Honorable Mayor and City Council Agenda
1st Floor Council Conference Room, City Hall
City of New Rochelle
Regular Legislative Meeting
Tuesday, June 16, 2026
6:15 PM

Pledge of Allegiance

Roll Call

Approval of Minutes

1. Regular Legislative Meeting, Tuesday, April 21, 2026; Committee of the Whole Session, Tuesday May 12, 2026

Submission of Minutes

Regular Legislative Meeting, Tuesday, May 19, 2026; Committee of the Whole Session, Tuesday, June 9, 2026

Presentation

Legislation in Voting Order

Consent Agenda

2. PROPOSED RESOLUTION RE: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD MITIGATION ASSISTANCE (FMA) PROGRAM – Resolution authorizing submission of a grant application to the New York State Division of Homeland Security and Emergency Services (DHSES) under FEMA's Flood Mitigation Assistance Program for flood resilience capability and capacity building activities and committing the required local match.

3. PROPOSED RESOLUTION RE: NEW YORK STATE DEPARTMENT OF STATE (NYS DOS) CLEAN WATER, CLEAN AIR AND GREEN JOBS ENVIRONMENTAL BOND ACT OF 2022 – COASTAL REHABILITATION AND RESILIENCE PROJECTS PROGRAM – Resolution authorizing submission of a grant application to the New York State Department of State for the Stephenson Brook Stormwater Resiliency Project and committing the required local match.

4. PROPOSED APPLICATION RE: WESTCHESTER COUNTY STORMWATER MANAGEMENT PROGRAM (BPL-26) – Resolution authorizing submission of a grant application to the Westchester County Stormwater Management Law (BPL-26) Grants Program relative to the Pelham Road / Whitewood Avenue Stormwater Improvements Project and committing required matching funds.

5. PROPOSED AMENDMENT TO CHAPTER 312 OF THE CODE OF THE CITY OF NEW

ROCHELLE RE: SCHOOL SPEED ZONE ON LINCOLN AVENUE - Ordinance amending Section 312-73, Schedule II: Speed Limits, of Chapter 312, Vehicles and Traffic, of the Code of the City of New Rochelle. (Sponsored by Council Member David Peters)

6. PROPOSED AMENDMENT TO CHAPTER 312 OF THE CODE OF THE CITY OF NEW ROCHELLE RE: LOADING ZONE ON HUGUENOT STREET IN FRONT OF COLUMBUS AVENUE - Ordinance amending Section 312-88, Schedule XVII: Loading Zones, of Chapter 312, Vehicles and Traffic, of the Code of the City of New Rochelle.

7. PROPOSED ACCEPTANCE OF A GRANT FROM THE JUNIOR LEAGUE OF WESTCHESTER ON THE SOUND - Ordinance accepting a grant from the Junior League of Westchester on the Sound in the amount of $2,000.00 to support the activities of the New Rochelle Youth Bureau's Mommy & Me Program, amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, and appropriating funds therefor.

8. PROPOSED ACCEPTANCE OF SEXUAL RISK AVOIDANCE EDUCATION PROGRAM (SRAEP) GRANT — Ordinance accepting a grant from the Westchester County Youth Bureau for the SRAEP Summer Youth Employment Program in the Amount of $32,569.00, amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, and appropriating funds therefor.

9. PROPOSED ACCEPTANCE OF DONATION FROM THE NEW ROCHELLE POLICE FOUNDATION RE: EQUIPMENT AND TRAINING - Resolution authorizing the acceptance of a donation of equipment and training from the New Rochelle Police Foundation.

10. PROPOSED RESOLUTION RE: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) ASSISTANCE TO FIREFIGHTERS' GRANT (AFG) PROGRAM – Resolution authorizing submission of a grant application to Region 2 of the Federal Emergency Management Agency (FEMA) for the Assistance to Firefighters Grant (AFG) Program.

11. PROPOSED RESOLUTION RE: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE (SAFER) GRANT PROGRAM – Resolution authorizing submission of a grant application to the Federal Emergency Management Agency (FEMA) for the Staffing for Adequate Fire and Emergency Response (SAFER) Grant Program.

12. PROPOSED RESOLUTION RE: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FIRE PREVENTION AND SAFETY (FP&S) GRANT PROGRAM – Resolution authorizing submission of a grant application to the Federal Emergency Management Agency (FEMA) for the Fire Prevention and Safety (FP&S) Grant Program.

13. PROPOSED AMENDMENT TO THE 2026 BUDGET RE: SUMMER OF SOCCER/NR BID — Ordinance accepting the amount of $17,284.00 from the New Rochelle Downtown Business Improvement District (NRBID) relative to the Summer of Soccer Finale, and amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026.

14. PROPOSED AMENDMENT TO CHAPTER 312 OF THE CODE OF THE CITY OF NEW ROCHELLE RE: COMMERCIAL LICENSED VEHICLES, BUSES, OVERSIZE VEHICLES, AND RECREATIONAL VEHICLES AND TRAILERS - Ordinance amending Section 312-1, Definitions, Section 312-43, Commercially Licensed Vehicles, Buses and Noncommercial Trailers and Section 312-98, Schedule XXVII: Overnight Commercially Licensed Vehicle Parking, of Chapter 312, Vehicles & Traffic, of the Code of the City of New Rochelle. (Sponsored by Council Member Albert A.Tarantino, Jr.)

15. PROPOSED AMENDMENT TO CHAPTERS 133 AND 312 OF THE CODE OF THE CITY OF NEW

ROCHELLE RE: PARKING FEES AND TIME LIMITS Ordinance amending Section 133-1, Enumeration of Fees, of Chapter 133, Fees; 312-64, New Roc Garage; 312-64.1, Penalties for offenses; 312-68, Penalties for offenses; 312-68.1, Surcharge on convictions; and 312-94, Schedule XXIII: Parking-Meter Zones; and adding Section 312-101, Schedule XXX: Penalties for Parking, Standing, and Compliance Violations, of Chapter 312, Vehicles and Traffic, to the Code of the City of New Rochelle. The proposed ordinance was ordered held pending further review.

16. PROPOSED ISSUANCE OF A NOTICE OF COMPLETION UNDER SEQRA RE: UPDATES TO THE DOWNTOWN OVERLAY ZONE (DOZ) - Resolution issuing a Notice of Completion under SEQRA regarding the 2026 updates to the Downtown Overlay Zone (DOZ).

Resolutions

17. PROPOSED APPOINTMENT OF A NEW MEMBER TO THE CIVILIAN COMPLAINT REVIEW BOARD (CCRB) AND CO-CHAIRPERSONS — Resolution appointing a new member and Co-chairpersons to the Civilian Complaint Review Board (CCRB).

Ordinances

18. PROPOSED ACCEPTANCE OF THE 2025 BULLETPROOF VEST PARTNERSHIP (BVP) PROGRAM GRANT FROM THE OFFICE OF JUSTICE PROGRAMS' BUREAU OF JUSTICE ASSISTANCE (BJA) - Ordinance accepting the 2025 Bulletproof Vest Partnership (BVP) Program Grant from the Office of Justice Programs' Bureau of Justice Assistance (BJA) in the amount of $28,354.31 for body armor vests, and amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, and appropriating funds therefor.

19. PROPOSED ACCEPTANCE OF THE STATEWIDE TARGETED REDUCTIONS IN INTIMATE PARTNER VIOLENCE (STRIVE) GRANT FROM THE NEW YORK STATE DIVISION OF CRIMINAL JUSTICE SERVICES (NYS DCJS) - Ordinance accepting the Statewide Targeted Reductions in Intimate Partner Violence (STRIVE) from the New York State Division of Criminal Justice Services in the amount of $10,000, and amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, and appropriating funds therefor.

20. PROPOSED ACCEPTANCE OF TEMPORARY ASSISTANCE FOR NEEDY FAMILIES (TANF) GRANT AWARD FROM THE WESTCHESTER - PUTNAM WORKFORCE BOARD RE: SUMMER YOUTH EMPLOYMENT - Ordinance accepting the Temporary Assistance for Needy Families (TANF) Grant from Westchester-Putnam Workforce Development Board in the amount of $130,000.00 for Summer Youth Employment, and amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, and appropriating funds therefor.

21. PROPOSED AMENDMENT TO CHAPTER 9, BOARDS, COMMISSIONS, COMMITTEES, AGENCIES AND COUNCILS RE: CIVILIAN COMPLAINT REVIEW BOARD (CCRB) - Ordinance amending Article XXXI, Civilian Complaint Review Board, of Chapter 9, Boards, Commissions, Committees, Agencies and Councils, of the Code of the City of New Rochelle.

Public Hearing(s) Held on Tuesday, June 9, 2026 for Decision

22. PROPOSED AMENDMENT TO CHAPTER 331, THE ZONING CODE OF THE CITY OF NEW ROCHELLE, RE: OCCUPATIONAL SCHOOLS - Ordinance amending Section 331-4, Specific Terms Defined, and Section 331-59, LI Light Industry District, of Chapter 331, Zoning, of the Code of the City of New Rochelle. (Intro. 5/12/26; Public Hearing 6/9/26).

Discussion Item(s)

Executive Session

Adjournment

RESOLUTION NUMBER: 2026-70 **Item # 2.**

City of New Rochelle

Public Works

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	June 16, 2026
From:	Alvaro Alfonzo-Larrain, Public Works Commissioner
Subject:	PROPOSED RESOLUTION RE: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD MITIGATION ASSISTANCE (FMA) PROGRAM – Resolution authorizing submission of a grant application to the New York State Division of Homeland Security and Emergency Services (DHSES) under FEMA's Flood Mitigation Assistance Program for flood resilience capability and capacity building activities and committing the required local match.

Background:
The Federal Emergency Management Agency (FEMA), through the Flood Mitigation Assistance (FMA) Program, provides funding for projects and planning activities that reduce or eliminate the risk of repetitive flood damage to structures insured through the National Flood Insurance Program (NFIP). The FY2024 FMA program includes funding for Capability and Capacity Building activities, including Project Scoping, which supports data collection, engineering analysis, planning, and project development for future flood mitigation investments.

Through the New York State Division of Homeland Security and Emergency Services (DHSES), eligible local governments may apply as subapplicants for Capability and Capacity Building assistance with a standard federal cost share of 75% and a required local match of 25%. The current application deadline is anticipated for Summer 2026, subject to final State guidance.

Issue
The City of New Rochelle continues to experience recurring flooding impacts associated with increasingly intense rainfall events, aging drainage infrastructure, tidal and backwater influences, constrained conveyance systems, and climate-related impacts including sea level rise and changing storm patterns.

The City has completed and advanced numerous drainage, resiliency, and infrastructure planning initiatives in recent years, including watershed and drainage basin analyses, climate adaptation planning efforts, and related stormwater and flood mitigation studies. Building upon these

efforts, the City seeks to pursue additional capability and capacity building activities to strengthen long-term flood resilience planning, implementation readiness, and project development capacity.

The proposed effort would support activities such as:

- Additional hydrologic and hydraulic evaluation and modeling;
- Flood risk and vulnerability assessment updates;
- Climate-adjusted infrastructure and resilience analysis;
- Drainage system and conveyance evaluations;
- Project scoping and conceptual engineering development;
- Green infrastructure and nature-based solution analysis;
- Data collection and mapping activities;
- Implementation planning and prioritization, including Benefit-Cost Analysis; and,
- Development of future FEMA-competitive mitigation projects.

The proposed activities would help position the City to advance future resiliency investments and pursue additional state and federal funding opportunities for flood mitigation, stormwater management, and climate adaptation infrastructure improvements.

The total estimated project cost is approximately $500,000 with the City seeking grant funding in the amount of approximately $375,000. The required local match ($125,000) is anticipated to be funded through the City's Stormwater Improvement Program Capital funding and/or related resiliency planning appropriations, subject to future Council authorization.

Recommendation
Staff recommends that City Council adopt a resolution authorizing the:

1. Submission of a grant application to the New York State Division of Homeland Security and Emergency Services under FEMA's Flood Mitigation Assistance (FMA) Program for flood resilience capability and capacity building activities, and committing the required non-federal local match; and,
2. Authorize the City Manager to execute all documentation necessary to complete and submit the application.

Attachments:
None

LEGISLATION

RESOLUTION AUTHORIZING SUBMISSION OF A GRANT APPLICATION TO THE NEW YORK STATE DIVISION OF HOMELAND SECURITY AND EMERGENCY SERVICES (DHSES) UNDER FEMA'S FLOOD MITIGATION ASSISTANCE PROGRAM.

WHEREAS, the City of New Rochelle continues to experience recurring flooding impacts associated with increasingly intense rainfall events, aging drainage infrastructure, tidal and backwater influences, constrained conveyance systems, and climate-related conditions; and

WHEREAS, the Federal Emergency Management Agency (FEMA), through the Flood Mitigation Assistance (FMA) Program, provides funding for Capability and Capacity Building activities, including project scoping, engineering analysis, planning, and project development for future flood mitigation projects; and

WHEREAS, the City desires to submit an application for approximately $375,000 in FEMA funding for flood resilience planning and project development activities, with a required local match of approximately $125,000 (25%) anticipated to be funded through the City's Stormwater Improvement Program Capital funding and/or related resiliency planning appropriations, subject to future Council authorization.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of New Rochelle hereby authorizes the submission of a grant application to DHSES under FEMA's Flood Mitigation Assistance Program for approximately $375,000 and commits to providing the required local matching funds of approximately $125,000, subject to future appropriation and authorization; and

BE IT FURTHER RESOLVED, that the City Manager, or his designee, is hereby authorized to prepare, submit, and execute all documents and take all actions necessary to complete and submit the grant application and carry out the intent of this Resolution.

City of New Rochelle
Public Works

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: June 16, 2026

From: Alvaro Alfonzo-Larrain, Public Works Commissioner

Subject: PROPOSED RESOLUTION RE: NEW YORK STATE DEPARTMENT OF STATE (NYS DOS) CLEAN WATER, CLEAN AIR AND GREEN JOBS ENVIRONMENTAL BOND ACT OF 2022 – COASTAL REHABILITATION AND RESILIENCE PROJECTS PROGRAM – Resolution authorizing submission of a grant application to the New York State Department of State for the Stephenson Brook Stormwater Resiliency Project and committing the required local match.

Background:
The New York State Department of State (NYS DOS), through the Clean Water, Clean Air and Green Jobs Environmental Bond Act of 2022, is soliciting applications for the Coastal Rehabilitation and Resilience Projects Program (RFA #24-OPDBA-23). The program makes at least $20 million available statewide for eligible stormwater management, green infrastructure, and coastal resilience projects located within the New York State Coastal area or areas draining into it. The program provides a maximum State share of 90% of total eligible project costs, with a minimum grant request of $300,000 and a required local match of 10%. The application deadline is June 26, 2026.

Issue
The City of New Rochelle has identified the Stephenson Brook Stormwater Resiliency Project (DPW Project No. 25-035) as an eligible candidate for this program. The project addresses chronic surface flooding along the Trenor Drive and Valley Road corridor through drainage pipe upsizing, installation of new stormwater structures, and integrated infiltration bioretention areas. A 10% construction document set–funded by a NYS Homes & Community Renewal FY23 RISC grant–was completed by GPI Engineering in December 2025, establishing project feasibility and satisfying the program's design documentation requirement.

The project corridor falls within the Coastal Nonpoint Source boundary, confirming geographic eligibility. The bioretention components align with the program's priority for nature-based

stormwater solutions.

Final project costs are pending receipt of 30% design documents and an engineer's cost estimate from GPI. The preliminary estimated total project cost is $2,300,000. The required 10% local match of approximately $230,000, is anticipated to be funded through the City's Stormwater Improvement Program Capital funding. The precise match amount will be established upon completion of final design and may be adjusted to reflect eligible cost determinations and coordination with complementary funding sources.

Recommendation
Staff recommends that City Council adopt a resolution authorizing the:

1. Submission of a grant application to the New York State Department of State under the Clean Water, Clean Air and Green Jobs Environmental Bond Act of 2022 – Coastal Rehabilitation and Resilience Projects Program (RFA #24-OPDBA-23) for the Stephenson Brook Stormwater Resiliency Project, and committing to provide the required 10% non-State local match from Stormwater Improvement Program Capital funding.; and,
2. Authorize the City Manager to execute all documentation necessary to complete and submit the application.

Attachments:
None

RESOLUTION NUMBER: 2026-71 **Item # 3.**
MEETING DATE: June 16, 2026

LEGISLATION

RESOLUTION AUTHORIZING SUBMISSION OF A GRANT APPLICATION TO THE NEW YORK STATE DEPARTMENT OF STATE FOR THE STEPHENSON BROOK STORMWATER RESILIENCY PROJECT.

WHEREAS, the New York State Department of State (NYS DOS), through the Clean Water, Clean Air and Green Jobs Environmental Bond Act of 2022, is soliciting applications for the Coastal Rehabilitation and Resilience Projects Program (RFA #24-OPDBA-23) to support eligible stormwater management, green infrastructure, and coastal resilience projects;

WHEREAS, the City of New Rochelle has identified the Stephenson Brook Stormwater Resiliency Project (DPW Project No. 25-035) as an eligible project to address chronic flooding conditions through drainage improvements and nature-based stormwater infrastructure; and

WHEREAS, the preliminary estimated total project cost is approximately $2,300,000, with the City seeking grant funding for up to 90% of eligible project costs and providing a required local match of approximately $230,000 (10%) through the City's Stormwater Improvement Program Capital funding, subject to final project cost determinations and future appropriation.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of New Rochelle hereby authorizes the submission of a grant application, seeking an amount up to $2,300,000, to the New York State Department of State under the Coastal Rehabilitation and Resilience Project Program for the Stephenson Brook Stormwater Resiliency Project; and

BE IT FURTHER RESOLVED, that the City Council commits to providing the required 10% non-State local match from the Stormwater Improvement Program Capital funding, subject to future appropriation and authorization; and

BE IT FURTHER RESOLVED, that the City Manager, or his designee, is hereby authorized to prepare, submit, and execute all documents and take all actions necessary to complete and submit the grant application and carry out the intent of this Resolution.

RESOLUTION NUMBER: 2026-72 **Item # 4.**

City of New Rochelle

Public Works

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	June 16, 2026
From:	Alvaro Alfonzo-Larrain, Public Works Commissioner
Subject:	PROPOSED APPLICATION RE: WESTCHESTER COUNTY STORMWATER MANAGEMENT PROGRAM (BPL-26) – Resolution authorizing submission of a grant application to the Westchester County Stormwater Management Law (BPL-26) Grants Program relative to the Pelham Road / Whitewood Avenue Stormwater Improvements Project and committing required matching funds.

Background:
The Westchester County Storm Water Management Law establishes a grant program that provides funding for the design and construction of stormwater management projects that improve the capacity of municipal infrastructure to mitigate flooding. The application period for this program is rolling. The program requires a 50% local match commitment, along with commitments to intermunicipal collaboration and flood reduction.

The City of New Rochelle has demonstrated its ongoing commitment to flood mitigation and resiliency planning through completion of the Citywide Drainage Analysis Study and establishment of the Stormwater Mitigation Program in 2023. Pursuant to that Study, the City identified approximately 170 mitigation projects with a total estimated construction value exceeding $350 million. Among the identified priority areas requiring improvements is the Pelham Road / Whitewood Avenue drainage area, which has experienced recurring flooding, drainage capacity limitations, and stormwater conveyance deficiencies impacting nearby roadways, infrastructure, and surrounding properties.

The proposed project would support drainage infrastructure improvements intended to reduce localized flooding risks, improve stormwater conveyance capacity, and enhance long-term resiliency within the watershed.

Issue
To support the design and construction of the Pelham Road / Whitewood Avenue Stormwater

Improvements Project, the City intends to apply to the Westchester County BPL-26 Grant Program for financial assistance. The total estimated project cost is approximately $5,500,000 with the City seeking grant funding in the amount of approximately $2,750,000.

The City would be required to provide the remaining 50% local match in the amount of approximately $2,750,000, anticipated to be funded through the City's Stormwater Improvement Program Capital funding and/or Flood Mitigation Fund.

Recommendation
Staff recommends that the City Council adopt a resolution supporting the City's BPL-26 grant submission to Westchester County and authorizing the City Manager to submit all necessary documentation for the grant application. By authorizing submission of this grant application, Council affirms its commitment to flood reduction, regional watershed coordination, and providing the requisite matching funds for the application if awarded, including any associated cost overruns.

Attachments:
None

RESOLUTION NUMBER: 2026-72 **Item # 4.**
MEETING DATE: June 16, 2026

LEGISLATION

RESOLUTION AUTHORIZING SUBMISSION OF A GRANT APPLICATION TO THE WESTCHESTER COUNTY STORMWATER MANAGEMENT LAW (BPL-26) GRANTS PROGRAM RELATIVE TO THE PELHAM ROAD / WHITEWOOD AVENUE STORMWATER IMPROVEMENTS PROJECT.

WHEREAS, the Westchester County Storm Water Management Law establishes BPL-26 grant program that provides funding for the design and construction of stormwater management projects that improve the capacity of municipal infrastructure to mitigate flooding; and

WHEREAS, the City of New Rochelle has identified the Pelham Road / Whitewood Avenue drainage area as a priority flood mitigation and resiliency project intended to reduce localized flooding risks, improve stormwater conveyance capacity, and enhance long-term watershed resiliency; and

WHEREAS, the total estimated project cost is approximately $5,500,000, with the City seeking grant funding in the amount of approximately $2,750,000 and providing the required local match of approximately $2,750,000 (50%) through the City's Stormwater Improvement Program Capital funding and/or Flood Mitigation Fund including any associated cost overruns, subject to future appropriation and authorization.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of New Rochelle hereby authorizes the submission of the grant application to Westchester County under the BPL-26 Grant Program for the Pelham Road / Whitewood Avenue Stormwater Improvements Project; and

BE IT FURTHER RESOLVED, that the City Council commits to the required local matching funds in the approximate amount of $2,750,000 including any associated cost overruns, subject to future appropriation and authorization; and

BE IT FURTHER RESOLVED, that the City Manager is hereby authorized and directed to execute all related documents, certifications, agreements, and assurances necessary to complete and submit the grant application and carry out the intent of this Resolution.

RESOLUTION NUMBER: 2026-73 **Item # 5.**

City of New Rochelle
Public Works

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: June 16, 2026

From: Alvaro Alfonzo-Larrain, Public Works Commissioner

Subject: PROPOSED AMENDMENT TO CHAPTER 312 OF THE CODE OF THE CITY OF NEW ROCHELLE RE: SCHOOL SPEED ZONE ON LINCOLN AVENUE - Ordinance amending Section 312-73, Schedule II: Speed Limits, of Chapter 312, Vehicles and Traffic, of the Code of the City of New Rochelle. (Sponsored by Council Member David Peters)

Background:
The WestCOP Children's Center For Learning submitted a request for implementation of a reduced School Speed Limit along the section of Lincoln Avenue in front of their site at 95 Lincoln Avenue. The City reviewed their request and determined that their program meets eligibility requirements as set forth by the New York State Department of Transportation and the National Manual on Uniform Traffic Control Devices and New York State Supplement thereto. The subject area is located in Council District 3.

The Department of Public Works conducted a speed study of existing traffic conditions and recommends a School Speed Limit be established as described below:
(matter underlined added)

Section § 312-73 Schedule II: Speed Limits.

In accordance with the provisions of § 312-28, speed limits other than 30 miles per hour are established as indicated upon the following streets or parts of streets:

Name of Street	Speed Limit (mph)	Location	Hours/Days
Lincoln Avenue	20	From 71 Lincoln Avenue to Dewitt Place	7:00 a.m. to 6:00 p.m./School Days

Attachments:

1. Childrens Center for Learning
2. Childrens Center for Learning Profile

RESOLUTION NUMBER: 2026-73 **Item # 5.**
MEETING DATE: June 16, 2026

LEGISLATION

ORDINANCE AMENDING SECTION 312-73, SCHEDULE II: SPEED LIMITS, OF CHAPTER 312, VEHICLES AND TRAFFIC, OF THE CODE OF THE CITY OF NEW ROCHELLE.

WHEREAS, the WestCOP Children's Center For Learning submitted a request for implementation of a reduced School Speed Limit along the section of Lincoln Avenue in front of their center located at 95 Lincoln Avenue; and

WHEREAS, City staff reviewed the request and determined that the program meets eligibility requirements as set forth by the New York State Department of Transportation and the National Manual on Uniform Traffic Control Devices and New York State Supplement thereto; and

WHEREAS, the Department of Public Works conducted a speed study of existing traffic conditions and recommends a School Speed Limit be established.

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

Section 1. The Code of the City of New Rochelle, Section 312-73, Schedule II: Speed Limits, of Chapter 312, Vehicles and Traffic, is hereby amended as follows:

§312-73. Schedule II: Speed Limits.

In accordance with the provisions of §312-28, speed limits other than 30 miles per hour are established as indicated upon the following streets or parts of streets:

Name of Street	Speed Limit (mph)	Location	Hours/Days
Lincoln Avenue	20	From 71 Lincoln Avenue to Dewitt Place	7:00 a.m. to 6:00 p.m./School days

Matters [bracketed] deleted.
Matters underlined added.

WESTCOP
Westchester Community Opportunity Program, Inc.
CHILDREN'S CENTER FOR LEARNING
95 Lincoln Avenue • New Rochelle, NY 10801 • Phone: 914.632.0180 • Fax: 914. 632.0182 • www.westcop.org

May 20, 2026

Wilfredo Melendez
City Manager
City of New Rochelle
515 North Avenue
New Rochelle, NY 10801

Re: Request for Establishment of a School Speed Zone in Front of WestCOP Children's Center For Learning

Dear City Manager Melendez:

On behalf of the WestCOP Children's Center for Learning, a New York State registered day care center (200862) located at 95 Lincoln Avenue, we respectfully request that the City of New Rochelle establish a designated school speed zone along Lincoln Avenue adjacent to our facility.

Our center serves young children and families from throughout the surrounding neighborhood. Our center also serves as a Universal Pre-K location. A significant portion of our students and their parents walk to and from the center each day. In doing so, many families must cross Lincoln Avenue directly in front of or near our facility during peak morning arrival and afternoon dismissal hours.

Due to the volume and speed of vehicular traffic along this roadway, we are increasingly concerned about the safety of the children, parents, guardians, and staff who utilize these crossings daily. Given the young age of the children attending our center, enhanced traffic calming and reduced vehicle speeds are critical to ensuring a safe environment for pedestrians.

The establishment of a school speed zone, together with appropriate signage and enforcement measures, would significantly improve pedestrian safety and help protect vulnerable children and families traveling to and from the center. We believe such measures are consistent with the City of New Rochelle's commitment to public safety and traffic calming in areas frequented by children.

We respectfully request that the City of New Rochelle conduct a traffic and safety review of this location and take the necessary steps to designate and implement a school speed zone in front of our facility pursuant to applicable provisions of New York State Vehicle and Traffic Law and local traffic regulations.

Thank you for your consideration of this important public safety matter. We would welcome the opportunity to discuss this request further or provide any additional information that may assist in your review.

WESTCOP
Westchester Community Opportunity Program, Inc.
CHILDREN'S CENTER FOR LEARNING
95 Lincoln Avenue • New Rochelle, NY 10801 • Phone: 914.632.0180 • Fax: 914. 632.0182 • www.westcop.org

Respectfully submitted,

Devora Barrios

Devora Barrios
Director
WestCOP Children's Center For Learning
95 Lincoln Avenue
New Rochelle, NY 10801
(914) 420-1479

New Search Back to Results

Program Name: Westcop Childrens Center For Learning License/Registration ID: 200862

Program Overview

Contact Name: Devora Y. Barrios
Contact Title: Director
Program Type: Day Care Center
Status: Open
School District: New Rochelle
Site Address: Map
95 Lincoln Avenue, New Rochelle, NY 10801
First Licensed/Registration Date: Aug 1, 2005
Current Registration Period: Aug 1, 2023 - Jul 31, 2027
Phone: (914) 632-0180
Fax: (914) 632-0182

Total Capacity:	96
-Infants:	0
-Toddlers:	0
-Preschool:	96
-School-Age:	0

Open Child Care Slots*:

This information was self reported to OCFS on 3/27/2026 7:43:10 AM

-Infants:	0
-Toddlers:	0
-Preschool:	20
-School-Age:	0

***Important Note:** This self reported information on open child care slots can quickly change. Please contact this program for the most current openings.

Care available during non-traditional hours: No
Removed from referral list: No
This facility is approved to administer medications.
This facility has Non-Patient Specific Auto Injectors.

For additional information on this program and compliance history, contact

Office: Westchester Regional Office
Phone: (845) 708-2400

For additional details and to view the checklist used during an inspection, please click on the Inspection ID links below. Inspection checklists are generated per inspection type and reason. Also note, that any regulatory requirement can be assessed and cited during an inspection and as a result, may not be reflected on the inspection checklist. These items would be reflected in the program's compliance history that is posted.

Inspection History: (Inspections in the past 24 months)

Date	Inspection Type	Inspection ID	Inspection Result

Jan 22, 2026	Annual Unannounced	2026-I-YRO-002538	No violations cited for this Inspection
Nov 3, 2025	Monitoring	2025-I-YRO-112431	No violations cited for this Inspection
Aug 12, 2025	Monitoring	2025-I-YRO-058380	No violations cited for this Inspection
Apr 28, 2025	Monitoring	2025-I-YRO-035878	No violations cited for this Inspection
Feb 3, 2025	Annual Unannounced	2025-I-YRO-003454	No violations cited for this Inspection
Dec 13, 2024	Self Reported Serious Incident	2024-I-YRO-113557	No violations cited for this Inspection
Nov 19, 2024	Monitoring	2024-I-YRO-108626	No violations cited for this Inspection
Sep 17, 2024	Monitoring	2024-I-YRO-084132	No violations cited for this Inspection

Additional Inspection History

*Inspections may be conducted outside of program operating hours and/or off-site(where inspector was not on premises where care is provided) for the following reasons:
-Record/File Review
-Interviewing of Staff
-Or Other Investigative Reasons

Compliance History

Date of Last Inspection: May 12, 2026 **Currently uncorrected violations:** None

Violations in the past 24 months and any uncorrected violations open longer than 24 months: None

Enforcement History

The New York State Office of Children and Family Services uses a range of tools to help bring child care programs into compliance with statutory and regulatory requirements.

The enforcement actions listed on this website only include denial, revocation or suspension of a child care program's license or registration. Fines are not shown on this website. OCFS stops referring families to the program if a program's license or registration is closed, revoked or suspended.

Other enforcement actions such as Corrective action plans and fines are not shown on this website.

Enforcement Actions since May, 2021: None

City of New Rochelle
Public Works

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: June 16, 2026

From: Alvaro Alfonzo-Larrain, Public Works Commissioner

Subject: PROPOSED AMENDMENT TO CHAPTER 312 OF THE CODE OF THE CITY OF NEW ROCHELLE RE: LOADING ZONE ON HUGUENOT STREET IN FRONT OF COLUMBUS AVENUE - Ordinance amending Section 312-88, Schedule XVII: Loading Zones, of Chapter 312, Vehicles and Traffic, of the Code of the City of New Rochelle.

Background:
The City has received multiple requests to increase the number of on-street metered parking spaces on the southern side of Huguenot Street, in the vicinity of Columbus Avenue. Currently, a Loading Zone begins partially in front of 370 Huguenot Street and extends approximately 200 feet westbound to a point partially adjacent to 635 Main Street (gas station).

To accommodate additional on-street metered parking, the Department of Public Works recommends reducing the existing Loading Zone from approximately 200 feet to approximately 70 feet. The remaining approximately 130 feet will be converted to metered parking spaces. Metered parking for this area is already authorized under the City Code.

The Department of Public Works has no objection to this request and recommends the following change to the City Code of the City of New Rochelle:

§312-88 Schedule XVII: Loading Zones

In accordance with the provisions of § 312-46, the following described locations are hereby designated as loading zones:

Name of Street	Side	Hours/Days	Location

Huguenot Street	South	All	From Columbus Avenue west [200] <u>70</u> feet

(matter underlined is added; matter bracketed is deleted)

Attachments:

1. Loading Zone - Huguenot Street

LEGISLATION

ORDINANCE AMENDING SECTION 312-88, SCHEDULE XVII: LOADING ZONES, OF CHAPTER 312, VEHICLES AND TRAFFIC, OF THE CODE OF THE CITY OF NEW ROCHELLE.

BE IT ORDAINED by the City of New Rochelle:

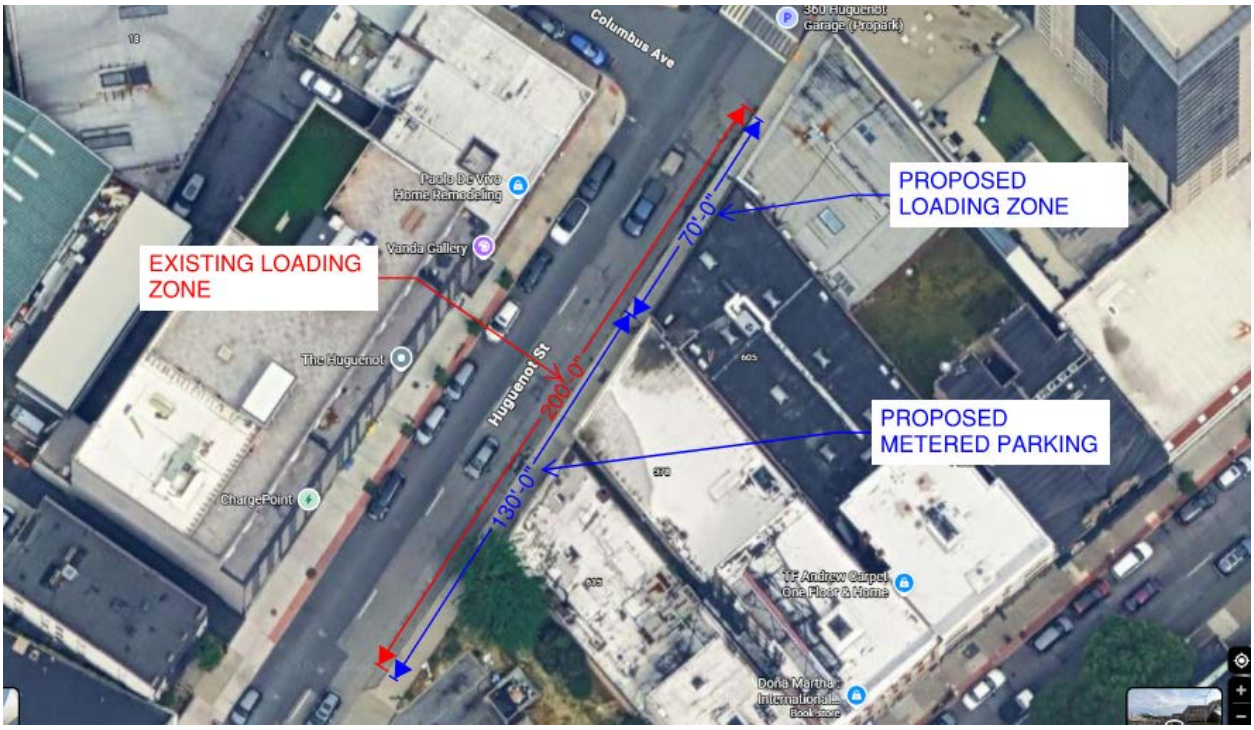
Section 1. The Code of the City of New Rochelle, Section 312-88, Schedule XVII: Loading Zones, of Chapter 312, Vehicles and Traffic, is hereby amended as follows:

§312-88. Schedule XVII: Loading Zones.

In accordance with the provisions of §312-46, the following described locations are hereby designated as loading zones:

Name of Street	Side	Hours/Days	Location
Huguenot Street	South	All	From Columbus Avenue west [200] <u>70</u> feet

Matters [bracketed] deleted.
Matters <u>underlined</u> added.



The Existing Loading Zone (approx. 200') stretches in front of the following parcels on Huguenot Street:

- Partially in front of 370 Huguenot Street
- Fully in front of the rear of 605 Main Street
- Fully in front of the rear of 609 Main Street
- Fully in front of the rear of 615 Main Street
- Partially in front of the Huguenot Street side of 635 Main Street.

The Proposed Loading Zone would be approximately 70' long and be in front of the following parcels on Huguenot Street:

- Partially in front of 370 Huguenot Street
- Fully in front of the rear of 605 Main Street

The Proposed Metered Parking would be approximately 130' long and be in front of the following parcels on Huguenot Street:

- Fully in front of the rear of 609 Main Street
- Fully in front of the rear of 615 Main Street
- Partially in front of the Huguenot Street side of 635 Main Street.

RESOLUTION NUMBER: 2026-75 **Item # 7.**

City of New Rochelle

Parks & Recreation

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: June 16, 2026

From: Vincent Parise, Parks and Recreation Commissioner

Subject: PROPOSED ACCEPTANCE OF A GRANT FROM THE JUNIOR LEAGUE OF WESTCHESTER ON THE SOUND - Ordinance accepting a grant from the Junior League of Westchester on the Sound in the amount of $2,000.00 to support the activities of the New Rochelle Youth Bureau's Mommy & Me Program, amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, and appropriating funds therefor.

Background:
The City of New Rochelle Youth Bureau has received a grant from the Junior League of Westchester on the Sound in the amount of $2,000.00 to support the activities of the New Rochelle Youth Bureau's Mommy & Me Program.

Issue:

In order to proceed with the related Grant Agreement, City Council needs to accept the awarded grant funds and delegate signing authority for all future grant documents. A budget amendment is also necessary to include the awarded funds in the 2026 City of New Rochelle budget.

Recommendation:

At this time, staff is requesting that the City Council accept the Westchester County grant funds and authorize the City Manager to execute all documents related to the grant disbursement.

Staff also recommends that City Council authorize the following Budget Amendment.

Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, is hereby amended as follows:

Revenue Increase

7310.2705.26029 Contributions and Gifts - Mommy & Me $2,000

Appropriation Increase

7310.46000.26029 Contracted Services $2,000

Attachments:

1. 2026 Grant Award Letter - NRYB JLWOS

LEGISLATION

ORDINANCE ACCEPTING A GRANT FROM THE JUNIOR LEAGUE OF WESTCHESTER ON THE SOUND IN THE AMOUNT OF $2,000.00 TO SUPPORT THE ACTIVITIES OF THE NEW ROCHELLE YOUTH BUREAU'S MOMMY & ME PROGRAM, AMENDING ORDINANCE NO. 198 OF 2025, THE BUDGET OF THE CITY OF NEW ROCHELLE FOR 2026, AND APPROPRIATING FUNDS THEREFOR.

BE IT ORDAINED by the City of New Rochelle:

Section 1. The Council of the City of New Rochelle hereby accepts a grant from the Junior League of Westchester on the Sound in the amount of $2,000.

Section 2. Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, is hereby amended in order to provide for the acceptance and implementation of the $2,000 grant and appropriating funds as follows:

Revenue Increase:

7310.2705.26029 Contributions and Gifts - Mommy & Me $2,000

Appropriation Increase:

7310.46000.26029 Contracted Services $2,000

Section 3. The City Manager is hereby authorized to execute such documentation as may be necessary and required to file and accept the $2,000 grant.

May 21, 2026

JUNIOR LEAGUE OF
WESTCHESTER ON THE SOUND
Women building better communities

New Rochelle Youth Bureau
Attn: Alexandra Avila
515 North Avenue
New Rochelle, NY 10801

Re: Community Grant Award

Dear Alexandra Avila:

Thank you for submitting a Community Grant Application to The Junior League of Westchester on the Sound (JLWOS). We are pleased to support your program with a Community Grant Award of $2,000.

Your application was selected from a highly competitive pool of 40 applicants. We are thrilled to welcome you as one of **17 organizations** receiving a portion of our **$77,000** total collective funding for the Sound Shore area this year.

Attached are our Guidelines for Grant Recipients. We will be announcing all of our grant awardees internally at our June 7th Annual Member Luncheon and will be issuing a press release thereafter. Per the Grant Guidelines, we would appreciate your amplifying this messaging and mentioning JLWOS in any publicity materials related to the grant.

JLWOS will issue grant payments via check. **To that end, please review the name and address information below at your earliest convenience and confirm the accuracy of the organization name for the check to be made out to and the address where the check will be mailed:**

Check Made Out To	**Address for Check Mailing**
New Rochelle Youth Bureau	New Rochelle Youth Bureau 515 North Avenue New Rochelle, NY 10801

We look forward to partnering with you in the year ahead and improving the lives of women and children in the communities we serve.

Sincerely,

The 2026 JLWOS Grants Committee
Junior League of Westchester on the Sound

City of New Rochelle
Parks & Recreation

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: June 16, 2026

From: Vincent Parise, Parks and Recreation Commissioner

Subject: PROPOSED ACCEPTANCE OF SEXUAL RISK AVOIDANCE EDUCATION PROGRAM (SRAEP) GRANT — Ordinance accepting a grant from the Westchester County Youth Bureau for the SRAEP Summer Youth Employment Program in the Amount of $32,569.00, amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, and appropriating funds therefor.

Background:
The City of New Rochelle Youth Bureau has received a grant award from the Westchester County Youth Bureau for the SRAEP Summer Youth Employment Program in the Amount of $32,569.00.

Issue:
In order to proceed with the related Grant Agreement, City Council needs to accept the awarded grant funds and delegate signing authority for all future grant documents. A budget amendment is also necessary to include the awarded funds in the 2026 City of New Rochelle budget.

Recommendation:
At this time, staff is requesting that the City Council accept the Westchester County grant funds and authorize the City Manager to execute all documents related to the grant disbursement.

Staff also recommends that City Council authorize the following Budget Amendment.

Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, is hereby amended as follows:

Revenue Increase

7310.2706.5020	County Aid - SRAEP	$8,569

Appropriation Increase

7310.13000.5020 Salaries - Hourly Rates $12,569

Attachments:

1. Copy of 2026 SRAEP Schedule B
2. 2026 SRAEP Award Letter - New Rochelle

LEGISLATION

ORDINANCE ACCEPTING A GRANT FROM THE WESTCHESTER COUNTY YOUTH BUREAU FOR THE SRAEP SUMMER YOUTH EMPLOYMENT PROGRAM IN THE AMOUNT OF $32,569.00, AMENDING ORDINANCE NO. 198 OF 2025, THE BUDGET OF THE CITY OF NEW ROCHELLE FOR 2026, AND APPROPRIATING FUNDS THEREFOR.

BE IT ORDAINED by the City of New Rochelle:

Section 1. The Council of the City of New Rochelle hereby accepts a grant from the Westchester County Youth Bureau in the amount of $32,569.00 relative to the Sexual Risk Avoidance Education (SRAEP) Program.

Section 2. Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, is hereby amended in order to provide for the acceptance and implementation of this $32,569.00 grant, as follows:

Increase Revenue:

7310.2706.5020 County Aid - SRAEP $8,569

Increase Appropriations:

7310.13000.5020 Salaries - Hourly Rates $12,569

Section 3. The City Manager is hereby authorized to make such representation and execute such documentation as may be necessary and required to file and accept the $32,569.00 grant.

WESTCHESTER COUNTY YOUTH BUREAU

PROGRAM BUDGET

SCHEDULE B

For the Period of Operation: May 15, 2026 - December 31, 2026	Contract #: "To Be Assigned"
Agency/Municipality Name: New Rochelle Youth Bureau	Program Title: SRAEP

1. PERSONAL SERVICES

Position Title	Rate of Pay	Basis (H,W,BW, SM)	Total Program Amount	Total Funds Requested for this Program
Summer Interns	$17.00	H	32, 569.00	
TOTAL SALARIES AND WAGES			-	
TOTAL FRINGE BENEFITS				
TOTAL PERSONNEL SERVICES (1)			32, 569.00	

2. CONTRACTED SERVICES AND STIPENDS

Type of Service or Consultant Title	Rate of Pay	Base (S,M,HR)	Total Program Amount	
N/A			-	
N/A				
TOTAL CONTRACTED SERVICES AND STIPENDS (2)			$ -	

3. MAINTENANCE & OPERATION

Complete Attachment **"E"**	Total Program Amount	
TOTAL MAINTENANCE AND OPERATION (3)	$ -	

TOTAL PROGRAM AMOUNT	**$ 32,569**	
TOTAL WCYB FUNDS REQUESTED		**$ 32,569**

List Other Funding Sources	$ 32,569	Reimbursable Total
	$ -	Municipal Funding
	$ -	Other Sources

Approved:

PROGRAM TOTAL BUDGET - ATTACHMENT E		
AGENCY/MUNICIPALITY NAME: New Rochelle Youth Bureau		
PROGRAM TITLE: SRAEP		
MAINTENANCE AND OPERATION **(All Other Expenses Except Facility Repairs)**		
ITEM	**LIST DESCRIPTIONS**	**AMOUNT**
Program Supplies		$0
Maintenance/Equipment Repairs		-
Equipment Rentals		-
Equipment Purchases		
Space Rentals (Indicate Rate/Basis/Type; MUST attach a voucher or copy of rental agreement to request reimbursement)		
Travel - (Include *Mileage Rate - *current 2014 rate is: @ $0.56___ per mile; and is subject to change)		
Insurance		
Utilities and Telephones		
Other Costs		
3. TOTAL MAINTENANCE AND OPERATION		$ -
Add additional information below; attach additional sheet if necessary		

Kenneth W. Jenkins
County Executive

Westchester County Youth Bureau

Ernest L. McFadden
Executive Director

May 4, 2026

Kelly Johnson
Executive Director
New Rochelle Youth Bureau
515 North Ave.
New Rochelle, NY 10801

Dear Mr. Johnson,

We are pleased to inform you that your agency is eligible for reimbursement for the implementation of the Sexual Risk Avoidance Education Program for the anticipated period of May 15, 2026, through December 31, 2026, in an amount not to exceed $32,569. This opportunity is made possible through funding from the New York State Office of Children and Family Services and is administered by the Westchester County Youth Bureau.

This funding is subject to the review and approval of your agency's program application and budget, and to the execution of an agreement authorized by the Westchester County Board of Legislators. Your agency will receive a summary of program expectations, reporting requirements and deadlines, and insurance documentation requirements.

Please note that the Agreement that your organization is required to enter into with Westchester County shall contain a provision that the County shall retain the right, upon the occurrence of any release by the Governor of a proposed budget of the State of New York and/or the adoption of the State budget or any amendments thereto, and after the County has a reasonable period of time to conduct an analysis of the impacts of such budget(s) on County finances, to terminate the Agreements authorized herein or to renegotiate the amounts and rates approved herein. If the County subsequently offers to pay a reduced amount to the contract agencies, then the contract agencies shall have the right to terminate their respective Agreements upon reasonable prior written notice.

Please be advised that all contracts will now be executed through the County's mandatory E-Signature Portal**.** This new process will streamline contract execution and eliminate the need for paper copies. Additional information and step-by-step instructions regarding the use of the portal will be provided to you if needed.

The Westchester County Youth Bureau program administrator for this program is Chandreyee Mitra. For any questions, please contact her at 914-995-2754 or via email at cxme@westchestercountyny.gov.

Sincerely,

Ernest L. McFadden
Executive Director

112 East Post Road, 3rd Floor.
White Plains, New York 10601

Telephone: (914) 995-2745
Fax: (914) 995-3871

westchestercountyny.gov/youthbureau

City of New Rochelle
Police

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	June 16, 2026
From:	Neil Reynolds, Police Commissioner
Subject:	PROPOSED ACCEPTANCE OF DONATION FROM THE NEW ROCHELLE POLICE FOUNDATION RE: EQUIPMENT AND TRAINING - Resolution authorizing the acceptance of a donation of equipment and training from the New Rochelle Police Foundation.

Background:
The New Rochelle Police Foundation is a non-profit organization dedicated to enhancing the effectiveness of the New Rochelle Police Department by providing financial assistance and supporting programs that strengthen its services. The Foundation's mission is to help the NRPD better serve the City of New Rochelle and its residents.

Issue:
For 2026, the New Rochelle Police Foundation has proposed donating training programs and equipment to the New Rochelle Police Department with an estimated value of $56,569. All training, equipment, and associated costs will be paid directly by the New Rochelle Police Foundation, resulting in no cost to the City.

Recommendation:
Staff recommends that the City Council adopt a resolution accepting the donation of training and equipment from the New Rochelle Police Foundation.

Attachments:
None

LEGISLATION

RESOLUTION AUTHORIZING THE ACCEPTANCE OF A DONATION OF EQUIPMENT AND TRAINING FROM THE NEW ROCHELLE POLICE FOUNDATION.

WHEREAS, the New Rochelle Police Foundation, a non-profit organization, supports programs that enhance the services of the New Rochelle Police Department with a mission to empower the department to better serve the City of New Rochelle; and

WHEREAS, for the 2026 year, the Foundation wishes to make a gift to the City of New Rochelle Police Department in support of training and equipment in the amount of $56,569.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of New Rochelle, that this City Council hereby accepts the donation of training and equipment, in the amount of $56,569, from the New Rochelle Police Foundation.

City of New Rochelle
Fire

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: June 16, 2026

From: Andrew Sandor, Fire Commissioner

Subject: PROPOSED RESOLUTION RE: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) ASSISTANCE TO FIREFIGHTERS' GRANT (AFG) PROGRAM – Resolution authorizing submission of a grant application to Region 2 of the Federal Emergency Management Agency (FEMA) for the Assistance to Firefighters Grant (AFG) Program.

Background:
The Federal Emergency Management Agency's (FEMA) Assistance to Firefighters Grant (AFG) Program aims to deliver essential resources to equip and train emergency personnel to meet recognized standards. It provides funding to outfit responders with compliant personal protective equipment to enhance their safety during incident response, retrofit or modify facilities to address known health hazards, and acquire emergency response vehicles.

Issue
The Fire Department is seeking authorization to apply to the Federal Emergency Management Agency (FEMA) for an Assistance to Firefighters Grant (AFG) to fund the replacement of Self-Contained Breathing Apparatus (SCBA) air packs used by firefighters in Immediately Dangerous to Life and Health (IDLH) environments. The total project cost is estimated at $1,094,500. Under the AFG program, the City would be required to provide a 10% local match of approximately $109,450.

The City has already appropriated $1,096,949 in the Capital Budget for the purchase of replacement SCBA air packs, consisting of $85,000 in General Fund cash, $287,294 in Fair Share Mitigation funds, and $724,655 in Bond Anticipation Note (BAN) proceeds.

If the grant application is successful, the grant funds would offset the majority of the planned capital expenditure, allowing the City to reallocate most of the currently budgeted funds to other eligible capital projects or equipment purchases. Any such reallocation would be subject to City Council approval through a future Capital Budget amendment.

Recommendation
Staff recommends that City Council adopt a resolution authorizing the:

1. Submission of a grant application to the FEMA's Assistance to Firefighters Grant program for the purchase of Self-Contained Breathing Apparatus (SCBA) air packs for use by Firefighters while working in smoke-filled areas Immediately Dangerous to Life and Health (IDLH); and,
2. Authorize the City Manager to execute all documentation necessary to complete and submit the application.

Attachments:
1. Parts of a Self-Contained Breathing Apparatus System (For Info Only)

RESOLUTION NUMBER: 2026-78 **Item # 10.**
MEETING DATE: June 16, 2026

LEGISLATION

RESOLUTION AUTHORIZING SUBMISSION OF A GRANT APPLICATION TO REGION 2 OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FOR THE ASSISTANCE TO FIREFIGHTERS GRANT (AFG) PROGRAM.

WHEREAS, the Federal Emergency Management Agency's (FEMA) Assistance to Firefighters Grant (AFG) Program aims to deliver essential resources to equip and train emergency personnel to meet recognized standards and it provides funding to outfit responders with compliant personal protective equipment (PPE) to enhance their safety during incident response, retrofit or modify facilities to address known health hazards, and acquire emergency response vehicles; and

WHEREAS, the Fire Department is seeking authorization to apply to the FEMA for an AFG to fund the replacement of Self- Contained Breathing Apparatus (SCBA) air packs used by firefighters in Immediately Dangerous to Life and Health (IDLH) environments and the total project cost is estimated at $1,094,500; and

WHEREAS, under the AFG program, the City would be required to provide a 10% local match of approximately $109,450; and

WHEREAS, the City has already appropriated $1,096,949 in the Capital Budget for the purchase of replacement SCBA air packs, consisting of $85,000 in General Fund cash, $287,294 in Fair Share Mitigation funds, and $724,655 in Bond Anticipation Note (BAN) proceeds; and

WHEREAS, if the grant application is successful, the grant funds would offset the majority of the planned capital expenditure, allowing the City to reallocate most of the currently budgeted funds to other eligible capital projects or equipment purchases and any such reallocation would be subject to City Council approval through a future Capital Budget amendment.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of New Rochelle, that the City Manager is hereby authorized and directed to submit a grant application, seeking an amount up to $1,094,500, to the FEMA’s Assistance to Firefighters Grant program for the purchase of Self-Contained Breathing Apparatus (SCBA) air packs for use by Firefighters while working in smoke-filled areas Immediately Dangerous to Life and Health (IDLH); and

BE IT FURTHER RESOLVED, that the City Council hereby affirms its commitment to provide the required 10% local matching funds, to be funded from the City's Capital Budget, and to cover any cost overruns; and

BE IT FURTHER RESOLVED, that the City Manager is hereby authorized and directed to prepare, execute, and submit all necessary documentation in connection with the grant application and to take any and all actions necessary to effectuate the intent of this resolution.

PARTS OF
SELF-CONTAINED BREATHING APPARATUS
GAS CYLINDER
SHOULDER STRAP
FULL FACE MASK
GAS BOTTLE FIXING STRAP
AIR SUPPLY VALVE
REFLECTIVE STRIPS
AIR SOURCE PRESSURE
QUICK CONNECTOR
BACKPLANE
GAS BOTTLE SWITCH

INFO ONLY

City of New Rochelle
Fire

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	June 16, 2026
From:	Andrew Sandor, Fire Commissioner
Subject:	PROPOSED RESOLUTION RE: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE (SAFER) GRANT PROGRAM – Resolution authorizing submission of a grant application to the Federal Emergency Management Agency (FEMA) for the Staffing for Adequate Fire and Emergency Response (SAFER) Grant Program.

Background:
The SAFER Program provides funding directly to fire departments and volunteer firefighter organizations to increase the number of firefighters. This funding supports communities in meeting industry standards, achieving 24-hour staffing, and ensuring adequate protection from fire hazards while supporting the traditional missions of fire departments. The SAFER Grant currently funds the salary and benefits for new firefighters for a 36-month period. Under the traditional SAFER cost-share structure, the grant would fund 75% of salary and benefits for years 1 and 2, and 35% in year 3.

Issue
The Fire Department is seeking authorization to apply to the Federal Emergency Management Agency (FEMA) for the Staffing for Adequate Fire and Emergency Response (SAFER) Grant Program in the amount of approximately $4,000,000 (FEMA share) to fund the hiring of new firefighters to:

- Reduce reliance on overtime;
- Reduce firefighter fatigue;
- Improve response capabilities and firefighter safety; and,
- Address population growth, increased call volume, or expanded service demands.

Award announcements are expected to be made no later than September 30, 2026.

Recommendation
Staff recommends that City Council adopt a resolution authorizing the:

1. Submission of a grant application to the FEMA Staffing for Adequate Fire and Emergency Response (SAFER) Grant Program and committing to the required match in future City budgets; and,
2. The City Manager to execute all documentation necessary to complete and submit the application.

Attachments:
None

RESOLUTION NUMBER: 2026-79 **Item # 11.**
MEETING DATE: June 16, 2026

LEGISLATION

RESOLUTION AUTHORIZING SUBMISSION OF A GRANT APPLICATION TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FOR THE STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE (SAFER) GRANT PROGRAM.

WHEREAS, the Federal Emergency Management Agency (FEMA) for the Staffing for Adequate Fire and Emergency Response (SAFER) Grant Program provides funding directly to fire departments and volunteer firefighter organizations to increase the number of firefighters and this funding supports communities in meeting industry standards, achieving 24-hour staffing, and ensuring adequate protection from fire hazards while supporting the traditional missions of fire departments; and

WHEREAS, the SAFER Grant currently funds the salary and benefits for new firefighters for a 36-month period and under the traditional SAFER cost-share structure, the grant would fund 75% of salary and benefits for years one (1) and two (2) and 35% in year three (3); and

WHEREAS, the Fire Department is seeking authorization to apply to the FEMA for the SAFER Grant in the amount of approximately $4,000,000 (FEMA share) to fund the hiring of new firefighters to: reduce reliance on overtime, reduce firefighter fatigue, improve response capabilities and firefighter safety and address population growth, increased call volume, or expanded service demands; and

WHEREAS, if the grant application is successful, award announcements are expected to be made no later than September 30, 2026.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of New Rochelle, that the City Manager is hereby authorized and directed to submit a grant application, seeking an amount up to $4,000,000, to the FEMA's Staffing for Adequate Fire and Emergency Response (SAFER) Grant Program to increase the number of firefighters in the City of New Rochelle; and

BE IT FURTHER RESOLVED, that the City Council hereby affirms its commitment to provide the required local matching funds, to be funded from future City Budgets; and

BE IT FURTHER RESOLVED, that the City Manager is hereby authorized and

directed to prepare, execute, and submit all necessary documentation in connection with the grant application and to take any and all actions necessary to effectuate the intent of this resolution.

City of New Rochelle
Fire

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	June 16, 2026
From:	Andrew Sandor, Fire Commissioner
Subject:	PROPOSED RESOLUTION RE: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FIRE PREVENTION AND SAFETY (FP&S) GRANT PROGRAM – Resolution authorizing submission of a grant application to the Federal Emergency Management Agency (FEMA) for the Fire Prevention and Safety (FP&S) Grant Program.

Background:
The Fire Prevention and Safety (FP&S) Grant Program is designed to help protect the public and firefighters from fire and fire-related hazards. The program provides grants directly to eligible entities to support fire prevention initiatives, as well as firefighter safety, health, and well-being research and development projects.

As a condition of receiving an FP&S grant award, eligible applicants are generally required to provide a non-federal cost share equal to at least five percent (5%) of the total grant award. This cost share may be satisfied through either a cash contribution or an approved in-kind match.

Issue
The Fire Department is seeking authorization to apply to the Federal Emergency Management Agency (FEMA) for the Fire Prevention and Safety (FP&S) Grant Program in the amount of approximately $200,000 (FEMA share) to be used towards increasing code awareness, adoption, reinstatement and enforcement.

Recommendation
Staff recommends that City Council adopt a resolution authorizing the:

1. Submission of a grant application to FEMA for the Fire Prevention and Safety (FP&S) Grant Program and committing to the required match either in cash or in-kind; and,
2. The City Manager to execute all documentation necessary to complete and submit the application.

Attachments:
None

LEGISLATION

RESOLUTION AUTHORIZING SUBMISSION OF A GRANT APPLICATION TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FOR THE FIRE PREVENTION AND SAFETY (FP&S) GRANT PROGRAM.

WHEREAS, the Federal Emergency Management Agency (FEMA) for the Fire Prevention and Safety (FP&S) Grant Program is designed to help protect the public and firefighters from fire and fire-related hazards and the program provides grants directly to eligible entities to support fire prevention initiatives, as well as firefighter safety, health, and well-being research and development projects; and

WHEREAS, as a condition of receiving an FP&S grant award, eligible applicants are generally required to provide a non-federal cost share equal to at least five percent (5%) of the total grant award and this cost share may be satisfied through either a cash contribution or an approved in-kind match; and

WHEREAS, the Fire Department is seeking authorization to apply to the Federal Emergency Management Agency (FEMA) for the Fire Prevention and Safety (FP&S) Grant Program in the amount of approximately $200,000 (FEMA share) to be used towards increasing code awareness, adoption, reinstatement and enforcement.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of New Rochelle, **t**hat the City Manager is hereby authorized and directed to submit a grant application, seeking an amount up to $200,000, to the FEMA's Fire Prevention and Safety (FP&S) Grant Program to support fire prevention initiatives, as well as firefighter safety, health, and well-being research and development projects for firefighters in the City of New Rochelle; and

BE IT FURTHER RESOLVED, that the City Council hereby affirms its commitment to provide the required local matching, through either a cash contribution or an approved in-kind match; and

BE IT FURTHER RESOLVED, that the City Manager is hereby authorized and directed to prepare, execute, and submit all necessary documentation in connection with the grant application and to take any and all actions necessary to effectuate the intent of this resolution.

City of New Rochelle
City Manager

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: June 16, 2026

From: Wilfredo Melendez, City Manager

Subject: PROPOSED AMENDMENT TO THE 2026 BUDGET RE: SUMMER OF SOCCER/NR BID — Ordinance accepting the amount of $17,284.00 from the New Rochelle Downtown Business Improvement District (NRBID) relative to the Summer of Soccer Finale, and amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026.

Background:

Summer of Soccer is the City's official celebration of the FIFA World Cup and related soccer-themed community programming and events. The initiative is intended to foster community engagement, cultural celebration, economic activity, and activation of public spaces throughout the City during the World Cup period.

The Summer of Soccer Finale event is being planned in conjunction with the FIFA World Cup Championship Game and will serve as the culminating celebration of the City's World Cup programming initiative. The final event will be held on July 19th at Ruby Dee Park. The event will feature live entertainment prior to the game starting. Once the game begins, the game will be simulcast on the Summer Sizzle screen and an additional screen on Lawton Street.

Issue
The New Rochelle Downtown Business Improvement District has offered to contribute $17,284.00 toward the costs associated with the event. Acceptance of this contribution requires City Council authorization and an amendment to the 2026 Budget.

Recommendation
Staff recommends that the City Council:

1. Accept the $17,284.00 contribution from the New Rochelle Downtown Business Improvement District to be used towards the Summer of Soccer Finale;
2. Authorize the City Manager to execute all necessary documents related to the

contribution; and

3. Authorize the following Budget Amendment to Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026 as follows:

Increase Revenue
1230.2705 $17,284.00

Increase Appropriation
1230.41700 $17,284.00

Attachments:
None

RESOLUTION NUMBER: 2026-81 **Item # 13.**
MEETING DATE: June 16, 2026

LEGISLATION

ORDINANCE ACCEPTING THE AMOUNT OF $17,284.00 FROM THE NEW ROCHELLE DOWNTOWN BUSINESS IMPROVEMENT DISTRICT (NRBID) RELATIVE TO THE SUMMER OF SOCCER FINALE, AND AMENDING ORDINANCE NO. 198 OF 2025, THE BUDGET OF THE CITY OF NEW ROCHELLE FOR 2026.

WHEREAS, the Summer of Soccer is the City of New Rochelle's official celebration of the FIFA World Cup and related soccer-themed community programming and events and the initiative is intended to foster community engagement, cultural celebration, economic activity, and activation of public spaces throughout the City during the World Cup period; and

WHEREAS, the Summer of Soccer Finale event is being planned in conjunction with the FIFA World Cup Championship Game and will be held on July 19th at Ruby Dee Park and the event will feature live entertainment prior to the game starting and once the game begins, the game will be simulcast on the Summer Sizzle screen and an additional screen on Lawton Street; and

WHEREAS, the New Rochelle Downtown Business Improvement District has offered to contribute $17,284.00 toward the costs associated with the event.

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

Section 1. The City Council hereby accepts the contribution from the New Rochelle Downtown Business Improvement District in the amount of $17,284.00.

Section 2. The City Manager is hereby authorized and directed to execute any related contracts, amendments, certifications, or documents necessary to accept the contribution, 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 appropriate the grant funds as follows:

Increase Revenue
1230.2705 $17,284.00

Increase Appropriations
1230.41700 $17,284.00

Section 4. This Ordinance shall take effect immediately upon adoption.

City of New Rochelle
City Manager

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: June 16, 2026

From: Wilfredo Melendez, City Manager

Subject: PROPOSED AMENDMENT TO CHAPTER 312 OF THE CODE OF THE CITY OF NEW ROCHELLE RE: COMMERCIAL LICENSED VEHICLES, BUSES, OVERSIZE VEHICLES, AND RECREATIONAL VEHICLES AND TRAILERS - Ordinance amending Section 312-1, Definitions, Section 312-43, Commercially Licensed Vehicles, Buses and Noncommercial Trailers and Section 312-98, Schedule XXVII: Overnight Commercially Licensed Vehicle Parking, of Chapter 312, Vehicles & Traffic, of the Code of the City of New Rochelle. (Sponsored by Council Member Albert A.Tarantino, Jr.)

Background: Over the past several months, the City has received an increasing number of complaints from residents regarding the prolonged parking and storage of recreational vehicles on public streets. Complaints have included concerns related to neighborhood appearance, obstruction of sight lines, reduced parking availability, and the general long-term presence of oversized recreational vehicles in residential and commercial areas.

Currently, the City Code does not provide sufficiently specific time limitations governing the duration that recreational vehicles may remain parked on public streets in different zoning districts. As a result, enforcement has proven difficult in situations where recreational vehicles remain parked for extended periods of time but are not otherwise in violation of existing parking regulations.

The proposed amendment is intended to establish clear and enforceable standards regulating the temporary parking of recreational vehicles on public property while preventing their long-term storage on public streets.

Issue
The extended parking and storage of recreational vehicles on public streets has increasingly become a quality-of-life concern in certain sections of the City. Recreational vehicles are typically larger than standard passenger vehicles and can negatively impact neighborhood

aesthetics, limit visibility for motorists and pedestrians, reduce the availability of on-street parking, and create concerns regarding public safety and street maintenance.

In residential areas, prolonged parking of recreational vehicles can interfere with neighborhood character and create ongoing concerns for nearby residents. In non-residential areas, the long-term presence of such vehicles can impede parking turnover and affect adjacent businesses and public access.

The City has determined that additional regulations are necessary to ensure that public streets and municipal parking facilities are used for their intended purpose and are not utilized for the long-term storage of recreational vehicles.

Recommendation
Staff recommends that City Council adopt the changes identified in the attached legislation to the Code of the City of New Rochelle.

Attachments:
None

LEGISLATION

ORDINANCE AMENDING SECTION 312-1, DEFINITIONS, SECTION 312-43, COMMERCIALLY LICENSED VEHICLES, BUSES AND NONCOMMERCIAL TRAILERS AND SECTION 312-98, SCHEDULE XXVII: OVERNIGHT COMMERCIALLY LICENSED VEHICLE PARKING, OF CHAPTER 312, VEHICLES & TRAFFIC, OF THE CODE OF THE CITY OF NEW ROCHELLE.

WHEREAS, over the past several months, the City has received an increasing number of complaints from residents regarding the prolonged parking and storage of recreational vehicles on public streets, including concerns related to neighborhood appearance, obstruction of sight lines, reduced parking availability, and the general long-term presence of oversized recreational vehicles in residential and commercial areas; and

WHEREAS, currently the City Code does not provide sufficiently specific time limitations governing the duration that recreational vehicles may remain parked on public streets in different zoning districts and, as a result, enforcement has proven difficult in situations where recreational vehicles remain parked for extended periods of time; and

WHEREAS, the City Council has determined that additional regulations are necessary to establish clear and enforceable standards regulating the temporary parking of recreational vehicles on public property while preventing their long-term storage on public streets.

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

Section 1. The Code of the City of New Rochelle, Section 312-1, Definitions, of Chapter 312, Vehicles and Traffic, is hereby amended as follows:

§ 312-1. Definitions.

A. The words and phrases used in this chapter shall, for the purposes of this chapter, have the meanings respectively ascribed to them by Article 1 of the Vehicle and Traffic Law of the State of New York.

B. The following words and phrases, which are not defined by Article 1 of the Vehicle and Traffic Law of the State of New York, shall have the meanings respectively ascribed to them in this section for the purposes of this chapter:

Oversized Vehicle

Any vehicle exceeding twenty-two (22) feet in length; or eight (8) feet in height; or ten thousand (10,000) pounds gross vehicle weight rating (GVWR).

Recreational Vehicle

Any vehicle designed or used for recreational, camping, travel, or temporary living purposes, including but not limited to motorhomes, camper vans, camper trailer vehicles, travel trailers, fifth-wheel trailers, pop-up campers, truck campers, converted buses, house trailers, mobile homes, boat trailers, jet-ski and personal watercraft trailers, utility trailers, all-terrain vehicle trailers, and similar vehicles

Section 2. The Code of the City of New Rochelle, Section 312-43, Commercially licensed vehicles, buses and noncommercial trailers, of Chapter 312, Vehicles and Traffic, is hereby amended as follows:

A. It shall be unlawful to park a commercially licensed vehicle, recreational vehicle, or oversized vehicle [a noncommercial trailer or tractor-trailer/semitrailer in a street or public property] upon any public street, highway, roadway, or other public property within the City in excess of three (3) hours between the hours of 6:00 p.m. and 8:00 a.m. Monday through Saturday or at any time on Sunday, unless said vehicle is engaged in the process of delivery to a premises. Notwithstanding the foregoing, commercially licensed vehicles, recreational vehicles, or oversized vehicles may be parked between the hours of 6:00 p.m. and 8:00 a.m. Monday through Saturday and all-day Sunday in those City parking lots designated in Schedule XXVII herein, on the following terms and conditions:

1. A valid City-issued parking permit shall be purchased and displayed for the particular vehicle in the particular lot.
2. The annual rate per space for this permit shall be as set forth in Chapter 133, Fees.
3. Only those vehicles which can fit into a standard passenger vehicle parking space shall be eligible for such permit.
4. All vehicles must be enclosed vehicles such as vans or capped pickup trucks.
5. Issuance of such permit shall be conditioned upon execution of a general release covering the vehicle and its contents.

B. A residential area includes any district designated by the Zoning Ordinance of the City of New Rochelle as R-1AA, R-1A, R-1B, R-2, R-3A, R-3B, R-4, R-5, or any other district designated as a residential district. Any such district shall be deemed to extend to the center line of the abutting street.

C. It shall be unlawful to park a bus having a capacity of more than eight (8) passengers in residential areas of the City for a period exceeding one (1) hour.

D. It shall be unlawful to park, store, or leave standing any [a] commercially licensed vehicle [in a street] upon any public street, highway, roadway, or other public property located in a residential area in excess of one hour unless said vehicle is engaged in the process of delivery or the rendition of a service to a premises in said residential area.

It shall be unlawful to park, store, or leave standing any oversized vehicle upon any public street, highway, roadway, or other public property located in a residential area in excess of one (1) hour unless said vehicle is engaged in delivery or the rendition of a service to a premises in said residential area.

It shall be unlawful to park, store, or leave standing any recreational vehicle upon any public street, highway, roadway, or other public property located in a residential area in excess of one (1) hour.

E. This **§ 312-43** shall not apply to motor vehicles defined as "livery vehicles" exceeding 220 inches in length or "taxicabs" under the New York State Vehicle and Traffic Law.

Section 3. The Code of the City of New Rochelle, Section 312-98, Schedule XXVII: Overnight Commercially Licensed Vehicle Parking, of Chapter 312, Vehicles and Traffic, is hereby amended as follows:

In accordance with the terms and conditions of § 312-43A, commercially licensed vehicles may be parked between the hours of 6:00 p.m. and 8:00 a.m. Monday through Saturday and all day Sunday in the following off-street parking lots:

Name of Lot
[Garden Street South] Lawn Avenue Lot

Matter [bracketed] deleted.
Matter underlined added.

RESOLUTION NUMBER: **Item # 15.**

City of New Rochelle

Development

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: June 16, 2026

From: Adam Salgado, Development Commissioner

Subject: PROPOSED AMENDMENT TO CHAPTERS 133 AND 312 OF THE CODE OF THE CITY OF NEW ROCHELLE RE: PARKING FEES AND TIME LIMITS Ordinance amending Section 133-1, Enumeration of Fees, of Chapter 133, Fees; 312-64, New Roc Garage; 312-64.1, Penalties for offenses; 312-68, Penalties for offenses; 312-68.1, Surcharge on convictions; and 312-94, Schedule XXIII: Parking-Meter Zones; and adding Section 312-101, Schedule XXX: Penalties for Parking, Standing, and Compliance Violations, of Chapter 312, Vehicles and Traffic, to the Code of the City of New Rochelle.
The proposed ordinance was ordered held pending further review.

Background:

In recent years, our revitalization efforts have attracted new businesses, residents, and visitors to downtown, significantly enhancing the vibrancy and appeal of our city. This growth, however, has created a pressing need to modernize our parking regulations to better meet increasing demand.

As downtown activity continues to expand, it is critical that we find the right balance between parking availability and the economic vitality we have worked hard to achieve. While providing accessible parking remains essential, we must also ensure the long-term sustainability of the parking enterprise fund amid rising maintenance costs.

To address the needs, the city engaged a parking consultant to prepare a Parking Management Strategic Plan. Regarding pricing, they recommend a three-zone metered pricing model aligned with peer cities.

The parking consultant further recommends adjusting enforcement fines to ensure consistency with those of neighboring municipalities and dissuade parkers from violating parking regulations.

Issue:

On & Off-Street Parking (City-wide)

The City of New Rochelle, specifically downtown, continues to experience high parking demand. Relatively low rates compared to nearby urban centers, along with reduced availability due to ongoing construction, have placed additional pressure on on-street parking. Adjusting these rates will help improve turnover, encourage more efficient use of spaces, and generate needed revenue.

In addition to on-street adjustments, the Department of Development is proposing rate increases to municipal parking lots and garages citywide. These changes will support system-wide improvements and help ensure the financial sustainability of the city's parking operations.

Enforcement (City-wide)

To strengthen compliance, a recommendation to increase citation rates will help improve adherence to parking regulations, and support additional revenue for the city.

Permit Parking Facilities (City-wide)

Permit fees have remained lower than those in comparable urban municipalities. A 20% increase is proposed for all permit facilities to bring New Rochelle more in line with regional rates.

Recommendation:

Staff recommends that City Council authorize the amendments to Sections 133-1, Enumeration of Fees; Section 312-64, New Roc Garage; 312-64.1, Penalties for offenses; 312-68, Penalties for offenses; 312-68.1, Surcharge on convictions; and 312-94, Schedule XXIII: Parking-Meter Zones; and adding Section 312-101, Schedule XXX: Penalties for Parking, Standing, and Compliance Violations, to the Code of the City of New Rochelle.

Attachments:
None

LEGISLATION

ORDINANCE AMENDING SECTION 133-1, ENUMERATION OF FEES, OF CHAPTER 133, FEES; 312-64, NEW ROC GARAGE; 312-64.1, PENALTIES FOR OFFENSES; 312-68, PENALTIES FOR OFFENSES; 312-68.1, SURCHARGE ON CONVICTIONS; AND 312-94, SCHEDULE XXIII: PARKING-METER ZONES; AND ADDING SECTION 312-101, SCHEDULE XXX: PENALTIES FOR PARKING, STANDING, AND COMPLIANCE VIOLATIONS, OF CHAPTER 312, VEHICLES AND TRAFFIC, TO THE CODE OF THE CITY OF NEW ROCHELLE.

BE IT ORDAINED by the City of New Rochelle:

Section 1. Section 133-1, Enumeration of fees, is hereby amended as follows:

§ 133-1 Enumeration of fees.

The following schedule of fees is hereby established with respect to licenses, permits, registrations, documents and activities required or regulated under the provisions of various chapters of the Code of the City of New Rochelle. Specific requirements and regulations for the following shall be as set forth in the chapter to which reference is made below. The following fees shall apply commencing [January] July 1, 2026, and shall renew each calendar year unless amended prior thereto in the fee and deposit schedule maintained by the City Manager.

Code Section	Type of Fee	Amount
§ 312-54A	Street parking meter	
	[12 minutes]	[$0.25]
	[Meter Reservation, per spot daily]	[$50.00]
	Zone 1	
	7.5 minutes	$0.25
	Meter Reservation, per spot daily	$80.00
	Zone 2	
	10 minutes	$0.25

	Meter Reservation, per spot daily	$60.00
	Zone 3	
	12 minutes	$0.25
	Meter Reservation, per spot daily	$50.00

§ 312-62D. Public Parking Lots

	[$380.00]	$456.00
Bayard Street Lot	[210.00]	$252.00
Overnight, Area Resident Annual		
Semiannual	[$640.00]	$768.00
	[255.00]	$306.00
24-hour, Area Resident Annual Semiannual		
City Hall		
	[$480.00]	$576.00
Area Resident Annual	[$230.00]	$276.00
Semiannual		
Davenport Avenue		
Area Resident Annual	[$705.00]	$846.00
Semiannual	[$365.00]	$438.00

Intermodal Transportation Center (ITC)		
Commuter		
Annual	[$1,335.00]	$1,602.00
Semiannual	[$730.00]	$876.00
3-Month	[$435.00]	$522.00
1-Month	[$180.00]	$216.00
Lawn Avenue		
Area Resident		
Annual	[$570.00]	$684.00
Semiannual	[$305.00]	$366.00
Business/Commuter		
Annual	[$765.00]	$918.00
Semiannual	[$405.00]	$486.00
Library Lot		
Portion per hour	[$1.25]	$1.50
Overnight, Area Resident		
Annual	[$460.00]	$552.00
Semiannual	[$255.00]	$306.00
Library, South Lot		
Portion per hour	[$1.25]	$1.50
Overnight, Area Resident		
Annual	[$460.00]	$552.00
Semiannual	[$255.00]	$306.00

Maple Avenue Garage

Portion per hour	[$1.25]	$1.50
Area Resident		
Annual	[$765.00]	$918.00
Semiannual	[$405.00]	$486.00
Business/Commuter		
Annual	[$910.00]	$1,092.00
Semiannual	[$485.00]	$582.00
Overnight, Area Resident		
Annual	[$380.00]	$456.00
Semiannual	[210.00]	$252.00

Marina Parking Deck (Upper)

Area Resident		
Annual	[$645.00]	$774.00
Semiannual	[$335.00]	$402.00
Restaurant Business		
Annual	[$765.00]	$918.00

New Roc Garage

Business/Commuter		
Annual	[$1,245.00]	$1,494.00
Semiannual	[$670.00]	$804.00
3-Month	[$405.00]	$486.00
1-Month	[$165.00]	$198.00
Area Resident		
Annual	[$765.00]	$918.00
Semiannual	[$405.00]	$486.00
Intergovernmental		
Annual	[$765.00]	$918.00
Semiannual	[$405.00]	$485.00
Business Extended		
Annual	[$1,530.00]	$1,836.00
Semiannual	[$825.00]	$990.00
3-Month	[$495.00]	$594.00

1-Month North Ave Thruway Lot	[$205.00]	$246.00
Portion per hour	[$1.25]	$1.50
Prospect St		
Portion per hour	[$1.25]	$1.50
Area Resident		
Annual	[$765.00]	$918.00
Semiannual	[$405.00]	$485.00
Business/Commuter		
Annual	[$950.00]	$1,140.(
Semiannual Overnight,	[$505.00]	$606.00
Area Resident		
Annual	[$380.00]	$456.00
Semiannual	[$210.00]	$252.00
Sickles Avenue Area Resident		
Annual	[$640.00]	$768.00
Semiannual	[$335.00]	$402.00
Business/Commuter		
Annual	[$765.00]	$918.00
Semiannual	[$405.00]	$486.00
The Skyline Garage		
Parking Garage, Portion per hour	[$1.25]	$1.50
Union Avenue (1st and 2nd Streets)		
Area Resident		
Annual	[$640.00]	$768.00
Semiannual	[$335.00]	$402.00
Business/Weekend		
Annual	[$380.00]	$456.00
Semiannual	[$210.00]	$252.00
The Encore Garage		
Area Resident		

Annual	[$765.00]	$918.00
Semiannual	[$405.00]	$486.00
Two Clinton Park Garage		
Area Resident		
Annual	[$765.00]	$918.00
Semiannual	[$405.00]	$486.00

§ 312-62E(5)(n).

Motorcycle and motor scooter parking fee for Intermodal Transportation Center, New Roc Parking Garage, Prospect Street Parking Lot	[$240.00 annual fee]	$288.00 annual fee

§ 312-64	New Roc Garage						
	Permits						
		Weekday					
			Annual			[$1,245]	$1,494.00
			Semiannual			[$670]	$804
			3-Month			[$405]	$486
			1-Month			[$165]	$198
		Weekday Intergovernmental					
			Annual			[$765]	$918
			Semiannual			[$405]	$486
		Resident (residing within ¼ mile of the New Roc Garage)					
			Annual			[$765]	$918
			Semiannual			[$405]	$486
		Monthly (New Roc City employees only – 5th floor of garage)				[$48]	$58
		Daily extended hour					
			Annual			[$1,530]	$1,836
			Semiannual			[$825]	$990
		Hourly, metered, per hour				[$1.25]	$1.50

			[Parking summons]			
				[Notwithstanding any other provisions in this chapter, where tickets are issued for violation of this chapter under the charges of meter parking or overtime parking for a public parking lot and/or garage listed in § **312-62**, § **312-63** or § **312-64** of Chapter **312**, Article **VII**, the fine indicated on the ticket shall be $15 instead of the full fine if paid at a municipal pay station on the same day or $20 if paid in person at the courthouse by 4:30 p.m. of the next business day.]		

Section 2. Section 312-64, New Roc Garage, is hereby amended as follows:

§ 312-64 Enumeration of fees.

B. Parking is hereby permitted in the New Roc Garage at the times and rates as follows:

(2) Notwithstanding any other provisions in this chapter, where tickets are issued for violation of this chapter under the charges of meter parking or overtime parking for a public parking lot and/or garage listed in § 312-62, § 312-63 or § 312-64 of Chapter 312, Article VII, the fine indicated on the ticket shall be as specified in Section 312-101, Schedule XXX: Penalties for Parking, Standing, and Compliance Violations. [$15 instead of the full fine if paid at a municipal pay station on the same day or $20 if paid in person at the courthouse by 4:30 p.m. of the next business day.]

Section 3. Section 312-64.1, Penalties for offenses, is hereby amended as follows:

§ 312-64.1 Penalties for offenses.

Notwithstanding any other provisions in this chapter, where tickets are issued for violation of this chapter under the charges of meter parking or overtime parking for a public parking lot and/or garage listed in § 312-62 or § 312-63 of this article, the fine indicated on the ticket shall be as specified in Section 312-101, Schedule XXX: Penalties for Parking, Standing, and Compliance Violations. [$25 instead of the full fine if paid in person at the courthouse by 4:30 p.m. of the next business day or $15 if paid at a municipal pay station on the same day.]

Section 4. Section 312-68, Penalties for offenses, is hereby amended as follows:

§ 312-68 Penalties for offenses.

Every person convicted of a traffic infraction for a violation of any provision of this chapter for which another penalty is not provided by state statute or §312-101, Schedule XXX, Penalties for Parking, Standing, and Compliance Violations, shall, for a first conviction thereof, be punished by a fine of not more than $50 or by imprisonment for not more than 15 days, or by both such fine and imprisonment. [; for a second such conviction within 18 months thereafter, such person shall be punished by a fine of not more than $100 or by imprisonment for not more than 45 days, or by both such fine and imprisonment; upon a third or subsequent conviction within 18 months after the first conviction, such person shall be punished by a fine of not more than $250 or by imprisonment for not more than 90 days, or by both such fine and imprisonment.]

Section 5. Section 312-68.1, Surcharge on conviction, is hereby amended as follows:

§ 312-68.1 Surcharge on conviction.

A.
The City of New Rochelle hereby imposes a local surcharge of $10 on each and every conviction entered in the New Rochelle City Court after the return date of the ticket. [rendered in the New Rochelle City Court, for violations committed between September 1, 2004, and September 1, 2005, which convictions are subject to the mandatory surcharge imposed pursuant to § 1809 of the Vehicle and Traffic Law, such surcharge to be in addition to any sentence required or permitted by law, all pursuant to the enabling authority set forth in § 1809-d of the Vehicle and Traffic Law.**]**

B.
This section shall take effect for all convictions subject to its provisions rendered in the New Rochelle City Court on and after [January 1, 2005] July 1, 2026.

Section 6. Section 312-94, Schedule XXIII: Parking-Meter Zones, is hereby amended as follows:

§ 312-94 Schedule XXIII: Parking-Meter Zones.

In accordance with provisions of § 312-60, the following described streets or parts thereof are hereby designated as parking-meter zones:

Name of Street	Side	Location	**Zone**

Anderson Street	Both	From North Avenue to LeCount Place	**Zone 1**
Centre Avenue	East	From Huguenot Street to Westchester Place	**Zone 1**
Centre Avenue	East	From 70 feet south of Main Street for 135 feet	**Zone 2**
Centre Avenue	West	From Westchester Place south for 150 feet	**Zone 1**
Church Street	West	From Clinton Place to **70 feet south of** Main Street	**Zone 2**
Division Street	East	From Prospect Street to Clinton Place	**Zone 2**
Division Street	**West**	**From 70 feet south of Main Street to Westchester Place**	**Zone 1**
Division Street	West	From Prospect Street to [Westchester Place] **70 feet south of Main Street**	**Zone 2**
Drake Avenue	East	From Elm Street north for 140 feet	**Zone 3**
Eastchester Road	South	From White Oak Street to North Avenue	**Zone 3**
Hamilton Avenue	North	From North Avenue to 80 feet east of Beaufort Place	**Zone 3**
Hamilton Avenue	North (parking island)	From North Avenue to 45 feet east of Beaufort Place	**Zone 3**
Hamilton Avenue	South	From North Avenue to 80 feet east of Beaufort Place	**Zone 3**
Hamilton Avenue	South (parking island)	From North Avenue to 85 feet east of Beaufort Place	**Zone 1**

Harrison Street	East	From Cedar Street to Huguenot Street	**Zone 1**
Harrison Street	Both	From Fountain Place to Main Street	**Zone 1**
Huguenot Street	North	From Bridge Street west to [the west junction] **Centre Avenue**	**Zone 1**
Huguenot Street	**North**	**From Centre Avenue to the west junction**	**Zone 2**
Huguenot Street	North	From Pratt Street to Jackson Street	**Zone 2**
Huguenot Street	South	East junction to Jackson Street	**Zone 2**
Huguenot Street	South	From Lawton Street west to [west junction] **Centre Avenue.**	**Zone 1**
Huguenot Street	**South**	**From Centre Avenue west to west junction.**	**Zone 2**
Huguenot Street	South	From LeCount Place to North Avenue	**Zone 1**

Lawton Street	Both	From Huguenot Street to Main Street	**Zone 1**
LeCount Place	East	From Huguenot Street to Main Street	**Zone 1**
LeCount Place	West	From Anderson Street north for 150 feet	**Zone 1**
LeCount Place	West	From Main Street north for 150 feet	**Zone 1**
Main Street	North	From Echo Avenue to east junction	**Zone 2**
Main Street	North	From Harrison Street to 361 Main Street	**Zone 2**
Main Street	North	From Le Count Place to Franklin Avenue	**Zone 1**

Main Street	North	From opposite 624 Main Street to opposite 616 Main Street	**Zone 2**
Main Street	North	From Memorial Highway to LeCount Place	**Zone 1**
Main Street	North	From Stephenson Boulevard to Pratt Street	**Zone 2**
Main Street	South	From Evans [Street] **Place** east to the bus stop prior to entrance to City Yard	**Zone 2**

Main Street	South	In front of 310 Main Street (110 feet)	**Zone 2**
Main Street	South	From Pintard Avenue to [Franklin Avenue] **70 feet west of Centre Avenue**	**Zone 2**
Main Street	**South**	**From 70 feet west of Centre Avenue to Franklin Avenue**	**Zone 1**
Maple Avenue	Both	From Main Street to Shea Place	**Zone 2**
Maple Avenue	East	From Main Street to Shea Place	**Zone 2**
Memorial Highway	East	From Huguenot Street north for 100 feet	**Zone 1**
Memorial Highway	East	From Huguenot Street to Main Street	**Zone 1**
Memorial Highway	East	From Main Street north for 200 feet	**Zone 1**
Memorial Highway	West	From Huguenot Street to Main Street	**Zone 1**
North Avenue	East	From Bonnefoy Place to [Huguenot Street] **70 feet south of Main Street**	**Zone 2**
North Avenue	**East**	**70 feet south of Main Street to Huguenot Street**	**Zone 1**

North Avenue	East	From The Boulevard to Beechmont Drive	**Zone 3**
North Avenue	East	From 1279 North Avenue to 1329 North Avenue	**Zone 3**
North Avenue	West	From Burling Lane to Eastchester Road	**Zone 3**
North Avenue	West	From Union Street to [Huguenot Street] **70 feet south of Main Street**	**Zone 2**
North Avenue	**West**	**70 feet south of Main Street to Huguenot Street**	**Zone 1**
Prospect Street	North	From South Division Street to Centre Avenue	**Zone 2**
The Boulevard	South	From North Avenue to 1 The Boulevard	**Zone 3**
Westchester Place	South	From Centre Avenue east for 150 feet	**Zone 1**

Section 7. Section 312-101, Schedule XXX: Penalties for Parking, Standing and Compliance Violations, is hereby added as follows:

§ 312-101 Schedule XXX: Penalties for Parking, Standing and Compliance Violations.

In accordance with provisions of § 312-68, the following penalties for the enumerated code violations:

Code	Description	Fee	Late Fee
312-6	ALL OTHER/Traffic Control Device	$50.00	$100.00
312-7 B	NO PARKING - TEMP RESTRICTION	$50.00	$100.00
312-19 A	NO PARKING ON SIDEWALK	$50.00	$100.00
312-21	NO PARKING W/IN 25 FT OF STOP SIGN	$50.00	$100.00
312-22	NO PARKING LEFT WHEEL TO CURB	$50.00	$100.00
312-22	NO PARKING 12 INCHES FROM CURB	$50.00	$100.00
312-23	NO PARKING HERE TO CORNER	$50.00	$100.00
312-23	NO STANDING HERE TO CORNER	$50.00	$100.00

312-23 A	NO PARKING - INTERSECTION	$50.00	$100.00
312-23 B	NO PARKING SAFETY ZONE	$50.00	$100.00
312-23 C	FIRE HYDRANT W/I 15 FT	$200.00	$400.00
312-23 E	NO PARKING W/IN 25FT OF CROSSING	$50.00	$100.00
312-23 F	NO PARKING - 30 FT CURB/ SAFETY ZONE	$50.00	$100.00
312-23 G	BLOCKED DRIVEWAY	$80.00 -	$160.00
312-23 H	NO PARKING CROSSWALK	$50.00	$100.00
312-24	DOUBLE PARKING/STANDING	$200.00	$400.00
312-39 A	NO PARKING ANYTIME	$50.00	$100.00
312-40	NO PARKING DURING PROHIB.HRS	$50.00	$100.00
312-41	EXCEEDED TIME LIMIT NRCC	$50.00	$100.00
312-42	NO PARKING - ANGLE PARKING	$50.00	$100.00
312-43	PROHIB. COMMERCIAL VEHICLE	$175.00	$350.00
312-44	NO PARKING - EXCESS 48 HOURS	$50.00	$100.00
312-45	NO STOPPING OR STANDING	$50.00	$100.00
312-46	LOADING ZONE	$50.00	$100.00
312-47	NO STANDING/PARKING TAXI STAND	$50.00	$100.00
312-48	BUS STOP NRCC	$75.00	$150.00
312-49	HANDICAPPED ZONE	$250.00	$500.00
312-50	NO PARKING FIRE LANE	$175.00	$350.00
312-53	EXPIRED METER	$50.00	$100.00
312-56	NO PARKING - MANNER OF PARKING	$50.00	$100.00
312-61 A	NO PARKING SNOW EMERGENCY/TOW AWAY	$50.00	$100.00
312-62	NO PERMIT MUNI LOT/GARAGE	$75.00	$150.00

312-62	PROSPECT LOT PAY AND DISPLAY	$50.00	$100.00

Matter [bracketed] deleted.
Matter underlined added.

RESOLUTION NUMBER: 2026-83 **Item # 16.**

City of New Rochelle

Development

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	June 16, 2026
From:	Adam Salgado, Development Commissioner
Subject:	PROPOSED ISSUANCE OF A NOTICE OF COMPLETION UNDER SEQRA RE: UPDATES TO THE DOWNTOWN OVERLAY ZONE (DOZ) - Resolution issuing a Notice of Completion under SEQRA regarding the 2026 updates to the Downtown Overlay Zone (DOZ).

Background:

To advance updates to the City's Downtown Overlay Zone (DOZ), the Council accepted a Supplemental Draft Generic Environmental Impact Statement (SDGEIS) as complete earlier this year. A public comment period on the SDGEIS and proposed zoning amendments was held from February 17 through April 24, including a public hearing on April 14.

Under the State Environmental Quality Review Act (SEQRA), the next step in the process is preparation of a Supplemental Final Generic Environmental Impact Statement (SFGEIS), which addresses the substantive environmental comments received on the SDGEIS during the public review period and incorporates any necessary revisions to the proposed action.

Issue:

The SFGEIS and updated zoning have been prepared. The next step under SEQRA is for the City Council to issue a Notice of Completion on the FSGEIS. Issuance of the notice will allow the Council to adopt Findings and complete the SEQRA process at a future meeting, no sooner than ten days after the notice is issued.

Recommendation:

Staff recommends that the City Council adopt a resolution issuing a Notice of Completion for the SFGEIS.

Attachments:

1. SFGEIS
2. SFGEIS Appendices

RESOLUTION NUMBER: 2026-83 **Item # 16.**
MEETING DATE: June 16, 2026

LEGISLATION

RESOLUTION ISSUING A NOTICE OF COMPLETION UNDER SEQRA REGARDING THE 2026 UPDATES TO THE DOWNTOWN OVERLAY ZONE (DOZ).

WHEREAS, advance updates to the City of New Rochelle's Downtown Overlay Zone (DOZ), the Council accepted a Supplemental Draft Generic Environmental Impact Statement (SDGEIS) as complete earlier this year and a public comment period on the SDGEIS and proposed zoning amendments was held from February 17 through April 24, including a public hearing on April 14; and

WHEREAS, under the State Environmental Quality Review Act (SEQRA), the next step in the process is preparation of a Supplemental Final Generic Environmental Impact Statement (SFGEIS), which addresses the substantive environmental comments received on the SDGEIS during the public review period and incorporates any necessary revisions to the proposed action; and

WHEREAS, the SFGEIS and updated zoning have been prepared and the next step under SEQRA is for the City Council to issue a Notice of Completion on the FSGEIS; and

WHEREAS, issuance of the notice will allow the Council to adopt Findings and complete the SEQRA process at a future meeting, no sooner than ten days after the notice is issued.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of New Rochelle that the City Council hereby issues a Notice of Completion of the Supplemental Final Generic Environmental Impact Statement (SFGEIS) for the 2026 updates to the Downtown Overlay Zone.

Supplemental Final Generic Environmental Impact Statement (SFGEIS)

City of New Rochelle
Westchester County, NY

2026 Downtown Overlay Zone Amendments and Updated Theoretical Development Scenario

May 22, 2026

SUPPLEMENTAL FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT (SFGEIS)

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:

BFJ Planning
115 5th Avenue
New York, NY 10003
Contact: Sarah K. Yackel, AICP
(212) 353-7375

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

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

MPact Collective LLC
1046 New York Avenue, Suite A,
Huntington Station, NY
Contact: Sean McLean
(516)779-8291

Date the SFGEIS was accepted by the Lead Agency: _____

The SFGEIS is available for public review on the City of New Rochelle website: https://ny-newrochelle2.civicplus.com/1015/TOD-Downtown-Cluster

Written comments on the SFGEIS are to be submitted to the Lead Agency: SEQRComments@newrochelleny.gov

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Appendix B: Proposed Draft Zoning Amendments
Appendix C: Written Public Comments
Appendix D: Public Hearing Transcript

1.0 INTRODUCTION

1.1 Purpose of the Supplemental FGEIS

This Supplemental Final Generic Environmental Impact Statement ("Supplemental FGEIS") has been prepared in accordance with the New York State Environmental Quality Review Act ("SEQRA") and its implementing regulations contained in Part 617, Title 6 of the New York Code of Rules and Regulations ("6 NYCRR Part 617"). The City Council of the City of New Rochelle, as Lead Agency, will rely on this Supplemental FGEIS as the basis for its SEQRA Findings Statement.

The Supplemental FGEIS contains written responses to substantive oral and written comments received from the public and involved and interested agencies during the public and agency review period on the Supplemental Draft Generic Environmental Impact Statement ("Supplemental DGEIS" or "SDGEIS"). The SDGEIS analyzed the potential environmental impacts and other relevant considerations associated with the proposed adoption of 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"). The SDGEIS was accepted as complete for public and agency review by the City Council, as Lead Agency, on February 17, 2026 and is incorporated herein by reference.[1]

A public hearing was held on April 14, 2026 to solicit public comments on the Supplemental DGEIS, and written comments were accepted from the date of Supplemental DGEIS acceptance (February 17, 2026) through April 24, 2026 (66 day total public comment period). The Notice of Completion and public comment period for the Supplemental DGEIS were published in the February 25, 2026 and March 25, 2026 issues of the New York State Department of Environmental Conservation's ("NYSDEC's") Environmental Notices Bulletin ("ENB"). The March 25, 2026 notice updated the date of the public hearing and provided information on the extension of the public comment period.

The Supplemental FGEIS represents the next to last step in the SEQRA process, which provides public and governmental review agencies with information regarding the proposal under review, as well as analysis of its potential environmental effects. As required by SEQRA, this document includes responses to all substantive environmental comments received on the Supplemental DGEIS and identifies any revisions to the Proposed Action made as a result of the SEQRA evaluation, public comments, and staff reviews.

