



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

Village of Croton-on-Hudson Comprehensive Plan Update

**Prepared for:
Village of Croton-on-Hudson
1 Van Wyck Street
Croton-on-Hudson, NY
10520**

**With the assistance of:
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July 10, 2017

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Section 1.0: Introduction

1.1. Purpose and Function of the Comprehensive Plan Update

The Village of Croton-on-Hudson Comprehensive Plan Update (2017) builds on the 2003 Comprehensive Plan, with updated background information and community data plus consolidated community-wide goals to be achieved in the near term. As such, the guiding principles for the future of our Village remain intact:

- Preserve traditional qualities
- Strengthen assets
- Protect resources

This Comprehensive Plan Update has been developed to provide specific and actionable objectives that will carry out the recommendations enacted in the 2003 Plan.

This document is structured in four major sections:

- Section 1.0 consists of the introduction to the Plan and the process.
- Section 2.0 describes Croton-on-Hudson’s history and past planning efforts.
- Section 3.0 describes existing conditions: the Village’s physical environment, land use, zoning, population, housing, transportation, and community services, facilities, and utilities. Special planning areas (commercial districts, the Hudson River and Croton River waterfront areas and gateway areas) are also delineated.
- Section 4.0 details four specific goals for community-wide improvements to be undertaken near term. When put into action, the four near-term goals will provide measurable and positive results for our Village, by advancing the sixteen (16) Village-wide Recommendations plus fifty-four (54) land-use specific recommendations as adopted in the 2003 Plan.

For reference, the 2003 Plan stated: “As defined in NYS Planning and Zoning Law, a village comprehensive plan is a means to guide ‘the immediate and long-range protection, enhancement, growth and development of the Village.’ The comprehensive planning process involves a variety of research and assessment tasks: review of past plans and objectives, analysis of historical trends and current conditions, identification of issues of concern, and formulation of recommendations for problem areas and opportunities. This work occurs in conjunction with public participation and outreach efforts (workshops, hearings, surveys), to assure that public opinion and input are an integral part of the planning process. To be effective as guidelines for future direction, the recommendations presented in the comprehensive plan should be framed

by an overall vision for the community. This “vision” is also developed through review of past planning efforts, public input, and consultation with local officials and agency heads.

“The Plan’s usefulness is therefore twofold: both in the decision-making and consensus building process that is involved in the creation of the Plan, and as a policy document guiding the future direction of Croton-on-Hudson. In order to serve as an effective guide, the Plan’s future land use recommendations are framed by a set of policy objectives. These policy objectives are designed to shape the future of the Village’s physical development. “[Comprehensive Plan, Village of Croton-on-Hudson, January 2003]

1.2. Previous Comprehensive Planning Efforts in Croton-on-Hudson

In 1999, the Village Board of Trustees created a Comprehensive Plan Committee (CPC) to review, update, and revise the Village’s Comprehensive Plan to address current conditions and current needs. The establishment of the Comprehensive Plan Committee was prompted by the Village’s concern about land use and development trends in the Village, County, and region, and by the Village’s intent to update and revise its local laws and regulations (including zoning) to conform to a revised Comprehensive Plan.

In 2003 the Village of Croton-on-Hudson updated its Comprehensive Plan to guide land development throughout the Village. The updated Comprehensive Plan reflected changes in the Village since 1977, and was written to be consistent with the Village’s Local Waterfront Revitalization Program (LWRP) policies, as established in its 1992 LWRP. The LWRP boundary includes the entire Village.

Numerous strategic plans and studies focusing on specific topics or areas of the Village have also been prepared in recent years, including a draft update to the Village’s LWRP, waterfront feasibility studies, traffic calming studies, zoning studies, open space inventories, environmental conservation plans, and water capacity and stormwater management studies.

The Croton River waterfront has been the focus of recent intensive planning efforts. In 2007, the Village teamed with neighboring communities and Westchester County to prepare the Indian Brook-Croton Gorge Watershed Conservation Action Plan. This watershed plan was developed for the purposes of protecting and restoring the natural resources in the Croton Bay watershed, most significantly the Croton River, Indian Brook Reservoir, existing wetlands and groundwater drinking sources and improving public access to the area.

In 2015, the Village Board authorized the Comprehensive Plan Committee to update the 2003 Village Comprehensive Plan. It also authorized a contract with BFJ Planning to assist the Committee in this effort.

