

DEPARTMENT OF PLANNING AND DEVELOPMENT

STAFF REPORT

TO: Planning Commission – January 13, 2026

FROM: Jean Friedman, AICP, Consulting Planner

APPL: Westchester Industrial Complex (Charles Cartalemi)
3199 Albany Post Road, Suite 200 A
Buchanan, NY 10511

P25-040-P25-042

Owner: Westchester Industrial Manufacturing & Warehousing Group LLC
3199 Albany Post Road, Suite 200 A
Buchanan, NY 10511

Copies: Cronin Engineering, P.E., P.C.
39 Arlo Lane
Cortlandt Manor, NY 10567

RE: *January 13, 2026: The Planning Commission may declare itself the Lead Agency for the coordinated SEQRA review* of the application for the proposed change in use and intensity of use from a single manufacturing occupancy to a multi-tenant mixed-use commercial facility with outdoor storage on properties located within the M-2B Design Industrial District. **The Planning Commission will also provide a recommendation to the Common Council regarding Special Permits for outdoor storage** pursuant to Sections 575-40.1 B and 575-40 B (1) of the City of Peekskill Zoning Ordinance.

This proposal also requires the Commission's review and approval of **Final Site Plans** pursuant to Section 575-56 B (4) for the change in use and intensity of use from a former single manufacturing occupancy to the proposed multi-tenant mixed-use commercial facility with outdoor storage. The properties are:

Property Address	Section/Block/Lot	Case #
1048 Lower South Street	32.20-1-1./A	P25-040
1050 Lower South Street	32.20-1-2.1	P25-041
31 Louisa Street	32.20-1-14	P25-042

PUBLIC REVIEW SUMMARY

Governing Body	Date	Action/Discussion
Common Council	11/17 & 11/24/25	Refer Special Permit to PC
Planning Commission	12/9/25	Declare Lead Agency Intent
<i>Planning Commission</i>	<i>1/13/26</i>	<i>Recommendation to Council on the Special Permit and consistency with the M-2A/2B Design Guidelines; Declare Lead Agency Status</i>
<i>Common Council</i>	<i>TBD</i>	<i>Set Public Hearing date on Special Permit</i>
<i>Common Council</i>	<i>TBD</i>	<i>Public Hearing on Special Permit</i>
<i>Planning Commission</i>	<i>TBD</i>	<i>SEQR Determination</i>
<i>Common Council</i>	<i>TBD</i>	<i>Special Permit consideration</i>
<i>Planning Commission</i>	<i>TBD</i>	<i>Site Plan consideration</i>

UPDATE

The Background and Analysis and Site Plan Review information below is repeated from the December staff report. **Applicant and staff responses to the Special Permit objectives and Design Guidelines have been enhanced.** Please note that results of soil testing may be required prior to final action on the Site Plan and Special Permit.

BACKGROUND & ANALYSIS

Westchester Industrial Complex (Charles Cartalemi, President) seeks site plan and special permit approvals for 1050 Lower South Street (Section.32.20, Block 1, Lots 1, 2, & 14). 1050 Lower South Street is a 12.866-acre property with three parcels (Parcel 1 - Lot 1, Parcel 2 - Lot 2 and Parcel 3- Lot 14), in a M-2B Design Industrial Zoning District. The site is developed with an existing +/-50,000 square foot metal building located primarily on Parcel 2 and partly on Parcel 1. Parcel 2 has 53 parking spaces. There are 13 tenants and 100 employees at the site.

