TOWN OF GREENBURGH
PLANNING BOARD MINUTES
GREENBURGH – NEW YORK
Wednesday – June 17, 2026

The Work Session of the Planning Board of the Town of Greenburgh began at 7:07 pm on Wednesday, June 17, 2026, and was held in-person at Town Hall, located at 177 Hillside Avenue, Greenburgh, New York, and online via Zoom-enabled videoconference. It was also simulcast over cable television and on the Town of Greenburgh website.

1. **ROLL CALL & ANNOUNCEMENTS**

   Present: Chairperson Dylan Pyne, Edwin Weinberg, Marc Pillinger, Emily Anderson, and Natasha Robinson (Alternate #1, Voting Member)

   Absent: Vikash Patel (Alternate #2)

   Staff: Aaron Schmidt, Deputy Commissioner, CD&C
   Matt Britton, AICP, Planner, CD&C
   Amanda Magana, Esq., First Deputy Town Attorney

2. **APPROVAL OF MINUTES**

   a. **May 20, 2026**

   Chairperson Pyne asked if there were any comments on the draft minutes of the June 3, 2026 Planning Board Work Session prepared by staff. There were none.

   On a motion made by Mr. Pillinger and seconded by Ms. Anderson, the Planning Board unanimously voted to approve the minutes of the June 3, 2026 Planning Board Work Session, as written.

3. **CORRESPONDENCE**

4. **OLD BUSINESS – WORK SESSION**

   a. **Case No. PB 25-33** Addeo, *18 Old Farm Lane (P.O. Hartsdale, N.Y.) – Wetland/Watercourse Permit*

   A work session to discuss the decision of a Wetland/Watercourse Permit application involving the proposed construction of a new pool and patio area, with associated installation of a bioretention basin for managing stormwater runoff. A watercourse exists along the Applicant's northern property line, approximately 19 feet from the closest area of disturbance related to the project. The watercourse buffer area on the Applicant's property consists of most of the existing residence and driveway, and the project involves approximately 2,874.6 sq. ft. of disturbance and 37.22 cubic yards of excavation within the regulated buffer area associated with the proposed pool, patio, and bioretention basin. No direct disturbance to the watercourse is proposed. The subject property consists of approximately 31,669.7 sq. ft. (0.73 acres) and is situated on the northern end of the Old Farm Lane cul-de-sac. The property is situated in the R-30 One-Family Residence District and is designated on the tax map of the Town as Parcel ID: 8.180-133-4.

   Chairperson Pyne introduced the application. Mr. Schmidt stated that staff had prepared a draft decision for the Board's consideration and reviewed the site-specific conditions contained therein. He explained that the draft decision includes a condition requiring the Applicant to maintain the proposed rain garden in good working order per the maintenance plan and a condition requiring the Applicant to obtain a Watercourse Protection Permit if deemed necessary by the Town Engineer. Mr. Schmidt also reviewed a condition requiring the Town Engineer to verify that the proposed stormwater management system is designed to accommodate a 50-year storm event, as represented by the Applicant. He noted that the Applicant had marked the location of the proposed septic system on the plans and stated that the Board could elect to include a condition requiring the septic system to be staked and fenced off in the field. Mr. Weinberg stated that he would support inclusion of a condition identifying the septic system location as an additional precaution. Chairperson Pyne agreed that such a condition would be appropriate.

Chairperson Pyne asked whether inclusion of a deed restriction requiring maintenance of the rain garden was typical. Mr. Schmidt stated that similar requirements have been incorporated into prior approvals where long-term maintenance of stormwater management facilities is necessary. Mr. Weinberg asked how the proposed swimming pool would be drained. Mr. Britton stated that drainage of the pool is not required based upon the proposed design. Ms. Anderson noted two (2) typographical errors contained within the draft decision. Mr. Schmidt stated that the errors would be corrected prior to finalization of the decision. Chairperson Pyne asked if there were any additional comments. There were none.

On a motion made by Ms. Robinson and seconded by Mr. Pillinger, the Planning Board unanimously voted to classify the proposed action as a *Type II* action, under SEQRA.

On a motion made by Ms. Robinson and seconded by Ms. Anderson, the Planning Board unanimously voted to approve the Wetland/Watercourse Permit application, as amended.

b. **Case No. PB 26-04** Greenville Shopping Center EV Chargers, *799-855 Central Park Avenue South (P.O. Scarsdale, N.Y.) – Planning Board Shared Parking Reduction Request*
A work session to discuss the decision of a Shared Parking Reduction request involving the proposed installation of electric vehicle (EV) charging stations. The Applicant is proposing to install twelve (12) EV charging stations and related equipment within seventeen (17) existing off-street parking spaces. The parking spaces involved are located along Central Park Avenue, between the existing outbuilding and main shopping center building. The proposal would result in a net loss of five (5) off-street parking spaces, from 463 parking spaces (existing) to 458 parking spaces (proposed), and the Applicant is requesting a Shared Parking Reduction of five (5) parking spaces. The Applicant has submitted a parking analysis to support its request. The subject property consists of approximately 7.05 acres (306,967 sq. ft.) and is located approximately 400 feet north of the intersection of Central Park Avenue and Ardsley Road. The subject property is located in the CA Central Avenue Mixed-Use Impact District and is designated on the tax map of the Town of Greenburgh as Parcel ID: 8.460-328-1.