Pursuant to SEQRA Part 617.11(a), following acceptance of this Supplemental FGEIS by the Lead Agency, a minimum 10-day period during which the public and governmental review agencies can consider the Supplemental FGEIS before the Lead Agency issues its written Findings Statement is required.

1.2 Organization of the Supplemental FGEIS

This Supplemental FGEIS is organized into three sections. **Section 1.0** describes the purpose of the Supplemental Final Generic Environmental Impact Statement, its organizational structure, and summarizes the Proposed Action as set forth in the Supplemental DGEIS. **Section 2.0** identifies any

[1] The DGEIS can be found here: https://www.newrochelleny.gov/1015/TOD-Downtown-Cluster

revisions and clarifications to the Proposed Action, including changes to the proposed Zoning text and map amendments (See Appendix B: Proposed Zoning Amendments). **Section 3.0** contains a summary of all the substantive environmental comments heard at the public hearing and written comments received during the public review period and provides responses to each of those substantive comments. Comments have been organized by commenter and are referenced with the individual commenter's name, affiliation, and date of comment in the title, and whether the comment was provided in written form or verbally during the public hearing. See Appendix C for all written correspondence received during the designated written comment period and Appendix D for the April 14, 2026 public hearing transcript.

The responses provide the information necessary for the Lead Agency and other involved agencies to make informed decisions on the specific impacts of the project. This document fulfills the obligation of the Lead Agency in completing the Supplemental FGEIS based upon 6 NYCRR Part 617.9 (b)(8).

1.3 Proposed Action

The Proposed Action involves the following components:

- Zoning map amendments affecting portions of the DO-1, DO-2, DO-5, and DO-8 subdistricts, including a westward expansion of DO-8 (approximately 11 acres) as illustrated in the Draft Zoning Code in Appendix B;
- Zoning map amendments affecting the DOZ (except DO-7) modifying frontage requirements, involving replacement of mapped "Storefront Required" areas with "Frequent Entryways Required" in targeted locations to support a wider range of ground-floor frontages while maintaining an active pedestrian environment;
- Zoning text amendments applicable to the DOZ intended to refine development standards, frontage requirements, sustainability standards, definitions, parking regulations, and incentive mechanisms, including provisions intended to support large-format retail configurations in selected areas and to encourage "missing middle" housing forms through adjustments to Development Standards 1.
- Updates to the TDS to recalibrate development assumptions based on observed absorption patterns and current market conditions, including revisions to the distribution of residential and non-residential square footage across DOZ subdistricts. The proposed Updated TDS is included in Table 1-1.

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.

Collectively, 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.

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 Avenue to the west. No new residential units have been allocated to this area under the Amended 2026 Theoretical Development Scenario (see Figure 2-5).

2.0 CHANGES TO THE PROPOSED ACTION

This section identifies changes and refinements made to the Proposed Action by the Lead Agency, including those made in response to substantive public comments received during the public comment period. It is organized into three parts. The first addresses refinements made to the proposed zoning map amendments, the second addresses refinements made to the proposed zoning text amendments, and the third addresses minor revisions to the draft zoning code and the SDGEIS due to inconsistencies and typographical errors.

2.1 Zoning Map Changes

The City recognizes that a successful downtown depends on a strong mix of commercial offerings, vibrant streetscapes, and active ground floor uses, particularly within the core commercial area in close proximity to the train station. To ensure that retail and other commercial activities are concentrated within the core downtown along key corridors such as Main and Huguenot Streets, the City is proposing to revert back to the "Storefront Required" frontage designations in the core downtown area, to encompass the entirety of the Vanguard Overlay District and extend farther west to connect with the existing "Storefront Required" frontage along Main Street within the DO-7 District.

The City also proposes revisions to the definition of "Storefront Frontage", to strengthen this requirement. As revised, residential and accessory residential uses, except for lobby entrances, would be prohibited from occupying frontages where Storefronts area required (see more details in 2.2. "Zoning Text Changes"). These changes directly respond to public comments that expressed concerns about a perception of a shift away from promoting a store-rich mixed-use environment in the downtown to a predominantly residential focus. The revisions also seek to better advance the City's Vanguard Retail Strategy by reinforcing the downtown core as a dynamic, walkable, economically vibrant destination with active street-level uses that support residents, workers, visitors, and local businesses.

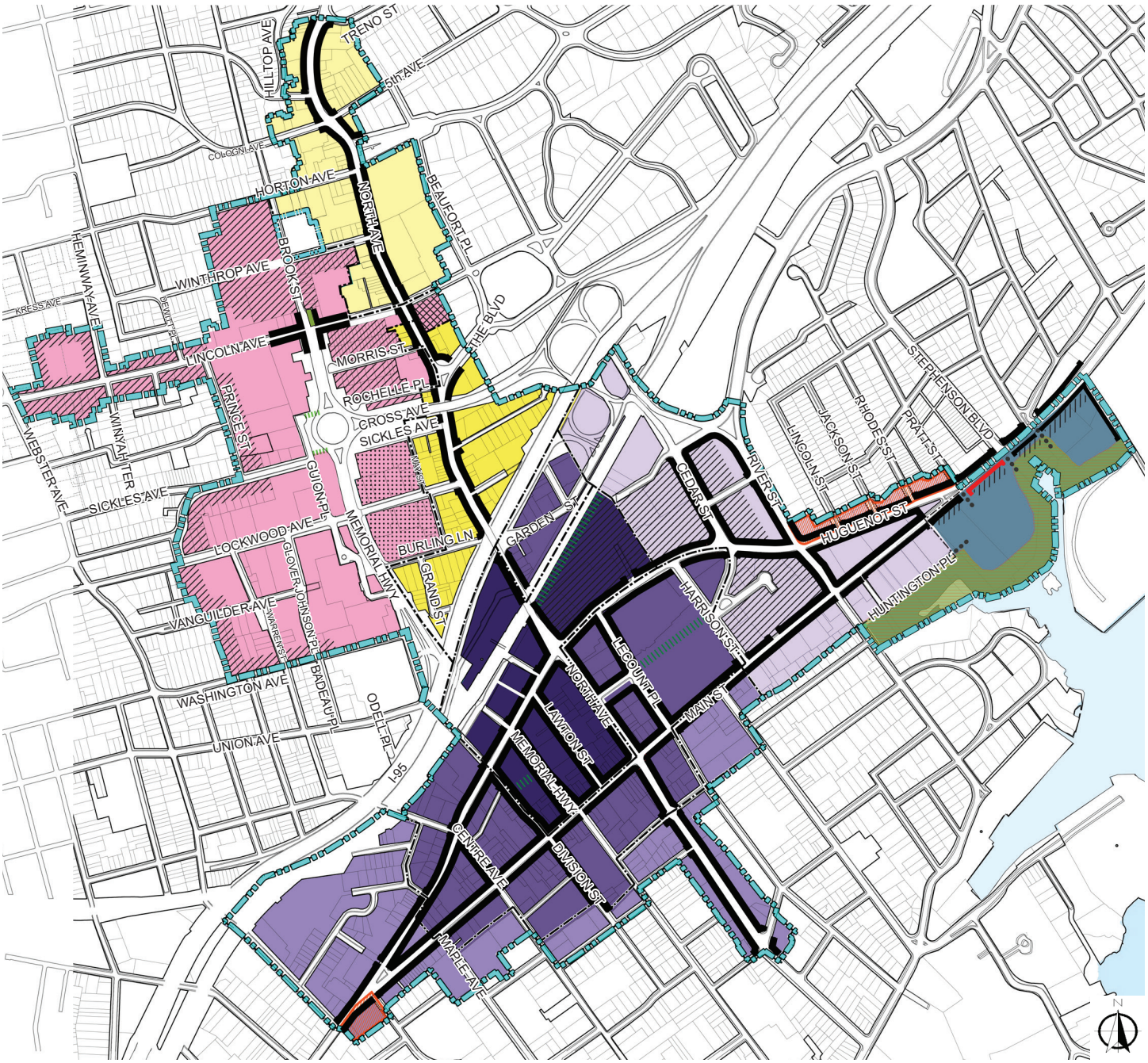
Figure 2-1 below shows the SDGEIS version of the Proposed DOZ District Map, while Figure 2-2 shows the SFGEIS version with the "Storefront Required" designation mapped on the following streets:

- Huguenot Street between Webster Avenue and River Street;
- Main Street between Webster Avenue and Pratt Street;
- North Avenue between the railroad bridge to Main Street;
- All cross streets between Huguenot Street and Main Street, except Harrison Street and River Street / Echo Avenue.

Promoting retail and other commercial activities in a compact area of the downtown is intended to support an active, pedestrian-centered shopping experience while reducing overall commercial vacancies. In fact, this strategy goes hand-in-hand with the removal of the mapped "Storefront Required" in outer DO subdistricts, ensuring storefront frontage types and commercial uses remain concentrated in the downtown and do not oversaturate other areas in which commercial uses are less critical and may lead to ground floor vacancies.

Active frontages would still be required through the "Frequent Entryways Required", which is replacing "Storefront Required" frontages along some of these corridors. Additionally, to ensure ground floor activations, the City is proposing to map the "Frequent Entryways Required" designation (shown as black lines) along Memorial Highway as shown in Figure 2-2.

Table 175.08F(2) "DOZ Street Types Table" in the Draft Zoning Code also reflects this change, reverting the above listed streets to "Storefront Required" and adding "Maximum Door Separation" values to the Memorial Highway corridor (see Appendix B).



LEGEND

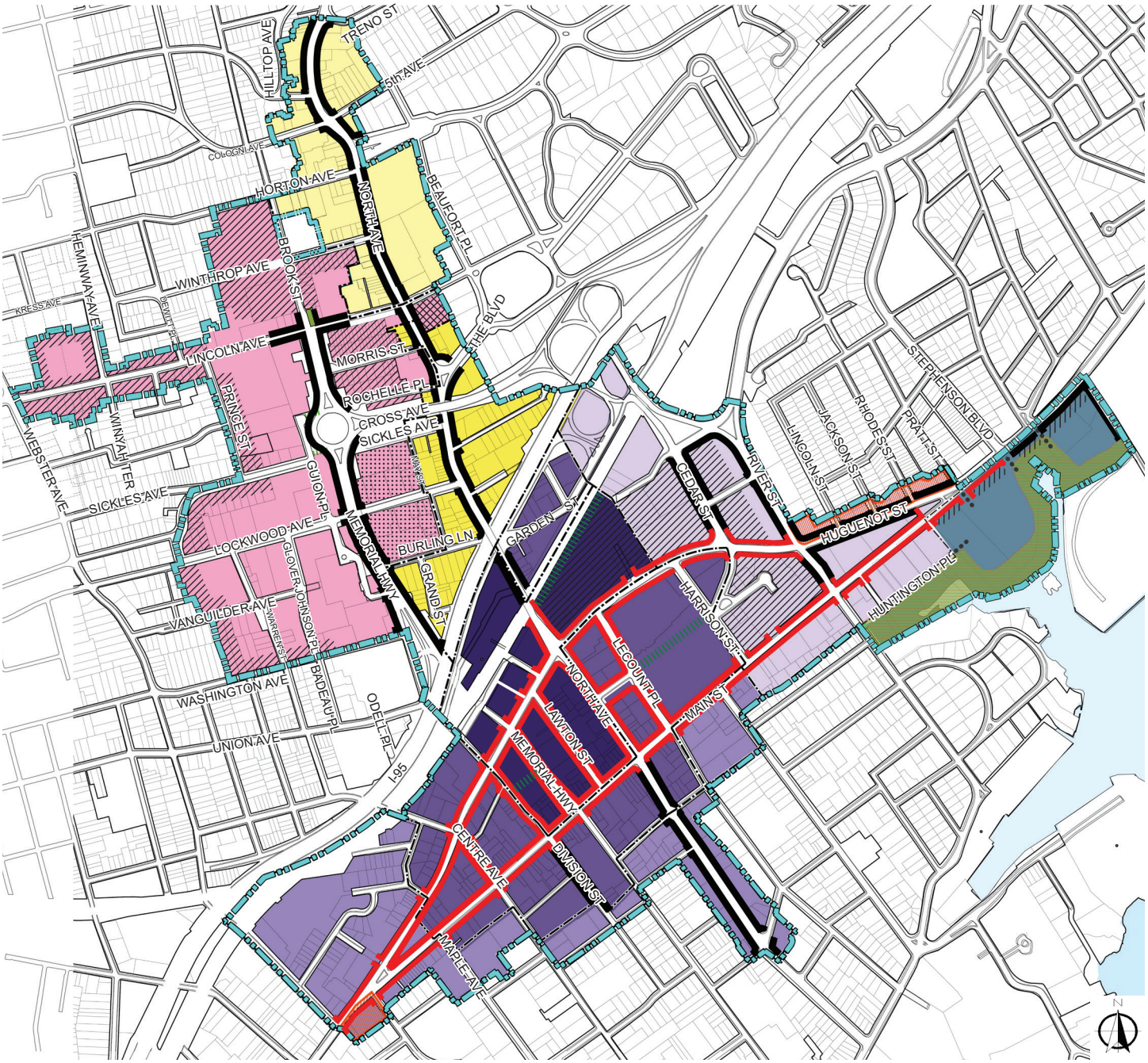
- DOWNTOWN OVERLAY DISTRICT BOUNDARY
- DO-1 DOWNTOWN CORE DISTRICT
- DO-2 DOWNTOWN DISTRICT
- DO-3 GATEWAY TRANSITION DISTRICT
- DO-4 RIVER STREET COMMERCIAL DISTRICT
- DO-5 WELLNESS DISTRICT
- DO-6 NORTH OF LINCOLN DISTRICT
- DO-7 WATERFRONT DISTRICT
- DO-8 LINCOLN NEIGHBORHOOD DISTRICT

- 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 2-1: Supplemental DGEIS 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
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- 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 2-2: Supplemental FGEIS Proposed DOZ District Map

2.2 Zoning Text Changes

Storefront Frontage

The Storefront Frontage requirement would be modified to prohibit residential and accessory residential uses on the ground floor (except for lobby entrances). The definition would be modified as follows:

"A Private Frontage ~~primarily, but not exclusively, for retail or restaurant use,~~ for commercial use, with substantial glazing and Active Edge, complying with Storefront Frontage requirements. Residential and accessory residential uses, other than lobby entrances are prohibited from occupancy where Storefronts are required."

Although the current Storefront Frontage requirement was intended to create a visually interesting and pedestrian-oriented ground floor environment without mandating a specific use, it became clear that certain ground floor uses such as residential amenities space, do not always generate the level of activity needed to support a vibrant downtown streetscape. At the same time, the City recognizes the need to concentrate retail and commercial activity within the core downtown to strengthen the overall retail environment, reduce vacancies, and avoid dispersing limited market demand across too broad an area.

To better achieve these objectives, the proposed zoning would require new development along streets with Storefront Frontage requirements to provide active commercial space on the ground floor, rather than allowing residential or accessory residential uses, except lobby entrances, to occupy those frontages. In alignment with the DOZ form-based code principles, this would not mandate a specific commercial use; the table of permitted uses (175.11A(2) Table of Uses) would still apply, with one change in footnote (1) as follows:

175.11A(2) Table of Uses

Footnote 1:
"(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."

As mentioned in Section 2.1, Table 175.08F(2) "DOZ Street Types Table" of the Zoning Code has been amended to reflect changes in the streets that are now required to comply with Storefront or Frequent Entryways requirements (see Appendix B).

Lastly, the Zoning Code includes references the Storefront requirements in other two locations, which are proposed to be amended as follows:

175.09B. PUBLIC FRONTAGE AND PRIVATE FRONTAGE STANDARDS.
Footnote 1:

1 On Streets designated on the DOZ Standards Map as "Storefront Required" (see Section 175.08), a Storefront Frontage or Arcade Frontage is required and are interchangeable in their application of occupancy requirements.

175-08F(1) DOZ STREET TYPE STANDARDS

(1) (b) Certain streets are designated as "Storefront Required" requiring the Private Frontage to comply with either Storefront Frontage or Arcade Frontage requirements and are interchangeable in their application of occupancy requirements.

Civic Space Standards

In response to public comments, the City is proposing to amend the Zoning Code to include a green space requirement for all civic spaces as follows:

SECTION 175.10 D (2) (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, meet or exceed GreeNR objectives including a requirement of 30% planting and/or green infrastructure.*

This change is consistent with the sustainability goals included in GreeNR and the provision of quality public spaces as part of downtown redevelopment, which would further improve the pedestrian experience for residents and visitors. It also addresses public concerns for the need of additional green space within the DOZ and around the lack of a percentage requirement for green or landscaped elements.

Public Frontage Elements

Based on comments received, the City is also proposing to amend the Zoning Code to explicitly recommend that street trees and bio-retention areas as key elements to include in the Landscaping and Furnishing Area of a Public Frontage, as it follows:

SECTION 175.21 E (2) (c) ~~*Allows for s*~~*Street trees and bio-retention areas*~~*.*~~ *recommended.*

DO-2 to DO-1 Remapping

The Proposed DO Zone Development Standards, set forth in Table 175.11B(2) the Draft DOZ Zoning Code (see Appendix B) and included below as Table 2-1: Proposed DOZ Development Standards, are subject to refinement through revised and additional footnotes. These revisions do not alter the intent of the Proposed Action or any of its components, as they reflect provisions already contemplated in the SDGEIS but were inadvertently left out of the Draft Zoning Code. Additional clarification is also provided regarding the intent of the DO-2 to DO-1 remapping proposal as it relates to siting of large-format retail.

The proposed changes are intended to clarify the applicable development standards for projects located within the DO-2 to DO-1 remapping area, or "DO-1 crosshatched area", as follows:

- **Applications under Development Standard 2**: New footnote 9 is added to clarify that, within the DO-1 crosshatch area, applications will be subject to the DO-2 Development Standards, As a result, building height would be capped at 12 stories maximum, exclusive of any bonus height, rather than the 24 stories otherwise permitted in the remainder of the DO-1 district. By limiting projects under Development Standard 2 to the lower-height standards otherwise applicable in the DO-2 district, the proposed framework is intended to steer qualifying development toward Development Standard 3, which requires a minimum lot size of 60,000 square feet and provides an additional height incentive for projects that include large-format retail. This approach is intended to promote large-format retail in this location, consistent with the goals for the area set forth in the 2026 Updated RAP in Appendix A, and to capitalize on the area's strong public transit and regional access.
- **Applications under Development Standard 3**: footnote 9 would be renumbered as footnote 10, and revised to clarify that only development that includes large-format retail would be permitted in this area under Development Standard 3. The minimum lot size in the DO-1 crosshatched area, under Development Standard 3, is specifically tailored to such development, requiring a minimum lot size, or assemblage of parcels, of 60,000 square feet rather than 40,000 square feet as required in the remainder of the DO-1 district. As specified in the SDGEIS, allowable building height in this area would be capped at 24 feet (with a potential for 4 bonus stories). The intent is to incentivize large-format retail projects in this particular area, which is strategically located in the downtown core and near the transit center.

The proposed Community Benefit Bonuses for the DO-1 crosshatched area, set forth in Table 175.11C(3) of the Draft Zoning Code (see Appendix B) and included below as Table 2-2, also reflect the reduced height bonus if an applicant within this area elects to develop under Development Standard 2 through the addition of a new footnote 2. In such cases, the available bonus would be capped at two additional stories, consistent with the current DO-2 standard, rather than the four additional stories otherwise permitted.

Table 2-1: Proposed DOZ Development Standards – Revised for SFGEIS

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 [9]	2 stories min 40 stories max and 605 feet max [9 10]
	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 11]	2 stories min 6 stories max, and 65 feet max [4, 7, 10 11]
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		
		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: 12 stories where shown on the DOZ Standards Map in Section 175.08
[9 10] Except: 24 stories, 245' maximum building height, where shown on the DOZ Standards Map in Section 175.08 and when such development includes large-format retail
[10 11] Except: 5 stories, 60' maximum building height where shown on the DOZ Standards Map in Section 175.08

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Table 2-2: Table of Community Benefits Bonus (CBB) – Revised for SFGEIS

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 [2]	up to 8 Bonus stories ~~2~~3
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~~4	up to 2 Bonus stories ~~3~~4

* 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: 2 bonus stories under Development Standard 2, where shown on the DOZ Standards Map in Section 175.08.

~~2~~3 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~~4 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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Parking Adjustments

The Lead Agency has determinednot to advance changes to parking regulations at this time. The City is in the process of preparing a Downtown Parking Study that will make a set of comprehensive recommendations for amendments to the existing parking regulations. Amendments to the parking regulations in the downtown will be evaluated after completion of the Study. These future amendments, which would affect a different section of the Zoning Code (Article XIV), would be subject to SEQRA and a public hearing process before the City Council. One minor correction on the Central Parking Area provision is proposed to include a missed reference, as discussed below in Section 2.3.

2.3 Minor Revisions

This Supplemental FGEIS also addresses minor inconsistencies identified during reviews conducted by City staff and Building Department personnel, as well as those identified by the Lead Agency and members of the public. In addition, a new scoring system is also introduced herein, which would serve to operationalize the GreeNR goals as well as facilitate project evaluation for City staff. The items affected by those minor revisions are the following:

- SDGEIS Figure 1-1, 1-2, and 1-9 (repeated as Figures 2-4, 2-5, 2-10, 3.1-4, 3.2-1, and 3.5-1): the area bound by Main Street to the north, Locust Avenue to the east, Clinton place to the south, and North Avenue to the west was shown as split between DO-2 and DO-3. However, the zoning boundary depicted in the SDGEIS does not reflect the most recently adopted version of the existing zoning map. In March 2023, the City amended the zoning map to eliminate this split and place the entire block within the DO-2 district. Figures 1-1, 1-2 and 1-9, repeated in Section 2 as Figures 2-4, 2-5 and 2-10, and again in Section 3 as Figure 3.1-4, 3.2-1 and 3.5-1, have therefore been revised and are included below. The Proposed Draft Zoning Code included in the SDGEIS appendix correctly reflected the applicable DOZ boundaries.

- SDGEIS Theoretical Development Scenario Table (TDS) Table:
  - Revised “Centre Street” to “Centre Avenue” in footnote.
  - Added plus sign (“+”) preceding the number of residential units in DO-2.

- 2026 RAP Update: the RAP has been updated to reflect the changes included in this FGEIS (see Appendix A).

- Proposed Draft Zoning Code (DOZ):
  - 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~~ eight Downtown Overlay Zones, as further detailed below in Section 331-175.08.

  - 175.08F DOZ STREET TYPES MAP and DOWNTOWN OVERLAY ZONES DISTRICT MAP 175.08G, and 175.08G(8) Tile 6.

The "Frequent Entryways Required" provision, depicted as a black line on the DOZ zoning maps, is currently shown on three blocks that are effectively outside the DOZ boundary, specifically: on the north side of Main Street between Pratt Street and Stephenson Boulevard, and west of Lispenard Avenue. While the south side of that portion of Main Street does require Storefront Frontage or Frequent Entryways, the blocks on the north side are outside DOZ and therefore do not fall under DOZ regulations. The Frequent Entryways Required "black lines" on the above-described locations were put into place by mistake. The proposed DOZ Code included in Appendix B removes those lines to resolve this oversight.

- Table 175.11B(2). Proposed DO Zone Development Standards.
  Due to the additional footnote as discussed above in Section 2.2, the following footnote is renumbered as follows (also see Table 2.1):
  - Footnote 10: becomes Footnote 11

- Table 175.11C. Community Benefit Bonuses (CBB)
  Due to the additional footnote as discussed above in Section 2.2, the following footnotes are renumbered as follows (also see Table 2.2):
  - Footnote 2: becomes Footnote 3
  - Footnote 3: becomes Footnote 4

- 175.11E(3). STREET WALL
  (a) Where a Street Wall is required, ~~accept~~ except in Waterfront Activation Area as defined by 175.09B and 175.08G(2) (…)

- 175.11D(2) PRIVATE FRONTAGE STANDARDS
  (~~2~~ 1) Private Frontage Standards
  (…)

  (~~3~~ 2) All Sites shall provide Private Frontages composed of one or more of the permitted Private Frontage Types (…)

  (~~4~~ 3) 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:
  (…)

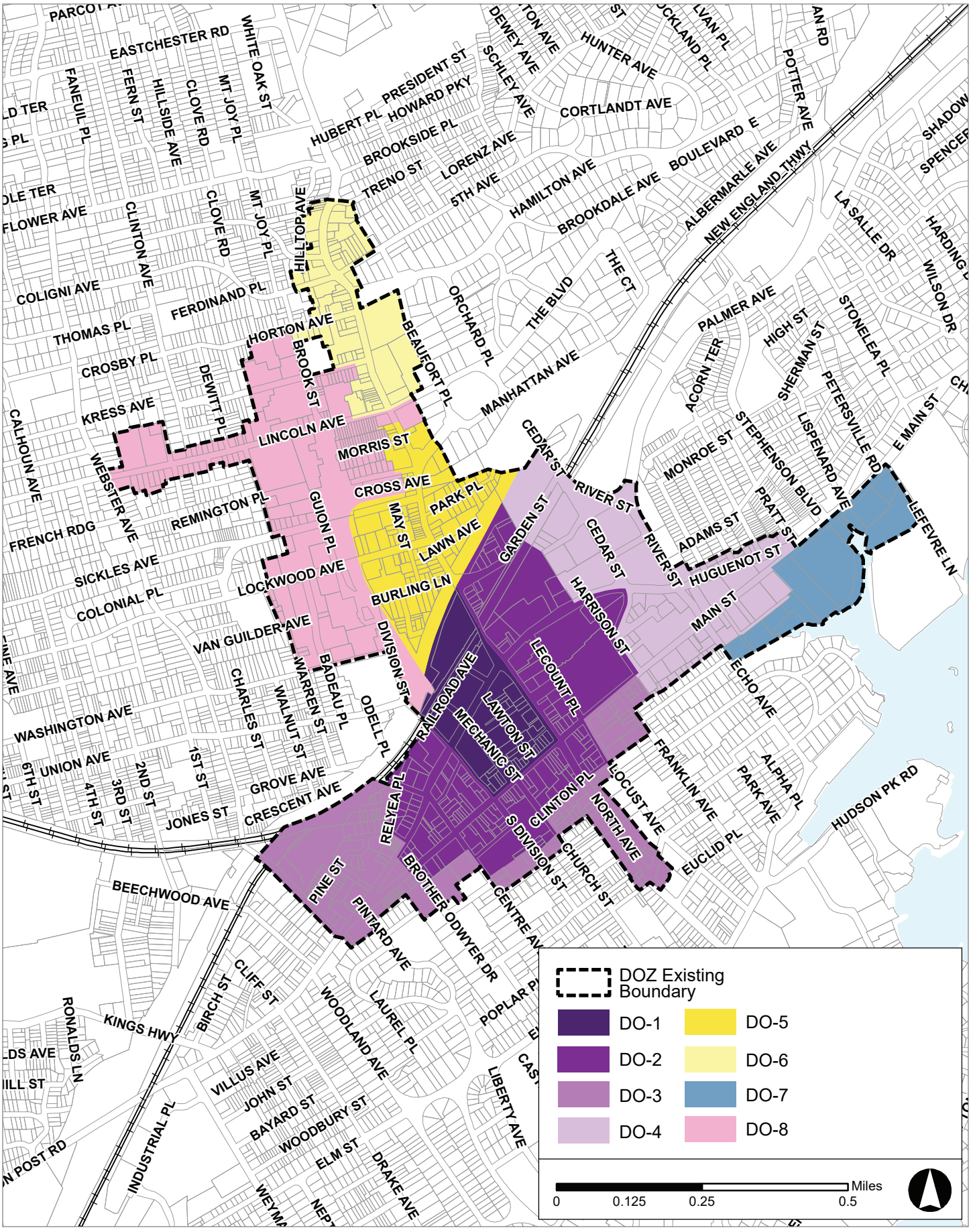
- 175.11E(6) GLAZING REQUIREMENTS
  (a) The first story of all Street Walls shall provide a minimum area of window glazing according to standards established in Section 175.09B for the permitted Private Frontage Types as further defined below:
  [1] The window glazing shall be clear, transparent glass unless otherwise provided in Section 331-175D~~(3)(b)~~(2)(4)(b).

- 331-175.11J SUSTAINABLE DEVELOPMENT STANDARDS
  Fixed the numbering in each sub-section:
  - 331-175.11J~~(2)~~(1) POTABLE WATER CONSUMPTION REDUCTION
  - 331-175.11J~~(3)~~(2) HEAT ISLAND REDUCTION
  - 331-175.11J~~(4)~~(3) LEED-ND EQUIVALENCY

- Scoring System Tool: the City has built *The CLIMATESMART™ NR Scoring System,* a comprehensive scoring workbook that brings together every zoning requirement, GreeNR Goals, and current best practice options that should be considered when a new project is proposed in the Downtown Overlay Zone. This tool would facilitate compliance checks, evaluate projects for Community Benefit Bonuses, and encourage best-in-class projects that go beyond the sustainability requirements. The first layer conducts a Mandatory Compliance of requirements that need to be met in order to opt into the DOZ. The second layer scores each project against the seven themes of the GreeNR Climate Action Plan, measuring how much each project contributes to the City's climate and equity goals beyond what the code requires. The third layer attributes points based on innovative, "best-in-class" approaches that a project advances; these approaches go beyond what the City currently requires and reflect a commitment to ambitious, sustainability-focused development.

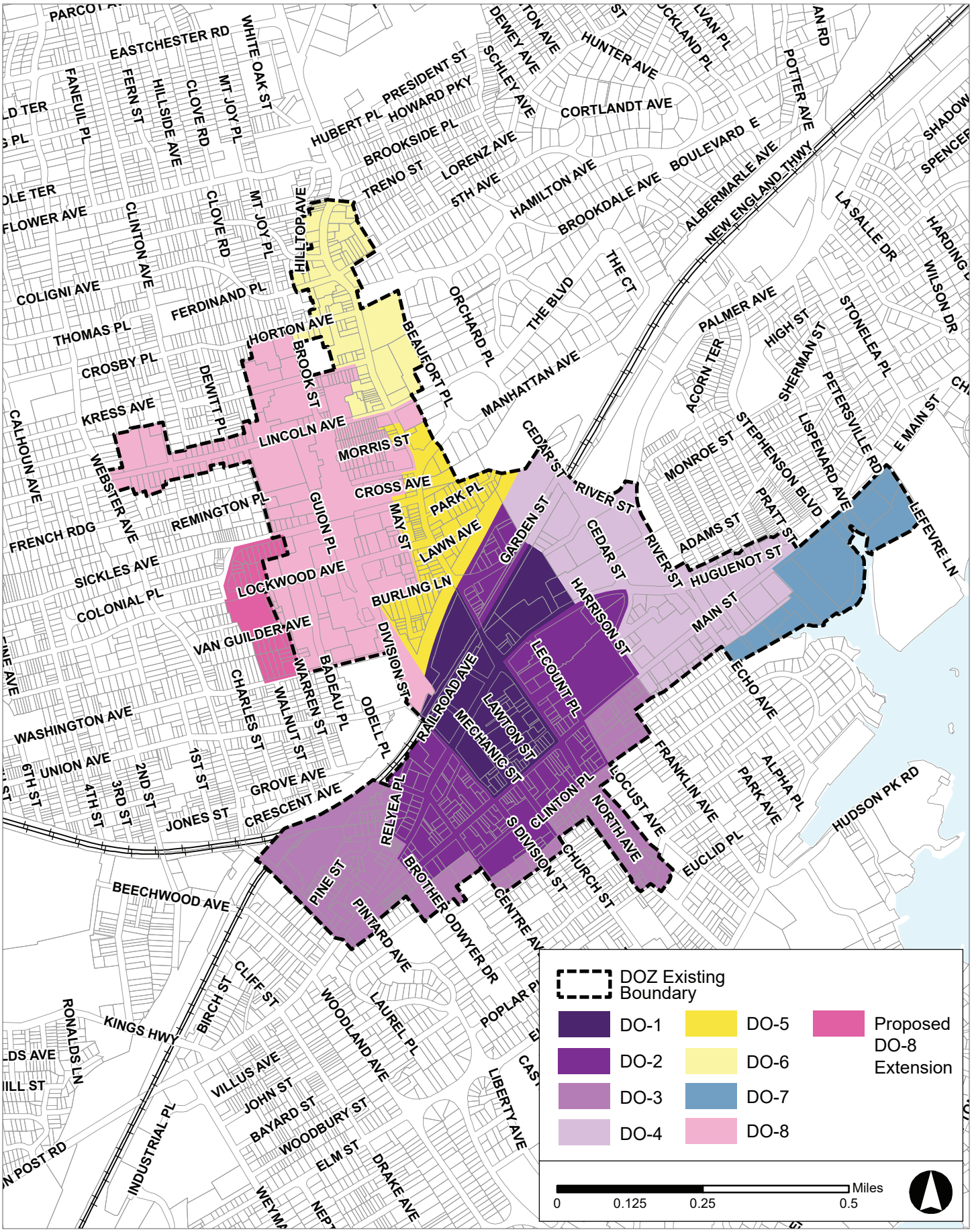
- ARTICLE XIV of Chapter 331-126.H(3): Parking within the Central Parking Area
  Due to an oversight, this section of the code was never updated to add a reference of the DO-7 and DO-8, as these two districts were adopted subsequent to the DO-1 through DO-6 original overlay zoning adoption. Given that the CPA is coterminous with DOZ (inclusive of DO-7 and DO-8) and the intent of this section was to include all DO Zones, the zoning text is proposed to be amended as follows:

  3) After considering all parking reductions permitted in § 331-126A(1) and H(2) above, in no event shall the total required parking be reduced by more than (i) 50% in DO-1 and DO-2 or (ii) 30% in ~~DO-3, DO-4, DO-5 and DO-6~~ all other DO Zones below the base requirements established in § 331-126, Schedule of Off-Street Parking and Loading Space Requirements.



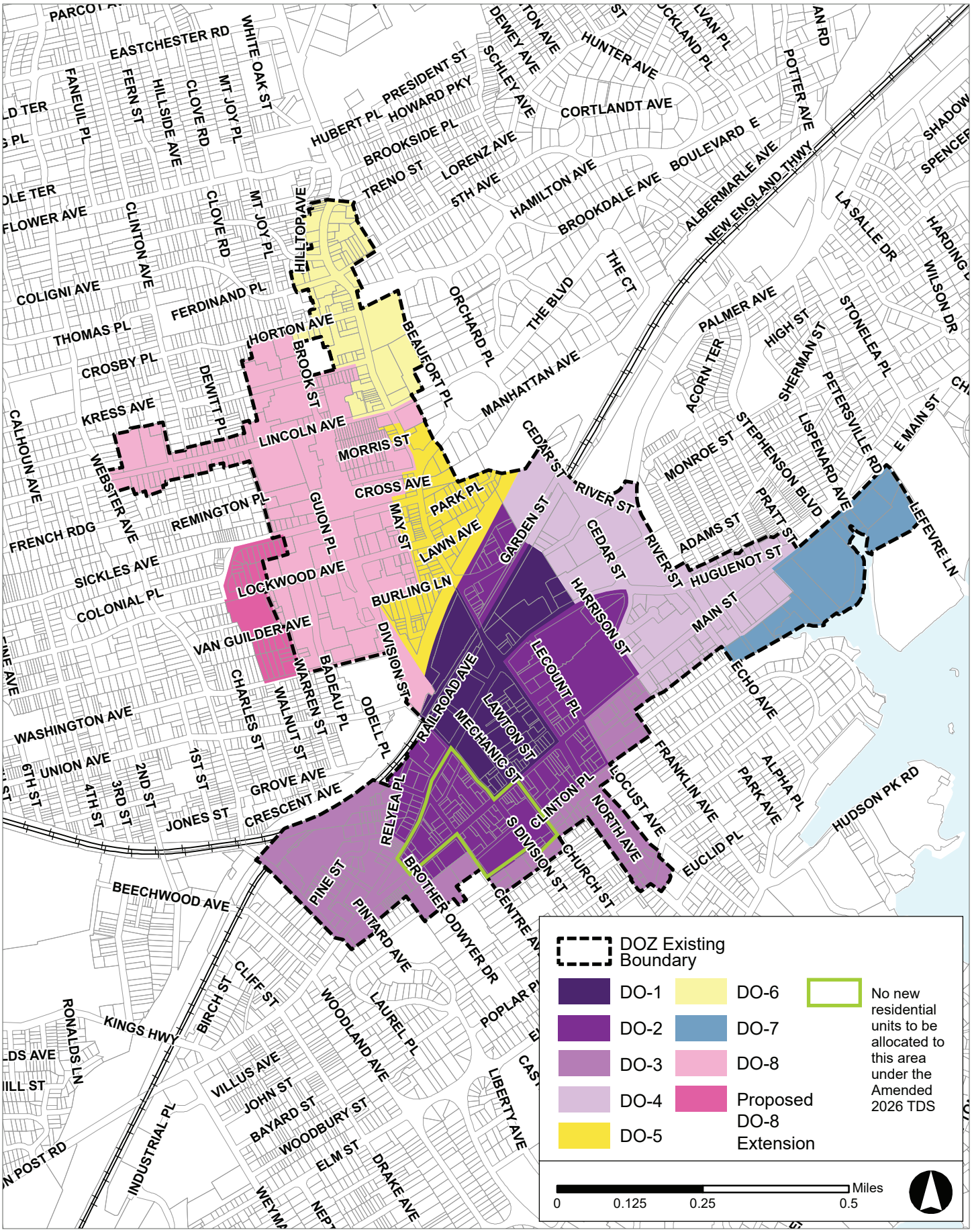
Source: City of New Rochelle, Westchester County GIS, BFJ Planning.

Figure 2-3: Revised Supplemental DGEIS Figures 1-1, 2-4 and 3.1-4



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

Figure 2-4: Revised Supplemental DGEIS Figures 1-2, 2-5 and 3.1-5



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

Figure 2-5: Revised Supplemental DGEIS Figures 1-9, 2-10 and 3.5-1

3.0 COMMENTS AND RESPONSES ON THE SUPPLEMENTAL DGEIS

3.1 Public Comment Period Process

The public comment period on the Supplemental DGEIS opened on February 18, 2026 and extended through April 24, 2026, for a total of 66 days. Written comments were received from the public and Involved and Interested agencies during this time. A joint public hearing on the Supplemental DGEIS and Zoning Code and Map Amendments was held on April 14, 2026. This Supplemental FGEIS includes responses to verbal and written comments received during the DGEIS comment period.

3.2 Comments and Responses

The following summarizes and responds to substantive comments received on the Supplemental DGEIS; copies of all Supplemental DGEIS comments received are provided in Appendix C and D. A summary of the substantive comments made in each of the referenced comment letters is presented in this section, where applicable, and a response to each substantive comment is also provided. Table 3-1 lists all the authors of public comments received for this SDGEIS.

Table 3-1: Comments and Correspondence Received During the SDGEIS Public Review Period

ID #	Author	Author Affiliation	Date
Written Comments			
1	New Rochelle Fire Department	New Rochelle Fire Department	January 23, 2026
2	Bernard Thombs, Chair	Westchester County Planning Board	March 16, 2026
3	Andrew Buder, Director, Metro-North Railroad	MTA Government and Community Relations, Metro-North Railroad	March 19, 2026
4	Hailey Pedicano	Cuddy Feder LLP	April 6, 2026
5	Stephen Semenza	Public	April 15, 2026
6	Denis Mironov and Margarita Mironova ([1])	Public	April 16, 2026
7	Sheila Collins	Public	April 16, 2026
8	Editors of NewRoAR News ([2])	NewRoAR News	April 17, 2026
9	Kelley Gill	Public	April 20, 2026
10	Jenny Freeman	Public	April 22, 2026
11	Diane Negvesky	Public	April 22, 2026
12	Shelley Berlincourt	Public	April 23, 2026
13	Thandiwe Dee Watts-Jones ([3])	Public	April 23, 2026
14	Charlene Claxton	Public	April 23, 2026
15	Shaun Wayawotzki	NewRo Enough is Enough	April 24, 2026
16	Nicole Jabanoski ([4])	Public	April 24, 2026
17	Paul Martin, President	Sutton Manor Association	April 24, 2026
18	Matthew Rooney	Public	April 24, 2026
19	B. Carey	NewRo Enough is Enough	April 24, 2026

ID #	Author	Author Affiliation	Date
20	Dinis Passarinho	Public	April 24, 2026
Public Comments from Transcript of Public Hearing			
21	Aisha Cook	New RoAR	April 14, 2026
22	Bruce Soloway	Public	April 14, 2026
23	Lourdes Font	Public	April 14, 2026
24	Michael Yellin	Rochelle Alliance for Justice	April 14, 2026
25	Dominick Cassanelli	Teamsters Local 456	April 14, 2026
26	Anthony Umbro	Public	April 14, 2026
27	James O'Toole	Public	April 14, 2026
28	Jim Killoran	Enough is Enough	April 14, 2026
29	Steve Mayo	Public	April 14, 2026
30	John Delfs	Residence Park Neighborhood Association	April 14, 2026
31	Michael Cammer	Public	April 14, 2026
32	Michael Umbro	Public	April 14, 2026
33	Marian Whitaker	Enough is Enough	April 14, 2026
34	Lisa Burton	Public	April 14, 2026
35	Serge Vecher	Public	April 14, 2026
36	Shawn Wayawotski	Public	April 14, 2026
37	Alison Rivers	Public	April 14, 2026
38	Paul Martin	Sutton Manor Association	April 14, 2026
39	Matt Rooney	Public	April 14, 2026
40	Myriam Decime	Public	April 14, 2026
41	Joseph Cinquemani	Public	April 14, 2026
42	Kirk Ortega	Public	April 14, 2026
43	Sarah Longstreth	Public	April 14, 2026

([1]) *The authors submitted a follow up email to the City on April 19, 2026.*

([2]) *Two articles from the publication "NewRoAR News" were forwarded to the City to be "added to the record for public comment" on the SDGEIS. One article is dated April 7, 2026 and the other April 13, 2026.*

([3]) The comment letter is dated April 14, 2026 but it was sent on April 23, 2026.

([4]) The commenter submitted comments within the email text as well as an attachment to such email. The two sets of comments are identical, therefore only one version is responded to, and included in Appendix C.

The following subsections present the substantive environmental comments received during the SDGEIS public review period, followed by the Lead Agency's response. Comments that are similar in nature, closely related or duplicative are grouped together.

WRITTEN COMMENTS

1. New Rochelle Fire Department, January 23, 2026

Comment 1-1:

Currently the Fire Department has 157 Firefighters and 4 full-time staff. We also have 4 hourly employees. We are in the process of hiring 4 more Firefighters, whose start date will be around Feb. 24. We are considering hiring more Firefighters in August.

Response 1-1: Comment noted.

Comment 1-2:

In 2025, the Fire Department had 12,583 calls for service. Each of these calls had anywhere from 1 to several vehicles (fire trucks, ambulances, support vehicles) respond. The total number of responses is 31,182.

Response 1-2: Comment noted.

Comment 1-3:

Current fire and emergency response coverage in the downtown area is strained.
a. The specific constraints in the downtown area that affect fire response today are call volume, number of available units and geography. When two or more incidents are occurring in New Rochelle simultaneously, which happens daily, units need to come from distance, either going down or up North Avenue or Pinebrook Boulevard.
b. The most common types of incidents (calls for service) are EMS calls. The most common type of responses are fire and alarm calls.
c. In light of available options, current station locations are currently adequate. However, current staffing levels and number of companies are not adequate. For a working fire in a high-rise building, the City needs to rely on automatic aid from nearby cities and towns. We are looking to add an additional ambulance to the downtown in second half of 2026.

Response 1-3: Comment noted. The City is committed to maintaining high standards of fire protection as redevelopment occurs. The City would continue to coordinate with the Fire Department, monitor staffing levels, and ensure City departments receive necessary funding to serve the community. Financial support for future service needs would come from different sources, including the established Fair Share Mitigation fund and property tax revenues. This Proposed Action would increase the Fair Share Mitigation fund by 25% to reflect current conditions and policy objectives. Fair Share Mitigation fees generated as a result of the Proposed Action are estimated at $20.8 million. Additionally, property tax revenues under the Proposed Action are expected to generate approximately $20 million dollars 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.

All new buildings are constructed in accordance with the Uniform Building Code, which ensures highest standards for fire safety through modern design, materials, and fire suppression systems. Lastly, as stated in the SDGEIS, the Fire Department will have the opportunity to review future projects as part of the Site Plan review process of individual projects to ensure that site- and project-specific concerns are properly addressed.

Comment 1-4:

Additional downtown development would create a need for more fire companies, more ambulances and more staffing. At the Fire Department presentation of the 2026 Fire Department Budget to City Council, the Mayor suggested the Department conduct another study regarding the Impact of DOZ Development on Fire Department Staffing, like the one completed in 2018 and approved by Council in 2019.

Response 1-4: Comment noted. Please refer to the Response 1-3 above as it relates to increased funding and tax revenue anticipated to be generated by the Proposed Action. The Fair Mitigation Share fees and additional property tax revenue could support additional staff, fire companies and ambulances.

It should be noted that the Proposed Action is generic in nature and does not authorize any new development. Development or redevelopment will be gradual; the approximately 2,800 additional residential units are anticipated to be built over a 10-year period. In terms of commercial and institutional uses, the Proposed Action anticipates an 890,400 square foot decrease in potential non-residential uses. Coordination with the City and monitoring of staffing levels and other needs would be ongoing, allowing the Fire Department to request updated studies.

2. Bernard Thombs, Westchester County Planning Board, March 16, 2026

Comment 2-1: Transportation demand management.

We disagree with the proposed parking requirement that would mandate large-format retail uses to locate associated parking adjacent to the primary customer entrances. Such a requirement is incongruous with the transit-oriented development policies of the County, as this requirement would by nature orient these uses around the parking lot instead of the pedestrian streetfront. We understand that developers of large-format retail prefer to construct large parking lots near their entrances, however this pattern of land use is inappropriate for dense, urban environments, and should not be mandated.

We recommend that this provision be removed from the proposed amendments, and instead large-format retail uses should be encouraged to facilitate transportation demand through means other than automobile usage. The County's Transportation Demand Management Toolkits provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help large-format retail uses fit within the fabric of the downtown rather than imposing improper land use practices that are found in less dense areas. Ensuring that the transportation needs of customers and employees are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars and maintaining downtown density without

overburdening the street network and reinforcing automobile dominance over human-scale design. Practices such as shared parking, coordinating local large-product deliveries, and vehicle-sharing could allow for increased customer generation without the burden of large-format parking lots. Bicycles and personal e-mobility devices could also be encouraged through including sheltered parking facilities. We recommend that the City review these Toolkits, which can be provided by the Planning Department, to determine means in which to encourage developers to utilize TDM practices instead of continuing to encourage automobile-focused design. The County's Smart Commute Program can also assist employers to implement TDM strategies.

Response 2-1: Comment noted. The proposed amendments do not require a surface parking lot, do not reduce the DOZ's active frontage requirements, do not authorize parking between the sidewalk and the building, and do not override the DOZ's form-based street wall, storefront, glazing, or pedestrian-realm standards. On the contrary, the DOZ continues to prohibit parking at sidewalk level within the Build-To-Zone unless the Planning Board determines that such parking is incidental, and it also prohibits parking within a building at sidewalk level within the Private Frontage unless incidental. The large-format retail provision only addresses the internal functional relationship between a large-format retail use and its associated customer parking: where such parking is provided, it must be located directly adjacent to and on the same level as the primary customer entrances and exits.

This distinction is critical. The amendment is not a mandate for automobile-oriented site design; it is a market-functionality and urban-format retail design standard. In a dense downtown condition, large-format retail is typically viable only where customer access, cart movement, ADA access, package pickup, and loading/customer convenience are resolved in a practical manner. If those operational requirements are ignored, the likely result is not a more transit-oriented version of large-format retail. The more likely result is that such uses will not locate in the downtown at all, leaving the City with fewer retail options, less tax base diversification, fewer everyday services for downtown residents, and continued leakage of retail trips to more auto-dependent suburban locations.

The proposed amendment is therefore consistent with, rather than contrary to, the DOZ's transit-oriented goals. A dense mixed-use downtown still requires provisions of retail goods which cannot be transported through pedestrian-oriented travel. Retail needs for items such as family grocery, furniture, home goods, and similar large-floorplate uses require direct auto access to function successfully. Forcing such uses into an impractical access condition would not eliminate automobile demand; it would export that demand to other municipalities and outlying commercial corridors. A properly designed urban-format large-format retailer can reduce regional vehicle miles traveled by allowing residents, workers, and transit users to satisfy more daily needs within the downtown itself.

Furthermore, the DOZ already contains multiple pedestrian-oriented protections that remain applicable to large-format retail. The DOZ's stated purpose is to create a compact, walkable, transit-oriented mixed-use downtown with a harmonious and pedestrian-oriented public realm. The Standards Map and Street Type system regulate frontage types, storefront requirements, maximum door separation, terminating vistas, significant corners, and required frontage conditions. Where storefronts or frequent entryways are required, the DOZ continues to require active edges, glazing, pedestrian-oriented entry placement, and façade design that stimulates pedestrian activity. For large retail occupancies over 20,000 square feet, the

Code proposes a modified door-separation standard, but it does not exempt the building from active frontage principles.

The County's recommendation relies heavily on Transportation Demand Management (TDM) strategies such as shared parking, coordinated delivery, vehicle sharing, bicycle parking, e-mobility, and employer commute programs. The City supports these strategies and can clarify that such measures remain encouraged or may be required through site plan review, special permit conditions, parking management plans, or other applicable approval mechanisms. Westchester County's own Smart Commute materials describe the program as a resource to help commuters and employers identify alternatives to driving alone. Those strategies are valuable, but they do not replace the need for a physically workable retail access condition for large-format retail goods. TDM can reduce and manage demand; it cannot solve every operational requirement of a large-floorplate retail tenant, particularly for customers purchasing bulky goods, families shopping for multiple items, older adults, disabled customers, delivery/pickup operations, or weather-sensitive trips.

This approach preserves the County's valid concern, avoiding suburban parking-lot urbanism, while maintaining the City's equally valid objective: making urban-format large retail actually financeable, leasable, and functional within the expanded DO-1 district.

Comment 2-2: Pedestrian access

We appreciate that the amendments include the addition of a required pedestrian way connecting Commerce Drive to North Avenue. As future development is considered in this area, pedestrian amenities, wide pathways, shade trees, and screening of the rail tracks should be implemented, in order to ensure pedestrian safety and comfort along any pathways that get constructed.

Response 2-2: Comment noted. The DOZ regulations with their emphasis on form, pedestrian experience and public realm would ensure that the new pedestrian pathway would provide a high-quality pedestrian-friendly environment. The new Pedestrian Way would require compliance with standards listed in Section 175.09A(4) and illustrated in Table 175.09B of the Zoning Code, which includes an 8-foot minimum pedestrian clearway and a minimum of 2 feet of buffer for a landscape and furnishing zone. Further, with this FGEIS the City is also proposing to amend the Zoning Code to explicitly recommend street trees and bio-retention areas as key elements to include in the Landscaping and Furnishing Area of a Public Frontage. Screening requirements would be considered during Site Plan review when project-specific applications move forward. Site plan considerations would ensure the pedestrian experience in this area is prioritized, advancing the goals of the DOZ regulations and downtown New Rochelle as a whole.

Comment 2-3: County sewer impacts

We appreciate work that the City conducted during the construction of previous DOZ developments to reduce inflow and infiltration (I&I), and for the upgrades that have been installed within the sewer system to manage the increased flow. The City should continue to monitor and address I&I as new developments are constructed. We also encourage the City to contact Westchester County DEF to discuss the TDS, in order to ensure that sewer capacity is available for the estimated potential development.

Response 2-3: Comment noted. The City has been and will continue addressing inflow & infiltration ("I&I") issues identified in the 2015 Sanitary Sewer Evaluation Study, including lining sewers, open-cut repairs to existing sewer segments, and manhole repairs. The City is also continuing to coordinate with the Town of Mamaroneck, Village of Larchmont, and the Village of Pelham Manor to complete sewer system rehabilitation improvements intended to reduce I&I into the sanitary collection system. As discussed in the SDGEIS, the 2020 Engineering Design Report for Sanitary Sewer Enhancements concluded that these ongoing sewer improvements are anticipated to result in a reduction of between 398,000 gallons per day ("gpd") and 799,000 gpd of extraneous flow from the collection system. Lastly, the 2020 Report indicated that the New Rochelle Wastewater Treatment Facility ("WWTF") had extra flow capacity of approximately 6.73 MGD.

As development proposals are advanced, applicants would be required to provide site-specific sanitary sewer flow information as part of the Site Plan review process, allowing the City to evaluate projected wastewater volumes in connection with individual applications. As a reminder, development under the DOZ requires the use of high-efficiency water fixtures to conserve water and reduce the volume of wastewater discharges.

Westchester County's Department of Environmental Facilities ("DEF") provides trunk sewer service and wastewater treatment for the City at the New Rochelle WWTF. The City will continue to coordinate with DEF, as appropriate, regarding downstream conveyance and treatment capacity as development proceeds. As discussed in the SDGEIS, the projected net increase in wastewater generation associated with the Proposed Action is approximately 219,192 gallons per day, which the SDGEIS concludes would not result in significant adverse wastewater impacts.

Comment 2-4: Green building technology

We commend the City for including new requirements to maintain LEED Silver sustainable development standards within new developments in the DOZ. County policy promotes such efforts to raise sustainable development standards.

Response 2-4: Comment noted.

3. Andrew Buder, MTA Metro-North Railroad, March 19, 2026

Comment 3-1:

In response to your communication dated December 10, 2025, the MTA on behalf of itself and its agencies Metro-North Railroad and MTA Construction & Development, would like to express our appreciation for being included at this early stage of the process. The scale of the updates to the proposed Downtown Overlay Zones and related provisions – which based on the materials shared is projected to facilitate some 2,800 additional units -- is an opportunity to build on the City's work in strengthening the relationship between development and transit in the region. While the MTA looks forward to continued engagement

throughout the process, as relates to the NOI and EAF, the MTA would like to share the below comments, categorized into three overarching categories:
1. Data requests related to the forthcoming DEIS
2. Proposed modifications to qualifying Community Benefit Bonus projects
3. Reminder of necessary coordination with Metro-North Railroad for developments near Metro-North Railroad infrastructure

Response 3-1: Comment noted. The City of New Rochelle appreciates partnership with MTA and its agencies Metro-North Railroad and MTA Construction & Development, and values continued early engagement and coordination with such agencies. Our communication dated December 10th, 2025 was intended to provide ample notice to the MTA regarding the Proposed Action and associated SEQR documentation, which, at the time, were being developed.

Comment 3-2: Data Requests

MTA would like to request the following analyses be prepared, either as part of the DEIS or in advance of its issuance:
• An estimate of rail trip generation associated with both full build-out and partial build-out (sensitivity scenario) of the Downtown Overlay District in New Rochelle.
• Disaggregated rail ridership projections by terminal and direction, reflecting Metro-North's service between New Rochelle and Grand Central Terminal as well as Metro-North's service between New Rochelle and Penn Station, New York including: o Inbound flows to Manhattan (with particular attention to impacts associated with the four new Bronx stations en route to Penn Station, New York).
o Outbound flows toward Rye, Port Chester, Greenwich, Stamford, and points further east.
• A station access and mode-of-arrival analysis to understand how projected users are expected to reach the station (walk, bike, bus, drop-off, park-and-ride, etc.).

Response 3-2: We value MTA's input and the proactive nature of these comments. The DOZ Amendments and associated Theoretical Development Scenario (TDS) are generic in nature and do not authorize any new development. New development under the DOZ Amendments would be required to go through site-specific SEQR review as part of site plan approval. The City would continue to refer site-specific applications to the MTA when projects are proximate to Metro-North infrastructure. In the SDGEIS, the City evaluated transportation-related considerations and potential impacts consistent with SEQRA requirements, building on prior Generic Environmental Impact Statements (2015, 2021, and 2024) and the established TDS. As a programmatic zoning action (generic in nature), the analysis was conducted at an appropriate planning level and does not include site-specific or system-level ridership projections. Detailed rail ridership, service planning, and capacity analysis remain within the purview of MTA and Metro-North.

The City shares MTA's goal of maintaining and improving the relationship between land use and transit in New Rochelle. DOZ regulations, including the proposed new Pedestrian Way that would connect the DO-1 zone across from North Avenue to the Transit Center, are supportive of strengthening pedestrian connections between the downtown and transit facilities.

Expanding upon the DOZ amendments effort, the City is advancing a Transit Center Master Plan to help inform priorities in the station area. Station access and connections to the surroundings are some of the elements that are being evaluated in the plan to address identified challenges.

Comment 3-3: Proposed modifications to qualifying Community Benefit Bonus projects

Given the unique nature of New Rochelle's Downtown Overlay District (DOZ) and its stated goal of "reestablish[ing] the downtown as a center of vibrancy within a mixed-use, transit-oriented setting," MTA is excited to see New Rochelle engaging in this important update to its Downtown Overlay Zones. To build on the City's strong work, MTA would like to encourage the City of New Rochelle to consider additional updates to the existing schedule of permitted Community Development Bonus eligible projects within the DOZ, specifically within DO-1 and the "Transit and Parking" category, to expand eligible improvements beyond parking improvements with the suggestion to include potential future improvements to existing transit facilities or improvements that strengthen connections to and from transit facilities, such as the New Rochelle Metro-North station. Eligible improvements could include those performed directly on the station itself, or those complementary to transit uses, such as plaza spaces, bike racks, secure bike parking, etc.

Response 3-3: Comment noted. We appreciate the suggestion to include transit-supportive improvements. The City is supportive of projects that provide improvements to the Transit Center. In one occasion, a development applicant near the station has agreed to work with the City on improvements to the gateway area to the Transit Center from Station Plaza South. As mentioned in Response 3-2 and in the SDGEIS, the City is advancing a Transit Center Master Plan to help inform priorities in and around the station area. Community Benefit Bonus contributions are evaluated on a project-by-project basis, and the City will continue to consider how these tools align with broader planning efforts in a clear and implementable manner. DOZ regulations, including the proposed new Pedestrian Way that would connect the DO-1 zone across from North Avenue to the Transit Center, are supportive of strengthening pedestrian connections between the downtown and transit facilities.

Comment 3-4: Metro-North Railroad Process Reminder for Development Teams

Finally, the MTA would like to take the opportunity to remind the City of New Rochelle of the following general requests of applicants for development proposals around and near Metro-North Railroad infrastructure within New Rochelle:

• All construction proximate to Metro-North infrastructure must be reviewed by Metro-North to determine whether an entry permit and insurance coverage are required prior to construction. Full project plans are to be submitted to entrypermit@mnr.org for review and determination whether a Metro-North entry permit will be required for construction.

• They need to provide detailed drainage and stormwater management plans, consistent with Metro-North review expectations for projects within its service territory. Future development must refrain from artificially diverting and discharging stormwater runoff onto the MNR right-of-way.

Response 3-4: Comment noted.

4. Hailey Pedicano, Cuddy Feder LLP, April 6, 2026

Comment 4:

Our client BRP Properties was approved for a project at 466 Main Street and noticed that a few of the zoning map images in the SDGEIS (specifically, PDF page 15) depicted a block in the DOZ as partially DO-2/DO-3. However, the City amended the Map in 2023 converting this block entirely to DO-2 (…). Relevant language: "The block bound by Main Street to the north, Locust Avenue to the east, Clinton place to the south, and North Avenue to the west is currently split between DO-2 and DO-3. The proposed amendments eliminate the split to place the entire block in DO-2."

I did some quick research and could not find an action by the City which contradicts the 2023 amendment. Additionally, it seems that on separate pages within the SDGEIS (specifically, PDF page 21) the block is identified as DO-2 only.

Can you confirm that the representations on Page 15 and anywhere else are oversights by the City (which can be corrected) and that the block identified above will remain in the DO-2 consistent with the 2023 amendment?

Response 4: The split block representation in some of the zoning maps was carried over from the 2021 SDGEIS by mistake. The entire block as described above in the comment is included in DO-2. The zoning map amendment involving the remapping of the DO-3 portion of the split block to DO-2 was adopted on March 14, 2023. Figures 1-1, 1-2 and 1-9, repeated in Section 2 as Figures 2-4, 2-5 and 2-10, and again in Section 3 as Figure 3.1-4, 3.2-1 and 3.5-1 (and Figure 1 and 2 in the EAF Part I) have been corrected to reflect the adopted zoning map boundaries. See Figures 2-3, 2-4, and 2-5 in this FGEIS.

5. Stephen Semenza, Public, April 15, 2026

Comment 5-1:

I am not opposed to development. I support smart, responsible growth, and I have seen firsthand some of the positive transformation of our downtown. I spend a great deal of time there and value what development has brought to our city.

Response 5-1: Comment noted.

Comment 5-2:

However, I am strongly opposed to the proposed increase of approximately 2,800 additional residential units across the downtown overlay districts—particularly the DO1 increase of approximately 1,500 units, as well as the expansions in DO3 through DO8. This is simply too much. It is opposed by the majority of New Rochelle residents and will ultimately harm and reduce our quality of life. I believe that only those involved in development will benefit from this level of overbuilding and overreach.

Response 5-2: Comment noted. Parts of this comment are statements of opinion and do not pertain to the substance of the environmental analysis contained in the SDGEIS. The Proposed Action includes adjustments to the Theoretical Development Scenario ("TDS"), adding approximately 2,800 residential units across the DOZ (except in the DO-7 district). It also adjusts the assignment of nonresidential uses, which overall would decrease by 890,400 square feet. This more reasonable case scenario better aligns with current real estate market trends, observed absorption patterns and lessons learned from prior phases of DOZ implementation. The TDS does not prescribe any development but rather represents a future development projection that is utilized to evaluate potential environmental impacts resulting from the Proposed Action. The SDGEIS concludes that the proposed DOZ amendments and updated TDS would not result in any unmitigated significant adverse impacts for any of the evaluated environmental areas, including socioeconomic conditions, urban design, and community character. Also, it is important to note that this environmental review is generic in nature, and that the Proposed Action does not propose or approve any site-specific development.

Comment 5-3:

According to the City's own presentation (Page 4), the stated purpose of these amendments is to "respond to resident and stakeholder input" and align development with current conditions. However, the overwhelming feedback from resident-stakeholders has been opposition to this level of expansion. If the purpose is truly to reflect community input, then this proposal clearly fails to do so and should be reconsidered.

Response 5-3: The Proposed Action represents a refinement phase of the DOZ zoning framework and associated TDS, adjusting development standards and zoning parameters to better align with the 2015 DOZ vision, which has remained largely unchanged. This is not a significant zoning action like the preceding efforts (2015, 2021 and 2024) when the DOZ was created and then significantly expanded to add new DO districts. The City is still aiming to achieve the key goals that came out of the prior public engagement processes, which were substantial for the 2015, 2021 and 2024 actions, and included crowdsource placemaking and online platforms for public feedback such as EngageNR in addition to numerous public meetings, workshops, and walking tours. At the same time, the Proposed Action is seeking to address recent residents' feedback, including the desire to have more active retail uses in the core downtown, and the need for smaller scale residential development ("missing middle housing") and more homeownership options.

In terms of public engagement requirements, the public review period for the SDGEIS started on February 17 and lasted through April 24, for a total of 66 days. The SEQR requirement for public review is a minimum of 30 days. A public hearing on both the SDGEIS and the proposed Zoning Amendments was held on April 14, 2026 as required.

Comment 5-4:

From my experience downtown—as a 64-year resident, living in the North End but spending time downtown multiple times each week—we are already feeling the strain. Traffic congestion, parking limitations, and overcrowding are real concerns. While growth has brought benefits, there is a point where

it begins to negatively impact residents' quality of life, and this proposal appears to exceed that point. In my view, the roughly 10,000 units already planned or approved represent the upper limit of what our city can reasonably absorb.

I also do not believe the City has the infrastructure or personnel to manage and support development at this scale. This is already evident in ongoing congestion, frequent street closures, and limited capacity to consistently enforce and implement city regulations. The City does a good job getting projects started but struggles with execution and enforcement once buildings are underway or completed. When too much is taken on at once, it becomes difficult to manage effectively, in any aspect of life.

Response 5-4: Comment noted. Part of the comment is a statement of opinion and does not pertain to the substance of the environmental analysis contained in the SDGEIS. The SDGEIS analyzed potential impacts on traffic, community services and impacts related to construction. SEQR regulations (6 NYCRR Part 617), and in particular the use of a "Supplemental" DGEIS, are intended to comprehensively assess cumulative impacts resulting from the Proposed Action. The studies associated with the SDGEIS are based on the proposed updated TDS, which takes into consideration the combined potential development for residential and nonresidential uses that the DOZ area is reasonably expected to accommodate in the next 10 years. The SDGEIS concludes that the proposed DOZ amendments and updated TDS would not result in unmitigated significant adverse impacts for any of the evaluated environmental areas, including construction and community facilities and services. It also estimates a net reduction in overall vehicle trip generation for vehicular traffic of 13% compared to what was anticipated in the 2024 SDGEIS. This is because of the reduced estimate of nonresidential uses that is anticipated with the proposed 2026 TDS.

Additionally, the Fair Share Mitigation fees -- which are proposed to be increased by 25% -- associated with new development and redevelopment would generate additional funding for the Police Department, Fire Department, infrastructure investment (wastewater, stormwater), Public Schools, Recreation and other public services to ensure those services will receive necessary upgrades and investment as needed, including new staff hires to guarantee enforcement of City regulations.

Comment 5-5:

Additionally, retail development has not succeeded under multiple administrations, regardless of the approach taken. While food establishments have done well, retail remains largely absent in the downtown area, and construction has driven away several long-standing businesses.

Response 5-5: The City agrees that creating a vibrant retail district is a key priority of DOZ; the proposed DOZ amendments are intended to recalibrate standards to better support retail businesses and their operations. A change to the proposed zoning included in this SFGEIS would require Storefront Frontages along key downtown corridors as illustrated in Section 2.1 and Figure 2-2. Moreover, a new definition of Storefront Frontage, as described in this SFGEIS, would prohibit residential uses on the ground floor (with the exception of lobby entrances) to further promote commercial uses that reinforce an active, mixed-use environment. With these changes, the City aims to concentrate retail and reinforce a vibrant downtown retail district. An additional component of the Proposed Action is to direct large-format retail to key downtown locations near transit.

Since zoning is only one aspect that affects the attraction of retail uses, the City is also pursuing other strategies and policies aimed at improving conditions for retail as part of a comprehensive Downtown Retail Strategy. In October 2024, the City 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 Vanguard Overlay 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. The Vanguard Overlay was expanded in 2025, reflecting a catchment area similar to the downtown core where Storefront Frontages would be required under these DOZ amendments. Other components of the Downtown Retail Strategy include enhancements to public spaces and a Retail Tenant Improvement Fund. The latter applies to businesses or property owners in partnership with a prospective business tenant, located within the DOZ.

In terms of construction impacts driving away businesses, these are temporary and localized impacts that, as discussed in the SDGEIS, are not anticipated to have long-term negative effects on existing businesses. As discussed in the SDGEIS, all building construction is regulated under City Code Chapter 111, requiring permits and oversight by the City Department of Buildings. More provisions may apply depending on the location of construction sites. The SDGEIS lists all mitigation measures that would adequately mitigate any temporary construction impacts. More specific construction management plan requirements would be determined during the Site Plan and building permit review processes when a specific development application is submitted.

Comment 5-6:
The overwhelming majority of residents are opposed to this level of expansion. As elected officials, you represent the residents of this city. When such strong community opposition exists, it must be taken seriously.

I understand it is the role of the Development Department to bring forward ideas and proposals. However, it is the responsibility of the Mayor and City Council to represent the residents who elected them to office.

Similar to the City park matter, where there was overwhelming public opposition, it can be frustrating for residents to continually fight against their elected officials for proposals that do not reflect the will of the community and that many believe will not move the city forward.

I respectfully urge you to reconsider the magnitude of this plan, listen closely to your constituents, and pursue a more balanced approach that supports growth without overwhelming our city.

Response 5-6: Comment noted. The City is committed to engaging the public in a dialogue and gathering public input and views for important environmental review processes. The City also recognizes that residents may hold a range of views regarding different proposals including this Proposed Action. This process is a refinement phase of the DOZ zoning framework, not changing the vision and intent of the 2015 original action and subsequent DOZ amendments. The proposed amendments are minor adjustments, not major updates including the establishment of new DO districts, as they were in previous

iterations (2015, 2021 and 2024) and are just the continuation of the DOZ approach, which was designed to adapt over time to changes in trends, conditions and needs. Refer to **Response 5-3**.

6. Denis Mironov and Margarita Mironova, Public, April 16, 2026

Comment 6-1:
I am submitting this formal written comment regarding the Downtown Development Amendment. As the recent public hearing clearly demonstrated, the number one issue devastating our community is PARKING. Life for residents in New Rochelle is becoming absolutely unbearable, and it is entirely due to the City's desire to generate short-term profits at the expense of our daily lives. The City has absolutely no right to issue any further construction permits or approve new developments until the catastrophic parking waitlist for current residents is resolved. Every single night, residents like my wife and me are forced to drive in circles for hours just to find a spot, only to walk long distances home in the dark.
This administration does not feel like a local government that cares about its people; it feels like an administration driven solely by financial greed and developers' interests, completely ignoring the suffering of the actual taxpayers who live here.

Response 6-1: Comment noted. Amendments to the valet parking regulations are no longer included in the Proposed Action and will, along with a set of other comprehensive parking amendments, will be made following the final recommendations of a Downtown Parking Study, which is currently underway. In general, parking permits for residents (and associated waitlist) are issues outside the scope of the SDGEIS and not related to SEQR review. Lastly, the 2015 GEIS, 2021 and 2024 SDGEISs included assessments of potential environmental impacts as they relate to parking in the DOZ, and the current SDGEIS uses those previous environmental analyses to support the conclusion that no unmitigated significant environmental impacts are anticipated as a result of the Proposed Action.

Comment 6-2:

I demand a formal, written response to each of the following questions:
What is the total number of people currently on the residential parking waitlist for the zone covering 50 Clinton Pl?
What is the exact current waitlist position for my wife and me (Denis Mironov and Margarita Mironova), and what is the specific, realistic date when we will receive our parking permits?
What concrete, immediate actions is the City taking right now to alleviate the nightly parking nightmare that forces residents to circle for hours?
What is the City's long-term, comprehensive strategy to create actual, physical municipal parking spaces for existing residents, rather than just making empty promises?
How can the City ethically and legally justify approving massive new buildings when you have fundamentally failed to solve the main pain point (parking) for the residents already living in New Rochelle?
Will the City commit to a complete moratorium on downtown development until a 1:1 parking ratio is legally enforced for all new buildings and the current resident waitlist is cleared to zero?
The current situation is unacceptable. You are destroying the quality of life in this city. I expect clear,

direct, and written answers to all six of my questions, not generic bureaucratic deflections.

Response 6-2: Comment noted. See **Response 6-1**.
The City recognizes the need to address downtown parking challenges in a comprehensive way, and is finalizing a Downtown Parking Study. The City will move forward with a comprehensive set of zoning amendments to the parking regulations based on the final parking report once submitted to the City. In addition to that, the City is continuously monitoring parking conditions and shortages, and is taking further steps to implement improvements where needed. For instance, new parking spaces have become available to the public in three separate parking garages within the downtown area, to expand parking capacity by 7% and improve convenience to business customers.[2]

Comment 6-3, submitted as "addendum" to the previous comment sent on April 16.2026 (see 6-1 and 6-2):

I am writing to add a critical piece of evidence to my previous email submitted today regarding the severe parking crisis and the Downtown Development Amendment.
Please see the attached photo of a parking ticket I received this past weekend at the Prospect Municipal Lot. The violation is for "NO PERMIT" with a $50 fine, issued on Sunday, April 19 at 2:23 AM.
Here are the exact facts: I parked my car at 1:00 AM on Saturday and left at 5:30 AM on Sunday. I parked in a municipal lot right next to my home because I had absolutely nowhere else to leave my vehicle. And what does the City do? It fines me for not having the very permit you have refused to issue me for over two years!
This situation is absolutely intolerable. I can no longer accept these excuses, bureaucratic delays, and hypocritical policies. You intentionally block my wife and me from getting a permit, force us to circle the streets for hours every night, and then penalize us for your own failure to provide adequate infrastructure.
I am officially demanding my residential parking permit immediately. You cannot legally or ethically justify penalizing working residents for a problem the City itself created, nor can you continue to approve new downtown developments while treating existing taxpayers like an ATM.
I expect an immediate resolution to my waitlist status, written answers to my previous questions, and the cancellation of this unjust ticket.

Response 6-3: This comment does not pertain to the Proposed Action.

7. Sheila Collins, Public, April 16, 2026

Comment 7-1:
As a long time resident of New Rochelle, I have watched with dismay at the relentless high rise development that has turned our downtown into a city I no longer care to shop or dine in. Construction has been going on for years. Parking has become more difficult and the kiosks often don't work or are hard to use. As a result, I do most of my shopping and dining in Larchmont, where

[2] City of New Rochelle Adds 196 New Downtown Parking Spaces • New Rochelle, NY

the buildings are on a human scale and the parking kiosks are much easier to use. New Rochelle has a relatively small footprint and the density has gone overboard.

Response 7-1: Comment noted. See **Response 6-2** on parking. Related to the density comment, the proposed DOZ amendments and associated TDS estimates do not focus on increasing density. The intent of the Proposed Action is to continue to pursue a mixed-use environment and facilitate commercial uses and active storefronts in the core downtown, as well as the need for smaller- to middle-scale residential development ("missing middle housing") that may expand homeownership options. Across the DOZ, all nonresidential uses are expected to decrease compared to what was estimated in the 2024 TDS. Residential units are anticipated to increase, although the increase over the next 10 years is expected to be gradual: the approximately 2,800 additional residential units are anticipated to be built over a 10-year period. It is important to note that site-specific projects would need to undergo site-specific approvals, including site-specific review under SEQR; the SDGEIS does not approve any new site-specific development.

As discussed in the SDGEIS, this is a refinement phase of the DOZ to better align development standards with demand, responding to issues and missed opportunities observed during the past 10 years of DOZ development. The overarching goals of the original DOZ have not changed.

Comment 7-2:

Any future tax breaks should be limited only to projects that provide significant measurable benefit to the community and building heights should be reduced to mid-size level. We need more green spaces and pedestrian friendly streets, not more high rises!

Response 7-2: Comment noted. Tax break considerations are outside the scope of the SEQR review. The Proposed Action involves the adoption of DOZ amendments and updated TDS. No determination regarding tax abatements has been made, as site-specific development proposals cannot be advanced absent the amendment. Following adoption of the revised zoning, each development application will be subject to site-specific review, and abatements, if any, would be considered by the New Rochelle Industrial Development Agency (IDA) or other taxing jurisdiction at that time.

The DOZ form-based code intends to improve pedestrian conditions and public realm. This goal has not changed with the proposed DOZ amendments. The inclusion of a new "Pedestrian Way Required" in the DO-1 core downtown, as well as modifications to the definition of the "Contiguous Public Frontage" type, are expected to positively affect the public realm to further reinforce a pedestrian-focused DOZ. Additionally, the Community Benefit Bonus fees attached to the DOZ bonus height can contribute, among other elements, to the incorporation of meaningful green elements (green roofs, etc.), provision of open space, and creation of pedestrian passages. Lastly, in response to public comments, this SFGEIS incorporates further zoning changes to increase the greenery requirements, such as a new requirement of 30% planting and/or green infrastructure in Civic Spaces and recommended street trees and bio-retention areas along Public Frontages.

The proposed DOZ amendments are also intended to promote the redevelopment of small sites with mid-rise buildings (4-6 stories). This is sought through increasing the bonus height for Development Standard 1 (the smallest lot size option in DOZ) in specific DO zones that would benefit from this infill housing typology.

8. Editors of NewRoAR News, April 17, 2026

The commenter sent two articles attached to an email, requesting to be "*added to the record for public comment on the SDGS and the proposed Downtown Overlay Zone zoning amendment*." The first article is numbered "8a" and the second one "8b".

Article 8a: April 7, 2026, titled "Will Amended Redevelopment Plans Change Policy to Address Community Needs?", with a subtitle "Or will we see only more unenforceable "guidelines" and "goals"?"

Comment 8a-1:

On Tuesday, April 14, at 7:00pm, the City Council will hold a public hearing on proposed amendments to the Downtown Overlay Zone (DOZ) to allow for the addition of another 2,800 units of housing, among other things.

When the city first took steps to open the downtown to development in 2015, New Rochelle Against Racism (New RoAR) and other community and labor groups advocated for a robust, legally-binding Community Benefits Agreement (CBA) with Master Developer RDRXR (now RXR), including guarantees of hiring local union labor with apprenticeship opportunities for residents, significant deeply affordable housing, protection for local residents against displacement by new development, a new community center with youth programming, and adequate green space.

The proposed Community Benefits Agreement for Equitable Development gained the most number of "likes" on the city's 2015 NR Future "crowdsourced placemaking" survey. Despite this, it was rejected.

Instead, with their very limited vision of "community benefits," the then City Council established a Community Benefits Bonuses and Funds Policy that included very little of what the public sought through a legally binding CBA.

Response 8a-1: Comment noted. The comment is a review of the 2015 DOZ process, including New RoAR's suggestions at the time, therefore it is outside the scope of this Proposed Action. The "guarantees" listed in the comment above (and in the table in the following comment) as part of a desired Community Benefits Agreement were never adopted.

Elements such as affordable housing provisions, protections against displacement and provision of green space are evaluated on a site-by-site basis when development applications are reviewed during site plan review. The City also requires that a minimum of 10% of new residential development to be affordable, targeting affordability levels at 70% of Area Median Income (AMI) as the baseline, with a sliding scale

option for deeper affordability levels. Moreover, through the DOZ's Community Benefit Bonus program, developers can opt to exceed the 10% affordability requirement or deepen affordability levels in exchange for a height bonus. Since the adoption of the DOZ, the City has generated closer to 20% of affordable housing and deeper affordability levels.

As it pertains to the comment on green space, this SFGEIS includes further zoning amendments to increase the greenery requirements in public spaces, such as a new requirement of 30% planting and/or green infrastructure in Civic Spaces and recommended street trees and bio-retention areas along Public Frontages.

Comment 8a-2:

HOW MUCH OF THE 2015 PROPOSED COMMUNITY BENEFITS AGREEMENT HAS NEW ROCHELLE ACHIEVED?	
PROPOSED	**ACHIEVED**
Affordable Housing	
1. Raise the minimum percentage of required affordable housing for all new residential developments (New Rochelle currently has a 10% minimum. NYC currently has a 20% minimum)	**No**
2. The affordable/low income housing units should be included in the new developments rather than concentrated and isolated	Affordable/low income units were segregated in the past, but this practice will no longer be allowed
3. Affordable housing payments to an affordable housing fund may not be deferred by RDRXR [developer]	**No**
4. Low Income Housing income should be clearly defined (distinctly from Affordable Housing), and provisions should be made to meet LIH requirements	Developers are permitted to provide fewer than 10% affordable units if they are more deeply affordable; few units are affordable at any level
Protecting Residents and Small Businesses	
1. Policies to minimize increases in rents and gentrification in areas surrounding new development	**No**
2. Policies to protect small businesses from increased rents and new, larger competitors	**No**
3. Policies to prevent Broken Windows Policing, and the exclusion of homeless and low-income people from newly developed areas	**Yes**

Local Hire	
1. A commitment to employing New Rochelle residents in the construction, maintenance, and retail jobs that the development creates	**No**. Policy sets goals but does not require developers to meet them, thus making the policy ineffective
2. A policy that includes the hiring of formerly incarcerated people	**No**
3. Connecting residents to training and apprenticeship programs designed to create long-term careers as opposed to short-term jobs	**No** ongoing apprenticeship programs. In 2025, city started tracking job retention information for training programs. The data for that one year has not been shared publicly yet.
4. Committing to contracting Minority & Women Owned Business Enterprises	**No**. Policy sets goals but does not require developers to meet them, thus making the policy ineffective
5. Establish a Chief Diversity Officer position responsible for implementing the tenets of the local hire policy as outlined above	**No**
Living Wage Requirements	
1. All RDRXR [developer] contract workers will be guaranteed a livable wage	**No**
2. A living wage will be guaranteed to the employees of RDRXR [developer] commercial development property tenants	**No**
3. RDRXR [developer] will establish a fund to assist small businesses in providing livable wages to their employees	**No**
Union Construction	
1. To ensure the development is built right, built safe, and built on time, all construction jobs must be done with union labor	**No**
2. To ensure good wages, benefits and working conditions, all building maintenance jobs in the RDRXR [developer] development will be union jobs	**No**
Community Space & Educational Youth Programs	
1. RDRXR [developer] will create truly public community and green spaces for all people to enjoy freely without the prerequisite of purchasing goods or services	**No**

2. The community space will include a youth center built for and administered by the New Rochelle Parks & Recreation and the Youth Bureau and designated for youth development activities such as My Brother's Keeper and the Youth Police Initiative	**No**
3. RDRXR [developer] will fund a predetermined amount of operating capital for this space and these initiatives	**No**

Response 8a-2: Comment noted. The left column of the table contains a list of desired guarantees that the NewRoAR group advocates for. It does not state policies that are currently in place or contemplated with the Proposed Action. The City appreciates the input from New RoAR; however this list of actions (or desires) is outside the scope of the Proposed Action, which advances modifications and adjustments to the existing DOZ zoning regulatory framework.

Comment 8a-3:

The bonuses have allowed developers to gain up to a 20% increase in building heights.

Response 8a-3: Comment noted.

Comment 8a-4:

When asked about meeting the wishes of the public as expressed in the 2015 CBA, the city cites a number of steps taken to address community concerns.

The City Council could adopt legally binding policy changes that will result in finally delivering union jobs, apprenticeship opportunities, truly affordable housing, and more as part of their amending the development plan. They will decide in the coming weeks whether to do so.

Response 8a-4: Comment noted. The proposed DOZ amendments include targeted zoning map and zoning text modifications that are aimed at refining development standards, frontage requirements and definitions to support large-format retail configurations in selected areas and to encourage "missing middle" housing forms through adjustments to Development Standards 1. The Proposed Action will also slightly expand the DO-8 area and adjust certain zoning requirements and standards in parts of the DO-8, DO-5, DO-2, and DO-1 districts. The Proposed Action does not involve changes to affordable housing requirements, protection policies for displacement, local hiring or union jobs requirements, or implementation of Community Space & Educational Youth Programs.

Article 8b: April 13, 2026, titled "Opportunities for New Rochelle Residents and Businesses".

Comment 8b-1:

Last year was another dismal year for New Rochelle residents seeking a fair return on their investments in the downtown development when measured by the number of jobs, the quality of those jobs, and local

business contracts with developers, according to data provided to the city by developers and the First Source job referral center.

As the City Council works to amend the development blueprint, residents are hoping they will strengthen existing policies and adopt new ones to ensure the tax breaks and the sale of municipal property to developers results in tangible improvements to their lives.

The New Rochelle Industrial Development Agency (IDA) — whose mission is to "provide business support through financial assistance and tax incentives to eligible projects in order to promote economic vitality and prosperity, as well as recreational opportunities for the entire New Rochelle community" — has doled out hundreds of millions of dollars in tax breaks. Residents are wondering where is the prosperity for the community?

Response 8b-1: Comment noted. The New Rochelle IDA is the entity responsible for establishing policies related to financial assistance and tax incentives for development projects. The Proposed Action does not involve any changes related to IDA policies and procedures. Rather, the Proposed Action involves the adoption of DOZ amendments and an updated TDS, which is a generic, regulatory change that does not authorize any development. Also refer to **Response 7-2**.

Comment 8b-2:

In 2016 the City Council unanimously adopted the Economic Opportunity and Non-Discrimination Policy (EONDP) to "ensure that city residents and historically underrepresented communities have access to" opportunities "generated by the redevelopment." It established goals for developers to meet and requires them to report annually on how they are doing in meeting those goals, which include:

- *"at least 20% of the work hours" be done by "qualified and/or trained" New Rochelle Residents*
- *having apprentices do 1,000 hours of work for every 20,000 hours worked building a project*
- *"awarding 20% of the dollar value of subcontracts for construction work" to local businesses by each prime contractor.*

If these goals were being met, today there would be hundreds more New Rochelle residents working in the downtown, scores of new union apprentices with lifelong careers in construction, and numerous local businesses with significant contracts for the building and maintenance of the new projects.

Because the policy's goals are only aspirational, not required, they are, once again, far from being met.

Developers reported that far less than 20% of work hours went to targeted workers, far fewer than 20% of construction contracts were awarded to New Rochelle-based subcontractors, and only a few apprentices had the opportunity to work in 2025, despite hundreds of thousands of construction hours being reported.

Since its adoption, advocates for changing the EONDP policy to make it more effective have encouraged the City to change the policy wording "shall make affirmative efforts" and "shall make good faith efforts" to read "shall be required," and adding "project labor agreements" as a requirement for developers who seek public investment through the IDA.

Without making this a requirement, New Rochelle's dismal job creation per IDA tax break will not change. As reported by the NYS Comptroller's office, from 2021-2023, New Rochelle taxpayers paid almost $1.5 million for every job created by the NR IDA. By comparison, the average cost for every job created by the Mid-Hudson Region IDAs was $5,210.

Mid-Hudson Region (Total IDAs: 19) **Data for 2023** **Return to Map**

Project Count:	Total Project Value:	Total Tax Exemptions:	Total PILOTS:	Net Tax Exemptions:	Net Tax Exemptions per Project:	Expenses per Project:
538	$27,787,076,475	$296,467,054	$114,675,977	$181,791,077	$337,902	$14,453

Estimated Jobs to be Created:	Estimated Jobs to be Retained:	Full Time Equivalents Before IDA:	Current Full Time Equivalents:	Estimated Net Job Change:	Net Tax Exemptions per Job Gained:	Expenses per Job Gained:
29,125	21,405	22,256	60,440	38,184	$4,761	$204

Select an IDA in the Region to View Summary Data:

New Rochelle Industrial Development Agency

Project Count:	Total Project Value:	Total Tax Exemptions:	Total PILOTS:	Net Tax Exemptions:	Net Tax Exemptions per Project:	Expenses per Project:
44	$3,214,933,934	$37,118,208	$4,677,845	$32,440,363	$737,281	$9,501

Estimated Jobs to be Created:	Estimated Jobs to be Retained:	Full Time Equivalents Before IDA:	Current Full Time Equivalents:	Estimated Net Job Change:	Net Tax Exemptions per Job Gained:	Expenses per Job Gained:
614	87	181	213	32	$1,013,761	$13,064

While no developer comes anywhere near meeting the City's goals to deliver good jobs and contracts for local businesses, standouts in their failures include those that have made the most of the development opportunities provided by the rezoning of the downtown.

Regarding employment for New Rochelle residents, the First Source Referral Center, which provides job placement services for residents, reported placing 434 residents in parttime and full-time jobs in 2025 with an average hourly wage of $21.53/hour.

Of these, 168 were construction-related job placements, an increase from previous years. However, as in previous years, these are poverty wage jobs. For example, the Cappelli Organization and BRP, two major downtown developers, reported paying between $20-$25/hour.

According to the Massachusetts Institute of Technology living wage calculator, a single adult with no children living in Westchester County needs to earn $35.72/hour to avoid poverty. Two working adults with one child would each need to make $31.49/hour to stay out of poverty.

The widely used living wage calculator determines the minimum employment earnings needed to meet basic needs — such as housing, food, childcare, and healthcare — based on location and family size.

Anchin, a firm hired by the city to see how developers are complying with the goals of the EONDP, is expected to make its report for 2025 to the IDA at its May or June meeting.

Meanwhile, residents are hopeful the City Council will take action as they amend development plans to address the failures of the previous council and administration to equitably deliver tangible benefits of the downtown redevelopment.

Response 8b-2: Comment noted. Changes to the Economic Opportunity and Non-Discrimination Policy (EONDP) are not contemplated in the Proposed Action.

9. Kelley Gill, Public, April 20, 2026

Comment 9-1:

I am submitting my concerns in writing regarding the city's continuous plan to build with little apparent consideration for downtown residents. A council meeting I attended supported my assertion as the project was approved with a vote behind closed doors and several members not even present. Additionally, few questions were asked to clarify what was observed to be the developer's overly positive portrayal of their project while ignoring relevant and important questions regarding the impact the newest proposed monstrosity will have on the community. Also, I learned in the meeting that this project is the fourth building of this developer, and I am sure none of those benefitting from these projects actually live in their buildings or even downtown at all! Perhaps to earn all their tax breaks, this should be required.

Response 9-1: Comment noted. The comment is not pertinent to the SDGEIS for the proposed DOZ amendments and updated TDS as it does not relate to the substance of the environmental analysis contained in the SDGEIS.

Comment 9-2:

I moved to New Rochelle in November of 2019 and since that time, I have counted twelve new buildings and believe I likely missed a few. I find this outrageous and excessive particularly as a downtown resident. I have resided in Shearwood Station since moving here. Just from my window, I have seen five buildings erected, quickly occluding the beautiful view of the Long Island Sound. The changes in the past six years have been startling for downtown residents. The change is palpable and yet, there appears to be no end in sight with over 5000 residential units completed or under construction.

Response 9-2: Comment noted.

Comment 9-3:

This number is outrageous and as this total came close to the original plan of 5,080 units, city council has approved 3,371 units and 1,500 "reserved" on top of that and then propose to raise it by another 2,800 units! It is very clear that city hall considers supporting the developers over the experience of its residents, which is unacceptable as you work for us, not them. The city loves to keep talking about the fact that they're building condos now in one of the buildings (Stella 2), but that's only 126 Condos of over 5,000 units which equates to nothing at 2.4% with 16% labeled as affordable. For the residents who do not qualify for "affordable" living, the market value for these luxury rentals is astronomical which has impacts for the local economy.

Response 9-3: Comment noted. The estimated 2,800 residential units added in the 2026 Theoretical Development Scenario (TDS) across the DO Zones establishes a reasonable estimated development outcome which serves for the evaluation of potential environmental impacts. These updated numbers are not a reflection of the City pursuing denser residential development, as this is not the intention of the DOZ amendments. The TDS only serves to establish a reasonable estimated development impact, over the next 10 years, based on which potential environmental impacts are assessed for SEQR purposes. The Proposed Action does not advance or approve any site-specific development. Refer to **Response 7-1**.

Comment 9-4:

Given New Rochelle's current density and struggles of all residents that already reside downtown, which are numerous, I am a strong supporter of a moratorium on ALL building in the city until research has been conducted on the environmental and quality of life impacts on current residents. Your cited environmental studies show that the proposed unit limits will have a minimal impact, but they are all based on models which is very different from real lived experiences downtown which absolutely do not reflect what the models are saying.

Response 9-4: Comment noted. The Proposed Action involves refinements to the DOZ regulations and associated TDS to better align with current market trends and observed development patterns. The modifications serve to recalibrate some standards and regulations to better achieve the stated goals of the DOZ. The SDGEIS serves to assess potential environmental impacts resulting from the Proposed Action. The analyses included in the SDGEIS have been conducted in accordance with SEQR. The findings of those environmental analyses conclude that the proposed amendments would not result in unmitigated significant adverse impacts. In some cases, mitigation measures have also been identified. It is important to note that site-specific projects would need to undergo site-specific approvals, including site-specific review under SEQR; the SDGEIS does not approve any new site-specific development.

It is an integral part of the DOZ original intent and mechanism to periodically refine zoning standards and development assumptions to facilitate a responsive redevelopment strategy. Had the City not engaged in this refinement process in the form of proposed zoning amendments and TDS updates, the current DOZ framework would have continued to work under the existing DOZ regulations and thresholds without updated environmental analyses or opportunities for public input.

Comment 9-5:

Currently, noise pollution, congestion, overcrowding, lack of parking, and an uptick in violent crime is not being appropriately and adequately considered. Additionally, there appears to be little concern in preserving our historic buildings that give our downtown character and uniqueness. The green space is dwindling with the constant building and changing the entire landscape and skyline of New Rochelle.

Response 9-5: Comment noted. See **Response 9-4**. The mentioned environmental impacts have all been considered during the preparation of the SDGEIS. See Section 3 of the SDGEIS. The Fair Share Mitigation fund was established to provide funds for community services, infrastructure and capital improvements that would ensure impacts from new construction and growth would be minimized. Additionally, the Community Benefit Bonus fees attached to the DOZ bonus height can contribute, among other elements, to the incorporation of meaningful green elements (green roofs, etc.), provision of open space, and historic preservation efforts. Lastly, this SFGEIS incorporates further zoning changes to increase the greenery requirements in public spaces, such as a new requirement of 30% planting and/or green infrastructure in Civic Spaces and recommended street trees and bio-retention areas along Public Frontages.

Comment 9-6:

The complete and utter lack of adequate parking continues to plague New Rochelle. And it is irresponsible to even consider adding another high rise as it is already impossible to travel through downtown due to the rerouting from constant ongoing construction, people double-parked due to no choice, and the traffic entering and exiting all the buildings. The stressed traffic patterns are already ineffective in managing the flow as it is, more construction will only exacerbate this issue.

Response 9-6: Comment noted. For parking challenges, see **Response 6.2**. Construction impacts resulting from the Proposed Action are temporary and localized, and are not anticipated to have significant adverse impacts on the environment. All building construction is regulated under City Code Chapter 111, requiring permits and oversight by the City Department of Buildings. Section 3.6 of the SDGEIS contains an analysis of such potential impacts. Mitigation measures have been identified for adequately mitigate any temporary, short-term construction impacts, such as the requirement of a Construction Traffic Management Plan, on a case-by-case basis, once site-specific applications are submitted.

Comment 9-7:

The noise pollution is constant with construction, frustrated drivers, and emergency vehicles; while the dust, poor air quality, and eyesore of construction equipment continue to increase. The roads are riddled with large potholes which should be more concerning to city hall than the constant erecting of unneeded high-rise buildings and the resulting negative effects to downtown residents.

Response 9-7: Comment noted. See **Response 9.6.**

Comment 9-8:

The lack of retail development that would attract visitors and should be a focus of development apparently is not as the focus instead seems to be on building more residential developments supporting corporations without any apparent concern for the existing residents or the environment. The downtown retail is limited and abysmal resembling more of a depressing area rather than a vibrant city.

Response 9-8: Comment noted. The City agrees that attracting retail is a key priority of the DOZ; the proposed DOZ amendments are intended to recalibrate standards to better support retail businesses and their operations. Changes included in this SFGEIS would require Storefront Frontages along key downtown corridors as illustrated in Section 2.1 and Figure 2-2. Moreover, a new definition of Storefront Frontage, as described in this SFGEIS, would prohibit residential uses on the ground floor (with the exception of lobby entrances) to further promote commercial uses that reinforce an active, mixed-use environment. An additional component of the Proposed Action is to direct large-format retail to key downtown locations near transit.

Since zoning is only one aspect that affects the attraction of retail uses, the City is also pursuing further strategies and policies aimed at improving conditions for retail as part of a comprehensive Downtown Retail Strategy. In October 2024, the City 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 Vanguard Overlay 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. The Vanguard Overlay was expanded in 2025, reflecting a catchment area similar to the downtown core where Storefront Frontages would be required under these DOZ amendments. Other components of the Downtown Retail Strategy include enhancements to public spaces and a Retail Tenant Improvement Fund. The latter applies to businesses or property owners in partnership with a prospective business tenant, located within the DOZ.

Comment 9-9:

With all the proposed building, there will also be a need for increased police, fire, and other supportive staff to accommodate additional residents. I have heard nothing from the city on how emergency services will be impacted by additional residents and congested roadways. Again, this increases the already intolerable noise pollution and above-mentioned concerns and comes as a significant cost to taxpayers.

Response 9-9: Comment noted. Section 3.3 of the SDGEIS provides an overview of existing conditions and an analysis of potential impacts, as a result of this Proposed Action, for service providers. Although no significant adverse impacts have been identified in the SDGEIS, mitigation measures for service providers have been provided.

The City's services providers have been engaged in this process to understand their concerns and latest needs. A Fire Department letter and corresponding responses are included in Comment/Response 1. As discussed in the SDGEIS, the Police and Fire Departments 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. Lastly, 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 and Fire Departments to adequately plan for future staff and/or equipment needs.

Comment 9-10:

Finally, as New Rochelle's moniker is the "Queen City of the Sound," why does it seem all efforts by city hall are to occlude our beautiful location and view of the sound in favor of supporting the projects of developers? Please consider the quality of life of your current residents and address these problems before turning your focus to acquiring new ones.

Response 9-10: Comment noted. The comment is a statement of opinion and does not pertain to the substance of the environmental analysis contained in the SDGEIS. For the proposed DOZ amendments, the City analyzed potential environmental impacts under the SEQR framework, including visual resources.

10. Jenny Freeman, Public, April 22, 2026

Comment 10-1:

I have not yet encountered a New Rochelle resident in favor of continuing the overlay zone/ expedited development program. My vote is to terminate it.

Response 10-1: Comment noted. The comment is a statement of opinion and does not pertain to the substance of the environmental analysis contained in the SDGEIS.

Comment 10-2:

Its hard to imagine that the $20M value floated that might supplement New Ro's budget will have any sort of counter weight impact to the deleterious impact of more high rise construction.

Its time to pause and see how the neighborhoods adjust to the currently approved new buildings.

