

TOWN OF MOUNT PLEASANT

MINUTES OF THE MEETING OF THE PLANNING BOARD TOWN OF MOUNT PLEASANT WESTCHESTER COUNTY, N.Y. HELD APRIL 3, 2025

BUSINESS ITEMS

Minutes from both dates were adopted.

Acceptance of minutes drafted from the 2-6-2025 & 3-6-2025 Planning Board meeting

Request for a 90-day extension of the resolution of approval for Subdiviion Application # SD 23-04 for the development of vacant parcels located at Bradhurst Avenue and Brighton Avenue in Hawthorne for the construction of an approximate 3,000 Sq.Ft. business office with storage barn. Additional improvements include driveway, parking area, storm water mitigation facilities, landscaping and screened areas. SBL 112.9-1-2&3, owner is Brighton Ave. Properties, LLC

Application is waiting on Board of Health sign off. Extension request was granted

NEW PUBLIC HEARINGS

- 1. Proposed: 40 Saw Mill River Road, Amendment to recently approved site plan application # SP 22-03 to include further improved circulation and accessible access to the building. Previous approval granted an increase to a total of 335 spaces, amendment proposes an increase to a total of 340 spaces.**

Application: Site Plan # SP 24-10, Steep Slopes # 24-12

Location: 40 Saw Mill River Road, Thornwood

Section/Block/Lot: 116.7-1-4

Zone: C-RB

Owner & Applicant: Seventh Jam Development, LLC

Engineer: JMC Site Planning LLC

Architect: Tecton Architects

Motion was made to waive the reading of the public notice

Rob Aiello of JMC Engineering made the presentation to the public and covered the below points:

- The earlier approval of 2022 covered mostly an increase in parking spaces where this application includes circulation changes which provide the convenience of the parking for the user and improved building access
- The parcel is 7.5 acres, the building was originally constructed in the 70's for a one-

tenant use IBM, in the 90's it became multi-tenant office space and it's graduated to today mostly high turnaround medical offices.

- ADA and ADL parking has been provided in clear proximity to the access points of the building
- They are working with the Engineering department and have provided updates to traffic counts which are currently in review.
- New landscaping plan has been provided, which takes under consideration the last comments from the Chairman to increase the tree counts on the front street-facing side of the building.
- A new stormwater plan has been submitted and reviewed by the Engineering Department
- The building addition will provide better access by elevator or staircase.
- There is an addition of a detached accessory structure for property maintenance items.

Board Member Comments:

Walter Hickey - What is the exit strategy when using the Northern exit to head South?

Rob Aiello replied the existing driveway and curb cut remains as is, it will continue to operate as the site has been operating, the traffic does not meet the warrants for a new light. There are two lights within a 1/4 mile in either direction.

--- No Comments from the Public ---

Motion was made by John Piazza to keep the public hearing open until the recently submitted traffic information is reviewed and replied to by the Town Engineer, and to direct the planning board consultant draft a resolution of approval pending the review determination., seconded by JD Summa all members present voted in favor.

CONTINUING APPLICATIONS

- 2. Proposed: 399 Old Sleepy Hollow Road, Pleasantville**
Subdivision of one lot into two for the purposes of development of a single family dwelling.

Application: PSD 25-01

Location: 399 Old Sleepy Hollow Road, Pleasantville

Section/Block/Lot: 105.18-1-19 & 20

Zone: R-40

Owner & Applicant : Joes & Zulema Montiel

Engineer/Architect: ARQ Architecture, P.C

Attorney Kory Salomon and Javier Hernandez of ARQ appeared before the Board to continue their application. The below items were presented and discussed with the Board:

Following up on our last appearance we focused our discussion on three main things, one was your consultant's memos and then the DEC determination.

- We have heard from DEC. They are going to take jurisdiction, so we have submitted our wetland application to them.
- Then there was the appendage that we wanted to put from Lot 1 and Lot 2, we've made that adjustment for you as well.
- And so procedurally, I think we've addressed all the comments and we'd like to schedule the public hearing, but we're here to answer any questions you guys may still have.

