



Waterfront Advisory Committee

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TO: Mayor Brian Pugh and the Village Board of Trustees

FROM: Chairman Simon, Waterfront Advisory Committee

RE: Referral from Village Board for a Local Waterfront Revitalization Program (LWRP) Consistency review from the State of New York, Department of Transportation, regarding the Rehabilitation of a Vehicular Bridge that spans above the MTA Metro North Hudson Line at Half Moon Bay Drive.

DATE: February 25, 2026

On Tuesday, February 24, 2026, the Waterfront Advisory Committee (WAC) reviewed for consistency with the Village's Local Waterfront Revitalization Program (LWRP) the referral listed above. Based on the Committee's review of the 44 LWRP policies, the Waterfront Advisory Committee made a recommendation of consistency with the LWRP.

It was determined that as this project is considered a SEQRA Type II Action, an environmental review is not required. This federally funded project will rehabilitate an existing bridge, and not change the footprint.

The WAC reviewed the 44 LWRP policies and determined that the following policies are applicable:

POLICY 1: *Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational and other compatible uses.*

POLICY 1A: *Encourage integrated development of Village property to assure fulfillment of requirements relating to parking and accessory uses of Metro-North train station, while facilitating public access to the bay area and recreational use.*

POLICY 1B: *Encourage restoration of deteriorating structures related to railroad use and assure appropriate maintenance and screening to reduce visual impact.*

POLICY 2: *Facilitate the siting of water dependent uses and facilities on or adjacent to coastal waters.*

POLICY 2A: *Encourage water-enhanced commercial uses where such uses complement water dependent uses and do not result in displacement of such uses.*

POLICY 4: *Strengthen the economic base of smaller harbor areas by encouraging the development and enhancement of those traditional uses and activities which have provided such areas with their unique maritime identity.*

POLICY 5: Encourage the location of development in areas where public services and facilities essential to such development are adequate.

POLICY 7E: Runoff from public and private parking lots and from storm sewer overflows shall be effectively managed so as to prevent oil, grease, and other contaminants from polluting surface and ground water and impact to the significant fish and wildlife habitats.

POLICY 7F: Construction activity of any kind must not cause a measurable increase in erosion or flooding at the site of such activity, or impact other locations. Construction activity in the Croton River and Hudson River spawning areas shall be timed so that spawning of anadromous fish species and shellfish will not be adversely affected.

POLICY 7G: Construction activity of any kind must not cause significant degradation of water quality or impact identified significant fish and wildlife habitats.

POLICY 18: To safeguard the vital economic, social, and environmental interests of the State and of its citizens, proposed major actions in the coastal area must give full consideration to those interests, and to the safeguards which the State has established to protect.

POLICY 19: Encourage the linkage of open space from upland areas to and along the Hudson and Croton Rivers in the form of a trail or walkway system.

POLICY 19A: Encourage the linkage of open space from upland areas to and along the Hudson and Croton Rivers in the form of a trail or walkway system.

POLICY 19B: Increase public access to areas that offer physical and visual connection to the Hudson River or Croton River and Bay.

POLICY 19C: Encourage the improvement of public transportation, when feasible, where water dependent and water-enhanced recreation activities are located.

POLICY 20: Access to the publicly owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly-owned shall be provided and it should be provided in a manner compatible with adjoining uses.

POLICY 21: Water dependent and water enhanced recreation will be encouraged and facilitated, and will be given priority over non-water related uses along the coast.

POLICY 21A: Boating and fishing activities should be encouraged provided that they do not restrict other water-related recreational opportunities and are undertaken in a manner compatible with existing water-dependent uses.

POLICY 22: Development when located adjacent to the shore will provide for water-related recreation whenever such use is compatible with reasonably anticipated demand for such activities and is compatible with the primary purpose of the development.

POLICY 25: Protect, restore, or enhance natural and man-made resources which are not identified as being of statewide significance, but which contribute to the overall scenic quality of the coastal area. (The following scenic areas were noted in the LWRP as having local and regional significance: (1) Distinctive and scenic views of Croton point, (2) Views of the Hudson River from South Riverside Avenue and Route 9 corridor, and (3) Vegetated slopes and undisturbed ridgelines particularly those in the viewsheds in the Croton Gorge, River, and Bay areas.)

POLICY 25A: *Establish and protect identified public viewsheds of the Hudson River, including but not limited to the public views of the Hudson River from the western shoreline of the Village, and of the Croton River and Gorge. (The following scenic areas were noted in the LWRP as having local and regional significance: (1) Distinctive and scenic views of Croton point, (2) Views of the Hudson River from South Riverside Avenue and Route 9 corridor, and (3) Vegetated slopes and undisturbed ridgelines particularly those in the viewsheds in the Croton Gorge, River, and Bay areas.)*

Under LWRP Section IV, Proposed Land Uses and Projects, the following policies are relevant:

POLICY 7: Facilitate Access to the Hudson River Waterfront

A recurring comment from public input during this LWRP process and prior plans was the need to improve access to the Hudson River waterfront for vehicles, pedestrians, and bicyclists. Although there have been some improvements such as the Brook Street pedestrian bridge, in general, access to the waterfront is limited, and difficult in some locations.

POLICY 8: Facilitate Croton Yacht Club/Croton Landing Improvements

The concept of a waterfront restaurant, or another use at the southern end of Croton Landing Park, adjacent to the Croton Yacht Club, has been discussed by the Village for years. Parking is also an issue as there is already insufficient on-site parking at Croton Landing Park to satisfy demand during busy hours.

POLICY 9: Implement Segment of Riverwalk Trail from Croton Landing Park to Oscawana County Park

According to the Hudson River Trailway Plan (2003), Westchester County has proposed a 1-mile trail along the Hudson River that would connect Croton Landing Park with Oscawana County Park in Cortlandt. This trail would fill a gap between the River Walk trails at these two parks.

It is for the reasons contained in this memorandum that the WAC issues its recommendation of consistency.