Response 10-2: Comment noted. The SDGEIS analyzed potential environmental impacts that could occur as a result of the Proposed Action. SEQR regulations, and in particular the use of a "Supplemental" DGEIS, are intended to comprehensively assess cumulative impacts resulting from the Proposed Action. The studies associated with the SDGEIS are based on the proposed updated TDS, which takes into consideration the combined potential development for residential and nonresidential uses that the DOZ area is reasonably expected to accommodate in the next 10 years. The SDGEIS concludes that the proposed DOZ amendments and updated TDS would not result in any unmitigated significant adverse impacts for any of the evaluated environmental areas.

Comment 10-3:

Something is terribly wrong with a process that does not allow for input from the residents. Let's change that policy!

Response 10-3: Comment noted. See **Response 5-3.** In terms of public engagement requirements, the public review period for the SDGEIS started on February 17 and lasted through April 24, for a total of 66 days. The SEQR requirement for public review of a SDGEIS is a minimum of 30 days. A public hearing was held on both the SDGEIS and proposed zoning text ad map amendments on April 14, 2026 as required.

Comment 10-4:

Would it be possible to share the incentives to continue to pus additional expedited development? Haven't we exceeded our original goals?

Response 10-4: Comment noted. The DOZ framework and subsequent amendments, including this Proposed Action, have always been intended to adapt to evolving needs and updated conditions, reinforcing the flexible approach that is a key aspect of the DOZ. The overarching goal of the DOZ is to create a mixed-use, vibrant downtown that balances different uses while leveraging great transit access. These amendments are responding to changing conditions and lessons learned from the past 10 years of DOZ implementation, rebalancing anticipated land uses (through an updated TDS) to align with current market demands.

11. Diane Negvesky, Public, April 22, 2026

Comment 11-1:

I've nearly moved from New Rochelle, my home for nearly 50 years, due to downtown haphazard development.

Response 11-1: Comment noted.

Comment 11-2:

1). Why was no reputable urban planner overseeing or involved in what has been, or will still be built? What are the credentials of those overseeing development?

Response 11-2: This comment is outside the scope of the Proposed Action and associated SDGEIS. The Proposed Action does not advance or approve any specific development. Additionally, multiple certified planning professionals, licensed engineers, and City personnel have been involved throughout the more than 10-year planning process and continue to be involved at the various stages of a project application before approval or denial of such application.

Development applications follow a specific process that involves several steps to ensure codes compliance and best practices before a project receives all the necessary approvals. It begins with pre-application meetings with the Department of Development, before an application is submitted to the Building Department for zoning compliance. If compliant with zoning, the Building Department sends a referral to the Planning Board to begin the site plan review process. Project plans and drawings are distributed to

departments staff and committees, including Development, Public Works, Peer Architectural Review Committee, Fire Department, etc., for code compliance. Simultaneously, the SEQR site-specific process is also reviewed by planning staff and outside consultants. The site plan review process involves a presentation to the Planning Board, two rounds of comments, and eventually a public hearing on the project. Only then would a development application be able to receive the permits and approvals to begin construction.

Comment 11-3:

2). Why was no period for public comment given before we arrived at this juncture? I hope a good long look into the futures takes place before more development happens.

Response 11-3: Comment noted. See **Response 5-3**. SEQR specifies processes and timeframes for public input. The public review period for this SDGEIS followed SEQR requirements, offering a 66 day public review period (minimum required is 30 days) which included a public hearing on April 14.

Had the City not engaged in this refinement process in the form of proposed zoning amendments and TDS updates, the current DOZ framework would have continued to operate under the existing DOZ regulations and thresholds without updated environmental analyses or opportunities for public input.

Comment 11-4:

3). Will the city compensate the homeowners whose property values will plummet due to the awkward and bizarre placement of huge towers in residential neighborhoods? Were the home owners even informed?

Response 11-4: Comment noted. This comment is outside the scope of the Proposed Action and associated SDGEIS and does not pertain to the substance of the environmental analysis contained in the SDGEIS.

Comment 11-5:

4). I've read that management companies have fled from some of the buildings. Can the city look into this? It's dangerous.

Response 11-5: Comment noted. This comment is outside the scope of the Proposed Action and associated SDGEIS and does not pertain to the substance of the environmental analysis contained in the SDGEIS.

Comment 11-6:

5). If you look at surrounding downtown areas, none look as bizarre as downtown New Rochelle. Building in other localities is done with an eye to creating a cohesive whole, not mismatched in color, height and style, various structures strewn across the landscape. It's been a hey day and a free for

all for developers and a huge loss for taxpayers.

Response 11-6: Comment noted. The comment is a statement of opinion and is outside the scope of the Proposed Action. Refer to **Response 11-2** for how development applications are evaluated, including a review from the Peer Architectural Review Committee which is responsible for advising the Planning Board on urban design elements, facade aesthetics, and building elevations for major developments.

Comment 11-7:

6). Is an anchor commercial company being sought so the downtown is not just rentals? Is there any space suitable for offices? Why not?

Response 11-7: Comment noted. The DOZ vision remains to create a vibrant, mixed-use environment in the downtown. The proposed DOZ amendments, and the whole DOZ framework, allow for a wide variety of uses in the DOZ, including offices. The proposed TDS allocates over 380,000 square feet of office space across the DOZ. Zoning, however, is only one aspect that affects the location and attraction of certain uses; real estate market dynamics influence the actual development outcomes. The Proposed Action involves modifications to the Code that are part of the existing DOZ framework. It does not involve seeking anchor commercial companies nor dictating the development of rental buildings.

Comment 11-8:

7). Just rentals causes an influx of people not serious about investing in our city. Trump Tower houses investors since the units are condominiums. Why did the city choose to create only sky high rentals?

Response 11-8: Comment noted. The tenure type of residential development is not dictated by the City or the zoning regulations. Additionally, the TDS includes the allocation of 500 condominium units, 300 that can be used in DO 1-6, 100 in DO-7, and 100 in DO-8. Through the addition of the condominium units, the City seeks to incentivize the development of for-sale units.

Comment 11-9:

8). Why was not a mix of mid rise buildings considered, particularly in the areas near houses.

Response 11-9: Comment noted. The Proposed Action is advancing changes intended to promote the redevelopment of small sites with mid-rise buildings (4-6 stories). This is pursued through increasing the bonus height for Development Standard 1 (the smallest lot size option in DOZ) in specific DO zones (DO-2 through D-6 and DO-8).

12. Shelley Berlincourt, Resident, April 23, 2026

Comment 12-1:

I have been following the development for downtown during the 11 years I have lived in New Rochelle. Almost the entirety of the development so far has been high-rise apartment buildings. I know the stated goal was to increase the number of rental units available. Note that the vast share of these are luxury--not realistically affordable--units. Fine. The NYC realtors have had their way. But it is time for the high-rises to STOP.

Response 12-1: Comment noted. The City requires that a minimum of 10% of new residential development to be affordable, targeting affordability levels at 70% of Area Median Income (AMI) as the baseline, with a sliding scale option for deeper affordability levels. Moreover, through the Community Benefit Bonus program, developers can opt to exceed the 10% affordability requirement or deepen affordability levels in exchange for a height bonus. Since the adoption of the DOZ, the City has generated closer to 20% of affordable housing and deeper affordability levels.

Comment 12-2:

I say this because the working class people of New Rochelle (like myself) who use the downtown frequently and enjoy its charm have been putting up with seeing commercial rents increase to the point that many small businesses have had to close. You lure all these residents here, but stifle small businesses for them to enjoy. It is time for the residents of New Rochelle to see some benefits from development such as:

- *Subsidies for small businesses on their rent downtown*
- *More public greenspaces and parks*
- *Bicycle lanes*

With the many talented musicians living in New Rochelle, downtown could support small live music venues. With subsidized rents, downtown could also house more small businesses such as retail and other spaces. Let's make sure the Poet's Corner and other community spots can afford to remain.

Response 12-2: Comment noted. The vision of the DOZ remains to create a vibrant, mixed-use environment in the downtown. DOZ regulations allow a wide range of commercial uses. This includes small businesses, which the City consider a big asset of the downtown. The increase in downtown residents is expected to bring new patrons that support local businesses. Also see **Response 9-8** for changes to Storefront requirements and downtown retail strategies and available programs.

Zoning is only one aspect that affects the use of land; real estate market dynamics and the rise of online shopping influence the actual outcomes. Subsidies for small businesses to pay their rent are not included in the Proposed Action. However, Community Benefit Bonus (CBB) Fund revenues may be used to develop and administer a program that seeks to help small businesses. The CBB has helped fund Downtown Retail Strategy programs such as the Vanguard and Retail Tenant Improvement Fund.

In terms of more public greenspaces and parks, the Community Benefit Bonus fees attached to the DOZ bonus height can contribute, among other elements, to the incorporation of meaningful green elements (green roofs, etc.) and provision of open space. The nature of the DOZ form-based code also emphasizes the pedestrian experience, providing a pedestrian-supportive urban form with civic space design and other standards. Lastly, in response to public comments, this SFGEIS incorporates further zoning changes to increase the greenery requirements, such as a new requirement of 30% planting and/or green

infrastructure in Civic Spaces and recommended street trees and bio-retention areas along Public Frontages.

The inclusion of bike lanes is considered by the City on a regular basis, in alignment with planned road improvements and Complete Street policy priorities. This is not within the scope of the Proposed Action.

13. Thandiwe Dee Watts-Jones, Public, April 23, 2026

Comment 13-1:

For over a year, I've witnessed, listened to others, and conveyed my thoughts to the current City Council, and to the Planning Board, once headed by Sara Dobbs-Brown, Esq. Her tenure ended shortly after the approval of 570 Main St, a 500+unit, 28 story building. In an earlier speech before the City Council, I noted her as the only person in the year-long effort to get a pause in any further DOZ2 development, including 570 Main Street, who conveyed that our concerns as residents and employees of downtown matter. They were worth her time to hear, and in her judgment, worth the developer's time to address. I said then that her thoughtful, open-minded approach would likely be "gone" going forward.

Careless. This is the word that most captures for me the way the City Council, headed by the Mayor of New Rochelle, and the Planning Board, approach and carry out their duties in NR government in relation to development. The Planning Board does not function independent of the City Council, and under City Council leadership, both government bodies have demonstrated a "could care less" stance about the density of so many high-rises in such a small area, and their impact. The City Council promoted the practice of far exceeding the initial unit limits for DOZ2 and now seeks to officially expand them further.

Ten years into this rampant development, the City Council's actions are careless when it comes to the community's experience and concerns about the incessant building. These have been vocalized to you on many occasions, (…).

Response 13-1: Comment noted. Most of the statement does not pertain to the Proposed Action. In DO-2, only 200 units have been allocated in the proposed 2026 TDS. 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 Avenue to the west. No new residential units have been allocated to this area under the Proposed 2026 Theoretical Development Scenario. Therefore, new residential development in this area would not be permitted to use the TDS allocation and would not fall within the scope of the environmental review conducted as part of this SDGEIS.

Comment 13-2:

The exacerbation of traffic congestion, noted in the 2021 Traffic study, that assessed two key, downtown intersections as functioning poorly (at E and F levels) one of which is where you have approved the 500+ unit 570 Main.

Response 13-2: Comment noted. The comment is outside the scope of the Proposed Action.

Comment 13-3:

Grossly inadequate parking, contributing to increased congestion (as people drive around in search of parking), idling and fumes.

Response 13-3: Comment noted. See **Response 6-2**.

Comment 13-4:

The findings of persistent elevated levels of toxins – Black Carbon, Nitrogen Dioxides, and Particulate Matter (PM) documented by a 2022-23 NYS-funded Mobile Air Monitoring Study that included the New Rochelle downtown area.

Response 13-4: Comment noted. The Proposed Action represents a refinement phase of the DOZ zoning framework and associated TDS, adjusting development standards and zoning parameters to better reflect current conditions and observed absorption patterns. This is not a significant zoning action like the preceding efforts (2015, 2021 and 2024) when the DOZ was created and then significantly expanded to add new DO districts..

This refinement intends to rebalance uses across the different DO Zones, reflecting a net decrease in nonresidential uses and an increase in residential units.

Air quality impacts of a full build-out under the 2024 TDS were previously analyzed. Given that a full build-out under the proposed 2026 TDS would result in most likely an overall reduction in total developable square footage, the SDGEIS concluded that no significant adverse impact on air quality are expected from the Proposed Action.

Comment 13-5:

The need for a full SEQR environmental review to assess the current environmental impact of ten years of building, especially on DOZ2, with the highest density of any zone, given there has not been one done since 2015.

Response 13-5: Comment noted. A comprehensive SEQR review is currently being conducted through this process. Other SEQR environmental review processes have been conducted in 2015 (original DOZ), 2021 (expansion to DO-7) and 2024 (expansion to DO-8). In all those instances, potential impacts have been assessed for a full-build out scenario (TDS). No unmitigated significant adverse environmental impacts have been found, and in some cases mitigation measures have been established. Additionally, development applications are required to follow site-specific SEQR reviews during site plan review.

Comment 13-6:

Addressing these issues requires action that conveys care and carefulness, not roughshod overrides or superficial meet and greets. In the service of continued building without review, or redress. It is the kind of information that should inform future development. It is planful. It demonstrates concern for the safety, health and quality of life of New Rochelle residents in DOZ2, and in general.

But planning takes time and other resources. For example, urban planners who design in relation to the whole, who anticipate and plan for the ancillary resources such expansion requires. Somehow, it was not until 2024 that City Council engaged a consultant to help with predictable increased parking needs, especially given the decision, early on, to sell several city-owned parking lots to developers. Planning green spaces takes time, but there's no money in it for developers. So, instead, we get a mini-pop up "playground," and dog park adjacent to the municipal parking lot.

Response 13-6: Comment noted. This responds only to the elements of the comment that pertain to the Proposed Action. The SGEIS provides a cumulative assessment of development over time, including updated projections. It serves to refine the DOZ approach based on lessons learned from the past 10 years of DOZ development, adjusting standards and requirements to better meet the DOZ goals. The DOZ framework also includes Community Benefit Bonus (CBB) fees. As developers tap into the height bonuses, they are required to contribute to the CBB fund, which include, among other elements, the incorporation of meaningful green elements (green roofs, etc.) and provision of open space. Lastly, in response to public comments, this FGEIS incorporates further zoning changes to increase the greenery requirements in public spaces, such as a new requirement of 30% planting and/or green infrastructure in Civic Spaces and recommended street trees and bio-retention areas along Public Frontages.

Comment 13-7:

Under City Council leadership, there is no time for planning. Why? Because City Council and de facto, the Planning Board, run on the developers' clock and menu; time is money, high-rises rule.

- *The neighbors adjacent to a proposed development are not notified until it's well into the pipeline, the next to last stop in the approval process.*

Response 13-7: The comment pertains to site-specific development, which is outside of the scope of the Proposed Action.

Comment 13-8:

- *When the question arose among the City Council members as to whether any of its members wanted to discuss the plan to enact new Amendments to allow even more units in DO2, only one City Council member wanted a postponement to discuss it. It was carte blanche otherwise.*
- *More recently, City Council leadership has sought to have this same person forfeit his vote on the 2026 proposed Amendments. Lockstep is what you seek, no time, no interest in different views.*

Response 13-8: Comment noted. This comment involves City Council deliberation practices and decision-making processes. The City Council seeks legal advice from the City's Corporation Counsel on all legal matters, including the one referenced by the commentor. The comment does not pertain to the Proposed Action and the associated SDGEIS.

Comment 13-9:

- *How is it that a Request for Proposal (RFP) for City Park, a large field where generations of New Rochelle youth have engaged in team sports, went to every member of the Council except this same member, who represents that community and one other member? How is it that you entertain a stadium in place of a park, without talking with residents, who turned out in mass numbers and heated voices, after learning about it from an article from someone who closely follows New Rochelle City government?*

Response 13-9: This comment is outside of the scope of the Proposed Action and the associated SDGEIS.

Comment 13-10:

- *Speed and height are the essential parameters that govern your actions, everything else must genuflect to these. Speed and height serve developers, not the residents and employees downtown.*

Response 13-10: Comment noted. The comment is a statement of opinion and is outside the scope of the Proposed Action.

Comment 13-11:

Careless also applies to instances of your use of language, specifically:

- *terms like transparency, accountability and community feedback that City Council says it values and seeks to embody. Your actions contradict these words, and these terms have substantive meaning that should not be trivialized by using them as political capital and not meaningfully*

Response 13-11: Comment noted. The City recognizes that residents may hold a range of views regarding different proposals including this Proposed Action. Refer to **Response 5-6**.

In terms of public engagement requirements, the public review period for the SDGEIS started on February 17 and lasted through April 24, for a total of over 65 days. The SEQR requirement for public review is a minimum of 30 days. A public hearing was held on both the SDGEIS and proposed zoning code and text amendments on April 14, 2026, as required.

Comment 13-12:

- *statements that there is a need for and will be a moratorium on further building in our area of DOZ2, when in fact, this is contradicted by other statements that indicate any "vested" developer*

must be approved. As it stands now, that includes 570 Main Street and the current Prospect Parking lot, sold to a developer, and possibly more of which we are not aware. It is deceptive to say there is a moratorium in DOZ2.

Response 13-12: We understand the confusion around the word "moratorium". If the word "moratorium" has been used in the past, it was not an accurate depiction of what is proposed under the Proposed Action. The Proposed Action proposes 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. New development in this area would not be covered under this SEQR analysis, as no new residential units included in the Proposed 2026 Theoretical Development Scenario (TDS) have been allocated to this area. This means that an applicant can propose a new development and is entitled to the same zoning parameters; however, within this specific "carve-out" area, the applicant would be required to undertake its own complete environmental review without the ability to rely on the existing SEQR frameworks that the City is providing within this SDGEIS. Sites that have pending or approved applications, as well as municipal properties that have been reserved for future development, have vested rights and therefore are considered within the updated 2026 TDS, thus the current SEQR analysis applies to those properties.

Comment 13-13:

I cannot convey how disappointing, hurtful, and at times infuriating it is to witness elected City Council and Mayoral officials care so little for the people of New Rochelle, who are living out your adherence to developers' rule. Unbridled YIMBYISM is no better than unbridled NIMBYISM. Neither represents the complexity of considerations for creating mindful development that works for more than developers.

This 2026 DOZ Amendment, as is, will legitimize the City Council's continued use of their power to engage in unchecked carelessness. New Rochelle residents deserve more. Much more.

Response 13-13: Comment noted.

14. Charlene Claxton, Public, April 23, 2026

Comment 14-1:

I am writing to inform the City of New Rochelle Planning Department and others within the City that the continued build out of the downtown area is ruining my neighborhood and the surrounding area. I believe the area where I live, near downtown, has become unsafe. I have enjoyed walking to the library, the shops downtown, and the free concerts for years. I have never felt less safe than I do now. The crime in the downtown area over the past few years is scary. This is only occurring because of the new residents in these luxury apartment buildings.

These buildings are only trying to fill the apartments and do not seem to care who the let in. There are a number of people who have criminal records and have now brought their crimes to New Rochelle. Now

there are shootings and stabbings. There is a general feeling of not being safe in New Rochelle. It seems the City did not do any research with regard to what happens to a city when there are a large number of people forced to live in small area. Guess what, crime increases. It is a known fact by anyone who has studied criminology.

A number of the residents in the buildings on Church Street cannot afford the actual rents of these apartments. They either are using Section 8 or being offered some incentives to move in. This is not good for those of us who have lived here safely and peacefully for years. Those of us who pay the taxes that subsidize their apartments.

Because of these building occupants, the crime rate is going up. So, what do we have now that we didn't have before? A women shot and killed in her apartment at One Clinton Park on Church Street. This was due to domestic violence. More recently, a man stabbed and laying in the street again on Church Street at 6:30 am bleeding. I saw this with my own eyes as I walked down Church Street to the Metro North Station. It was reported that he was stabbed in the other newly opened Leaf building, again on Church Street. This too is another reported incident of domestic violence. Any one of these incidences could have easily spilled out into the street and caused more harm to local, law-abiding residents. This is the new New Rochelle.

These developers do not care about our city. They are looking to make millions at our expense. They do not care who lives in the building or that the tenants have real jobs to earn enough to pay the rent. They need bodies in the apartments so they can later sell, take their profits and leave a mess for the city to handle. All of which means higher taxes for those of us who own here and more crime.

I now think twice about walking to town to shop or go to the library on any given afternoon.
I warn my kid about being alert when he is out and about. I have seen young men or teens walking around with masks on. We all know young people are not concerned about protecting themselves from sickness. That is a red flag for someone looking to make trouble.

Response 14-1: Comment noted. As discussed in the SDGEIS (Section 3.3.1.1), the New Rochelle Police Department 2022 – 2024 Annual Reports identified a slight decrease in police calls and reported crimes compared to the previous decade. 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.

From the New Rochelle Police Department data, it appears that crime rates are going down. Generally, mixed-use development with active uses at the ground floor tend to generate more pedestrian traffic, which would act as “informal surveillance” (“eyes on the street”). Fair Share Mitigation fees generated through DOZ development would continue to ensure that the police department receives enough funding to perform their duties.

Comment 14-2:

All of this is your doing. It is not going well. Traffic is a nightmare in the downtown area. Double parking is rampant. All these new residents bring their cars and clog the streets. The neighborhood south of downtown is overrun with cars limiting parking for those of us who live in that area because no one in those buildings can afford $200-$250 a month for parking. The city can check the number of tenants that pay for parking in their building versus how many live there.

Response 14-2: Comment noted. Refer to **Response 6-2** for parking issues.

Comment 14-3:

Stop ruining our neighborhoods with high rise buildings that don't make the area better just worse to live in for those of us who live here and love this city. These people are transient and have little to no ties to the city. You can tell by how much dog poop is left on the street all around the downtown area. These are not educated professional people. This will become a poor crime ridden city just like the Bronx. If that happens in one part of the city, it is only a matter of time before the crime and congestion downtown spreads to the rest of the city. Criminals go where they can make money. The City of New Rochelle is so naive that they don't even see it coming.

There are too many buildings, too many apartments, and too many people. If the city continues with building, we will vote for someone who will put a stop to all this over development. Stop making decisions about a neighborhood you do not live in and will not take the time to walk the streets like we do to really see what is going on. Don't forget to step over all the dog poop left behind by the new residents who do not care. Take a walk downtown and watch all the excessive traffic and smog. All I ask is that you stop ruining my New Rochelle neighborhood. The damage has already been done. I ask that you stop now before it is too late.

Response 14-3: Comment noted. The City recognizes that residents may hold a range of views regarding different planning efforts including this Proposed Action.

15. Shaun Wayawotzki, NewRo Enough is Enough, April 24, 2026

Comment 15-1:

We are at a critical juncture in New Rochelle. It's been over 10 years since the Downtown Overlay Zone (DOZ) was approved, and the downtown has ALREADY been transformed. By some metrics that rapid change is a success, but, at the same time, there is a strong undercurrent of frustration among residents that the day-to-day issues they are experiencing are being ignored by the City. NewRo Enough is Enough, of which I am co-chair, and its broad base of 600+ supporters is an indication of this frustration, as are the dozens of people that spoke out against this amendment at the April 14th Public Hearing. This is why we need to use this amendment as an opportunity to learn from these 10 years, listen to the lived experiences / pain points of downtown residents, and define what the future should look like.

To their credit, the Development Department has said similar things about learning from the past, but, when you actually look at the document, there is still a lot of room for improvement. Overall, it is more of

the same, and a continuation of the pattern of "best efforts" and half measures. Downtown residents have seen what that "pattern" looks like over the past 10 years. All that does is lead to the developers being in control, while those of us that live here are left by the wayside. We need real changes, with some teeth, to address the issues that are occurring downtown.

Response 15-1: Comment noted. The City recognizes that residents may hold a range of views regarding different planning efforts including this Proposed Action.

Comment 15-2:

I. DENSITY:

▪ *Issue: The Development Department acknowledges some density problems, and so a moratorium zone was created. The problem is it is in one section of DO2, and gives carve outs for "vested" properties without describing what these properties are. One of those properties is the Prospect St Parking lot, which, as one of the last remaining municipal lots in that dense area, would be an absolute DISASTER for everyone if it is actually ever developed.*

▪ *Proposed Solution: Eliminate exceptions to the moratorium. Expand the moratorium zone to areas that have already absorbed large amounts of development, all of DO2 at a minimum.*

Response 15-2: Comment noted. Refer to **Response 13-12** for context and clarification on the use of the word "moratorium". The expansion of the zone where new development under the proposed 2026 TDS is not allocated is not contemplated at this time. It is important to note that the Proposed Action does not advance or approve any specific development. Development applications would need to go through site-specific approvals and site-specific SEQR reviews.

Comment 15-3:

II. PARKING

▪ *Issue: The Development Department has stated people don't want to park in the new buildings because valet is unpopular and the monthly prices are too high, driving these tenants into the already overburdened streets and municipal lots. To address this, the credit for valet spaces has been reduced, but nothing was done to address the cost issue*

▪ *Proposed Solution: The cost of a parking space in these new buildings should be capped at a set percentage of the building's monthly median rent (eg a parking space should be 3% of median rent).*

Response 15-3: Comment noted. Parking regulations adjustments are no longer included in the Proposed Action (see Section 2.2). See **Response 6-1** and **6-2**.

Comment 15-4:

III. BUILDING HEIGHTS

▪ *Issue: 88% of the development in DO2 has already been high-rises with most at the max allowable heights for the zone. These large buildings are, in many ways, what have created such a community backlash. If mid-rises like Modera (111 Centre Ave) were the norm, the conversation around downtown development would be completely different. The Development Department has acknowledged more lower density housing options are needed in the DOZ, but to address this, the allowable height is being increased for certain lot sizes. This amendment should also be DECREASING the max heights allowed in the various zones.*

▪ *Proposed Solution: Apply the heights from the DO-3 Development Standards to DO-2, and apply the DO-2 standards to DO-1. Or, create a formula which determines the average existing building height in a block, and use that number +10% as a cap for any new development in that area. The developers are going to maximize the opportunity we give them, but other zones have shown developers can / will build lower height buildings.*

Response 15-4: Comment noted. One of the components of the Proposed Action is an increase in bonus height for Development Standard 1 (the smallest lot size option in the DOZ) in specific DO zones (DO-2 through DO-6 and DO-8). This would allow for the following changes to the maximum heights for Development Standard 1:

- 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.

These changes are intended to promote redevelopment of small sites with mid-rise buildings (4-6 stories). Additionally, the DO-2 to DO-1 remapping area proposal would cap the height of new development to the DO-2 height limit (24 stories with 4 bonus stories).

In general, the intent of the Proposed Action is not to allow extra height for sites that can accommodate higher densities in DO-1 and DO-2, but to continue to pursue a mixed-use environment and facilitate commercial uses and active storefronts in the core downtown, as well as the need for smaller- to middle-scale residential development ("missing middle housing") that may expand homeownership options.

Comment 15-5:

IV. INCREASED ALLOWABLE RESIDENTIAL UNITS:

▪ *Issue: There are currently 5,000 apartments completed or under construction, with another 5,000 apartments that have already been approved or reserved, but not started. This amendment would add another 2,800 allowable residential units on top of that. This is being done by converting non-residential space, that was previously approved, to residential space. This is an allowed mechanism, but it's gone too far. The original vision for the downtown was for a diversity of property types, not for a sea of residential towers. This is so far from the original vision now that it shouldn't be called an amendment, it's a TOTALLY different plan.*

▪ *Proposed Solution: Do not add any more residential units to the TDS. Just finish or reallocate the 5,000 units that are already site planned approved – that alone would already double the new apartments that have been completed downtown.*

Response 15-5: Comment noted. As discussed in the SDGEIS, the intent of the DOZ has not changed. The DOZ intends to create a mixed-use, vibrant downtown that balances different uses while leveraging great transit access. These amendments are responding to changing conditions and lessons learned from the past 10 years of DOZ implementation, rebalancing anticipated land uses (through an updated TDS) to align with current market demands. The DOZ framework and subsequent amendments, including this Proposed Action, have always been intended to adapt to evolving needs and updated conditions, reinforcing the flexible approach that has always been a key aspect of the DOZ.

The TDS associated with the Proposed Action is a reasonable estimate of development outcome over the next 10 years. It does not prescribe development. The updated number of residential units and commercial square footage in the TDS across sub-districts only reflects a more likely scenario than the current TDS, given market conditions and trends.

As described in the SDGEIS, the effects of the Proposed Action are expected to be largely positive, with an increase in property tax revenue of approximately $20M, and increased contributions into the Community Benefit Bonus Fund and Fair Share Mitigation fees to support capital projects, public benefits and service providers.

It should be noted that regardless of the DOZ amendments getting adopted, development would not be prohibited in the downtown in the future. Residential development could still be approved after going through the necessary approval processes and environmental reviews as required. This SEQR process serves to identify and mitigate potential impacts resulting from a reasonable estimate of development and land uses anticipated to happen in the next 10 years under the proposed DOZ amendments.

Comment 15-6:

V. TRANSFER MECHANISM

▪ *Issue: The Theoretical Development Scenario (TDS) is carefully crafted by zone, and is a foundational element of the DOZ. In 2024, a "transfer mechanism" was created that allowed units to be transferred between zones. There was no Public Hearing on this transfer mechanism; there was no SEQRA process. This mechanism undermines the guardrails set by the TDS, and leads to overdevelopment issues like we are already seeing in DO2.*

▪ *Proposed Solution: Eliminate the transfer mechanism. The TDS should be the foundational bedrock of the DOZ. Once a zone is out of units it should be done from a DOZ development perspective.*

Response 15-6: Comment noted. This is outside the scope of the Proposed Action. The comment relates to a legislative action formally adopted by the City Council in May 2024, following the necessary SEQR procedure. The 2024 adopted resolution included specific qualitative criteria developed to guide the reallocation of residential units across the eight DO zones in a way that minimizes and mitigates impacts while furthering City's goals and policy priorities.

Comment 15-7:

VI. FINANCIALS

▪ *Issue: There is a disconnect between what the developers are receiving financially and what the community is receiving as a benefit. Part of this is because the developers are receiving millions in PILOT benefits, while failing to meet targets that are set for them without consequences (e.g. 20% of work should be done by New Rochelle residents, but in actuality it's closer to 3%). The other is that the Community Benefit Fund, it's contributions, the valuations of the in-kind items, and its usage, is opaque to residents. At the same time, the benefits the developers are getting for contributing to the Community Benefit Fund – often bonus height to their buildings – is very visible to residents.*

▪ *Proposed Solutions: All PILOTS should come with strict conditions that will drive tangible value for residents (e.g. 20% of work MUST be done by New Rochelle residents); these conditions would then be audited against on a regular basis, and any shortfalls would trigger commensurate clawbacks. For the Community Benefit Fund there should be a full audit, and public report out annually. The funds should also be managed and allocated by an independent Community Board. This would ensure the funds are genuinely benefitting the Communities impacted by the development.*

Response 15-7: Comment noted. Tax break considerations are outside the scope of the Proposed Action. The New Rochelle IDA is the entity responsible for establishing policies related to PILOT requirements and provisions. The Proposed Action does not involve any changes related to IDA policies and procedures. Rather, the Proposed Action involves the adoption of DOZ amendments and updated TDS, which is a generic, regulatory change. No determination regarding tax abatements has been made, as site-specific development proposals cannot be advanced absent the amendment. Following adoption of the revised zoning, each development application will be subject to site-specific review, and abatements, if any, would be considered by the IDA or other taxing jurisdiction at that time.

Comment 15-8:

To all of this, some might say "that wouldn't be profitable for the developers," or "developers don't get out of bed for anything less than 16 stories," but after 10 years and massive change to the downtown we've earned the right to be selective. If there is a developer that doesn't want to participate in the community's vision for the future, with all the things New Rochelle inherently has to offer, that's fine they can move on. We need to do what's right for the citizens, we need to learn from the past, we need to chart a new course for a downtown we can all be proud of.

Response 15-8: Comment noted.

16. Nicole Jabanoski, Public, April 24, 2026

Comment 16-1:

I would like to voice my strongest opposition to the rapid pace of development in Downtown New Rochelle and the proposed amendment to the Downtown Development Plan. This amendment allows for an additional 2,800 residential units in an area that has already been overdeveloped beyond safety

and practicality. To address these concerns and ensure all residents' quality of life, we should instead institute a moratorium on building downtown, especially in the busiest zones, until we reevaluate the entire Downtown Development Plan.

Response 16-1: Comment noted. Refer to **Response 15-5**.

Comment 16-2:

As an educator in New York City, I moved to downtown New Rochelle four years ago, in an older building near the intersection of Church St. and Main St. I was hoping to live in a quieter but still vibrant community, and while I have enjoyed my time here, my neighborhood already feels unrecognizable due to multiple new high rises that have opened within a 2-3 block radius. Traffic and safety concerns have increased, while affordability and quality of life have pushed out many working-class residents and small businesses.

Response 16-2: Comment noted.

Comment 16-3:

First, I have witnessed serious safety concerns. My building's parking lot exits onto Church St. as it reaches Main St and turns into Memorial Highway. In the past year, both the second Clinton Park building and the Leaf have opened, turning this narrow two-way street into a nightmare. The Leaf is a large high rise with no curb space in front for unloading. As a result, any trash pickup, deliveries, moving trucks, emergency vehicles, or double-parked cars waiting for valet, can cause a backup. The street is often down to one lane with drivers having a difficult time seeing around whatever obstacle is in front of them, which compromises safety. Children walk to and from school on this street as it leads towards the elementary and middle schools. It's a danger to pedestrians and drivers, and a major traffic accident waiting to happen.

Response 16-3: Comment noted. The comment does not pertain to the Proposed Action but concerns enforcement issues for vehicles blocking the right-of-way.

Comment 16-4:

Church St. feeds into Memorial Highway, which the city plans to adjust as part of a right-sizing and a proposed public green space. While this sounds great in theory, there needs to be thorough analysis of how new building projects alter the volume of traffic. This street is the main route from many of these buildings to the highway, and any new green space will be impacted by vehicle fumes from increased traffic. I have seen this happen on Third Ave. in the Bronx where I used to teach, where "road diets" were made without a decrease in traffic volume heading to 95, and now, students breathe in the extra fumes on their walk to and from school every day. The severe congestion is mirrored on Main Street, which will be impacted by construction of the newly-approved 570 Main St. There is already an active project with Stella 2 interrupting traffic and impairing visibility just a few blocks away. Main Street is also affected by car dealerships with vehicle transporters idling

outside, taking up lanes of traffic and blocking visibility. Congestion here is a challenge for pedestrians accessing the Westchester bus lines as well as students at Monroe College. Backups in one area contribute to backups further along Main St.

Response 16-4: Comment noted.

Comment 16-5:

As for affordability, the new buildings are far outside of my price range. The majority of units are rental only, leaving little space for people looking to buy and stay long term, which impacts the community. I have made friends since moving here who then had to move themselves due to finances. Many of these people lived in new buildings yet quickly became concerned about development after witnessing the negative effects. Instead of community, we now have a population of transient renters who must leave at the first financial setback.

Response 16-5: Comment noted. The City acknowledges the importance of providing a range of housing options and prices, including opportunities for homeownership. Zoning does not prescribe a specific tenure type. Components of the Proposed Action such as increased bonus height for Development Standard 1 intend to promote redevelopment of smaller properties, which is expected to encourage homeownership opportunities. Refer to **Response 12-1** for Code requirements and incentives for affordable housing. Moreover, through the allocation of condominium units in the TDS, the City seeks to incentivize the development of for-sale units (see **Response 11-8**). Lastly, the City is investing in policies and programs that support homeownership such as the Down Payment Assistance Program that offers down payment assistance to first-time, low- and moderate-income homebuyers.[3]

Comment 16-6:

I have heard downtown referred to as a walkable city with nowhere to walk to, which feels increasingly true. Stores have closed without replacements, parking is a nightmare for visitors and potential customers, pedestrian safety is a gamble, and construction noise is pervasive.

Response 16-6: Refer to **Response 12-2** for store-related comment, **Response 6-2** for parking, and **Response 9-6** for construction impacts.

Comment 16-7:

It saddens me to see our community increasingly torn apart by development. Without a larger resetting of the development plan for downtown New Rochelle, nobody will be able to afford to live here or want to. Our city officials need to reevaluate the development plan now and listen to the serious concerns of people who actually live on the blocks being developed. There is a strong movement of engaged residents who consistently attend City Council meetings to express these views, but city officials often ignore our concerns and continue to approve large development

[3] Down Payment Assistance Program | Ideally New Rochelle

projects, such as the new building at 570 Main St. approved in February. There must be a change in strategy to ensure that our city is adding new housing in an affordable and sustainable way that allows this diverse community to thrive now and in the future.

Response 16-7: Comment noted. Refer to **Response 12-1** for affordability requirements and incentives. Site-specific development projects go through rigorous review processes in accordance with City codes, standards and SEQR. Refer to **Response 11-2**.

17. Paul Martin, Sutton Manor Association, April 24, 2026

This commenter submitted comments in the form of two documents attached to an email. One of the attached documents is a more substantial memorandum that includes detailed comments. This main document is answered first. The other attached document is a summary of concerns and recommended actions, in a table format, which is also repeated in the more substantial document. Since this is a repetition of the comments already included in the main document, this will not have dedicated answers. Lastly, the email text is answered last. All three referenced documents are included in Appendix C.

Comment 17-1:

I am writing on behalf of the Sutton Manor Association, which represents the Sutton Manor neighborhood, to express our concerns, questions, and comments re: the 2026 DOZ amendments and accompanying Supplemental Draft Generic Environment Impact Statement. The Downtown Overlay Zone is one of the most important projects that the city is currently pursuing and as a result requires a high degree of consideration and resident input. This letter contains our key concerns with the attached supplement package detailing additional comments and questions.

Response 17-1: Comment noted.

Comment 17-2:

Firstly, we expect as a bare minimum to have representation in this important matter through our duly elected City Council Member. Therefore, the City must make every effort to enable all council members to speak to our concerns and to vote on this important downtown-wide measure.

Response 17-2: Comment noted. This comment involves City Council deliberation practices and decision-making processes. It does not pertain to the Proposed Action and the associated SDGEIS.

Comment 17-3:

Secondly, we ask that the City enumerate the steps it has taken to receive community input and importantly support for these amendments. We have not seen sufficient opportunities for such a consequential effort. If the City is genuine in its desire to develop a plan in the best public interest, we ask that the City lengthen the process, proactively engage communities, and importantly provide to the public easy-to-understand materials to ensure this next iteration of the DOZ has community support.

Response 17-3: Comment noted. See **Response 5-3**.

Comment 17-4:

Thirdly and most importantly, we believe these amendments are not what the residents of New Rochelle want. While diverse in opinion, the residents of New Rochelle generally want a vibrant downtown that balances development with increased commercial activity. We believe the original intent of the DOZ was to act as a tool to revitalize the downtown with a natural ramp down and not as a tool to perpetually enable and expand tax-advantaged rental development. As any development of this type progresses, it naturally reaches a point of diminishing returns: there are fewer surface parking, fewer storage units, and fewer other underutilized spaces to convert into more vibrant, economically accretive spaces. At the same time, demand reaches a natural saturation point. We are concerned that the City is pursuing denser, rental only development at the expense of commercial and other use cases that make a downtown vibrant and also pursuing near-term fees at the expense of healthier recurring tax revenue.

Response 17-4: Comment noted. As discussed in the SDGEIS, the intent of the DOZ has not changed. The DOZ intends to create a mixed-use, vibrant downtown that balances different uses while leveraging great transit access. These amendments are responding to changing conditions and lessons learned from the past 10 years of DOZ implementation, rebalancing anticipated land uses (through an updated TDS) to align with current market demands. The DOZ framework and subsequent amendments, including this Proposed Action, have always been intended to adapt to evolving needs and updated conditions, reinforcing the flexible approach that has always been a key aspect of the DOZ.

The TDS does not prescribe development but rather establishes a reasonable estimated development outcome which serves for the evaluation of potential environmental impacts. The updated number of residential units and commercial square footage in the TDS across sub-districts only reflects a more likely scenario than the current TDS, given market conditions and trends. These updated numbers are not a reflection of the City pursuing denser residential development, as this is not the intention of the DOZ amendments. The TDS only serves to establish a reasonable estimated development impact, over the next 10 years, based on which potential environmental impacts are assessed for SEQR purposes.

The Proposed Action is advancing zoning modifications that also aim to address residents' needs and desires. For instance, the zoning amendments related to large-format retail seek to promote such use in the core downtown area while ensuring business long-term viability. Further, this SFGEIS includes Storefront Frontage requirements in the downtown core requiring commercial storefronts on the ground floor (with the exception of lobbies), to reinforce an active, mixed-use environment. This would advance a community desire for increased commercial activity, which has been expressed strongly in the past few years. Additionally, some zoning changes in development standards, façade requirements and definitions are aimed at increasing "missing middle housing" options, a model that will enable more affordable housing choices and homeownership opportunities – all items that the public is strongly advocating for. This is also a model that expands the range of development options beyond the high-density, large projects New Rochelle has seen in recent years.

It is important to reiterate that the City is not "*pursuing denser, rental only development at the expense of commercial and other use cases".* In fact, the Proposed Action is not advancing any development applications. The Proposed Action involves zoning map and text amendments that update the DOZ regulatory framework. They are generic in nature and do not approve any site-specific development. Moreover, the 2026 updated TDS still allocates a substantial amount of square footage to non-residential uses.

The SDGEIS includes a generalized fiscal analysis to assess potential revenue generation but does not evaluate broader fiscal policy trade-offs or long-term municipal finance strategies. A more detailed response related to the tax-advantaged development is included in **Response 17-7**.

Comment 17-5:

Increased Density, Particularly in DO-4: The 2026 DOZ amendments increase the number of residential units across the board by 2,800, none of which offer the promise of home ownership. We are particularly concerned by the more than doubling of residential units (+400) in DO-4 that is near our neighborhood. This is the largest increase aside from DO-1, quadruples the original units in the 2015 DOZ, and is occurring in an area where the underlying zoning is primarily commercial in nature (particularly in C-1M and DB zones). We do not believe increased development using PILOTs will bring net benefits given the loss of retail, existing mix use, free non-designated parking, and other current uses, especially in large lots within the DO.
Furthermore, as DO-4 still has ~200 unused units, we fail to see how the 400 more units will not occur without the loss of active tax-producing commercial spaces.

Response 17-5: Comment noted. Zoning does not prescribe rental or ownership models for residential development, therefore this issue is beyond the scope of the Proposed Action. See **Response 11-8** for the allocation of condominium units. As mentioned in **Response 17-4**, some of the zoning changes to promote missing middle housing are seeking to indirectly facilitate homeownership through the expansion of options for smaller residential buildings and townhouses.

The increase of residential units in DO-4 is an estimate of what could reasonably occur in such sub-district in the next 10 years. Retail square footage is also estimated to increase as it is expected that most new development would be mixed-use, with residential uses on top of retail. The non-medical office use square footage is instead estimated to diminish. These modifications reflect city and regional market trends as well as a combination of tweaks and strategic changes the City is pursuing to better achieve DOZ goals. As discussed above and in the SDGEIS, the TDS does not prescribe specific development but rather establishes an aggregated development potential, without "trading" amounts of commercial space for residential units.

A response related to PILOTs is included in **Response 17-7**.

Comment 17-6:

Weakened Standards for Commercial: The proposed 2026 DOZ amendments as drafted show the complete removal of required storefronts in the DOZ outside of DO-7. This modification would be unacceptable as it would remove an important incentive to build true mixed-use development that includes commercial space. City staff has clarified at City Council meetings and community meetings since that the removal of this requirement would not include Main Street, North Avenue and other primary cross streets and is only on secondary streets "back by Church Street and … Franklin Avenue". Given the named streets currently have negligible to no storefront requirements, we remain unclear what the City's actual plan is. In light of no publicly available revised plan, we ask that they release to the public and provide a sufficient review period for this critical element of the DOZ.

Response 17-6: Comment noted. Based on this comment and other public comments, and further best planning practices considerations, this SFGEIS is restoring the "Storefront Required" requirement in some of the key commercial downtown streets, as described in Section 2.1 "Zoning Map Changes". Although one of the intents of the Proposed Action is to provide more flexibility in ground-floor designs and uses, the City agrees that it is important to maintain storefront requirements, which enhance the public realm and frontage aesthetics, in the core downtown. Moreover, a new definition of Storefront Frontage, as described in this SFGEIS, would prohibit residential uses on the ground floor (with the exception of lobby entrances) to further promote commercial uses that reinforce an active, mixed-use environment.

Comment 17-7:

Insufficient Fiscal Analysis: We contend the City's analysis of municipal fiscal impacts does not reflect real world conditions and needs further analysis. Specifically, the City and its consultants project additional $20M in annual taxes at full build-out without consideration of PILOT tax abatements. This analysis is deficient, given every developer has employed a PILOT, typically at 15- or 20-years. A simple application of the City's UTEP 20-year schedule would suggest an average of $11.65M in annual taxes and is far from mitigated by the inclusion of fair share mitigation fees (only $20M over the entirety of the build-out). In addition, the analysis seemingly does not consider the existing tax basis as part of the calculation, i.e., what tax is lost by building new development. These two deficiencies suggest a concerning delta in the City's analysis, especially given the City has proposed increased tax revenue and fees as a mitigant to several development impacts including: Police and Fire Protection, Wastewater and Stormwater Management, Public Schools, Recreation, and other shared services and infrastructure.

Response 17-7: The Proposed Action involves the adoption of DOZ amendments and an updated TDS. No determination regarding tax abatements has been made, as site-specific development proposals cannot be advanced absent the amendment. Following adoption of the revised zoning, each development application will be subject to site-specific review, and abatements, if any, would be considered by the IDA or other taxing jurisdiction at that time. The City is committed to ensuring that the development which is likely to take place under the TDS remains a fiscal benefit to the City and School District on a net basis.

It is confirmed that the SDGEIS analysis does not consider the existing tax basis as part of the calculation. This is because the analysis is generic in nature, i.e., there is no way of knowing what sites are going to be redeveloped. Therefore, this type of analysis can only be a generic estimate of tax revenue and tax loss. It should be noted that the DO-4 zone features many large parcels, some of them containing large surface

parking; although not certain, it is anticipated that some of the more underutilized properties would redevelop, likely to bring in more tax revenue than the tax loss from previous uses.

Lastly, the Fair Share Mitigation fees (which are proposed to be raised by 25%) associated with new development and redevelopment will generate additional funding for the Police Department, Fire Department, infrastructure investment (wastewater, stormwater), Public Schools, Recreation and other public services to ensure these services will receive necessary upgrades and investment as needed.

Comment 17-8:

Insufficient Parking Improvements: The 2026 DOZ amendments make very little changes to parking despite resident concerns about the imbalance in parking in the city. While we understand the City is developing a parking strategy, the zoning needs to be incorporated and the strategy needs to be articulated in conjunction with these amendments. Above all else, we want to see that parking deficits are reduced not exacerbated.

Response 17-8: Comment noted. As described in this SFGEIS, changes to parking regulations are no longer included in the Proposed Action. The City recognizes the need to address downtown parking challenges in a comprehensive way, avoiding piecemeal amendments. Parking regulations, including those regulating the downtown, are located in a dedicated section of the Zoning Code (Chapter 331, Article XIV) while the DOZ regulations – the focus of the Proposed Action – live in Chapter 331, Article XXII. See **Response 6-1** and **6-2.**

Comment 17-9:

First and foremost, we believe valet parking has an outsized impact on parking imbalances given it is both costly and creates friction points, disincentivizing residents to use them. We would like to see the City fundamentally deprioritize valet parking as an option for development by requiring additional queuing space and by removing the potential of 15% parking reductions for Valet Parking.

Response 17-9: Comment noted. See **Responses 6-2** and **17-8**.

Comment 17-10:

Parking In-Lieu fees need to be increased to incorporate the rising cost of construction and should only be applicable in proximity to shared parking facilities that can accommodate additional vehicles. This is in line with other municipalities in the area.

Response 17-10: Comment noted. See **Responses 6-2** and **17-8**.

Comment 17-11:

We question whether the DOZ and Central Parking Area should remain entirely coterminous. Instead, we recommend the City consider additional parking requirements per bedroom in DOs further away from the transit center. This is consistent with the underlying zoning and other municipalities.

Response 17-11: Comment noted. See **Responses 6-2** and **17-8**.

Comment 17-12:

Removal of Waterfront Access Fees: We object to the removal of waterfront access fees in DO1-6,8 on two grounds: 1. Most new developments advertise the waterfront as a key amenity to new residents. 2. The City is not applying the same principle of keeping revenue generated in area to that area when it comes to the Marina fund, one of the City's primary assets for waterfront access. The City regularly takes between $500K-1M a year from the Marina for citywide uses, we believe if the City is going to remove the Waterfront Access Fee, it devote at least a portion of the interfund transfers to the waterfront, so that the benefits of the waterfront remain in the waterfront.

Response 17-12: Comment noted. At the time the Waterfront Access Fee was enacted, there was significant pressure from private developers to access development rights along several different areas of New Rochelle private and public waterfront or adjacent areas. In the years since the enactment, the City has decided that increasing the Fair Share Mitigation Fees on the Non-waterfront adjacent DOZs served the City as a whole more effectively. Applying increased Fair Share Mitigation Fees, across the applicable use categories, was a more appropriate way to capture the costs associated with the ongoing needs of the City, as they are directly associated with the type of development that is proposed (for instance, FSM fees of a three-bedroom residence are higher than a studio). If additional waterfront zoning changes or development is requested, the City will evaluate the direct impact on the public access and improvement of the waterfront based on those specific planning exercises.

Comment 17-13:

SC1. Supplemental Comments, Concerns, and Questions Overview:
Please find in the following sections a more detailed set of questions, comments, and concerns for the residents of Sutton Manor. We believe many of these topic areas are shared far outside our neighborhood with other residents of New Rochelle. Please note that we have made a good faith effort to present as accurate of facts and figures as possible but readily acknowledge we are using imperfect information. Our board and its members are not paid for their service for the Sutton Manor Association and we do not have the same resources that the City of New Rochelle government has. We welcome and expect the City to present additional data and facts to clarify its position and the rationale for several facets of the DOZ amendments. Where the City does not have facts and data to support assertions and positions, we ask that the City reconsider those assertions and positions.

Response 17-13: Comment noted. The City appreciates the time and effort that the Sutton Manor Association took to review the SDGEIS. All comments received have been carefully reviewed and substantive comments have been responded to in accordance with SEQR requirements.

Comment 17-14:

Residents are concerned by the general process of gathering public input and support for these 2026 DOZ amendments. Above all else, we remain unconvinced that these latest amendments represent the desires and inputs of most New Rochelle residents. We have not seen a clear indication of support from the broader community of residents and, therefore, are increasingly coming to the conclusion that the effort must be driven by other special interests.

Response 17-14: The Proposed Action represents a refinement phase of the DOZ zoning framework and associated TDS. Unlike the original 2015 DOZ adoption, and the 2021 and 2024 DOZ amendments, these are minor adjustments that do not change the intent of the DOZ. The original 2015 DOZ vision remains largely unchanged. The City is still aiming to achieve key goals that came out of the prior public engagement process, which was substantial for the 2015, 2021 and 2024 actions, and included crowdsource placemaking and online platforms for public feedback such as EngageNR in addition to numerous public meetings, workshops, and walking tours. At the same time, the Proposed Action is seeking to address residents' feedback, including the desire to have more active retail uses in the core downtown, and the need for smaller scale residential development ("missing middle housing") and more homeownership options. For instance, the regulatory changes to incentivize large-format retail were informed by both public input and market analysis. Through community engagement sessions, surveys, and focused conversations conducted as part of the Retail Strategy initiative and Retail Task Force process, residents consistently identified a need for additional neighborhood-serving retail in Downtown New Rochelle, particularly a full-service grocery store.

In terms of public engagement requirements, the public review period for the SDGEIS started on February 17 and lasted through April 24, for a total of 66 days. The SEQR requirement for public review is a minimum of 30 days. A public hearing was held on both the SDGEIS and proposed zoning text and map amendments on April 14, 2026.

Comment 17-15:

Furthermore, we have not seen a robust public engagement process that seeks to maximize community input and support for these efforts. In particular, we worry that the City through a rushed process is giving credence to the idea that the DOZ is acting as a mechanism tilted towards specific developer interests rather than a tool to maximize community benefit and economic vibrancy.

Response 17-15: The City is committed to incorporating community input into planning efforts. This process has followed all SEQR required timeframes and provided more than double the minimum required time for public review (**see Response 17-14**).

It is an integral part of the DOZ original intent and mechanism to periodically refine zoning standards and development assumptions to facilitate a responsive redevelopment strategy. Had the City not engaged in this refinement process in the form of proposed zoning amendments and TDS updates, the current DOZ framework would have continued to operate under the existing DOZ regulations and thresholds without offering public input opportunities.

It is also important to reiterate that the Proposed Action is a refinement phase of the DOZ zoning regulations and associated TDS, not changing the overall vision and policy goals as crafted through extensive community engagement conducted throughout the past 11 years.

Comment 17-16:

It is important to consider the timing of the introduction of these DOZ amendments. In mid-November, the City saw significant backlash from the public to the RFP process that lacked public input to allow a private developer to redevelop Flowers Park. The City subsequently paused that effort. No less than a week later, that private developer at the center of that controversy received a $3.1M dollar PILOT extension on developments in the DOZ from the IDA. Less than two weeks later, the City announced these amendments. Consider the optics of that rapid progression of events and the skepticism they have generated.

Response 17-16: Comment noted. The RFP process described in the comment is unrelated to the Proposed Action. PILOT programs are separate matters, not zoning related, that are handled on a case-by-case basis by the IDA. Refer to **Response 17-7**.

Comment 17-17:

Given the skepticism expressed, we demand that the City clear a high burden of proof by showing in detail that there has been a robust public process beyond the requirements of the SEQR process. Please enumerate specifically and with detail what steps the City has taken to generate public input and support for the DOZ amendments.

- *Please detail how this input- and support-gathering effort is comparable to the DOZ process and DOZ 2015 and 2021 amendments in time and scope.*
- *Please include a list of events specifically to gather input on the DOZ with dates and general attendance / target audience.*
- *Please detail the various stakeholder groups that the City consulted in the months (preferably up to 1 year) prior to the release of the DOZ Amendments in December to inform these specific amendments, and in particular, the increase of 2,800 residential units. We would ask that you specifically elaborate if the City consulted any of the following groups, and if so, which ones within each category:*
    - *Resident and neighborhood associations*
    - *Private developers with existing interests in New Rochelle*
    - *Private developers with potential interest in New Rochelle*
    - *Other investor communities*
    - *Local business groups and businesses*
    - *Labor groups*
    - *PTAs and other school-related groups*
    - *Real estate agents with knowledge of the local property market*
    - *Other trade associations*
    - *Other community groups*

- *Please detail surveys, outreach materials, social media and other forms of outreach that the City has conducted to gather input and inform residents of these specific DOZ amendments. We are*

particularly interested in input prior to the announcement of the DOZ amendments in December 2025.

- *Please detail efforts to distill and communicate the 392-page SDGEIS to the broader public. We'd ask that you detail timing of this outreach as we have noted some limited outreach within the week of the public hearing, which we would argue is too late.*

Response 17-17: Comment noted. See **Responses 17-14** and **17-15**.

The proposed DOZ amendments are part of a long-term planning framework rather than an isolated legislative initiative. Public feedback related to the DOZ has been sought continuously, and engagement has occurred through years of public meetings, stakeholder conversations and professional consultations.

The SDGEIS was published on the City's DOZ website on February 19, 2026, providing the public with ample time to review and comment. SEQR does not require that the public be provided with additional summary documents, as summary narratives are already included in the body of the SDGEIS. In particular, the Executive Summary of the SDGEIS includes a concise overview of the Proposed Action, results of potential environmental impact assessments and any necessary mitigation measures.

Comment 17-18:

Furthermore, as you heard at the April 14 public hearing, we want an answer to the central question of "Who has asked for these DOZ Amendments?". To put a finer point on it, we are particularly interested in who has asked for the increase across the board of 2,800 residential units at the expense of other use cases.

Please detail all letters and statements of support for these amendments that the City of New Rochelle has received prior and after the release of the DOZ amendments.

Response 17-18: See **Responses 17-14, 17-5** and **17-7**. Also, the proposed DOZ amendments are based on lessons learned from the past 10 years of DOZ implementation, including observed absorption patterns, market trends, and projected development capacity shifts between subdistricts. While there is an increased allocation of residential units, development capacity is still allocated to all other land use categories as depicted in the updated TDS.

Comment 17-19:

We remain concerned that the City, or rather certain members within the City government, are attempting to prevent our duly elected Council Member (District 2), Mr. Albert Tarantino, from speaking and voting on the DOZ amendments on the basis that he owns property in DO-1 and DO-2 and his participation would constitute a potential conflict of interest. We find it concerning that the City would seek to disenfranchise a whole district and the thousands of residents who live in it, especially given the council district is in and adjacent to the DOZ. We find it even more puzzling given that Mr. Tarantino has voted several instances since the creation of the DOZ in 2015 on DOZ matters, seemingly without any concerns raised. We believe that these actions are further creating the perception that the City wants to minimize not maximize public input.

- *Has the City, either through its Corporation Counsel or other legal counsel, determined and/or recommended that the District 2 council member must recuse himself in matters of the latest DOZ amendments such that District 2 will not have a voting council member on the DOZ amendments?*
- *If so, please clarify if the District 2 council member has received similar guidance in previous DOZ amendments and DOZ-related matters.*
- *Please also clarify how this process is different from previous processes such that a council member must recuse themselves from it on the basis of property ownership in this instance but not in previous matters.*

We note that the potential conflict of interest in question resides in DO-1 and DO-2, less than a third of the DOZ acreage. Yet, other parts of the DOZ seemingly present no conflict of interest, including in DO-4 and DO-7, which are within Council District 2.

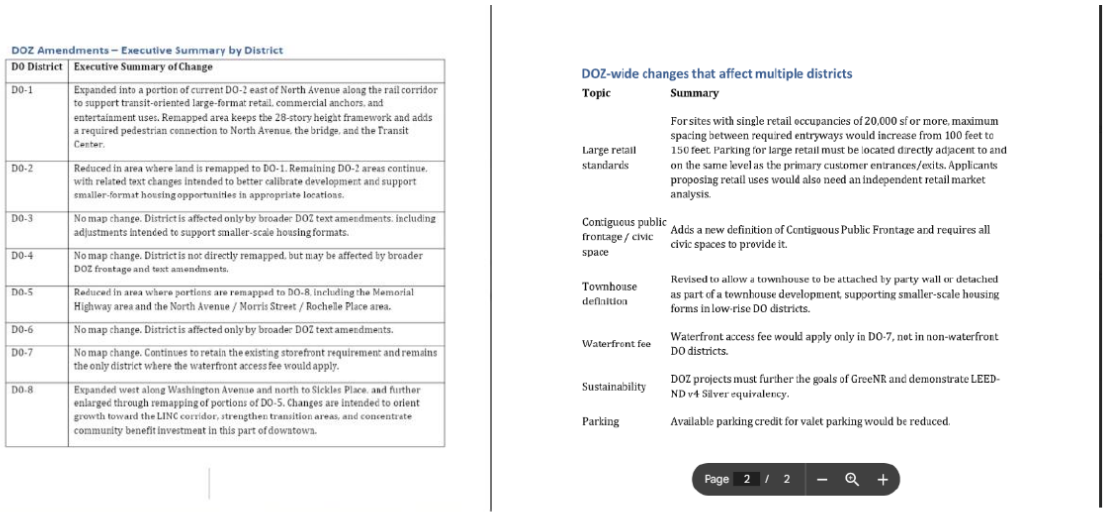
If conflict of interest concerns are genuine, what steps has the City taken to ensure that the District 2 Council Member can represent his district by speaking and voting on the rest of the DOZ amendments? If the City does not intend to make any accommodations to allow all city council members to vote on the majority of the DOZ or at least the portions of the DOZ that reside in their districts, why not?

Response 17-19: Comment noted. This comment involves City Council deliberation practices and decision-making processes. The City Council seeks legal advice from the City's Corporation Counsel on all legal matters, including the one referenced by the commentor. The comment does not pertain to the Proposed Action and the associated SDGEIS.

Comment 17-20:

At previous city council meetings, City staff made an explicit promise on the request of the District 2 council member to provide a DO-by-DO breakout summary of changes so that the general public can better understand the changes and their impact on different parts of the City. We have not seen these promised documents be publicly released as promised. Why not? We received the following summary document on the evening of April 12 upon our request to our council member, less than 2 days before the April 14 public hearing:

We received the following summary document on the evening of April 12 upon our request to our council member, less than 2 days before the April 14 public hearing:



DOZ Amendments – Executive Summary by District

DO District	Executive Summary of Change
DO-1	Expanded into a portion of current DO-2 east of North Avenue along the rail corridor to support transit-oriented large-format retail, commercial anchors, and entertainment uses. Remapped area keeps the 28-story height framework and adds a required pedestrian connection to North Avenue, the bridge, and the Transit Center.
DO-2	Reduced in area where land is remapped to DO-1. Remaining DO-2 areas continue, with related text changes intended to better calibrate development and support smaller-format housing opportunities in appropriate locations.
DO-3	No map change. District is affected only by broader DOZ text amendments, including adjustments intended to support smaller-scale housing formats.
DO-4	No map change. District is not directly remapped, but may be affected by broader DOZ frontage and text amendments.
DO-5	Reduced in area where portions are remapped to DO-8, including the Memorial Highway area and the North Avenue / Morris Street / Rochelle Place area.
DO-6	No map change. District is affected only by broader DOZ text amendments.
DO-7	No map change. Continues to retain the existing storefront requirement and remains the only district where the waterfront access fee would apply.
DO-8	Expanded west along Washington Avenue and north to Sickles Place, and further enlarged through remapping of portions of DO-5. Changes are intended to orient growth toward the LINC corridor, strengthen transition areas, and concentrate community benefit investment in this part of downtown.

DOZ-wide changes that affect multiple districts

Topic	Summary
Large retail standards	For sites with single retail occupancies of 20,000 sf or more, maximum spacing between required entryways would increase from 100 feet to 150 feet. Parking for large retail must be located directly adjacent to and on the same level as the primary customer entrances/exits. Applicants proposing retail uses would also need an independent retail market analysis.
Contiguous public frontage / civic space	Adds a new definition of Contiguous Public Frontage and requires all civic spaces to provide it.
Townhouse definition	Revised to allow a townhouse to be attached by party wall or detached as part of a townhouse development, supporting smaller-scale housing forms in low-rise DO districts.
Waterfront fee	Waterfront access fee would apply only in DO-7, not in non-waterfront DO districts.
Sustainability	DOZ projects must further the goals of GreeNR and demonstrate LEED-ND v4 Silver equivalency.
Parking	Available parking credit for valet parking would be reduced.

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Figure 1: DOZ Amendments- Executive Summary by District, provided by New Rochelle Government

Please compare this document, its contents, and means and timing of publication compared to the 2021 DOZ amendments executive summary: https://www.newrochelleny.gov/DocumentCenter/View/14120/2021-DOZ-Amendments-Overview. We would contend these are not comparable in effort, completeness (e.g., there is no mention of the increase in units in the above), and distribution. Neither this summary nor the summary presentation previously posted capture key elements of interest including land use changes in the TDS, summary of impacts and mitigations, alternatives, etc.

Response 17-20: Comment noted. SEQR does not require that the public be provided with additional summary documents, as summary narratives are already included in the body of the SDGEIS. In particular, the Executive Summary of the SDGEIS includes a concise overview of the Proposed Action, results of potential environmental impact assessments and any necessary mitigation measures. The SDGEIS has been posted on the DOZ website since February 19, 2026.

It is important to note that the 2021 DOZ amendments were much more significant than the 2026 proposed DOZ amendments. In 2021, one of the components of the Proposed Action was the extension of the DOZ boundary to include waterfront areas, creating a new sub-district (DO-7). As described in **Response 17-4**, this Proposed Action represents a refinement phase of the DOZ zoning framework and associated TDS, not a complete overhaul of the current zoning regulations or a significant expansion in DOZ overlay area or scope. The zoning changes are relatively minor, not changing the intent of the original DOZ.

Comment 17-21:

We find the process of public notice that the City has chosen to communicate the April 14 public hearing to represent the bare minimum and not a genuine effort to generate maximum public input into the DOZ Amendments. As a result, there was genuine confusion whether the April 14 public hearing was even occurring, especially since it was pushed back without clear notice from March. We note the timely public notices in the DEC ENB and the Journal News as required by the SEQR process, but would also contend

these are not generally accessed sources of information to New Rochelle Residents like the City's official webpage.

Residents called the New Rochelle City Clerk's office on April 3, less than two weeks from the hearing, and they informed us they had not received a public notice. We also reached out to the communications department when we noted the public notice was not on the New Rochelle's public notice page on April 8, less than a week of the public hearing. We are concerned that the responsible departments / individuals did not communicate such an important public notice to the dedicated public servants charged with the City's communication ahead of the 14-day notice.

Why was the public notice not promptly posted on the New Rochelle government website ahead of 2-week period of notice in line with the City's other notices?

Response 17-21: Comment noted. The SDGEIS has been posted on the DOZ website since February 19, 2026, after City Council acceptance on February 17, 2026. The City noticed the public hearing in the local newspaper (Journal News – LoHud) and in the New York State Department of Environmental Conservation Environmental Notice Bulletin (NYSDEC ENB), in accordance with SEQR noticing requirements. This noticing procedure has been the standard since the initial DOZ process in 2015.

Comment 17-22:
SC3. Overall Increase in Density and Change in Composition of the DOZ:

Given we do not believe the underlying intent of these DOZ amendments is community-driven, we are extremely concerned by the overall increase in residential units (2,800) at the expense of essentially every other use case for the downtown. We disagree with City staff that these amendments in combination with previous ones are preserving the original intent of the DOZ. The original intent, as we understand, was to build a balanced mixed-use downtown that while increasing the population, also offered economic opportunity in the form of retail, restaurants, office space, and institutional spaces. These amendments, built upon the amendments in 2021 and 2024 as well as the revised TDS in 2019 have strayed so far from that original intent that the City seems primarily focused on building rental units.

Response 17-22: Comment noted. Part of the comment is a statement of opinion. The City reiterates that the vision and goals from the original DOZ have not changed with this Proposed Action. The City is committed to improving regulatory conditions for retail, restaurants and other nonresidential uses to facilitate locating in the DOZ. While there is an increased allocation of residential units, development capacity is still allocated to all other land use categories as depicted in the updated TDS.

For instance, changes included in this SFGEIS would require Storefront Frontages along key downtown corridors as illustrated in Section 2.1 and Figure 2-2. Moreover, a new definition of Storefront Frontage, as described in this FGEIS, would prohibit residential uses on the ground floor (with the exception of lobby entrances) to further promote commercial uses that reinforce an active, mixed-use environment. An additional component of the Proposed Action is to incentivize large-format retail to key downtown locations near transit.

Comment 17-23:

Please consider the changes in the Theoretical Development Scenario from 2015 to now. Almost every single commercial, institutional, and other use case has seen a significant decrease in the TDS, in most instances dropping around half or more, even as the DOZ has expanded into DO-7 and -8. Where other use cases have increased (i.e., hotels and restaurants), this has occurred only because of the additions of DO-7 and -8. At the same time, residential units have continued to increase with every single amendment.

Type	Retail (SF)	Restaurant (SF)	Office Non-Medical (SF)	Medical (SF)	Hotel (Rooms)	Residential Units (DU)	Residential Condo Units (DU)	Student / Supportive Housing (beds)	Adult Care (SF)	Independent Units (DU)	Institutional (SF)
DOZ 2015	990,000	115,000	1,805,000	420,000	500	5,500	-	1,500	640,000	375	775,000
Proposed DOZ 2026 (Ex DO-7,-8)	401,500	99,000	356,000	217,000	400	11,800	300	300	250,000	200	210,000
Proposed DOZ 2026 (Total)	477,500	163,000	381,000	272,000	600	13,347	500	500	270,000	200	263,000
2026 Change from	-52%	42%	-79%	-35%	20%	143%	NEW	-67%	-58%	-47%	-66%

Figure 2: Change in DOZ Land Uses 2015-2026 (proposed), Source: New Rochelle 2015 SDGEIS, 2026 SDGEIS

In aggregate, this represents a 62% decline in key commercial, medical, and institutional use cases while residential units have seen a 143% increase. The latest 2026 amendments play a role in this drastic shift by trading 990,400 sq ft in commercial space for 2,800 residential units.

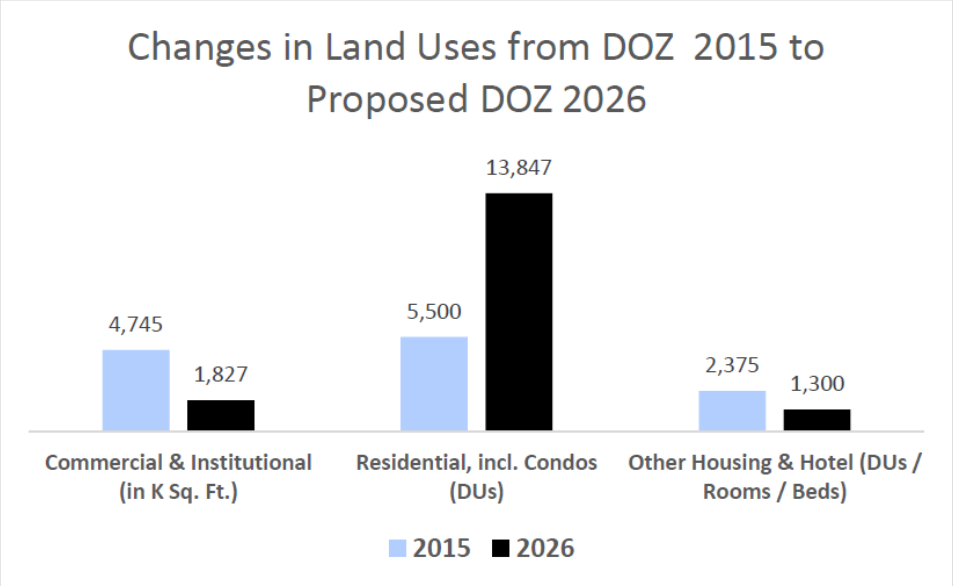


Figure 3: Aggregate Change in DOZ Land Uses 2015-2026 (proposed), Source: New Rochelle 2015 & 2026 SDGEIS

We find these shifts in the TDS to be unbalanced and do not contribute, in aggregate, to making the downtown desirable and truly mixed use for all of New Rochelle. We anticipate City staff will contend that shifts in the market, especially since COVID, have diminished the use cases for office space, retail, and other uses. We also anticipate City staff will contend that the TDS is driven by what the market will bear. We are aware of broader economic trends, and yet, we still believe that the City and the DOZ's purpose is to design around a desired end state rather than what is expedient to approve. Developers sell product and build

based on market conditions, It's the City's responsibility to help guide those developers to build the downtown that is of most benefit to the residents.

Just to put a finer point on it, the City of New Rochelle Downtown is not just housing stock and the DOZ is not a tool to maximize "what the market will bear". We challenge the City to go back to the drawing board and take a harder look at the land uses it has envisioned and return with a more ambitious, transformative plan that does not simply expediate the building of primarily rental units through streamlined zoning and tax incentives.

Response 17-23: Comment noted. The proposed DOZ amendments are based on lessons-learned from the past 10 years of DOZ implementation, including observed absorption patterns, market trends, and projected development capacity shifts between subdistricts. The real estate market conditions were different in 2015 and one of the DOZ's purposes is exactly to adapt to changes in conditions.

The TDS does not prescribe development or uses but rather establishes a reasonable estimated development outcome which serves for the evaluation of potential environmental impacts. Moreover, the 2026 updated TDS still allocates a substantial amount of square footage to non-residential uses. Also refer to **Response 17-4.**

Comment 17-24:

If the City cannot deliver a plan that enjoys high levels of support, then it should pause its efforts. We believe it was always the intent of the original 2015 DOZ for the City to pause after a decade and think strategically about a path forward. We have reached 10 years and essentially hit the original target for residential units in the 2015 DOZ and will likely exceed them. Given the development to-date, coupled with the observed negative externalities, we believe the moment calls for strategic reconsideration not plowing ahead amendment-by-amendment.

Response 17-24: Comment noted. The DOZ zoning framework was designed to evolve and not pause. the 2015 DOZ established a long-term zoning framework intended to guide downtown development over time, with the Theoretical Development Scenario serving as the basis for evaluating the potential environmental impacts of anticipated growth. As with other zoning districts in the City, the DOZ regulations remain the governing zoning controls for properties that elect to develop under the DOZ.

Comment 17-25:

Additional Comments and Questions re: Density and Change in Composition of Land Uses:

By our count, we have reached over 5,000 residential units in developments already built or under construction. In other words, we have about reached the originally envisioned limit within the 2015 TDS. Furthermore, we still have roughly 11,000 residential units in aggregate that can be built under the current DOZ. Given this, why does the City see a need to build yet an additional 2,800 residential units?

Can the City explain its rationale for continuing to re-allocate land uses away from commercial and other uses even as City staff has surely heard from residents a desire for many of these use cases?

Response 17-25: Comment noted. See **Response 17-4.** The TDS is an estimate of a reasonable built-out to be expected under the DOZ regulations as proposed. The 2026 TDS allocates a substantial amount of square footage to non-residential uses across the DOZ.

The proposed DOZ zoning regulations are aimed at incentivizing commercial and retail uses in the downtown core. Changes included in this SFGEIS would require Storefront Frontages along key downtown corridors as illustrated in Section 2.1 and Figure 2-2. Moreover, a new definition of Storefront Frontage, as described in this FGEIS, would prohibit residential uses on the ground floor (with the exception of lobby entrances) to further promote commercial uses that reinforce an active, mixed-use environment. An additional component of the Proposed Action is to incentivize large-format retail to key downtown locations near transit.

It is important to clarify that the City does not "trade" specific amounts of commercial space directly for residential units. Rather, the TDS aggregates development potential to conduct environmental analysis that evaluates its potential impacts. The TDS is a "best estimate" of future conditions given the proposed zoning amendments. See **Response 6-4**.

Comment 17-26:

Can the City please indicate specifically what sources of feedback and from which groups it has received to continue to pursue this shift in land use away from other uses to Residential Units?

Response 17-26: Refer to **Response 17-25** regarding shifts in land uses. The proposed DOZ amendments and associated updated TDS were informed by real estate market trends, observed development patterns and focused conversations with commercial brokers, developers and retail specialists among other stakeholders.

Comment 17-27:

Is there a direct tie between the decrease in other land uses and the increase in residential units? If so, can the City please clarify for each use case that is decreasing, how many residential units are being created? For example, a proposed decrease in 80,500 sq. ft. in retail translates to an XX% increase in residential units.

Response 17-27: The TDS does not "trade" land uses nor prescribes development. See **Response 17-4**.

Comment 17-28:

Please clarify how textual changes and other policy mechanisms have increased the overall number by 2,800 residential units. In other words, we are looking for the specific tie between specific policy changes to the increase in residential units and change in land uses.

How many more residential units were added as a result of the change to Development Standard 1?
How many more units were added as a result of the expansion of DO-8 westward?
How many more units were added by the remapping of part of DO-5 to DO-8?
How many more units were added by the remapping of part of DO-2 to DO-1?

If residential units were added as a result of the change to Development Standard 1, what mechanisms does the City have to ensure developers actually build units under Development Standard 1 in those lots 5,000-10,000 sq. ft. rather than elsewhere?

In other words, are the increased residential units floating and could be built out as a denser development on larger lots under other development standards rather than infill as desired?

Response 17-28: The increase in residential units reflected in the TDS results from the cumulative effect of multiple zoning and policy adjustments, as well as evaluations of observed absorption rates and market conditions. The SDGEIS describes changes at a programmatic level consistent with the nature of a Generic EIS. It has not assigned a specific unit count to the various zoning changes, but has evaluated the combined development potential resulting from the Proposed Action.

Comment 17-29:

We are extremely disappointed by the lack of new required condo units as part of these DOZ amendments. We don't mean to diminish the value of rental units as a housing option, but we see condo units providing substantial additional value to the downtown over rentals. They provide home ownership opportunities and their residents are encouraged to engage in the community and invest given the longer-time horizon interest that comes with home ownership.

Why has the City chosen not to expand any condo units as part of its increase in residential units?

Response 17-29: The City has evaluated that the amount of condominium units included in the current (2024) TDS is a reasonable projection based on observed absorption patterns and current real estate market conditions. Again, the TDS is an estimate of a reasonable development scenario and it does not prescribe development. As the City or zoning regulations do not prescribe a specific type of tenure, the residential units could be developed as condominiums.

Comment 17-30:

City staff have indicated that they are providing pathways for home ownership, seemingly in connection with changes to Develop Standard 1. Please clarify how the City is guaranteeing these pathways if it isn't requiring condo units or other equivalent forms of for-ownership properties?

Condo units currently comprise just under 5% of residential units under the TDS and would go down to ~3.6% of the total under these proposed amendments. We insist that if the City is going to add additional

residential units, that a meaningful portion of them consist of Residential Condominium Units. For instance, we would like to see as a minimum 10% of all residential units comprise of required condo units.

Response 17-30: Comment noted. The City acknowledges the importance of providing a range of housing options, including opportunities for homeownership. Zoning does not prescribe specific tenure types; applicants can build both rentals and ownership housing types. Condominium units are still available under the 2026 updated TDS.

The proposed Development Standard 1 changes are aimed at helping small property owners redevelop and invest in their properties by providing extra bonus height. Redevelopment of smaller properties tends to be associated with more ownership tenure opportunities compared to large-scale redevelopment, which is more likely to be rental housing. The tenure dynamics are affected by market conditions, lending practices, and developer business models, all of which are outside the direct control of zoning regulations. Lastly, the City is investing in policies and programs that support homeownership such as the Down Payment Assistance Program that offers down payment assistance to first-time, low- and moderate-income homebuyers.[4]

Comment 17-31:

Our understanding is that under the current DOZ guidelines the Commissioner of Development has the sole discretion to reallocate units from one zone to another.

In these proposed amendments, who will have discretion to reallocate units? We would contend that this responsibility should be reverted back to City Council given potential implications on the landscape of development.

Can the City please provide an overview of how many units have been reallocated to-date and from which zones to which zones?

Response 17-31: The reallocation of units from one zone to another is a formally adopted legislative action that does not pertain to this Proposed Action. Refer to **Response 15-6**.

Comment 17-32:

We remain concerned about developers' ability to acquire existing properties and encumber allocated land use beyond the originally envisioned two-year period after approval. Specifically, we've noted developments have seemingly extended the waiting period by submitting revisions to the planning board for approval, thereby resetting the two-year period. For instance, 277 North Avenue has sat empty for years and yet was able to move forward after a revision at the Planning board.

Do these DOZ amendments and accompany policy mechanisms address this loophole by ensuring developers cannot extend beyond the two-year period through simple revisions at the planning board? We

[4] Down Payment Assistance Program | Ideally New Rochelle

want to ensure developers are disincentivized from acquiring existing properties and letting them remain vacant for years while also holding onto units.

Response 17-32: Comment noted. Chapter 331, Article 13 of the Zoning Code regulates Site Plan approval procedures, which are not affected by the Proposed Action. From time-to-time, certain applications receive site plan amendments and such amendments thereby extend the allowable approval window.

The Planning Board has discretionary powers to extend approval of a site plan application depending on the circumstances. Although the City with its zoning framework has set general timeframes and encourages timely development to avoid prolonged vacancies, it is common for large developments to receive multiple extensions, especially if the project requires other approvals and/or is tied to financing programs to be approved from the IDA or other agency.

Comment 17-33:

Please note that given our overwhelming concern about the process and the general change in land use, this document is focused primarily on areas of concern. In reviewing the DOZ amendments, we see text changes and public policy that are interesting and, indeed, with additional engagement and education, we may actually support. Areas of interest include:

Large Retail Standards: After reviewing the changes, we see the large retail standards as potentially interesting but require additional study and education to determine if we support.

Valet Parking Credit: We concur that changes to Valet Parking Credit are warranted. As we will discuss in a later section, we believe the removal of the 15% parking reduction credit and more robust requirements for queuing are necessary.

Pedestrian Ways: Mechanisms that create new contiguous public space and pathways are also interesting and potentially beneficial. We want to ensure that these remain public long-term (in contrast to the now closed walkway at the Skyline) and that the City contemplates additional ways to create public space.

DO-2 "Moratorium": We concur in principle that zones meant to ease already congested areas are welcomed. We have additional comments on the DO-2 "Moratorium" or whatever the City is calling it in a later section.

Response 17-33: Comment noted.

Comment 17-34:

SC4. DO-4 River Street Commercial District Comments:
Beyond the general concerns about the overall increase in density and composition of the downtown area, primarily focused on rental units, we remain concerned about the substantial increase in residential units allotted to DO-4, the River Street Commercial District. To be clear, we are not opposed to increased density in the DO-4 simply because it's density. We are opposed for the following reasons:

These amendments are providing preferential zoning, coupled with the promise of 15- year to 20-year tax abatements, to produce more residential units, likely rentals, at the expense of already existing mixed-use and commercial space.

Response 17-34: The proposed DOZ zoning amendments are designed to facilitate redevelopment across multiple land use categories, including residential, commercial, and mixed-use projects. Most of the zoning amendments apply across the DOZ and are not limited to residential development.

Tax incentive programs are separate from zoning regulations and are not in the scope of the SDGEIS. See **Response 17-7**.

Comment 17-35:

Couple this trade-off with the likely impact on parking: DO-4 has at least 700 non-designated parking spaces in the existing spaces by our count. The City has already shown in its parking plan that parking supply in DO-4 is healthier at demand 1.1x higher than supply vs 2.8x in much of the rest of the downtown. On the other hand, developments occurring under the DOZ have primarily consisted of parking inventory at a deficit relative to the residential units (we estimate parking spots only meet 94% of total units in already built development).

Response 17-35: Section 3.5.3.6 of the SDGEIS discussed parking requirements as regulated by the Central Parking Area (CPA) district. These are not changing under the Proposed Action, other than fixing a missed reference (see Section 2.3 "Minor Revision" of this FGEIS). One of the goals of the DOZ is to promote walking, biking, and transit use given the proximity to transit options and complementary land uses. DOZ regulations encourage people to park once to access multiple uses as opposed to driving and parking multiple times. Additionally, during site plan review, the Planning Board would review the applicant's proposed parking and potentially ask for studies or modifications before approving (or denying) the project.

Previous (S)DGEISs have analyzed parking conditions and demand in the DOZ area as a result of the DOZ adoption and subsequent major changes. No unmitigated significant adverse environmental impacts have been found. However, the City continues to monitor parking conditions as the downtown evolves. Also refer to **Response 6-1** and **6-2**.

Comment 17-36:

Lastly, the vacancies in commercial space and store fronts within DO-4 are low relative to other parts of the downtown. Where vacancies in storefronts exist in DO-4, they are largely within the RMF 1.3 zone and have occurred as a nearby grocery store with 220+ free customer parking spaces was converted into a car dealership. Consider the relatively low vacancies in DO-4 against the City's track record of producing commercial space under the DOZ, which is mixed at best.

Response 17-36: Comment noted. The City is undertaking this planning effort to better align development standards and other requirements with viable retail formats, strengthening design controls and ensuring businesses can operate efficiently and be financially viable.

Comment 17-37:

Put succinctly, it's not a question of build or not build. It's a question of providing preferential zoning and tax treatment to convert existing commercial and mixed-used space with relatively balanced parking inventory into denser residential units with unclear promise of community benefits. We struggle to see the benefit of this shift, especially given we note roughly ~200 units left in DO-4 (unless they have been reallocated to other zones).

Response 17-37: Comment noted. See **Response 17-34** and **Response 17-7**. Additionally, with regard to community benefits, a key aspect of the DOZ is having a Community Benefits Bonus (CBB) Policy that ensures incentives (extra height) are tied to public benefits. These apply across DOZ, including DO-4.

Comment 17-38:

City staff have indicated that they want to adjust the DOZ in this 2026 iteration while preserving its original intent. We would argue in the instance of DO-4 in particular, the City is altering the original intent of the River Street Commercial District that comprises of many underlying commercial zones (C- 1M: General Commercial Modified, DB: Downtown Business, RMF-1.3, and DMU) and in the original 2015 DOZ, allotted roughly 400k sq. ft. and only 200 residential units. Through the changes proposed in these 2026 amendments, the City would double the residential units in the DO-4 and, with the 2021 adjustments, quadruple them from the original 2015. See the table below for the shift in the balance:

DO-4 Allotment	Retail (SF)	Restaurant (SF)	Office Nonmedical (SF)	Medical (SF)	Residential Units (DU)
2015	150,000	20,000	200,000	25,000	200
2021	100,000	21,400	100,000	26,000	372
2026 (Proposed)	150,000	21,400	50,000	26,000	772

Figure 4: Change in DO-4 Land Uses 2015-2026 (proposed), Source: New Rochelle 2015, 2021, & 2026 SDGEIS

Response 17-38: The Proposed Action is a refinement phase of the DOZ zoning framework, not changing the vision and intent of the 2015 original action and subsequent DOZ amendments. The proposed amendments are minor adjustments as compared to previous iterations (2015, 2021 and 2024) and are just the continuation of the DOZ approach, which was designed to adapt over time to changes in trends, conditions and needs. The shifts in allocated residential units and nonresidential square footage do not change the overall goals for DO-4, which is still envisioned as a mixed-use area. The allocation of 400 residential units is a relatively small number of units compared to the size of the DO-4 district, which encompasses a large area of the downtown. Also see **Response 17-4**.

Comment 17-39:

We, furthermore, question the specific application of the revised Development Standard 1 in DO-4. By our count there are roughly 11 properties that are both wholly situated within DO-4 and fit within the 5,000-10,000 sq. ft. range. Of those, 3 are already 4-6 story multi-family units and others are a mix of commercial, other multi-family, and other use cases. For RMF 1.3 and DB zoning, 3 out of the 4 lots have multi-family dwellings with 348 Main Street being built recently under the underlying zoning. That means all remaining middle market housing development would have to occur in the C-1M zoning, therefore shifting commercial space to residential rentals. Again, we contend that is not the intent of this zone.

Lots within DO-4 5,000-10,000 sq. ft.					
Parcel	Name	Zone	Acre	SD1	Existing Use
1-252-0075	Huguenot St	C - 1M	0.12	Yes	Part of a gas station
1-258-0032	255 Main St	C - 1M	0.17	Yes	Commercial
1-261-0004	39 Huguenot St	C - 1M	0.12	Yes	Commercial
1-261-0001	Huguenot St	C - 1M	0.15	Yes	Commercial
1-260-0001	33 Huguenot St	C - 1M	0.1	Yes	2-Story Multi-Family Dwellings
1-260-0015	21 Huguenot St	C - 1M	0.15	Yes	Parking
1-84-0054	320 Main St	C - 1M	0.17	Yes	Commercial
1-244-0018	50 Fountain Pl	RMF - 1.3	0.19	Yes	6-Story Multi-Family Dwellings
1-244-0019	44 Fountain Pl	RMF - 1.3	0.16	Yes	4-Story Multi-Family Dwellings
1-205-0039	348 Main St	DB	0.17	Yes	4-Story Multi-Family Dwellings
1-205-0015	400 Main St	DB	0.12	Yes	Commercial

Figure 5: Lots within DO-4 5,000-10,000, Source: Citysquared.com for New Rochelle

Response 17-39: The proposed changes to Development Standard 1 do not mandate residential redevelopment but offer small property owners opportunities for investment and redevelopment that is consistent with DOZ principles. The DOZ allows a wide range of uses that property owners can choose from when opting into the overlay zone. Parcels mapped in the C-1M underlying zoning can also continue to develop under such zoning.

Comment 17-40:

Therefore, our position on DO-4 is clear:

Retain the DO-4 as is, without the increase in 400 residential units. There remain sufficient residential units (~200) to address underutilized spaces, and the City can always re-address as the situation evolves. It has shown its ability to do so since the inception of the DOZ with 2021 and 2024 amendments.

Do not alter Development Standard 1 in DO-4 (similar to the City's approach in DO-7), given the limited availability of smaller lots within DO-4 would limit its applicability in providing the desired middle-market housing.

DO-4 should no longer be coterminous with the Central Parking Area given its distance from the Transit Center and municipal parking with sufficient inventory of residential permitted spots (especially after roughly 323 space deficit generated by the Standard and Stella), the impact of new development with parking deficits on the existing parking inventory, and the already crowded parking conditions in neighboring residential areas (East End / Stephenson Boulevard, Franklin Avenue, etc.). This would allow for preservation of better parking conditions in the River Street Commercial District.

Ensure overlays conform to lot lines and do not exceed zone-wide maximum allowable story and height limits (see below for further detail).

Response 17-40: The above comments are zoning recommendations provided by the Sutton Manor Association. They express their views on zoning amendments that pertain to the DO-4 district. The City recognizes that residents may hold a range of views regarding zoning proposals. See **Responses 17-38** for the increase in residential units, **17-40** for the Development Standard 1 changes and **17-8** for the parking comment.

Re: ensuring overlays conform to lot lines, see more detailed **Comment and Response 17-43**.

Comment 17-41:

We have additional comments and questions regarding DO-4:

We note as the only major text change to DO-4, the modification of development standard 1 and are unclear what else could be driving the substantial increase in units. What policy changes and text changes have driven the increase of 400 residential units in the DO-4? As we have noted, there are 11 lots within the 5k-10k range that would be the target of middle housing infill, of which 3 are already developed to the targeted density. That leaves 8 potential lots. Making a generous assumption of at most 20 units per lot (which is more than the 18 units sought at 348 Main, a .24 acre lot), that suggests at most 170 new potential units under development standard 1. What are we missing in the build-up in new units?

Response 17-41: Comment noted. See **Response 17-28**.

Comment 17-42:

Has the City determined and explicitly indicated to the general public that it intends to change the original intent of the River Street Commercial District away from primarily commercial-oriented use cases?

Response 17-42: The City is not proposing to eliminate or diminish the commercial character of DO-4. The DOZ zoning continues to allow and encourage commercial and mixed-use development. Moreover, the

underlying zoning would remain in place, allowing property owners to develop under the existing underlying zoning. Also see **Response 17-4**.

Comment 17-43:

As noted, the DOZ contains a number of partial lots within DO-4 along Lafayette Street including lots 1-205-0066, 1-205-0064, 1-205-0062, 1-205-0059, 1-205-0057, and 1-205-0055. We are both confused about this anomaly and concerned by the implications, especially in relation to the revised development standard 1. Is assigning DOZ overlays to a partial lot even allowable? Our understanding is the DOZ and specific zones had to conform to lot lines and streets. Therefore, we question the legitimacy of these partial lots.

Can the City clarify what the original intent of these partial lots was and the rationale for maintaining them over previous amendments including this latest amendment?

We are concerned by the interaction between these partial lots and the new revised development standard 1. Several are around .2 acres and it is unclear to us how much of the lot resides in the DOZ. Could any of these partial lots be built under development standard 1? Could portions of the lot not currently in DO-4 be built using development standard 1?

Response 17-43: The 2015 DO-4 boundary line followed the existing underlying DB zoning lines. That boundary has remained the same since the original DOZ in 2015. Development Standard 1 in DO-4 remains min and max 2 stories, with a bonus of up to an additional 2 stories available as proposed in these DOZ amendments. The DOZ standards shall only be available on the apportioned site along underlying zoning boundaries. The DO-4 remains more restrictive than the underlying zoning in this location.

Comment 17-44:

We note that 175.08G(5) DOZ Standards Map Tile 3 has been altered since the 2021 DOZ amendment process to allow for 12 story buildings in portions of DO-4 that are present by the conclusion of the 2024 DOZ amendments. Yet, we are unsure of what process led to this zoning change. Can the City please clarify which process created this change and confirm that this change occurred during a relevant process and not one that dealt primarily with other issues (e.g., DOZ 2024, which focused on DO-8)? We object to these previous changes given the existing active commercial uses on those properties and the non-designated parking inventories in those lots. We do not believe that the City should be increasing height and floor count above the allowable heights / floor count set by each DO. We ask the City to please consider as part of these DOZ amendments to revert to the original map in these lots.

Again, what steps has the City taken to gather resident input in nearby neighborhoods and within the zone specifically in regards to changes to DO-4?

Response 17-44: Comment noted. The Proposed Action is not advancing regulatory changes involving the allowable heights in DO-4, with the exception of a bonus option of maximum 2 extra stories, bringing the maximum allowable height to 4 stories, under Development Standard 1. The mentioned zoning changes were adopted on March 14, 2023 after a public hearing process at City Council, and a Full Environmental

Assessment Form (EAF) submission (Part 1, 2 and 3) between January and March 2023, conducted in accordance with SEQR regulations.

Comment 17-45:

SC5. Commercial / Retail Standards and Storefront Requirements:

A critical element of the original DOZ and subsequential revisions was to ensure that the downtown would be truly mixed-use and balance both housing and other use cases. Indeed, we understood this approach as a reaction to previous urban renewal efforts that in some instances created dead streets or residential islands. We want neither, just look at New Roc along Main Street for a case in point. Additionally, one of the key pieces of the grand bargain for the Downtown Overlay Zone was residents would see additional commercial activity and other amenities as density increased.

Response 17-45: Comment noted. See **Response 17-4**.

Comment 17-46:

We understand developers view the first floor commercial spaces as loss-leaders. Indeed, they have told us directly on multiple occasions. Therefore, they do not invest in the build-out of commercial space and, in some instances, seek to minimize it by integrating with the lobby by providing coffee shops (Stella, Modera, The Standard) or by just taking over the space outright for common space (look at 3Thirty3 for example). This lack of investment in the space build-out and seemingly limited interest to develop launch commercial tenants in new developments contributed to increased vacancy in commercial space throughout the downtown.

Yet, in response, the proposed 2026 DOZ amendments as drafted show the complete removal of required storefronts in the DOZ outside of DO-7. This removal of the Storefront Requirement would be unacceptable as it would remove an important incentive to build true mixed-use development that includes commercial space. We understand a frequent entryway would be preferable to no entryway but it is not an appropriate substitute and could lead to lobby-only frontage along new developments that provide little to no value to the streetscape.

If the City of New Rochelle pursued these changes, we believe the City would be learning the wrong lessons. Removing storefronts to solve vacancy issues is not the right approach and makes us question why efforts like the Vanguard District have not been successful in supporting new businesses to build out commercial space. Please also consider that many lots prior to development had storefronts, sometimes larger than the subsequent developments. So by removing this requirement, the City is potentially reducing the amount of commercial space in the downtown area from before. If the City cannot reliably produce active commercial space in the DOZ, it should reconsider whether it should continue to pursue even more residential development at the expense of existing storefronts.

Yet, despite what's drafted, we are very confused by what the City's actual approach is given that City staff has said conflicting messages on the path forward for Storefront Requirement. For instance, City staff has

clarified at City Council meetings and community meetings since the SDGEIS release that the removal of this requirement would not include Main Street, North Avenue and other primary cross streets and is only on secondary streets "back by Church Street and … Franklin Avenue". Given the named streets currently have negligible to no storefront requirements, we remain unclear what streets the City is actually removing the requirement from. In light of no publicly available revised plan, we ask that the City release clearly to the public a revised set of streets for Storefront Requirement removal and provide a sufficient review period for this critical element of the DOZ.

We object strongly to the removal of the storefront requirement on Main Street and Huguenot Street and the major cross streets: Centre Avenue, Division Street, Memorial Highway, Lawton Street, North Avenue, LeCount Place. Please clarify which sections the City is removing the Storefront requirement from clearly.

We also question the value in removing the entirety of the storefront requirement on North Avenue, especially closer to the Transit Center.

Response 17-46: Comment noted. See **Responses 9-8** and **17-6**.

Comment 17-47:

The City has added in the "Storefront Frontage" definition the following underlined phrase "A Private Frontage primarily, but not exclusively, for retail or restaurant use…". What does that mean? We are concerned this textual change would effectively make the Storefront Frontage open-ended and could allow for a number of other uses not intended as part of the Storefront Requirement. If the City has other acceptable uses in mind, we ask that they list or footnote rather than the current open-ended language.

Response 17-47: Since the inception of the DOZ in 2015, the "Storefront Frontage" typology never dictated the use of the ground floor space, but only the aesthetic form and other visual requirements such as glazing and edge characteristics. However, this SFGEIS proposes changes to this definition, prohibiting residential uses on the ground floor (with the exception of lobby entrances) to further promote commercial uses that reinforce an active, mixed-use environment. This responds directly to public concerns about the activation of ground floor spaces in the downtown core.

Comment 17-48:

At a District 4 related community meeting, City staff clarified to the audience that the DOZ amendments would require developers to submit a plan for commercial / retail prior to site approval. This question was asked in the context of all retail spaces including those less than 20k sq. ft. We note the requirement of an independent commercial / retail analysis for large retail occupancy standards. Please clarify if these DOZ amendments add additional requirements for developers with retail spaces less than 20,000 sq. ft. to provide site-specific commercial plan and/or other demonstration of commercial approach for new developments.

Response 17-48: One of the mitigation measures proposed as part of the SDGEIS involves a new requirement for all applications including a retail use to 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. This would apply to all lot sizes. The purpose of this requirement is to ensure business viability and reduce turnover and vacancies.