Chairperson Pyne introduced the application. Mr. Schmidt stated that the project qualifies as an Unlisted Action under SEQRA and that the Planning Board should consider issuing a SEQRA determination prior to acting on the draft decision. He reviewed the draft decision prepared and distributed by staff, and discussed the site-specific conditions contained therein. Mr. Schmidt noted that Condition #1 requires the Applicant to obtain all necessary permits and approvals associated with striping the crosswalks across the shopping center entrances along Central Park Avenue.

Mr. Weinberg referenced the proposed pet waste station area and asked how frequently the area would be maintained. Ms. Magana stated that maintenance requirements should be tied to the level of use. Mr. Schmidt suggested requiring the Applicant to provide a maintenance schedule for the area to the satisfaction of Town staff, prior to issuance of a Building Permit. Chairperson Pyne stated that he supported adding such a requirement as a condition of approval, and Mr. Schmidt stated that the draft decision would be revised accordingly.

On a motion made by Mr. Pillinger and seconded by Ms. Robinson, the Planning Board unanimously voted to classify the proposed action as an *Unlisted* action, under SEQRA.

On a motion made by Ms. Robinson and seconded by Ms. Anderson, the Planning Board unanimously voted to issue a Negative Declaration under SEQRA.

On a motion made by Mr. Pillinger and seconded by Ms. Robinson the Planning Board unanimously voted to approve the Shared Parking Reduction request, as amended.

5. **PUBLIC HEARINGS AND PUBLIC DISCUSSION**
Full transcripts of the items on for public hearing and public discussion will be made available through the Department of Community Development and Conservation and will be posted on the Town of Greenburgh website.

a. **Case No. PB 26-05** Barakat, *8 Willow Lane (P.O. Irvington, N.Y.) – Preliminary Subdivision*
A public hearing to discuss a Preliminary Subdivision application involving the proposed re-subdivision of 8 Willow Lane to include a portion of 165 Taxter Road. The Applicant proposes to expand 8 Willow Lane to include approximately 2,357 sq. ft. of what is currently a portion of the 165 Taxter Road property. The area proposed to be annexed is vacant lawn area, and no improvements are proposed. Both lots involved would remain zoning compliant following the transfer of property. The 8 Willow Lane property consists of approximately 0.20 acres (8,622 sq. ft.) and is situated on the easterly side of Willow Lane, approximately 250 feet north of the intersection of Willow Lane and Taxter Road. The 165 Taxter Road property consists of approximately 0.26 acres (11,158 sq. ft.) and is situated on the north northwesterly side of Taxter Road, approximately 150 feet east of the intersection of Taxter Road and Willow Lane. The subject properties are located in the R-7.5 One-Family Residence District, and are designated on the tax map of the Town of Greenburgh as Parcel ID: 7.370-190-44.1, 44.2, and 49.

On a motion made by Mr. Pillinger and seconded by Ms. Robinson, the Planning Board unanimously voted to close the public hearing and to keep the written record open through June 24, 2026.

6. **NEW BUSINESS – WORK SESSION**

a. **Case No. PB TB 26-03/PB 23-18** Loop Road Holdings, LLC (Regeneron Logistics Building), *555 Saw Mill River Road (P.O. Tarrytown, N.Y.) – Town Board Amended Site Plan (referral to Planning Board) and Tree Removal Permit, Amendment to Previously Approved Planning Board Steep Slope Permit and Wetland/Watercourse Permit*
A work session to discuss a Town Board Amended Site Plan (referral to Planning Board) and Tree Removal Permit application, and an amendment request to a previously approved Planning Board Steep Slope Permit and Wetland/Watercourse Permit associated with proposed modifications to a previously approved Town Board Site Plan application. The Applicant received approvals from the Town Board (Site Plan, Tree Removal Permit) on May 8, 2024 and from the Planning Board (Planning Board Steep Slope Permit and Wetland/Watercourse Permit) on June 18, 2024 associated with the construction of a logistics building and related off-street parking. The Applicant now seeks to reduce the size of the proposed logistics building and modify the parking layout. The proposed modifications would reduce the amount of disturbance to the site by approximately 1.7 acres, with reductions in disturbance to regulated steep slopes and wetland/watercourse buffer areas. The subject property consists of approximately 39.8 acres (1,735,153 sq. ft.), is located in the PED Planned Economic Development District, and is designated on the tax map of the Town of Greenburgh as Parcel ID: 7.71-6-2.2.

Prior to any discussion, Ms. Anderson recused herself from this project.

Following Chairperson Pyne's introduction of the application, Janet Giris, Esq., of DelBello Donnellan Weingarten Wise & Wiederkehr, LLP, and Stephen Spina, P.E., of JMC PLLC, the Applicant's representatives, provided a detailed presentation of the project and the requested modifications from the previously approved plans. Mr. Spina explained that the Applicant is proposing to retain portions of a previously approved temporary parking lot and modify the approved circulation pattern to reduce disturbance associated with future construction activities. He stated that the proposed disturbance to the wetland/watercourse buffer area would be reduced from 0.82 acres to 0.75 acres, with additional reductions in disturbances to steep slopes and tree removals. He added that the newly proposed logistics building would be one-story in height, reduced down from the previously approved four-story building, thereby reducing potential visual impacts.

