

June 8, 2026

Sent Via Email and Hand Delivery

Hon. Robert Luntz, Chair
And Members of the Village of Croton-on-Hudson Planning Board
Village Hall
1 Van Wyck Street
Croton-on-Hudson, New York 10520

**Re: 425 S. Riverside Avenue
 Croton-on-Hudson, New York
 Special Permit & Site Plan Application**

Honorable Chair and Members of the Planning Board:

I. INTRODUCTION

This firm represents Carmel Riverside LLC (“Applicant”), owner of the property located at 425 S. Riverside Avenue (“Property”), in connection with this application for Special Use Permit and Site Plan approval pursuant to Section 230-20.3(B)(3) of the Croton-on-Hudson Zoning Code (“Code”). The purpose of this application is to obtain approval to redevelop the Property with a 49-unit, multi-family building and related improvements.

Section 230-20.3(B)(3) of the Code permits multi-family housing in the Harmon/South Riverside Gateway Overlay District, subject to meeting the requirements of Article X of the Code. As will be discussed in more detail below, it is respectfully submitted that this application meets all the goals and objectives contained in Section 230-58 of Article X.

We are pleased to submit the following materials to facilitate your review:

- Application Form, together with the requisite fee;
- Full Environmental Assessment Form;
- Coastal Assessment Form;
- Site Development Plan, prepared by Cronin Engineering P.E., P.C., dated March 5, 2025, last revised January 26, 2026;
- Architectural Plan Set, prepared by DeMasi Architects, P.C., dated January 6, 2026;
- Renderings of the Proposed Building;
- Proposed Site Grading & Retaining Wall Plan, prepared by Mastrogiacomo Engineering, P.C., dated September 13, 2024, last revised June 2, 2026;
- Landscape Plan, prepared by Robert Sherwood Landscape Architect LLC, dated July 14, 2025, last revised May 19, 2026;

- Preliminary Water Engineering Report, prepared by Cronin Engineering P.E., P.C., dated December 23, 2025;
- Preliminary Wastewater Engineering Report, prepared by Cronin Engineering P.E., P.C., dated December 23, 2025;
- Traffic Study, prepared by Kimley-Horn Engineering and Landscape Architecture of New York, P.C., dated May 20, 2026; and
- Public Schools Impact Report, prepared by Kimley-Horn Engineering and Landscape Architecture of New York, P.C., dated May 22, 2026.

We respectfully request placement on your Board's June 23, 2026 meeting agenda for an initial presentation of the Project and discussion with your Board and for referral of the application to the necessary agencies. For the reasons set forth below, we respectfully request that your Board approve the Special Use Permit and Site Plan to facilitate development of the Applicant's proposed multi-family residential building on the Property.

II. SITE AND ZONING

The Property is located at 425 S. Riverside Avenue and is identified on the tax assessment map of the Village of Croton-On-Hudson as parcel number 79.13-2-91. The Property is approximately 1.9 acres and is located in the Harmon/South Riverside Gateway Overlay District¹. The western side of the site along South Riverside Avenue is at an approximate elevation of 42 feet. The site elevation rises to the east, with an easternmost elevation of approximately 100 feet. The Property is currently improved with an approximately 12,600 s.f., single-story structure that is occupied by a gymnastics facility, a mirror and glass store, and a shop for sale, rental, and repair of tractors, lawnmowers, and similar equipment.

III. CURRENT PROPOSAL AND COMPLIANCE WITH ZONING REGULATIONS

The Applicant proposes to demolish the existing commercial building and develop a 71,308-s.f., 49-unit residential building on the Property with accompanying amenities, covered and uncovered parking areas, stormwater management infrastructure, landscaping, and related improvements ("Project"). This multi-family building will have 3 floors consisting of a mix of 1- and 2-bedroom units, with five of the units (10%) designated as affordable. There will be a variety of amenities serving the building's residents, including a community room, fitness center, co-working lounge, storage rooms for bicycles, and a roof-top deck with expansive views of Croton Point Bay and the Hudson River. Additionally, the Applicant proposes to install 79 parking spaces with a mix of covered spaces underneath the building and uncovered spaces. Five of the spaces will be equipped with EV charging stations.

The proposed Project is fully compliant with the applicable zoning regulations, except for the HSRG's maximum front yard setback of 20 feet. The Property is located in the C-2 (General Commercial) zoning district and the Harmon/South Riverside Gateway (HSRG) Overlay District. As shown in the table provided on Sheet SP-4.1 of the enclosed Site Plan, the Project complies

¹ The underlying zoning district is C-2 General Commercial.

with the requirements of these districts, except the front yard setback, which will require a variance. The HSRG regulations contain both a minimum front yard setback of 15 feet and a maximum front yard setback of 20 feet. In this case, the proposed building is setback 23 feet from South Riverside Avenue at its closest point and 63 feet at its furthest point. Accordingly, a variance from the maximum front yard setback requirement will be required for this Project.

