

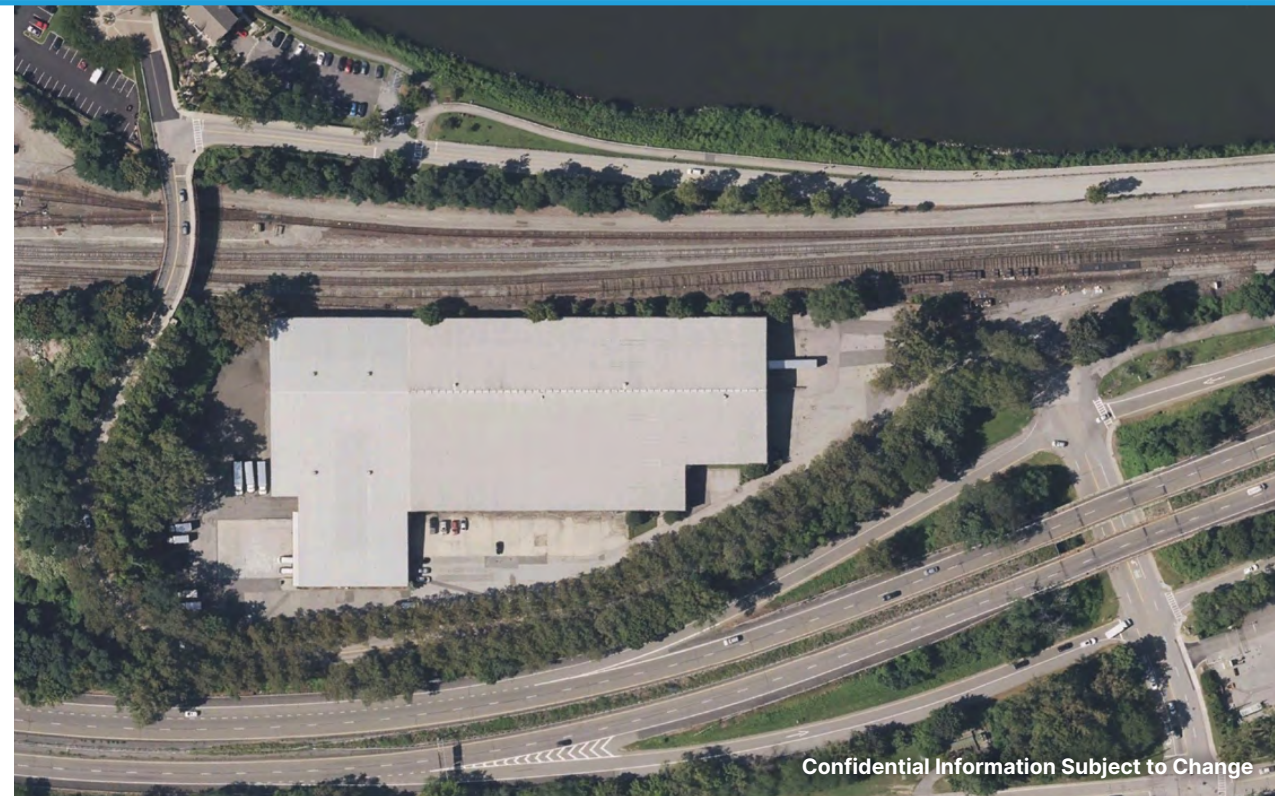
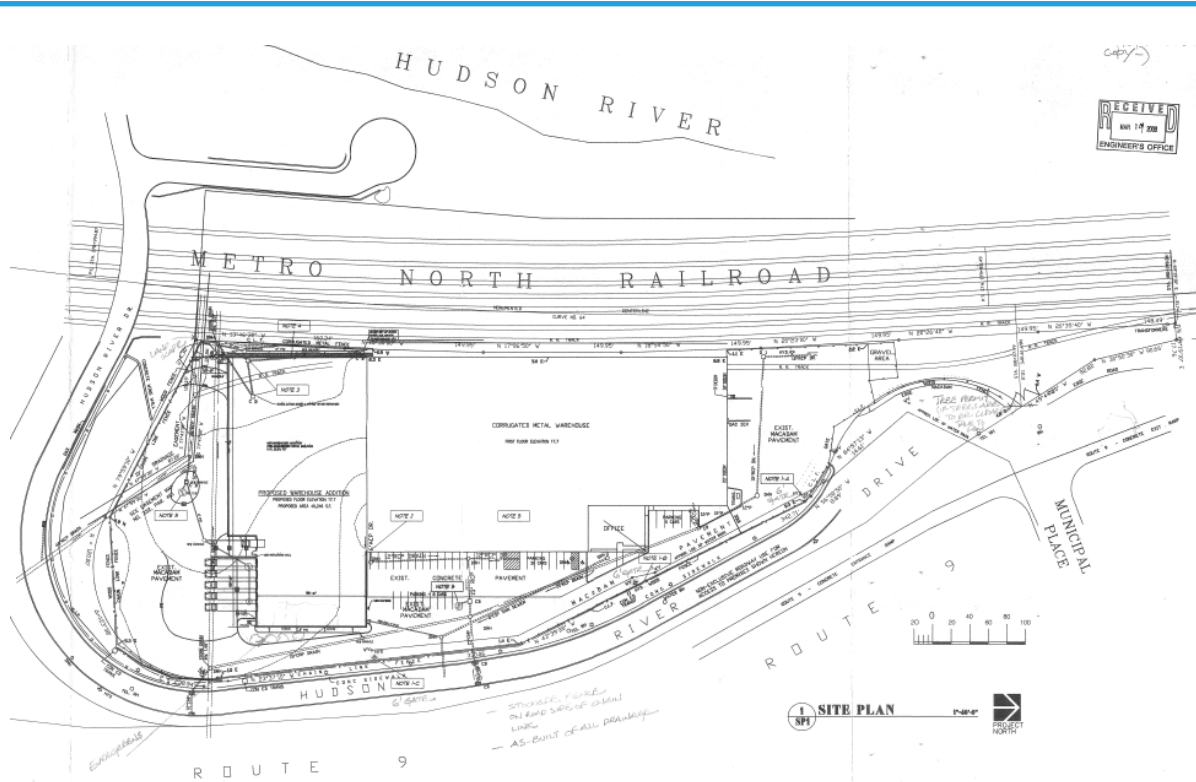
1 HALF MOON BAY DRIVE | PRESENTATION 2024



- 
- 1 Introductions**
 - 2 Current Site**
 - 3 Village Goals**
 - 4 Proposed Development**
 - 5 Renderings**
 - 6 Professional Studies**

Approximately 120,000-SF Tire Warehouse Logistics Center

- > Built in 1974
- > No storm water management
- > Roughly 90% impervious surface (concrete and building)
- > Metal building for tire storage and logistics
- > Maximum building height – 31'
- > 543' building length
- > 5.66 AC



