in other land use programs.

Table 3.5-2: Theoretical Development Scenario Comparison

TDS	Retail (ksf)	Restaurant (ksf)	Office Nonmedical (ksf)	Medical Office (ksf)	Hotel (rooms)	Residential Units (du)	Student Housing (beds)	Adult Care (ksf)	Independent Units (du)	Institutional (ksf)
2024 TDS	558.0	196.0	706.0	544.5	600	11,047	700	370.0	200	443.0
2026 TDS	477.5	163.6	381.0	272.0	600	13,847	500	270.0	200	263.0
Net Change[1]	**-80.5**	**-32.4**	**-325.0**	**-272.5**	**0**	**2,800**	**-200**	**-100.0**	**0**	**-180.0**

Note: ksf = 1,000 square footage; du = dwelling units
1. Net Change = 2026 TDS minus 2024 TDS

3.5.3.2 DOZ Theoretical Development Trip Generation

Table 3.5-3 presents the trip generation rates developed for the DOZ in previous studies. The rates reflect an urban environment with access to transit.

Table 3.5-3: Trip Generation Rates[1]

Land Use	AM Peak Hour Trip Generation Rate	PM Peak Hour Trip Generation Rate
Retail	0.45	1.74
Restaurant & Bar	7.75	7.75
Medical Office	1.12	1.68
Residential[2]	0.16	0.21
Student Housing	0.08	0.10
Adult Care	0.07	0.08
Institutional	0.85	1.12

Notes:
1. Utilizing trip rates developed for DO-1 through DO-8 in previous studies.
2. Residential rates in DO-1, 2, and 3 are .11 trips/unit and 0.13 trips/unit in the AM and PM peak hour respectively.

Table 3.5-4 presents the trip estimates by DO which would result in a total DOZ trip generation estimate of 4,225 vehicle trips during the weekday AM peak hour and 5,439 vehicles trips during the weekday PM peak hour. These estimates reflect the complete 2026 TDS program and does not account for developments that have been built and occupied under the 2024 TDS.

Table 3.5-4: 2026 TDS Trip Estimates

	DO-1		DO-2		DO-3		DO-4		DO-5		DO-6		DO-7		DO-8	
Land Use	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Retail	34	131	45	174	14	52	68	262	10	37	11	44	27	105	7	28
Restaurant & Bar	310	310	171	170	42	42	166	166	42	42	42	42	310	310	186	186
Office-Nonmedical	73	70	73	70	18	18	37	35	37	35	23	22	18	18	0	0
Medical Office	62	92	73	109	0	0	29	44	56	84	24	35	28	42	34	50
Hotel Keys	75	85	0	0	0	0	0	0	25	28	0	0	50	56	0	0
Residential	350	413	717	847	91	107	135	170	63	79	62	78	132	165	156	196
Student Housing	0	0	0	0	5	7	0	0	16	21	0	0	0	0	16	21
Adult Care	0	0	0	0	7	8	7	8	3	4	0	0	1	2	0	0
Independent Living	0	0	0	0	19	24	0	0	0	0	0	0	0	0	0	0
Institutional	30	39	34	45	34	45	0	0	51	67	30	39	20	26	26	34
Downtown Overlay Total	**934**	**1,140**	**1,113**	**1,415**	**230**	**303**	**442**	**685**	**303**	**397**	**192**	**260**	**586**	**724**	**425**	**515**

Table 3.5-5 presents the changes in the estimated number of trips by DO Zone compared to the 2024 TDS. As shown, with the exception of DO-6 (16 and 25 additional vehicles during the AM and PM peak hours, respectively) and DO-8 (142 and 155 additional vehicles during the AM and PM peak hours, respectively), the remaining DO Zones are anticipated to experience a reduction vehicles trips compared to the 2024 TDS. The largest decrease in trip estimates would be experienced in DO-2.

Table 3.5-5: Change in Trip Estimates Compared to 2024 TDS by DO

Land Use	DO-1		DO-2		DO-3		DO-4		DO-5		DO-6		DO-7		DO-8	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Retail	-11	-44	-45	-174	-4	-16	23	87	0	0	2	6	0	0	0	0
Restaurant & Bar	-109	-108	-81	-81	0	0	0	0	0	0	0	0	-155	-155	93	93
Office-Nonmedical	-147	-140	0	0	-18	-18	-37	-35	-37	-35	0	0	0	0	0	0
Medical Office	0	0	-244	-365	0	0	0	0	-62	-92	0	0	0	0	0	0
Hotel Keys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	165	195	22	26	22	26	66	83	16	21	16	21	0	0	49	62
Student Housing	0	0	0	0	-5	-7	0	0	-8	-10	0	0	0	0	0	0
Adult Care	0	0	0	0	0	0	0	0	-5	-5	-2	-2	0	0	0	0
Independent Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Institutional	-13	-17	-17	-22	-55	-73	-68	-89	0	0	0	0	0	0	0	0
Downtown Overlay Total	**-115**	**-114**	**-365**	**-616**	**-60**	**-88**	**-16**	**46**	**-96**	**-121**	**16**	**25**	**-155**	**-155**	**142**	**155**

The increase in trips in DO-6 and DO-8 are minimal, and since they are related to multiple developments in an area versus focused on one site the trips would be dispersed throughout the study area. In addition, with the reduction in trips estimated in other DO Zones there would be fewer trips traveling in the area compared to the 2024 TDS.

Table 3.5-6 presents a comparison of trip generation estimates for the entire DOZ for the weekday AM and weekday PM peak hours between this 2024 TDS and the 2026 TDS. As shown, the 2026 TDS is estimated to generate approximately 13 percent less vehicle trips during the AM and PM peak hours compared to the 2024 TDS. While there is an increase in residential units, the reduction in trips generated can be attributed to reducing some of the land uses that have higher trips rates, such as restaurants and medical office space.

Table 3.5-6: 2024 vs 2026 TDS Trip Generation DOZ Comparison

Scenario	AM Peak Hour	PM Peak Hour
2024 TDS	4,874	6,307
2026 TDS	4,225	5,439
Net Change[1]	**-649**	**-868**
% Change	**-13.3%**	**-13.8%**

Notes:

1. Net Change = 2026 TDS minus 2024 TDS

3.5.3.3 Traffic Conditions

As shown in Table 3.5-6 the 2026 TDS results in total trip generation estimates that are approximately 13 percent less than the 2024 TDS trip estimates. Therefore, the analysis and findings presented for the 2024

TDS and associated Supplemental Generic Environmental Impact Statement SGEIS provide a conservative traffic analysis and would be applicable to the 2026 TDS land use program.

3.5.3.4 Public Transportation

No significant changes in public transportation conditions are expected with the Proposed Action. While an increase in public transit ridership is expected with the buildout of the DOZ, it is the policy of the mass transit agencies (Metro-North Railroad and the Bee-Line Bus) as well as CircuitNR to adjust their operating schedules to reflect demand as needed. In addition, the increases in MetroNorth ridership at the transit station will benefit from the proposed improvements that are part of the New Rochelle Train Station Redesign.

3.5.3.5 Pedestrian and Bicycle Conditions

No significant changes in pedestrian and bicycle environment are expected with the Proposed Action. The New Pedestrian Way requirement along the south side of the railroad corridor, connecting the area to be remapped to DO-1 across North Avenue and to the Transit Center (see Chapter 2.0 Description of the Proposed Action, and Figure 3.5-3) would be beneficial to encourage pedestrian activity and improve connections with the Transit Center. Additional pedestrian and bicycle volumes will benefit from the LINC, I-95 North Avenue Bridge widening project, as well as safety and facility improvements the City has undertaken and will continue to implement.

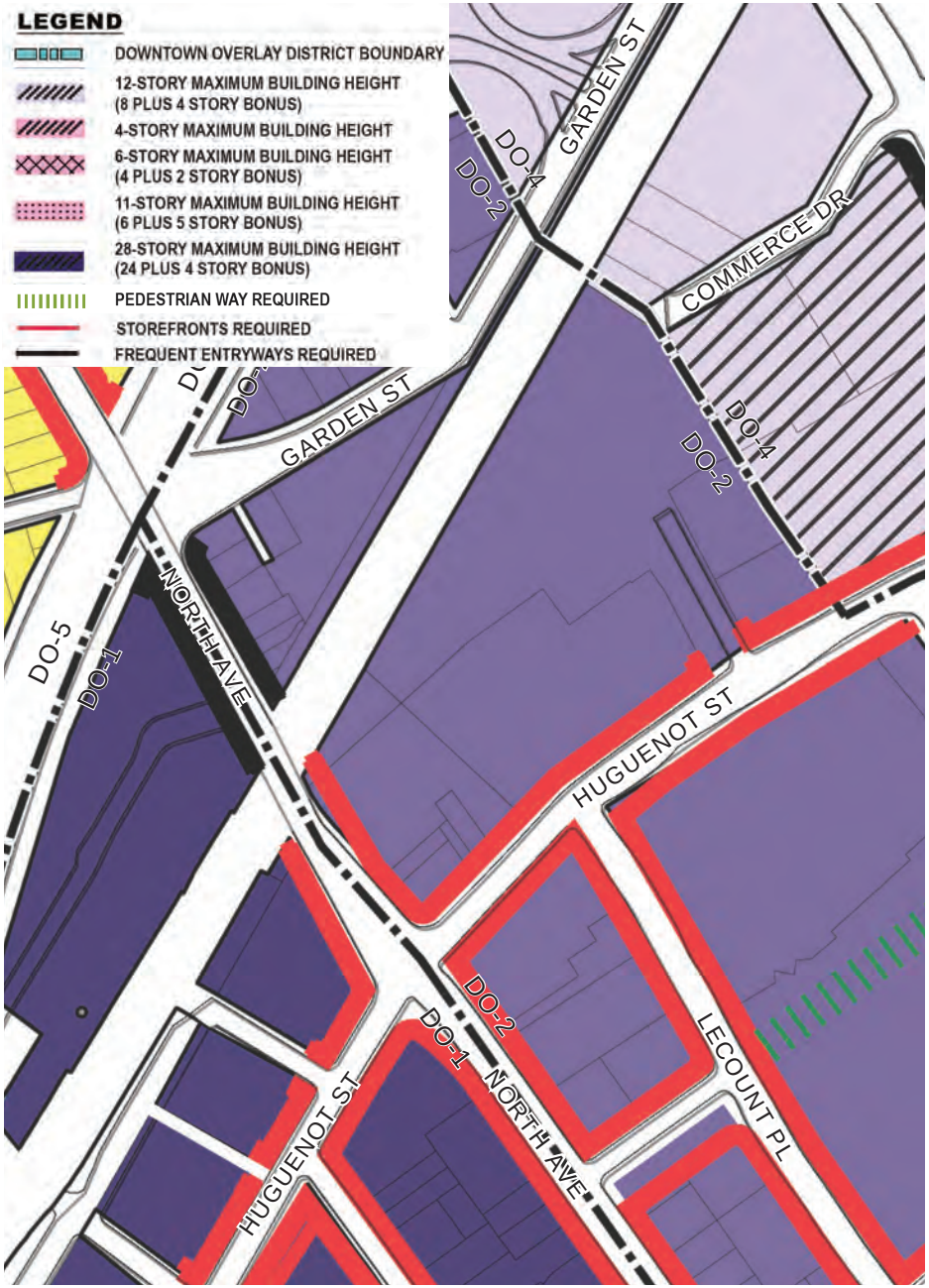
3.5.3.6 Parking

Development in the DOZ is anticipated to promote walking, biking, and transit use given the proximity to complementary land uses, available transit facilities, and planned capital improvements which could result in vehicles parking once to access multiple land uses as opposed to driving and parking multiple times.

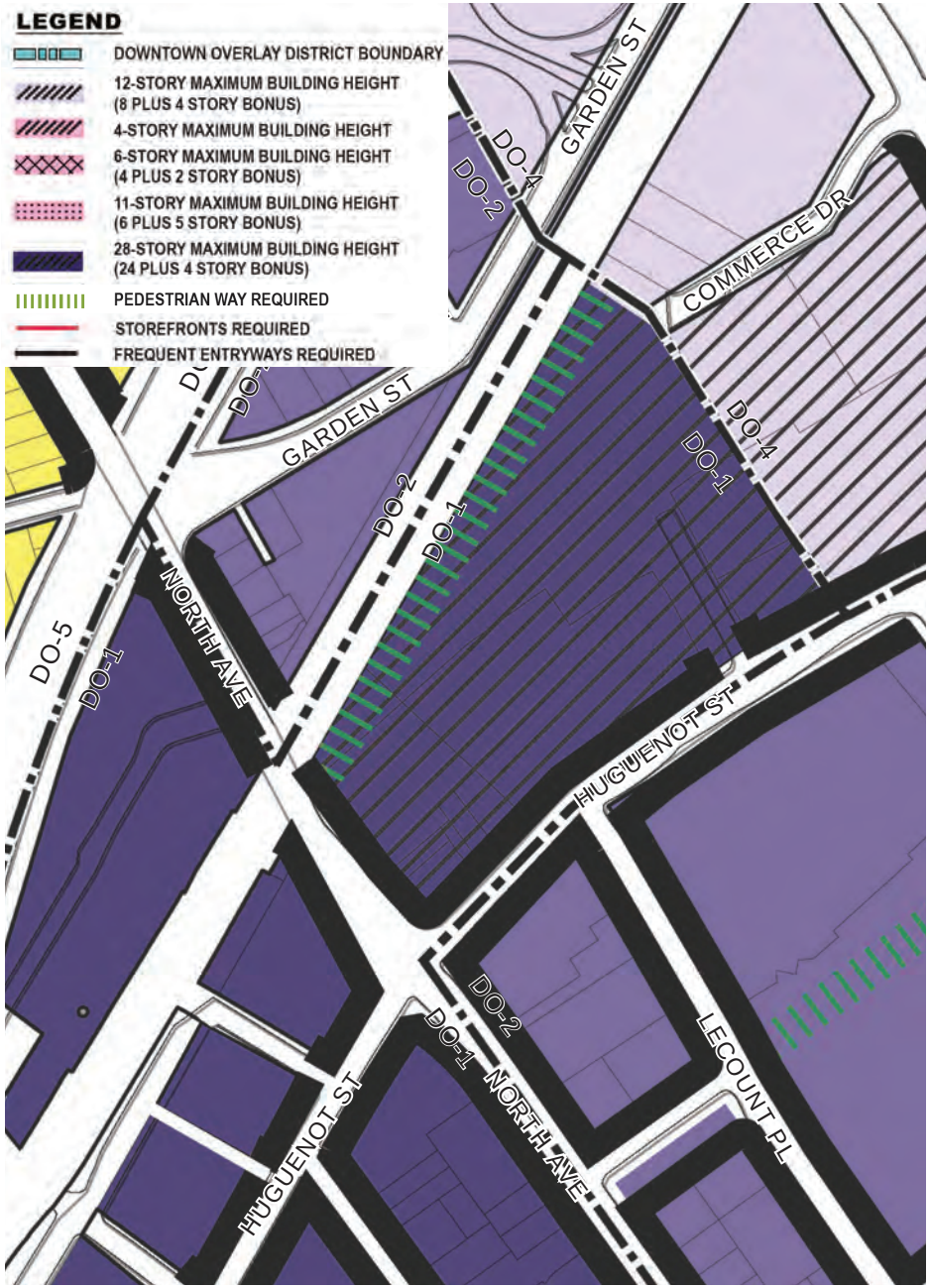
Table 3.5-7 presents the CPA parking requirements for the Proposed Action's various land uses. Site-specific applications would need to be reviewed for the proposed parking to confirm the parking requirement is being provided.

Table 3.5-7: Off-Street Parking Requirements – CPA District

Land Use	Parking Requirements
Multifamily Dwelling	1.0 per dwelling unit
Hotel	0.8 per guest room plus additional spaces as required for other uses
Office Nonmedical	1.0 per 500 square feet of GFA
Office Medical	1.0 per 350 square feet of GFA
Retail	1.0 per 400 square feet of GFA
Institutional	1.0 per 500 square feet of GFA
Independent Living	0.5 per dwelling unit
Adult Care Facilities	0.20 per bed
Student Residences	1 per 3 student resident beds



EXISTING



PROPOSED

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 3.5-3: Existing and Proposed DOZ Boundary (DO-1 & DO-2)

3.5.4 Mitigation Measures

Since the 2026 TDS trip generation estimates are lower than the 2024 TDS and previous TDS iterations, previous finding and mitigation measures would still be applicable to the 2026 TDS.

Traffic volumes should be monitored in the DOZ as development progresses to identify the change in traffic volumes from the Proposed Action in conjunction with the completion of capital improvements projects (the North Avenue/I-95 bridge replacement, the downtown one-way to two-way conversion project, the LINC, etc.). Potential improvements that could be explored later that could address realized future traffic volumes can include signal timing changes and/or improved signal technology and lane restriping/designations.

As has been a condition since the adoption of the DOZ, supplemental traffic studies may be required by the City of New Rochelle Planning Board based on the specific site location, size, and use of proposed development which would identify additional site-specific traffic improvements if needed.

3.6 Construction

3.6.1 Existing Conditions

Construction-related activity is expected to be an inevitable result of the Proposed Action, as development and redevelopment occur within the Downtown Overlay Zone ("DOZ") over time. However, construction would likely occur incrementally and on a site-by-site basis, spread out over an extended period (approximately 10 to 15 years), and would depend on market conditions, property owner objectives, and the timing of individual development applications. Even without the Proposed Action, it is expected that additional development and redevelopment would occur within the DOZ, particularly on older and/or underutilized sites.

The City regulates construction activities through its building and demolition permit processes and, where applicable, discretionary review processes (e.g., Site Plan review), whereby site-specific construction plans are reviewed and amended as needed to ensure that potential impacts are properly mitigated. Any future construction activities within the DOZ would be required to comply with all applicable local, County, State, and Federal requirements.

3.6.2 Potential Impacts

Demolition and construction would likely occur in the future with or without the Proposed Action. However, because the Proposed Action is intended to refine development standards and update the Theoretical Development Scenario ("TDS") to reflect current market conditions, the pace and distribution of development activity within the DOZ could change compared to what might occur under existing conditions.

Construction impacts are short-term and temporary and generally are localized. However, as the Proposed Action has potential to accelerate the pace and increase the magnitude of development in the proposed DOZ, construction-related impacts may be greater than would otherwise occur. Furthermore, construction impacts from the development of multiple sites may combine to a certain degree, resulting in a cumulative increase in the levels of construction activity and associated inconvenience. Nonetheless, these factors can be effectively managed and controlled through the City of New Rochelle's building and demolition permit review and regulations, including ensuring that construction vehicles use prescribed routes (i.e., to avoid local roadways) and that all construction activities are staged on-site.

New construction related to the 2026 TDS would be expected to occur over a ten-year period. Since construction and redevelopment would occur on a site-by-site basis, based upon the decisions of individual property owners and in response to market demand, neither a schedule nor a sequence of development can be realistically determined at this time. The geographic extent of impacts during construction would depend upon the location of a specific project, the scale of the project, and specifics of the particular project design (including but not limited to: building height, bulk, parking facilities, length of construction schedule, etc.). Generally, the larger the project (i.e., the larger the area of potential impact), the longer the construction schedule will be. The scale and nature of each project would also contribute to the spatial extent and duration of potential impacts related to restricted traffic flows, areas

needed for worker parking, temporary materials storage areas, staging areas and similar considerations. New development under the proposed DOZ would be similar or overall less dense than the current/underlying zoning, and therefore construction impacts are not anticipated to adversely impact the area more than redevelopment that may occur under the existing zoning.

All building construction, including redevelopment, is regulated under City Code Chapter 111, which requires building permits and oversight by the City Department of Buildings. The building permit process provides for conformance with Building Code requirements, and special provisions as needed to ensure that construction occurs in a manner that minimizes disruption to the degree practicable. In addition, all work within a public right-of-way, as regulated under City Code Chapter 281, must be in conformance with the national Manual on Uniform Traffic Control Devices (MUTCD) and New York State Supplement (NYSS). Pedestrian and vehicular traffic are to be adequately protected, and the work is to be so arranged as to cause a minimum of inconvenience and hazard to such pedestrian and vehicular traffic. A Maintenance and Protection of Traffic (MPT) plan must be submitted with any such work permit application. The MPT plan must include all necessary warning signs, barricades, pavement markings or other devices as required to safely maintain traffic in conformance with the MUTCD and NYSS. The Commissioner of Public Works shall, at his sole discretion, determine the suitability and sufficiency of the plan and any installation of such traffic control devices.

Although the implementation of a set of common best management practices will provide a large degree of mitigation, site-specific construction management plans will be required on a case-by-case basis as each individual development proposal undergoes Site Plan review. Such mitigation plans would consider any other known or planned construction that could combine to increase the area of influence and therefore require special construction management measures.

Construction best management practices for development/redevelopment will include, but should not be limited to:

- site access management;
- traffic and parking management;
- construction materials staging plans;
- vehicle staging emission control plans;
- restrictions on hours of operation and noise generation;
- erosion, dust and sediment controls;
- protection of City streets from damage, including posting of bonds to cover damages; and
- establishment of blasting protocols and oversight.

The level and type of construction management plan would be determined during the Site Plan and building permit review processes and will be monitored during construction by the City Department of Buildings. Best management practices for construction are discussed in greater detail below.

Contamination

Redevelopment sites involving construction will require some level of review to determine if there is concern with respect to contamination, system abandonment, tanks and/or demolition-related impacts. There are a few sites within the study area that may currently or may historically have stored, utilized,

transported or handled hazardous substances (as defined by the NY Environmental Conservation Law § 27-0901). Such uses include gas stations, auto repair, certain manufacturing, dry cleaners, etc. At these locations, toxic materials and/or hazardous wastes (e.g., gasoline, diesel fuel, motor oil, paints, solvents, degreasers, etc.) can present a potential hazard to human health or the environment when improperly treated, stored, transported, disposed or otherwise managed.

Given the age and historic use of many of the properties within the study area, preparation of a Phase I Environmental Site Assessment ("ESA") is recommended to identify areas of Recognized Environmental Conditions ("RECs") prior to initiation of demolition or redevelopment activities. Detailed investigations for lead paint, asbestos, and other hazardous materials and their removal and disposal in accordance with applicable governmental regulations will be required to be undertaken prior to any building demolition or renovation.

Phase I ESA investigations are typically required for any bank lending or pre-purchase due-diligence. The Phase I ESA may identify RECs that would warrant further investigation in the form of a Phase II ESA (e.g., soil, sediment or groundwater testing). The City and Westchester County Department of Health ("WCDOH") agencies oversight and bank lending practices provide assurances that all appropriate measures will be taken to address such issues as floor drains, tank installations, asbestos abatement and lead based paint, as well as other potential undiscovered issues. The findings from Phase I ESAs, and subsequent investigations of RECs (Phase II ESAs) would be used to create a Remedial Action Work Plan(s) which would include all mitigation necessary to ensure that the redevelopment is compliant with all Federal, State and Local regulations and guidelines and that it is protective of human health and the environment. The documentation of systems to be abandoned, testing prior to abandonment, and appropriate agency oversight of remediation/abatement is required to ensure all RECs are properly managed. Refer to Section 6.0 for information regarding future actions.

Erosion and Sedimentation Control

Site redevelopment may cause erosion and sedimentation that could potentially impact the surrounding area. The study area is characterized by relatively flat topography, and the block-type setting would tend to limit potential impacts to localized areas, immediately adjoining properties and roads. The potential for this impact occurs only during periods when soils on a site are exposed and/or placed in such a way that rainfall could cause sediment transport. Therefore, the potential for this impact is short-term for each construction site. Sediment and erosion control plans will be required for building demolition and construction of new buildings. Additionally, NY State requirements under New York State Department of Environmental Conservation ("NYSDEC") State Pollutant Discharge Elimination System ("SPDES") General Permit for Stormwater Discharges from Construction Activity (GP 0-15-002) will be adhered to for stormwater permits as administered by the City and pursuant to Chapter 215 of the City Code. For those sites where such measures are required, the filing of a Notice of Intent, erosion and sedimentation control plans, Stormwater Pollution Prevention Plan ("SWPPP"), site construction monitoring and a Notice of Termination once complete, would ensure that potential impacts from stormwater are properly managed. Demolition, excavation and grading activities may cause fugitive dust to be raised from construction sites. Potential fugitive dust would only be generated during hours when construction activity occurs. Management techniques include the use of water spray to control dust, and avoidance of dust-generating activities during periods of excessively high winds. Erosion and sedimentation control measures, including

dust control can be required and implemented at construction sites where there is a concern with respect to erosion, and would be specified on a case-by-case basis for each site-specific application.

Traffic

There is a potential for impacts on traffic movements in and around the downtown area during construction activities due to deliveries of building materials, construction worker arrivals/departures, etc. These impacts would be managed under the building permit issued in conformance with City Code, and by the terms of a Construction Traffic Management Plan, which may specify routes that would reduce impacts to roadways, options for the redirection of traffic at times or locations of particularly intense construction traffic, coordination of traffic measures with other adjacent or nearby construction sites, and staging of construction activities within the site to avoid activity on public streets as much as possible. It should be noted that the grid pattern of streets within the Study Area provides options to design and implement measures to redirect traffic from areas proximate to construction activities. Impacts on traffic movements would be temporary and related to specific activities occurring on a given construction site at during a given construction period in the construction. While temporary inconveniences are expected, traffic impacts can be controlled and minimized through management plans.

The study area is served by a network of existing roadways that provide access to individual construction sites; the roadways to be used will be determined on a case-by-case basis as site-specific development occurs. Primary access for construction vehicles will be via Interstate I-95, which will route vehicles to the network of roads within the study area that create blocks and street frontage that serve individual sites. Lincoln Avenue and Burling Lane provide the primary east/west connections to Interstate I-95, as well as Webster Avenue and North Avenue for north/south access.

There is potential for damage to local roads during construction due to truck traffic, equipment movements, etc. Damage will be repaired by each site-specific applicant as a part of their respective conditions of site plan approval. Such repairs would be conducted under a construction bond established by the applicant, which is a routine matter that is administered by the Department of Buildings.

Dust

During development under the Proposed Action, there could be the potential for localized air quality impacts due to construction-related activities, most typically related to dust generated during earthwork. While this is not expected to vary from construction activities occurring under the present zoning, standard procedures required as a condition of approval would mitigate such impacts, including the use of water trucks to control windborne dust generation impacts during cutting, grading, filling and site preparation. In addition, sites would be required to be stabilized at the completion of construction or during delays in construction if they occur. Implementation of these measures would minimize impacts to the maximum extent practicable during and following construction.

Blasting

Bedrock is located within the study area, which may require blasting for building preparation and the installation of subsurface structures such as subsurface parking. To minimize impacts from necessary blasting activities, all blasting work would be performed by licensed contractors under an established blasting protocol. The blasting protocol would include best management practices including storage,

handling and transportation of explosives, and proper noticing, signage and safety procedures for firing of explosives. Pre-construction condition surveys will be required to be conducted for buildings and other vibration sensitive structures within approximately 250 feet of blasting, and vibration monitoring would be conducted during construction. Additionally, the site applicant would be required to contact any establishments that may be impacted by noise and/or vibrations to provide a blast schedule and contact information. Blasting activities require a blasting permit from the New Rochelle Fire Department as regulated under Chapter III, Section 281-44 of the City Code.

Noise

Construction-related noise will be associated with demolition of existing buildings (where applicable), site preparation (e.g., clearing, grading, excavation and filling), and actual building construction, which activities involve the use of heavy trucks, cranes and construction equipment. Noise generated during construction will be required to comply with the standards for construction sites set forth in §213-22 of City Zoning Code, which is enforced by the City of New Rochelle's Code Enforcement division.

Site redevelopment may cause potential for noise impacts as a result of equipment operation, demolition and increase activity levels (see 2015 GEIS, 2021 and 2024 SGEISs for a complete discussion of potential noise impacts). The Noise Ordinance provides specific language and standards related to construction in Section 213-22 (including all activity necessary of incidental to the erection, demolition, assembling, altering installing or equipping of buildings, public or private highways, roads, premises, parks, utility lines, or other property, including but not limited to related activities such as land clearing, grading, earthmoving, excavating, blasting, filling and landscaping). Noise generating activity would not be expected to occur on weekends; therefore, potential impact to religious activities would be minimized during periods of worship and services. Noise generating activity which occurs proximate to uses identified as sensitive (i.e., schools, churches, senior citizen center, day-care center or areas adjacent to any hospital) may require further considerations to limit potential impacts. The potential for noise proximate to sensitive receptors will be addressed as part of a site-specific construction management plan. Further, noise-generating activities are short-term impacts that would be limited to period of demolition, excavation and potentially during erection of external building components. Once buildings are enclosed and interior work commences, the potential for such noise impacts at a given site would be reduced or eliminated. Consequently, this potential impact can be limited and managed through existing City Code requirements and is considered a temporary impact.

In residential districts, the noise ordinance is quite strict other than during weekday hours; and during this time period, generally speaking, the noise level may not exceed 70 dBA more than 10 percent of the time (L_{10}) at a distance of 400 feet, and compliance with City Code will be required for construction proximate to the residential zones and residential areas adjacent to the Existing DO Zone. In commercial districts adjacent to the Existing DO Zone, noise limits for construction sites is stricter during "normal business hours" (during which times the L_{10} may not exceed 75 dBA) and at other times may not exceed an L_{10} of 80 dBA (at 400 feet from the construction site).

Table 3.6-1 provides sound levels of typical construction equipment in use at a distance of 50 feet.

Table 3.6- 1: Typical Construction Equipment Noise Levels

Item	Noise Level at 50' (dBA)
Air Compressor	81
Asphalt Truck	88
Backhoe	85
Compactor	80
Concrete Spreader	89
Concrete Mixer	85
Concrete Vibrator	76
Crane (derrick)	88
Dozer	87
Dump Truck	88
Front End Loader	84
Generator	76
Hoist	76
Impact Wrench (steel bunting)	88
Jackhammer (Paving Breaker)	88
Motor Crane	83
Pick-up Truck (light)	72
Pneumatic tools	85
Pump	76
Roller	80
Rock Drill	98
Scraper	88
Shovel	82
Truck (Medium and Heavy)	88

While it is typical for several pieces of construction equipment to be utilized at any given period, sound levels attenuate greatly at the 400-foot distance specified in the Code. By applying the inverse squared law, sound levels that may be expected at a distance of 400 feet can be calculated. The loudest of noise-generating equipment would likely be a rock drill, which has an associated sound level of 98 dBA at 50 feet. The use of this equipment would be temporary; however, it would need to occur in short periods, since under continuous use this sound level is approximately 79.9 dBA at a distance of 400 feet. For sites proximate to residential districts or other noise-sensitive zones, noise from rock drilling would require mitigation. For sites in commercial districts that are not proximate to residentially-zoned districts, rock drilling equipment would be required to occur outside of normal business hours when maximum noise levels are not to exceed L_{10} of 80 dBA, or during short intervals during normal business hours so as to comply with the L_{10} standard of 75 dBA. If longer periods of drilling are required, the use of a temporary noise barrier system can be employed. Of the other equipment noise levels, higher levels are generated by jackhammers, heavy trucks, and scrapers, which generate noise levels of approximately 88 dBA at 50 feet. Applying the inverse square law, these levels are reduced to below 70 dBA at 400 feet.

As there will be no new major sources of noise within the study area other than construction-related noise, which is temporary in nature and will be required to conform with Chapter 281, "Streets, Sidewalks

and Public Places," and the City Noise Control Ordinance, which are intended to protect the well-being, health and welfare of New Rochelle citizens and protect quality of life, the Proposed Action is not expected to result in any significant adverse impacts with respect to noise.

Conclusion

While there will be short-term temporary construction impacts related to development under the proposed 2026 TDS, these impacts are substantially similar to construction impacts previously analyzed as part of the 2015 GEIS and 2021 and 2024 SGEISs. While the proposed 2026 TDS does allow for additional residential development, it is important to note that is also results in a significant and corresponding decrease in non-residential uses. Construction of a full build-out under the 2024 TDS was previously analyzed and construction of a full build-out under the proposed 2026 TDS would result in different uses being constructed and most likely an overall reduction in total developable square footage. Therefore, the Proposed Action would not result in any new significant adverse impacts related to construction.

3.6.3 Mitigation Measures

Similar to the 2015 GEIS and 2021 and 2025 SGEISs, the following mitigation measures are proposed to adequately mitigate any temporary, short-term construction impacts:

- City Code Chapter 111 addresses building construction requirements, including the requirements for building permits for any and all building construction. This permit provides a means to ensure that building activity is properly managed on a site-by-site basis.
- All construction activities shall be conducted in conformance with Chapter 213-22 of the City Code. For projects where rock drilling is required (or other activities in which the duration and levels exceed permitted levels), a construction noise plan will be employed for protection of workers and for compliance with the provisions in Chapter 213-22 for construction sites. Such conditions are not expected; however, this provision will be invoked if rock drilling is encountered.
- Blasting activities require a permit from the New Rochelle Fire Department as regulated under Section 281-44 of the City Code.
- A Construction Management Plan may be required for each site-specific development project under the Proposed Action. Such a plan would be comprised of a number of lower-order plans as necessary, and may include a Construction Traffic Management Plan, Erosion Control Plan, Stormwater General Permit and SWPPP (for disturbances of one acre or more), Parking Management Plan, Blasting Protocol and/or Site Remediation Plan.
- If practicable, construction routes, accesses and exits will be located on major roadways in order to minimize the potential for impacts on pedestrian safety, and also to mitigate potential impacts on the use and operation of local, neighborhood streets. Special consideration will be given to identifying and addressing any potential conflicts between construction vehicle traffic and activities associated with schools. Implementation of these measures will be the responsibility of the construction manager, subject to the approval of the Department of Buildings.
- To the extent practicable, construction equipment loading/unloading areas, materials storage areas, construction staging areas and construction worker parking areas will be located within each construction site. Implementation of these measures will be the responsibility of the construction manager, subject to the approval of the Department of Buildings.

- Individual development projects under the Proposed Action will be required to prepare an Erosion Control Plan, and a SWPPP if applicable under Chapter 215 and as required by NYSDEC (for land disturbances of one acre or more). Such a plan(s) will include specific measures to minimize the potential to raise dust, and erosion and sediment control measures including but not limited to, use of groundcovers, drainage diversions, soil traps, water sprays to minimize the time span that bare soil is exposed to erosive elements and prevent sediment from tracking onto adjacent roadways and properties.
- Surface and subsurface soil will be disturbed during excavation, filling, and grading operations on construction sites. Reuse of as much of this material on-site as practicable, as fill, if determined to be of suitable quality, will also reduce the need for (and impacts from) truck trips to remove this material.
- A site-specific Remediation Plan may be required, to be based on the presence (if so determined) of storage tanks, contaminated drywells or floor drains, asbestos, lead-based paint, or other certain other materials or conditions. If such materials or conditions are discovered, each would be properly evaluated, and addressed according to the protocols, procedures, standards and documentation requirements of the appropriate supervising entity, which may include the Westchester County Department of Health, NYS Department of Labor, County Fire Marshal and/or NYSDEC.
- Mitigate fugitive dust related to construction activities using proper construction management techniques, erosion control measures, wetting of excessively dry soils, and conformance to City nuisance and construction requirements under the Code.

4.0 OTHER ENVIRONMENTAL IMPACTS

4.1 Unavoidable Adverse Environmental Impacts

The Proposed 2026 DOZ Amendments have been fully described in this SDGEIS and an updated Theoretical Development Scenario (TDS) that is based on current market and development trends has been prepared for environmental review, which reflects a shift in demand away from certain non-residential uses while increasing allowable residential development in targeted locations. Potential adverse environmental impacts from future development and redevelopment under the proposed 2026 DOZ Amendments have been identified, and impact avoidance and mitigation strategies have been developed to minimize potential environmental effects to the maximum extent possible. Despite efforts to avoid or minimize the magnitude of the environmental impacts of future development and redevelopment activities, some impacts from the proposed 2026 DOZ Amendments are either unavoidable or cannot be fully mitigated.

The Proposed Action involves amendments to the existing City of New Rochelle Zoning Code, Zoning Map amendments, and an updated TDS ("2026 TDS"). The 2026 TDS would allow up to 2,800 additional residential units located in the DO-1, DO-2, DO-3, DO-4, DO-5, DO-6, and DO-8 Zones and significantly reduce the square footage of non-residential uses (i.e., retail, restaurant, office non-medical, medical office, institutional). Based on the 2026 TDS, site-specific impacts may occur as a result of these regulatory changes that would involve physical alterations in conformance with the optional zoning provisions. It is premature to evaluate impacts associated with the development of any individual site since no specific projects are proposed. Potential physical impacts resulting from possible development or redevelopment (based on a Theoretical Development Scenario, see Chapter 2.0) were analyzed in Chapter 3.0 of this document. The potential adverse impacts that were identified in connection with the Proposed Action that may occur as a result of the Proposed Action will be minimized where possible, but this section acknowledges those adverse impacts that may still occur, as follows:

- Temporary increases in truck traffic and noise will occur during demolition and construction for each new development. However, this activity will be conducted in conformance with City requirements for construction hours and noise management and site-specific measures at the discretion of the Department of Development which may be warranted to manage individual construction sites.
- Demolition and construction will temporarily and intermittently increase ambient noise, but only during permissible construction hours as prescribed by the City Code. Some minor ambient noise increases associated with traffic and human activity may occur once projects are completed and future uses are fully operational, but to no greater magnitude than would occur under the existing underlying zoning.
- Despite the planned measures to mitigate potential fugitive dust impacts, such as periodic soil wetting, temporary increases in fugitive dust may still occur during construction. Such conditions will be temporary and will be controlled to the maximum extent practicable at the source through the implementation of proper best management practices during construction and City Department of Development oversight.
- The estimated TDS of this Proposed Action would result in a potential increase in residential population of approximately 4,910. Although this potential increase in residents is anticipated

over a period of 10 years (i.e., it would happen incrementally), it is expected to result in an increased demand for emergency services (e.g., police, fire, and ambulance). This increased demand associated with the increase in residential uses will be partially offset by increased tax revenues, and additional revenues from future investment and revitalization may benefit the police/fire departments through Fair Share Mitigation payments from developers, thereby providing supplemental revenues for increased service needs.

- There will be an increase in public school children of a total of approximately 158 students. The estimated property tax revenues from the Proposed Action and the Fair Share Mitigation Fund may be utilized to assist with School Zone staffing and improvements over time as needed.
- There will be an increased demand for energy services (electricity and natural gas); however, this potential increase is minimal compared to the total regional demand, available supply and demand. The existing electric and gas utilities are expected to provide service through their rate/tariff structures and upgrade systems as needed. In 2021, the City adopted requirements for new development projects to conform to the NYStretch Energy Code, which provides for improved building efficiency and reduction of greenhouse gas emissions. Moreover, the Proposed Action includes proposed code changes related to sustainability; all future sites must further the goals of the City of New Rochelle GreeNR plan, comply with the Sustainable Development Standards and provide Leed-ND v4 Silver equivalency. See Section 4.4 below for more information regarding energy conservation.
- Section 3.5 of this SDGEIS notes that the 2026 TDS results in 13 percent fewer vehicle trips than 2024 trip generation estimates. Traffic volumes should be monitored in the DOZ as development progresses to identify the change in traffic volumes from the Proposed Action in conjunction with the completion of capital improvements projects (e.g., the North Avenue/I-95 bridge replacement, the downtown one-way to two-way conversion project, the LINC, etc.). Supplemental traffic studies may be required by the City of New Rochelle Planning Board based on the specific site location, size, and use of proposed development which would identify additional site-specific traffic improvements if needed.
- Projects opting into the DOZ are expected to require additional water supply as compared to existing uses/conditions. However, as summarized in Section 3.3.2.3, the estimated TDS for the Proposed Action would result in an increase in DOZ water demand by a net total of 8.8%. It is noted that this analysis does not take credit for water usage associated with existing uses that would be eliminated during redevelopment activities. Water conservation efforts will be incorporated into the design of all future site plans. Localized potential water infrastructure issues would be identified during site plan review given that potential impacts may be different depending on the location within the DOZ. Developers opting into the DOZ would be required to pay Fair Share Mitigation fees that could be used to address water system improvements where needed. Indoor water conservation measures as required by Section 175.11J(2), “Potable Water Consumption Reduction,” of the City Code would be required for any new development under the DOZ. Additionally, water conservation measures for outdoor irrigation would also be required (“Outdoor Potable Water Consumption Reduction”). This requires a minimum 50 percent reduction in potable water consumption for outdoor irrigation based on a midsummer baseline case, using one or more options, such as landscaping with plants that do not require considerable watering (i.e., native, well-adapted or xeric species), use of modern efficient irrigation systems (i.e., applying water directly to the roots via drip irrigation), use of irrigation timers or sensors,

watering at night time and only as needed, and use of captured rainwater/stormwater, recycled greywater, water treated and conveyed specifically for nonpotable uses, air conditioning condensate, and/or foundation drain water rather than potable water.

- Projects opting into the DOZ will generate additional wastewater flow. In 2019, the City undertook an Engineering Design Report (last updated in 2020) to evaluate the City's sanitary sewer infrastructure within the DOZ and identified a plan to upgrade the sanitary sewers in key areas to accommodate the increased sanitary flows that will be generated by the planned redevelopment. Additionally, the 2023 Drainage Analysis Study provided the City with concept plans and alternatives for flood mitigation. Moreover, as the specific location and uses of all potential future development within the DOZ cannot be predicted, wastewater infrastructure improvements would be evaluated during site plan review of future site-specific development projects. The Fair Share Mitigation funds would be used to contribute to addressing any infrastructure-related issues.

The above list identifies unavoidable adverse impacts in terms of those impacts that may occur, many of which are minimized by the measures identified above and discussed in detail elsewhere in this SDGEIS (including Section 3.0 and Section 6.0). Section 6.0 identifies the conditions and specifications for Future Actions (i.e., Site Plan review of development and redevelopment applications) to ensure that the mitigation measures identified in Section 3.0 are implemented to ensure that significant potential environmental impacts do not occur during build-out and that unavoidable adverse environmental impacts are minimized to the maximum extent practicable as required by SEQRA.

4.2 Irreversible and Irretrievable Commitment of Resources

This subsection is intended to identify those natural and human resources discussed in Section 3.0 that will be consumed, converted, or made unavailable for future use as result of the Proposed Action. Given the urbanized and highly developed character of the Study Area, there are few natural resources that would be disturbed from any site-specific development that is pursued subsequent to the zoning's adoption. Irretrievable and irreversible commitment of resources involves primarily the commitment of natural resources in any building products used in construction, and consumption of energy.

As described throughout the SDGEIS, the Proposed Action embodies sustainable planning practices. Energy-efficient design is based on the recently adopted NYStretch Code, which requires more highly efficient elements than other codes; indoor and outdoor water conservation measures will be implemented for new development. Additionally, the DOZ encourages consolidation of properties for coordinated development, and the mixed-use concept will ensure that residents of the area have ready access to employment opportunities and will still be able to access mass transit. Development under the Proposed Action will nevertheless result in irreversible and irretrievable commitment of resources, as follows:

- Material used for construction including, but not limited to, wood asphalt, concrete, fiberglass, steel, aluminum, and other essential construction materials.

- Energy used in the clearing, grading, demolition, construction, operation, and maintenance of future development and redevelopment, particularly, fossil fuels including gasoline, diesel, oil, and natural gas.

4.3 Growth-Inducing, Secondary and Cumulative Impacts

Growth-inducing effects cause or promote additional development, either due directly to the development itself (i.e., "primary" effect), or indirectly, as a result of a change in the population, market demand or potential for development in that community (i.e., "secondary" effect). A primary impact may include, for example, the installation of new sewer infrastructure or extension of sewers to serve a new development which has excess capacity and can serve additional development or density in an area. A secondary or "indirect" impact is one that is reasonably foreseeable, takes place at a later time or at a greater distance, and is likely an indirect result of the Proposed Action. Secondary impacts may consist of a wide variety of effects such as growth-inducing impacts. For example, the construction and operation of a large office building may result in additional off-site demand for an office supply or service facilities or other related business if land is available.

The Proposed Action does not substantively affect growth-inducing, secondary or cumulative impacts within the DOZ area.

By design, the Proposed Action represents a refinement phase of the DOZ that recalibrates the TDS to reflect current market demand and trends; it is intended to stimulate desirable economic growth and support new multifamily housing options within the DOZ. It is a goal of the City Council to provide for the type and quality of development in the Study Area necessary to improve social and economic conditions as set forth in the RAP (see Appendix A). Furthermore, zoning map amendments support the expansion of Community Benefit Bonuses (CBB) in select areas, increasing opportunities for investment in the surrounding community.

The site-specific development and redevelopment that would result from the Proposed Action would have secondary effects. These effects stem from proposed guidelines and incentives for redevelopment that will contribute to the City's ongoing efforts to revitalize the area and provide new housing opportunities, particularly addressing the needs for missing middle housing. Extension and re-mapping of select portions of the DOZ are necessary to spark new investment in the area that builds upon the successes of the existing DOZ. It is anticipated that the Proposed Action would contribute to an increase in activity for the existing local businesses from the increased customer bases arising from the increased number of residents.

Temporary employment opportunities will result from property redevelopment in the DOZ, including site remediation, building demolition, site preparation (clearing, grading, etc.) and construction. Many of these jobs are expected to be filled by local residents.[58] Development in the DOZ will also create a number

[58] In May 2016, the City Council adopted the Economic Opportunity and Nondiscrimination Policy for the City of New Rochelle with the intent of reducing discrimination in hiring and providing jobs and training to minorities and disadvantaged individuals for work performed under City contracts. Future development and redevelopment in

of permanent, full-time and part-time jobs. This could include a variety of skilled and non-skilled jobs for different employment sectors, such as medical and other professional services, restaurants, retail and essential goods and services to support the new uses developed under the Proposed Action (see Section 3.4 "Socioeconomics"). These jobs may be filled first from within the local labor pool and most job opportunities would not require relocation of specialized labor forces or influx of large businesses from outside the area to provide construction or full-time service support. As a result, construction job-related effects and future, permanent full-time and part-time employment opportunities from the Proposed Action are expected to be beneficial to the City.

Development associated with the Proposed Action will place demand on utilities. These utilities generally are available throughout the DOZ; and, although lateral piping and individual service connections will be required, significant new utility extensions beyond what is planned for on-site are not expected. Accordingly, it is not anticipated that significant secondary growth would result from utility installations associated with the Proposed Action.

It is expected that the Proposed Action would create demand for community facilities serving the area. The cost to meet this increased demand would be offset by a combination of property tax revenues, user fees, and Fair Share Mitigation payments that would be generated from site-specific developments. It is estimated that the 2026 TDS would generate approximately $20.8 million in additional Fair Share Mitigation fees.

In assessing the significance of growth that may result from the Proposed Action and anticipated future redevelopment, several factors should be considered:

1) Between 2015 and 2024, the City's population grew 7.3%. This growth, however, primarily occurred during and after the COVID-19 pandemic, between 2020 and 2024. New Rochelle's recent population growth rates surpass those of the County, state, and country.

Year	New Rochelle	Westchester County	New York State	United States
2015	79,838	976,396	19,795,791	321,418,821
2020	79,726	1,004,457	20,201,249	331,449,281
2024	85,509	1,006,447	19,867,248	340,110,990
2015-2020	-0.1%	2.9%	2.0%	3.1%
2020-2024	7.3%	0.2%	-1.7%	2.6%
2015-2024	7.1%	3.1%	0.4%	5.8%

2) Proposed redevelopment activities may occur on both vacant and presently developed parcels. Existing improvements will be removed to accommodate new development under the Proposed Action, thus somewhat offsetting the incremental increase in overall growth from the new development.

the DOZ is subject to this policy. Refer to City website at https://www.newrochelleny.com/DocumentCenter/View/6817/Economic-Opportunity?bidId=

3) Planned growth in the DOZ is consistent with the existing City of New Rochelle Comprehensive Plan and the updated Recommended Action Plan (RAP) for the downtown area.
4) The DOZ is centered around transit, walkability, creation of a "sense of place" and quality of life, and establishment of collective live, work, shop and recreate opportunities in proximity to one another, thus reducing dependence on automobiles and providing for more sustainable development.

In balancing the assessment of growth and its impacts, responsible growth through social, economic, and environmental factors is critical. These factors will lead to a finding that properly planned, incremental growth accompanied by revitalization in older urbanized areas of New Rochelle is beneficial to the entire City.

Cumulative impacts result from the collective effect of multiple actions. The adoption of the DOZ, and the current proposal for its expansion and other revisions, has involved a comprehensive environmental review process for a wide area of the City, which analyzes the potential cumulative impacts of build-out under a 2026 TDS for the full range of environmental parameters. Thus, this SDGEIS accounts for cumulative impacts, and no further analysis of such impacts is necessary under SEQRA.

4.4 Energy Use and Conservation, and Greenhouse Gas Emissions

4.4.1 Energy Use and Conservation

To a large extent, the Proposed Action, although potentially leading to additional development, will help to promote energy conservation through the use of more contemporary energy-efficient equipment, appliances and lighting, concentration of mixed-uses in one location to create a more centralized, self-sustaining development pattern, and increased pedestrian connectivity. Smart growth, mixed-use development such as the one that is promoted through the DOZ reduces transportation-based greenhouse gas (GHG) emissions by reducing private vehicle usage. It also enhances access to jobs and services without the need to drive. Future Site Plan applications will be reviewed against the goals of the City's GreeNR Sustainability Plan and comply with Sustainable Development Standards, and the minimum sustainable development requirements must be achieved by providing equivalency of Leed-ND v4 Silver.

Although energy consumption is anticipated to increase due to development associated with the Proposed Action, all new building construction will be required to conform to applicable State-wide and City energy codes. The New York State Energy Conservation Construction Code is promulgated by the State Fire Prevention and Building Code Council pursuant to Article 11 of the New York State Energy Law. The 2020 Energy Conservation Construction Code of New York State ("ECCC") is now in effect. The ECCC addresses the design and construction of energy-efficient building envelopes and the installation of energy-efficient mechanical, lighting and power systems through requirements emphasizing performance. The ECCC establishes minimum requirements for energy-efficient buildings using prescriptive and performance-related provisions. In 2021, the City adopted the NYStretch Energy Code, which fosters future development in a manner that protects public health, meets energy and climate goals and aligns with the City's ongoing sustainability efforts; the NYStretch Energy Code goes beyond the requirements of the 2020 ECCC.

Buildings constructed under the DOZ will continue to be required to comply with the above regulations and standards, thereby minimizing energy use, including the use of energy-efficient building materials (e.g., insulation, windows, weather stripping, door seals, etc.) and mechanical systems (e.g., heating, ventilation and air conditioning systems, water heaters, etc.).

New development and redevelopment under the amended DOZ needs to meet the requirements of the Sustainable Development Standards in accordance with Section 175.11J(2), "Potable Water Consumption Reduction," of the City Code, which requires the use of high-efficiency products for indoor water fixtures. Installation of low-flow equipment reduces unnecessary water loss, which translates into conservation of the energy resources required to heat some of this water. Additionally, the DOZ includes a provision (Section 175.11J(3), "Heat Island Reduction," of the Code) that requires a minimum 50 percent heat island reduction through a combination of new plantings/shade trees, open grid pavement systems, vegetated roofs, and/or other approaches which conserve energy.

The following general energy-conservation measures shall be incorporated as part of standard development practices for new construction under the Proposed Action:

- Utilize energy-efficient and cleaner-burning natural gas systems;
- Reduce energy consumption through use of superior building insulation materials (i.e., wall insulations, insulated windows, weather stripping, door seals, etc.);
- Install water-saving devices such as low-flow toilets, automatic faucet shut-offs and related equipment to reduce unnecessary water loss and resultant pumping energy loss;
- Utilize energy-efficient, low-wattage bulbs for facility exterior illumination and interior lighting wherever possible; and
- Consider incentive-based use of "green development" options such as green roofs, grey-water and rainwater recycling, roof gardens, community gardens, and similar measures in accordance with the Existing DOZ requirements and GreeNR Sustainability Plan goals.

As discussed above, future site-specific development undertaken pursuant to the Proposed Action and contemporary building and energy codes will result in substantial energy-saving features, which may include building materials, site and project layout and design characteristics, mechanical systems and use and maintenance procedures.

In terms of short-term impacts, there will be an increase in energy use during future site-specific construction activities. However, these impacts will be temporary, with the timeframes depending on the type and scale of the project being constructed.

4.4.2 Greenhouse Gas Emissions

The Proposed Action does not substantively affect the anticipated generation of greenhouse gas emissions (GHG) compared to what can occur under the current zoning. Therefore, the following discussion focuses on assessing such impacts as a result of development in the amended DOZ.

Energy generation and demand associated with potential development under the Proposed Action is anticipated. Related to this is the generation of gaseous emissions from power sources and buildings that would be built as a result of any future development in the DOZ.

Fuel combustion would also result from the Proposed Action. These emissions are a scientifically well-established contributor to global climate change through a mechanism known as "the greenhouse effect," and are termed "greenhouse gases." The following description and discussion of greenhouse gasses ("GHG") is taken from the document, "Guide to Assessing Energy Use and Greenhouse Gas Emissions in Environmental Impact Statements".[59]

Global climate change is emerging as one of the most important environmental challenges of our time. There is scientific consensus that human activity is increasing the concentration of GHGs in the atmosphere and that this, in turn, is leading to serious climate changes. Climate change will continue to adversely affect the environment and natural resources of New York State, the nation, and the world.

There are six main GHGs: carbon dioxide (CO_2), nitrous oxide (N_2O), methane (CH_4), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Evaluation of the emissions of each of these GHGs could potentially be included in the scope of an EIS.

Emissions of CO_2 account for an estimated 89 percent of the total annual GHG emissions in New York State. The overwhelming majority of these emissions, estimated at 250 million tons of CO_2 equivalent per year, result from fuel combustion. Overall, fuel combustion accounts for approximately 89 percent of total GHG emissions. (N_2O and CH_4 also result from fuel combustion.) Additional GHG sources include electricity distribution (SF_6); refrigerant substitutes (HFCs); the management of municipal waste, municipal wastewater, and agriculture (CH_4 and N_2O); natural gas leakage (CH_4); and others.

The SEQRA regulations require that lead agencies identify and assess adverse environmental impacts, and then mitigate or reduce such impacts to the extent they are found to be significant. Consistent with this requirement, SEQRA can be used to identify and assess climate change impacts, as well as the steps to minimize the emissions of GHGs that cause climate change. Many measures that will minimize emissions of GHGs will also advance other long-established State policy goals, such as energy efficiency and conservation, the use of renewable energy technologies, waste reduction and recycling, and smart and sustainable economic growth. This policy is not the only State policy or initiative to promote these goals; instead, it furthers these goals by providing for consideration of energy conservation and GHG emissions within EIS reviews.

In general, it is important that new development proposals consider building designs and practices that reduce GHG emissions. GHG emissions result from combustion of fossil fuels, including direct and indirect emissions from stationary and mobile sources.

Development under the Proposed Action will consist of relatively clean land uses and will be designed to limit GHG emissions by providing a more walkable, interconnected mixed-use environment that is also served by transit, and is within walking distance of existing public amenities. A key goal of the Proposed Action is to provide for residential development with relatively convenient access to a wide variety of

[59] https://www.dec.ny.gov/docs/administration_pdf/eisghgpolicy.pdf

goods and services, employment opportunities and other basic residential needs and conveniences. Site-specific development under the Proposed Action will:

- Further the goals of the New Rochelle GreeNR Plan and comply with Sustainable Development Standards
- Meet project-level Leed-ND v4 Silver equivalency
- incorporate mandatory NYS Energy Code features;
- comply with a modern form-based code that encourages energy-efficient design and resource conservation and supports an active pedestrian environment;
- Reduce the urban heat island effect by maintaining pervious, vegetated open space and locating parking beneath buildings as practicable, rather than creating large expanses of blacktop for surface parking; and
- implement mixed-use projects that promote a jobs/housing balance and one-stop for multiple destinations.

These factors are expected to help to reduce inefficiencies associated with older, more conventional development patterns and will promote sustainability that minimizes the impact of energy generation/consumption and GHG emissions.

The following additional measures could be considered, where practicable, to ensure reduction of GHG emissions on or off-site at energy producing facilities:

- Recycle demolition materials on-site to the degree practicable, to reduce use of new construction materials (which involves energy expenditure) and reduce energy expenditure for removal, disposal and handling.
- Use construction materials that minimize the consumption of fossil fuels in their manufacturing process and/or that are produced locally or in the region.
- The Proposed Action would increase the amount of residential development within the downtown as compared to the 2024 TDS, which will help reduce automobile dependence by locating residences along bus routes and near bus stops, existing and proposed pedestrian facilities, essential goods and services, and in proximity to the train station.
- Reduce landscape maintenance through use of vegetated swales and/or rain gardens as stormwater pretreatment (and possibly rain harvesting for irrigation), planting of vegetation that is native or well-adapted to actual site conditions, thus reducing irrigation requirements and resultant pumping that requires expenditures of energy.
- Utilize building color/textures, plant street trees and employ other architectural and landscaping measures to reduce summer heat island effect that will moderate summer cooling needs.
- Maximize the use of interior daylighting and motion sensors to reduce the need for interior lighting.
- Use high-albedo roofing materials to reflect sunlight and solar gain, thereby reducing air conditioning demands in the summer.

Instituting the measures listed above will ensure that future site-specific development under the amended DOZ will conserve energy resources. Such practices will also reduce GHG generation which, in turn will have region-wide beneficial impacts.

5.0 ALTERNATIVES

5.1 Introduction

SEQRA and its implementing regulations at 6 NYCRR Part 617.9(b)(5)(v) require an examination of reasonable alternatives to the proposed action that are consistent with the objectives and capabilities of the project sponsor. This element of environmental review provides the context and framework for identifying, comparing, and contrasting viable project alternatives and plays an essential role in project planning and the identification of potential environmental impacts and the techniques and strategies to prevent or properly mitigate them. Alternatives investigations provide a broader foundation for informed decision-making by the Lead Agency and other involved agencies and can include a wide range of project modifications and improvements. Alternatives may involve the use of a different project site; changes to project size, scale, density and/or intensity; changes to the type of land use; variations in building form and design; alternative alignments and orientations of structures and facilities; use of different technologies or methodologies; adjustments to project timeframes and phasing; or any other changes that are appropriate.

SEQRA specifically requires a comparative assessment of what it refers to as the "No Action Alternative." In fact, this is the only alternative that is required to be included in a DEIS under the SEQRA regulations, at 6 NYCRR §617.9(b)(5)(v). The inclusion of any other alternatives in a DEIS is optional, depending on the nature of the given proposed action, and at the discretion of the Lead Agency. The No Action Alternative provides the basis for characterizing and evaluating anticipated site changes and the possible impacts and benefits that are likely to result in the reasonably foreseeable future in the absence of the Proposed Action. Finally, SEQRA requires that discussions and analyses of alternatives be conducted at a level of detail that is sufficient to allow for the comparison of project benefits and impacts by the Lead Agency and all involved decision-making entities.