Ms. Robinson stated that the proposed route appears to be located closer to the watercourse than the previously approved alignment and indicated that she preferred the previously approved route, which remains farther from the watercourse. Mr. Spina responded that the route already exists and that the Applicant would prefer to retain the existing improvements. Ms. Giris noted that the area is located entirely outside of the regulated wetland buffer. Mr. Schmidt noted that the existing improvements were approved as temporary improvements and asked what types of vehicles would utilize the proposed route. Mr. Spina stated that the route would primarily be used by box trucks and vans. He explained that larger delivery trucks would access the logistics building directly from Old Saw Mill River Road and that smaller vehicles would distribute materials throughout the campus.

John Canning, P.E., of Kimley-Horn, the Town's Traffic Consultant for this project, also noted that the parking lot was originally approved as a temporary parking lot and stated that the Applicant is now proposing to retain portions of the parking lot and associated circulation route. He asked whether a more direct route between the logistics building and Loop Road had been evaluated. Mr. Canning stated that based upon the topography, such a route appeared feasible, although it would require additional work. Mr. Spina explained that a more direct route would require significant grading because of the elevation differences across this portion of the site. He stated that the parking lot is a tiered facility and that a direct connection would result in a roadway with a substantial grade.

Mr. Schmidt asked whether portions of the parking lot would be removed. Mr. Spina stated that some portions are proposed to remain while other areas would be removed and restored. Mr. Canning stated that the Applicant is proposing to retain existing infrastructure and opined that a more direct path would be preferable, but would likely be more expensive. Mr. Schmidt asked whether the more direct route was infeasible from an engineering standpoint or simply less desirable. Ms. Magana asked what the grade difference would be across the area. Mr. Schmidt indicated that he believed the grade would be approximately eight to ten percent (8-10%). Mr. Spina stated that the Applicant prefers the revised route because a more direct route would have an approximate grade of nine percent (9%), which would be less desirable for truck traffic. He further explained that retaining the existing route provides flexibility for future campus development. He stated that the Applicant intends to balance earthwork on the site by utilizing material excavated from the logistics building area within proposed restoration areas. He explained that the restoration area is highly visible from the roundabout and that the Applicant intends to create a more natural appearance through grading and tree planting.

Chairperson Pyne observed that he was hearing two (2) different justifications from the Applicant: preserving flexibility for future development while simultaneously proposing restoration and landscaping improvements that could potentially be disturbed again in the future if additional development occurs. Mr. Spina explained that any future development would likely occur north of the proposed restoration area and not within the restoration area itself. He stated that construction of the previously approved route would require removal of retaining walls and significantly greater earthwork. He noted that numerous projects are currently occurring on the campus and that the Applicant is attempting to minimize unnecessary disturbance.

Chairperson Pyne asked about the anticipated lifespan of the logistics building. Mr. Spina stated that the building is intended as a long-term facility and would likely remain in service for at least fifty (50) years. Chairperson Pyne stated that because the building is intended as a long-term improvement, he was concerned about retaining temporary infrastructure simply because it currently exists. Mr. Spina responded that when the temporary parking lots were originally approved, the logistics building had not yet been contemplated. He stated that the Applicant is attempting to work with existing improvements rather than unnecessarily removing infrastructure that remains functional.

Mr. Schmidt asked whether the route proposed under the original approval was selected because the parking area was always intended to be temporary. Mr. Spina confirmed that the parking lot had originally been approved as temporary parking. Mr. Pillinger asked whether the route would be used exclusively by Regeneron vehicles. Mr. Spina stated that it would. Ms. Magana asked whether delivery trucks would utilize the route. Mr. Spina stated that major deliveries would access the logistics building directly from Old Saw Mill River Road and would not travel through the campus. He stated that the route would primarily be used by smaller vehicles and employee traffic. He noted that the design had also been reviewed for emergency vehicle access and that one of the goals of the proposal is to keep larger truck traffic out of the center of the campus.

Chairperson Pyne asked whether there were any reasons, other than reducing disturbance, for retaining the temporary parking lot and utilizing the circuitous truck route. Mr. Spina stated that the Applicant would prefer not to demolish parking infrastructure that already exists and is functioning. Chairperson Pyne noted that the parking lot was approved with the understanding that it would be temporary. Mr. Spina responded that the Applicant is attempting to make use of existing improvements where possible.

Mr. Schmidt stated that, while he appreciated the Applicant's position of reducing environmental disturbance, a significant amount of parking within Temporary Lot 10, south of the proposed logistics building, is proposed to remain. He noted that the logistics building has been reduced in size and therefore requires substantially less off-street parking than originally anticipated, resulting in a considerable parking surplus. Mr. Spina stated that the Applicant has determined that this lot may be needed for longer than originally anticipated. He explained that the lot was constructed with permanent infrastructure, including drainage and lighting, and would be useful during construction of the logistics building and other campus projects. He stated that the lot provides valuable flexibility for future operations. Mr. Schmidt stated that he understood the value of the lot during construction but questioned its long-term usefulness after construction activities conclude, given its distance from the rest of the campus. Mr. Schmidt stated that because the lot was originally approved as temporary, the Board and the Applicant may wish to consider whether it should ultimately be removed and restored once construction activities are complete. Ms. Giris stated that approximately one million square feet of construction is currently underway across eight (8) buildings on the campus and noted that those projects are expected to continue for several years. She stated that retaining parking for contractors would be beneficial. Mr. Spina added that Regeneron also possesses approvals for several hundred thousand square feet of future development on the Mount Pleasant portion of the campus and stated that the parking area could serve as a useful reserve parking resource for future projects. Ms. Giris stated that Regeneron has experienced significant growth in both Greenburgh and Mount Pleasant and expressed support for maintaining infrastructure that will help accommodate future expansion.