Citizen Based Planning Process

This Comprehensive Plan Update is heavily based on the work and public outreach involved with the 2003 Comprehensive Plan. The 2003 Plan incorporated a variety of public outreach methods to ensure that recommendations were reflective of the ideas and concerns of Village residents. Public engagement efforts included interviews with Village staff and members of the Board of Trustees, three (3) public workshops, a resident survey, and a public hearing for further comment prior to adoption of the Plan. This research and public participation process helped define the nature of issues and scope of the opportunities to be addressed in the Comprehensive Plan, and when the range of viewpoints and objectives had been distilled, the Plan resulted in the following overall goals for the future of Croton-on-Hudson:

- preserving traditional qualities
- strengthening assets
- protecting resources

To realize these goals, the Plan emphasizes protecting, maintaining and enhancing Croton-on-Hudson’s unique features to the greatest extent possible: the waterfronts; parks, open space and trails; the low key, small-town quality; historic qualities and character; convenient transportation and pedestrian access; economic diversity and expanding the tax base. These goals and the Plan recommendations are discussed in more detail in Section 4.0.

Section 2.0: Croton-on-Hudson History and Previous Planning Efforts

2.1. Croton-on-Hudson History

Croton-on-Hudson was formally incorporated as a village in the Town of Cortlandt in 1898, but its history begins much earlier than that. Croton-on-Hudson's colonial-era history dates back to the 17th century, and archaeological evidence indicates that it was populated by Native American Indians as early as 4950 BC. The Kitchawanc tribe, part of the Wappinger Confederacy of the Algonquin Nation, was native to the area and was responsible for several of the place names known in Croton-on-Hudson today. The Kitchawanc called the marsh separating Croton Point from Croton Neck "Senasqua," a name later used for the park further north. Croton itself is believed to be named for the Indian chief of the Kitchawanc tribe, Kenoten, which means "wild wind."

A plaque on a rock at Croton Point Park marks the spot where a peace treaty was signed in 1645 between the Dutch and the Kitchawanc, under an old oak tree. More Dutch arrived in the following decades, at first to trade and then, by the 1660s, to settle in the area. In 1677, Stephanus Van Cortlandt, who later became the first native-born mayor of New York City, began acquiring land to create a manor and in 1697, a Royal Patent was issued designating the estate as the Manor of Cortlandt.

The Village of Croton-on-Hudson thus evolved as an enclave of the Van Cortlandt Manor. Originally known as Croton Landing, its early Dutch residents were involved with agriculture and trade. A 1718 census counted 91 inhabitants in the Manor, including the Dutch settlers and English Quakers, who settled around Mount Airy and the Croton Valley. Many of Croton-on-Hudson's early settlers



Etching of Croton Bay and environs, circa 1760, by T. Cornu; Source: History of Croton-on-Hudson



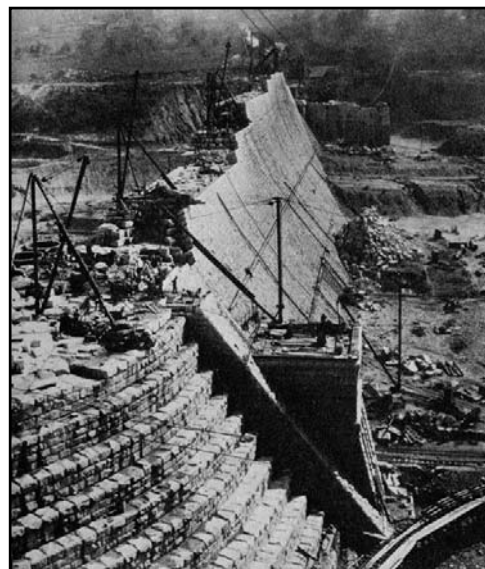
*Van Cortlandt Manor
Source: History of Croton-on-Hudson*



Croton Railroad Station, Riverside Avenue, 1849; Source: History of Croton-on-Hudson

were farmers or worked on the mills that were developing along the Croton River. By the 19th century, farming, shipping, ship-building and flour and brick manufacturing had become the predominant industries, along with work on the railroad and construction of the Croton and New Croton Dams and the New Croton Aqueduct.

These major public works projects in the 19th century – the railroad, the dams and the aqueduct - played a pivotal role in shaping Croton-on-Hudson’s demographic development and cemented its importance in the region. The construction of these projects brought an influx of German, Irish and Italian immigrants, who came to work and then settled with their families in the area. The influx of immigrants significantly increased the population of the Village and the surrounding areas so that by the time of its incorporation in 1898, the Village’s population had grown to 1,000 and to over 1,700 in the early 1900s.