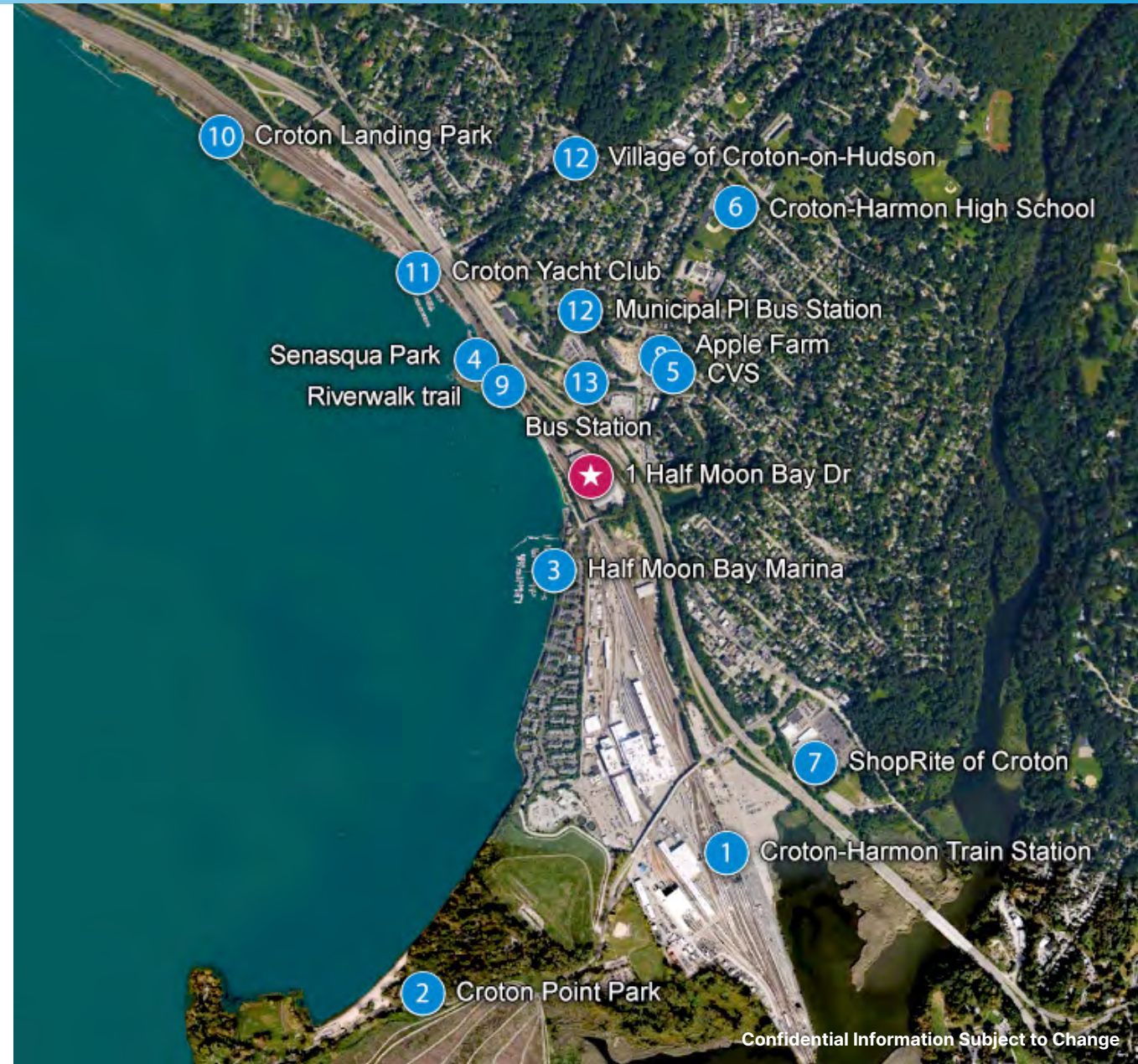




- > No **direct** residential or commercial neighbors
- > The property is surrounded by transportation and industrial uses: **Route 9**, the **MTA rail**, and a property used for **rail storage**
- > Surrounded by **dense, mature trees** which create natural sound and view barriers



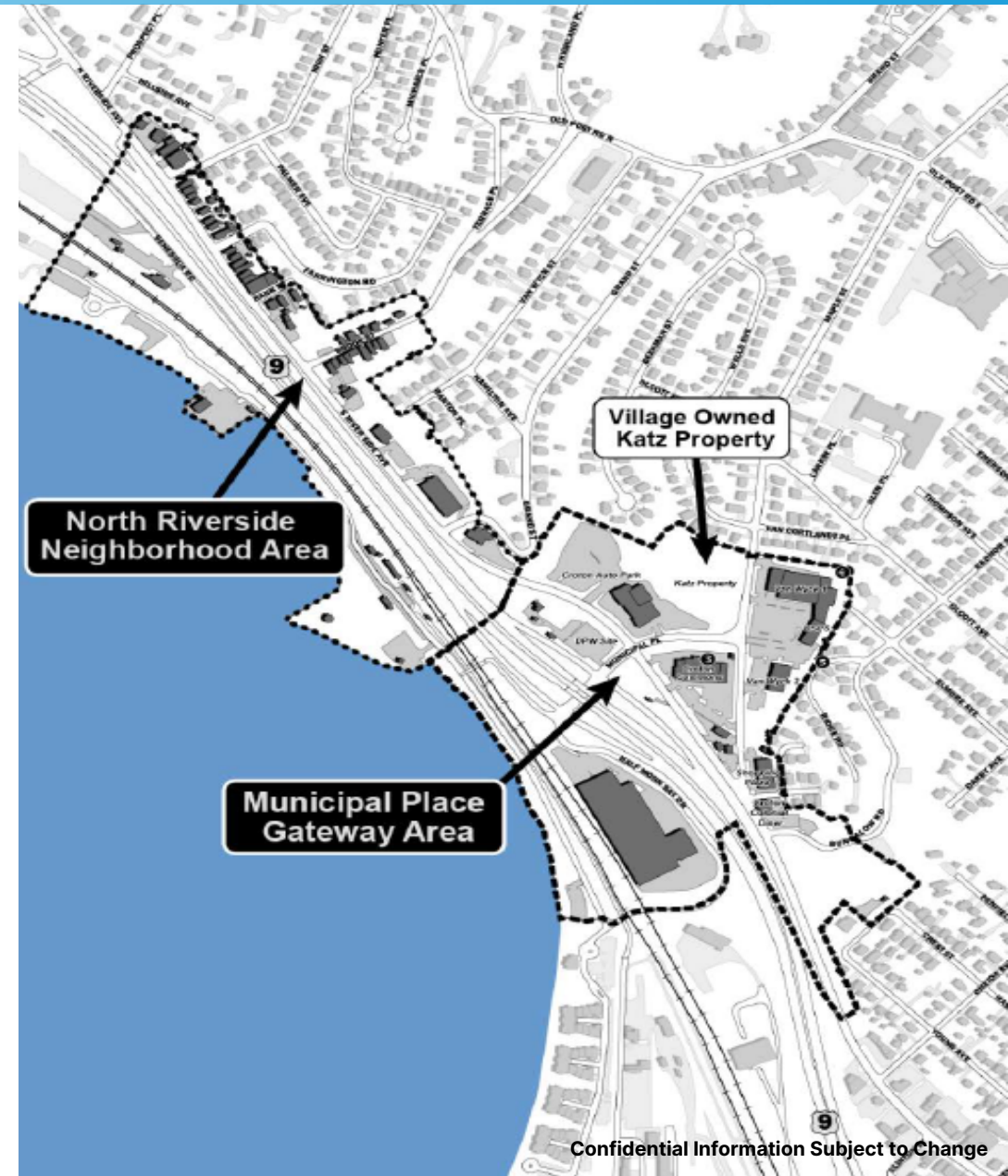
- > Walking distance to **Municipal Place** retail areas
- > Walking distance to **Maple Avenue** and **Municipal Place Bus Station**
- > Directly adjacent to Senasqua Tunnel for easy **Riverwalk** access
- > **Public sidewalks** and **bike path**
- > Excellent proximity to the **Croton Harmon Train Station**
- > Directly off **Route 9**
- > **No community or environmental benefits** as is
- > Serviced by **existing public utilities**



- > **Enhance and unify the functionality of the two commercial areas¹**
 - > The Village recognizes the visibility of the sites in the Municipal Place Gateway and has a desire to use the area as a way to establish a good image for the area
- > **Improve walkability and aesthetics¹**
 - > Look to unify the Municipal Place Gateway area as the “center” for the village, promoting streetscape improvements, and overall design improvements
- > **Determine potential for residential uses¹**
 - > A significant concern of many residents and village employees is that they are being priced out of their own community due to increasing housing prices
- > **Examine ways to encourage multi-family dwellings in order to maintain the demographic diversity of the Village²**

1. Municipal Place Gateway and North Riverside Neighborhood Zoning Study, conducted in 2018

2. 2003 Comprehensive Plan and stated again in the 2017 update



- > **Multifamily housing represents only 1.9% of land usage, highlighting a significant gap in housing diversity.**
- > **Only 90 new housing units added to the Village of Croton since 2010.**
- > **Single Family Housing Challenges:**
 - > Typically requires purchase, becoming less accessible as prices and interest rates rise.
 - > Residents are increasingly priced out, creating a demand for more affordable options.
- > **Multifamily Housing Advantages:**
 - > Provides rental opportunities, offering flexibility and affordability.
 - > Can meet the needs of various demographic groups, from young professionals to smaller families.
- > **Economic and Community Benefits:**
 - > Introducing multifamily housing can elevate property values in the vicinity by improving and diversifying land use.
 - > The village retains over 32% of land dedicated to open space, preserving the quality of life and recreational options for all residents.

Land Use	Acres	Percent
Single Family Residential	1032.8	34.7%
Two/Three Family	37.7	1.3%
Multifamily	56.6	1.9%
Commercial/Retail	41.0	1.4%
Office	5.7	0.2%
Industrial and warehouses	14.7	0.5%
Mixed-use	8.1	0.3%
Institutional	118.6	4.0%
Open Space and Recreation	959.3	32.2%
Vacant/Undeveloped	129.3	4.3%
Transportation, Communication and Utilities	244.4	8.3%
Rights of Way	330.0	11.1%
Total	2978.2	100.0%

Source: Westchester County GIS, BFJ Planning

- > Amendment to **section 230-18(C)(9)** of the zoning code to allow transit-oriented development in the Light Industrial LI District on properties with frontage on Half Moon Bay Drive and within 1 mile of the Metro-North Croton-Harmon Train Station
- > Amendment to **section 230-37(B)** of the zoning code to permit a small portion of the building reaching a 6-story building height, which will not exceed 5% of the total habitable floor area at the property
- > Amendment to **230-37(B)** of the zoning code to allow for a 3-bedroom unit type

PROJECT DATA

Site Area:	5.65 Acres (Approx. 246,381 SF)
Zoning District:	L1 - Light Industrial
Max FAR:	1.2 = 295,657 GSF Residential
Proposed FAR:	1.2 = 294,804 GFA (HSF + Lobby + Amenity)
Building Height:	Approx. 58 ft (69 ft portion)

RESIDENTIAL AREA

Corridor / Mech / Stairs:	47,991 SF
Leasable Unit Area (HSF):	276,225 SF
Lobby / Leasing	5,043 SF
Amenity:	13,536 SF
FAR SF:	294,804 SF (Leasable HSF + Lobby + Amenity)

TOTAL GROSS RESIDENTIAL AREA 342,795 GRSF

Average Unit Size:	994 HSF @ 80% eff.
Affordable Unit Count (AFFH):	28 @ 60% AMI
Total Market Rate:	252
Total Number of Units:	280