Chairman Collins thanked the applicant for making those changes.

Patrick Cleary commented this is the first time we've experienced the DEC taking control of a wetland application. They have ninety days to issue the permit, I think, since they accepted jurisdiction. Will the DEC change something or modify something in the process of their permit?

This is the problem with the DEC inserting their role, this could delay this application 90 days to wait for the DEC to act, we schedule public hearing and if worst comes to worst and they don't have everything they need from the DEC we can just leave the public hearing open. Or since it's a separate permit, you could approve this subdivision application subject too DEC Approval. My point is, we don't know how the DEC is going to be dealing with local level permits these days.

Motion was made by John Piazza to have the application go to a Public Hearing, seconded by Jane Abbate, all remaining members voted in favor.

NEW APPLICATIONS

- 3. Proposed: 145 Benic Place, Legalize cut and fill grading and the construction of concrete retaining wall in excess of 6ft at rear of portion of property.**

Application: Steep Slope #SS 25-03

Location: 145 Benic Place, Hawthorne

Section/Block/Lot: 111.12-1-11

Zone: R-10

Owner: Michael Stallone

Applicant & Engineer: Fnu Luqman, of Dia Grid Engineering

Engineer Asham Rheal appeared before the board to make the presentation to legalize a retaining wall installed upon an existing retaining wall to create a larger backyard area on the parcel. The following was discussed:

- the homeowner wanted to use their backyard for recreational purposes. And he installed a new CMU wall approximately 44inches tall on top of an existing retaining wall. The top of the new wall from the bottom of the existing wall is about 10ft
- the land behind this property is a steep slope and approximately 35-40ft behind

the property is a road

- it is a fall protection wall
- There is a small 16 feet by 17 feet paved area and it's a bit lower than the actual grade so whenever there's a rainfall the water gets accumulated in that area, so, we are proposing a dry well in that area so that the water doesn't accumulate into the soil and build up pressure on the wall. The town code doesn't allow us to have weep holes into the neighboring properties,
- We were told to get variance because it's an as-built condition and the zoning doesn't allow, more than six feet. The new wall is only about three to four feet, but when it's measured from behind on the downhill side, it exceeds more than six feet. So and we were also told to get a steep slope permit for that.

Board Member comments:

So what we have here is a wall that that should have never been built.

- The application said that you wanted it to prevent runoff from going onto the site from the adjacent property, but the topography along that whole block looks like it's pretty even for all the houses on that side of the street, so I don't know where the water was coming from.
- If this is legalization, when was the wall built? How long has it been like this?
- The cross section shows the wall standing by itself, so It's not a retaining wall that was backfilled to provide a level backyard. Is it just a fall protection wall.
- We don't really have any plans to talk about, and we need to understand the whole picture what's behind that property and who is behind that wall. We know it's some kind of municipality, whether it's the state or the town or the count.
- We want to make sure we have a full plan of what is there today, and what the water mitigation measures are for that wall today.
- We don't know if improvements need to be made as a result of the wall being built. Does the town engineer need to get engaged with that conversation?
- Was that patio, that 16 by 16 patio built with a permit? Because aerial images show that it wasn't there a few years ago? Applicant replied no, it was built before the winter of 2024 about eight or nine months ago.
- How do we verify the construction of the wall at this point? Applicant replied there are a couple of certain tests. We could do a rebar scan for a CMU wall so that we get to know how many cells the contractor put the rebar in. Because it is a high wall and at a higher grade wind loads are significant, so it should withstand that. So for that the codes says that we need to have some rebar into the block and it also has to be grouted. We would have to get a core drill test, which says there is some grout and also it specifies the compressive strength of the grout. The American council Institute, the ACI three eighteen code suggests to get at least three samples and average of three should be equivalent to about 3,000 psi minimum.
- we're going to need all those tests, we're going to need drawings of all your details for the wall and how you've attached it to the new wall.
- Mr. Patrick Cleary added –
- if you remember, a couple years ago, we've had an illegal illegally constructed