As a Supplemental DGEIS, this document is based in large measure upon the previous investigations and analyses performed pursuant to SEQRA for:

(1) the 2015 original DOZ, encompassing the DO-1 through DO-6 Zones, as reflected in the September 2015 DGEIS and November 2015 FGEIS, culminating in the Findings Statement adopted by the City Council in December 2015.

(2) the Supplemental DGEIS for 2021 Downtown Overlay Zone (DOZ) Zoning Code & Zoning Map Amendments, which involved changes to the existing DOZ, adoption of an additional DO Zone ("Waterfront Overlay District" or "DO-7") and adoption of associated Zoning Code amendments. This SDGEIS culminated in the Findings Statement adopted by the City Council in December 2021.

(3) the Supplemental DGEIS for 2024 Downtown Overlay Zone (DOZ) Zoning Code & Zoning Map Amendments, which involved changes to the existing DOZ, adoption of an additional DO Zone ("Lincoln Neighborhood District" or "DO-8") and adoption of associated Zoning Code amendments. This SDGEIS culminated in the Findings Statement adopted by the City Council in March 2024.

Consistent with the scope and content of the 2015 DGEIS, 2021 SDGEIS, and 2024 SDGEIS, the evaluation of alternatives in this chapter of the SDGEIS provides a comparison of the current Proposed Action in reference to a No-Action Alternative, as discussed below.

5.2 Description of No-Action Alternative

The No-Action Alternative assumes that the Proposed Action is not undertaken, and that development within the DOZ would continue to occur under the current provisions of the City Code and the currently adopted DOZ boundaries, zoning text, and Theoretical Development Scenario ("TDS"). Under the No-Action Alternative, the following elements of the Proposed Action would not be adopted:

Zoning Map Amendments

- The DO-1 Transit District would not be expanded east across North Avenue along the rail corridor to Bally Place (i.e., the area currently mapped within the DO-2 District would remain DO-2).
- The proposed DO-1 area crosshatch and associated mapping changes, including any mapped civic space and/or pedestrian way connection to the North Avenue Bridge and Transit Center, would not be established.
- The DO-8 District would not be expanded westward along Washington Avenue to approximately the mid-block between Webster Avenue and Warren Street, and northward to Sickles Place, with the southern edge extending to Van Guilder Avenue (i.e., the DO-8 boundary would remain as currently mapped).
- The portion of the DO-5 subdistrict bounded by Memorial Highway, Sickles Avenue, May Street, and Burling Lane would not be remapped to DO-8, and parcels bounded by Morris Street, North Avenue, and Rochelle Place would not be remapped from DO-5 to DO-8.
- The Zoning Map changes related to storefront requirements and frequent entryways requirements (including changes to the DOZ Standards Map to concentrate "storefront required" frontages and convert other frontages to "frequent entryways required," as applicable) would not be adopted.

Zoning Text Amendments

- Amendments applicable to large retail occupancies of 20,000 square feet or greater, including changes to ground-floor frontage design standards (e.g., entryway spacing standards), would not be adopted.
- Changes intended to encourage "missing middle" housing through modifications to maximum allowable stories (including bonus stories) under Development Standard 1 (including applicability in DO-2 through DO-6 and DO-8) would not be adopted.
- The definition changes to Storefront Frontage (including allowance for ground-floor occupancy by uses not exclusively retail or restaurant) would not be adopted.
- The new definition of Contiguous Public Frontage and related civic space/storefront frontage amendments intended to strengthen public realm connectivity would not be adopted.
- Amendments removing the waterfront fee reference from Zoning Code §331-27.1 for DO-1 through DO-6 and DO-8 (as applicable), consistent with current City Code Chapter 133 (Fees), would not be adopted.

- Amendments integrating updated sustainability provisions (including requirements related to Sustainable Development Standards and equivalency with LEED-ND v4 Silver, as applicable) would not be adopted.
- Amendments adjusting parking-related provisions, including changes to valet parking credits and related curb management/circulation clarifications, would not be adopted.
- The proposed increase of 25 percent to Fair Share Mitigation fees would not be adopted.

TDS

- The TDS would not be recalibrated to reflect observed absorption patterns and current market conditions, including the reduced assumptions for certain non-residential uses and modest increases in residential assumptions in targeted locations, as applicable.
- The planning/analytical adjustments within the TDS for portions of DO-2 that have experienced substantial redevelopment (including removal of additional residential unit types as an analytical assumption) would not be incorporated into the TDS.
- For purposes of environmental analysis, the revised assumptions regarding the location of development within DO-8 (including the adjustment of assumed development west of Memorial Highway pending completion of additional capacity/infrastructure analysis) would not be reflected in the TDS.

Accordingly, under the No-Action Alternative, the City would continue implementation of the DOZ under existing adopted zoning provisions and previously adopted TDS assumptions.

5.3 No-Action Alternative Impact Analysis

As outlined in Chapter 2.0: Description of the Proposed Action, Section 2.1 and in the 2026 RAP Update (see Appendix A), the City has outlined a strategy to implement growth strategies that expand beyond the transit center, support mixed-use development within the Downtown Overlay Zone, and address expanded demand for residential uses in proximity to transit, public infrastructure, and the necessities of daily life. In order to successfully continue to implement the City's long-term goals of managed growth, the City has identified the need to re-evaluate market conditions and provide opportunities for additional growth through refinements to the DOZ framework. Without the proposed modifications to the 2026 TDS and associated zoning text and zoning map refinements, continued investment and redevelopment in the downtown area may slow considerably. Conversely, the No-Action Alternative would be expected to result in a slower pace of redevelopment than that which would occur under the Proposed Action, and underutilized properties within the DOZ would be less likely to transition in a manner consistent with the City's long-term planning objectives for downtown New Rochelle.

The modifications to the 2026 TDS are proposed to recalibrate the allowable development potential to be more in line with current market trends and conditions. The market has continued to shift away from office and other commercial uses and an oversaturation of ground floor retail space has led to high commercial vacancy rates in the downtown. Absent these changes, the No Action alternative is expected to result in a reduction in investment and growth in the downtown area and would not address the demand for additional residential units in the DOZ.

Other non-residential uses that were originally contemplated in earlier iterations of the TDS have experienced substantially lower demand to date. Without the proposed recalibration of development assumptions reflected in the 2026 TDS, continued reliance on outdated land-use allocations would be expected to slow the rate of redevelopment of underutilized properties and constrain the City's ability to respond to current market conditions. As a result, downtown growth as envisioned by the 2026 RAP Update (see Appendix A) would be expected to proceed at a slower pace under the No-Action Alternative.

Absent these changes, continued reliance on previously adopted TDS assumptions would not reflect observed absorption trends, particularly the stronger-than-anticipated demand for residential development and reduced demand for certain commercial uses. As a result, the No-Action Alternative would constrain the City's ability to facilitate redevelopment of underutilized and City-owned properties in a manner consistent with current market conditions and would reduce predictability for applicants seeking to advance projects aligned with the City's downtown planning framework.

In addition, under the No-Action Alternative, refinements to zoning standards intended to improve urban form, strengthen retail viability, attract large-format retail to the downtown, and enhance predictability for applicants would not be implemented. The absence of these refinements would limit the City's ability to guide development toward formats and scales that reflect observed development patterns and implementation experience gained since adoption of the DOZ.

Accordingly, under the No-Action Alternative, development within the DOZ would continue to be governed by existing zoning provisions and previously adopted TDS assumptions that no longer fully reflect current market demand or reasonably foreseeable buildout conditions. While some development would be expected to continue under existing regulations, the pace, scale, and configuration of redevelopment would be less aligned with the City's long-term planning objectives for downtown New Rochelle than under the Proposed Action.

Comparison of Impacts

The No-Action Alternative is assessed below based on the various impact parameters considered throughout this SDGEIS:

- Under the No-Action Alternative, the DOZ boundaries, zoning text, standards map frontage designations, Sustainable Development Standards, and the currently adopted TDS would remain in effect, and redevelopment would continue under existing DOZ provisions and underlying zoning. Under the Proposed Action, targeted zoning map and text amendments and the revised 2026 TDS would refine (but not expand) the range of permitted land uses, adjust development standards and frontage requirements in specific locations, and codify updated sustainability requirements (LEED-ND v4 Silver equivalency and furtherance of GreeNR goals). As discussed in Section 3.1, both scenarios would maintain a mixed-use land use framework and would not introduce land use incompatibilities or significant adverse land use or zoning impacts.

- Under the No-Action Alternative, development would proceed under existing DOZ development standards and previously adopted TDS assumptions, and visual character and shadow conditions would remain within the parameters evaluated in prior GEIS/SGEIS reviews. Under the Proposed

Action, visual character changes would be guided by the existing form-based DOZ framework (including regulating plan and frontage standards) and would include localized DO-8 boundary/remapping actions and a new Pedestrian Way connection in the DO-2 to DO-1 remapping area. As documented in Section 3.2, the DO-2 to DO-1 remapping would not change maximum allowable height, and areas with increased heights (limited DO-8 remapping areas) are subject to the same screening methodology and site-specific shadow analysis requirements previously applied in the 2015 GEIS and subsequent SGEISs. Neither scenario is anticipated to result in significant adverse visual character or shadow impacts.

- The No-Action Alternative would introduce fewer persons and employees as compared to the Proposed Action. In turn, the reduced number of residents and employees would demand less in goods and services, and would not generate the significant economic benefits, direct and indirect, to the City's economy which are anticipated under the Proposed Action, as described in detail in Section 3.4, Socioeconomics. Likewise, under a different build scenario such as the No-Action Alternative, other fiscal benefits, including construction employment and material expenditures, would also be reduced and would not benefit those seeking employment or create the employment opportunities that the Proposed Action anticipates.

- In association with the lower resident population resulting from the decreased residential development as noted above, the No-Action Alternative would generate fewer school children than is expected to occur under the Proposed Action. However, as documented in Section 3.3.1.7 and Section 3.3.2.7, public school enrollment in the City School District of New Rochelle has declined substantially over the past decade, with total K-12 enrollment decreasing by approximately 9.4 percent between 2015 and 2024 despite previously approved DOZ development. As discussed in detail in Section 3.3.2.7, the incremental number of school-aged children projected under the Proposed Action would not exceed existing school capacity and would be absorbed within the context of declining enrollment trends. Any such impact under the Proposed Action would be offset by increased tax revenues and fair share mitigation payments allocated for the New Rochelle School District generated by the additional development associated with the 2026 TDS.

- The City has undertaken sewer enhancements to address sanitary capacity and aging infrastructure, supported in part by fair share mitigation fees associated with DOZ development. These types of improvements have the added benefit of replacing antiquated infrastructure and reducing inflow and infiltration within the City's sanitary sewer system. With the prospect of little or no development/redevelopment occurring under the No-Action Alternative, the pace at which such improvements could be funded and implemented would be reduced.

- As compared to the Proposed Action, the No-Action Alternative would be expected to result in a greater number of vehicle trips as compared to the Proposed Action. The updates to the 2026 TDS are estimated to generate approximately 13 percent less vehicle trips during the AM and PM peak hours compared to the 2024 TDS. While there is an increase in residential units, the reduction in trips generated can be attributed to reducing some of the land uses that have higher trips rates, such as restaurants and medical office space. Whether development occurs under the Proposed

Action or the No-Action Alternative, potential traffic impacts can be mitigated as needed during individual site plan reviews by ensuring adequate access and other improvements designed in accordance with City standards and specifications and funded through fair share mitigation payments.

- As with the Proposed Action, the No-Action Alternative would be required to provide supporting infrastructure (i.e., water supply, sewage disposal, stormwater management, etc.) in compliance with the City Code. Although the No-Action Alternative would be expected to place a lower demand on community services in the Existing DOZ, the Proposed Action provides additional funding through Fair Share Mitigation Funding, including a 25% increase in such fees, additional Community Benefit Bonus fees, developer-funded investments and increased property and sales taxes that contribute to much needed capital improvements, new City equipment and facilities, and/or increased staffing. Increases to the Fair Share Mitigation fees and Community Benefit Bonus program, would not be implemented, resulting in lower available funding for a variety of important programs, including stormwater and sewer system infrastructure improvements, enhancements to police and fire protection, and community benefit programs.

- As with the Proposed Action, the No-Action Alternative would be subject to current energy and building codes. However, the Proposed Action includes updates to the Sustainable Development Standards that explicitly require projects within the Downtown Overlay Zone to demonstrate equivalency with LEED-ND v4 Silver and to further the goals of the City's GreeNR Sustainability Plan. These standards are intended to embed sustainability, resilience, and environmental performance considerations directly into zoning controls. Such requirements would not be implemented under the No-Action Alternative, and development would continue to be governed by existing codes without the additional sustainability framework introduced by the Proposed Action.

- The City has an effective noise ordinance that will be implemented under the Proposed Action as it would be for development under existing zoning (No Action). Air emissions have not been identified as a critical issue under existing conditions, and it is expected that planned growth under the Proposed Action will result in less dependence on the automobile and construction of energy-efficient buildings that use less heat and generate less emissions. Site-specific development, under either scenario, would be required to mitigate potential impacts, including appropriate traffic mitigation measures, which would moderate increases in air pollutants and noise levels. The Proposed Action, with its focus on promoting the pedestrian environment, is designed to improve the streetscape and urban fabric, which is intended to encourage walking whenever feasible. This specific goal would not be significantly advanced under the No-Action Alternative.

- Both the No-Action Alternative and the Proposed Action would be subject to the same City restrictions and requirements related to construction hours, noise control, erosion control, locations and mitigation requirements for displaced parking and construction worker parking, staging areas, materials storage and dust control, etc. The same roadways would be used by construction-related traffic, so that the same potential impacts (in terms of types, location, etc.)

would be expected, and the same or similar mitigation measures would be employed to address them. Given the anticipated increase in overall development under the Proposed Action, the extent and duration of construction is expected to be longer than would occur under the No-Action Alternative. However, in both cases construction-related impacts would be temporary and would be appropriately mitigated.

Overall, while the No-Action Alternative would involve a reduced potential for certain environmental impacts, this scenario would be less beneficial than the Proposed Action from several important perspectives. In particular, maintaining the status quo of the existing zoning within the DOZ would not meet the City's overall planning objectives and would not advance the City's goals as outlined in the 2026 RAP. The No-Action Alternative also would not render the significant financial advantages that are expected from the Proposed Action, including continued real estate and infrastructure investments in the downtown, new jobs created, new housing and business opportunities, among others.

Accordingly, based on the foregoing analysis, the No-Action Alternative is not considered to be a reasonable or viable option for the City; and when compared overall to the No-Action Alternative, the Proposed Action will provide maximum benefits while minimizing adverse impacts to the degree practicable, consistent with the requirements of SEQRA.

6.0 FUTURE ACTIONS

This document is a Supplemental Draft GEIS (SDGEIS) that analyzes the potential impacts associated with the adoption of amendments to the City of New Rochelle Zoning Code and Zoning Map. The Proposed Action also includes modification of the Theoretical Development Scenario (TDS) to account for changes in estimated uses as a result of the zoning amendments, as compared to the 2024 TDS on which previous analyses were based.

After preparation of the Final GEIS, the SEQRA process will culminate with the Lead Agency issuing a Findings Statement. Title 6, New York Code of Rules and Regulations ("6 NYCRR") Part 617.10(c), states that "*Generic EISs and their findings should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance. This may include thresholds and criteria for supplemental EISs to reflect specific significant impacts, such as site specific impacts, that were not adequately addressed or analyzed in the generic EIS*."

More specific guidance is provided in 6 NYCRR §617.10(d) of the SEQRA regulation, which states that "*When a final generic EIS has been filed under this part:*

1) *No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement;*
2) *An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the findings statement for the generic EIS;*
3) *A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;*
4) *A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts."*

It is expected that the Findings Statement will contain conditions that establish thresholds and requirements for supplementary impact analyses, where necessary, and mitigation measures for future site-specific development that is proposed in accordance with the Proposed Action. Future site-specific development applications will undergo SEQRA evaluation to determine the appropriate level of environmental review in conformance with 6 NYCRR §617.10(d). If potential significant adverse environmental impacts are identified that were not previously or adequately analyzed as part of this SEQRA review, additional site-specific review, potentially including technical studies and/or a Supplemental GEIS, may be required. The information submitted with the application for each such future project will be used by the entity having jurisdiction as the basis for this determination.

The following, which may be required for future site-specific SEQRA review is limited to only the impact analyses prepared in this SDGEIS. The Future Actions set forth in the SEQRS Findings Statement for the 2015 GEIS, 2021 and 2024 SGEISs as are also incorporated herein by reference for the impact areas not

expressly repeated in this SGEIS (i.e. geology, Geology, Soil, Topography and Water Resources, parking, air quality, and noise).

Land Use & Zoning

- Development Standards Verification: Developers that seek to participate and benefit from the DO Zones will be required to submit applications which demonstrate that the proposed project complies with the Sustainable Development Standards contained in the amended Zoning Code as set forth in Appendix C of this SDGEIS.
- Density Incentive Verification: Redevelopment proposed under Development Standards 1, 2 and 3 will only be permitted for parcels that meet minimum site area and frontage requirements (see proposed see Zoning Code in Appendix C).
- Community Benefit Bonus Height Verification: Any developer that seeks to benefit from bonus heights within the DOZ will be required to submit an application which demonstrates that the proposed project provides one of the designated Community Benefits as permitted by the Commissioner of Development and approved by the Planning Board.
- Community Benefit Bonus (CBB) fees generated in DO-8 must be invested or applied within the DO-8 District.
- As part of the Site Plan Application for development with the DOZ, projects containing retail that are located in the newly mapped DO-1 Area shall submit an analysis by a qualified retail design firm demonstrating that the proposed retail space design and associated parking configuration are conducive to tenant attraction.

Community Character and Visual Resources

- All DOZ applications undergo two reviews by the Professional Architectural Review Committee (PARC). An applicant's architect is required to attend these meetings. Other members of an applicant's team and the applicant are encouraged to attend. The first is during the first internal review period and the second is during the revised plan review process. The purpose of this Committee is 'to assist and serve as an adjunct to the Planning Board in its review of the architectural features and physical details of applications'. The PARC process ensures that buildings developed under the DOZ are visually compatible and complimentary of the surrounding environment.
- Cultural Resource Assessments: Future projects that may potentially affect the integrity of a City designated historic district or landmark, including buildings of historic or architectural interest, must comply with standards and procedures set forth under Chapter 170, "Historic Districts and Landmarks," of the City of New Rochelle Code. This would include, as applicable, securing Certificates of Appropriateness from the City's Historical and Landmarks Review Board (HLRB) and performing future actions in accordance with specified conditions and standards. Applicants for Certificates of Appropriateness should also consult the City's publications entitled "Owning a Home in a Local Historic District" and "Design Guidelines" which are available from the City. Compliance to State and Federal standards may also be applicable for projects that adversely affect properties listed on the State and/or National Register of Historic Places, necessitating outreach and coordination with applicable agencies. Cultural resource evaluations may include contact with the New York State Historic Preservation Office ("SHPO") for review, input and

approval. If that entity deems it appropriate, additional analysis may be required, or revisions to the application may be deemed necessary by SHPO to avoid or mitigate such impacts. For future redevelopment or site disturbance on sites identified as located within an archeological buffer area that have not been previously disturbed or have had limited previous disturbance, a Phase IA (and possibly a Phase IB) cultural resource survey may be warranted.

- Archaeological Resource Assessment: For future redevelopment or site disturbance on sites identified as located within an archeological buffer area that have not been previously disturbed or have had limited previous disturbance a Phase IA (and possibly a Phase IB) cultural resource survey may be warranted.
- Shadow Impact Analysis: The potential for shadows cast by new buildings and structures to impact sun sensitive resources will be addressed during site-specific review of site plan applications. Mitigation may be necessary based on the results of site-specific analysis. Tables 3.2-2 and 3.2-3 in Section 3.2 Visual Resources and Community Character summarize the distance of "potential shadow impact area" from a sun-sensitive resource; any redevelopment located within such distance would require site-specific analysis of shadow impacts in accordance with the methodology outlined in the CEQR Technical Manual, Chapter 8.

<u>Community Services and Utilities</u>

- Education: Utilize the Fair Share Mitigation Fund and additional tax revenues generated by development in the DOZ to address capital costs associated with additional classrooms and assist with school district staffing over time as needed.
- Police Protection:
    - Encourage on-site private security for large projects and work cooperatively with the Police Department.
    - Fund Police Department needs through participation in the Fair Share Mitigation Fund and through additional property tax revenues that are generated.
    - The Police Department will have an opportunity to provide additional input on site- and project-specific development plans, thereby allowing for any additional site-specific mitigation measures that may be necessary.
    - Adequate but not excessive outdoor lighting should be required on-site and in open space areas to ensure the safety of future residents and visitors.
- Fire Protection:
    - The Fire Department will have the opportunity to review future projects to ensure that site- and project-specific concerns are addressed, including provisions for emergency access and egress, hydrant locations, sprinkler systems, fire alarms, and smoke and carbon monoxide detection, are properly addressed.
    - As development and population in the DOZ increase, assess Fire Department staffing needs to determine additional firefighters required per shift to maintain adequate fire protection. Utilize the Fair Share Mitigation Fund and increased tax revenues from redevelopment to add firefighters to the roster as needed, improve professional training and help to offset the costs of any additional fire and ambulance services that may be required.
- Water Supply:

- A "will-serve" letter from Veolia be submitted at the time of issuance of building permits.
- Future developments will be evaluated by the water company during Site Plan review to determine whether any water system improvements are necessary from the developer for individual projects (such as on-site installation of hydrants, water storage structures, and lateral connections that may be required). As a condition of Site Plan approval, the City shall require each developer of a project within the DOZ to pay set fees towards the cost of the necessary system improvements based on the size of the development, as specified by the 2019 Cooperation Agreement.
- During Site Plan review, compliance with the Sustainable Development Standards shall be verified in accordance with Section 175.11J(2), "Potable Water Consumption Reduction," of the City Code, which requires the use of high-efficiency products for indoor water fixtures to reduce total potable water consumption and unnecessary wastewater treatment. Additionally, compliance shall be verified regarding the requirement for a minimum 50 percent reduction in potable water consumption for outdoor irrigation based on a midsummer baseline case, using one or more options provided in Section 175.11J(2) of the City Code.
- Participation in the Fair Share Mitigation Program; program could be used to fund upgrades and help subsidize the hiring of additional staffing that could be needed to support future growth.

- Wastewater and Stormwater Management:
  - During Site Plan review all proposed sanitary sewer lines shall be comprised of extra heavy cast iron.
  - During Site Plan review the applicant shall provide a stormwater detention design to the satisfaction of the City Engineer.
  - During Site Plan review an applicant's engineer shall submit the existing and proposed sanitary sewer flows for inflow and infiltration removal.
  - During Site Plan review (or during Building Permit review, as appropriate), the use of high-efficiency water fixtures shall be verified in buildings to conserve water and reduce the volume of wastewater discharges.
  - Illicit discharges to the City's storm sewer system shall be identified and removed during site redevelopment, in conjunction with the installation of on-site stormwater infrastructure.
  - During the site plan review process, drainage plans for redevelopment projects shall be designed in accordance with the latest version of the New York State Stormwater Management Design Manual and City standards and reviewed by the City Engineer. Drainage plans (for projects involving one acre of disturbance or more) will include on-site pretreatment to address potential stormwater pollutant loading and reduce peak stormwater flows into the City's storm sewer system during significant rainfall events in accordance with New York State's 2024 Stormwater Management Design Manual. For those projects that involve more than one acre of site disturbance, a Stormwater Pollution Prevention Program ("SWPPP") shall be prepared to address post construction stormwater management and coverage under a New York State General Permit for Stormwater Discharges from Construction Activity pursuant to NYSDEC requirements.

  - The City will continue its stormwater infrastructure maintenance program, including sediment, trash and other debris removal to maximize the functionality of the municipal drainage system.
  - The City will continue its MS4 program to identify and remove illicit discharges to the City's storm sewer system and improve stormwater infrastructure.
  - As necessary, stormwater and wastewater infrastructure improvements shall be funded through the Fair Share Mitigation Fund and annual sanitary sewer and stormwater system fees, in addition to property tax revenues that are generated.

- Solid Waste Management:
  - Construction and demolition debris that can be recycled should be recycled.
  - All DOZ projects are required to contract with private carters for solid waste collection and disposal to reduce the burden on City services.
  - Participation in the Fair Share Mitigation Fund should have the flexibility to be used for solid waste management if this becomes a priority requiring fiscal assistance.
  - Trash receptacles should be provided within any future publicly accessible open space areas and routinely emptied to prevent litter dispersal.

- Recreation: Additional tax revenues generated by the development in the DOZ will help funding maintenance efforts for parks and recreational facilities. All site plan approvals are also required to pay into the open space and recreation fund per § 331-118.G.

- Electricity and Gas:
  - During Site Plan/Building Department review, compliance with NYStretch Energy Code and Section 175.11J.(3), "Heat Island Reduction," of the DOZ Code will be verified, which includes standards and specifications to reduce urban heat island effects by using acceptable roofing materials with adequate SRI values, planting shade trees, installing green roofs, and/or using open grid/pervious pavement.
  - During Site Plan/Building Department review, compliance with the New Rochelle GreeNR Plan and Sustainable Development Standards, as well as provide project-level equivalence to LEED-ND v4 Silver must be provided.

<u>Traffic</u>

- Supplemental Traffic Analyses: At the time a site-specific development application is submitted, supplemental detailed traffic studies may be required and will be reviewed and compared against the findings set forth in Section 3.5 Transportation of this SDGEIS and the updated Traffic Study contained in Appendix E of the 2024 SDGEIS.
- The adequacy of site access and pedestrian safety will be reviewed as a part of the individual Site Plan review process.

<u>Construction</u>

- Construction Management Plan: Such a plan may be required as part of the Site Plan review for each site-specific development project. A comprehensive Construction Management Plan would be comprised of a number of sub-plans, as necessary, and may include, but not necessarily be limited to,

a Construction Traffic Management Plan, SWPPP (for erosion and stormwater control both during and post construction), noise/vibration abatement plan, Soil Management Plan, Parking Management Plan, and/or Remediation Plan. Some of these construction management sub-plans are discussed in more detail elsewhere herein.

- Fugitive dust related to construction activities shall be mitigated using proper construction management techniques, erosion control measures, wetting of excessively dry soils, and conformance to City nuisance and construction requirements under the City Code.
- Excavated soils shall be handled, stockpiled, transported and disposed in accordance with a site-specific Soil Management Plan to be prepared by the developer and approved by the City prior to the commencement of excavation activities.
- Site clearing and other land disturbances will be phased to correspond directly with pending construction so that the exposure of bare soil to wind and rain is minimized to the degree practicable.
- To reduce the potential for soil erosion and sediment transport during and after site clearing, removal of existing structures and construction, a SWPPP will be required for each project or development site that involves one acre or more of disturbance. The SWPPP, to be prepared by the developer and approved by the City prior to the commencement of site disturbance activities, must include a detailed erosion and sediment control plan to identify the methods for sediment trapping, soil stabilization and best management practices to reduce the exposure of bare soils to the elements. The erosion control and phasing plans will be required to utilize the NYSDEC Guidelines for Urban Erosion and Sediment Control. Silt fencing, storm drain inlet protection, sediment traps and other appropriate measures will be implemented, and standard good housekeeping procedures and best management practices will be followed.
- Construction vehicle, equipment, materials and stockpile staging and phasing plans will be submitted to the City for review and approval during Site Plan reviews.
- Erosion controls will be inspected daily in accordance with the requirements of the City Code and the NYS General Permit for Stormwater Discharges from Construction Activity to ensure proper installation, function and maintenance of erosion controls during construction.

In summary, all future site-specific Site Plan applications for new development in the DOZ will continue to be required to adhere to SEQRA procedures and regulations. All such future development projects will also be subject to individual approval processes, including Site Plan review and site-specific impact review or consistency review with the Findings Statement to be issued upon completion of the SEQRA review of the Proposed Action. The SEQRA Findings Statement for this Proposed Action will incorporate all of the future action measures required in the previous SEQRA analyses of the DOZ, including the 2015 GEIS, and the 2021 and 2024 SGEISs.

Future applications that are submitted to pursue development in accordance with the DOZ, as amended, must conform with any applicable conditions set forth in the Findings Statement. Adherence to these requirements will ensure that future development under the Proposed Action complies with SEQRA, conforms to established land use controls, minimizes potential adverse environmental impacts to the maximum extent practicable, and is determined to be consistent with applicable local, county, state and federal regulations as well as the broader land use and other policy and community goals outlined in the Updated Recommended Action Plan and various other applicable City planning documents.

Development applications submitted on properties located within the DOZ that utilize the underlying base zoning are not evaluated in this SDGEIS. This has two important consequences: (1) a full and comprehensive review pursuant to SEQRA will have to be conducted for any such application without the benefit of the analysis in the GEIS process for the proposed DOZ Amendments; and (2) any development approved utilizing the underlying base zoning will not be counted toward the amount of anticipated development described in this SDGEIS (and ultimately covered by the Findings Statement). The thresholds and conditions established herein apply only to development approved in accordance with the proposed DOZ Amendments (including the 2026 TDS) and may not be applied toward development using the underlying zoning. Any development proposed beyond what is anticipated in the 2026 TDS will be subject to further supplemental review under SEQRA. For purposes of future SEQRA analysis, development utilizing the underlying zoning does not need to be factored into any consideration of cumulative impacts or Fair Share contributions.

Supplemental Draft Generic Environmental Impact Statement (SDGEIS)

City of New Rochelle
Westchester County, NY

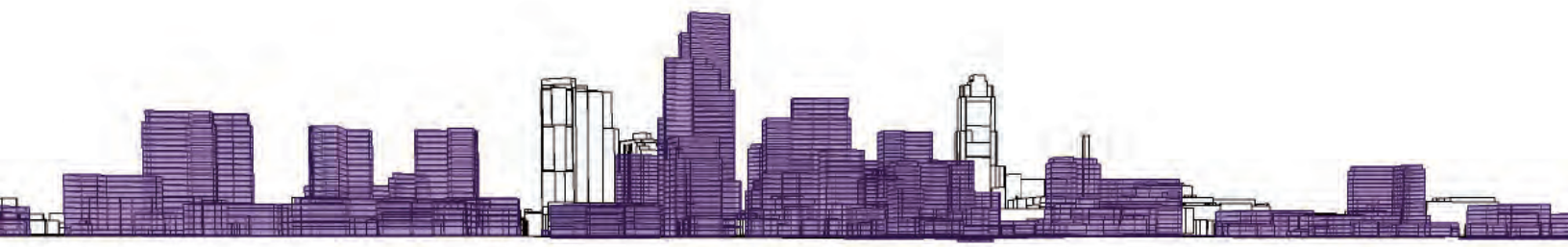
2026 Downtown Overlay Zone Amendments and Updated Theoretical Development Scenario

APPENDICES

January 26, 2026

Appendix A: 2026 RAP Update

RECOMMENDED ACTION PLAN



UPDATE 2026 - DOZ Amendments

EXECUTIVE SUMMARY **6 - 7**

2026 Update of the Development Strategy ***Updates to the DOZ***

SECTION 5 **10-11**

Development Strategy Update ***2026 Updates to the DOZ***

EXECUTIVE SUMMARY

2026 UPDATE OF THE DEVELOPMENT STRATEGY

Executive Summary

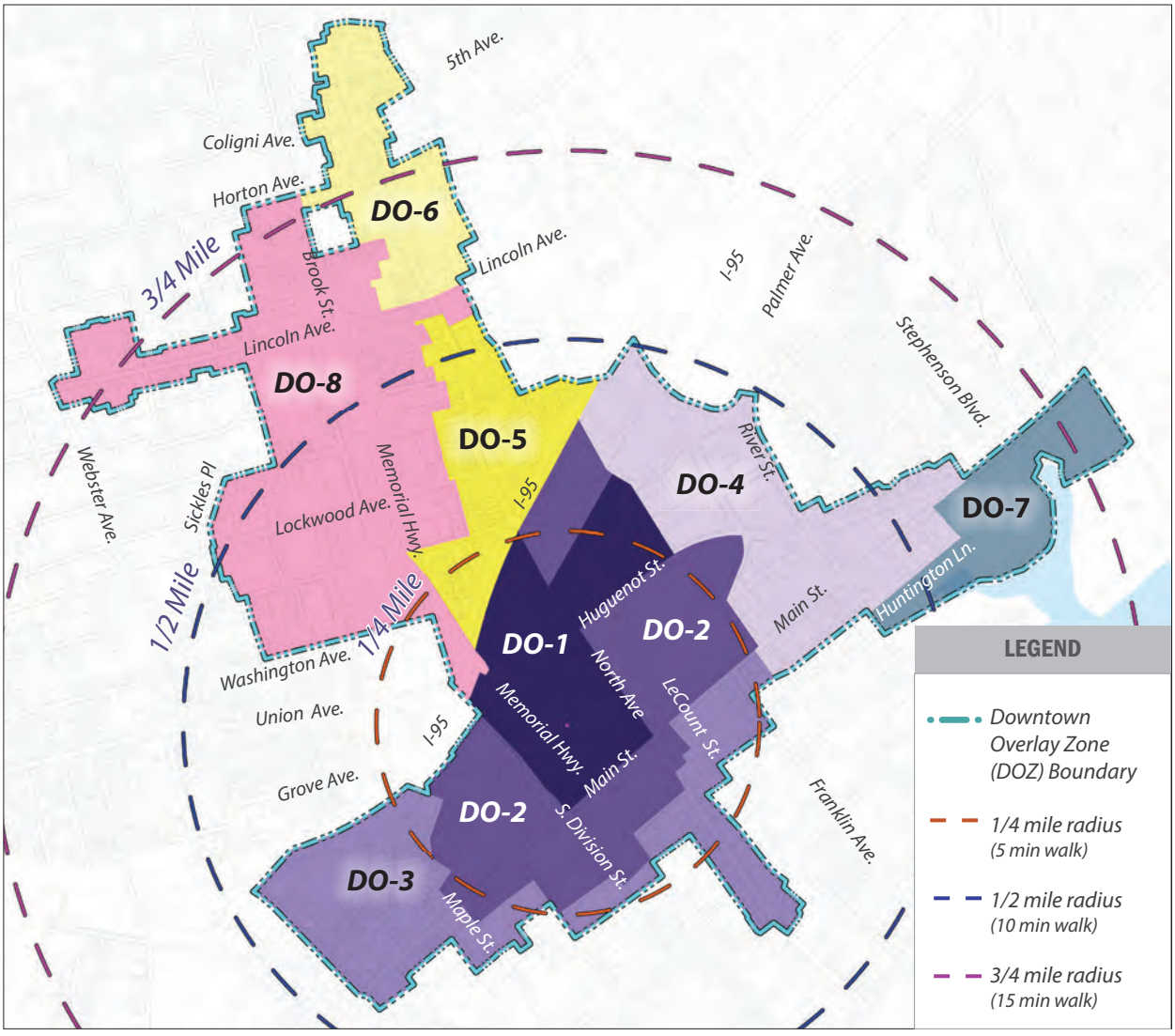
Updates to the Downtown Overlay Zone

Building on the DOZ's established framework, the 2026 Recommended Action Plan Update is guided by a clear set of planning objectives: enhancing design quality and urban form, strengthening retail performance and leasing feasibility, and improving long-term economic resilience. Consistent with these aims, the Update further seeks to align density with transit and infrastructure capacity, integrate climate/equity/sustainability standards, and increase predictability for applicants while reducing ambiguity.

To advance these goals, the City of New Rochelle City Council proposes targeted amendments to the City's zoning code and map that refine the DOZ and recalibrate the Theoretical Development Scenario (TDS) to better reflect current market conditions—without altering the overall intent, structure, or goals of the DOZ.

Since adoption of the DOZ, substantial development has occurred within the overlay area; drawing on this implementation experience, the City has identified the need to refine certain zoning provisions and update the TDS so that regulatory controls and environmental review assumptions remain aligned with actual development trends and foreseeable buildout conditions.

The proposed DOZ boundary (outlined in light blue) reflects revisions to the DO-1, DO-5, and DO-8 district boundaries, including a westward expansion of DO-8, and this 2026 RAP Update summarizes the proposed 2026 zoning code and map amendments.



DOWNTOWN DISTRICTS

- Downown Core District (DoCo) DO-1
- Downtown District DO-2
- Gateway Transition District DO-3

UPTOWN DISTRICTS

- River Street Commercial District DO-4
- Wellness District DO-5
- North of Lincoln District (NoLi) DO-6

WATERFRONT

- Waterfront District DO-7

NEIGHBORHOOD

- Lincoln Neighborhood District DO-8

Below is a summary of the strategic goals and key amendments included in the 2026 Downtown Overlay Zone updates.

Strategic Goals

- Enhance design quality & urban form
- Strengthen retail performance and leasing feasibility
- Improve long-term economic resilience
- Align density with transit and infrastructure capacity
- Integrate climate, equity, and sustainability standards
- Increase predictability for applicants and reduce ambiguity

Notable Amendments

Transit District Expansion (DO-1)

- Extend DO-1 east across North Avenue along the rail corridor to Bally Place
- Prioritize large-format retail, commercial anchors, and entertainment uses
- Height unchanged (28 stories max), but access to DO-1 capacity is earned through performance
- Increased Development Standard 3 minimum lot size (60,000 SF)
- Require retail parking on the retail floor entry + proof of retail viability via design analysis
- New civic space connection to the North Avenue Bridge & Transit Center

Retail + Urban Form Standards

- New Large Retail Occupancy Standard for sites of 20,000 square feet or larger to provide frequent entryways at a maximum of 150 feet between entrances
- Allow ground-floor residential townhomes in non-core retail zones
- Concentrate retail where it can succeed — quality over quantity

DO-8 Expansion & Density Calibration

- Expand DO-8 west to Sickles Place and south to Washington Avenue
- Rezone several parcels fronting North Avenue between Lincoln Avenue and Rochelle Place from DO-5 to DO-8.
- Rezone two blocks bounded by Memorial Highway, Burling Lane, May Street and Sickles Avenue from DO-5 to DO-8, In this area:
    - Development Standard 2/ Development Standard 3 heights increased with Community Benefit Bonuses (CBB)
    - CBB fees increase to $50/square foot of bonus-able space for both Development Standard 2 and 3
- 4-story transition adjacent to lower scale neighborhoods

Missing Middle Housing

- Increase the maximum allowable stories with bonus under Development Standard 2 through 6 and DO-8 to incentive mid-rise smaller format apartment or townhome-style buildings that could contain groundfloor residential uses, on smaller (5,000 square foot minimum) infill housing

Sustainability & GreeNR Integration

- All projects must further the goals of the City of New Rochelle GreeNR plan and its updates and meet Sustainable Development Standards
- Require project-level LEED-ND v4 Silver equivalency

Parking & Operations

- Regulate valet usage to improve curb management and circulation

Development Capacity & State Environmental Quality Review (SEQR)

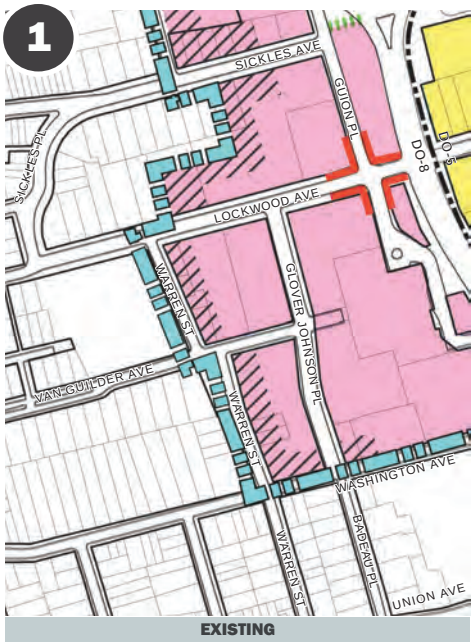
- Recalibrate Theoretical Development Scenario (TDS) to reflect actual absorption trends
- Update Fair Share Mitigation mechanism
- Limit on any new residential development within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west. No new residential units have been allocated to this area under the Amended 2026 Theoretical Development Scenario.

SECTION 5:

DEVELOPMENT STRATEGY UPDATE

Development Strategy Update
2026 Updates to the DOZ

In addition to the DOZ amendments previously discussed, the City is proposing several amendments to the DOZ boundaries as outlined below. Also note, that in most instances, the City is proposing to change "Storefront Required" portions of the map to "Frequent Entryways Required"(see changes on map from red line to black lines).



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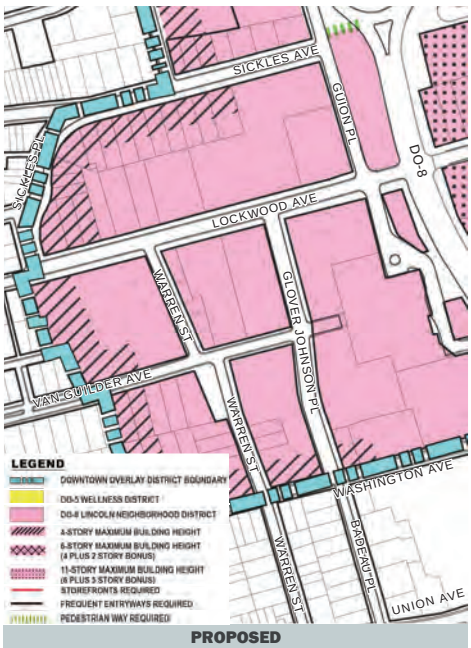
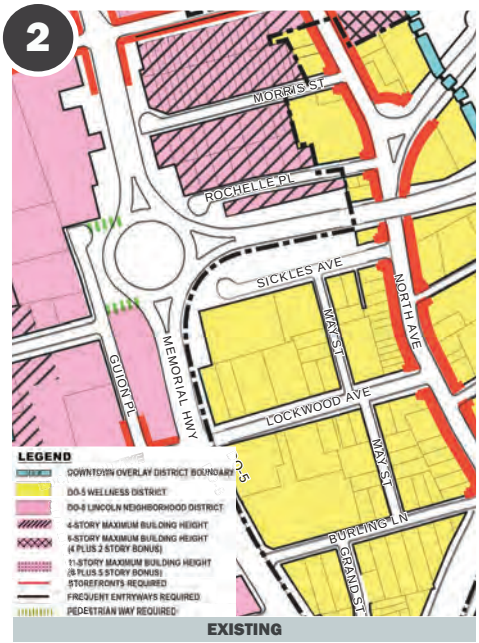


PROPOSED

Area 1 *- The DO-8 District would be extended westward to include properties along Washington Avenue to approximately the mid-block between Webster Avenue and Warren Street, and northward to Sickles Place. "Storefront Required" requirement at Lockwood Avenue and Guion Place would be removed.*



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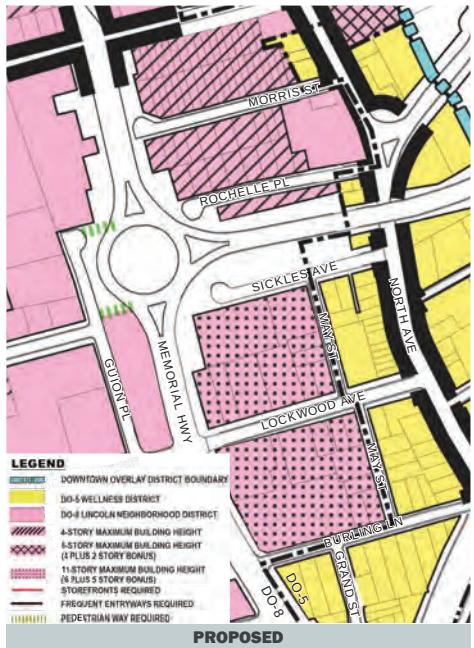
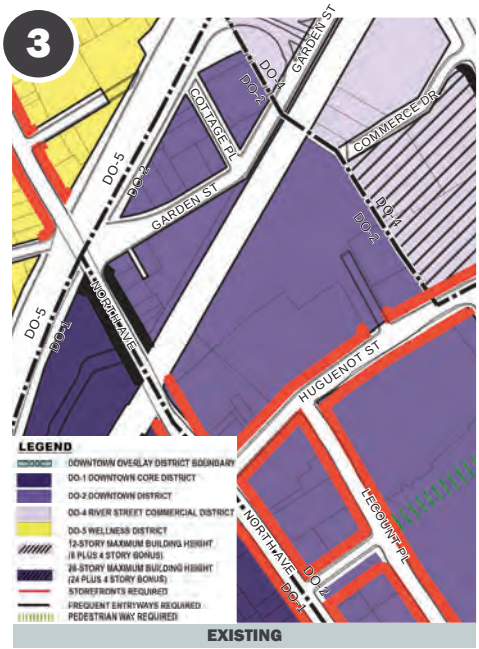


PROPOSED

Area 2 *- A portion of the DO-5 District bounded by Memorial Highway, Sickles Avenue, May Street, and Burling Lane would be remapped to DO-8. Additional parcels currently located within the DO-5 District, specifically the area bounded by Morris Street, North Avenue, and Rochelle Place, would be remapped to DO-8. "Storefront Required" requirement within the core downtown and north along North Avenue, and west along Lincoln Avenue will be changed to "Frequent Entryways Required". The "Storefront Required" requirements would remain within the DO-7 District.*



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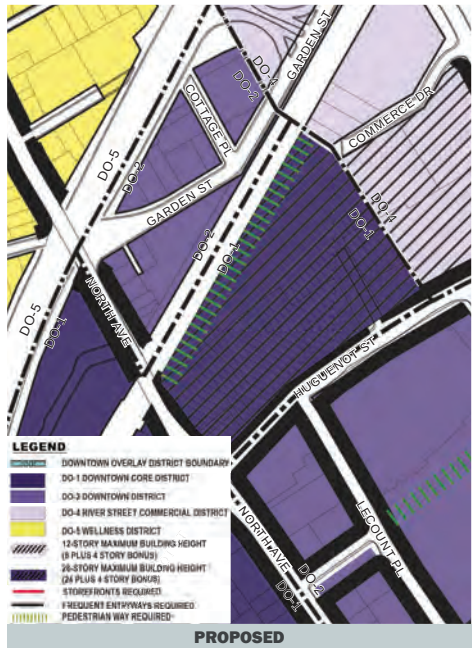


PROPOSED

Area 3 *- The DO-1 Transit District would be expanded east across North Avenue along the rail corridor to Bally Place, an area currently mapped in the DO-2 District. A new "Pedestrian Way Required" would be mapped requiring this area to provide a public civic space connection to North Avenue and the North Avenue Bridge and the Transit Center. "Storefront Required" requirement within the core downtown and north along North Avenue, and west along Lincoln Avenue will be changed to "Frequent Entryways Required". The "Storefront Required" requirements would remain within the DO-7 District.*

PURPOSE AND INTENT OF THE 2026 UPDATES TO THE DOWNTOWN OVERLAY ZONE

- *Support viable retail formats and strengthen design controls, reinforcing the principle of achieving higher quality and performance in exchange for density. This includes adjusting the DO-1/DO-2 boundary in the area of Huguenot Street east of North Avenue and refining/expanding DO-8 to better orient development toward LINC frontages. This expansion bolsters the requirement that fees generated in DO-8 stay within the community and concentrates value capture where the City is making significant infrastructure investments.*
- *Targeted removal of additional residential unit types from the Theoretical Development Scenario (TDS) in a portion of DO-2 that has already experienced substantial redevelopment. This is a planning intervention and not a development freeze. It does not affect existing projects or vested rights. The intent is to reassess saturation levels, infrastructure capacity, and the evolving urban form in this concentrated area, while removing any ambiguity that could imply project risk.*
- *Integration of the updated GreeNR framework into zoning controls, embedding climate resilience, racial equity, and environmental justice into land-use regulations. This ensures that development outcomes contribute to reductions in urban heat, improvements in air quality, access to green infrastructure, and equitable distribution of environmental benefits and burdens.*
- *Recalibration of the Theoretical Development Scenario (TDS) to correct the imbalance between residential and nonresidential demand. This adjustment reduces the capacity for certain nonresidential development while modestly increasing allowable residential amounts. It does not expand the overall TDS. The purpose is to ensure realism and manageability and align projected development with actual market conditions, rather than pursuing growth for its own sake.*
- *Adjusting the framework to promote housing diversity and support family-scaled, neighborhood-friendly development. This approach encourages "missing middle" building types as a design and urban form goal, which improves streetscape quality, enhancing the human scale of development, and creating more balanced, livable neighborhoods, rather than treating it solely as a housing category.*
- *Establishing limits on the use of valet parking as a regulatory clarification and a proactive curb-management strategy, helping to control traffic flow, improve safety, and enhance the streetscape experience.*

PROPOSED 2026 THEORETICAL DEVELOPMENT SCENARIO

Below is an overview of the proposed 2026 Theoretical Development Scenario (TDS) for the entire DOZ. The City proposes to recalibrate the TDS to reflect actual absorption patterns, correcting an imbalance between residential and non-residential demand. This recalibration would reduce capacity for certain non-residential uses while modestly increasing allowable residential development in targeted locations. Within the DO-2 District, there is a limit on any new residential development within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west. No new residential units have been allocated to this area under the Amended 2026 Theoretical Development Scenario.

RETAIL (SF)	477,500	RESIDENTIAL CONDOMINIUM UNITS (DU)	500
RESTAURANT (SF)	163,600	STUDENT HOUSING/SUPPORTIVE HOUSING (BEDS)	500
OFFICE NON-MEDICAL (SF)	381,000	ADULT CARE (SF)	270,000
MEDICAL OFFICE (SF)	272,000	INDEPENDENT UNITS (DU)	200
HOTEL (ROOMS)	600	INSTITUTIONAL (SF)	263,000
RESIDENTIAL UNITS (DU)	13,347		

Appendix B: EAF Part I, II, and III

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Proposed 2026 Downtown Overlay Zone (DOZ) Amendments and Updated Theoretical Development Scenario		
Project Location (describe, and attach a general location map): 400+/- Acres within the downtown portion of the City of New Rochelle - Downtown Overlay Zones (see attached Figure 2: Proposed Zoning Map), City of New Rochelle		
Brief Description of Proposed Action (include purpose or need): See attached project narrative.		
Name of Applicant/Sponsor: City of New Rochelle City Council	Telephone: (914) 654-2185 E-Mail: asalgado@newrochelleny.gov	
Address: 515 North Avenue		
City/PO: New Rochelle	State: NY	Zip Code: 10801
Project Contact (if not same as sponsor; give name and title/role):	Telephone: E-Mail:	
Address:		
City/PO:	State: NY	Zip Code:
Property Owner (~~if~~ not same as sponsor): Overlay Zones include various municipal & privately owned parcels (see attached figure)	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No	New Rochelle City Council, Adoption of 2026 DOZ Amendments	March 2026
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	Planning Board, Advisory Planning & Zoning Referral; City Counsel Advisory Zoning Referral	March 2026
c. City, Town or Village Zoning Board of Appeals ☐Yes ☑No		
d. Other local agencies ☑Yes ☐No	Water connections; NR WWTF, sewer; NRDPW, demo, bdg, SWPPP, sewer; HLRB, CA	Subsequent to Zoning Adoption
e. County agencies ☑Yes ☐No	Westchester County Planning Board, 239-m Planning Review/Referral	
f. Regional agencies ☐Yes ☑No		
g. State agencies ☑Yes ☐No		
h. Federal agencies ☑Yes ☐No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☑Yes ☐No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☑Yes ☐No

iii. Is the project site within a Coastal Erosion Hazard Area? ☑Yes ☐No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☑Yes ☐No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☑Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☑Yes ☐No

If Yes, identify the plan(s):

Existing Downtown Overlay Zones; Draft New Rochelle LWRP & State Coastal Boundary Area (DO-7 only); Long Island Sound Coastal Management Area (DO-7 only); City Coastal Hazard Area(DO-7 only); FEMA 100-year flood zone (DO-4 and DO-7 only); City Coastal Hazard Area (DO-7 only); City DPW Yard in proposed DO-7 is undergoing remediation in accordance with the Brownfield Cleanup Agreement between TP Echo Bay LLC and the NYSDEC.

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Existing Downtown Overlay Zones 1 through 8 (see attached figure)

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☑ Yes ☐ No
If Yes,
i. What is the proposed new zoning for the site? Rezoning of a portion of DO-2 to DO-1; rezoning of a portion of DO-5 to extension of DO-8 district

C.4. Existing community services.

a. In what school district is the project site located? City School District of New Rochelle

b. What police or other public protection forces serve the project site?
City of New Rochelle Police Department

c. Which fire protection and emergency medical services serve the project site?
City of New Rochelle Fire Department, New Rochelle EMS

d. What parks serve the project site?
Five Islands Park, Hudson Park Beach, Faneuil Park, Stephenson Park, Leif Ericsson Park, Ruby Dee Park at Library Green

D. Project Details **The action involves the proposed adoption of zoning text and map amendments to the existing Downtown Overlay Zone and modifications to the Theoretical Development Scenario. The Action will be subject to a Supplemental Generic Environmental Impact Statement, which will provide additional detail and analysis of potential impacts and mitigation.**

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)?

b. a. Total acreage of the site of the proposed action? _____ acres
b. Total acreage to be physically disturbed? _____ acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☐ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☐ No
i. If No, anticipated period of construction: _____ months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☐Yes ☐No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase	_____	_____	_____	_____
At completion of all phases	_____	_____	_____	_____

g. Does the proposed action include new non-residential construction (including expansions)? ☐Yes ☐No

If Yes,

i. Total number of structures _____

ii. Dimensions (in feet) of largest proposed structure: _____height; _____width; and _____ length

iii. Approximate extent of building space to be heated or cooled: _____ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐Yes ☐No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐Surface water streams ☐Other specify:

_____

iii. If other than water, identify the type of impounded/contained liquids and their source.

_____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? ☐Yes ☐No
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)

If Yes:

i .What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

_____

_____

iv. Will there be onsite dewatering or processing of excavated materials? ☐Yes ☐No
If yes, describe. _____

_____

v. What is the total area to be dredged or excavated? _____acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐Yes ☐No

ix. Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐Yes ☐No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

_____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes ☐No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes ☐No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☐Yes ☐No

If Yes:

i. Total anticipated water usage/demand per day: _____ gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☐Yes ☐No

If Yes:

- Name of district or service area: _____
- Does the existing public water supply have capacity to serve the proposal? ☐Yes ☐No
- Is the project site in the existing district? ☐Yes ☐No
- Is expansion of the district needed? ☐Yes ☐No
- Do existing lines serve the project site? ☐Yes ☐No

iii. Will line extension within an existing district be necessary to supply the project? ☐Yes ☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐Yes ☐No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☐Yes ☐No

If Yes:

i. Total anticipated liquid waste generation per day: _____ gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

_____

_____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☐Yes ☐No

If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? ☐Yes ☐No
- Is the project site in the existing district? ☐Yes ☐No
- Is expansion of the district needed? ☐Yes ☐No

- Do existing sewer lines serve the project site? ☐Yes ☐No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes ☐No

  If Yes:
  - Describe extensions or capacity expansions proposed to serve this project: _____

_____

_____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes ☐No

If Yes:
- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

_____

_____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐Yes ☐No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

_____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

_____

_____

- If to surface waters, identify receiving water bodies or wetlands: _____

_____

_____

- Will stormwater runoff flow to adjacent properties? ☐Yes ☐No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐Yes ☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐Yes ☐No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

_____

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

_____

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

_____

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☐No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☐No

ii. In addition to emissions as calculated in the application, the project will generate:
- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☐No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☐No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☐No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend

☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

_____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☐Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

_____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

_____

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☐No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: _____
- Saturday: _____
- Sunday: _____
- Holidays: _____

ii. During Operations:

- Monday - Friday: _____
- Saturday: _____
- Sunday: _____
- Holidays: _____

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☐ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

_____

_____

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☐ No

Describe: _____

_____

n. Will the proposed action have outdoor lighting? ☐ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

_____

_____

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☐ No

Describe: _____

_____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☐ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

_____

_____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☐ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities:_____

_____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☐ No

If Yes:

i. Describe proposed treatment(s):

_____

_____

_____

_____

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: _____

  _____
- Operation: _____

  _____

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: _____

  _____
- Operation: _____

  _____

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☐ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☐ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

_____

_____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

_____

_____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

_____

_____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

_____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

_____

_____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☐ Industrial ☐ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

_____

_____

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____ _____			

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☐ No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐ Yes ☐ No

If Yes,

i. Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? ☐ Yes ☐ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☐ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☐ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐ Yes ☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☐ No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures:_____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐ Yes ☐ No

If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

_____

_____

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☐ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? _____ feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☐ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site: _____ _____%
_____ _____%
_____ _____%

d. What is the average depth to the water table on the project site? Average: _____ feet

e. Drainage status of project site soils: ☐ Well Drained: _____% of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes: ☐ 0-10%: _____% of site
☐ 10-15%: _____% of site
☐ 15% or greater: _____% of site

g. Are there any unique geologic features on the project site? ☐ Yes ☐ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☐ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐ Yes ☐ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐ Yes ☐ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☐ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☐ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☐ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☐ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☐ No
If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site: _____

_____ _____ _____

_____ _____ _____

n. Does the project site contain a designated significant natural community? ☐ Yes ☐ No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): _____

_____

ii. Source(s) of description or evaluation: _____

iii. Extent of community/habitat:

- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☐ No

If Yes:

i. Species and listing (endangered or threatened): _____

_____

_____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☐ No

If Yes:

i. Species and listing: _____

_____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☐ No

If yes, give a brief description of how the proposed action may affect that use: _____

_____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☐ No

If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☐ No

i. If Yes: acreage(s) on project site? _____

ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☐ No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

_____

_____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☐ No

If Yes:

i. CEA name: _____

ii. Basis for designation: _____

iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐ Yes ☐ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based:

_____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☐ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☐ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐ Yes ☐ No

If Yes:

i. Identify resource: _____

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☐ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Sarah K. Yackel Date December 3, 2025

Signature Sarah K. Yackel Title Principal

PRINT FORM

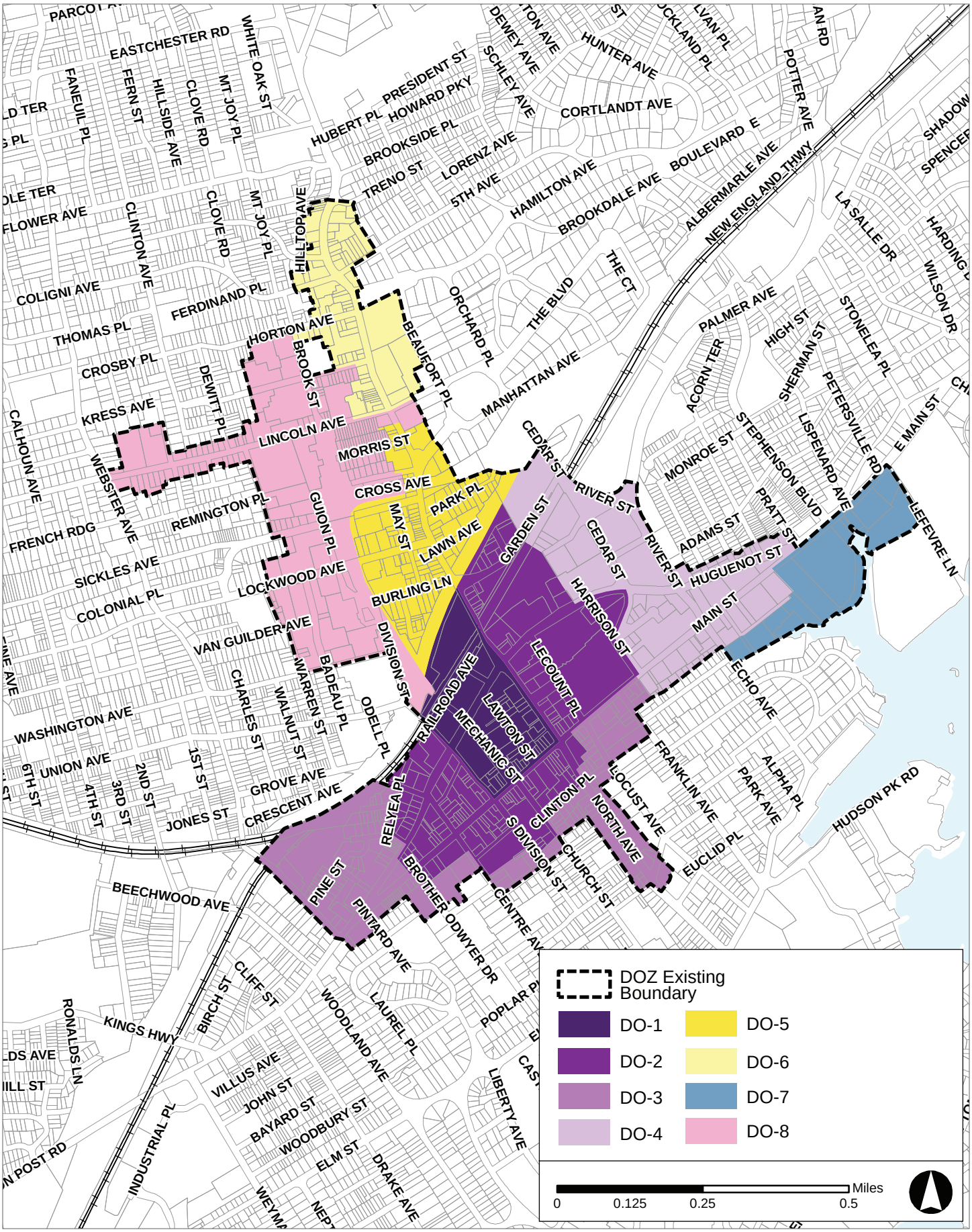
FULL ENVIRONMENTAL ASSESSMENT FORM PART 1
PROJECT DESCRIPTION
DOWNTOWN OVERLAY ZONE TEXT AND MAP AMENDMENTS AND THEORETICAL DEVELOPMENT SCENARIO AMENDMENTS
SUPPLEMENTAL DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT

City of New Rochelle, New York

In 2015, the City of New Rochelle ("City") adopted the Downtown Overlay Zone ("DOZ" or "DO Zones") and corresponding Zoning Map amendments to support the long-term resiliency of the City through the redevelopment of its downtown. The DOZ was established as a flexible, form-based overlay district that permits a wide mix of uses, guided by design parameters and standards intended to respond to evolving economic and market conditions while advancing the City's planning and economic development objectives.