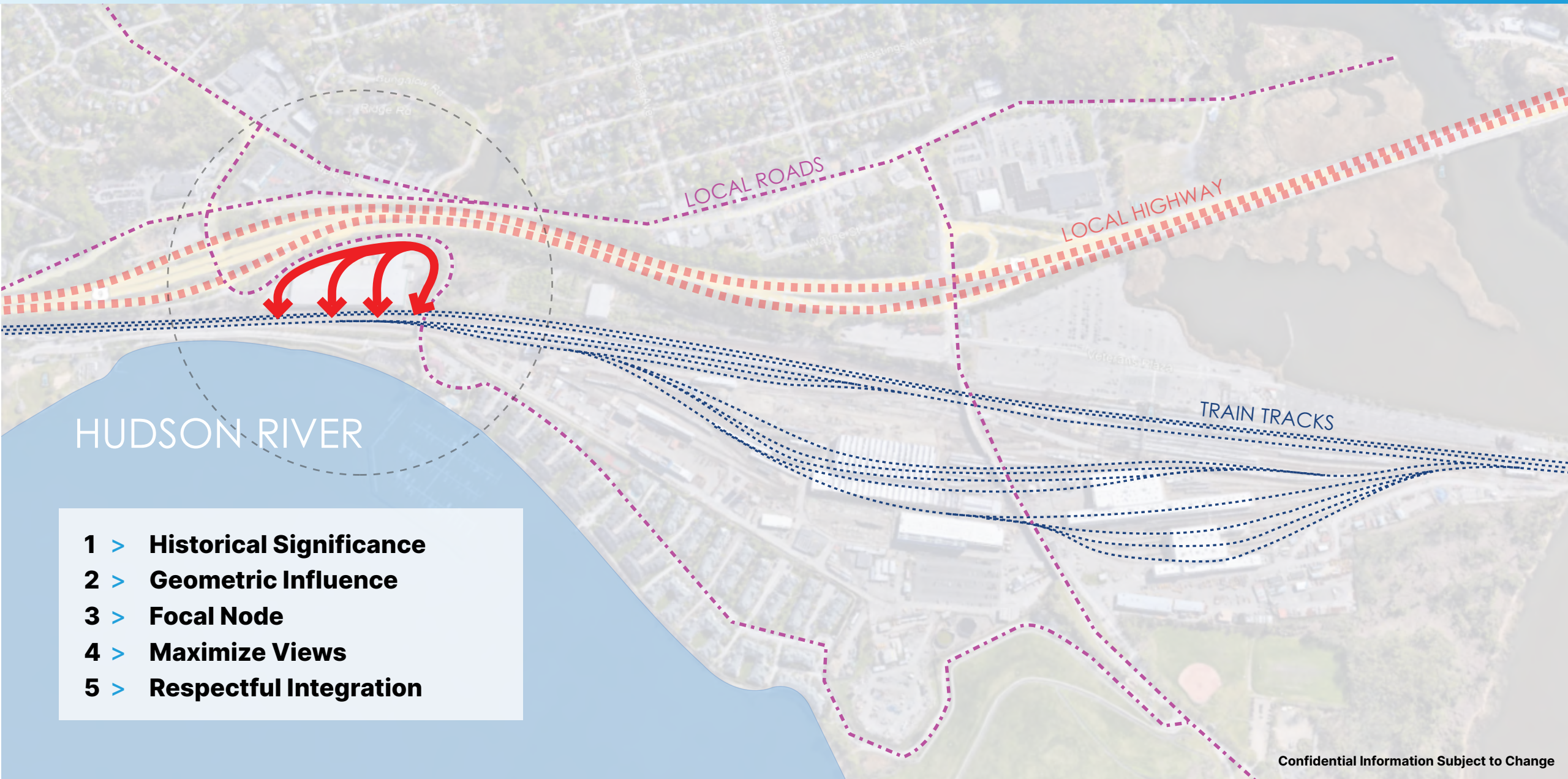
PARKING CALCULATIONS

Parking Ratio:	1.52
Structured Parking Spaces:	287
Surface Parking Spaces:	139
Total Parking Spaces:	426

PROPOSED UNIT MIX

Studio	1 Bedroom	2 Bedrooms	3 Bedrooms	Total
12	129	123	16	280
4.29%	46.07%	43.93%	5.71%	100.0%