Comment 17-49:

SC6. Fiscal Analysis Comments:

We find the analysis of municipal fiscal impacts that the City and its consultants have presented in as section 3.42.1 does not reflect real world conditions and needs further analysis. Most critically, the City and its consultants project additional $20M in annual taxes at full build-out without consideration of PILOT tax abatements. This analysis is deficient, given virtually every developer has employed a PILOT, typically at 15- or 20-years. This suggests a concerning delta in the City's analysis, especially given the City has proposed increased tax revenue and fees as a mitigant to several development impacts including: Police and Fire Protection, Wastewater and Stormwater Management, Public Schools, Recreation, and other shared services and infrastructure.

We offer a readily available approach for the City to utilize as it considers the true tax impact generated over the 20 years. A simple application of the City's UTEP 20-year schedule would suggest an average of ~$11.65M in annual taxes and is far from mitigated by the inclusion of fair share mitigation fees (only $20M over the entirety of the build-out).

Year	Residential 20 Year	Est. PILOT based on $20M Average
1	90%	$2,000,000
2	70%	$6,000,000
3	50%	$10,000,000
4	50%	$10,000,000
5	50%	$10,000,000
6	50%	$10,000,000
7	50%	$10,000,000
8	50%	$10,000,000
9	50%	$10,000,000
10	50%	$10,000,000
11	50%	$10,000,000
12	45%	$11,000,000
13	40%	$12,000,000
14	35%	$13,000,000
15	30%	$14,000,000
16	25%	$15,000,000
17	20%	$16,000,000
18	15%	$17,000,000
19	10%	$18,000,000
20	5%	$19,000,000
Average Annual Revenue		$11,650,000

Figure 6: Application of Template PILOT Schedule to $20M Average Tax

Furthermore, we question additional assumptions as part of the analysis:

This analysis seemingly inflates the increase in tax revenue as it does not appear to include a calculation of existing tax revenue when considering the $20M in annual tax revenue generated. We note and question the following statement within the SDGEIS: "Development within the DOZ is largely expected to occur on vacant and/or underutilized sites." Firstly, even sites with perceived lower economic utilization generate some tax revenue that needs to be included to form a basis to understand the increase in tax revenue the DOZ would generate. Please re-evaluate with consideration of existing tax basis. We ask the City review recently completed projects and assess the difference in average PILOT payments vs. tax payments made in the tax lots prior to development.
Secondly, we would contend that the development will not necessarily occur on vacant and/or underutilized sites, because that has not been universally true in the past and the opportunity diminishes over time as vacant lots are developed. We ask that the City consider in its calculation also revenue lost for the time that once active lots remain vacant as part of approvals and construction.

Response 17-49: Comment noted. See **Response 17-7.**

Comment 17-50:

We would like to understand the City's assumptions around revenue lost from vacancies at 5%. We have not seen or heard a consistent vacancy rate for new developments built under the DOZ to-date and question where this statistic comes from. We would also suggest the City consider the impact of additional housing stock in the area on the vacancy rate.

Please provide any data the City has on vacancy rates in the DOZ that helped inform this analysis.

Please explain the rationale underpinning the 5% revenue lost from vacancy.

Response 17-50: Five percent is a regional standard vacancy rate used for pro formas. Given regional demand, new construction in the region is likely to have a lower rate; therefore, this is a conservative percentage which is likely to overestimate loss from vacancies.

Comment 17-51:

This analysis only provides half of the picture: what revenue is generated. The City needs to analyze the potential costs that come from the increased density and accompanying requirements for shared services and infrastructure (Police, Fire, Sewage, Recreation, etc.) to ensure that it is balanced and, furthermore, funding exists for all the community benefits that the City of New Rochelle has promised.

Response 17-51: Comment noted. See **Response 17-7**.

Comment 17-52:

SC7. Parking Standards Comments:

The impact on parking inventories is another chief concern as a result of the continued development under the DOZ. The City itself has acknowledged this issue in recent statements and through its engagement with consultants to develop a downtown parking plan. We look forward to the City enacting policies to ease the parking imbalances (such as the 2.8X higher demand than supply in the downtown core). That being said, these DOZ amendments must play a role in easing downtown parking and we cannot fully consider and support any changes to the amendments without the City clarifying what combination of policy tools it intends to employ to tackle parking issues.

By our count, the City has developed 94% of spaces relative to residential units built. That deficit is actually larger when you consider the number of 2-3 bedroom units (25% of total), parking required for other use cases (retail, parking for family court, etc.), and that the City has designated at least 212 metered municipal parking spaces within these developments.

Parking Deficits on Developments Built under DOZ			
	Total Units	Parking Spaces	Parking Spaces / Unit Ratio
D0-1	244	211	86%
D0-2	3731	3298	88%
D0-3	518	534	103%
D0-4	172	162	94%
D0-5	253	218	86%
D0-6	265	426	161%
Grand Total	5183	4849	94%

Figure 7: Units vs Parking Built To-Date in DOZ, Source: www.101010nr.com; Note: We suspect some of this data may need refinement given changes in projects since initial approvals and would welcome more up-to-date data.

At the same time, the City and other stakeholders through their recent actions have also eliminated critical parking inventory. Most notably the conversion of the parking garage on Church Street and Division Street to new development eliminated 380 spaces, while the conversion of the grocery store to an auto dealership removed another est. 220 spaces. Even the move of the Family Court came at the cost of some 50 non-designated space as the prior facility was demoed. Any future approach to parking must recognize that the imbalance has clearly shifted and continuing to build at deficit and potentially build over existing shared parking resources would further deteriorate the balance.

This latest iteration of DOZ amendments does little to allay the parking issue, with only one unspecified change noted to Valet Parking. In addition, we anticipate the increase in 2,800 units will come with a deficit of parking. Lastly, new bonuses for Development Standard 1 could further increase the imbalance given the potential lack of space for parking in 5,000-10,000 sq. ft. lots. To be clear, we know the City has stated it has other policy mechanisms, but other stated methods in the parking plan will be insufficient if not coupled by DOZ parking reform.

Some key elements we want to see addressed in the latest DOZ amendments include:

Parking Requirements: We believe the City should revise per unit parking requirements and also consider gradation within the DOZ. Traditional parking requirements in major municipalities in Westchester often

dictate 1.5-2.0 parking spaces/DU in multifamily residential and can include a per bedroom requirement (.25-.33 per bedroom). A CPA or equivalent can often have significant reductions through the combination of 1 or less per DU requirements and parking in-lieu fees. New Rochelle has some of the most flexible parking requirements in Westchester through combining lower parking requirements with potential reductions. We contend the City should modify its parking requirements to ameliorate the parking imbalances noted.

The CPA should not be coterminous with the entirety of the DOZ. New Rochelle does not have the same shared parking garages, for instance, that a White Plains does in its CPA. Furthermore, the DOZ extends to over a mile in some directions from the train station. We would contend the CPA should be limited to zones substantially within a .25 mile radius of the train station in line with Yonkers' approach. This would include DO-1 and DO-2 but exclude other zones.

Either by reducing the perimeters of the CPA or within the CPA, the City should reinstate per bedroom parking requirements (such as .25-.33 found elsewhere) to better reflect usage in larger apartments.

In-Lieu of Parking Fees: We would like to see the parking in-lieu fees revised to better align to shared parking.

We would like to see in-lieu of parking fees raised to reflect the rising cost of construction. We have heard a potential increase from $30,000 to $50,000 from City staff and concur.

We would also tie these fees and developments' ability to use these fees to the specific shared parking resources the developments are utilizing. For instance, funds derived from a development in the vicinity of New Roc Garage should go to the maintenance and improvement of New Roc Garage. The allowable parking in-lieu fee should be tied to available parking within the shared resource. At this point, New Roc Garage is likely the only municipal parking resource that can absorb any additional parking requirements.

If the City intends to allow developments to use parking in-lieu fees, we would argue it should dedicate sections of that shared resource for residential permit parking for the new development. For instance, consultants for the City have noted that parking utilization at New Roc Garage and the Transit Center is at 50-60% on weekdays and 20- 70% on weekends. Yet, that utilization is uneven with higher floors in both garages with lower utilization. We would recommend the City consider dedicated space in underutilized portions of the New Roc garage, likely at higher floors, for shared residential parking at new developments.

Valet Parking: We agree with the City's plan "to adjust valet parking credits to improve curb management, circulation, and safety in downtown areas". We see valet parking as having an outsized impact, given the high costs and friction of car retrieval disincentivize parking within building. However, we do not believe it goes far enough:

The City should require more dedicated space for queuing on property to reduce potential traffic impacts and reduce the friction for residents of the building.

Furthermore, the City should remove entirely Attendant and Valet Parking from the list of potential reductions of required parking spaces within the CPA as currently present in New Rochelle, NY Municipal Code § 331-126. We do not believe the City should be incentivizing attendant and valet parking with an up to 15% potential reduction in required parking.

Preservation of Shared Parking Resources: Can City Staff clarify what they mean by "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."?

A cursory search of City-owned properties in DO-1 and DO-2 suggests primarily parking, along with the Library and NRFD Station #1 (See table below).

City-Owned Properties in DO-1 and DO-2 based on Cursory Search			
Parcel	Name	Function	Parking Spaces
2-412-0007	Prospect Street Lot	Parking	330
1-230-0047	New Rochelle Public Library	Library	0
1-230-0048	Library South Lot	Parking	65
1-229-0056	Library Lot	Parking	110
1-246-0100	New Roc Garage Garage	Parking	2300
1-242-0020	NRFD Station #1	NRFD	0

Figure 8: City-owned properties within DO-1 and DO-2 DOZ, Source: Citysquared.com for New Rochelle

Our residents would find the development of any of the city-owned properties above into new rental developments objectionable as it would further strain the Downtown's municipal shared parking infrastructure. We also question the value of reserving these properties for residential development given they represent 58% of the municipal parking in the DOZ (11% excluding New Roc Garage).

We also question how the City could justify parking in-lieu fees and other policies intended to concentrate parking in shared resources if it is potentially eliminating those shared parking spaces.

Response 17-52: Comment noted. The City is undertaking several efforts to address downtown parking needs. They are separate from the Proposed Action as the City is not advancing regulatory changes involving parking at this time. See **Responses 6-1, 6-2** and **17-8**.

Comment 17-53:

Other Parking Comments:

In section 3.5.3, the City notes "no significant changes in public transportation conditions are expected…" To truly offset reductions in parking, the City and relevant partner agencies would have to pursue clear, tangible improvements to public transportation and other forms of transit. Can the City please elaborate any significant changes in other modes of transit within the downtown that have improved the parking situation?

Response 17-53: Comment noted. DOZ regulations are intended to improve pedestrian conditions and reduce the need to drive. As projects are implemented over time, it is expected that parking conditions will improve.

The City regularly coordinates with MTA Metro-North and Westchester County Bee-line Bus System to advocate for improvements to the transit system. It is the policy of the mass transit agencies (Metro-North Commuter Railroad and the Bee-Line Bus System) as well as CircuitNR to adjust their operating schedules to reflect demand as needed. We also note that improvements to the Transit Center are also planned following the recent completion of a study. Lastly, micro-mobility services through Veo have recently been added to enhance mobility options (especially first- and last-mile), providing e-scooter and bike sharing services to residents and visitors.

Comment 17-54:

Has there been any meaningful changes to bussing in terms of increased ridership, more frequent routing, and/or new bus lines that have improved transit throughout the downtown?

The City has indicated that the CircuitNR has 6 vehicles and 3,000+ rides per month. Are there any expansion plans or improvements to service that would decrease parking requirements?

Response 17-54: See **Response 17-53** in terms of coordination with transit agencies and CircuitNR adjustments to increased ridership.

Comment 17-55:

What has the City done within the downtown to improve biking as an alternative to cars?

Response 17-55: DOZ regulations are intended to improve street conditions for all users including bikers. Creating a mixed-use environment where residents do not need to drive to every destination ultimately makes road conditions safer for bikers. Separately from these DOZ amendments, the City has been pursuing Complete Street initiatives to improve conditions for bikers and pedestrians, as well as advancing The LINC, which is a major infrastructure project aimed at creating a multimodal path on Memorial Highway, connecting the downtown core/transit center with northern areas of the downtown.

Comment 17-56:

Do these DOZ amendments offer any clear tangible improvements to other forms of transit given likely parking deficits generated by the increase in density?

Response 17-56: See **Response 17-53**.

Comment 17-57:

Can the City please clarify what it means by reducing available parking credit for valet parking? Is it lowering the allowable reduction for required parking and/or creating new requirements to improve curb management, etc.? The language in the SDGEIS is unclear.

Response 17-57: Comment noted. This Proposed Action is no longer proposing changes to parking regulations. See **Responses 6-2** and **17-8**.

Comment 17-58:

As previously mentioned, we do not believe the 15% reduction in required parking for valet and attendant parking is appropriate given the lessons learned with current garages. If the City intends to maintain any reduction in these DOZ amendments, can it please clarify how valet parking helps to reduce parking requirements to justify those reductions (as opposed to pushing residents into nearby curbside parking)? We struggle to see the direct tie in the same way other categories (car share parking and non-reserved parking) provide.

At the recent Planning Board meeting re: 570 Main Street in the developer noted parking facilities at their current developments (The Arc, The Altier, and the Alary) only had 51% uptake (see the break-out that a representative from Allstate Ventures provided) on parking spaces relative to units rented. We remain concerned that this shows a potential lack of interest for parking in developments, particularly for valet parking.

Parking Utilization as Shared by Allstate Ventures at Feb 2026 New Rochelle Planning Board			
Project	Units	Parking Used	%
The Arc	144	70	49%
The Altier	65	19	29%
The Alary (Rented To-Date)	110	75	68%
TOTAL	**319**	**164**	**51%**

Figure 9: Parking Utilization in Allstate Ventures Developments, Source: Comments at February 24, 2026 New Rochelle Planning Board Meeting

Response 17-58: Comment noted. See **Responses 6-1, 6-2** and **17-8**.

Comment 17-59:

Can the City please provide the data on utilization of parking facilities in new developments that has helped informed lessons learned in developing these DOZ amendments? It would be helpful see the difference in self-park and valet facilities.

We would like to understand if this trend is consistent across other developments with valet parking facilities and if the City considered this trend as part of its DOZ amendments.

Response 17-59: This Proposed Action is no longer proposing changes to parking regulations. See **Responses 6-2** and **17-8**.

Comment 17-60:

One of our residents is very concerned that developments with underperforming valet facilities could seek enhanced PILOTs at the IDA to recoup costs under the DOZ. Can the City please assuage this resident's concern by clarifying that it could not or would not consider PILOT extensions for underperforming valet parking under the current and proposed DOZ construct? We would of course object to this hypothetical situation given developers pursue valet parking to reduce costs of construction, induce residents to park elsewhere given the friction involved with valet, and would then potentially receive additional tax incentives.

Response 17-60: The Proposed Action involves policy changes and does not approve any site-specific development proposal. Tax abatement considerations are outside the scope of the SDGEIS. Following adoption of the revised zoning, each development application will be subject to site-specific review, and abatements, if any, would be considered by the IDA or other taxing jurisdiction at that time.

Comment 17-61:

SC8. Waterfront Access Fees:

As a waterfront community, we obviously have a vested interest in the health of the waterfront. But the impact of the waterfront on the City is much greater. The waterfront is vital to New Rochelle, the "Queen City of the Sound". It's an economic engine, a space beset with some of New Rochelle's best recreation spaces, and an attractive asset to build upon. For the downtown and new developments, it's an important amenity and provides views that help attract renters.

Therefore, we were upset to see within these 2026 amendments that the City is proposing to remove the Waterfront Access Fees within DO 1-6,8 that it only introduced a few years prior. We are further upset to see the City justify this removal of a $5,000 per unit fee as a direct trade-off to increase the fair share mitigation fees. We do not see the preservation of the funds to support the waterfront as a zero-sum game.

We object to the removal of the waterfront access fees on the following grounds:

I The waterfront is a viable resource to all of downtown. New developments regularly advertise the waterfront as a key amenity to new residents.
II The City is not applying the same principle of keeping revenue generated in area to that area when it comes to the Marina fund, one of the City's primary assets for waterfront access.
III The City needs to invest in the waterfront given real environmental concerns, such as those that we see in Echo Bay.

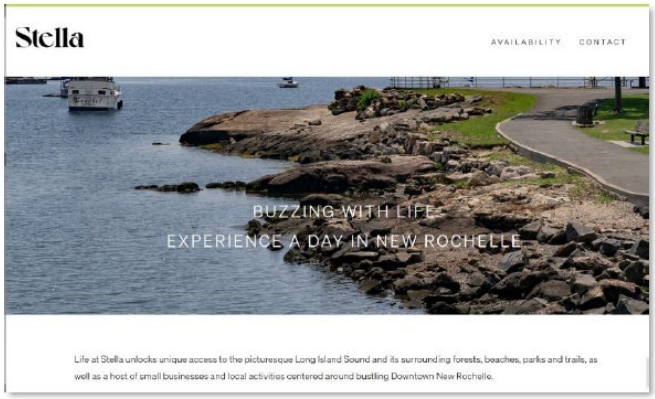
Response 17-61: Comment noted. Responses to the three observations at the end of the above introductory comment are included below under each more extensive comment. See Responses 17-62, 17-63 and 17-64.

Comment 17-62:

I. The waterfront is a viable resource to all of downtown: New developments benefit significantly from the waterfront. The water views are a key selling point for new developments and they regularly advertise them as part of the leasing process. Please note, that the SMA president has toured many of the new buildings for family in the past and heard directly about the benefits of the waterfront from the leasing teams. Please find examples of advertising the waterfront in the leasing sites of new developments, including at least one that features our neighborhood in its imagery.

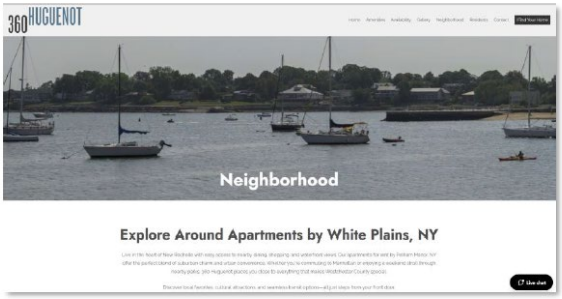
Figure 10-15: Imagery of New Developments Marketing the Waterfront

1. Stella: https://www.rentstella.com/neighborhood/

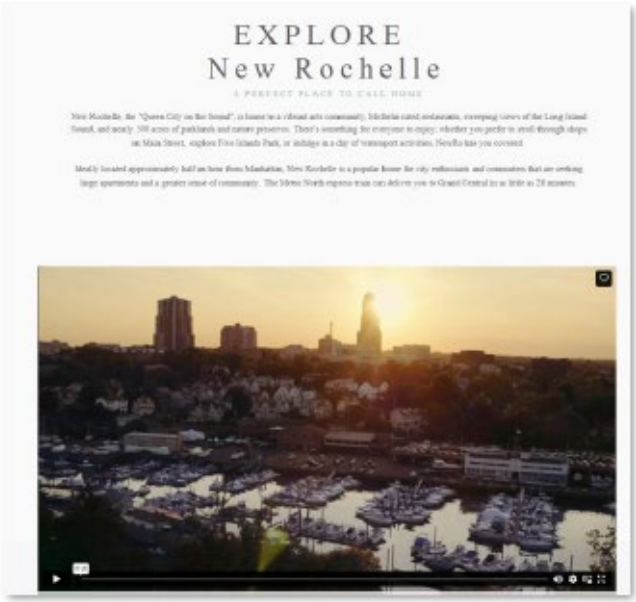


2. One Clinton Park: https://www.one.clintonpark.com/neighborhood/

3. 360 Huguenot: https://360huguenot.com/neighborhood/



4. **The Huguenot:** https://www.the-huguenot.com/



5. **The Alary:** https://www.alarywestchester.com/neighborhood

6. **25 Maple:** https://rent25maple.com/neighborhood/

Response 17-62: Comment noted.

Comment 17-63:

II. Unequal Principles of Keeping Revenue Generated in Area: The City cannot in good faith contend that it is employing a consistent approach to funding benefits in-area when it has regularly for years taken revenue out of the Marina Fund, the primary asset for waterfront access and a key revenue drive for the city, and placed it in the General Fund. Since 2011, the City has taken $9,573,902 out of the Marina Fund for broader city uses. This is the equivalent of the waterfront access fees generated by 1,915 units.

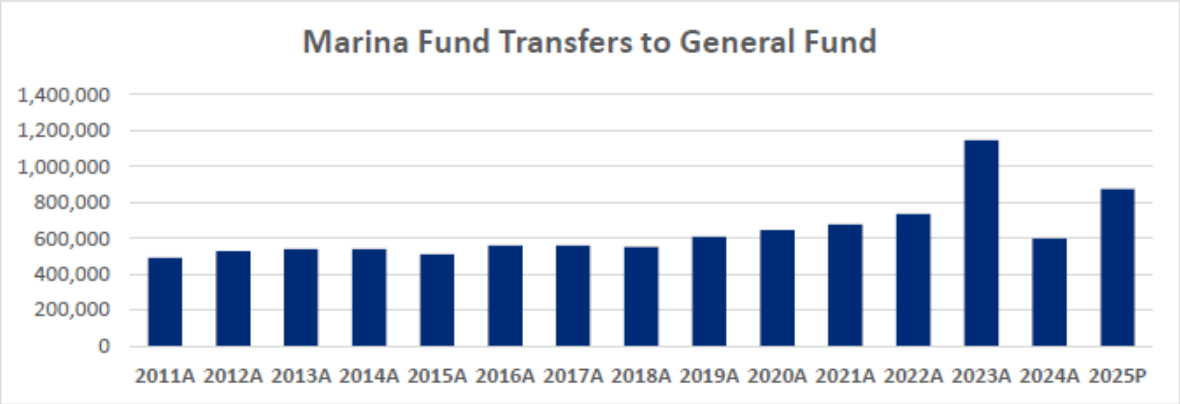


Figure 16: Marina Fund Interfund Transfers 2011-2025, Source: City of New Rochelle Adopted Budgets 2014-2026

Given this trend, we insist that the City either preserve the waterfront access fees as is or that it be consistent and transfer excess Marina revenue into an account to the benefit of the waterfront. Otherwise, we would see this removal of the waterfront fees as a step by the City to continue to underinvest in a vital asset.

Response 17-63: Comment noted. The transfer of funds between City municipal funds is a budgetary and fiscal policy. It is outside the scope of the SDGEIS.

Comment 17-64:

III. The City needs to invest in the waterfront: The City has underinvested in the waterfront, particularly in Echo Bay and could face real unfunded liabilities if it does not have sufficient waterfront funds. In drafting this, we looked back on an article in the Standard Star in 1992 where our former neighbor and SMA president noted that "New Rochelle has blown through a lot of opportunities" to invest in the waterfront, particularly Echo Bay. That statement is as true 30 years ago as it is today.

Most concerning to us is the lack of investment by the City to revitalize previously industrial areas at shore and in water in Echo Bay with clear environmental issues. We have seen promises of converting the previous superfund ConEd site to parkland space, only to experience the threat of the site being reactivated as a utility-focused space as part of the PropelNY project. A 2005 Coast Guard study, uncovered by Talk of

the Sound, showed elevated levels of toxic metals and other pollutants including lead, mercury, barium, and SVOAs in Echo Bay. Sediment testing conducted by Langan for the SMA in 2021-2022 confirmed the presence of pollutants including elevated levels of hydrocarbons. The likeliest sources of pollution are run-off through discharge points, the former City Yard, other former industrial sites and potentially the Marina. We regularly observe clear signs of pollution in Echo Bay and question how can the City use the waterfront to attract development and then not invest to maintain and improve it.
We believe that it is unacceptable to eliminate a funding mechanism structured to not just improve Echo Bay, but also other public spaces on the waterfront including Davenport Park, Five Islands, Hudson Park, and Neptune Park. The waterfront access fee if applied to the additional 2,800 residential units alone would generate $14M in funding, even before accounting for other eligible units within the DOZ.

Response 17-64: Comment noted. The City shares the sentiment that the waterfront is a valuable asset for New Rochelle. The waterfront area (DO-7) is not the focus of the Proposed Action and therefore this comment is beyond the scope of the SDGEIS and SEQR analysis.

Comment 17-65:

Further Clarifications on Waterfront Access Fees:

Please explain the City's rationale in the removal of the waterfront access fees. Why has the City chosen to remove the waterfront access fees rather than another fee category.

Please clarify for residents, which developments the waterfront access fee applies to and what the anticipated revenue for Waterfront Access would be at full build-out without its removal.

Please detail how many unallocated units within the current DOZ and what fees they would generate if built.

Please enumerate the amount of waterfront access fees that the City has collected to-date as part of the DOZ and which uses it has been applied to.

Please lay out what funding mechanisms the City has to employ for both the maintenance of waterfront public spaces as well as for any potential environmental liability if these waterfront access fees are removed.

Response 17-65: The requested clarifications pertain to policy matters that extend beyond the scope of the SDGEIS. Specific calculations of full build-out revenues resulting from the Waterfront Access Fee are not required by SEQR for generic environmental review processes. See **Response 17-12**.

Comment 17-66:

SC9. DO-7 Comments:

We note that in a version of the Full Environmental Assessment provided to City Council on January 13, part 1 includes the following proposed amendment: "Amend Zoning Code §331-175.11B. Site

Development Standards and Incentives to remove §331-175.11B (1)(b) related to DO-7 density standards." For the record, we object to any such change in DO-7 density standards given it was part of the carefully designed 2021 amendments.

Can the City please confirm the removal of the DO-7 density standards is no longer a part of the planned amendments?

What was the rationale for the inclusion and subsequent removal of this "Site Development Standards Amendment" (pt. 9, on page 6 / PDF page 20 of Full Environment Assessment from January 13)

We note and appreciate that virtually no changes have been made to the DOZ-7, especially given the care taken in the 2021 DOZ amendment process. Can the City clarify its rationale for maintaining the DO-7 as is while other DOs have seen changes?

Response 17-66: Comment noted. It is confirmed that the DO-7 density standards changes are not part of the Proposed Action. The Proposed Action was refined between the submission of the Environmental Assessment Form (EAF) Part 1 and the SDGEIS.

Comment 17-67:

Why has the City elected to maintain the Storefront Requirement in DO-7 exclusively in the current draft while removing it from the entirety of the rest of the DOZ?

Response 17-67: See **Response 17-6.** The Storefront Requirement has been reinstated along core downtown corridors. Maintaining the Storefront Requirement in DO-7 is a policy decision related to the specific urban design objectives and land use context of that subdistrict. It is outside the scope of this SDGEIS.

Comment 17-68:

The proposed 2026 Theoretical Development Scenario shows a reduction of 20,000 sq. ft. in restaurant space in DO-7. Can the City explain what generated that change and the rationale for the reduction in Restaurant space?

Response 17-68: The 2026 TDS reflects an updated estimate of a reasonable development scenario based on current market trends and observed absorption patterns. See **Response 17-4**.

Comment 17-69:

SC10. "Moratorium" Comments:

SMA notes the following language: "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."

Is the described zone a moratorium or not? Later in the SDGEIS (page 287, the summary page), it is referred to as "Moratorium on Residential Development".

If not a moratorium, we note several city officials have referred to the zone described in the SDGEIS as a "moratorium" across multiple instances in additional to the textual references in later in the SDGEIS. We are concerned that this has caused confusion to the residents as to the exact nature of the zone.

Response 17-69: Comment noted. We understand the confusion that has happened in the past with the word "moratorium". If the word "moratorium" has been used in the SDGEIS, it was used by mistake. The definition of a moratorium is a temporary suspension of a specific activity, which, in this context, would be a temporary pause of new development. However, as the quoted language above is stating, there is a specific area within DO-2 in which new development would not be covered under this SEQR analysis. This means that an applicant can propose a new development and is entitled to the same zoning parameters; however, within this specific "carve-out" area, the applicant would be required to undertake its own complete environmental review without the ability to rely on the existing SEQR frameworks that the City is providing with this SDGEIS. Also refer to **Response 13-12**.

Comment 70:

We do not understand the perimeters of this zone. How did the City determine the specific boundaries of the zone?

What metrics and considerations did the City employ when determining the specific boundaries of the zone / "moratorium"?
As previously mentioned, a cursory search suggests the main City-owned properties in DO-2 are lot 2-412-0007 or the Prospect Street lot, along with others outside the moratorium. If the Prospect Street Lot is reserved for development, why has the City included the main portion of the 2.68 acre shared parking lot within the zone if it intends to reserve it for future development?

Why did the City include the lots to be redeveloped into 570 Main if that project was grandfathered in? Those lots in addition to the Prospect Street lot appear to form meaningful area within the zone.

We'd contend that the zone should potentially incorporate a larger portion of DO-2 along Huguenot and other lots on Main Street to have a truly meaningful impact.

Response 17-70: Comments noted. There has been a significant amount of development within that area of the DO-2. Given that there were no active site plan applications at this time, the City felt it would be prudent to encourage development in areas which have been underdeveloped as compared to this DO-2 section.

The City also evaluated the current uses, nature of the historic buildings in the area, ongoing efforts by others to enhance existing buildings through the expansion of the Vanguard Overlay District and its principled planning approach to help encourage development in other areas of the optional Overlay Zone.

The "Prospect Street Lot" has units reserved from the existing Master Developer Agreement. Those units are not reserved just for the DO-2 section of the lot. If the DO-3 section were to be developed this would remove available units from the DO-2 section, and the "development pause" is intended to deter a developer from requesting additional densities beyond the reservation. As mentioned in **Response 13-12**, sites which have a reservation of units would now be prevented from asking for additional as-of-right density covered under this environmental review process.

Finally, the comment does not suggest which lots are in question to be added. The City believes the current boundary captures the intent of the legislation**.**

Comment 17-71:

SC11. Miscellaneous Comments and Questions:

We do not object in principle to increases to middle market housing, but are concerned about the implications of the changes to development standard 1. As another resident at the public hearing commented, you are creating mid-rise development by infilling in the smallest lots available.

We are concerned in the up-to-2 bonus stories increase in zones where development standard 2 only includes an up to 1 bonus story. We believe the City should not be providing more additional bonuses in the lower tier of development standards. These zones (DO-4, -5 and -6) are also further away from the downtown core and lower density.

Some residents have expressed concerns on accommodating sufficient parking and space for ground-level frontage (particularly commercial frontage) in these modified units.

Response 17-71: Comment noted. The proposed changes to Development Standard 1 would bring the maximum permitted heights 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.

As discussed in the SDGEIS, this is a policy change aiming to incentivize mid-rise smaller format apartment or townhome-style buildings that could contain ground floor residential uses (though non-residential uses are allowed too), which is a housing type that has not been developed as much since the inception of the DOZ regulations. This change is aligned with City's goal of increasing the availability of "missing middle housing", bringing gentle infill to the downtown. This approach is expected to expand housing choices (potentially increasing homeownership opportunities), improve streetscape quality, enhancing the human scale of development, and creating more balanced, livable neighborhoods. The SDGEIS assessed the potential environmental impacts associated with this component of the Proposed Action and did not identify anticipated significant adverse effects.

Comment 17-72:

Residents have noted that the City has remapped portions of DO-5 into DO-8 (roughly 20 lots by our count) and subsequently also increased residential units by 44% or 100 units. Can the City explain its logic for this shift?

Our understanding is that DO-8 was implemented two years ago and has yet to see a project built. Given the recency of this DO, why is the City making significant changes to the zone by adding 300 residential units, expanding it and remapping portions of DO-5?

The City references changes related to the LINC project. How are the changes impacted by different outcomes of the LINC project (i.e. if the LINC does not move forward as intended or altered in a significant way)?

Response 17-72: The SDGEIS discusses that the remapping of portions of DO-5 to DO-8 is part of a broader effort to refine development standards based on observed development trends and market demand, and align development with investment in infrastructure, rather than simply to increase density. The proposed amendments intend to facilitate redevelopment of the remapping section of Memorial Highway, orienting development toward the future LINC, which is a significant infrastructure investment in public space and connectivity to the core downtown/transit center.

The City has been complementing the LINC project with robust community outreach and an additional economic development plan which anticipates the need for additional units in the zone. Concurrent with the expansion of DO-8 there is an effort to increase the amount of Community Benefit Bonus capital and improvements within the zone. The new lots and development rights and potential CBBs may help forward the economic development opportunity for this neighborhood, which the commenter has pointed out, has not seen any DOZ development as of the consideration of this SFGEIS.

The LINC project is moving forward and the recent commitment of an additional $16m from NYS has significantly enhanced the ability to execute these important infrastructure improvements.

Comment 17-73:

Can the City clarify its rationale for the westward expansion of DO-8 along Sickles Ave, Lockwood Ave, Van Guilder Ave, and Washington Ave? What engagement has the City had to-date with the property owners and stakeholders impacted by this expansion?

Response 17-73: The DO-8 expansion 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). As discussed in the SDGEIS, the expansion of the DO-8 zone westward provides opportunities for property owners to opt into the DO Zone if they choose to. The underlying zoning would remain in place. The expansion further reinforces appropriate transition in scale and uses from an area featuring a mix of uses including commercial and institutional to the existing low-rise residential neighborhood to the west.

This SEQR process has provided an opportunity for the property owners and stakeholders in the expansion area to provide their input or raise any issues. See **Response 17-14**.

Comment 17-74:

Our members do not understand the rationale for remapping portions of DO-2 to DO-1, given there is a cross-hatch that limits the allowable stories to be in line with the existing zoning. Can the City please clarify the implications of the rezoning? Why does the zone need to be remapped to achieve the intended land uses?

Response 17-74: The remapping of portions of DO-2 to DO-1 is intended to encourage large-format retail and entertainment uses near the Transit Center and regional access. It serves to shape a specific development typology needing 60,000+ square feet of lot size to provide opportunities for layouts that optimize large-format retail operations and result in successful business activities. It is important to note that this development typology would still be compatible and aligned with form-based standards that prioritize the pedestrian experience over car-centric patterns. The result is intended to enhance the users' shopping experience and promote pedestrian-friendly frontages, rather than creating a "mall-like" shopping center. The commenter is correct that the maximum height would be kept in line with the DO-2 zoning. See **Response 2-1.**

Comment 17-75:

Members of the community are concerned by developers' ability to extend their PILOTs beyond the initial term of their agreement. Furthermore, this process occurs at the IDA and seemingly does not always require a public hearing. We have seen at least 3 PILOT extensions in the last year (Skyline, Illustrator, and Rockwell), of which the Skyline PILOT was driven by the City out of a need to create more parking. We believe any further development activity under the DOZ must be bound by firmer agreements that are not changed after the fact. In short, we object to any further PILOT extensions or enhanced PILOTs without at least a vote at City Council and hope the DOZ amendments and accompanying policy can incorporate stronger language to put guardrails around PILOT extensions.

Do these DOZ amendments consider a different process for PILOT extensions?

Response 17-75: Comment noted. See **Response 17-7.** PILOT processes and considerations are outside of the scope of the Proposed Action.

Comment 17-76:

We ask the City if it has incorporated the impact of 2-way street conversion on Main Street and Huguenot into its analysis of the DOZ. In particular, we remain concerned about the traffic and parking impacts should the increase in residential units continue, especially during construction. We have heard City staff refer to the potential benefits of 2-way on the downtown in combination with the signal modernization. However, we ask that as a part of the DOZ, the City consider the impact on traffic, curbside parking and the potential for bike lanes should the City move forward with the 2-way conversion.

Response 17-76: The original 2015 GEIS analyzed the traffic impacts with the Main Street and Huguenot Street two-way conversion. Subsequent studies (the 2021 DOZ Amendments which added DO-7 and the 2024 DOZ Amendment which added DO-8) built upon the information from the 2015 GEIS capturing a two-way Main Street and Huguenot Street circulation pattern. Likewise, the 2026 DOZ amendments continues to build upon the analysis and findings of the previous studies, therefore reflect conditions with a two-way Main Street and Huguenot Street circulation.

The inclusion of bike lanes is considered by the City on a regular basis, in alignment with planned road improvements and Complete Street policy priorities. This is not within the scope of the Proposed Action.

Comment 17-77:

We note that the City has referenced the build out of "Brownstones" repeatedly in relation to middle-market housing and revised Development Standard 1 changes. For instance, the Department of Development included the below image of 2-story turn-of-the-century brownstones along 13th Street in Park Slope, Brooklyn to highlight this effort. Please clarify how the DOZ amendments, which make no mention of brownstones, achieve specifically the build out of brownstones (i.e. not just other middle-market housing like generic townhouses and multi-family homes).

Figure 17: City of New Rochelle Video Marketing 2026 DOZ, posted to Facebook, April 13, Source: https://www.facebook.com/reel/1264617678605409

Are there specific frontage requirements, proportions (e.g., matching the traditional 20 ft by 100 ft footprint), material standards, and/or architectural requirements (e.g., stoops, bay windows) to facilitate brownstones as they are traditionally understood?

If the middle market housing effort does not have firm parameters to achieve specifically brownstones, we'd respectfully ask the City to refrain from referencing "brownstone" and using the imagery that evokes multi-million dollar low-rise brownstones as part of the DOZ process. We are concerned it is potentially misrepresenting the type of middle-market housing that would be achieved by these amendments.

Response 17-77: Comment noted. Brownstones are a type of townhouse that is commonly recognized by the public. The DOZ regulations, being form-based, include facade requirements that resemble elements of the brownstone facades, such as stoops. The height adjustments advanced with the Proposed Action

under the form of bonus height for Development Standard 1 make these developments more feasible. The reference to brownstones is not used in the SDGEIS.

Comment 17-78:

We note the changes to "Sustainable Development Standards" and have questions about the text changes:

Has the City effectively relabeled "Potable Water Consumption and Heat Island Reduction standards" into Sustainable Development Standards? In essence, please confirm these revisions still maintain Potable Water Consumption Reduction and Heat Reduction requirements.

Response 17-78: It is confirmed that the Potable Water Consumption Reduction and Heat Reduction requirements remain in place.

Comment 17-79:

What is meant by "further the goals of the City of New Rochelle GreeNR plan"? We are unsure how developers would operationalize this language given the language seems open-ended. Can the City further clarify?

Response 17-79: As part of the efforts to facilitate compliance with standards and requirements, evaluate projects for Community Benefit Bonuses, and encourage best-in-class projects that go beyond the sustainability requirements, the City has developed a scoring system tool that brings together every zoning requirement (including Sustainable Development Standards), GreeNR Goals, and current best practice options that should be considered when a new project is proposed in the DOZ. This point-based tool would streamline and facilitate City staff determination of a project compliance with zoning and other standards.

Comment 17-80:

Several community members are concerned by the lack of local workforce and union labor requirements. We have heard time and time again that developers have failed to reach the goals set out by the City and seemingly show little interest in doing so unless there are specific requirements. We share these concerns, given we have neighbors within Sutton Manor and other neighborhoods in New Rochelle who are local union labor and have not been included in major jobs to-date.

Most concerning is we have heard that they are more likely to gain work in the downtown from existing properties than new developments. Therefore, we worry that new developments are not just excluding local labor but also potentially removing spaces that they could reasonably gain work from.

We worry about the long-term construction impacts from having a non-union workforce. As a visible case in point, the defective siding and installation of waterproof membranes has already created issues for 360 Huguenot. We want to ensure these developments continue to house residents and do not turn into substandard housing.

Response 17-80: The use of union labor is not an environmental impact and is outside the scope of SEQR review. However, the City is committed to providing jobs for local residents and workforce training opportunities and therefore has been addressing these matters through separate policies and programs. In 2017, the City adopted the "Economic Opportunity and Nondiscrimination Policy", included in Chapter 31 of the City Code. This policy serves to promote local hiring and anti-discrimination practices. Developers are encouraged to use "best efforts" to reach the goals described in the policy. Additionally, the City has established "New Rochelle Forward", a workforce training program designed for careers in clean energy, green construction, and building operations sectors.

Comment 17-81:

At the April 14 Public Hearing and other settings for community input, we have heard increased concerns around affordable housing and the application of the AMI. We have not studied these in detail but hope the City will listen to the concerns of other more knowledgeable stakeholders to ensure there remain affordable options.

Response 17-81: Comment noted.

Comment 17-82:

Has the City employed AI tools in either the drafting of the SDGEIS and/or the response to comments?

Response 17-82: No environmental analysis contained in the SDGEIS has been conducted with AI tools.

Comment 17-83:

Note: There are several relevant topic areas that we simply did not have the time and bandwidth to analyze and provide comments on. These include the community benefits fund, other risk areas noted in the SDGEIS, changes to other zones within the DOZ and much more. In general, we support our fellow residents and communities in their comments as it relates to their local concerns. We hope the City will take into account their comments.

Response 17-83: Comment noted.

Comment 17-84:

SC 12 Closing Statements

The Sutton Manor Association has been engaging and working with the City of the New Rochelle for over a hundred years. Our residents, new and old, care deeply about the City and its future. We want to see a city that continues to get qualitatively better as it evolves and applies rationally the lessons of urban design to the context of New Rochelle. In order to do that, we need balance, we need patience, and we need input. We have provided our input and our questions, extensively. We expect the City to put in the effort to respond to them and, hopefully, reconsider its position on these amendments. We thank the dedicated public servants that serve our beloved city and play an important role in this process.

Response 17-84: Comment noted.

Comment 17-85 (email text):

Please find attached the full comments of the Sutton Manor Association in regards to the Downtown Overlay Zone (DOZ) 2026 amendments. The DOZ is one of, if not the most, important projects in New Rochelle. Once again, this process for such a consequential effort has kicked off without any notice and has proceeded without clear structured avenues for resident input. We, therefore, have substantial concerns and questions.

Response 17-85: Comment noted. The City deeply values public engagement and strives to provide different media and tools to ensure the public is informed about projects and regulatory proposals such as this Proposed Action. The City also values an open communication channel with local associations and is committed to transparency in all processes. See **Response 17-14**.

Comment 17-86 (email text):

Please note significant time and effort went into these comments. There are easily over 100 comments and questions in the attached. We expect the City to take commensurate effort in its response. We also hope to see the City take clear steps to addressing community concerns.

Response 17-86: Comment noted. The City appreciates the time and effort that the Sutton Manor Association took to review the SDGEIS. All comments received have been carefully reviewed and considered in accordance with SEQRA requirements.

Comment 17-87 (email text):

We have cc'ed our state representatives in this email given the state-level process involved and a concern state-level considerations may be influencing this inherently local policy matter. Lastly, for members of the city council, we have specifically created a summary of our comments for your benefit. Please read it as you deliberate. We want to make sure you are as informed as you can be as you navigate this complex policy matter.

Our residents, new and old, care deeply about this city and want to see it get qualitatively better as it evolves. Thank you and we look forward to engaging further.

Response 17-87: Comment noted.

18. Matthew Rooney, Resident, April 24, 2026

Comment 18-1:

I provide this correspondence to a) document concerns and issues regarding the proposed DOZ amendments and SDGEIS noted above, and b) provide tangible, addressable questions that should be answered as part of the public process.

Response 18-1: Comment noted.

Comment 18-2:

POINT #1 - Cumulative Amendments Undermine Public Process and Planning Integrity
The City's persistent and incremental revisions to the Downtown Overlay Zone undermine the integrity of the public planning process. Each amendment is presented as narrow or technical, yet cumulatively they amount to a significant departure from the original DOZ framework adopted in 2015. What was originally characterized as a once-in-a-generation comprehensive planning effort now appears to be an evolving and reactive exercise. Rather than implementing a clearly articulated vision, the City is repeatedly revising core assumptions in response to changing circumstances, without reevaluating the underlying policy direction. The result is a patchwork of ad hoc adjustments rather than a coherent long-term plan.

Response 18-2: Comment noted. See **Responses 5-3** and **17-4**. It is an integral part of the DOZ original intent and mechanism to periodically refine zoning standards and development assumptions to facilitate a responsive redevelopment strategy. Had the City not engaged in this refinement process in the form of proposed zoning amendments and TDS updates, the current DOZ framework would have continued to work under the current regulations and thresholds without updated environmental analyses or opportunities for public input.

Comment 18-3:

POINT #2 - Assertions of Stakeholder Input Are Unsupported
The City states that these amendments are intended to respond to resident and stakeholder input. That claim warrants substantiation. As a threshold matter, the City should clearly identify which residents and stakeholders advocated for these specific amendments, what input was received, and how that input directly informed the proposed changes. Absent such transparency, the invocation of stakeholder input risks being perceived as rhetorical rather than factual.

Response 18-3: Comment noted. See **Response 17-14**.

Comment 18-4:

POINT # 3 - The Proposal Represents a Policy Shift, Not a Technical Zoning Amendment
The City asserts that the proposed amendments do not alter the intent of the original 2015 DOZ. This assertion is misleading. While framed as zoning refinements, the amendments constitute a substantive policy change, including a shift away from balanced mixed-use development toward housing-dominant outcomes; the reduction of planned commercial and employment-generating capacity; the replacement of storefront requirements with flexible frequent-entryway standards along major corridors; and incentive

structures that favor residential conversion even where existing commercial uses are successful and tax-productive.

Response 18-4: Comment noted. See **Responses 5-3** and **17-7**.

Comment 18-5:

POINT # 4 - Fiscal Justifications Are Incomplete and Unconvincing
The City projects a purported annual net fiscal benefit exceeding $20 million. However, the documentation fails to include critical comparative analysis, including any assessment of existing commercial tax yield, the likely impact of PILOT agreements on projected revenue, the significantly higher per-capita service costs associated with dense residential development, and parcel- or corridor-level before-and-after fiscal comparisons.

Response 18-5: Comment noted. See **Response 17-7.**

Comment 18-6:

POINT # 5 - Waterfront Policy Contradictions Remain Unaddressed
The City promotes New Rochelle's waterfront as a defining civic asset while simultaneously failing to acknowledge its substantial unmet infrastructure and rehabilitation needs. Against that backdrop, it is difficult to reconcile increased development intensity adjacent to the waterfront with the concurrent removal or limitation of waterfront access fees that were recently adopted through a public process specifically intended to fund waterfront improvements.

Response 18-6: Comment noted. The DO-7 waterfront area is unaffected by the Proposed Action, except for a minor adjustment (decrease) in the allocation of nonresidential square footage in the TDS. The Waterfront Access Fees are not proposed to be removed from DO-7. See **Response 17-12.**

Comment 18-7:

1. *How does the City reconcile its statement that the intent of the 2015 Downtown Overlay Zone remains unchanged with the material reallocation of land uses in the 2026 amendments, including reduced commercial capacity and increased residential emphasis?*

Response 18-7: See **Response 17-4.**

Comment 18-8:

2. *What empirical, corridor-specific evidence supports replacing storefront requirements with frequent-entryway standards?*

Response 18-8: See **Response 17-6.**

Comment 18-9:

3. Who specifically provided the resident or stakeholder input cited in support of these amendments, and through what documented process was that input solicited and incorporated?

Response 18-9*:* See **Response 17-14.**

Comment 18-10:

4. Has the City performed any parcel- or corridor-level comparison of existing commercial tax yield versus projected residential yield, including consideration of PILOT agreements and per-capita service costs?

Response 18-10: See **Response 17-7.**

Comment 18-11:

5. How does the City justify limiting waterfront access fees while increasing development density near the waterfront, given acknowledged infrastructure needs and the recent public process establishing such fees?

Response 18-11: See **Response 18-6**. There is no proposed increase in development density near the waterfront.

19. B. Carey, NewRo Enough is Enough, April 24, 2026

Comment 19-1:

There is a technical term for the advanced viral variant currently sweeping New Rochelle -- The Too-Too Problem:
Too many huge buildings, way too close together.

Response 19-1: Comment noted. This is a statemen of opinion and does not pertain to the environmental analysis contained in the SDGEIS.

Comment 19-2:

Too little (or inadequate) planning for Emergency fire vehicles in rescue situations from 22+story buildings.

Response 19-2: Comment noted. Potential impacts to the Fire Department have been assessed in this SDGEIS and in previous SEQR processes. The Proposed Action advances only minimal increases in allowable height (DO-8 western expansion and DO-5 to DO-8 remapping along Memorial Highway, and extra height bonus in some DO zones for Development Standard 1). There are no proposed increases in overall allowable heights in the rest of the DOZ, which can go up to 40-stories in DO-1. All new development would need to comply with Building and Fire Code standards in order to get site-specific approvals and permits. Mitigation measures, including the Fair Share Mitigation fees for development in

the DOZ, are discussed in the SDGEIS. The conclusion of the SDGEIS is that no significant adverse environmental impacts are expected as a result of the Proposed Action.

Comment 19-3:

*Too many Expensive small apts for Too Little livable square footage. Research suggests that the recommended comfortable living space for 2 people living together is between 1000-1500 sq ft, altho a lower sq ftge of 750-1200sf may also be workable, depending on the individuals. The planned apt square footage (for 1-2 bedroom apts) in this and the other new development bldgs is Exceedingly Lower than what is recommended for comfortable living, thereby impinges on the quality of living while at way-above-average pricings***.**

Response 19-3: Comment noted. The Proposed Action would not change livable square footage. The City of New Rochelle regulates space requirements through Chapter 174 of the City Code.

Comment 19-4:

Too Little or No property set-back space in all building plan designs in these congested areas, reducing or blocking currently limited natural light availability.

Response 19-4: Comment noted. The Proposed Action would not change setback requirements, which are regulated by the DOZ form-based regulating plan (Chapter 331, Section 179.09 and 175.10).

Comment 19-5:

Too little parking planning in already congested zone.
Too Expensive parking garage fees demanded in new buildings when there are no alternatives in nearby areas.

Response 19-5: Comment noted. See **Responses 6-2** and **17-8.**

Comment 19-6:

Too much un-reviewed impact on the infrastructure on a town not built to handle the overload of water/sewage demands created by multiple residential towers.

Response 19-6: Comment noted. Since the inception of DOZ, several environmental review processes have been conducted, in accordance with SEQR, to assess and mitigate (if needed) identified impacts expected from regulatory changes. This SGEIS is one of them. Potential impacts on infrastructure, including water and sewage demand, have been assessed with the SDGEIS. The Fair Share Mitigation Fees established with the original DOZ process in 2015, and updated with this Proposed Action with proposed increases in fees, are expected to generate approximately $20.8M that would fund infrastructure investment as needed. The conclusion of the SDGEIS is that no unmitigated significant adverse environmental impacts are expected as a result of the Proposed Action.

Comment 19-7:

Too few permanent-type job opportunities created for existing or even future residents within the community.

Response 19-7: Comment noted. As a result of the Proposed Action, the SDGEIS estimated a creation on an average of 348 jobs per year, for the next 10 years, with an average annual wage of $101,230. See **Response 17-80** for local labor considerations.

Comment 19-8:

Too many dangers posed (from demolition/cranes/street detours) for area school-aged children walking to and from the 3 or 4 nearby schools during typical daytime construction periods.

Response 19-8: Comment noted. See **Response 9-6.**

Comment 19-9:

Too many building garage entry/exit points for a block (Centre Ave, eastward) which already has Seven, considering 3 lanes for Prospect St Lot, 2 for Hallen School driveway openings, 2 for the new Modera mid-rise building… Proposing two, or even one more garage entry/exit point where there are already strained conditions with school buses that line up midday daily on Centre and with multiple city bus stops on corner of Centre and Main street Already-- indicates inadequate or simply Too Little planning of the development's site for yet another new 24-28 story building.

Response 19-9: Comment noted. The comment is related to aspects that are considered during site-specific review processes for each development. It is outside the scope of the Proposed Action.

Comment 19-10:

Too many tax breaks for Too Little to no Appreciable benefits to existing residents of New Rochelle.

Response 19-10: Comment noted. See **Response 7-2** and **Response 8b-1**.

Comment 19-11:

Too little proof requirements to follow a continuing percentage of low-moderate apartments for rent, at or after, initial percentage has been proven given.

Response 19-11: Comment noted. This is outside the scope of the Proposed Action.

Comment 19-12:

Too few requirements planned to codify green space inclusion in all new developments.

Response 19-12: Comment noted. In response to public comments, this SFGEIS incorporates further zoning changes to increase the greenery requirements in public spaces, such as a new requirement of 30%

planting and/or green infrastructure in Civic Spaces and recommended street trees and bio-retention areas along Public Frontages.

Comment 19-13:

Too many rental buildings being developed as opposed to purchase apt conditions which are significantly more stabilizing and greater incentive for community-building.

Response 19-13: Comment noted. See **Response 17.30**.

Comment 19-14:

Too little addressing architectural porosity of new developments, as their close proximity continues to reduce or block natural light and increase and deepen shadows, having negative effects on overall quality of life,

Response 19-14: Comment noted. The Proposed Action represents a refinement phase of the DOZ zoning framework and associated TDS. Unlike the original 2015 DOZ adoption, and the 2021 and 2024 DOZ amendments, these are minor adjustments; the original 2015 DOZ's vision remains largely unchanged. Maximum allowable heights remain largely unchanged in the DOZ. See **Response 19-6**.

Comment 19-15:

Too little consideration of the "wind tunnel" effect created by a multiple of close towering buildings.

Response 19-15: Comment noted. See **Response 19-6**.

Comment 19-16:

Too Little, or more-significant, financial incentives for potential retail business to desire opening in an area with claims for ostensibly growing residential customer base.

Response 19-16: Comment noted. Financial incentives are not pertinent to the Proposed Action.

Comment 19-17:

Not enough attention for the constituents who have voted (and will vote) for Representatives to carry out the wishes and needs of the community.

Response 19-17: Comment noted.

Comment 19-18:

It appears evident that the proposed amendment seems to struggle to address these important issues at hand, and in some important ways seems to worsen or complicate them.
Fortunately, it is Not Too Late -- changes that address the genuine issues experienced by residents living downtown CAN Still be made. But, Barring that, this Amendment cannot be approved, in good conscience.

Comment 19-18: Comment noted.

20. Dinis Passarinho, Public, April 24, 2026

Comment 20-1:

I'm a Yonkers native who spent nearly a decade in Manhattan before choosing Downtown New Rochelle as my family's base. In July 2025, we purchased a home in the Glenwood Lake area. During that time, we were downtown daily dropping our son off at daycare and shopping locally. We chose New Rochelle because we believe in its potential. But potential is only realized through decisions, and today there are several gaps between where downtown is and what it could become.

Response 20-1: Comment noted.

Comment 20-2:

1. The tax subsidy structure is misaligned
Tax incentives should unlock public benefit and not shield private development from contributing to the civic infrastructure that makes density possible. Libraries, schools, and public services are the foundation of a strong downtown. Incentives must be structured to reinforce, not undermine, that reality. The unlocking public benefit right now is not happening.

Response 20-2: Comment noted. See **Response 17-7.** It is important to note that the Fair Mitigation Share fees are intended to contribute to civic infrastructure services of the City. Additionally, increased property tax revenue as a result of the DOZ development are anticipated to significantly contribute to city services.

Comment 20-3:

2. Access. Not just parking, MUST guide planning!
What people want is convenient, safe access. That means walkable streets, protected bike infrastructure, and properly maintained sidewalks. A car-light lifestyle only works when the environment supports it.

Response 20-3: Comment noted. DOZ regulations and standards focus on creating a mixed-use community where people can walk or bike to stores and institutions to satisfy their daily needs, and a pedestrian-friendly environment that promotes walking as opposed to driving. Access and connectivity are key elements of the DOZ, and the proposed amendments further reinforce them through addition of a new "Pedestrian Way Required" in the DO-1 core downtown, as well as modifications to the definition

of the "Contiguous Public Frontage" type. The Proposed Action is expected to positively affect the public realm to further reinforce a pedestrian-focused DOZ.

Comment 20-4:

3. Density must be matched by safety capacity
High rise development requires proportional investment in emergency services. Persistent false alarms (such as at Modera) and operational gaps are not minor inconveniences and they signal systemic strain. Growth must be matched by readiness.

Response 20-4: Comment noted. See **Response 1-3**.

Comment 20-5:

4. Public green space is essential infrastructure
Playgrounds are not amenities. They are prerequisites for a livable downtown. If New Rochelle wants to attract and retain families, it must invest in safe, accessible, and activated public spaces.

Response 20-5: Comment noted. The Community Benefit Bonus fees attached to the DOZ bonus height can contribute, among other elements, to the provision of open space. Further, in response to public comments, this SFGEIS incorporates further zoning changes to increase the greenery requirements in public spaces, such as a new requirement of 30% planting and/or green infrastructure in Civic Spaces and recommended street trees and bio-retention areas along Public Frontages.

Comment 20-6:

5. Ground-floor retail is being underutilized & there is no clear night and weekend economy strategy
Too many new buildings have inactive, vacant ground floors. These spaces are often priced for tenants who never arrive. The city should focus on cultivating local entrepreneurs potentially through an organized network or investor collective to activate these storefronts and build a real street level economy that you see in Mamaroneck, Greenwich, Hastings on Hudson, Tarrytown, Irvington, etc. A successful downtown must be active beyond business hours. Restaurants, events, music, and programming don't emerge by accident; they require intentional support and policies that empower small operators. Utilize digital signage, and billboards, to showcase "what's happening".

Response 20-6: Comment noted. Regarding the vacant ground floors, the City is taking a multi-faceted strategy to address this issue. See **Response 9-8**.

Comment 20-7:

6. The "missing middle" remains missing
A resilient downtown includes a mix of housing types and price points. Diversity in housing creates long-term stability. Townhouses, etc.

Response 20-7: Comment noted. Increasing "missing middle" housing is a key City policy goal. Through the Proposed Action, the City is promoting "missing middle" housing types through bonus height incentives across multiple DO districts for redevelopment of smaller sites (see response 17-71), increased flexibility in required frontage types and updated definitions.

Comment 20-8:

New Rochelle has strong fundamentals. The decisions made now will shape its trajectory for decades. Getting the DOZ right means aligning policy with how successful downtowns actually function.

Response 20-8: Comment noted.

PUBLIC HEARING COMMENTS

21. Aisha Cook, New RoAR, Public Hearing, April 14, 2026

Comment 21-1:

On April 14th, the city council will hold a public hearing on the proposed amendments to the downtown overlay zone. We urge council to use this opportunity to codify the expectations of the community as it relates to careers, local hires, green space, home ownership, and truly affordable rents. Unlike the previous administration, this council should move from simply hoping for the best from developers to demanding a return on the taxpayers' investments.

Response 21-1: Comment noted.

Comment 21-2:

Since its inception in 2015, the form-based overlay zones have proven to be a well-documented boon to developers and new members of our community fleeing the high rental market of New York City. In that same time period, however, for homeowners, those who are rent burdened, local union trades members, seniors on fixed incomes, and the 10 percent of our neighbors living in poverty, the much-heralded success of development has not matched the reality. Homeowners have not seen a decrease in city taxes. Working class families are still rent burdened. Seniors on fixed incomes are still struggling to remain in the community, and those who qualify for subsidized housing have fewer options than ever before.

Response 21-2: Comment noted. Some components of the DOZ amendments are specifically intended to facilitate redevelopment of smaller lots, which is expected to encourage homeownership opportunities. See **Response 15-4**. See **Response 17-80** for union labor.

Comment 21-3:

It must be noted that our current mayor and city council members, with one notable exception, did not vote for the overlay zoning structure and, in fact, have called for a moratorium based on what they have heard from various members of the community. Now is the time for the council to work alongside

corporate council to make sure that the various goals of the promised but never codified community benefits agreement are firmly -- firmly enshrined in the over low -- overlay zone code.

Response 21-3: Comment noted.

Comment 21-4:

The summary presentation of the 392-page 2026 amendment to the New Rochelle downtown overlay zone speaks to updates to theoretical development models as well as lessons learned. Yet, the projections for jobs and job creation mirror the theoretical model used in 2015, and there seems to be no lesson learned about the anemic level of local hire and full-time family supporting job creation.

Response 21-4: Comment noted. The job creation model utilized in the SDGEIS is a standard model used for assessing job creation for generic regulatory actions, in accordance with SEQR requirements. For further explanation of the model used to analyze jobs, also refer to **Response 24-2** below. See **Response 17-80** for the use of union labor.

22. Bruce Soloway, Public, Public Hearing, April 14, 2026

Comment 22-1:

What is missing in the proposal are required labor standards -- required labor standards, based on a rigorous review of job creation over the past 10 years and an outline of the penalties, including claw backs, for developers that do not meet the de minimis standards for job creation and local hire. In other words, council should add firm requirements, third-party rigorous compliance oversight, and enforcement to the 2017 economic opportunity and non-discrimination policy.

Response 22-1: Comment noted. See **Response 17-80.**

Comment 22-2:

We applaud the amendment that requires any community benefits bonuses generated in DOZ 8 to remain in DOZ 8. However, before receiving credit for providing affordable units, developers should be required to outline all non-negotiable add-ons that are being piled onto renters who win the lottery for so-called affordable units. In many instances, the additional costs for such things as shared water use, excess garbage fees, amenities fees, and parking bring so-called affordable rents to market rate pricing.

Response 22-2: Comment noted. This comment pertains to policy requirements that extend beyond the scope of the Proposed Action.

Comment 22-3:

The price that developers pay into the community benefits bonus fund should be reported quarterly to the public and to the city council. This reporting should be a statutory requirement. Those funds should also

be a clearly identifiable line item in the city's budget with oversight by the city council and administered by the city manager. Leaving these funds within the Department of Development is not best practice, and in the case of the community benefit bonus funds, creates an inherent conflict of interest.

Response 22-3: Comment noted. This comment pertains to policy requirements that extend beyond the scope of the Proposed Action.

Comment 22-4:

Area median income percentage, AMI percentage, cited for developers based on HUD housing and urban development guidelines should also include the AMI of the census tract in any presentation of affordable units. The New Rochelle community deserves to know the gap between what is mandated by HUD and what's actually helpful to our community. How can the issue of true affordability be addressed if the gap is not clearly defined? How can incentives be put in place for developers if we don't start by looking at local AMI and challenging developers to find a way to provide rents without mandatory add-ons that will address the needs of our economically vulnerable citizens?

Response 22-4: Comment noted. This comment pertains to policy requirements that are outside the scope of the Proposed Action. Affordable housing requirements are typically associated with Annual Median Income (AMI) values at the County level. This is a standard practice and, because AMI levels are updated yearly by the Department of Housing and Urban Development (HUD), it is a reliable source for up up-to-date values. It should be noted that the City requires 70% of AMI as a baseline requirement for the 10% set-aside for affordable housing required by Code, but also applies a sliding scale for deeper affordability levels. Since the adoption of the DOZ, the City has generated closer to 20% of units as affordable housing and deeper affordability levels. Also refer to **Response 12-1**.

23. Lourdes Font, Public, Public Hearing, April 14, 2026

Comment 23-1:

We recommend the city manager for making quality of life his signature priority. We urge him to work with city staff to address issues that persist in historically neglected and under-resourced areas, especially those in City Council District 3 that are part of the expanded downtown overlay zone.

Response 23-1: Comment noted.

Comment 23-2:

The immediate implementation of the much- needed pedestrian safety tool of four-way signal stops at the intersections of Lincoln Avenue with Memorial Highway and North Avenue should be a priority. Other quality of life issues such as restricting 24-hour stores in targeted areas, improving the limited access to healthy food and quality supermarket options, focused efforts to control the explosion of the deer population in residential neighborhoods, and intentional investments in communities impacted by decades

of neglect and disinvestment are a few of the ways in which the expansion of the downtown overlay zone can have a meaningful, positive impact on the quality of life for the residents of Council District 3.

Response 23-2: Comment noted. Most of the comments are outside the scope of the Proposed Action. As discussed in the SDGEIS, the Proposed Action is a refinement phase of the existing DOZ zoning approach. Larger amendments that included expansions of the DOZ area have been adopted since 2015, with the most recent one in 2024 (addition of DO-8 zone) involving significant portions of Council District 3.

Comment 23-3:

As the New Rochelle skyline changes and we read glowing reports of the success of our housing development, there has been a severe disconnect between what long-time residents have experienced and we -- and what we are told has been achieved. This gaslighting does not serve us well. We urge council to meet the moment and recenter development around the urgent community need for local hire, pathways to union jobs, housing that is no more than 30 percent of a family's income, and transparency and input as to where the millions of dollars being collected from developers are being used. In the past two years, council has indicated its intention to do all of these things.

We urge council now to apply the full powers of both the city code and administrative rules to make your intentions crystal clear that a strong New Rochelle requires affordable, stable, and sustainable housing and the growth of family-supporting jobs.

Response 23-3: Comment noted. See **Response 17-80** for union labor and local hiring policy clarifications. For concerns around housing cost, the proposed DOZ amendments intend to promote redevelopment of smaller sites through bonus incentives for Development Standard 1. Increasing housing choices by promoting “missing middle” housing option is one of the goals of the City to facilitate more affordable housing opportunities.

24. Michael Yellin, New Rochelle Alliance for Justice, Public Hearing, April 14, 2026

Comment 24-1:

We appreciate your recognition of the need to make corrections to the city's planning policies, which have put developer interests above all others since 2015. You have the opportunity, you have the power to lift up resident interests and fulfill the promise of creating family-supporting union jobs and truly affordable housing through this redevelopment, and we look -- we look forward to working with you to accomplish these goals.

Response 24-1: Comment noted.

Regarding construction jobs, the SDGEIS Section 3.4.2.3 impacts of construction and annual operations projects the average annual wage for construction workers will be $101,230 and that's $48 an hour. Yet the data developers report to the city shows them paying New Rochelle residents only $20 to $25 an hour or roughly $50,000 a year, and those are poverty wages. Knowing that the $100,000 wage figure in the

SDGEIS is off by half calls into question the other data in the construction section. This needs to be addressed. It can and should be addressed in the "mitigation measure section of the SDGEIS." Right now the section reads, no mitigation proposed requiring project labor agreements on publicly subsidized developments and strengthening the economic opportunity and non-discrimination policy to require apprenticeship opportunities for New Rochelle residents can achieve $100,000 plus wages, and we suggest this be included in the proposed mitigation measures.

Response 24-2: Comment noted. The following clarifies the discrepancy described in the comment: Average Westchester construction wage in 2024 is $89,952 according to the New York State Department of Labor, Quarterly Census of Employment and Wages. The IMPLAN model utilized for this analysis includes not only wages, but all components of labor income including benefits (i.e., insurance, paid time off, 401K), unlike previous versions of the IMPLAN model that only reflected wage and salary income. The Bureau of Labor Statistics indicate that benefits range from between 20-40% of total compensation. Construction compensation ranges broadly depending on employer, union membership, and area of specialization; some non-Union shops do not provide any benefit packages at all. Going from the average wage of $89,952, IMPLAN assumes a very conservative average benefit value of only 11.25% to account for that variation.

Comment 24-3:

Regarding affordable housing, as you know, the inclusion of 10 percent of units at 80 percent of AMI does not meet the needs of most New Rochelle residents. The city needs to use the SDGEIS to lock in much deeper affordability. You have the power, you have the responsibility. The clock is ticking, time is running out, and now is the time for you to take action to ensure the benefits of the redevelopment are shared equitably among residents.

Response 24-3: Comment noted. The City already requires deeper affordability levels, targeting affordability levels at 70% of Area Median Income (AMI) as the baseline, with a sliding scale option for even deeper affordability levels. See **Responses 12-1** and **22-4**.

25. Dominick Cassanelli, Teamsters Local 456, Public Hearing, April 14, 2026

Comment 25-1:

The current path of development here in New Rochelle is just simply not working for working people, and that's a fact. We are seeing billions of dollars in development, but not enough of those jobs going to local residents, and it's a shame. And too many are low-wage positions with little or no benefits and no real pathway to a career. We've heard it directly from workers, our members. Major projects are being built by contractors who don't hire locally, paid poverty wages, and who fail to provide meaningful benefits for their workers. That's not economic development. That's a race to the bottom.

Response 25-1: Comment noted.

Comment 25-2:

The numbers don't lie. In 2025, 434 residents were placed into jobs through the First Source Referral Center with an average wage of $21.53 an hour. Only 168 of those were in construction, and some of those projects paid as little as $20 to $25 an hour. That's not factoring to the cost of healthcare, the rising cost of healthcare, so you could figure those numbers are probably cut in half. And I don't know about anybody here, but I don't know that you could live in Westchester, let alone New Rochelle, for $15 an hour. At the same time, the city's goals around apprenticeship and local hiring are not being met. If they were, we would see far more New Rochelle residents building real careers on these projects. So what does this mean? It means cranes in the sky, but not enough opportunity on the ground. It means luxury development without shared prosperity. It means working families being left behind. But it doesn't have to be this way. You guys are the gatekeepers. When union labor is used, we get fair wages, strong benefits, safer job sites, and a real career pathway. We get local hiring and middle-class jobs that support families. So tonight, we are -- all of us, we are calling on you, the city council, the mayor, to act. Require project labor agreements on these projects. Strengthen local hiring agreements. Enforce real apprenticeship standards. Hold developers accountable. And raise the bar on what qualifies as economic opportunity in this city. Because development should just not be about buildings. It should be about building careers. And that's not what's happening right now. The people of New Rochelle are not asking for handouts. We're asking for an honest day's work, for an honest day's pay. Just a fair shot to earn and build a future in their own city, right here in New Rochelle. We're ready to partner with you, but we need leadership, we need standards, and we need action. And we need it now.

Response 25-2: Comment noted. See **Response 17-80.**

26. Anthony Umbro, Public, Public Hearing, April 14, 2026

Comment 26-1:

It's disheartening for me to, you know, live in New Rochelle and see all these projects going. And -- and I work for a company that's located in New Rochelle, Montesano Brothers. And the job like on North Avenue and Main Street, we get an $80,000 job to connect the sewer into -- from the building into the sewer, because the developer isn't able to do that kind of work. But out of a $40 or $50 million job, that's the only job we get, $80,000. I worked at the Boys Club and the building they put over there.

Response 26-1: Comment noted.

Comment 26-2:

And Mike Yellin will tell you how many people came in there looking for jobs. We'd send them into the office there. They'd come out. Oh, they gave us the runaround. They gave us a few numbers. A week later, the same -- same New Rochelle residents that lived in that area. Oh, they gave us a number. Nobody ever answered. Nobody ever got back to us. You know, it's -- it's -- it's horrible that in New Rochelle -- you know, New Rochelle used to be one of the -- was the top city in -- in New -- in Westchester. Now, it's -- it's like backwards, you know. You have these jobs. If you ever was to say to these developers we're not going to give you any more pilots, you know, a 20-year tax abatement, they'll -- they'll go somewhere else, you

know. You -- you want to give these – these people, you know, what I call it is municipal welfare. If you're going to give that to them, make them use, you know, a living wage, a working wage, a standard, you know, prevailing wage.

Response 26-2: Comment noted. See **Response 17-80** regarding local hiring programs. See **Response 15-7** for tax breaks.

Comment 26-3:

So you know, I'm a middle-class man. I'm not a wealthy man, but I want to live in New Rochelle. You know, it's making it tougher and tougher when I see guys working there for $0.30 on a dollar, a van coming from New Jersey with 15 guys in there that might need 15 of them to afford one of these apartments. You know, it's -- it's terrible. And like I said, my -- my son's friend, he wanted to get into the trades. He became an apprentice in carpenter's union. He hasn't worked in New Rochelle in the last four years. He's got to go elsewhere because there's no opportunities for him here. He's going up to Fishkill, here, there. It's terrible, you know.

Response 26-3: Comment noted. See **Response 17-80** regarding local hiring programs.

Comment 26-4:

You know, that's what I say about the --as far as, you know, you want to give these developers a handout, no taxes. I'm the one that's paying for all that. I paid for the sewer main, the water main that went down Webster Avenue. That came out of my taxes. You know, and the quality of -- in the 10 years that these buildings are going on, my quality didn't get any better in New Rochelle. New Rochelle has the worst roads, the worst parks. You go to Hudson Park, it's run down. You go to Five Islands, you got a bathroom, the pavilion there has been closed off for two years. You know, it's terrible. Make -- make one of these developers put some money into the -- the parks or something instead of putting everything into their pocket. It's terrible.

Response 26-4: Comment noted. See **Response 15-7** for tax breaks. Taxes generated by new development under the Proposed Action would help the City in funding maintenance efforts for existing parks. Additionally, once a development application goes through site plan approvals, developers are also required to pay into the open space and recreation fund per § 331-118.G. The DOZ and the proposed amendments are expected to generate positive outcomes for park facilities.

27. James O'Toole, Public, Public Hearing, April 14, 2026

Comment 27-1:

Nothing against your union guys, but I'm here on a totally different subject about this DOZ. The DOZ downtown overlay zone does not need to be touched. You want to add hundreds of thousands -- thousands of more people into the downtown. We are oversaturated already. There is nothing that you can tell me

that you need to add more people into the downtown. If you want to add it in other areas of the city, go right ahead, be my guest.

Response 27-1: Comment noted. This is a statement of opinion.

Comment 27-2:

But make -- do me a favor, make sure they're union jobs because those buildings that are built downtown are all garbage. They're all garbage. Every single night, there's a problem in one of those buildings. Either there's pipes bursting, there's walls falling down. Just look at the reports. It's all junk that you built down there. All right? And what's moving into them, we don't even want to talk about that because the police incidents that have gone up is remarkable of what's going on down there. So I don't know what these landlords or these developers told you and what they gave you as dinners and parties and campaign donations and everything else, but we've had enough. As a lifelong resident of downtown New Rochelle, in the middle of it all, this is absolute garbage that you put down here. All right? You're taking away more parking with all these buildings going up in front of them. Right?

Response 27-2: Comment noted. This is a statement of opinion. See **Response 17-80** regarding union labor. See **Response 14-1** regarding police accidents.

Comment 27-3:

The bus stop that goes -- and somebody was talking about who cleans the bus stops today at -- snow removal. The bus stop at the corner of Northern Main Street has now been moved down to Monroe College because you've got all this development and the people can't even get to a bus anymore. And I use the bus. So no one's coming. If you want to say, oh, it's a walkable city, let's do transportation, you've ruined it all. And then you got these laborers coming in from -- like the gentleman just said, from New Jersey and everywhere else in white vans that are parked on North Avenue every single day. Every day starting at 6:00 a.m. with 15 to 20 workers coming out of it and going into that (indiscernible) building to work. And prove me wrong, because I got the pictures to prove it. I got cameras on my building. I can prove every one of you wrong. Maybe if you all started living in the downtown, come down and stay at my apartment for a couple nights and see what goes on. I got the rats the size of Lassie running around. I got everything. I got the bums behind CVS. And these are the people that you say you want to attract to the downtown? You're nuts. Come on, man. Get -- get with it. This DOZ thing should be banned, not even happen. Shouldn't even happen. It's absolute trash. And by the way, I want to know why when you had a public meeting back here today, I was denied access to this building until 6:45. So that meeting that you just had back there should be null and void, because that's against the government act. You people shut me out from coming into this building until 6:45, and that was an open public meeting. That's wrong.

Response 27-2: Comment noted. It does not pertain to the Proposed Action and is a statement of opinion.

28. Jim Killoran, co-chair of NewRo Enough is Enough, president of the SoNo NewRo Neighborhood Association, Public Hearing, April 14, 2026

Comment 28-1:

And, you know, we don't need one more developer in this city. And you -- the thing is, you aren't the ones that meet with them. It's the development staff here. And they're not the people in New Rochelle that are asked. So the developers come in, like New Roch did. And I was there, and I sat at the zoning meeting. Lewis asked me, well, if the Space Shot is the only thing that can make this happen. And -- and Michael was there -- Michael, who spoke so well about the unions. Thank you, unions, for what you do. But, you know, the -- and the IDA was chastised for not hiring any local people back then. I don't even know what an IDA is. It should be an illegal instrument. It doesn't make any sense to me in -- in this day of the 250th anniversary of America that we have an IDA.

Response 28-1: Comment noted.

Comment 28-2:

And it was mentioned, pilots -- pilots for the people. We don't need another pilot. These developers are billionaires. We've paid for them to make that money.

Response 28-2: Comment noted. See **Response 15-7**.

Comment 28-3:

The school system is drastically going down. The state mandated a charter school. And -- and the kids don't even know what end of a hammer to -- to use. I'll be old as a builder's camp. I build homes. I built 28 homes in Yonkers and 10 in White Plains. And -- and we build all over. But the secret is that SEQRA really doesn't count in New Rochelle. They don't care about the environment. They go up to (indiscernible) with press releases in a conference that was held up there today on clean action and clean air. But in the meantime, we are -- have fumes and cars and buses that are coming and there's no bike lanes. Fifteen years ago, I picketed because I knew this would be an S show. And -- and -- and I was right. We don't have any home ownership. The schools are horrible, and the developers own you and own the development department. I've got nothing against developers. If you're foolish enough to let them take you -- take us -- if they let them take us, it's time to change them. And that's what has to happen. So environmental injustice. It's great this is on Earth week. Points that need to be addressed.

Responses 28-4: Comment noted. The comment is a statement of opinion and does not pertain to the Proposed Action.

Comment 28-4:

Selling all parking lots to developers. Well, that was bright. Let's do a deep dive where we park now. Oh, that was good. It's a nightmare as cars circle around endlessly.

Response 28-4: Comment noted. See **Response 6-2**.

Comment 28-5:

13.2 miles of New Rochelle, yet only .01 of people are stuffed into the downtown and illegal DOZ buildings put in that are horrible, not built well. Panels falling off 360, stabbings at Church Street. Is that quality improvement? Approving project. And then, you know, Ward Acres, you do a nice press or a Facebook post. Ward Acres, you get grass and goats. What do we get? We get ready-mix concrete and rats in -- in -- in concrete parks that are horrible. It's totally unjust what you guys have created. And we are all -- we're not against anybody. We're all one. Everybody right here tomorrow could start building up Memorial Highway home ownership for people. We don't need one developer. They've raped us. And you. And us. And it's got to stop.

Response 28-5: Comment noted. The comment is a statement of opinion and does not pertain to the Proposed Action.

29. Steve Mayo, Public, Public Hearing, April 14, 2026

Comment 29-1:

New Rochelle's downtown retail haven has gone to seed. No fault of anyone here, of course. This sweet suburban city cannot control loss of industry to Asia or family held chain or even independent stores. But still, where's the promised retail? We can try to control the fall and rise of commerce and community. And I emphasize commerce and community that have defined New Rochelle, well, since its founding, I suppose. The awesome constructions that rule our skies do nothing of the kind.

Response 29-1: Comment noted. See **Response 9.8**.

Comment 29-2:

Transit-oriented development, nice phrase. Great, I suppose, AIA created item. That's American Institute of Architects. I have not met anyone in our south end who likes this trend. I don't know anyone on the north end who knows or cares. Just threaten them with developing -- just threaten them with developing Ward Acres some day. Most of them visiting Eastchester, of course, Mamaroneck and other places to shop and to use services, and unfortunately, also to use their libraries, even though I've always thought we had a great library. This is not ideological or partisan, conservative, Democrat, socialist. They don't differ. The Republican party in hiding, not heard from lately.

Response 29-2: Comment noted. This is a statement of opinion and does not pertain to the Proposed Action.

Comment 29-3:

But where is the retail? Where is the homeowner tax relief? Excuse me. Excuse me. Maybe we have to go to the Latin. I don't know Latin, but my daughter learned it in New Rochelle High School. Qui bono, who

benefits? Not New Rochelle citizens or its collection of great communities. Qui bono, who benefits? Where's the retail?

Response 29-3: Comment noted. See **Response 9.8**.

30. John Delfs, Residence Park Neighborhood Association, Public Hearing, April 14, 2026

Comment 30-1:

Given the serious quality of life issues already being felt in downtown and the surrounding neighborhoods, including insufficient green space, windy sunblock, congested streets, and inadequate parking, the RPNA board has significant reservations about approving additional residential units at this time. Before adding another 2,800 units to the theoretical development scenario, the city should first demonstrate that the livability fundamentals are in place. New Rochelle's downtown transformation is remarkable, but progress is not the same as livability and vibrancy. The original DOZ did not provide enough green space, community gathering space, walkable sidewalks, or parking to support the residents and businesses it has attracted. Incentives alone have not worked. This is our chance to fix these issues. The green in our plan gives the mandate. It is now critical for you, our city council, to do so. If the council moves forward, we respectfully urge three specific strengthening measures incorporating requirements rather than incentives for the proposed amendments.

Response 30-1: Comment noted. Each topic is detailed and responded to in the following comments.

Comment 30-2:

First, significant additional green space is needed. These amendments should require -- they do require contiguous public frontage for a civic space is a good start, but please add a required quantitative standard.
Any project over 100,000 square feet must provide publicly accessible open green space equal to at least 10 percent of the lot area with living plantings and trees, not concrete parks.

Response 30-2: Comment noted. The City agrees that downtown green space is an important element of the urban environment. The Community Benefit Bonus fees attached to the DOZ bonus height can contribute, among other elements, to the incorporation of meaningful green elements (green roofs, etc.), provision of open space, and creation of pedestrian passages. The proposed addition of a Pedestrian Way required in the remapping area (DO-2 to DO-1) in the core downtown is intended to provide additional civic space for any new development in such area. Moreover, in response to public comments, this SFGEIS incorporates further zoning changes to increase the greenery requirements in public spaces, such as a new requirement of 30% planting and/or green infrastructure in Civic Spaces and recommended street trees and bio-retention areas along Public Frontages.

Comment 30-3:

Second, wider sidewalks are needed with real tree canopy. Amend the build-a-line and frontal -- frontage rules to require a minimum 15- foot clear sidewalks on all DOZ 1 and DOZ 2 frontages with continuous tree pit or structured soil zone and tree -- trees -- street trees planted.

Response 30-3: Comment noted. The DOZ framework involving street types and build-to-line requirements are not being modified with this Proposed Action. The form-based zoning code establishes different "Street Types", and each street type dictates the required width between curb and building line. These requirements are based on form-based principles that prioritize "good urban form", meaning the buildings frame the street and create a consistent urban edge to improve the pedestrian experience. Trees and streetscape amenities are strongly encouraged along sidewalks. To further this goal, this SFGEIS proposes to modify zoning text in SECTION 175.21 E (2) (c) to recommended street trees and bio-retention areas along Public Frontages (see Appendix B). However, the zoning regulations leave enough flexibility to address streetscape needs on a site-by-site case, without undermining the goal of providing a pleasant experience for pedestrians.

Comment 30-4:

Third, municipal parking is needed that actually supports downtown as well as a plan to alleviate the current over-parking problems in our adjoining neighborhoods. Direct a portion of the increased $50 per square foot community benefits bonus fee into a dedicated downtown public parking and mobility fund for shared garages, loading zones, and transit connections.

Response 30-4: Comment noted. A contribution to public parking in exchange for height bonus is already established as one of the bonus categories in the Community Benefit Bonuses. For other strategies pursued by the City on downtown parking, see **Response 6-2**.

Comment 30-5:

Density without greenery, community spaces, walkability, and access is not smart growth. It does not support a healthy, viable, vibrant downtown. Please get the fundamentals right before approving more units.

Response 30-5: Comment noted. See **Responses 30-2 and 30-3** on how the City is responding to these concerns.

31. Michael Cammer, Public, Public Hearing, April 14, 2026

Comment 31-1:

I've really liked what I've been hearing tonight. Thank you for all coming out and talking. To woo developers -- before I start, I should say that, you know, when development was discussed for downtown years ago, I was supportive of it, but I thought that there really needed to be requirements. I like that the word requirement was used in the last -- the last speaker used the word requirement. And I've been, you

know, very disheartened to see that there weren't requirements. There were encouragements, and none of them were really followed through on.

Response 31-1: Comment noted. The DOZ zoning framework, including the proposed amendments, contain both requirements and incentives. Those have been thoroughly evaluated to strike the right regulatory balance between expectations and practical implementation.

Comment 31-2:

So to woo developers to come to build in New Rochelle, deals were cut for deferred taxes and payments in lieu of taxes. We, the public, were assured that new development would not negatively impact school and library budgets. It could be argued that pilot payments have benefited the schools. However, we have questions about whether developers are trying to claw back some of what they have paid in. This is budget season for the schools and the library. The proposed library budget on the ballot has a line of tax-related and debt service for $269,000 for SCAR, tax certiorari, and debt service. The proposed school budget has a similar line, refund on real property taxes for $50,000. Based on the library number, we suspect the school's liability is higher than stated at $50,000. Regardless, it is our understanding that at least $16,000 of the library's budget request is because developers are clawing back money that they already committed to pay or have already, in fact, paid. So that's a line in the budget. Large developers are challenging their payments or assessed values retroactively and that the schools and libraries have to raid their prospective budgets to make back payments. We need the city council to investigate this and to explicitly disallow this in future laws and contracts. Certainly, no entities that have already had tax breaks should be getting additional compensation, especially not retroactive revaluations.

Response 31-2: Comment noted. See **Response 15-7**.

Comment 31-3:

While I have the podium, I'd also like to point out that if we really believe in NewRo Strong -- I remember during COVID, we had all those NewRo Strong signs all over the place. This means we should -- this means hiring local workers, experienced or as trainees -- I really think getting some trainees local would be awesome -- to build New Rochelle. Also, to assure higher wages and higher quality work, the majority of labor should be union labor. We've heard that before tonight. We should hear it again. You should make it a requirement.

Response 31-3: Comment noted. See **Response 17-80**.

Comment 31-4:

So in conclusion, please find out whether developers are taking money back from already generous deals, and if they are, stop the practice. And please promote -- I'm sorry, I mean require the use of local labor.

Response 31-4: Comment noted.

32. Michael Umbro, Public, Public Hearing, April 14, 2026

Comment 32-1:

I initially saw this posting a couple of weeks ago about the meeting up here, 2,800 new units, blah, blah, blah. First thing that came to my mind was, okay, tax break for the builders. And I was comparing myself to that. I'm on a fixed income. I got my tax bill. I'm not getting any break. I could go on all night with that.

Response 32-1: Comment noted. See **Response 15-7**.

Comment 32-2:

But I see the union here tonight. My brother's in the union. It made me think about things. You guys up here, you care about the builders. But these young men and women, think about these people that build, build careers, families. That's what unions build, not these builders that get these laborers to work. They use them up and they're done with them. The unions build careers, structure, benefits. Give these guys a break. Think about them instead of the builders. Build up people, not just buildings.

Response 32-2: Comment noted. See **Response 17-80**.

33. Marian Whitaker, Enough is Enough, Public Hearing, April 14, 2026

Comment 33-1:

I just want to say I'm somewhat impressed with the turnout and I'm, you know, deeply moved by what's going on here tonight. I'm a member of the local group Enough is Enough, which has been advocating for responsible and smart development by the city of New Rochelle. Enough is Enough refers to the over proliferation of high-rise apartment buildings as the development of choice since 2015 to revitalize the city. It has become a lesson to us when developers, instead of real bonafide urban planners, are given uncontrolled power to fully dictate what should be built and not what is necessarily the best for our citizens. We represent approximately 600 citizens who have over the last year signed a petition to figure out a way to get the city to listen to us, to heed the warnings of something that has become to many a runaway train. We are not NIMBYs, a convenient labeling used by others to push back on those who might disagree with them. We have supported and continue to support projects that make real contributions to the New Rochelle community, whether it be for affordable housing, senior housing, or something that substantially benefits the public. We were promised a smart -- small, suburban city coming out of the smart city housing movement.

Response 33-1: Comment noted.

Comment 33-2:

It was clear that by the time the pandemic happened that people were going to need cars in New Rochelle more than ever, as much as the city went into denial. It is a suburb with a Metro-North station, but it is not New York City. Smart planning doesn't translate into rampant high-rise buildings developed one after another. It also means the defined intention of integrating real green space, trees, real neighborhood playgrounds into the plan, as well as thought-out areas of mid-rise housing, and also housing to, you know, for people to buy and – and put their, you know, get something out of this. This sadly has been lost in the mire of the high-rises.

Response 33-2: Comment noted. The DOZ regulatory framework is aligned and supportive of City and regional plans and policies advancing smart growth and transit-oriented development (TOD). Those plans include the City's Comprehensive Plan, the GreeNR Sustainability Plan, Recommended Action Plan (RAP) and TOD Smart Growth studies and the County's Comprehensive Plan (see SDGEIS Section 3.1). The Proposed Action builds upon the previous actions in 2015, 2021 and 2024. Refer to **Response 5-3**. Lastly, in response to public comments, this FGEIS incorporates further zoning changes to increase the greenery requirements in public spaces, such as a new requirement of 30% planting and/or green infrastructure in Civic Spaces and recommended street trees and bio-retention areas along Public Frontages.

Comment 33-3:

We are left with a large parking deficit and traffic problems that affect the people who live downtown and affect the ability to revitalize the commercial areas. The city knew already by 2021 that traffic capacity studies done at that time, that the intersections of Main Street and Center, Division and Main, and other intersections were already operating in unacceptable conditions at peak times, with ratings of L, O, S, E, or F, and additional development was expected to have significant negative impacts on -- on traffic flow at these intersections. These are bad ratings, and everything -- and yet everything just proceeded as if there were no warning signs. They existed in 2021 and in 2024 when amendments were done to increase the units in the DOZ plans. I'm almost done. Look -- look at where we are. Now you wish to expand again and add 2,800 units. We honestly want to trust our city government to do the right thing, but it is getting difficult to do so with another expansionistic plan before us.

Response 33-3: Comment noted. See **Response 5-4** for traffic matters and **Responses 6-1** and **6-2** for parking. Lastly, this is a refinement phase of the DOZ zoning framework, not changing the vision and intent of the 2015 original action and subsequent DOZ amendments. The proposed amendments are minor adjustments as compared to previous iterations (2015, 2021 and 2024) and are just the continuation of the DOZ approach, which was designed to adapt over time to changes in trends, conditions and needs. See **Response 9-3**.

34. Lisa Burton, Public, Public Hearing, April 14, 2026

Comment 34-1:

You guys are so lucky. You are so lucky to be able to change this overlay zone plan. There have been amendments to the overlay zone, and I'm sure you did not get this audience because we finally figured out that this is our opportunity to make substantial changes to things that are just not working for the city.

This is your opportunity to go from asking, incentivizing, suggesting, to actually making real change. You have the code. You have the -- you have the -- you have this amendment to do it.

Response 34-1: Comment noted.

Comment 34-2:

The overlay zone, I've always had a problem with it because it really reduced public input to nothing. So -- so here is an opportunity because when we go to planning, planning says, well, we can't, we can't. They check the boxes, we can't, and it's -- city council has decided that this is okay. You go to the IDA, they say, we can't, we can't. This is the intent of the city council. So now we're -- we're in front of city council, in front of you at the time that you're going to make an amendment, a substantial amendment to this overlay zone.

Response 34-2: Comment noted. See **Responses 17-14** and **17-15**.

Comment 34-3:

We can't go back to 2015. The buildings are already here. We have extended the downtown to this neighborhood and beyond. We don't need what went wrong in the downtown to go wrong here. So -- so you have this great opportunity to work with corporate council. And if our corporate council can't do it, then please look to other cities that have done a better job than we have because you do not see in White Plains all the development there, which I'm sure they have their own issues. But you do not find renters in their affordable units being charged for water and being charged for heat and being charged for excess garbage. We do that here because not that we're bad people, not that it's your job to read 60 pages of a lease agreement, but that's what's happening. And we're telling you that this is happening and that there's an opportunity and that we urge you to take it because we know that not -- there's -- you are not the council that started this, but you can be the council that changes it for the better. You can be the -- the -- the council that listens and -- and -- and it needs to be tweaked. Again, this is not the first amendment to this -- this DOZ plan, but this is the first one where we are coming to you with very specific asks. Asks that were -- were mentioned back in 2015. Because I remember 2015 where when it passed, people said, well, you know, we're going to have these luxury buildings that we won't be able to afford it. We can do better, you can do better, and we're -- we're so happy that you're here to make those changes for us.

Response 34-3: Comment noted.

35. Serge Vecher, Public, Public Hearing, April 14, 2026

Comment 35-1:

great comments tonight, and I would like to fill in a few numbers. I think we heard some numbers today. I would like to just add some numbers for perspective, and previous speaker kind of did a great job of outlining where we started with 2015. We had 5,500 units, residential units authorized for the downtown overlay zone. Nicely spaced out was the core in DO1, you know, majority bulk of the units in DO2, and

then as we fan out from the -- the train station, progressively lower. As time has gone, all the development boon seems to have concentrated in DO2, and DO2 zone has been building and building and building. And to date, it encompasses, in terms of authorized units, with the agreements that are before you, 6,464 units. So the entire -- the single zone that has seen the most development has now mostly completed, but still, you know, a few projects up for – for the most development of the entire downtown zone concentrated in this one zone. There are -- you know, there a number of, you know, reasons why that happened. You know, we spoke about this before -- before this council about how that happened.

Response 35-1: Comment noted.

Comment 35-2:

But the reality of the situation is that you're now contemplating an addition of 2,800 units on top of the 10,000 units that were last studied in 2023, which became 2024 amendments. That was the last secret process that already doubled the number of original units and contemplated, you know, or -- or realized that residential units is the only thing that the DOZ can build. There are no commercial buildings, there is no retail, and no associated taxes that were initially built into them -- into those financial models. None of that was coming. The only thing that was coming to New Rochelle is residential construction. And the residential construction of the kind that maybe in the beginning was sufficient, high density, right, 2,800 plus residential units, which many residents of downtown feel we've had enough. And we've had -- and it's not just a feeling, it's the -- it's -- it's supported by the numbers.

Response 35-2: Comment noted. See **Response 5-3**. As discussed in the SDGEIS, the intent of the DOZ has not changed. The DOZ intends to create a mixed-use, vibrant downtown that balances different uses while leveraging great transit access. These amendments are responding to changing conditions and lessons learned from the past 10 years of DOZ implementation, rebalancing anticipated land uses (through an updated TDS) to align with current market demands. The DOZ framework and subsequent amendments, including this Proposed Action, have always been intended to adapt to evolving needs and updated conditions, reinforcing the flexible approach that has always been a key aspect of the DOZ. Incentivizing large-format retail in the core downtown is one of the ways these amendments seek to promote commercial uses that are missing from the downtown.

Comment 35-3:

None of the -- the -- the -- the development in DO2 and DO1 is -- is -- has gone beyond any studied limit. And in New York's DGIS, nothing is said about real studies. We're -- we're 10 years into the plan, and not a single real study has been conducted. Everything has been -- is being -- all the decisions are made based off theoretical development scenarios. And that -- that needs to change.

Response 35-3: The DOZ amendments and all DOZ associated regulatory changes since 2015 have gone through environmental review in accordance with SEQR. Studies and technical memoranda were developed to support the assessment of potential environmental impacts and to identify mitigation measures if needed.

Being a generic action, and not a site-specific one, the TDS is the appropriate tool to establish a reasonable estimated development outcome which serves for the evaluation of potential environmental impacts.

36. Shawn Wayawotski, Public, Public Hearing, April 14, 2026

Comment 36-1:

We've now been coming here since January to talk about this amendment. So I'm starting to feel like a broken record. But this time we're here with a lot of friends and seekers involved. So it's important to restate a few items. Over the past few months, the development department has said some good things publicly about this amendment. But there isn't a lot of substance when you actually look at the document. It's a continued pattern of best efforts and half measures. But the time for that is over. We've seen that story play out over the past 10 years. All that does is lead to the developers being in the driver's seat and the residents left by the wayside. We need real changes with some teeth.

Response 36-1: Comment noted. As discussed in the SDGEIS, the intent of the DOZ has not changed. The DOZ intends to create a mixed-use, vibrant downtown that balances different uses while leveraging great transit access. These amendments are responding to changing conditions and lessons learned from the past 10 years of DOZ implementation, rebalancing anticipated land uses (through an updated TDS) to align with current market demands. The DOZ framework and subsequent amendments, including this Proposed Action, have always been intended to adapt to evolving needs and updated conditions, reinforcing the flexible approach that has always been a key aspect of the DOZ.

Comment 36-2:

For example, the development department acknowledges some density problems, and so they created a moratorium zone. But they put it in one section of DO2 and gave carve-outs for "vested properties" without describing what those properties are. We happen to know one of those properties is the Prospect Street parking lot, which would be an absolute disaster for everyone if that is actually ever developed. What are the other vested properties? And aside from approved projects, why are there carve- outs to begin with? The moratorium should apply to areas that have already absorbed large amounts of development, all of DO2 at a minimum.

Response 36-2: Comment noted. Refer to **Responses 13-12** and **15-2**.

Comment 36-3:

The development department has also acknowledged parking issues. They've stated people don't want to park in the new buildings because valet is unpopular and the prices are too high. That drives these -- these new tenants into the already overburdened streets and municipal lots. To address that in this amendment, they reduced the credit they give for valet spaces. But what about the cost issue? They didn't do anything about that. The cost of parking space in these new buildings should be capped at a set four percent of the median rent in that building.

Response 36-3: Comment noted. Parking regulation adjustments are no longer included in the Proposed Action (see Section 2.2). See **Response 6-2**.

Comment 36-4:

The development department also talks about lower density housing options being missing from the DOZ, and they're right. They are missing. But to address this, they're increasing the height allowed for certain lot sizes. They should also be decreasing the max heights allowed in the various zones. Cut the max allowable heights for DO1 and DO2 in half. Eighty-eight percent of the development DO2 has already been high rises. It's enough.

Response 36-4: Comment noted. See **Response 15-4**.

Comment 36-5:

Also, so far there are 5,000 apartments completed or under construction with another 5,000 apartments that have already been approved or reserved but not started as Serge just mentioned and other people mentioned. This amendment would add another 2,800 allowable units on top of that. I understand the process of converting non-residential space that was previously approved into residential space to enable that, but it's gone too far. The original vision for downtown was for a diversity of property types, not for a sea of residential towers that we have now. This is so far from the original vision now that it shouldn't be called an amendment. It's a totally different plan. Just finish what's approved. That's already double where we currently are. You don't have to add any more. To all of this and everything else everyone is highlighting, you might say, well, that wouldn't be profitable for the developers, or developers don't get out of bed for anything less than 16 stories. Frankly, you weren't elected to represent the developers. You were elected to represent us. If there -- if there's a developer that doesn't want to participate in the community's vision for the future with all the things New Rochelle inherently has to offer, that's fine. They can move on. We've earned the right to be selective. We're patient. We can wait. Listen to your citizens. Do -- do what's right.