Mr. Weinberg asked what expectations existed when the temporary parking lot was originally approved. Ms. Giris stated that the lot was expected to remain in use for approximately five to ten (5-10) years, though Town requirements necessitated construction to permanent standards. Ms. Kimberly Martin, of Regeneron, representing the Applicant, stated that the Applicant was advised at the time of approval that it could return to seek authorization to retain the temporary lot if circumstances warranted. Mr. Schmidt noted that several temporary parking lots have been approved throughout the campus and that Lot 13 is one such example where the lot is proposed to be converted from a temporary lot to a permanent lot.

Mr. Weinberg stated that parking Lot 10 appears to be located in a visible area and asked whether construction equipment and staging activities would be visible from nearby public roadways. Ms. Giris stated that substantial vegetation exists between the parking area and the roadway. Mr. Spina explained that the parking lot is screened by an existing vegetated buffer and that additional landscaping is proposed. He stated that the parking area is generally not visible during the summer months and is only partially visible during the winter when leaves are absent. Mr. Schmidt asked whether evergreen screening could be incorporated to improve year-round screening. Mr. Spina responded that the landscape plan currently includes a mix of evergreen and deciduous plantings and that the Applicant would review opportunities to improve screening in consultation with staff. He also suggested that a field visit could help identify optimal planting locations.

Chairperson Pyne asked whether the proposed logistics building is being designed to accommodate a future second story. Mr. Spina stated that it is not. Mr. Schmidt asked whether the more than one hundred proposed trees are being planted solely to satisfy prior approval replacement requirements or whether additional planting is proposed. Mr. Spina stated that the Applicant reviewed the tree replacement calculations associated with removal of temporary Lots 10 and 14 as well as the tree removals associated with the proposed logistics building, and believes the proposal exceeds the required replacement figures. Mr. Weinberg asked what types of vehicles would utilize parking Lot 10 and whether roadway capacity was adequate. Mr. Spina stated that the lot could be used for displaced employee parking and contractor parking and noted that Regeneron currently utilizes shuttle services to transport contractors to active construction sites. He stated that the roadway was constructed to Town standards and explained that the proposed parking configuration provides additional room for truck maneuvering. Mr. Weinberg asked whether access to the main campus from the logistics building would be restricted. Mr. Spina stated that a lift gate is proposed near the building, therefore restricting access. Ms. Robinson asked whether employees currently park within Lot 10. Mr. Spina stated that the lot is currently used primarily by contractors. Ms. Robinson asked whether sidewalks are proposed for improved pedestrian connectivity. Mr. Spina stated that Regeneron remains obligated to construct a sidewalk extending from the roundabout to the end of the property, pursuant to prior Town Board and Planning Board approvals. He explained that the work will occur in conjunction with future off-site improvements following receipt of required approvals from NYSDOT. Chairperson Pyne stated that he would still like to better understand the grading impacts and disturbance associated with construction of the more direct route between the logistics building and main campus. Ms. Giris stated that it would also be useful to illustrate the location and sizing of the existing retaining walls. Chairperson Pyne agreed and requested that such information be provided to the Board.

On a motion made by Ms. Robinson and seconded by Mr. Pillinger, the Planning Board unanimously voted to issue no objection to the Town Board serving as Lead Agency for SEQRA review of this project.

b. **<u>Case No. PB 25-06</u>** Kindred Maison, LLC, *1440 Saw Mill River Road (P.O. White Plains, N.Y.) – Planning Board Steep Slope Permit, Wetland/Watercourse Permit, and Tree Removal Permit*
A work session to discuss a Planning Board Steep Slope Permit, Wetland/Watercourse Permit, and Tree Removal Permit application involving the proposed construction of a new single-family home, and related improvements. The Applicant proposes approximately 3,210 sq. ft. of disturbance to 15-25% slopes (STEEP SLOPES), approximately 2,460 sq. ft. of disturbance to 25-35% slopes (VERY STEEP SLOPES), and approximately 2,350 sq. ft. of disturbance to 35%+ slopes (EXCESSIVELY STEEP SLOPES). The project requires approximately 459 cubic yards of excavation and 0 cubic yards of imported fill. A watercourse runs through the middle of the property and much of the proposed area of disturbance is within the watercourse buffer. No direct disturbance to the watercourse is proposed. The project requires a new curb cut on Saw Mill River Road. The applicant proposes the removal of 49 regulated trees, requiring a Tree Removal Permit, and has prepared a landscaping plan providing for the planting of 16 trees, as replacement. In a memorandum dated May 12, 2025, the Deputy Building Inspector identified the following required Area Variances: (1) pool not in rear yard (required) to side yard (proposed); (2) number of stories, from 2.5 stories (permitted) to 3 stories (proposed); and (3) height of building, from 30 feet (permitted) to 36.08 feet (proposed). The subject property is located in the R-10 One-Family Residence Districts and is designated on the tax map of the Town of Greenburgh as Parcel ID: 8.100-53-35. The subject property consists of approximately 1.11 acres (48,318 sq. ft.) and is situated on the easterly side of Saw Mill River Road, approximately a quarter mile north of the intersection of Saw Mill River Road and Dobbs Ferry Road.

Chairperson Pyne introduced the application. Ms. Linda Tirelli, the Applicant, and Emilio Escaladas, P.E., of Escaladas Associates, P.C., representing the Applicant, provided a presentation of the project.