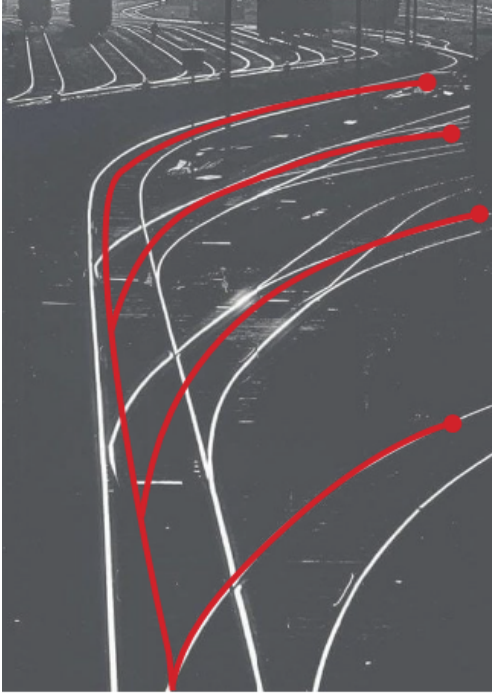
HUDSON RIVER

LOCAL ROADS

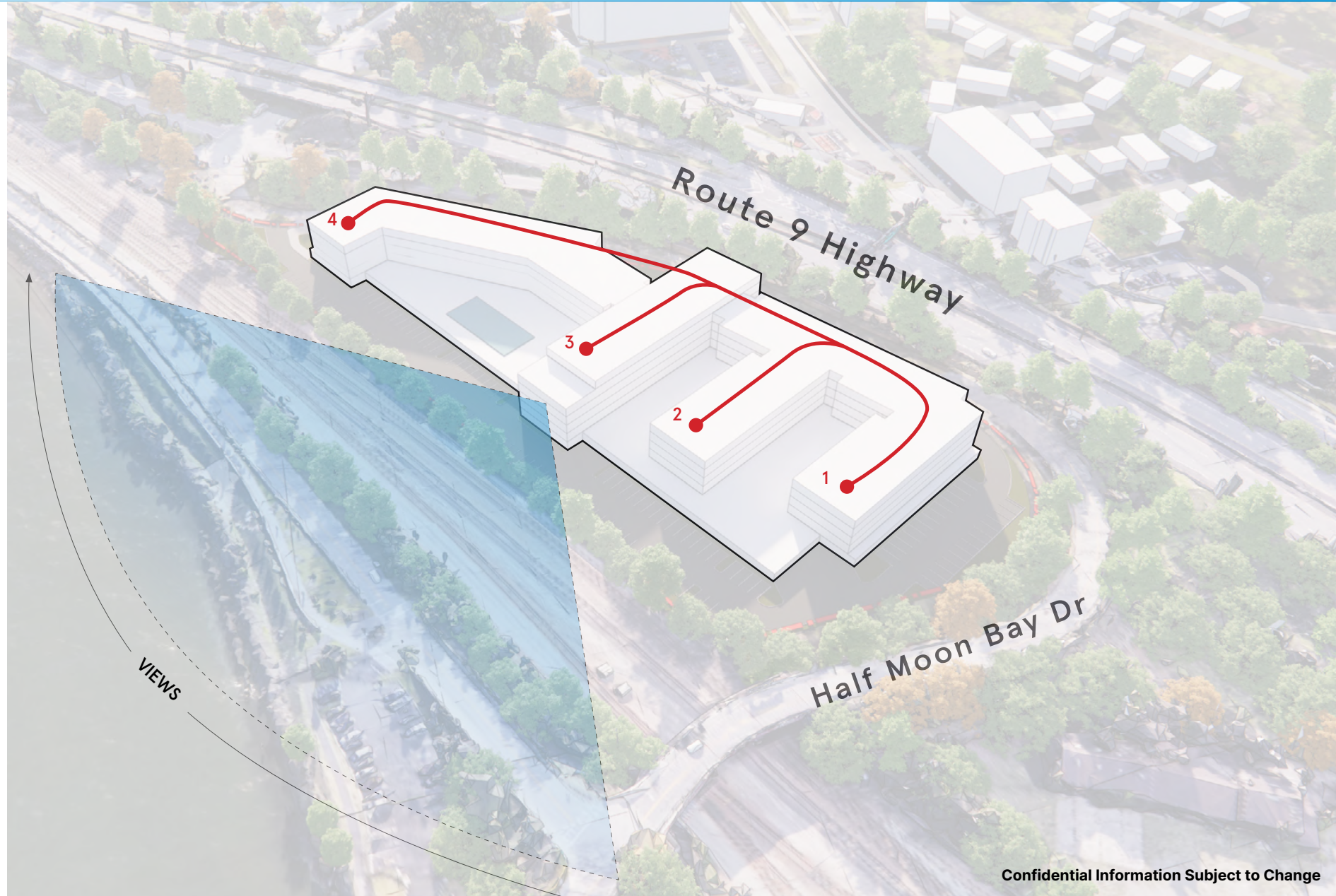
LOCAL HIGHWAY

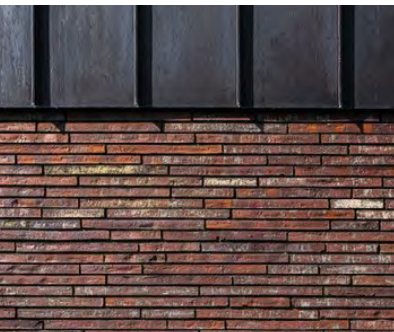
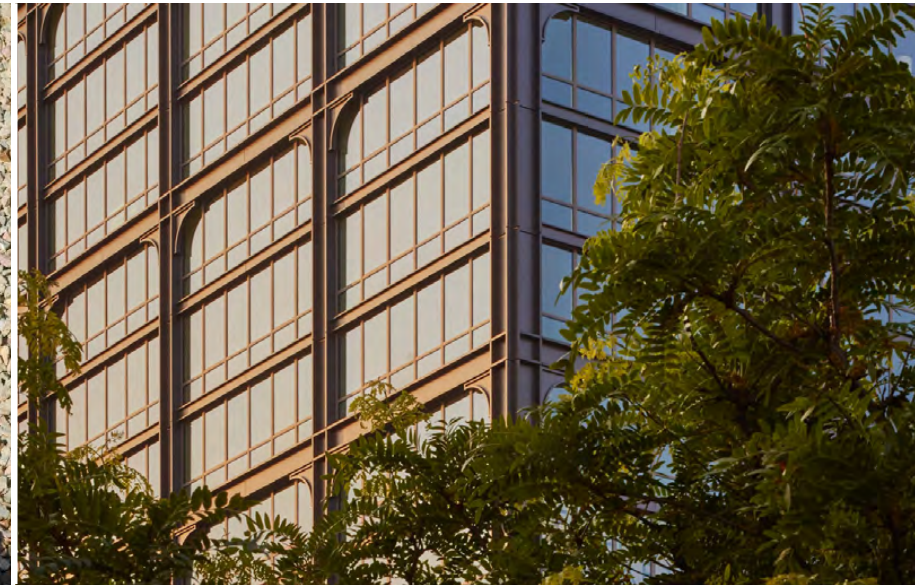
TRAIN TRACKS

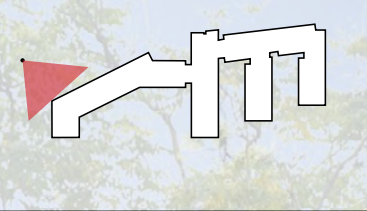
- 1 > **Historical Significance**
- 2 > **Geometric Influence**
- 3 > **Focal Node**
- 4 > **Maximize Views**
- 5 > **Respectful Integration**



Railway geometry and our design is anchored through a central spine that allows elements to split off and become their own fingers reaching out towards the industrial railway and riverfront.











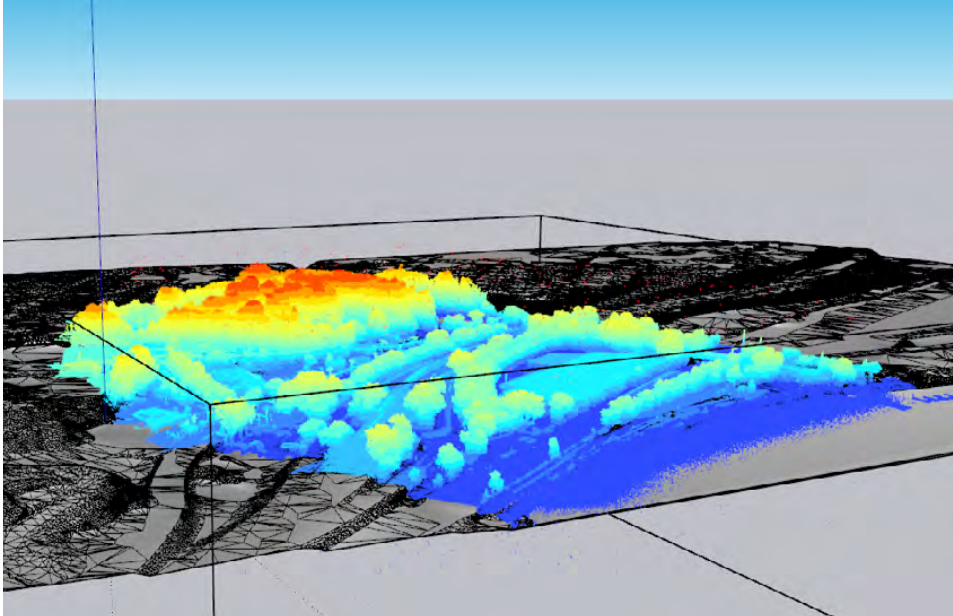
Existing mature trees taller than proposed building

Trees block majority of building from Riverwalk

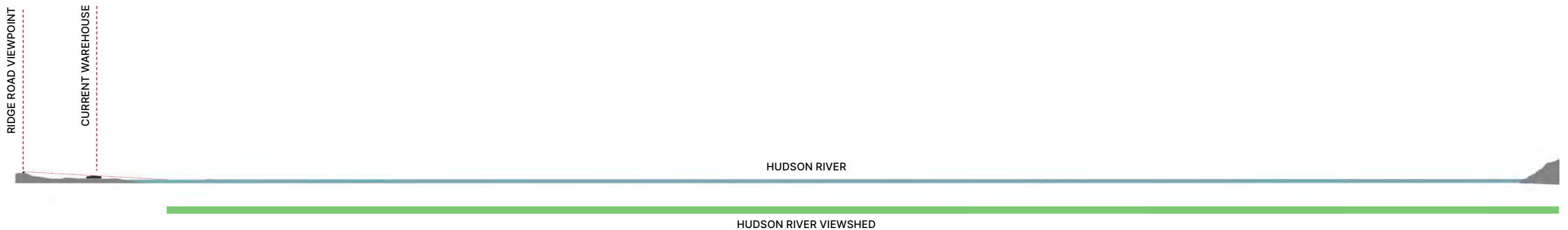
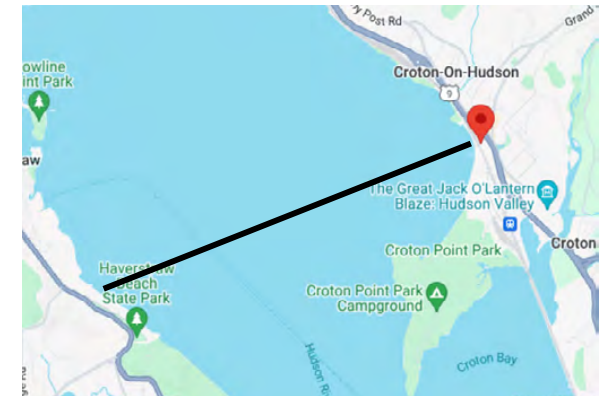




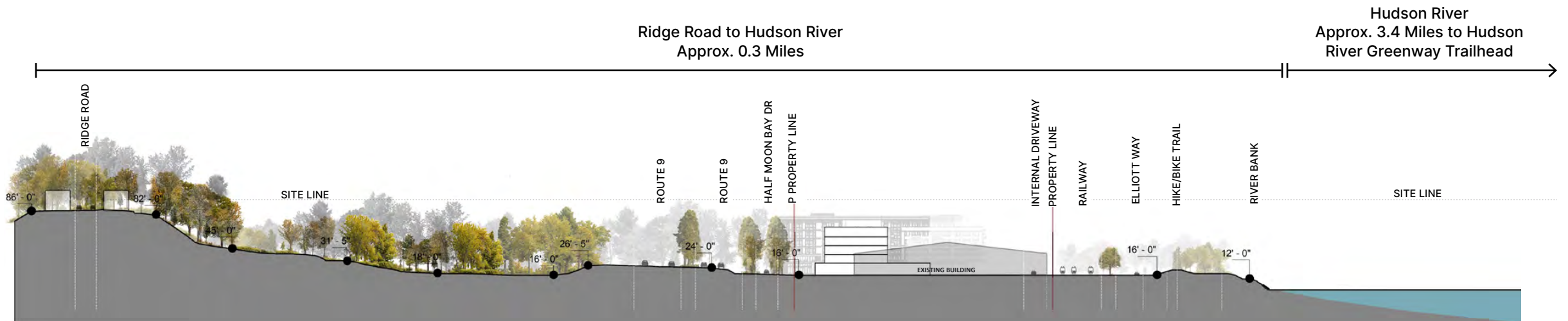
Existing mature trees taller than proposed building



The Hudson River viewshed extends beyond 3.5 miles, ensuring that all residents retain views of the Hudson River. This is largely due to the area's steep topography and dense tree coverage.



Dense trees run along the hillside, Route 9, and Half Moon Bay Drive.
Our proposed building is lower than the dense trees, therefore not affecting private viewsheds.



The Goal of Transit-Oriented Development (TOD) is to create sustainable, vibrant, and walkable communities that maximize access to public transportation while reducing reliance on personal vehicles. The 8 principles of TOD are walk, cycle, connect, transit, mix, densify, compact and shift.

- > Uninterrupted sidewalks and pedestrian- & bike-friendly pathways promote walking throughout the village to shops, services, recreational areas, and transport hubs.
- > Secure bike storage, mechanical area, and extensive bike lanes encourage non-motorized transport.
- > Close proximity to Maple Ave. & Municipal Place bus stop (0.2 miles) allows for convenient local and county-wide transportation.
- > The MTA Station is just 1 mile away, accessible by a 20-minute walk, 9-minute bike ride, or 3-minute shuttle.
- > Our proposed shuttle provides a convenient option that eases and promotes the use of the Croton Train Station.
- > Residential development with a variety of unit types and amenities, including 10% AFFH affordable housing, supports diverse activities and demographics.
- > Pedestrian, cyclist and shuttle infrastructure reduces car dependency with easy access to public transit.
- > Direct access to the Senasqua tunnel allows quick access to the Riverwalk, enhancing recreational opportunities and connectivity.