IV. CONFORMITY WITH COMPREHENSIVE PLAN

The proposed Project is consistent with the Village of Croton-on-Hudson Comprehensive Plan, adopted by the Village of Croton-on-Hudson Board of Trustees on July 10, 2017 (“Comprehensive Plan”). First, the Village has recognized a need to incorporate more multi-family housing into the Village’s housing stock. While single-family homes dominate the Village’s housing stock, there is a need for varied types of housing to accommodate the Village’s growing population of aging residents, who may want to downsize but remain in the community, and young couples looking to remain in Croton or those looking to move into the community. *See* Comprehensive Plan, at 65. As such, “[m]aintaining and creating lower cost, smaller-sized single or multi-family dwellings remains a priority in order to maintain the demographic diversity of the Village.” *Id.* The Applicant’s Project certainly advances this objective, as it will contribute 49 units, in a mix of 1- and 2-bedroom units, to the Village’s housing stock, with five of these units being designated as affordable.

Moreover, the Project is consistent with the primary purposes of the Village’s gateway areas, which are to “mark a sense of arrival, and connection to a community, and establish an image for the community” and 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.” *See id.* at 48. The Applicant’s consultants have designed the residential building to have an attractive, modern appearance that is considerate of site conditions and surrounding topography. Notably, it will replace an older building that has become run down over the years. The new, modern building will be a welcoming presence as residents and visitors enter the Village from Route 9.

The Project will also provide a stronger link between residential and commercial areas. Residents of the Project will be located within walking distance of a number of Village businesses, including the ShopRite plaza directly across the street and a number of shops and restaurants along South Riverside Avenue immediately northwest of the Property, as well as the Croton-Harmon Metro North station, which is located approximately ½ mile from the Property. As the Comprehensive Plan indicates, this area is primarily commercial and conveniently located for local residents, but lacks identity and needs a stronger link to the residential areas. Certain zoning changes in 2013 were aimed at advancing long-term goals of connecting residents and businesses. Particularly, these changes, which included the allowance of mixed residential and commercial uses in this area, were “intended to incentivize appropriately scaled mixed-use development of idle and underutilized properties.” *See id.* at 98. Although the proposed Project itself is solely residential, it is consistent with the legislative intent here because it directly connects residents with existing commercial uses.

Therefore, the Project is consistent with the Village Comprehensive Plan.

V. CONFORMITY WITH THE LWRP

The proposed Project is also consistent with the Village of Croton-on-Hudson's Local Waterfront Revitalization Program ("LWRP"), most recently revised and adopted in August 2023. Like the Comprehensive Plan, the LWRP recognizes the importance of gateway districts in the Village and the planning objectives related to these districts. The LWRP provides that "Gateways mark a sense of arrival, and connection to a community, and establish an image for the community." *See* LWRP, at II-14. Moreover, "[t]he primary purposes of designating these as gateway areas are 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." *See id.* It identifies the Harmon/South Riverside Gateway District, where the Property is located, as "an important link to the train station via Croton Point Avenue and to the Harmon neighborhood." *See id.* As explained in Section IV above, the Project is consistent with the Village's objectives related to gateway districts – and in particular, the Harmon/South Riverside Gateway District – because it will strengthen the link between commercial and residential areas in this district, thereby promoting economic development and strengthening the sense of community in the Village. Moreover, the Project will replace an old, rundown commercial building with a modern, attractive building that will enhance the image of the Village at this important gateway from Route 9 for residents and visitors.

The Project is also consistent with the LWRP policy to "[e]stablish and protect identified public viewsheds of the Hudson River." *See id.*, at III-51. In connection with protection of scenic resources, the LWRP identifies the South Riverside Avenue corridor as an area of "local and regional significance because it allows unparalleled views of western shorelands from major thoroughfares." *See id.*, at III-52. The LWRP recommends improving deteriorated structures along this right-of-way and enhancing the aesthetic appearance of structures through building design, structural and vegetative screening, and related development methods. *See id.* The Applicant respectfully submits that the Project will not have a negative effect on views of the Hudson River and will enhance the overall views of this area. Views of the Hudson River from this part of South Riverside Avenue are limited, and there is a shopping center located between the Property and any views of the Hudson River from this point. Nevertheless, the proposed Project will enhance this corridor. As the plans and renderings show, the current building, which has fallen into disrepair, will be replaced with a building that will have a clean, modern look that fits into its surroundings. The Applicant also proposes lush landscaping that will partially screen the building and cars on the Property and enhance the aesthetic appearance of the Project as a whole.