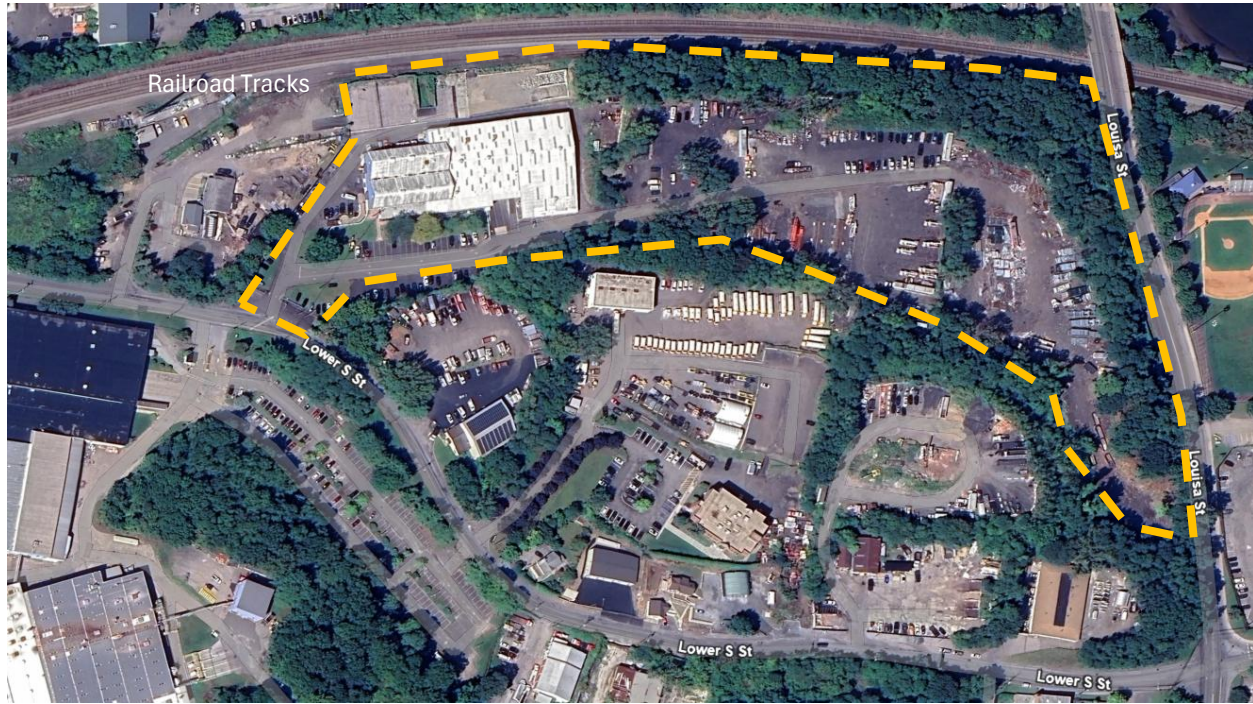
The Applicant is seeking approval from the Planning Commission for Site Plan (§575-56 B (4)) approval for 50 additional parking spaces on Parcel 2 to accommodate the commercial tenants located in the existing building. In addition, the applicant seeks approval for truck/vehicle parking and storage areas on Parcels 1 & 3. The Planning Commission must review the project for consistency with the M-2A/M-2B Design Guidelines and the Local Waterfront Revitalization Program and provide a report to the Common Council.

The proposed development requires a special permit from the Common Council to locate a construction business which requires storage of heavy equipment outdoors in an M-2B district (§575-40.1 B (1)) and 575-40 B(1)) for Northline Utility and other existing businesses on Parcels 1 and 3.

Entrance to 1050 Lower South Street:



Aerial View: 1050 Lower South Street Sept 2025



Four (4) of the current tenants that use the open space storage areas on Lots 1 and 3 include Northline Utilities (an electric utility contractor), Spaxel Builders (manufacturing and storage), Dandelion Energy (a residential energy contractor), and Lazar's Auto & Equipment (auto repair). In addition, there is an area for miscellaneous vehicle & truck parking. Northline Utilities parks bucket trucks, employee vehicles, and stores utility poles & wire spools. Spaxel Builders parks and stores vehicles, containers and steel building parts. Dandelion Energy parks business trucks/vans. Lazar's Auto & Equipment stores containers and parks trucks/vehicles.

The main entrance to the site is off Lower South Street. The Louisa Street entrance is reserved for emergency access only.



Adjacent land uses that front on Lower South Street include the parking of large trucks, large storage containers, materials and landscape storage, bus parking, and storage bins. MTA property and railroad tracks are directly behind this site to the west, and includes MTA storage.

This is an Unlisted Action under SEQR; the Planning Commission declared its intent to act as Lead Agency at the December 9th meeting. The Lead Agency notice has been circulated to the Common Council as an involved agency, and to NYS DEC and the MTA as interested agencies. At the January 13, 2026 meeting, the Commission can declare themselves as Lead Agency, and may wish to make a recommendation to the Common Council on the Special Permit application and consistency with the M2A/M2B Design Guidelines.