wall we had it dismantled in a portion of it to verify how it was constructed. It's a significant issue. The testing may be satisfactory, but that's an issue that has to be addressed. You need a full topographic survey of the property and the areas surrounding the property, so to Eileen's point, we can understand the relationships of the properties. Right now we just have some spot elevations and some sections, we need a full topographic survey as well. So that may take some time to get done. But the testing, you should coordinate with the town engineer to find out if what you're suggesting is appropriate or if you have to dig a hole. Chairman Collins added and here's why it's important, I think it was last year where a wall fell on the Metro North, a much bigger wall, but we have to make sure that we're doing the right thing now to make sure we protect the public and the people in the surrounding area. And especially since there's a main artery behind that house, I think that's the connection to 9A we have to make sure we do this right.

- The patio has to be legalized as well

4. Proposed: 95 Bradhurst, Blythedale Childrens Hospital, Three-phase improvement plan including expansion for long-term care, parking deck, and improvements to site utilities and infrastructure.

Application: Site Plan SP - 25-02

Location: 95 Bradhurst Avenue, Valhalla

Section/Block/Lot: 117.17-1-2

Zone: R-20

Owner & Applicant: Blythedale Childrens Hospital

Engineer/Architect: Langan; Colliers; E4H Architecture

Appearing to present the application were attorney Janet Giris, Larry Levine president and CEO of Blythedale. Architect Jennifer Arbuckle. The following was presented and discussed with the Board:

- Blythedale is a national leader in improving the health and quality of life of children with complex medical illnesses and disabling conditions through superb multidisciplinary care, teaching research, and advocacy programs.
- It was founded in 1891, and it's been at this current location in Valhalla since 1922
- Their property is located at 95 Bradhurst Avenue in Valhalla and consists of approximately 12.6 acres and is located in the R-20 single family residential Zoning district of the Town.
- It's currently improved with a two-story brick hospital containing approximately 235,000 square feet together with related parking and infrastructure
- Blythedale was last before the board back in February 2008 in connection with

an amended site plan approval for its expansion at that time, and that is the building that exists today.

- We are here seeking from this board amended site plan approval to permit the expansion of its existing facilities to address, the ever-growing need for specialized long-term pediatric care in our community and across New York State.
- the project that we are proposing is proposed in three separate components and to be constructed in three phases. The, first phase a one-story parking structure containing approximately a 32 parking spaces. The second phase is intended to be a ring road around the existing hospital building together with related infrastructure, which will be necessary to support the new expansion of the building, and then Phase three a proposed new two-story building addition for the provision of a net of 44 additional long term beds.
- We received the comments of Mr. Cleary just this morning, we don't have answers to all those comments this evening, but wanted to touch base on a few. There is an existing special permit here that would need to be modified. There is a need for several area variances as well. These are both in the purview of the Zoning Board of Appeals.
- A quick summary of the site plan covered the below points:
- The site is very long and skinny, it's maybe 300 feet top to bottom, and is quite lengthy. The main hospital building is sort of in the middle, with the school portion coming down towards Bradhurst. The existing parking lot is on the right-hand side and the Sprain Parkway is on the top portion of the site plan.
- The proposed project is to build a one-story parking deck on top of the existing parking lot. we would have one level underneath, and a new parking level that goes up 10 or 12 feet. The parking deck is really needed to help, clear some of the traffic and the parking. We're not, removing any of the parking on the left-hand side of the site, but it makes it much easier to have the spaces available on the other side of the campus
- The goal is to have a solar array on top of the parking deck to capture solar for the, energy for the hospital. We have three - four car charging stations planned as part of this. It's a one-story deck with, existing on grade parking that would be underneath it. We have to make some revisions, obviously, to build the deck, but it would be essentially in the same location underneath and it would help with parking during the remaining two phases of the construction project.
- The second piece of the project would be to connect the roads around the back. right now there's a road that comes around partway, and the loading dock is on the left-hand side, but there's nothing in between them to connect them. So one of the things that,we would like to do is connect those and build a new loading dock in the back. The loading dock that's currently serving the hospital was built in the sixties and there are many things that are not great about it. Currently they back down around the hospital and back into the loading dock and then drive away. Our goal would be that they would come in on the right and they would be able to go across the new road in the back and then back in just a little bit to the dock..
- The third phase would be the actual expansion of the long-term care to add the