Response 36-5: Comment noted. Refer to **Response 15-5**.

37. Alison Rivers, Public, Public Hearing, April 14, 2026

Comment 37-1:

I would like to say, I think another speaker said something similar, that I trust our city council and I trust our New Rochelle government. I do not. I remember standing here in 2015 being told how great the development was going to be, how I'd get tax breaks as a homeowner, how we'd get an infusion of cash into our schools and our library and our civil services. I haven't seen that. I've seen my taxes go up. I've seen that I had to get a high-powered gas line installed in my house because of downtown development that I do not want. Right? I've seen changes to the downtown area that don't benefit me. I've seen that it's hard for me to park. I've seen that going to the library with my children involves running into homeless

people who are right next to me urinating and having to pay to go to my own library that I fund with my tax dollars.

Response 37-1: Comment noted. The City recognizes that residents may hold a range of views regarding different planning efforts including this Proposed Action. Tax breaks are outside the scope of zoning and the Proposed Action. For parking matters, see **Response 6-2**.

Comment 37-2:

I would like to see real change in the downtown. I would like to see retail businesses that promote community, not dispensaries, not unhealthy food choices. I would like to see retail and green space, spaces where we can have those third community spaces, right, where we can get together as a community. We can -- we can gather, we can socialize, we can have meaningful interactions. I feel like that's missing right now in the downtown. Right?

Response 37-2: Comment noted. See **Response 9-8** for retail concerns.

The DOZ form-based code intends to improve pedestrian conditions and public realm. This goal has not changed with the proposed DOZ amendments. The inclusion of a new "Pedestrian Way Required" in the DO-1 core downtown, as well as modifications to the definition of the "Contiguous Public Frontage" type, are expected to positively affect the public realm to further reinforce a pedestrian-focused DOZ. Additionally, the Community Benefit Bonus fees attached to the DOZ bonus height can contribute, among other elements, to the incorporation of meaningful green elements (green roofs, etc.), provision of open space, and creation of pedestrian passages. Lastly, in response to public comments, this FGEIS incorporates further zoning changes to increase the greenery requirements in public spaces, such as a new requirement of 30% planting and/or green infrastructure in Civic Spaces and recommended street trees and bio-retention areas along Public Frontages.

Comment 37-3:

I also strongly support the required PLA, Project Labor Agreement. Okay? My husband is Local 3, IBEW. We are only able to live in New Rochelle because of his union job, because of his benefits. It's not for me as a -- it's not for me as a doctor; it's from his union job. Right? It is increasingly hard to live here on -- even with, excuse me, even with a livable wage. Right? There are so many unsafe practices that happen on non-union jobs, right, and jobs that are partial non-union. That's another firestorm that occurs. You might -- a developer might think they're saving money, or the city might think they're saving money, but what you're doing is you're hurting families' livelihood. You're -- you're hurting workers' safety, and you're hurting the future residents who are going to live in those buildings, right, with all the problems that can go wrong. They can go from just minor annoyances to real life-threatening issues. We need to invest in our community. We need to invest in the homeowners who are already here, the renters who are already here, the people who want to use our community, and we need to invest in local labor.

Response 37-3: Comment noted. See **Response 17-80.**

Comment 37-4:

I have a friend who moved to downtown, quickly left after six months, and I liked the way the described it. She said your downtown is not downtowning. I urge you to please make massive changes to this overlay zone. I do not see this as beneficial as a homeowner. I'd like to see meaningful change again in our community that benefits everyone, not the developers.

Response 37-4: Comment noted. The City recognizes that residents may hold a range of views regarding different proposals including this Proposed Action.

38. Paul Martin, Sutton Manor Association, Public Hearing, April 14, 2026

Comment 38-1:

I'm here tonight as the president of the Sutton Manor Association to present our formal comments on the DOZ amendments. The DOZ is one of the most important projects that the city is pursuing, and as a result, this process deserves care, time, and importantly, community support. We remain extremely concerned by the rush process that the city is employing to push this forward. We're particularly concerned by an apparent effort to get our District 2 council member to recuse himself from the process, even though he's participated in all previous DOZ matters. We feel this process and approach is eroding, not building public trust.

Response 38-1: Comment noted. Part of this comment involves City Council deliberation practices and decision-making processes. It does not pertain to the Proposed Action and the associated SDGEIS. Refer to **Responses 17-14 and 17-15** for comments regarding process and community support.

Comment 38-2:

We believe that these amendments are not what the residents of New Rochelle want. The residents want a vibrant downtown that is balanced with commercial activity and other uses. And the original intent of the DOZ was to revitalize the downtown, not to perpetually build tax-advantaged rental developments.

Response 38-2: Comment noted. See **Response 17-4**.

Comment 38-3:

So some key concerns we have. First of all, the 2,800 increase in residential units, none of which offer the promise of homeownership. We're particularly concerned by the more than doubling of residential units in the DO4, the River Street commercial district that's near our neighborhood. That has primarily commercial and mixed-use underlying zoning. And so, to us, it's not a question about building more density. It's a question, should the city be providing preferential zoning and tax treatment to convert existing commercial and mixed-use space with parking inventory into primarily residential units with parking deficits? We'd argue no. And we'd argue that the increase is not in line with the original intent of DO4, the River Street commercial district.

Response 38-3: Comment noted. See **Responses 17-4, 17-5** and **17-7**.

Comment 38-4:

Secondly, the city's analysis of fiscal impact does not reflect real-world conditions. The city cites $20 million in increased tax revenues from this amendment, and yet it explicitly excludes the use of pilots, which we all know, everyone in this room knows, that are used extensively. And so, if you were to apply the city's standard 20-year pilot to that $20 million number, that gets you down to $11.7 million. If you were to revisit revenue loss from vacancy assumptions, revenue loss from existing properties, potential pilot extensions, which have happened last year, and the number goes down from there. And so, I think you need to revisit the assumptions because you cite increased revenue as a mitigant to many of the other development risks, including police and fire protection, parks, and recreation.

Response 38-4: Comment noted. See **Response 17-7**.

Comment 38-5:

Lastly, on parking, these amendments do little to improve the parking conditions, but they should in tandem with the parking strategy. We should remove incentives for developers to reduce the required parking through valet parking. We should raise the parking in lieu fees to reflect rising construction costs and limit them to areas where there's substantial shared parking. We should not be reserving city-owned municipal lots for redevelopment into residential units like the Prospect Street lot. And we should include per bedroom parking requirements that -- like the underlying zoning. There's more comments, but my neighbor will continue our comments, and we'll submit more extensive comments in written form.

Response 38-5: Comment noted. See **Response 17-8**.

39. Matthew Rooney, Public, Public Hearing, April 14, 2026

Comment 39-1:

As I listened to the speakers today, and I've reviewed the voluminous documents that you put out, it really raised two questions to me. One is, who wants this? Who's calling for this change, number one? And the second is, why is it such a rush? It seems like over the years, what we've done here is we've put the pedal to the metal to try and build as much housing as we can as quickly as we can. For a decade, we've heard about this once-in-a- generation development that's happening in New Rochelle. Well, right now, you can see that we're at an inflection point in that process. And what we need as citizens here is generational leadership from all of you to tell us what needs to be done to move this project forward and to move this city forward.

Response 39-1: Comment noted. See **Responses 5-3** and **11-3**.

And one of the things that concerns me the most is that we do the DOZ zones, and then they're constantly being amended. We have these processes all the time. So we go through this, and then there's an amendment. And then as one of the speakers says, what you end up doing is subverting the public process completely. Okay? You've -- you've amended things so much that the residents on the Ro had a nice, concerted public effort to offer comments, and the answer that they got was, sorry, the DOZ has already been approved. There's nothing we can do. That is not good governance, and it's not what your constituents are asking you for. Okay? And you all should be aware that when you make these changes, you're not just impacting a single development.

Response 39-2: Comment noted. See **Response 18-2**.

Comment 39-3:

You're impacting families, right? You have all these guys and girls here that can't get a living wage on these buildings. Why is that? Why has that not been fixed? There's a lot of buildings that have already gone up. Why have they been shut out of every single one of them? How many people, in addition to the union labor jobs, even if they're not union, as long as they're well-paying, how many of those have you provided? How many young architects, engineers, have you had the opportunity to train and to learn into good-paying, solid, white-collar jobs? How many have you done? How many apprenticeship programs have been provided with all of these buildings that have already gone up? To my knowledge, the answer is none, and I think that that's an epic failure on your part. Okay.

Response 39-3: Comment noted. See **Response 17-80.**

Comment 39-4:

But most importantly, it's something that can be corrected, and it's up to you guys to correct it, and I really think that you should. And one of the challenges that I have with these amendments that keep coming through is they're talked about ad nauseum. Okay? You guys say, well -- and whether there's going to be 700 units or 7,000 units, they're all the same. All the documents that you provide are all the same. There's not going to be any real impact, right? Obviously, everybody knows that's not true.

Response 39-4: Comment noted. This is a statement of opinion. The SDGEIS analyzed potential environmental impacts resulting from the Proposed Action. The Supplemental DGEIS is intended to comprehensively assess cumulative impacts resulting from the Proposed Action in accordance with SEQR regulations. The studies associated with the SDGEIS are based on the proposed updated TDS, which takes into consideration the combined potential development for residential and nonresidential uses that the DOZ area is reasonably expected to accommodate in the next 10 years. The SDGEIS concludes that the proposed DOZ amendments and updated TDS would not result in significant adverse impacts for any of the evaluated environmental areas.

Comment 39-5:

For years, you talked about the waterfront and how the waterfront is such an important part of New Rochelle, right? Mayor, you even had a video saying about how it needed to be redeveloped, it needed mitigation and everything else. Now, in this development -- I mean, I'm sorry, in this proposal, all the waterfront access fees have gone away. You just did them two years ago. Why are we taking them out now?

Response 39-5: Comment noted. The Waterfront Access Fees are not removed entirely, but would only be applied for development in the waterfront district (DO-7). See **Response 17-12,**

Comment 39-6:

So I know my time's running out, but I want to return to my original question. Who wants this? You guys are -- you guys are an elected body. Do you have your constituents knocking down your door telling you to do this? Sure doesn't look like it. So the only reasonable conclusion that any of us can come to is that it's private interests that are driving these changes, and that's very concerning.

Response 39-6: Comment noted.

40. Myriam Decime, Public, Public Hearing, April 14, 2026

Comment 40-1:

This is suspicious timing. You know, your reelection is coming up. We heard we're going to have moratorium on all this development. Kind of got my heart racing because I've been dying to hear this. I really don't even know what the amendment is about, but the fact that you're still talking DOZ is unacceptable. We have -- everyone is saying we don't want overlay zone.

Response 40-1: Comment noted. This is a statement of opinion.

Comment 40-2:

It has effectively removed the citizen input from it. And the reason it has done that is because before what was done is that you had to approve, city council, every project. So that gave the citizens input on the project before it went to development, before it went to IDA, where we could actually make changes. But any overlay zone that you do still effectively leaves us out. So we don't want any more of it. I don't want an amendment. Take it out and then take back your control in city council where every project has got to come to you. I mean, the -- the previous administration and -- and you guys continued, which is why they put you in office to continue this, bragged about how, oh, we couldn't get anything done in New Rochelle before. And now, you know, we can get things done in -- in three months. We approved the buildings. So that's -- that's what you've been doing.

Response 40-2: Comment noted. The comment does not accurately reflect how projects were approved in the past or currently. In terms of public input on the Proposed Action, see **Response 17-14**.

Comment 40-3:

I have to emphasize that because it's not just whatever your amendment is. It's remove it altogether, overlay zones, bring every project back to when city council votes on every project. And we then get a chance to tell you, the ones that we voted for, whether we want it or not. That's when we were able to shut things down. So that's what we want back. You had said we don't have appetite for it. I think again, you're hearing the appetite for it. Do it. So that's one. You have priced us out. It is disheartening. And then you've got propaganda articles from Wall Street Journal talking about that they -- the -- the rents have been reduced. No one believes that. Your 5:00 a.m. TikToks talking about how we've done all this wonderful development and we're going to do more is -- is -- is unreal. We had the most affordable housing, City Park, Carrington Arms. You allowed -- under you -- because now market value has gone so -- so high that you increased on low-income people, increased their rent to one -- $1,500 in -- in -- in City Park. That's went as high as that increased rent within 60 days. Right? And then in Carrington Arms, they increased it by $1,000. Right? And told people, oh, well, we haven't increased it in a while, so you should have saved up and be ready to do it. That -- those increases have gone. Those are places that we've been able to do affordable housing, and that's all been wiped out. There's so much that we need to discuss. Get rid of your overlay zones.

Response 40-3: Comment noted. The comment does not accurately reflect how projects were approved in the past or currently. The rest of the comment is a statement of opinion, and it is outside the scope of the Proposed Action.

41. Joe Cinquemani, Public, Public Hearing, April 14, 2026

I've been a resident for almost 25 years. I'm a real estate lawyer and a real estate broker. But I think most relevant for here tonight, I want to announce to you that I'm the Republican candidate for Congress to represent you, all these disenfranchised labor union workers, all the independent homeowners, including myself, to hold some accountability to the Democratic Party and the one-party rule here in New York, because it's obviously -- obviously not serving us. When the Democratic Party loses the union vote, there's something very, very wrong. And that's why I'm here.

Response 41-1: Comment noted. This comment does not pertain to the Proposed Action.

Comment 41-2:

I'm here to answer for all the union members, because it's inconceivable to me that the city would give away tens of millions of dollars in tax abatements and then extend them while we're all footing the bill for the money that you're giving away. And on top of that, you don't hire union labor? You don't make that as a requirement? I don't know whose pockets are getting padded in addition to the developers, but I'm telling you, it's not our union workers. It's not our families in New Rochelle. And it's not the independent homeowners who are paying for the difference of the gifts that you're so freely giving away, administration after administration. This is why one-party rule in this city, in this state, has to end, because we're all being pushed out.

Response 41-2: Comment noted. See **Response 17-80** for union hiring and **Response 17-7** for tax breaks.

Comment 41-3:

Now, as far as the overlay program goes and the development, again, as a real estate lawyer and a broker, to me, the answer seems painfully obvious. You need -- New Rochelle needs, we need an anchor tenant, a commercial anchor tenant, that -- a bank, an insurance company, a tech company, some big company that could employ 200, 250 people. They come into the city every day. They shop at our retail. They eat at our restaurants and they buy sandwiches at our delis, and they help employ the people of New Rochelle. And then they leave. It's not a burden on -- as much of a burden on police, sanitation, and fire, and the school system.

Response 41-3: Comment noted. The DOZ regulations continue to allow and encourage a mix of residential, commercial, retail, and institutional uses. The zoning framework does not preclude commercial development; in fact, the proposed DOZ amendments intend to incentivize large-format retail in the core downtown to attract anchor commercial tenants.

Comment 41-4:

I love New Rochelle. I raised three kids through the New Rochelle public school system. It's outstanding. It's fantastic. It gets a bad rap, but there's a lot of good to it. So I'm here to represent all the good people in the New York 16th Congressional District, especially here in New Rochelle.

Response 41-4: Comment noted.

42. Kirk Ortega, Public, Public Hearing, April 14, 2026

Comment 42-1:

I want to -- everybody's cited statistics, so I want to speak from a personal perspective. I imagine everybody in the panel, such as yourself, Mayor, and city council and city manager, either has not grown up in New Rochelle or had parents who didn't grow up in New Rochelle. I'm a Bronx boy. My wife's a Bronx girl. We came here. It's almost like the American dream. We thought growing up in the Bronx, Mount Vernon was the pinnacle until we moved to New Rochelle. So this is where we live now. I imagine that everybody here on this panel would be disappointed if they knew that they bought a property and then they're going to build a six, eight unit -- six, eight-story building right behind them or 28 stories. So I don't think anybody on this panel would be comfortable with buying a property, achieving the American dream, and then having an eight-story or 28-story building built right behind them. So what I'd like you guys to do is to take off your political hats for a second and then come on this side and look at it from our perspective. Everybody on this panel, take off your political hats, come on this side, and then ask yourself, would you be comfortable moving from the Bronx, Brooklyn, Queens, achieving this dream and then having a building go up right behind you? I imagine none of you would want that or you wouldn't have bought into that. So my ask is to reconsider. If you're going to build something behind us, build it so that it conforms to the properties that is there. My sense is that this decision has already been made. I imagine

that the developers, yourselves have already kind of formed an idea of what you want on North Avenue. So I don't know what I'm going to say to convince you otherwise, except that I would ask that you look at it from your perspective, not your political hat perspective, but from a residential homeowner perspective and ask yourself, would you allow that if you were on this side of the podium? I imagine none of you would. Nobody would, in fact. Nobody buys a home in New Rochelle looking to have an eight to 28-story building built right behind them. So what I'm asking is for some empathy, some compassion, and some realization that this would not go over with anybody on the other side of this panel. I hope you would reconsider and at least work with the community to figure out a better way to get this accomplished.

Response 42-1: Comment noted. The comment does not pertain to the Proposed Action. Development approvals in New Rochelle follow the Zoning Code, which include site-specific reviews based on applicable zoning regulations.

43. Sarah Longstreth, Public, Public Hearing, April 14, 2026

Comment 43-1:

I moved here 12 years ago when I was 22. I used to write for Westchester Magazine, and I had some assignments covering the developments here and the exciting mixed-use promises that were being included in them. Anyone remember the Black Box Theater? Yeah. So I think I, as a young professional, a who this development was being pitched to and marketed for, people with -- who don't have these hard jobs, who have leisure time and things.

Response 43-1: Comment noted.

Comment 43-2:

And I just want to say first, I want a city that is shared with my neighbors who have homes, who have trade jobs not built on their backs.

Response 43-2: Comment noted. See **Response 17-80**.

Comment 43-3:

And second of all, it's not giving me what it was offering me either. A suburban city needs a bookstore. It needs a theater. It needs LGBT-friendly spaces. It needs event spaces like the ones that are currently walled off inside some of the luxury buildings. Yeah, clothing, something to buy, something to, you know, I -- I -- there are people who would want to live here who want to -- to have all these things, and right now, the best that we can offer them is a place to sleep while they go to New York City or at best White Plains for those things. So I just wanted to offer a little additional perspective, both to amplify the voices of the people who have already spoke and just to look at it from yet another side of this that isn't being considered, which is the people that ostensibly the developers are making these promises to directly that are still not being filled.

Response 43-3: Comment noted. One of the key objectives of the proposed DOZ amendments is to encourage retail and entertainment uses through modifications in the development standards and targeted incentives. For instance, the DO-2 to DO-1 remapping proposal with associated revised development standards is intended to encourage large-scale retail and entertainment uses while ensuring viability for such uses. The development standards for these types of uses were carefully tailored to make sure such businesses can operate efficiently and be financially viable. Changes included in this SFGEIS would require Storefront Frontages along key downtown corridors as illustrated in Section 2.1 and Figure 2-2. Moreover, a new definition of Storefront Frontage, as described in this FGEIS, would prohibit residential uses on the ground floor (with the exception of lobby entrances) to further promote commercial uses that reinforce an active, mixed-use environment.

Since zoning is only one aspect that affects the attraction of retail uses, the City is also pursuing further strategies and policies aimed at improving conditions for retail as part of a comprehensive Downtown Retail Strategy. In October 2024, the City 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 Vanguard Overlay 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. The Vanguard Overlay was expanded in 2025, reflecting a catchment area similar to the downtown core where Storefront Frontages would be required under these DOZ amendments. Other components of the Downtown Retail Strategy include enhancements to public spaces and a Retail Tenant Improvement Fund. The latter applies to businesses or property owners in partnership with a prospective business tenant, located within the DOZ.

Zit should be noted that real estate market dynamics also influence the attraction of certain nonresidential uses and the actual development outcomes.

Comment 43-4:

I also just want to say I love the city. I love our history with the performing arts, with arts in general. I think there is really something here that we could connect to as a large -- as a deep, diverse, interesting place to be. And I would -- I don't have the powerful arguments that have been made already, but I do wish to add to your goals and your new vision that is being created with all of us as a community to bring those new types of experience here. It's both our past and our future.

Response 43-4: Comment noted.

Supplemental Final Generic Environmental Impact Statement (SFGEIS)

City of New Rochelle
Westchester County, NY

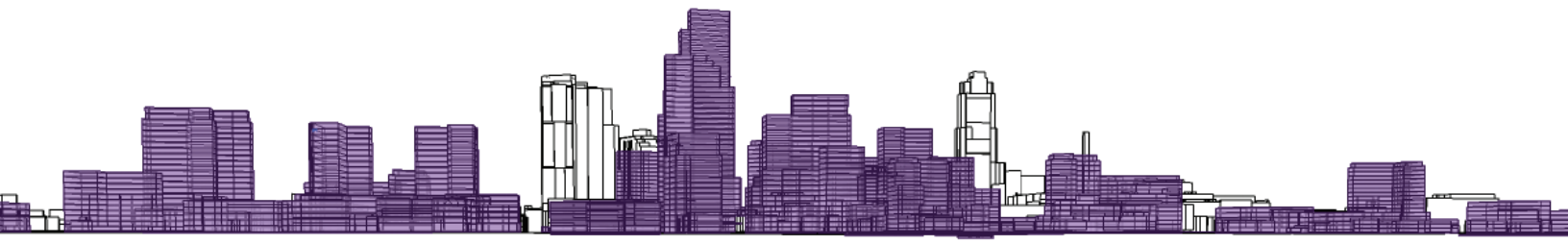
2026 Downtown Overlay Zone Amendments and Updated Theoretical Development Scenario

APPENDICES

May 22, 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

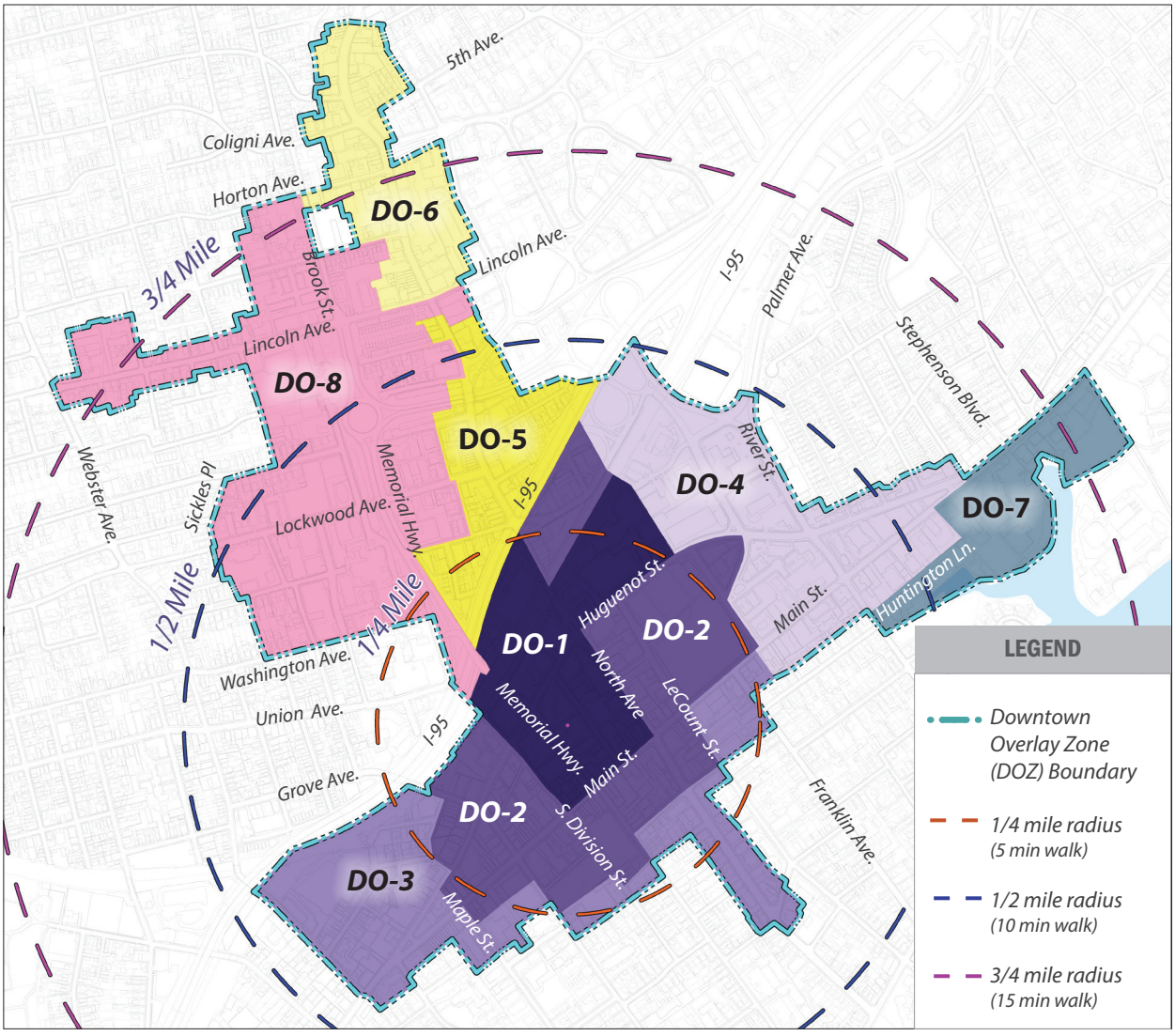
Updates to the Downtown Overlay Zone

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 and environmental 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 in the core Downtown 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
- Promote civic spaces that support sustainability, resilience, and a greener public realm

Parking & Operations

- Regulate valet usage to improve curb management and circulation (amendments to be made as part of a larger revision to the parking regulations)

Development Capacity & State Environmental Quality Review (SEQR)

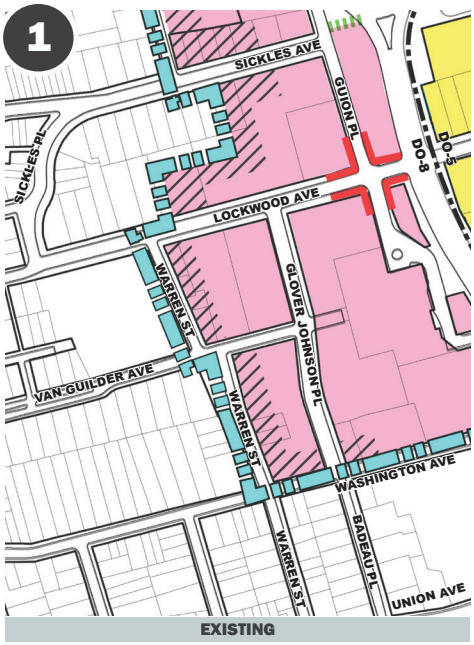
- Recalibrate Theoretical Development Scenario (TDS) to reflect actual absorption trends
- Update Fair Share Mitigation mechanism
- Limit on any new residential development within the area bounded by Division Street to the east, Huguenot Street to the north, Main Street to the west and south, and Centre Street to the west. No new residential units have been allocated to this area under the Amended 2026 Theoretical Development Scenario.

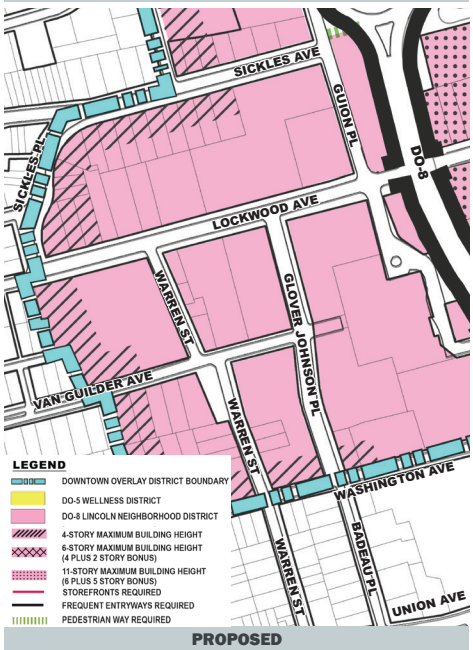
SECTION 5:

DEVELOPMENT STRATEGY UPDATE

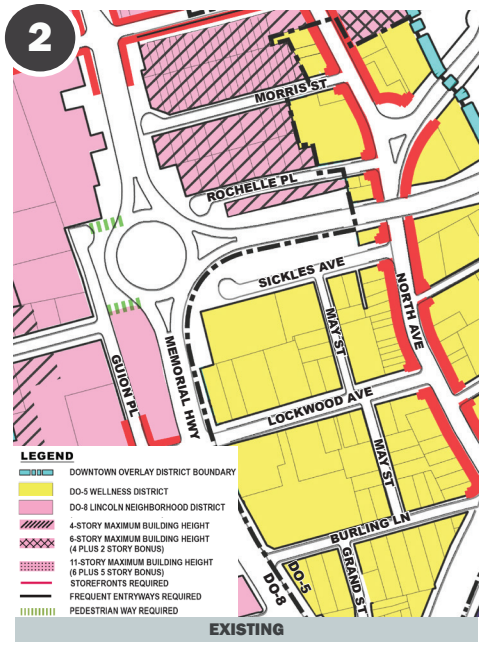
Development Strategy Update
2026 Updates to the DOZ

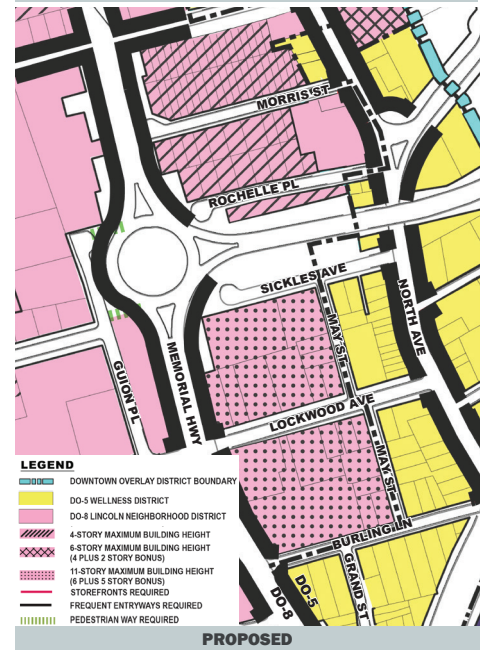
In addition to the DOZ amendments previously discussed, the City is proposing several amendments to the DOZ boundaries as outlined below. Also note, that in most instances, the City is proposing to change "Storefront Required" portions of the map to "Frequent Entryways Required"(see changes on map from red line to black lines).



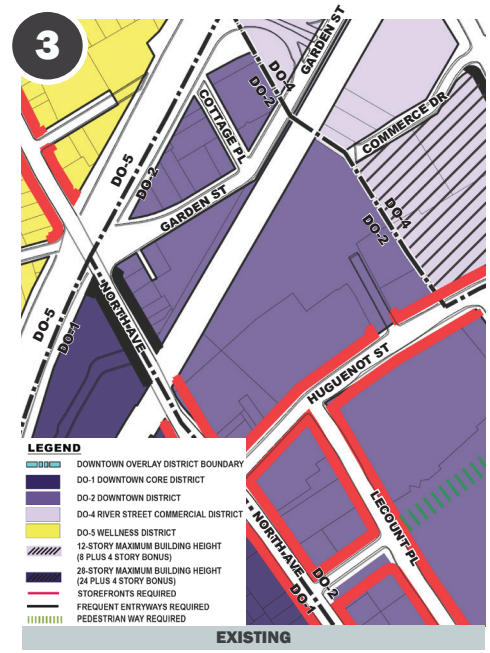


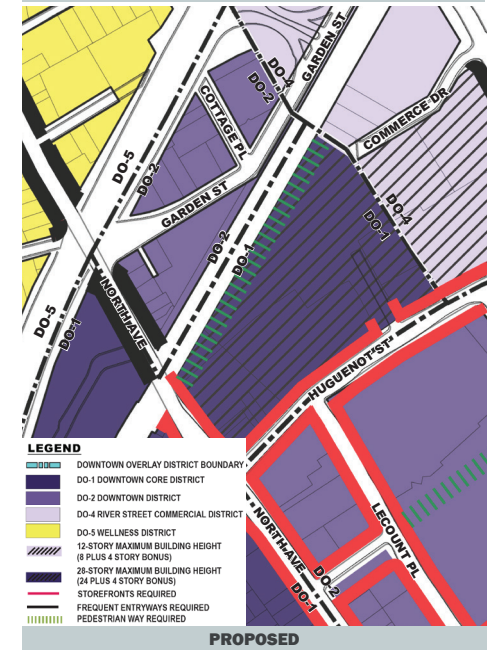
Area 1 *- The DO-8 District would be extended westward to include properties along Washington Avenue to approximately the mid-block between Webster Avenue and Warren Street, and northward to Sickles Place. "Storefront Required" requirement at Lockwood Avenue and Guion Place would be removed.*





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 north of I-95 along North Avenue and west along Lincoln Avenue will be changed to "Frequent Entryways Required".*





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 north of I-95 along North Avenue and west along Lincoln Avenue will be changed to "Frequent Entryways Required".*

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 includes ensuring that civic spaces meet or exceed GreeNR objectives through meaningful planting, green infrastructure, and sustainable public realm design. 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 (amendments to be made as part of a larger revision to the parking regulations).*

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: Proposed Draft Zoning

City of New Rochelle

Article XXIII

Downtown Overlay Zones

Section 331-175

December 2, 2015

Draft Proposed Revision ~~January 26~~ May 22, 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~~ eight 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~~ for commercial use, with substantial glazing and Active Edge, complying with Storefront Frontage requirements. Residential and accessory residential uses, other than lobby entrances are prohibited from occupancy where Storefronts are required.

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.

SECTION 331-175.04 DEFINITIONS

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.

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).

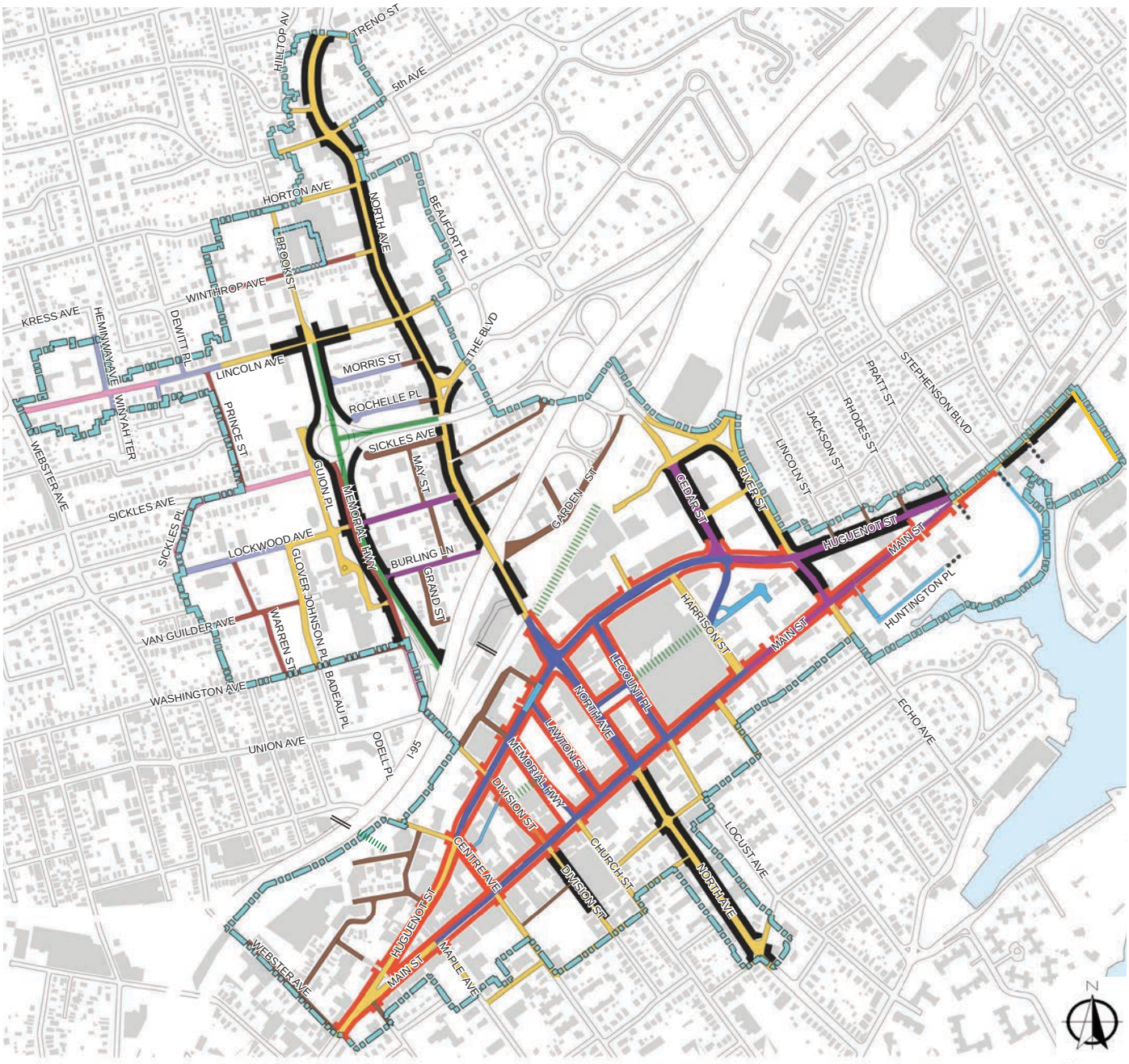
(3) Significant Corners

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 and are interchangeable in their application of occupancy 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~~[3] N/A
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~~ Y	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[1]
Columbus Ave	E Street	N	N/A
Cottage Pl	E Street	N	N/A
Dewitt Pl	H Street	N	N/A
Division St			
From Burling Ln to Washington Ave	I Street	N	80'
From Station Pl to Huguenot St	D Street	N	N/A
From Huguenot St to Main St	B Street	~~Y~~ ~~N~~ Y	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 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~~ Y	~~80'~~60'
From Centre Ave to Shearwood Pl	A Street	~~Y N~~ Y	60'
From Shearwood Pl to Bridge St	F Street	~~N~~ Y	60'
From Bridge St to Cedar St	A Street	~~Y N~~ Y	60'
From Cedar St to ~~Pratt St~~ River St	C Street	~~N~~ Y	~~80'~~60'
From River 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~~ Y	60'
Lecount Pl	A Street	~~Y N~~ Y	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~~ Y	~~80'~~60'
From Maple Ave to Harrison St	A Street	~~Y N~~ Y	60'
From Harrison St to Rhodes St	C Street	Y	60'
~~Main Street North Side~~			
~~From Harrison St to Pratt~~	~~C Street~~	~~N~~	~~80'~~

Street Name	Street Type	Storefront Required[2]	Max Door Separation[1]
Main Street South Side			
From Rhodes St* to Pratt St*	~~D Street~~ C Street	~~N~~ Y	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~~ Y	60'
From ~~Washington Ave~~ Burling Ln to Sickles Ave	I Street	N	~~N/A~~ 80'
Future LINC (North to South segment from Lincoln Ave to I-95)	J Street	N	~~N/A~~ 80'
Future LINC (West to East segment from Memorial Highway to North Ave)	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'~~80'
From I-95 to Railroad Tracks	D Street	N	80'
From Railroad Tracks to ~~Main St~~ Huguenot St	A Street	~~Y N~~ Y	60'
From Huguenot St to Main St	A Street	Y	60'
From Main St to Union St	D Street	N	80'
Park Pl	E Street	N	N/A
Pedestrian Way [3]			
From Station Plz to Huguenot St	F Street	N	~~60'~~N/A
From Lecount Pl to Harrison St	P Street	~~Y~~ N	~~60'~~N/A
From Division St to Memorial Hwy	P Street	~~Y~~ N	~~60'~~N/A
From North Ave to Commerce Dr	P Street	N	N/A

* 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 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)

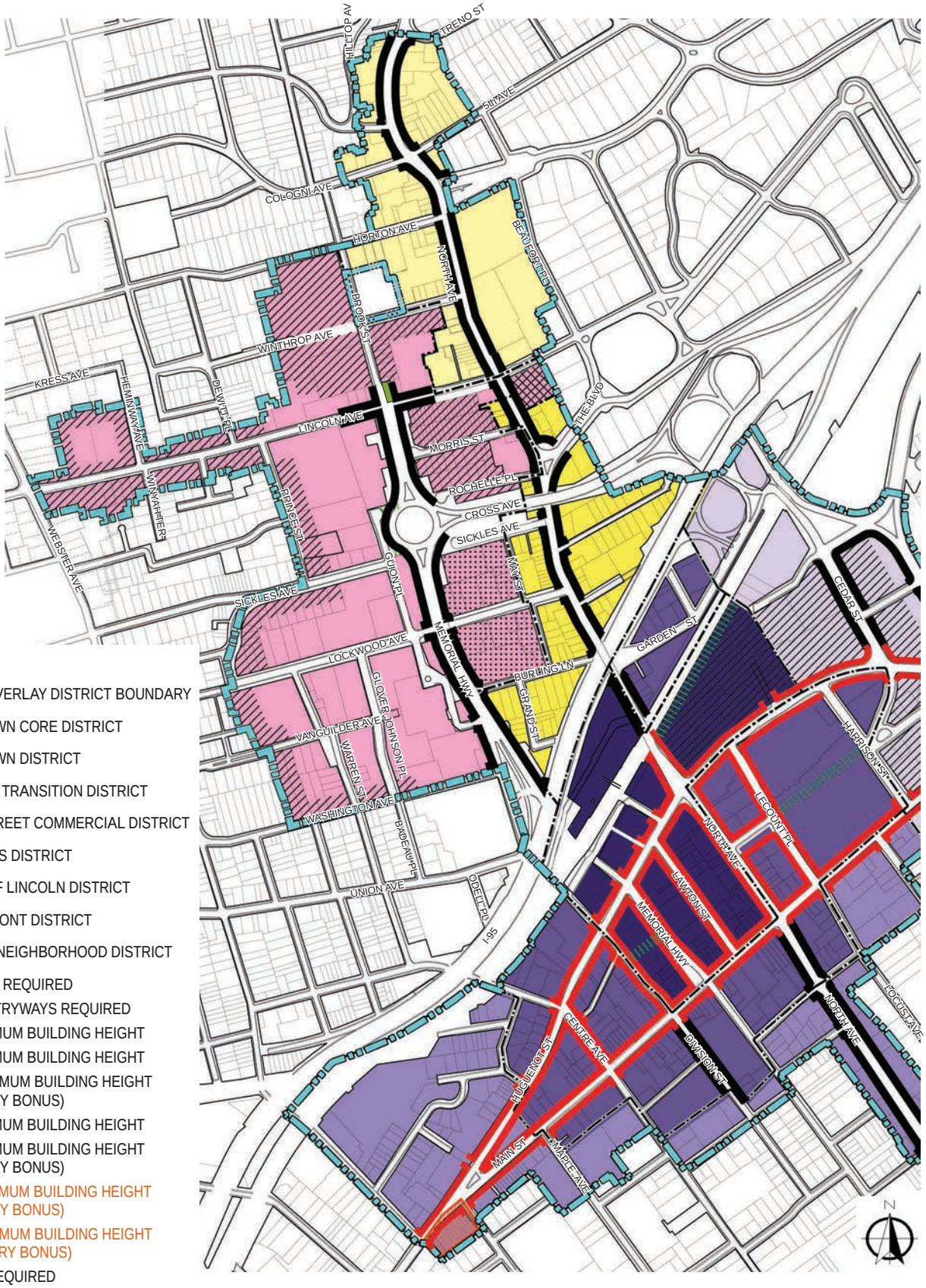
Street Name	Street Type	Storefront Required[2]	Max Door Separation[1]
Pine Court	E Street	N	N/A
Pine Street	E Street	N	N/A
Pintard Ave	E Street	N	N/A
Pratt St	E Street	N	N/A
Prince St	I Street	N	N/A
Prospect St	D Street	N	~~80'~~N/A
Renewal Pl	D Street	N	N/A
Reylea Pl	E Street	N	N/A
Rhodes St	E Street	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'~~N/A
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'~~N/A
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'~~80'
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
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 Pedestrian Ways designated on the DOZ Standards Maps in Section 175.08G(3) through (7) shall comply with the standards in 175.09A(4).

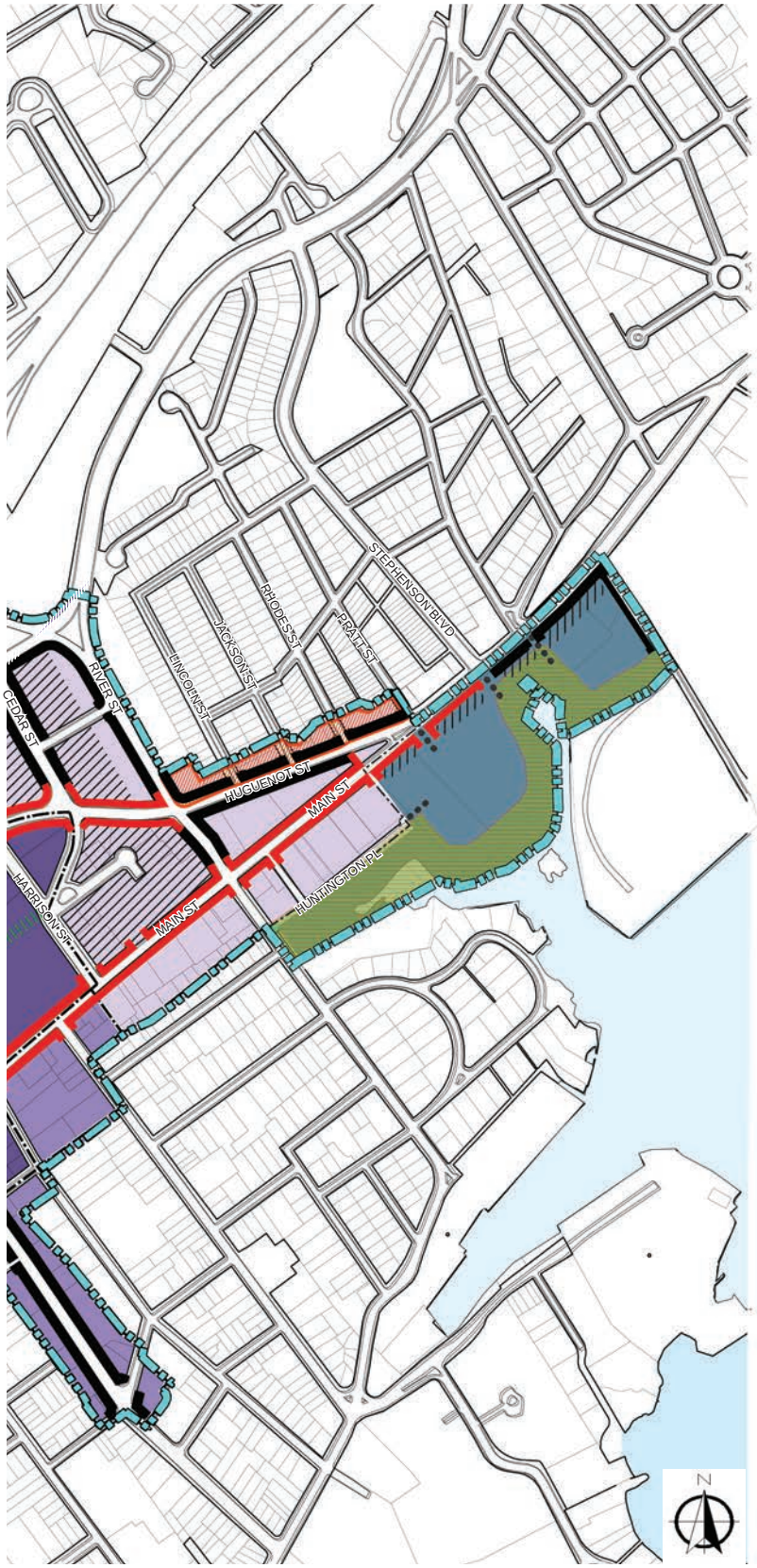
175.08G DOWNTOWN OVERLAY ZONES DISTRICT MAP



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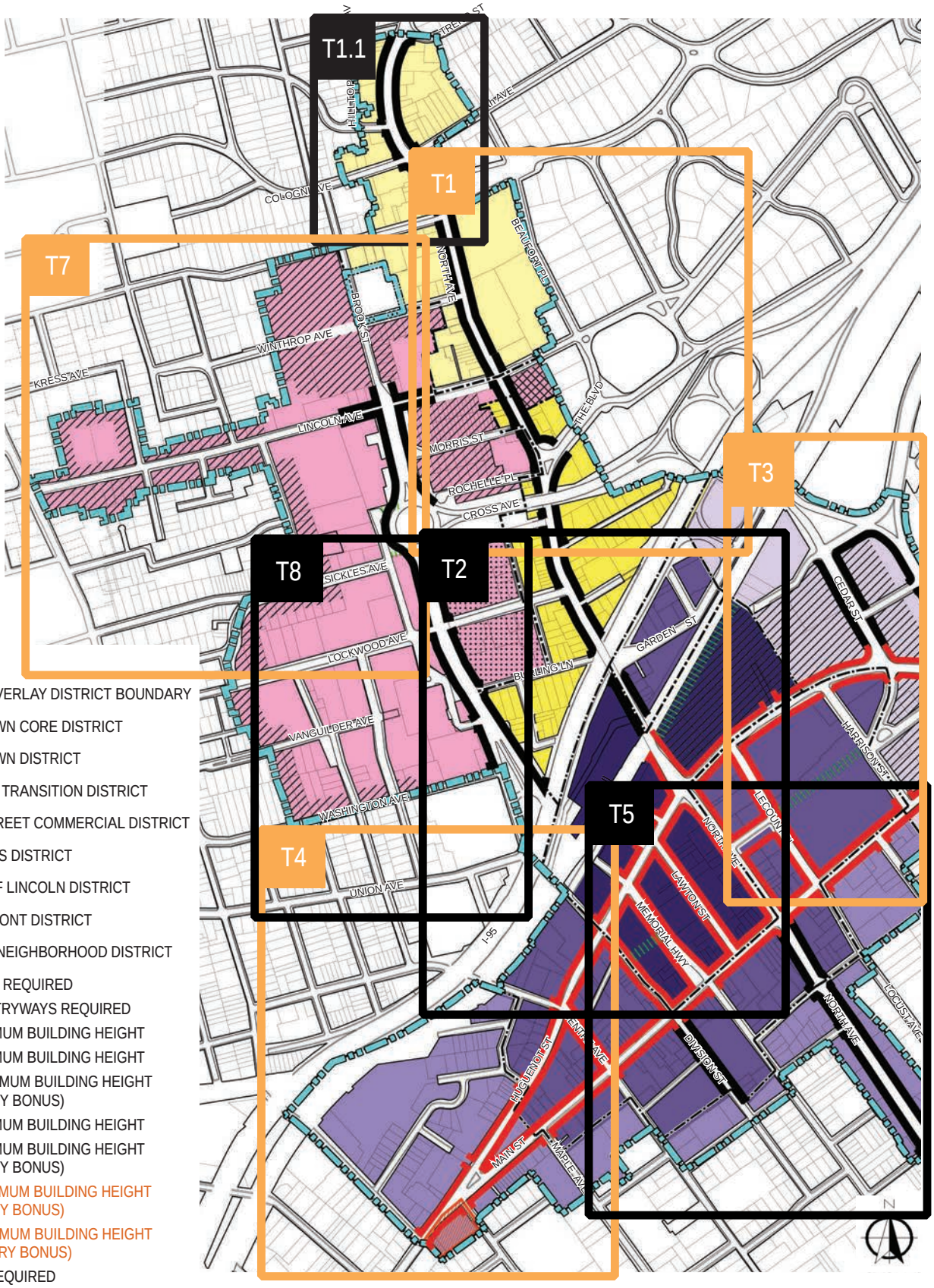
- PEDESTRIAN WAY REQUIRED
- WATERFRONT ACTIVATION AREA
- FUTURE NEW STREET

175.08G DOWNTOWN OVERLAY ZONES DISTRICT MAP



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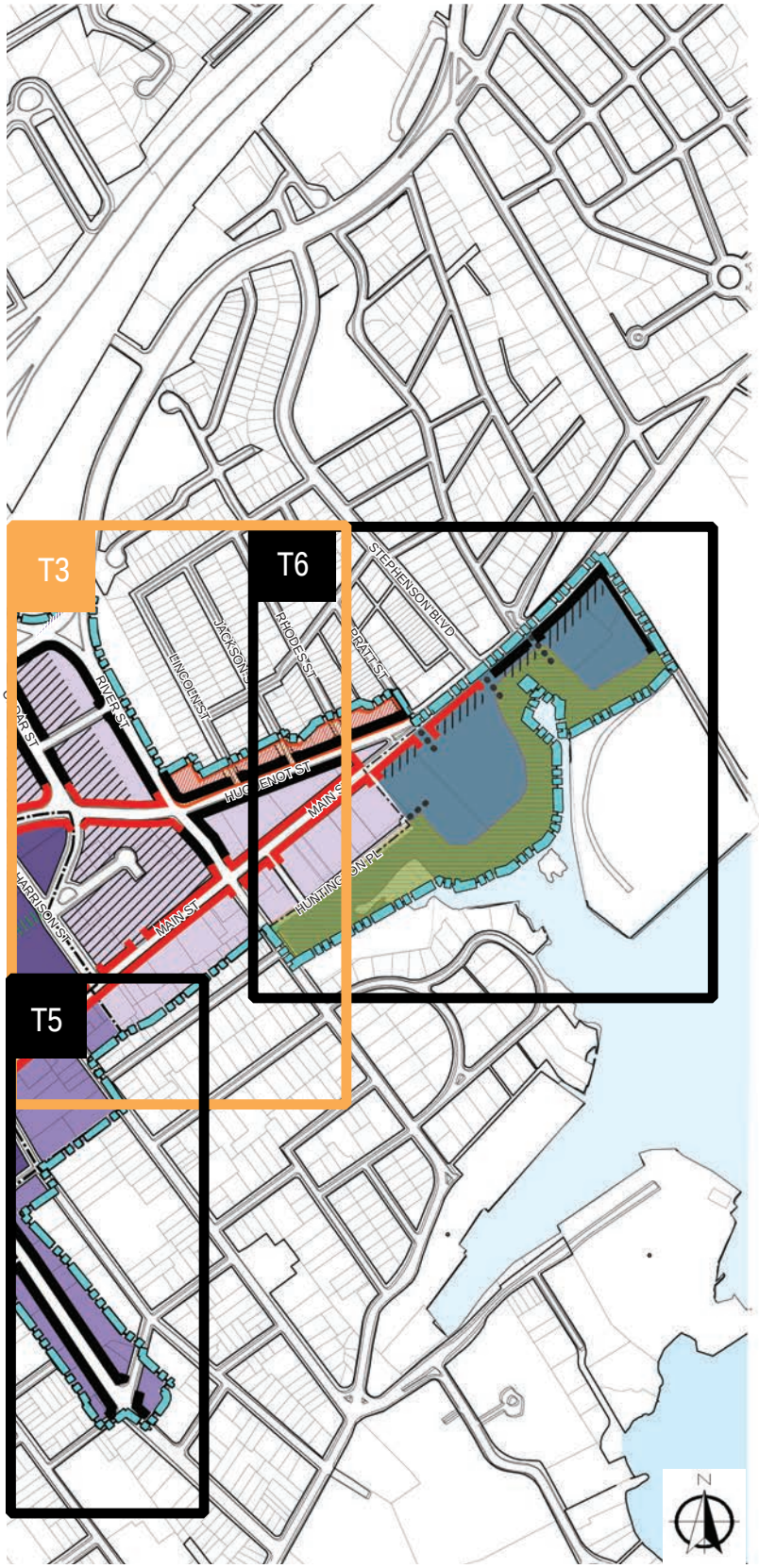
- PEDESTRIAN WAY REQUIRED
- WATERFRONT ACTIVATION AREA
- FUTURE NEW STREET

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(2) DOZ STANDARDS MAP LEGEND

DOWNTOWN OVERLAY DISTRICT BOUNDARY
DO-1 DOWNTOWN CORE DISTRICT
DO-2 DOWNTOWN DISTRICT
DO-3 GATEWAY TRANSITION DISTRICT
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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]
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]
AREA FOR BONUS HEIGHT PLACEMENT IN DO-7
FUTURE NEW STREET, EXTENSION OF EXISTING STREET, TYPE & PRECISE LOCATION AS APPROVED BY THE PLANNING BOARD

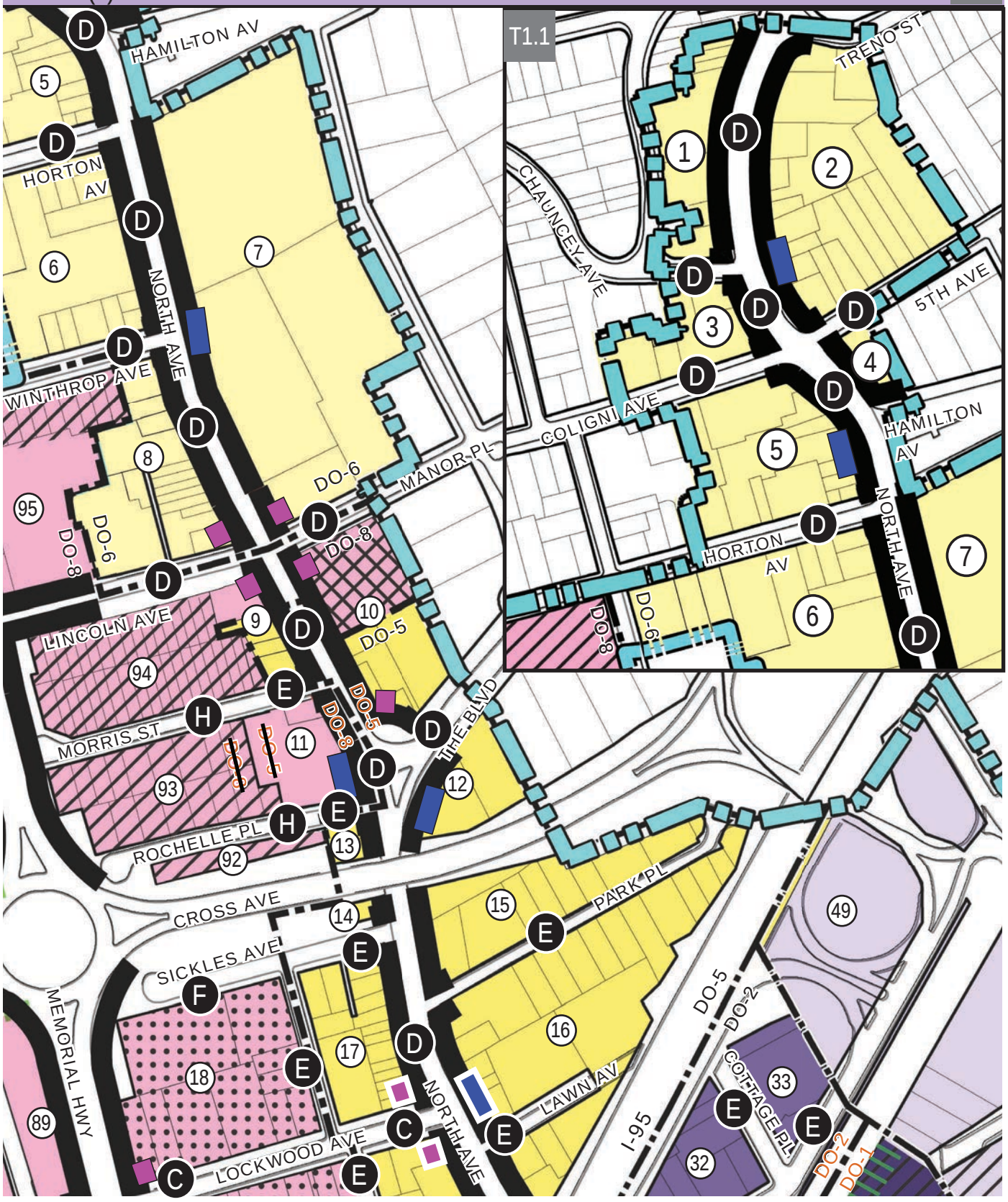
1 Where Storefront Required is designated along a Site on the DOZ Standards Map, a Storefront Frontage or Arcade Frontage shall be provided and Active Frontage standards in Section 175.11E(5)(c) shall apply.

2 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 In Waterfront Activation Area, maximum 4 stories and minimum 30' Stepback required at Build-To-Line, as approved by the Planning Board.

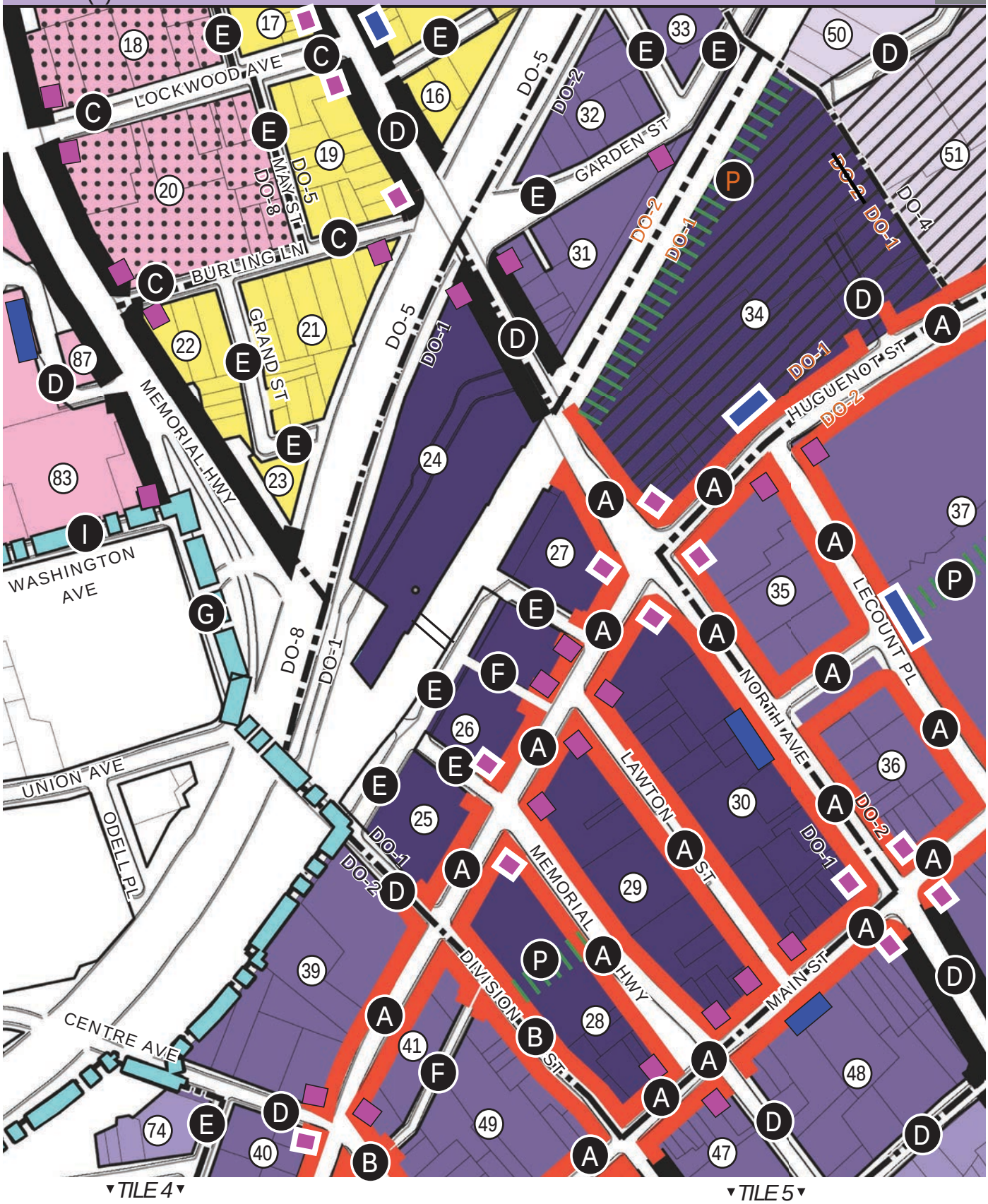
175.08G(3) DOZ STANDARDS MAP TILE 1 AND TILE 1.1

T1



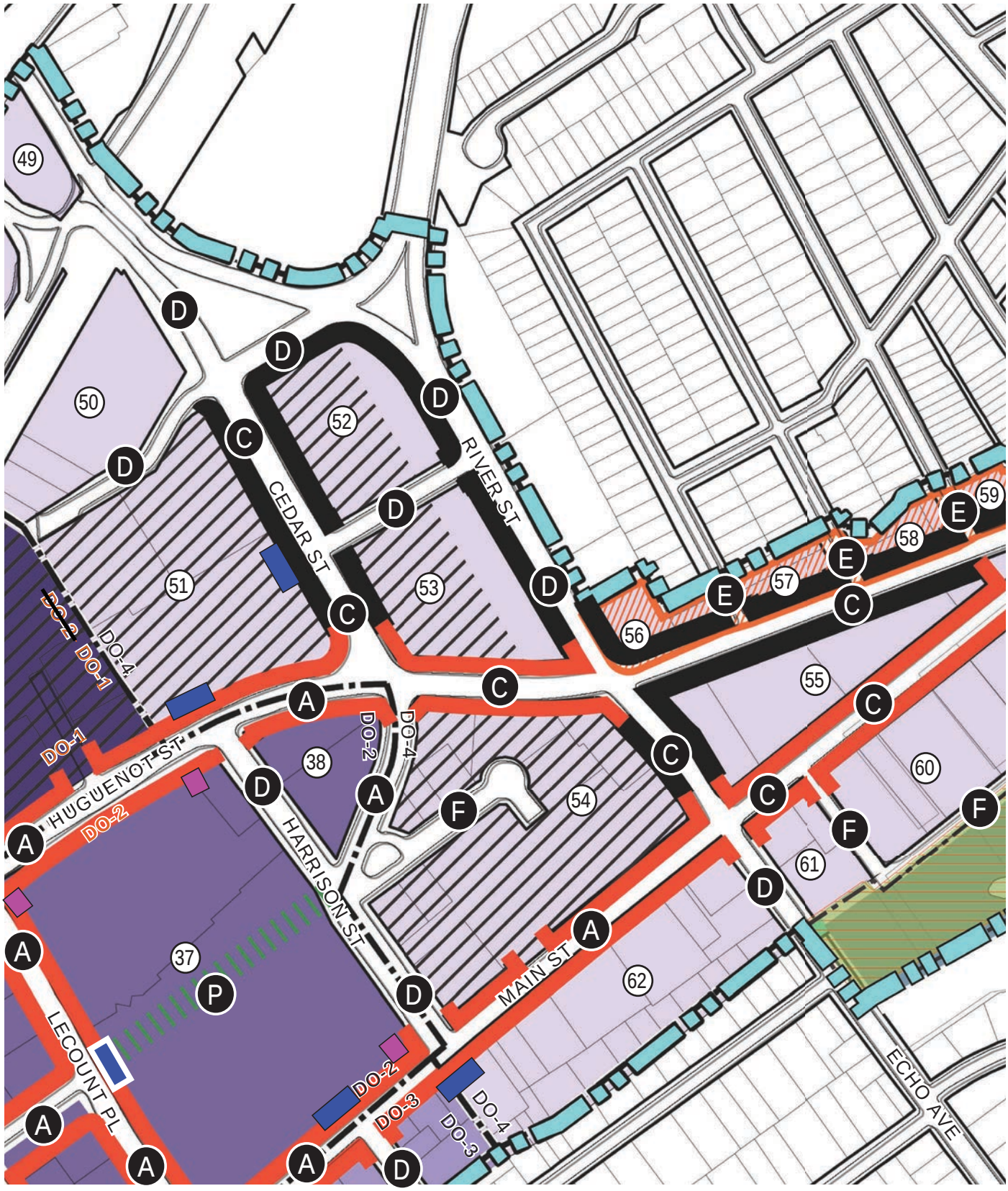
175.08G(4) STANDARDS MAP TILE 2

T2



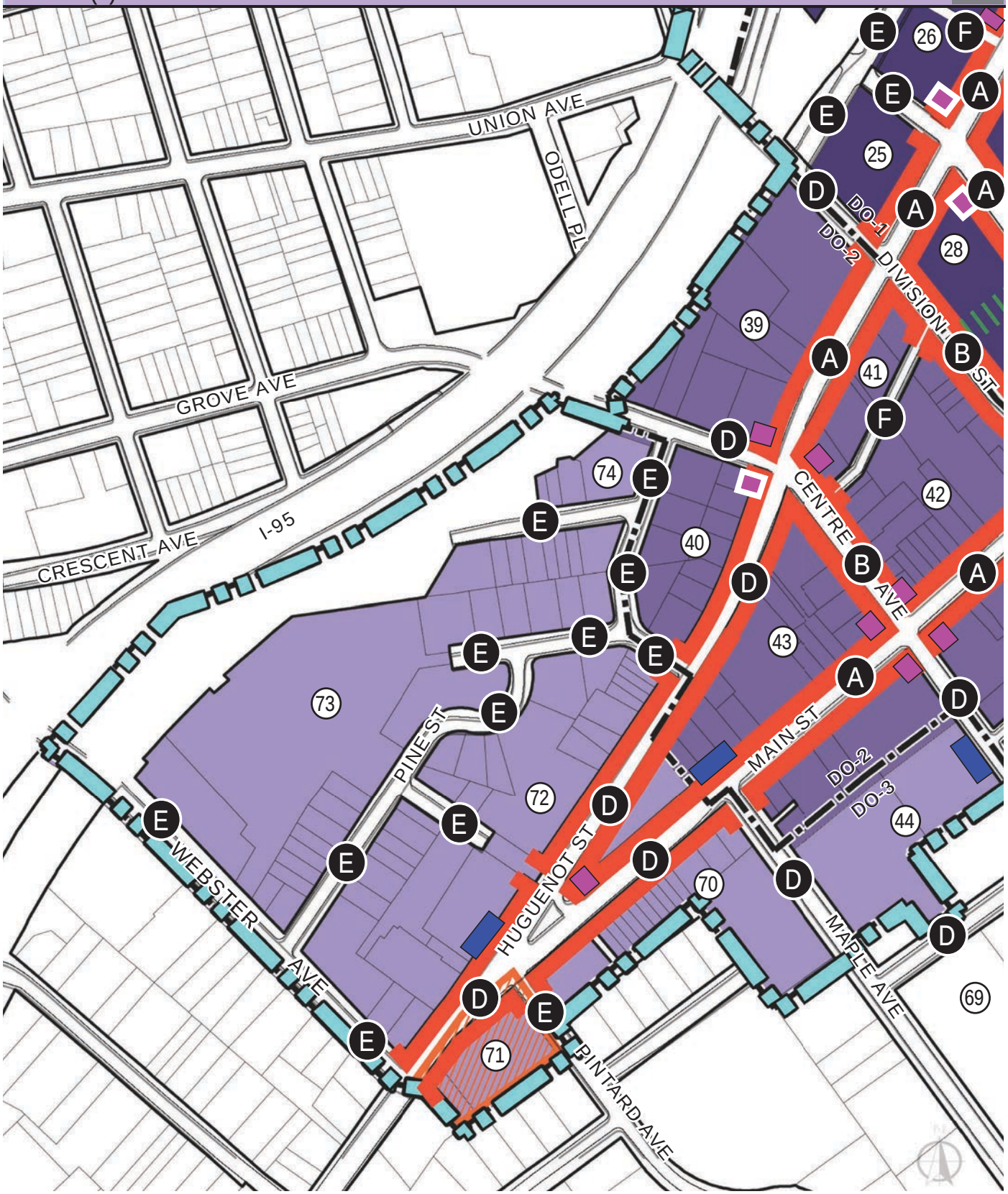
175.08G(5) DOZ STANDARDS MAP TILE 3

T3



175.08G(6) DOZ STANDARDS MAP TILE 4

▲ *TILE 2* ▲
T4



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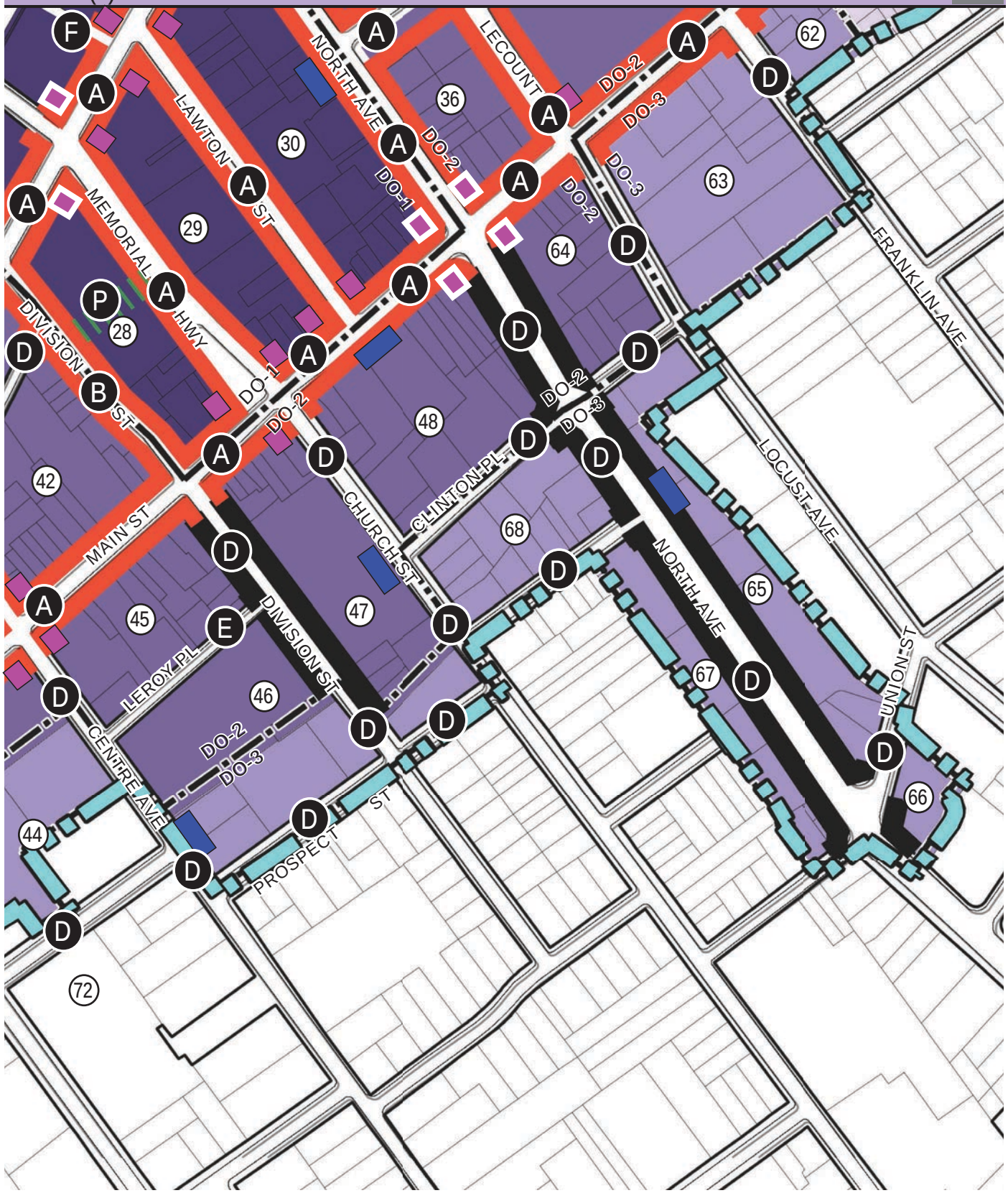
▸ *TILE 5*

175.08G(7) DOZ STANDARDS MAP TILE 5

▲ TILE 2 ▲ ▲ TILE 3 ▲ T5



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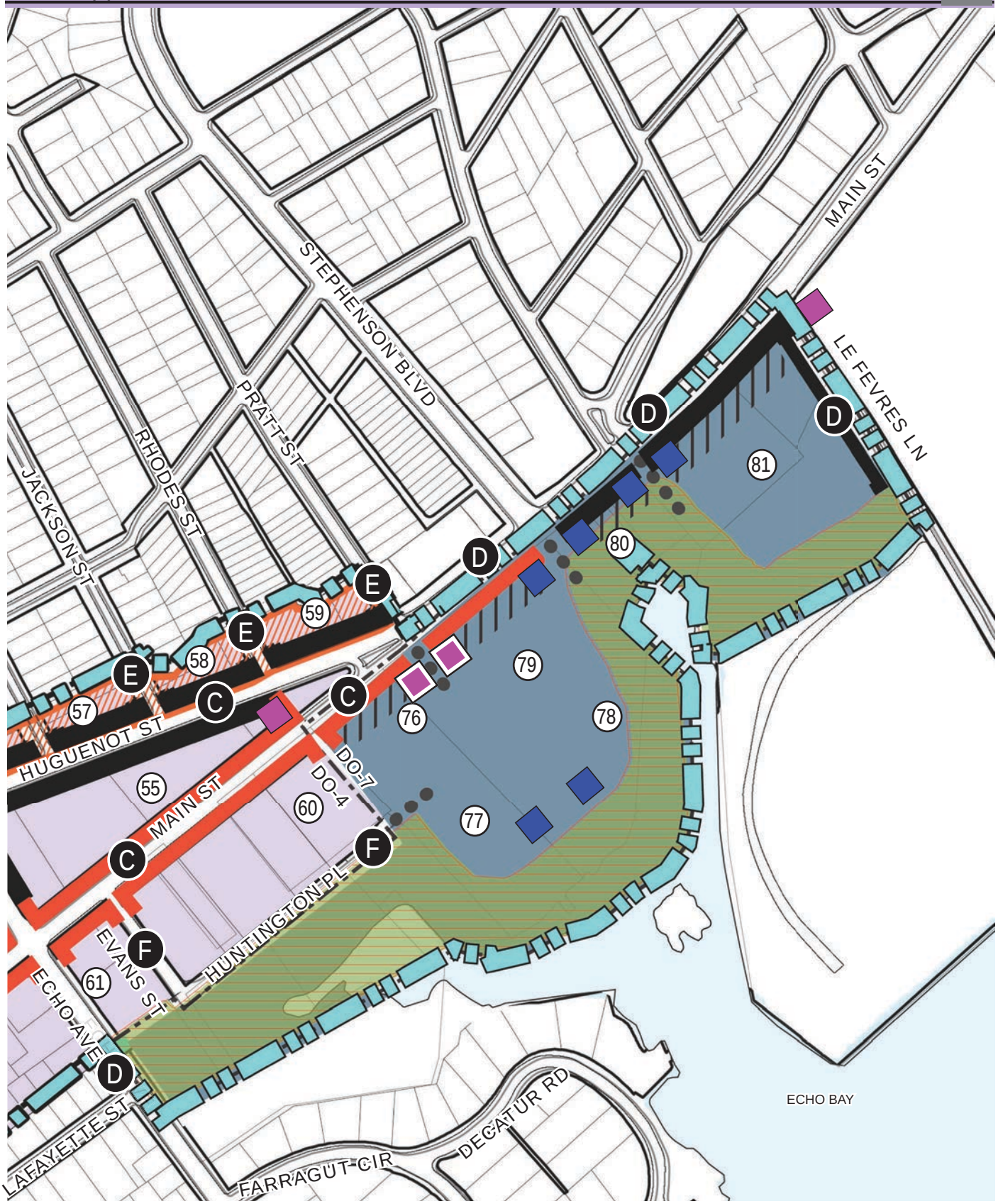
175.08G(8) DOZ STANDARDS MAP TILE 6

T6

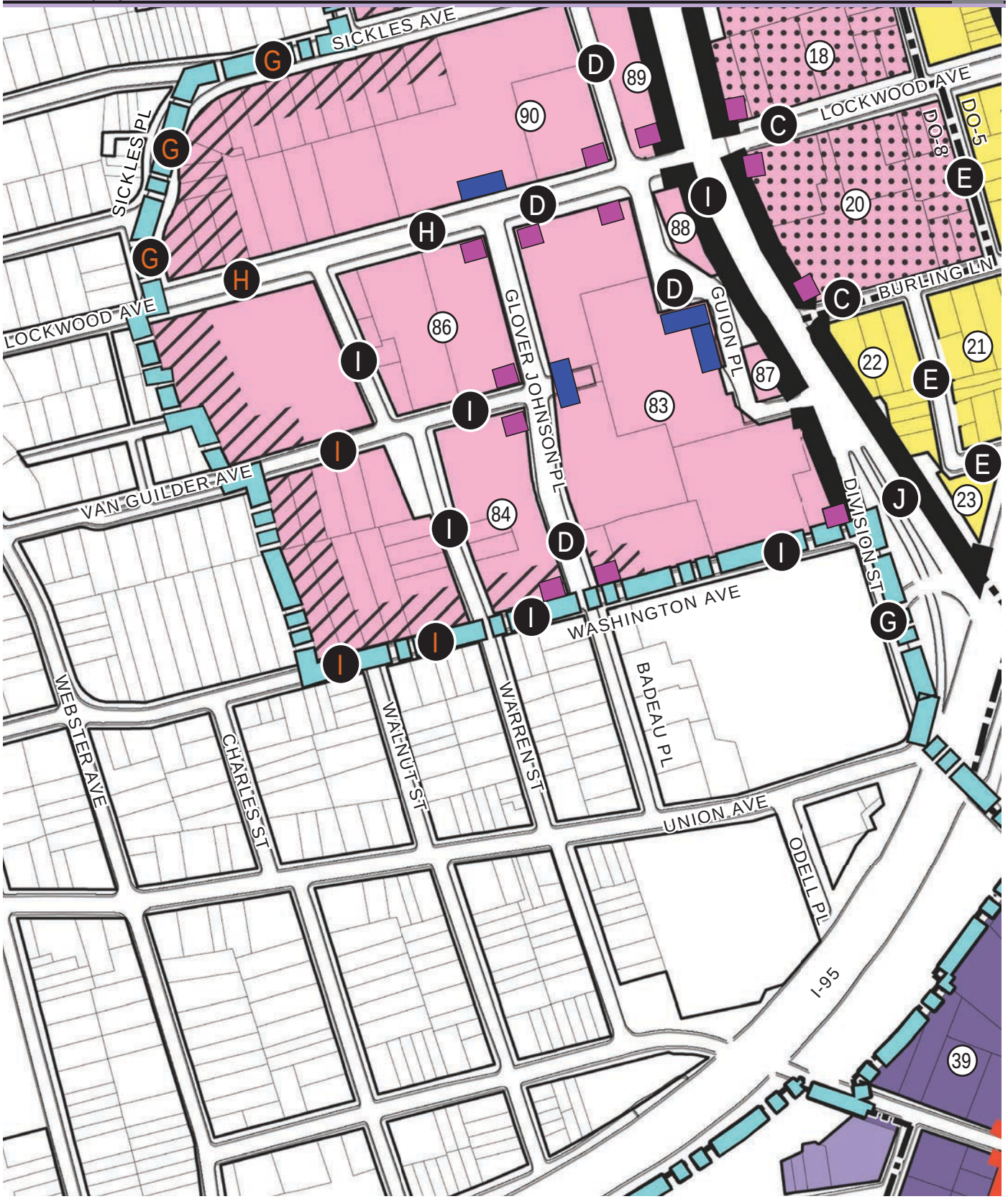


175.08G(9) DOZ STANDARDS MAP TILE 7

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 and are interchangeable in their application of occupancy requirements.

[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 and are interchangeable in their application of occupancy requirements.

[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.

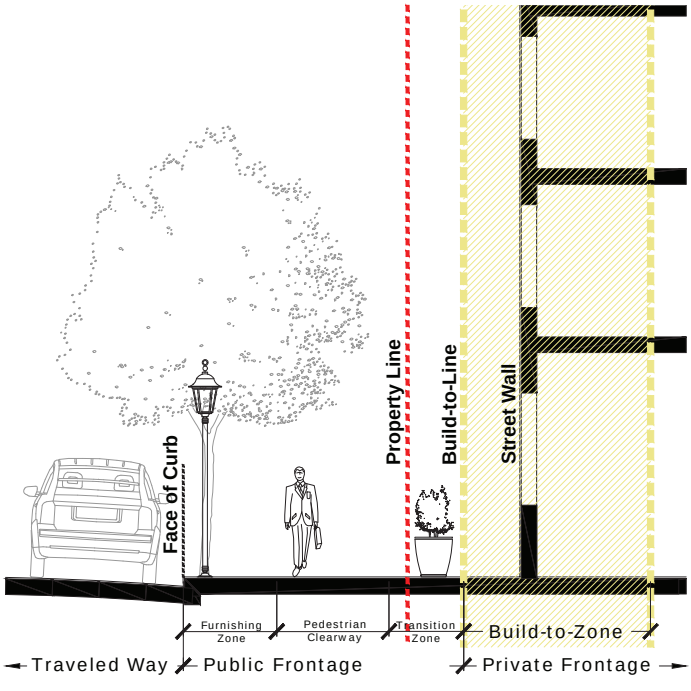
[2] The Pedestrian Clearway Zone establishes an area for the clear passage of pedestrians.

[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, meet or exceed GreeNR objectives including a requirement of 30% planting and/or green infrastructure.

(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

175.10 CIVIC SPACE STANDARDS

the street and/ or the length of the Pedestrian Way conforming to its Private Frontage requirements.

(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

175.10E. PERMITTED CIVIC SPACE TYPES

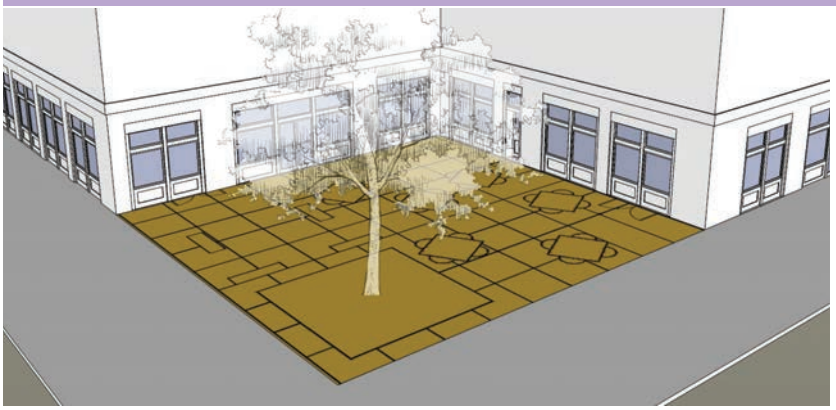
(1) To qualify for designation as a civic space each proposed civic space must comply with the intent of one of the following permitted forms and fulfill the requirements associated with that civic space:

(2) All Civic Spaces shall provide Contiguous Public Frontage.

175.10E(1)(a) COURT

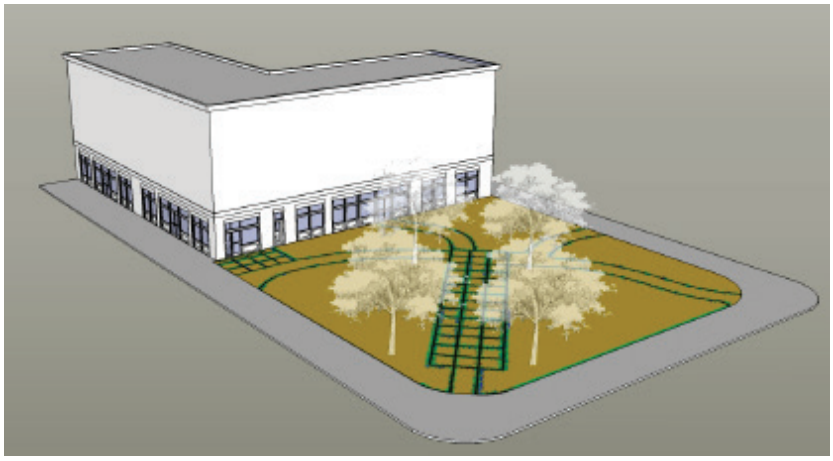
A civic space framed by buildings with Build-To-Zones on 3 or more sides and at grade access contiguous to a Public Frontage or an approved Pedestrian Way.

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.

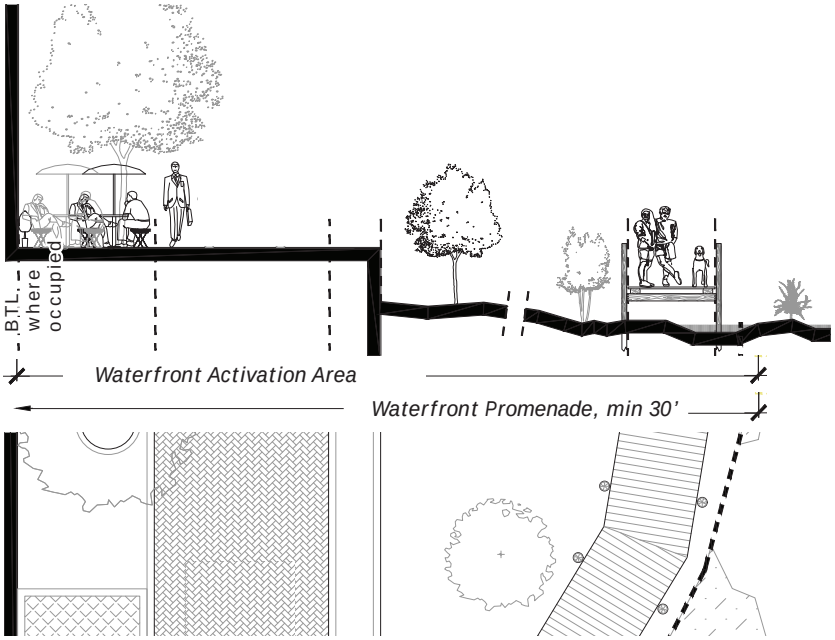
175.10E(1)(c) PLAZA



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

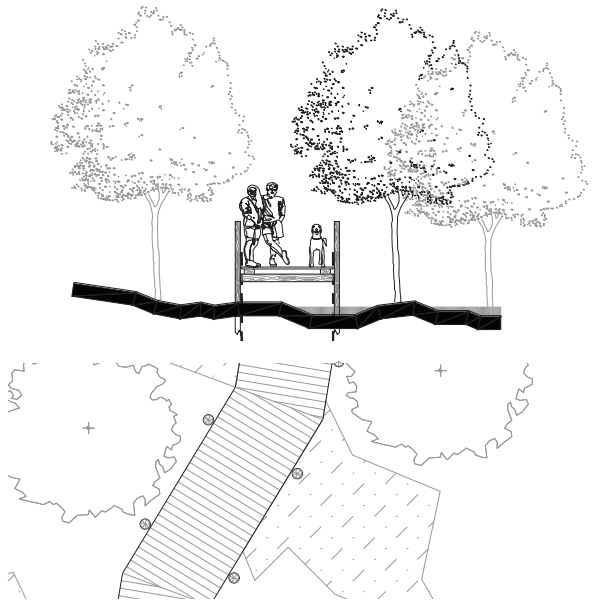
A required civic space located in Waterfront Activation Area that provides a continuous public access along waterfront, and integrates a combination of Waterfront Boardwalk, Pedestrian Trail, other civic spaces, and Public Frontages, with nearby sidewalks and parkland



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

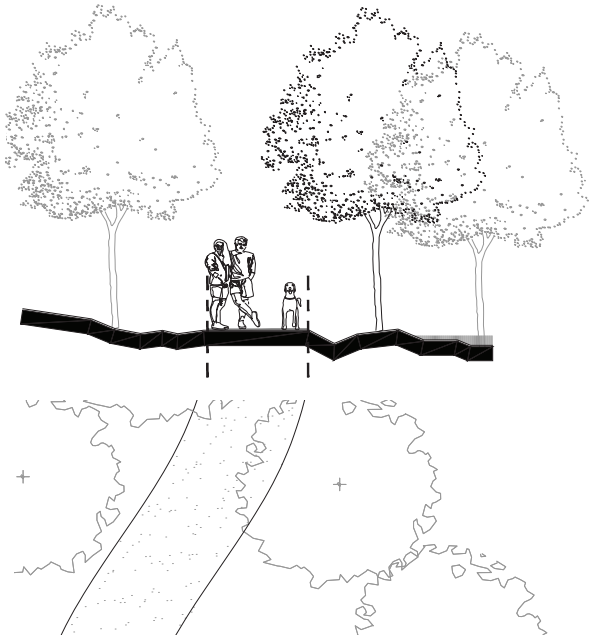
175.10E(1)(e) WATERFRONT BOARDWALK

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 [9]	2 stories min 40 stories max and 605 feet max [9 10]
	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~~ 11	2 stories min 6 stories max, and 65 feet max [4, 7,~~10~~ 11]
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: 12 stories where shown on the DOZ Standards Map in Section 175.08
[9 10] Except: 24 stories, 245' maximum building height, where shown on the DOZ Standards Map in Section 175.08 and when such development includes large-format retail
[~~10~~ 11] 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 [2]	up to 8 Bonus stories [2 3]
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 4]	up to 2 Bonus stories [3 4]

* 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.

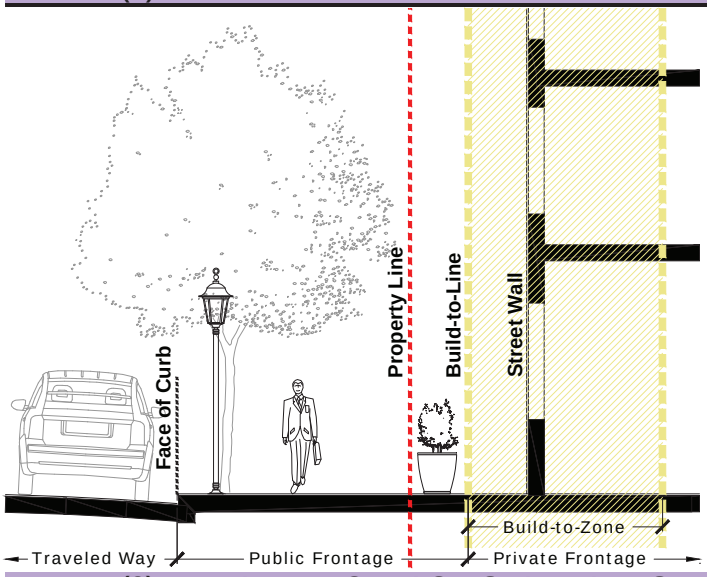
1 CBBs Fees generated in DO-8 must be invested or applied within the DO-8 District.

2 Except: 2 bonus stories under Development Standard 2, where shown on the DOZ Standards Map in Section 175.08.

~~2~~ 3 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~~ 4 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~~ 1) 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~~ 2) 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~~ 3) 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.

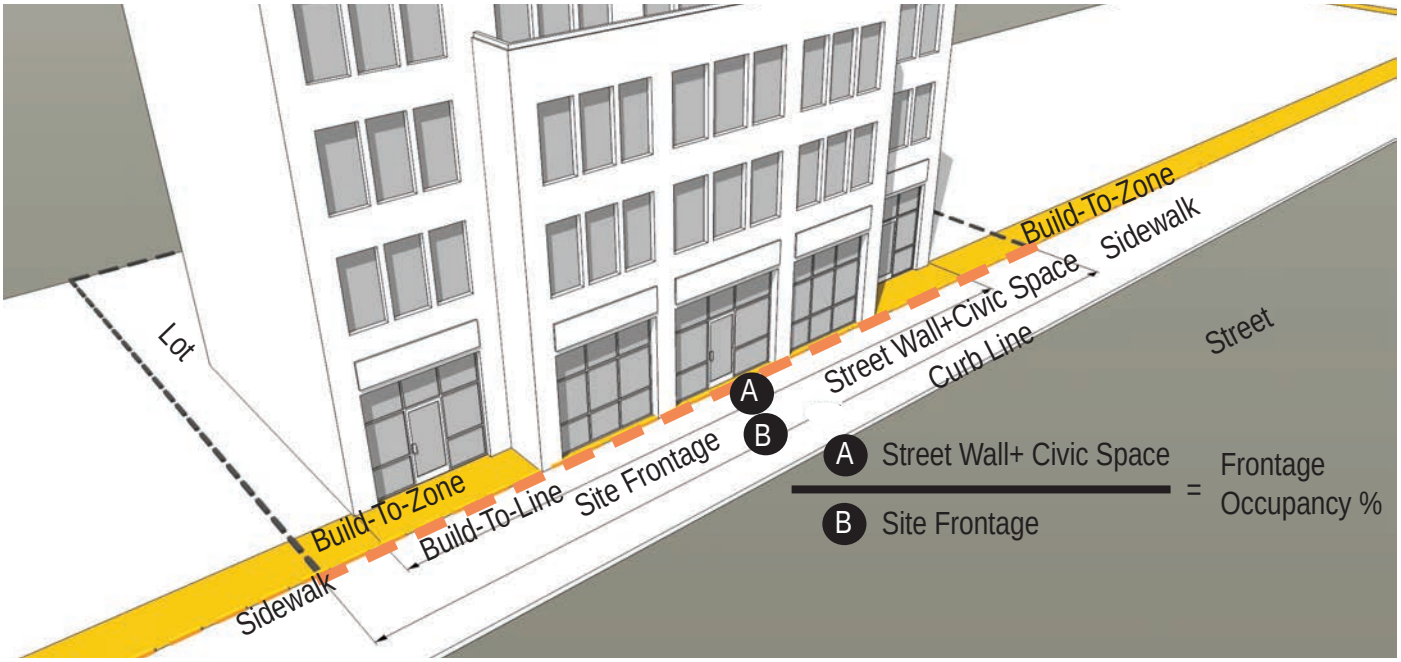
175.11E(2). FRONTAGE OCCUPANCY

(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~~ except 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).