RECOMMENDATIONS TO THE COMMON COUNCIL

Special Permit:

The Planning Commission must make a recommendation to the Common Council that the following Special Permit objectives have been met or will be addressed satisfactorily for the businesses to store equipment and to park heavy vehicles (staff comments in *italics*):

- (1) All proposed structures, equipment or material shall be readily accessible for fire and police protection. *The Fire and Police Chiefs toured the building and the site. This existing building and site meets this objective. Emergency access with a knox box gate is proposed from Louisa Street. The proposed development must come into compliance with the City's fire safety code as part of the site plan approval and updated certificate of occupancies.*

(2) The proposed use shall be of such location, size and character, and the nature and intensity of the operations involved in it or conducted in connection with it shall be such, that it will be in harmony with the appropriate and orderly development of the district in which it is proposed to be situated and will not be detrimental to the orderly development of adjacent properties in accordance with the zoning classification of such properties. *This Special Permit use (to park heavy vehicles and store equipment outdoors) can be considered in compliance with this objective since all adjacent properties contain similar uses on their sites (see adjacent land use info above). Only the subject building and car parking are visible from Lower South Street, and the special permit use is mostly screened from Louisa Street. Additional screening can be a condition of approval. The railroad tracks are at a much lower elevation, so the site is not visible from the train. Other industrial properties in M-2B are situated between Lower South Street and the subject property, so the truck parking and equipment storage is not visible (see aerial photo above).*

(3) Operations in connection with any special use (outdoor storage and truck parking) will not be more objectionable to nearby properties by reason of noise, fumes, vibration or other characteristics than would be the operations of any permitted use not requiring a special permit. *The applicant indicates that while typical noise and fumes will be produced by trucks on site, these are not expected to carry over to adjacent properties or streets. The elevation of the trucks is higher than nearby properties and streets. Truck idling may occur during the winter months to warm up the vehicles before departing. The proposed use of the property is passive parking and storage of vehicles and equipment, and no on-site operation or industrial use of the machinery is planned.*

(4) Parking and loading areas will be of adequate size for the particular use, properly located and suitably screened from adjoining uses, and the entrance and exit drives shall be laid out so as to achieve maximum and adequate safety. *The Special Permit use areas (for truck parking and outdoor equipment storage) are an adequate size and at a higher elevation than surrounding properties. Tree screening is existing along Louisa Street, and an opaque fence to screen truck and equipment visibility can be a condition of approval. The entrance drive off Lower South Street is existing and site lines are adequate. The drive off Louisa Street is proposed as emergency access only.*

Additional objectives for projects that are adjacent to a residential zoning district are:

- a. Traffic that is generated by this use and layout will not be hazardous or incongruous with the residential district or conflict with normal traffic. Traffic that is generated from this facility by employees and delivery vehicles will be minimal and will not conflict with normal traffic in the district. *One parcel across Louisa Street from the site is in the WF-3 zoning district, and the M-2B zone allows mixed-use/residential with the potential for future housing development. The subject truck/delivery traffic will not conflict with normal traffic in the vicinity of potential future residential uses since their entrances would be a significant distance from the subject entrance gate. The drive off Louisa Street is proposed as emergency access only which will limit the regular entry/exit to Lower South Street adjacent to the M-2A district.*
- b. The location and height of buildings, walls, fences and landscaping on the site will not hinder use and development of adjacent properties or impair their value. *This is an existing building, and the proposed fence and landscaping will not impact adjacent properties.*

M-2A/M-2B Design Guidelines:

Sections 575-40.1B and 40B require that the Planning Commission make a report to the Common Council regarding consistency with the M-2A/2B Design Guidelines, and that the Common Council make a finding that the project is consistent with the Design Guidelines to the maximum extent possible. Section 575 Attachment 3, B(6)[2] is particularly relevant to this project, which recommends that outdoor storage areas be screened from adjoining streets and residential areas as follows:

[2] Fences of timber construction, of a suitable height with the architectural side of the fence facing out from the property.