*Construction of New Croton Dam, 1901
Source: History of Croton-on-Hudson*

The advent of the railroad had a tremendous impact on the growth of Croton-on-Hudson and served as an economic engine for northern Westchester. Construction of a rail line to Poughkeepsie via Croton-on-Hudson began in 1846, when Poughkeepsie merchants advocated for an improved link to their city from New York City. In 1903, electric trains began operating out of the old Grand Central Terminal and construction began on a steam terminal at Croton Point where trains would switch over from electric to steam power to continue north past Croton-on-Hudson. Most of the land acquired for the engine terminal was purchased from Clifford Harmon, a real estate developer, who took title to the Van Cortlandt family farm when electrification plans were announced in 1903. He stipulated in the deed to the property to NY Central Railroad that the station on Croton Point must always bear his name, hence the Croton-Harmon Station.

The terminal for steam locomotives was completed in 1913, heralding a new era for Croton-on-Hudson as a railroad town. Since the New York Central rail line stopped in Harmon to change engines, it became a destination point for metropolitan area travelers. A shopping district developed around the railroad, creating a railroad village that became a focal point and source of employment in northern Westchester. In addition, once the engine terminal and repair facilities were completed, Croton-on-Hudson became home to many employees of the New York Central railroad. It is unofficially estimated that after World War II, one-third of the paychecks in the Village came from New York Central Railroad.

Like the railroad, the construction of the Croton and New Croton Dams and the New Croton Aqueduct played an important role in shaping Croton-on-Hudson's development. Construction began on the Croton Dam in 1837 after several water crises in New York City made clear the need for a steady supply of potable water. The project provided many jobs for Irish immigrants who had emigrated to escape the potato famines and it is estimated that at one point 10,000 laborers were working on the project. The New Croton Aqueduct was completed in 1890 and the New Croton Dam, designed to meet the ever-increasing demands for fresh water from New York City, was completed in 1907 after 15 years of construction. Excess water from the Croton Reservoir leaves the spillway at the New Croton Dam into the Croton River, which helps to recharge the aquifer in the Croton River Valley, which is the primary source of drinking water for the Village.



Croton Point Beach, 1910
 Source: *History of Croton-on-Hudson*

In 1932, two separate communities, Mount Airy and Harmon, were incorporated into the Village. Each area had a distinct identity that contributed to the cultural richness of the Croton-on-Hudson community. Mount Airy had remained a Quaker enclave into the 1800s but evolved in the early 1900s into a summer colony that attracted many Greenwich Village artists and writers. Poet Edna St. Vincent Millay and actress Gloria Swanson both resided in Croton-on-Hudson, and Elizabeth Duncan, sister of Isadora Duncan, founded a dance school there, using two homes along Glengary Road as studios. Many noted members of the American Communist party lived and organized there as well. The area continued to attract writers and artists through the mid-1900s.



1911 Westchester County Map, showing Harmon and Croton-on-Hudson; Source: [History of Croton-on-Hudson](#)

Harmon was founded in 1903 by real estate developer Clifford Harmon with the goal of developing a rural enclave for artists, writers and musicians. The developer constructed a playhouse on Truesdale Drive, where ballets and concerts were performed, and also the Nikko Inn, which became a fashionable place for stage and government notables. Both are now private residences. Mary Pickford and Douglas Fairbanks both lived in Harmon as did writers, journalists, teachers and college professors. By the 1920s, as the railroad expanded its services, Harmon had become a residential neighborhood for railroad workers and commuters to New York City.

Following World War II, Croton-on-Hudson's importance as a railroad town diminished as diesel replaced steam engines and long-distance passenger service was gradually discontinued. However, it continued to expand in size and population as American servicemen returned from the war and settled in the community. An area known as "GI Valley" developed below Grand Street around 1945 and Wolf Road. Riverbank Homes was developed in mid 1950s. Many homes in the Harmon area were also constructed around this time. After World War II, the Village became more of a commuter suburb, with many residents commuting to workplaces in New York City and other employment centers outside of Croton-on-Hudson.

While the railroad continues to have a significant presence adjacent to the Hudson River waterfront, other industrial waterfront uses have disappeared. Three parks – Westchester County's Croton Point Park at the southern end of Croton-on-Hudson, and the Village owned Senasqua Park (Village residents only) and Croton Landing Park – draw the public to the waterfront for recreational activities. In addition, several recent projects have created new residential and recreational uses along the waterfront, which has reconnected this area with the rest of the Village.

In 1976, when the Village published *The History of Croton-on-Hudson*, the recorded population was 7,500 residents. Although by 1990 its population had declined slightly to 7,018, the Village has grown to 8,070 residents as of the 2010 Census. In the past 20 years, new housing has been developed in the northern part of and along the Hudson waterfront north of Croton Point Park. The subdivisions in the northern part of the Village have been single-family homes, while along the waterfront the Half Moon Bay condominiums were designed as a cluster subdivision (see Section 3.5: Housing Development and Trends). This recent development has increased the number of residential housing units resulting in population growth. Croton-on-Hudson has continued to evolve as a suburban village with a thriving artistic community and has retained the rich cultural diversity that dates back to its early settlement.