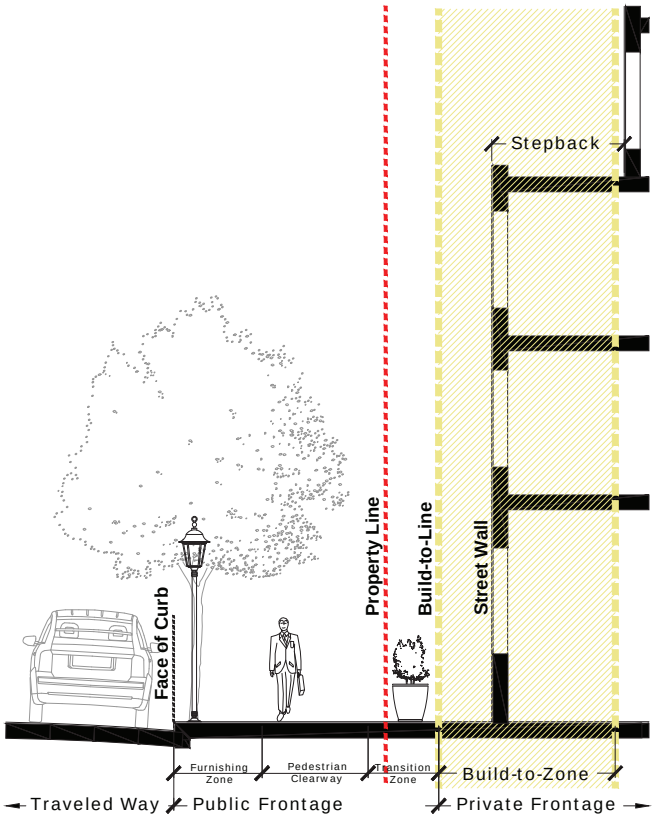
(b) Where the DOZ Standards Map in Section 175.08 designates a Significant Corner, the development may qualify for an exemption from the Stepback requirement for up to 30 percent of the Site Frontage, provided they meet the standards in Sec 175.11E(8).

(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).

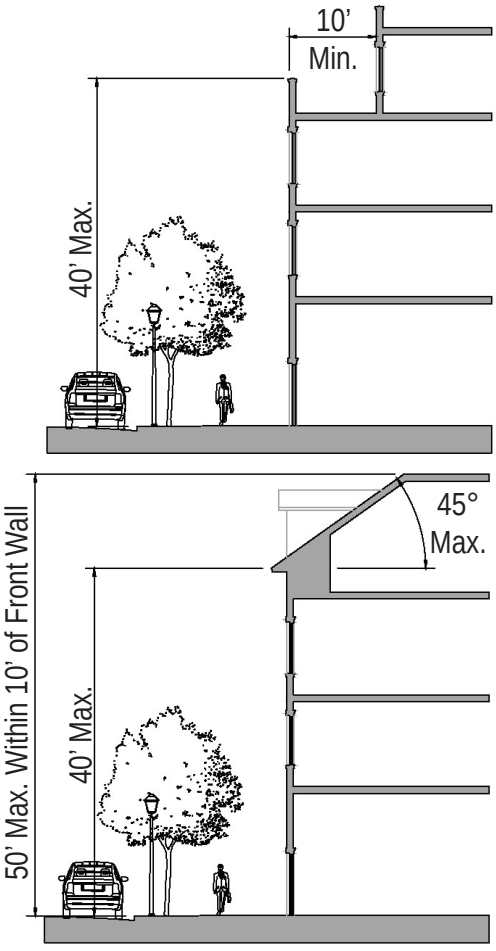
(d) Where the Planning Board determines Sites qualify for more than one Stepback exemption, up to 60 percent of the site frontage may qualify for a Stepback exemption.

(e) For buildings facing Street Types G, H or I, the required stepback shall be defined by 175.11E(4)(g).

175.11E(4)(~~e~~f) 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)(4)(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.

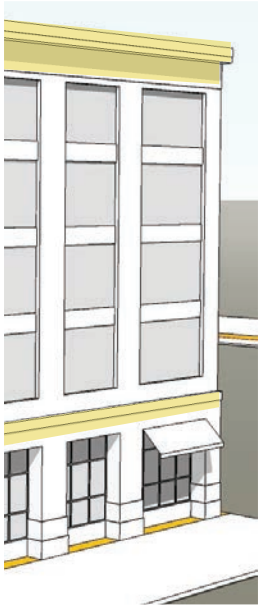
(b) All buildings should provide horizontal expression lines in order to:

[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

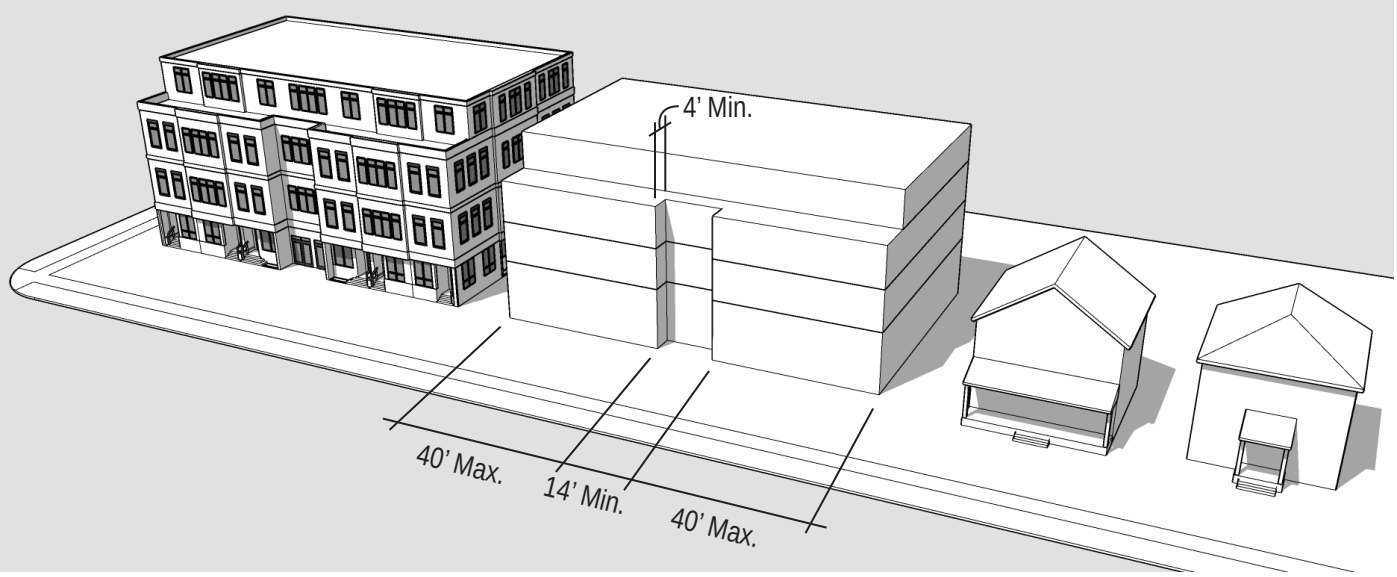
(a) At sites designated as Four-Story Maximum Building Height on the map 175.08G, all buildings with Private Frontages shall comply with the following standards:
  (1) The length any one face of building shall not exceed 40'-0".
  (2) The gap between each building face shall be a minumum of 14'-0" wide 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)~~ (1) 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)~~ (2) 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(3) 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

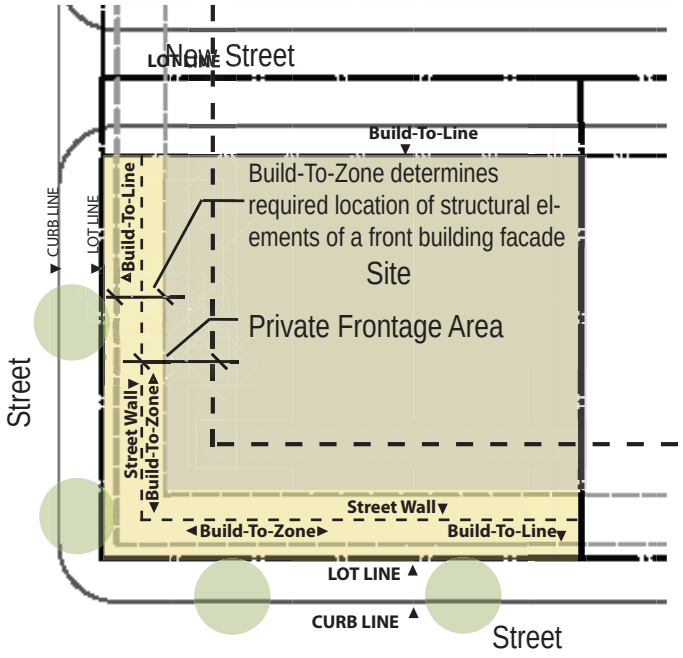
SECTION 331-175.20 RESERVED

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



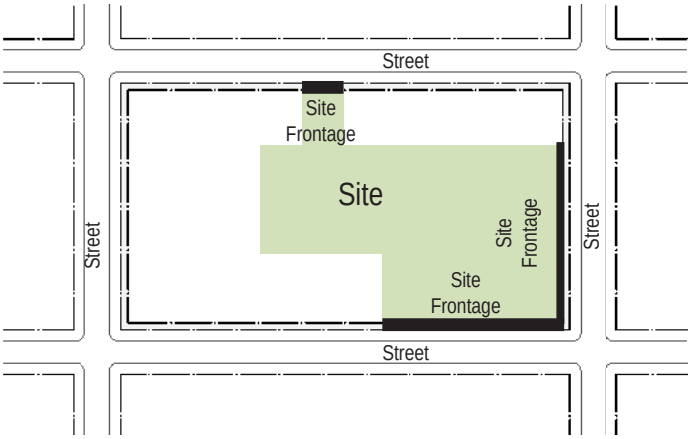
175.21C SITE FRONTAGE

FRONTAGE, SITE

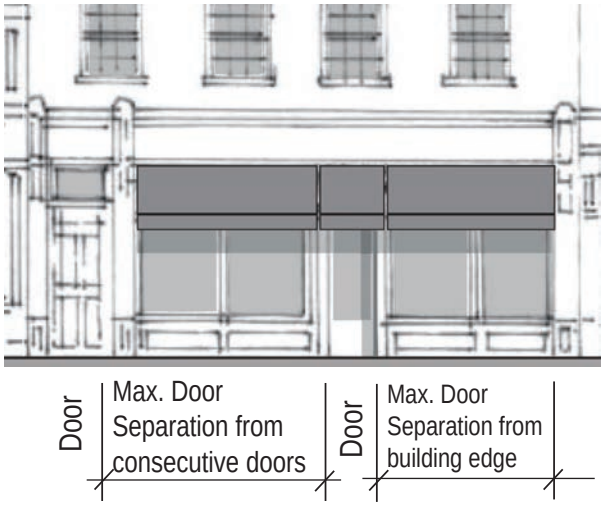
The length of a Site fronting on a Street or Pedestrian Way, measured in feet along the Build-To-Line.

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.

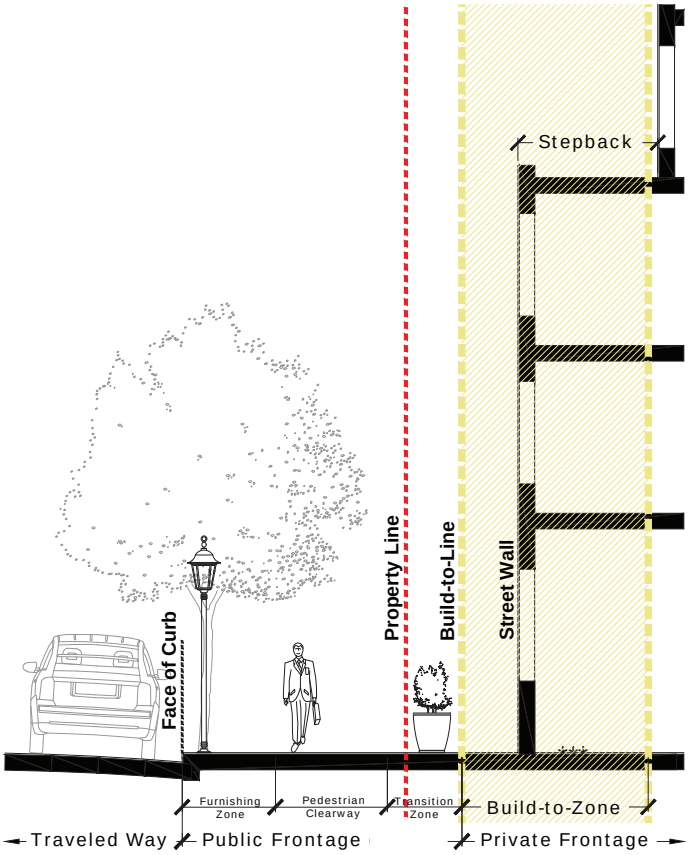


175.21D FREQUENT ENTRYWAYS



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~~ S~~s~~treet trees and bio-retention areas recommended.

(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.

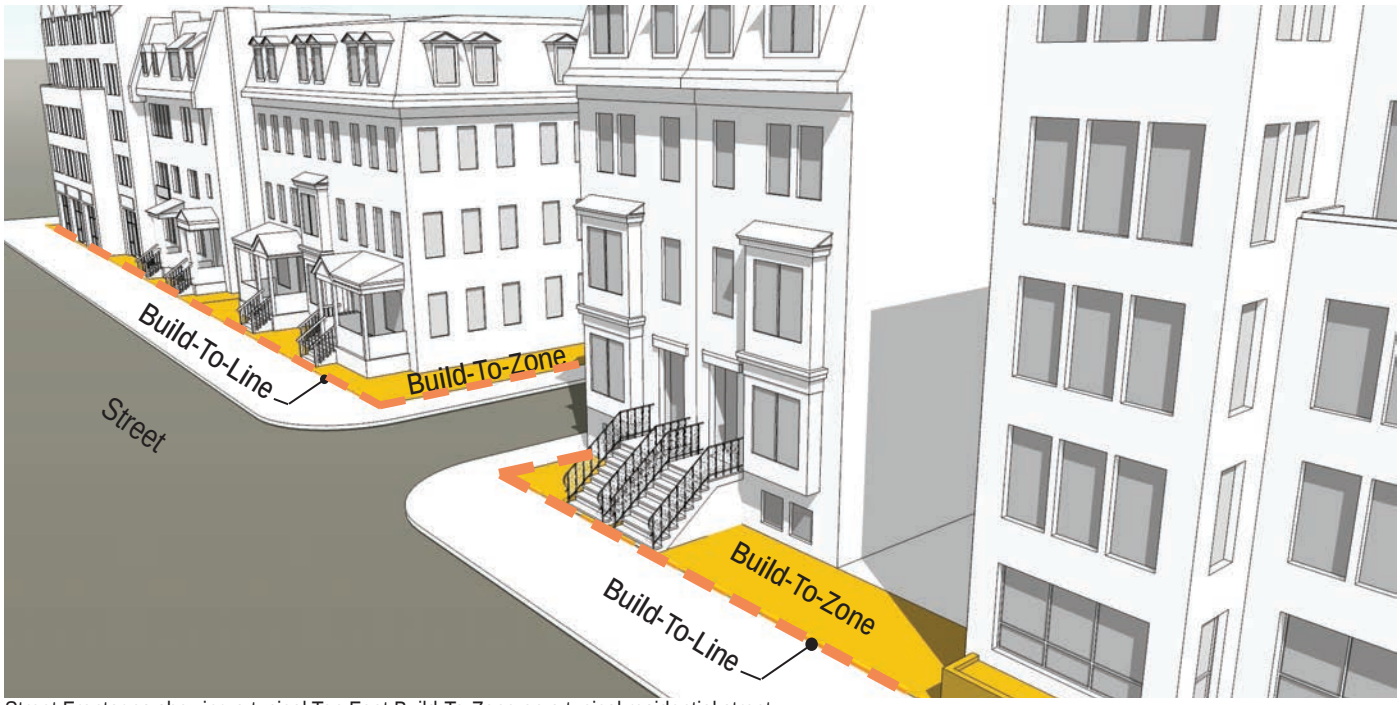
(b) Allows for placement of building fixtures (lighting, signage, projected architectural mo~~u~~lding etc), removable planters, and signage boards.

(c) Serves as an extended entrance and storefront interaction area.

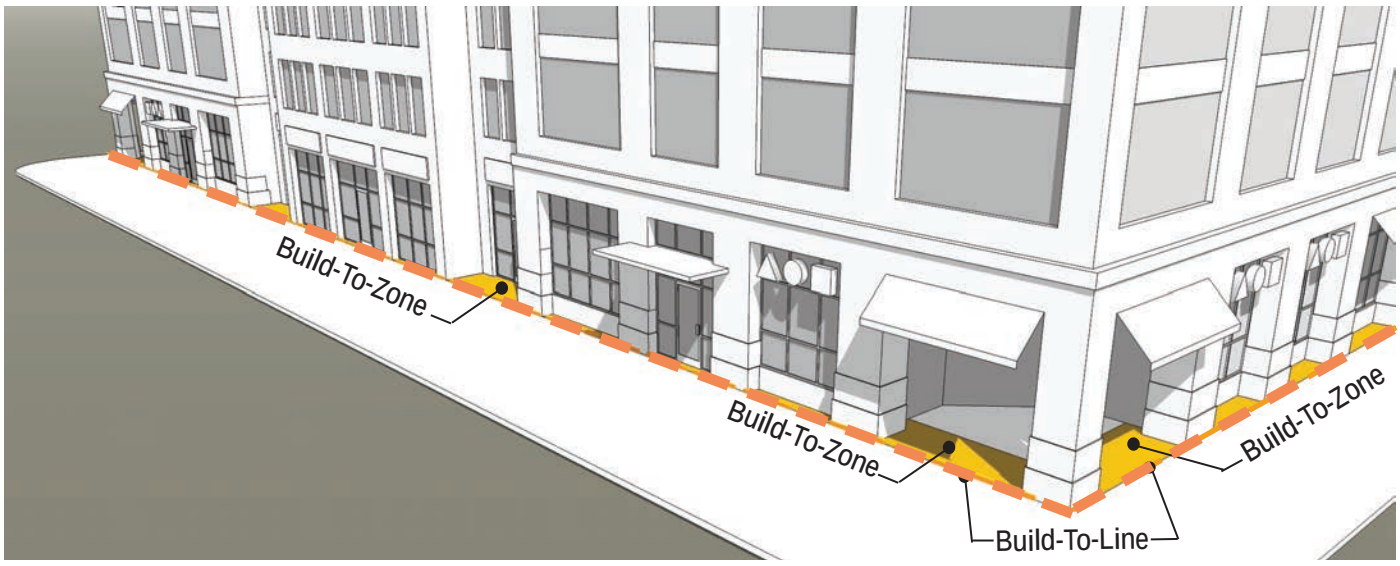
(d) Allows for seating furniture (benches) and extended outdoor dining or landscaped areas.

(5) BUILD-TO-ZONE

175.21F BUILD-TO-ZONE



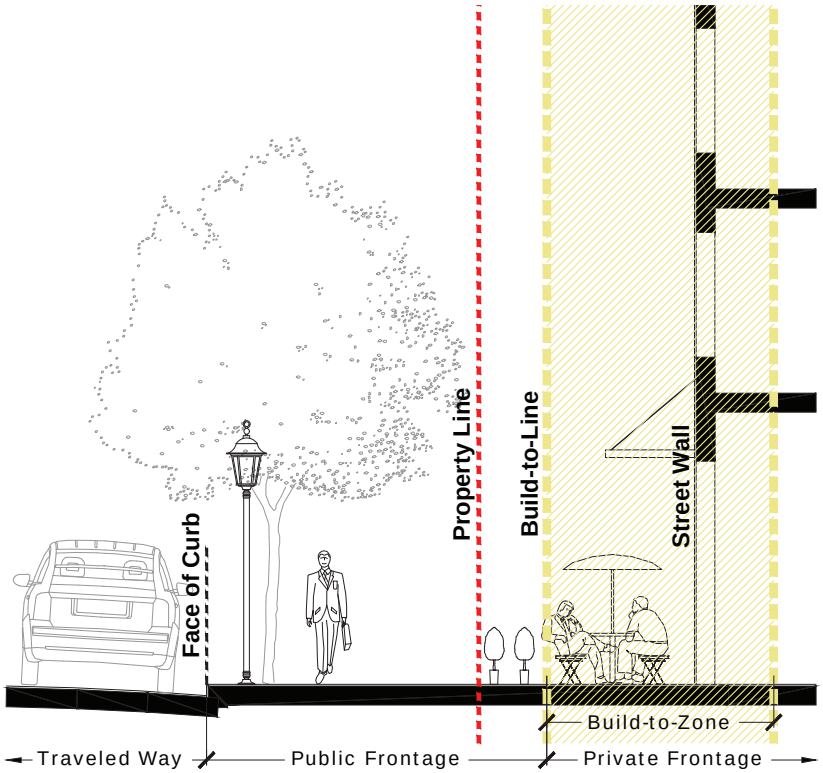
Street Frontages showing a typical Ten Foot Build-To-Zone on a typical residential street



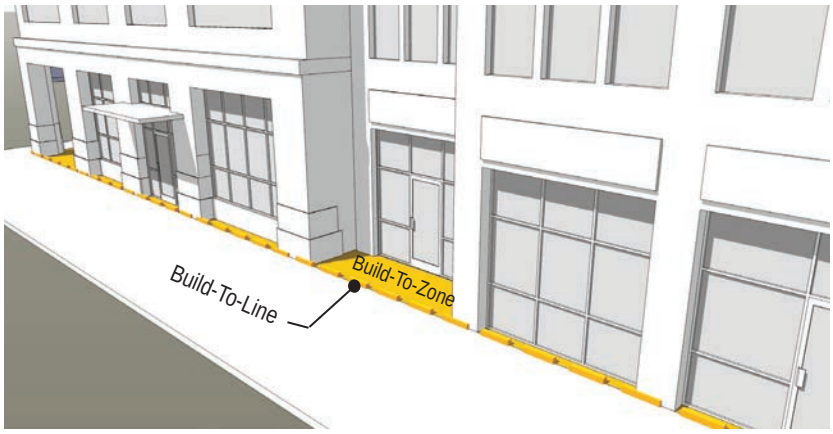
Street Frontages showing a typical Five Foot Build-To-Zone

175.21G(1) STOREFRONT FRONTAGE

175.21G(1)(a) STOREFRONT FRONTAGE

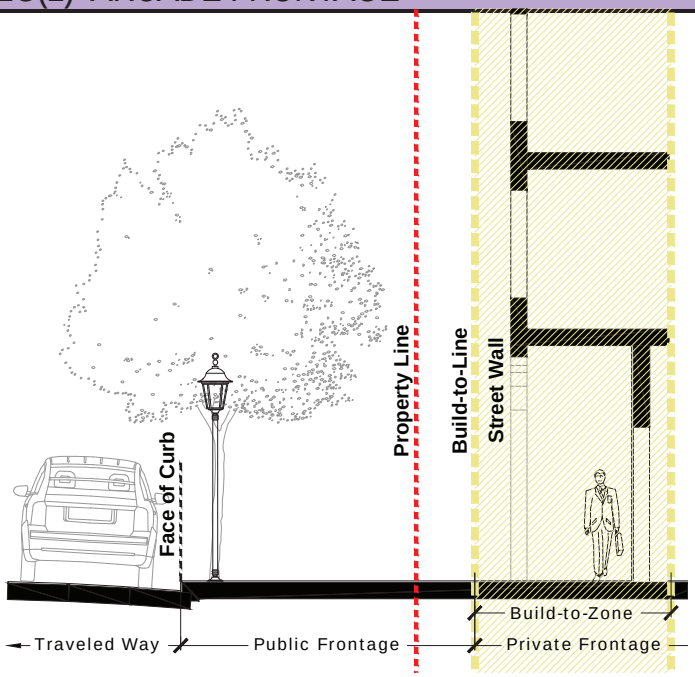


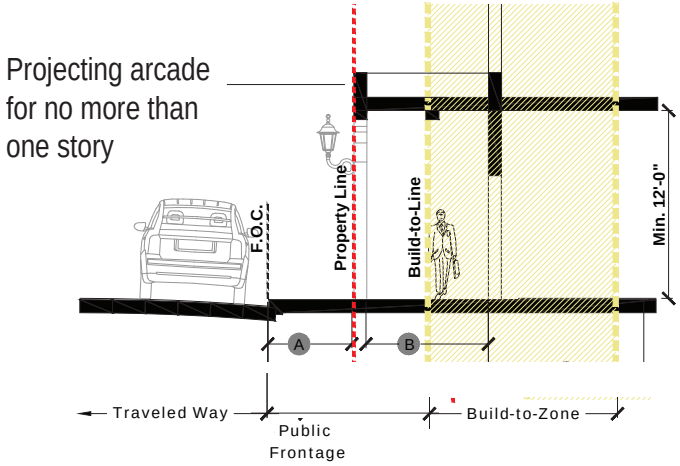
175.21G(1)(b) STOREFRONT FRONTAGE & BTZ

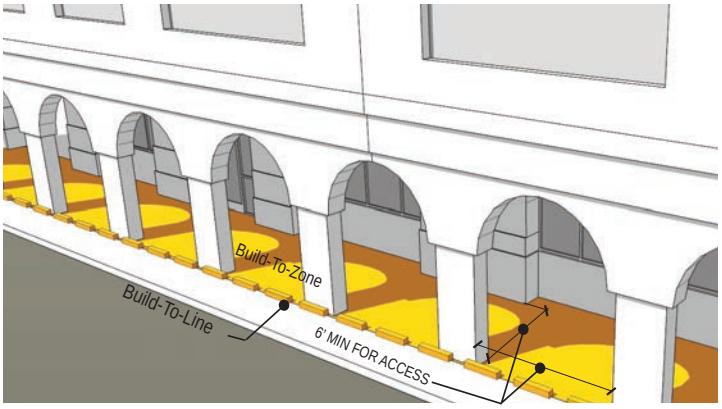


(c) Storefront Frontage is a Pprivate Frontage ~~primarily~~ for ~~retail or restaurant~~ commercial use, with substantial glazing and Active Edge, complying with Storefront Frontage or Arcade Frontage requirements. Residential and accessory residential uses, other than lobby entrances are prohibited from occupancy where Storefronts are required.

175.21G(2) ARCADE FRONTAGE

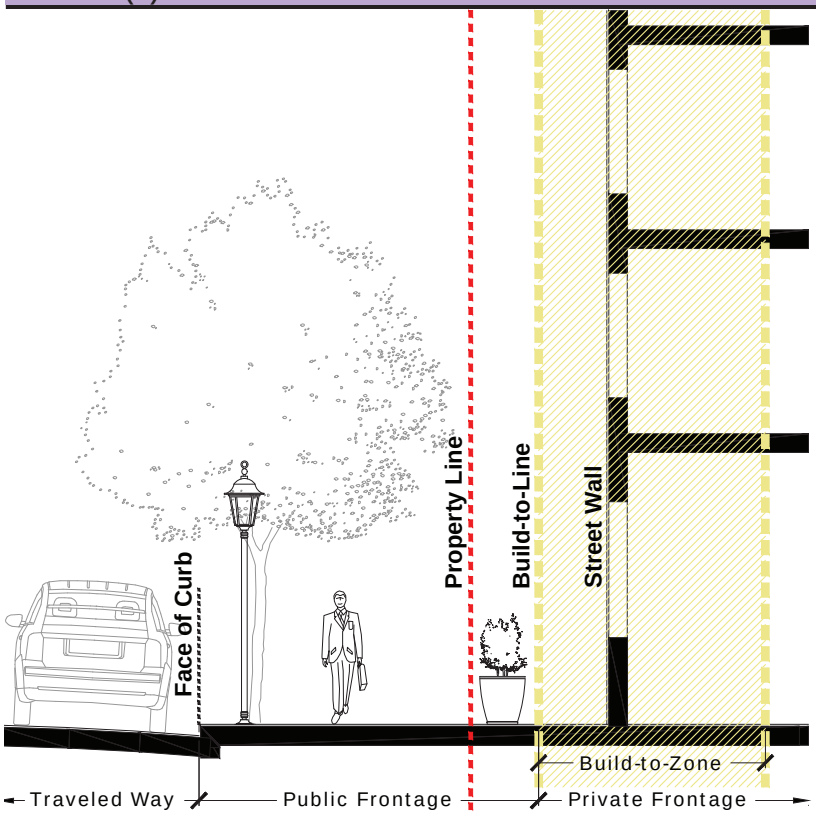




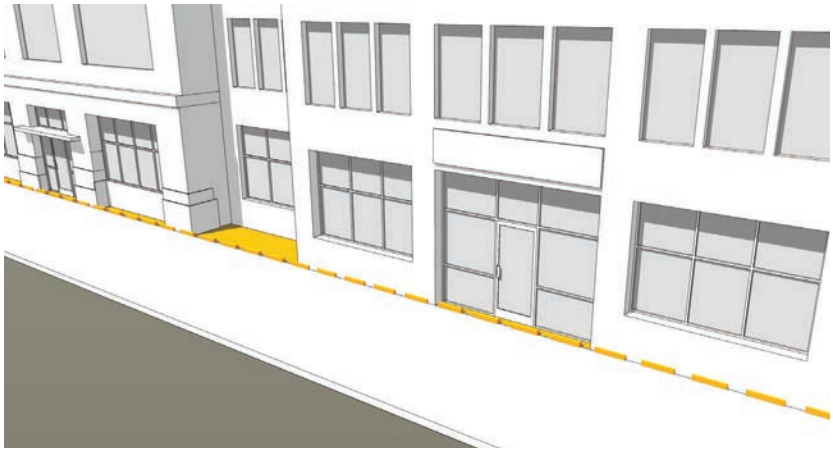


Arcade Frontage is a Private Frontage Type that has a series of arches or openings carried by columns or piers, and provides a covered walkway with access to adjacent storefronts.

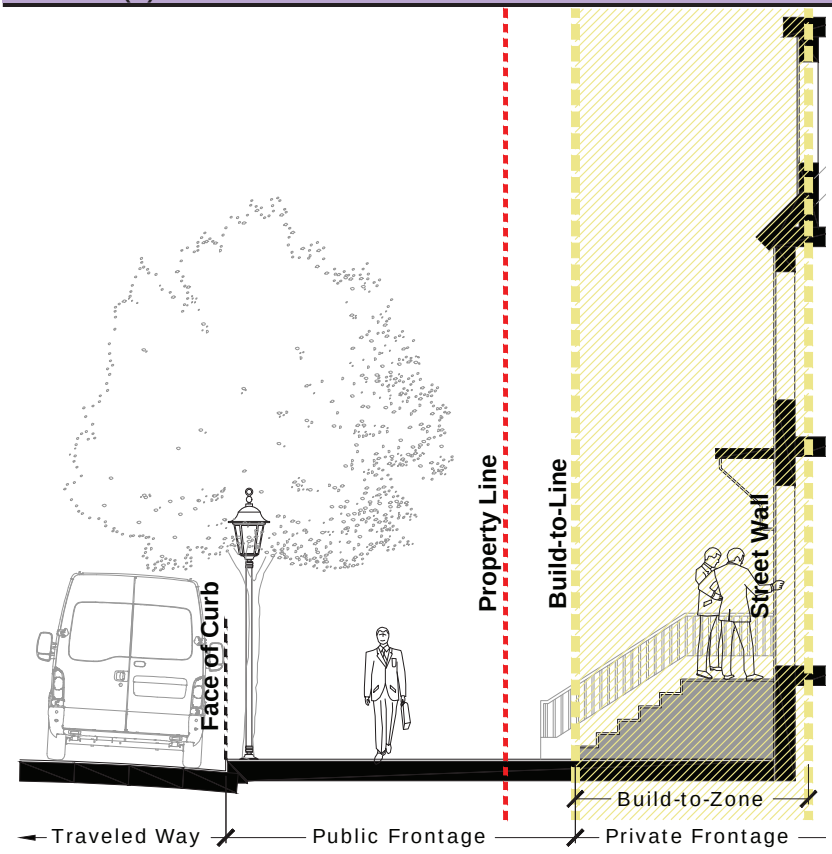
175.21G(3) URBAN FRONTAGE



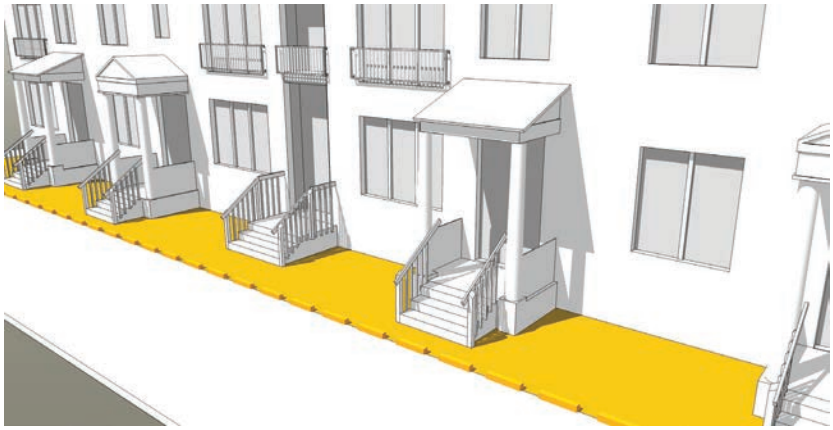
Urban Frontage is a Private Frontage type with less substantial Active Edge and glazing at the sidewalk level than Storefront Frontage.



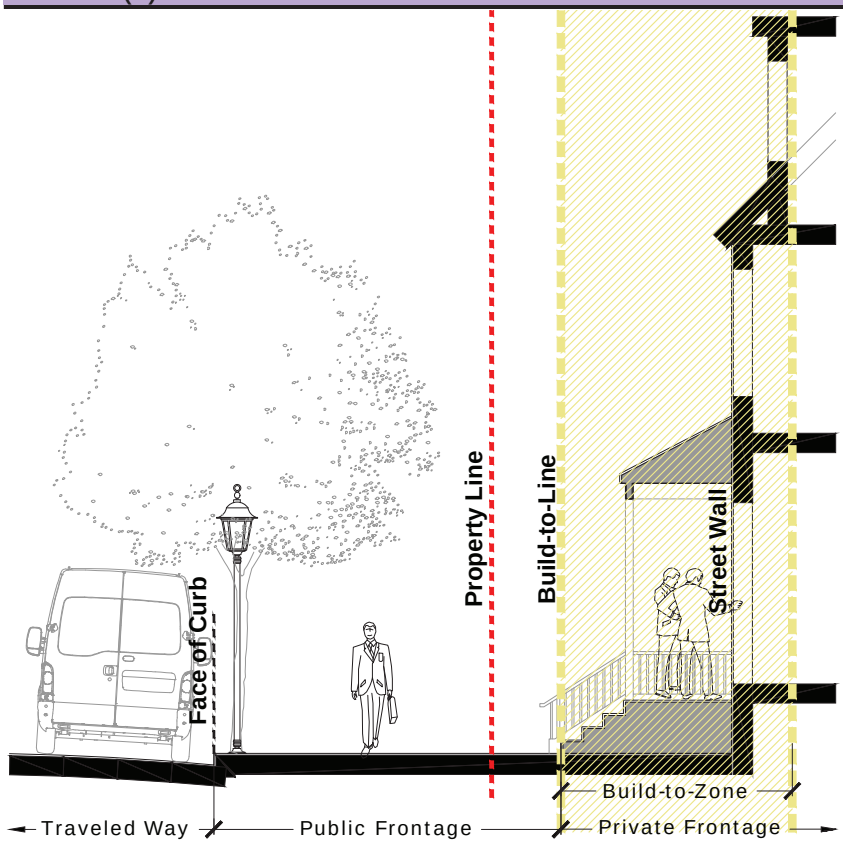
175.21G(4) STOOP FRONTAGE



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

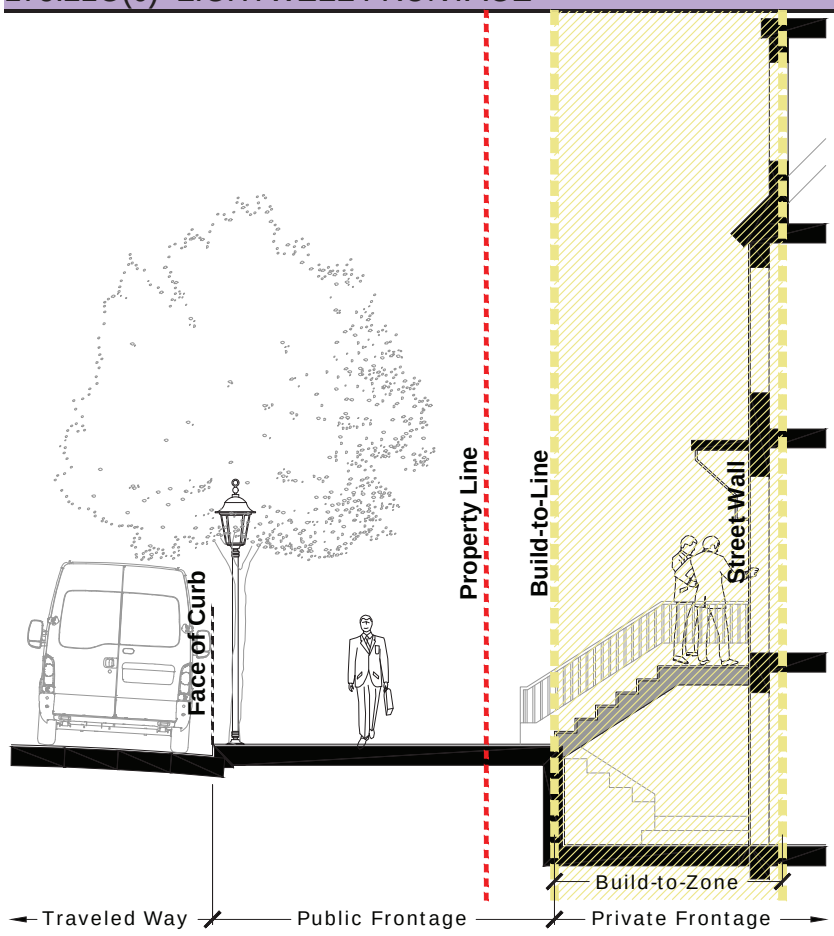


175.21G(5) PORCH FRONTAGE



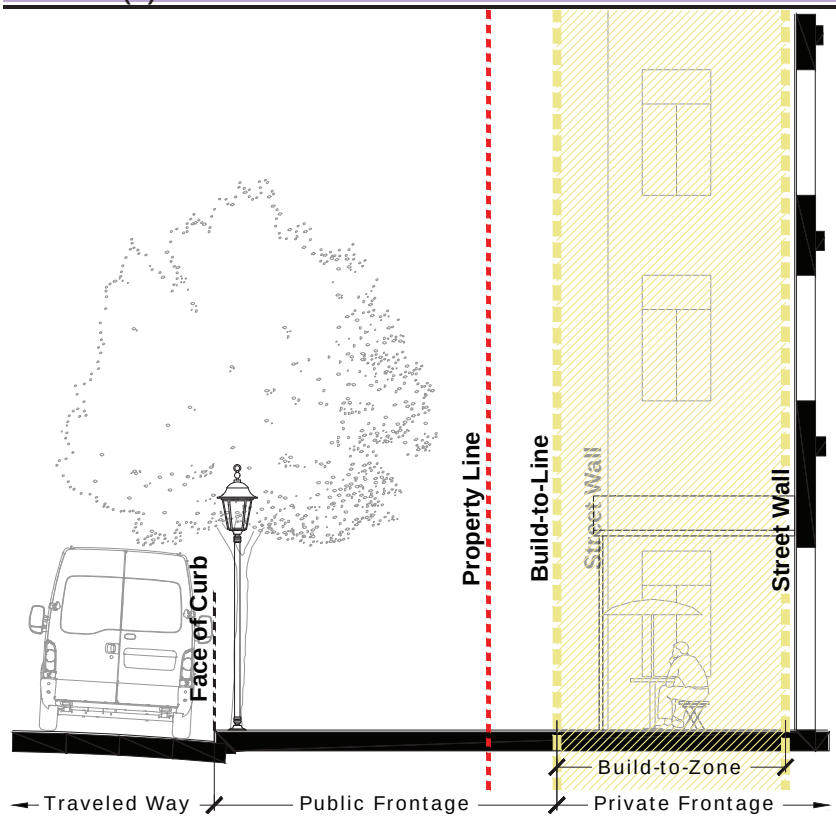
Porch Frontage is a Private Frontage type, typically residential, where the façade is set back from an attached porch that may not be screened or glazed, and is no less than 5 feet deep.

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

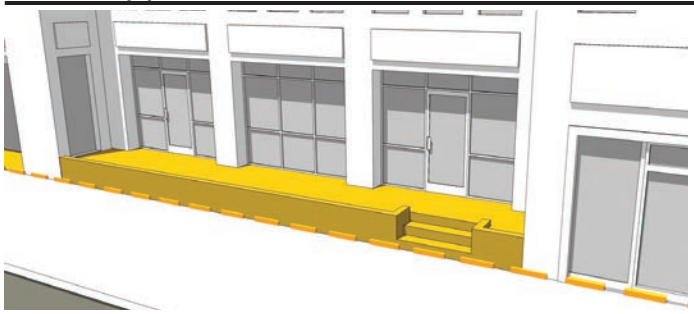


Forecourt Frontage is a Private Frontage type, where a portion of the building façade is set back to allow for large private gardens, bio-retention areas, or similar.

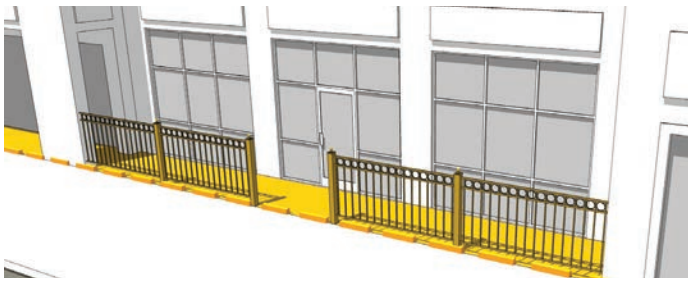
175.21G(8) MID-BLOCK FRONTAGE

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.

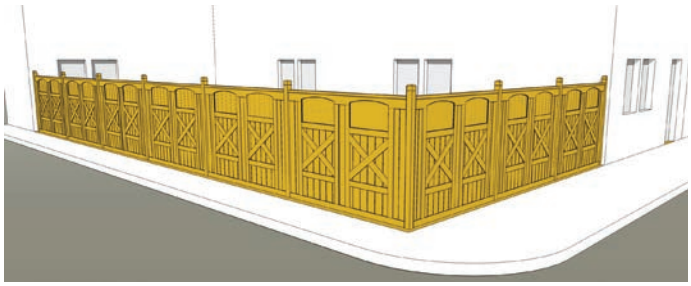
175.21H(1) EDGE STRUCTURE



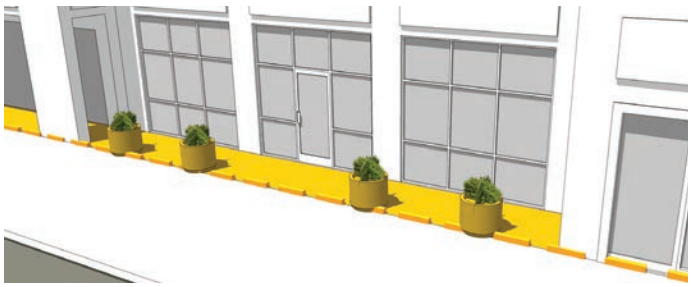
175.21H(2) ORNAMENTAL FENCE



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.

H. Parking within the Central Parking Area.

(1) Eligibility: Only those uses that are located within the boundary of the Downtown Overlay Zone are eligible to utilize the parking standards of the Central Parking Area defined in § 331-126H.

(2) Potential Reductions of Required Parking Spaces. In the Central Parking Area, as set forth in § 331-126H(1) above, where applicants can demonstrate that certain additional off-street parking space reductions are justified, the minimum number of parking spaces required to be provided by an applicant seeking Site Plan approval may be reduced. The following parking space reductions from the total requirements may be granted by the Planning Board where an applicant demonstrates to the Board the following parking reductions are justified:

(a) Nonreserved Parking:

[1] For parking facilities of greater than 50 spaces, applicants are eligible for a parking reduction of up to 10% where 100% of residential parking is not reserved or dedicated for individuals or groups.

[2] For parking facilities of greater than 50 spaces, applicants are eligible for a parking credit of up to 5% where 75% of residential parking is not reserved or dedicated for individuals or groups.

[3] All such reductions are at the discretion of the Planning Board.

(b) Attendant and Valet Parking:

[1] For parking facilities of greater than 50 spaces and offering attendant parking facilities operated at least 16 hours per day, a parking reduction of up to 15% shall be available at the discretion of the Planning Board.

[2] Parking facilities designed exclusively for use by attendant parking facilities may be designed to permit tandem parking and other compact parking formats.

[3] All attendant and valet parking facilities shall comply with the standards established in Article XXI, Valet and Attendant Parking.

(c) Car Share Parking:

[1] For facilities of 20 spaces or more, total required parking spaces may be reduced by three conventional parking spaces for every one car share space provided up to a maximum reduction of 15% of the total parking required.

(3) After considering all parking reductions permitted in § 331-126A(1) and H(2) above, in no event shall the total required parking be reduced by more than (i) 50% in DO-1 and DO-2 or (ii) 30% in ~~DO-3, DO-4, DO-5 and DO-6~~ all other DO Zones below the base requirements established in § 331-126, Schedule of Off-Street Parking and Loading Space Requirements.

Downloaded from https://ecode360.com/NE0964 on 2026-05-21

Appendix C: Written Public Comments

From: Kain, Kevin
To: [redacted]
Subject: Fire Response
Date: Friday, January 23, 2026 2:40:08 PM

CAUTION: External E-mail

Fire response to questionnaire below.

1. Currently the Fire Department has 157 Firefighters and 4 full-time staff. We also have 4 hourly employees. We are in the process of hiring 4 more Firefighters, whose start date will be around Feb. 24. We are considering hiring more Firefighters in August.
2. In 2025, the Fire Department had 12,583 calls for service. Each of these calls had anywhere from 1 to several vehicles (fire trucks, ambulances, support vehicles) respond. The total number of responses is 31,182.
3. Current fire and emergency response coverage in the downtown area is strained.
   a. The specific constraints in the downtown area that affect fire response today are call volume, number of available units and geography. When two or more incidents are occurring in New Rochelle simultaneously, which happens daily, units need to come from distance, either going down or up North Avenue or Pinebrook Boulevard.
   b. The most common types of incidents (calls for service) are EMS calls. The most common type of responses are fire and alarm calls.
   c. In light of available options, current station locations are currently adequate. However, current staffing levels and number of companies are not adequate. For a working fire in a high-rise building, the City needs to rely on automatic aid from nearby cities and towns. We are looking to add an additional ambulance to the downtown in second half of 2026.
4. Additional downtown development would create a need for more fire companies, more ambulances and more staffing. At the Fire Department presentation of the 2026 Fire Department Budget to City Council, the Mayor suggested the Department conduct another study regarding the Impact of DOZ Development on Fire Department Staffing, like the one completed in 2018 and approved by Council in 2019.

** PLEASE NOTE THAT MY EMAIL ADDRESS HAS CHANGED – ADDRESS FUTURE CORRESPONDENCE TO KKAIN@NEWROCHELLENY.GOV **

Kevin A. Kain, AICP
Director of Planning & Sustainability

City of New Rochelle
515 North Avenue
New Rochelle, NY 10801
(914)654-2191

WESTCHESTER COUNTY
Kenneth W. Jenkins
Westchester County Executive

Westchester County Planning Board Referral Review
Pursuant to Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative Code

March 16, 2026

Kim □ones, City Clerk
City of New Rochelle City Hall
515 North Avenue
New Rochelle, New York 10801

County Planning Board Referral File NRO-26-003 – Downtown Overlay Zone Amendments
Supplemental Draft Generic Environmental Impact Statement
Zoning Text and Map Amendments

Dear Ms. □ones:

The Westchester County Planning Board has received a Supplemental Draft Generic Environmental Impact Statement (SDGEIS) for additional amendments to the Downtown Overlay Zone (DOZ) and Theoretical Development Scenario (TDS), which was adopted in 2015 and underwent subsequent amendments in 2016, 2017, 2019, 2021, 2022, and 2023. The City is also updating the associated Recommended Action Plan to include the proposed zoning update. Amendments are proposed throughout the various subsections (DO-1 through DO-8) of the DOZ.

Zoning map amendments are proposed for the DO-1, DO-2, DO-5, and DO-8 subdistricts. The DO-1 zone would be expanded east, replacing the DO-2 within the properties south of the Metro North New Haven line railroad tracks, west of the Commerce Drive dead-end, and north of Huguenot Street. Within this section, a pedestrian way would be required along the track right-of-way, connecting to North Avenue near the Transit Center. The DO-8 zone would be expanded in three locations. Two of the areas, near Memorial Highway and North Avenue, would remap parcels currently under the DO-5 district in order to establish more appropriate building typologies along the proposed LINC project, which has been previously proposed to redesign portions of Memorial Highway with pedestrian pathways. The third location would expand the DO-8 zone by 11 acres to the west, incorporating the parcels bounded by Washington Avenue, Sickles Place, and mid-block between Webster Avenue and Warren Street into the DOZ. This extension would provide more opportunities for housing development, as well as providing more opportunities to use community development bonus fees that are raised from new development within the DO-8 district and serve disadvantaged residents within that zone.

Within the DOZ, the "Storefront Required" regulations would be removed from streetfront provisions within all zones except the DO-7. These requirements would be replaced with new "Frequent Entryways Required" regulations, in order to expand the possible uses of these sites while maintaining pedestrian-scale character. Additionally, within the expanded DO-1 area mentioned above, large-format retail would be encouraged by requiring 60,000 square feet of site area under certain development standards. A parking provision is proposed within the DOZ to require single retail occupancy uses over 20,000 square feet to have its associated parking be located directly adjacent to and on the same floor level as the primary customer access to the space.

Other zoning amendments include increasing height allowances and allowing "detached townhouse" developments, in order to provide more "missing middle" housing opportunities outside the DO-1

432 Michaelian Office Building
148 Martine Avenue
White Plains, New York 10601
Telephone: (914) 995-4400
Website: westchestercountyny.gov

district. Waterfront Fees would only be levied on development within the DO-7 Waterfront District. Also, additional sustainabile development standards would be established, including the requirement of achieving LEED-ND version 4 Silver or equivalent standards.

In order to accommodate the proposed amendments, the City also proposes to amend the TDS. An estimated full build-out of the DOZ under the proposed amendments would add 2,800 residential units, while reducing the total square footage area of retail uses by 80,500; restaurant uses by 32,400; non-medical office uses by 325,000; medical office uses by 272,500; adult care uses by 100,000, and institutional uses by 180,000.

We have reviewed this application under the provisions of Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative Code and we offer the following comments:

1. Transportation demand management.

We disagree with the proposed parking requirement that would mandate large-format retail uses to locate associated parking adjacent to the primary customer entrances. Such a requirement is incongruous with the transit-oriented development policies of the County, as this requirement would by nature orient these uses around the parking lot instead of the pedestrian streetfront. We understand that developers of large-format retail prefer to construct large parking lots near their entrances, however this pattern of land use is inappropriate for dense, urban environments, and should not be mandated.

We recommend that this provision be removed from the proposed amendments, and instead large-format retail uses should be encouraged to facilitate transportation demand through means other than automobile usage. The County's *Transportation Demand Management Toolkits* provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle commutes, which could help large-format retail uses fit within the fabric of the downtown rather than imposing improper land use practices that are found in less dense areas. Ensuring that the transportation needs of customers and employees are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars and maintaining downtown density without overburdening the street network and reinforcing automobile dominance over human-scale design. Practices such as shared parking, coordinating local large-product deliveries, and vehicle-sharing could allow for increased customer generation without the burden of large-format parking lots. Bicycles and personal e-mobility devices could also be encouraged through including sheltered parking facilities. We recommend that the City review these *Toolkits*, which can be provided by the Planning Department, to determine means in which to encourage developers to utilize TDM practices instead of continuing to encourage automobile-focused design. The County's Smart Commute Program can also assist employers to implement TDM strategies.

2. Pedestrian access.

We appreciate that the amendments include the addition of a required pedestrian way connecting Commerce Drive to North Avenue. As future development is considered in this area, pedestrian amenities, wide pathways, shade trees, and screening of the rail tracks should be implemented, in order to ensure pedestrian safety and comfort along any pathways that get constructed.

3. County sewer impacts.

We appreciate work that the City conducted during the construction of previous DOZ developments to reduce inflow and infiltration (I□I), and for the upgrades that have been installed within the sewer system to manage the increased flow. The City should continue to monitor and address I□I as new developments are constructed. We also encourage the City to contact Westchester County DEF to discuss the TDS, in order to ensure that sewer capacity is available for the estimated potential development.

4. Green building technology.

We commend the City for including new requirements to maintain LEED Silver sustainable development standards within new developments in the DOZ. County policy promotes such efforts to raise sustainable development standards.

Please inform us of the City's decision so that we can make it a part of the record.

Thank you for calling this matter to our attention.

Respectfully,
WESTCHESTER COUNTY PLANNING BOARD

Bernard Thombs
Chair, Westchester County Planning Board

BT/mv

cc: Blanca Lopez, Commissioner, Westchester County Department of Planning
Vincent Kopicki, Commissioner, Westchester County Department of Environmental Facilities
Steve Elie-Pierre, Director of Maintenance, Westchester County Department of Environmental Facilities
Craig Lader, Director of Transportation Planning, Westchester County Department of Planning
Heather Reiners, Smart Commute Program Coordinator, Westchester County DPW□T

420 Lexington Avenue
New York, NY 10170
www.mta.info

Justin R. Vonashek
President

Comment #3

Metro-North Railroad

March 19, 2026

Adam Salgado, Commissioner
City of New Rochelle Department of Development
City Hall
515 North Avenue
New Rochelle, NY 10801
(914) 654-2182
asalgado@newrochelleny.com

Re: City of New Rochelle – Proposed 2026 DOZ Amendments – Notice of Intent to be Lead Agency / EAF

In response to your communication dated December 10, 2025, the MTA on behalf of itself and its agencies Metro-North Railroad and MTA Construction & Development, would like to express our appreciation for being included at this early stage of the process. The scale of the updates to the proposed Downtown Overlay Zones and related provisions – which based on the materials shared is projected to facilitate some 2,800 additional units -- is an opportunity to build on the City's work in strengthening the relationship between development and transit in the region. While the MTA looks forward to continued engagement throughout the process, as relates to the NOI and EAF, the MTA would like to share the below comments, categorized into three overarching categories:

1. Data requests related to the forthcoming DEIS
2. Proposed modifications to qualifying Community Benefit Bonus projects
3. Reminder of necessary coordination with Metro-North Railroad for developments near Metro-North Railroad infrastructure

Data Requests:
MTA would like to request the following analyses be prepared, either as part of the DEIS or in advance of its issuance:

- An estimate of rail trip generation associated with both **full build-out** and **partial build-out (sensitivity scenario)** of the Downtown Overlay District in New Rochelle.
- Disaggregated rail **ridership projections by terminal and direction**, reflecting Metro-North's service between New Rochelle and **Grand Central Terminal** as well as Metro-North's service between New Rochelle and **Penn Station**, **New York** including:
    - Inbound flows to Manhattan (with particular attention to impacts associated with the four new Bronx stations en route to Penn Station, New York).
    - Outbound flows toward Rye, Port Chester, Greenwich, Stamford, and points further east.

- A **station access and mode-of-arrival analysis** to understand how projected users are expected to reach the station (walk, bike, bus, drop-off, park-and-ride, etc.).

Proposed modifications to qualifying Community Benefit Bonus projects

Given the unique nature of New Rochelle's Downtown Overlay District (DOZ) and its stated goal of **"reestablish[ing] the downtown as a center of vibrancy within a mixed-use, transit-oriented setting,"** MTA is excited to see New Rochelle engaging in this important update to its Downtown Overlay Zones. To build on the City's strong work, MTA would like to encourage the City of New Rochelle to consider additional updates to the existing schedule of permitted **Community Development Bonus** eligible projects within the DOZ, specifically within DO-1 and the "Transit and Parking" category, to expand eligible improvements beyond parking improvements with the suggestion to include potential future improvements to existing transit facilities or improvements that strengthen connections to and from transit facilities, such as the New Rochelle Metro-North station. Eligible improvements could include those performed directly on the station itself, or those complementary to transit uses, such as plaza spaces, bike racks, secure bike parking, etc.

Metro-North Railroad Process Reminder for Development Teams

Finally, the MTA would like to take the opportunity to remind the City of New Rochelle of the following general requests of applicants for development proposals around and near Metro-North Railroad infrastructure within New Rochelle:

- **All construction proximate to Metro-North infrastructure must be reviewed by Metro-North** to determine whether an **entry permit and insurance coverage** are required prior to construction. Full project plans are to be submitted to entrypermit@mnr.org for review and determination whether a Metro-North entry permit will be required for construction.
- They need to provide detailed **drainage and stormwater management plans**, consistent with Metro-North review expectations for projects within its service territory. Future development must refrain from artificially diverting and discharging stormwater runoff onto the MNR right-of-way.

We thank you for your attention to the above matters and look forward to reviewing the DEIS materials once published.

Best Regards,

Andrew Buder
MTA Government and Community Relations, Director Metro-North Railroad

CC: Sara Yackel

From: Pedicano,Hailey <HPedicano@cuddyfeder.com>
Sent: Monday, April 6, 2026 10:21 AM
To: Kain, Kevin <kkain@newrochelleny.gov>
Cc: Russo, Michelle K. <MRusso@cuddyfeder.com>; Yvonne Petrillo <YPetrillo@cuddyfeder.com>; Anthony B. Gioffre, III <AGioffre@CUDDYFEDER.COM>
Subject: 2026 Proposed DOZ Amendments - Zoning Map Question

Hi Kevin,

I hope my email finds you well. I'm reaching out regarding a question related to materials for the 2026 Proposed DOZ Amendments.

Our client BRP Properties was approved for a project at 466 Main Street and noticed that a few of the zoning map images in the SDGEIS (specifically, PDF page 15) depicted a block in the DOZ as partially DO-2/DO-3. However, the City amended the Map in 2023 converting this block entirely to DO-2 (see attached resolution). Relevant language: "*The block bound by Main Street to the north, Locust Avenue to the east, Clinton place to the south, and North Avenue to the west is currently split between DO-2 and DO-3. The proposed amendments eliminate the split to place the entire block in DO-2.*"

I did some quick research and could not find an action by the City which contradicts the 2023 amendment. Additionally, it seems that on separate pages within the SDGEIS (specifically, PDF page 21) the block is identified as DO-2 only.

Can you confirm that the representations on Page 15 and anywhere else are oversights by the City (which can be corrected) and that the block identified above will remain in the DO-2 consistent with the 2023 amendment?

Thank you!

All my best,

Hailey

Hailey Pedicano
Associate
Cuddy & Feder LLP

445 Hamilton Avenue, 14th Floor
White Plains, New York 10601
T 914-872-1887 | F 914 761 5372
hpedicano@cuddyfeder.com
www.cuddyfeder.com

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Pursuant to Treasury Regulations, any U.S. federal tax advice contained in this communication, unless otherwise stated, is not intended and cannot be used for the purpose of avoiding tax-related penalties.

From: SEQR Comments
To: [redacted]
Subject: FW: Proposed 2026 DOZ Amendments
Date: Thursday, April 16, 2026 11:38:05 AM

Some people who received this message don't often get email from seqrcomments@newrochelleny.gov. Learn why this is important

CAUTION: External E-mail

Good morning,

We received our first comment via the email address that was set up. See below.

Kevin

From: Stephen Semenza <Semenza1@outlook.com>
Sent: Wednesday, April 15, 2026 4:21 PM
To: SEQR Comments <SEQRComments@newrochelleny.gov>
Subject: Proposed 2026 DOZ Amendments

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Honorable Mayor and Members of the New Rochelle City Council,

I am writing as a lifelong resident of New Rochelle regarding the proposed 2026 Downtown Overlay Zone (DOZ) amendments.

I am not opposed to development. I support smart, responsible growth, and I have seen firsthand some of the positive transformation of our downtown. I spend a great deal of time there and value what development has brought to our city.

However, I am strongly opposed to the proposed increase of approximately 2,800 additional residential units across the downtown overlay districts—particularly the DO1 increase of approximately 1,500 units, as well as the expansions in DO3 through DO8. This is simply too much. It is opposed by the majority of New Rochelle residents and will ultimately harm and reduce our quality of life.

I believe that only those involved in development will benefit from this level of overbuilding and overreach.

*According to the City's own presentation (Page 4), the stated purpose of these amendments is to "respond to **resident and stakeholder input**" and align development with current conditions. However, the overwhelming feedback from **resident-stakeholders** has been*

*opposition to this level of **expansion**. If the purpose is truly to reflect community input, then this proposal clearly fails to do so and should be reconsidered.*

From my experience downtown—as a 64-year resident, living in the North End but spending time downtown multiple times each week—we are already feeling the strain. Traffic congestion, parking limitations, and overcrowding are real concerns. While growth has brought benefits, there is a point where it begins to negatively impact residents' quality of life, and this proposal appears to exceed that point. In my view, the roughly 10,000 units already planned or approved represent the upper limit of what our city can reasonably absorb.

I also do not believe the City has the infrastructure or personnel to manage and support development at this scale. This is already evident in ongoing congestion, frequent street closures, and limited capacity to consistently enforce and implement city regulations. The City does a good job getting projects started but struggles with execution and enforcement once buildings are underway or completed. **When too much is taken on at once, it becomes difficult to manage effectively, in any aspect of life.**

Additionally, retail development has not succeeded under multiple administrations, regardless of the approach taken. While food establishments have done well, retail remains largely absent in the downtown area, and construction has driven away several long-standing businesses.

The overwhelming majority of residents are opposed to this level of expansion. As elected officials, you represent the residents of this city. When such strong community opposition exists, it must be taken seriously.

I understand it is the role of the Development Department to bring forward ideas and proposals. However, it is the responsibility of the Mayor and City Council to represent the residents who elected them to office.

Similar to the City park matter, where there was overwhelming public opposition, it can be frustrating for residents to continually fight against their elected officials for proposals that do not reflect the will of the community and that many believe will not move the city forward.

I respectfully urge you to reconsider the magnitude of this plan, listen closely to your constituents, and pursue a more balanced approach that supports growth without overwhelming our city.

Thank you for your time and consideration.

Sincerely,
Stephen D Semenza

26 Morrison Drive, 10804

From: SEQR Comments
To: [redacted]
Subject: FW: URGENT: SEQR Comment - Stop Downtown Development Until Parking Crisis is Solved
Date: Thursday, April 16, 2026 2:50:49 PM

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Another. See below.

From: Team Leader <lemonteamoving@gmail.com>
Sent: Thursday, April 16, 2026 2:32 PM
To: SEQR Comments <SEQRComments@newrochelleny.gov>
Cc: Kain, Kevin <kkain@newrochelleny.gov>; fernandez@nysenate.gov; yadams@newrochelleny.com
Subject: URGENT: SEQR Comment - Stop Downtown Development Until Parking Crisis is Solved

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To the Mayor, City Council, and Planning Department,
I am submitting this formal written comment regarding the Downtown Development Amendment. As the recent public hearing clearly demonstrated, the number one issue devastating our community is PARKING. Life for residents in New Rochelle is becoming absolutely unbearable, and it is entirely due to the City's desire to generate short-term profits at the expense of our daily lives.
The City has absolutely no right to issue any further construction permits or approve new developments until the catastrophic parking waitlist for current residents is resolved. Every single night, residents like my wife and me are forced to drive in circles for hours just to find a spot, only to walk long distances home in the dark.
This administration does not feel like a local government that cares about its people; it feels like an administration driven solely by financial greed and developers' interests, completely ignoring the suffering of the actual taxpayers who live here.
I demand a formal, written response to each of the following questions:
What is the total number of people currently on the residential parking waitlist for the zone covering 50 Clinton Pl?
What is the exact current waitlist position for my wife and me (Denis Mironov and Margarita Mironova), and what is the specific, realistic date when we will receive our parking permits?
What concrete, immediate actions is the City taking right now to alleviate the nightly parking nightmare that forces residents to circle for hours?
What is the City's long-term, comprehensive strategy to create actual, physical municipal parking spaces for existing residents, rather than just making empty promises?

How can the City ethically and legally justify approving massive new buildings when you have fundamentally failed to solve the main pain point (parking) for the residents already living in New Rochelle?
Will the City commit to a complete moratorium on downtown development until a 1:1 parking ratio is legally enforced for all new buildings and the current resident waitlist is cleared to zero?
The current situation is unacceptable. You are destroying the quality of life in this city. I expect clear, direct, and written answers to all six of my questions, not generic bureaucratic deflections.
Sincerely,
Denis Mironov & Margarita Mironova
Residents at 50 Clinton Pl, New Rochelle
Business Owner (Lemon Team Moving)

From: SEQR Comments
To: [redacted]
Subject: FW: URGENT ADDENDUM: Concrete Proof of the City"s Absurd Parking Policy (Ticket Attached)
Date: Monday, April 20, 2026 10:18:16 AM

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See below. Not quite a pertinent comment for the EIS, but it was submitted to the official comment address.

From: Team Leader <lemonteamoving@gmail.com>
Sent: Sunday, April 19, 2026 8:05 PM
To: SEQR Comments <SEQRComments@newrochelleny.gov>; fernandez@nysenate.gov; Kain, Kevin <kkain@newrochelleny.gov>; yadams@newrochelleny.com
Subject: URGENT ADDENDUM: Concrete Proof of the City's Absurd Parking Policy (Ticket Attached)

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To the Mayor, City Council, and Planning Department,
I am writing to add a critical piece of evidence to my previous email submitted today regarding the severe parking crisis and the Downtown Development Amendment.
Please see the attached photo of a parking ticket I received this past weekend at the Prospect Municipal Lot. The violation is for "NO PERMIT" with a $50 fine, issued on Sunday, April 19 at 2:23 AM.
Here are the exact facts: I parked my car at 1:00 AM on Saturday and left at 5:30 AM on Sunday. I parked in a municipal lot right next to my home because I had absolutely nowhere else to leave my vehicle. And what does the City do? It fines me for not having the very permit you have refused to issue me for over two years!
This situation is absolutely intolerable. I can no longer accept these excuses, bureaucratic delays, and hypocritical policies. You intentionally block my wife and me from getting a permit, force us to circle the streets for hours every night, and then penalize us for your own failure to provide adequate infrastructure.
I am officially demanding my residential parking permit immediately. You cannot legally or ethically justify penalizing working residents for a problem the City itself created, nor can you continue to approve new downtown developments while treating existing taxpayers like an ATM.
I expect an immediate resolution to my waitlist status, written answers to my previous questions, and the cancellation of this unjust ticket.
Sincerely,
Denis Mironov & Margarita Mironova

Residents at 50 Clinton Pl, New Rochelle
Business Owner (Lemon Team Moving)

From: Kain, Kevin
To: [redacted]
Subject: FW: Comment on downtown development plan
Date: Friday, April 17, 2026 10:45:58 AM

CAUTION: External E-mail

See below.

From: Sheila Collins <sheiladreanycollins@gmail.com>
Sent: Thursday, April 16, 2026 4:42 PM
To: Kain, Kevin <kkain@newrochelleny.gov>
Subject: Comment on downtown development plan

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As a long time resident of New Rochelle, I have watched with dismay at the relentless high rise development that has turned our downtown into a city I no longer care to shop or dine in. Construction has been going on for years. Parking has become more difficult and the kiosks often don't work or are hard to use. As a result, I do most of my shopping and dining in Larchmont, where the buildings are on a human scale and the parking kiosks are much easier to use. New Rochelle has a relatively small footprint and the density has gone overboard. Any future tax breaks should be limited only to projects that provide significant measurable benefit to the community and building heights should be reduced to mid-size level. We need more green spaces and pedestrian friendly streets, not more high rises!

Sincerely,
Sheila D. Collins
65 Rockland Place
New Rochelle, NY 10801

From: Kain, Kevin
To: [redacted]
Subject: FW: Public Comment on the SDGEIS and the proposed Downtown Overlay Zone zoning amendments -April 14, 2026
Date: Thursday, April 23, 2026 9:00:15 AM
Attachments: City Scores Poorly on 2025 Jobs and Opportunities for New Rochelle Residents and Businesses - New RoAR News.pdf
Will Amended Redevelopment Plans Change Policy to Address Community Needs - New RoAR News.pdf

CAUTION: External E-mail

We received the attached documents that are called “comments”, but they’re actually two articles. One is printed in a way that is unreadable. Not sure what to do with this, and I’m checking with others here in City Hall. Curious what BFJ thinks.

Thanks,

Kevin

From: Melendez, Wilfredo <wmelende@newrochelleny.gov>
Sent: Monday, April 20, 2026 8:53 AM
To: Kain, Kevin <kkain@newrochelleny.gov>
Cc: Salgado, Adam <asalgado@newrochelleny.gov>
Subject: FW: Public Comment on the SDGEIS and the proposed Downtown Overlay Zone zoning amendments -April 14, 2026

FYI

From: City Manager <CityManager@newrochelleny.gov>
Sent: Monday, April 20, 2026 8:42 AM
To: Melendez, Wilfredo <wmelende@newrochelleny.gov>; Castaldo, Todd <tcastald@newrochelleny.gov>
Subject: FW: Public Comment on the SDGEIS and the proposed Downtown Overlay Zone zoning amendments -April 14, 2026

From: New RoAR News <newroarnews@gmail.com>
Sent: Friday, April 17, 2026 3:21 PM
To: City Manager <CityManager@newrochelleny.gov>
Subject: Public Comment on the SDGEIS and the proposed Downtown Overlay Zone zoning amendments -April 14, 2026

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To Mayor Yadira Ramos Herbert, City Council members, City Clerk, Corporation Counsel, and Commissioner of Development:

Attached are two statements to be added to the record for public comment on the SDGS and the proposed Downtown Overlay Zone zoning amendment.

Sincerely,
The Editors of New RoAR News

Will Amended Redevelopment Plans Change Policy to Address Community Needs?

APRIL 7, 2026

Or will we see only more unenforceable “guidelines” and “goals”?

On Tuesday, April 14, at 7:00pm, the City Council will hold a public hearing on proposed amendments to the Downtown Overlay Zone (DOZ) to allow for the addition of another 2,800 units of housing, among other things.

When the city first took steps to open the downtown to development in 2015, New Rochelle Against Racism (New RoAR) and other community and labor groups advocated for a robust, legally-binding Community Benefits Agreement (CBA) with Master Developer RDRXR (now RXR), including guarantees of hiring local union labor with apprenticeship opportunities for residents, significant deeply affordable housing, protection for local residents against displacement by new development, a new community center with youth programming, and adequate green space.

The proposed Community Benefits Agreement for Equitable Development gained the most number of “likes” on the city’s 2015 NR Future “crowdsourced placemaking” survey. Despite this, it was rejected.

Instead, with their very limited vision of “community benefits,” the then City Council established a Community Benefits Bonuses and Funds Policy that included very little of what the public sought through a legally binding CBA.

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4. Committing to continuous Monitoring	**No**. Policy sets goals but does

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es	smaking the policy ineffective
5. Establis	**No**

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3. RDRXR [developer] will fund approved	**No**	

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The bonuses have allowed developers to gain up to a 20% increase in building heights.

When asked about meeting the wishes of the public as expressed in the 2015 CBA, the city cites a number of steps taken to address community concerns.

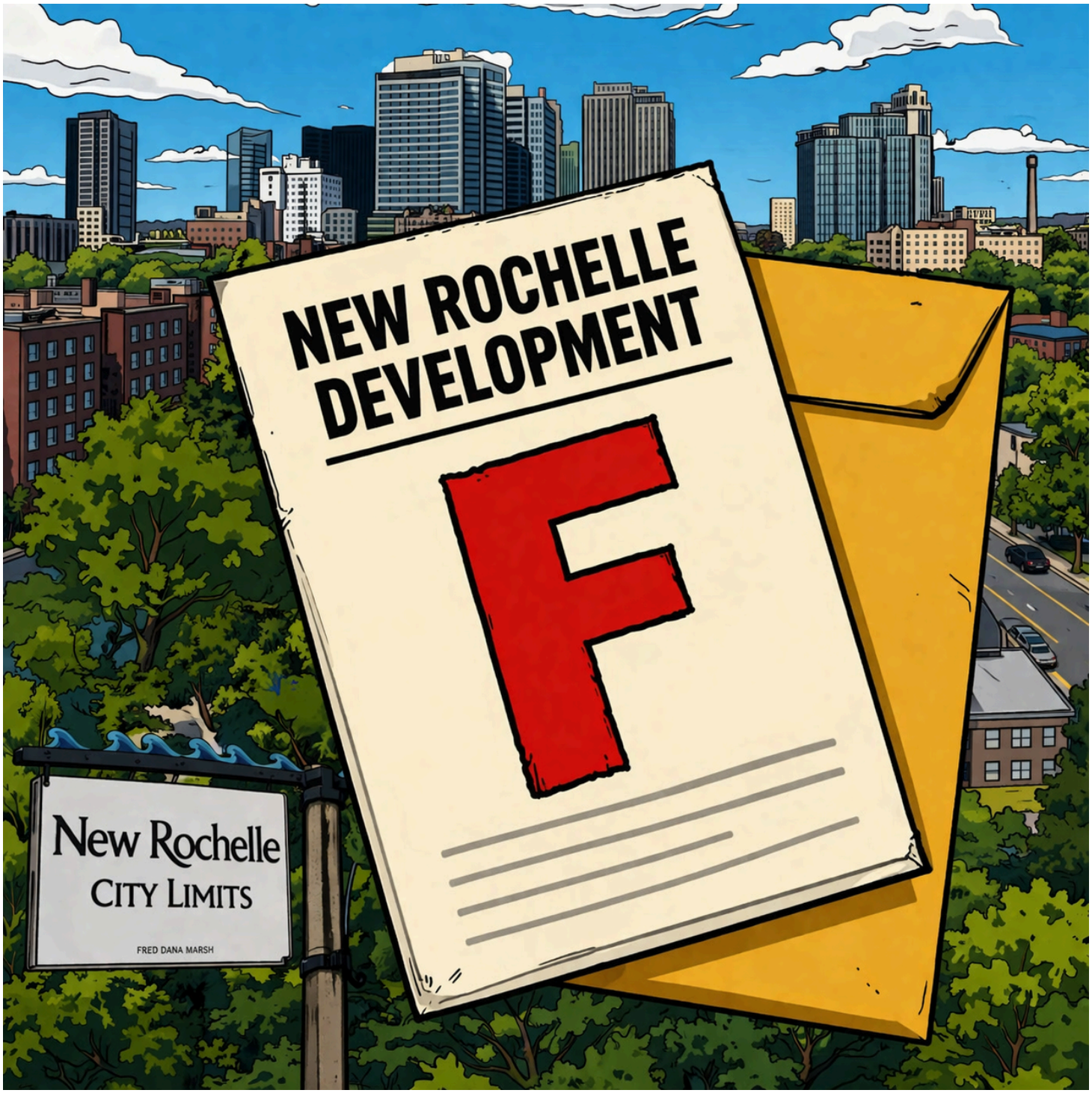
The City Council could adopt legally binding policy changes that will result in finally delivering union jobs, apprenticeship opportunities, truly affordable housing, and more as

part of their amending the development plan. They will decide in the coming weeks whether to do so.

Opportunities for New Rochelle Residents and Businesses

APRIL 13, 2026

Last year was another dismal year for New Rochelle residents seeking a fair return on their investments in the downtown development when measured by the number of jobs, the quality of those jobs, and local business contracts with developers, according to data provided to the city by developers and the First Source job referral center.



As the City Council works to amend the development blueprint, residents are hoping they will strengthen existing policies and adopt new ones to ensure the tax breaks and the sale of municipal property to developers results in tangible improvements to their lives.

The New Rochelle Industrial Development Agency (IDA) — whose mission is to “provide business support through financial assistance and tax incentives to eligible projects in order to promote economic vitality and prosperity, as well as recreational opportunities for

the entire New Rochelle community" — has doled out hundreds of millions of dollars in tax breaks. Residents are wondering where is the prosperity for the community?

In 2016 the City Council unanimously adopted the Economic Opportunity and Non-Discrimination Policy (EONDP) to "ensure that city residents and historically underrepresented communities have access to" opportunities "generated by the redevelopment." It established *goals* for developers to meet and requires them to report annually on how they are doing in meeting those goals, which include:

- "at least 20% of the work hours" be done by "qualified and/or trained" New Rochelle residents
- having apprentices do 1,000 hours of work for every 20,000 hours worked building a project
- "awarding 20% of the dollar value of subcontracts for construction work" to local businesses by each prime contractor.

If these goals were being met, today there would be hundreds more New Rochelle residents working in the downtown, scores of new union apprentices with lifelong careers in construction, and numerous local businesses with significant contracts for the building and maintenance of the new projects.

Because the policy's goals are only aspirational, not required, they are, once again, far from being met.

Developers reported that far less than 20% of work hours went to targeted workers, far fewer than 20% of construction contracts were awarded to New Rochelle-based subcontractors, and only a few apprentices had the opportunity to work in 2025, despite hundreds of thousands of construction hours being reported.

Since its adoption, advocates for changing the EONDP policy to make it more effective have encouraged the City to change the policy wording "shall make affirmative efforts" and "shall make good faith efforts" to read "shall be required," and adding "project labor agreements" as a requirement for developers who seek public investment through the IDA.

Without making this a requirement, New Rochelle's dismal job creation per IDA tax break will not change. As reported by the NYS Comptroller's office, from 2021-2023, New Rochelle taxpayers paid almost $1.5 million for every job created by the NR IDA. By comparison, the average cost for every job created by the Mid-Hudson Region IDAs was $5,210.

Mid-Hudson Region (Total IDAs: 19) **Data for 2023** **Return to Map**

Project Count:	Total Project Value:	Total Tax Exemptions:	Total PILOTS:	Net Tax Exemptions:	Net Tax Exemptions per Project:	Expenses per Project:
538	$27,787,076,475	$296,467,054	$114,675,977	$181,791,077	$337,902	$14,453

Estimated Jobs to be Created:	Estimated Jobs to be Retained:	Full Time Equivalents Before IDA:	Current Full Time Equivalents:	Estimated Net Job Change:	Net Tax Exemptions per Job Gained:	Expenses per Job Gained:
29,125	21,405	22,256	60,440	38,184	$4,761	$204

Select an IDA in the Region to View Summary Data:

New Rochelle Industrial Development Agency

Project Count:	Total Project Value:	Total Tax Exemptions:	Total PILOTS:	Net Tax Exemptions:	Net Tax Exemptions per Project:	Expenses per Project:
44	$3,214,933,934	$37,118,208	$4,677,845	$32,440,363	$737,281	$9,501

Estimated Jobs to be Created:	Estimated Jobs to be Retained:	Full Time Equivalents Before IDA:	Current Full Time Equivalents:	Estimated Net Job Change:	Net Tax Exemptions per Job Gained:	Expenses per Job Gained:
614	87	181	213	32	$1,013,761	$13,064

While no developer comes anywhere near meeting the City's goals to deliver good jobs and contracts for local businesses, standouts in their failures include those that have made the most of the development opportunities provided by the rezoning of the downtown.

Regarding employment for New Rochelle residents, the First Source Referral Center, which provides job placement services for residents, reported placing 434 residents in part-time and full-time jobs in 2025 with an average hourly wage of $21.53/hour.

Of these, 168 were construction-related job placements, an increase from previous years. However, as in previous years, these are poverty wage jobs. For example, the Cappelli Organization and BRP, two major downtown developers, reported paying between $20-$25/hour.

LRC
CONSTRUCTION
www.lrcbuild.com

According to the Massachusetts Institute of Technology living wage calculator, a single adult with no children living in Westchester County needs to earn $35.72/hour to avoid poverty. Two working adults with one child would each need to make $31.49/hour to stay out of poverty.

The widely used living wage calculator determines the minimum employment earnings needed to meet basic needs — such as housing, food, childcare, and healthcare — based on location and family size.

Anchin, a firm hired by the city to see how developers are complying with the goals of the EONDP, is expected to make its report for 2025 to the IDA at its May or June meeting.

Meanwhile, residents are hopeful the City Council will take action as they amend development plans to address the failures of the previous council and administration to equitably deliver tangible benefits of the downtown redevelopment.

April 20, 2026

Kevin Kain
Director Planning and Sustainability
kkain@newrochelleny.gov *(Director of Planning and Sustainability)*
Cc: *SEQRcomments@newrochelleNY.gov*
fernandez@nysenate.gov *(our NYS District Senator)*

To All This May Concern,

I am submitting my concerns in writing regarding the city's continuous plan to build with little apparent consideration for downtown residents. A council meeting I attended supported my assertion as the project was approved with a vote behind closed doors and several members not even present. Additionally, few questions were asked to clarify what was observed to be the developer's overly positive portrayal of their project while ignoring relevant and important questions regarding the impact the newest proposed monstrosity will have on the community. Also, I learned in the meeting that this project is the fourth building of this developer, and I am sure none of those benefitting from these projects actually live in their buildings or even downtown at all! Perhaps to earn all their tax breaks, this should be required.

I moved to New Rochelle in November of 2019 and since that time, I have counted twelve new buildings and believe I likely missed a few. I find this outrageous and excessive particularly as a downtown resident. I have resided in Shearwood Station since moving here. Just from my window, I have seen five buildings erected, quickly occluding the beautiful view of the Long Island Sound. The changes in the past six years have been startling for downtown residents. The change is palpable and yet, there appears to be no end in sight with over 5000 residential units completed or under construction.

This number is outrageous and as this total came close to the original plan of 5,080 units, city council has approved 3,371 units and 1,500 "reserved" on top of that and then propose to raise it by another 2,800 units! It is very clear that city hall considers supporting the developers over the experience of its residents, which is unacceptable as you work for us, not them. The city loves to keep talking about the fact that they're building condos now in one of the buildings (Stella 2), but that's only 126 Condos of over 5,000 units which equates to nothing at 2.4% with 16% labeled as affordable. For the residents who do not qualify for "affordable" living, the market value for these luxury rentals is astronomical which has impacts for the local economy.

Given New Rochelle's current density and struggles of all residents that already reside downtown, which are numerous, I am a strong supporter of a moratorium on ALL building in the city until research has been conducted on the environmental and quality of life impacts on current residents. Your cited environmental studies show that the proposed unit limits will have a minimal impact, but they are all based on models which is very different from real lived experiences downtown which absolutely do not reflect what the models are saying.

Currently, noise pollution, congestion, overcrowding, lack of parking, and an uptick in violent crime is not being appropriately and adequately considered. Additionally, there appears to be

little concern in preserving our historic buildings that give our downtown character and uniqueness. The green space is dwindling with the constant building and changing the entire landscape and skyline of New Rochelle.

The complete and utter lack of adequate parking continues to plague New Rochelle. And it is irresponsible to even consider adding another high rise as it is already impossible to travel through downtown due to the rerouting from constant ongoing construction, people double-parked due to no choice, and the traffic entering and exiting all the buildings. The stressed traffic patterns are already ineffective in managing the flow as it is, more construction will only exacerbate this issue.

The noise pollution is constant with construction, frustrated drivers, and emergency vehicles; while the dust, poor air quality, and eyesore of construction equipment continue to increase. The roads are riddled with large potholes which should be more concerning to city hall than the constant erecting of unneeded high-rise buildings and the resulting negative effects to downtown residents.

The lack of retail development that would attract visitors and should be a focus of development apparently is not as the focus instead seems to be on building more residential developments supporting corporations without any apparent concern for the existing residents or the environment. The downtown retail is limited and abysmal resembling more of a depressing area rather than a vibrant city.

With all the proposed building, there will also be a need for increased police, fire, and other supportive staff to accommodate additional residents. I have heard nothing from the city on how emergency services will be impacted by additional residents and congested roadways. Again, this increases the already intolerable noise pollution and above-mentioned concerns and comes as a significant cost to taxpayers.

Finally, as New Rochelle's moniker is the "Queen City of the Sound," why does it seem all efforts by city hall are to occlude our beautiful location and view of the sound in favor of supporting the projects of developers? Please consider the quality of life of your current residents and address these problems before turning your focus to acquiring new ones.

Thank you and I appreciate your time and opportunity to share my concerns. Please feel free to reach out to me with any questions as my current home is very important to me and I will continue to advocate for a better quality of life for all downtown residents.

Warmly,

Kelley Gill

From: SEQR Comments
To: [redacted]
Subject: FW: Proposed Downtown Development amendment
Date: Thursday, April 23, 2026 8:53:10 AM

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CAUTION: External E-mail

[redacted]

See below.

Kevin

From: Jen <jenniferbfreeman@yahoo.com>
Sent: Wednesday, April 22, 2026 2:33 PM
To: SEQR Comments <SEQRComments@newrochelleny.gov>
Cc: Kain, Kevin <kkain@newrochelleny.gov>; fernandez@nysenate.gov
Subject: Proposed Downtown Development amendment

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This email was sent to your .com address. Please make the sender aware that your email has changed to .gov

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I was not able to offer my comments at the public hearing on April 14.

I have not yet encountered a New Rochelle resident in favor of continuing the overlay zone/ expedited development program. My vote is to terminate it.

Its hard to imagine that the $20M value floated that might supplement New Ro's budget will have any sort of counter weight impact to the deleterious impact of more high rise construction.

Its time to pause and see how the neighborhoods adjust to the currently approved new buildings.

Something is terribly wrong with a process that does not allow for input from the residents. Let's change that policy!

Would it be possible to share the incentives to continue to pus additional expedited development? Haven't we exceeded our original goals?

Thank you for considering my views,

Jenny Freeman

25 Leroy Pl
New Rochelle, NY 10805

From: SEQR Comments
To: [redacted]
Subject: FW: New Rochelle Downtown Development
Date: Thursday, April 23, 2026 8:54:23 AM

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From: Diane Negvesky <dianesworld18@gmail.com>
Sent: Wednesday, April 22, 2026 4:54 PM
To: SEQR Comments <SEQRComments@newrochelleny.gov>
Subject: Fwd: New Rochelle Downtown Development

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---------- Forwarded message ---------
From: **Diane Negvesky** <dianesworld18@gmail.com>
Date: Wed, Apr 22, 2026 at 4:51 PM
Subject: New Rochelle Downtown Development
To: SEQcomments@newrochelleNY.gov <SEQcomments@newrochelleny.gov>
CC: KKain@newrochelleNY.gov <KKain@newrochelleny.gov>, fernandez@NYSenate.gov <fernandez@nysenate.gov>

I've nearly moved from New Rochelle, my home for nearly 50 years, due to downtown haphazard development. These are my concerns:

1). Why was no reputable urban planner overseeing or involved in what has been, or will still be built? What are the credentials of those overseeing development?

2). Why was no period for public comment given before we arrived at this juncture? I hope a good long look into the futures takes place before more development happens.

3). Will the city compensate the homeowners whose property values will plummet due to the awkward and bizarre placement of huge towers in residential neighborhoods? Were the home owners even informed?

4). I've read that management companies have fled from some of the buildings. Can the city look into this? It's dangerous.

5). If you look at surrounding downtown areas, none look as bizarre as downtown New Rochelle. Building in other localities is done with an eye to creating a cohesive whole, not mismatched in color, height and style, various structures strewn across the landscape. It's been a hey day and a free for all for developers and a huge loss for taxpayers.

6). Is an anchor commercial company being sought so the downtown is not just rentals? Is there any space suitable for offices? Why not?

7). Just rentals causes an influx of people not serious about investing in our city. Trump Tower houses investors since the units are condominiums. Why did the city choose to create only sky high rentals?

8). Why was not a mix of mid rise buildings considered, particularly in the areas near houses.

Thank you.
--
Diane D. Negvesky
"Don't let anything deprive you of hope."
St. Nektarios of Argina

--
Diane D. Negvesky
"Don't let anything deprive you of hope."
St. Nektarios of Argina

From: SEQR Comments
To: [redacted]
Subject: FW: Comments on ammendment to downtown Development Plan
Date: Thursday, April 23, 2026 8:54:39 AM

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See below.

From: Shelley Berlincourt <sberlinco@gmail.com>
Sent: Thursday, April 23, 2026 8:24 AM
To: SEQR Comments <SEQRComments@newrochelleny.gov>; fernandez@nysenate.gov; Kain, Kevin <kkain@newrochelleny.gov>
Subject: Comments on ammendment to downtown Development Plan

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Hello,

I'm a constituent living at 39 Davenport Ave. 4E in New Rochelle (Shelley Berlincourt).

I have been following the development for downtown during the 11 years I have lived in New Rochelle. Almost the entirety of the development so far has been high-rise apartment buildings. I know the stated goal was to increase the number of rental units available. Note that the vast share of these are luxury--not realistically affordable--units. Fine. **The NYC realtors have had their way. But it is time for the high-rises to STOP.**

I say this because the working class people of New Rochelle (like myself) who use the downtown frequently and enjoy its charm have been putting up with seeing commercial rents increase to the point that many small businesses have had to close. You lure all these residents here, but stifle small businesses for them to enjoy. It is time for the residents of New Rochelle to see some benefits from development such as:

- Subsidies for small businesses on their rent downtown
- More public greenspaces and parks
- Bicycle lanes

With the many talented musicians living in New Rochelle, downtown could support small live music venues. With subsidized rents, downtown could also house more small businesses such as retail and other spaces. Let's make sure the Poet's Corner and other community spots can afford to remain.

Thank you,
Shelley Berlincourt

347-441-7402

To: New Rochelle City Council, Planning Board and NY State SEQR

Re: 4/14/2026 Meeting to discuss 2026 Amendments

For over a year, I've witnessed, listened to others, and conveyed my thoughts to the current City Council, and to the Planning Board, once headed by Sara Dobbs-Brown, Esq. Her tenure ended shortly after the approval of 570 Main St, a 500+unit, 28 story building. In an earlier speech before the City Council, I noted her as the only person in the year-long effort to get a pause in any further DOZ2 development, including 570 Main Street, who conveyed that our concerns as residents and employees of downtown matter. They were worth her time to hear, and in her judgment, worth the developer's time to address. I said then that her thoughtful, open-minded approach would likely be "gone" going forward.

Careless. This is the word that most captures for me the way the City Council, headed by the Mayor of New Rochelle, and the Planning Board, approach and carry out their duties in NR government in relation to development. The Planning Board does not function independent of the City Council, and under City Council leadership, both government bodies have demonstrated a "could care less" stance about the density of so many high-rises in such a small area, and their impact. The City Council promoted the practice of far exceeding the initial unit limits for DOZ2 and now seeks to officially expand them further.

Ten years into this rampant development, the City Council's actions are careless when it comes to the community's experience and concerns about the incessant building. These have been vocalized to you on many occasions, and include:

- The exacerbation of traffic congestion, noted in the 2021 Traffic study, that assessed two key, downtown intersections as functioning poorly (at E and F levels) one of which is where you have approved the 500+ unit 570 Main.
- Grossly inadequate parking, contributing to increased congestion (as people drive around in search of parking), idling and fumes
- The findings of persistent elevated levels of toxins – Black Carbon, Nitrogen Dioxides, and Particulate Matter (PM) documented by a 2022-23 NYS-funded Mobile Air Monitoring Study that included the New Rochelle downtown area.
- The need for a full SEQR environmental review to assess the current environmental impact of ten years of building, especially on DOZ2, with the highest density of any zone, given there has not been one done since 2015.

Addressing these issues requires action that conveys care and carefulness, not roughshod overrides or superficial meet and greets. In the service of continued building without review, or redress. It is the kind of information that should inform future development. It is

planful. It demonstrates concern for the safety, health and quality of life of New Rochelle residents in DOZ2, and in general.

But planning takes time and other resources. For example, urban planners who design in relation to the whole, who anticipate and plan for the ancillary resources such expansion requires. Somehow, it was not until 2024 that City Council engaged a consultant to help with predictable increased parking needs, especially given the decision, early on, to sell several city-owned parking lots to developers. Planning green spaces takes time, but there's no money in it for developers. So, instead, we get a mini-pop up "playground," and dog park adjacent to the municipal parking lot.

Under City Council leadership, there is no time for planning. Why? Because City Council and de facto, the Planning Board, run on the developers' clock and menu; time is money, high-rises rule.

- The neighbors adjacent to a proposed development are not notified until it's well into the pipeline, the next to last stop in the approval process.
- When the question arose among the City Council members as to whether any of its members wanted to discuss the plan to enact new Amendments to allow even more units in DO2, only one City Council member wanted a postponement to discuss it. It was carte blanche otherwise.
- More recently, City Council leadership has sought to have this same person forfeit his vote on the 2026 proposed Amendments. Lockstep is what you seek, no time, no interest in different views.
- How is it that a Request for Proposal (RFP) for City Park, a large field where generations of New Rochelle youth have engaged in team sports, went to every member of the Council except this same member, who represents that community and one other member? How is it that you entertain a stadium in place of a park, without talking with residents, who turned out in mass numbers and heated voices, after learning about it from an article from someone who closely follows New Rochelle City government?
- Speed and height are the essential parameters that govern your actions, everything else must genuflect to these. Speed and height serve developers, not the residents and employees downtown.

Careless also applies to instances of your use of language, specifically:

- terms like transparency, accountability and community feedback that City Council says it values and seeks to embody. Your actions contradict these words, and these

terms have substantive meaning that should not be trivialized by using them as political capital and not meaningfully

- statements that there is a need for and will be a moratorium on further building in our area of DOZ2, when in fact, this is contradicted by other statements that indicate any "vested" developer must be approved. As it stands now, that includes 570 Main Street and the current Prospect Parking lot, sold to a developer, and possibly more of which we are not aware. It is deceptive to say there is a moratorium in DOZ2.

I cannot convey how disappointing, hurtful, and at times infuriating it is to witness elected City Council and Mayoral officials care so little for the people of New Rochelle, who are living out your adherence to developers' rule. Unbridled YIMBYISM is no better than unbridled NIMBYISM. Neither represents the complexity of considerations for creating mindful development that works for more than developers.

This 2026 DOZ Amendment, as is, will legitimize the City Council's continued use of their power to engage in unchecked carelessness. New Rochelle residents deserve more. Much more.

thandiwe Dee Watts-Jones

From: SEQR Comments
To: [redacted]
Subject: FW: New Rochelle Downtown Development Amendment comment
Date: Friday, April 24, 2026 1:43:43 PM

CAUTION: External E-mail

See below.

From: Charlene C <claxton259@outlook.com>
Sent: Thursday, April 23, 2026 10:35 PM
To: SEQR Comments <SEQRComments@newrochelleny.gov>; Kain, Kevin <kkain@newrochelleny.gov>
Cc: Nathalia Fernandez <fernandez@nysenate.gov>
Subject: New Rochelle Downtown Development Amendment comment

Some people who received this message don't often get email from claxton259@outlook.com. Learn why this is important
EXTERNAL SENDER: DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe. If unsure, contact IT for guidance.

I am writing to inform the City of New Rochelle Planning Department and others within the City that the continued build out of the downtown area is ruining my neighborhood and the surrounding area. I believe the area where I live, near downtown, has become unsafe. I have enjoyed walking to the library, the shops downtown, and the free concerts for years. I have never felt less safe than I do now. The crime in the downtown area over the past few years is scary. This is only occurring because of the new residents in these luxury apartment buildings.

These buildings are only trying to fill the apartments and do not seem to care who the let in. There are a number of people who have criminal records and have now brought their crimes to New Rochelle. Now there are shootings and stabbings. There is a general feeling of not being safe in New Rochelle. It seems the City did not do any research with regard to what happens to a city when there are a large number of people forced to live in small area. Guess what, crime increases. It is a known fact by anyone who has studied criminology.

A number of the residents in the buildings on Church Street cannot afford the actual rents of these apartments. They either are using Section 8 or being offered some incentives to move in. This is not good for those of us who have lived here safely and peacefully for years. Those of us who pay the taxes that subsidize their apartments.

Because of these building occupants, the crime rate is going up. So, what do we have now that we didn't have before? A women shot and killed in her apartment at One Clinton Park on Church Street. This was due to domestic violence. More recently, a man stabbed and laying in the street again on Church Street at 6:30 am bleeding. I saw this with my own eyes as I walked down Church Street to the Metro North Station. It was reported that he was stabbed in the other newly opened Leaf building, again on Church Street. This too is another reported incident of domestic violence. Any one of these incidences could have easily spilled out into the street and caused more harm to local, law-abiding residents. This is the new New Rochelle.