The applicant has indicated that the existing stockade fence along Louisa Street will be removed. The plan shows a proposed black chain link fence, but the applicant acknowledges that there may be a possible need for an opaque fence along this north property line. Since the train tracks sit well below the subject site, the applicant proposes a chain link fence on the west property line on top of the proposed retaining wall. Conditions of the Special Permit and/or Site Plan may be imposed to mitigate visual and noise impacts.

The activities on the site do not obstruct the views of the Hudson River, which is a principal objective of the Design Guidelines.

SITE PLAN REVIEW

The applicant is seeking site plan approval from the Planning Commission to provide 50 additional parking spaces on Parcel 2 near the building to accommodate the commercial/industrial tenants located in the existing building. In addition, the application seeks approval for truck/vehicle parking and storage areas on Parcels 1 & 3. The Planning Commission must review the project for consistency with the Local Waterfront Revitalization Program (LWRP). A Common Council Special Permit is required for Northline Utility and other existing businesses to store heavy equipment and park heavy vehicles (trucks) outdoors on Parcels 1 and 3.

Regarding parking for all uses on this site, Section 575-40.1G(2) [which refers back to Note 2 in Section 575-33G(2)] indicates that the Planning Commission can approve the joint use of parking by two or more uses in the M-2B zone if they are satisfied that the total number of parking spaces is adequate. Parcel 2 contains 53 existing parking spaces and the applicant proposes an addition 50 parking spaces, for a total of 103 parking spaces in order to meet specific parking needs for the current building tenants. The required parking based on building square footage is 125 parking spaces, as per the zoning code. However, based on the applicant's calculation that the maximum number of employees in the building at any specific time is 100, the proposed total number of parking spaces (103) appears to be adequate. The applicant indicates that an additional 22 parking spaces can be located on Parcel 2 if needed, but these are not shown on the site plan.

The building contains existing loading docks that are adequate for the current uses. An existing dumpster is located near the building, and a new dumpster is proposed near the truck parking area. A fence and gate will be installed along Louisa Street to provide emergency access to the site.

Additional information will be provided as it becomes available and prior to the Planning Commission taking action on the site plan and the Common Council on the Special Permit. The applicant has been asked to provide the following information:

1. Northline Utilities parks trucks, employee vehicles, and stores utility poles & wire spools. Spaxel Builders parks and stores vehicles, containers and steel building parts. Dandelion Energy parks business trucks/vans. Lazar's Auto & Equipment parks trucks/vehicles and stores containers. Will anything else be stored or parked on the site?
2. What types and sizes of trucks/vehicles will be parked on the site?
3. What is the approximate number of vehicles that will enter and exit the site at peak times?
4. What days and hours will trucks/vans enter and exit the site?
5. Will any trucks be loading/unloading stone, dirt, sand, etc on-site?
6. The M-2B Design Guidelines recommend that outdoor storage areas be screened from the view of adjacent streets and residential areas. Please indicate on the plan where screening (8'+ evergreens, opaque fences, walls, berms) exists or is proposed, particularly along Louisa Street and at the property entrance.
7. How far away is the proposed retaining wall from the MTA property line, and from the tracks?
8. If the site's truck traffic route does not conflict with bus traffic from 1022 Lower South St, please identify both routes for typical traffic. If they use similar routes, please provide the enter and exit timing of both bus traffic and truck traffic to see if they overlap, and the approximate number of vehicle movements at peak times.
9. What will be stored on the new storage area in the northeast corner near the gate?
10. What are the land uses that abut the property?
11. Approximately how many employee and visitor vehicles are currently parked on the site at peak times? What is the approximate square footage of vacant space currently in the building?
12. On your plans, please revise the Section number to 32.20.

Information requested for engineering and site plan review, to occur at a future Planning Commission meeting:

1. Design and submit two proposed retaining walls.
2. Will there be any grading of the site? Soil disturbance? Cut/fill? Removal/imported soil from/to the site? In the rear for fire truck access, or anywhere on the site? Indicate on plans.
3. What is/will be the surface material for the storage and travel areas? For any existing or proposed paved areas, what about drainage? How will plowing be accomplished if not paved? Show any new paving/drainage on the plans.
4. Any tree removal and/or new landscaping? Show on plans with species and size.