2.2. Summary of Previous Planning Studies: 2003-2015

2003 Comprehensive Plan

The 2003 Comprehensive Plan was an update to the Village's 1977 Comprehensive Plan. In addition to ensuring consistency with policies developed in the LWRP, the Plan includes recommendations from numerous planning efforts in the Village including:

- 1977 Comprehensive
- Preliminary Market Analysis and Design Study Upper Village, 1981
- Croton-on-Hudson Local Waterfront Revitalization Program (LWRP), 1992
- Trailway Master Plan, Croton Trails Committee, 1993
- Open Space Inventory, Conservation Advisory Council, 1996
- Environmental Conservation Policy, Conservation Advisory Committee, 1997
- Greenway Vision Plan for the Croton-on-Hudson Waterfront, 1997

The 2003 Comprehensive Plan also includes analysis and recommendations from several reports including: planning studies that assessed the capacity of the Village well fields and priorities to protect the aquifer, traffic studies at multiple intersections and roadways, and stormwater management studies which address drainage, flooding, and stormwater runoff/hydrology conditions in priority areas of the Village.

The 2003 Plan identifies numerous policies to conserve, improve, and protect the local environment and emphasizes the need to coordinate the environmental plans and programs of the Village, with Federal, State, regional and local governments, other public and private organizations. The Plan notes that patterns of development that minimize adverse impact on the environment, including such unique resources as the Croton River and its estuary, and the Hudson River and its shoreline, should be promoted.

The Plan recognizes regional planning efforts such as the Westchester County Greenway Compact Plan which provides strategies for regional economic development, waterfront renewal and downtown revitalization. The Compact was adopted by Croton-on-Hudson in November 2001.

The Plan identified preservation of the Croton River Gorge as a priority and recommended that the Village explore agreements with municipalities on the opposite side of the Croton River to protect the viewshed and its character. Representatives from the five municipalities that encompassed the watershed area formed a committee and prepared the Indian Brook-Croton Gorge Watershed Conservation Action Plan. The Plan also included specific strategies to improve and develop new open space resources. Many of the open space projects that have substantially

progressed or been completed in the last 10 years were directly related to recommendations from the 2003 Plan.

Croton-on-Hudson Local Waterfront Revitalization Program (LWRP), 1992

The Village adopted its initial Local Waterfront Revitalization Program (LWRP) in 1992 to guide development within its coastal area zone in a way that protects and preserves natural resources, and enhances public enjoyment of the waterfront. The coastal zone in Croton-on-Hudson extends to the eastern boundary of the Village, because the LWRP considers the entire Village of Croton-on-Hudson to have a direct and significant relationship with both the Croton and Hudson Rivers. The sloped topography of the village provides for viewsheds of the Riverfront in upland areas, and protecting these viewsheds is important to maintain the identity of the Village and its connection to the waterfront. Since all of Croton-on-Hudson lies within the Coastal Zone, the land use policies set forth in the LWRP apply to the entire Village.

Croton-on-Hudson was one of the earliest municipalities to adopt a LWRP in Westchester County. Since completing its LWRP, the Village has worked to advance its implementation in many ways. The Village followed LWRP guidelines to increase accessibility to the Hudson River and Croton River, by acquiring properties and easements along its shoreline, improving public access, and adding three recreational amenities to these areas. There have been many changes to the zoning and environmental laws intended to provide increased open space and waterfront access, and improved protections for natural resources.

The 1992 LWRP also helped the Village secure a number of grants to pursue some of the initiatives outlined in the Program. A New York State Department of State (NYS DOS) Environment Protection Fund (EPF) LWRP grant award in 1996 allowed the Village to develop a vision and feasibility study for a newly acquired Hudson River waterfront parcel which would ultimately become Croton Landing Park. An EPF LWRP grant in 1998 allowed the Village to work in partnership with Historic River Towns of Westchester to develop a regional signage system for the County's Hudson River communities.

Croton-on-Hudson Draft Update to Local Waterfront Revitalization Program (LWRP), 2015

The Village's current LWRP was adopted by the Village and approved by the NYS Secretary of State and the U.S. Office of Ocean and Coastal Resource Management in 1992. A draft update to the LWRP was prepared in 2015 and is awaiting review and comments from NYS DOS.