Mr. Escaladas stated that revised plans had been submitted and that he believes that the previously identified height and story variances may no longer be necessary based upon updated calculations. He acknowledged that a variance associated with the proposed pool location will still be required. Mr. Schmidt stated that staff would coordinate with the Building Department regarding the Area Variances.

Chairperson Pyne asked about the proposed stormwater management system. Mr. Escaladas stated that the system is designed to accommodate a 25-year storm event. Chairperson Pyne asked whether the system could be expanded to accommodate a larger storm event. Mr. Escaladas stated that the Applicant intends to proceed with the current design, which incorporates both retention and percolation components, and was revised based upon comments from the Bureau of Engineering. Mr. Escaladas explained that stormwater would discharge to an existing drainage ditch and culvert system. He stated that the NYSDOT requested review of the existing culvert and subsequently approved both the proposed stormwater management system and curb cut. Mr. Schmidt asked whether the NYSDOT had approved the proposed trench drain located within the State right-of-way. Mr. Escaladas confirmed that the approval had been obtained and noted that the trench drain was required by the NYSDOT.

Mr. Schmidt asked about steep slope disturbances, tree removals and landscaping. He stated that 49 trees are proposed to be removed and noted that the submitted plans reference differing numbers of replacement trees. Mr. Escaladas stated that steep slope impacts are unavoidable on this site, however, the bulk of proposed disturbance is situated in the flattest portions of the site. He added that the final number of replacement trees will likely exceed the amounts shown on the plans. Ms. Tirelli stated that several trees previously identified for removal have since been damaged by lightning and may no longer be standing. A discussion ensued regarding the installation of evergreen trees species for screening purposes. Mr. Schmidt advised that staff would work with the Applicant to clarify the final tree replacement plans and Area Variance requirements prior to scheduling the application for a future work session.

c. <u>**Case No. PB 25-31**</u> Atlantis Car Wash, *609 Saw Mill River Road (P.O. Elmsford, N.Y.) – Site Plan*
A work session to discuss a Planning Board Site Plan application involving the proposed construction of a car wash and related improvements on a vacant lot. The Applicant is proposing to construct an approximately 3,930 sq. ft. car wash facility that would have access off Old Saw Mill River Road and be interconnected with an adjacent gas station to the south (Exxon). No access is proposed off Saw Mill River Road. The proposed car wash would have three (3) queuing lanes funneling into one (1) car wash bay. Fifteen (15) parking spaces are intended for vacuums, with a total of 29 total off-street parking spaces provided, and with one (1) loading space shown. The Applicant is proposing an underground detention system to handle stormwater runoff to be generated by impervious surfaces. In a memorandum dated June 16, 2026, the Deputy Building Inspector identified the following required Area Variances: (1) Minimum distance between off-street parking to principal building, from 25 ft. (required) to 5 ft. (proposed); (2) Exterior lighting height, from 14 ft. (permitted) to 16 ft. (proposed); (3) LED screens on canopy structure south elevation, from none (permitted) to a 4.66 ft. by 12 ft. LED screen (proposed); (4) maximum height of wall sign, from two feet (permitted) to 4.66 feet (proposed); (5) non-permitted third wall sign on canopy, from two signs (permitted) to three signs (proposed); (6) logo on wall east elevation, from 4 feet (permitted) to 5 feet (proposed); and (7) location of off-street loading, from side/rear yard (required) to front yard (proposed). While the Applicant proposes no regulated tree removals, it does propose the planting of seventeen (17) trees and fifty-six (56) shrubs. The subject property consists of approximately 56,936 sq. ft. (1.3 acres) and is situated between Saw Mill River Road and Old Saw Mill River Road, just south of the Saw Mill River Road and Grasslands Road traffic circle. The subject property is located in the LI Light Industrial District and is designated on the tax map of the Town of Greenburgh as Parcel ID: 7.60-3-9.2.

Chairperson Pyne introduced the application. Adam Thyberg, P.E., of Insite Engineering, P.C., representing the Applicant, provided a detailed presentation of the project. He stated that the

Applicant has been coordinating with Town staff, NYSDOT, and the Town's Traffic Consultant for approximately one (1) year regarding site access, circulation, and layout of the proposed car wash. He noted that comments were received from staff immediately prior to the meeting and that those comments would be addressed in a future submission. Mr. Thyberg stated that the Applicant intends to revise the plans further, to reduce the number of required variances as identified by the Building Inspector's office.

Ms. Magana asked about the proposed cross-access connection with the adjacent gas station and questioned whether replacement parking spaces would be required. Mr. Thyberg stated that replacement parking spaces are proposed on the car wash parcel and that the Applicant intends to address the shared access arrangement through easements. Mr. Schmidt asked whether the gas station would remain compliant with off-street parking requirements. Mr. Thyberg stated that he would look into the matter and report back. Ms. Magana noted that the arrangement could potentially trigger a satellite parking Special Use Permit requirement through the Zoning Board of Appeals. Mr. Schmidt stated that staff has worked extensively with the Applicant on several alternative layouts and believes the current design represents the strongest proposal developed to date. Mr. Thyberg agreed and stated that the plan balances zoning compliance, vehicle queuing requirements, and site functionality.