These developers do not care about our city. They are looking to make millions at our expense. They do not care who lives in the building or that the tenants have real jobs to earn enough to pay the rent. They need bodies in the apartments so they can later sell, take their profits and leave a mess for the city to handle. All of which means higher taxes for those of us who own here and more crime.

I now think twice about walking to town to shop or go to the library on any given afternoon.
I warn my kid about being alert when he is out and about. I have seen young men or teens walking around with masks on. We all know young people are not concerned about protecting themselves from sickness. That is a red flag for someone looking to make trouble.

All of this is your doing. It is not going well. Traffic is a nightmare in the downtown area. Double parking is rampant. All these new residents bring their cars and clog the streets. The neighborhood south of downtown is overrun with cars limiting parking for those of us who live in that area because no one in those buildings can afford $200-$250 a month for parking. The city can check the number of tenants that pay for parking in their building versus how many live there.

Stop ruining our neighborhoods with high rise buildings that don't make the area better just worse to live in for those of us who live here and love this city. These people are transient and have little to no ties to the city. You can tell by how much dog poop is left on the street all around the downtown area. These are not educated professional people. This will become a poor crime ridden city just like the Bronx. If that happens in one part of the city, it is only a matter of time before the crime and congestion downtown spreads to the rest of the city. Criminals go where they can make money. The City of New Rochelle is so naive that they don't even see it coming.

There are too many buildings, too many apartments, and too many people. If the city continues with building, we will vote for someone who will put a stop to all this over development. Stop making decisions about a neighborhood you do not live in and will not take the time to walk the streets like we do to really see what is going on. Don't forget to step over all the dog poop left behind by the new residents who do not care. Take a walk downtown and watch all the excessive traffic and smog. All I ask is that you stop ruining my New Rochelle neighborhood. The damage has already been done. I ask that you stop now before it is too late.

Sincerely,

Charlene Claxton

April 24th, 2026

City of New Rochelle
515 North Avenue
New Rochelle, NY 10801

Re: 2026 DOZ Amendment Comments / Proposed Changes

To whom this may concern -
We are at a critical juncture in New Rochelle. It's been over 10 years since the Downtown Overlay Zone (DOZ) was approved, and the downtown has ALREADY been transformed. By some metrics that rapid change is a success, but, at the same time, there is a strong undercurrent of frustration among residents that the day-to-day issues they are experiencing are being ignored by the City. NewRo Enough is Enough, of which I am co-chair, and its broad base of 600+ supporters is an indication of this frustration, as are the dozens of people that spoke out against this amendment at the April 14th Public Hearing. This is why we need to use this amendment as an opportunity to learn from these 10 years, listen to the lived experiences / pain points of downtown residents, and define what the future should look like.

To their credit, the Development Department has said similar things about learning from the past, but, when you actually look at the document, there is still a lot of room for improvement. Overall, it is more of the same, and a continuation of the pattern of "best efforts" and half measures. Downtown residents have seen what that "pattern" looks like over the past 10 years. All that does is lead to the developers being in control, while those of us that live here are left by the wayside. We need real changes, with some teeth, to address the issues that are occurring downtown.

I. DENSITY:

- Issue: The Development Department acknowledges some density problems, and so a moratorium zone was created. The problem is it is in one section of DO2, and gives carve outs for "vested" properties without describing what these properties are. One of those properties is the Prospect St Parking lot, which, as one of the last remaining municipal lots in that dense area, would be an absolute DISASTER for everyone if it is actually ever developed.

- Proposed Solution: Eliminate exceptions to the moratorium. Expand the moratorium zone to areas that have already absorbed large amounts of development, all of DO2 at a minimum.

II. PARKING

- Issue: The Development Department has stated people don't want to park in the new buildings because valet is unpopular and the monthly prices are too high, driving these tenants into the

already overburdened streets and municipal lots. To address this, the credit for valet spaces has been reduced, but nothing was done to address the cost issue

- Proposed Solution: The cost of a parking space in these new buildings should be capped at a set percentage of the building's monthly median rent (eg a parking space should be 3% of median rent).

III. BUILDING HEIGHTS

- Issue: 88% of the development in DO2 has already been high-rises with most at the max allowable heights for the zone. These large buildings are, in many ways, what have created such a community backlash. If mid-rises like Modera (111 Centre Ave) were the norm, the conversation around downtown development would be completely different. The Development Department has acknowledged more lower density housing options are needed in the DOZ, but to address this, the allowable height is being increased for certain lot sizes. This amendment should also be DECREASING the max heights allowed in the various zones.

- Proposed Solution: Apply the heights from the DO-3 Development Standards to DO-2, and apply the DO-2 standards to DO-1. Or, create a formula which determines the average existing building height in a block, and use that number +10% as a cap for any new development in that area. The developers are going to maximize the opportunity we give them, but other zones have shown developers can / will build lower height buildings.

IV. INCREASED ALLOWABLE RESIDENTIAL UNITS:

- Issue: There are currently 5,000 apartments completed or under construction, with another 5,000 apartments that have already been approved or reserved, but not started. This amendment would add another 2,800 allowable residential units on top of that. This is being done by converting non-residential space, that was previously approved, to residential space. This is an allowed mechanism, but it's gone too far. The original vision for the downtown was for a diversity of property types, not for a sea of residential towers. This is so far from the original vision now that it shouldn't be called an amendment, it's a TOTALLY different plan.

- Proposed Solution: Do not add any more residential units to the TDS. Just finish or reallocate the 5,000 units that are already site planned approved – that alone would already double the new apartments that have been completed downtown.

V. TRANSFER MECHANISM

- Issue: The Theoretical Development Scenario (TDS) is carefully crafted by zone, and is a foundational element of the DOZ. In 2024, a "transfer mechanism" was created that allowed units to be transferred between zones. There was no Public Hearing on this transfer mechanism; there was no SEQRA process. This mechanism undermines the guardrails set by the TDS, and leads to overdevelopment issues like we are already seeing in DO2.

- Proposed Solution: Eliminate the transfer mechanism. The TDS should be the foundational bedrock of the DOZ. Once a zone is out of units it should be done from a DOZ development perspective.

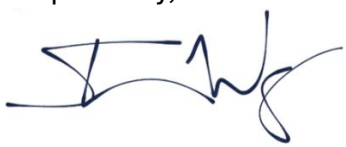
VI. FINANCIALS

- Issue: There is a disconnect between what the developers are receiving financially and what the community is receiving as a benefit. Part of this is because the developers are receiving millions in PILOT benefits, while failing to meet targets that are set for them without consequences (e.g. 20% of work should be done by New Rochelle residents, but in actuality it's closer to 3%). The other is that the Community Benefit Fund, it's contributions, the valuations of the in-kind items, and its usage, is opaque to residents. At the same time, the benefits the developers are getting for contributing to the Community Benefit Fund – often bonus height to their buildings – is very visible to residents.

- Proposed Solutions: All PILOTS should come with strict conditions that will drive tangible value for residents (e.g. 20% of work MUST be done by New Rochelle residents); these conditions would then be audited against on a regular basis, and any shortfalls would trigger commensurate clawbacks. For the Community Benefit Fund there should be a full audit, and public report out annually. The funds should also be managed and allocated by an independent Community Board. This would ensure the funds are genuinely benefitting the Communities impacted by the development.

To all of this, some might say "that wouldn't be profitable for the developers," or "developers don't get out of bed for anything less than 16 stories," but after 10 years and massive change to the downtown we've earned the right to be selective. If there is a developer that doesn't want to participate in the community's vision for the future, with all the things New Rochelle inherently has to offer, that's fine they can move on. We need to do what's right for the citizens, we need to learn from the past, we need to chart a new course for a downtown we can all be proud of.

Respectfully,



Shaun Wayawotzki
Co-Chair NewRo Enough is Enough

Re: Downtown Development Amendment – Public Comments April 23, 2026

Dear New Rochelle and New York State Officials,

I would like to voice my strongest opposition to the rapid pace of development in Downtown New Rochelle and the proposed amendment to the Downtown Development Plan. This amendment allows for an additional 2,800 residential units in an area that has already been overdeveloped beyond safety and practicality. To address these concerns and ensure all residents' quality of life, we should instead institute a moratorium on building downtown, especially in the busiest zones, until we reevaluate the entire Downtown Development Plan.

As an educator in New York City, I moved to downtown New Rochelle four years ago, in an older building near the intersection of Church St. and Main St. I was hoping to live in a quieter but still vibrant community, and while I have enjoyed my time here, my neighborhood already feels unrecognizable due to multiple new high rises that have opened within a 2-3 block radius. Traffic and safety concerns have increased, while affordability and quality of life have pushed out many working-class residents and small businesses.

First, I have witnessed serious safety concerns. My building's parking lot exits onto Church St. as it reaches Main St and turns into Memorial Highway. In the past year, both the second Clinton Park building and the Leaf have opened, turning this narrow two-way street into a nightmare. The Leaf is a large high rise with no curb space in front for unloading. As a result, any trash pickup, deliveries, moving trucks, emergency vehicles, or double-parked cars waiting for valet, can cause a backup. The street is often down to one lane with drivers having a difficult time seeing around whatever obstacle is in front of them, which compromises safety. Children walk to and from school on this street as it leads towards the elementary and middle schools. It's a danger to pedestrians and drivers, and a major traffic accident waiting to happen.

Church St. feeds into Memorial Highway, which the city plans to adjust as part of a right-sizing and a proposed public green space. While this sounds great in theory, there needs to be thorough analysis of how new building projects alter the volume of traffic. This street is the main route from many of these buildings to the highway, and any new green space will be impacted by vehicle fumes from increased traffic. I have seen this happen on Third Ave. in the Bronx where I used to teach, where "road diets" were made without a decrease in traffic volume heading to 95, and now, students breathe in the extra fumes on their walk to and from school every day. The

severe congestion is mirrored on Main Street, which will be impacted by construction of the newly-approved 570 Main St. There is already an active project with Stella 2 interrupting traffic and impairing visibility just a few blocks away. Main Street is also affected by car dealerships with vehicle transporters idling outside, taking up lanes of traffic and blocking visibility. Congestion here is a challenge for pedestrians accessing the Westchester bus lines as well as students at Monroe College. Backups in one area contribute to backups further along Main St.

As for affordability, the new buildings are *far* outside of my price range. The majority of units are rental only, leaving little space for people looking to buy and stay long term, which impacts the community. I have made friends since moving here who then had to move themselves due to finances. Many of these people lived in new buildings yet quickly became concerned about development after witnessing the negative effects. Instead of community, we now have a population of transient renters who must leave at the first financial setback. I have heard downtown referred to as a walkable city with nowhere to walk to, which feels increasingly true. Stores have closed without replacements, parking is a nightmare for visitors and potential customers, pedestrian safety is a gamble, and construction noise is pervasive.

It saddens me to see our community increasingly torn apart by development. Without a larger resetting of the development plan for downtown New Rochelle, nobody will be able to afford to live here or want to. Our city officials need to reevaluate the development plan now and listen to the serious concerns of people who actually live on the blocks being developed. There is a strong movement of engaged residents who consistently attend City Council meets to express these views, but city officials often ignore our concerns and continue to approve large development projects, such as the new building at 570 Main St. approved in February. There must be a change in strategy to ensure that our city is adding new housing in an affordable and sustainable way that allows this diverse community to thrive now and in the future.

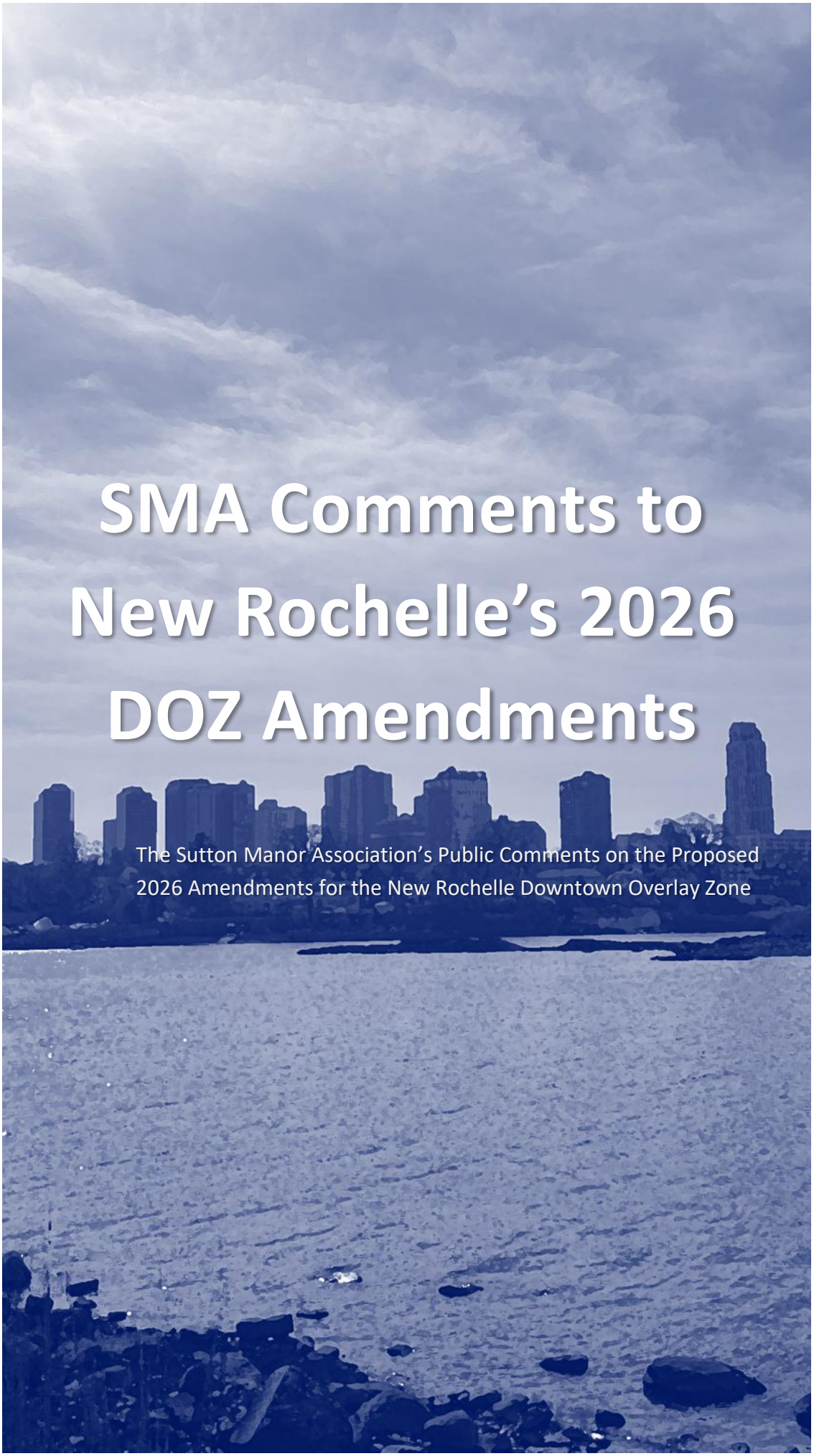
Sincerely,

Nicole Jabanoski

35 Clinton Place

New Rochelle, NY 10801

Njabanoski@gmail.com



SMA Comments to New Rochelle's 2026 DOZ Amendments

The Sutton Manor Association's Public Comments on the Proposed 2026 Amendments for the New Rochelle Downtown Overlay Zone

April 24, 2026

SUTTON MANOR ASSOCIATION INC
New Rochelle, NY

April 14, 2026 *(comments revised April 24, 2026)*

Adam Salgado, New Rochelle City Council
City of New Rochelle
515 North Avenue
New Rochelle, NY 10801

RE: New Rochelle Proposed 2026 Downtown Overlay Zone (DOZ) Amendments

Dear Commissioner Salgado, Madame Mayor, and Members of the New Rochelle City Council,

I am writing on behalf of the Sutton Manor Association, which represents the Sutton Manor neighborhood, to express our concerns, questions, and comments re: the 2026 DOZ amendments and accompanying Supplemental Draft Generic Environment Impact Statement. The Downtown Overlay Zone is one of the most important projects that the city is currently pursuing and as a result requires a high degree of consideration and resident input. This letter contains our key concerns with the attached supplement package detailing additional comments and questions.

Firstly, we expect as a bare minimum to have representation in this important matter through our duly elected City Council Member. Therefore, the City must make every effort to enable all council members to speak to our concerns and to vote on this important downtown-wide measure.

Secondly, we ask that the City enumerate the steps it has taken to receive community input and importantly support for these amendments. We have not seen sufficient opportunities for such a consequential effort. If the City is genuine in its desire to develop a plan in the best public interest, we ask that the City lengthen the process, proactively engage communities, and importantly provide to the public easy-to-understand materials to ensure this next iteration of the DOZ has community support.

Thirdly and most importantly, we believe *these amendments are not what the residents of New Rochelle want.* While diverse in opinion, the residents of New Rochelle generally want a vibrant downtown that balances development with increased commercial activity. We believe the original intent of the DOZ was to act as a tool to revitalize the downtown with a natural ramp down and not as a tool to perpetually enable and expand tax-advantaged rental development. As any development of this type progresses, it naturally reaches a point of diminishing returns: there are fewer surface parking, fewer storage units, and fewer other underutilized spaces to convert into more vibrant, economically accretive spaces. At the same time, demand reaches a natural saturation point. We are concerned that the City is pursuing denser, rental only development at the expense of commercial and other use cases that make a downtown vibrant and also pursuing near-term fees at the expense of healthier recurring tax revenue.

In particular, our residents have the following core concerns:

1. Increased Density, Particularly in DO-4: The 2026 DOZ amendments increase the number of residential units across the board by 2,800, none of which offer the promise of home ownership. We are particularly concerned by the more than doubling of residential units (+400) in DO-4 that is near our neighborhood. This is the largest increase aside from DO-1, quadruples the original units in the 2015 DOZ, and is occurring in an area where the underlying zoning is primarily commercial in nature (particularly in C-1M and DB zones). We do not believe increased development using PILOTs will bring net benefits given the loss of retail, existing mix use, free non-designated parking, and other current uses, especially in large lots within the DO.

Furthermore, as DO-4 still has ~200 unused units, we fail to see how the 400 more units will not occur without the loss of active tax-producing commercial spaces.

2. Weakened Standards for Commercial: The proposed 2026 DOZ amendments as drafted show the complete removal of required storefronts in the DOZ outside of DO-7. This modification would be unacceptable as it would remove an important incentive to build true mixed-use development that includes commercial space. City staff has clarified at City Council meetings and community meetings since that the removal of this requirement would not include Main Street, North Avenue and other primary cross streets and is only on secondary streets "back by Church Street and … Franklin Avenue". Given the named streets currently have negligible to no storefront requirements, we remain unclear what the City's actual plan is. In light of no publicly available revised plan, we ask that they release to the public and provide a sufficient review period for this critical element of the DOZ.

3. Insufficient Fiscal Analysis: We contend the City's analysis of municipal fiscal impacts does not reflect real world conditions and needs further analysis. Specifically, the City and its consultants project additional $20M in annual taxes at full build-out without consideration of PILOT tax abatements. This analysis is deficient, given every developer has employed a PILOT, typically at 15- or 20-years. A simple application of the City's UTEP 20-year schedule would suggest an average of $11.65M in annual taxes and is far from mitigated by the inclusion of fair share mitigation fees (only $20M over the entirety of the build-out). In addition, the analysis seemingly does not consider the existing tax basis as part of the calculation, i.e., what tax is lost by building new development. These two deficiencies suggest a concerning delta in the City's analysis, especially given the City has proposed increased tax revenue and fees as a mitigant to several development impacts including: Police and Fire Protection, Wastewater and Stormwater Management, Public Schools, Recreation, and other shared services and infrastructure.

4. Insufficient Parking Improvements: The 2026 DOZ amendments make very little changes to parking despite resident concerns about the imbalance in parking in the city. While we understand the City is developing a parking strategy, the zoning needs to be incorporated and the strategy needs to be articulated in conjunction with these amendments. Above all else, we want to see that parking deficits are reduced not exacerbated.

    a. First and foremost, we believe valet parking has an outsized impact on parking imbalances given it is both costly and creates friction points, disincentivizing residents to use them. We would like to see the City fundamentally deprioritize valet parking as an option for development by requiring additional queuing space and by removing the potential of 15% parking reductions for Valet Parking.

    b. Parking In-Lieu fees need to be increased to incorporate the rising cost of construction and should only be applicable in proximity to shared parking facilities that can accommodate additional vehicles. This is in line with other municipalities in the area.

    c. We question whether the DOZ and Central Parking Area should remain entirely coterminous. Instead, we recommend the City consider additional parking requirements per bedroom in DOs further away from the transit center. This is consistent with the underlying zoning and other municipalities.

5. Removal of Waterfront Access Fees: We object to the removal of waterfront access fees in DO1-6,8 on two grounds: 1. Most new developments advertise the waterfront as a key amenity to new residents. 2. The City is not applying the same principle of keeping revenue generated in

area to that area when it comes to the Marina fund, one of the City's primary assets for waterfront access. The City regularly takes between $500K-1M a year from the Marina for citywide uses, we believe if the City is going to remove the Waterfront Access Fee, it devote at least a portion of the interfund transfers to the waterfront, so that the benefits of the waterfront remain in the waterfront.

Please find additional questions and concerns in the following supplemental package. They are extensive and reflect the residents' concerns on these zoning changes.

We hope that the City will take our and others' comments seriously and continue to work to make a better deal for the residents of New Rochelle. Thank you for your attention and consideration on this matter. We remain available to provide additional comments and engage further as the need arises.

Sincerely,

Paul Martin
President, Sutton Manor Association
Suttonmanor.nr@gmail.com

Summary of SMA Concerns and Recommended Actions		
Concern Area	**Concerns**	**Recommended Action**
General Process	▸ The SEQR process has been rushed without notice or community engagement prior to the release of DOZ amendments ▸ We, therefore, do not believe these amendments reflect the interests and inputs of residents ▸ We are concerned our District 2 council member is being pressured not to speak or vote on the matter	▸ Restart this process by engaging stakeholder groups to ask for explicit feedback on the DOZ to develop lessons learned ▸ Provide easy-to-digest materials and info sessions for the public to learn of and inform changes ▸ Ensure District 2 has proper representation through its council member
General Density and Land Use Concerns	▸ The City is pursuing new density instead of pausing strategically even as the original DOZ limits on residential units have been reached with 5,000+ units to be built ▸ The City continues to shift land uses away from commercial and other land uses (-62% since 2015 TDS) towards residential rental (+143% since 2015 original DOZ)	▸ Preserve commercial and other land use allocations under the TDS and eliminate or lower new residential units ▸ Designate any new residential units as Condo units to increase pathways for home ownership
DO-4 River Street Commercial District Concerns	▸ These amendments are altering the intent of DO-4 by more than doubling residential units in a commercially focused zone ▸ We struggle to see benefits of subsidizing residential units in a mixed-use zone with relatively healthy parking inventory	▸ Retain DO-4 land as is and do not increase residential units to retain commercial / mixed-use focus ▸ Retain development standard 1 as is in line with DO-7 ▸ Revert parking standards to underlying zoning ▸ Remove other anomalies in zone
Storefront Requirements	▸ The DOZ Amendments as drafted show the complete removal of storefront requirements, eliminating key incentives for developers to incorporate other use cases at ground level into new developments	▸ Maintain storefront requirements along Main and Huguenot Streets including key cross streets ▸ Maintain storefront frontage definition as is

Concern Area	Concerns	Recommended Action
Fiscal Risk Assessment	▸ The SDGEIS projects $20M per year in tax revenue, yet explicitly excludes the impact of PILOTs, significantly undercounting revenue generated to offset risks	▸ Revise municipal fiscal risk assessment assumptions to include PILOTs and other revised assumptions
Parking Standards	▸ Developments under the DOZ have been built at deficit (Est. 94% parking spaces to units) while other shared parking inventory has decreased (at least by 600 parking spaces) ▸ These amendments only vaguely address one area, valet parking, whereas more policy changes are required within the DOZ	▸ Removal of up to 15% parking reductions for valet parking and greater standards for queuing ▸ Increase parking in-lieu fees and limit to available parking inventory in shared parking space ▸ Limit Central Parking Area to zones substantially within .25 miles of train station or increase parking requirements within CPA
Waterfront Access Fees	▸ The City is removing the waterfront access fee or up to $39M in potential funds under the DOZ to improve the waterfront ▸ New developments benefit from the waterfront and the City has taken $9.5M since 2011 out of the Marina for broader city uses	▸ Maintain the $5,000 per unit waterfront access fee throughout DO 1-6,8 ▸ Alternatively, dedicate excess revenue from the Marina Fund to fund waterfront improvements
Other Comments	▸ There are broad concerns on other zone remapping and expansion of the DOZ into residential areas ▸ We are concerned or simply unsure of the implications of other aspects of the DOZ (e.g., standard development 1, workforce goals, sustainable development)	▸ We want to see a more inclusive, iterative process to evolving the DOZ ▸ City Council should take more oversight on zone reallocations, PILOT extensions, and other development processes to ensure the development process is responsive to resident input

Supplemental Comments Package

SC1. Supplemental Comments, Concerns, and Questions Overview:

Please find in the following sections a more detailed set of questions, comments, and concerns for the residents of Sutton Manor. We believe many of these topic areas are shared far outside our neighborhood with other residents of New Rochelle. Please note that we have made a good faith effort to present as accurate of facts and figures as possible but readily acknowledge we are using imperfect information. Our board and its members are not paid for their service for the Sutton Manor Association and we do not have the same resources that the City of New Rochelle government has. We welcome and expect the City to present additional data and facts to clarify its position and the rationale for several facets of the DOZ amendments. Where the City does not have facts and data to support assertions and positions, we ask that the City reconsider those assertions and positions.

SC2. General Process:

Residents are concerned by the general process of gathering public input and support for these 2026 DOZ amendments. Above all else, we remain unconvinced that these latest amendments represent the desires and inputs of most New Rochelle residents. We have not seen a clear indication of support from the broader community of residents and, therefore, are increasingly coming to the conclusion that the effort must be driven by other special interests.

Furthermore, we have not seen a robust public engagement process that seeks to maximize community input and support for these efforts. In particular, we worry that the City through a rushed process is giving credence to the idea that the DOZ is acting as a mechanism tilted towards specific developer interests rather than a tool to maximize community benefit and economic vibrancy.

It is important to consider the timing of the introduction of these DOZ amendments. In mid-November, the City saw significant backlash from the public to the RFP process that lacked public input to allow a private developer to redevelop Flowers Park. The City subsequently paused that effort. No less than a week later, that private developer at the center of that controversy received a $3.1M dollar PILOT extension on developments in the DOZ from the IDA. Less than two weeks later, the City announced these amendments. Consider the optics of that rapid progression of events and the skepticism they have generated.

- Given the skepticism expressed, we demand that the City clear a high burden of proof by showing in detail that there has been a robust public process beyond the requirements of the SEQR process. Please enumerate specifically and with detail what steps the City has taken to generate public input and support for the DOZ amendments.
    - Please detail how this input- and support-gathering effort is comparable to the DOZ process and DOZ 2015 and 2021 amendments in time and scope.
    - Please include a list of events specifically to gather input on the DOZ with dates and general attendance / target audience.
    - Please detail the various stakeholder groups that the City consulted in the months (preferably up to 1 year) prior to the release of the DOZ Amendments in December to

inform these specific amendments, and in particular, the increase of 2,800 residential units. We would ask that you specifically elaborate if the City consulted any of the following groups, and if so, which ones within each category:

- Resident and neighborhood associations
- Private developers with existing interests in New Rochelle
- Private developers with potential interest in New Rochelle
- Other investor communities
- Local business groups and businesses
- Labor groups
- PTAs and other school-related groups
- Real estate agents with knowledge of the local property market
- Other trade associations
- Other community groups

  - Please detail surveys, outreach materials, social media and other forms of outreach that the City has conducted to gather input and inform residents of these specific DOZ amendments. We are particularly interested in input prior to the announcement of the DOZ amendments in December 2025.
  - Please detail efforts to distill and communicate the 392-page SDGEIS to the broader public. We'd ask that you detail timing of this outreach as we have noted some limited outreach within the week of the public hearing, which we would argue is too late.

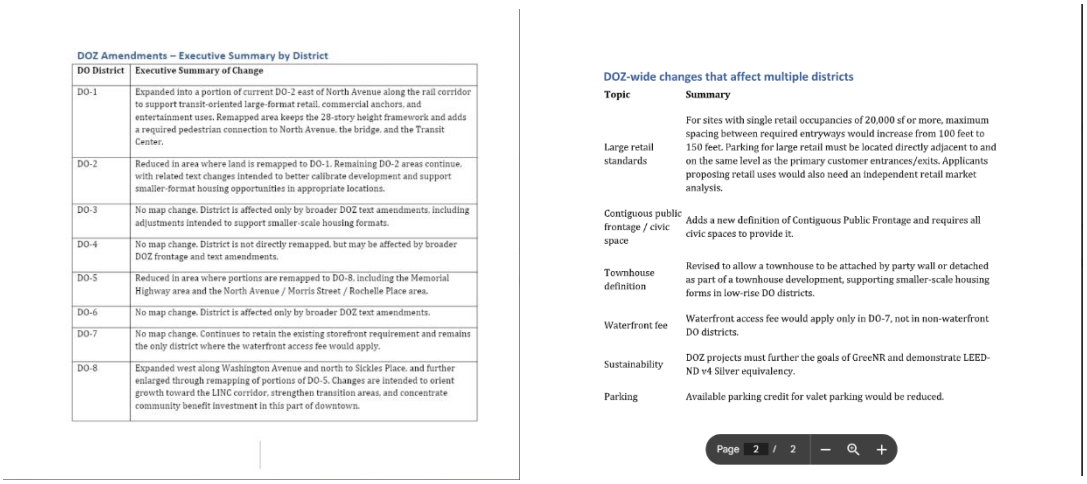
- Furthermore, as you heard at the April 14 public hearing, we want an answer to the central question of "Who has asked for these DOZ Amendments?". To put a finer point on it, we are particularly interested in who has asked for the increase across the board of 2,800 residential units at the expense of other use cases.
  - Please detail all letters and statements of support for these amendments that the City of New Rochelle has received prior and after the release of the DOZ amendments.
- We remain concerned that the City, or rather certain members within the City government, are attempting to prevent our duly elected Council Member (District 2), Mr. Albert Tarantino, from speaking and voting on the DOZ amendments on the basis that he owns property in DO-1 and DO-2 and his participation would constitute a potential conflict of interest. We find it concerning that the City would seek to disenfranchise a whole district and the thousands of residents who live in it, especially given the council district is in and adjacent to the DOZ. We find it even more puzzling given that Mr. Tarantino has voted several instances since the creation of the DOZ in 2015 on DOZ matters, seemingly without any concerns raised. We believe that these actions are further creating the perception that the City wants to minimize not maximize public input.
  - Has the City, either through its Corporation Counsel or other legal counsel, determined and/or recommended that the District 2 council member must recuse himself in matters

of the latest DOZ amendments such that District 2 will not have a voting council member on the DOZ amendments?

- If so, please clarify if the District 2 council member has received similar guidance in previous DOZ amendments and DOZ-related matters.
- Please also clarify how this process is different from previous processes such that a council member must recuse themselves from it on the basis of property ownership in this instance but not in previous matters.

- We note that the potential conflict of interest in question resides in DO-1 and DO-2, less than a third of the DOZ acreage. Yet, other parts of the DOZ seemingly present no conflict of interest, including in DO-4 and DO-7, which are within Council District 2.
  - If conflict of interest concerns are genuine, what steps has the City taken to ensure that the District 2 Council Member can represent his district by speaking and voting on the rest of the DOZ amendments?
  - If the City does not intend to make any accommodations to allow all city council members to vote on the majority of the DOZ or at least the portions of the DOZ that reside in their districts, why not?

- At previous city council meetings, City staff made an explicit promise on the request of the District 2 council member to provide a DO-by-DO breakout summary of changes so that the general public can better understand the changes and their impact on different parts of the City. We have not seen these promised documents be publicly released as promised. Why not?
  - We received the following summary document on the evening of April 12 upon our request to our council member, less than 2 days before the April 14 public hearing:



DOZ Amendments – Executive Summary by District

DO District	Executive Summary of Change
DO-1	Expanded into a portion of current DO-2 east of North Avenue along the rail corridor to support transit-oriented large-format retail, commercial anchors, and entertainment uses. Remapped area keeps the 28-story height framework and adds a required pedestrian connection to North Avenue, the bridge, and the Transit Center.
DO-2	Reduced in area where land is remapped to DO-1. Remaining DO-2 areas continue, with related text changes intended to better calibrate development and support smaller-format housing opportunities in appropriate locations.
DO-3	No map change. District is affected only by broader DOZ text amendments, including adjustments intended to support smaller-scale housing formats.
DO-4	No map change. District is not directly remapped, but may be affected by broader DOZ frontage and text amendments.
DO-5	Reduced in area where portions are remapped to DO-8, including the Memorial Highway area and the North Avenue / Morris Street / Rochelle Place area.
DO-6	No map change. District is affected only by broader DOZ text amendments.
DO-7	No map change. Continues to retain the existing storefront requirement and remains the only district where the waterfront access fee would apply.
DO-8	Expanded west along Washington Avenue and north to Sickles Place, and further enlarged through remapping of portions of DO-5. Changes are intended to orient growth toward the LINC corridor, strengthen transition areas, and concentrate community benefit investment in this part of downtown.

DOZ-wide changes that affect multiple districts

Topic	Summary
Large retail standards	For sites with single retail occupancies of 20,000 sf or more, maximum spacing between required entryways would increase from 100 feet to 150 feet. Parking for large retail must be located directly adjacent to and on the same level as the primary customer entrances/exits. Applicants proposing retail uses would also need an independent retail market analysis.
Contiguous public frontage / civic space	Adds a new definition of Contiguous Public Frontage and requires all civic spaces to provide it.
Townhouse definition	Revised to allow a townhouse to be attached by party wall or detached as part of a townhouse development, supporting smaller-scale housing forms in low-rise DO districts.
Waterfront fee	Waterfront access fee would apply only in DO-7, not in non-waterfront DO districts.
Sustainability	DOZ projects must further the goals of GreeNR and demonstrate LEED-ND v4 Silver equivalency.
Parking	Available parking credit for valet parking would be reduced.

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Figure 1: DOZ Amendments- Executive Summary by District, provided by New Rochelle Government

  - Please compare this document, its contents, and means and timing of publication compared to the 2021 DOZ amendments executive summary: https://www.newrochelleny.gov/DocumentCenter/View/14120/2021-DOZ-Amendments-Overview. We would contend these are not comparable in effort, completeness (e.g., there is no mention of the increase in units in the above), and distribution. Neither this summary nor the summary presentation previously posted

capture key elements of interest including land use changes in the TDS, summary of impacts and mitigations, alternatives, etc.

- We find the process of public notice that the City has chosen to communicate the April 14 public hearing to represent the bare minimum and not a genuine effort to generate maximum public input into the DOZ Amendments. As a result, there was genuine confusion whether the April 14 public hearing was even occurring, especially since it was pushed back without clear notice from March. We note the timely public notices in the DEC ENB and the Journal News as required by the SEQR process, but would also contend these are not generally accessed sources of information to New Rochelle Residents like the City's official webpage.
    - Residents called the New Rochelle City Clerk's office on April 3, less than two weeks from the hearing, and they informed us they had not received a public notice. We also reached out to the communications department when we noted the public notice was not on the New Rochelle's public notice page on April 8, less than a week of the public hearing. We are concerned that the responsible departments / individuals did not communicate such an important public notice to the dedicated public servants charged with the City's communication ahead of the 14-day notice.
    - Why was the public notice not promptly posted on the New Rochelle government website ahead of 2-week period of notice in line with the City's other notices?

SC3. Overall Increase in Density and Change in Composition of the DOZ:

Given we do not believe the underlying intent of these DOZ amendments is community-driven, we are extremely concerned by the overall increase in residential units (2,800) at the expense of essentially every other use case for the downtown. We disagree with City staff that these amendments in combination with previous ones are preserving the original intent of the DOZ. The original intent, as we understand, was to build a balanced mixed-use downtown that while increasing the population, also offered economic opportunity in the form of retail, restaurants, office space, and institutional spaces. These amendments, built upon the amendments in 2021 and 2024 as well as the revised TDS in 2019 have strayed so far from that original intent that the City seems primarily focused on building rental units.

Please consider the changes in the Theoretical Development Scenario from 2015 to now. Almost every single commercial, institutional, and other use case has seen a significant decrease in the TDS, in most instances dropping around half or more, even as the DOZ has expanded into DO-7 and -8. Where other use cases have increased (i.e., hotels and restaurants), this has occurred only because of the additions of DO-7 and -8. At the same time, residential units have continued to increase with every single amendment.

Type	Retail (SF)	Restaurant (SF)	Office Non-Medical (SF)	Medical (SF)	Hotel (Rooms)	Residential Units (DU)	Residential Condo Units (DU)	Student / Supportive Housing (beds)	Adult Care (SF)	Independent Units (DU)	Institutional (SF)
DOZ 2015	**990,000**	**115,000**	**1,805,000**	**420,000**	**500**	**5,500**	**-**	**1,500**	**640,000**	**375**	**775,000**
Proposed DOZ 2026 (Ex DO-7,-8)	401,500	99,000	356,000	217,000	400	11,800	300	300	250,000	200	210,000
Proposed DOZ 2026 (Total)	**477,500**	**163,000**	**381,000**	**272,000**	**600**	**13,347**	**500**	**500**	**270,000**	**200**	**263,000**
2026 Change from	**-52%**	**42%**	**-79%**	**-35%**	**20%**	**143%**	**NEW**	**-67%**	**-58%**	**-47%**	**-66%**

Figure 2: Change in DOZ Land Uses 2015-2026 (proposed), Source: New Rochelle 2015 SDGEIS, 2026 SDGEIS

In aggregate, this represents a 62% decline in key commercial, medical, and institutional use cases while residential units have seen a 143% increase. The latest 2026 amendments play a role in this drastic shift by trading 990,400 sq ft in commercial space for 2,800 residential units.

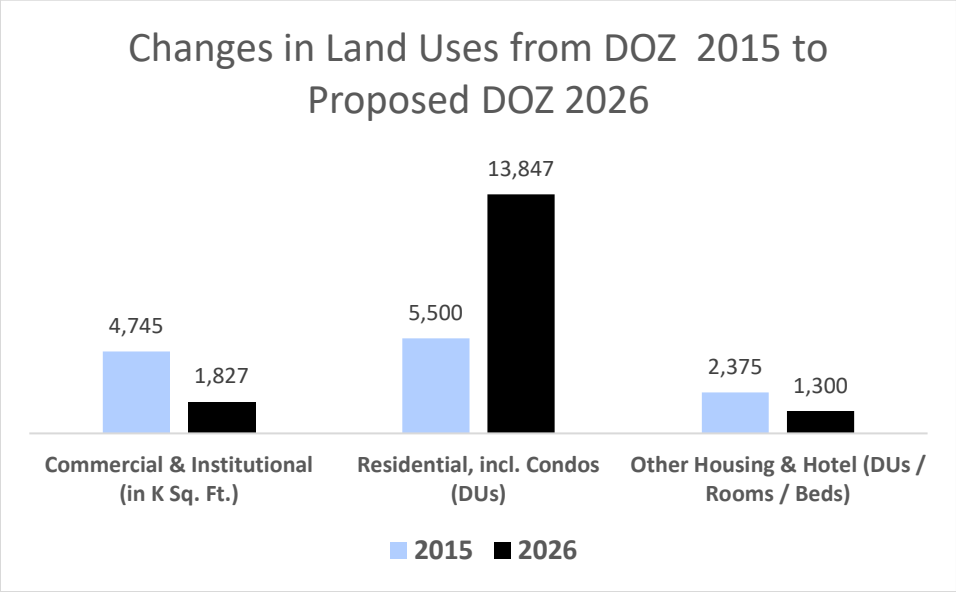


Figure 3: Aggregate Change in DOZ Land Uses 2015-2026 (proposed), Source: New Rochelle 2015 & 2026 SDGEIS

We find these shifts in the TDS to be unbalanced and do not contribute, in aggregate, to making the downtown desirable and truly mixed use for all of New Rochelle. We anticipate City staff will contend that shifts in the market, especially since COVID, have diminished the use cases for office space, retail, and other uses. We also anticipate City staff will contend that the TDS is driven by what the market will bear. We are aware of broader economic trends, and yet, we still believe that the City and the DOZ's purpose is to design around a desired end state rather than what is expedient to approve. Developers sell product and build based on market conditions, It's the City's responsibility to help guide those developers to build the downtown that is of most benefit to the residents.

Just to put a finer point on it, the City of New Rochelle Downtown *is not just housing stock* and the DOZ *is not a tool to maximize "what the market will bear".* We challenge the City to go back to the drawing board and take a harder look at the land uses it has envisioned and return with a more ambitious, transformative plan that does not simply expediate the building of primarily rental units through streamlined zoning and tax incentives.

If the City cannot deliver a plan that enjoys high levels of support, then it should pause its efforts. We believe it was always the intent of the original 2015 DOZ for the City to pause after a decade and think strategically about a path forward. We have reached 10 years and essentially hit the original target for residential units in the 2015 DOZ and will likely exceed them. Given the development to-date, coupled with the observed negative externalities, we believe the moment calls for strategic reconsideration not plowing ahead amendment-by-amendment.

Additional Comments and Questions re: Density and Change in Composition of Land Uses:

- By our count, we have reached over 5,000 residential units in developments already built or under construction. In other words, we have about reached the originally envisioned limit within the 2015 TDS. Furthermore, we still have roughly 11,000 residential units in aggregate that can be built under the current DOZ. Given this, why does the City see a need to build yet an additional 2,800 residential units?
- Can the City explain its rationale for continuing to re-allocate land uses away from commercial and other uses even as City staff has surely heard from residents a desire for many of these use cases?
    - Can the City please indicate specifically what sources of feedback and from which groups it has received to continue to pursue this shift in land use away from other uses to Residential Units?
- Is there a direct tie between the decrease in other land uses and the increase in residential units? If so, can the City please clarify for each use case that is decreasing, how many residential units are being created? For example, a proposed decrease in 80,500 sq. ft. in retail translates to an XX% increase in residential units.
- Please clarify how textual changes and other policy mechanisms have increased the overall number by 2,800 residential units. In other words, we are looking for the specific tie between specific policy changes to the increase in residential units and change in land uses.
    - How many more residential units were added as a result of the change to Development Standard 1?
    - How many more units were added as a result of the expansion of DO-8 westward?
    - How many more units were added by the remapping of part of DO-5 to DO-8?
    - How many more units were added by the remapping of part of DO-2 to DO-1?
- If residential units were added as a result of the change to Development Standard 1, what mechanisms does the City have to ensure developers actually build units under Development Standard 1 in those lots 5,000-10,000 sq. ft. rather than elsewhere?
    - In other words, are the increased residential units floating and could be built out as a denser development on larger lots under other development standards rather than infill as desired?
- We are extremely disappointed by the lack of new required condo units as part of these DOZ amendments. We don't mean to diminish the value of rental units as a housing option, but we

see condo units providing substantial additional value to the downtown over rentals. They provide home ownership opportunities and their residents are encouraged to engage in the community and invest given the longer-time horizon interest that comes with home ownership.

  - Why has the City chosen not to expand any condo units as part of its increase in residential units?
  - City staff have indicated that they are providing pathways for home ownership, seemingly in connection with changes to Develop Standard 1. Please clarify how the City is guaranteeing these pathways if it isn't requiring condo units or other equivalent forms of for-ownership properties?
  - Condo units currently comprise just under 5% of residential units under the TDS and would go down to ~3.6% of the total under these proposed amendments. We insist that if the City is going to add additional residential units, that a meaningful portion of them consist of Residential Condominium Units. For instance, we would like to see as a minimum 10% of all residential units comprise of required condo units.

- Our understanding is that under the current DOZ guidelines the Commissioner of Development has the sole discretion to reallocate units from one zone to another.
  - In these proposed amendments, who will have discretion to reallocate units? We would contend that this responsibility should be reverted back to City Council given potential implications on the landscape of development.
  - Can the City please provide an overview of how many units have been reallocated to-date and from which zones to which zones?
- We remain concerned about developers' ability to acquire existing properties and encumber allocated land use beyond the originally envisioned two-year period after approval. Specifically, we've noted developments have seemingly extended the waiting period by submitting revisions to the planning board for approval, thereby resetting the two-year period. For instance, 277 North Avenue has sat empty for years and yet was able to move forward after a revision at the Planning board.
  - Do these DOZ amendments and accompany policy mechanisms address this loophole by ensuring developers cannot extend beyond the two-year period through simple revisions at the planning board? We want to ensure developers are disincentivized from acquiring existing properties and letting them remain vacant for years while also holding onto units.
- Please note that given our overwhelming concern about the process and the general change in land use, this document is focused primarily on areas of concern. In reviewing the DOZ amendments, we see text changes and public policy that are interesting and, indeed, with additional engagement and education, we may actually support. Areas of interest include:
  - *Large Retail Standards:* After reviewing the changes, we see the large retail standards as potentially interesting but require additional study and education to determine if we support.

- *Valet Parking Credit:* We concur that changes to Valet Parking Credit are warranted. As we will discuss in a later section, we believe the removal of the 15% parking reduction credit and more robust requirements for queuing are necessary.
- *Pedestrian Ways:* Mechanisms that create new contiguous public space and pathways are also interesting and potentially beneficial. We want to ensure that these remain public long-term (in contrast to the now closed walkway at the Skyline) and that the City contemplates additional ways to create public space.
- *DO-2 "Moratorium"*: We concur in principle that zones meant to ease already congested areas are welcomed. We have additional comments on the DO-2 "Moratorium" or whatever the City is calling it in a later section.

SC4. DO-4 River Street Commercial District Comments:

Beyond the general concerns about the overall increase in density and composition of the downtown area, primarily focused on rental units, we remain concerned about the substantial increase in residential units allotted to DO-4, the River Street Commercial District. To be clear, we are not opposed to increased density in the DO-4 simply because it's density. We are opposed for the following reasons:

- These amendments are providing preferential zoning, coupled with the promise of 15- year to 20-year tax abatements, to produce more residential units, likely rentals, at the expense of already existing mixed-use and commercial space.
- Couple this trade-off with the likely impact on parking: DO-4 has at least 700 non-designated parking spaces in the existing spaces by our count. The City has already shown in its parking plan that parking supply in DO-4 is healthier at demand 1.1x higher than supply vs 2.8x in much of the rest of the downtown. On the other hand, developments occurring under the DOZ have primarily consisted of parking inventory at a deficit relative to the residential units (we estimate parking spots only meet 94% of total units in already built development).
- Lastly, the vacancies in commercial space and store fronts within DO-4 are low relative to other parts of the downtown. Where vacancies in storefronts exist in DO-4, they are largely within the RMF 1.3 zone and have occurred as a nearby grocery store with 220+ free customer parking spaces was converted into a car dealership. Consider the relatively low vacancies in DO-4 against the City's track record of producing commercial space under the DOZ, which is mixed at best.

Put succinctly, it's not a question of build or not build. It's a question of providing preferential zoning and tax treatment to convert existing commercial and mixed-used space with relatively balanced parking inventory into denser residential units with unclear promise of community benefits. We struggle to see the benefit of this shift, especially given we note roughly ~200 units left in DO-4 (unless they have been reallocated to other zones).

City staff have indicated that they want to adjust the DOZ in this 2026 iteration while preserving its original intent. We would argue in the instance of DO-4 in particular, the City is altering the original intent of the River Street *Commercial* District that comprises of many underlying *commercial* zones (C-

1M: General *Commercial* Modified, DB: Downtown Business, RMF-1.3, and DMU) and in the original 2015 DOZ, allotted roughly 400k sq. ft. and only 200 residential units. Through the changes proposed in these 2026 amendments, the City would double the residential units in the DO-4 and, with the 2021 adjustments, quadruple them from the original 2015. See the table below for the shift in the balance:

DO-4 Allotment	*Retail (SF)*	*Restaurant (SF)*	*Office Nonmedical (SF)*	*Medical (SF)*	*Residential Units (DU)*
2015	150,000	20,000	200,000	25,000	200
2021	100,000	21,400	100,000	26,000	372
2026 (Proposed)	150,000	21,400	50,000	26,000	772

Figure 4: Change in DO-4 Land Uses 2015-2026 (proposed), Source: New Rochelle 2015, 2021, & 2026 SDGEIS

We, furthermore, question the specific application of the revised Development Standard 1 in DO-4. By our count there are roughly 11 properties that are both wholly situated within DO-4 and fit within the 5,000-10,000 sq. ft. range. Of those, 3 are already 4-6 story multi-family units and others are a mix of commercial, other multi-family, and other use cases. For RMF 1.3 and DB zoning, 3 out of the 4 lots have multi-family dwellings with 348 Main Street being built recently under the underlying zoning. That means all remaining middle market housing development would have to occur in the C-1M zoning, therefore shifting commercial space to residential rentals. Again, we contend that is not the intent of this zone.

Lots within DO-4 5,000-10,000 sq. ft.					
Parcel	Name	Zone	Acre	SD1	Existing Use
1-252-0075	Huguenot St	C - 1M	0.12	Yes	Part of a gas station
1-258-0032	255 Main St	C - 1M	0.17	Yes	Commercial
1-261-0004	39 Huguenot St	C - 1M	0.12	Yes	Commercial
1-261-0001	Huguenot St	C - 1M	0.15	Yes	Commercial
1-260-0001	33 Huguenot St	C - 1M	0.1	Yes	2-Story Multi-Family Dwellings
1-260-0015	21 Huguenot St	C - 1M	0.15	Yes	Parking
1-84-0054	320 Main St	C - 1M	0.17	Yes	Commercial
1-244-0018	50 Fountain Pl	RMF - 1.3	0.19	Yes	6-Story Multi-Family Dwellings
1-244-0019	44 Fountain Pl	RMF - 1.3	0.16	Yes	4-Story Multi-Family Dwellings
1-205-0039	348 Main St	DB	0.17	Yes	4-Story Multi-Family Dwellings
1-205-0015	400 Main St	DB	0.12	Yes	Commercial

Figure 5: Lots within DO-4 5,000-10,000, Source: Citysquared.com for New Rochelle

Therefore, our position on DO-4 is clear:

- *Retain the DO-4 as is, without the increase in 400 residential units. There remain sufficient residential units (~200) to address underutilized spaces, and the City can always re-address as the situation evolves. It has shown its ability to do so since the inception of the DOZ with 2021 and 2024 amendments.*

- Do not alter Development Standard 1 in DO-4 (similar to the City's approach in DO-7), given the limited availability of smaller lots within DO-4 would limit its applicability in providing the desired middle-market housing.
- DO-4 should no longer be coterminous with the Central Parking Area given its distance from the Transit Center and municipal parking with sufficient inventory of residential permitted spots (especially after roughly 323 space deficit generated by the Standard and Stella), the impact of new development with parking deficits on the existing parking inventory, and the already crowded parking conditions in neighboring residential areas (East End / Stephenson Boulevard, Franklin Avenue, etc.). This would allow for preservation of better parking conditions in the River Street Commercial District.
- Ensure overlays conform to lot lines and do not exceed zone-wide maximum allowable story and height limits (see below for further detail).

We have additional comments and questions regarding DO-4:

- We note as the only major text change to DO-4, the modification of development standard 1 and are unclear what else could be driving the substantial increase in units. What policy changes and text changes have driven the increase of 400 residential units in the DO-4?
    - As we have noted, there are 11 lots within the 5k-10k range that would be the target of middle housing infill, of which 3 are already developed to the targeted density. That leaves 8 potential lots. Making a generous assumption of at most 20 units per lot (which is more than the 18 units sought at 348 Main, a .24 acre lot), that suggests at most 160 new potential units under development standard 1. What are we missing in the build-up in new units?
- Has the City determined and explicitly indicated to the general public that it intends to change the original intent of the River Street Commercial District away from primarily commercial-oriented use cases?
- As noted, the DOZ contains a number of partial lots within DO-4 along Lafayette Street including lots 1-205-0066, 1-205-0064, 1-205-0062, 1-205-0059, 1-205-0057, and 1-205-0055. We are both confused about this anomaly and concerned by the implications, especially in relation to the revised development standard 1.
    - Is assigning DOZ overlays to a partial lot even allowable? Our understanding is the DOZ and specific zones had to conform to lot lines and streets. Therefore, we question the legitimacy of these partial lots.
    - Can the City clarify what the original intent of these partial lots was and the rationale for maintaining them over previous amendments including this latest amendment?
    - We are concerned by the interaction between these partial lots and the new revised development standard 1. Several are around .2 acres and it is unclear to us how much of the lot resides in the DOZ. Could any of these partial lots be built under development standard 1? Could portions of the lot not currently in DO-4 be built using development standard 1?

- We note that 175.08G(5) DOZ Standards Map Tile 3 has been altered since the 2021 DOZ amendment process to allow for 12 story buildings in portions of DO-4 that are present by the conclusion of the 2024 DOZ amendments. Yet, we are unsure of what process led to this zoning change.
    - Can the City please clarify which process created this change and confirm that this change occurred during a relevant process and not one that dealt primarily with other issues (e.g., DOZ 2024, which focused on DO-8)?
    - We object to these previous changes given the existing active commercial uses on those properties and the non-designated parking inventories in those lots. We do not believe that the City should be increasing height and floor count above the allowable heights / floor count set by each DO. We ask the City to please consider as part of these DOZ amendments to revert to the original map in these lots.
- Again, what steps has the City taken to gather resident input in nearby neighborhoods and within the zone specifically in regards to changes to DO-4?

SC5. Commercial / Retail Standards and Storefront Requirements:

A critical element of the original DOZ and subsequential revisions was to ensure that the downtown would be truly mixed-use and balance both housing and other use cases. Indeed, we understood this approach as a reaction to previous urban renewal efforts that in some instances created dead streets or residential islands. We want neither, just look at New Roc along Main Street for a case in point. Additionally, one of the key pieces of the grand bargain for the Downtown Overlay Zone was residents would see additional commercial activity and other amenities as density increased.

We understand developers view the first floor commercial spaces as loss-leaders. Indeed, they have told us directly on multiple occasions. Therefore, they do not invest in the build-out of commercial space and, in some instances, seek to minimize it by integrating with the lobby by providing coffee shops (Stella, Modera, The Standard) or by just taking over the space outright for common space (look at 3Thirty3 for example). This lack of investment in the space build-out and seemingly limited interest to develop launch commercial tenants in new developments contributed to increased vacancy in commercial space throughout the downtown.

Yet, in response, the proposed 2026 DOZ amendments as drafted show the complete removal of required storefronts in the DOZ outside of DO-7. This removal of the Storefront Requirement would be unacceptable as it would remove an important incentive to build true mixed-use development that includes commercial space. We understand a frequent entryway would be preferable to no entryway but it is not an appropriate substitute and could lead to lobby-only frontage along new developments that provide little to no value to the streetscape.

If the City of New Rochelle pursued these changes, we believe the City would be learning the wrong lessons. Removing storefronts to solve vacancy issues is not the right approach and makes us question why efforts like the Vanguard District have not been successful in supporting new businesses to build out commercial space. Please also consider that many lots prior to development had storefronts, sometimes larger than the subsequent developments. So by removing this requirement, the City is potentially reducing the amount of commercial space in the downtown area from before. If the

City cannot reliably produce active commercial space in the DOZ, it should reconsider whether it should continue to pursue even more residential development at the expense of existing storefronts.

Yet, despite what's drafted, we are very confused by what the City's actual approach is given that City staff has said conflicting messages on the path forward for Storefront Requirement. For instance, City staff has clarified at City Council meetings and community meetings since the SDGEIS release that the removal of this requirement would not include Main Street, North Avenue and other primary cross streets and is only on secondary streets "back by Church Street and … Franklin Avenue". Given the named streets currently have negligible to no storefront requirements, we remain unclear what streets the City is actually removing the requirement from. In light of no publicly available revised plan, we ask that the City release clearly to the public a revised set of streets for Storefront Requirement removal and provide a sufficient review period for this critical element of the DOZ.

- We object strongly to the removal of the storefront requirement on Main Street and Huguenot Street and the major cross streets: Centre Avenue, Division Street, Memorial Highway, Lawton Street, North Avenue, LeCount Place.
    - Please clarify which sections the City is removing the Storefront requirement from clearly.
    - We also question the value in removing the entirety of the storefront requirement on North Avenue, especially closer to the Transit Center.
- The City has added in the "Storefront Frontage" definition the following underlined phrase "A Private Frontage primarily, <u>but not exclusively,</u> for retail or restaurant use…". What does that mean?
    - We are concerned this textual change would effectively make the Storefront Frontage open-ended and could allow for a number of other uses not intended as part of the Storefront Requirement. If the City has other acceptable uses in mind, we ask that they list or footnote rather than the current open-ended language.
- At a District 4 related community meeting, City staff clarified to the audience that the DOZ amendments would require developers to submit a plan for commercial / retail prior to site approval. This question was asked in the context of all retail spaces including those less than 20k sq. ft. We note the requirement of an independent commercial / retail analysis for large retail occupancy standards. Please clarify if these DOZ amendments add additional requirements for developers with retail spaces less than 20,000 sq. ft. to provide site-specific commercial plan and/or other demonstration of commercial approach for new developments.

SC6. Fiscal Analysis Comments:

We find the analysis of municipal fiscal impacts that the City and its consultants have presented in as section 3.42.1 does not reflect real world conditions and needs further analysis. Most critically, the City and its consultants project additional $20M in annual taxes at full build-out without consideration of PILOT tax abatements. This analysis is deficient, given virtually every developer has employed a PILOT, typically at 15- or 20-years. This suggests a concerning delta in the City's analysis, especially given the City has proposed increased tax revenue and fees as a mitigant to several development impacts

including: Police and Fire Protection, Wastewater and Stormwater Management, Public Schools, Recreation, and other shared services and infrastructure.

We offer a readily available approach for the City to utilize as it considers the true tax impact generated over the 20 years. A simple application of the City's UTEP 20-year schedule would suggest an average of ~$11.65M in annual taxes and is far from mitigated by the inclusion of fair share mitigation fees (only $20M over the entirety of the build-out).

Year	Residential 20 Year	Est. PILOT based on $20M Average
1	90%	$2,000,000
2	70%	$6,000,000
3	50%	$10,000,000
4	50%	$10,000,000
5	50%	$10,000,000
6	50%	$10,000,000
7	50%	$10,000,000
8	50%	$10,000,000
9	50%	$10,000,000
10	50%	$10,000,000
11	50%	$10,000,000
12	45%	$11,000,000
13	40%	$12,000,000
14	35%	$13,000,000
15	30%	$14,000,000
16	25%	$15,000,000
17	20%	$16,000,000
18	15%	$17,000,000
19	10%	$18,000,000
20	5%	$19,000,000
Average Annual Revenue		**$11,650,000**

Figure 6: Application of Template PILOT Schedule to $20M Average Tax

Furthermore, we question additional assumptions as part of the analysis:

- This analysis seemingly inflates the increase in tax revenue as it does not appear to include a calculation of existing tax revenue when considering the $20M in annual tax revenue generated. We note and question the following statement within the SDGEIS: "Development within the DOZ is largely expected to occur on vacant and/or underutilized sites."
    - Firstly, even sites with perceived lower economic utilization generate some tax revenue that needs to be included to form a basis to understand the increase in tax revenue the DOZ would generate. Please re-evaluate with consideration of existing tax basis. We ask the City review recently completed projects and assess the difference in average PILOT payments vs. tax payments made in the tax lots prior to development.
    - Secondly, we would contend that the development will not necessarily occur on vacant and/or underutilized sites, because that has not been universally true in the past and the opportunity diminishes over time as vacant lots are developed. We ask that the City consider in its calculation also revenue lost for the time that once active lots remain vacant as part of approvals and construction.
- We would like to understand the City's assumptions around revenue lost from vacancies at 5%. We have not seen or heard a consistent vacancy rate for new developments built under the DOZ to-date and question where this statistic comes from. We would also suggest the City consider the impact of additional housing stock in the area on the vacancy rate.

- Please provide any data the City has on vacancy rates in the DOZ that helped inform this analysis.
- Please explain the rationale underpinning the 5% revenue lost from vacancy.

- This analysis only provides half of the picture: what revenue is generated. The City needs to analyze the potential costs that come from the increased density and accompanying requirements for shared services and infrastructure (Police, Fire, Sewage, Recreation, etc.) to ensure that it is balanced and, furthermore, funding exists for all the community benefits that the City of New Rochelle has promised.

SC7. Parking Standards Comments:

The impact on parking inventories is another chief concern as a result of the continued development under the DOZ. The City itself has acknowledged this issue in recent statements and through its engagement with consultants to develop a downtown parking plan. We look forward to the City enacting policies to ease the parking imbalances (such as the 2.8X higher demand than supply in the downtown core). That being said, these DOZ amendments must play a role in easing downtown parking and we cannot fully consider and support any changes to the amendments without the City clarifying what combination of policy tools it intends to employ to tackle parking issues.

By our count, the City has developed 94% of spaces relative to residential units built. That deficit is actually larger when you consider the number of 2-3 bedroom units (25% of total), parking required for other use cases (retail, parking for family court, etc.), and that the City has designated at least 212 metered municipal parking spaces within these developments.

Parking Deficits on Developments Built under DOZ			
	Total Units	Parking Spaces	Parking Spaces / Unit Ratio
D0-1	244	211	86%
D0-2	3731	3298	88%
D0-3	518	534	103%
D0-4	172	162	94%
D0-5	253	218	86%
D0-6	265	426	161%
Grand Total	5183	4849	94%

Figure 7: Units vs Parking Built To-Date in DOZ, Source: www.101010nr.com; Note: We suspect some of this data may need refinement given changes in projects since initial approvals and would welcome more up-to-date data.

At the same time, the City and other stakeholders through their recent actions have also eliminated critical parking inventory. Most notably the conversion of the parking garage on Church Street and Division Street to new development eliminated 380 spaces, while the conversion of the grocery store to an auto dealership removed another est. 220 spaces. Even the move of the Family Court came at the cost of some 50 non-designated space as the prior facility was demoed. Any future approach to parking must recognize that the imbalance has clearly shifted and continuing to build at deficit and potentially build over existing shared parking resources would further deteriorate the balance.

This latest iteration of DOZ amendments does little to allay the parking issue, with only one unspecified change noted to Valet Parking. In addition, we anticipate the increase in 2,800 units will come with a deficit of parking. Lastly, new bonuses for Development Standard 1 could further increase the imbalance given the potential lack of space for parking in 5,000-10,000 sq. ft. lots. To be clear, we know the City has stated it has other policy mechanisms, but other stated methods in the parking plan will be insufficient if not coupled by DOZ parking reform.

Some key elements we want to see addressed in the latest DOZ amendments include:

- ***Parking Requirements:*** We believe the City should revise per unit parking requirements and also consider gradation within the DOZ. Traditional parking requirements in major municipalities in Westchester often dictate 1.5-2.0 parking spaces/DU in multifamily residential and can include a per bedroom requirement (.25-.33 per bedroom). A CPA or equivalent can often have significant reductions through the combination of 1 or less per DU requirements and parking in-lieu fees. New Rochelle has some of the most flexible parking requirements in Westchester through combining lower parking requirements with potential reductions. We contend the City should modify its parking requirements to ameliorate the parking imbalances noted.
    - The CPA should not be coterminous with the entirety of the DOZ. New Rochelle does not have the same shared parking garages, for instance, that a White Plains does in its CPA. Furthermore, the DOZ extends to over a mile in some directions from the train station. We would contend the CPA should be limited to zones substantially within a .25 mile radius of the train station in line with Yonkers' approach. This would include DO-1 and DO-2 but exclude other zones.
    - Either by reducing the perimeters of the CPA or within the CPA, the City should reinstate per bedroom parking requirements (such as .25-.33 found elsewhere) to better reflect usage in larger apartments.

- ***In-Lieu of Parking Fees:*** We would like to see the parking in-lieu fees revised to better align to shared parking.
    - We would like to see in-lieu of parking fees raised to reflect the rising cost of construction. We have heard a potential increase from $30,000 to $50,000 from City staff and concur.
    - We would also tie these fees and developments' ability to use these fees to the specific shared parking resources the developments are utilizing. For instance, funds derived from a development in the vicinity of New Roc Garage should go to the maintenance and improvement of New Roc Garage. The allowable parking in-lieu fee should be tied to available parking within the shared resource. At this point, New Roc Garage is likely the only municipal parking resource that can absorb any additional parking requirements.
    - If the City intends to allow developments to use parking in-lieu fees, we would argue it should dedicate sections of that shared resource for residential permit parking for the new development. For instance, consultants for the City have noted that parking utilization at New Roc Garage and the Transit Center is at 50-60% on weekdays and 20-

70% on weekends. Yet, that utilization is uneven with higher floors in both garages with lower utilization. We would recommend the City consider dedicated space in underutilized portions of the New Roc garage, likely at higher floors, for shared residential parking at new developments.

- ***Valet Parking:*** We agree with the City's plan "to adjust valet parking credits to improve curb management, circulation, and safety in downtown areas". We see valet parking as having an outsized impact, given the high costs and friction of car retrieval disincentivize parking within building. However, we do not believe it goes far enough:
    - The City should require more dedicated space for queuing on property to reduce potential traffic impacts and reduce the friction for residents of the building.
    - Furthermore, the City should remove entirely Attendant and Valet Parking from the list of potential reductions of required parking spaces within the CPA as currently present in New Rochelle, NY Municipal Code § 331-126. We do not believe the City should be incentivizing attendant and valet parking with an up to 15% potential reduction in required parking.

- ***Preservation of Shared Parking Resources:*** Can City Staff clarify what they mean by "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."?
    - A cursory search of City-owned properties in DO-1 and DO-2 suggests primarily parking, along with the Library and NRFD Station #1 (See table below).

City-Owned Properties in DO-1 and DO-2 based on Cursory Search			
Parcel	Name	Function	Parking Spaces
2-412-0007	Prospect Street Lot	Parking	330
1-230-0047	New Rochelle Public Library	Library	0
1-230-0048	Library South Lot	Parking	65
1-229-0056	Library Lot	Parking	110
1-246-0100	New Roc Garage Garage	Parking	2300
1-242-0020	NRFD Station #1	NRFD	0

Figure 8: City-owned properties within DO-1 and DO-2 DOZ, Source: Citysquared.com for New Rochelle

    - Our residents would find the development of any of the city-owned properties above into new rental developments objectionable as it would further strain the Downtown's municipal shared parking infrastructure. We also question the value of reserving these properties for residential development given they represent 58% of the municipal parking in the DOZ (11% excluding New Roc Garage).
    - We also question how the City could justify parking in-lieu fees and other policies intended to concentrate parking in shared resources if it is potentially eliminating those shared parking spaces.

Other Parking Comments:

- In section 3.5.3, the City notes "no significant changes in public transportation conditions are expected…" To truly offset reductions in parking, the City and relevant partner agencies would have to pursue clear, tangible improvements to public transportation and other forms of transit. Can the City please elaborate any significant changes in other modes of transit within the downtown that have improved the parking situation?
    - Has there been any meaningful changes to bussing in terms of increased ridership, more frequent routing, and/or new bus lines that have improved transit throughout the downtown?
    - The City has indicated that the CircuitNR has 6 vehicles and 3,000+ rides per month. Are there any expansion plans or improvements to service that would decrease parking requirements?
    - What has the City done within the downtown to improve biking as an alternative to cars?
    - Do these DOZ amendments offer any clear tangible improvements to other forms of transit given likely parking deficits generated by the increase in density?
- Can the City please clarify what it means by reducing available parking credit for valet parking? Is it lowering the allowable reduction for required parking and/or creating new requirements to improve curb management, etc.? The language in the SDGEIS is unclear.
- As previously mentioned, we do not believe the 15% reduction in required parking for valet and attendant parking is appropriate given the lessons learned with current garages. If the City intends to maintain any reduction in these DOZ amendments, can it please clarify how valet parking helps to reduce parking requirements to justify those reductions (as opposed to pushing residents into nearby curbside parking)? We struggle to see the direct tie in the same way other categories (car share parking and non-reserved parking) provide.
- At the recent Planning Board meeting re: 570 Main Street in the developer noted parking facilities at their current developments (The Arc, The Altier, and the Alary) only had 51% uptake (see the break-out that a representative from Allstate Ventures provided) on parking spaces relative to units rented. We remain concerned that this shows a potential lack of interest for parking in developments, particularly for valet parking.

Parking Utilization as Shared by Allstate Ventures at Feb 2026 New Rochelle Planning Board			
Project	Units	Parking Used	%
The Arc	144	70	49%
The Altier	65	19	29%
The Alary (Rented To-Date)	110	75	68%
TOTAL	**319**	**164**	**51%**

Figure 9: Parking Utilization in Allstate Ventures Developments,
Source: Comments at February 24, 2026 New Rochelle Planning Board Meeting

- Can the City please provide the data on utilization of parking facilities in new developments that has helped informed lessons learned in developing these DOZ amendments? It would be helpful see the difference in self-park and valet facilities.
    - We would like to understand if this trend is consistent across other developments with valet parking facilities and if the City considered this trend as part of its DOZ amendments.
- One of our residents is very concerned that developments with underperforming valet facilities could seek enhanced PILOTs at the IDA to recoup costs under the DOZ. Can the City please assuage this resident's concern by clarifying that it could not or would not consider PILOT extensions for underperforming valet parking under the current and proposed DOZ construct? We would of course object to this hypothetical situation given developers pursue valet parking to reduce costs of construction, induce residents to park elsewhere given the friction involved with valet, and would then potentially receive additional tax incentives.

SC8. Waterfront Access Fees:

As a waterfront community, we obviously have a vested interest in the health of the waterfront. But the impact of the waterfront on the City is much greater. The waterfront is vital to New Rochelle, the "Queen City of the Sound". It's an economic engine, a space beset with some of New Rochelle's best recreation spaces, and an attractive asset to build upon. For the downtown and new developments, it's an important amenity and provides views that help attract renters.

Therefore, we were upset to see within these 2026 amendments that the City is proposing to remove the Waterfront Access Fees within DO 1-6,8 that it only introduced a few years prior. We are further upset to see the City justify this removal of a $5,000 per unit fee as a direct trade-off to increase the fair share mitigation fees. We do not see the preservation of the funds to support the waterfront as a zero-sum game.

We object to the removal of the waterfront access fees on the following grounds:

I. The waterfront is a viable resource to all of downtown. New developments regularly advertise the waterfront as a key amenity to new residents.

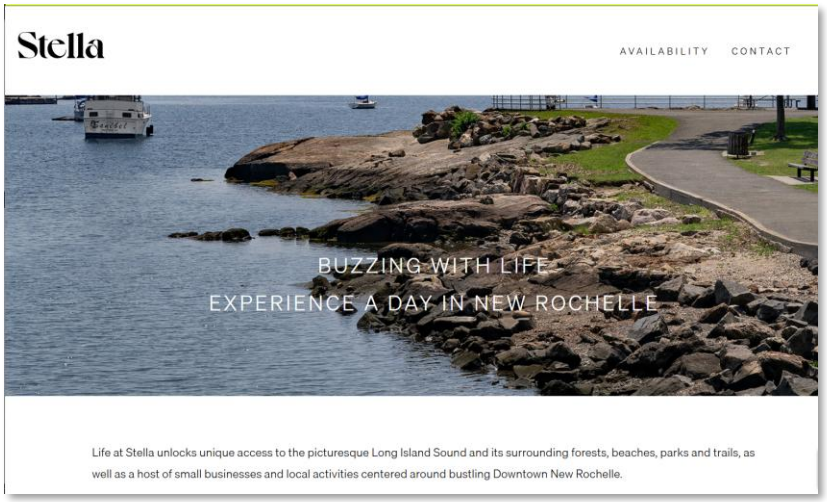
II. The City is not applying the same principle of keeping revenue generated in area to that area when it comes to the Marina fund, one of the City's primary assets for waterfront access.

III. The City needs to invest in the waterfront given real environmental concerns, such as those that we see in Echo Bay.

I. The waterfront is a viable resource to all of downtown: New developments benefit significantly from the waterfront. The water views are a key selling point for new developments and they regularly advertise them as part of the leasing process. Please note, that the SMA president has toured many of the new buildings for family in the past and heard directly about the benefits of the waterfront from the leasing teams. Please find examples of advertising the waterfront in the leasing sites of new developments, including at least one that features our neighborhood in its imagery.

Figure 10-15: Imagery of New Developments Marketing the Waterfront

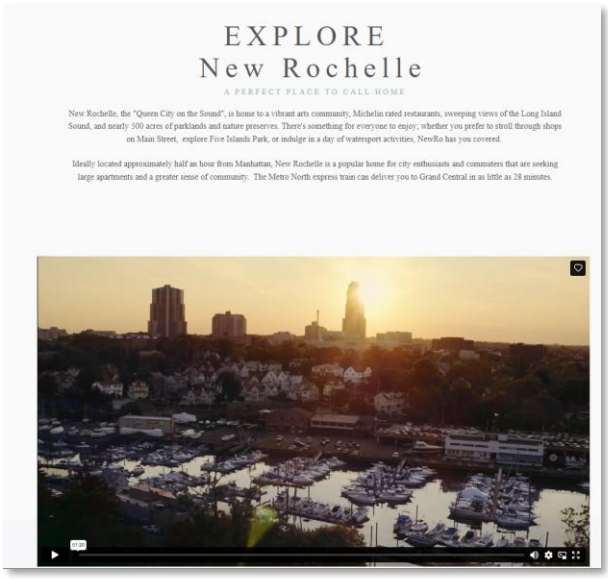
1. Stella: https://www.rentstella.com/neighborhood/



2. One Clinton Park: https://www.one.clintonpark.com/neighborhood/

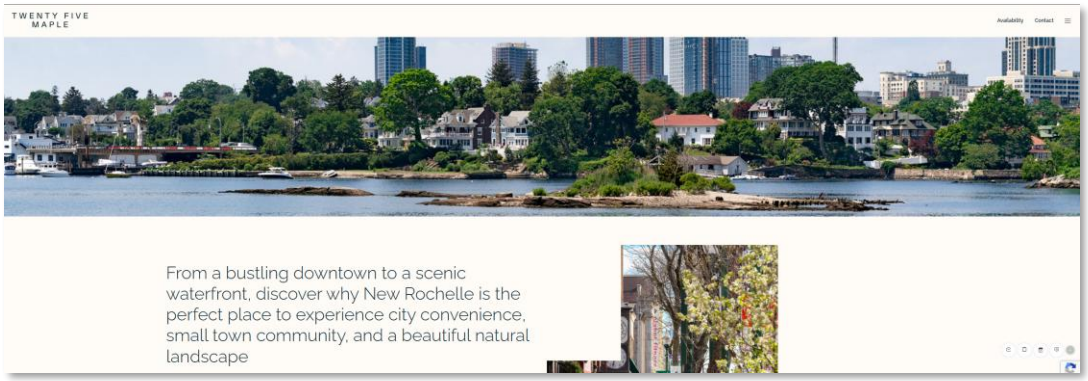
3. 360 Huguenot: https://360huguenot.com/neighborhood/

4. The Huguenot: https://www.the-huguenot.com/



5. The Alary: https://www.alarywestchester.com/neighborhood

6. 25 Maple: https://rent25maple.com/neighborhood/



II. Unequal Principles of Keeping Revenue Generated in Area: The City cannot in good faith contend that it is employing a consistent approach to funding benefits in-area when it has regularly for years taken revenue out of the Marina Fund, the primary asset for waterfront access and a key revenue drive for the city, and placed it in the General Fund. Since 2011, the City has taken $9,573,902 out of the Marina Fund for broader city uses. This is the equivalent of the waterfront access fees generated by 1,915 units.

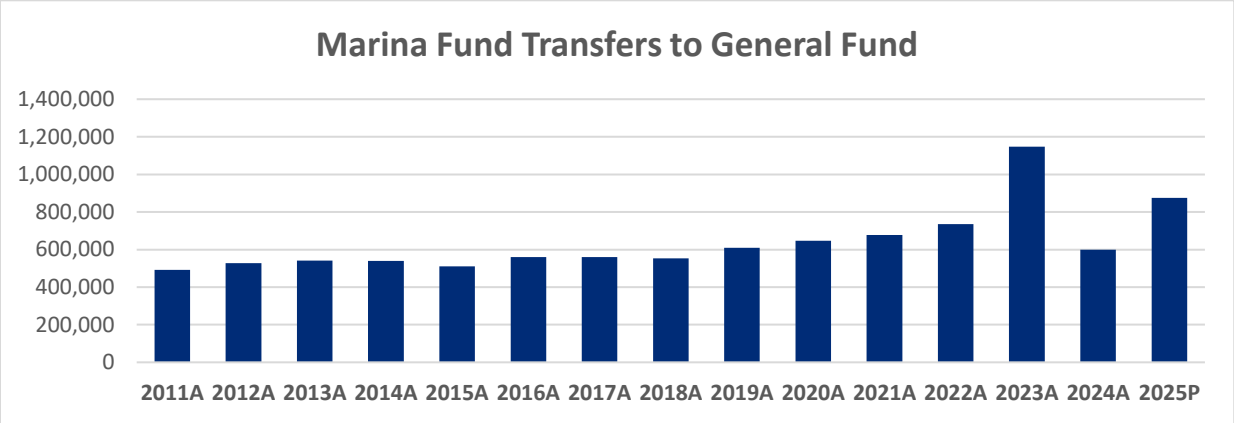


Figure 16: Marina Fund Interfund Transfers 2011-2025, Source: City of New Rochelle Adopted Budgets 2014-2026

Given this trend, we insist that the City either preserve the waterfront access fees as is or that it be consistent and transfer excess Marina revenue into an account to the benefit of the waterfront. Otherwise, we would see this removal of the waterfront fees as a step by the City to continue to underinvest in a vital asset.

III. The City needs to invest in the waterfront: The City has underinvested in the waterfront, particularly in Echo Bay and could face real unfunded liabilities if it does not have sufficient waterfront funds. In drafting this, we looked back on an article in the Standard Star in 1992 where our former neighbor and SMA president noted that "New Rochelle has blown through a lot of opportunities" to invest in the waterfront, particularly Echo Bay. That statement is as true 30 years ago as it is today.

Most concerning to us is the lack of investment by the City to revitalize previously industrial areas at shore and in water in Echo Bay with clear environmental issues. We have seen promises of converting the previous superfund ConEd site to parkland space, only to experience the threat of the site being reactivated as a utility-focused space as part of the PropelNY project. A 2005 Coast Guard study, uncovered by Talk of the Sound, showed elevated levels of toxic metals and other pollutants including lead, mercury, barium, and SVOAs in Echo Bay. Sediment testing conducted by Langan for the SMA in 2021-2022 confirmed the presence of pollutants including elevated levels of hydrocarbons. The likeliest sources of pollution are run-off through discharge points, the former City Yard, other former industrial sites and potentially the Marina. We regularly observe clear signs of pollution in Echo Bay and question how can the City use the waterfront to attract development and then not invest to maintain and improve it.

We believe that it is unacceptable to eliminate a funding mechanism structured to not just improve Echo Bay, but also other public spaces on the waterfront including Davenport Park, Five Islands,

Hudson Park, and Neptune Park. The waterfront access fee if applied to the additional 2,800 residential units alone would generate $14M in funding, even before accounting for other eligible units within the DOZ.

Further Clarifications on Waterfront Access Fees:

- Please explain the City's rationale in the removal of the waterfront access fees. Why has the City chosen to remove the waterfront access fees rather than another fee category.
- Please clarify for residents, which developments the waterfront access fee applies to and what the anticipated revenue for Waterfront Access would be at full build-out without its removal.
    - Please detail how many unallocated units within the current DOZ and what fees they would generate if built.
- Please enumerate the amount of waterfront access fees that the City has collected to-date as part of the DOZ and which uses it has been applied to.
- Please lay out what funding mechanisms the City has to employ for both the maintenance of waterfront public spaces as well as for any potential environmental liability if these waterfront access fees are removed.

SC9. DO-7 Comments:

- We note that in a version of the Full Environmental Assessment provided to City Council on January 13, part 1 includes the following proposed amendment: "Amend Zoning Code §331-175.11B. Site Development Standards and Incentives to remove §331-175.11B (1)(b) related to DO-7 density standards." For the record, we object to any such change in DO-7 density standards given it was part of the carefully designed 2021 amendments.
    - Can the City please confirm the removal of the DO-7 density standards is no longer a part of the planned amendments?
    - What was the rationale for the inclusion and subsequent removal of this "Site Development Standards Amendment" (pt. 9, on page 6 / PDF page 20 of Full Environment Assessment from January 13)
- We note and appreciate that virtually no changes have been made to the DOZ-7, especially given the care taken in the 2021 DOZ amendment process. Can the City clarify its rationale for maintaining the DO-7 as is while other DOs have seen changes?
- Why has the City elected to maintain the Storefront Requirement in DO-7 exclusively in the current draft while removing it from the entirety of the rest of the DOZ?
- The proposed 2026 Theoretical Development Scenario shows a reduction of 20,000 sq. ft. in restaurant space in DO-7. Can the City explain what generated that change and the rationale for the reduction in Restaurant space?

SC10. "Moratorium" Comments:

- SMA notes the following language: "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."
    - Is the described zone a moratorium or not? Later in the SDGEIS (page 287, the summary page), it is referred to as a "Moratorium on Residential Development".
    - If not a moratorium, we note several city officials have referred to the zone described in the SDGEIS as a "moratorium" across multiple instances in additional to the textual references in later in the SDGEIS. We are concerned that this has caused confusion to the residents as to the exact nature of the zone.
- We do not understand the perimeters of this zone. How did the City determine the specific boundaries of the zone?
    - What metrics and considerations did the City employ when determining the specific boundaries of the zone / "moratorium".
    - As previously mentioned, a cursory search suggests the main City-owned properties in DO-2 are lot 2-412-0007 or the Prospect Street lot, along with others outside the moratorium. If the Prospect Street Lot is reserved for development, why has the City included the main portion of the 2.68 acre shared parking lot within the zone if it intends to reserve it for future development?
    - Why did the City include the lots to be redeveloped into 570 Main if that project was grandfathered in? Those lots in addition to the Prospect Street lot appear to form meaningful area within the zone.
    - We'd contend that the zone should potentially incorporate a larger portion of DO-2 along Huguenot and other lots on Main Street to have a truly meaningful impact.

SC11. Miscellaneous Comments and Questions:

- We do not object in principle to increases to middle market housing, but are concerned about the implications of the changes to development standard 1. As another resident at the public hearing commented, you are creating mid-rise development by infilling in the smallest lots available.
    - We are concerned in the up-to-2 bonus stories increase in zones where development standard 2 only includes an up to 1 bonus story. We believe the City should not be providing more additional bonuses in the lower tier of development standards. These zones (DO-4, -5, and -6) are also further away from the downtown core and lower density.

  - Some residents have expressed concerns on accommodating sufficient parking and space for ground-level frontage (particularly commercial frontage) in these modified units.

- Residents have noted that the City has remapped portions of DO-5 into DO-8 (roughly 20 lots by our count) and subsequently also increased residential units by 44% or 100 units. Can the City explain its logic for this shift?

- Our understanding is that DO-8 was implemented two years ago and has yet to see a project built. Given the recency of this DO, why is the City making significant changes to the zone by adding 300 residential units, expanding it and remapping portions of DO-5?

  - The City references changes related to the LINC project. How are the changes impacted by different outcomes of the LINC project (i.e. if the LINC does not move forward as intended or altered in a significant way)?

  - Can the City clarify its rationale for the westward expansion of DO-8 along Sickles Ave, Lockwood Ave, Van Guilder Ave, and Washington Ave? What engagement has the City had to-date with the property owners and stakeholders impacted by this expansion?

- Our members do not understand the rationale for remapping portions of DO-2 to DO-1, given there is a cross-hatch that limits the allowable stories to be in line with the existing zoning. Can the City please clarify the implications of the rezoning? Why does the zone need to be remapped to achieve the intended land uses?

- Members of the community are concerned by developers' ability to extend their PILOTs beyond the initial term of their agreement. Furthermore, this process occurs at the IDA and seemingly does not always require a public hearing. We have seen at least 3 PILOT extensions in the last year (Skyline, Illustrator, and Rockwell), of which the Skyline PILOT was driven by the City out of a need to create more parking. We believe any further development activity under the DOZ must be bound by firmer agreements that are not changed after the fact. In short, we object to any further PILOT extensions or enhanced PILOTs without at least a vote at City Council and hope the DOZ amendments and accompanying policy can incorporate stronger language to put guardrails around PILOT extensions.

  - Do these DOZ amendments consider a different process for PILOT extensions?

- We ask the City if it has incorporated the impact of 2-way street conversion on Main Street and Huguenot into its analysis of the DOZ. In particular, we remain concerned about the traffic and parking impacts should the increase in residential units continue, especially during construction. We have heard City staff refer to the potential benefits of 2-way on the downtown in combination with the signal modernization. However, we ask that as a part of the DOZ, the City consider the impact on traffic, curbside parking and the potential for bike lanes should the City move forward with the 2-way conversion.

- We note that the City has referenced the build out of "Brownstones" repeatedly in relation to middle-market housing and revised Development Standard 1 changes. For instance, the Department of Development included the below image of 2-story turn-of-the-century brownstones along 13th Street in Park Slope, Brooklyn to highlight this effort. Please clarify how the DOZ amendments, which make no mention of brownstones, achieve specifically the build out of brownstones (i.e. not just other middle-market housing like generic townhouses and multi-family homes).

Figure 17: City of New Rochelle Video Marketing 2026 DOZ, posted to Facebook, April 13, Source: https://www.facebook.com/reel/1264617678605409

  - Are there specific frontage requirements, proportions (e.g., matching the traditional 20 ft by 100 ft footprint), material standards, and/or architectural requirements (e.g., stoops, bay windows) to facilitate brownstones as they are traditionally understood?
  - If the middle market housing effort does not have firm parameters to achieve specifically brownstones, we'd respectfully ask the City to refrain from referencing "brownstone" and using the imagery that evokes multi-million dollar low-rise brownstones as part of the DOZ process. We are concerned it is potentially misrepresenting the type of middle-market housing that would be achieved by these amendments.

- We note the changes to "Sustainable Development Standards" and have questions about the text changes:
  - Has the City effectively relabeled "Potable Water Consumption and Heat Island Reduction standards" into Sustainable Development Standards? In essence, please confirm these revisions still maintain Potable Water Consumption Reduction and Heat Reduction requirements.
  - What is meant by "further the goals of the City of New Rochelle GreeNR plan"? We are unsure how developers would operationalize this language given the language seems open-ended. Can the City further clarify?

- Several community members are concerned by the lack of local workforce and union labor requirements. We have heard time and time again that developers have failed to reach the goals set out by the City and seemingly show little interest in doing so unless there are specific requirements. We share these concerns, given we have neighbors within Sutton Manor and other neighborhoods in New Rochelle who are local union labor and have not been included in major jobs to-date.

  - Most concerning is we have heard that they are more likely to gain work in the downtown from existing properties than new developments. Therefore, we worry that new developments are not just excluding local labor but also potentially removing spaces that they could reasonably gain work from.
  - We worry about the long-term construction impacts from having a non-union workforce. As a visible case in point, the defective siding and installation of waterproof membranes has already created issues for 360 Huguenot. We want to ensure these developments continue to house residents and do not turn into substandard housing.

- At the April 14 Public Hearing and other settings for community input, we have heard increased concerns around affordable housing and the application of the AMI. We have not studied these in detail but hope the City will listen to the concerns of other more knowledgeable stakeholders to ensure there remain affordable options.
- Has the City employed AI tools in either the drafting of the SDGEIS and/or the response to comments?
- Note: There are several relevant topic areas that we simply did not have the time and bandwidth to analyze and provide comments on. These include the community benefits fund, other risk areas noted in the SDGEIS, changes to other zones within the DOZ and much more. In general, we support our fellow residents and communities in their comments as it relates to their local concerns. We hope the City will take into account their comments.

SC 12 Closing Statements

The Sutton Manor Association has been engaging and working with the City of the New Rochelle for over a hundred years. Our residents, new and old, care deeply about the City and its future. We want to see a city that continues to get qualitatively better as it evolves and applies rationally the lessons of urban design to the context of New Rochelle. In order to do that, we need balance, we need patience, and we need input. We have provided our input and our questions, extensively. We expect the City to put in the effort to respond to them and, hopefully, reconsider its position on these amendments. We thank the dedicated public servants that serve our beloved city and play an important role in this process.

Glossary of Abbreviations and Acronyms

AMI	Area Median Income
C-1M	General Commercial Modified (Zone)
CPA	Central Parking Area
DB	Downtown Business (Zone)
DEC	New York State Department of Conservation
DMU	Downtown Mixed Use (Zone)
DO by DO	Zone by Zone Comparison
ENB	Environmental Notice Bulletin
IDA	Industrial Development Agency
PTA	Parent-Teacher Association
RFP	Request for Proposal
RMF-1.3	Multi-Family Residence (Zone)
SDGEIS	Supplemental Draft Generic Environment Impact Statement
SEQR	State Environmental Quality Review
TDS	Theoretical Development Scenario
UTEP	Uniform Tax Exemption Policy

From: SEQR Comments
To: [redacted]
Subject: FW: Sutton Manor Association Comments Re: New Rochelle Downtown Overlay Zone Amendments
Date: Friday, April 24, 2026 3:40:18 PM
Attachments: image.png
Sutton Manor Association Comments on DOZ 2026 Amendments 4.24.2026.pdf
[FOR NR CITY COUNCIL] SMA DOZ 2026 Comments Summary.pdf

CAUTION: External E-mail

See below/attached.

From: Sutton Manor <suttonmanor.nr@gmail.com>
Sent: Friday, April 24, 2026 3:16 PM
To: Salgado, Adam <asalgado@newrochelleny.gov>; Ramos Herbert, Yadira <yramosherbert@newrochelleny.gov>; Kaye, Sara <skaye@newrochelleny.gov>; Osinloye, Shane <sosinloy@newrochelleny.gov>; Stern, Matthew <mstern@newrochelleny.gov>; Tarantino, Albert <ataranti@newrochelleny.gov>; Lopez-Hanratty, Martha <mlopez@newrochelleny.gov>; Peters, David <dpeters@newrochelleny.gov>
Cc: Kain, Kevin <kkain@newrochelleny.gov>; Melendez, Wilfredo <wmelende@newrochelleny.gov>; SEQR Comments <SEQRComments@newrochelleny.gov>; OtisS@nyassembly.gov; smayer@nysenate.gov
Subject: Sutton Manor Association Comments Re: New Rochelle Downtown Overlay Zone Amendments

You don't often get email from suttonmanor.nr@gmail.com. Learn why this is important
This email was sent to your .com address. Please make the sender aware that your email has changed to .gov

EXTERNAL SENDER: DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe. If unsure, contact IT for guidance.

Dear Commissioner Salgado and Members of the New Rochelle City Council,

Please find attached the full comments of the Sutton Manor Association in regards to the Downtown Overlay Zone (DOZ) 2026 amendments. The DOZ is one of, if not the most, important projects in New Rochelle. Once again, this process for such a consequential effort has kicked off without any notice and has proceeded without clear structured avenues for resident input. We, therefore, have substantial concerns and questions.

Please note significant time and effort went into these comments. There are easily over 100 comments and questions in the attached. We expect the City to take commensurate effort in its response. We also hope to see the City take clear steps to addressing community concerns.

We have cc'ed our state representatives in this email given the state-level process involved and a concern state-level considerations may be influencing this inherently local policy matter. Lastly, for members of the city council, we have specifically created a summary of our comments for your benefit. Please read it as you deliberate. We want to make sure you

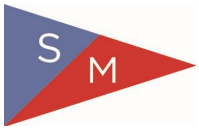
are as informed as you can be as you navigate this complex policy matter.

Our residents, new and old, care deeply about this city and want to see it get qualitatively better as it evolves. Thank you and we look forward to engaging further.

Sincerely,
Paul Martin
President, Sutton Manor Association

BCC: Residents of Sutton Manor

Sutton Manor Association, Inc.



Summary of SMA Concerns and Recommended Actions For New Rochelle City Council		
Concern Area	**Concerns**	**Recommended Action**
General Process	▸ The SEQR process has been rushed without notice or community engagement prior to the release of DOZ amendments ▸ We, therefore, do not believe these amendments reflect the interests and inputs of residents ▸ We are concerned our District 2 council member is being pressured not to speak or vote on the matter	▸ Restart this process by engaging stakeholder groups to ask for explicit feedback on the DOZ to develop lessons learned ▸ Provide easy-to-digest materials and info sessions for the public to learn of and inform changes ▸ Ensure District 2 has proper representation through its council member
General Density and Land Use Concerns	▸ The City is pursuing new density instead of pausing strategically even as the original DOZ limits on residential units have been reached with 5,000+ units to be built ▸ The City continues to shift land uses away from commercial and other land uses (-62% since 2015 TDS) towards residential rental (+143% since 2015 original DOZ)	▸ Preserve commercial and other land use allocations under the TDS and eliminate or lower new residential units ▸ Designate any new residential units as Condo units to increase pathways for home ownership
DO-4 River Street Commercial District Concerns	▸ These amendments are altering the intent of DO-4 by more than doubling residential units in a commercially focused zone ▸ We struggle to see benefits of subsidizing residential units in a mixed-use zone with relatively healthy parking inventory	▸ Retain DO-4 land as is and do not increase residential units to retain commercial / mixed-use focus ▸ Retain development standard 1 as is in line with DO-7 ▸ Revert parking standards to underlying zoning ▸ Remove other anomalies in zone
Storefront Requirements	▸ The DOZ Amendments as drafted show the complete removal of storefront requirements, eliminating key incentives for developers to incorporate other use cases at ground level into new developments	▸ Maintain storefront requirements along Main and Huguenot Streets including key cross streets ▸ Maintain storefront frontage definition as is

Concern Area	Concerns	Recommended Action
Fiscal Risk Assessment	▸ The SDGEIS projects $20M per year in tax revenue, yet explicitly excludes the impact of PILOTs, significantly undercounting revenue generated to offset risks	▸ Revise municipal fiscal risk assessment assumptions to include PILOTs and other revised assumptions
Parking Standards	▸ Developments under the DOZ have been built at deficit (Est. 94% parking spaces to units) while other shared parking inventory has decreased (at least by 600 parking spaces) ▸ These amendments only vaguely address one area, valet parking, whereas more policy changes are required within the DOZ	▸ Removal of up to 15% parking reductions for valet parking and greater standards for queuing ▸ Increase parking in-lieu fees and limit to available parking inventory in shared parking space ▸ Limit Central Parking Area to zones substantially within .25 miles of train station or increase parking requirements within CPA
Waterfront Access Fees	▸ The City is removing the waterfront access fee or up to $39M in potential funds under the DOZ to improve the waterfront ▸ New developments benefit from the waterfront and the City has taken $9.5M since 2011 out of the Marina for broader city uses	▸ Maintain the $5,000 per unit waterfront access fee throughout DO 1-6,8 ▸ Alternatively, dedicate excess revenue from the Marina Fund to fund waterfront improvements
Other Comments	▸ There are broad concerns on other zone remapping and expansion of the DOZ into residential areas ▸ We are concerned or simply unsure of the implications of other aspects of the DOZ (e.g., standard development 1, workforce goals, sustainable development)	▸ We want to see a more inclusive, iterative process to evolving the DOZ ▸ City Council should take more oversight on zone reallocations, PILOT extensions, and other development processes to ensure the development process is responsive to resident input

Public Comment on Proposed 2026 Downtown Overlay Zone (DOZ) Amendments

Date:	April 24, 2026
Submitted to:	City of New Rochelle, Office of the Department of Development, City of New Rochelle, Office of the City Clerk
Re:	2026 DOZ Zoning Text and Map Amendments and Supplemental Draft Generic Environmental Impact Statement (SDGEIS)

Ladies/Gentlemen:

I provide this correspondence to a) document concerns and issues regarding the proposed DOZ amendments and SDGEIS noted above, and b) provide tangible, addressable questions that should be answered as part of the public process.

POINT #1 - Cumulative Amendments Undermine Public Process and Planning Integrity

The City's persistent and incremental revisions to the Downtown Overlay Zone undermine the integrity of the public planning process. Each amendment is presented as narrow or technical, yet cumulatively they amount to a significant departure from the original DOZ framework adopted in 2015.

What was originally characterized as a once-in-a-generation comprehensive planning effort now appears to be an evolving and reactive exercise. Rather than implementing a clearly articulated vision, the City is repeatedly revising core assumptions in response to changing circumstances, without reevaluating the underlying policy direction. The result is a patchwork of ad hoc adjustments rather than a coherent long-term plan.

POINT #2 - Assertions of Stakeholder Input Are Unsupported

The City states that these amendments are intended to respond to resident and stakeholder input. That claim warrants substantiation.

As a threshold matter, the City should clearly identify which residents and stakeholders advocated for these specific amendments, what input was received, and how that input directly informed the proposed changes. Absent such transparency, the invocation of stakeholder input risks being perceived as rhetorical rather than factual.

POINT # 3 - The Proposal Represents a Policy Shift, Not a Technical Zoning Amendment

The City asserts that the proposed amendments do not alter the intent of the original 2015 DOZ. This assertion is misleading.

