



Planning Board

Stanley H. Kellerhouse Municipal Building
One Van Wyck Street
Croton-on-Hudson, NY 10520-2501
engineering@crotononhudson-ny.gov

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TO: Mayor Pugh and the Board of Trustees

FROM: Robert Luntz, Chairman of the Planning Board

RE: Referral from the Village Board of Trustees to review a Special Permit Application
From Sprocket Power for an integrated energy system to be installed at Croton Auto
Park at 1 Municipal Place (79-12-3-2)

DATE: August 8, 2024

At its regularly scheduled meeting on August 6th, 2024, the Planning Board of the Village of Croton-on-Hudson reviewed the referral from the Village Board regarding a Special Permit for the above referenced project.

The Planning Board reviewed the following objectives and goals:

A: The accessibility of all proposed structures to fire and police protection.

The battery system will need to meet the NYS fire code and national electric code. This project involves a system with a large power supply. The Planning Board will ask the Croton on Hudson Fire Department to review the plans during site plan approval.

B: The compatibility of the location, size and character of the proposed use with the orderly development of the zoning district in which it is located and with that of adjacent properties in conformity with the zoning district applicable to such properties.

The Village has a Comprehensive Plan (see attached) and zoning code that calls the area where this project is located a Gateway District and the Planning Board believes that this project is in violation of the comprehensive plan and zoning code as the equipment is located in the front yard in front of the business and is unsightly and not consistent with the purpose of the Gateway District as indicated in the zoning code sections below. The Planning Board recommends that the BESS and other equipment be relocated out of the front yard to another location on the property such as near the proposed solar canopy car port and level 3 charger.

230-20.1A: Croton-on-Hudson's commercial gateways are the major entry points from surrounding municipalities and roads. The physical gateway areas are comprised of the roads and surrounding properties a motorist or pedestrian encounters when first entering the Village. These areas create a sense of arrival and connection to the Village, and establish an image and initial impression of the community.

230-20.1C: The purpose of the Gateway Overlay District is to establish standards that upgrade the image and function of gateway areas, strengthen the overall visual identity of the Village, and improve pedestrian linkages to adjacent residential neighborhoods.

230-20..2A(2): Municipal Place Shopping Area, consisting of lots on the north and south sides of Municipal Place between Route 9 and Maple Street, and the commercially zoned portion of the block on the east side of Maple Street, and the lots located between Route 9 and South Riverside Avenue from the Village-owned parcel to the north to the intersection of Maple and South Riverside to the south ... The Municipal Place Shopping Area is an important entrance to the Village from Route 9. It connects to the Upper Village via Maple Street and to the surrounding neighborhoods.

The zoning setbacks are met.

C: The safety, convenience and congruity with the normal traffic of the neighborhood and of the pedestrian and vehicular traffic generated by the proposed use, taking into particular account the location, and size of such use, the nature and intensity of operations involved in or conducted in connection therewith, its site layout and its relation to access streets.

The Planning Board noted a lot of electrical equipment adjacent to the sidewalk and will be looking for clarification of the safety of this plan. Again it is recommended that the BESS and other equipment be relocated out of the front yard to another location on the property such as near the proposed solar canopy car port and level 3 charger.

D: The compatibility of the location and height of buildings, the location, nature and height of walls and fences and the nature and extent of landscaping on the site with adjacent land and buildings and their appropriate development.

The area where the BESS and associated equipment is proposed is highly visible from the sidewalk and South Riverside Ave. The location of the proposed BESS and associated equipment, including the seven foot high chain link fence and in its current proposed location is not compatible with the Comprehensive Plan and purpose of the Gateway District.

E: *The preservation of ecological or environmental assets of the site or adjacent lands.*

The preservation of ecological assets is not applicable to this application.

In conclusion the Planning Board believes that it is a positive project that will provide a 20kWDC solar car port canopy system with a 280 kWh Battery Energy Storage System and one level 3 and two level 2 Electrical Vehicle chargers. However the Planning Board strongly recommends that the BESS and other equipment be relocated out of the front yard to another location on the property such as near the proposed solar canopy car port and level 3 charger.



Comprehensive Plan

Village of Croton-on-Hudson

July 10, 2017

BFJ Planning

Village of Croton-on-Hudson
1 Van Wyck Street
Croton-on-Hudson, NY
10520

The Harmon/South Riverside shopping area is on both sides of South Riverside Avenue from Van Cortlandt Manor to Oneida Avenue. This area is zoned C-2, and is bisected by Croton Point Avenue, which connects it to the Croton-Harmon train station and Routes 9/9A.

The commercial districts are described in greater detail in Section 3.8 Special Planning Areas: Commercial Districts. The commercial establishments within these districts are mostly retail, service and professional businesses designed to serve the local Village population.

Gateway Overlay Zoning Districts. In addition to the general zoning districts there are “gateway districts” identified for several Croton-on-Hudson commercial areas (see Figure 3-10). Gateways mark a sense of arrival, and connection to a community, and establish an image for the community. The three gateway districts are:

- **Harmon/South Riverside (H/SRGD):** The area is an important entrance to the Village from Route 9 and a link to the train station via Croton Point Avenue and to the Harmon neighborhood. It also joins historic Van Cortlandt Manor to the south.
- **Municipal Place (MPGD):** The Municipal Place Shopping Area is an important entrance to the Village from Route 9. It connects to the Upper Village via Maple Street and to the surrounding neighborhoods.
- **North End (NEGD):** This area marks another commercial entrance to the Village from the north along Routes 9 and 9A.



*Croton Professional Building along
Riverside Avenue*

The primary purpose of designating these as gateway areas is to upgrade the image and function of commercial areas, define the entry into the Village, strengthen the overall visual identity of the Village, promote economic development and improve linkages to adjacent residential neighborhoods. The gateway districts include special use, area and bulk regulations, and design regulations.

In the Harmon/South Riverside Gateway District area, zoning changes were adopted to add options and incentives for commercial property owners in the Harmon business district to spur investment in mixed use buildings. The district allows mixed use buildings (i.e. retail on ground floor with residential units on upper floors) by special permit; standard commercial occupancy is still permitted. Special area and bulk regulations and design guidelines apply specifically to mixed use buildings in this area. In general, the maximum floor area ration (FAR) is 0.8 in the district and the maximum height is 35 feet/3 stories.