- > 1 Half Moon Bay Project would generate a total of **\$159.2 million of economic activity** to Westchester County over the two-year construction period.
- > For every dollar spent on construction, **another \$0.38 will be spent on goods and services** supporting the construction work and workers.
- > 280 new units **will generate \$27.0 million in economic activity** in Westchester County each year.
- > The Fiscal benefits of the redevelopment will include **adding \$83.0 million in market value** to the property.
- > Economic tax breakdown – Total estimated taxes – \$2.5M
 - > Village – Approx \$798,000
 - > County/Town – Approx \$228,000
 - > School District – Approx \$1.5M
 - > **Represents a net increase of \$2.4M**

Table 1: Two-Year Construction Impact Study

Impact Type	Jobs	Wages	Output
Direct Effect	916	\$69,186,045	\$115,519,566
Total Effect	1,124	\$85,532,527	\$159,237,607
Multiplier	1.23	\$1.24	\$1.38

Source: 2024 Minnesota IMPLAN Group, Inc.

Table 2: Annual Operations Impact Summary 2030 & Thereafter

Impact	Employment	Labor Income	Output
Total	130	\$9,999,327	\$26,956,898

Source: 2024 Minnesota IMPLAN Group, Inc., Urbanomics

Table 12: Base Year Property Tax Impacts

	Current Conditions*			Proposed Action**			Net Gain from Proposed Action		
	Village	Town/County	School District	Village	Town/County	School District	Village	Town/County	School District
Market Value	\$7,327,532			\$90,732,997			\$83,405,465		
Assessed Value	\$ 231,550	\$ 92,025	\$ 92,025	\$ 2,867,163	\$ 1,139,606	\$ 1,139,606	\$ 2,635,613	\$ 1,047,581	\$ 1,047,581
Taxable Value	\$ 231,550	\$ 92,025	\$ 92,025	\$ 2,867,163	\$ 1,139,606	\$ 1,139,606	\$ 2,635,613	\$ 1,047,581	\$ 1,047,581
Tax Rate	278.43	200.69	1322.39	278.43	200.69	1322.39	278.43	200.69	1322.39
Estimated Taxes	\$ 64,472	\$ 18,468	\$ 121,693	\$ 798,318	\$ 228,708	\$ 1,507,004	\$ 733,847	\$ 210,239	\$ 1,385,311

Sources: Village of Croton-on-Hudson Tax Bill 2023-2024, 2023 School District Tax Bill Detail Report, Urbanomics.

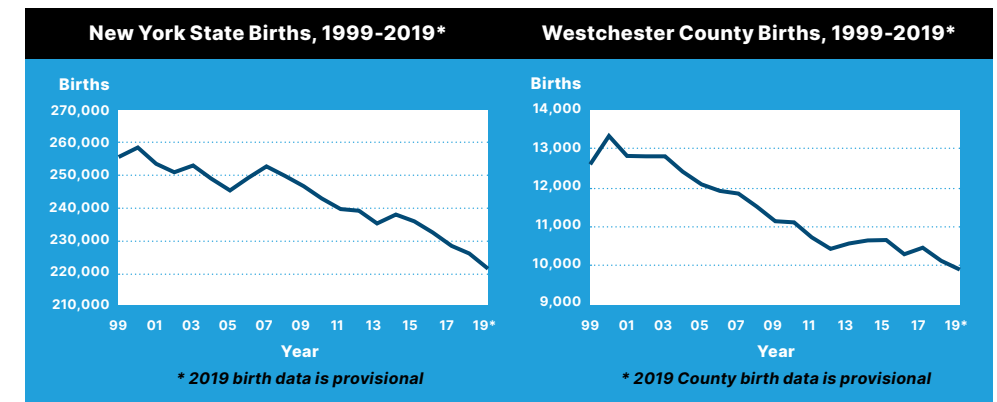
Notes: (*): Market, assessed, taxable value, and tax generation drawn from FY 2023-2024 tax bills. (**): Market, assessed, taxable value, and tax generation drawn from FY 2028-2029 estimates.

- > 1 Half Moon Bay Project would result in the addition of an estimated 15-17 additional public school students and **would not result in negative impacts to school enrollment.**
- > The project will have a fiscal benefit to the School District through the generation of additional tax dollars to be paid to the School District **well in excess of the additional cost to educate** the estimated 15-17 additional students.
- > In summary, the proposed 1 Half Moon Bay project **will not have a significant impact** on the School District.
- > School District Taxes
 - > Approx \$1.5M goes to school district
 - > Estimated cost to educate 17 kids – \$473,000-\$503,000
 - > **Net Benefit – \$1M - \$1.1M**

Table 9: Croton-Harmon Union Free School District Enrollment

School Year	Enrollment	Change from Previous Year	
		Total	Percent
2013-14	1,701	—	—
2014-15	1,656	-45	-2.6%
2015-16	1,636	-20	-1.2%
2016-17	1,637	1	0.1%
2017-18	1,608	-29	-1.8%
2018-19	1,573	-35	-2.2%
2019-20	1,584	11	0.7%
2020-21	1,524	-60	-3.8%
2021-22	1,533	9	0.6%
2022-23	1,525	-8	-0.5%
Change 2013-14 to 2022-23		-176	-10.3%

Source: New York State Education Dept.



- > **Nominal increase** in traffic when compared to existing use.
- > Proposed site to be served by **two driveways** with additional emergency access only driveway
- > **All levels of service and vehicle delays maintained** between No-build and Build conditions.
- > **No significant traffic impacts** on surrounding roadway network.

Table 1.1: Overall Level of Service Summary

	Peak Weekday Hour		Peak Weekday Hour	
	No-Build	Build	No-Build	Build
Intersection	LOS Delay	LOS Delay	LOS Delay	LOS Delay
Croton Expressway Southbound Ramp & Municipal Place	c 18.6	c 19.4	b 12.5	b 12.7
Croton Expressway Northbound Ramp & Municipal Place	b 11.4	b 11.5	b 11.9	b 13.7
South Riverside Avenue & Municipal Place	B 17.7	B 17.6	B 17.5	B 17.4
Half Moon Bay Drive & Site Driveway	a 9.2	a 9.6	a 9.7	a 10.0

Note: Average delay is represented in seconds per vehicle.
Lowercase letters represent an unsignalized intersection.
Delay of unsignalized intersections is reported as the highest delayed approach.

Table 2.1: Trip Generation Table - ITE 11th Edition

	Land Use (code)	Size	Unit	AM Peak Hr		PM Peak Hr	
				Enter	Exit	Enter	Exit
Existing Development	Warehouse (150)	119,000	SF	29	9	11	30
Proposed Development	Multifamily Housing (150) (Mid-rise) (221)	280	Dwelling	26	86	67	42
Difference (Passenger Vehicles)				-4	77	55	12

Note: Trip Generation rates based upon Institute of Transportation Engineers' (ITE) "Trip Generation Manual", 11th Edition

STORMWATER MANAGEMENT BEST PRACTICES

- > **Significant reduction in impervious coverage**
 - > Almost 20% reduction
 - > Over ¾ of an acre reduction
- > **Significant reduction in stormwater runoff**
 - > Upgraded stormwater management techniques
 - > Low impact development best practices to create functional and appealing site drainage, including:
 - Rain gardens
 - Infiltration trenches
 - Bioretention

GREEN BUILDING INITIATIVES

- ✓ Energy Star Certification
- ✓ STC / Energy Efficient Windows
- ✓ Solar Canopies
- ✓ Heat Pumps Insulate Fresh Air
- ✓ Greenhouse in Resident Amenity Spaces
- ✓ Shuttle Service
- ✓ Low Flow Plumbing Features
- ✓ Low VOC Materials
- ✓ Dark Sky Compliant Lighting
- ✓ EV Chargers
- ✓ Bike Storage

> **Senasqua Tunnel**

- > Essential Access Point:
The Senasqua Tunnel is a crucial connector to the Riverwalk.
- > Current Condition Concerns:
Recent photos reveal deterioration of the tunnel as well as surrounding walkway.
- > Graffiti Issue:
The tunnel frequently suffers from graffiti vandalism.