Environmental Review:

The proposal is an Unlisted Action according to the New York State Environmental Quality Review Act (SEQRA) regulations, Sections 617.4 and 617.5. It is subject to review under SEQRA due to disturbance and re-grading of a large portion of the 12.866-acre site. This will be a coordinated review since it involves action by the Common Council. The NYS Department of Environmental Conservation and the MTA have received project information as interested agencies.

LWRP Consistency Review:

With regard to the City's Local Waterfront Revitalization Program (LWRP), since this proposal involves re-occupancy of an existing industrial building, conformance to the M-2A/M-2B Design Guidelines through sufficient screening may be the only requirement needed to make a finding of consistency with the LWRP.

Westchester County Comments:

A referral will be sent to Westchester County for comment prior to special permit and site plan considerations, since the project involves approximately 30,000 sq. ft. of land disturbance. This site is adjacent to Louisa Street, a County road.

Lot Line Adjustment:

After all approvals have been granted, the City Assessor will consider a lot line adjustment so that the existing building is located on one lot rather than straddling two tax lots.

STAFF RECOMMENDATION

Staff recommends that a positive recommendation be returned to the Common Council regarding the Special Permit for the proposed outdoor storage and heavy vehicle and machinery storage/parking, and that the Planning Commission has found that the Special Permit objectives have been met or will be addressed satisfactorily. Appropriate conditions will be included if the Planning Commission issues site plan approval for this project.

Staff recommends that the Planning Commission make a report ('M-2A/M-2B Design Guidelines' section above) and a positive recommendation to the Common Council that the project will be consistent with the Design Guidelines after imposing conditions for screening truck parking and storage from adjacent streets.

Staff recommends that the Planning Commission declare itself as Lead Agency to conduct a SEQR coordinated review.

DRAWING(S) & MATERIAL(S) REVIEWED IN PREPARATION OF STAFF REPORT

1. Site Plan SP-1.1, Proposed Parking SP-1.2, Proposed Tenant Areas SP-1.3, and Construction Details CD-4.1, all prepared by Cronin Engineering, dated September 25, 2025.
2. Project Narrative prepared by Cronin Engineering, dated September 25, 2025.
3. Site Plan and Special Permit Applications letter from Cronin Engineering, dated 9-25-25.
4. Property Survey, prepared by Badey and Watson.
5. Short EAF
6. Tenant and Parking Chart prepared by Cronin Engineering.
7. Aerial map of site and surrounding area
8. Section 575 Attachment 3 - Design Guidelines for the M-2A (and M-2B) Design Industrial District



VIA EMAIL (csamol@cityofpeekskillny.gov)

January 6, 2026

Ms. Carol Samol, AICP
Director of Planning
CITY OF PEEKSKILL
City Hall 840 Main Street
Peekskill, NY 10566

RE: SEQRA Notice of Intent to Declare Lead Agency, EAF Part 1 and Site Plan Lower South and Luisa Streets, Peekskill, NY

Dear Ms. Samol:

Metro-North Commuter Railroad Company ("Metro-North") is in receipt of the Notice of Intent to Declare Lead Agency, EAF Part 1 and Site Plan for the multi-tenant mixed use commercial facility with outdoor storage at 1048 and 1050 Lower South Street and 31 Luisa Street in Peekskill, NY. This proposal involves a 12.866 acre (560,443 square feet) site consisting of three (3) separate parcels with frontage on Lower South Street and Louisa Street. The property is located in the M-2B Design Industrial Zoning District. The Applicant is seeking Site Plan approval from the Planning Commission for miscellaneous tenants/uses in the existing +/- 50,000 square foot metal building and 50 additional parking spaces to accommodate the commercial tenants on Parcel 2 and approval for truck/vehicle parking and storage areas on open Parcels 1 & 3. Special Permits from the Common Council are also required for some of the tenant uses in the building (i.e. cannabis processing). This proposal is located adjacent to properties owned by Metro-North, specifically the active rail operation on Metro-North's Hudson Line right-of-way. Metro-North does not object to the City of Peekskill being lead agency for the SEQRA review.

As adjacent landowner, we look forward to continuing to review the SEQRA documentation and future designs being prepared by the proposers for the above referenced site and the City of Peekskill.