In addition to the 44 statewide and 49 local coastal zone policies described in detail, the draft LWRP outlines a series of local objectives including improved maintenance and upkeep of the Village's existing network of parks and waterfront areas, improving waterfront access, addressing stormwater issues with regard to erosion and discharges into Croton Bay, expanding certain

recreational areas, and updating the Village's Comprehensive Plan for consistency with the LWRP and the development goals for the Village. The draft LWRP also recommends that the Village work with New York City's Department of Environmental Protection (NYC DEP) to improve inter-agency communication about the conservation flow from the Croton Dam which helps to recharge the ground water aquifer, which is the source of the Village's water supply.

Several projects are listed in the draft LWRP to implement the above objectives, including projects to control stormwater runoff on the Village's steep slopes and at the Metro-North train station, improving recreational access to the Croton River and Bay and the Hudson River, facilitating improvements at the Croton Yacht Club, and developing a plan for the future use of Gouveia Park.

Indian Brook-Croton Gorge Watershed Conservation Action Plan, 2008

This Watershed Conservation Action Plan was an inter-municipal effort to protect the Croton Bay Watershed, which consists of the Croton Gorge and Indian Brook subwatersheds. The Plan's Steering Committee consisted of representatives from the Towns of Cortlandt, Ossining, and New Castle, the Villages of Ossining and Croton-on-Hudson and Westchester County. The Westchester County Department of Planning provided technical and administrative assistance to the Steering Committee in carrying out its goals related to the creation of the plan.

The plan details existing conditions of the watershed, and recommendations to improve the current water quality conditions and habitat found throughout the watershed. Implementation strategies addressed the need for inter-municipal cooperation and coordination among the watershed municipalities.

Croton-Harmon Zoning Change Studies, 2008

In 2008, a number of studies were developed to evaluate the impact of potential zoning changes to stimulate appropriately scaled redevelopment in the Harmon commercial district. A *Property Utilization Analysis*, conducted by Saccardi & Schiff looked at parking requirements and other regulations to determine whether the planning guidelines were consistent with the desired outcomes. *The Harmon Commercial District Retail Study*, developed by Danth, Inc. looked at the feasibility of retail within the districts, given the demographics and the types of buildings that might result if zoning changes were implemented. The *Harmon Zoning Change Recommendations*, developed by Saccardi & Schiff for the Village Board of Trustees summarized the two reports and identified specific zoning change recommendations for the Village to consider. The three reports supported the Village's decision to revise the zoning to allow mixed uses in the South Riverside-Harmon Gateway Overlay District. This zoning change is discussed in Section 3.3.

Village of Croton-on-Hudson Bicycle/Pedestrian Master Plan, 2009

The Bicycle and Pedestrian Master Plan for the Village of Croton-on-Hudson provides advisory recommendations to improve bicycle and pedestrian safety and conditions, and to promote non-motorized means of travel in the Village of Croton-on-Hudson and its environs. It was developed through outreach conducted in 2006 and 2007 by the Village’s Bicycle/Pedestrian Planning Committee (BPC) that identified critical issues and preliminary suggestions for improvements, as well as through input of Village staff, Board of Trustees, and a traffic consultant hired to examine the Village’s most trafficked district. The Plan was adopted by the Board of Trustees in 2009 to be utilized when the Village considers future initiatives.

A Mission Statement for the BPC was developed at one of several public workshops held to collect concerns and ideas about bicycle safety and promotion and improving conditions for pedestrians using village roadways. The following Mission Statement guided the actions and recommendations of the Master Plan:

“To maintain and improve the quality of life and safety of those who walk, ride bicycles and rely on non-motorized means of travel in the Village and its immediate environs while preserving the organic network of Village roadways and historic Village sidewalk system, and to promote a long range plan for access improvements for commuters, shoppers, students, and biking enthusiasts, both for the health and welfare of our citizens, workers and visitors, and for the environmental and economic health of our Village.”

Hudson River Trailway Plan, 2003

The Westchester County RiverWalk is a planned 46.6-mile pathway paralleling the Hudson River that links village centers, historic sites, parks and river access points via a connection of trails, esplanades and boardwalks. It spans 14 municipalities in Westchester, from the Town of Cortlandt’s border with Putnam County south to the City of Yonkers’ border with New York City. The RiverWalk is part of the Hudson River Valley Greenway system. It has been developed through a series of projects constructed by the County, local municipalities and other entities, including private developers.