> **Dog Park**

- > Public Bark Park

> **Community Meeting Space**

- > Public Meeting Areas





**Economy stimulus for
local stores,
restaurants, and other
retail establishments**



**Positive fiscal impact
for schools**



**Increase overall housing
and choice of housing**



**Beautify the waterfront –
2 of the 3 connections to
the Riverwalk are next to
the property**



**Beautify the walkway
and the surrounding area
to the tunnel**



Replace tire logistics use

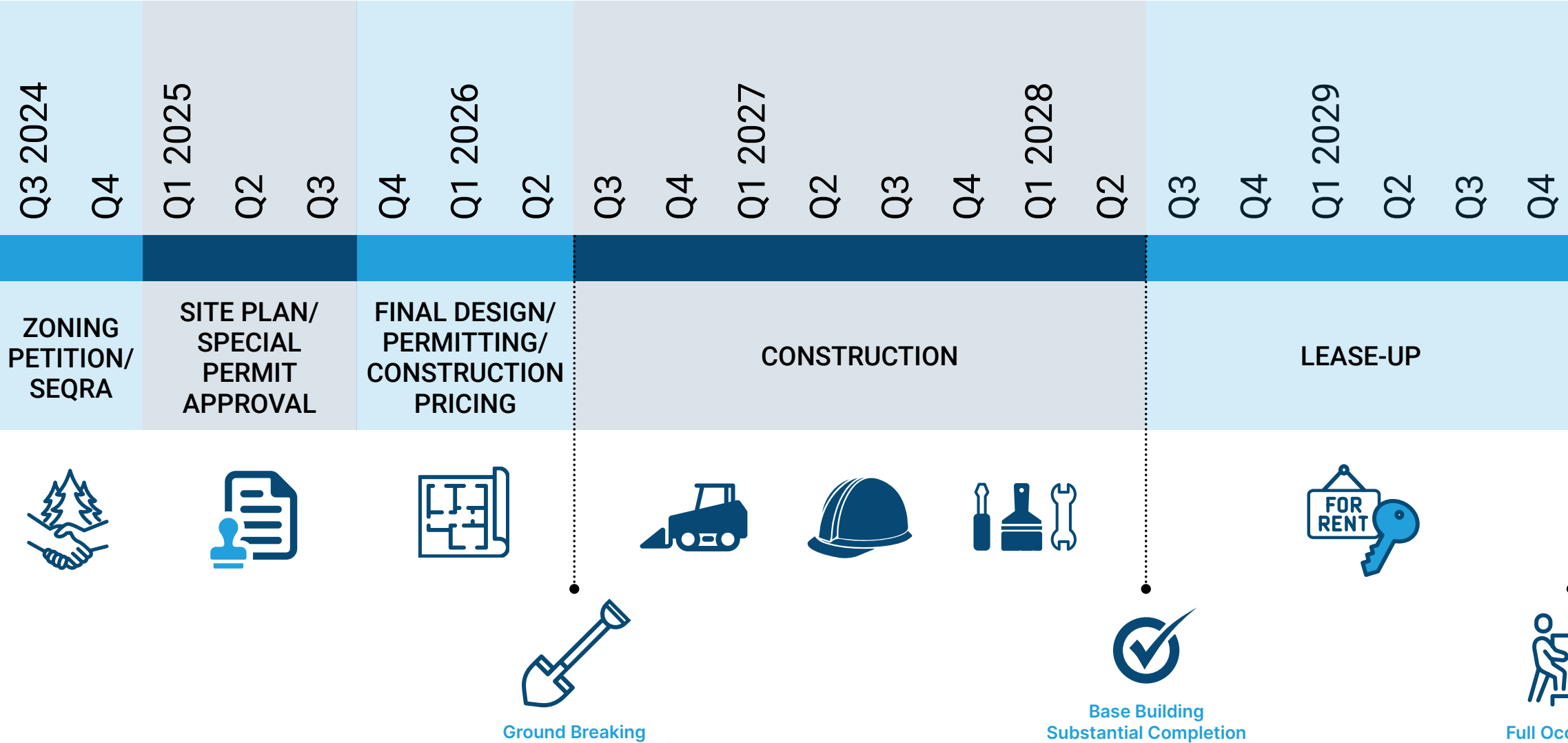


**State-of-the-art
stormwater management
system will improve
terrestrial runoff**



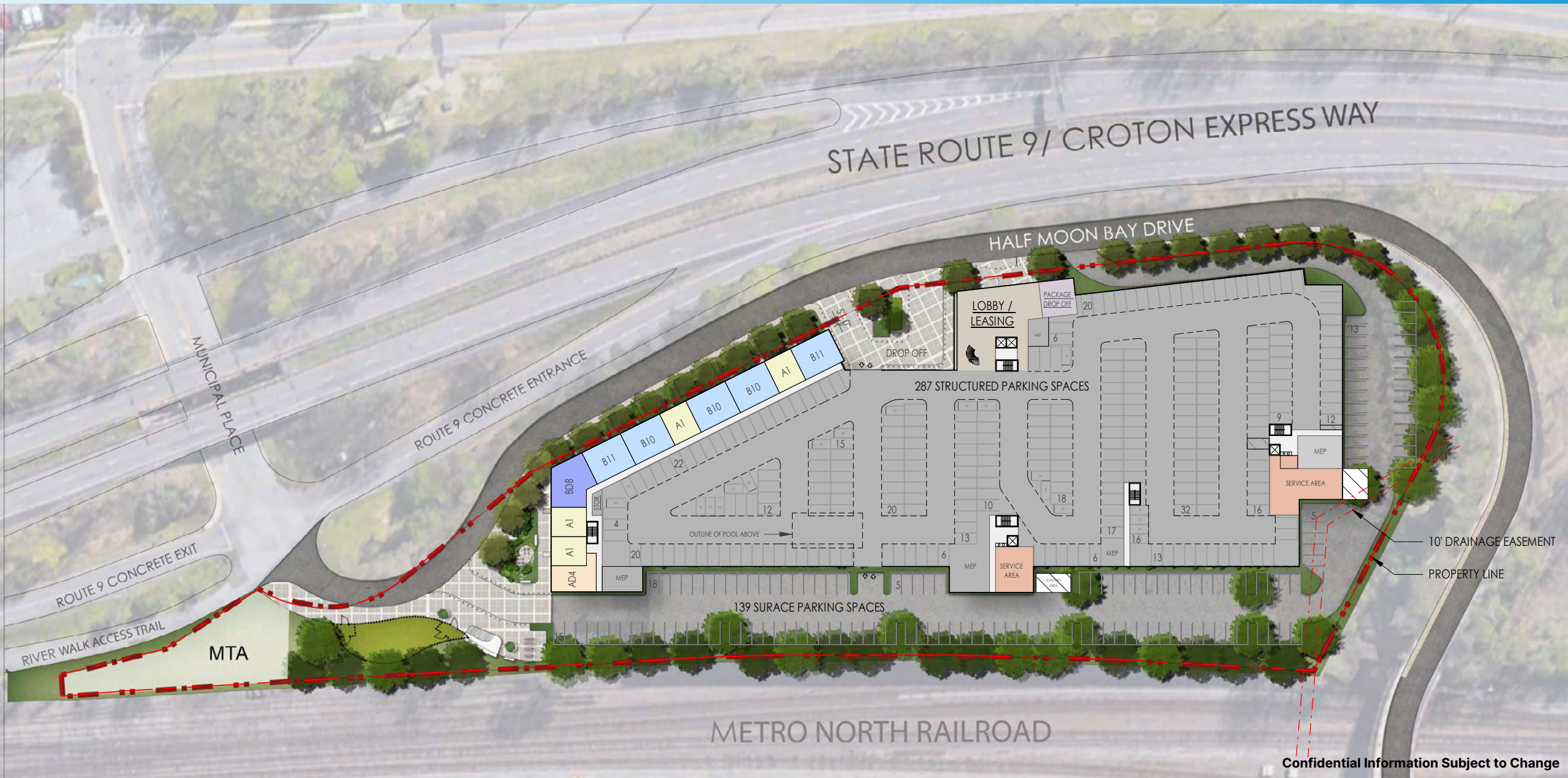
**Sustainability
Best Practices**

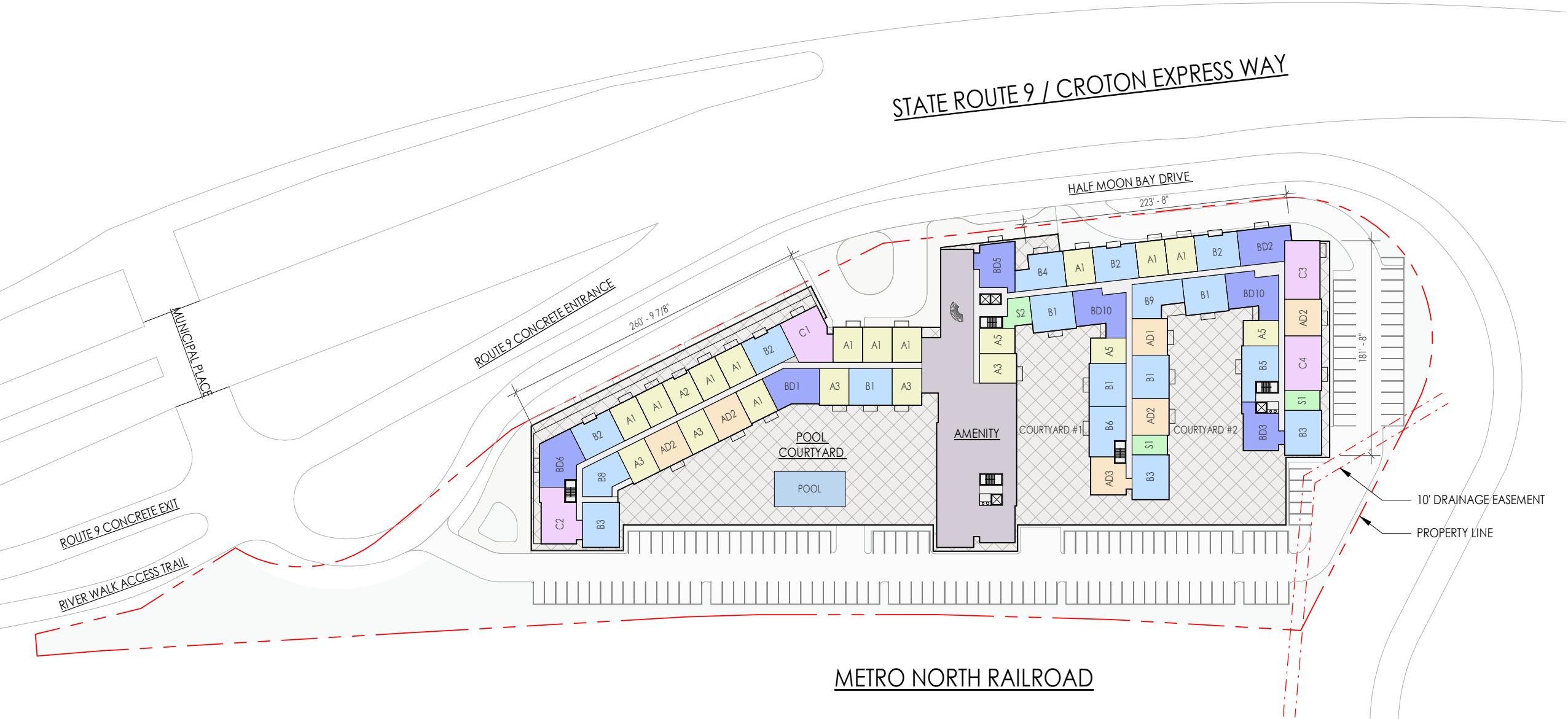
CONCEPT APPROVAL TIMELINE & PROJECT SCHEDULE | 29