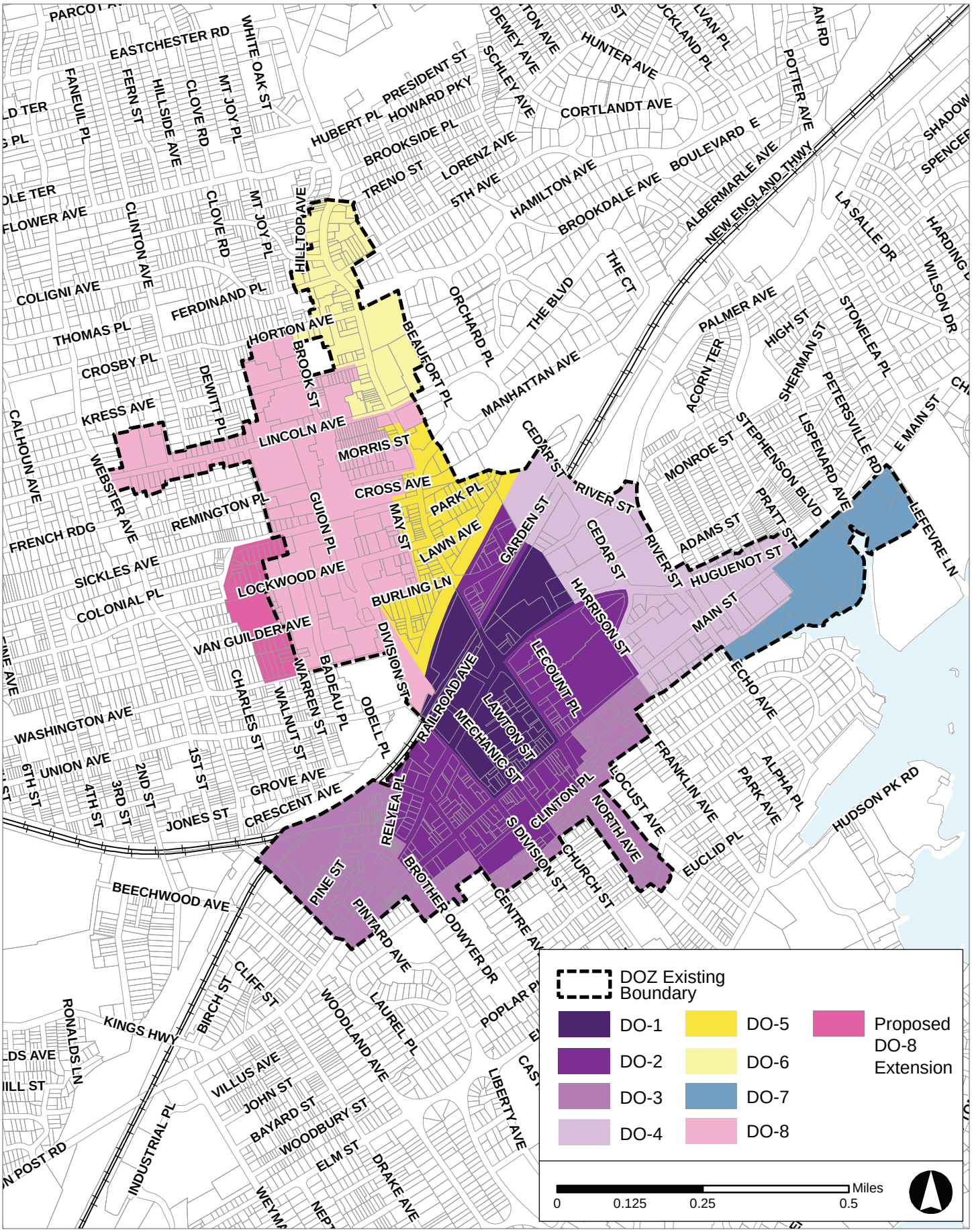
As part of the 2015 legislative action, the City prepared a Generic Environmental Impact Statement (GEIS) to evaluate potential environmental impacts associated with adoption of the DOZ. The DOZ applied to approximately 279 acres of the downtown, and because no site-specific projects were identified at that time, a Theoretical Development Scenario (TDS) was developed to represent a projected maximum potential buildout (magnitude and mix of uses) over an approximately 10-year period. This reasonable worst-case development scenario recognized that actual buildout would ultimately be determined by market conditions, property owner objectives, and other economic factors.

Since adoption of the DOZ in 2015, the City has received a wide variety of site-specific development applications and has periodically refined the 2015 TDS to address changing market demands, including adjustments made between 2016 and 2019, the 2021 DOZ amendments updating the TDS for DO Zones 1 through 6 and creating the 30-acre Waterfront District (DO-7) with an accompanying Supplemental Generic Environmental Impact Statement (SGEIS), and the 2024 amendments establishing the 79-acre Lincoln Neighborhood District (DO-8), also supported by an SGEIS (see Figure 1: Existing Downtown Overlay Boundaries). As the City reaches the end of the original 10-year buildout horizon evaluated in the 2015 GEIS, as updated in 2021 and 2024, it is appropriate to reexamine and update the DOZ. Accordingly, the proposed action includes refinements to the zoning text and map and an updated TDS for the DOZ to establish a revised buildout program and associated environmental analysis for the next decade (see Figure 2: Proposed Downtown Overlay Boundaries). The proposed DOZ zoning text and map amendments and the revised TDS (the "Proposed Action") will be subject to a SGEIS, which will provide additional detail and analysis of potential impacts and required mitigation measures.



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 1: Existing Downtown Overlay Zone (DOZ) Boundaries



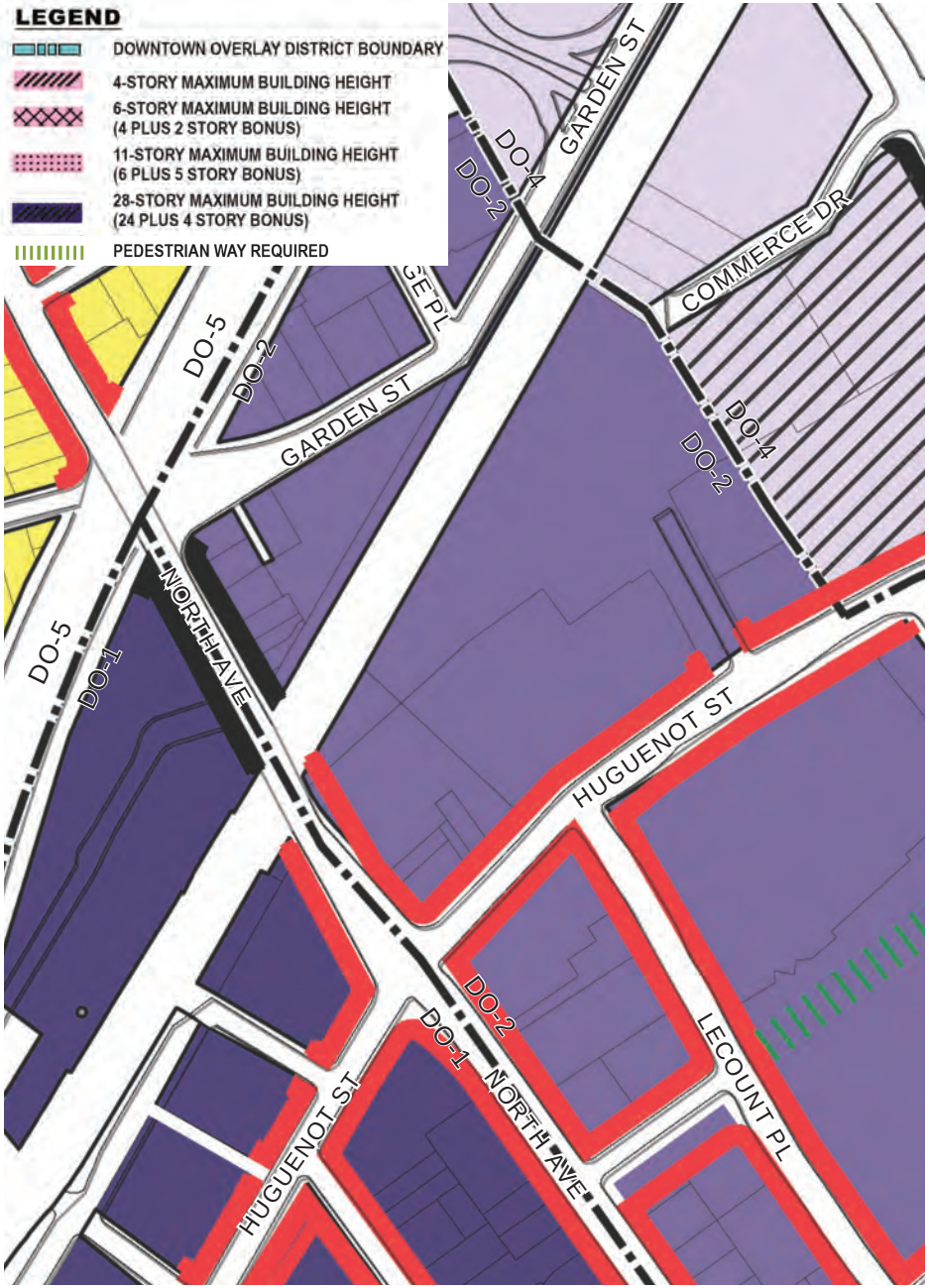
Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 2: Proposed Downtown Overlay Zone (DOZ) Boundaries

The following presents an overview of the proposed DOZ zoning text and map amendments and the revised TDS:

DOZ Zoning Text and Map Amendments:

1. **DO-2 Map and Text Changes:** Extend the DO-1 boundary across North Avenue along the transit line connection (see Figure 3: Proposed Zoning Map Detail). This extension reduces the overall size of the DO-2 district in order to encourage development designed to support the expansion and redevelopment of the Transit Center and enhance New Rochelle's market presence in Transit forward retail and entertainment leadership. The DO-1 extension in this area shall still be limited to a maximum height of 28 stories, consistent with the current DO-2 district, and will have additional requirements of prospective developers to avail themselves of the DO-1 TDS availability. The area will stretch from the Transit Center adjacent North Avenue bridge, easterly between the rail right-of-way and Huguenot Street. Its eastern boundary shall end at approximately Bally Place. Lot Size requirements for Development Standard 3 are proposed to be increased to 60,000 square feet and form-based designs will require parking to be provided for retail stores directly adjacent to and level with those stores. There will be a new mapped and required public civic space connection to the North Avenue Bridge and Transit Center connection as well as a significant commitment to larger format retail spaces. As part of the Site Plan review process in the modified DO-2, applicant's will be required to include analysis by a retail design firm stating that the design of the retail space and parking configuration is conducive to retail tenanting.
2. **Waterfront Fee:** Remove waterfront fee for DO-1-6 and DO-8 from Zoning Code §331-27.1. The waterfront fee is already located in City Code Chapter 133 Fees.
3. **Sustainable Development Standards:** Amend Zoning Code §331-175.11J Sustainable Development Standards as follows:
    a. Zoning Code §331- 175.11J (1) shall read "(1) All Sites shall further the goals of the City of New Rochelle GreeNR plan and its updates and shall comply with Sustainable Development Standards."
    b. Zoning Code §331-175.11J(4) LEED-ND EQUIVALENCY Shall be added.
        i. It will explicitly require project-level LEED-ND v4 Silver equivalency: "The minimum required sustainable development requirements shall be achieved through demonstrating equivalency of a LEED-ND v4 Silver (50-59 points) of the U.S. Green Building Council's rating system."
4. **Add Definition:** Amend Zoning Code §331-175.04 to add a new definition for Contiguous Public Frontage, as follows: "A continuous, uninterrupted length of Public Frontage that directly abuts a civic space, plaza, or pedestrian way, providing at-grade physical and visual access between the public realm and the civic space. Non-emergency/temporary vehicular access shall be discouraged, and ground-floor uses shall complement adjacency to civic space."



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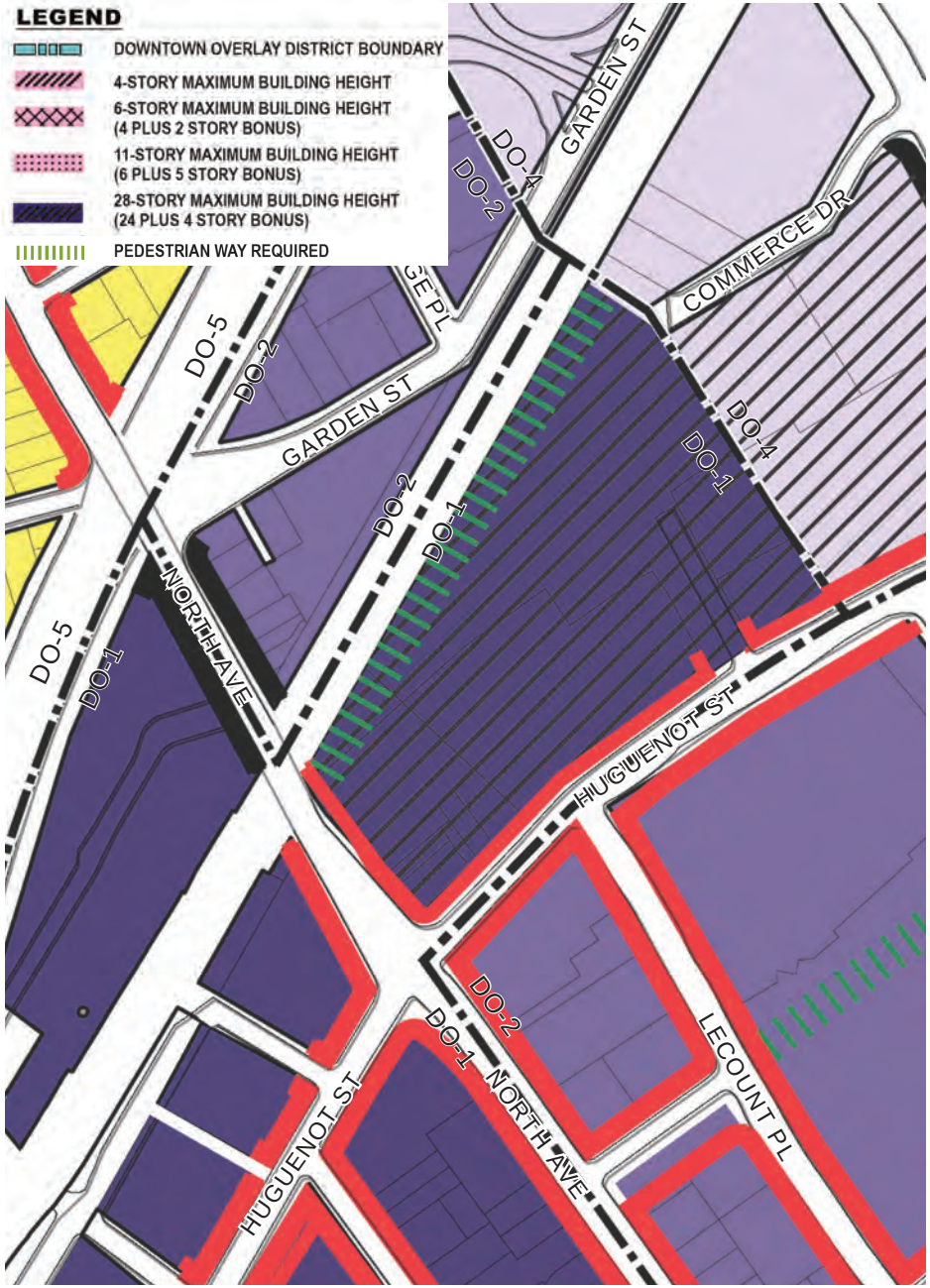
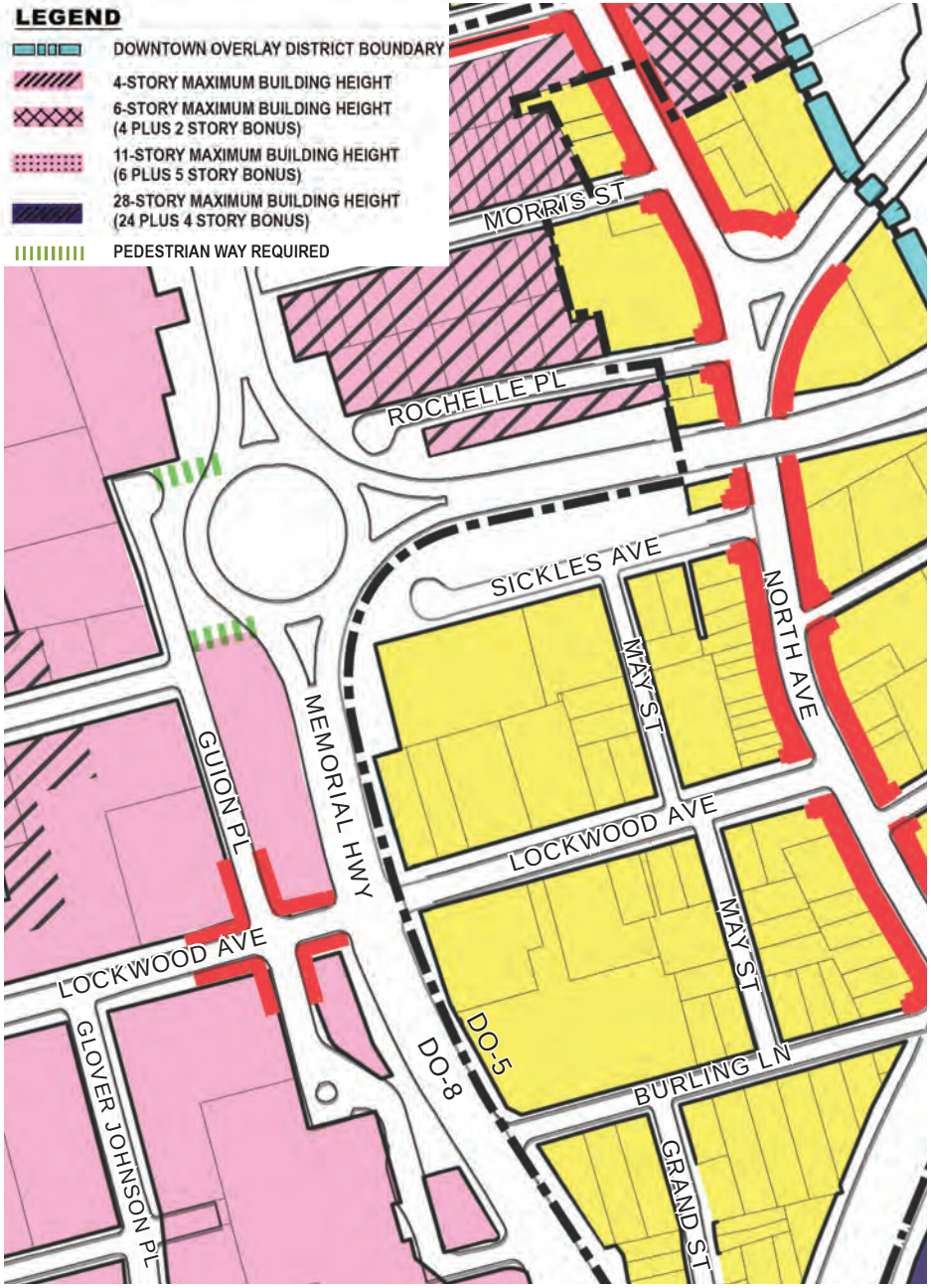


PROPOSED

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 3: Existing and Proposed Downtown Overlay Zone (DOZ) Boundaries



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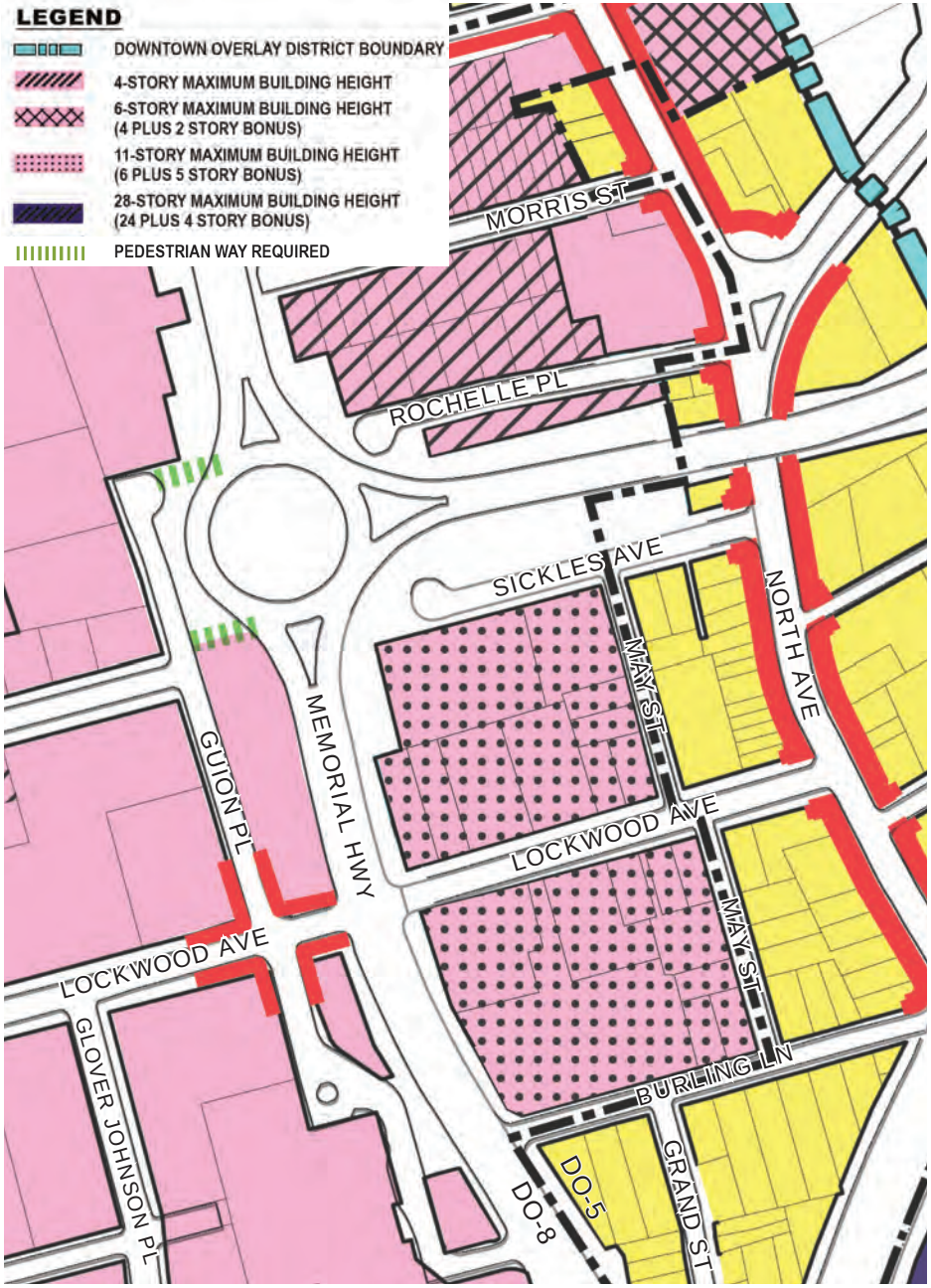


PROPOSED

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 4: Existing and Proposed Downtown Overlay Zone (DOZ) Boundaries

5. **Permitted Civic Space Types:** Amend Zoning Code §331-175.10E. PERMITTED CIVIC SPACE TYPES to add: "(2) All Civic Spaces shall provide Contiguous Public Frontage."

6. **DO-5 to DO-8 Remapping**: Remap a portion of the DO-5 district bounded by Memorial Highway to the west, Sickles Avenue to the north, May Street to the east, and Burling Lane to the south to DO-8 (see Figure 4: Existing and Proposed Downtown Overlay Zone Boundaries). This area will have a new cross hatch with a note that says: 11-STORY MAXIMUM BUILDING HEIGHT (6 PLUS 5 STORY BONUS).

   a. Within this area, Development Standard 2 will be changed to 5 stories as-of-right with up to an additional 4 stories under the Community Benefits Bonus (CBB) (maximum height 105 feet).

   b. Within this area, Development Standard 3 will be allowed up to 6 stories as-of-right with up to an additional 5 stories under the CBB (maximum height 120').

   c. The CBB Fee shall be increased to $50/sf ft of bonus-able space for both Development Standards 2 and 3.

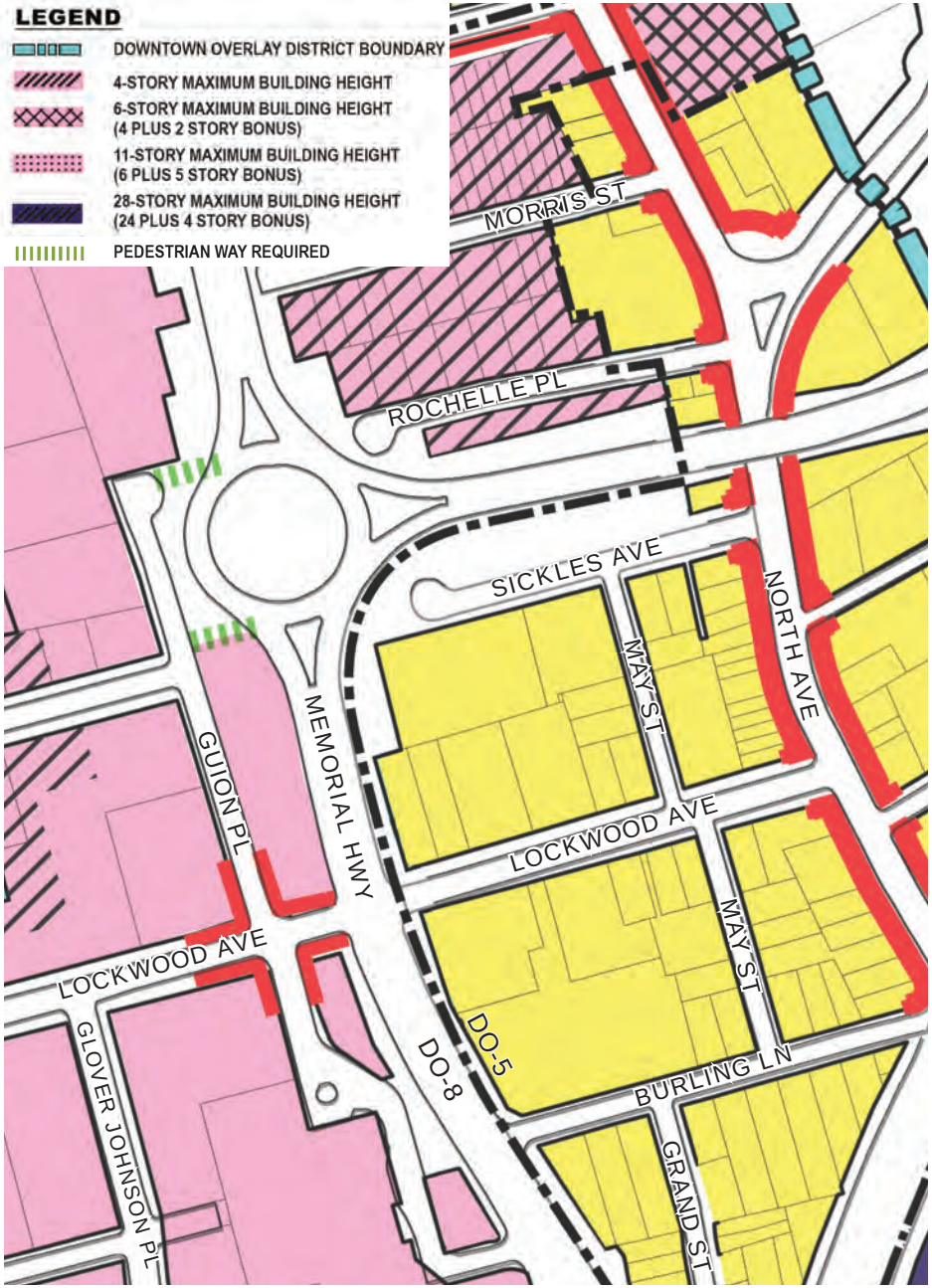
7. **DO-5 to DO-8 Remapping**: Remap a portion of the DO-5 district to the DO-8 district bounded by Morris Street to the north, North Avenue to the east, and Rochelle Place to the south (see Figure 4: Existing and Proposed Downtown Overlay Zone Boundaries).

8. **DO-8 Boundary Extension:** Extend the western boundary of the DO-8 district east along Washington Street to the mid-block between Webster Avenue and Warren Street and north to Sickles Place to Sickles Avenue (see Figure 5: Existing and Proposed Downtown Overlay Zone Boundaries). Proposed Zoning Map Detail). The four-story maximum height area hatch will extend along the Washington Street frontage and along the edge of the extended DO-8 boundary to mitigate impacts to lower density development along western edge of the expanded district. The hatches from the area previously representing the western boundary of the district will be removed.

9. **Large Retail Occupancy Standard**: Replace Zoning Code §331-175.11E(5)(e) with: "Large Retail Occupancy Standard: Where a site requires either Frequent Entryways or Storefronts and where a single retail occupancy is provided for 20,000 SF or greater the architectural design for the ground floor street level shall provide frequent entryways no further than 150 feet from the end of the building at the Street Wall and the edge of each entryway shall be no greater than 150 feet from a consecutive entryway as measured along the Build-To-Line."

10. **Other DOZ Changes**: Other minor updates to the DOZ code are proposed to support missing middle housing and to better support a focused retail core. Active storefront requirements may be removed in non-core areas in favor of allowing ground floor residential townhome formats.

11. **Parking:** Adjustments to the parking credit for valet parking are proposed to decrease the incentive for providing valet parking in buildings.



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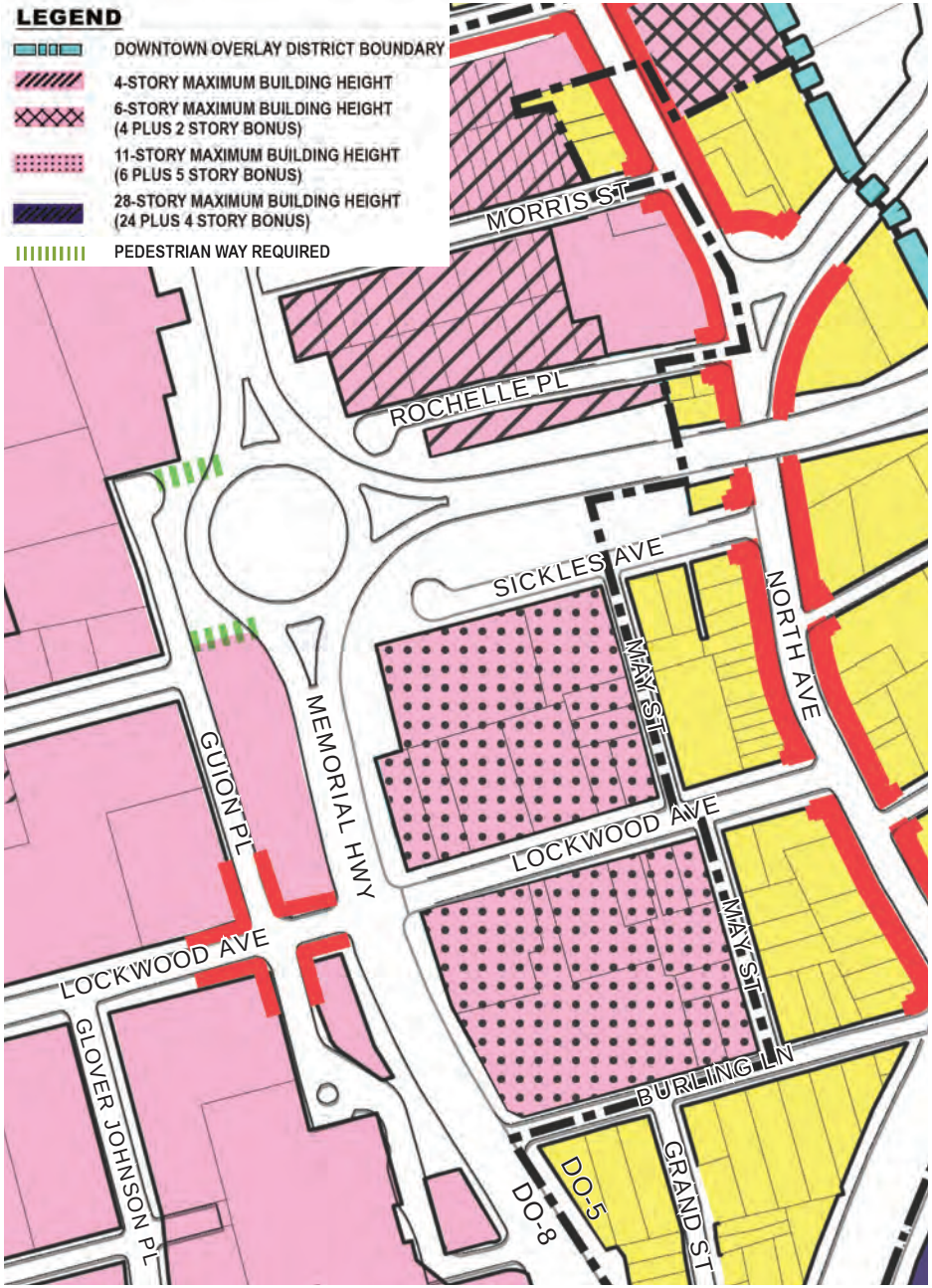
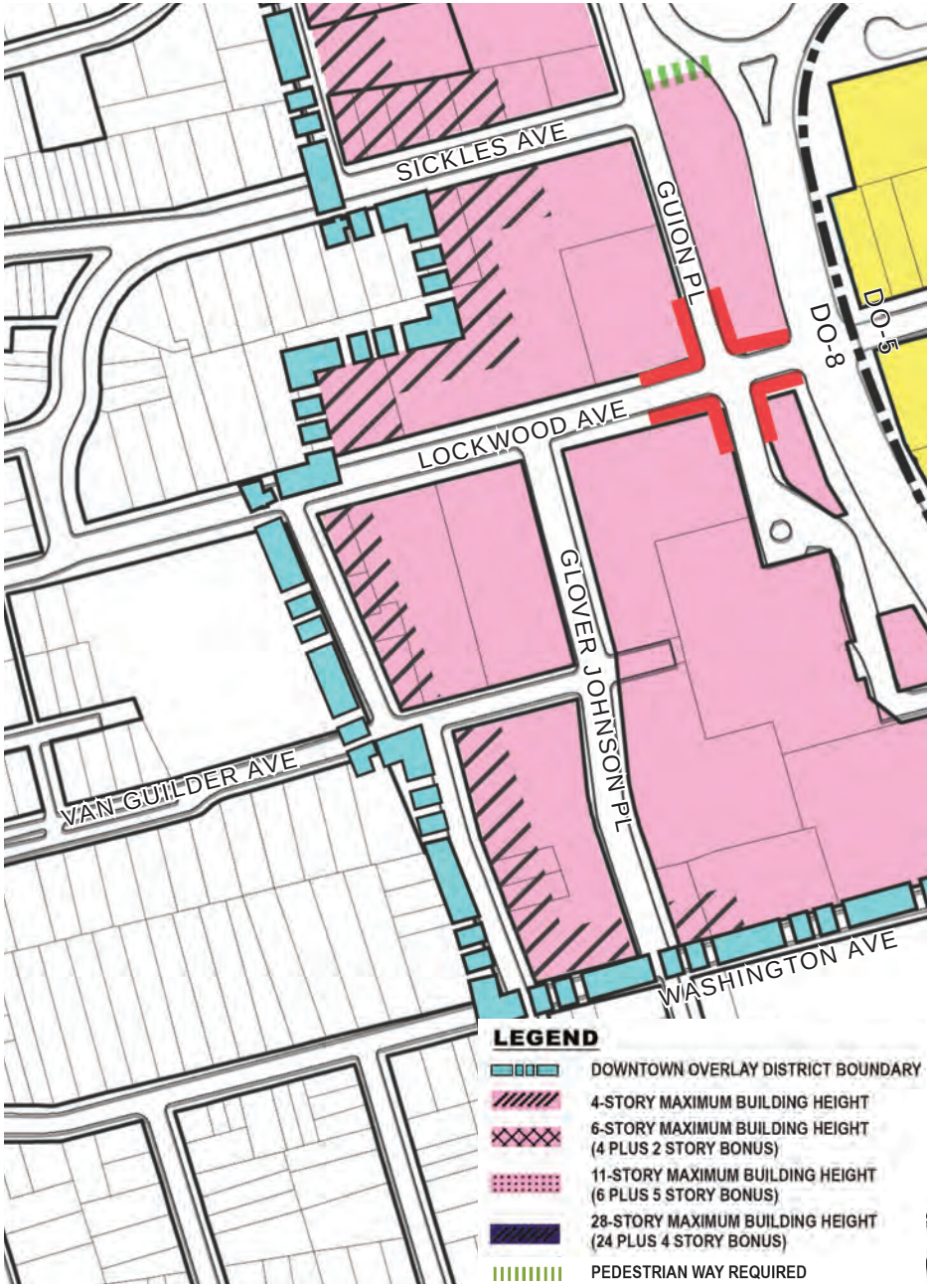


PROPOSED

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 4: Existing and Proposed Downtown Overlay Zone (DOZ) Boundaries



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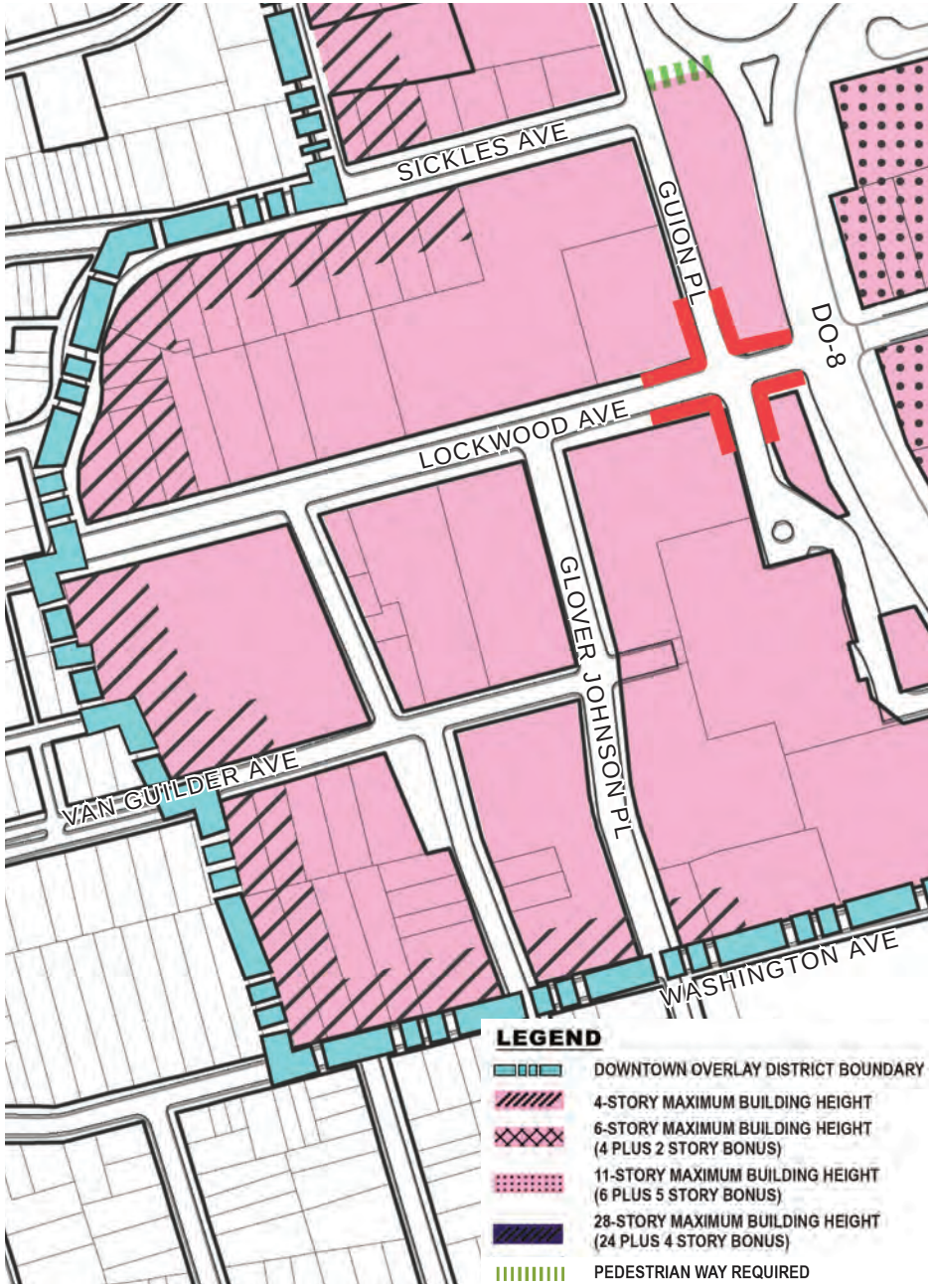


PROPOSED

Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 5: Existing and Proposed Downtown Overlay Zone (DOZ) Boundaries

Proposed Amendments to the Adopted Theoretical Development Scenario

The proposed update to the DOZ TDS reflects the City's experience implementing the 2015 framework and the outcomes documented to date. Since adoption of the DOZ, New Rochelle has facilitated construction of more than 4,500 new housing units, with approximately 6,500 additional units in the pipeline, resulting in a substantial increase in the City's multifamily inventory while helping to moderate rent growth relative to the broader region and attracting significant private investment to the downtown.

These results, together with associated community benefits such as infrastructure improvements, affordable housing, and enhanced public amenities funded in part through development activity and fair share mitigation funds, demonstrate that the DOZ's residential program is functioning as intended and remains strongly aligned with regional housing needs. At the same time, market conditions for non-residential uses—particularly office and certain types of retail—have shifted materially due to long-term changes in work patterns, consumer behavior, existing stock, and real estate demand. Accordingly, the City is proposing to rebalance the DOZ program by increasing the residential development potential (+2,800 units) and reducing the theoretical buildout for other uses, to better reflect current and reasonably foreseeable market conditions, maintain the economic feasibility of development within the DOZ, and continue advancing the City's land use, housing, and economic development objectives.

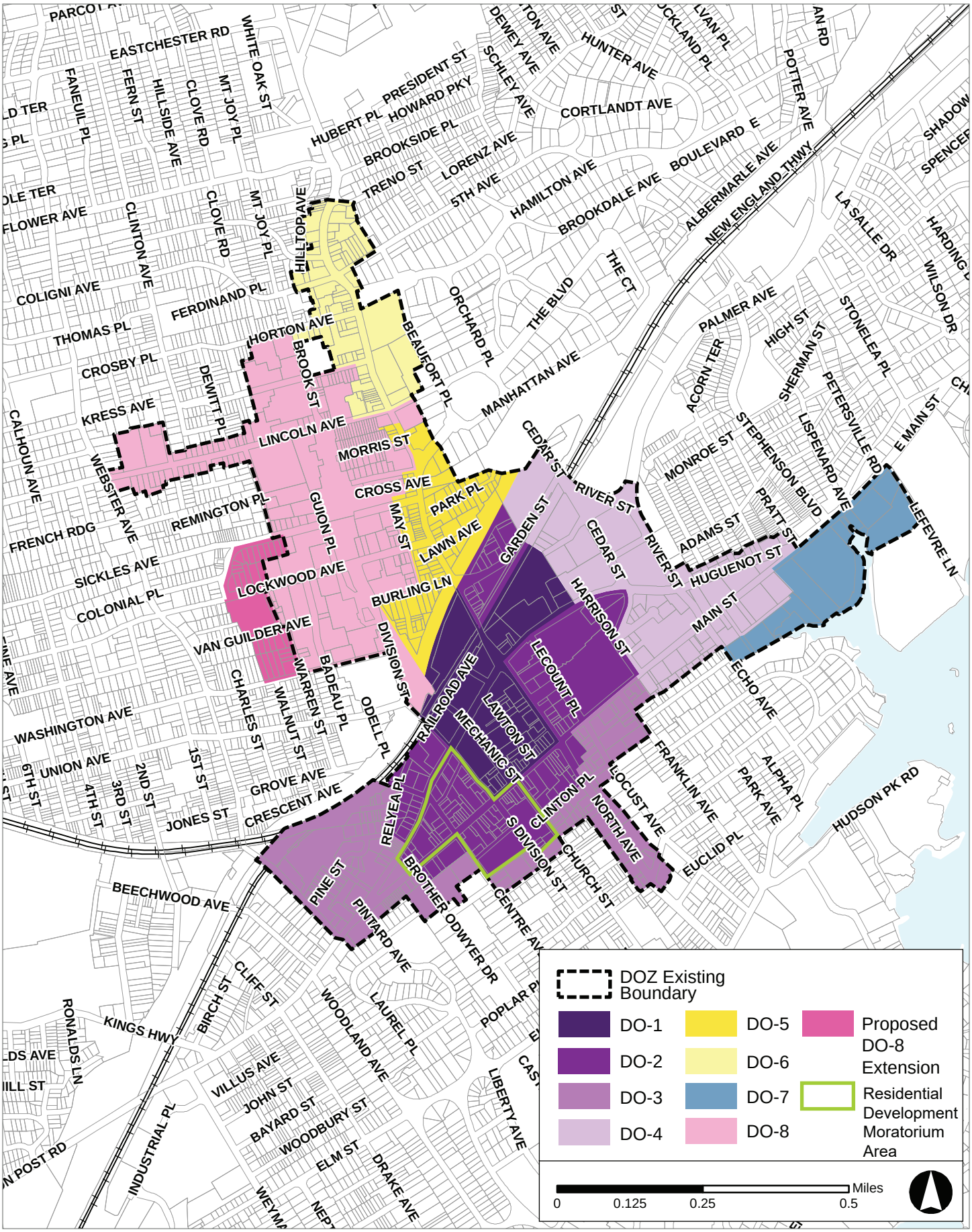
Table 1: Proposed 2026 Theoretical Development Scenario

Overlay District	Retail (SF)	Restaurant (SF)	Office Non-medical (SF)	Medical Office (SF)	Hotel (rooms)	Residential Units (DU)	Residential Condominium Units (DU)	Student Housing/ Supportive Housing	Adult Care (SF)	Independent Units (DU)	Institutional (SF)
DO-1	**75,000** ***(-25,000)***	**40,000** ***(-14,000)***	**100,000** ***(-200,000)***	55,000	300	**3,130**[1] ***(+1,500)***	300	-	-	-	**35,000** **(-15,000)**
DO-2	**100,000** ***(-100,000)***	**22,000** ***(-10,400)***	100,000	**65,000** ***(-217,500)***	-	**6,464**[1,2] ***(200)***		-	-	-	**40,000** ***(-20,000)***
DO-3	**30,000** ***(-9,000)***	5,400	**25,000** ***(-25,000)***	-	-	**776** ***(+200)***		**100** ***(-100)***	100,000	200	**40,000** ***(-65,000)***
DO-4	**150,000** ***(+50,000)***	21,400	**50,000** ***(-50,000)***	26,000	-	**772** ***(+400)***		-	-	-	-
DO-5	21,500	5,400	**50,000** ***(-50,000)***	**50,000** ***(-55,000)***	100	**332** ***(+100)***		**200** ***(-100)***	**100,000** ***(-72,000)***	-	**60,000** ***(-80,000)***
DO-6	**25,000** ***(+3,500)***	5,400	31,000	21,000	-	**326** ***(+200)***		-	**50,000** ***(-28,000)***	-	35,000
DO-7	60,000	**40,000** ***(-20,000)***	25,000	25,000	200	700	100	-	-	-	23,000
DO-8	16,000	**27,000** ***(+12,000)***	-	30,000	-	**847** ***(+300)***	100	200	20,000	-	30,000
TOTAL	**477,500**	**166,600**	**381,000**	**272,000**	**600**	**13,347**	**500**	**500**	**270,000**	**200**	**263,000**
Proposed Change	***(-80,500)***	***(-29,400)***	***(-325,000)***	***(-272,500)***	***(0)***	***(+2,800)***	***(0)***	***(-200)***	***(-100,000)***	***(0)***	***(-180,000)***

Notes:

[1.] The City intends to reserve for a period of time, 800 Units in DO-1 and 700 Units in DO-2 for the future development of City-owned properties (see 2021 RAP Addendum).

[2.] Moratorium on Residential Development: No new residential units are allowed in DO-2 within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west – see Figure 6: DO-2 Residential Development Moratorium Area.



Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 6: DO-2 Residential Development Moratorium Area

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "**Yes"** to a numbered question, please complete all the questions that follow in that section.
- If you answer "**No"** to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land
Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)
If "Yes", answer questions a - j. If "No", move on to Section 2.

☐ NO ☑ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	☑	☐
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	☑	☐
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	☑	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	☑	☐
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	☑	☐
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	☑	☐
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	☑	☐
h. Other impacts: Proposed zoning amendments and TDS changes may incentivize new development patterns impacting land use.		☐	☑

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) ☑ NO ☐ YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	□	□
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	□	□
c. Other impacts: _____ _____		□	□

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) ☑ NO ☐ YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	□	□
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	□	□
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	□	□
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	□	□
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	□	□
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	□	□
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	□	□
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	□	□
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	□	□
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	□	□
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	□	□

l. Other impacts: _____ _____		□	□

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) ☐ NO ☑ YES

If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	☑	☐
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	☑	☐
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	☑	☐
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	☑	☐
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	☑	☐
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	☑	☐
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	☑	☐
h. Other impacts: The Proposed Action may result in a potential increase in water demand from Veolia and potential impacts to water distribution infrastructure.		☐	☑

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) ☐ NO ☑ YES

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	☑	☐
b. The proposed action may result in development within a 100 year floodplain.	E2j	☐	☑
c. The proposed action may result in development within a 500 year floodplain.	E2k	☑	☐
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	☐	☑
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	☑	☐
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	☑	☐

g. Other impacts: _____ _____		☑	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. ☑ NO ☐ YES
(See Part 1. D.2.f., D,2,h, D.2.g)
If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO_2)	D2g	☐	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☐	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☐	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☐	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☐	☐
vi. 43 tons/year or more of methane	D2h	☐	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	☐	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	☐	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☐	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☐	☐
f. Other impacts: _____ _____		☐	☐

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☑ NO ☐ YES
If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	☐	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	☐	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	☐	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	☐	☐

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	□	□
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	□	□
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	□	□
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ _____	E1b	□	□
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	□	□
j. Other impacts: _____ _____		□	□

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

	Relevant Part I Question(s)	**No, or small impact may occur**	**Moderate to large impact may occur**
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	□	□
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, Elb	□	□
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	□	□
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	□	□
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	El a, E1b	□	□
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	□	□
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	□	□
h. Other impacts: _____		□	□

9. Impact on Aesthetic Resources
The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)
☐ NO ☑ YES
If "Yes", answer questions a - g. If "No", go to Section 10.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	☑	☐
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	☑	☐
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	 ☐ ☐	 ☑ ☑
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	 ☐ ☐	 ☑ ☑
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	☑	☐
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile ½ -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	☑	☐
g. Other impacts: _____ _____		☑	☐

10. Impact on Historic and Archeological Resources
The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)
☐ NO ☑ YES
If "Yes", answer questions a - e. If "No", go to Section 11.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on or has been nominated by the NYS Board of Historic Preservation for inclusion on the State or National Register of Historic Places.	E3e	☑	☐
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☑	☐
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	☑	☐

d. Other impacts: _____ _____		☐	☐
e. If any of the above (a-d) are answered "Yes", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	☐	☐
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	☐	☐
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	☐	☐

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	□	□
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	□	□
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	□	□
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	□	□
e. Other impacts: _____ _____		□	□

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If "Yes", answer questions a - c. If "No", go to Section 13.

☐ NO ☑ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	☑	☐
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	☑	☐
c. Other impacts: _____ _____		☐	☐

13. Impact on Transportation

The proposed action may result in a change to existing transportation systems. ☐ NO ☑ YES
(See Part 1. D.2.j)
If "Yes", answer questions a - g. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	☐	☑
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☐	☑
c. The proposed action will degrade existing transit access.	D2j	☑	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☑	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☑	☐
f. Other impacts: _____ _____		☑	☐

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy. ☐ NO ☑ YES
(See Part 1. D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	☑	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	☑	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☑	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☐	☑
e. Other Impacts: _____ _____		☑	☐

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting. ☐ NO ☑ YES
(See Part 1. D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	☑	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	☑	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☑	☐

d. The proposed action may result in light shining onto adjoining properties.	D2n	☑	☐
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	☑	☐
f. Other impacts: _____ _____		☐	☐

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) ☐ NO ☑ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	☑	☐
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	☑	☐
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	☑	☐
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	☑	☐
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	☑	☐
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	☑	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	☑	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	☑	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	☑	☐
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	☑	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	☑	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	☑	☐
m. Other impacts: _____ _____		☐	☐

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. ☐ NO ☑ YES

(See Part 1. C.1, C.2. and C.3.)

If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	☑	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	☑	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☑	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☑	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, Elb	☑	☐
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	☑	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☑	☐
h. Other: _____ _____		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. ☐ NO ☑ YES

(See Part 1. C.2, C.3, D.2, E.3)

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	☑	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☐	☑
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	☑	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☑	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☑	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☑	☐
g. Other impacts: _____ _____		☐	☐

PRINT FULL FORM

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:
To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

The potential development program outlined in the Full EAF Part 1 has the potential to result in an increase in the resident and visitor populations in and around New Rochelle's Downtown and proximate neighborhoods. This increase in residential development potential along with the corresponding increase in population is balanced by a decrease in the development potential of non-residential use. This balancing limits the potential for new significant adverse impacts not previously analyzed in the 2015 Generic Environmental Impact Statement (GEIS) and Findings Statement fir the Downtown Overlay Zone, the 2021 Supplemental GEIS (SGEIS) for the 2021 DOZ Amendments and DO-7 District, and the 2024 SGEIS for the DO-8 District and "Linc" project; however, the proposed zoning amendments and changes to the Theoretical Development Scenario do have the potential to result in impacts to land use, certain water and sewer infrastructure, the New Rochelle School District and New Rochelle Police and Fire Departments, visual resources, transportation networks and capacity, energy demand, generation and disposal of solid waste, growth inducement, and community character. Specifically, Part 2 of the Full EAF identified potential moderate to large impacts that may result from adoption and implementation of the Amended Downtown Overlay Zone and revised Theoretical Development Scenario (TDS), in the following categories:

• Impact on Land (moderate to large impact)
• Impact on Groundwater (moderate to large impact)
• Impact on Flooding (moderate to large impact)
• Impact on Aesthetic Resources (moderate to large impact)
• Impact on Transportation (moderate to large impact)
• Impact on Energy (moderate to large impact)
• Consistency with Community Character (moderate to large impact)

Given the additional density contemplated in the Full EAF Part 1 and the potential environmental impacts that could occur upon implementation of the updated TDS and proposed zoning amendments, the New Rochelle City Council finds that the moderate to large impacts identified above have the potential to result in one or more significant adverse impacts not previously analyzed in the 2015 GEIS and Findings Statement, the 2021 SGEIS and Findings Statement for the 2021 DOZ Amendments and DO-7 District, and the 2024 SGEIS and Findings Statement for the DO-8 District and "Linc" project. As such, a SGEIS analyzing the impacts from the proposed amendments to the DOZ and the updates to the 2026 TDS, must be prepared to further assess these potential impacts. The SGEIS must also include possible mitigation measures for the identified impacts, identify specific conditions or criteria under which future actions will be undertaken or approved (including requirements for any subsequent SEQR compliance), and explore alternatives to avoid or reduce identified significant impacts.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☑ Type 1 ☐ Unlisted

Identify portions of EAF completed for this Project: ☑ Part 1 ☑ Part 2 ☑ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information
2015 GEIS and Findings Statement, the 2021 SGEIS and Findings Statement for the 2021 DOZ Amendments and DO-7 District, and the 2024 SGEIS and Findings Statement for the DO-8 District and "Linc" project

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the City of New Rochelle City Council as lead agency that:

☐ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.d).