While framed as zoning refinements, the amendments constitute a substantive policy change, including a shift away from balanced mixed-use development toward housing-dominant outcomes; the reduction of planned commercial and employment-generating capacity; the replacement of storefront requirements with flexible frequent-entryway standards along major corridors; and incentive structures that favor residential conversion even where existing commercial uses are successful and tax-productive.

POINT # 4 - Fiscal Justifications Are Incomplete and Unconvincing

The City projects a purported annual net fiscal benefit exceeding $20 million. However, the documentation fails to include critical comparative analysis, including any assessment of existing commercial tax yield, the likely impact of PILOT agreements on projected revenue, the significantly higher per-capita service costs associated with dense residential development, and parcel- or corridor-level before-and-after fiscal comparisons.

POINT # 5 - Waterfront Policy Contradictions Remain Unaddressed

The City promotes New Rochelle's waterfront as a defining civic asset while simultaneously failing to acknowledge its substantial unmet infrastructure and rehabilitation needs. Against that backdrop, it is difficult to reconcile increased development intensity adjacent to the waterfront with the concurrent removal or limitation of waterfront access fees that were recently adopted through a public process specifically intended to fund waterfront improvements.

(see questions on following page)

Questions Requested to Be Answered in the Public Record

1. How does the City reconcile its statement that the intent of the 2015 Downtown Overlay Zone remains unchanged with the material reallocation of land uses in the 2026 amendments, including reduced commercial capacity and increased residential emphasis?
2. What empirical, corridor-specific evidence supports replacing storefront requirements with frequent-entryway standards?
3. Who specifically provided the resident or stakeholder input cited in support of these amendments, and through what documented process was that input solicited and incorporated?
4. Has the City performed any parcel- or corridor-level comparison of existing commercial tax yield versus projected residential yield, including consideration of PILOT agreements and per-capita service costs?
5. How does the City justify limiting waterfront access fees while increasing development density near the waterfront, given acknowledged infrastructure needs and the recent public process establishing such fees?

Respectfully submitted,

MATTHEW R. ROONEY
66 DECATUR ROAD
NEW ROCHELLE, NY 10801

To: *SEQRcomments@newrochelleNY.gov*

fernandez@nysenate.gov

kkain@newrochelleny.gov (Director of Planning)

Fr: BCarey, 25LeroyPl Date:04/24/26

Re: NewRo Enough is Enough Appeal

There is a technical term for the advanced viral variant currently sweeping

New Rochelle --

***The Too-Too Problem*:**

Too many huge buildings, way too close together.

Too little (or inadequate) planning for Emergency fire vehicles in rescue situations from 22+story buildings.

Too many Expensive small apts for Too Little livable square footage. Research suggests that the recommended comfortable living space for 2 people living together is between 1000-1500 sq ft, altho a lower sq ftge of 750-1200sf may also be workable, depending on the individuals. The planned apt square footage (for 1-2 bedroom apts) in this and the other new development bldgs is Exceedingly Lower than what is recommended for comfortable living, thereby impinges on the quality of living while at way-above-average pricings.

Too Little or No property set-back space in all building plan designs in these congested areas, reducing or blocking currently limited natural light availability.

Too little parking planning in already congested zone.

Too Expensive parking garage fees demanded in new buildings when there are no alternatives in nearby areas.

Too much un-reviewed impact on the infrastructure on a town not built to handle the overload of water/sewage demands created by multiple residential towers.

Too few permanent-type job opportunities created for existing or even future residents within the community.

Too many dangers posed (from demolition/cranes/street detours) for area school-aged children walking to and from the 3 or 4 nearby schools during typical daytime construction periods.

Too many building garage entry/exit points for a block (Centre Ave, eastward) which already has Seven, considering 3 lanes for Prospect St Lot, 2 for Hallen School driveway openings, 2 for the new Modera mid-rise building… Proposing two, or even one more garage entry/exit point where there are already strained conditions with school buses that line up midday daily on Centre and with multiple city bus stops on corner of Centre and Main street Already-- indicates inadequate or simply Too Little planning of the development's site for yet another new 24-28 story building.

Too many tax breaks for Too Little to no Appreciable benefits to existing residents of New Rochelle.

Too little proof requirements to follow a continuing percentage of low-moderate apartments for rent, at or after, initial percentage has been proven given.

Too few requirements planned to codify green space inclusion in all new developments.

Too many rental buildings being developed as opposed to purchase apt conditions which are significantly more stabilizing and greater incentive for community-building.

Too little addressing architectural porosity of new developments, as their close proximity continues to reduce or block natural light and increase and deepen shadows, having negative effects on overall quality of life,

Too little consideration of the "wind tunnel" effect created by a multiple of close towering buildings.

Too Little, or more-significant, financial incentives for potential retail business to desire opening in an area with claims for ostensibly growing residential customer base.

Not enough attention for the constituents who have voted (and will vote) for Representatives to carry out the wishes and needs of the community.

So..

It appears evident that the proposed amendment seems to struggle to address these important issues at hand, and in some important ways seems to worsen or complicate them.

Fortunately, it is Not Too Late -- changes that address the genuine issues experienced by residents living downtown CAN Still be made. But, Barring that, this Amendment cannot be approved, in good conscience.

From: SEQR Comments
To: [redacted]
Subject: FW: Downtown New Rochelle
Date: Monday, April 27, 2026 12:03:54 PM

CAUTION: External E-mail

See below.

From: Dinis Passarinho <dpassarinho1989@gmail.com>
Sent: Friday, April 24, 2026 9:33 PM
To: SEQR Comments <SEQRComments@newrochelleny.gov>
Subject: Downtown New Rochelle

You don't often get email from dpassarinho1989@gmail.com. Learn why this is important
EXTERNAL SENDER: DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe. If unsure, contact IT for guidance.

Good evening,

I'm a Yonkers native who spent nearly a decade in Manhattan before choosing Downtown New Rochelle as my family's base. In July 2025, we purchased a home in the Glenwood Lake area. During that time, we were downtown daily dropping our son off at daycare and shopping locally. We chose New Rochelle because we believe in its potential. But potential is only realized through decisions, and today there are several gaps between where downtown is and what it could become.

1. The tax subsidy structure is misaligned
Tax incentives should unlock public benefit and not shield private development from contributing to the civic infrastructure that makes density possible. Libraries, schools, and public services are the foundation of a strong downtown. Incentives must be structured to reinforce, not undermine, that reality. The unlocking public benefit right now is not happening.

2. Access. Not just parking, MUST guide planning!
What people want is convenient, safe access. That means walkable streets, protected bike infrastructure, and properly maintained sidewalks. A car-light lifestyle only works when the environment supports it.

3. Density must be matched by safety capacity
High rise development requires proportional investment in emergency services. Persistent false alarms (such as at Modera) and operational gaps are not minor inconveniences and they signal systemic strain. Growth must be matched by readiness.

4. Public green space is essential infrastructure
Playgrounds are not amenities. They are prerequisites for a livable downtown. If New Rochelle wants to attract and retain families, it must invest in safe, accessible, and activated public spaces.

5. Ground-floor retail is being underutilized & there is no clear night and weekend economy strategy
Too many new buildings have inactive, vacant ground floors. These spaces are often priced for tenants who never arrive. The city should focus on cultivating local entrepreneurs

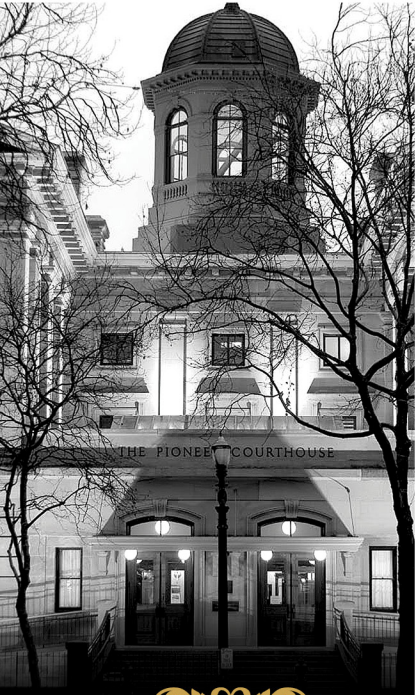
potentially through an organized network or investor collective to activate these storefronts and build a real street level economy that you see in Mamaroneck, Greenwich, Hastings on Hudson, Tarrytown, Irvington, etc. A successful downtown must be active beyond business hours. Restaurants, events, music, and programming don't emerge by accident; they require intentional support and policies that empower small operators. Utilize digital signage, and billboards, to showcase "what's happening".

6. The "missing middle" remains missing
A resilient downtown includes a **mix of housing types** and price points. Diversity in housing creates long-term stability. Townhouses, etc.

New Rochelle has strong fundamentals. The decisions made now will shape its trajectory for decades. Getting the DOZ right means aligning policy with how successful downtowns actually function.

Thank you

Appendix D: Public Hearing Transcript



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JOINT PUBLIC HEARING

SUPPLEMENTAL DRAFT GENERIC ENVIRONMENTAL

IMPACT STATEMENT

and

PROPOSED 2026 DOWNTOWN OVERLAY ZONE (DOZ) AMENDMENTS

HELD ON

TUESDAY, APRIL 14, 2026

ROCHELLE CITY HALL

515 NORTH AVENUE

NEW ROCHELLE, NEW YORK 10801

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JOINT PUBLIC HEARING

SUPPLEMENTAL DRAFT GENERIC ENVIRONMENTAL
IMPACT STATEMENT
and
PROPOSED 2026 DOWNTOWN OVERLAY ZONE (DOZ) AMENDMENTS

HELD ON
TUESDAY, APRIL 14, 2026

ROCHELLE CITY HALL
515 NORTH AVENUE
NEW ROCHELLE, NEW YORK 10801

APPEARANCES

CITY COUNCIL MEMBERS:
Yadira Ramos-Herbert, Mayor
Martha Lopez, District 1
Albert A. Tarantino, Jr., District 2
David Peters, District 3
Shane A. Osinloye, District 4
Sara R. Kaye, District 5
Matthew A. Stern, District 6

SPEAKERS RE: PUBLIC HEARING
Aisha Cook
Bruce Soloway
Lourdes Font
Michael Yellin
Dominick Cassanelli
Anthony Umbro
James O'Toole
Jim Killoran
Steve Mayo
John Delfs
Michael Cammer
Michael Umbro
Marian Whitaker

APPEARANCES (CONTINUED)

SPEAKERS RE: PUBLIC HEARING (Continued)
Lisa Burton
Serge Vecher
Shawn Wayawotski
Alison Rivers
Paul Martin
Matt Rooney

PUBLIC SPEAKERS:
Myriam Decime
Joseph Cinquemani
Kirk Ortega
Sarah Longstreth

JOINT PUBLIC HEARING

SUPPLEMENTAL DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT

and

PROPOSED 2026 DOWNTOWN OVERLAY ZONE (DOZ) AMENDMENTS

HELD ON

TUESDAY, APRIL 14, 2026

MS. RAMOS-HERBERT: Good evening. I'd like to call this portion of tonight's meeting to order.

Please rise for the Pledge of Allegiance.

ALL: I pledge allegiance to the flag of the United States of America, and to the republic for which it stands, one nation, under God, indivisible, with liberty and justice for all.

MS. RAMOS-HERBERT: Good evening and welcome to the April public comment portion of tonight's meeting. We have two portions of this meeting. The first is related to a public hearing. Comments during that portion must only be on the topic of the public hearing.

The second portion is citizens to be heard, of which you can speak of any topic of your choosing. For both you are time limited to three

minutes. For both please state your name and address for the record.

I have to read the notice for the public hearing, so bear with me for this.

The notice of joint public hearing for the supplemental draft generic environmental impact statement and proposed 2026 downtown overlay zone DOZ amendments, pursuant to Chapter 331 of the code of the City of New Rochelle, Section 239-M of the general municipal law of the State of New York.

We are holding a public hearing this evening for the proposed action. The City of New Rochelle has prepared a supplemental draft generic environmental impact statement analyzing the proposed action, which consists of amendments to Article 22, Chapter 331-175 of the downtown overlay zones.

Publication -- notice of this hearing was published on March 29th, March 30th, March 31st. To -- you can still submit written comments up until April 24th to SEQR, so S as in Sam; E as in Elephant; Q as in Queen; R as in Robert, Comments, plural, at newrochelleny.com or by mail in care of Kevin A. Kain, City of New Rochelle Department of Development, the 515 North Avenue, New Rochelle, New

York 10801 address.

After April 24th, this hearing will be considered closed.

I will call people up in groups of three just so that you're prepared for your turn on the list here.

So our first three speakers are Aisha Cook, Dr. Bruce Soloway, and Maxine Golub.

MS. COOK: Never get called first. Wow. I feel so special.

Hi, my name is Aisha Cook, 95 Faneuil Place. I wear many hats here in New Rochelle, but I'm here tonight as a proud member of New RoAR, New Rochelle Against Racism. A few of us will read parts of an editorial published recently in New RoAR News.

On April 14th, the city council will hold a public hearing on the proposed amendments to the downtown overlay zone. We urge council to use this opportunity to codify the expectations of the community as it relates to careers, local hires, green space, home ownership, and truly affordable rents.

Comment #21

Unlike the previous administration, this council should move from simply hoping for the best

from developers to demanding a return on the taxpayers' investments.

Since its inception in 2015, the form-based overlay zones have proven to be a well-documented boon to developers and new members of our community fleeing the high rental market of New York City.

In that same time period, however, for homeowners, those who are rent burdened, local union trades members, seniors on fixed incomes, and the 10 percent of our neighbors living in poverty, the much-heralded success of development has not matched the reality. Homeowners have not seen a decrease in city taxes. Working class families are still rent burdened. Seniors on fixed incomes are still struggling to remain in the community, and those who qualify for subsidized housing have fewer options than ever before.

It must be noted that our current mayor and city council members, with one notable exception, did not vote for the overlay zoning structure and, in fact, have called for a moratorium based on what they have heard from various members of the community. Now is the time for the council to work alongside corporate council to make sure

that the various goals of the promised but never codified community benefits agreement are firmly -- firmly enshrined in the over low -- overlay zone code.

The summary presentation of the 392-page 2026 amendment to the New Rochelle downtown overlay zone speaks to updates to theoretical development models as well as lessons learned. Yet, the projections for jobs and job creation mirror the theoretical model used in 2015, and there seems to be no lesson learned about the anemic level of local hire and full-time family supporting job creation.

MR. SOLOWAY: I'm Bruce Soloway, proud 35-year resident of New Rochelle, now unfortunately living in White Plains because there's so few opportunities for downtown homeowners for -- for downsizing in the downtown area.

Comment #22

What is missing in the proposal are required labor standards -- required labor standards, based on a rigorous review of job creation over the past 10 years and an outline of the penalties, including claw backs, for developers that do not meet the de minimis standards for job creation and local hire. In other words, council should add firm requirements, third-party rigorous

compliance oversight, and enforcement to the 2017 economic opportunity and non-discrimination policy.

We applaud the amendment that requires any community benefits bonuses generated in DOZ 8 to remain in DOZ 8. However, before receiving credit for providing affordable units, developers should be required to outline all non-negotiable add-ons that are being piled onto renters who win the lottery for so-called affordable units.

In many instances, the additional costs for such things as shared water use, excess garbage fees, amenities fees, and parking bring so-called affordable rents to market rate pricing. The price that developers pay into the community benefits bonus fund should be reported quarterly to the public and to the city council. This reporting should be a statutory requirement.

Those funds should also be a clearly identifiable line item in the city's budget with oversight by the city council and administered by the city manager. Leaving these funds within the Department of Development is not best practice, and in the case of the community benefit bonus funds, creates an inherent conflict of interest.

Area median income percentage, AMI

percentage, cited for developers based on HUD housing and urban development guidelines should also include the AMI of the census tract in any presentation of affordable units. The New Rochelle community deserves to know the gap between what is mandated by HUD and what's actually helpful to our community.

How can the issue of true affordability be addressed if the gap is not clearly defined? How can incentives be put in place for developers if we don't start by looking at local AMI and challenging developers to find a way to provide rents without mandatory add-ons that will address the needs of our economically vulnerable citizens? Ms. Golub was unable to come, so we can continue maybe with Ms. Font.

MS. RAMOS-HERBERT: Sure. And then after Ms. Golub, to Lourdes Font, to Michael Yellin, to Dominick Cassanelli.

MS. FONT: I -- I am also a former member of New Rochelle and now in White Plains because we couldn't find an apartment here. I'm really sorry. You need -- senior citizens must be able to stay in New Rochelle.

We recommend the city manager for making

Comment #23

quality of life his signature priority. We urge him to work with city staff to address issues that persist in historically neglected and under-resourced areas, especially those in City Council District 3 that are part of the expanded downtown overlay zone.

The immediate implementation of the much-needed pedestrian safety tool of four-way signal stops at the intersections of Lincoln Avenue with Memorial Highway and North Avenue should be a priority. Other quality of life issues such as restricting 24-hour stores in targeted areas, improving the limited access to healthy food and quality supermarket options, focused efforts to control the explosion of the deer population in residential neighborhoods, and intentional investments in communities impacted by decades of neglect and disinvestment are a few of the ways in which the expansion of the downtown overlay zone can have a meaningful, positive impact on the quality of life for the residents of Council District 3.

As the New Rochelle skyline changes and we read glowing reports of the success of our housing development, there has been a severe disconnect between what long-time residents have experienced

and we -- and what we are told has been achieved. This gaslighting does not serve us well.

We urge council to meet the moment and recenter development around the urgent community need for local hire, pathways to union jobs, housing that is no more than 30 percent of a family's income, and transparency and input as to where the millions of dollars being collected from developers are being used.

In the past two years, council has indicated its intention to do all of these things. We urge council now to apply the full powers of both the city code and administrative rules to make your intentions crystal clear that a strong New Rochelle requires affordable, stable, and sustainable housing and the growth of family-supporting jobs.

Thank you.

MS. RAMOS-HERBERT: It will be Michael to Dominick to -- Dominick Cassanelli, rather, and then Anthony Umbro.

MR. YELLIN: Good evening, Michael Yellin, 38 Lakeside Drive. I'm speaking for the New Rochelle Alliance for Justice, an alliance of faith, community, and labor groups organizing for equitable development in New Rochelle, and some of our members

Comment #24

are here tonight. If folks from the trades could stand up please so people can see you.

Okay. Thank you very much. We appreciate your recognition of the need to make corrections to the city's planning policies, which have put developer interests above all others since 2015. You have the opportunity, you have the power to lift up resident interests and fulfill the promise of creating family-supporting union jobs and truly affordable housing through this redevelopment, and we look -- we look forward to working with you to accomplish these goals.

Regarding construction jobs, the SDGEIS Section 3.4.2.3 impacts of construction and annual operations projects the average annual wage for construction workers will be $101,230 and that's $48 an hour. Yet the data developers report to the city shows them paying New Rochelle residents only $20 to $25 an hour or roughly $50,000 a year, and those are poverty wages.

Knowing that the $100,000 wage figure in the SDGEIS is off by half calls into question the other data in the construction section. This needs to be addressed. It can and should be addressed in the "mitigation measure section of the SDGEIS."

Right now the section reads, no mitigation proposed requiring project labor agreements on publicly subsidized developments and strengthening the economic opportunity and non-discrimination policy to require apprenticeship opportunities for New Rochelle residents can achieve $100,000 plus wages, and we suggest this be included in the proposed mitigation measures.

Regarding affordable housing, as you know, the inclusion of 10 percent of units at 80 percent of AMI does not meet the needs of most New Rochelle residents. The city needs to use the SDGEIS to lock in much deeper affordability. You have the power, you have the responsibility. The clock is ticking, time is running out, and now is the time for you to take action to ensure the benefits of the redevelopment are shared equitably among residents.

Thank you very much.

MS. RAMOS-HERBERT: Thank you.

Dominick Cassanelli, Anthony Umbro, and James O'Toole.

MR. CASSANELLI: Good evening, mayor, members of the council. My name is Dominick Cassanelli, Jr. I'm the proud vice president of Teamsters Local 456 and recorded secretary with the

Comment #25

Westchester Putnam Building and Construction Trades Council. I'm here tonight representing organized labor and the hard-working men and women of my union, the building trades, and many of our members which are here tonight in the -- in the crowd.

Thank you for the opportunity to speak, though I wish it was under better circumstances. The current path of development here in New Rochelle is just simply not working for working people, and that's a fact. We are seeing billions of dollars in development, but not enough of those jobs going to local residents, and it's a shame.

And too many are low-wage positions with little or no benefits and no real pathway to a career. We've heard it directly from workers, our members. Major projects are being built by contractors who don't hire locally, paid poverty wages, and who fail to provide meaningful benefits for their workers. That's not economic development. That's a race to the bottom.

The numbers don't lie. In 2025, 434 residents were placed into jobs through the First Source Referral Center with an average wage of $21.53 an hour. Only 168 of those were in construction, and some of those projects paid as

little as $20 to $25 an hour. That's not factoring to the cost of healthcare, the rising cost of healthcare, so you could figure those numbers are probably cut in half. And I don't know about anybody here, but I don't know that you could live in Westchester, let alone New Rochelle, for $15 an hour.

At the same time, the city's goals around apprenticeship and local hiring are not being met. If they were, we would see far more New Rochelle residents building real careers on these projects. So what does this mean? It means cranes in the sky, but not enough opportunity on the ground. It means luxury development without shared prosperity. It means working families being left behind.

But it doesn't have to be this way. You guys are the gatekeepers. When union labor is used, we get fair wages, strong benefits, safer job sites, and a real career pathway. We get local hiring and middle-class jobs that support families. So tonight, we are -- all of us, we are calling on you, the city council, the mayor, to act. Require project labor agreements on these projects. Strengthen local hiring agreements. Enforce real apprenticeship standards. Hold developers

accountable. And raise the bar on what qualifies as economic opportunity in this city.

Because development should just not be about buildings. It should be about building careers. And that's not what's happening right now. The people of New Rochelle are not asking for handouts. We're asking for an honest day's work, for an honest day's pay. Just a fair shot to earn and build a future in their own city, right here in New Rochelle. We're ready to partner with you, but we need leadership, we need standards, and we need action. And we need it now.

Thank you.

MS. RAMOS-HERBERT: Thank you.

Our -- our next speaker is Anthony Umbro, followed by James O'Toole, followed by Jim Killoran.

MR. ANTHONY UMBRO: Okay. My name is Anthony Umbro. I live at 178 Pershing Avenue in New Rochelle. I'm a lifelong resident in New Rochelle and a 39-year member of International Operators of Engineers. I'm a little nervous.

It's disheartening for me to, you know, live in New Rochelle and see all these projects going. And -- and I work for a company that's located in New Rochelle, Montesano Brothers. And

Comment #26

the job like on North Avenue and Main Street, we get an $80,000 job to connect the sewer into -- from the building into the sewer, because the developer isn't able to do that kind of work. But out of a $40 or $50 million job, that's the only job we get, $80,000.

I worked at the Boys Club and the building they put over there. And Mike Yellin will tell you how many people came in there looking for jobs. We'd send them into the office there. They'd come out. Oh, they gave us the runaround. They gave us a few numbers. A week later, the same -- same New Rochelle residents that lived in that area. Oh, they gave us a number. Nobody ever answered. Nobody ever got back to us.

You know, it's -- it's -- it's horrible that in New Rochelle -- you know, New Rochelle used to be one of the -- was the top city in -- in New -- in Westchester. Now, it's -- it's like backwards, you know. You have these jobs. If you ever was to say to these developers we're not going to give you any more pilots, you know, a 20-year tax abatement, they'll -- they'll go somewhere else, you know.

You -- you want to give these -- these people, you know, what I call it is municipal

welfare. If you're going to give that to them, make them use, you know, a living wage, a working wage, a standard, you know, prevailing wage. So you know, I'm a middle-class man. I'm not a wealthy man, but I want to live in New Rochelle.

You know, it's making it tougher and tougher when I see guys working there for $0.30 on a dollar, a van coming from New Jersey with 15 guys in there that might need 15 of them to afford one of these apartments. You know, it's -- it's terrible.

And like I said, my -- my son's friend, he wanted to get into the trades. He became an apprentice in carpenter's union. He hasn't worked in New Rochelle in the last four years. He's got to go elsewhere because there's no opportunities for him here. He's going up to Fishkill, here, there. It's terrible, you know.

You know, that's what I say about the -- as far as, you know, you want to give these developers a handout, no taxes. I'm the one that's paying for all that. I paid for the sewer main, the water main that went down Webster Avenue. That came out of my taxes.

You know, and the quality of -- in the 10 years that these buildings are going on, my quality

didn't get any better in New Rochelle. New Rochelle has the worst roads, the worst parks. You go to Hudson Park, it's run down. You go to Five Islands, you got a bathroom, the pavilion there has been closed off for two years. You know, it's terrible. Make -- make one of these developers put some money into the -- the parks or something instead of putting everything into their pocket. It's terrible. Thank you.

MS. RAMOS-HERBERT: Our next speaker, James O'Toole followed by Jim Killoran and then Steve Mayo.

MR. O'TOOLE: James O'Toole, 230 North Avenue, 60-year resident of the city. Nothing against your union guys, but I'm here on a totally different subject about this DOZ. The DOZ downtown overlay zone does not need to be touched. Comment #27

You want to add hundreds of thousands -- thousands of more people into the downtown. We are oversaturated already. There is nothing that you can tell me that you need to add more people into the downtown. If you want to add it in other areas of the city, go right ahead, be my guest.

But make -- do me a favor, make sure they're union jobs because those buildings that are

built downtown are all garbage. They're all garbage. Every single night, there's a problem in one of those buildings. Either there's pipes bursting, there's walls falling down. Just look at the reports. It's all junk that you built down there. All right?

And what's moving into them, we don't even want to talk about that because the police incidents that have gone up is remarkable of what's going on down there. So I don't know what these landlords or these developers told you and what they gave you as dinners and parties and campaign donations and everything else, but we've had enough.

As a lifelong resident of downtown New Rochelle, in the middle of it all, this is absolute garbage that you put down here. All right? You're taking away more parking with all these buildings going up in front of them. Right? The bus stop that goes -- and somebody was talking about who cleans the bus stops today at -- snow removal. The bus stop at the corner of Northern Main Street has now been moved down to Monroe College because you've got all this development and the people can't even get to a bus anymore. And I use the bus.

So no one's coming. If you want to say,

oh, it's a walkable city, let's do transportation, you've ruined it all. And then you got these laborers coming in from -- like the gentleman just said, from New Jersey and everywhere else in white vans that are parked on North Avenue every single day. Every day starting at 6:00 a.m. with 15 to 20 workers coming out of it and going into that (indiscernible) building to work.

And prove me wrong, because I got the pictures to prove it. I got cameras on my building. I can prove every one of you wrong. Maybe if you all started living in the downtown, come down and stay at my apartment for a couple nights and see what goes on. I got the rats the size of Lassie running around. I got everything. I got the bums behind CVS. And these are the people that you say you want to attract to the downtown? You're nuts. Come on, man. Get -- get with it.

This DOZ thing should be banned, not even happen. Shouldn't even happen. It's absolute trash. And by the way, I want to know why when you had a public meeting back here today, I was denied access to this building until 6:45. So that meeting that you just had back there should be null and void, because that's against the government act.

You people shut me out from coming into this building until 6:45, and that was an open public meeting. That's wrong.

MS. RAMOS-HERBERT: Our next speaker is Jim Killoran, followed by Steve Mayo and then John Delfs.

MR. KILLORAN: Jim Killoran, 25 Leroy Place, co-chair of NewRo Enough is Enough, president of the SoNo NewRo Neighborhood Association, South and North Avenue, New Rochelle. And, you know, we don't need one more developer in this city. And you -- the thing is, you aren't the ones that meet with them. It's the development staff here. And they're not the people in New Rochelle that are asked. So the developers come in, like New Roch did.

Comment #28

And I was there, and I sat at the zoning meeting. Lewis asked me, well, if the Space Shot is the only thing that can make this happen. And -- and Michael was there -- Michael, who spoke so well about the unions. Thank you, unions, for what you do. But, you know, the -- and the IDA was chastised for not hiring any local people back then. I don't even know what an IDA is. It should be an illegal instrument. It doesn't make any sense to me in -- in this day of the 250th anniversary of America that

we have an IDA.

And it was mentioned, pilots -- pilots for the people. We don't need another pilot. These developers are billionaires. We've paid for them to make that money. The school system is drastically going down. The state mandated a charter school. And -- and the kids don't even know what end of a hammer to -- to use.

I'll be old as a builder's camp. I build homes. I built 28 homes in Yonkers and 10 in White Plains. And -- and we build all over. But the secret is that SEQRA really doesn't count in New Rochelle. They don't care about the environment.

They go up to (indiscernible) with press releases in a conference that was held up there today on clean action and clean air. But in the meantime, we are -- have fumes and cars and buses that are coming and there's no bike lanes. Fifteen years ago, I picketed because I knew this would be an S show. And -- and -- and I was right.

We don't have any home ownership. The schools are horrible, and the developers own you and own the development department. I've got nothing against developers. If you're foolish enough to let them take you -- take us -- if they let them take

us, it's time to change them. And that's what has to happen.

So environmental injustice. It's great this is on Earth week. Points that need to be addressed. Selling all parking lots to developers. Well, that was bright. Let's do a deep dive where we park now. Oh, that was good. It's a nightmare as cars circle around endlessly. 13.2 miles of New Rochelle, yet only .01 of people are stuffed into the downtown and illegal DOZ buildings put in that are horrible, not built well. Panels falling off 360, stabbings at Church Street. Is that quality improvement? Approving project.

And then, you know, Ward Acres, you do a nice press or a Facebook post. Ward Acres, you get grass and goats. What do we get? We get ready-mix concrete and rats in -- in -- in concrete parks that are horrible.

MS. RAMOS-HERBERT: Thank you, Mr. Killoran.

MR. KILLORAN: It's totally unjust what you guys have created. And we are all -- we're not against anybody. We're all one. Everybody right here tomorrow could start building up Memorial Highway home ownership for people. We don't need

one developer. They've raped us. And you. And us. And it's got to stop.

MS. RAMOS-HERBERT: Thank you.

Mr. Steve Mayo, followed by John Delfs and then Michael Cammer.

MR. MAYO: Thank you, everybody. Steve Mayo, 38 years on New Rochelle's north end. I'm also co-host with Jim Killoran on AM 1490 radio in Greenwich.

New Rochelle's downtown retail haven has gone to seed. No fault of anyone here, of course. This sweet suburban city cannot control loss of industry to Asia or family held chain or even independent stores. But still, where's the promised retail?

Comment #29

We can try to control the fall and rise of commerce and community. And I emphasize commerce and community that have defined New Rochelle, well, since its founding, I suppose. The awesome constructions that rule our skies do nothing of the kind. Transit-oriented development, nice phrase. Great, I suppose, AIA created item. That's American Institute of Architects.

I have not met anyone in our south end who likes this trend. I don't know anyone on the north

end who knows or cares. Just threaten them with developing -- just threaten them with developing Ward Acres some day. Most of them visiting Eastchester, of course, Mamaroneck and other places to shop and to use services, and unfortunately, also to use their libraries, even though I've always thought we had a great library.

This is not ideological or partisan, conservative, Democrat, socialist. They don't differ. The Republican party in hiding, not heard from lately. But where is the retail? Where is the homeowner tax relief? Excuse me. Excuse me. Maybe we have to go to the Latin. I don't know Latin, but my daughter learned it in New Rochelle High School. Qui bono, who benefits? Not New Rochelle citizens or its collection of great communities. Qui bono, who benefits? Where's the retail?

Thank you.

MS. RAMOS-HERBERT: Our next speaker is John Delfs, followed by Michael Cammer and then Michael Umbro.

MR. DELFS: Hi, John Delfs, 16 Hemlock Place. I'm speaking on behalf of the Residence Park Neighborhood Association. Given the serious quality of life issues already being felt in downtown and

Comment #30

the surrounding neighborhoods, including insufficient green space, windy sunblock, congested streets, and inadequate parking, the RPNA board has significant reservations about approving additional residential units at this time.

Before adding another 2,800 units to the theoretical development scenario, the city should first demonstrate that the livability fundamentals are in place. New Rochelle's downtown transformation is remarkable, but progress is not the same as livability and vibrancy.

The original DOZ did not provide enough green space, community gathering space, walkable sidewalks, or parking to support the residents and businesses it has attracted. Incentives alone have not worked. This is our chance to fix these issues. The green in our plan gives the mandate. It is now critical for you, our city council, to do so.

If the council moves forward, we respectfully urge three specific strengthening measures incorporating requirements rather than incentives for the proposed amendments. First, significant additional green space is needed. These amendments should require -- they do require contiguous public frontage for a civic space is a

good start, but please add a required quantitative standard.

Any project over 100,000 square feet must provide publicly accessible open green space equal to at least 10 percent of the lot area with living plantings and trees, not concrete parks.

Second, wider sidewalks are needed with real tree canopy. Amend the build-a-line and frontal -- frontage rules to require a minimum 15-foot clear sidewalks on all DOZ 1 and DOZ 2 frontages with continuous tree pit or structured soil zone and tree -- trees -- street trees planted.

Third, municipal parking is needed that actually supports downtown as well as a plan to alleviate the current over-parking problems in our adjoining neighborhoods. Direct a portion of the increased $50 per square foot community benefits bonus fee into a dedicated downtown public parking and mobility fund for shared garages, loading zones, and transit connections.

Density without greenery, community spaces, walkability, and access is not smart growth. It does not support a healthy, viable, vibrant downtown. Please get the fundamentals right before approving more units.

Thank you.

MS. RAMOS-HERBERT: Thank you.

Our next speaker is Michael Cammer followed by Michael Umbro and then Marian Whitaker.

MR. CAMMER: Hi, good evening. Michael Cammer, 9 Vaughn Avenue, New Rochelle, New York. I've really liked what I've been hearing tonight. Thank you for all coming out and talking.

Comment #31

To woo developers -- before I start, I should say that, you know, when development was discussed for downtown years ago, I was supportive of it, but I thought that there really needed to be requirements. I like that the word requirement was used in the last -- the last speaker used the word requirement. And I've been, you know, very disheartened to see that there weren't requirements. There were encouragements, and none of them were really followed through on.

So to woo developers to come to build in New Rochelle, deals were cut for deferred taxes and payments in lieu of taxes. We, the public, were assured that new development would not negatively impact school and library budgets. It could be argued that pilot payments have benefited the schools.

However, we have questions about whether developers are trying to claw back some of what they have paid in. This is budget season for the schools and the library. The proposed library budget on the ballot has a line of tax-related and debt service for $269,000 for SCAR, tax certiorari, and debt service.

The proposed school budget has a similar line, refund on real property taxes for $50,000. Based on the library number, we suspect the school's liability is higher than stated at $50,000. Regardless, it is our understanding that at least $16,000 of the library's budget request is because developers are clawing back money that they already committed to pay or have already, in fact, paid. So that's a line in the budget.

Large developers are challenging their payments or assessed values retroactively and that the schools and libraries have to raid their prospective budgets to make back payments. We need the city council to investigate this and to explicitly disallow this in future laws and contracts. Certainly, no entities that have already had tax breaks should be getting additional compensation, especially not retroactive

revaluations.

While I have the podium, I'd also like to point out that if we really believe in NewRo Strong -- I remember during COVID, we had all those NewRo Strong signs all over the place. This means we should -- this means hiring local workers, experienced or as trainees -- I really think getting some trainees local would be awesome -- to build New Rochelle.

Also, to assure higher wages and higher quality work, the majority of labor should be union labor. We've heard that before tonight. We should hear it again. You should make it a requirement. So in conclusion, please find out whether developers are taking money back from already generous deals, and if they are, stop the practice. And please promote -- I'm sorry, I mean require the use of local labor.

Thank you.

MS. RAMOS-HERBERT: Thank you.

Our next speaker is Michael Umbro followed by Marian Whitaker and then Lisa Burton.

MR. MICHAEL UMBRO: Good evening. Michael Umbro, lifelong New Rochelle resident, New York state worker, 32 years, union. I initially saw this

Comment #32

posting a couple of weeks ago about the meeting up here, 2,800 new units, blah, blah, blah. First thing that came to my mind was, okay, tax break for the builders.

And I was comparing myself to that. I'm on a fixed income. I got my tax bill. I'm not getting any break. I could go on all night with that. But I see the union here tonight. My brother's in the union. It made me think about things. You guys up here, you care about the builders.

But these young men and women, think about these people that build, build careers, families. That's what unions build, not these builders that get these laborers to work. They use them up and they're done with them. The unions build careers, structure, benefits. Give these guys a break. Think about them instead of the builders. Build up people, not just buildings.

MS. RAMOS-HERBERT: Thank you.

Our next speaker is Marian Whitaker, followed by Lisa Burton, and then Serge Vecher.

MS. WHITAKER: Good evening. I'm Marian Whitaker, 25 Leroy Place. I just want to say I'm somewhat impressed with the turnout and I'm, you

Comment #33

know, deeply moved by what's going on here tonight.

I'm a member of the local group Enough is Enough, which has been advocating for responsible and smart development by the city of New Rochelle. Enough is Enough refers to the over proliferation of high-rise apartment buildings as the development of choice since 2015 to revitalize the city.

It has become a lesson to us when developers, instead of real bonafide urban planners, are given uncontrolled power to fully dictate what should be built and not what is necessarily the best for our citizens. We represent approximately 600 citizens who have over the last year signed a petition to figure out a way to get the city to listen to us, to heed the warnings of something that has become to many a runaway train.

We are not NIMBYs, a convenient labeling used by others to push back on those who might disagree with them. We have supported and continue to support projects that make real contributions to the New Rochelle community, whether it be for affordable housing, senior housing, or something that substantially benefits the public.

We were promised a smart -- small, suburban city coming out of the smart city housing

movement. It was clear that by the time the pandemic happened that people were going to need cars in New Rochelle more than ever, as much as the city went into denial. It is a suburb with a Metro-North station, but it is not New York City.

Smart planning doesn't translate into rampant high-rise buildings developed one after another. It also means the defined intention of integrating real green space, trees, real neighborhood playgrounds into the plan, as well as thought-out areas of mid-rise housing, and also housing to, you know, for people to buy and -- and put their, you know, get something out of this.

This sadly has been lost in the mire of the high-rises. We are left with a large parking deficit and traffic problems that affect the people who live downtown and affect the ability to revitalize the commercial areas. The city knew already by 2021 that traffic capacity studies done at that time, that the intersections of Main Street and Center, Division and Main, and other intersections were already operating in unacceptable conditions at peak times, with ratings of L, O, S, E, or F, and additional development was expected to have significant negative impacts on -- on traffic

flow at these intersections.

These are bad ratings, and everything -- and yet everything just proceeded as if there were no warning signs. They existed in 2021 and in 2024 when amendments were done to increase the units in the DOZ plans. I'm almost done.

Look -- look at where we are. Now you wish to expand again and add 2,800 units. We honestly want to trust our city government to do the right thing, but it is getting difficult to do so with another expansionistic plan before us.

Thank you for your time.

MS. RAMOS-HERBERT: Ms. Whitaker, if you want to -- oh, she finished. I was going to ask her to submit the paper. I'm sorry. Lisa Burton, followed by Serge Vecher, and then Shawn Wayawotski.

MS. BURTON: Hi, Lisa Burton, 257 Center. You guys are so lucky. You are so lucky to be able to change this overlay zone plan. There have been amendments to the overlay zone, and I'm sure you did not get this audience because we finally figured out that this is our opportunity to make substantial changes to things that are just not working for the city.

This is your opportunity to go from

Comment #34

asking, incentivizing, suggesting, to actually making real change. You have the code. You have the -- you have the -- you have this amendment to do it. The overlay zone, I've always had a problem with it because it really reduced public input to nothing.

So -- so here is an opportunity because when we go to planning, planning says, well, we can't, we can't. They check the boxes, we can't, and it's -- city council has decided that this is okay. You go to the IDA, they say, we can't, we can't. This is the intent of the city council.

So now we're -- we're in front of city council, in front of you at the time that you're going to make an amendment, a substantial amendment to this overlay zone. We can't go back to 2015. The buildings are already here. We have extended the downtown to this neighborhood and beyond. We don't need what went wrong in the downtown to go wrong here.

So -- so you have this great opportunity to work with corporate council. And if our corporate council can't do it, then please look to other cities that have done a better job than we have because you do not see in White Plains all the

development there, which I'm sure they have their own issues.

But you do not find renters in their affordable units being charged for water and being charged for heat and being charged for excess garbage. We do that here because not that we're bad people, not that it's your job to read 60 pages of a lease agreement, but that's what's happening.

And we're telling you that this is happening and that there's an opportunity and that we urge you to take it because we know that not -- there's -- you are not the council that started this, but you can be the council that changes it for the better. You can be the -- the -- the council that listens and -- and -- and it needs to be tweaked.

Again, this is not the first amendment to this -- this DOZ plan, but this is the first one where we are coming to you with very specific asks. Asks that were -- were mentioned back in 2015. Because I remember 2015 where when it passed, people said, well, you know, we're going to have these luxury buildings that we won't be able to afford it. We can do better, you can do better, and we're -- we're so happy that you're here to make those

changes for us.

MS. RAMOS-HERBERT: Thank you.

Our next speaker is Serge Vecher, followed by Shawn Wayawotski, and then Alison Rivers.

MR. VECHER: Good evening, council members. Serge Vecher, 25 Leroy Place. Great -- great comments tonight, and I would like to fill in a few numbers. I think we heard some numbers today. I would like to just add some numbers for perspective, and previous speaker kind of did a great job of outlining where we started with 2015.

Comment #35

We had 5,500 units, residential units authorized for the downtown overlay zone. Nicely spaced out was the core in DO1, you know, majority bulk of the units in DO2, and then as we fan out from the -- the train station, progressively lower.

As time has gone, all the development boon seems to have concentrated in DO2, and DO2 zone has been building and building and building. And to date, it encompasses, in terms of authorized units, with the agreements that are before you, 6,464 units.

So the entire -- the single zone that has seen the most development has now mostly completed, but still, you know, a few projects up for -- for

the most development of the entire downtown zone concentrated in this one zone.

There are -- you know, there a number of, you know, reasons why that happened. You know, we spoke about this before -- before this council about how that happened. But the reality of the situation is that you're now contemplating an addition of 2,800 units on top of the 10,000 units that were last studied in 2023, which became 2024 amendments.

That was the last secret process that already doubled the number of original units and contemplated, you know, or -- or realized that residential units is the only thing that the DOZ can build. There are no commercial buildings, there is no retail, and no associated taxes that were initially built into them -- into those financial models. None of that was coming.

The only thing that was coming to New Rochelle is residential construction. And the residential construction of the kind that maybe in the beginning was sufficient, high density, right, 2,800 plus residential units, which many residents of downtown feel we've had enough.

And we've had -- and it's not just a feeling, it's the -- it's -- it's supported by the

numbers. None of the -- the -- the -- the development in DO2 and DO1 is -- is -- has gone beyond any studied limit. And in New York's DGIS, nothing is said about real studies.

We're -- we're 10 years into the plan, and not a single real study has been conducted. Everything has been -- is being -- all the decisions are made based off theoretical development scenarios. And that -- that needs to change.

MS. RAMOS-HERBERT: Thank you, Mr. Vescher -- Vecher.

Our next speaker is Shawn Wayawotski, followed by Alison Rivers, and then Paul Martin.

MR. WAYAWOTSKI: Good evening, city council. I'm Shawn Wayawotski. I live at 25 Leroy Place. We've now been coming here since January to talk about this amendment. So I'm starting to feel like a broken record. But this time we're here with a lot of friends and seekers involved. So it's important to restate a few items.

Comment #36

Over the past few months, the development department has said some good things publicly about this amendment. But there isn't a lot of substance when you actually look at the document. It's a continued pattern of best efforts and half measures.

But the time for that is over.

We've seen that story play out over the past 10 years. All that does is lead to the developers being in the driver's seat and the residents left by the wayside. We need real changes with some teeth. For example, the development department acknowledges some density problems, and so they created a moratorium zone.

But they put it in one section of DO2 and gave carve-outs for "vested properties" without describing what those properties are. We happen to know one of those properties is the Prospect Street parking lot, which would be an absolute disaster for everyone if that is actually ever developed.

What are the other vested properties? And aside from approved projects, why are there carve-outs to begin with? The moratorium should apply to areas that have already absorbed large amounts of development, all of DO2 at a minimum.

The development department has also acknowledged parking issues. They've stated people don't want to park in the new buildings because valet is unpopular and the prices are too high. That drives these -- these new tenants into the already overburdened streets and municipal lots.

To address that in this amendment, they reduced the credit they give for valet spaces. But what about the cost issue? They didn't do anything about that. The cost of parking space in these new buildings should be capped at a set four percent of the median rent in that building.

The development department also talks about lower density housing options being missing from the DOZ, and they're right. They are missing. But to address this, they're increasing the height allowed for certain lot sizes. They should also be decreasing the max heights allowed in the various zones. Cut the max allowable heights for DO1 and DO2 in half. Eighty-eight percent of the development DO2 has already been high rises. It's enough.

Also, so far there are 5,000 apartments completed or under construction with another 5,000 apartments that have already been approved or reserved but not started as Serge just mentioned and other people mentioned. This amendment would add another 2,800 allowable units on top of that. I understand the process of converting non-residential space that was previously approved into residential space to enable that, but it's gone too far.

The original vision for downtown was for a diversity of property types, not for a sea of residential towers that we have now. This is so far from the original vision now that it shouldn't be called an amendment. It's a totally different plan. Just finish what's approved. That's already double where we currently are. You don't have to add any more.

To all of this and everything else everyone is highlighting, you might say, well, that wouldn't be profitable for the developers, or developers don't get out of bed for anything less than 16 stories. Frankly, you weren't elected to represent the developers. You were elected to represent us.

If there -- if there's a developer that doesn't want to participate in the community's vision for the future with all the things New Rochelle inherently has to offer, that's fine. They can move on. We've earned the right to be selective. We're patient. We can wait. Listen to your citizens. Do -- do what's right.

Thank you.

MS. RAMOS-HERBERT: Thank you, Shawn.

Our next speaker is Alison Rivers,

followed by Paul Martin.

Alison, just give one second. I think some folks are leaving just for noise. And then after Paul is Matt Rooney. I just don't want it to be disruptive.

DR. RIVERS: That's fine.

MS. RAMOS-HERBERT: Okay. I think you can start. Thank you.

DR. RIVERS: Sure. They have to get up early for work. Okay. Alison -- Dr. Alison Rivers, 147 Storer Avenue. I would like to say, I think another speaker said something similar, that I trust our city council and I trust our New Rochelle government. I do not.

Comment #37

I remember standing here in 2015 being told how great the development was going to be, how I'd get tax breaks as a homeowner, how we'd get an infusion of cash into our schools and our library and our civil services. I haven't seen that.

I've seen my taxes go up. I've seen that I had to get a high-powered gas line installed in my house because of downtown development that I do not want. Right? I've seen changes to the downtown that don't benefit me. I've seen that it's hard for me to park. I've seen that going to the library

with my children involves running into homeless people who are right next to me urinating and having to pay to go to my own library that I fund with my tax dollars.

I would like to see real change in the downtown. I would like to see retail businesses that promote community, not dispensaries, not unhealthy food choices. I would like to see retail and green space, spaces where we can have those third community spaces, right, where we can get together as a community. We can -- we can gather, we can socialize, we can have meaningful interactions. I feel like that's missing right now in the downtown. Right?

I also strongly support a required PLA, Project Labor Agreement. Okay? My husband is Local 3, IBEW. We are only able to live in New Rochelle because of his union job, because of his benefits. It's not for me as a -- it's not for me as a doctor; it's from his union job. Right?

It is increasingly hard to live here on -- even with, excuse me, even with a livable wage. Right? There are so many unsafe practices that happen on non-union jobs, right, and jobs that are partial non-union. That's another firestorm that

occurs.

You might -- a developer might think they're saving money, or the city might think they're saving money, but what you're doing is you're hurting families' livelihood. You're -- you're hurting workers' safety, and you're hurting the future residents who are going to live in those buildings, right, with all the problems that can go wrong. They can go from just minor annoyances to real life-threatening issues.

We need to invest in our community. We need to invest in the homeowners who are already here, the renters who are already here, the people who want to use our community, and we need to invest in local labor.

I have a friend who moved to downtown, quickly left after six months, and I liked the way she described it. She said your downtown is not downtowning. I urge you to please make massive changes to this overlay zone. I do not see this as beneficial as a homeowner. I'd like to see meaningful change again in our community that benefits everyone, not the developers.

Thank you.

MS. RAMOS-HERBERT: Our next -- our next

speaker is Paul Martin, and then Matt Rooney.

MR. MARTIN: Paul Martin, 55 Decatur Road. I'm here tonight as the president of the Sutton Manor Association to present our formal comments on the DOZ amendments. The DOZ is one of the most important projects that the city is pursuing, and as a result, this process deserves care, time, and importantly, community support.

Comment #38

We remain extremely concerned by the rush process that the city is employing to push this forward. We're particularly concerned by an apparent effort to get our District 2 council member to recuse himself from the process, even though he's participated in all previous DOZ matters. We feel this process and approach is eroding, not building public trust.

We believe that these amendments are not what the residents of New Rochelle want. The residents want a vibrant downtown that is balanced with commercial activity and other uses. And the original intent of the DOZ was to revitalize the downtown, not to perpetually build tax-advantaged rental developments.

So some key concerns we have. First of all, the 2,800 increase in residential units, none

of which offer the promise of homeownership. We're particularly concerned by the more than doubling of residential units in the DO4, the River Street commercial district that's near our neighborhood. That has primarily commercial and mixed-use underlying zoning.

And so, to us, it's not a question about building more density. It's a question, should the city be providing preferential zoning and tax treatment to convert existing commercial and mixed-use space with parking inventory into primarily residential units with parking deficits? We'd argue no. And we'd argue that the increase is not in line with the original intent of DO4, the River Street commercial district.

Secondly, the city's analysis of fiscal impact does not reflect real-world conditions. The city cites $20 million in increased tax revenues from this amendment, and yet it explicitly excludes the use of pilots, which we all know, everyone in this room knows, that are used extensively.

And so, if you were to apply the city's standard 20-year pilot to that $20 million number, that gets you down to $11.7 million. If you were to revisit revenue loss from vacancy assumptions,

revenue loss from existing properties, potential pilot extensions, which have happened last year, and the number goes down from there. And so, I think you need to revisit the assumptions because you cite increased revenue as a mitigant to many of the other development risks, including police and fire protection, parks, and recreation.

Lastly, on parking, these amendments do little to improve the parking conditions, but they should in tandem with the parking strategy. We should remove incentives for developers to reduce the required parking through valet parking. We should raise the parking in lieu fees to reflect rising construction costs and limit them to areas where there's substantial shared parking.

We should not be reserving city-owned municipal lots for redevelopment into residential units like the Prospect Street lot. And we should include per bedroom parking requirements that -- like the underlying zoning. There's more comments, but my neighbor will continue our comments, and we'll submit more extensive comments in written form.

MS. RAMOS-HERBERT: Thank you.

Matt Rooney.

MR. ROONEY: Good evening. My name is Matthew Rooney, 66 Decatur Road. As I listened to the speakers today, and I've reviewed the voluminous documents that you put out, it really raised two questions to me. One is, who wants this? Who's calling for this change, number one?

Comment #39

And the second is, why is it such a rush? It seems like over the years, what we've done here is we've put the pedal to the metal to try and build as much housing as we can as quickly as we can. For a decade, we've heard about this once-in-a-generation development that's happening in New Rochelle.

Well, right now, you can see that we're at an inflection point in that process. And what we need as citizens here is generational leadership from all of you to tell us what needs to be done to move this project forward and to move this city forward.

And one of the things that concerns me the most is that we do the DOZ zones, and then they're constantly being amended. We have these processes all the time. So we go through this, and then there's an amendment. And then as one of the speakers says, what you end up doing is subverting

the public process completely. Okay?

You've -- you've amended things so much that the residents on the Ro had a nice, concerted public effort to offer comments, and the answer that they got was, sorry, the DOZ has already been approved. There's nothing we can do. That is not good governance, and it's not what your constituents are asking you for. Okay?

And you all should be aware that when you make these changes, you're not just impacting a single development. You're impacting families, right? You have all these guys and girls here that can't get a living wage on these buildings. Why is that? Why has that not been fixed? There's a lot of buildings that have already gone up. Why have they been shut out of every single one of them?

How many people, in addition to the union labor jobs, even if they're not union, as long as they're well-paying, how many of those have you provided? How many young architects, engineers, have you had the opportunity to train and to learn into good-paying, solid, white-collar jobs? How many have you done?

How many apprenticeship programs have been provided with all of these buildings that have

already gone up? To my knowledge, the answer is none, and I think that that's an epic failure on your part. Okay. But most importantly, it's something that can be corrected, and it's up to you guys to correct it, and I really think that you should.

And one of the challenges that I have with these amendments that keep coming through is they're talked about ad nauseum. Okay? You guys say, well -- and whether there's going to be 700 units or 7,000 units, they're all the same. All the documents that you provide are all the same. There's not going to be any real impact, right? Obviously, everybody knows that's not true.

For years, you talked about the waterfront and how the waterfront is such an important part of New Rochelle, right? Mayor, you even had a video saying about how it needed to be redeveloped, it needed mitigation and everything else. Now, in this development -- I mean, I'm sorry, in this proposal, all the waterfront access fees have gone away. You just did them two years ago. Why are we taking them out now?

So I know my time's running out, but I want to return to my original question. Who wants

this? You guys are -- you guys are an elected body. Do you have your constituents knocking down your door telling you to do this? Sure doesn't look like it. So the only reasonable conclusion that any of us can come to is that it's private interests that are driving these changes, and that's very concerning.

MS. RAMOS-HERBERT: Thank you.

Mr. Rooney was the last registered speaker for the public hearing portion of this meeting, and so I will call the public hearing to a close.

You can still send emails to the 24th. We -- if you would like to speak, then you can fill out a blue card for the public hearing. The emails will still be accepted until April 24th.

You can fill out a card after, Ms. Decime.

Sir, are you coming to speak as well?

MR. CINQUEMANI: Yes, please.

MS. RAMOS-HERBERT: Okay. You can -- you can fill out the card while she's speaking. It's the blue card for the public hearing. Okay. And pass it to our clerk, please.

MS. DECIME: Good evening. Myriam Decime, Mount Joy. This is suspicious timing. You know, your reelection is coming up. We heard we're going

Comment #40

to have moratorium on all this development. Kind of got my heart racing because I've been dying to hear this.

I really don't even know what the amendment is about, but the fact that you're still talking DOZ is unacceptable. We have -- everyone is saying we don't want overlay zone. It has effectively removed the citizen input from it. And the reason it has done that is because before what was done is that you had to approve, city council, every project. So that gave the citizens input on the project before it went to development, before it went to IDA, where we could actually make changes.

But any overlay zone that you do still effectively leaves us out. So we don't want any more of it. I don't want an amendment. Take it out and then take back your control in city council where every project has got to come to you.

I mean, the -- the previous administration and -- and you guys continued, which is why they put you in office to continue this, bragged about how, oh, we couldn't get anything done in New Rochelle before. And now, you know, we can get things done in -- in three months. We approved the buildings. So that's -- that's what you've been doing.

I have to emphasize that because it's not just whatever your amendment is. It's remove it altogether, overlay zones, bring every project back to when city council votes on every project. And we then get a chance to tell you, the ones that we voted for, whether we want it or not. That's when we were able to shut things down. So that's what we want back.

You had said we don't have appetite for it. I think again, you're hearing the appetite for it. Do it. So that's one. You have priced us out. It is disheartening.

And then you've got propaganda articles from Wall Street Journal talking about that they -- the -- the rents have been reduced. No one believes that. Your 5:00 a.m. TikToks talking about how we've done all this wonderful development and we're going to do more is -- is -- is unreal.

We had the most affordable housing, City Park, Carrington Arms. You allowed -- under you -- because now market value has gone so -- so high that you increased on low-income people, increased their rent to one -- $1,500 in -- in -- in City Park. That's went as high as that increased rent within 60 days. Right?

And then in Carrington Arms, they increased it by $1,000. Right? And told people, oh, well, we haven't increased it in a while, so you should have saved up and be ready to do it. That -- those increases have gone. Those are places that we've been able to do affordable housing, and that's all been wiped out. There's so much that we need to discuss. Get rid of your overlay zones.

Thank you.

MS. RAMOS-HERBERT: Ms. Decime, fill out the blue card.

And our next speaker is Joseph Cinquemani.

MR. CINQUEMANI: Good evening. Good evening. Thank you. My name is Joe Cinquemani. I am -- I live at 115 Harding Drive in New Rochelle. I've been a resident for almost 25 years. I'm a real estate lawyer and a real estate broker.

Comment #41

But I think most relevant for here tonight, I want to announce to you that I'm the Republican candidate for Congress to represent you, all these disenfranchised labor union workers, all the independent homeowners, including myself, to hold some accountability to the Democratic Party and the one-party rule here in New York, because it's obviously -- obviously not serving us.

When the Democratic Party loses the union vote, there's something very, very wrong. And that's why I'm here. I'm here to answer for all the union members, because it's inconceivable to me that the city would give away tens of millions of dollars in tax abatements and then extend them while we're all footing the bill for the money that you're giving away.

And on top of that, you don't hire union labor? You don't make that as a requirement? I don't know whose pockets are getting padded in addition to the developers, but I'm telling you, it's not our union workers. It's not our families in New Rochelle. And it's not the independent homeowners who are paying for the difference of the gifts that you're so freely giving away, administration after administration. This is why one-party rule in this city, in this state, has to end, because we're all being pushed out.

Now, as far as the overlay program goes and the development, again, as a real estate lawyer and a broker, to me, the answer seems painfully obvious. You need -- New Rochelle needs, we need an anchor tenant, a commercial anchor tenant, that -- a bank, an insurance company, a tech company, some big

company that could employ 200, 250 people.

They come into the city every day. They shop at our retail. They eat at our restaurants and they buy sandwiches at our delis, and they help employ the people of New Rochelle. And then they leave. It's not a burden on -- as much of a burden on police, sanitation, and fire, and the school system.

I love New Rochelle. I raised three kids through the New Rochelle public school system. It's outstanding. It's fantastic. It gets a bad rap, but there's a lot of good to it. So I'm here to represent all the good people in the New York 16th Congressional District, especially here in New Rochelle.

Thank you.

MS. RAMOS-HERBERT: Thank you, Mr. Cinquemani.

Mr. Ortega, for -- for -- Mr. Ortega, for process, you wrote Mavis. Is it related to the development amendment, or do you want to speak about the -- just for public hearing purposes, it's supposed to be on the development.

MR. ORTEGA: It is.

MS. RAMOS-HERBERT: Do you want to do it

-- okay. So please come up.

MR. ORTEGA: I have no notes, and I want to thank you guys for having me speak. I want to -- everybody's cited statistics, so I want to speak from a personal perspective.

Comment #42

I imagine everybody in the panel, such as yourself, Mayor, and city council and city manager, either has not grown up in New Rochelle or had parents who didn't grow up in New Rochelle.

I'm a Bronx boy. My wife's a Bronx girl. We came here. It's almost like the American dream. We thought growing up in the Bronx, Mount Vernon was the pinnacle until we moved to New Rochelle. So this is where we live now.

I imagine that everybody here on this panel would be disappointed if they knew that they bought a property and then they're going to build a six, eight unit -- six, eight-story building right behind them or 28 stories. So I don't think anybody on this panel would be comfortable with buying a property, achieving the American dream, and then having an eight-story or 28-story building built right behind them.

So what I'd like you guys to do is to take off your political hats for a second and then come

on this side and look at it from our perspective. Everybody on this panel, take off your political hats, come on this side, and then ask yourself, would you be comfortable moving from the Bronx, Brooklyn, Queens, achieving this dream and then having a building go up right behind you?

I imagine none of you would want that or you wouldn't have bought into that. So my ask is to reconsider. If you're going to build something behind us, build it so that it conforms to the properties that is there. My sense is that this decision has already been made. I imagine that the developers, yourselves have already kind of formed an idea of what you want on North Avenue.

So I don't know what I'm going to say to convince you otherwise, except that I would ask that you look at it from your perspective, not your political hat perspective, but from a residential homeowner perspective and ask yourself, would you allow that if you were on this side of the podium? I imagine none of you would. Nobody would, in fact. Nobody buys a home in New Rochelle looking to have an eight to 28-story building built right behind them.

So what I'm asking is for some empathy,

some compassion, and some realization that this would not go over with anybody on the other side of this panel. I hope you would reconsider and at least work with the community to figure out a better way to get this accomplished.

MS. RAMOS-HERBERT: Thank you.

Sarah -- and I apologize. Sarah Langster?

MS. LONGSTRETH: Longstreth.

MS. RAMOS-HERBERT: Longstreth. Sorry about that.

MS. LONGSTRETH: I'm Sarah Longstreth. I moved here 12 years ago when I was 22. I used to write for Westchester Magazine, and I had some assignments covering the developments here and the exciting mixed-use promises that were being included in them. Comment #43

Anyone remember the Black Box Theater? Yeah.

So I think I, as a young professional, am who this development was being pitched to and marketed for, people with -- who don't have these hard jobs, who have leisure time and things. And I just want to say first, I want a city that is shared with my neighbors who have homes, who have trade jobs not built on their backs.

And second of all, it's not giving me what it was offering me either.

A suburban city needs a bookstore. It needs a theater. It needs LGBT-friendly spaces. It needs event spaces like the ones that are currently walled off inside some of the luxury buildings. Yeah, clothing, something to buy, something to, you know, I -- I -- there are people who would want to live here who want to -- to have all these things, and right now, the best that we can offer them is a place to sleep while they go to New York City or at best White Plains for those things.

So I just wanted to offer a little additional perspective, both to amplify the voices of the people who have already spoke and just to look at it from yet another side of this that isn't being considered, which is the people that ostensibly the developers are making these promises to directly that are still not being filled.

I also just want to say I love the city. I love our history with the performing arts, with arts in general. I think there is really something here that we could connect to as a large -- as a deep, diverse, interesting place to be.

And I would -- I don't have the powerful

arguments that have been made already, but I do wish to add to your goals and your new vision that is being created with all of us as a community to bring those new types of experience here. It's both our past and our future.

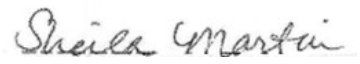
Thank you.

(WHEREUPON, the joint public hearing was concluded.)

CERTIFICATE

I, Sheila Martin, do hereby certify that the proceeding named herein was professionally transcribed on the date set forth in the certificate herein; that I transcribed all testimony adduced and other oralproceedings had in the foregoing matter; and that the foregoing transcript pages constitute a full, true, and correct record of such testimony adduced and oral proceeding had and of the whole thereof.

IN WITNESS HEREOF, I have hereunto set my hand this 30th Day of April, 2026.



Sheila Martin

City of New Rochelle
City Manager

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: June 16, 2026

From: Wilfredo Melendez, City Manager

Subject: PROPOSED APPOINTMENT OF A NEW MEMBER TO THE CIVILIAN COMPLAINT REVIEW BOARD (CCRB) AND CO-CHAIRPERSONS — Resolution appointing a new member and Co-chairpersons to the Civilian Complaint Review Board (CCRB).

Background:
In October 2024, the City Council formally adopted the establishment of a Civilian Complaint Review Board ("CCRB") here in the City of New Rochelle. CCRB goals are to improve communication between the Police Department and the community, to increase police accountability and credibility with the public, and to create a complaint review process that is free from bias and informed of actual police practices.

The CCRB consists of seven members. Six members, consisting of one representative from each Council District selected by the City Council member representing that District, shall be appointed by a majority vote of the City Council. One member shall represent the City at large and shall be appointed by the Mayor.

As originally adopted in October 2024, members would be appointed to three-year terms, except that upon initial appointment there would be four members serving three-year terms and three members serving two-year terms; every term thereafter would be for a three-year term.

At the June 2025 and July 2025 RLMs, the City Council appointed the following individuals to the CCRB for the terms identified below:

District Selection	Member Names (As of June 2025)	Member Names (As of July 2025)	Initial Term Start Date	Initial Term End Date
Mayor	Julie L.	Julie L.	July 1, 2025	June 30, 2027

	Mercer	Mercer		
District One	Luis Angel Ochoa	Christian Walker	July 1, 2025	June 30, 2028
District Two	Donna O'Keeffe	Donna O'Keeffe	July 1, 2025	June 30, 2028
District Three	Damon Maher	Damon Maher	July 1, 2025	June 30, 2027
District Four	Natasha Fapohunda	Natasha Fapohunda	July 1, 2025	June 30, 2028
District Five	Fabiola C Brito Briseno	Fabiola C Brito Briseno	July 1, 2025	June 30, 2028
District Six	Renée M Baron	Renée M Baron	July 1, 2025	June 30, 2027

Issue

Due to a longer-than-anticipated training and onboarding period for members, the City has proposed an amendment to the CCRB provisions of the City Code to extend the initial terms of the inaugural Board by one year. Accordingly, for the initially identified terms, four members shall serve four-year terms and three members shall serve three-year terms. Following the expiration of these initial terms, all subsequent appointments shall be for three-year terms. This amendment is included as a separate item on the June 2026 Regular Legislative Meeting agenda.

This adjustment is intended to account for the delay associated with the Board's training and establishment and to ensure that the initial members have the opportunity to serve a full term following the commencement of Board operations.

In addition, on May 18, 2026, the Chairperson and District Four representative, Natasha Fapohunda, resigned from the CCRB. Following her resignation, Council Member Osinloye reviewed the remaining applications submitted for District Four and selected Mr. Michael Cammer to serve on the CCRB. If approved, Mr. Cammer will fill the unexpired term of Ms. Fapohunda.

Ms. Fapohunda's resignation also created a vacancy in the position of Chairperson. The City Council has expressed a desire to replace the existing Chairperson position with a Co-Chairperson structure. A proposed amendment to implement this change is included as a separate item on the June 2026 Regular Legislative Meeting agenda.

Recommendation

City Staff recommends that City Council adopt a resolution to:

1) Revise the term end dates per chart below and appoint Mr. Michael Cammer to the City of New Rochelle’s Civilian Complaint Review Board as the District Four representative to complete the unexpired term of Ms. Natasha Fapohunda.

District Selection	Member Names (As of June 2025)	Member Names (As of July 2025)	Member Names (As of June 2026)	Revised Term End Date
Mayor	Julie L. Mercer	Julie L. Mercer	Julie L. Mercer	June 30, 2028
District One	Luis Angel Ochoa	Christian Walker	Christian Walker	June 30, 2029
District Two	Donna O'Keeffe	Donna O'Keeffe	Donna O'Keeffe	June 30, 2029
District Three	Damon Maher	Damon Maher	Damon Maher	June 30, 2028
District Four	Natasha Fapohunda	Natasha Fapohunda	Michael Cammer	June 30, 2029
District Five	Fabiola C Brito Briseno	Fabiola C Brito Briseno	Fabiola C Brito Briseno	June 30, 2029
District Six	Renée M Baron	Renée M Baron	Renée M Baron	June 30, 2028

2) Appoint Renée M Baron and Damon Maher as Co-Chairpersons of the CCRB for the term beginning June 16, 2026, and ending June 15, 2027.

Attachments:
None

RESOLUTION NUMBER: 2026-84 **Item # 17.**
MEETING DATE: June 16, 2026

LEGISLATION

RESOLUTION APPOINTING A NEW MEMBER AND CO-CHAIRPERSONS TO THE CIVILIAN COMPLAINT REVIEW BOARD (CCRB).

WHEREAS, due to longer than anticipated training and onboarding for Board Members, the City amended the Code of the City of New Rochelle, Chapter 9, Boards, Commissions, Committees, Agencies and Councils, Article XXXXI, Civilian Complaint Review Board, to extend the initial terms of the Board for one year; and

WHEREAS, the City amended the Code of the City of New Rochelle, Chapter 9, Boards, Commissions, Committees, Agencies and Councils, Article XXXXI, Civilian Complaint Review Board, and replacing the Chairperson position with a Co-Chairperson structure.

WHEREAS, a vacancy currently exists on the City of New Rochelle Civilian Complaint Review Board ("CCRB") following the resignation of Natasha Fapohunda as the District Four representative and Chairperson; and

WHEREAS, Council Member Osinloye has recommended the appointment of Michael Cammer to fill the unexpired District Four term initially ending June 30, 2028; and

WHEREAS, the City Council recommends the appointment of Renée M Baron and Damon Maher as Co-Chairperson, effective immediately.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of New Rochelle hereby revises the initial terms of the Civilian Complaint Review Board, as follows:

District Selection	**Member Names (As of June 2025)**	**Member Names (As of July 2025)**	**Member Names (As of June 2026)**	**Revised Term End Date**
Mayor	Julie L. Mercer	Julie L. Mercer	Julie L. Mercer	June 30, 2028
District One	Luis Angel Ochoa	Christian Walker	Christian Walker	June 30, 2029

District Two	Donna O'Keeffe	Donna O'Keeffe	Donna O'Keeffe	June 30, 2029
District Three	Damon Maher	Damon Maher	Damon Maher	June 30, 2028
District Four	Natasha Fapohunda	Natasha Fapohunda	Michael Cammer	June 30, 2029
District Five	Fabiola C Brito Briseno	Fabiola C Brito Briseno	Fabiola C Brito Briseno	June 30, 2029
District Six	Renée M Baron	Renée M Baron	Renée M Baron	June 30, 2028

BE IT FURTHER RESOLVED, that Michael Cammer is appointed to the City of New Rochelle's Civilian Complaint Review Board as the District Four representative and will be completing the unexpired term (revised term end date June 30, 2029).

BE IT FURTHER RESOLVED, that Renée M Baron and Damon Maher are hereby appointed Co-Chairpersons of the CCRB for a term commencing immediately upon adoption and expiring June 15, 2027.

City of New Rochelle
Police

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: June 16, 2026

From: Neil Reynolds, Police Commissioner

Subject: PROPOSED ACCEPTANCE OF THE 2025 BULLETPROOF VEST PARTNERSHIP (BVP) PROGRAM GRANT FROM THE OFFICE OF JUSTICE PROGRAMS' BUREAU OF JUSTICE ASSISTANCE (BJA) - Ordinance accepting the 2025 Bulletproof Vest Partnership (BVP) Program Grant from the Office of Justice Programs' Bureau of Justice Assistance (BJA) in the amount of $28,354.31 for body armor vests, and amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, and appropriating funds therefor.

Background:

The New Rochelle Police Department currently needs new bullet-proof vests for new recruits and replacement vests for senior members. In the Fall of 2025, we applied for the 2025 Bulletproof Vest Partnership Program grant from the Office of Justice Programs' Bureau of Justice Assistance (BJA). We recently learned that we were awarded $28,354.31 for new bullet-proof vests from the program.

The funds awarded by the Office of Justice Programs' Bureau of Justice Assistance will be used to purchase vests for new recruits as well as replacement vests for our officers.

Issue:

In order to proceed with the related Grant Agreement, City Council needs to accept the awarded grant funds and delegate signing authority for all future grant documents. A budget amendment is also necessary to include the awarded funds in the 2026 City of New Rochelle budget.

Recommendation:

At this time, staff is recommending that the City Council accept the 2025 Bulletproof Vest Partnership Program grant from the Office of Justice Programs' Bureau of Justice Assistance and authorize the City Manager to execute all documents related to the grant disbursement.

Staff also recommends that City Council authorize the following Budget Amendment.

Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, is hereby amended as follows:

Revenue Increase

3130.4389.26XXX Federal Grants - Public Safety $28,354.31

Appropriation Increase

3130.27100.26XXX Equipment - Bullet Proof Vests $28,354.31

Attachments:

1. Award Notification: 2025 Bulletproof Vest Partnership Program

RESOLUTION NUMBER: 2026-85 **Item # 18.**
MEETING DATE: June 16, 2026

LEGISLATION

ORDINANCE ACCEPTING THE 2025 BULLETPROOF VEST PARTNERSHIP (BVP) PROGRAM GRANT FROM THE OFFICE OF JUSTICE PROGRAMS' BUREAU OF JUSTICE ASSISTANCE (BJA) IN THE AMOUNT OF $28,354.31 FOR BODY ARMOR VESTS, AND AMENDING ORDINANCE NO. 198 OF 2025, THE BUDGET OF THE CITY OF NEW ROCHELLE FOR 2026, AND APPROPRIATING FUNDS THEREFOR.

BE IT ORDAINED by the City of New Rochelle:

Section 1. The Council of the City of New Rochelle hereby accepts a grant from the Office of Justice Programs' Bureau of Justice Assistance (BJA) in the amount of $28,354.31 relative to the Bulletproof Vest Partnership Program (BVP) grant program.

Section 2. Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, is hereby amended in order to provide for the acceptance and implementation of this $28,354.31 grant, as follows:

Increase Revenue:

3130.4389.26XXX Federal Grants – Public Safety $28,354.31

Increase Appropriations:

3130.27100.26XXX Equipment – Bullet Proof Vests $28,354.31

Section 3. The City Manager is hereby authorized to make such representation and execute such documentation as may be necessary and required to file and accept the $28,354.31 grant.

Cabrera, Barbara

From: Reynolds, Neil
Sent: Tuesday, June 9, 2026 13:00
To: Cabrera, Barbara
Subject: Fw: BJA FY 2025 BVP Funding Award Notice

Notice email.
Thanks

Neil K. Reynolds
Police Commissioner
New Rochelle Police Department
475 North Avenue
New Rochelle, NY 10801
914-654-2228
914-632-7106 (Cell)
nreynolds@newrochelleny.gov

From: Hayes, Eddie <Ehayes@newrochelleny.gov>
Sent: Friday, May 22, 2026 4:53 PM
To: Reynolds, Neil <Nreynolds@newrochelleny.gov>
Cc: Rodriguez, Raul <RRodrigu@newrochelleny.gov>; Dassler, Michael <mdassler@newrochelleny.gov>; Cabrera, Barbara <bcabrera@newrochelleny.gov>
Subject: FW: BJA FY 2025 BVP Funding Award Notice

FYI.

Lt. Edward P. Hayes
Training Director
Executive Officer
Professional Development and Community Engagement Division
New Rochelle Police Department
475 North Avenue
New Rochelle, NY 10801
Office: (914) 654-2323
ehayes@newrochelleny.gov

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or copying of this communication is strictly prohibited. Anyone who receives this communication in error should notify the sender immediately and destroy the message.

From: Bureau of Justice Assistance <BJA@public.govdelivery.com>
Sent: Friday, May 22, 2026 16:30
To: Hayes, Eddie <Ehayes@newrochelleny.gov>
Subject: BJA FY 2025 BVP Funding Award Notice

EXTERNAL SENDER: DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe. If unsure, contact IT for guidance.

BJA

NEWS from BJA

OFFICE OF JUSTICE PROGRAMS • BUREAU OF JUSTICE ASSISTANCE

Dear Applicant,

The Office of Justice Programs' Bureau of Justice Assistance (BJA) is pleased to inform you that your jurisdiction will receive an award under the fiscal year (FY) 2025 Bulletproof Vest Partnership (BVP) program. These funds have been posted to your account in the BVP System. A complete list of FY 2025 BVP awards is available online here: https://bja.ojp.gov/funding/fy25-bvp-awards.pdf.

Important: Jurisdictions *must* be registered and include updated banking information in the System for Award Management (SAM) to receive reimbursement.

For more information about renewing and updating your existing SAM registration, or registering in SAM as a new entity, please visit https://sam.gov/content/help.

The FY 2025 award may be used for National Institute of Justice (NIJ) compliant armored vests which were ordered after April 1, 2025. The deadline to request payments from the FY 2025 award is August 31, 2027 or until all available funds have been requested. Awards will not be extended past that date, and any unused funds will be forfeited.

As a reminder, body armor vests purchased with BVP funds must have been tested through the NIJ Compliance Testing Program and found to comply with the most current NIJ body armor standards, appear on the NIJ Compliant Products List as of the date the body armor was ordered, be uniquely fitted, and be made in the United States. In addition, a written mandatory wear policy for uniformed patrol officers must have been in place at the time of application.

The federal portion of the costs for body armor vests purchased under the BVP Program may not exceed 50 percent. However, jurisdictions may request a financial or natural disaster hardship waiver during the payment request process and receive up to 100 percent of the cost of each body armor vest submitted for reimbursement. Additional information regarding match waivers can be found in the BVP FAQs. Detailed instructions on the process for requesting a waiver and the documentation required can be found in the Submitting Payment Requests in BVP User Guide.

Please contact the BVP Help Desk at 1-877-758-3787 or email vests@usdoj.gov if you have any questions regarding the above information. Please also visit the BVP website for additional information regarding the BVP Program.

Sincerely,

BVP Program Support Team
Bureau of Justice Assistance

You are receiving this email because you signed up for grants and funding information from the Office of Justice Programs. If you no longer wish to receive Funding News, you may update your Subscriber Preferences to remove your subscription.

www.bja.ojp.gov

If you no longer want to receive email notifications from NewsFromBJA, you can unsubscribe here.

This email was sent to ehayes@newrochelleny.gov using GovDelivery Communications Cloud on behalf of Department of Justice · Washington, DC

GOVDELIVERY

City of New Rochelle
Police

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: June 16, 2026

From: Neil Reynolds, Police Commissioner

Subject: PROPOSED ACCEPTANCE OF THE STATEWIDE TARGETED REDUCTIONS IN INTIMATE PARTNER VIOLENCE (STRIVE) GRANT FROM THE NEW YORK STATE DIVISION OF CRIMINAL JUSTICE SERVICES (NYS DCJS) - Ordinance accepting the Statewide Targeted Reductions in Intimate Partner Violence (STRIVE) from the New York State Division of Criminal Justice Services in the amount of $10,000, and amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, and appropriating funds therefor.

Background:
Earlier this year, the New Rochelle Police Department applied for funding under the Statewide Targeted Reductions in Intimate Partner Violence (STRIVE) grant program. This grant program was implemented to strengthen the response of public safety agencies to domestic violence and intimate partner abuse.

We recently received notification that we have been awarded a $10,000 STRIVE grant for a period of performance beginning in April 2026 through March 2027.

The $10,000 grant will be utilized to support the prevention of and response to incidents of intimate partner violence, including enforcement and prosecution activities, through evidence-based, survivor-centered, trauma-informed, and culturally responsive approaches.

Issue:
In order to proceed with the related Grant Agreement, City Council needs to accept the awarded grant funds and delegate signing authority for all future grant documents. A budget amendment is also necessary to include the awarded funds in the 2026 City of New Rochelle Budget.

Recommendation
At this time, staff is recommending that the City Council accept the Statewide Targeted

Reductions in Intimate Partner Violence (STRIVE) grant from the NYS DCJS and authorize the City Manager to execute all documents related to the grant disbursement.

Staff also recommends that City Council authorize the following Budget Amendment.

Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, is hereby amended as follows:

Revenue Increase

3125.3389.26052 State Aid - Public Safety $10,000

Appropriation Increase

3125.48500.26052 Training $10,000

Attachments:

None

RESOLUTION NUMBER: 2026-86 **Item # 19.**
MEETING DATE: June 16, 2026

LEGISLATION

ORDINANCE ACCEPTING THE STATEWIDE TARGETED REDUCTIONS IN INTIMATE PARTNER VIOLENCE (STRIVE) FROM THE NEW YORK STATE DIVISION OF CRIMINAL JUSTICE SERVICES IN THE AMOUNT OF $10,000, AND AMENDING ORDINANCE NO. 198 OF 2025, THE BUDGET OF THE CITY OF NEW ROCHELLE FOR 2026, AND APPROPRIATING FUNDS THEREFOR.

BE IT ORDAINED by the City of New Rochelle:

Section 1. The Council of the City of New Rochelle hereby accepts a grant from the New York State Division of Criminal Justice Services in the amount of $10,000.00 relative to the Statewide Targeted Reductions in Intimate Partner Violence (STRIVE) grant program.

Section 2. Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, is hereby amended in order to provide for the acceptance and implementation of this $10,000.00 grant, as follows:

Increase Revenue:

3125.3389.26052 State Aid – Public Safety $10,000

Increase Appropriations:

3125.48500.26052 Training $10,000

Section 3. The City Manager is hereby authorized to make such representation and execute such documentation as may be necessary and required to file and accept the $10,000.00 grant.

RESOLUTION NUMBER: 2026-87 **Item # 20.**

City of New Rochelle

Parks & Recreation

MEMORANDUM

To: Honorable Mayor and City Council

Thru: Wilfredo Melendez, City Manager

Date: June 16, 2026

From: Vincent Parise, Parks and Recreation Commissioner

Subject: PROPOSED ACCEPTANCE OF TEMPORARY ASSISTANCE FOR NEEDY FAMILIES (TANF) GRANT AWARD FROM THE WESTCHESTER - PUTNAM WORKFORCE BOARD RE: SUMMER YOUTH EMPLOYMENT - Ordinance accepting the Temporary Assistance for Needy Families (TANF) Grant from Westchester-Putnam Workforce Development Board in the amount of $130,000.00 for Summer Youth Employment, and amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, and appropriating funds therefor.

Background: The City of New Rochelle Youth Bureau recently received notification from the Westchester-Putnam Workforce Development Board of a $130,000 grant award from the Temporary Assistance for Needy Families (TANF) program. This funding will be used towards the City's Summer Youth Employment Program (SYEP).

Issue:

In order to proceed with the related Grant Agreement, City Council needs to accept the awarded grant funds and delegate signing authority for all future grant documents. A budget amendment is also necessary to include the awarded funds in the 2026 City of New Rochelle budget.

Recommendation:

At this time, staff is recommending that the City Council accept the Westchester-Putnam Workforce Development Board grant funds and authorize the City Manager to execute all documents related to the grant disbursement.

Staff also recommends that City Council authorize the following Budget Amendment.

Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, is hereby

amended as follows:

Revenue Increase

7314.3820	State Aid - Youth Projected	$65,000

Appropriation Increase

7314.13000	Salaries - Hourlies	$51,500
7314.83000	Social Security	$3,600
7314.83500	Medicare	$1,300
7314.85000	Workers Comp	$4,100

Attachments:

1. 2026 SYEP NRYB TANF AWARD LETTER
2. 2026 SYEP BUDGET TANF

RESOLUTION NUMBER: 2026-87 **Item # 20.**
MEETING DATE: June 16, 2026

LEGISLATION

ORDINANCE ACCEPTING THE TEMPORARY ASSISTANCE FOR NEEDY FAMILIES (TANF) GRANT FROM WESTCHESTER-PUTNAM WORKFORCE DEVELOPMENT BOARD IN THE AMOUNT OF $130,000.00 FOR SUMMER YOUTH EMPLOYMENT, AND AMENDING ORDINANCE NO. 198 OF 2025, THE BUDGET OF THE CITY OF NEW ROCHELLE FOR 2026, AND APPROPRIATING FUNDS THEREFOR.

BE IT ORDAINED by the City of New Rochelle:

Section 1. The Council of the City of New Rochelle hereby accepts the Westchester-Putnam Workforce Development Board grant in the amount of $130,000.00 to conduct a TANF Summer Youth Employment Program.

Section 2. Ordinance No. 198 of 2025, the budget of the City of New Rochelle for 2026, is hereby amended in order to provide for the acceptance and implementation of the $130,000 grant, as follows:

Increase Revenue:

7314.8320	State Aid – Youth Projected	$65,000

Increase Appropriations:

7314.13000	Salaries - Hourlies	$51,500
7314.83000	Social Security	$3,600
7314.83500	Medicare	$1,300
7314.85000	Workers Comp	$4,100

Section 3. The City Manager is hereby authorized to execute such documentation as may be necessary and required to file and accept the $130,000 grant.

Westchester gov.com | Westchester-Putnam Workforce Board
A proud partner of the americanjobcenter network

Westchester-Putnam Workforce Development Board
120 Bloomingdale Road, White Plains, NY 10605
Tel: 914-995-3707 | Fax: 914-995-3985
Email: tkleiner@westchestergov.com
www.westchesterputnamonestop.com

THOM KLEINER
Executive Director

SENT VIA EMAIL

June 3, 2026

Kelly Johnson, Executive Director
City of New Rochelle Youth Bureau
515 North Avenue
New Rochelle, NY 10801

Dear Kelly,

Re: 2026 SYEP: 5/1/2026 to 9/30/2026

Westchester County intends to establish a contract with the City of New Rochelle Youth Bureau to provide Summer Youth Employment Services to fifty (50) Youth, 14 to 20 years of age, beginning on or about 5/1/2026 to 9/30/2026 subject to all necessary approvals. **The contract award for the year is expected not to exceed $130,000.**

The proposed contract described above is subject to the following approvals: The Westchester County Commissioner of Social Services, The Westchester County Board of Acquisition and Contract and the Westchester County Attorney. Therefore, this letter should not be construed in any way as a guarantee of the availability of any such funds to the entity named herein. Upon receipt of these approvals, a formal contract will be executed between the County and the City of New Rochelle Youth Bureau.

Sincerely,

Thom Kleiner, Executive Director

Cc: Elizabeth Oliveto
Mary Skirchak

The Westchester-Putnam Workforce Development Board (WPWDB) is comprised of leaders and staff of state and county government agencies, non-profits, public education, and the private sector who work together to strengthen the partnerships between business, education, and service providers within the "Career Center Network" to meet the needs for a skilled workforce. The WPWDB provides policy directions and program oversight to the Career Centers and workforce development programs in Westchester and Putnam counties.

Westchester gov.com George Latimer Westchester County Executive | MaryEllen Odell Putnam County Executive | NEW YORK STATE OF OPPORTUNITY Department of Labor Andrew M. Cuomo Governor

SCHEDULE "B"
2026 PROPOSED BUDGET REQUEST
ORGANIZATION:
2026 Summer Youth Employment Program (SYEP)
1-May-26 To 30-Sep-26

Personnel:				
Salaries				
Name	Position	Yearly Salary	FTE	Amount
		-		-
		-		-
				-
Fringe %	Fringe items included			-
Total Salaries & Fringe				-
Note: Please note that salaries in the category above are those salaries exclusively dedicated to the program. Any other salaries that give support to the program are considered administrative & overhead. Refer to the Administrative & Overhead category for more information.				
OTPS (Other than Personnel Services):				
Equipment				
Supplies				
Rent				
Utilities				
Telecommunications				
Maintenance	If maintenance is performed by a salaried employee, the salary should be included in the Administrative & Overhead category unless the staff is exclusively hired for the program and/or part or under a contract.			
Travel				
Miscellaneous	This should be specified in order not to include expenses already stated above.			
Total OTPS				
Youth Participant Salary				
Name	Position	Yearly Salary	FTE	Amount
Youth Participants	50 SYEP Participants	130,000		130,000
Total Youth Participant Salary				130,000
Total Direct Costs	Total of Salaries & Fringe and OTPS			130,000
Administrative & Overhead as 10% of Total Direct Costs	Administrative & Overhead expenses pertain to costs that the agency considers necessary in order to give support to the program being funded. DSS needs evidence that those expenses are distributed proportionately among other programs. This will guarantee that all costs charged to DSS are really in support of the program. In order for the overhead charge to be approved, the vendor needs to provide Schedule "D" Administrative & Overhead Cost Allocation Analysis.			
		Total Budget		**130,000**

City of New Rochelle
City Manager

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	June 16, 2026
From:	Wilfredo Melendez, City Manager
Subject:	PROPOSED AMENDMENT TO CHAPTER 9, BOARDS, COMMISSIONS, COMMITTEES, AGENCIES AND COUNCILS RE: CIVILIAN COMPLAINT REVIEW BOARD (CCRB) - Ordinance amending Article XXXI, Civilian Complaint Review Board, of Chapter 9, Boards, Commissions, Committees, Agencies and Councils, of the Code of the City of New Rochelle.

Background:
In October 2024, the City Council officially established the Civilian Complaint Review Board (CCRB) for the City of New Rochelle. The CCRB was created to strengthen trust and communication between the Police Department and the community, enhance transparency and accountability in policing, and provide an independent and impartial process for reviewing civilian complaints while ensuring that evaluations are informed by professional law enforcement practices.

Issue:
The City Council has expressed its intent to amend various sections of the City Code pertaining to the Civilian Complaint Review Board, including, but not limited to, Section 9-112 (Membership) and Section 9-115 (Grounds for Removal). The principal proposed amendment would replace the existing Chairperson position with a Co-Chairperson structure.

Recommendation:
Staff recommends that City Council approve the changes identified in the attached legislation.

Attachments:
None

LEGISLATION

ORDINANCE AMENDING ARTICLE XXXI, CIVILIAN COMPLAINT REVIEW BOARD, OF CHAPTER 9, BOARDS, COMMISSIONS, COMMITTEES, AGENCIES AND COUNCILS, OF THE CODE OF THE CITY OF NEW ROCHELLE.

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

Section 1. The Code of the City of New Rochelle, Chapter 9, Boards, Commissions, Committees, Agencies and Councils, Article XXXXI, Civilian Complaint Review Board, is hereby amended as follows:

§9-112 Membership.

The CCRB shall have a total of seven members. Six members, comprised of one member from each Council District selected by the City Council member serving that District, will be appointed by a majority vote of the City Council. One member shall be from the City at large and will be appointed by the Mayor. Members shall be appointed for three-year terms, except that upon initial appointment there shall be four members serving [three]four-year terms and three members serving [two]three-year terms; every person thereafter shall be appointed to a three-year term. The City Council, with the approval of the Mayor, shall select [one member]two members to serve as the Co-Chairpersons for a one-year term. The [Chairperson]Co-Chairpersons shall be the presiding officer over all meetings of the CCRB and shall perform all duties as prescribed and adopted the rules of procedure adopted by the CCRB. A member may be appointed as [Chairperson]Co-Chairpersons for no more than two consecutive one-year terms. The members of the Board shall serve with compensation. The Co-Chairpersons shall each receive $2,000 annually, and the Board members shall each receive $1,500 annually.

§9-115 Grounds for removal.

A member of the CCRB elected by the City Council may be removed by a majority vote of the City Council for cause, which shall include but not be limited to unexcused absences, violation of confidentiality, failure to complete training and conflict of interest. Members may also be removed for reasons other than listed above, for just cause, by a vote of the City Council, upon a recommendation by [the Chairperson]at least one Co-

Chairperson and two additional members and following a hearing on the allegations.

§9-117 Training.

D. In addition to the comprehensive core training curriculum, members will be provided with training on topics, including, but not limited to:

> (8) Other issues related to civilian/policy contracts deemed relevant by the [Chairperson] Co-Chairpersons in consultation with the Police Commissioner.

E. All members will spend time in discussion with New Rochelle police officers and may elect to accompany police officers on patrol, subject to prior approval by the Police Commissioner and in consultation with the [Chairperson] Co-Chairpersons.

§9-118 Meetings and attendance.

A. The CCRB will meet at least once a month, on a schedule to be determined by the [Chairperson] Co-Chairpersons. Monthly meetings where complaints are discussed will not be open to the public in order to protect the privacy and rights of the complainants and police.

B. The CCRB will meet with the Internal Affairs Unit Lieutenant on a monthly basis, on a schedule to be determined by the Commissioner and [Chairperson] Co-Chairpersons. The Lieutenant will present completed internal investigations to the CCRB for review.

§9-120 Conflicts of interest.

C. CCRB members are required to immediately disclose to the [Chairperson] Co-Chairpersons any professional, personal or financial relationship with any complainant, witness or police officer involved in an incident under review by the CCRB that may be the basis for a conflict of interest.

Section 2. This Ordinance shall take effect immediately upon adoption.

RESOLUTION NUMBER: 2026-89 **Item # 22.**

City of New Rochelle
Development

MEMORANDUM

To:	Honorable Mayor and City Council
Thru:	Wilfredo Melendez, City Manager
Date:	June 16, 2026
From:	Adam Salgado, Development Commissioner
Subject:	PROPOSED AMENDMENT TO CHAPTER 331, THE ZONING CODE OF THE CITY OF NEW ROCHELLE, RE: OCCUPATIONAL SCHOOLS - Ordinance amending Section 331-4, Specific Terms Defined, and Section 331-59, LI Light Industry District, of Chapter 331, Zoning, of the Code of the City of New Rochelle. (Intro. 5/12/26; Public Hearing 6/9/26).

Background:
City staff have been working with an organization interested in opening a small occupational training school focused on electrical and telecommunications trades. The proposed location is in the City's LI (Light Industry) District, where this use is not currently permitted.

Issue:
The LI District allows a range of nonresidential uses, including manufacturing, laboratories, and health clubs. Allowing occupational schools would be consistent with the City's land use and economic development goals. Staff therefore supports amending the zoning code to permit this use as-of-right in the LI District.

Recommendation:
Staff recommends that City Council take the following actions:

1. Direct that a Public Hearing be scheduled for June 09, 2026 regarding the proposed amendment 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). The Short Environmental Assessment Form (SEAF) is attached; and,
3. Approve the attached zoning amendments, at the June 16, 2026 Regular Legislative Meeting, pending the outcome of the Public Hearing and responses from the City's Planning Board, and the Westchester County Planning Board.

Attachments:

1. Short Environmental Assessment Form (SEAF)

LEGISLATION

ORDINANCE AMENDING SECTION 331-4, SPECIFIC TERMS DEFINED, AND SECTION 331-59, LI LIGHT INDUSTRY DISTRICT, OF CHAPTER 331, ZONING, OF THE CODE OF THE CITY OF NEW ROCHELLE. (INTRO. 5/12/26; PUBLIC HEARING 6/9/26).

BE IT ORDAINED by the City of New Rochelle:

Section 1. The Code of the City of New Rochelle, Section 331-4, Specific Terms Defined and Section 331-59, LI Light Industry District, of Chapter 331 (Zoning) is hereby amended as follows:

§ 331-4, Specific Terms Defined.

For the purpose of this chapter, the following terms shall have the meanings indicated:

SCHOOL, OCCUPATIONAL
An institution operated within approved secondary schools or dedicated classes, which equips individuals with skills for gainful employment as semi-skilled or skilled workers, or technicians, or subprofessionals in recognized occupations or new or emerging occupations. Such schools also include preparation for further occupational education of an advanced technical nature at the post-secondary level. Where located in the LI Light Industry District, the subject matter of the school shall be compatible with the permitted uses of the Zone.

§ 331-59, LI Light Industry District.

1. Permitted principal uses.

(18) Occupational School.

Matter underlined added.

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

City of New Rochelle

Name of Action or Project:

Zoning Code Amendment - Occupational schools

Project Location (describe, and attach a location map):

LI Light Industry District

Brief Description of Proposed Action:

The City of New Rochelle is proposing the addition of "occupation schools" as a permitted use in the LI Light Industry District. The definition is based on a state statute and is drafted as follows: School, Occupational An occupational education school is one conducted in approved secondary schools or classes, which prepares individuals for gainful employment after leaving school as semi-skilled or skilled workers, or technicians, or subprofessionals in recognized occupations or new or emerging occupations. Such schools also include preparation for further occupational education of an advanced technical nature at the post-secondary level.

Name of Applicant or Sponsor:	Telephone:
City of New Rochelle	E-Mail:

Address:

515 North Avenue

City/PO:	State:	Zip Code:
New Rochelle	NY	10801

	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 government Agency? If Yes, list agency(s) name and permit or approval:	☐	☐

3. 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

4. Check all land uses that occur on, are adjoining or 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 services available at or near the site of the proposed action?	☐	☐
c. Are any pedestrian accommodations or bicycle routes available on or near the 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:		
Not applicable.	☐	☐

	NO	YES
10. Will the proposed action connect to an existing public/private water supply?		
If No, describe method for providing potable water:		
Not applicable.	☐	☐

	NO	YES
11. Will the proposed action connect to existing wastewater utilities?		
If No, describe method for providing wastewater treatment:		
Not applicable.	☐	☐

	NO	YES
12. a. 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?	☐	☐
b. 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?	☐	☐

	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?	☐	☐
16. Is the project site located in the 100-year flood plan?	☐	☐
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?	☐	☐
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	☐	☐
If Yes, briefly describe:		
Any stormwater infrastructure will be directed into municipal conveyance systems.		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?	☐	☐
If Yes, explain the purpose and size of the impoundment:		
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 CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor/name: City of New Rochelle Date: 04/22/2026

Signature: _____ Title: Director of Planning and Sustainability

PRINT FORM

Agency Use Only [If applicable]

Project:	
Date:	

Short Environmental Assessment Form
Part 2 - Impact Assessment

Part 2 is to be completed by the Lead Agency.
Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	☑	☐
2. Will the proposed action result in a change in the use or intensity of use of land?	☑	☐
3. Will the proposed action impair the character or quality of the existing community?	☑	☐
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	☑	☐
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	☑	☐
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	☑	☐
7. Will the proposed action impact existing: a. public / private water supplies?	☑	☐
b. public / private wastewater treatment utilities?	☑	☐
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	☑	☐
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	☑	☐
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	☑	☐
11. Will the proposed action create a hazard to environmental resources or human health?	☑	☐

PRINT FORM

Agency Use Only [If applicable]

Project:

Date:

Short Environmental Assessment Form
Part 3 Determination of Significance

For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

As shown in Parts I and II of this Short Environmental Assessment Form, the proposed zoning amendment will have no adverse impact on the environment. The additional land use category in the Light Industrial District is supported by the comprehensive plan and is compatible with the existing development and the other as-of-right uses.

☐ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.

☑ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.

City Council - City of New Rochelle	04/22/2026
Name of Lead Agency	Date
Adam Salgado	Commissioner of Development
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

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