John Canning, P.E., of Kimley-Horn, the Town's Traffic Consultant for this project, stated that the Applicant provided a comprehensive traffic study, evaluating traffic from the surrounding properties and roadways, including the intersection of Old Saw Mill River Road and Saw Mill River Road. Mr. Canning stated that the study concluded the proposal would not result in significant adverse traffic impacts. He further explained that because car washes can occasionally experience unusually high demand, the Applicant prepared a high-volume operations plan. Mr. Canning recommended that this plan be incorporated into any future approval and implemented whenever necessary to prevent vehicle queues from extending onto public roadways. Chairperson Pyne asked whether implementation of the plan should be required on an annual basis. Ms. Magana stated that implementation should occur whenever conditions warrant. Mr. Schmidt noted that a similar operational plan was required for another car wash approved within the Town. Mr. Canning stated that the plan should be maintained on-site and implemented whenever unusually high demand is anticipated.

Ms. Magana asked whether vehicle queuing spaces were being counted towards the required number of off-street parking spaces. Mr. Thyberg stated that the project complies with off-street parking requirements without counting queuing spaces. Ms. Magana asked whether the site had previously been a brownfield property. Mr. Thyberg stated that he would need to review prior records. Mr. Schmidt asked whether soil testing had been completed and whether any environmental concerns had been identified. Mr. Thyberg stated that he understood a Phase I Environmental Site Assessment had been prepared and agreed to provide additional information to the Board and staff. Mr. Pillinger asked whether excavation would be required. Mr. Thyberg stated that excavation is proposed to remove remaining stockpiled material associated with prior highway construction activities. Mr. Weinberg asked whether a copy of the Phase I Environmental Site Assessment could be provided. Mr. Thyberg stated that he would investigate and provide all available documentation.

Ms. Robinson asked whether pedestrian improvements, such as a sidewalk and crosswalks, could be expanded to improve connectivity between the site and nearby commercial properties. Mr. Thyberg stated that a sidewalk exists along Old Saw Mill River Road and agreed to evaluate additional pedestrian connectivity improvements. Ms. Magana suggested that signage could be utilized to direct customers to supplemental parking areas. Chairperson Pyne requested that staff review the Town's sidewalk priority plan and determine whether additional pedestrian improvements are recommended for the area. Ms. Magana asked about water usage and noted that car washes are typically required to recycle water. She added that a water main on-site may be owned by the Village of Tarrytown. Mr. Thyberg stated that water recycling equipment will be incorporated into the project and shown on future plan submissions, and that the water main mentioned would be confirmed. Mr. Britton asked what level of storm event the stormwater management system is being designed to accommodate.

Mr. Thyberg stated that the design remains conceptual and would be fully developed as part of a follow-up submission. Mr. Britton encouraged the Applicant to consider designing the system to accommodate a 50-year storm event. Mr. Thyberg stated that this recommendation would be evaluated.

On a motion made by Ms. Robinson and seconded by Mr. Pillinger, the Planning Board unanimously voted to declare its intent to serve as Lead Agency for SEQRA review of this project.

7. **OLD BUSINESS – WORK SESSION (continued)**

a. **Case No. TB 25-04** Comprehensive Chapter 285 Amendments – *Zoning Text and Zoning Map Amendments (Referral from Town Board)*

A continued work session (May 20, 2026 and June 3, 2026) to discuss the Zoning text and Zoning map amendments referral from the Town Board related to Chapter 285 of the Code of the Town of Greenburgh (the Zoning Ordinance). This work session will focus discussion on environmental changes (CD Overlay & PUD District, Steep Slope & Wetlands deduction amendments) and electric vehicle charging stations. The proposed Zoning text and Zoning map amendments align with several policies and principles of the Town's Comprehensive Plan, including, but not limited to: (1) Advancing affordable housing initiatives; (2) Providing for a good mix of uses in the Town's mixed-use districts; (3) Promoting open space and compact land development; (4) Supporting the mobility needs of a range of users; (5) Providing clear and consistent regulations; (6) Advancing sustainability initiatives; (7) Removal of the UR Urban Renewal District; (8) Creation of a M-30 Multifamily Residence District; and (9) Creation of a TR Tarrytown Road Mixed-Use District.

Chairperson Pyne stated that the Planning Board would continue its review of the proposed Chapter 285 amendments relating to electric vehicle charging stations (EVCS), the CD Overlay District, the Planned Unit Development (PUD) District, and steep slope and wetland/watercourse deductions.

Mr. Schmidt presented the proposed EVCS amendments, which involve regulating and permitting Level 1, 2, and 3 charging stations for residential and commercial properties, and the creation of Electric Vehicle Charging Hubs as a permitted use via Special Use Permit. He noted that comments on the proposed EVCS amendments were submitted by Lucia Chiocchio, Esq. and her client New Leaf Energy, which are under review by staff and circulated to the Board. Mr. Pillinger suggested that consideration be given to annual maintenance reporting requirements to ensure that charging stations remain operational. Mr. Schmidt stated that such a recommendation appears reasonable. Ms. Magana noted that any reporting requirement should be coordinated with existing State or regulatory requirements to avoid conflicts.

Ms. Robinson suggested that sign regulations should allow flexibility because pricing information may change frequently. Mr. Schmidt explained that the intent of the provision is to indicate whether charging stations are available for free or whether fees apply, and that this could be clarified with updated language. Chairperson Pyne recommended replacing references to six (6) month completion periods with specific references to 180 days, for clarity. He also suggested that provisions regulating digital displays be reviewed for consistency with regulations applicable to gasoline service stations. Mr. Schmidt drew a distinction between gas stations and EVCSs, as with a gas station a person physically stands at the pump while pumping gas, but with an EVCS, a person may be in their car or in a store while waiting for their vehicle to charge. Ms. Robinson agreed with the distinction.