☑ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: Proposed 2026 Downtown Overlay Zone (DOZ) Amendments and Updated Theoretical Development Scenario

Name of Lead Agency: City of New Rochelle City Council

Name of Responsible Officer in Lead Agency: Adam Salgado

Title of Responsible Officer: Commissioner of Development

Signature of Responsible Officer in Lead Agency: Date:

Signature of Preparer (if different from Responsible Officer) Sarah K. Yackel Date: January 8, 2026

For Further Information:

Contact Person: Adam Salgado, Commissioner of Development

Address: 515 North Avenue, New Roshelle, NY 10801

Telephone Number: (914) 654-2185

E-mail: asalgado@newrochelleny.com

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin: http://www.dec.ny.gov/enb/enb.html

Appendix C: Proposed Draft Zoning Code (Article XXII of Chapter 331-175 & 331-27.1

City of New Rochelle

Article XXIII

Downtown Overlay Zones

Section 331-175

December 2, 2015

Draft Proposed Revision January 26, 2026

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SECTION 331-175.01 RESERVED

SECTION 331-175.02 INTENT AND PURPOSE

A. This Article regulates the location, design, occupancy, and use of structures and the use of land within the area known as the "Downtown Overlay Zones" (hereinafter "DOZ") within the City of New Rochelle.

B. This Article is intended to promote the health, safety and general welfare of the City by creating a holistic and comprehensive economic development strategy that utilizes the principles of social, economic and environmental responsibility to re-establish the downtown as a center of vibrancy within a mixed-use, transit oriented setting. This Article is intended to create an opportunity for a more economically successful and environmentally responsible City and downtown with a more harmonious and pedestrian-oriented public realm than can be achieved under the regulations in the underlying zoning in effect at the time of adoption of this Article.

C. The primary purpose of this Article is to institute a legally enforceable form-based code within the DOZ, based upon the City of New Rochelle Comprehensive Plan adopted on July 30, 1996 (hereinafter "the Comprehensive Plan"), the Final Generic Impact Statement (hereinafter "the FGEIS) dated December 8, 2015, and the Findings Statement prepared for the Downtown Overlay Zone, adopted on December 8, 2015, and amended on December 2, 2016, October 30, 2017, December 19, 2017, June 19, 2018, September 20, 2018, January 15, 2019, December 14, 2021, March 14, 2023, ~~and~~ March 19, 2024, and Month XX, 2026 in connection thereto. This Article establishes development rules and procedures that will result in a compact and walkable transit-oriented mixed-use development in the Downtown Overlay Zone area.

SECTION 331-175.03 APPLICABILITY

A. This Article applies to all land, buildings, streets, sidewalks, uses, activities, private improvements, and landscape alterations of any kind occurring within the six Downtown Overlay Zones, as further detailed below in Section 331-175.08.

B. The eight Downtown Overlay Zones do not replace the underlying zoning rules and regulations that currently exist in the DOZ. They provide an alternative option for landowners to use in developing and redeveloping their land and buildings within the DOZ. All existing rights, allowable uses, and approval procedures under the City of New Rochelle Zoning Ordinance and of the City Code remain in full force and effect, except that if a property owner elects to proceed under the overlay provisions of this Article and there is a conflict between the overlay zoning and the underlying zoning, the provisions of the overlay zoning shall control.

C This article includes use standards, development standards, street standards, and site planning standards, organized by Downtown Overlay Zone Districts as further described in Section 331-175.04 through Section 331-175.21. In case of any conflict between this Article and any other provision of the City Code, this Article shall control, except as provided in subsection D below. Procedural requirements for applications in the DOZ are contained in Section 331-175.14.

D. Building Code and Life Safety Codes: All applications for building construction are required to conform to applicable building code and life safety ordinances, laws, and regulations. Applicants shall be responsible for obtaining all necessary building permits and other approvals from local regulatory agencies with jurisdiction over a project.

SECTION 331-175.04 DEFINITIONS

The definitions below describe terms as they appear in this Article that are technical in nature or that otherwise may not reflect common usage. If a term is defined in Section 331-4 of this ordinance and in Section 331-175.04, then the definition in Section 331-175.04 shall apply, unless otherwise specified. In any interpretation of terms used in this Article, the official or officials responsible for making such interpretation shall consult with the Department of Development.

ACTIVE EDGE

A combination of doors and glazing designed to stimulate pedestrian activity along a Public Frontage.

AGRICULTURE, URBAN

The use of land and buildings including rooftops for one or more of the purposes listed below, where no nuisance is created by such use. Urban Agriculture does not include animal husbandry or the raising of animals by a person for other than domestic use by that person.

COMMUNITY GARDENS

Land managed by a public or not-for profit organization or association and used to grow plants or ornamental crops for household use, sale, or donation.

AQUACULTURE

Raising aquatic plants or animals for sale to customers.

ARCADE FRONTAGE

A Private Frontage Type that has a series of arches or openings carried by columns or piers, and provides a covered walkway with access to adjacent storefronts compliant with Storefront Frontage requirements.

ARTISAN PRODUCTION

The production of small-scale art, craft, baked goods, prepared and packaged foods for consumption off-site and similar products produced and/or sold on the premises, including but not limited to arts and crafts, micro breweries, musical instrument makers, toy makers, and custom furniture makers. Artisan Production does not include industrial-scale mass production.

BLOCK

The aggregate of private lots and rear access lanes circumscribed by streets.

BUILD-TO-LINE

A line parallel to the curb closest to a Street at a distance defined by the Street Type or a line at the edge of an approved Pedestrian Way or Civic Space.

BUILD-TO-ZONE

The portion of a lot between the Build-To-Line and a line parallel to the Build-To-Line defined by the Private Frontage Type where the front facade of a building can be located.

COMMUNITY BENEFIT BONUS (CBB)

Incentive for Applicants who choose to seek additional height by providing desired community amenities from an approved list of benefits.

CONTIGUOUS PUBLIC FRONTAGE

A continuous, uninterrupted length of Public Frontage that directly abuts a civic space, plaza, or pedestrian way, providing at-grade physical and visual access between the public realm and the civic space. Non-emergency/ temporary vehicular access shall be discouraged, and ground-floor uses shall complement adjacency to civic space.

CURB

The portion of pavement marking the transition from the vehicular to the pedestrian realm. It may be raised, flush or with bollards or similar indications. (See: Face of Curb)

CURB CUT

Any point of access along a street where the curb line is broken in order to permit the passage of vehicles to another street, an access lane, a loading area, parking area or parking structure.

DATA INFORMATION CENTER

A facility that provides services or management for data processing and houses related equipment.

DOWNTOWN OVERLAY ZONES (DOZ)

As plotted on the Official Zoning Map of the City of New Rochelle.

EDGING ELEMENTS

Structures, walls, or landscaping along the edges of public spaces and the public realm that define and enclose the public realm.

SECTION 331-175.04 DEFINITIONS

EDUCATIONAL USE

Provision of educational services, including but not limited to primary and secondary schools, nursery schools, colleges and universities, music schools, dance schools, vocational schools, apprenticeship programs, and facilities designed to provide instruction in any other recognized skill or vocation.

ENTERTAINMENT/CULTURAL/ARTS FACILITY

Any facility for public entertainment including theaters, museums, galleries, cinemas and indoor amusement establishments.

EXPRESSION LINE

Architectural elements that define the base, middle and top of a building and unify different buildings along a public frontage through use of horizontal expression elements, such as moldings, shading devices, changes of material and cornices, that complement and continue the prevailing character of adjacent and nearby buildings.

FACADE

The face of a building fronting on a Street, civic space or Pedestrian Way.

FACE OF CURB (F.O.C.)

The vertical side of a curb at the edge of the traveled way.

FORECOURT FRONTAGE

Private Frontage type, where a portion of the building façade is set back to allow for large private gardens, bio-retention areas, or similar uses.

FRONTAGE OCCUPANCY

The percentage of the Site Frontage that is occupied by a Street Wall or approved civic space within the Build-To-Zone.

FRONTAGE, PRIMARY

Frontage facing the street type with the highest priority where A streets are the highest and F streets are the lowest. P Streets shall have priority equivalent to A Streets.

FRONTAGE, PRIVATE

A zone provided within a site between the Build-To-Line and a line parallel to it ten feet behind the Street Wall, except where there is no Street Wall, the Private Frontage shall be the Build-To-Zone.

FRONTAGE TYPES, PRIVATE

The Private Frontage Types, as further defined in this Section, are:
Storefront Frontage
Arcade Frontage
Urban Frontage
Stoop Frontage
Porch Frontage
Lightwell Frontage
Forecourt Frontage
Mid-Block Frontage

FRONTAGE, PUBLIC

A zone provided between the face of curb and the Build-To-Line.

FRONTAGE, SITE

The length of a Site fronting on a Street, Pedestrian Way, or Civic Space, measured in feet along the Build-To-Line.

FRONTAGE, TOTAL SITE

The sum of all Site Frontages facing one or more Streets, measured in feet, located on one contiguous Development Site, excluding frontages along Pedestrian Ways.

FRONTAGE TRANSITION ZONE

The portion of the Public Frontage between the Pedestrian Clearway and a building facade allowing for doorways, open storefront service areas, outdoor dining areas, building fixtures (e.g. lighting, signage, projected architectural moldings), landscaping, removable planters, signage boards and similar.

HOTEL

A facility offering transient lodging accommodations to the general public containing suites or condominium units and providing additional guest amenities or services, such as restaurants, meetings rooms, banquet halls, entertainment, and recreational facilities (excluding inns and bed and breakfast establishments).

INDEPENDENT LIVING

Multifamily housing designed for adults aged 55 and older who do not require assistance with daily activities or skilled nursing but may benefit from special amenities,age-friendly surroundings, and increased social opportunities that independent senior living offers.

SECTION 331-175.04 DEFINITIONS

INDOOR RECREATION

A business and/or club, which for compensation and/or dues, offers indoor recreational services, including but not limited to gyms, health clubs, martial arts studios, educational use, indoor sports, children's play facilities, bowling alleys, rock climbing gyms, indoor tennis clubs and similar establishments.

LANDSCAPE AND FURNISHING ZONE

The area of sidewalk where placement of street furniture, lighting and landscaping, outdoor dining areas or similar items (regulated by the Public Frontage) is allowed.

LIGHTWELL FRONTAGE

Private Frontage Type, typically residential, where the façade is set back to allow for below-grade entrances or windows designed to allow light into basements.

LINER BUILDING

A building designed to screen a building without an Active Edge, a parking lot or parking structure from a Build-To-Zone, street or civic space.

LIVE-WORK

A residential dwelling unit with a permitted accessory non-residential use such as retail, professional and/or artisan production facilities in excess of what is allowed as a home based business.

MEAN HIGH WATER LINE

The line on an engineered site plan submitted for review, for sites in the waterfront adjacent area, which represents the intersection of the land with the water surface at the elevation of mean high water. Mean high water is a tidal datum, defined as the average of all the high water heights observed over the National Tidal Datum Epoch.

MEDICAL OFFICE

Offices of physicians and dentists, including outpatient medical and surgical services and facilities, medical labs, and also including animal hospitals.

MID-BLOCK FRONTAGE

Private Frontage type with lower Frontage Occupancy, that permits courtyard, drop-off and parking areas with incorporated edging elements to screen the view from the street.

MIXED USE

A building or site designed for and containing more than one permitted use in Section 175.11A(2)

MULTI-FAMILY DWELLING

Three or more dwelling units in a building.

PARAPET LINE

A continuous horizontal projection for most of a facade. The parapet can be a designated location for measure of building height.

PEDESTRIAN CLEARWAY

An area within the sidewalk that must remain clear of obstructions to allow public passage.

PEDESTRIAN WAY

A Street Type that is intended for use primarily by pedestrians.

PEDESTRIAN TRAIL

A civic space located along a shoreline or through open space, that provides access primarily for pedestrians, and is integrated and connected to other public ways, such as Streets, Civic Spaces, or pedestrian ways.

PROMENADE, WATERFRONT

See Waterfront Promenade.

PORCH FRONTAGE

Private Frontage type, typically residential, where the façade is set back from an attached porch that may not be screened or glazed, and is no less than 5 feet deep.

PRINCIPAL ENTRANCE

The main point of access for pedestrians into a building.

PRIVATE FRONTAGE

See Frontage, Private.

PRIVATE OPEN SPACE

A privately owned outdoor open space located at ground level or on upper floors, designed to provide outdoor dining, active or passive recreation, gardens, urban agriculture, plaza space, sitting areas, landscaped courtyards, green roof, balconies, or similar spaces for regular occupant use, not including parking areas, roofs not designed for regular occupant use, loading areas or mechanical areas.

SECTION 331-175.04 DEFINITIONS

PROFESSIONAL SERVICES

Services rendered by a Professional Person or Persons.

PUBLIC FRONTAGE

See Frontage, Public.

RESEARCH AND DEVELOPMENT

The systematic study and application of knowledge or understanding, directed toward the production of useful materials, devices, and systems or methods, including design, development, and improvement of prototypes and new processes to meet specific requirements, excluding High Hazard Group H occupancies, per New York State Building Code, Chapter 3, Section 307.

RESIDENTIAL CARE FACILITY

An adult care facility that provides long-term, non-medical residential services to adults who are substantially unable to live independently due to physical, mental, or other limitations associated with age or other factors, where compensation and/or reimbursement of costs is paid to an operator, pursuant to State or Federal standards, licensing requirements, or programs funding residential care services.

RETAIL USE

Sale of goods and/or provision of personal services directly to the ultimate consumer.

SETBACK

The distance between a lot line and the front, side, or rear of a building.

SIGNIFICANT CORNER

A corner location, at the intersection of two streets, providing a distinguishing architectural element, building massing, or a composition of architectural elements to signify the importance of the corner. Architectural elements may include distinguishing materials, textures, colors, fenestrations, cornices, balconies, or similar elements designed to feature a corner.

SITE / DEVELOPMENT SITE

An assemblage of one or more contiguous Lots controlled through an individual owner, contract vendee, or a group of owners acting together to develop under the provisions of this Article.

SMALL-SCALE RENEWABLE ENERGY

Use of a structure or Improvement for the generation of energy from renewable resources, including, but not limited to, wind, solar, hydroelectric, methane, wood, biomass and alcohol, not to exceed a generating capacity of 100 Kilowatts.

STEPBACK

A portion of a building set back above a height along the Private Frontage before the total height of the building is achieved.

STOOP FRONTAGE

Private Frontage type, typically residential, with an elevated first floor to sufficiently secure privacy for the windows, with entrance accessed from an exterior stair and landing that may be a perpendicular or parallel to the sidewalk, located within Build-To-Zone.

STOREFRONT FRONTAGE

A Private Frontage primarily, but not exclusively, for retail or restaurant use, with substantial glazing and Active Edge, complying with Storefront Frontage requirements.

STORY

That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above. An intermediate floor between the floor and ceiling of any story, and covering less than one-third of the floor area immediately below the intermediate floor shall be considered a mezzanine, which shall not be counted as a story. A basement shall be counted as a story when the basement structural ceiling level, as measured from the lowest point of that structural ceiling level, is four or more feet above the average level of the finished grade surrounding the basement.

STREET

A public right-of-way, bounded by lot lines on both sides.

STREET TYPE

A classification assigned to a Street or Pedestrian Way denoting the standards of Public Frontages and Private Frontages.

STREET WALL

The building facade located within the Build-To-Zone, up to the Street Wall Height, facing a Street, Pedestrian Way or Civic Space.

SECTION 331-175.04 DEFINITIONS

STREET WALL HEIGHT

The vertical distance from the mean grade of a sidewalk at the Street Wall to the highest point of a cornice or roof line before a required Stepback.

SUPPORTIVE HOUSING

A combination of affordable housing and support services designed to help individuals and families use permanent, independent housing for health and recovery following a period of homelessness, hospitalization or incarceration, physical disability or for youth aging out of foster care.

TERMINATING VISTA

A location at the axial conclusion of a street providing a distinguishing architectural element, building massing, or a composition of architectural elements, to signify the importance of such location. Architectural elements may include distinguishing materials, textures, colors, fenestrations, cornices, balconies, or similar elements designed to feature a location.

TOWNHOUSE

A single-family dwelling unit ~~attached by a common party wall to another building in which each unit has a separate entrance.~~ that is attached to another dwelling unit by a common party wall or is a detached unit that is part of a townhouse development, in which each unit has a separate entrance.

TRAVELED WAY

The portion of a Street between the curbs that is available for vehicular transportation.

URBAN FRONTAGE

A Private Frontage type with less substantial Active Edge and glazing at the sidewalk level than Storefront Frontage.

UTILITIES

Facilities and structures used for production, generation, transmission and distribution of services including but not limited to electric, gas, water, sewer, telephone, cable TV, and internet access services, excluding local services directly provided to buildings by cables, wires, poles and pipes.

WATERFRONT ACTIVATION AREA

A general area between a Mean High Water Line and the nearest landward Build-To-Line along the waterfront, as indicated on the DOZ Standards Map Section 175.08, which must contain the Waterfront Promenade, a continuous publicly accessible Civic Space that physically and visually connects the adjacent areas to the waterfront.

WATERFRONT PROMENADE

A civic space as defined in Section 175.10E(1)(d).

WATERFRONT BOARDWALK

A civic space, a walkway raised to protect wetlands, sensitive or flood plane areas.

WHOLESALE USE

The sale of goods to other businesses or individuals not open to the general public, generally offering goods in larger volume than customary for retail sales.

SECTION 331-175.05 RESERVED

SECTION 331-175.06 RESERVED

SECTION 331-175.07 RESERVED

SECTION 331-175.08 DOZ STANDARDS MAP

A. The DOZ is divided into the following Overlay Zones, shown as "DO-1," "DO-2," "DO-3," "DO-4," "DO-5," "DO-6," "DO-7," and "DO-8". The boundaries of these Overlay Zones are shown on the Official Zoning Map of the City of New Rochelle and the DOZ Standards Map 175.08G.

B. If a parcel is located in more than one DOZ overlay district, each portion of the parcel shall conform to Development Standards of the applicable district.

C. A DOZ Standards Map is hereby established and incorporated into this Article, with designated DO-1, DO-2, DO-3, DO-4, DO-5, DO-6, DO-7, and DO-8 zoning districts as shown on the Official Zoning Map of the City of New Rochelle.

D. The DOZ Standards Map, because of its level of detail, is available on both one sheet and in a series of tiled maps, along with a legend and key map.

E. The DOZ Standards Map designates a series of zoning standards elements to regulate the building forms most appropriate for each Overlay District, street, block and lot. This map regulates DOZ Street Types, Terminating Vistas, Significant Corners and Required Frontage Types.

(1) DOZ Street Types

The Downtown Overlay Zones permit seven Street Types, which regulate the allowable Frontage Types:

(a) A Street
(b) B Street
(c) C Street
(d) D Street
(e) E Street
(f) F Street
(g) G Street
(h) H Street
(i) I Street
(j) J Street
(k) P Street - Pedestrian Way

See Section 175-09 for Public Frontage Standards and Section 175-11.D for Private Frontage Standards.

(2) Terminating Vistas

The DOZ Standards Map designates locations of required and permitted Terminating Vistas, as defined in 331-175.11E(9).

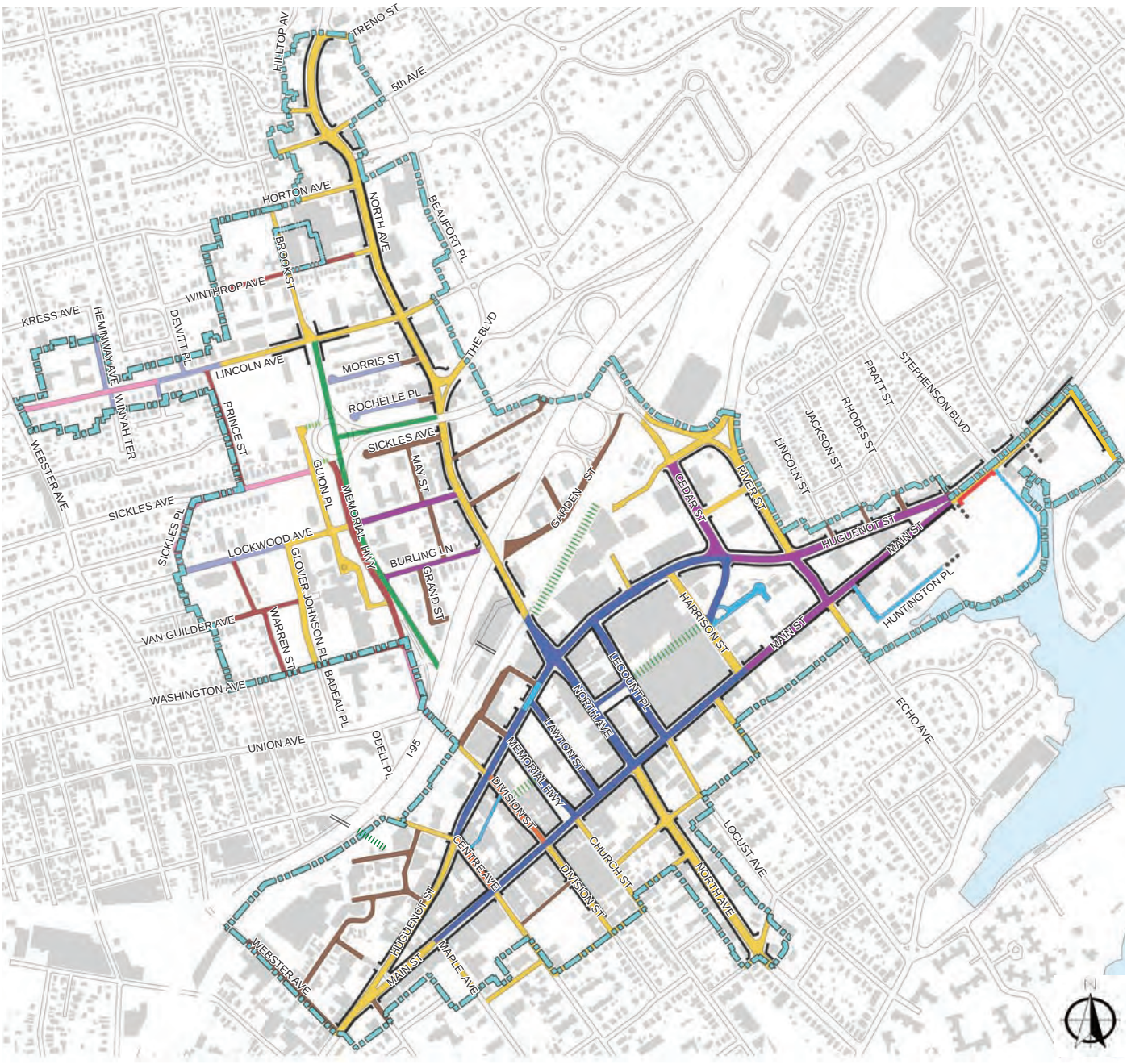
(3) Significant Corners

The DOZ Standards Map designates locations of required and permitted Significant Corners as defined in Section 331-175.11E(8)

(4) Required Frontage Types

The DOZ Standards Map designates certain locations where Storefronts or Frequent Entryways are required according to the standards established in Section 331-175.11.E(5). Certain limitations on permitted residential uses located on the first floor also apply to these designated Storefront locations, as provided in Section 331-175.11. A(2)

175.08F DOZ STREET TYPES MAP



LEGEND

- DOWNTOWN OVERLAY DISTRICT BOUNDARY
- A STREET
- B STREET
- C STREET
- D STREET
- E STREET
- F STREET
- G STREET
- H STREET
- I STREET
- J STREET
- P STREET -PEDESTRIAN WAY
- STOREFRONTS REQUIRED
- FREQUENT ENTRYWAYS REQUIRED
- FUTURE NEW STREET, EXTENSION OF EXISTING STREET, TYPE & PRECISE LOCATION AS APPROVED BY THE PLANNING BOARD

175.08F(1) DOZ STREET TYPE STANDARDS

(1) The DOZ Street Types Table designates the Street Types, Storefront requirements and Maximum Door Separation requirements associated with each Street or portion of Street within the Downtown Overlay Zones.

(a) The designated Street Type establishes the width of the Public Frontage and the types of Private Frontages permitted.

(b) Certain streets are designated as "Storefront Required" requiring the Private Frontage to comply with either Storefront Frontage or Arcade Frontage requirements.

(c) Those streets designated as "Storefront Required" or "Frequent Entryways Required" on the DOZ Street Types Map establish a maximum door entryway separation measured in feet along the Build-To-Line as shown in 175.08F(2) and required in Section 175.11E(5). See 175.11E(5)(e) for conditions that permit greater maximum door separations.

(d) Where Max Door Separation states "N/A" the standard is not applicable.

(2) New Streets shall receive a designated Type with Planning Board approval.

175.08F(2) DOZ STREET TYPES TABLE

Street Name	Street Type	Storefront[2] Required	Max Door Separation[1]
5th Ave	D Street	N	N/A
Bally Pl	D Street	N	N/A
Bartels Pl	E Street	N	N/A
Bonneyfoy Pl	D Street	N	N/A
Brook St	D Street	N	N/A
Bridge St	E Street	N	60'
Burling Ln	C Street	N	N/A
Cedar St			
From I-95 to Spring St	D Street	N	N/A
From Spring St to Huguenot St	C Street	N	80'
From Huguenot St to Harrison St	A Street	N	N/A
Centre Ave			
From I-95 to Huguenot St	D Street	N	N/A
From Huguenot St to Main St	B Street	~~Y~~ N	60'
From Main St to Prospect St	D Street	N	N/A
Chauncey Ave	D Street	N	N/A
Church St	D Street	N	N/A
Clinton Pl	D Street	N	N/A
Cologni Ave	D Street	N	N/A

Street Name	Street Type	Storefront[2] Required	Max Door Separation
Columbus Ave	E Street	N	N/A
Cottage Pl	E Street	N	N/A
Dewitt Pl	H Street	N	N/A
Division St			
From Station Pl to Huguenot St	D Street	N	N/A
From Huguenot St to Main St	B Street	~~Y~~ N	60'
From Main St to Prospect St	D Street	N	80'
Echo Ave			
Huguenot St to Main St	C Street	N	80'
Main St to Lafayette St	D Street	N	N/A
Evans St	F Street	N	N/A
Fountain Pl	F Street	N	N/A
Franklin Ave	D Street	N	N/A
Garden St	E Street	N	N/A
Glover Johnson Pl	D Street	N	N/A
Grand St	E Street	N	N/A
Guion Pl	D Street	N	N/A
Harrison St	D Street	N	N/A
Heminway Ave	H Street	N	N/A

[1] Where a single retail occupancy is provided for 20,000 SF or greater see Section 175.11 E(5)(e) for provisions permitting greater door separations.

~~[2] Where a Storefront is required, either a Storefront Frontage type or Arcade Frontage type is required.~~

[3 2] Pedestrian Ways designated on the DOZ Standards Maps in Section 175.08G(3) through (7) shall comply with the standards in 175.09A(4).

175.08F(2) DOZ STREET TYPES TABLE (CONT'D)

Street Name	Street Type	Storefront Required[2]	Max Door Separation[1]
Horton Ave	D Street	N	N/A
Huguenot St			
From Main St to Centre Ave	D Street	N	80'
From Centre Ave to Shearwood Pl	A Street	~~Y~~ N	60'
From Shearwood Pl to Bridge St	F Street	N	60'
From Bridge St to Cedar St	A Street	~~Y~~ N	60'
From Cedar St to Pratt St	C Street	N	80'
Huntington Pl	F Street	N	N/A
Jackson St	E Street	N	N/A
Lathers Park	H Street	N	N/A
Lawn Ave	E Street	N	N/A
Lawton St	A Street	~~Y~~ N	60'
Lecount Pl	A Street	~~Y~~ N	60'
Leroy Pl	E Street	N	N/A
Le Fevres Ln	D Street	N	N/A
Lincoln Ave			
From Manor Pl to Memorial Hwy	D Street	N	N/A
From Memorial Hwy to 99 Lincoln Ave	D Street	~~Y~~ N	N/A
From 105 Lincoln Ave to 133 Lincoln Ave	H Street	N	N/A
From 137 Lincoln Ave to Webster Ave	G Street	N	N/A
Lincoln St	E Street	N	N/A
Lockwood Ave			
From North Ave to Memorial Hwy	C Street	N	N/A
From Memorial Hwy to Glover Johnson	D Street	~~Y~~ N	N/A
From Glover Johnson Pl to Warren St	H Street	N	N/A
From Warren St to Sickles Pl	H Street	N	N/A
Locust Ave	D Street	N	N/A
Main Street			
From Webster Ave to Maple Ave	D Street	N	80'
From Maple Ave to Harrison St	A Street	~~Y~~ N	60'
Main Street North Side			
From Harrison St to Pratt	C Street	N	80'
Main Street South Side			
From Rhodes St* to Pratt St*	D Street	N	60'
From Pratt St* to Stephenson Blvd*	D Street	Y	60'
From Stephenson Blvd* to Le Fevres Ln	D Street	N	80'
Manor Pl	D Street	N	N/A
Maple St	D Street	N	N/A
May St	E Street	N	N/A
Memorial Highway			
From Railroad Pl to Huguenot St	E Street	N	N/A
From Huguenot St to Main St	A Street	~~Y~~ N	60'
From Washington Ave to Sickles Ave	I Street	N	N/A
Future LINC	J Street	N	N/A
Morris St			
From North Ave to 9 Morris St	E Street	N	N/A
From 11 Morris St to End	H Street	N	N/A
North Ave			
From Treno St to 1 Parcel North of Lincoln Ave & Manor Pl	D Street	N	80'
From 1 Parcel North of Lincoln & Manor Pl to I-95	D Street	~~Y~~ N	60'
From I-95 to Railroad Tracks	D Street	N	80'
From Railroad Tracks to Main St	A Street	~~Y~~ N	60'
From Main St to Union St	D Street	N	80'
Park Pl	E Street	N	N/A
Pedestrian Way[3 2]			
From Station Plz to Huguenot St	F Street	N	60'
From Lecount Pl to Harrison St	P Street	~~Y~~ N	60'
From Division St to Memorial Hwy	P Street	~~Y~~ N	60'
From North Ave to Commerce Dr	P Street	N	N/A
Pine Court	E Street	N	N/A
Pine Street	E Street	N	N/A
Pintard Ave	E Street	N	N/A
Pratt St	E Street	N	N/A
Prince St	I Street	N	N/A
Prospect St	D Street	N	80'

* Extension of the existing street, precise location as approved by the Planning Board

1 Where a single retail occupancy is provided for 20,000 SF or greater see Section 175.11 E(5)(e) for provisions permitting greater door separations.

~~2 Where a Storefront is required, either a Storefront Frontage type or Arcade Frontage type is required.~~

3 2 Pedestrian Ways designated on the DOZ Standards Maps in Section 175.08G(3) through (7) shall comply with the standards in 175.09A(4).

175.08F(2) DOZ STREET TYPES TABLE (CONT'D)

Street Name	Street Type	Storefront Required[2]	Max Door Separation[1]
Renewal Pl	D Street	N	N/A
Reylea Pl	E Street	N	N/A
Rhodes St	E Street	N	N/A
River St	D Street	N	80'
Rochelle Pl			
From North Ave to 15 Rochelle Pl	E Street	N	N/A
From 19 Rochelle Pl to End	H Street	N	N/A
Shea Pl	D Street	N	N/A
Sheraton Plz	E Street	N	N/A
Sickles Ave			
From North Ave to May St	E Street	N	N/A
From May St to End	F Street	N	80'
From Guion Place to Prince St	G Street	N	N/A
From Prince St to Sickles Pl	G Street	N	N/A
Sickles Pl			
From Sickles Ave to Colonial Pl	G Street	N	N/A
From Colonial Pl to Lockwood Ave	G Street	N	N/A
Station Plaza South			
From Division St to Pedestrian Way	E Street	N	N/A
From F Street to Bridge St	E Street	N	60'
The Blvd- parcels adjoining the DOZ boundary	D Street	N	N/A
The Blvd- parcels with frontage on North Ave	D Street	~~Y~~ N	60'
Treno St	D Street	N	N/A
Union St	D Street	N	N/A
Van Guilder Ave	~~I Street~~	~~N~~	~~N/A~~
From Glover Johnson Pl to Warren St	I Street	N	N/A
From Warren St to 140 Lockwood Ave	I Street	N	N/A
Warren St	I Street	N	N/A

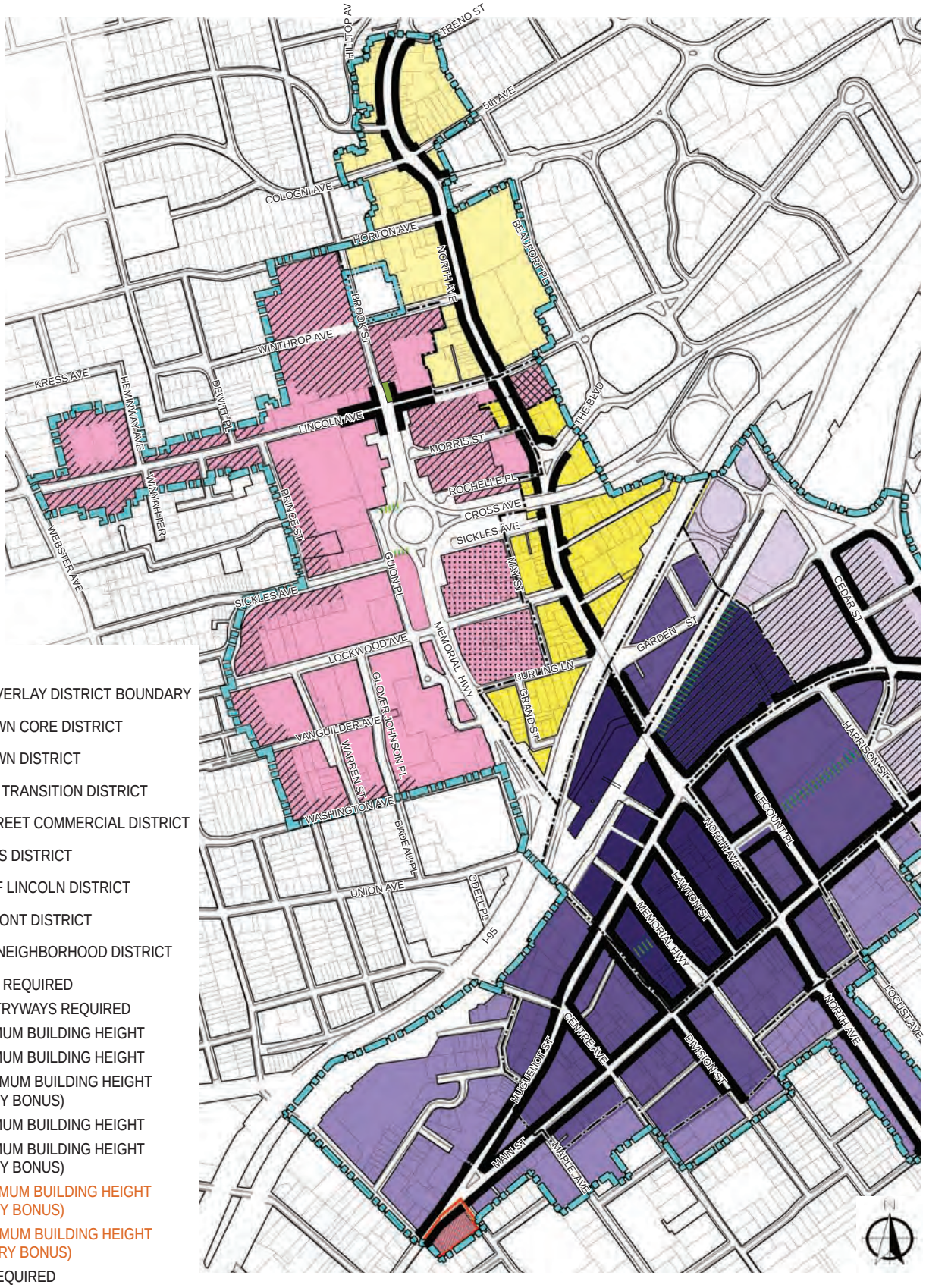
Street Name	Street Type	Storefront Required	Max Door Separation[1]
Washington Ave			
From Division St to Warren St	I Street	N	N/A
From Warren St to 105 Washington Ave	I Street	N	N/A
Webster Ave	E Street	N	N/A
Winthrop Ave			
From North Ave to 10 Winthrop Ave	D Street	N	N/A
From 14 Winthrop Ave to 51 Winthrop Ave	I Street	N	N/A
Winyah Terrace	H Street	N	N/A

1 Where a single retail occupancy is provided for 20,000 SF or greater see Section 175.11 E(5)(e) for provisions permitting greater door separations.

~~2 Where a Storefront is required, either a Storefront Frontage type or Arcade Frontage type is required.~~

~~3~~ 2 Pedestrian Ways designated on the DOZ Standards Maps in Section 175.08G(3) through (7) shall comply with the standards in 175.09A(4).

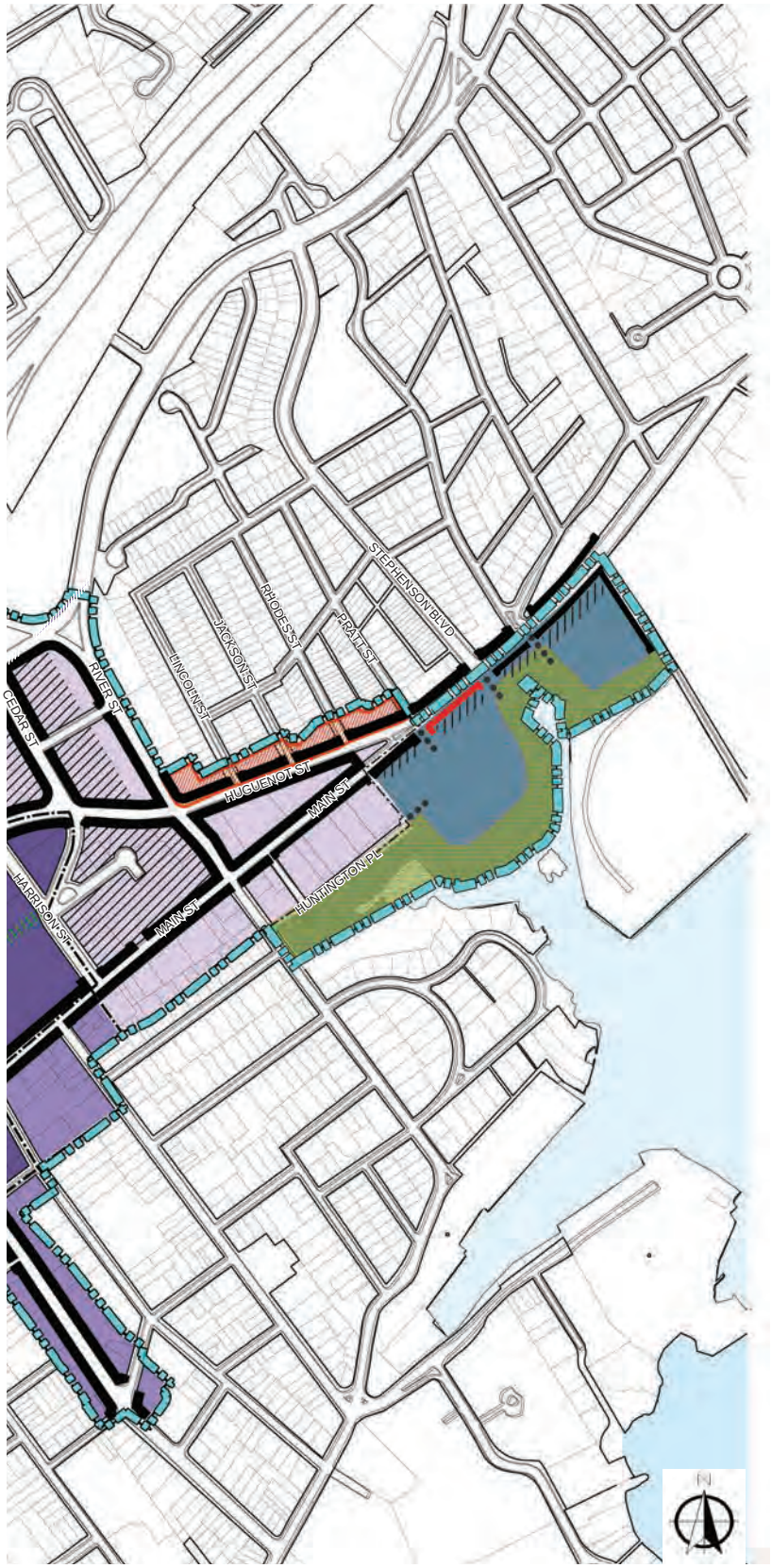
175.08G DOWNTOWN OVERLAY ZONES DISTRICT MAP



LEGEND

- DOWNTOWN OVERLAY DISTRICT BOUNDARY
- DO-1 DOWNTOWN CORE DISTRICT
- DO-2 DOWNTOWN DISTRICT
- DO-3 GATEWAY TRANSITION DISTRICT
- DO-4 RIVER STREET COMMERCIAL DISTRICT
- DO-5 WELLNESS DISTRICT
- DO-6 NORTH OF LINCOLN DISTRICT
- DO-7 WATERFRONT DISTRICT
- DO-8 LINCOLN NEIGHBORHOOD DISTRICT
- STOREFRONTS REQUIRED
- FREQUENT ENTRYWAYS REQUIRED
- 6-STORY MAXIMUM BUILDING HEIGHT
- 4-STORY MAXIMUM BUILDING HEIGHT
- 12-STORY MAXIMUM BUILDING HEIGHT (8 PLUS 4 STORY BONUS)
- 4-STORY MAXIMUM BUILDING HEIGHT
- 6-STORY MAXIMUM BUILDING HEIGHT (4 PLUS 2 STORY BONUS)
- 11-STORY MAXIMUM BUILDING HEIGHT (6 PLUS 5 STORY BONUS)
- 28-STORY MAXIMUM BUILDING HEIGHT (24 PLUS 4 STORY BONUS)
- CIVIC SPACE REQUIRED
- PEDESTRIAN WAY REQUIRED
- WATERFRONT ACTIVATION AREA
- FUTURE NEW STREET

175.08G DOWNTOWN OVERLAY ZONES DISTRICT MAP



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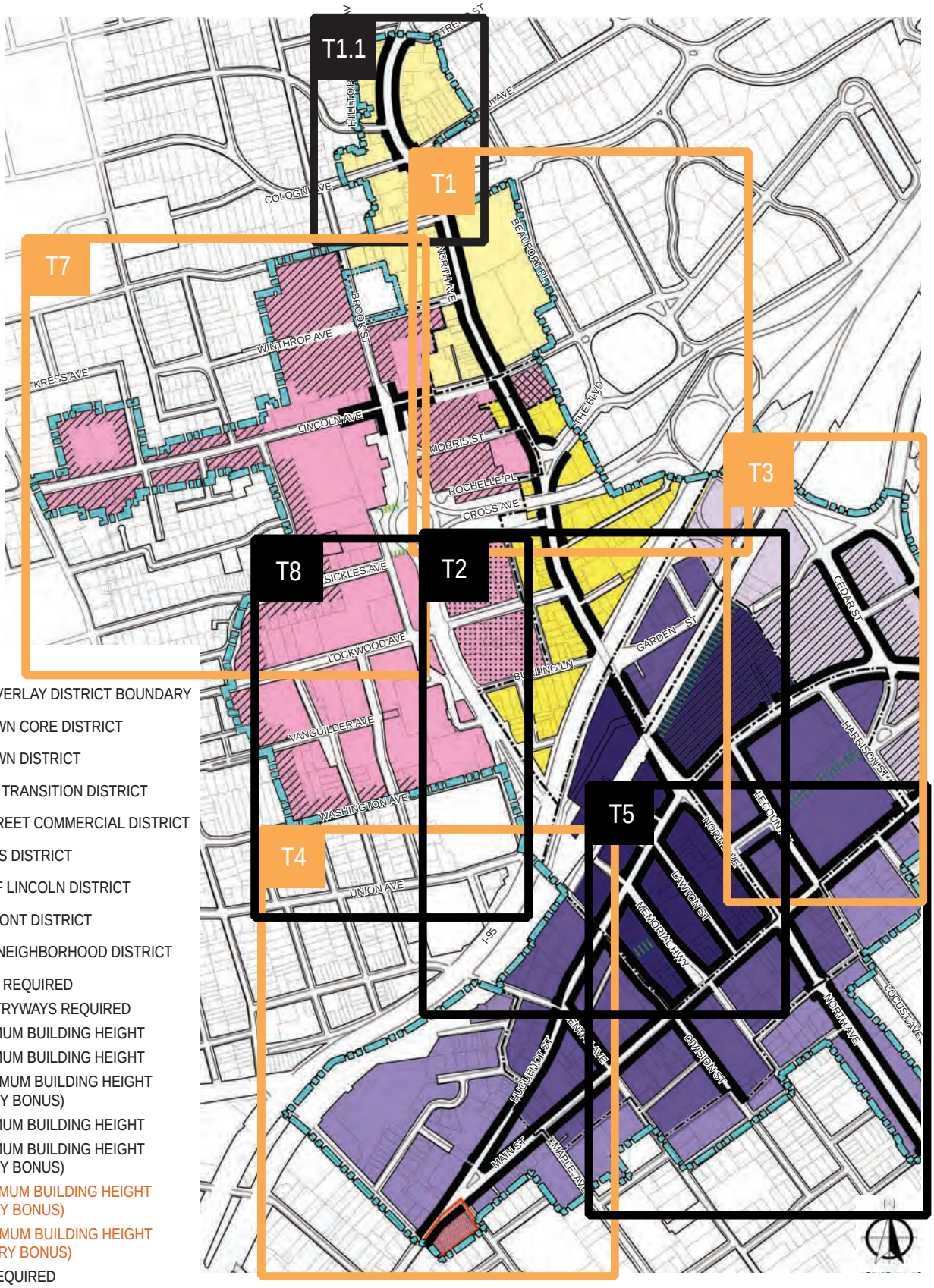
- PEDESTRIAN WAY REQUIRED
- WATERFRONT ACTIVATION AREA
- FUTURE NEW STREET

175.08G DOWNTOWN OVERLAY ZONES DISTRICT MAP



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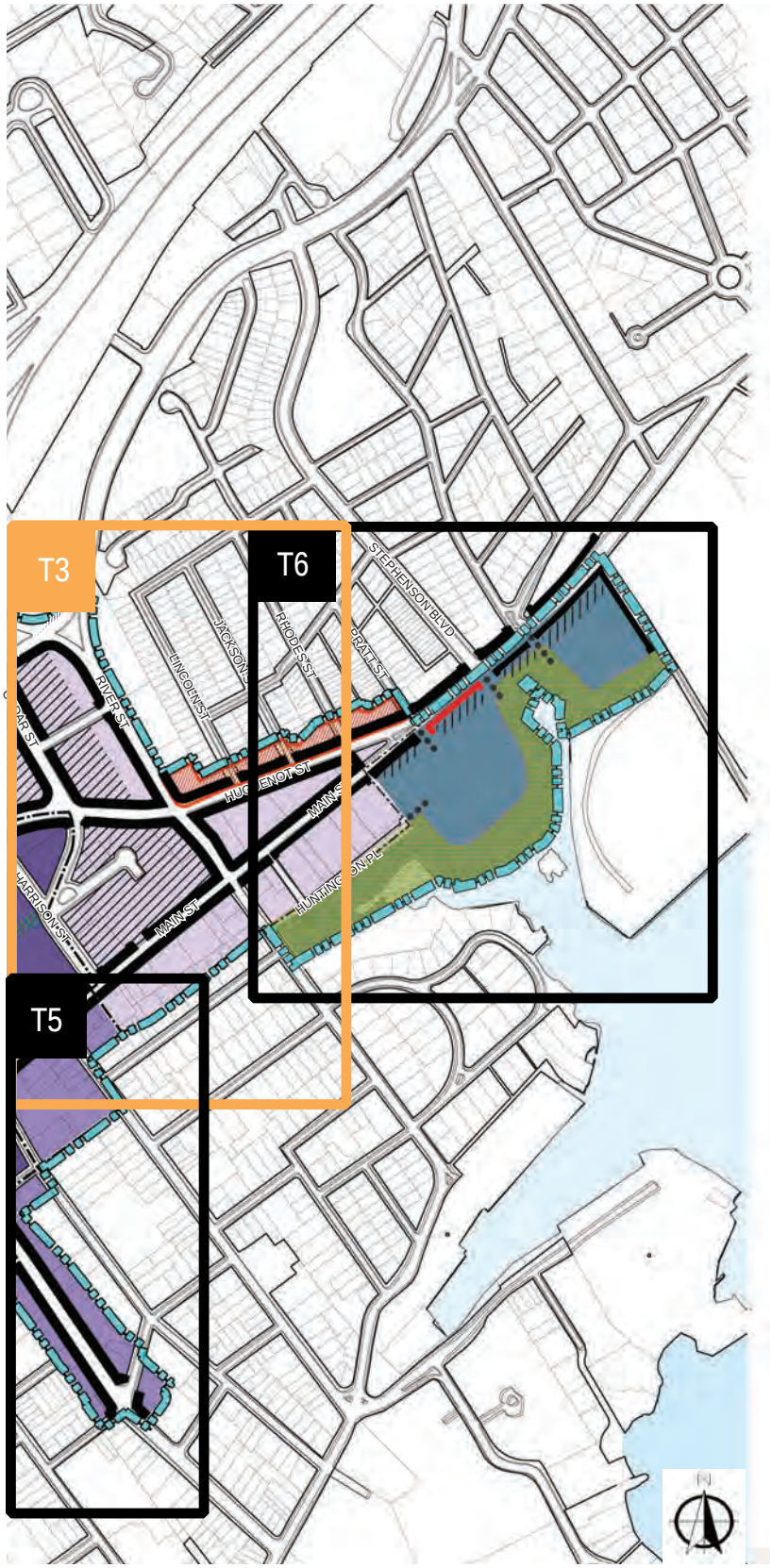
- CIVIC SPACE REQUIRED
- PEDESTRIAN WAY REQUIRED
- WATERFRONT ACTIVATION AREA
- FUTURE NEW STREET

175.08G DOWNTOWN OVERLAY ZONES DISTRICT MAP



LEGEND

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- CIVIC SPACE REQUIRED
- PEDESTRIAN WAY REQUIRED
- WATERFRONT ACTIVATION AREA
- FUTURE NEW STREET

175.08G(2) DOZ STANDARDS MAP LEGEND

DOWNTOWN OVERLAY DISTRICT BOUNDARY
DO-1 DOWNTOWN CORE DISTRICT
DO-2 DOWNTOWN DISTRICT
DO-3 GATEWAY TRANSITION DISTRICT
DO-4 RIVER STREET COMMERCIAL DISTRICT
DO-5 WELLNESS DISTRICT
DO-6 NORTH OF LINCOLN DISTRICT
DO-7 WATERFRONT DISTRICT
DO-8 LINCOLN NEIGHBORHOOD DISTRICT
6-STORY MAXIMUM
4-STORY MAXIMUM
12-STORY MAXIMUM (8 PLUS 4 STORY BONUS)
4-STORY MAXIMUM
6-STORY MAXIMUM (4 PLUS 2 STORY BONUS)
PROPERTY LINE
BLOCK NUMBER

11-STORY MAXIMUM (6 PLUS 5 STORY BONUS)
28-STORY MAXIMUM (24 PLUS 4 STORY BONUS)

ZONING STANDARDS REQUIREMENTS

STOREFRONT REQUIRED[~~1~~]
FREQUENT ENTRYWAYS REQUIRED[~~2~~1]
PEDESTRIAN WAY REQUIRED
CIVIC SPACE REQUIRED
A STREET TYPE
HIGH PRIORITY SIGNIFICANT CORNER
SIGNIFICANT CORNER
HIGH PRIORITY TERMINATING VISTA
TERMINATING VISTA
WATERFRONT ACTIVATION AREA[~~3~~2]
AREA FOR BONUS HEIGHT PLACEMENT IN DO-7
FUTURE NEW STREET, EXTENSION OF EXISTING STREET, TYPE & PRECISE LOCATION AS APPROVED BY THE PLANNING BOARD

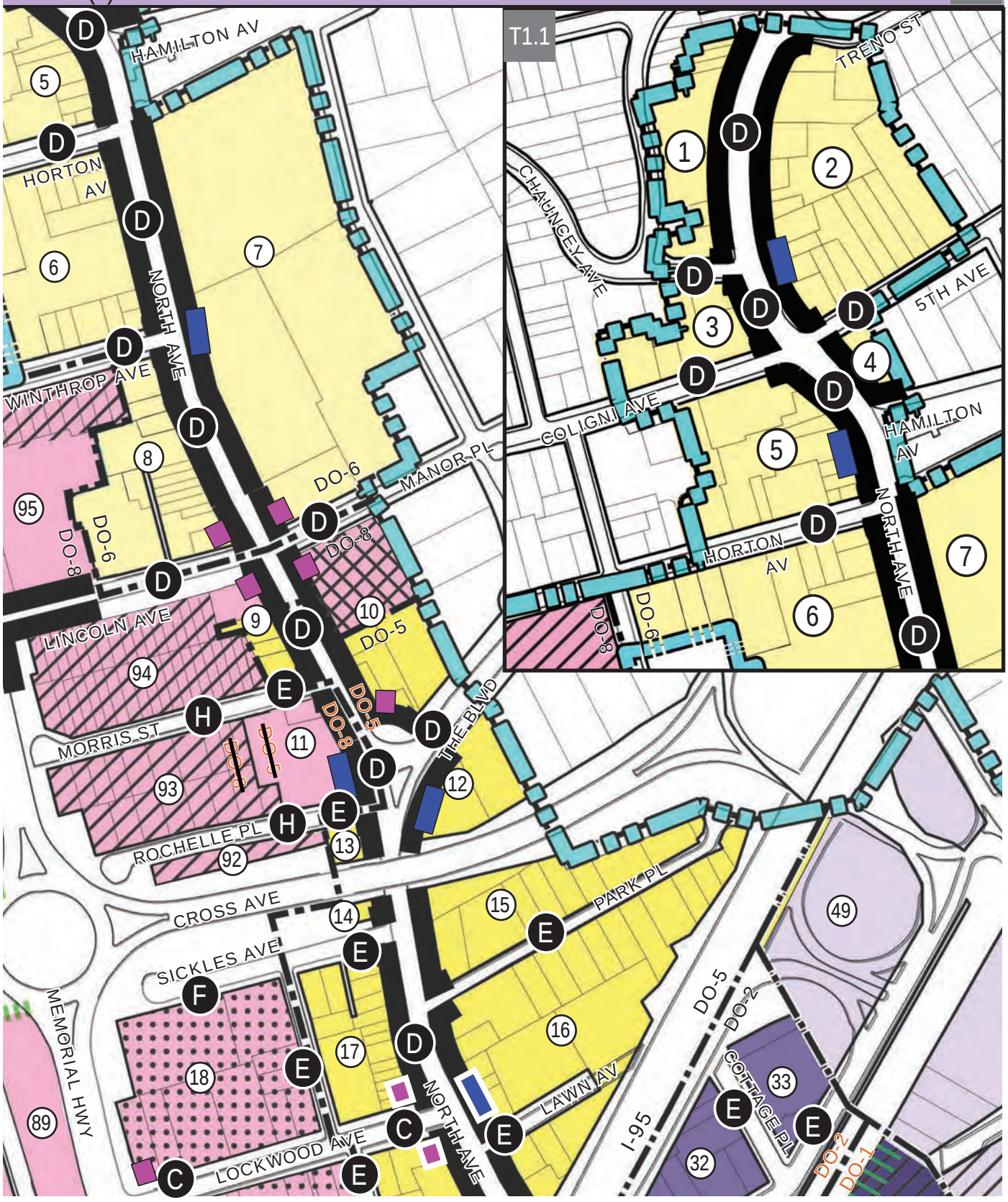
~~1~~ ~~Where Storefront Required is designated along a Site on the DOZ Standards Map, a Storefront Frontage or Arcade Frontage shall be provided and Active Frontage standards in Section 175.11(5)(c) shall apply.~~

~~2~~1 Where Frequent Entryways Required is designated along a Site on the DOZ Standards Map, Active Frontage standards in Section 175.11E(5)(d) shall apply.

~~3~~2 In Waterfront Activation Area, maximum 4 stories and minimum 30' Stepback required at Build-To-Line, as approved by the Planning Board.

