



Planning Board

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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 WPB Development LLC to construct a 100-unit residential building located at
1-3 Croton Point Avenue and Parking Lot A (79.17-1-3,4,5)

DATE: August ____, 2024

At its regularly scheduled meeting on August 6th, 2024 and August 20th, 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 in section 230-58 of the Zoning Code:

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

The Planning Board recommends that the application be referred to the Croton on Hudson Fire Department to review. The Planning Board would also like to hear about safety measures for the potential storage of E-bikes in the bicycle storage area. The building will have a fire alarm and fire sprinkler system.

Improvements to the Village's water distribution system were discussed in order to achieve the required fire flows. If this could not be achieved other onsite fire safety improvements would be required.

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 proposed five-story building, requiring a special permit, is a zoning compliant Transit-Oriented Development in the Light Industrial (LI) District in which it is located.

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 recommends a more in depth traffic study be conducted and would also like to hear how commuter traffic would be mitigated during construction. The Planning Board is concerned about the impact of the increase in traffic and questioned if 103 parking spots is sufficient for resident parking for the proposed 100 residential units. The proposed 103 parking spots may not be sufficient for the residents. While it's hoped that this being a Transit Oriented Zone would offset the needs of residents having two cars, it may not be a realistic expectation. Therefore, a development with only 80 or preferably 60 units would be better serviced with only 103 parking spaces. It would be good to know how other TOD developments have handled parking requirements. There are plenty of examples on the Hudson line that could be contacted for information about what parking ratios they are using and how it is working out. It is recommended that the applicant provide this type of information.

It is recommended that the traffic impacts be analyzed further. Impacts to people coming and going to the train station, employees at Metro North, visitors to Croton Point Park and residents of Half Moon Bay need to be analyzed.

Also, if the current trend continues of people returning to more robust usage of train station parking/commuting, ample parking to support those cars may not be available.

The Planning Board recommends that the application be reviewed by the Croton Harmon School District with respect to a future school bus stop.

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 project is not adjacent to a residential neighborhood. The Planning Board asked if the applicant would consider this project on a smaller scale (fewer apartments and fewer than five stories). Additional information should be requested regarding an increase in school children, increased traffic.

The Planning Board discussed area noise levels due to the adjacent highway and railroad and that noise abatement be factored into the design of the building.

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

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

The Planning Board reviewed the Coastal Assessment Form and found that under “C. Coastal Assessment 1, where No is checked, it should Yes and be explained under the Remarks section that the entire Village is in a coastal area.

The Planning Board reviewed the EAF and noted the following:

- The applicant indicated that the EAF indicates 100 parking spaces but there are now 103 and the EAF will be revised to indicate 103 parking spaces.
- On page 7 of the EAF question “J” about a substantial increase in traffic above present levels is answered “No” when a “Yes” appears more appropriate given that Lot A, post COVID, has generally been vacant.

The Planning Boards recommends that a Fiscal Analysis be conducted to understand the impact on taxes and the local economy.

The Planning Board feels that it would be greatly beneficial if there was some way to prioritize Croton families into the mix of potential residents who might qualify for residency in the proposed building. Much of the perceived need for affordable units is coming from Croton residents that would like an alternative to their current living situation. Empty nester opportunities, opportunities for our grown children to remain in town, etc. If all the units are forced to go to a lottery system, this goal is completely undermined. Market rate units, first available to Croton residents, with some inclusion of affordable, no more than 50 %, seems like a better way to accommodate Croton residents.

Overall, the Planning Board thinks that this is a good location and design for the apartment building, but the project (100 units), as proposed, is too large for the Village when you factor in the potential increased traffic, increased number of school children, and concern that this proposed project, being all affordable, would not prioritize Croton residents. A smaller building with 60-80 units, both affordable and market rate, should be considered.

The Planning Board voted unanimously to have the Village Board of Trustees act as Lead Agency on this project.