Upon review of the SEQRA EAF Part 1 and Site Plan, Metro-North has the following comments for your consideration:

- The applicant should be made aware that due to the proximity of the site to Metro-North's active rail operation on its Hudson Line right-of-way, entry permits from Metro-North will likely be required for construction. Additionally, the construction means and methods as well as, site preparation and other plans must be reviewed and approved by Metro-North. Should excavation and/or blasting be required, Metro-North's specifications must be used. Entry permit and insurance requirements can be obtained by contacting Christopher Norris, Director, Individuals & Corporations at CNorris@mnrr.org.
- Question 17 (page 3 of 3) of the EAF indicates that stormwater discharge will not be created, nor will they discharge flow to adjacent properties. Metro-North requests

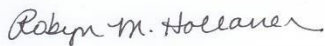
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stormwater management plans, calculations drainage and soil erosion and sediment control plans be sent to Kevin Kenny P.E., Sr. Engineer- Hydrology at kkenny@mnr.org.

- The project description indicates proposed retaining wall(s) along the property line with Metro-North. Kindly forward engineering drawings that show this.
- Metro-North would also like to understand the materials that are intended to be stored on the proposed areas and assurances that there are controls to keep said material off our active Hudson Line Right-of-Way.
- Kindly identify/ include details and locations/sitings of fuel and/or battery energy storage system(s) during construction or during project operation including for backup generators (if any) on site
- The Construction Fire Life Safety plan in accordance with NYS Fire and Building code is also requested for Metro-North's review.
- Plans that show location, size, construction and character of the means of egress along the ROW (if any) must be provided for Metro-North's review and approval.

Should you have any questions, or if you require any further information, please do not hesitate to contact me at 646-671-2907. Thank you for your consideration of these comments and we look forward to continuing to work together.

Sincerely,



Robyn M. Hollander, AICP
Director, Capital Strategy and Program Delivery

Cc:	A. Buder	E. Foley	L. Oliva	M. Penders	K. Kenny	M.Kavalar
	A. Paolo	J. Harrington	C. Norris.	M. Loney	S. Gianazza	

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575 Attachment 3

Design Guidelines for the M-2A Design Industrial District¹

In addition to the provisions of § 575-56 herein, all site plans are subject to specific design guidelines. These guidelines are intended to provide substantial buffering and screening of outdoor storage areas as well as to preserve views of the Hudson River from within the district and from adjacent areas. The following guidelines shall be applied in the review of site plans.

A. Introduction. [Amended 12-14-2015 by L.L. No. 12-2015]

- (1) The purpose of these Design Guidelines is to set the visual and urban design parameters for development in the M-2A and M-2B Design Industrial Districts. They are referred to under zoning regulations for the M-2A Design Industrial District (§ 575-40) and the M-2B Design Industrial District (§ 575-40.1) and are intended to be flexible and allow for responsiveness to the unique features of individual parcels, while providing a context within which rational and cohesive development can occur.
- (2) The Design Guidelines should be used by developers when beginning the design phase of development and will be referred to by the Planning Commission or other reviewing body when assessing projects under the site plan review process.
- (3) This document consists of a Design Guidelines map, typical street sections for Lower South Street and text describing the objectives for the area.²
- (4) The map shows important view corridors which should be preserved, as well as the preferred building entries and new rights-of-way.
- (5) The typical street sections were developed to show sidewalk widths, landscaping and lighting locations.
- (6) For land use, dimensional and height regulations refer to § 575-40 and § 575-40.1.

B. Design guidelines.

- (1) The location of all buildings on the parcel shall be such as to minimize any obstruction of views of the Hudson River from adjacent properties, roadways and properties outside the district. The views from Route 9 and the neighborhood to the east of Route 9 are particularly important. The site plan shall contain a viewshed analysis which addresses this issue. The conceptual plan prepared for the Lower South Street area shall be used as a reference point to identify important view corridors.

¹Editor's Note: Prepared by Harrall-Michalowski Associates, June 1997.

²Editor's Note: The map and typical street sections are on file in the City Clerk's office.