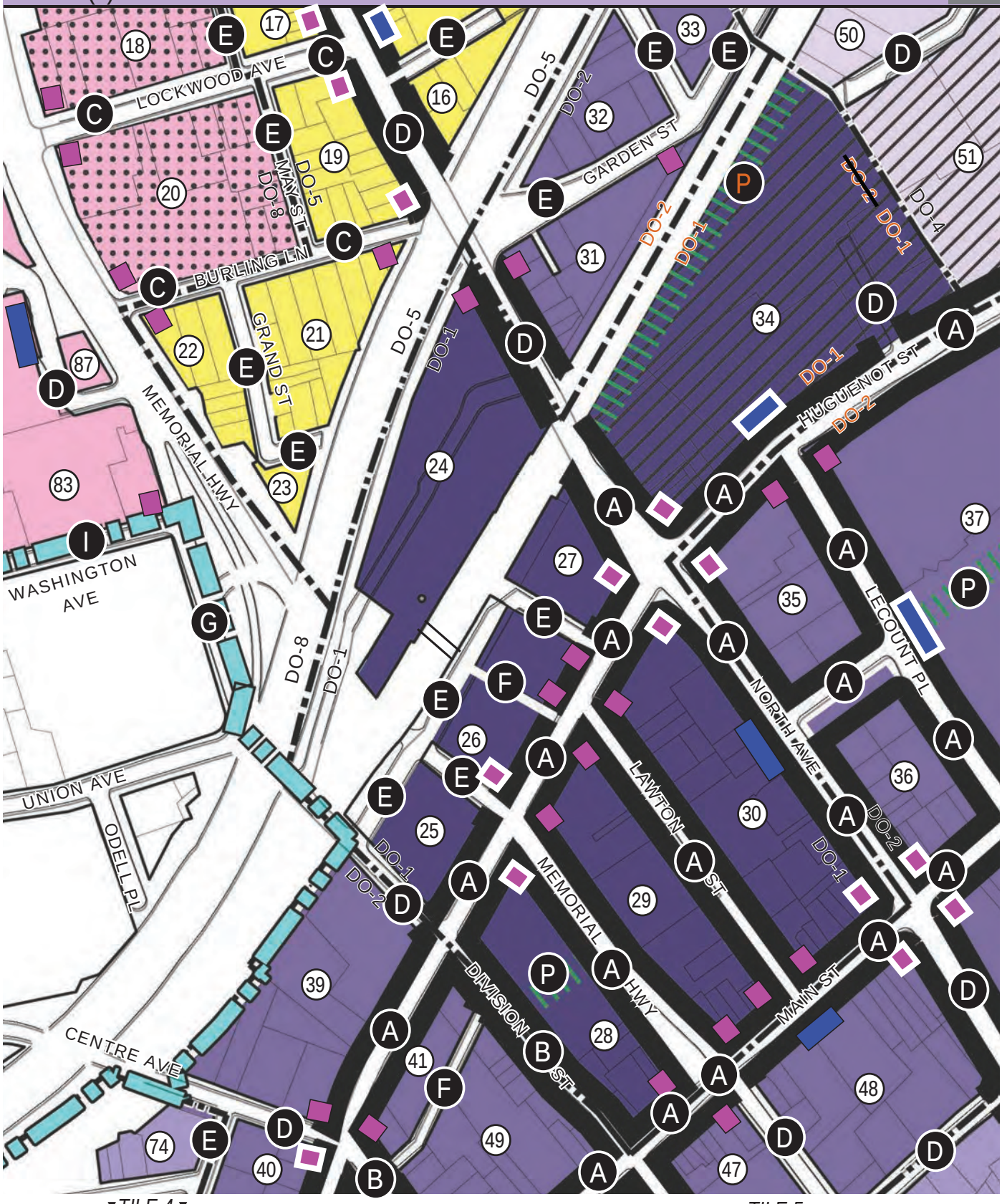
175.08G(3) DOZ STANDARDS MAP TILE 1 AND TILE 1.1

T1



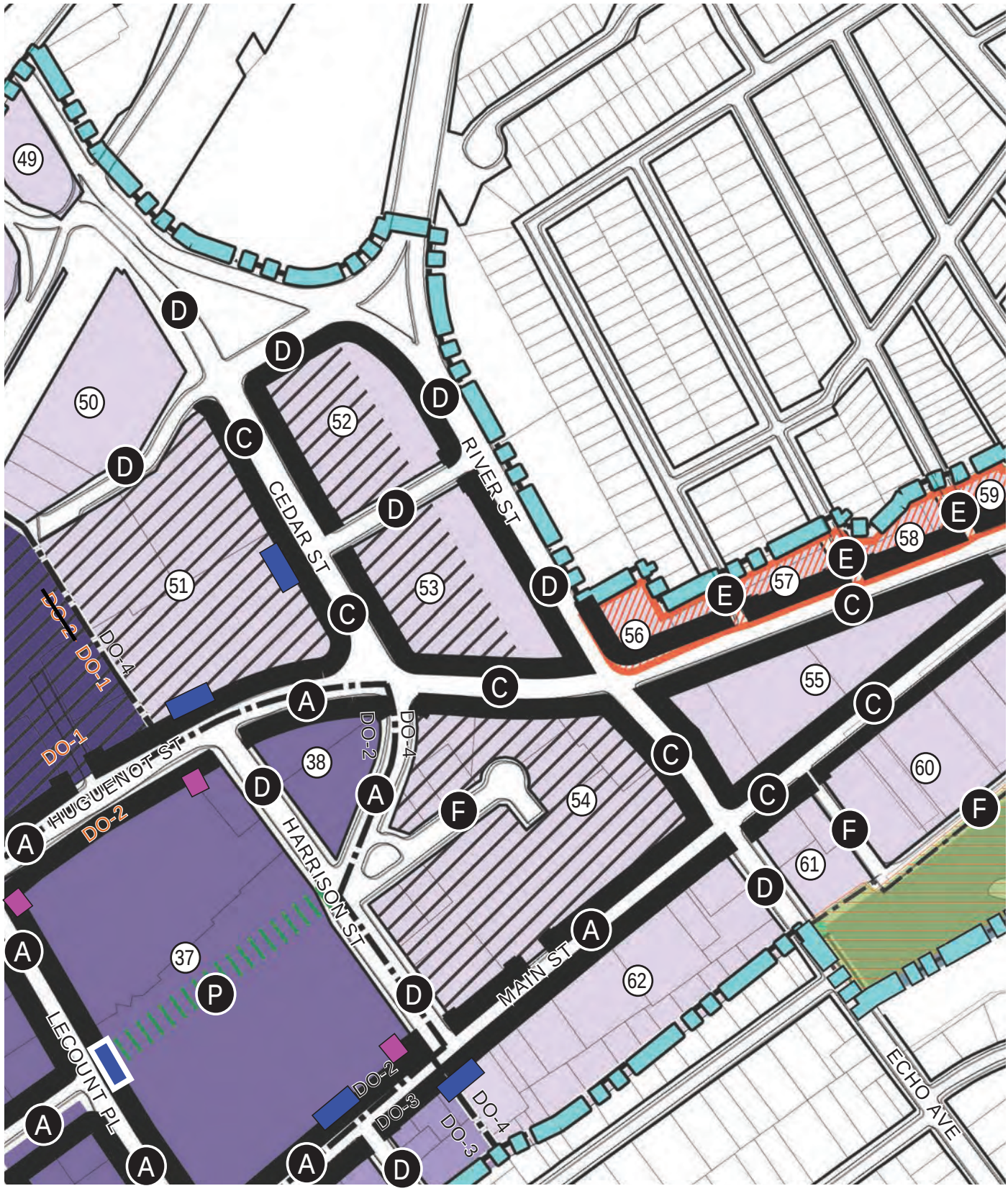
175.08G(4) STANDARDS MAP TILE 2

T2



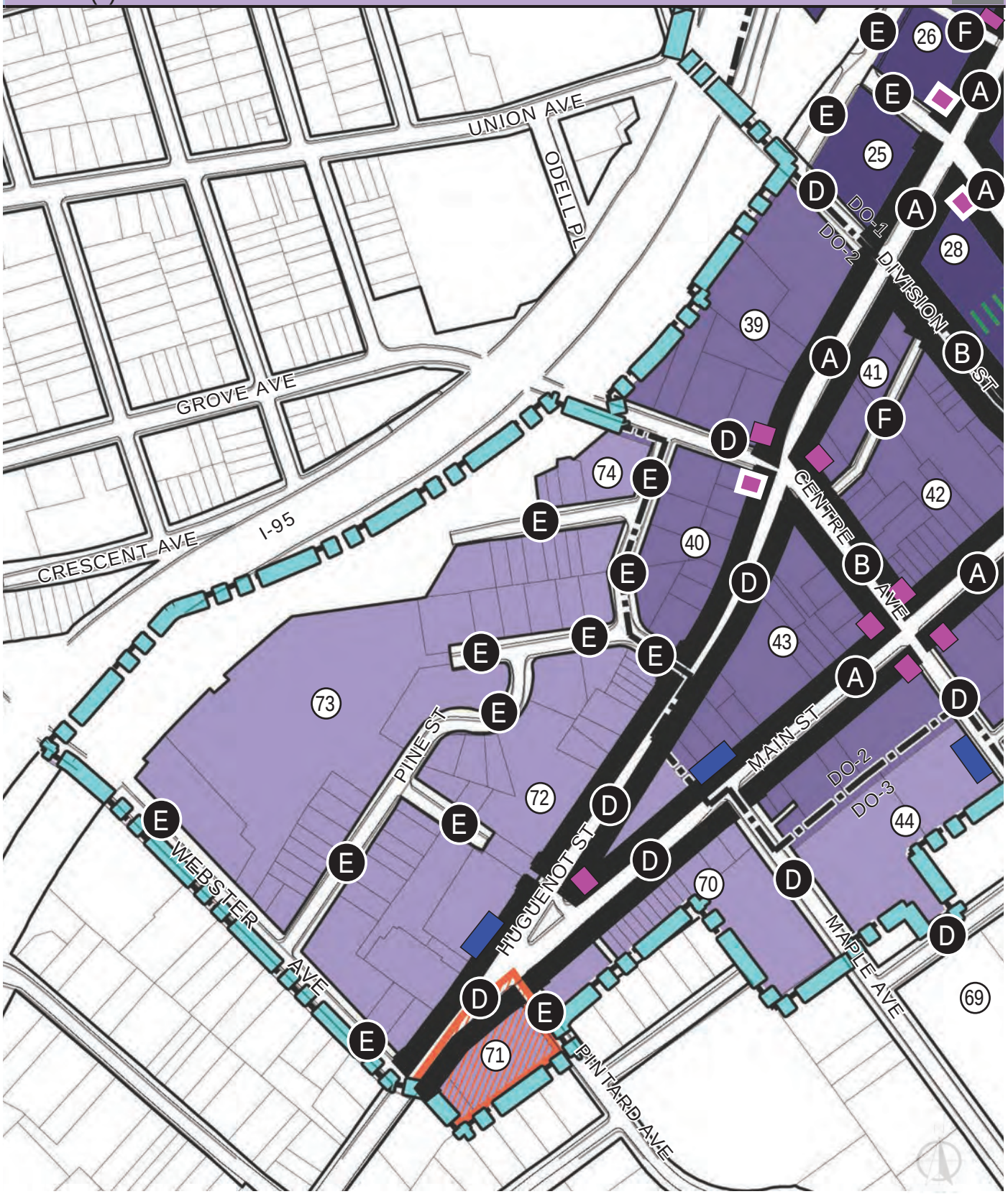
175.08G(5) DOZ STANDARDS MAP TILE 3

T3



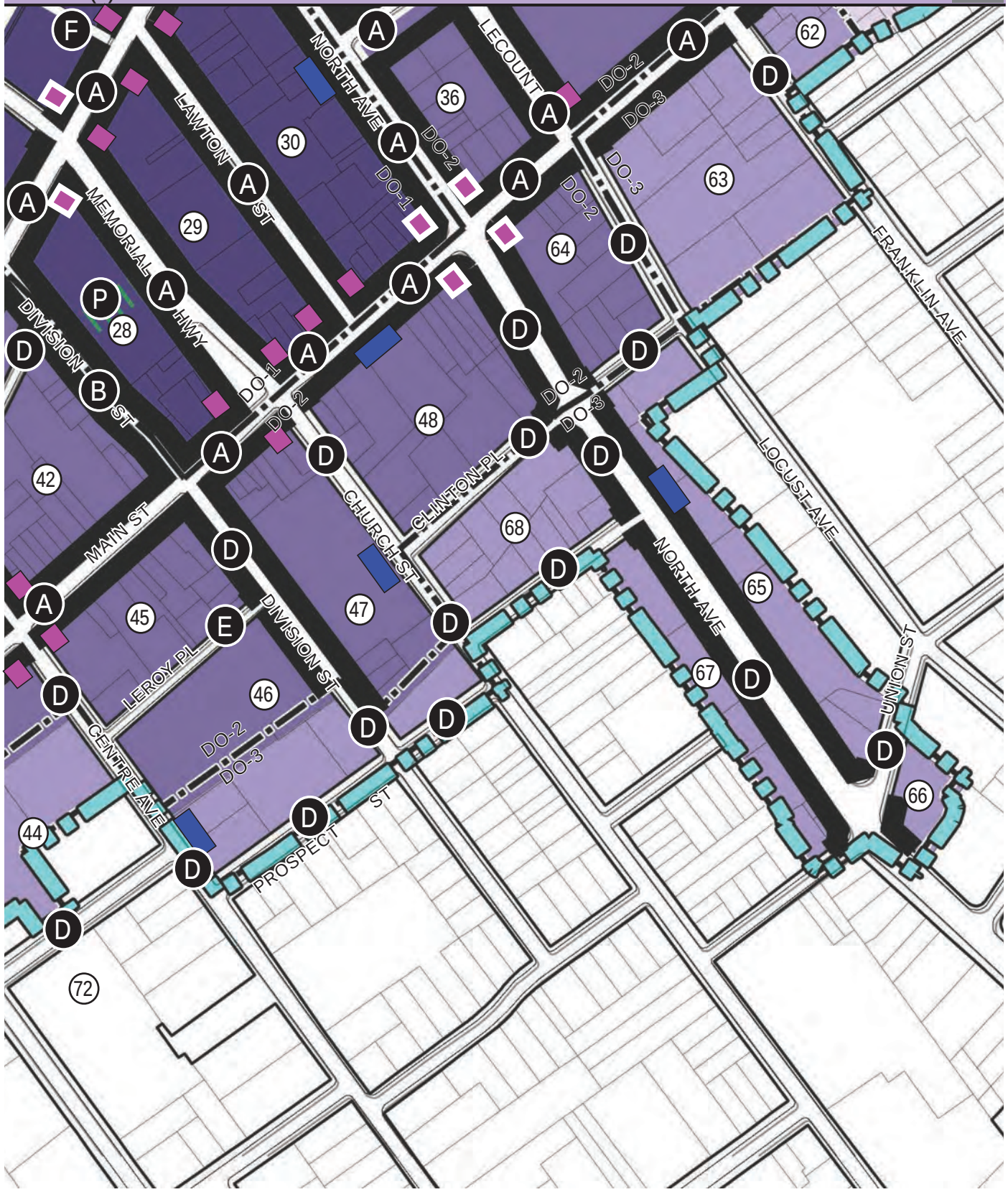
175.08G(6) DOZ STANDARDS MAP TILE 4

▲ *TILE 2* ▲
T4
▸ *TILE 2* ▸
▸ *TILE 5* ▸



175.08G(7) DOZ STANDARDS MAP TILE 5

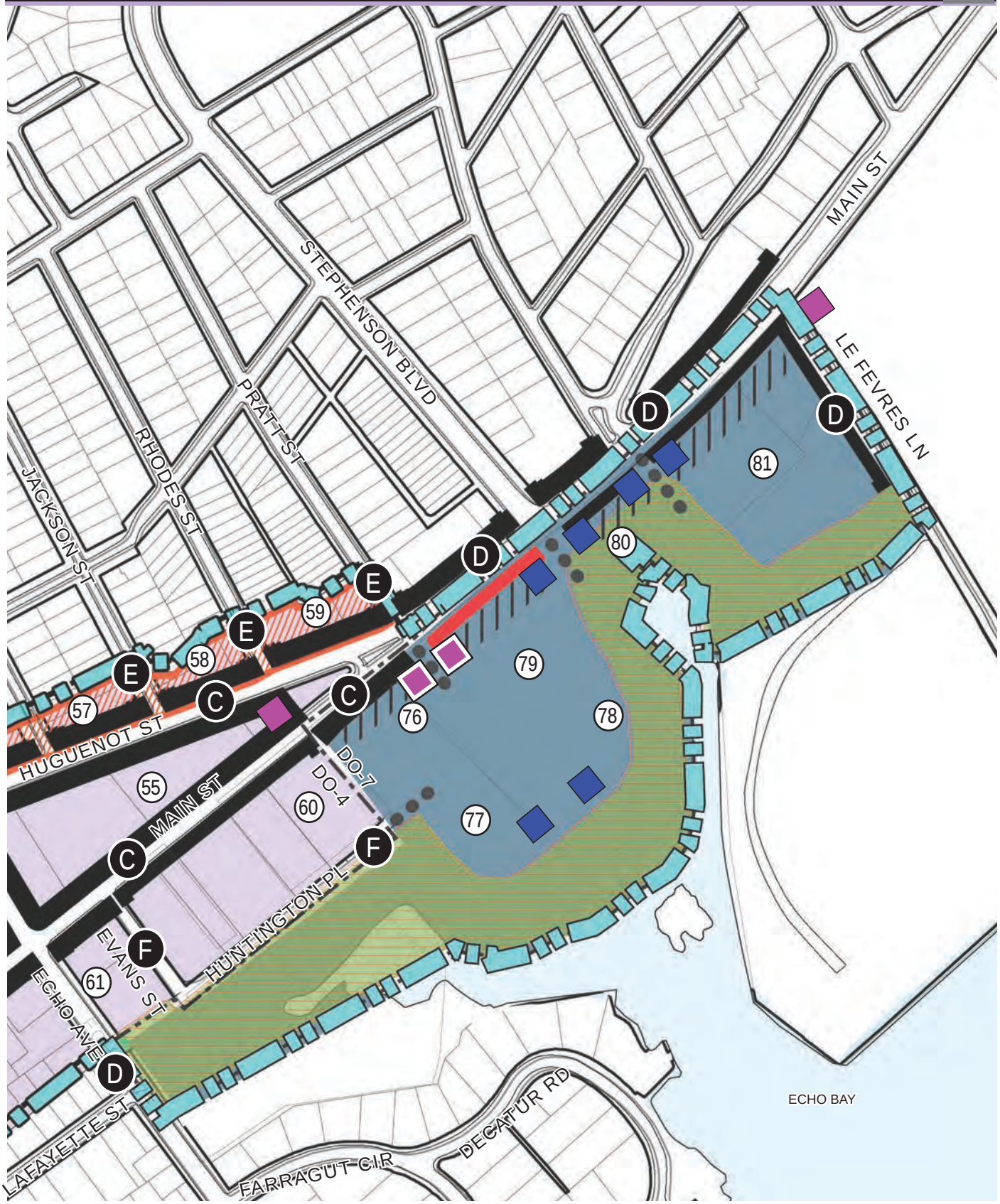
▲ TILE 2 ▲ ▲ TILE 3 ▲ T5



▲ TILE 4 ▲

175.08G(8) DOZ STANDARDS MAP TILE 6

T6

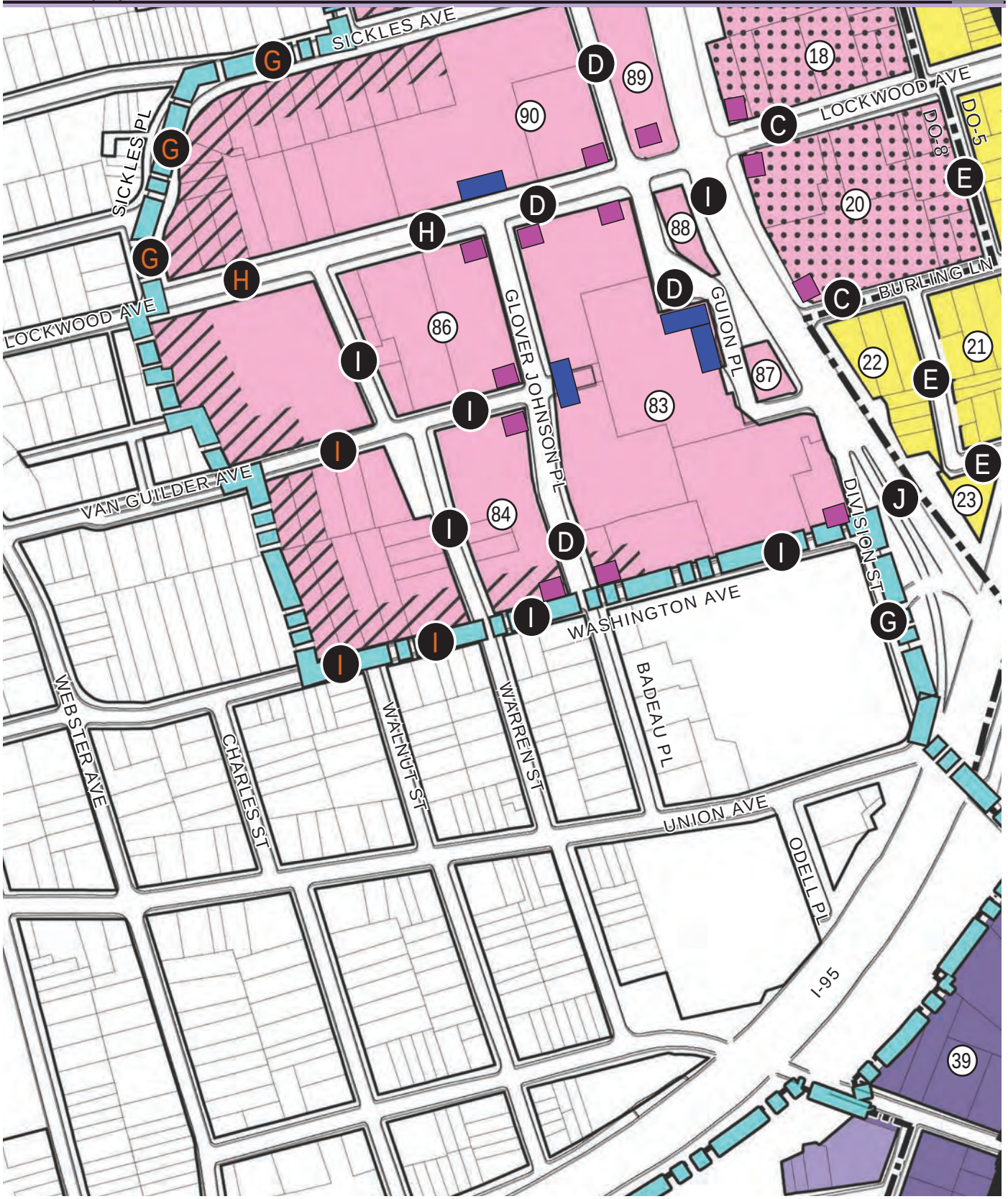


175.08G(9) DOZ STANDARDS MAP TILE 7

T7

175.08G(10) DOZ STANDARDS MAP TILE 8

T8



SECTION 175.09 STREET AND PUBLIC FRONTAGE STANDARDS

(1) The combination of the Traveled Way, Public Frontage, and Private Frontage defines the character of the public realm.

(2) The Street Type is a classification assigned to a Street or Pedestrian Way that determines the width of the Public Frontage as distance of a Build-To-Line from the Face of Curb, regulates the width of the Pedestrian Clearway, the type of the associated permitted Private Frontages, and the Street Wall Height.

(3) The Private Frontage Type regulates the depth of the Build-To-Zone and the Minimum Frontage Occupancy, minimum clear glazing area, dimensional depth of the visible use of the ground floor, allowable placement of parking, and the combination of allowed Frontage Edging Elements.

175.09A STREET STANDARDS

(1) Street Type Designations

(a) DOZ Street Types Map in Section 175.08F assigns Street Types to each existing street and mandated new Pedestrian Ways.

(b) Through the process of block development and land subdivision or re-subdivision as described in this Article, the Planning Board shall designate, upon the recommendation of the Commissioner of Development, all new streets as A Streets through J Streets or P Streets as Pedestrian Ways to reflect the importance of pedestrian and commercial activity, the intended form of development, and the need for traffic management along each street.

(2) Street Responsible Parties

(a) The design, maintenance and rehabilitation of an existing street shall be the responsibility of the owner of such traveled way (e.g. City, County, State or Private Owner).

(b) The design and construction of new streets shall be the responsibility of the applicant proposing new streets. New Streets shall comply with the street standards required by the City of New Rochelle and shall be offered for dedication to the City of New Rochelle.

(3) New Streets

(a) Design of Streets and Access Lanes

[1] The Planning Board may prepare a Design Guidelines Manual with provisions to establish standards and guidance on the design of new or the re-design of existing Streets and Access Lanes. The Planning Board may require applicants to comply with the provisions of this Manual.

(b) Site Access Standards

[1] The Planning Board may require sites to provide for pedestrian access, service access, and loading access within a reasonable distance from a public street or access lane.

(c) The Planning Board may require, where appropriate and necessary to provide adequate access to a Site, a minimum 16 foot wide access easement at one or more locations within the site, at the side(s) of the site or at the rear of the site on the street level, with a 14 foot clear height.

(d) The Planning Board may require the Applicant to design streets and access lanes to connect to other access lanes, streets, loading areas or parking areas or parking structures on the applicant's site or on adjacent sites.

(e) The Planning Board may require the Applicant to create Pedestrian Ways, Access Lanes, or Streets within the designated access easements, and may require these ways, lanes or streets to connect to existing streets. The Planning Board may also require adjoining property owners to combine access easements from adjoining sites to create an interconnected network of streets, access lanes and pedestrian ways.

(4) Pedestrian Ways

(a) For those Sites facing a Pedestrian Way designated as Street Type P on the DOZ Street Types Map in Section 175.08, the applicant shall provide such Pedestrian Way at the approximate location shown on the map by establishing a Build-To-Line at a location acceptable to the Planning Board. The Planning Board may approve Pedestrian Ways at other locations.

(b) Where a Pedestrian Way is required, the Applicant may choose to provide a Pedestrian Way complying with either Option 1 or Option 2. Alternatively, applicant may choose to satisfy the requirement for Street Type P by providing an A Street, B Street, C Street or D Street.

(c) Pedestrian Ways shall provide an access easement, accessible to public at least 16 hours a day, and a portion of it may be located within the building provided that it maintains the intent of the permitted frontages specified in Section 175.09B.

175.09B. PUBLIC FRONTAGE AND PRIVATE FRONTAGE STANDARDS

		Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F
PUBLIC FRONTAGE	Distance from Face of Curb to Build-To-Line [9]	15'-0"	12'-0"	15'-0"	12'-0"	9'-0"	6'-0"
	Landscape and Furnishing Zone Minimum	2'-0"	2'-0"	2'-0"	2'-0"	no min.	no min.
	Pedestrian Clearway Minimum	6'-0"	5'-6"	6'-0"	5'-6"	5'	5'
	Transition Zone Minimum	2'-0"	2'-0"	2'-0"	2'-0"	no min.	no min.

			Street Type A		Street Type B		Street Type C		Street Type D		Street Type E		Street Type F	
PRIVATE FRONTAGE	Private Frontage Types	Min. Clear Glazing Area Required	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy
	Storefront Frontage[1]	65%[5]	5'-0"	80%[2]	5'-0"	80%[2]	5'-0"	60%[3]	5'-0"	60%[3]	5'-0"	50%	5'-0"	0%
	Arcade Frontage[1]	65%[5]	15'-0"[4]	80%[2]	15'-0"[4]	80%[2]	15'-0"[4]	60%[3]	15'-0"[4]	60%[3]	15'-0"[4]	50%	15'-0"[4]	0%
	Urban Frontage	50%[5]	5'-0"	80%[2]	5'-0"	80%[2]	5'-0"	60%[3]	5'-0"	60%[3]	5'-0"	50%	5'-0"	0%
	Stoop Frontage	20%[6]	5'-0"	80%[2]	5'-0"	80%[2]	5'-0"	60%[3]	5'-0"	60%[3]	5'-0"	50%	5'-0"	0%
	Porch Frontage	20%[6]	10'-0"	80%[2]	10'-0"	80%[2]	10'-0"	60%[3]	10'-0"	60%[3]	10'-0"	50%	10'-0"	0%
	Lightwell Frontage	20%[6]	10'-0"	80%[2]	10'-0"	80%[2]	10'-0"	60%[3]	10'-0"	60%[3]	10'-0"	50%	10'-0"	0%
	Forecourt Frontage	20%[6]	10'-0"	50%	10'-0"	50%	10'-0"	50%	10'-0"	50%	10'-0"	50%	10'-0"	0%
	Mid-Block Frontage	10%[6]	X	X	X	X	X	X	X	X	10'-0"	0%	10'-0"	0%

[1] On Streets designated on the DOZ Standards Map as "Storefront Required" (see Section 175.08), a Storefront Frontage or Arcade Frontage is required.

[2] For Sites in DO-4, the minimum Frontage Occupancy shall be 60%

[3] For Sites in DO-4, the minimum Frontage Occupancy shall be 50%

[4] Provided that the structural columns or piers are located within 5 feet of the Build-To-Line

[5] Minimum clear glazing area required between 2' and 8' above the sidewalk.

[6] Minimum clear glazing area required between the first floor slab and underside of the second floor slab.

[7] Pedestrian Way shall require a Private Frontage on one side

[8] Pedestrian Way shall require Private Frontages on both sides

[9] The minimum width and Occupancy of Public Frontage at Build-to-Line located within the Waterfront Activation Area shall be as approved by the Planning Board

X - Frontage Not Permitted

NR - Frontage Not Required but Permitted

Stepback Requirements	Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F
10 foot Stepback Required per 175.11E(4) [10]	Above Street Wall	Above Street Wall	Above Street Wall	Above Street Wall [11]	Above 28 feet	None

[10] Minimum 30 foot Stepback required where maximum 4 stories allowed in Waterfront Activation Area

[11] Minimum 25 foot Stepback required on Main Street in DO-7

175.09B. PUBLIC FRONTAGE AND PRIVATE FRONTAGE STANDARDS

		Street Type G	Street Type H	Street Type I	Street Type J	Street Type P-Pedestrian Way
PUBLIC FRONTAGE	Distance from Face of Curb to Build-To-Line [9]	40'-0"	26'-0"	18'-0"	NR	16'-0"
	Landscape and Furnishing Zone Minimum	7'-0"	3'-0"	2'-0"	5'-0" [12]	2'-0"
	Pedestrian Clearway Minimum	5'-0"	5'-0"	5-0"	NR [13]	8'-0"
	Transition Zone Minimum	No Min.	No Min.	No Min.	NR	2'-0"

			Street Type G		Street Type H		Street Type I		Street Type J		Street Type P			
PRIVATE FRONTAGE	Private Frontage Types	Min. Clear Glazing Area Required	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy for Option 1	Min Frontage Occupancy for Option 2	Min Frontage Occupancy for Option 3
	Storefront Frontage[1]	65%[5]	X	X	X	X	5'-0"	60%	NR	0%	5'-0"	80%[2,7]	60%[3,8]	60%[9, 7]
	Arcade Frontage[1]	65%[5]	X	X	X	X	15'-0"	60%	NR	0%	15'-0"[4]	80%[2,7]	60%[3,8]	60%[9, 7]
	Urban Frontage	50%[5]	5'-0"	50%	5'-0"	50%	5'-0"	60%[3]	NR	0%	5'-0"	80%[2,7]	60%[3,8]	60%[9, 7]
	Stoop Frontage	20%[6]	X	X	X	X	5'-0"	60%[3]	NR	0%	X	X	X	60%[9, 7]
	Porch Frontage	20%[6]	10'-0"	50%	10'-0"	50%	10'-0"	60%[3]	NR	0%	X	X	X	60%[9, 7]
	Lightwell Frontage	20%[6]	10'-0"	50%	10'-0"	50%	10'-0"	60%[3]	NR	0%	X	X	X	X
	Forecourt Frontage	20%[6]	10'-0"	50%	10'-0"	50%	10'-0"	50%	NR	0%	X	X	X	X
	Mid-Block Frontage	10%[6]	X	X	X	X	X	X	NR	0%	X	X	X	X

[1] On Streets designated on the DOZ Standards Map as "Storefront Required" (see Section 175.08), a Storefront Frontage or Arcade Frontage is required.

[2] For Sites in DO-4, the minimum Frontage Occupancy shall be 60%

[3] For Sites in DO-4, the minimum Frontage Occupancy shall be 50%

[4] Provided that the structural columns or piers are located within 5 feet of the Build-To-Line

[5] Minimum clear glazing area required between 2' and 8' above the sidewalk.

[6] Minimum clear glazing area required between the first floor slab and underside of the second floor slab.

[7] Pedestrian Way shall require a Private Frontage on one side

[8] Pedestrian Way shall require Private Frontages on both sides

[9] The minimum width and Occupancy of Public Frontage at Build-to-Line located within the Waterfront Activation Area shall be as approved by the Planning Board

X - Frontage Not Permitted

NR - Frontage Not Required but Permitted

Stepback Requirements	Street Type G	Street Type H	Street Type I	Street Type J	Street Type P
10 foot Stepback Required per 175.11E(4) [10]	Stepback required of at least 10 ft above 40 ft where 4 stories or less are permitted, and at least 10 ft above 50 ft where there are more than 4 stories	Stepback required of at least 10 ft above 40 ft where 4 stories or less are permitted, and at least 10 ft above 50 ft where there are more than 4 stories	Above Street Wall	None	Above Street Wall

[10] Minimum 30 foot Stepback required where maximum 4 stories allowed in Waterfront Activation Area

[11] Minimum 25 foot Stepback required on Main Street in DO-7

[12] Provide ornamental fencing, trees and/or plantings along property frontage to separate private land from public land (e.g., LINC Park). Other frontage types, especially those that contribute positively to the pedestrian environment, as outlined in this Code, may be considered by the Planning Board.

[13] Pedestrian movement shall be accomodated in the LINC Park

175.09C. PUBLIC FRONTAGE

(1) Public Frontage Standards

(a) The design, rehabilitation and construction of public frontages within the public right-of-way, including curbs, shall be the responsibility of the Applicant, according to the design standards established in this Article and any associated design guidelines adopted by the Planning Board. The Applicant is responsible for obtaining approval of such improvements from all agencies with jurisdiction over the public right-of-way.

(b) All Sites shall provide Public Frontages along Streets.

(c) Where the required Build-To-Line as identified herein would be located within the public street right-of-way, the Build-To-Line shall instead be placed at the front lot line(s).

(d) No building or portion thereof shall be located within the Public Frontage, except as provided in 175.11H Projections and Encroachments. The Planning Board may modify these minimum standards to address existing or proposed conditions where:

[1] Existing buildings are closer than the required Build-To-Line

[2] Pedestrian demand for a narrower Pedestrian Clearway is demonstrated and mitigated.

[3] The Landscape and Furnishing Zone requires additional space for transit facilities.

(e) To qualify for development using the provisions of this Article, all sites shall meet the minimum Site Area and Site Frontage requirements as defined in Section 175.11B(2) and comply with the Build-To-Line in Section 175.09 and Build-To-Zone requirements in Section 175.11.

(f) All Public Frontages shall provide a Landscape and Furnishing Zone, Pedestrian Clearway Zone and a Transition Zone according to the minimum dimensions established in 175.09B. for the designated Street Type along each Public Frontage.

[1] The Landscape and Furnishing Zone establishes an area for the placement of parking fee meters, street signage, street lighting, bike racks, refuse receptacles, street trees and bio-retention areas, transit stop waiting and enclosure areas, seating furniture, extended outdoor dining areas or similar items.

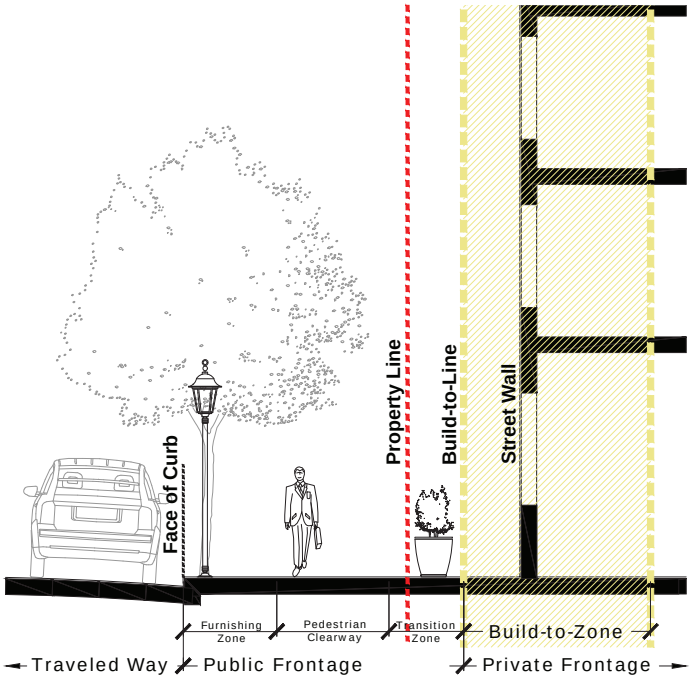
[2] The Pedestrian Clearway Zone establishes an area for the clear passage of pedestrians.

[3] The Transition Zone establishes an area for placement of building fixtures (lighting, signage, projected architectural molding etc), grade transitions, removable planters, and signage board, seating furniture, extended outdoor dining, access to open storefronts, landscaped areas or similar items while it serves as an extended entrance and storefront interaction area.

(g) The width of Public Frontage at established Build-to-Line located within the Waterfront Activation Area shall be measured from the Build-to-Line.

(h) Where structures having less than the required front yard exist on a majority of nonconforming lots of record that share common side property lines, the required front yard on each nonconforming lot, whether or not improved, shall be reduced to the average front yard of all such structures in the same block and on the same side of the street.

175.09C(1)(g) PUBLIC FRONTAGE DIAGRAM



175.09D BUILD-TO-LINE

(1) Build-To-Line Standards

(a) The Build-To-Line shall be set parallel to the face of a curb for a distance regulated by Section 175.09B Public Frontage and Private Frontage Standards, and Street Types Map in Section 175.08F.

(b) All existing and new streets within the Downtown Overlay Zone district shall require a Build-To-Line.

(c) Where an existing building is closer to the Street than the designated Build-To-Line, the Planning Board has the authority to establish an alternate Build-To-Line at a location to allow the existing Street Wall to remain within the Build-To-Zone.

(d) Where a Pedestrian Way is provided according to Section 175.09A(4), the Planning Board may permit the Build-To-Line to be placed at alternate locations it deems appropriate.

(f) Build-To-Line shall be required where buildings are proposed within the Waterfront Activation Area, placed at locations as recommended by the Commissioner of Development and approved by the Planning Board, to establish the location of Public Frontages.

SECTION 175.10. CIVIC SPACE STANDARDS

A. Applicability: This Section 331-175.10 applies to those developments that:

(1) Choose to provide civic space of a certain size and location to qualify for a Community Benefit Bonus from the list of approved bonuses or

(2) Choose to develop civic space on an approved development site in compliance with these standards of 175.10 to achieve greater flexibility in the placement of buildings or

(3) Area required to develop a civic space where designated on the DOZ Standards Map.

B. Minimum Civic Space Standards

To qualify for approval by the Planning Board as a civic space during the site plan review process, the space shall:

(1) Be in a form of ownership acceptable to the City Council.

(2) Provide public access at least 16 hours per day.

(3) Be located at the ground level or within one floor of the ground level and provide clear visual connections to pedestrians on an adjacent public sidewalk.

(4) Adhere to the standards established for civic spaces in this Section.

C. Maintenance

(1) Privately-Owned civic space shall be maintained by its owner or a private entity such as a Property Owners Association, Municipal Improvement District or Business Improvement District.

(2) Publicly-Owned civic space shall be maintained by its public owner or a contracted entity such as a Property Owners Association, Municipal Improvement District or Business Improvement District as approved by the applicable government agency.

D. Civic Space Programming, Placement and Design Criteria

(1) The following programming and design considerations, among others, shall be evaluated by the Commissioner of Development in the course of site plan and/ or subdivision approval and design as considerations in determining the acceptable location for civic space:

(a) Solar orientation of civic space

(b) Amenities such as water features, public bathrooms, informational kiosks, drinking fountains, play & entertainment areas

(c) Facilities for the use, retention and recharging of rainwater

(d) Projected public access and likelihood of use

(e) Seasonal programming of the space

(f) Intensity of adjacent private frontage(s)

(2) The Planning Board shall consider the following during its site plan review process to determine whether the civic space design is acceptable:

(a) All civic spaces shall provide pedestrian access from a public sidewalk, via a publicly accessible Pedestrian Way, Pedestrian Trail, Waterfront Boardwalk or a private walkway open to the public at least 16 hours per day.

(b) A civic space may be indoors or outdoors. However, it must provide active or passive uses designed to bring regular pedestrian, civic and/or commercial activity to the Site.

(c) The Applicant may seek approval from the Planning Board for an alternate placement of a required Build-To-Zone to permit a civic space along a Street or within a Waterfront Activation Area.

[1] Where a civic space is proposed on a development site adjacent to an existing building not controlled by the Applicant, the Applicant shall provide Edging Elements as defined in Section 175.11F and landscaping to buffer any adjacent areas of blank walls or service uses.

[2] A civic space may include buildings provided that they are designed to activate the civic use of the space and provide public access.

[3] Buildings and temporary structures within civic spaces may be as low as one story in height.

(3) Civic Space Frontage Occupancy

(a) Civic spaces shall be mapped and measured on the site plan to designate a Build-To-Zone with a total linear length along the edges of the proposed civic space excluding the length of the edge along the street and/ or the length of the Pedestrian Way conforming to its Private Frontage requirements.

175.10 CIVIC SPACE STANDARDS

(b) Civic spaces shall provide a minimum 60% civic space frontage occupancy, unless the Planning Board determines that a lower standard is permitted. Civic space frontage occupancy shall be calculated by measuring the length of the Street Wall in the civic space Build-To-Zone divided by the length of the perimeter of the civic space established above in 175.10D(3)a.

(c) The minimum Frontage Occupancy within the Waterfront Activation Area shall be as recommended by the Commissioner of Development and approved by the Planning Board.

(4) New buildings contiguous to a civic space shall provide Build-To-Zone(s)and Street Wall(s) as required by the Street Type designated on the nearest Street on the DOZ Standards Map, except within the Waterfront Activation Area as defined in 175.08G(2), 175.09B.

(5) Where existing buildings front onto a civic space, the Planning Board shall determine the minimum standards for civic space frontage occupancy consistent with the intent of 175.10, while recognizing the challenges of retrofitting existing buildings.

175.10E. PERMITTED CIVIC SPACE TYPES

(1) To qualify for designation as a civic space each proposed civic space must comply with the intent of one of the following permitted forms and fulfill the requirements associated with that civic space:

(2) All Civic Spaces shall provide Contiguous Public Frontage.

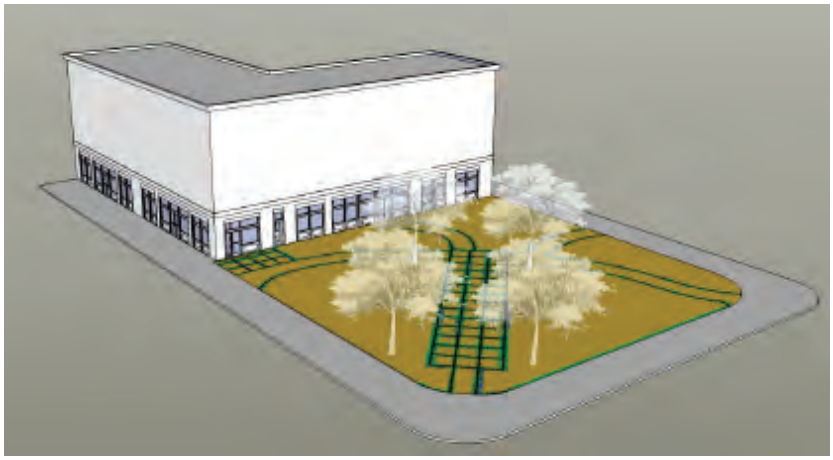
175.10E(1)(a) COURT

A civic space framed by buildings with Build-To-Zones on 3 or more sides and at grade access contiguous to a Public Frontage or an approved Pedestrian Way.

175.10E(1)(b) CORNER PLAZA

A civic space framed by buildings with Build-To-Zones on 2 sides and at grade access contiguous to a Public Frontage or an approved Pedestrian Way.

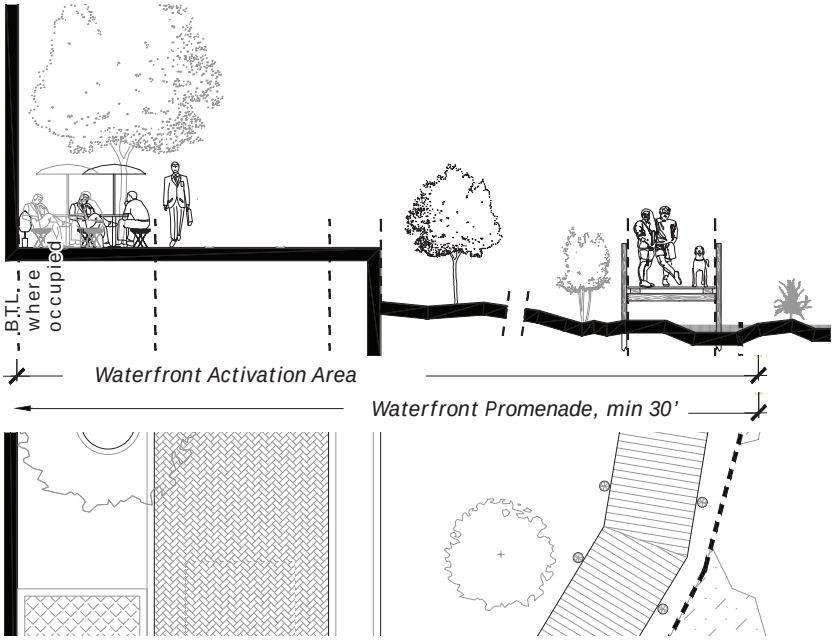
175.10E(1)(c) PLAZA



A civic space surrounded by streets on all sides or framed by buildings with Build-To-Zones on 1 or more sides and at grade access contiguous to a Public Frontage or an approved Pedestrian Way.

175.10E(1)(d) WATERFRONT PROMENADE

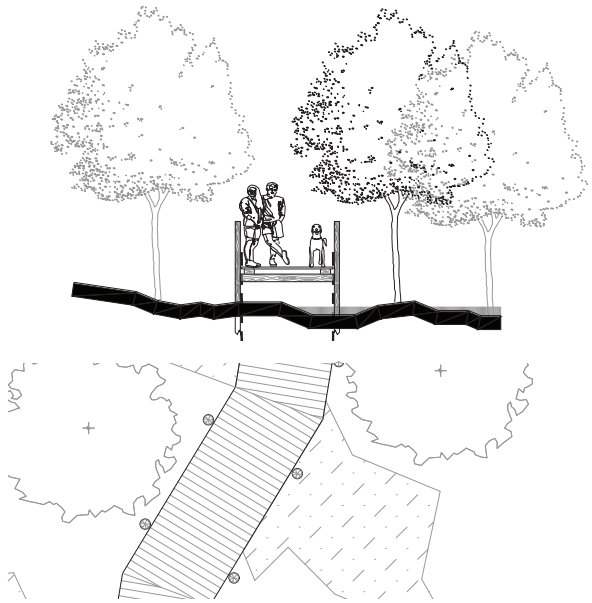
A required civic space located in Waterfront Activation Area that provides a continuous public access along waterfront, and integrates a combination of Waterfront Boardwalk, Pedestrian Trail, other civic spaces, and Public Frontages, with nearby sidewalks and parkland



Waterfront Promenade shall:
[1] be a minimum of 30' wide and include shoreline restoration and beneficially improved landscaping areas planted by native species
[2] provide a continuous pedestrian path of 8 feet minimum width along water's edge, providing views and access to the water at different locations
[3] be located between the mean-high water line (or property line if mean-high water line doesn't exist) and Build-to-Line
[4] provide diverse landscaping, furnishing, and programmed activities and recreation areas

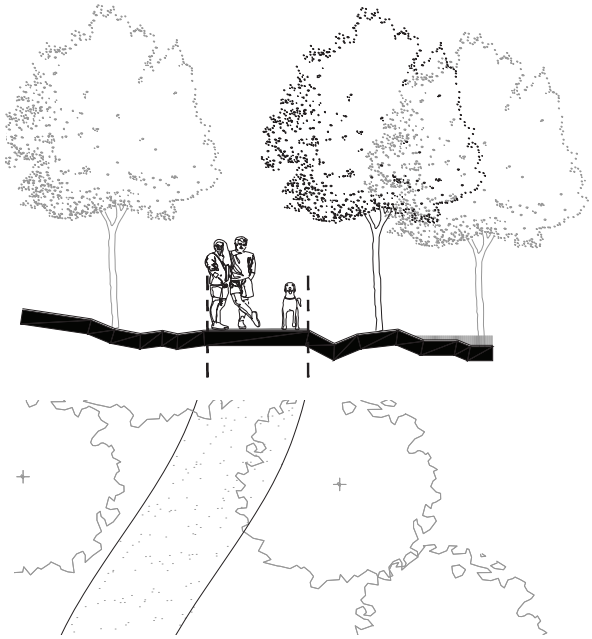
175.10E(1)(e) WATERFRONT BOARDWALK

A walkway providing access to the waterfront, raised to protect wetlands, sensitive or floodplain areas, and is integrated with other public ways, such as Public Frontages, Civic Spaces, or Pedestrian Ways.



175.10E(1)(f) PEDESTRIAN TRAIL

An outdoor pedestrian access way located along a shoreline or through open space that provides access primarily for pedestrians, and is integrated with other public ways, such as Public Frontages, Civic Spaces, or Pedestrian Ways.



SECTION 175.11. USES AND DEVELOPMENT STANDARDS

175.11A. PERMITTED USES BY DISTRICT

(1) The schedule of uses permitted within the DOZ is shown in Section 175.11A(2) Table of Uses. Principal uses are listed as Permitted (P), Prohibited (X), Allowed by Special Permit (SP), or Accessory (A).

(a) Accessory Uses customarily associated with Uses, including home based business, shall be permitted.

(b) All uses require site plan approval. See Section 331-175.14 for Administration.

175.11A(2)TABLE OF USES

	DO-1	DO-2	DO-3	DO-4	DO-5	DO-6	DO-7	DO-8
MIXED USE (1)								
Mixed Use	P	P	P	P	P	P	P	P
RETAIL								
Retail	P	P	P	P	P	P	P	P
Restaurant	P	P	P	P	P	P	P	P
Wholesale	P	P	P	P	P	P	P	P
OFFICE								
Office	P	P	P	P	P	P	P	P
Medical Office	P	P	P	P	P	P	P	P
Research & Development	P	P	P	P	P	P	P	P
Professional Service	P	P	P	P	P	P	P	P
RESIDENTIAL (1)								
Multifamily Dwelling	P	P	P	P	P	P	P	P
Townhouse	P	P	P	P	P	P	P	P
Live-Work	P	P	P	P	P	P	P	P
Independent Living	P	P	P	P	P	P	P	P
ENTERTAINMENT/CULTURE/ARTS								
Entertainment/Culture/Arts (2)	P	P	P	P	P	P	P	P
Catering Hall/Event Space	P	P	P	X	X	X	P	X
Caberet	*	*	*	*	*	*	*	*
Micro-brewery (3)	A	A	A	A	A	A	A	A

P Permitted
SP Allowed by Special Permit from the Planning Board
A Accessory to a Permitted Principal Use
X Prohibited
* Allowed if and to the extent permitted by the underlying district
(1) Suites/units associated with Hospitality Uses and residential dwellings are prohibited within the Private Frontage area on the first floor of Storefront Frontages and Arcade Frontages. Common areas of residential and hospitality building such as lobbies, gyms and similar spaces servicing the primary use may occupy the ground floor of a storefront as long as it complies with the active edge requirements.
(2) Entertainment/ Cultural/ Arts includes theater, museum, gallery, cinema, indoor amusement establishments
(3) When accessory to a restaurant

SECTION 175.11. USES AND DEVELOPMENT STANDARDS

175.11A(2) TABLE OF USES (CONT'D)

	DO-1	DO-2	DO-3	DO-4	DO-5	DO-6	DO-7	DO-8
HOSPITALITY (1)								
Hotel	P	P	X	X	X	X	P	X
Inn / Bed & Breakfast	P	P	P	P	P	P	P	P
Residential Care Facility	SP	SP	SP	SP	SP	SP	SP	SP
INSTITUTIONAL / CIVIC								
Institutional	P	P	P	P	P	P	P	P
Municipal	P	P	P	P	P	P	P	P
Library	P	P	P	P	P	P	P	P
Community Facility	P	P	P	P	P	P	P	P
Indoor Recreation	P	P	P	P	P	P	P	P
Educational Use	P	P	P	P	P	P	P	P
LIGHT INDUSTRIAL								
Artisan Production	P	P	P	P	P	P	P	P
Data Information Center	P	P	P	P	P	P	P	P
Urban Agriculture	P	P	P	P	P	P	P	P
Small-Scale Renewable Energy	SP	SP	SP	SP	SP	SP	SP	SP
PARKING FACILITIES								
Parking Structure	P	P	P	P	P	P	P	P
Parking Lot	A	A	P	P	P	P	P	P
UTILITIES								
Utilities	P	P	P	P	P	P	P	P

P Permitted
SP Allowed by Special Permit from the Planning Board
A Accessory to a Permitted Principal Use
X Prohibited
* Allowed if and to the extent permitted by the underlying district
(1) Suites/units associated with Hospitality Uses and residential dwellings are prohibited within the Private Frontage area on the first floor of Storefront Frontages and Arcade Frontages. Common areas of residential and hospitality building such as lobbies, gyms and similar spaces servicing the primary use may occupy the ground floor of a storefront as long as it complies with the active edge requirements.
(2) Entertainment/ Cultural/ Arts includes theater, museum, gallery, cinema, indoor amusement establishments
(3) When accessory to a restaurant

175.11B. SITE DEVELOPMENT STANDARDS AND INCENTIVES

(1) Sites may qualify for the provisions of this article by meeting the site frontage and site area minimum requirements of one of the three development standards established in Section 175.11B(2). The building height requirements listed in Section 175.11B(2) under each development standard shall apply to those sites meeting the minimum requirements thereof.

(a) In DO-7 Waterfront Activated Area, per DOZ Standards Map in Section 175.08, the development sites are required to provide waterfront public access.

(b) In DO-7, the density of up to 45 units per acre, exclusive of any proposed condominium units, shall be calculated for each proposed site plan. Acreage used in this calculation shall exclude City-owned Parkland. Density may be increased to 50 units per acre, exclusive of any proposed condominium units, where the additional 5 units per acre are restricted to Veterans housing. For the purpose of calculating density, private and state owned lands can be included, but not land underwater. Further, in no case shall a developer include more than 10 acres of land for the purpose of calculating residential density, exclusive of condominium units.

175.11B(2). DEVELOPMENT STANDARDS FOR DO-1, DO-2, DO-3, DO-4, DO-5, DO-6, DO-7, DO-8 [8]

		Development Standard 1	Development Standard 2	Development Standard 3
		Site and Building Height Requirements		
Total Site Frontage Min.[1]	All Districts	50 feet	100 feet	150 feet
Site Area Minimum	All Districts	5,000 SF	10,000 SF	30,000 SF [2] (40,000 SF in DO-1; 60,000 SF in DO-1 crosshatch)
Building Height[3,4]	DO-1	2 stories min 8 stories max	2 stories min 24 stories max	2 stories min 40 stories max and 605 feet max [9]
	DO-2	2 stories min 4 stories max	2 stories min 12 stories max	2 stories min 24 stories max and 245 feet max
	DO-3	2 stories min, 2 stories max	2 stories min 4 stories max	2 stories min 6 stories max and 65 feet max
	DO-4	2 stories min, 2 stories max	2 stories min 4 stories max	2 stories min 6 stories max and 65 feet max [4, 5]
	DO-5	2 stories min, 2 stories max	2 stories min 4 stories max	2 stories min 6 stories max and 65 feet max
	DO-6	2 stories min, 2 stories max	2 stories min 4 stories max, and 55 feet max	Not available
	DO-7	2 stories min, 2 stories max	2 stories min 3 stories max, and 45 feet max	2 stories min 4 stories max and 55 feet max [6]
	DO-8	2 stories min, 3 stories max	2 stories min 4 stories max, and 55 feet max[10]	2 stories min 6 stories max, and 65 feet max [4, 7,10]
Street Wall Height & Stepback	All Districts	See Street Wall Height at Sec 175.11E(3) and Stepbacks at Sec 175.11E(4)		
Parking	All Districts	Standards - See Article XIV - Off-Street Parking and Loading		
	All Districts	Placement - See DOZ minimum requirements in Sec 175.11I		
Min side yard from residential districts	All Districts	No building may be constructed within 20 feet of a side yard adjoining a parcel in the R2-7.0 or RMF-0.4 Districts.		
Rear yard setback at residential districts	All Districts	Where any parcel is contiguous to a parcel within the R2-7.0 or RMF-0.4 district, the rear yard shall be a minimum of 30 feet.		

[1] Total sum of all Site Frontages facing Streets, excluding those Site Frontages along Pedestrian Ways.
[2] Except in DO-1 where minimum site area is 40,000 SF or 60,000 SF in the DO-1 crosshatched area.
[3] Additional Bonus Height may be achieved according to Community Benefit Bonuses Figure 175.11C. See Section 175.11G & H for building height standards, exceptions and permitted projections and encroachments.
[4] Except: 6 story and 65 feet maximum building height where shown on the DOZ Standards Map in Section 175.08
[5] Except: 8 story and 85 feet maximum building height where shown on the DOZ Standards Map in Section 175.08
[6] If on City owned property in DO-7, the 4th story is subject to the same CBB fees as 5th story in Development Standard 3 Bonus
[7] Except: 4 stories, 55' maximum building height where shown on the DOZ Standards Map in Section 175.08
[8] Any displacement of residential units within DO-8 must be replaced in kind within the DO-8 District.
[9] Except: 24 stories, 245' maximum building height where shown on the DOZ Standards Map in Section 175.08
[10] Except: 5 stories, 60' maximum building height where shown on the DOZ Standards Map in Section 175.08

175.11C. COMMUNITY BENEFIT BONUSES (CBB)[1]

(1) Community Benefit Bonuses offer the ability to develop beyond the individual development standards for each district in exchange for investment in public benefits, up to a maximum building height, measured in feet and stories, defined in Section 175.11C(3).

(2) To ensure the fulfillment of the community benefit goals of the City, all CBB development within the DOZ that is approved under this Article shall comply with the requirements of any adopted Community Benefit Bonus policies in effect as of the date such policies have been adopted or modified by resolution of the City Council. Compliance with the terms of these policies shall be made a condition of any site plan approval within the DOZ after adoption of such policies, and such compliance shall be monitored and enforced as set forth in the Community Benefit Bonus Policies and as conditions of approval of a site plan under this ordinance. Where such conditions have been imposed on site plan approvals, no building permit, certificate of occupancy, or business license or business license renewal shall be issued unless the Applicant has demonstrated compliance with these policies.