Croton Yacht Club Site Evaluation Plan, 2011

In 2011, the Village conducted a study to evaluate alternative development options for the CYC, which is located on Village-owned property. The study was prompted by the Village’s need to replace the bulkhead at the site and also address their expiring lease with the Club. The bulkhead repair, which was subsequently completed by the Village in 2014, placed pressure on the need to increase revenue from existing or additional uses located on this key section of Croton’s riverfront. The study identified revenue-producing uses to help the site remain financially

sustainable. The study determined that the most viable location for a restaurant would be at the southern end of Croton Landing Park. The preferred location was in roughly the same spot proposed in a 2001 feasibility study. There is also a historical precedent as that location featured a bar and a restaurant prior to its conversion into a park.

Hazard Mitigation Plan, 2015

This plan identifies risks and strategies of mitigation to reduce the reduce exposure and vulnerability to a broad range of natural and man-made hazards. Identified strategies are intended to be realistic in their implementation and were developed with the existing physical and financial limitations of the community as frame work. The Hazard Mitigation Plan has a long-term outlook and anticipates that strategies may take years or even decades to implement.

The plan was prepared in cooperation with the Westchester County plan in response to the Disaster Mitigation Act of 2000, which is a federal law requiring local governments to have an approved Hazard Mitigation Plan in order to be eligible to participate in the Hazard Mitigation Grant Program (HMGP).

Traffic Studies

The Croton Harmon Parking Facility Vehicular, Bicycle and Pedestrian Study (2008) was conducted to examine vehicular, pedestrian, and bicycle operations in the vicinity of Croton-Harmon Train Station and to develop conceptual designs to improve the current conditions. Traffic analyses were conducted to evaluate existing and future traffic operations and to ensure the feasibility of recommended improvements.

The Parking Garage Feasibility Study Report, 2011 was sponsored by the Village to analyze the potential development of structured parking at Croton-Harmon Station. The study explored options to increase parking capacity to meet future growth, free up portions of the lot for other uses, enhance the station environment and commuter experience by improving pedestrian, bicycle, and vehicular safety and traffic flow, and reduce the potential risk of a loss of parking due to tidal flooding in the future.

Stormwater Management Studies

The village has completed an inventory of the Village's stormwater collection system and outfalls and has entered this information into the Village's Geographic Information System (GIS). The Village has a Storm Water Management Program, implemented under the Environmental Protection Agency and New York State Department of Environmental Conservation (DEC) storm water regulations.

Studies developed to assist the Village in complying with storm water regulations include the Initial Phase II Storm Water Management Program (2003), the Storm Water Management Plan (last revision 2004) and the Phase II Storm Water Management Program Written Procedures for Minimum Control Measure 3 - Illicit Discharge Detection and Elimination. The Village's Phase II storm water program address the following items:

1. Public Education and Outreach
2. Public Involvement/Participation Program
3. Illicit Discharge Detection and Elimination
4. Construction Site Storm Water Runoff Controls
5. Post-Construction Storm Water Management
6. Pollution Prevention/Good House Keeping for Municipal Operations

An annual report is prepared and published detailing the Village's progress on the six minimum control measures listed above. The Village's storm water management program also includes the maintenance, replacement and installation of new storm water management infrastructure.

Section 3.0: Existing Conditions

3.1. Regional and Local Context

The Village of Croton-on-Hudson is located on the eastern side of the Hudson River, in the northwest corner of Westchester County, approximately 40 miles north of New York City. The western boundary of Croton-on-Hudson extends to the middle of the Hudson River, coincident with the boundary of Westchester County. The eastern boundary of the Village is also the eastern boundary of the New York State coastal zone (see Figure 3-1).

The 10.8 square mile Village (4.7 sq mi on land, 6.1 sq mi on water) lies within the Town of Cortlandt, which also includes the Village of Buchanan. Surrounding municipalities are the Town of Cortlandt to the north and east, the Town of New Castle to the east, and the Town and Village of Ossining to the south. The Hudson River forms the Village's western boundary with the Town of Clarkstown and Haverstraw across the River, and Croton River serves as part of its eastern boundary. Together, the rivers contribute to the beautiful vistas for which Croton-on-Hudson is known.

The Village is situated along regional highways and rail lines. US Highway Route 9 and New York State Highway Route 9A run along the western perimeter of the Village, providing north-south access through Croton-on-Hudson; State Route 129 provides access across Westchester in an east-west direction. Metro-North Railroad's Hudson line runs from Grand Central Station to Croton-on-Hudson and beyond to Poughkeepsie. Amtrak stops in Croton-on-Hudson as well en route south to New York City and north and west to cities as far as Albany, Buffalo, Toronto and Montreal. This makes the Croton-Harmon station a regional transportation hub.