beds. The schedule for that would follow the other two, so it would be October 26 through February, 2028. We think it's about a two to two-and-a-half year project, depending on, timing of things.

- There is a basement level, which daylight on the backside towards the spring. Then there are two floors of beds on top of that which from Bradhurst you would just see those two floors. You wouldn't see the backside because the site slopes down and around on the backside, and then it connects into the existing hospital on both levels. From the main entrance of the hospital, it slopes up one whole story to the left-hand side of the campus, so there's a grade change of one story.
- So prior as we were preparing to come and submit our site planning application to you, we've done traffic and parking study and that's how we arrived at the number of parking spaces that were needed, and we looked at the current traffic conditions.
- We obviously did some traffic counts along that corridor of Bradhurst at the driveways and at the intersection with Grasslands Road. There are issues at the main intersection there. We anticipate generating about 30 to 40 trips in the AM and PM peak hour and when you add that to what's on the road today, it's only about 1% of the traffic that's being accommodated at the Grasslands Road Intersection. In our opinion, that wouldn't be a significant increase in traffic.
- In order to facilitate access into and out of the site, we did look at some things. At the southerly access, right now, there are some left turns in and out of there, which are difficult at certain times of the day, one of our recommendations was signing that prohibits left turns. Basically, making that a right turn in, right turn out driveway. Bradhurst is not wide enough create a turning lane.
- Also striping a "do not block box" at that that location so that queues would stop on either side of the driveway so people could get out more freely.
- There were some recommendations for improving sight distance at both driveways, we've identified some clearing and grading that we recommended to just improve sight distance to make getting out of into and out of the driveways a little bit easier.
- We briefly looked at an entrance/exit off of the Grasslands road portion of the site. and with the grading change, narrowness of the road at that point, and the entrance to the Sprain that comes up quickly it seems like it is not a good option.
- The other thing that we did note was that there's an existing bus stop at the south side of the northern driveway, but the sidewalk is on the north side of the driveway. And there's kind of a landing pad there too. So we noted that the bus stop location just should be relocated to the other side of the street.
- We did a geotechnical report, so we understand the soil and site conditions underneath.
- We have reviewed our plan with the Valhalla Fire Department and regarding ambulance services the ones we arrange could be senior care are the typical ones. If it's a 911 call it could be Valhalla- if it's the ambulance coming from the referral hospital it could be a mix of different services. Chairman Collins commented our emergency services are staffed by volunteers so that's something we are going to need more information on and we want to make sure

we hear from the service providers themselves.

- Our goal is to have these phases be completely sequential, not to have a long gap in between, but to do one and then do the next, part of that is because we have to keep the hospital fully operational the whole time. The parking Deck would start in September of 2025 pending approval, phase 2 in May of 2026 and phase 3 in December of 2026.
- There are other elements of color and architectural materials that can be reviewed at this time or at a later date, but tonight we are looking for SEQR Lead agency establishment.

Chairman Colins addressed the Board members, so the big question tonight is the lead agency, what would the Board's pleasure be on establishing ourselves as a Lead Agency? Motion was made by John Piazza identifying the intent of the Planning board to serve as lead agency, seconded by JD Summa, all remaining members present voted in favor.

[MIN_SIGNATURES]