175.11C(3). TABLE OF COMMUNITY BENEFIT BONUSES (CBB)[1]

		For developments that satisfy all of the requirements of a Development Standard as defined in Section 175.11B(2), the following standards shall apply:		
		Development Standard 1 Bonus*,******	Development Standard 2 Bonus*,******	Development Standard 3 Bonus*,******
DO-1	The total building height with Community Benefit Bonuses shall be a maximum of 605 feet	up to 2 Bonus stories	up to 4 Bonus stories	up to 8 Bonus stories [2]
DO-2	The total building height with Community Benefit Bonuses shall be a maximum of 285 feet	~~up to 1 Bonus story~~ up to 2 Bonus stories	up to 2 Bonus stories	up to 4 Bonus stories
DO-3	The total building height with Community Benefit Bonuses shall be a maximum of 105 feet**	~~No Bonus Available~~ up to 2 Bonus stories	up to 2 Bonus stories	up to 4 Bonus stories**
DO-4	The total building height with Community Benefit Bonuses shall be a maximum of 85 feet	~~No Bonus Available~~ up to 2 Bonus stories	up to 1 Bonus stories ***	up to 2 Bonus stories ***
DO-5	The total building height with Community Benefit Bonuses shall be a maximum of 85 feet	~~No Bonus Available~~ up to 2 Bonus stories	up to 1 Bonus stories	up to 2 Bonus stories
DO-6	The total building height with Community Benefit Bonuses shall be a maximum of 55 feet	~~No Bonus Available~~ up to 2 Bonus stories	up to 1 Bonus stories	No Bonus Available
DO-7	The total building height with Community Benefit Bonuses shall be a maximum of 65 feet, and 75 feet for Additional Bonus stories	No Bonus Available	No Bonus Available	up to 1 Bonus story**** up to 1 Additional Bonus stories*****
DO-8 [1]	The total building height with Community Benefit Bonuses shall be a maximum of 85 feet	~~No Bonus Available~~ up to 1 Bonus story	up to 2 Bonus stories [3]	up to 2 Bonus stories [3]

* Where a site has been designated on the DOZ Standards Map as a Six Maximum Building Height, the total building height including Community Benefit Bonuses shall be a maximum of 6 stories and 65 feet.

** If on City owned property in DO-3, the DS3 shall be granted up to 6 Bonus stories, and maximum 125 feet

*** Except: 2 Bonus Stories under Development Standard 2, and 4 Bonus Stories under Development Standard 3 (125 feet maximum building height) where shown on the DOZ Standards Map in Section 175.08.

**** Except: 4 story and 55 feet maximum building height where shown on the DOZ Standards Map in Section 175.08

***** Additional Bonus story may be granted at the discretion of the City Council prior to Planning Board as part of site plan review, see Section 331-175.14.

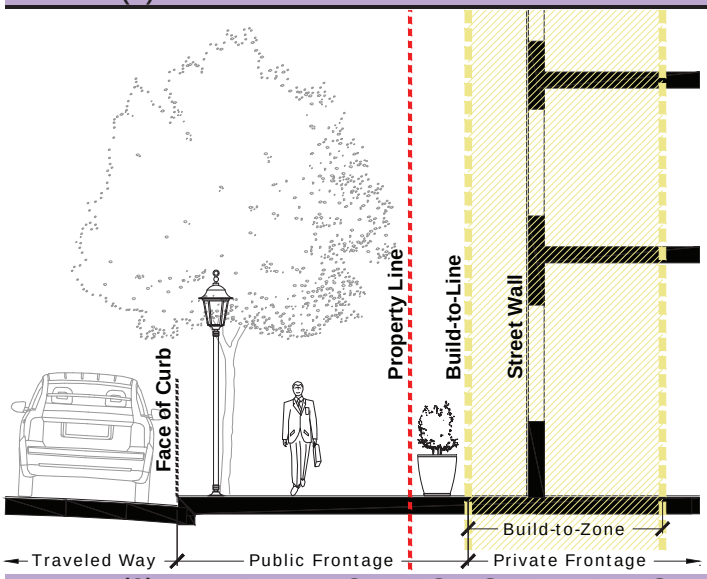
****** Where a site has been designated on the DOZ Standards Map as a Four Story Maximum Building Height, the total building height including Community Benefit Bonuses shall be a maximum of 4 stories and 55 feet.

1 CBBs Fees generated in DO-8 must be invested or applied within the DO-8 District.

2 Except: 4 bonus stories under Development Standard 3 (maximum building height of 285 feet) where shown on the DOZ Standards Map in Section 175.08.

3 Except: 4 Bonus Stories under Development Standard 2 (maximum building height of 105 feet), and 5 Bonus Stories under Development Standard 3 (120 feet maximum building height) where shown on the DOZ Standards Map in Section 175.08.

175.11D(1) PRIVATE FRONTAGE DIAGRAM



175.11D(2) PRIVATE FRONTAGE STANDARDS

(2) Private Frontage Standards

(a) All Sites shall provide a Private Frontage along each Street and each Pedestrian Way, except:

[1] On F Streets Private Frontages are not required.

[2] Where a Site with multiple frontages has provided at least one Private Frontage of a minimum 100 feet in length along the Primary Frontage and complied with the Frontage Occupancy, the Site's other frontages of less than 55 feet in length are not required to provide a Frontage Occupancy on a Private Frontage.

[3] Where a Site has three Site Frontages, and two of the highest priority Site Frontages comply with its Frontage Occupancy or where a Site has four Site Frontages, and three of the highest priority Site Frontages comply with its Frontage Occupancy, the Planning Board may reduce or remove the Frontage Occupancy requirement for one Site Frontage that it deems to be of the lowest priority.

(b) All buildings shall provide a Principal Entrance on the Primary Frontage.

(3) All Sites shall provide Private Frontages composed of one or more of the permitted Private Frontage Types as defined in Section 175.09B Public Frontage and Private Frontage Standards Private Frontage Types are: Storefront Frontage, Arcade Frontage, Urban Frontage, Stoop Frontage, Porch Frontage, Lightwell Frontage, Forecourt Frontage, Mid-Block Frontage

(4) Private Frontage Type standards are established in the definitions Section 175.04, regulated in Section 175.09B Public Frontage and Private Frontage Standards and further clarified below:

(a) Arcade Frontage Standards

[1] A clear distance for pedestrian access between the outer and inner arcade elevations shall be minimum of 6'

[2] A minimum clear vertical height between sidewalk and the arcade ceiling shall be 10'

(b) Urban Frontage Standards

[1] Where a development provides a parking structure facing any Street Type except an A or B Street, a minimum of 50% of the street-level, street facing building area located between 2' & 8' above the sidewalk shall provide architectural openings designed to appear as windows, however glass may be replaced with non-glazed openings designed to look like windows.

175.11E(1). BUILD-TO-ZONE

(a) Structural elements of a front building facade, known as a Street Wall, shall be located within the Build-To-Zone.

(b) To satisfy Frontage Occupancy requirements the face of the building for the required minimum Street Wall Height and minimum length of the building shall occupy the Build-To-Zone as defined by frontage requirements in Section 175.09B. Where a Site complies with the Significant Corner and Terminating Vista standards defined in 175.11E(8) and 175.11E(9)certain portions of the Street Wall shall permit the maximum Street Wall to be taller than otherwise required.

(c) The Build-To-Zone allows building entrance alcoves and expanded sidewalk area for outdoor dining, building facade articulation, inclusion of projected and/or recessed building elements, and building alignment with existing neighboring buildings.

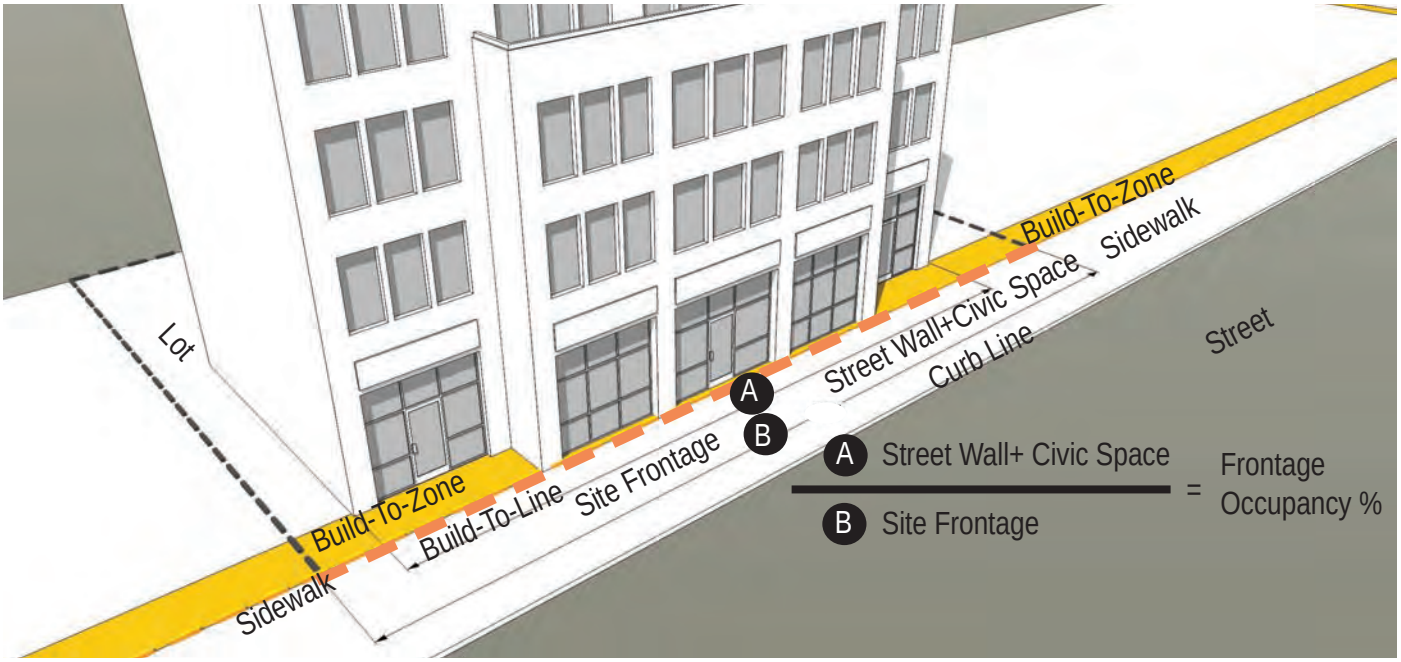
175.11E(2). FRONTAGE OCCUPANCY

(a) All developments in the Downtown Overlay Zone require buildings to occupy a minimum Frontage Occupancy within the Build-To-Zone as defined by the DOZ Standards Map (Sec 175.08G) and DOZ Street Types (Sec 175.08F).

(b) Frontage Occupancy shall be calculated as a percentage by measuring the length of a Street Wall or approved civic space measured along the Build-To-Line within the Build-To-Zone divided by the Site Frontage.

(c) Where the Planning Board approves a civic space along a Street or Pedestrian Way, that portion of the Site Frontage shall be considered 100% occupied, provided that the civic space conforms to the standards established in 175.10.

175.11E(2)(d) BUILD-TO-ZONE AND FRONTAGE OCCUPANCY DIAGRAM



175.11E(3). STREET WALL

(a) Where a Street Wall is required, accept in Waterfront Activation Area as defined by 175.09B and 175.08G(2), it shall comply with the following:

[1] Minimum Street Wall Height shall be 50% of largest perpendicular horizontal distance between the two opposing Build-To-Lines on either side of a street.

[2] Maximum Street Wall Height shall be equal to the largest perpendicular distance between two opposing Build-To-Lines on either side of a Street.

175.11E(4). STEPBACK

(a) Those Sites designated on the DOZ Street Types Standards Map in Section 175.08F as Street Type A, B, C, D, E, F or P shall require a Stepback from the Street Wall above the maximum Street Wall Height as defined by the applicable Street Type in Section 175.11.E(3).

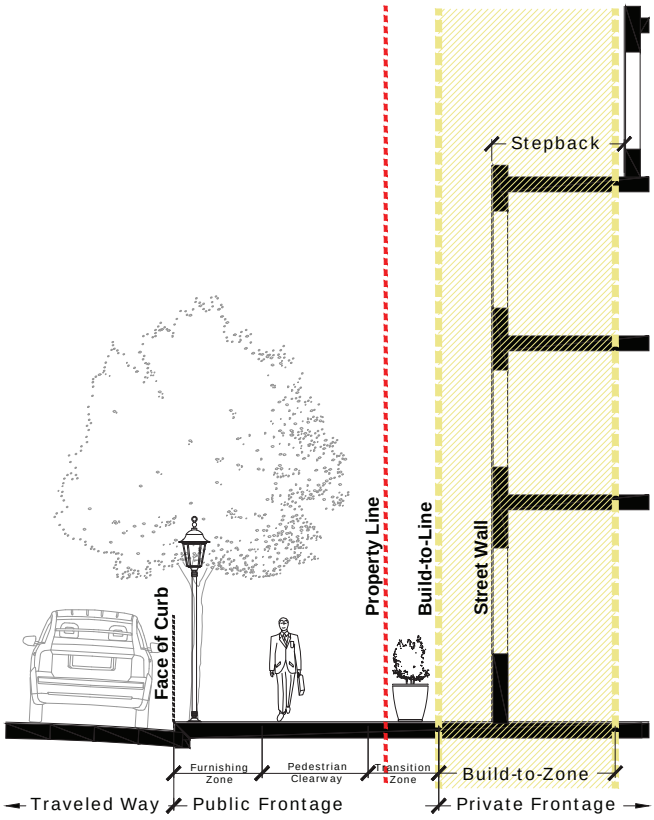
(b) Where the DOZ Standards Map in Section 175.08 designates a Significant Corner, the development may qualify for an exemption from the Stepback requirement for up to 30 percent of the Site Frontage, provided they meet the standards in Sec 175.11E(8).

(c) Where the DOZ Standards Map in Section 175.08 designates a Terminating Vista, the development may qualify for an exemption from the Stepback requirement for up to 30 percent of the Site Frontage, provided they meet the standards in Sec 175.11E(9).

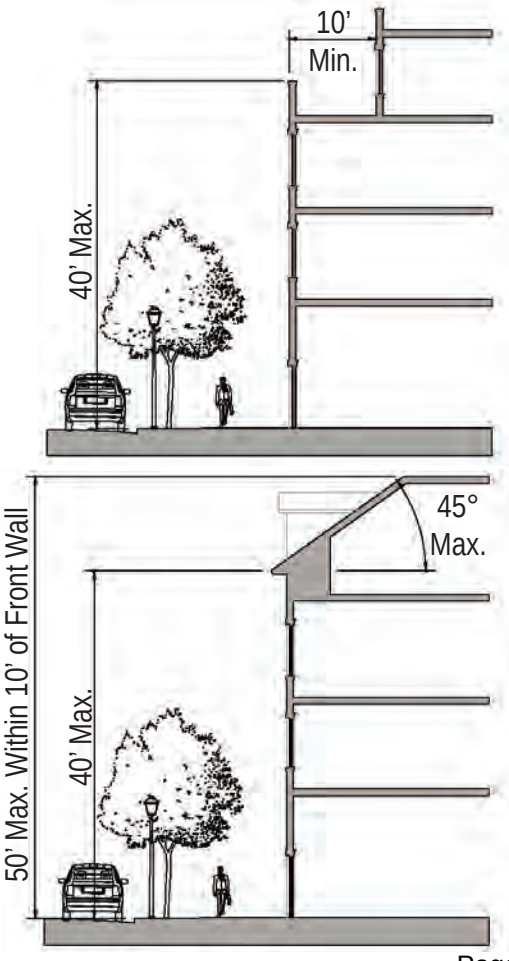
(d) Where the Planning Board determines Sites qualify for more than one Stepback exemption, up to 60 percent of the site frontage may qualify for a Stepback exemption.

(e) For buildings facing Street Types G, H or I, the required stepback shall be defined by 175.11E(4)(g).

175.11E(4)(ef) STEPBACK DIAGRAM FIGURE



175.11E(4)(g) STEPBACK STREET TYPES G,H &I



175.11E(5) ACTIVE EDGE FRONTAGE REQUIREMENTS

(a) All sites shall endeavor to create an active edge along streets and sidewalks through the design and frequent placement of entryways and clearglazing to promote pedestrian activity and commerce in the DOZ.

(b) Applicants shall provide a minimum separation between entryways to promote pedestrian activity on sidewalks as defined by this Section.

(c) Storefront Required: Those Public Frontages designated on the Section 175.08 DOZ Standards Map as "Storefronts Required" shall comply with the following standards:

[1] A development shall comply with minimum standards of either a Storefront Frontage or an Arcade Frontage as defined in Figure 175.09B.

[2] The Private Frontage area within a Site behind the glazing at the Street Wall shall provide an Active Edge including frequent placement of entrances, storefronts, display areas and/or areas designed for multiple users designed to stimulate and concentrate pedestrian activity along the Public Frontage

[3] A Storefront Frontage shall be provided at the designated street and shall extend a minimum of 20 feet around the corner along the Build-To-Zone of the intersecting Streets and Pedestrian Ways.

[4] The architectural design for the ground floor street level shall provide frequent entryways no further than 60 feet from the end of the building at the Street Wall and the edge of each entryway shall be no greater than 60 feet from a consecutive entryway as measured along the Build-To-Line.

(d) Frequent Entryways Required: Those Public Frontages designated on the Section 175.08 DOZ Standards Map as "Frequent Entryways Required" shall comply with the following standards:

[1] The architectural design for the ground floor street level shall provide frequent entryways no further than 80 feet from the end of the Street Wall and the edge of each entryway shall be no greater than 80 feet from an adjacent entryway as measured along the Build-To-Line.

(e) Large Retail Occupancy Standard: Where a site requires either Frequent Entryways or Storefronts and where a single retail occupancy is provided for 20,000 SF or greater the architectural design for the ground floor street level shall provide frequent entryways no further than ~~100~~ 150 feet from the end of the building at the Street Wall and the edge of each entryway shall be no greater than ~~100~~ 150 feet from a consecutive entryway as measured along the Build-To-Line.

175.11E(6) GLAZING REQUIREMENTS

(a) The first story of all Street Walls shall provide a minimum area of window glazing according to standards established in Section 175.09B for the permitted Private Frontage Types as further defined below:

[1] The window glazing shall be clear, transparent glass unless otherwise provided in Section 331-175D(3)(b).

[2] At Storefront Frontage, Arcade Frontage and Urban Frontage the Glazing area percentage shall be determined by measuring the surface area of the Glazing divided by the surface area of the Street Wall located between 2' and 8' above the elevation of the nearest sidewalk.

[3] At Stoop Frontage, Porch Frontage, Lightwell Frontage, Forecourt Frontage, and Mid-Block Frontage the Glazing area percentage shall be determined by measuring the Glazing surface area divided by the surface area of the Street Wall located between the first floor elevation and the underside of the second floor slab.

175.11E(7) EXPRESSION LINES

(a) The Expression Lines guidelines provided below may be considered by the Professional Architectural Review Committee during its review of a site plan and proposed architectural design.

(b) All buildings should provide horizontal expression lines in order to:

[1] differentiate between the base, middle or top of buildings.

[2] emphasize a massing transition or change of use.

(c) Expression lines should be articulated through the use of moldings, shading devices, changes of material, changes of color, cornices, and other similar architectural elements.

175.11E(7)(d) EXPRESSION LINES DIAGRAM

175.11E(8) SIGNIFICANT CORNER

(a) With respect to the Sites depicted as Significant Corners on the DOZ standards Map in Section 175.08, [1] for those sites depicted as High Priority Significant Corners, the Professional Architectural Review Committee shall, in all cases, include a review of the design of the applicable corner as part of its review of the site plan and proposed architectural design of the overall project of which it is a part, and [2] for all other sites depicted as Significant Corners on the DOZ Standards Map, the Professional Architectural Review Committee shall include an analysis of the design of the applicable corner as part of its review of the site plan and proposed architectural design of the overall project of which it is a part if requested by the Applicant, provided that, in the case of this clause [2], if the Applicant does not request such a review, then the Applicant will not be permitted to take advantage of the benefits described in 175.11E(8)(b).

(b) Those sites designated as Significant Corners shall qualify for exemption from the Stepback requirements for up to 30 percent of the Site Frontage at the corner, provided that the additional height above the Street Wall is located at the corner.

(c) Where a civic space is proposed at a designated Significant Corner, the requirement for the Significant Corner shall be permitted at locations outside the Build-To-Zone where approved by the Planning Board.

(d) The location of the architectural features shall be expressed within a portion of the Street Wall and may be expressed above the Street Wall.

175.11E(8)(e) SIGNIFICANT CORNER DIAGRAM

175.11E(9) TERMINATING VISTA

(a) With respect to the Sites depicted as Terminating Vistas on the DOZ Standards Map in Section 175.08,
[1] for those sites depicted as High Priority Terminating Vistas, the Professional Architectural Review Committee shall, in all cases, include a review of the design of the applicable terminating vista as part of its review of the site plan and proposed architectural design of the overall project of which it is a part, and
[2] for all other sites depicted as Terminating Vista on the DOZ Standards Map, the Professional Architectural Review Committee shall include an analysis of the design of the applicable Terminating Vista as part of its review of the site plan and proposed architectural design of the overall project of which it is a part if requested by the Applicant, provided that, in the case of this clause [2], if the Applicant does not request such a review, then the Applicant will not be permitted to take advantage of the benefits described in 175.11E(9)(b).

(b) Those sites designated as Terminating Vistas shall qualify for exemption from the Stepback requirements for up to 30 percent of the Site Frontage, provided that the additional height for the Street Wall is located at the Terminating Vista.

(c) Where a civic space is considered at a designated Terminated Vista, the requirement for the Terminated Vista shall be met at the Street Wall.

(d) The location of the architectural features shall be expressed within a portion of the Street Wall and may be expressed above the Street Wall.

175.11E(9)(e) TERMINATING VISTA DIAGRAM

175.11E(10) NEIGHBORHOOD MASSING

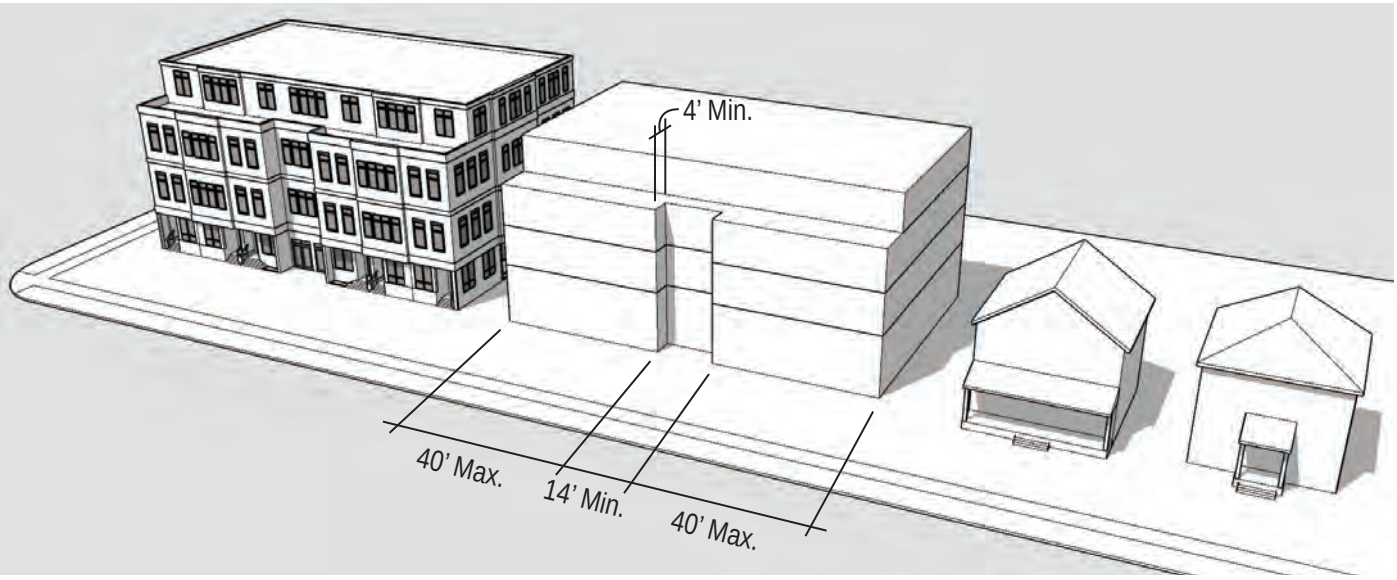
(a) At sites designated as Four-Story Maximum Building Height on the map 175.08G, all buildings with Private Frontages shall comply with the following standards:
  (1) The length any one face of building shall not exceed 40'-0".
  (2) The gap between each building face shall be a minumum of 14'-0" wide and a setback of at least 4'-0" behind the front face of the building wall.
  (3) The above standards are not required on the upper floors where a stepback is required.

175.11E(11) GARAGE PLACEMENT

Within the DO-8 Lincoln Neighborhood District, the predominate character of the existing neighborhood is to provide parking and private garages within the rear yard or side yard. Typical streets provide on-street parking to accommodate visitor parking. The following standards shall guide and determine the placement of parking and garages within the DO-8 District.

(a) Parking shall be prohibited between the curb and Build-To-Line unless the Planning Board determines such use is incidental.
(b) Private garage doors shall be prohibited within the Build-To-Zone unless the Planning Board determines such use is incidental.
(c) Where a single family or two family lot is located on a corner lot, the Planning Board may permit parking to be located within a portion of the front yard if it determines such placement is incidental.
(d) Shared driveways and rear lanes shall be encouraged to allow for more efficient and discrete parking in rear yards.
(e) On-street parking shall be encouraged to provide access for both visitor parking and commercial parking.
(f) Up to one garage door for a multi-tenant parking garage is permitted along a Public Frontage provided that the minimum Frontage Occupancy, as defined in Section 175.09B. Public Frontage and Private Frontage Standards has been fulfilled without including the garage door in the calculation. Where possible, driveways shall be located on a secondary street and garage doors shall be encourage to face the rear of the site or the side of the lot away from a street.

175.11E(10) NEIGHBORHOOD MASSING DIAGRAMS



175.11F. EDGING ELEMENT STANDARDS

(1) Permitted Edging Elements shall be provided within the Build-To-Zone for 100% of the Site Frontage except where approved Street Walls, curb cuts, Pedestrian Ways, entryways and civic spaces are provided. Edging elements must conform to the requirements of Section 331-175.11F(2) and 175.11F(3).

331-175.11F(2) TABLE OF PERMITTED EDGING ELEMENTS

Private Frontage Type	Edge Structure	Ornamental Fence	Privacy Fence	Planters	Landscaped Edge
	EE-1	EE-2	EE-3	EE-4	EE-5
Storefront	P	P	X	P	P
Arcade	P	P	X	P	P
Urban	P	P	X	P	P
Stoop	P	P	X	P	P
Porch	P	P	X	X	P
Lightwell	P	P	X	X	X
Forecourt	P	P	X	P	P
Mid Block	P	P	P	P	P

P = Permitted; X = Prohibited

* Additional building standards for railing may apply.

** Privacy fences shall be used for screening of utility and service areas and shall be no taller than 6 feet.

331-175.11F(3) EDGING ELEMENT STANDARDS

Edging Elements shall be designed to define and enclose the edge of the Public Frontage and create a transition onto a site.

Edging elements	ID	Description	Maximum Height	Prohibited Material
Edge Structure	EE-1	A low masonry wall, platform or stair.	42"	-
Ornamental Fence	EE-2	A semi-transparent fence.	42"	Chain Link
Privacy Fence	EE-3	An opaque fence or wall for screening utility and service areas.	72"	Chain Link
Planters	EE-4	Landscaped planters with spacing of not less than 8' clear.	72"	-
Landscaped Edge	EE-5	A hedge or row of plants and/or flowers.	42"	-

175.11G BUILDING HEIGHT

(1) Ground floor uses with Storefront, where required, shall have a minimum clear height of 10 feet.

(2) The following Height Exceptions shall be permitted:

(a) Buildings less than two stories shall be permitted by the Planning Board only when located in areas of civic space.

(b) Open railings, planters, skylights, church steeples, greenhouses, parapets, and firewalls may extend up to 4 feet above the maximum height limit with unlimited rooftop coverage.

(c) Solar collectors may extend up to 7 feet above the maximum height limit, with unlimited rooftop coverage.

(d) The following structures may extend up to 20 feet above the maximum height limit, as long as the combined total coverage of all features listed in this subsection does not exceed 20 percent of the roof area including one or more of the following:

[1] "green" energy production or reduction equipment (e.g.-solar collectors, wind turbines, solar hot water systems)

[2] stair and elevator penthouses

[3] mechanical equipment

[4] greenhouses, urban agriculture structures, and solariums

[5] play equipment and open-mesh fencing that encloses it, as long as fencing is at least 15 feet from the roof edge

[6] minor communication utilities and accessory communication devices

[7] cupolas and church steeples

(e) Greenhouses that are dedicated to produce production are permitted to extend 15 feet above applicable height limit as long as the combined total coverage of all features gaining additional height does not exceed 50% of the roof area. The combined total coverage may be increased to 65%, provided that all mechanical equipment is screened and that no rooftop features are located closer than 10 feet to the roof edge.

(3) Building Height at Stepbacks

(a) See Sec 175.11E(4) for maximum building height at building stepbacks.

175.11H PROJECTIONS AND ENCROACHMENTS

(1) Building projections shall be permitted to encroach into a required front, side or rear yard setback, or across a Build-To-Line provided that:

(a) Structural encroachments shall provide a minimum of 14 feet of clearance over a public sidewalk or right of way.

(b) Architectural encroachments such as cornices or canopies that are not occupied space shall provide a minimum of 10 feet of clearance over a public sidewalk or right of way.

(c) Projections shall not be included in the calculation of building or impervious coverage.

(d) Signs, awnings, overhangs and similar elements, if determined by the Planning Board to be consistent with the regulations and intent of the frontages, may encroach beyond a Build-To-Line.

(e) Stairs and hand railings may project beyond the Build-To-Line for up to 2 feet provided they do not project into the Pedestrian Clearway and they are not closer to the street than the front lot line.

(f) Porches and stoops may project beyond the Build-To-Line for up to 3 feet provided they do not project into the Pedestrian Clearway and they are not closer to the street than the front lot line.

175.11I. PARKING REQUIREMENTS

(1) Parking requirements for development in the Downtown Overlay Zone District shall be determined by Article XIV - Off-Street Parking and Loading. Section 331-126 identifies an overlay district called the Central Parking Area (CPA) that establishes alternate parking standards appropriate for the Downtown Overlay Zone in Section 331-125 through 331-126.G.

(2) On-Site Parking Placement

(a) There shall be no parking at the sidewalk level within the Build-To-Zone unless the Planning Board determines that such parking is incidental.

(b) There shall be no parking within a building at the sidewalk level within the Private Frontage unless the Planning Board determines that such parking is incidental.

(c) Where a site proposes, or is required to accommodate, any single retail occupancy of 20,000 square feet or greater, the architectural design of the ground-floor, street level or applicable retail level shall require that parking associated with such use be located directly adjacent to and on the same level as the primary customer entrances and exits of the retail space.

175.11J SUSTAINABLE DEVELOPMENT STANDARDS

(1) All Sites shall ~~comply with Potable Water Consumption Reduction and Heat Island Reduction standards.~~ further the goals of the City of New Rochelle GreeNR plan and its updates and shall comply with Sustainable Development Standards.

175.11J(2) POTABLE WATER CONSUMPTION REDUCTION

(a) Outdoor Potable Water Consumption

[1] Minimum reduction for potable water consumption for outdoor landscape irrigation shall be 50% from a calculated midsummer baseline case.

[2] Reductions may be attributed to any, but not limited to, combination of the following items:

[a] Plant species, density and microclimate factor

[b] Irrigation efficiency

[c] Use of captured rainwater

[d] Use of recycled wastewater

[e] Use of water treated and conveyed specifically for non-potable uses.

[f] Use of other non-potable water sources such as storm-water, air conditioning condensate, and foundation drain water.

(b) Indoor Potable Water Consumption shall be limited to use of WaterSense high-efficiency products for faucets, toilets, and shower heads.

175.11J(3) HEAT ISLAND REDUCTION

(a) Minimum requirement of 50% heat island reduction for non-roof site hardscape (including sidewalks, courtyards, parking lots, parking structures, and driveways) shall be achieved through any combination of the following strategies:

[1] Provide shade from open structures such as those supporting solar photovoltaic panels, canopied walkways, and pergolas

[2] Have open grid pavement system (at least 50% pervious)

[3] Provide shade from tree canopy (within five years of landscape installation)

(b) Minimum requirement for heat island reduction for roof areas shall be achieved through any combination of the following strategies:

[1] Use roofing materials that have a Solar Reflectance Index (SRI) equal to or greater than the values in the table below for a minimum of 75% of the roof area surface of all new buildings within the project

Roof Type	Slope	SRI
Low-Sloped Roof	≤ 2:12	78
Steep-Sloped Roof	> 2:12	29

[2] Install a vegetated roof for at least 50% of the roof area of all new buildings within the project.

[3]. Combinations of SRI compliant and vegetated roof can be used provided that they collectively cover 75% of the roof area of all new buildings.

175.11J(4) LEED-ND EQUIVALENCY

(1) The minimum required sustainable development requirements shall be achieved through demonstrating equivalency of a LEED-ND v4 Silver (50-59 points) of the U.S. Green Building Council's rating system.

175.11K. WATERFRONT ACCESS FEE

In order to ensure adequate access to the City's waterfront, a waterfront access fee shall be required on a per unit basis, initially set ~~at $5,000 per residential dwelling unit in DO-1 -through DO-6 and~~ at $10,000 per residential dwelling unit in DO-7, and adjusted by the City Council as needed.

175.11L. RESERVED

SECTION 331-175.12 RESERVED

SECTION 331-175.13 RESERVED

SECTION 331-175.14 ADMINISTRATION

175.14A APPLICATION REVIEW PROCESS FOR THE DOZ

Prior to the filing of an application for site plan approval for a use or development under the Downtown Overlay Zone regulations, the Applicant or designated representative shall meet in person with the Commissioner of Development, or designated representative, to discuss the proposed site plan, so that the necessary steps may be undertaken with a clear understanding of the Planning Board's attitude and requirements in matters of site development.

A site plan and accompanying documents, as specified in § 331-119, shall be prepared by the Applicant or designated representative in accordance with the general requirements and design standards specified in the Downtown Overlay Zone. The Applicant shall also submit preliminary worksheet, and Environmental Disclosure per 175.14C, in a format acceptable to the Department of Development, identifying which development standards from Section 175.11C the Applicant is seeking approval and which Community Benefit Bonuses from 175.11C the Applicant is seeking approval.

In DO-7, applicants seeking to use Community Benefit Bonuses from 175.11C under Development Standard 3 for additional height of a 6th story shall submit viewshed and shadow analyses prepared in accordance with the Future Actions section of the SEQRA Statement of Findings associated with this zoning for City Council review.

The Applicant shall submit the required preliminary architectural facade elevations and plans to the Department of Development for preliminary review comments by the Professional Architectural Review Committee.

The Commissioner of Development, or designated representative, shall review the site plan and accompanying documents to ascertain what development standard will apply to the project, and determine general conformity with the Downtown Overlay Zone regulations. The Commissioner of Development, or designated representative, will meet with the Applicant or designated representative with regard to changes deemed advisable and the kind and extent of improvements to be made and with regard to the need for applying to the Zoning Board of Appeals prior to submitting official application to the Department of Development.

175.14B PLANNING BOARD REVIEW

After the required pre-submission meeting outlined in Section 175.14-A, formal application for site plan approval shall be submitted to the Department of Development. The Department of Development shall promulgate administrative procedures for formal details on submission requirements. The Department may distribute prints to City departments for review and comments. Where required, the Board shall hold a public meeting on the site plan which shall be coordinated with any hearings held pursuant to the State Environmental Quality Review Act.

175.14C ENVIRONMENTAL DISCLOSURE REPORTING

(1) To achieve practical, results-oriented, and realistic goals in lowering greenhouse gas emissions, each Applicant seeking Site Plan Review shall include environmental disclosure on project-related emissions.

(2) The disclosure reporting period starts at the site plan review, and continues during construction and building occupancy, and requires annual reporting and monitoring of energy, water, and waste usage. The disclosure needs to identify opportunities for improvements, goals for further greenhouse gas emission reductions, and, where applicable, an explanation as to why further reductions are not feasible.

(3) These disclosures should be mandatory with fines for non-compliance.

175.14C RESERVED

175.14D SUBMISSION REQUIREMENTS

(1) A Pre-Submission meeting as identified in Section 331-175.14.A is required.

(2) The site plan and accompanying documents, shall be prepared as specified in Section 331-119.

(3) All Site Plan applications shall comply with Section 331-117.1 Architectural Review of site plans and Major Subdivisions by professional architects required.

(4) All developments shall comply with the Fee schedule established and amended from time to time in Section 133.

175.14E SITE PLAN AMENDMENTS

Proposed amendments to site plans shall be presented first to the Commissioner of Development, or designated representative, who shall determine whether they will require a pre-submission conference and review and approval by the Planning Board (for major amendments) or an expedited review and administrative approval by the Commissioner of Development (for minor amendments).

The Planning Board may establish and adopt criteria for determining the degree of change to a site plan that triggers the need for a new application and full approval process.

175.14F DURATION OF APPROVALS

All development proposals approved under this Article shall remain valid for a period of two years from the date of site plan approval and an Applicant shall obtain necessary building permits and other approvals from permitting agencies and commence construction within such time period. Such approvals shall expire after two years unless the Applicant can show good cause for its failure to obtain a building permit, in which case an extension of up to one year may be granted by the Planning Board. If construction is suspended for a period greater than six months, the Planning Board shall be empowered to notify the Applicant and revoke the approval if such suspension is not found to be for good cause.

SECTION 331-175.15. RESERVED

SECTION 331-175.16. COMPLIANCE WITH THE STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)

A. In accordance with the State Environmental Quality Review Act (SEQRA) and the regulation issued thereunder, the City Council has accepted and approved a Draft and Final Generic Environmental Impact Statement (SGEIS) and a Statement of Findings which analyze the potential environmental impacts of adoption of this DOZ. The Statement of Findings, summarizes the City Council's findings on these potential impacts and establishes conditions and thresholds for development under this Article and the extent to which further SEQRA review may be required for site-specific impacts of projects to be built under the terms of this Article.

B. The Findings Statement includes conditions and thresholds for the entire DOZ. All development within the DOZ that is subject to SEQRA shall comply with the conditions and thresholds in the Findings Statement.

SECTION 331-175.17 RESERVED

SECTION 331-175.18 AMENDMENTS TO THIS ARTICLE

This Article may be amended from time to time in accordance with State Environmental Quality Review Act. Prior to adopting an amendment, the City Council shall refer such proposed amendment to the Planning Board and the Master Developer (if the Master Developer Agreement remains in full force and effect) for comment. If comments are not received within 30 days of such referral, the City Council may enact the amendment without receiving such comment. All such amendments shall be consistent with the Recommended Action Plan and the Statement of Findings.

SECTION 331-175.19 RESERVED

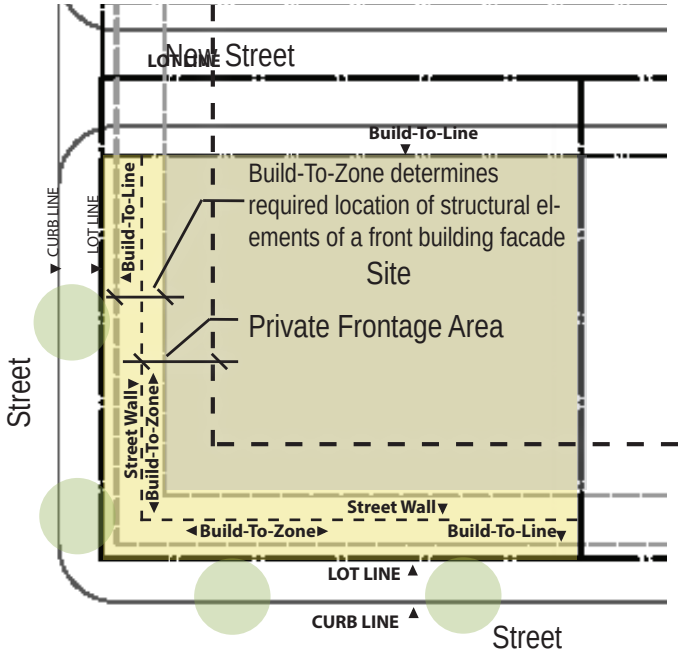
SECTION 331-175.20 RESERVED

SECTION 331-175.21 DOZ ILLUSTRATIONS - FOR REFERENCE ONLY

175.21 DOZ ILLUSTRATIONS

A. Section 175.21 provides illustrations, for reference only, to assist applicants in applying the standards for the Downtown Overlay Zone. The figures in this section are provided as a courtesy to applicants and do not supersede or modify the standards established in other sections of 331-175.

175.21B SITE DEVELOPMENT DIAGRAM



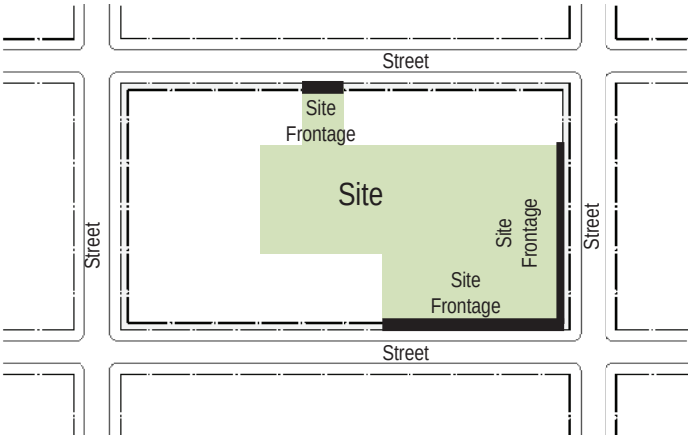
175.21C SITE FRONTAGE

FRONTAGE, SITE

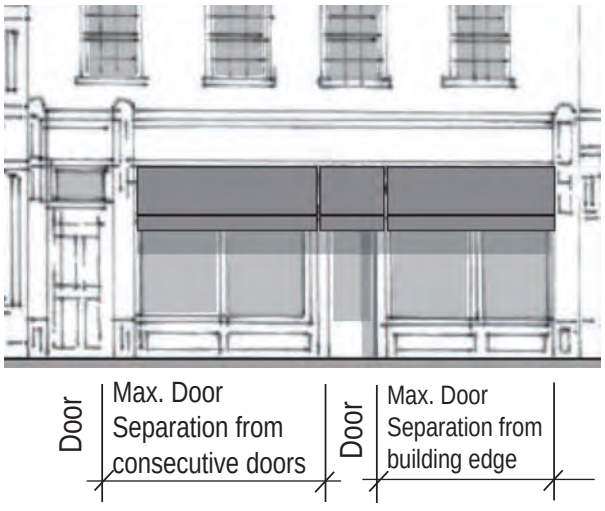
The length of a Site fronting on a Street or Pedestrian Way, measured in feet along the Build-To-Line.

FRONTAGE, TOTAL SITE

The sum of all Site Frontages facing one or more Streets, measured in feet, located on one contiguous Development Site, excluding frontages along Pedestrian Ways.

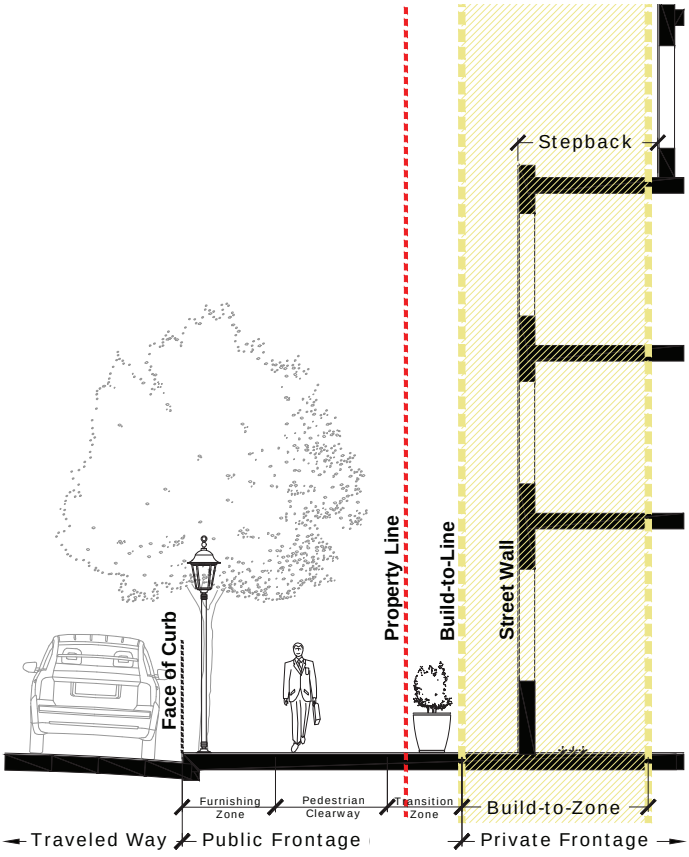


175.21D FREQUENT ENTRYWAYS



175.21E PUBLIC FRONTAGE

(1) Public Frontages shall consist of the following elements:



(2) LANDSCAPE AND FURNISHING ZONE

(a) The area closest to the face of curb determined by the Street Type.
(b) Allows for placement of parking fee meters, street signage, street lighting, bike racks, refuse receptacles, etc.
(c) Allows for street trees and bio-retention areas.
(d) Allows for transit stop waiting and enclosure areas.
(e) Allows for seating furniture (benches) and extended outdoor dining areas.

(3) PEDESTRIAN CLEARWAY ZONE

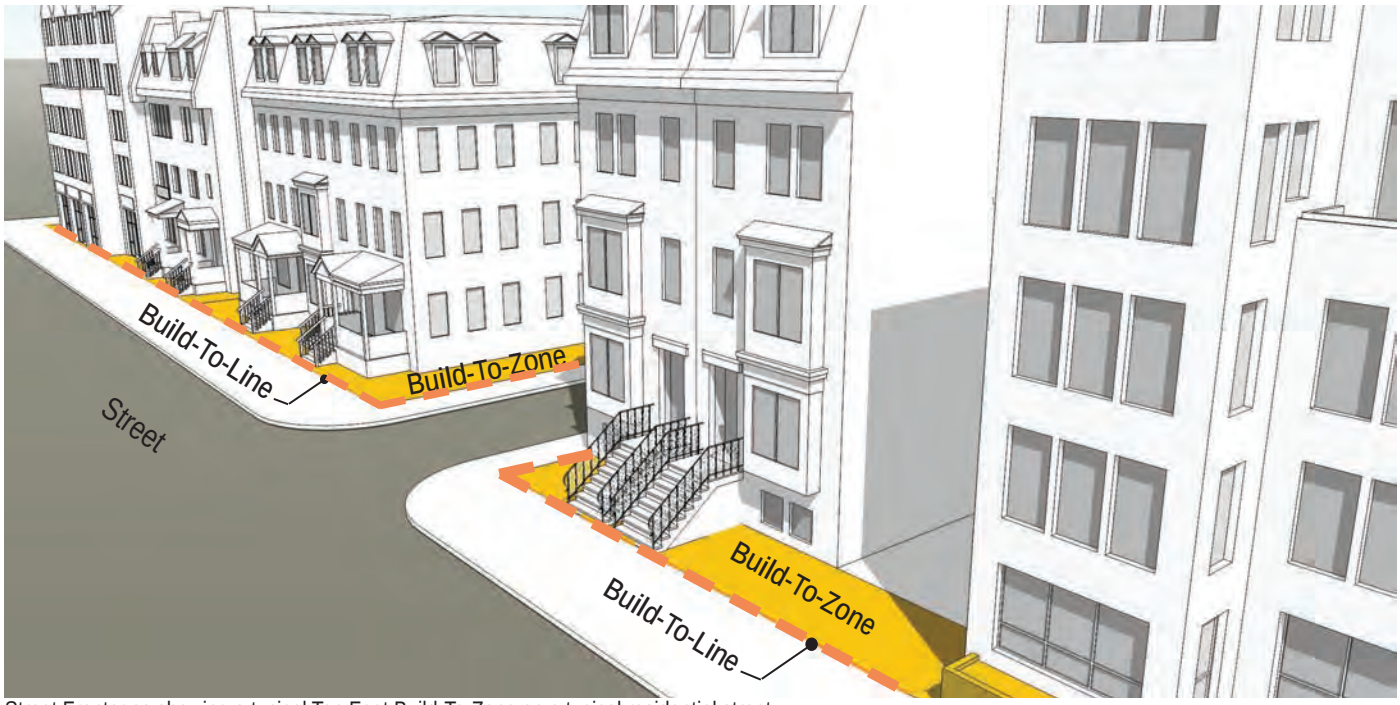
(a) The area between the Landscape and Furnishing Zone and Transition Zone as determined by Street Type
(b) Allows for the clear passage of pedestrians

(4) TRANSITION ZONE

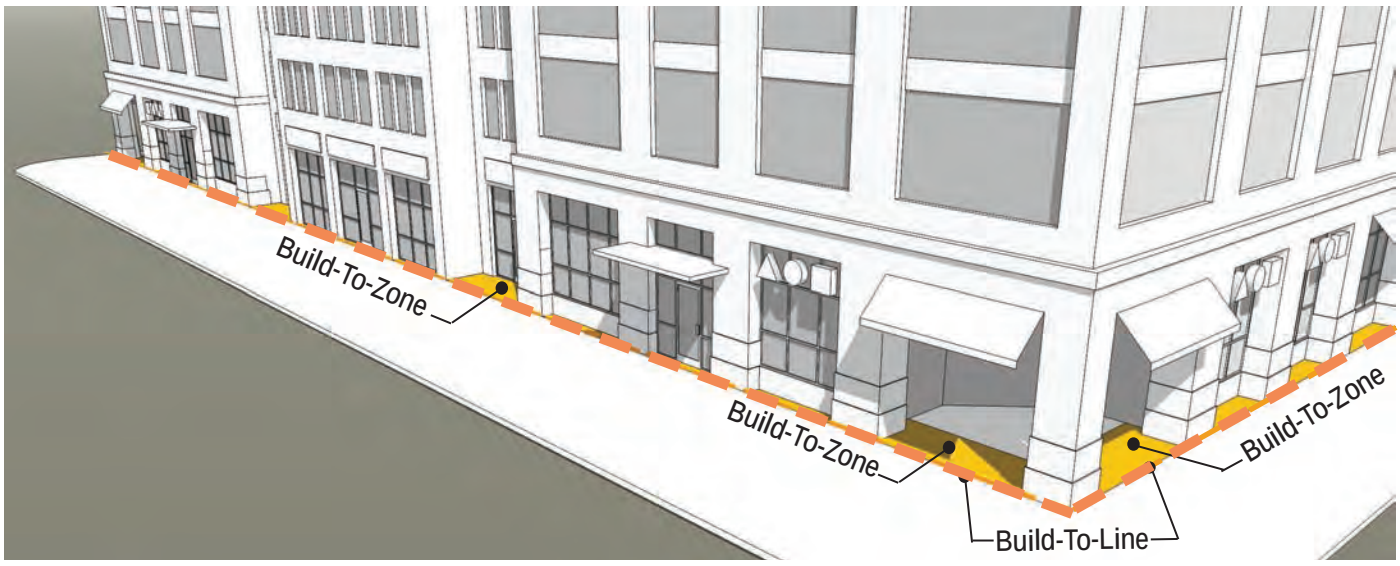
(a) The area between the Pedestrian Clearway and the Build-To-Line.
(b) Allows for placement of building fixtures (lighting, signage, projected architectural moulding etc), removable planters, and signage boards.
(c) Serves as an extended entrance and storefront interaction area.
(d) Allows for seating furniture (benches) and extended outdoor dining or landscaped areas.

(5) BUILD-TO-ZONE

175.21F BUILD-TO-ZONE



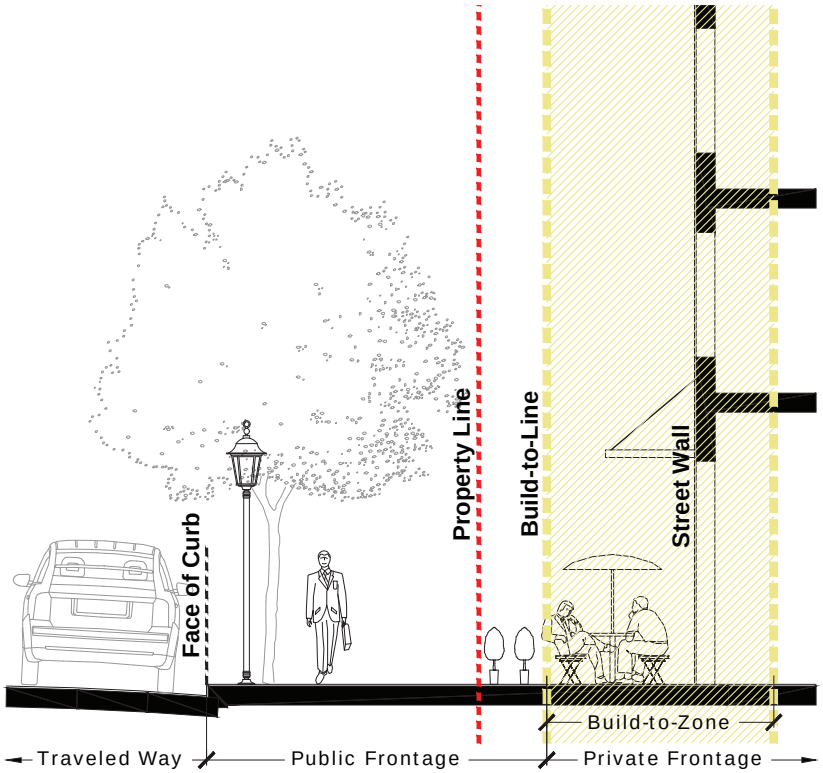
Street Frontages showing a typical Ten Foot Build-To-Zone on a typical residential street



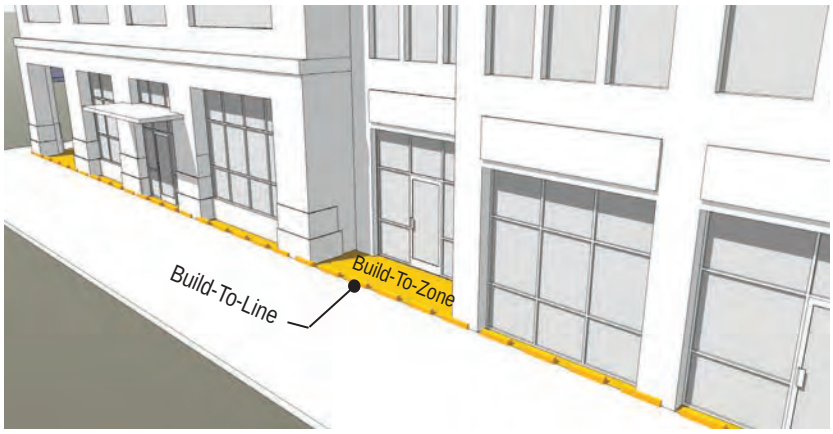
Street Frontages showing a typical Five Foot Build-To-Zone

175.21G(1) STOREFRONT FRONTAGE

175.21G(1)(a) STOREFRONT FRONTAGE

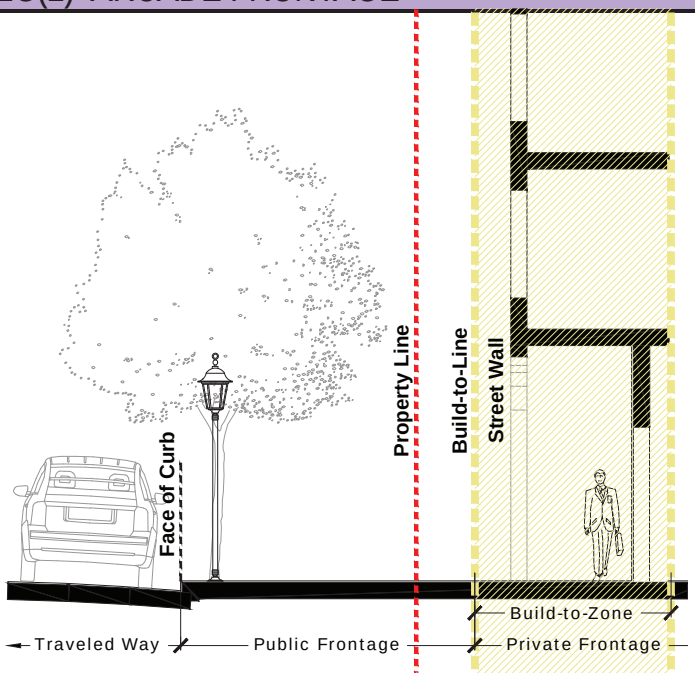


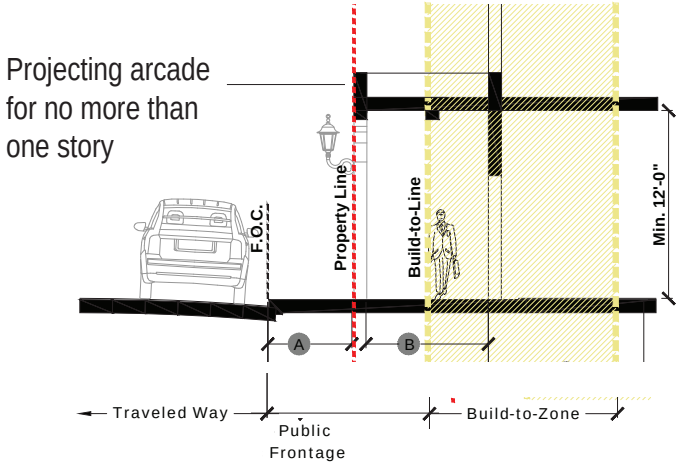
175.21G(1)(b) STOREFRONT FRONTAGE & BTZ

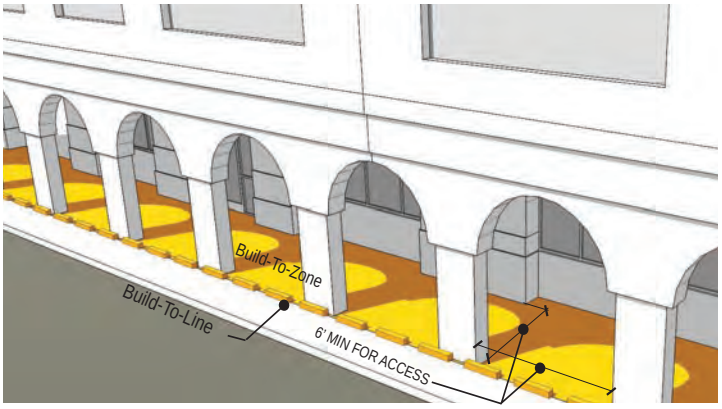


(c) Storefront Frontage is a private Frontage primarily for retail or restaurant use, with substantial glazing and Active Edge, complying with Storefront Frontage or Arcade Frontage requirements.