PEEKSKILL CODE

- (2) A typical street section is contained in the conceptual plan. This street section shows sidewalk widths as well as landscaping type and location. While it is assumed that this street section will be contained in the public right-of-way, there may be situations where there is a need to incorporate the frontage of parcels within this design. In such cases, the site plan should include the specifics of such treatment.
- (3) The conceptual plan proposes the siting of buildings consistent with the topography of the district while maintaining view corridors. Site grading should be used to best accommodate the placement of buildings to preserve view corridors and minimize the visual impact of structures on adjacent areas.
- (4) To the greatest extent possible, rooftop mechanical systems shall be screened in order to minimize the visual impact.
- (5) Guidelines for buffer planting and landscaping.
 - (a) A landscaping buffer shall be provided along all property lines which abut Route 9, Louisa Street and Lower South Street. This buffer shall be 50 feet wide at a minimum. This buffer must be landscaped and may include earthen berms, fencing and other materials or combination thereof as determined necessary by the Planning Commission to mitigate off-site impacts associated with the subject use. The buffer shall be interplanted, and the following guidelines shall apply.
 - [1] Evergreen trees and large deciduous trees should be spaced using accepted landscaping practices, usually 20 feet or more on center.
 - [2] Flowering s should be, spaced using accepted landscaping practices usually 10 or more feet on center.
 - [3] Trees shall not be planted within 20 feet of a sewer line or area of heavy equipment use.
 - (b) Planting shall be staggered/clustered to achieve maximum screening after five years, and at maturity. Evergreen trees shall be a minimum of eight feet in height at the time of planting; deciduous shade trees shall be a minimum of three inches' caliper and 10 feet at time of planting; and flowering trees shall be a minimum of six feet in height at the time of planting and one and one-half inches' caliper.
 - (c) Side/rear yards which do not front the streets listed above shall provide a landscaped area at least 10 feet with one evergreen or large deciduous tree at least three inches in caliper for each 50 feet or part thereof of such lines.
 - (d) Suggested varieties of trees and shrubs include but are not limited to Canada hemlock, Scotch pine, white pine, Norway spruce, Douglas fir, juniper (including red cedar), rhododendron, azalea, holly, forsythia, viburnum, euonymus, lilac, yew, flowering crab, dogwood, magnolia, hawthorn, flowering quince, mountain ash, flowering cherry, sycamore (plane tree), male ginko, and Norway maple. Undesirable trees include but are not limited to poplar, box elder, cottonwood,

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basswood (linden), catalpa, tree of heaven (ailanthus), silver maple, red maple, black locust and chinese elm.

- (e) When mature existing vegetation is not being incorporated into the buffer plantings, or when such vegetation comprises a relatively insignificant proportion of the buffer, the buffer area shall be composed of a suitable combination of evergreen, deciduous and flowering trees and shrubs.
 - (f) The Commission may allow an alternative landscaped buffer design which meets, or exceeds, the performance level of the interplanted buffer. Said alternative buffer shall include tree and shrub plantings, and may include hedges, earthen berms, fencing or other treatments. The Commission may modify proposed landscaping plans to require more mature plantings, different species or alternative design, in order to afford a functional and aesthetically pleasing buffer area. Front yard landscaping shall not obstruct the line-of-sight for vehicles entering and exiting the premises, nor shall it unduly obstruct the line-of-sight for vehicles traveling on abutting City or state highways. Existing plant materials may be used to meet all or part of the landscape regulations. Existing trees in good condition over 12 inches in caliper shall be preserved unless approved for removal by the Commission.
- (6) Screening of outdoor storage areas.
- (a) All outdoor storage areas shall be screened from view from any adjacent street or residential area. Acceptable screening materials which are determined by the Planning Commission to be compatible with the character of the surrounding area shall include:
 - [1] Evergreen plantings having a minimum height of eight feet at the time of planting.
 - [2] Fences of timber construction, of a suitable height with the architectural side of the fence facing out from the property.
 - [3] Masonry walls of a suitable height.
 - [4] Earthen berms, when covered with shrubs, trees and/or ground cover, except grass, stone or gravel.
 - [5] Any combination of the above materials.
 - (b) However, the screening of outdoor storage areas may not include fences and/or other materials which unduly obstruct the view corridors identified in the conceptual plan.