Mr. Weinberg asked about the differences between charger types. Mr. Schmidt reviewed the proposed classifications and explained that Level 1 chargers are generally unsuitable for commercial applications, while Level 2 chargers are appropriate accessory uses in residential and commercial settings. He stated that Level 3 fast chargers are more frequently seen at shopping centers and EV Charging Hubs, intended to function similarly to traditional fueling facilities. Mr. Weinberg asked whether EV charging spaces would count towards off-street parking requirements. Mr. Schmidt confirmed that they would. Mr. Weinberg also asked how the Town would prevent vehicles from occupying EV charging spaces after charging is complete. Ms. Robinson noted that many EV charging systems include penalties imposed for leaving a vehicle after charging is complete.

Ms. Robinson asked if a Level 2 charger would require a permit for residential installation. Mr. Schmidt responded that a Level 2 charger may need an electrical permit to upgrade the amperage and breaker. Ms. Robinson asked if an installation was completed before the EVCS amendments were passed, if a permit would be required. Mr. Schmidt responded that if electrical work was done without a permit, a permit would be needed to legalize. Mr. Weinberg asked about fire safety in residential buildings. Mr. Schmidt stated that he would speak with the Building Department about updated NYS Building Code standards.

Mr. Schmidt presented proposed amendments clarifying steep slope and wetland/watercourse deductions for multi-family and commercial developments, noting that this issue had been discussed in the past by the Planning Board. Mr. Weinberg noted that interpretation of the existing regulations had proven difficult during review of certain recent applications, including the Ardsley Park project. Mr. Schmidt stated that the proposed amendments are intended to provide clarity and consistency. Chairperson Pyne recommended that references to two-family dwellings be explicitly incorporated where appropriate.

Mr. Schmidt presented revisions to the CD Overlay District and PUD District regulations, clarifying unit count calculations and lot and bulk requirements. Mr. Weinberg asked whether conserved open space could be utilized for community recreation. Mr. Britton explained that the intent of the CD Overlay District is preservation and enhancement of natural features and that passive recreation activities, such as walking trails, are generally appropriate, whereas active recreational facilities are more consistent with PUD projects. Mr. Weinberg asked whether examples of CD Overlay District developments exist within the Town. Mr. Schmidt cited Chauncey Estates as an example of a residential development project that preserved natural features through conservation design. Mr. Weinberg asked if the reduction in lot area would enable more units. Mr. Schmidt explained that there would be no increase in number of units permitted, just that it allows for clustering units on smaller lots. He continued presenting changes to the PUD District, involving the requirement to memorialize reductions in setback or lot size requirements, as well as updating the height minimums to be consistent with one-family residential height allowances.

Chairperson Pyne reviewed a number of drafting comments intended to improve consistency throughout the proposed amendments, including references to zoning districts, application procedures, referral requirements, fee schedules, stormwater terminology, and coordination with other reviewing agencies. He noted that these comments have been transmitted to Commissioner Duquesne for consideration.

Mr. Schmidt thanked the Board for its review and stated that discussion would continue on July 1, 2026, with a public discussion scheduled for July 15, 2026.

Chairperson Pyne stated that consideration should be given to posting the zoning amendment discussions separately online to improve public access and understanding of the proposed changes.

8. <u>ESTABLISH DATE FOR NEXT MEETING</u>

The next regularly scheduled meeting of the Greenburgh Planning Board will be held on Wednesday, July 1, 2026, and is scheduled to begin at 7:00 pm.

9. ADJOURNMENT

The June 17, 2026 Work Session of the Town of Greenburgh Planning Board was adjourned at 10:09 p.m.

Respectfully submitted,

Aaron Schmidt
Deputy Commissioner,
Department of Community Development and Conservation

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TOWN OF GREENBURGH
PLANNING BOARD

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1. ROLL CALL

5. ITEMS FOR PUBLIC HEARING/PUBLIC DISCUSSION

a. CASE NO. PB 26-05
BARAKAT
8 Willow Lane
(P.O. Irvington, N.Y.)

ADJOURNMENT.

---x

Greenburgh Town Hall
177 Hillside Avenue
Greenburgh, New York 10607
June 17, 2026

HYBRID PLANNING BOARD MEETING

BARBARA MARCIANTE,
Official Court Reporter

A P P E A R A N C E S:

DYLAN PYNE, CHAIRPERSON

EMILY ANDERSON, Board Member
MARC PILLINGER, Board Member
EDWIN WEINBERG, Board Member

VIKASH PATEL, Alternate Board Member(Not Present)
NATASHA ROBINSON, Alternate Board Member

AMANDA MAGANA, First Deputy Town Attorney

AARON SCHMIDT,
Deputy Commissioner of The Department of
Community Development and Conservation

MATTHEW BRITTON,
PLANNER of the Department of
Community Development and Conservation

CHAIRPERSON PYNE: Now we are moving into our Public Hearing. So I will open the Public Hearing portion of the June 17th, 2026 Planning Board meeting.

Deputy Commissioner Schmidt, may you conduct the roll?

DEPUTY COMMISSIONER SCHMIDT: Sure. Chairperson Pyne?

CHAIRPERSON PYNE: Present.

DEPUTY COMMISSIONER SCHMIDT: Mr. Weinberg?

BOARD MEMBER WEINBERG: Here.

DEPUTY COMMISSIONER SCHMIDT: Ms. Anderson?

BOARD MEMBER ANDERSON: Here.

DEPUTY COMMISSIONER SCHMIDT: Mr. Pillinger?