175.21G(2) ARCADE FRONTAGE

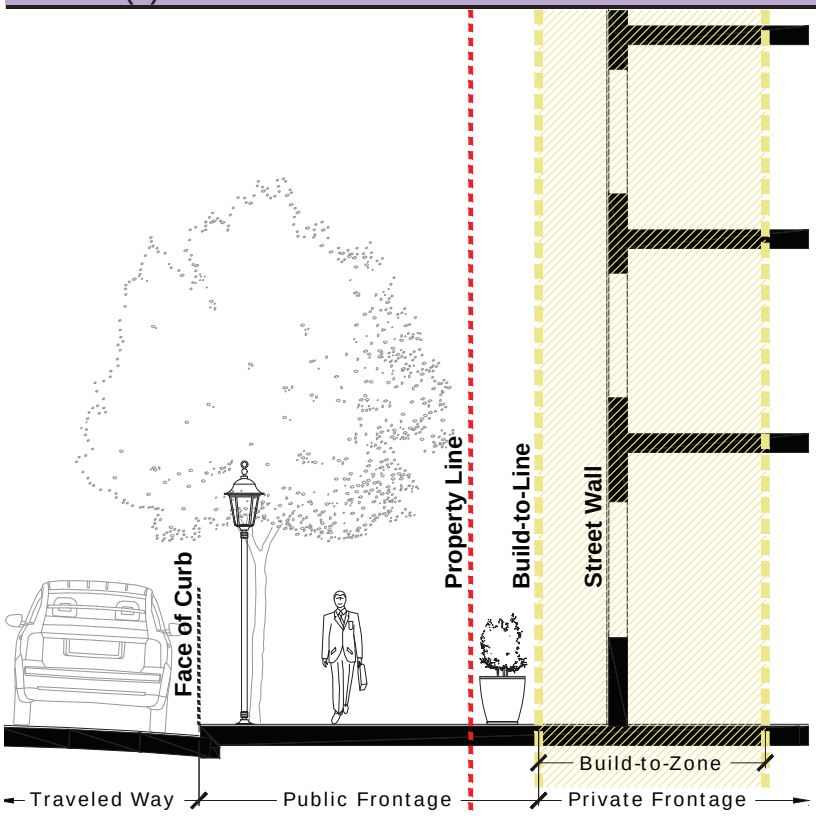




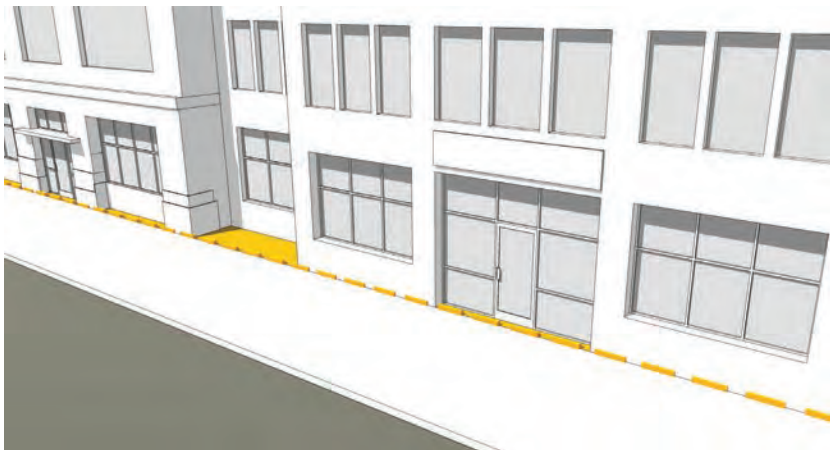


Arcade Frontage is a Private Frontage Type that has a series of arches or openings carried by columns or piers, and provides a covered walkway with access to adjacent storefronts.

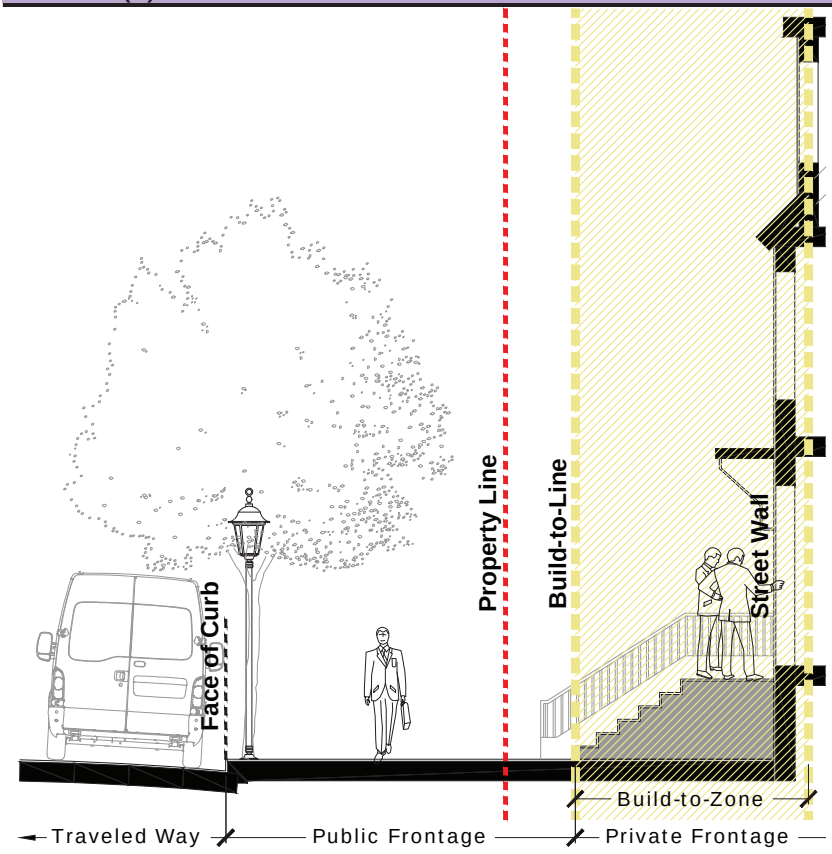
175.21G(3) URBAN FRONTAGE



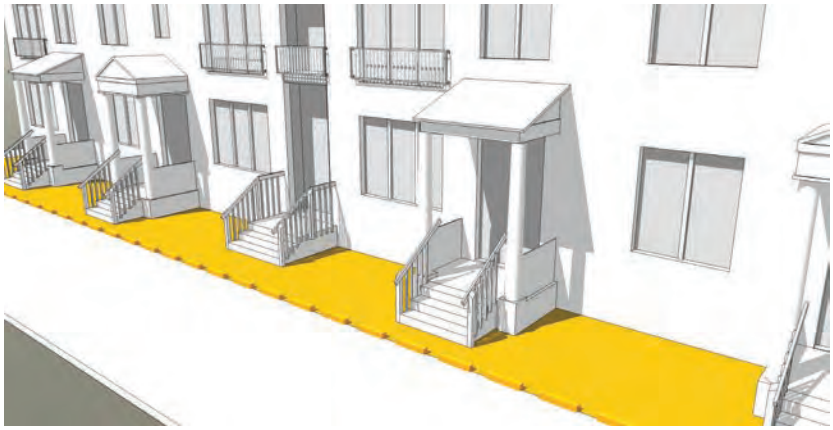
Urban Frontage is a Private Frontage type with less substantial Active Edge and glazing at the sidewalk level than Storefront Frontage.



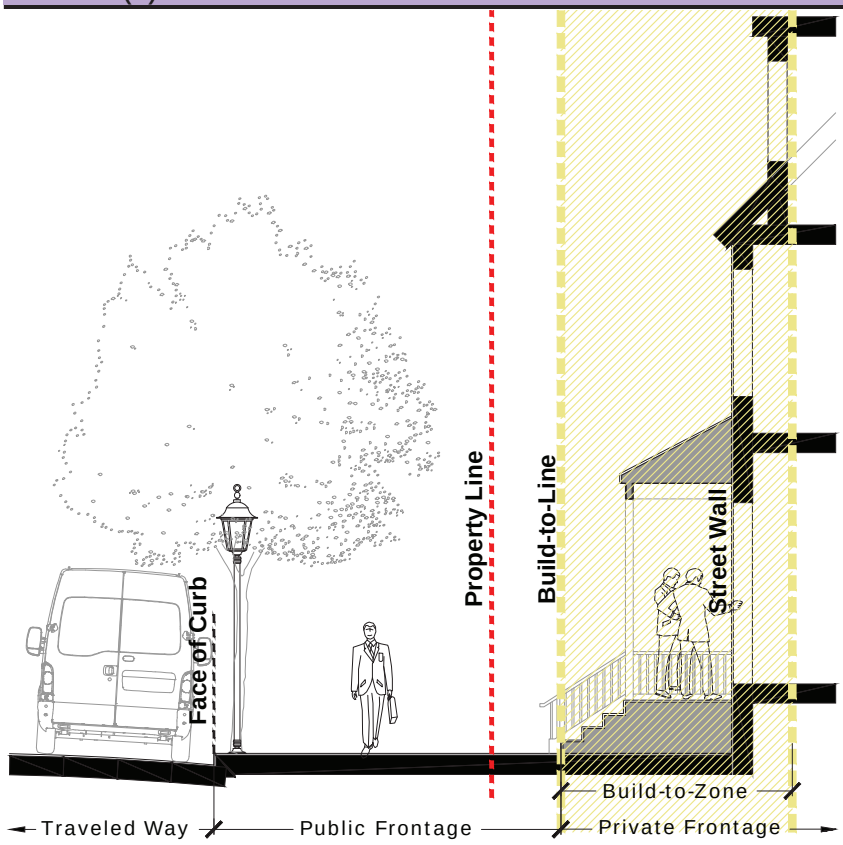
175.21G(4) STOOP FRONTAGE



Stoop Frontage is a Private Frontage type, typically residential, with elevated first floor to sufficiently secure privacy for the windows, with entrance accessed from an exterior stair and landing that may be a perpendicular or parallel to the sidewalk, located within Build-To-Zone

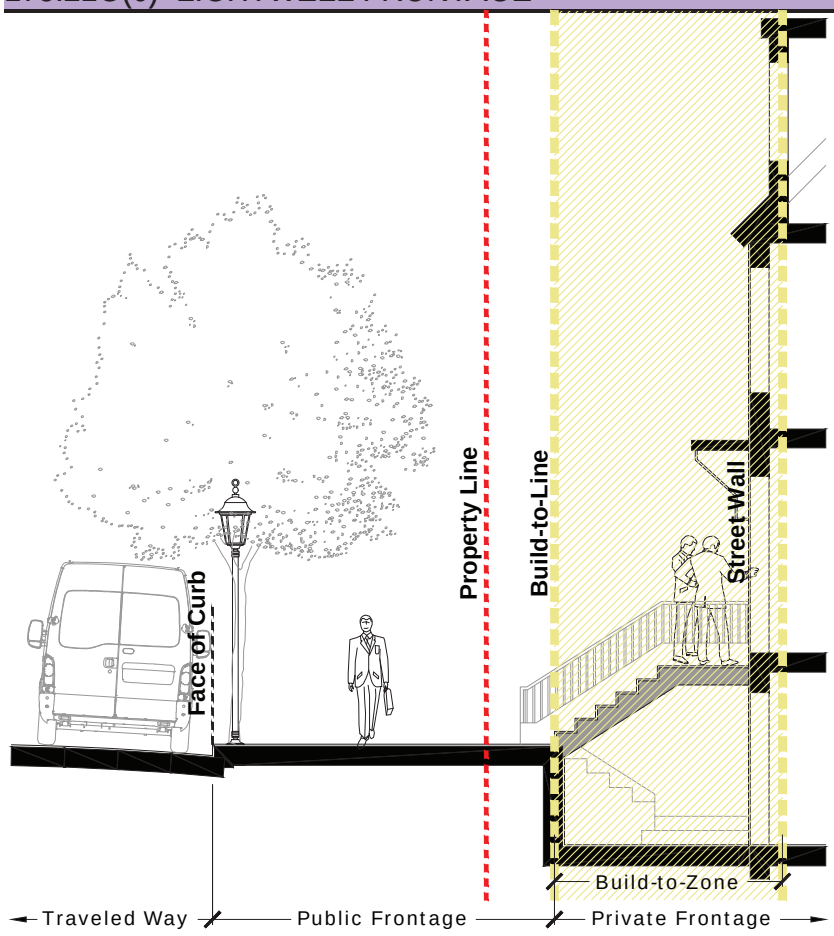


175.21G(5) PORCH FRONTAGE



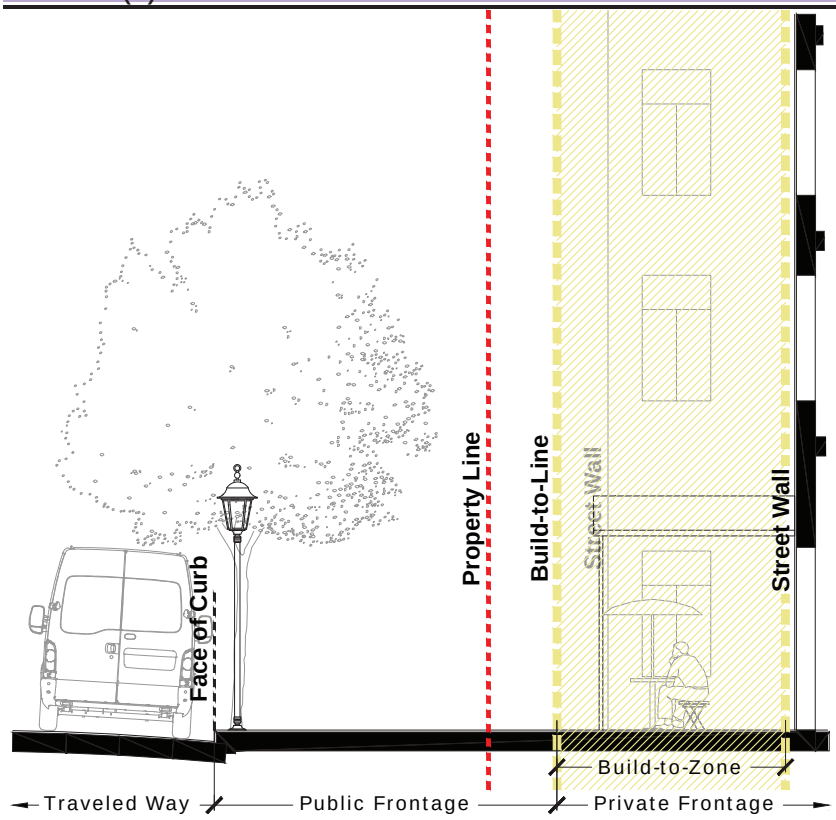
Porch Frontage is a Private Frontage type, typically residential, where the façade is set back from an attached porch that may not be screened or glazed, and is no less than 5 feet deep.

175.21G(6) LIGHTWELL FRONTAGE



Lightwell Frontage is a Private Frontage type, typically residential, where the façade is set back to allow for below-grade entrances or windows designed to allow light into basements.

175.21G(7) FORECOURT FRONTAGE

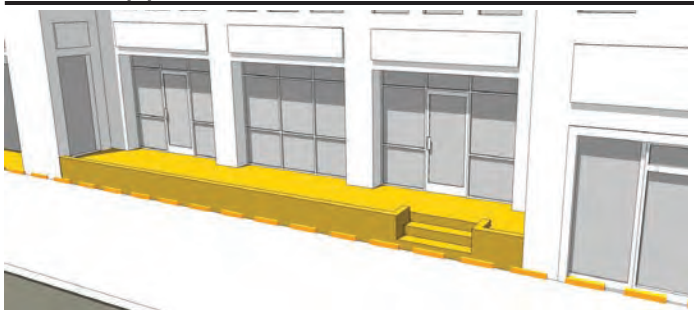


Forecourt Frontage is a Private Frontage type, where a portion of the building façade is set back to allow for large private gardens, bio-retention areas, or similar.

175.21G(8) MID-BLOCK FRONTAGE

Mid-Block Frontage is a Private Frontage type with lower Frontage Occupancy, that permits courtyard, drop-off and parking areas with incorporated edging elements to screen the view from the street.

175.21H(1) EDGE STRUCTURE



175.21H(2) ORNAMENTAL FENCE

175.21H(3) PRIVACY FENCE

175.21H(4) PLANTERS

175.21H(5) LANDSCAPED EDGE

Proposed Zoning Text Amendment to Zoning Code Chapter 331-27.1 Waterfront Access

§ 331-27.1**Waterfront access.**

Development built in accordance with Article XXII, Downtown Overlay Zones DO-7, the R1-WF-10 One-Family Waterfront Residence District, and on the seaward side of Pelham Road from Water Street to the boundary with the Village of Pelham Manor shall provide waterfront public access or scenic view public access as set forth in their respective sections of the Code and/or comply with the fee requirements set forth in their respective sections of the Code and/or in Chapter 133, Fees.

Appendix D: Proposed Community Benefit Bonus Policy

COMMUNITY BENEFIT BONUSES AND FUNDS POLICY

The table provides a list of Community Benefit Bonuses, the formula for award of such bonuses, and the various eligibility requirements. An applicant opting into the DOZ has the option to provide Community Benefits within or outside DOZ, in exchange for additional height, as outlined in Section 186.11.C of the proposed Code Amendments.

COMMUNITY BENEFIT BONUSES

Bonus Category	Bonus Eligibility	Formula[1][2]
Historic Preservation	25%, 50% or 100% of potential bonus, based on significance of preservation, at discretion of Commissioner of Development with Approval by Historic Landmarks Review Board	Permanent preservation by developer, on- or off-site (or a combination thereof), of all or a portion of an "historically significant structure" in an "historically appropriate way" (as determined by the Commissioner of Development and approved by the Historic Landmarks Review Board)
Arts and Cultural Space	25%, 50% or 100% of potential bonus, based on significance of provision, at discretion of Commissioner of Development with Approval by Planning Board	Provision by developer, on- or off-site of a "meaningful space" for an arts and cultural organization at a "substantial discount" for a "substantial period of time" (as determined by the Commissioner of Development and approved by the Planning Board)
Community Facility	25%, 50% or 100% of potential bonus, based on significance of provision, at discretion of Commissioner of Development with Approval by Planning Board	Provision by developer, on- or off-site of a "meaningful space" for a civic or educational user at a "substantial discount" (eg- potential prioritization of community-driven business incubator spaces, educational uses) for a "substantial period of time" (as determined by the Commissioner of Development and approved by the Planning Board)
Transit and Parking	Up to 100% of potential bonus, pro rata based on contribution	Permanent provision by developer, on- or offsite, of a "substantial number" of parking spaces open to the public at costs per space consistent with public

[1] When action giving rise to bonus occurs on a different property from the property on which the bonus is being taken, the receiving site must be designated at the time of site plan approval.

[2] CBB Fees generated in DO-8 must be invested or applied within the DO-8 District.

		parking offered by the City, with operating terms and allocation of economics satisfactory the City (as determined by the Commissioner of Development and approved by the Planning Board)
Green	25%, 50% or 100% of potential bonus, based on significance of provision, at discretion of Commissioner of Development with Approval by Planning Board	Incorporation of on-site "meaningful green elements" (refer to "Green NR" reachable goals) beyond what is required by zoning or other regulation (as a determined by the Commissioner of Development and approved by the Planning Board)
Climate Resiliency	25%, 50% or 100% of potential bonus, based on significance of provision, at discretion of Commissioner of Development with Approval by Planning Board	Provision of mitigation and/or adaptation elements (such as Climate Justice, refer to "Green NR" reachable goals), beyond zoning or other regulation (as determined by the Commissioner of Development and approved by the Planning Board)
Pedestrian Passage	25% or 50% of potential bonus, as per Formula	33 Lecount Place ("New Roc City") Passage: 50% of potential bonus (which bonus may be taken on- or off-site) for permanent provision by developer of public passages (maintained by developer) between Lecount Pl. and Harrison St., meeting guidelines set forth immediately following passage of Overlay Zone by Commissioner of Development and approved by the Planning Board
		Master Developer Passages: 50% of potential bonus (which bonus may be taken on- or offsite) for permanent provision by developer of public passages (maintained by developer) between Lecount Pl. and Memorial Highway, meeting guidelines set forth immediately following passage of Overlay Zone by the Commissioner of Development and approved by the Planning Board
		40 Memorial Highway ("Halstead New Rochelle") Passage: 25% of potential bonus (which bonus may be taken on- or off-site) for permanent provision by

		developer of public passage (maintained by developer) between Memorial Highway and Division St., meeting guidelines set forth immediately following passage of Overlay Zone by the Commissioner of Development and approved by the Planning Board
Open Space	25%, 50% or 100% of potential bonus, based on significance of provision, at discretion of Commissioner of Development with Approval by Planning Board	Permanent provision by developer, on- or offsite, of a "meaningful public open space" maintained by developer as determined by the Commissioner of Development and approved by the Planning Board.
Housing	Up to 100% of potential bonus, based on significance of provision, at discretion of Commissioner of Development with Approval by Planning Board	Permanent provision by developer of units at below 70% AMI at the suggestion of the Commissioner of Development, or contribution by developer to eligible federal, state or local down payment assistance programs at a value in accordance with the Community Benefit Fund
CB Fund	Up to 100% of potential bonus, pro rata as per formula	Contribution by developer of applicable Community Benefits Fund Amount/gross bonus SF to Community Benefits Fund (including funding of programs as determined by the Commissioner of Development and approved by the Planning Board, e.g., youth development and Minority and Women Owned Business Enterprise (MWBE) programs, aid to existing businesses and communities financially impacted by COVID-19)

COMMUNITY BENEFITS FUND ADMINISTRATION

An applicant also has an option to pay into a Community Benefit Fund to achieve the additional height bonuses outlined in Section 186.11.C of the proposed DOZ Amendments. The Community Benefits Fund will be allocated to improvements located within or outside of the Overlay Zone, pursuant to the community benefit categories: (a) Historic Preservation, (b) Arts and Cultural Uses, (c) Community Facilities, (d) Transit and Parking, (e) Green, (f) Climate Resiliency, (g)Open Space, or (h) Housing. The City is committed to developing a program to provide job training, job placement services and residential and business relocation assistance for properties developed under the DOZ. Additionally, the City Council will have the ability to evaluate additional Community Benefit programs or improvements, not previously identified, for their positive impact on the City and use of funds from this program to support those efforts.

The fees associated with the Community Benefit Fund are provided below and the allocation of amounts in the Fund among the permitted uses will be proposed, from time to time, by the City Manager and approved by the City Council. The City will create a process for disbursing amounts in the Fund to specific projects. Periodically, the Commissioner of Development will provide the City Council with a detailed analysis of the utilization to such date of the Community Benefit Bonus. Based upon this analysis and in the discretion of the City Council, this Policy may be revised.

Table 2-2 COMMUNITY BENEFITS FUND

District	Condition	Amount/SF
DO1	Development Standard 1	$30
	Development Standard 2	$40
	Development Standard 3	$50
DO2	Development Standard 1	$20
	Development Standard 2	$30
	Development Standard 3	$40
DO3	Development Standard 1	$10
	Development Standard 2	$20
	Development Standard 3	$30
DO4	Development Standard 1	$10
	Development Standard 2	$20
	Development Standard 3	All, but North of Huguenot and East of River: $30
		North of Huguenot and East of River: $20
DO5	Development Standard 1	$10
	Development Standard 2	$20
	Development Standard 3	$30

DO6	Development Standard 1	$10
	Development Standard 2	$20
	Development Standard 3	$20
DO7	Development Standard 3	$50
DO8	Development Standard 1	$10
	Development Standard 2	All, but area bounded by Memorial Highway, Sickles Avenue, May Street, and Burling Lane: $20
		Area bounded by Memorial Highway, Sickles Avenue, May Street, and Burling Lane: $50
	Development Standard 3	All, but area bounded by Memorial Highway, Sickles Avenue, May Street, and Burling Lane: $30
		Area bounded by Memorial Highway, Sickles Avenue, May Street, and Burling Lane: $50

Appendix E: Proposed Fair Share Mitigation Fees

Proposed 2026 Fair Share Mitigation Calculations (Updated 1/14/2026)

Applicable Use Categories	Adjustment Factor Based on Percent of Available Theoretical Development Scenario				
	0%-10%	10%-20%	20%-50%	50%-67%	67-100%
Medical Office, Non-Medical Office and Institutional	50%	75%	100%	107.50%	125%
Retail, Restaurant, Hotel, Student Housing, Adult Care Residences, Independent Living Residences	75%	75%	100%	107.50%	125%
Studio Residences	90%	100%	105%	117.50%	130%
One-Bedroom Residences	90%	100%	105%	117.50%	130%
Two-Bedroom Residences	100%	100%	110%	122.50%	135%
Three-Bedroom Residences	100%	105%	115%	127.50%	140%
Integrated Parking	100%	100%	110%	122.50%	135%
Independent Parking	100%	105%	115%	127.50%	140%

Per SF Mitigation Amount	2017*	2018*	Oct-18	2019*	2020*	2021*	2022*	2023*	2024*	2025*	2026*	Proposed 2026*[1]	Applicable Use Categories
$1.25	$1.29	$1.33	$1.33	$1.37	$1.41	$1.45	$1.88	$1.93	$1.99	$2.05	$2.11	$2.64	Retail, Restaurant, Non-Medical Office, Medical Office, Institutional
$1.50	$1.55	$1.59	$1.59	$1.64	$1.69	$1.74	$2.25	$2.32	$2.39	$2.46	$2.54	$3.17	Hotel
$1.75	$1.80	$1.86	$1.86	$1.91	$1.97	$2.03	$2.63	$2.70	$2.78	$2.86	$2.95	$3.69	Student Housing, Adult Care Residences, Independent Living Residences
$1.25	$1.29	$1.33	$2.50	$2.58	$2.65	$2.73	$3.75	$3.86	$3.98	$4.10	$4.22	$5.27	Studio
$1.50	$1.55	$1.59	$3.00	$3.09	$3.18	$3.28	$4.50	$4.60	$4.74	$4.88	$5.03	$6.28	One-Bedroom
$2.00	$2.06	$2.12	$4.00	$4.12	$4.24	$4.37	$6.00	$6.18	$6.37	$6.56	$6.75	$8.44	Two-Bedroom Residences
$2.50	$2.58	$2.65	$5.00	$5.15	$5.30	$5.46	$7.50	$7.70	$7.93	$8.17	$8.41	$10.52	Three-Bedroom Residences
$50.00/space	$51.50	$53.05	$53.05	$54.64	$56.28	$57.96	$75.00	$77.25	$79.57	$81.95	$84.41	$105.52	Integrated Parking
$500.00/space	$515	$530.45	$530.45	$546.36	$562.75	$579.63	$750.00	$772.50	$795.68	$819.55	$844.13	$1,055.16	Independent Parking

***The Per Square Foot and Per Space Mitigation amounts will be increased by 3% per year.**

[1]Fair Share Mitigation Fee is proposed to increase by 25%.

Proposed Fair Share Mitigation Funds Generated by 2026 TDS

Unit Type	Units	SF/Unit	Total SF	Proposed 2026 Fee/SF	Adjustment Factor	Proposed Fee/SF w/ AF	FSM Fee
Studio	560	550	308,000	$5.27	130%	$6.85	$2,111,072
One-Bedroom	1400	700	980,000	$6.28	130%	$8.17	$8,004,772
Two-Bedroom	560	900	504,000	$8.44	135%	$11.40	$5,743,471
Three-Bedroom	280	1200	336,000	$10.52	140%	$14.72	$4,947,431
Total	**2800**						**$20,806,746**

Appendix F: Community Facilities Service Provider Correspondence

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January 12, 2026

Commissioner Neil K. Reynolds
475 North Avenue
New Rochelle, New York 10801

Re: New Rochelle Downtown Overlay Zone Questionnaire

Dear Commissioner Reynolds,

BFJ Planning is reaching out on behalf of the City of New Rochelle to get your feedback. New Rochelle is amending its Downtown Overlay Zone (DOZ) and associated zoning map, as well as the Theoretical Development Scenario (TDS), which projects potential maximum build-out over an approximately 10-year period. In accordance with the State Environmental Quality Review Act, the City is preparing a Supplemental Generic Environmental Impact Statement that requires an assessment of potential impacts on community facilities and services, including police services. The Police Department was consulted during the 2015 environmental review process and subsequent updates (2021 and 2024), and we are seeking your input again to help inform the updated analysis.

This questionnaire was prepared on behalf of the City of New Rochelle Department of Development. Please submit your completed questionnaire to Kevin Kain (kkain@newrochelleny.gov).

1. What is the current total number of police officers and total department staff?
2. How many calls for service were recorded in 2025?
3. How would you characterize public safety conditions in the downtown area?
    i. What types of incidents or calls for service are most common?
    ii. Are there particular times of day or seasons when downtown policing demands increase?
4. How is police presence currently managed downtown?
    i. Are current staffing levels and patrol strategies adequate to meet downtown needs?
5. If downtown New Rochelle were to experience additional residential development, what changes in police staffing, resources, or strategies do you anticipate?
6. Any other questions or concerns?

Thank you for your participation.

Sincerely,

Sarah K. Yackel

Sarah K. Yackel, AICP
Principal

CHARLOTTE, NC
CHATHAM, NJ
CHICAGO, IL
NEW YORK, NY
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Proposed 2026 Theoretical Development Scenario

Overlay District	Retail (SF)	Restaurant (SF)	Office Non-medical (SF)	Medical Office (SF)	Hotel (rooms)	Residential Units (DU)	Residential Condominium Units (DU)	Student Housing/ Supportive Housing	Adult Care (SF)	Independent Units (DU)	Institutional (SF)
DO-1	**75,000** ***(-25,000)***	**40,000** ***(-14,000)***	**100,000** ***(-200,000)***	55,000	300	**3,130**[1] ***(+1,500)***		-	-	-	**35,000** **(-15,000)**
DO-2	**100,000** ***(-100,000)***	**22,000** ***(-10,400)***	100,000	**65,000** ***(-217,500)***	-	**6,464**[1,2] ***(200)***		-	-	-	**40,000** ***(-20,000)***
DO-3	**30,000** ***(-9,000)***	5,400	**25,000** ***(-25,000)***	-	-	**776** ***(+200)***	300	**100** ***(-100)***	100,000	200	**40,000** ***(-65,000)***
DO-4	**150,000** ***(+50,000)***	21,400	**50,000** ***(-50,000)***	26,000	-	**772** ***(+400)***		-	-	-	-
DO-5	21,500	5,400	**50,000** ***(-50,000)***	**50,000** ***(-55,000)***	100	**332** ***(+100)***		**200** ***(-100)***	**100,000** ***(-72,000)***	-	**60,000** ***(-80,000)***
DO-6	**25,000** ***(+3,500)***	5,400	31,000	21,000	-	**326** ***(+100)***		-	**50,000** ***(-28,000)***	-	35,000
DO-7	60,000	**40,000** ***(-20,000)***	25,000	25,000	200	700	100	-	-	-	23,000
DO-8	16,000	**24,000** ***(+12,000)***	-	30,000	-	**847** ***(+300)***	100	200	20,000	-	30,000
TOTAL	**477,500**	**163,600**	**381,000**	**272,000**	**600**	**13,347**	**500**	**500**	**270,000**	**200**	**263,000**
Proposed Change	***(-80,500)***	***(-32,400)***	***(-325,000)***	***(-272,500)***	***(0)***	***(+2,800)***	***(0)***	***(-200)***	***(-100,000)***	***(0)***	***(-180,000)***

Notes:

[1.] The City intends to reserve for a period of time, 800 Units in DO-1 and 700 Units in DO-2 for the future development of City-owned properties (see 2021 RAP Addendum).

[2.] Moratorium on Residential Development: No new residential units are allowed in DO-2 within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west – see Figure 6: DO-2 Residential Development Moratorium Area.

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January 12, 2026

Commissioner Alvaro Alfonso-Larrain, PE
515 North Avenue
New Rochelle, New York 10801

Re: New Rochelle Downtown Overlay Zone Questionnaire

Dear Commissioner Alfonso-Larrain,

BFJ Planning is reaching out on behalf of the City of New Rochelle to get your feedback. New Rochelle is amending its Downtown Overlay Zone (DOZ) and associated zoning map, as well as the Theoretical Development Scenario (TDS), which projects potential maximum build-out over an approximately 10-year period. In accordance with the State Environmental Quality Review Act, the City is preparing a Supplemental Generic Environmental Impact Statement that requires an assessment of potential impacts on community facilities and services, including police services. The Public Works Department was consulted during the 2015 environmental review process and subsequent updates (2021 and 2024), and we are seeking your input again to help inform the updated analysis.

This questionnaire was prepared on behalf of the City of New Rochelle Department of Development. Please submit your completed questionnaire to Kevin Kain (kkain@newrochelleny.gov).

1. What is the current total number of department staff?
2. Would additional residential development necessitate stormwater system upgrades?
3. Are there any known sewer capacity limitations or issues in the downtown area?
4. What are the planned and/or active drainage improvement projects in downtown New Rochelle?
5. Any other questions, issues, or comments?

Thank you for your participation.

Sincerely,

Sarah K. Yackel

Sarah K. Yackel, AICP
Principal

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CHICAGO, IL
NEW YORK, NY
PITTSBURGH, PA
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Proposed 2026 Theoretical Development Scenario

Overlay District	Retail (SF)	Restaurant (SF)	Office Non-medical (SF)	Medical Office (SF)	Hotel (rooms)	Residential Units (DU)	Residential Condominium Units (DU)	Student Housing/ Supportive Housing	Adult Care (SF)	Independent Units (DU)	Institutional (SF)
DO-1	**75,000** ***(-25,000)***	**40,000** ***(-14,000)***	**100,000** ***(-200,000)***	55,000	300	**3,130**[1] ***(+1,500)***		-	-	-	**35,000** **(-15,000)**
DO-2	**100,000** ***(-100,000)***	**22,000** ***(-10,400)***	100,000	**65,000** ***(-217,500)***	-	**6,464**[1,2] ***(200)***		-	-	-	**40,000** ***(-20,000)***
DO-3	**30,000** ***(-9,000)***	5,400	**25,000** ***(-25,000)***	-	-	**776** ***(+200)***	300	**100** ***(-100)***	100,000	200	**40,000** ***(-65,000)***
DO-4	**150,000** ***(+50,000)***	21,400	**50,000** ***(-50,000)***	26,000	-	**772** ***(+400)***		-	-	-	-
DO-5	21,500	5,400	**50,000** ***(-50,000)***	**50,000** ***(-55,000)***	100	**332** ***(+100)***		**200** ***(-100)***	**100,000** ***(-72,000)***	-	**60,000** ***(-80,000)***
DO-6	**25,000** ***(+3,500)***	5,400	31,000	21,000	-	**326** ***(+100)***		-	**50,000** ***(-28,000)***	-	35,000
DO-7	60,000	**40,000** ***(-20,000)***	25,000	25,000	200	700	100	-	-	-	23,000
DO-8	16,000	**24,000** ***(+12,000)***	-	30,000	-	**847** ***(+300)***	100	200	20,000	-	30,000
TOTAL	**477,500**	**163,600**	**381,000**	**272,000**	**600**	**13,347**	**500**	**500**	**270,000**	**200**	**263,000**
Proposed Change	***(-80,500)***	***(-32,400)***	***(-325,000)***	***(-272,500)***	***(0)***	***(+2,800)***	***(0)***	***(-200)***	***(-100,000)***	***(0)***	***(-180,000)***

Notes:

[1.] The City intends to reserve for a period of time, 800 Units in DO-1 and 700 Units in DO-2 for the future development of City-owned properties (see 2021 RAP Addendum).

[2.] Moratorium on Residential Development: No new residential units are allowed in DO-2 within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west – see Figure 6: DO-2 Residential Development Moratorium Area.

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January 12, 2026

Fire Chief Andrew Sandor
90 Beaufort Place
New Rochelle, New York 10801

Re: New Rochelle Downtown Overlay Zone Questionnaire

Dear Fire Chief Sandor,

BFJ Planning is reaching out on behalf of the City of New Rochelle to get your feedback. New Rochelle is amending its Downtown Overlay Zone (DOZ) and associated zoning map, as well as the Theoretical Development Scenario (TDS), which projects potential maximum build-out over an approximately 10-year period. In accordance with the State Environmental Quality Review Act, the City is preparing a Supplemental Generic Environmental Impact Statement that requires an assessment of potential impacts on community facilities and services, including police services. The Fire Department was consulted during the 2015 environmental review process and subsequent updates (2021 and 2024), and we are seeking your input again to help inform the updated analysis.

This questionnaire was prepared on behalf of the City of New Rochelle Department of Development. Please submit your completed questionnaire to Kevin Kain (kkain@newrochelleny.gov).

1. What is the current total number of firefighters and total department staff?
2. How many calls for service were recorded in 2025?
3. How would you characterize current fire and emergency response coverage in the downtown area?
    a. Are there specific constraints in the downtown area that affect fire response today?
    b. What types of incidents or calls for service are most common?
    c. Do current station locations and staffing levels adequately serve downtown conditions?
4. How would additional downtown development impact staffing?
    a. Would new or different apparatus be required?
    b. Any other considerations as it relates to residential development?
5. Any additional questions or comments?

Thank you for your participation.

Sincerely,

Sarah K. Yackel

Sarah K. Yackel, AICP
Principal

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DO-5	21,500	5,400	**50,000** ***(-50,000)***	**50,000** ***(-55,000)***	100	**332** ***(+100)***		**200** ***(-100)***	**100,000** ***(-72,000)***	-	**60,000** ***(-80,000)***
DO-6	**25,000** ***(+3,500)***	5,400	31,000	21,000	-	**326** ***(+100)***		-	**50,000** ***(-28,000)***	-	35,000
DO-7	60,000	**40,000** ***(-20,000)***	25,000	25,000	200	700	100	-	-	-	23,000
DO-8	16,000	**24,000** ***(+12,000)***	-	30,000	-	**847** ***(+300)***	100	200	20,000	-	30,000
TOTAL	**477,500**	**163,600**	**381,000**	**272,000**	**600**	**13,347**	**500**	**500**	**270,000**	**200**	**263,000**
Proposed Change	***(-80,500)***	***(-32,400)***	***(-325,000)***	***(-272,500)***	***(0)***	***(+2,800)***	***(0)***	***(-200)***	***(-100,000)***	***(0)***	***(-180,000)***

Notes:

[1.] The City intends to reserve for a period of time, 800 Units in DO-1 and 700 Units in DO-2 for the future development of City-owned properties (see 2021 RAP Addendum).

[2.] Moratorium on Residential Development: No new residential units are allowed in DO-2 within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west – see Figure 6: DO-2 Residential Development Moratorium Area.

City of New Rochelle
Development

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	February 17, 2026
From:	Adam Salgado, Development Commissioner
Subject:	PROPOSED APPLICATIONS FOR NYSDOT TRANSPORTATION ALTERNATIVES PROGRAM (TAP) 2025 – Resolution authorizing the City Manager to submit Transportation Alternatives Program (TAP) Grant Applications to the New York State Department of Transportation for four Complete Streets and Active Transportation Projects.

Background: The New York State Department of Transportation (NYSDOT), through the federal Transportation Alternatives Program (TAP), provides funding for pedestrian, bicycle, and other non-motorized transportation infrastructure that improves safety, accessibility, and connectivity. Eligible activities include Complete Streets construction, corridor improvements, and the planning and design of active transportation facilities.

NYSDOT Region 8 has encouraged the City of New Rochelle to advance multiple projects for consideration under the TAP 2025 funding cycle, with final applications due by March 12, 2026. TAP awards generally require a 20% local match, with a maximum award of $7,000,000 per project. While the number of applications submitted by an applicant is not capped, no more than two projects may be awarded to any single applicant.

Issue:
The City intends to submit four (4) applications to the New York State Department of Transportation (NYSDOT) Transportation Alternatives Program (TAP) 2025 for projects that advance pedestrian and bicycle safety, improve multimodal access to key corridors, and implement Complete Streets principles. Required matches will be sourced from FY27 Capital funds.

1. Quaker Ridge Road Complete Streets Project (Construction): This project would deliver corridor-wide Complete Streets improvements along Quaker Ridge Road to enhance pedestrian, bicycle, and overall roadway safety.

- **Project Total:** ~$13,500,000
- **TAP Request:** ~$7,000,000
- **City Match:** ~$4,652,595 *(a pending application to Westchester County may reduce the required City match)*

2. Pinebrook Boulevard Complete Streets – Section 2 (Final Design & Construction): This project advances the second phase of Pinebrook Boulevard Complete Streets improvements from Forest Avenue to Bayberry Lane, with a focus on pedestrian and bicycle safety and multimodal corridor enhancements.

- **Project Total:** ~$5,892,000
- **TAP Request:** ~$4,714,000
- **City Match:** ~$1,178,000

3. NRTC West End Access Improvements Project (Final Design & Construction): This project focuses on pedestrian and bicycle safety improvements in the west end of the New Rochelle Transit Center area, particularly at the intersection of Division Street, Union Avenue, and Station Plaza North, consistent with preliminary Transit Center redesign concepts.

- **Project Total:** ~$6,944,000
- **TAP Request:** ~$5,555,000
- **City Match:** ~$1,388,000

4. Webster Avenue Complete Streets Planning & Design Project (Preliminary & Final Design): This project would fund planning and design of multimodal safety improvements along the full length of Webster Avenue from Main Street to Hutchinson River Parkway, a key north–south corridor on the City's west side.

- **Project Total:** ~$2,000,000
- **TAP Request:** ~$1,600,000
- **City Match:** ~$400,000

Recommendation
Staff recommends that the City Council adopt a resolution authorizing the City Manager to submit applications to the NYSDOT Transportation Alternatives Program (TAP) 2025 for the four projects outlined above. By authorizing submission of these applications, the City Council commits to providing the required local matching funds, as well as any additional funds necessary to address cost overruns, should one or more of the applications be awarded.

Attachments:
None

LEGISLATION

RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT TRANSPORTATION ALTERNATIVES PROGRAM 2025 GRANT APPLICATIONS TO THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION FOR FOUR COMPLETE STREETS AND ACTIVE TRANSPORTATION PROJECTS.

WHEREAS, the New York State Department of Transportation (NYSDOT), through the Federal Transportation Alternatives Program (TAP) 2025, provides funding for pedestrian, bicycle, and other non-motorized transportation infrastructure projects that improve safety, accessibility, and connectivity; and

WHEREAS, eligible TAP 2025 activities include Complete Streets construction, corridor improvements, and the planning and design of active transportation facilities; and

WHEREAS, TAP 2025 awards generally require a minimum twenty percent (20%) local match and are capped at a maximum award of seven million dollars ($7,000,000) per project, with no more than two (2) awards permitted per applicant; and

WHEREAS, the City intends to submit four (4) TAP 2025 applications to NYSDOT, with required local matching funds to be sourced from Fiscal Year 2027 Capital funds, as follows:

1. Quaker Ridge Road Complete Streets Project (Construction)
    - Project Total: Approximately $13,500,000
    - TAP Request: Approximately $7,000,000
    - City Match: Approximately $4,652,595 (subject to reduction pending a separate Westchester County funding application);
2. Pinebrook Boulevard Complete Streets – Section 2 (Final Design & Construction)
    - Project Total: Approximately $5,892,000
    - TAP Request: Approximately $4,714,000
    - City Match: Approximately $1,178,000;
3. New Rochelle Transit Center (NRTC) West End Access Improvements Project (Final Design & Construction)
    - Project Total: Approximately $6,944,000
    - TAP Request: Approximately $5,555,000
    - City Match: Approximately $1,388,000;
4. Webster Avenue Complete Streets Planning & Design Project (Preliminary & Final Design)
    - Project Total: Approximately $2,000,000
    - TAP Request: Approximately $1,600,000
    - City Match: Approximately $400,000; and

WHEREAS, submission of these applications requires a commitment by the City to provide the required local matching funds and any additional funds necessary to address cost overruns should one or more projects be awarded.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of New Rochelle, that the City Manager is hereby authorized to submit TAP 2025 grant applications to the NYSDOT for the four (4) projects described herein, and to accept any awarded funds; and

BE IT FURTHER RESOLVED, that the City Council hereby commits to providing the required local matching funds and any additional funds necessary to complete the projects, subject to future appropriation, should one or more of the TAP 2025 applications be awarded; and

BE IT FURTHER RESOLVED, that the City Manager is authorized to execute any and all documents and take any actions necessary to effectuate this Resolution.

City of New Rochelle

Law

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	February 17, 2026
From:	Dawn Warren, Corporation Counsel
Subject:	PROPOSED SETTLEMENT OF CLAIM RE: WORKERS COMPENSATION - Resolution authorizing the settlement of Workers' Compensation claims filed by David DeJesus.

Background:
The City seeks authorization to enter into a full and final settlement of multiple workers' compensation claims filed by David DeJesus, a former City of New Rochelle sanitation worker in the Department of Public Works. The claimant was employed by the City from 2003-2025 and has filed multiple workers' compensation claims over the course of his employment. The claims have resulted in ongoing indemnity and medical payment obligations, creating continued and potentially unlimited financial exposure for the City.

Proposed Settlement:
The proposed settlement resolves all outstanding workers' compensation claims in their entirety. The total settlement authority requested is up to $200,000, which includes additional indemnity payments, a Medicare Set-Aside allocation, and a contingency for market fluctuations. The settlement is subject to approval by the New York State Workers' Compensation Board.

Recommendation:
A settlement is recommended as it provides finality, limits future exposure, and allows the City to avoid continued litigation and administrative costs associated with maintaining multiple open claims.

Action Requested:
Authorize the City Manager and Corporation Counsel to execute all documents necessary to effectuate a full and final settlement of the workers' compensation claims filed by David DeJesus, in an amount not to exceed $200,000, subject to approval by the New York State Workers' Compensation Board. To be funded from account 1711MS2.85000

Attachments:
None

LEGISLATION

RESOLUTION AUTHORIZING THE SETTLEMENT OF WORKERS' COMPENSATION CLAIMS FILED BY DAVID DEJESUS.

BE IT RESOLVED, that the City Council hereby authorizes the City Manager and Corporation Counsel to enter into a full and final settlement of the workers' compensation claims filed by David DeJesus, a former City of New Rochelle sanitation employee, at an amount not to exceed $200,000, subject to approval by the New York State Workers' Compensation Board; and

BE IT FURTHER RESOLVED, that the City Manager and Corporation Counsel are authorized to execute all documents and take all actions necessary to effectuate the settlement.

RESOLUTION NUMBER: 2026-24 **Item # 10.**

City of New Rochelle

Law

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	February 17, 2026
From:	Dawn Warren, Corporation Counsel
Subject:	PROPOSED ACCEPTANCE OF THE METROPOLITAN TRANSPORTATION AUTHORITY'S (MTA) OFFER FOR PERMANENT EXCLUSIVE AND NON-EXCLUSIVE EASEMENTS RE: PENN STATION ACCESS — Resolution authorizing the City Manager to accept compensation from the Metropolitan Transportation Authority (MTA) for the acquisition of permanent exclusive and non-exclusive easements in connection with the Penn Station Access Project (PSA).

Background:
The Metropolitan Transportation Authority ("MTA") seeks to acquire permanent exclusive and non-exclusive easements in connection with the construction of the Penn Station Access Project ("PSA"). The affected properties are as follows:

- Lispenard Avenue, New Rochelle - approx. 321 sq. ft. (permanent exclusive easement)
- Joyce Road, New Rochelle - approx. 577 sq. ft (permanent exclusive easement) and 354 sq. ft. (permanent non-exclusive easement), for a total of approx. 931 sq ft.

Maps identifying the easements are attached.

The MTA has offered compensation in the total amount of $92,000 for the permanent easements, allocated as follows:

- Lispenard Avenue: $26,000
- Joyce Road: $66,000

The offer reflects the MTA's determination of just compensation based on its highest approved appraisal. After evaluation, acceptance of the MTA's offer is recommended. The offer represents fair market value under applicable federal standards, and avoids delay or uncertainty associated with further negotiation, while facilitating completion of a project of regional importance.

Recommendation:
Authorize the City Manager to accept the MTA's offer of $92,000 for the acquisition of permanent exclusive and non-exclusive easements in connection with the Penn Station Access Project.

Revenue Account:
1310.2660 (Sale of Real Property)

Attachments:
1. Maps - Penn Station Access Project

RESOLUTION NUMBER: 2026-24 **Item # 10.**
MEETING DATE: February 17, 2026

LEGISLATION

RESOLUTION AUTHORIZING THE CITY MANAGER TO ACCEPT COMPENSATION FROM THE METROPOLITAN TRANSPORTATION AUTHORITY (MTA) FOR THE ACQUISITION OF PERMANENT EXCLUSIVE AND NON-EXCLUSIVE EASEMENTS IN CONNECTION WITH THE PENN STATION ACCESS PROJECT.

WHEREAS, the Metropolitan Transportation Authority ("MTA") is undertaking the Penn Station Access Project ("PSA"), a project of regional importance; and

WHEREAS, in connection with the PSA, the MTA seeks to acquire permanent exclusive and non-exclusive easements over certain City-owned properties located in New Rochelle, identified as follows:

- Lispenard Avenue – approximately 321 square feet (permanent exclusive easement); and
- Joyce Road – approximately 577 square feet (permanent exclusive easement) and approximately 354 square feet (permanent non-exclusive easement), for a total of approximately 931 square feet; and

WHEREAS, the MTA has offered total compensation in the amount of Ninety-Two Thousand Dollars ($92,000) for the permanent easements, allocated as follows:

- Lispenard Avenue: Twenty-Six Thousand Dollars ($26,000); and
- Joyce Road: Sixty-Six Thousand Dollars ($66,000); and

WHEREAS, upon evaluation, the offered compensation has been determined to represent fair market value under applicable federal standards and acceptance of the offer avoids delay and uncertainty associated with further negotiation and facilitates timely completion of the Penn Station Access Project;

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby authorizes the City Manager to accept the MTA's offer of Ninety-Two Thousand Dollars ($92,000) for the acquisition of permanent exclusive and non-exclusive easements in connection with the PSA Project and to be deposited into Revenue Account No. 1310.2660 (Sale of Real Property).; and

BE IT FURTHER RESOLVED, that the City Manager is authorized to execute any and all documents necessary to effectuate the conveyance of said easements.

2 Broadway
New York, NY 10004
212 878-7000 Tel

Metropolitan Transportation Authority

State of New York

BY EMAIL dwarren@newrochellenv.gov & CERTIFIED MAIL

January 26, 2026

Dawn Warren
City of New Rochelle
515 North Avenue
New Rochelle, NY 10801

Re: **Offer of Compensation**
Joyce Road, New Rochelle, NY (the "Property")

Dear Ms. Warren:

This is an offer by the Metropolitan Transportation Authority ("MTA") to acquire permanent easements at the above referenced Property (see enclosed map of the permanent easements). Acquisition of the permanent easements is required for the construction of the Penn Station Access Project ("PSA").

The MTA has established the value of **$66,000 (sixty-six thousand dollars)** as just compensation for the required permanent exclusive and permanent non-exclusive easements. As required under the applicable federal regulations, this compensation represents the fair market value as determined by MTA's highest approved appraisal.

The MTA reserves the right to withdraw this offer at any time in the event that the Property is not required for PSA. The MTA also reserves the right to adjust or revise the amount of this offer to reflect correction of errors or miscalculations, or to reflect any new data about the Property that may not have been considered in the MTA's appraisal report.

Should you have any questions about this offer of compensation, please contact Angela Szu at (212) 878-7262 or aszu@mtahq.org.

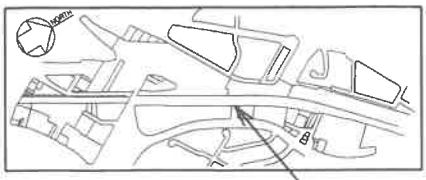
Yours truly,

David Florio

David Florio
Chief Real Estate Transactions & Operations Officer

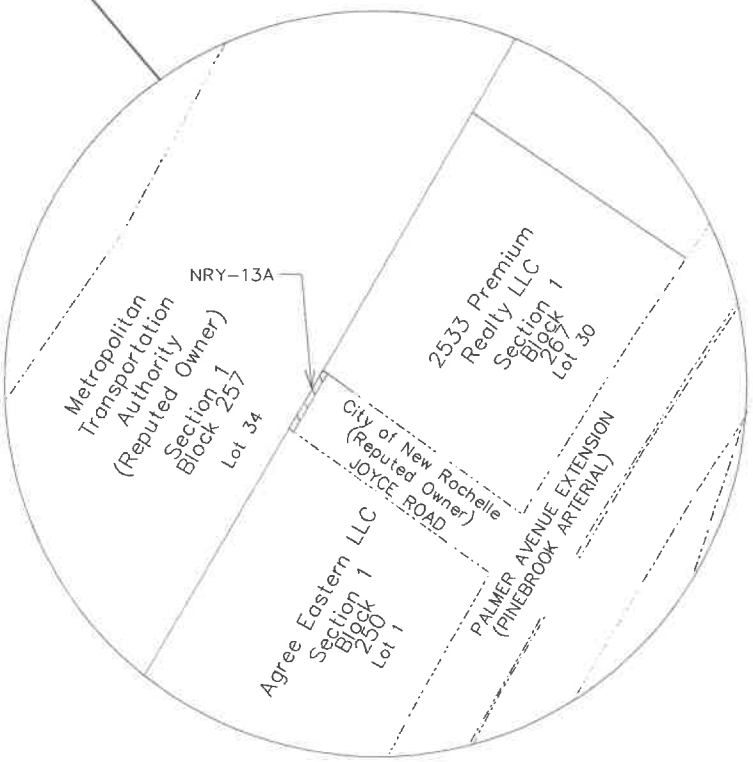
Attachment:
Property Acquisition Maps

cc: M. Chapman, S. Goodman, J. Handler, N. Mastropietro, O. Mattia, J. Ortiz, A. Szu



KEY PLAN

NORTH



Notes & References

1. The Right-of-Way lines shown on this plan are based upon an actual field survey completed by SAM-NY Geospatial, Inc. in April 2024 and from deeds and maps of record.
2. The Right-of-Way lines of Joyce Road are shown as per deeds and maps of record on file with the County of Westchester and the City of New Rochelle.
3. Bearings and Distances are based on the New York State Plane Coordinate System, Long Island Zone, NAD83 (2011), EPOCH 2010.00. All units expressed in US Survey Feet.
4. This survey was prepared in accordance with the existing Code of Practice for Land Surveys as adopted by the NY Association of Professional Land Surveyors.
5. Absence of utility information does not deny existence of same. Test pits may be required in areas of construction.
6. This survey was prepared without the benefit of a title report. Existing easements or alterations to the right-of-way lines, if any, may not be shown.
7. Unauthorized alteration or addition to this survey is a violation of Section 7209 of the New York State Education Law. Copies of this survey map not bearing the land surveyor's inked seal or embossed seal shall not be considered valid true copies. Certifications indicated herein shall run only to the person for whom the survey map is prepared, and on his/her behalf to the title company, governmental agency and lending institution. Certifications are not transferrable to additional institutions or subsequent owners.

DETAIL
PERMANANT EXCLUSIVE EASEMENT
CITY OF NEW ROCHELLE
(REPUTED OWNER)
577 Sq. Ft. (0.013 Ac.) More or Less

DATE:	ISSUE	NO.

Legend

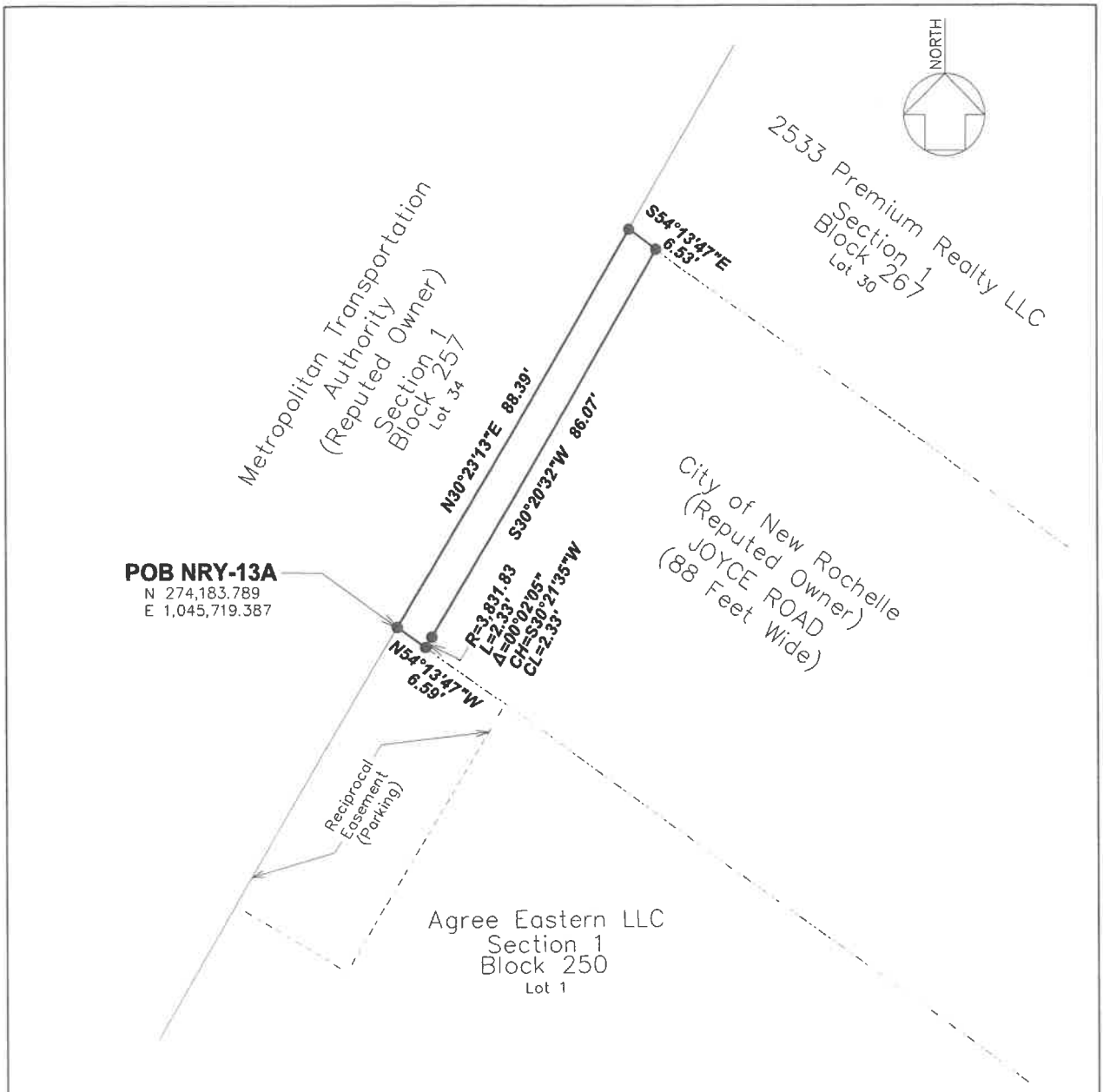
- Permanent Exclusive Easement
- Right-of-Way Line
- Parcel Lot Line

NOT TO SCALE
Sheet 1 of 3

METROPOLITAN TRANSPORTATION AUTHORITY
STATE OF NEW YORK
MAP SHOWING ACQUISITION OF
PERMANENT EXCLUSIVE EASEMENT
FOR THE MTA
PENN STATION ACCESS PROJECT
PART OF JOYCE ROAD
CITY OF NEW ROCHELLE, COUNTY OF WESTCHESTER, STATE OF NEW YORK

MICHAEL LEWIS, LS
N.Y. LIC NO. 050842
DATE: 03/24/2025

STATE OF NEW YORK
MICHAEL M LE
050842
LICENSED LAND SURVEYOR



JOYCE ROAD
City of New Rochelle
(Reputed Owner)
PERMANENT EXCLUSIVE EASEMENT
AREA 577 Sq. Ft. (0.013 Ac.)
More or Less

Scale In Feet

20' 0 20' 40'

DATE:	ISSUE	NO.