Finally, the Project will effectively manage stormwater runoff, thereby advancing the LWRP's objectives related to improvements of stormwater management in the immediate area and correlated improvements to water quality. *See id.* at II-27. A Stormwater Pollution Prevention Plan ("SWPPP") will be prepared for the Project to prevent runoff from impacting adjacent parcels by managing stormwater onsite through practices that include infiltration into the ground via Cultecs and design that directs overflow to the existing drainage system.

Therefore, the Project is consistent with the Village LWRP.

VI. CONSIDERATION FOR SPECIAL PERMIT APPROVAL

We respectfully submit that approval of the special permit for the Applicant's proposed multi-family use at the Property is warranted under the circumstances because there will be no detriment to the public health, safety and welfare, nor an adverse effect on the comfort and convenience of the public in general and of the residents of the immediate neighborhood in particular. Moreover, the Project is consistent with the objectives and goals identified in Section 230-58 of the Code.

First, the proposed building will be adequately accessible to fire and police protection.

The proposed building derives access from South Riverside Avenue, a main thoroughfare through the Village that can accommodate emergency vehicles, such as fire trucks. The Applicant has included a Fire Truck Access Plan in its Site Plan Set, which demonstrates how fire trucks will access and travel around the site. (See Sheet SP-4.1). Moreover, the Applicant has reviewed its plans with the Fire Department and revised the plans to address the Department's comments.

Second, the location, size and character of the proposed use are compatible 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. As discussed in Section IV (Conformity with Comprehensive Plan) above, the proposed multi-family residential use is consistent with the Village's adopted land use plans and would be in harmony with the uses in the surrounding neighborhood. The Project would provide a stronger connection between the Village's commercial and residential areas and enhance the character of this important gateway area, as we explain in the preceding sections.

Third, there will be no adverse impacts related to 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 street. The Applicant respectfully submits that there will be no significant adverse impact on traffic. The Applicant retained Kimley Horn to conduct an analysis of the anticipated traffic impacts resulting from the Project. As Kimley Horn notes in the Traffic Study (a copy of which is enclosed), a previous study was conducted on behalf of the Village in 2022, when the Village was considering zoning amendments to create the Harmon/South Riverside Gateway Overlay District. That prior study used maximum buildout projections for residential units in the HSRG overlay. Kimley Horn concluded that because that study considered the redevelopment of the Property at a density that was 42% greater than is currently proposed, no additional analysis is necessary. Additionally, Kimley Horn found that the Project will actually generate *less* traffic than the current uses on the property during the busiest (PM) peak hour.

Fourth, 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 are compatible with adjacent land and buildings and their appropriate development. As shown on the enclosed plans and

renderings, the Applicant's consultants have thoughtfully designed the building, parking areas, and landscaping to fit into the surrounding landscape and present an aesthetically pleasing appearance for those entering the Village at this gateway and traveling along South Riverside Avenue. Moreover, the Project will comply with all applicable bulk regulations, which further indicates that it will be compatible with developments on adjacent properties.

Fifth, adjacent properties and communities will be adequately protected from any potential impacts resulting from development of the Project. As demonstrated throughout this letter and in the various plans and reports submitted herewith, the Project is not anticipated to result in any adverse traffic, schools, visual, stormwater, or other impacts.

Fifth, there will be no adverse impacts on the ecological or environmental assets of the site or adjacent lands. The Applicant respectfully submits that there will be no significant adverse impact on the ecological or environmental assets of the site or adjacent lands. The Applicant proposes to redevelop the Property that has already been developed and currently occupied by commercial uses. Moreover, the Applicant proposes stormwater improvements that will prevent runoff from the Property from impacting neighboring properties in accordance with the SWPPP that will be prepared for the Project. Stormwater runoff will be managed onsite through practices that include infiltration into the ground via Culverts and facilities that direct overflow to the existing drainage system. The Applicant's engineer anticipates that the proposed stormwater management practices will improve site conditions and reduce potential stormwater impacts from the current condition.

Accordingly, we respectfully request that your Board grant the special permit.

VII. CONCLUSION

For the reasons set forth above, the Applicant respectfully requests that your Board approve the Site Plan and Special Permit so that the Applicant may move forward with its Project plans.

We look forward to introducing and discussing the Project with your Board. If you have any questions in the interim, or require any additional information, please do not hesitate to contact us. Thank you for your consideration.

Very truly yours,

ZARIN & STEINMETZ, LLP


Kory Salomone
Jaclyn V. Cohen

Encls.

cc: Vincent Salanito, Village Engineer/Building Inspector
Carmel Riverside LLC
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