FIGURE 3-1: LOCAL CONTEXT

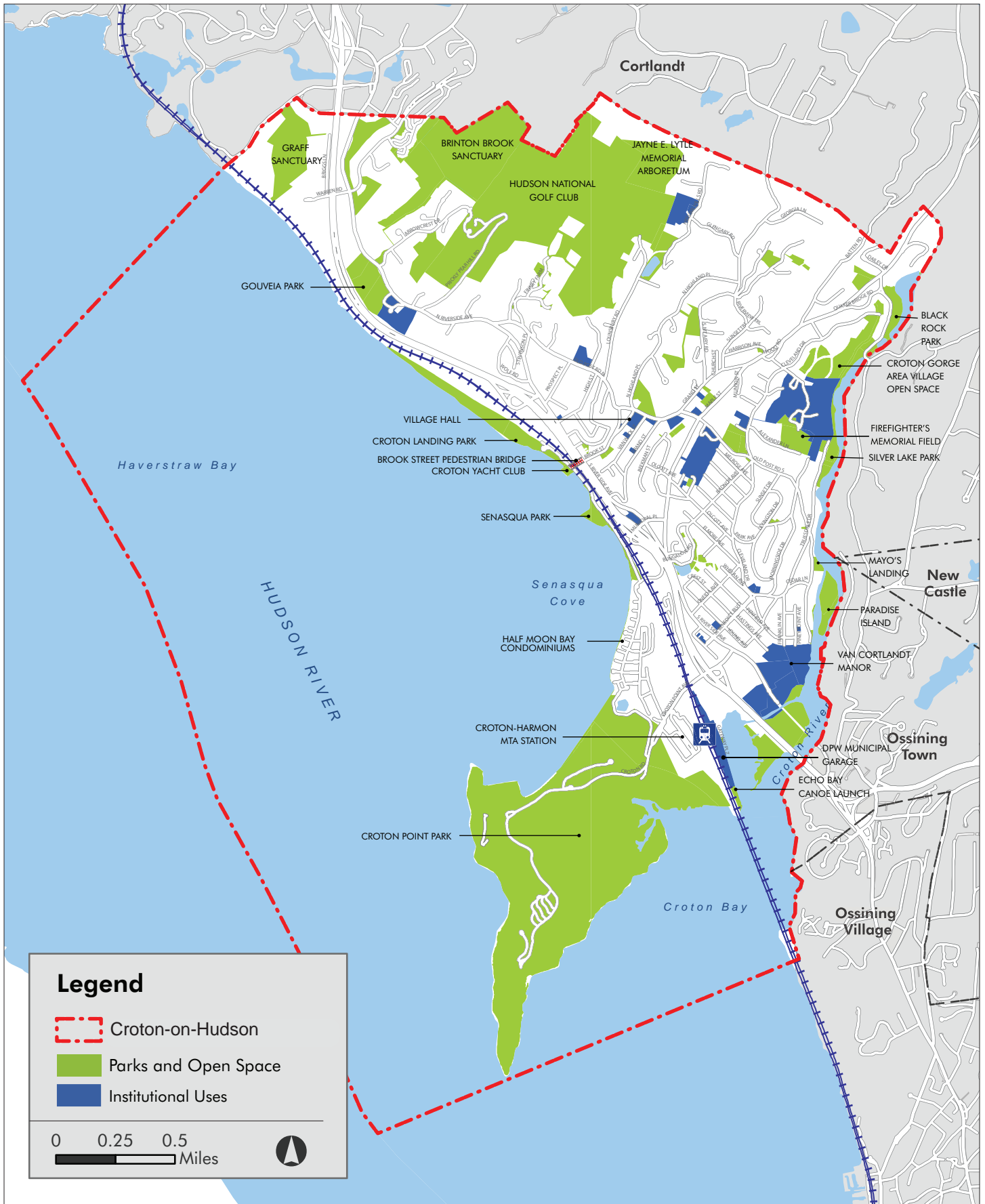


FIGURE 3-2: CROTON-ON-HUDSON STUDY AREA

3.2. Natural Resources, Open Space and Environment

Croton-on-Hudson's natural features include its extensive riverfronts, hilly topography, natural areas, and expansive views. The topography of the Village affords dramatic views of the Hudson River to the west; along the Croton River gorge, steep banks lead down to the River's edge. The scenic views of the two rivers are enhanced by the riverfront parks and extensive wooded areas throughout the Village.

Since 2003, the Village has completed a range of projects to improve natural resources, open space and the environment including:

- Development and improvement of parks and open spaces such as Silver Lake Park, Black Rock Park, Croton Gorge Walking Trail, Senasqua Park, Echo Canoe & Boat Launch and Croton Landing Park.
- Village acquisition of Gouveia Park and consideration of appropriate uses for the site.
- Enactment of the Indian Brook – Croton Gorge Watershed Action Plan.