Legend

- Permanent Exclusive Easement
- Right-of-Way Line
- Parcel Lot Line
- Easement Line
- Easement Corner

SURVEY PLAT
Sheet 2 of 3

METROPOLITAN TRANSPORTATION AUTHORITY
STATE OF NEW YORK
MAP SHOWING ACQUISITION OF
PERMANENT EXCLUSIVE EASEMENT
FOR THE MTA
PENN STATION ACCESS PROJECT
PART OF JOYCE ROAD
CITY OF NEW ROCHELLE, COUNTY OF WESTCHESTER, STATE OF NEW YORK

MICHAEL LEWIS, LS
N.Y. LIC NO. 050842
DATE: 03/24/2025

STATE OF NEW YORK
MICHAEL M LEWIS
050842
LICENSED LAND SURVEYOR

PERMANENT EXCLUSIVE EASEMENT
PART OF JOYCE ROAD
CITY OF NEW ROCHELLE

ALL THAT CERTAIN LOT, PIECE OR PARCEL OF LAND SITUATED, LYING AND BEING IN THE CITY OF NEW ROCHELLE, COUNTY OF WESTCHESTER, AND STATE OF NEW YORK BOUNDED AND DESCRIBED AS FOLLOWS:

AREA NRY-13A: 577 Sq. Ft. (0.013 Acres) (PERMANENT EXCLUSIVE EASEMENT)

HORIZONTAL LIMITS

BEGINNING at the southwest corner of Joyce Road (88 feet wide), same being the northwest corner of Westchester County Tax Section 1, Block 250, Lot 1, as depicted to Agree Eastern LLC, as described in a deed recorded as Control No. 611323307, same being a point on the southeasterly line of Westchester County Tax Section 1, Block 257, Lot 34, as depicted to the Metropolitan Transportation Authority, having coordinates N: 274,183.789, E: 1,045,719.387 and running thence;

Along the line common to said Lot 34, and said Joyce Road, North 30° 23' 13" East, a distance of 88.39 feet, to a point, said point being the northwest corner of said Joyce Road, same being the southwest corner of Westchester County Tax Section 1, Block 267, Lot 30, as depicted to 2533 Premium Realty LLC., as described in a deed recorded as Liber 11444 Page 339, thence;

Along the line common to said Joyce Road, and said Lot 30, South 54° 13' 47" East, a distance of 6.53 feet, to a point, thence;

Leaving said common line, crossing said Joyce Road, South 30° 20' 32" West, a distance of 86.07 feet, to a point of curvature, thence;

Continuing across said Joyce Road, along the arc of a curve bearing to the right, having a radius of 3,831.83 feet, an arc length of 2.33 feet, an internal angle of 00° 02' 05", having a chord that bears South 30° 21' 35" West, a distance of 2.33 feet, to a point, said point being on the line common to the southerly side of said Joyce Road, and said Lot 1, thence;

Along said common line, North 54° 13' 47" West, a distance of 6.59 feet to the Point or Place of Beginning and containing 577 square feet (0.013 acres) more or less.

Notes & References

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4. This survey was prepared in accordance with the existing Code of Practice for Land Surveys as adopted by the NY Association of Professional Land Surveyors.
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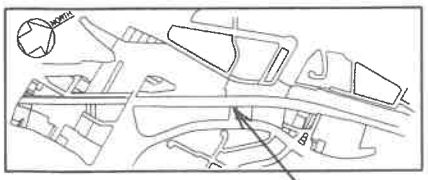
7. Unauthorized alteration or addition to this survey is a violation of Section 7209 of the New York State Education Law. Copies of this survey map not bearing the land surveyor's inked seal or embossed seal shall not be considered valid true copies. Certifications indicated herein shall run only to the person for whom the survey map is prepared, and on his/her behalf to the title company, governmental agency and lending institution. Certifications are not transferrable to additional institutions or subsequent owners.

DATE	ISSUE	NO.

METROPOLITAN TRANSPORTATION AUTHORITY
STATE OF NEW YORK
MAP SHOWING ACQUISITION OF
PERMANENT EXCLUSIVE EASEMENT
FOR THE MTA
PENN STATION ACCESS PROJECT
PART OF JOYCE ROAD
CITY OF NEW ROCHELLE, COUNTY OF WESTCHESTER, STATE OF NEW YORK

MICHAEL LEWIS, LS
N.Y. LIC. NO. 050842
DATE: 12/4/2024

STATE OF NEW YORK
MICHAEL G. LEWIS
050842
LICENSED LAND SURVEYOR



KEY PLAN

NORTH

Notes & References

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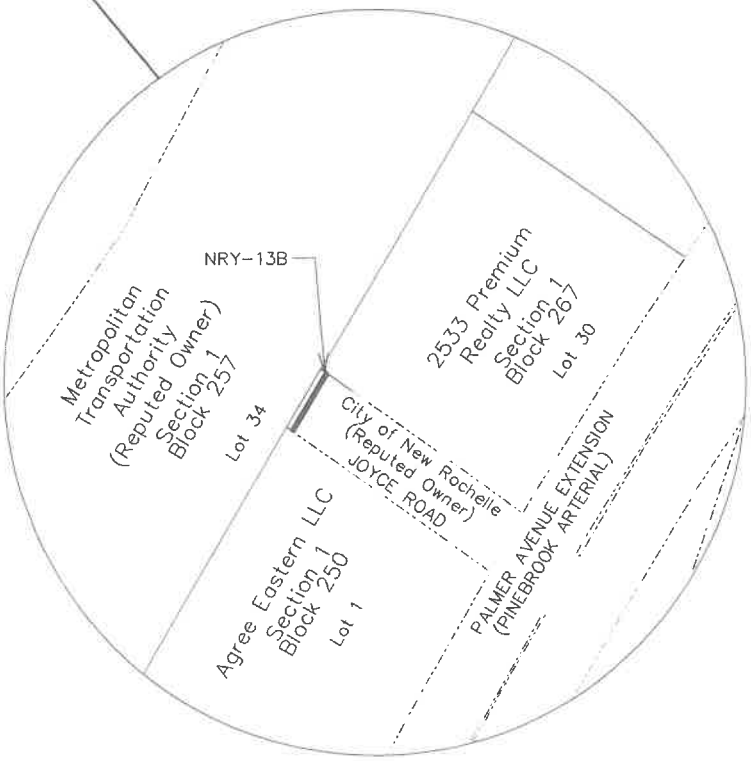


DETAIL
PERMANENT NON-EXCLUSIVE EASEMENT
CITY OF NEW ROCHELLE
(REPUTED OWNER)
354 Sq. Ft. (0.008 Ac.) More or Less

DATE:	ISSUE	NO.

Legend

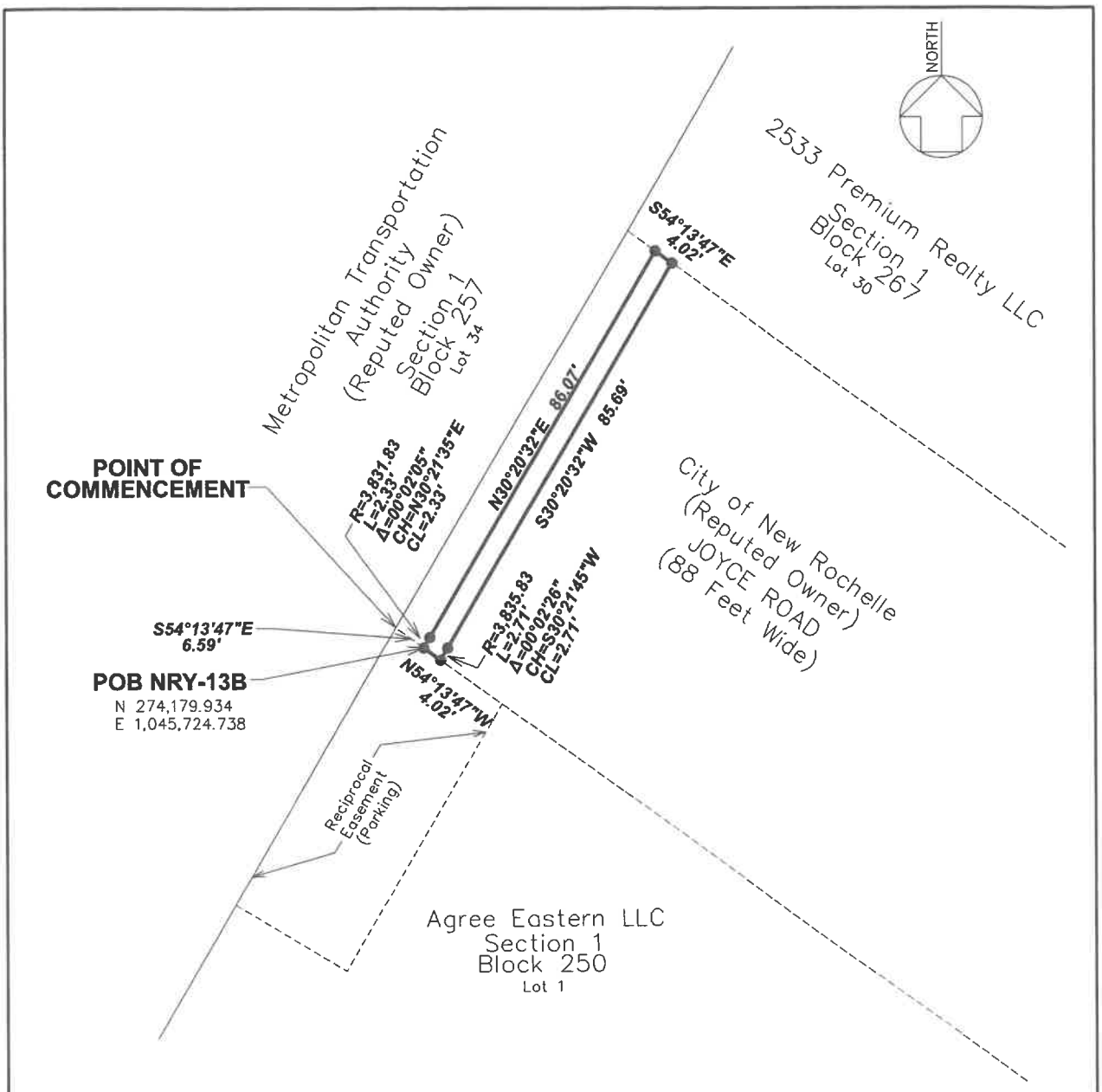
- Permanent Non-Exclusive Easement
- Right-of-Way Line
- Parcel Lot Line

NOT TO SCALE
Sheet 1 of 3

METROPOLITAN TRANSPORTATION AUTHORITY
STATE OF NEW YORK
MAP SHOWING ACQUISITION OF
PERMANENT NON-EXCLUSIVE EASEMENT
FOR THE MTA
PENN STATION ACCESS PROJECT
PART OF JOYCE ROAD
CITY OF NEW ROCHELLE, COUNTY OF WESTCHESTER, STATE OF NEW YORK

MICHAEL LEWIS, LS
N.Y. LIC. NO. 050842
DATE: 03/24/2025

STATE OF NEW YORK · MICHAEL M. LEWIS · 050842 · LICENSED LAND SURVEYOR



JOYCE ROAD
City of New Rochelle
(Reputed Owner)
PERMANENT NON-EXCLUSIVE EASEMENT
AREA 354 Sq. Ft. (0.008 Ac.)
More or Less

Scale In Feet

20' 0 20' 40'

NO.	ISSUE	DATE

Legend

- Permanent Non-Exclusive Easement
- Right-of-Way Line
- Parcel Lot Line
- Easement Line
- Easement Corner

SURVEY PLAT
Sheet 2 of 3

MTA

METROPOLITAN TRANSPORTATION AUTHORITY
STATE OF NEW YORK
MAP SHOWING ACQUISITION OF
PERMANENT NON-EXCLUSIVE EASEMENT
FOR THE MTA
PENN STATION ACCESS PROJECT
PART OF JOYCE ROAD
CITY OF NEW ROCHELLE, COUNTY OF WESTCHESTER, STATE OF NEW YORK

MICHAEL LEWIS, LS
N.Y. LIC NO. 050842
DATE: 3/24/2025

STATE OF NEW YORK
MICHAEL M LEWIS
050842
LICENSED LAND SURVEYOR

PERMANENT NON-EXCLUSIVE EASEMENT
PART OF JOYCE ROAD
CITY OF NEW ROCHELLE

ALL THAT CERTAIN LOT, PIECE OR PARCEL OF LAND SITUATED, LYING AND BEING IN THE CITY OF NEW ROCHELLE, COUNTY OF WESTCHESTER, AND STATE OF NEW YORK BOUNDED AND DESCRIBED AS FOLLOWS:

AREA NRY-13B: 354 Sq. Ft. (0.008 Acres) (PERMANENT NON-EXCLUSIVE EASEMENT)

HORIZONTAL LIMITS

COMMENCING at the southwest corner of Joyce Road (88 feet wide), same being the northwest corner of Westchester County Tax Section 1, Block 250, Lot 1, as depicted to Agree Eastern, LLC, as described in a deed recorded as Control No. 611323307, same being a point on the southeasterly line of Westchester County Tax Section 1, Block 257, Lot 34, as depicted to the Metropolitan Transportation Authority, and running thence:

Along the southwesterly side of said Joyce Road, same being the northeasterly line of said Lot 1, South 54° 13' 47" East, a distance of 6.59 feet to the True Point or Place of Beginning, having coordinates N: 274,179.934, E: 1,045,724.738 and running thence;

Leaving said southwesterly side, crossing said Joyce Road, along the arc of a curve bearing to the left, having a radius of 3,831.83 feet, an arc length of 2.33 feet, an internal angle of 00° 02' 05", having a chord that bears North 30° 21' 35" East, a distance of 2.33 feet, to a point of tangency, thence;

Continuing across said Joyce Road, North 30° 20' 32" East, a distance of 86.07 feet, to a point, said point being on the northeasterly side of said Joyce Road, same being the southwesterly line of Westchester County Tax Section 1, Block 267, Lot 30, as depicted to 2533 Premium Realty LLC., as described in a deed recorded as Liber 11444 Page 339, thence;

Along the line common to said Joyce Road and said Lot 30, South 54° 13' 47" East, a distance of 4.02 feet, to a point, thence;

Leaving said common line, crossing said Joyce Road, South 30° 20' 32" West, a distance of 85.69 feet, to a point of curvature, thence;

Continuing across said Joyce Road, along the arc of a curve bearing to the right, having a radius of 3,835.83 feet, an arc length of 2.71 feet, an internal angle of 00° 02' 26", having a chord that bears South 30° 21' 45" West, a distance of 2.71 feet, to a point, said point being on the said southwesterly side of Joyce Road, same being the said northeasterly line of said Lot 1, thence;

Along the line common to said Joyce Road and said Lot 1, North 54° 13' 47" West, a distance of 4.02 feet to the Point or Place of Beginning and containing 354 square feet (0.008 acres) more or less.

Notes & References

1. The Right-of-Way lines shown on this plan are based upon an actual field survey completed by SAM-NY Geospatial, Inc. in April 2024 and from deeds and maps of record.
2. The Right-of-Way lines of Joyce Road are shown as per deeds and maps of record on file with the County of Westchester and the City of New Rochelle.
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DATE:	ISSUE	NO.

METROPOLITAN TRANSPORTATION AUTHORITY
STATE OF NEW YORK
MAP SHOWING ACQUISITION OF
PERMANENT NON-EXCLUSIVE EASEMENT
FOR THE MTA
PENN STATION ACCESS PROJECT
PART OF JOYCE ROAD
CITY OF NEW ROCHELLE, COUNTY OF WESTCHESTER, STATE OF NEW YORK

MICHAEL LEWIS, LS
N.Y. LIC NO. 050842
DATE: 7/4/2025

STATE OF NEW YORK
MICHAEL M. LEWIS
050842
LICENSED LAND SURVEYOR

2 Broadway
New York, NY 10004
212 878-7000 Tel

Metropolitan Transportation Authority

State of New York

BY EMAIL dwarren@newrochellenv.gov & CERTIFIED MAIL

January 27, 2026

Dawn Warren
City of New Rochelle
515 North Avenue
New Rochelle, NY 10801

Re: **Offer of Compensation**
Lispenard Avenue, New Rochelle, NY (the "Property")

Dear Ms. Warren:

This is an offer by the Metropolitan Transportation Authority ("MTA") to acquire a permanent exclusive easements at the above referenced Property (see enclosed map of the permanent easement). Acquisition of the permanent exclusive easement is required for the construction of the Penn Station Access Project ("PSA").

The MTA has established the value of **$26,000 (twenty-six thousand dollars)** as just compensation for the required permanent easement. As required under the applicable federal regulations, this compensation represents the fair market value as determined by MTA's highest approved appraisal.

The MTA reserves the right to withdraw this offer at any time in the event that the Property is not required for PSA. The MTA also reserves the right to adjust or revise the amount of this offer to reflect correction of errors or miscalculations, or to reflect any new data about the Property that may not have been considered in the MTA's appraisal report.

Should you have any questions about this offer of compensation, please contact Angela Szu at (212) 878-7262 or aszu@mtahq.org.

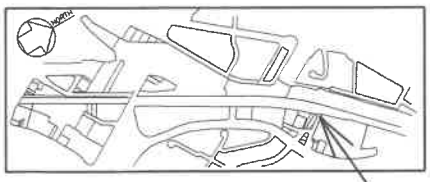
Yours truly,

David Florio

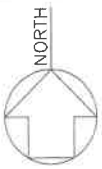
David Florio
Chief Real Estate Transactions & Operations Officer

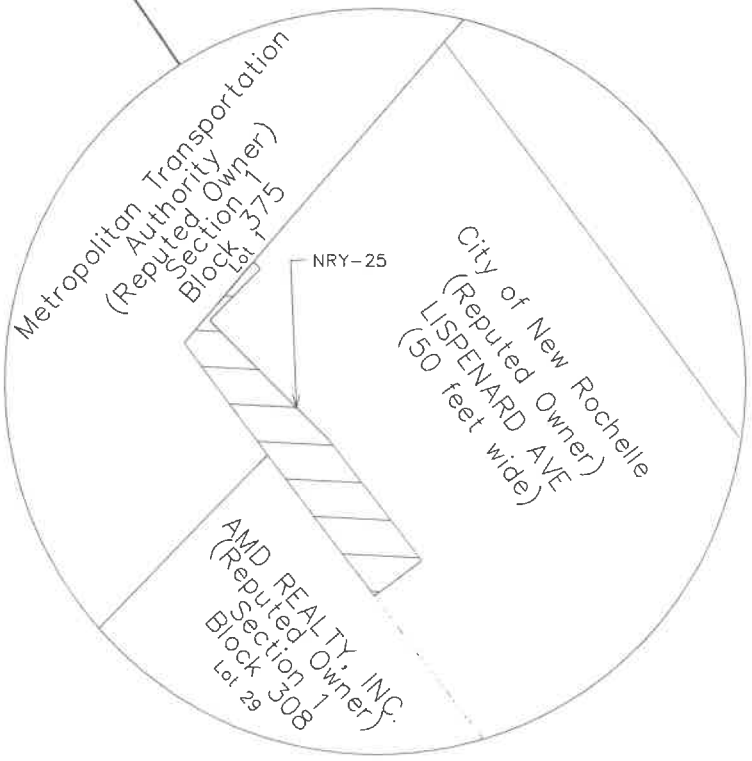
Attachment:
Property Acquisition Map

cc: M. Chapman, S. Goodman, J. Handler, N. Mastropietro, O. Mattia, J. Ortiz, A. Szu



KEY PLAN





Notes & References

1. The Right-of-Way lines shown on this plan are based upon on actual field survey completed by SAM-NY Geospatial, Inc. in April 2024 and from deeds and maps of record.
2. The right-of-way lines of Lispenard Avenue are shown as per deeds and maps of record on file with the County of Westchester and the City of New Rochelle.
3. Bearings and Distances are based on the New York State Plane Coordinate System, Long Island Zone, NAD83 (2011), EPOCH 2010.00. All units expressed in US Survey Feet.
4. This survey was prepared in accordance with the existing Code of Practice for Land Surveys as adopted by the NY Association of Professional Land Surveyors.
5. Absence of utility information does not deny existence of same. Test pits may be required in areas of construction.
6. This survey was prepared without the benefit of a title report. Existing easements or alterations to the right-of-way lines, if any, may not be shown.
7. Unauthorized alteration or addition to this survey is a violation of Section 7209 of the New York State Education Law. Copies of this survey map not bearing the land surveyor's inked seal or embossed seal shall not be considered valid true copies. Certifications indicated herein shall run only to the person for whom the survey map is prepared, and on his/her behalf to the title company, governmental agency and lending institution. Certifications are not transferrable to additional institutions or subsequent owners.

DETAIL
PERMANENT EXCLUSIVE EASEMENT
CITY OF NEW ROCHELLE
(REPUTED OWNER)
321 Sq. Ft. (0.007 Ac.) More or Less

DATE:	ISSUE	NO.

Legend

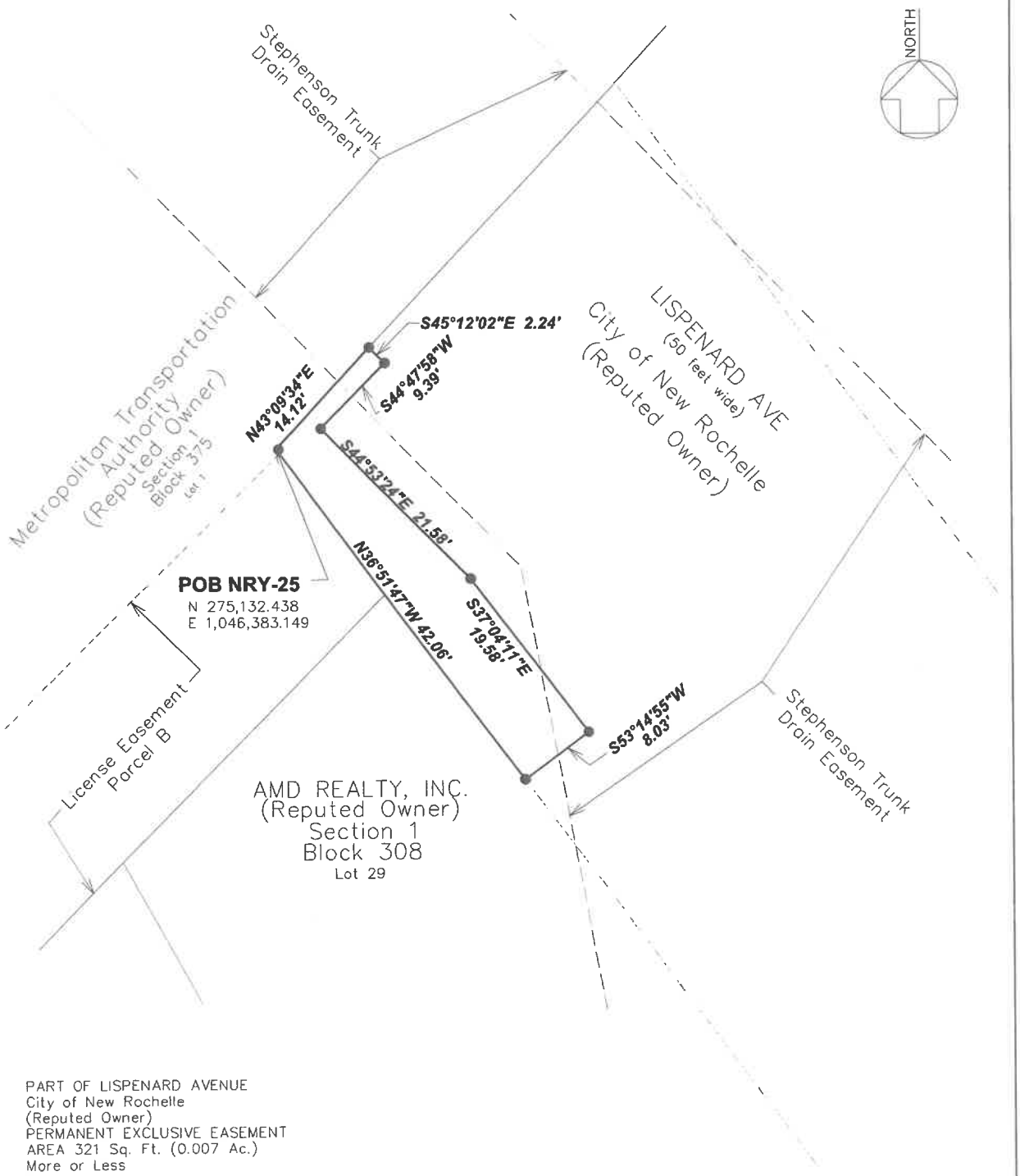
- Permanent Exclusive Easement
- Right-of-Way Line
- Parcel Lot Line

NOT TO SCALE
Sheet 1 of 3

METROPOLITAN TRANSPORTATION AUTHORITY
STATE OF NEW YORK
MAP SHOWING ACQUISITION OF
PERMANENT EXCLUSIVE EASEMENT
FOR THE MTA
PENN STATION ACCESS PROJECT
PART OF LISPENARD AVENUE
CITY OF NEW ROCHELLE, COUNTY OF WESTCHESTER, STATE OF NEW YORK

MICHAEL LEWIS, LS
N.Y. LIC. [illegible]
DATE: [illegible]/2025

STATE OF NEW YORK
MICHAEL M. LEWIS
050842
LICENSED LAND SURVEYOR



PART OF LISPENARD AVENUE
City of New Rochelle
(Reputed Owner)
PERMANENT EXCLUSIVE EASEMENT
AREA 321 Sq. Ft. (0.007 Ac.)
More or Less

Scale In Feet

10' 0 10' 20'

DATE	ISSUE	NO.

Legend

- Permanent Exclusive Easement
- Right-of-Way Line
- Parcel Lot Line
- Easement Line
- Easement Corner

SURVEY PLAT
Sheet 2 of 3

METROPOLITAN TRANSPORTATION AUTHORITY
STATE OF NEW YORK
MAP SHOWING ACQUISITION OF
PERMANENT EXCLUSIVE EASEMENT
FOR THE MTA
PENN STATION ACCESS PROJECT
PART OF LISPENARD AVENUE
CITY OF NEW ROCHELLE, COUNTY OF WESTCHESTER, STATE OF NEW YORK

MICHAEL LEWIS, LS
N.Y. LIC NO. 050842
DATE 03/24/2025

STATE OF NEW YORK
MICHAEL M LEWIS
050842
LICENSED LAND SURVEYOR

PERMANENT EXCLUSIVE EASEMENT
PART OF LISPENARD AVENUE

ALL THAT CERTAIN LOT, PIECE OR PARCEL OF LAND SITUATED, LYING AND BEING IN THE CITY OF NEW ROCHELLE, COUNTY OF WESTCHESTER, AND STATE OF NEW YORK BOUNDED AND DESCRIBED AS FOLLOWS:

AREA NRY–25: 321 Sq. Ft. (0.007 Acres) (PERMANENT EXCLUSIVE EASEMENT)

HORIZONTAL LIMITS

BEGINNING at a point, said point being the southwesterly corner of Lispenard Avenue (50 feet wide), same being a southeasterly corner of Westchester County Tax Section 1, Block 375 Lot 1, as depicted to the Metropolitan Transportation Authority, having coordinates N: 275,132.438, E: 1,046,383.149, and running thence;

Along the line common to the said Lispenard Avenue, and said Lot 1, North 43° 09' 34" East, a distance of 14.12 feet, to a point, thence;

Leaving said common line, crossing said Lispenard Avenue, South 45° 12' 02" East, a distance of 2.24 feet, to a point, thence;

Continuing across said Lispenard Avenue, South 44° 47' 58" West, a distance of 9.39 feet, to a point, thence;

Continuing across said Lispenard Avenue, South 44° 53' 24" East, a distance of 21.58 feet, to a point, thence;

Continuing across said Lispenard Avenue, South 37° 04' 11" East, a distance of 19.58 feet, to a point, thence;

Continuing across said Lispenard Avenue, South 53° 14' 55" West, a distance of 8.03 feet, to a point said point being on the southwesterly side of said Lispenard Avenue, same being the northeasterly line of Westchester Tax Section 1, Block 308, Lot 29, as depicted to AMD Realty, Inc., as described in a deed recorded in the County of Westchester as Document No. 41050335, thence;

Along said common line, also along the line common to said Lispenard Avenue, and said Lot 1, North 36° 51' 47" West, a distance of 42.06 feet to the True Point or Place of Beginning and containing 321 square feet (0.007 acres) more or less.

Notes & References

1. The Right–of–Way lines shown on this plan are based upon an actual field survey completed by SAM–NY Geospatial, Inc. in April 2024 and from deeds and maps of record.
2. The right–of–way lines of Lispenard Avenue are shown as per deeds and maps of record on file with the County of Westchester and the City of New Rochelle.
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DATE:	ISSUE	NO.

METROPOLITAN TRANSPORTATION AUTHORITY
STATE OF NEW YORK
MAP SHOWING ACQUISITION OF
PERMANENT EXCLUSIVE EASEMENT
FOR THE MTA
PENN STATION ACCESS PROJECT
PART OF LISPENARD AVENUE
CITY OF NEW ROCHELLE, COUNTY OF WESTCHESTER, STATE OF NEW YORK

MICHAEL LEWIS, LS
N.Y. LIC NO. 050842
DATE: 03/24/2025

STATE OF NEW YORK
MICHAEL M LEWIS
050842
LICENSED LAND SURVEYOR

City of New Rochelle
Buildings

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	February 17, 2026
From:	Paul Vacca, Buildings Commissioner
Subject:	PROPOSED RESOLUTION AMENDING CONDITION NO. 4 OF CITY COUNCIL RESOLUTION 129-2010 RE: SPECIAL PERMIT FOR HUDSON COUNTRY MONTESSORI SCHOOL - Resolution amending Condition No. 4 of Resolution No. 129-2010 regarding the Special Permit for Hudson Country Montessori School, pursuant to Article XII Section 331-87 of the New Rochelle Zoning Code. (Intro. 12/2/25; Public Hearing Canceled 1/13/26; Rescheduled Public Hearing 2/10/26)

Background:
Back in 2010, the Hudson Country Montessori School, located at 340 Quaker Ridge Road, submitted an application to the New Rochelle City Council for a Special Permit to expand its school into an abutting parcel owned by the school located at 74 Pamela Lane. On June 8, 2010, the City Council held a Public Hearing regarding the issuance of the Special Permit. On July 10, 2010, the New Rochelle City Council, via Resolution No. 129-2010, granted a Special Permit to the Hudson Country Montessori School in accordance with the standards set forth Section in 331-91 of the Zoning Ordinance of the City of New Rochelle upon the following conditions:

1. A fence shall be installed and maintained as determined by the Planning Board on the property located at 74 Pamela Lane, in order to eliminate access to the rear or side of the building from Pamela Lane. There shall be no access to the main campus from Pamela Lane.
2. The curb-cut and driveway located at 74 Pamela Lane shall be eliminated, and the front walk shall be altered to the satisfaction of the Planning Board.
3. There shall be no access to the front of the building located at 74 Pamela Lane and the front door to such building shall be utilized for emergency egress only.
4. The total student population shall not exceed 210 students.
5. Parking on Pamela Lane shall be prohibited to persons, employees, or guests attending any school events or activities. The applicant shall submit to the Planning Board a plan specifying how this condition will be implemented by the applicant.

6. The applicant shall provide a calendar of events to all residents of Pamela Lane which shall indicate school activities and events. The applicant shall notify all residents of Pamela Lane at least one week in advance of any event for which the number of persons attending such event is expected to exceed available on-site parking capacity.
7. The applicant agrees that it will not acquire and/or use additional property on Pamela Lane for the purposes of expanding the existing school.

Issue:
The City of New Rochelle has received a petition from the Hudson Country Montessori School seeking to amend Condition No. 4 of Resolution No. 129-2010 to increase the total allowed student population by 50 students from 210 to 260. The school is proposing to add a second floor to the rear school building, which will result in the addition of two classrooms. It should be noted that the campus is not being expanded. It should also be noted that the parking lot will be reconfigured, resulting in an increase of 18 parking spaces from 52 to 70.

Recommendation:
Staff recommends that City Council take the following actions:

1) Direct that a Public Hearing be scheduled for January 13, 2026 regarding the proposed condition amendments, as noted above and pursuant to the regulations set forth in Section 331-91, and refer same to the Planning Board and the Westchester County Planning Board;
2) Declare itself Lead Agency for the purposes of an environmental review pursuant to the State Environmental Quality Review Act (SEQRA). A Short Environmental Assessment Form (SEAF) is attached; and,
3) Adopt a resolution amending Condition No. 4 of City Council Resolution 129-2010 to increase the total allowed student population by 50 students from 210 to 260.

Attachments:
1. City Council Resolution 129-2010
2. Department of Buildings City Council Referal - 1629-2025
3. Petition Letter
4. Site Plan (Existing and Proposed)
5. Updated Site Plan Hudson Country Site Revised 01.06.26
6. Hudson Country Day EAF 01.20.26

RESOLUTION NUMBER: 2026-25 **Item # 11.**
MEETING DATE: February 17, 2026

LEGISLATION

RESOLUTION AMENDING CONDITION NO. 4 OF RESOLUTION NO. 129-2010 REGARDING THE SPECIAL PERMIT FOR HUDSON COUNTRY MONTESSORI SCHOOL, PURSUANT TO ARTICLE XII SECTION 331-87 OF THE NEW ROCHELLE ZONING CODE.

WHEREAS, on July 10, 2010, the New Rochelle City Council adopted Resolution No. 129-2010 granting a Special Permit to the Hudson Country Montessori School, located at 340 Quaker Ridge Road, to expand its school operations into the abutting parcel at 74 Pamela Lane, subject to conditions established pursuant to Section 331-91 of the Zoning Ordinance of the City of New Rochelle; and

WHEREAS, said conditions included, among others, Condition No. 4, which limits the maximum student population to 210 students; and

WHEREAS, the Hudson Country Montessori School has submitted a petition to the City of New Rochelle requesting an amendment to Condition No. 4 of Resolution No. 129-2010 to increase the allowed student population by fifty (50) students, from 210 to 260; and

WHEREAS, additionally, the School proposes to construct a second-floor addition to the rear building, resulting in the creation of two additional classrooms, while maintaining the existing campus boundaries and without expanding into any additional property; and

WHEREAS, the School also proposes to reconfigure its on-site parking lot, which will increase the total number of parking spaces from fifty-two (52) to seventy (70), resulting in a net increase of eighteen (18) spaces.

NOW, THEREFORE, BE IT RESOLVED, that Resolution No. 129-2010 is hereby amended to modify Condition No. 4 to permit a maximum student enrollment of 260 students; and

BE IT FURTHER RESOLVED, that except as expressly amended herein, Resolution No. 129-2010 shall remain in full force and effect.

BE IT RESOLVED that this City Council confirms its intent to assume Lead Agency status for the Proposed Project and issues a Negative Declaration of Environmental Significance for the Proposed Project. An environmental impact statement shall not be required for the Proposed Project.

Authenticated and certified) NOAM BRAMSON, Mayor
this 20th day of July, 2010) BENNIE F. GILES, III, City Clerk

Prior to the vote on the proposed resolution, Council Member Fertel stated that the conditions attached to the Special Permit have been agreed to by the area residents and the school. In response to questions from Members of the City Council, Council Member Fertel said that access to the school would not be allowed from Pamela Lane.

In response to questions from Members of the City Council, Kathleen E. Gill, Corporation Counsel, stated that the School would be obligated to ensure that school employees and guests are prohibited from parking on Pamela Lane, and the school is obligated to develop a plan to ensure that.

ISSUANCE OF SPECIAL PERMIT
RE: HUDSON COUNTRY MONTESSORI SCHOOL

Introduced	: June 8, 2010
Held	: June 15, 2010
Moved (by)	:
and	: Unanimously
Seconded (by)	:

Yeas: Trangucci, Tarantino, Stowe, St. Paul, Fertel, Sussman, Bramson.
Nays: None.

RESOLUTION NO. 129

RESOLUTION GRANTING A SPECIAL PERMIT TO THE HUDSON COUNTRY MONTESSORI SCHOOL PURSUANT TO ARTICLE XII SECTION 331-87 OF THE NEW ROCHELLE ZONING CODE.

WHEREAS, Hudson Country Montessori School submitted an application for a special permit for the expansion of its school into an abutting parcel owned by the school located at 74 Pamela Lane, pursuant to Section 331-87 of the New Rochelle Zoning Code ("Special Permit"); and

WHEREAS, on June 8, 2010, this City Council held a Public Hearing regarding the issuance of the Special Permit; now, therefore,

BE IT RESOLVED by the Council of the City of New Rochelle:

This City Council hereby grants a Special Permit to Hudson Country Montessori School in accordance with the standards set forth in Section 331-91 of the Zoning Ordinance of the City of New Rochelle upon the following conditions:

1. A fence shall be installed and maintained as determined by the Planning Board on the property located at 74 Pamela Lane, in order to eliminate access to the rear or side of the building from Pamela Lane. There shall be no access to the main campus from Pamela Lane.
2. The curbcut and driveway located at 74 Pamela Lane shall be eliminated and the front walk shall be altered to the satisfaction of the Planning Board.
3. There shall be no access to the front of the building located at 74 Pamela Lane and the front door to such building shall be utilized for emergency egress only.
4. The total student population shall not exceed 210 students.
5. Parking on Pamela Lane shall be prohibited to persons/employees/guests attending any school events or activities. The applicant shall submit to the Planning Board a plan specifying how this condition will be implemented by the applicant.

6. The applicant shall provide a calendar of events to all residents of Pamela Lane which shall indicate school activities and events. The applicant shall notify all residents of Pamela Lane at least one week in advance of any event for which the number of persons attending such event is expected to exceed available on-site parking capacity.

7. The applicant agrees that it will not acquire and/or use additional property on Pamela Lane for the purposes of expanding the existing school.

Authenticated and certified) NOAM BRAMSON, Mayor
this 20th day of July, 2010) BENNIE F. GILES, III, City Clerk

DISCUSSION ITEM

Draft GreeNR Sustainability Plan

Michael Freimuth, Commissioner of Development, reviewed the Smart Growth and Economic Prosperity section of the Plan. He said many components of this section of the Plan will be key parts of a new Comprehensive Plan. The initiatives include:

- Concentration of future City development (65 percent) within one half mile of the Transit Center
- linkage of future City development (95 percent) to the Transit Center

Commissioner Freimuth stated that the GreeNR Plan provides the City with the opportunity to obtain outside grant funds for the development of a new Comprehensive Plan.

Council Member Stowe expressed concern that any concentration of new housing in the area of the Transit Center would overload certain districts that are currently densely populated.

In response, Commissioner Freimuth said that the infrastructure in the area within one half mile of the Transit Center is sufficient to sustain such growth. In response to further questions, Commissioner Freimuth said that commercial development should also be concentrated in the area of the Transit Center. He added that a new Comprehensive Plan for the City will include an analysis of infrastructure.

Council Member Trangucci said he supports increased commercial development to ease the strain on the City's school district.

Commissioner Freimuth commented that the draft GreeNR recommends that the City also focus on waterfront redevelopment and to reintroduce the City and its residents to its waterfront. He added that the draft Sustainability Plan also encourages that the City's residential areas be linked to its commercial areas, particularly with additional bicycle and pedestrian trails. Commissioner Freimuth added that the Draft Plan encourages Green jobs and Green job training.

Council Member Sussman commented that economic growth and prosperity are not "Green" issues and the City should try to attract all businesses. The City needs all businesses, not just "Green" businesses.

Council Member Stowe said that he is a strong supporter of "Green" job training, particularly in construction jobs.

In response to questions from Members of the City Council, Commissioner Freimuth said that a Comprehensive Plan takes a broad look at the characteristics of the City while establishing a broad set of policies and goals. He added that the City's Comprehensive Plan was last adopted in 1996. The adoption of a Sustainability Plan does not have to wait until the development of a new Comprehensive Plan.

Commissioner Freimuth stated that the Draft Sustainability Plan contains a modest goal for increased workforce housing in New Rochelle. The goal of an additional 250 units can be attained. He added that the Plan recommends that 65 percent of the new units be placed near the Transit Center.

In response to questions from Members of the City Council, Mayor Bramson stated that workforce housing would serve families with a median household income of 80 percent of average median income. He added that the City's affordable housing law allows up to 100 percent of average median income.

In response to questions from Members of the City Council, City Manager Strome stated that the average salary of a City worker would be provided to City Council.

Commissioner Freimuth commented that the Draft Sustainability Plan recommends incentives to encourage cultural and arts businesses to locate in New Rochelle.

Department of Buildings
515 North Avenue
New Rochelle, NY 10801
Phone: (914) 654 - 2035
Fax: (914) 654 - 2031

Paul Vacca, CEO
Commissioner of Buildings

NewRochelleNY.com/Buildings

City of New Rochelle
New York

CITY COUNCIL REFERAL

To: Robert Stanziale
270 North Ave Suite 402
New Rochelle, NY 10801

Application No.	1629-2025
Review Date	06/06/2025
Zoning	R1 - 20
Job Location	340 Quaker Ridge Rd
Parcel No.	7-2621-0050
Reviewed By	pvacca@newrochelleny.com

LOCATION: 340 Quaker Ridge Rd

DESCRIPTION OF WORK:
Increase the student population At Hudson Country Montessori School from 210 to 260.

You are hereby notified that your application for Building Permit or Amendment to Building Permit has been reviewed for compliance with the requirements of the Zoning Ordinance, Chapter 331, Code of the City of New Rochelle.

Ordinance Code	Approval Type	Description
331-91	SPECIAL P-ERMIT	The applicant would like to amend city council resolution 129-2010 , condition #4 and change the student population from 210 students to 260 students.

You may file an application with the **Planning Board** pursuant to Article XIII of Chapter 331 of the Zoning Ordinance. The last day to submit an application to the Board for the meeting is by 12 NOON.

All applications will be taken on a first come first serve basis. Your application for a building permit will be voided unless it is amended or a Planning Board application is received within 90 days from the date of this notice.

Area of Notification:

Instructions for filling an application: Planning Board Filing Process

pvacca@newrochelleny.gov

Charles Alan Mason
Attorney and Counselor at Law
482 Weaver Street
Larchmont, New York 10538 - 1005

Tel. 914 833 1805
914 834 0899
July 11, 2025
camasonesq@gmail.com

Kim Jones
New Rochelle City Clerk
515 North Avenue
New Rochelle, New York 10801

Re: Special Permit Modification for The Hudson Country Montessori School
340 Quaker Ridge Road, New Rochelle, New York 10803

Dear Ms. Jones,

I am the attorney for the Hudson Country Montessori School located on Quaker Ridge Road in New Rochelle. The school has been operating according to the terms of the special permit granted and amended 11-15-2006 by order No. 233-2016 and 4-19-2017 by order No. 80-2017.

Under condition #4 of the City Council Resolution 129-2010, the student population was limited to 210. At this time the school is in need of a certain modification to the terms of that resolution and we are seeking to increase the student population to 260.

I have attached the Council Referral from the Department of Buildings and would appreciate your assistance in getting placed on the next available City Council calendar.

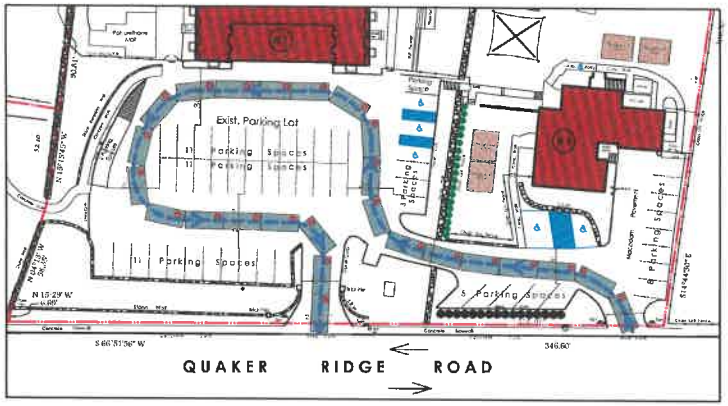
Please let me know what additional information or materials you may need.

Thank you for your kind attention to this matter.

Very truly yours,

Charles A. Mason. Esq.

CAM:lcb
Encl. (1)



EXISTING SITE PLAN

Scale: 1" = 30'

Existing queue: 25 cars
Existing approved parking spaces: 52

South Elevation

East Elevation
(facing Ward Elementary School)

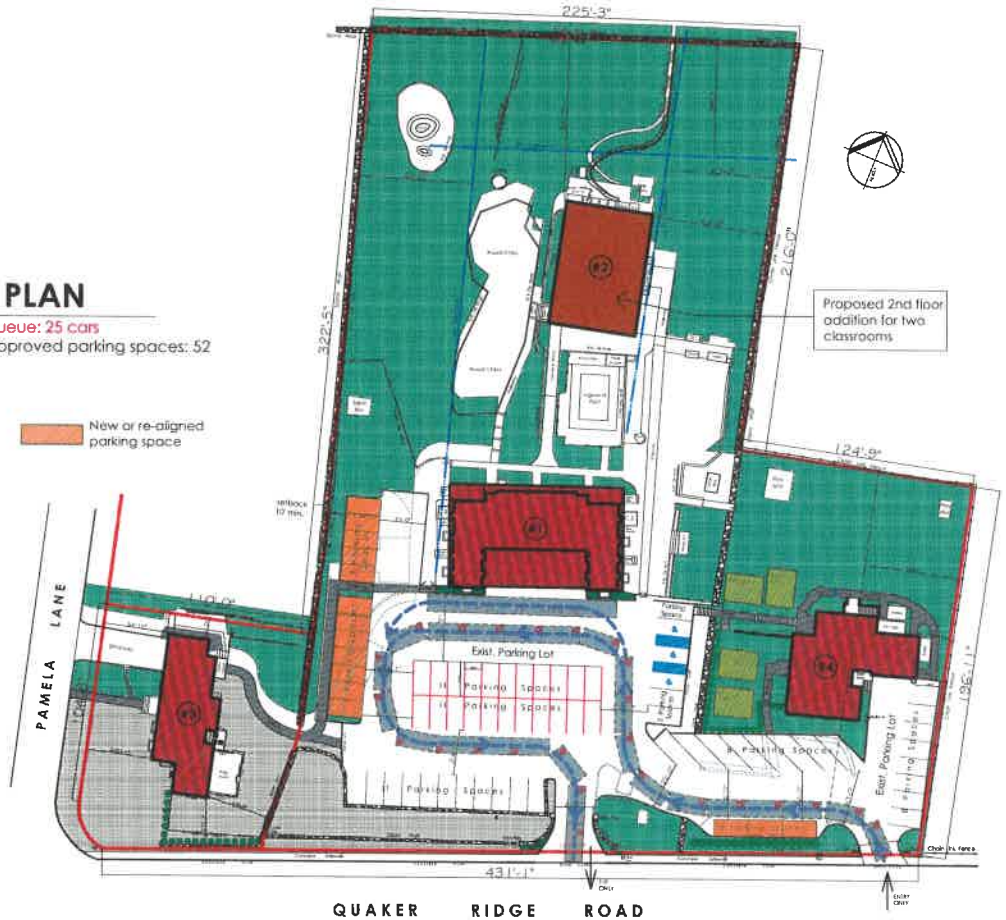
proposed student population

infants	6
toddlers	40
pre-school	90
kindergarten	36
grades 1-3	32
grades 4-6	32
grades 7-8	18
grade 9	6
total	260

THIS APPLICATION IS FOR A REVISION TO THE SPECIAL PERMIT ISSUED BY CITY COUNCIL ON 11.15.2006 FOR AN INCREASE IN THE STUDENT OCCUPANCY. PROPOSED STUDENT OCCUPANCY WOULD BE INCREASED FROM 210 STUDENTS TO 260 STUDENTS.

PARKING REQUIREMENTS

REQUIRED	PROVIDED	
Nursery and day care		
-1 per 4 children, plus 1 per employee	136 students @ 1 space per 4 students =	34
	19 teachers @ 1 space per employess =	19
Elementary (Grades K-8) -1 for each faculty member, plus 1 per each 3 staff members and 1 per each 30 students	8 teachers @ 1 space per faculty member=	8
	118 students @ 1 space per 30 students =	3.9
Secondary (Grades 9-12) -1 for each faculty member, plus 1 per each 3 staff members and 1 per each 10 students	1 teacher @ 1 per faculty member =	1
	6 students @ 1 per 10 students =	0.6
	3.5 faculty member @ 1 space per =	3.5
	TOTAL REQUIRED PARKING SPACES	**70**
	TOTAL PARKING PROVIDED	**70**



PROPOSED SITE PLAN

Scale: 1" = 30'

Proposed queue: 25 cars
Proposed parking spaces: 70

All parking spaces are 9' x 18'

ROBERT STANZIALE ARCHITECTURE URBAN DESIGN PLANNING P.C.
370 North Avenue
New Rochelle, New York 10801
P 914.633.0070 F 914.633.0919
rstanziale@stanzialeassociates.com

REV.	DATE	DRN BY

PROJECT TITLE

HUDSON COUNTRY MONTESSORI SCHOOL

340 QUAKER RIDGE ROAD

NEW ROCHELLE NY

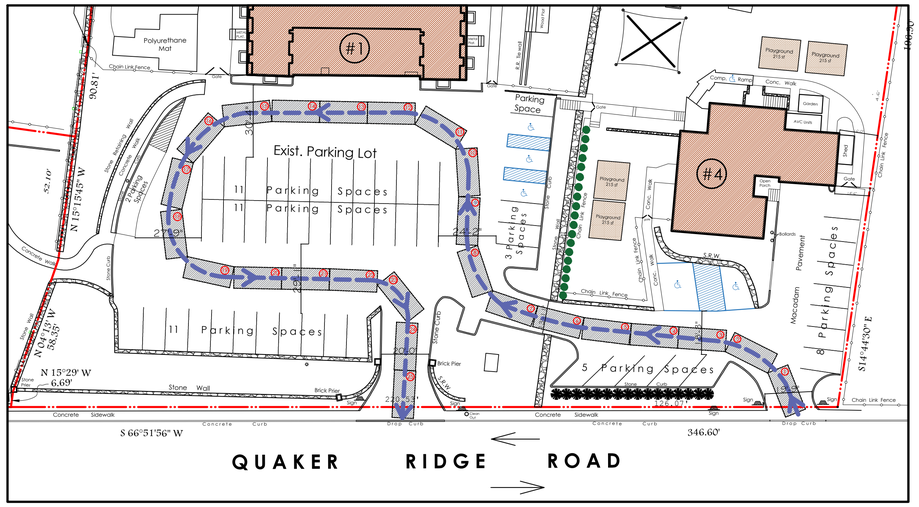
SEAL + SIGNATURE

DRAWING TITLE

EXISTING SITE PLAN
PROPOSED SITE PLAN

DATE: 07-15-25
PROJECT :
DRAWING BY: RS/AH
CHK BY:
DWG :

A- 01.00



South Elevation

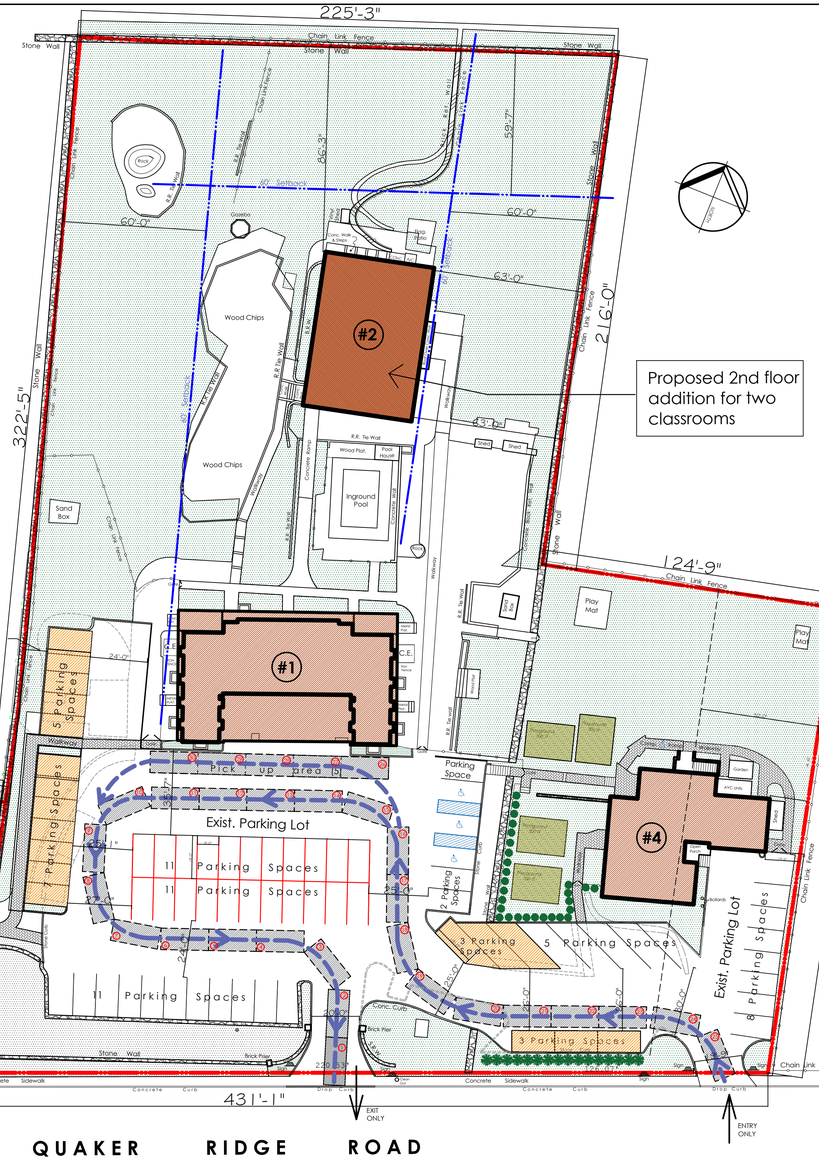
East Elevation
(facing Ward Elementary School)

NOTE: these elevations are preliminary and are for representation and scale only. Detailed plans and elevations will be submitted to Council for review

EXISTING SITE PLAN

Scale: 1" = 30'

Existing queue: 25 cars
Existing approved parking spaces: 52



PROPOSED SITE PLAN

Scale: 1" = 30'

Proposed queue: 30 cars
incl. pick-up area

Proposed parking spaces: 70

All parking spaces are 9' x 18'

proposed student population

infants	**6**
toddlers	**40**
pre-school	**90**
kindergarten	**36**
grades 1-3	**32**
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grade 9	**6**
total	**260**

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	6 students @ 1 per 10 students =	0.6
	3.5 faculty member @ 1 space per =	3.5
	TOTAL REQUIRED PARKING SPACES	**70**
	TOTAL PARKING PROVIDED	**70**

ROBERT STANZIALE ARCHITECT PC
ARCHITECTURE
URBAN DESIGN
PLANNING
270 North Avenue
New Rochelle New York 10801
P 914.633.0070
F 914.633.0310
rstanziale@stanzialearchitect.com

REV.	DATE	DRN BY
1	12.01.25	
1	01.06.26	

PROJECT TITLE

HUDSON COUNTRY MONTESSORI SCHOOL

340 QUAKER RIDGE ROAD

NEW ROCHELLE NY

SEAL + SIGNATURE

DRAWING TITLE

EXISTING SITE PLAN
PROPOSED SITE PLAN

DATE: 07-15-25
PROJECT :
DRAWING BY: RS/AH
CHK BY:
DWG :

A- 01.00

Short Environmental Assessment Form
Part 1 - Project Information

Instructions for Completing

Part 1 - Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 - Project and Sponsor Information

Name of Action or Project:
Proposed student expansion of an existing private elementary school

Project Location (describe, and attach a location map):
340 Quaker Ridge Road New Rochelle NY

Brief Description of Proposed Action:
Increase the existing maximum allowed student occupancy from 210 students to 260 students.

Name of Applicant or Sponsor:	Telephone: 203.512,1536
Hudson Country Montessori Day School	E-Mail: markmeyer@hudsoncountry.org

Address:
340 Quaker Ridge Road

City/PO:	State:	Zip Code:
New Rochelle	NY	10804

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.	☑	☐
2. Does the proposed action require a permit, approval or funding from any other governmental Agency? If Yes, list agency(s) name and permit or approval: City Council apprval is required for a modification to the existing Special Permit	☐	☑

3.a. Total acreage of the site of the proposed action? 3.02 acres
b. Total acreage to be physically disturbed? 1< acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 3.02 acres

4. Check all land uses that occur on, adjoining and near the proposed action.
☐ Urban ☐ Rural (non-agriculture) ☐ Industrial ☐ Commercial ☑ Residential (suburban)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____
☐ Parkland

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	✔	☐
b. Consistent with the adopted comprehensive plan?	☐	✔	☐

	NO	YES
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	☐	✔

	NO	YES
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?		
If Yes, identify: _____	✔	☐

	NO	YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	✔	☐
b. Are public transportation service(s) available at or near the site of the proposed action?	☐	✔
c. Are any pedestrian accommodations or bicycle routes available on or near site of the proposed action?	☐	✔

	NO	YES
9. Does the proposed action meet or exceed the state energy code requirements?		
If the proposed action will exceed requirements, describe design features and technologies: NA	☐	☐

	NO	YES
10. Will the proposed action connect to an existing public/private water supply?		
If No, describe method for providing potable water: _____	☐	✔

	NO	YES
11. Will the proposed action connect to existing wastewater utilities?		
If No, describe method for providing wastewater treatment: _____	☐	✔

	NO	YES
12. a. Does the site contain a structure that is listed on either the State or National Register of Historic Places?	✔	☐
b. Is the proposed action located in an archeological sensitive area?	✔	☐

	NO	YES
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	✔	☐
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	✔	☐
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____		

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☐ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional
☐ Wetland ☐ Urban ☑ Suburban

	NO	YES
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	✔	☐

	NO	YES
16. Is the project site located in the 100 year flood plain?	✔	☐

	NO	YES
17. Will the proposed action create storm water discharge, either from point or non-point sources?		
If Yes,		
a. Will storm water discharges flow to adjacent properties? ☐ NO ☐ YES	✔	☐
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?		
If Yes, briefly describe: ☐ NO ☐ YES		

	NO	YES
18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)? If Yes, explain purpose and size: _____	☑	☐
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____	☑	☐
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____	☑	☐

I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor name: Robert Stanziale, AIA Date: 01.20.26

Signature: _____

PRINT FORM