BOARD MEMBER PILLINGER: Here.

DEPUTY COMMISSIONER SCHMIDT: Our Alternate, Ms. Robinson?

ALTERNATE BOARD MEMBER ROBINSON: Here.

DEPUTY COMMISSIONER SCHMIDT: Who will be a full voting member in place of the current vacancy we have on the Board.

Also, note for the record, that our Alternate Number Two, Mr. Patel, is not present this evening. Thank you.

CHAIRPERSON PYNE: All right. So up for Public Hearing this evening, we have Case Number PB 26-05, Barakat at 8 Willow Lane, P.O. Irvington. And the applicant is seeking a Preliminary Subdivision.

Is there someone representing the applicant or the applicant themselves?

DEPUTY COMMISSIONER SCHMIDT: I believe on Zoom.

CHAIRPERSON PYNE: On Zoom, all right. The floor is yours.

MR. MICHAEL BARAKAT: Good evening. Thank you for this time. And as we discussed at the last meeting, my neighbor, Laurie, and I -- Laurie is actually here tonight for the Hearing.

Laurie and I would like to move the property line that currently exists between our two backyards. I don't know if you would like me to display the plat drawing again?

CHAIRPERSON PYNE: If you could, that would be great.

MR. MICHAEL BARAKAT: Sure. Sure. Just give me a minute to get that up here. Okay, I will zoom out a little so you can see this.

So once again, just as we discussed last time, this is my house, 8 Willow Lane right here -- Sorry, that's my neighbor's. This is 8 Willow Lane right here. This is Laurie's house, 165 Taxter Road.

As the drawing indicates, the current lot line exists here between our two properties. Our proposal is that we're moving the lot line to here between our two properties.

Subsequent to last meeting, I provided documentation to discuss some of the concerns that were brought up about the right of way that exists here. And I stand ready to answer any questions. And I think Laurie also wanted to say something.

CHAIRPERSON PYNE: Laurie, if you can approach the microphone.

MS. LAURIE SCHWEIGERT: I'm in agreement. I'm in total agreement.

CHAIRPERSON PYNE: If you could just say it at the microphone for the record. And state your name for the record.

MS. LAURIE SCHWEIGERT: Laurie Schweigert. I'm the neighbor of Michael and I'm in total agreement with this plan.

DEPUTY COMMISSIONER SCHMIDT: Thank you.

BOARD MEMBER ANDERSON: Thank you.

MS. LAURIE SCHWEIGERT: Okay.

CHAIRPERSON PYNE: Okay, thank you. I know there was some discussion at the last meeting about verifying that the portion of the property labeled as right of way on the plat is, in fact, in ownership and is able to be transferred.

Is there an update you can provide on that or may be First Deputy Commissioner Magana can share an update on that?

FIRST DEPUTY TOWN ATTORNEY MAGANA: So in using the Title Report that was provided as reference, Matt and I were able to locate the appropriate deed including the right of way.

CHAIRPERSON PYNE: Great. So the two applicants are in a position to be able to legally transfer the property to one another?

FIRST DEPUTY TOWN ATTORNEY MAGANA: Yes.

CHAIRPERSON PYNE: Great, thank you. Are there any questions or any additional questions or comments from the Board?

ALTERNATE BOARD MEMBER ROBINSON: No.

BOARD MEMBER PILLINGER: No.

BOARD MEMBER WEINBERG: No.

BOARD MEMBER ANDERSON: No.

CHAIRPERSON PYNE: All right. Is there anyone here in the room who would like to speak on this application this evening?

(Whereupon, there was no response.)

CHAIRPERSON PYNE: Is there anyone on Zoom who would like to speak on this application this evening?

(Whereupon, there was no response.)

CHAIRPERSON PYNE: All right. Seeing none, I will entertain a motion to close the Public Hearing and keep the written record open through June 24th.

BOARD MEMBER PILLINGER: So moved.

CHAIRPERSON PYNE: Moved Mr. Pillinger.

ALTERNATE BOARD MEMBER ROBINSON: Second.

CHAIRPERSON PYNE: Second Ms. Robinson. All in favor?

BOARD MEMBER WEINBERG: Aye.

BOARD MEMBER PILLINGER: Aye.

BOARD MEMBER ANDERSON: Aye.

ALTERNATE BOARD MEMBER ROBINSON: Aye.

CHAIRPERSON PYNE: Chair votes aye. Great. Thank you.

MR. MICHAEL BARAKAT: Thank you.

CHAIRPERSON PYNE: And I will entertain a motion to close the Public Hearing portion of this meeting.

ALTERNATE BOARD MEMBER ROBINSON: So moved.

CHAIRPERSON PYNE: Moved Ms. Robinson.

BOARD MEMBER PILLINGER: Second.

CHAIRPERSON PYNE: Second Mr. Pillinger. All in favor?

BOARD MEMBER WEINBERG: Aye.

BOARD MEMBER PILLINGER: Aye.

BOARD MEMBER ANDERSON: Aye.

ALTERNATE BOARD MEMBER ROBINSON: Aye.

CHAIRPERSON PYNE: Chair votes aye.

(Whereupon, the Public Hearing Session was concluded.)

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C E R T I F I C A T I O N

Certified to be a true and accurate transcript of the Public Hearing of the Greenburgh Planning Board Meeting proceedings held on June 17, 2026, taken by the undersigned, to the best of her ability.

Barbara Marciante

Barbara Marciante,
Official Court Reporter