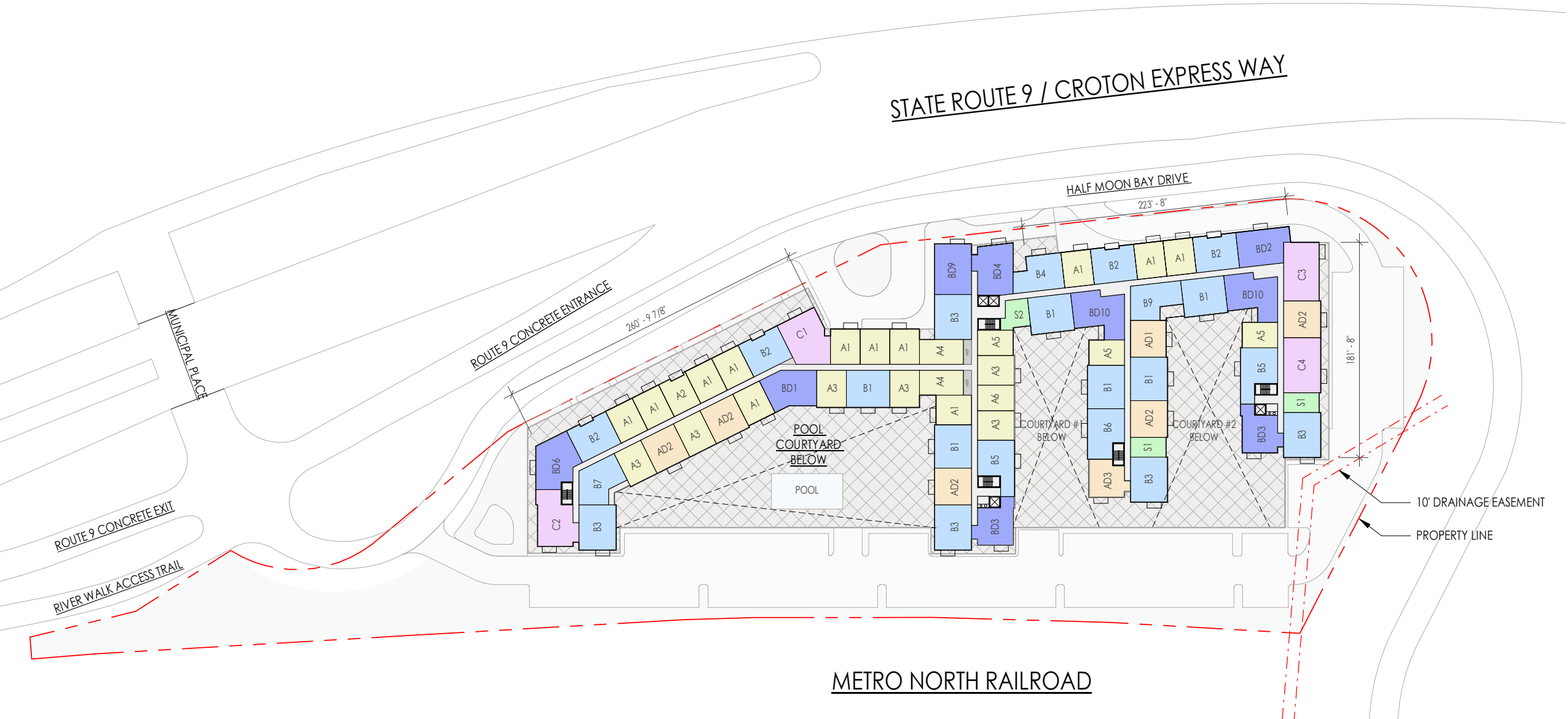


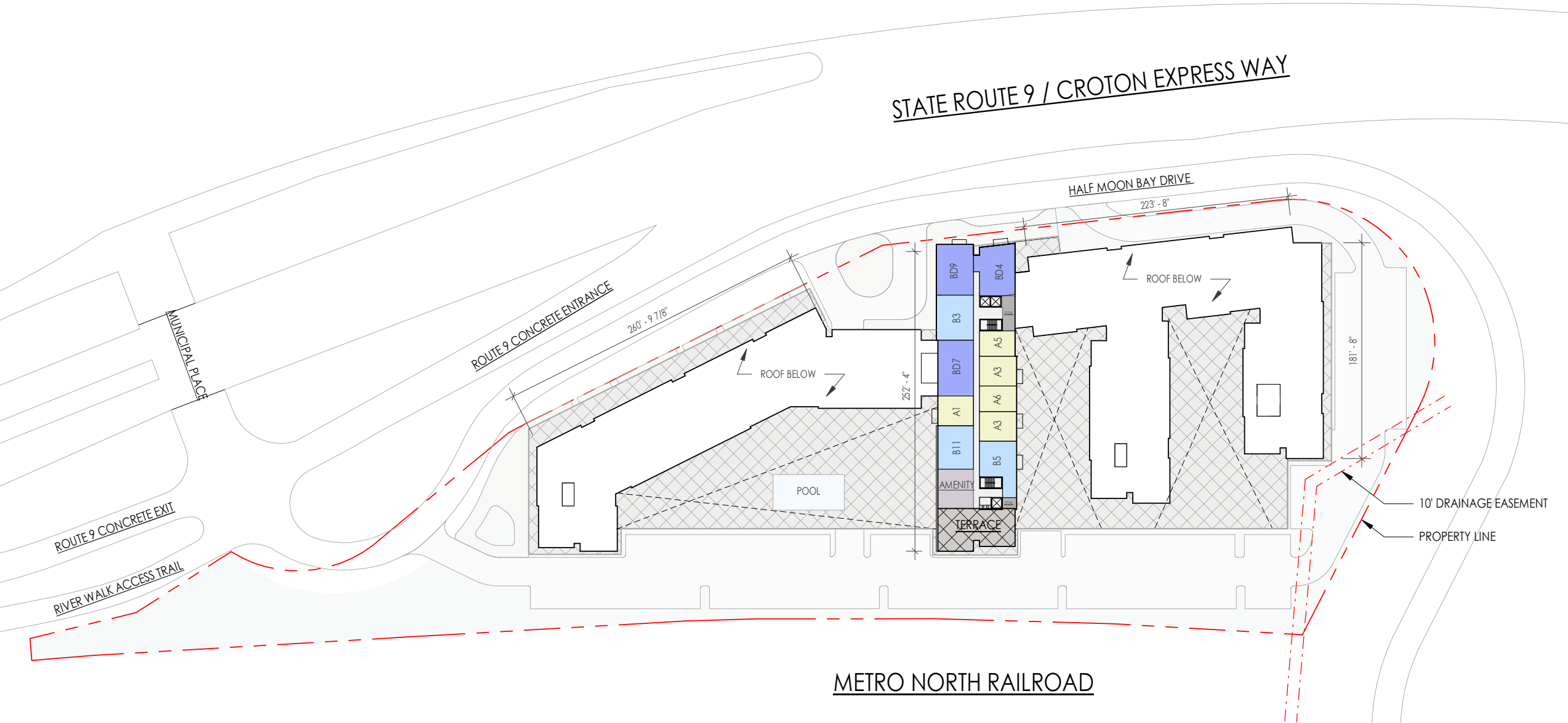
> Q&A

> APPENDIX



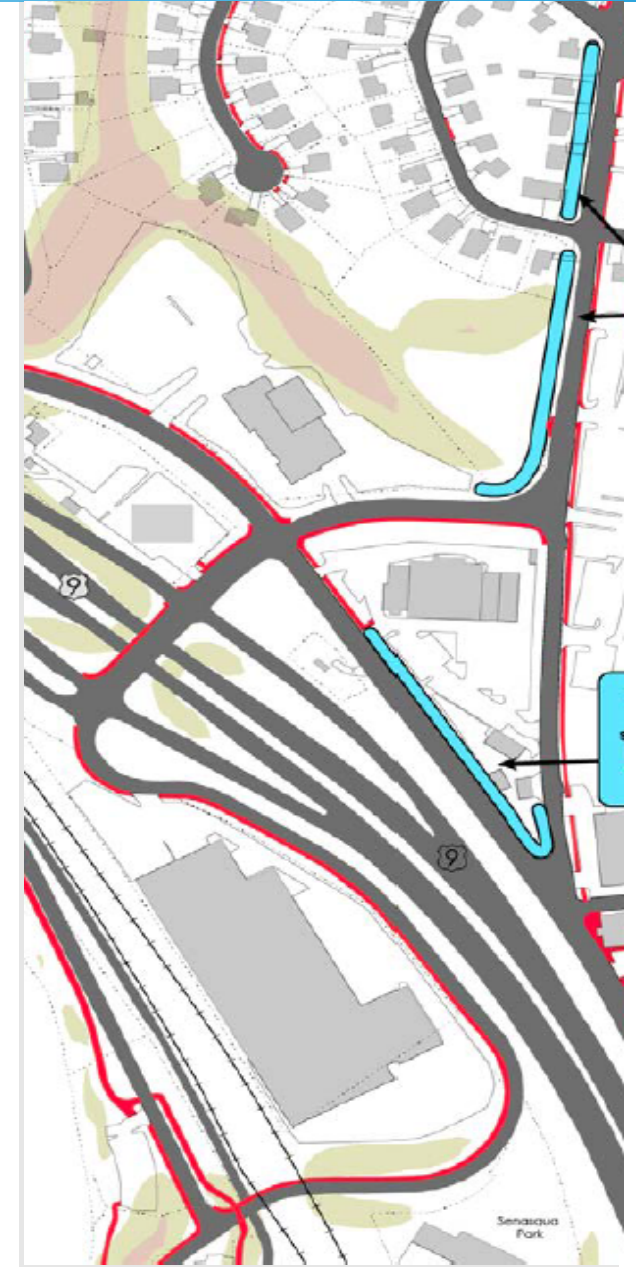






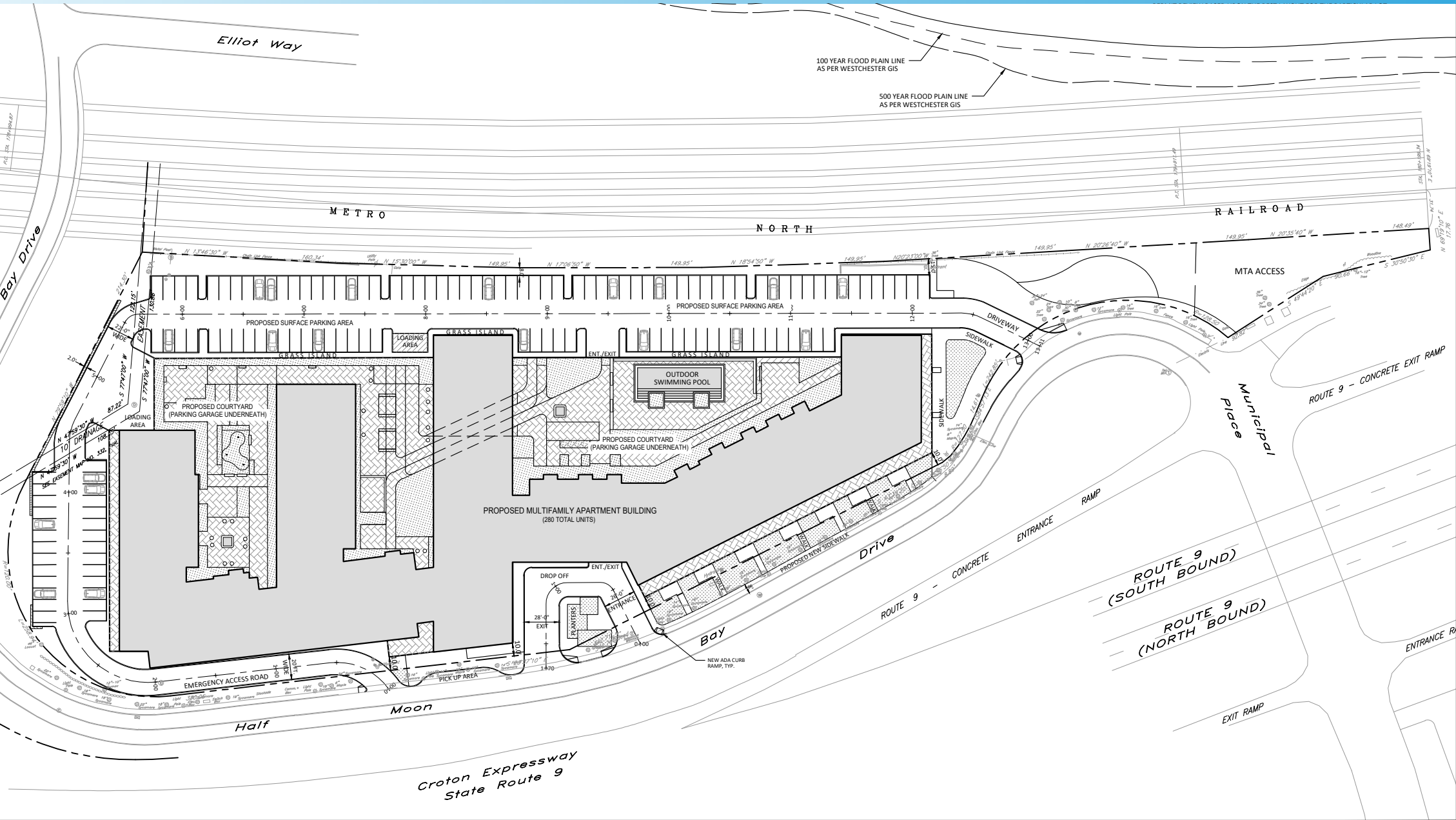
As seen in the map, the pedestrian infrastructure is good, as most of the streets have sidewalks on at least one side. Generally, the sidewalk width is approximately three to four feet wide and the sidewalk condition is well-maintained poured concrete precast concrete unit pavers.

Our site already has pedestrian circulation on all sides.



We are proposing development in an area that allows for seamless living with walkability, cycling, and multi-modal transit access, complemented by proximity to the Riverwalk and local retail.

TOD Principle	Description	How Our Project Fulfills It
Walk	Develop neighborhoods that promote walking	Uninterrupted sidewalks and pedestrian-friendly pathways ensure safe and convenient walkability within the development and around the village to local shops, restaurants, and transit hubs. Direct access to the Senasqua tunnel allows quick access to the Riverwalk and its various parks and recreation areas.
Cycle	Promote nonmotorized transport networks	Secure bike storage and surrounding bike lanes encourage cycling as a viable and safe transportation option. The project is fully surrounded by bike paths that connect to various local destinations.
Connect	Create dense networks of streets and paths	An integrated network of streets and paths prioritizes pedestrians and cyclists, enhancing connectivity and flexibility for residents. The development is surrounded by sidewalks and bike lanes, ensuring safe and flexible travel routes.
Transit	Locate development near high-quality public transport	We are located 0.2 miles from the Maple bus station, with routes running from Peekskill to White Plains and numerous local stops (routes 0010 and 0014). Our resident shuttle provides a 3-minute ride to the train station with frequent service aligned with train schedules to ensure convenient access and encourage public transport use.
Mix	Plan for mixed uses, income, and demographics	Our apartments offer a mix of studios to 3 bedrooms, meeting the needs of different types of renters, 10% of the units are AFFH affordable housing, promoting inclusivity. Includes state-of-the-art indoor and outdoor amenities, such as an outdoor pool deck and a public dog park.
Densify	Optimize density and match transit capacity	Concentration of residential units and amenities supports optimal density, making the development self-sustaining and transit-supportive without overcrowding. The project includes 280 units, balancing density with high-quality living spaces.
Compact	Create regions with short transit commutes	Integrated transit options and amenities in a space-efficient design ensure short and convenient commutes for residents. Proximity to public transportation options and nearby shopping areas reduces travel time and increases convenience.
Shift	Increase mobility by regulating	Extensive pedestrian and cyclist infrastructure reduces reliance on personal vehicles through proximity to public parking and road use transit and shuttle service. By promoting walking, cycling, and shuttle use, the project minimizes the impact of private vehicle traffic on the community.



SITE PLAN LEGEND

- PROPERTY LINE
- PROPOSED BUILDING LINE
- SETBACK/YARD LINE
- EXISTING CURB
- PROPOSED CONC. CURB
- PROPOSED CONCRETE SIDEWALK
- PROPOSED CURB RAMP

40 30 20 10 0 40 80

SCALE IN FEET

Ward Carpenter Engineers - Land Surveying
76 Mamaroneck Avenue
White Plains, NY 10601
Tel: 914-949-6000
Web: wardcarpenter.com

Zarin & Steinmetz, LLP
81 Main Street, Suite 415
White Plains, NY 10601
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BKV Group Architectural Designer
1054 31st Street NW
Canal Square, Suite 410
Washington, DC 20007
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1 HMB Property Owner, LLC
595 Madison Avenue, Suite 1903
New York, NY 10022
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DTS • PROVIDENT
Intelligent Land Use
DTS Provident Design Engineering, LLP
One North Broadway White Plains, NY 10601
P: 914.428.0010
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MULTIFAMILY RESIDENTIAL DEVELOPMENT
1 HALF MOON BAY DRIVE
VILLAGE OF CROTON-ON-HUDSON
WESTCHESTER COUNTY, NEW YORK

TITLE: **SITE PLAN**

Seal

Scale: 1" = 40'

Date: 7/10/2024

Drawn By: KMM

Checked By: PJG

Project No.: 1027

Sheet No.: 3 of 10

Dwg. No.: C-100



1 HALF MOON BAY DRIVE