A. Geology

Croton-on-Hudson is located within a bedrock complex approximately 480 million years in age. Known as the "Manhattan prong," this series of metamorphic rocks extends from southwestern Connecticut, northern Westchester County, south to the southern tip of Manhattan Island. The valleys are principally marble and more easily eroded than the schists and gneisses of this unit's higher elevations. The hills are primarily erosion-resistant and tightly folded metamorphic rocks, mostly gneisses and schists with some local deposits of quartzite, overlain with till and coastal plain deposits; they represent the vestiges of ancient, worn-down mountain ranges.

Croton-on-Hudson's high points, and most of the exposed rock, are made of Manhattan Schist, a rock type that is the product of dynamic metamorphism dating back over 360 million years ago. Other outcrops in the Village include Fordham Gneiss, with Inwood Marble in the lower, flatter areas. In addition to these features, glacial erratics, or boulders left in place after the glacier melted, can be found all over the Village. Remains of glacial kettles, or kettle ponds, are present in the Croton-on-Hudson area as well.

The present configuration of Croton-on-Hudson's land and the present course of the Hudson River were formed over the last 1.5 million years. There were four periods of glaciation in the Hudson River Valley during this era, with each period involving numerous advances and retreats

of the continental ice sheets. These glaciers were the source of many streams in the area, and also deposited glacial sediments (moraines) as they retreated. Croton Point was formed during the Pleistocene era as a glacial-alluvial delta, created by the runoff from the glacial streams following the glacial retreat, at a time when the water level of the Hudson River (then a swollen “Lake Hudson”) was approximately 100 feet higher than the current water level.

In general, depth to bedrock tends to increase as one goes downslope, leading to alluvial deposits that form the banks of the Croton and Hudson Rivers. In addition, due to the collapse of the original Croton dam during construction during the mid-19th century, damned water broke free, rushing massive quantities of soil, sediment, trees, and even houses, downstream. During this mini-flood many thousand tons of sediment were moved from the Croton River channel to the mouth of the Croton River.

B. Topography and Drainage Areas

Croton-on-Hudson’s topography includes low lying areas along the Hudson River, Route 9, and the railroad tracks, a fairly deep ravine along the Croton River, and a plateau along its northern boundary that in some areas reaches elevations up to 500 to 600 feet within a mile of the Hudson River. This steep terrain has formed a series of ravines and the following watershed drainage areas within the Village (Figure 3-3):

- Hudson River Basin: draining to the Hudson River to the west
- Croton Gorge Basin: draining to the Croton River and Bay to the south and east.
- Furnace Brook Basin: draining to the north where the drainage terrain is less steep and flows to lakes and streams, including the Furnace Brook and Lake in Cortlandt.

Croton-on-Hudson’s topographical features also create dramatic views that orient most of the Village toward its two riverfronts: the steeper elevations in the northern section of the Village slope down to more level ground to the west along the Hudson and to the southern portion along the Croton River.

C. Soils

Soils within the Village of Croton-on-Hudson are typical of those in Northern Westchester, due to similar bedrock structure and glacial activity. In general, the Village is composed of upland soils associations, with glacial outwash, and organic materials along the Hudson River shoreline. Most of Croton-on-Hudson’s soils are glacial in nature, consisting primarily of till (soils containing rocks and pebbles of irregular size), finely sorted soils (pebbles and stones of regular size), and fine

outwash sands. The shoreline of the Hudson River is a mixture of glacial soils, alluvial deposits, and organic materials. As noted above, Croton Point was formed as a remnant of a glacial delta.

Given the irregular topography and associated steep slopes in the Village, trees and ground covering plants are crucial for stability of these slopes. Slope disturbance can result in high rates of erosion and subsequent impacts to downstream properties, wetlands and waterboards. In addition, improper slope disturbance and development can also result slumping or failure of steep sloped areas which can result in damage to infrastructure and property. The Village has adopted regulations to control development and other activity on steep slopes to minimize potential adverse impacts.

D. Water Resources

The water resources of the Village define much of its natural character: Hudson River and Croton River and associated freshwater wetlands, the ponds at the north end of the Village and several smaller streams that run from the higher elevations to the lower rivers, and their wetlands. The Croton Water Control Commission reviews all construction within 120 feet of wetlands (which includes watercourses and waterbodies). Wetland areas within the Village are located along Croton Bay, in the tidal flats and in a few areas in the northeast section of the Village (See Figure 3-4). Some smaller Village regulated wetlands exist throughout the Village.

According to the New York State Department of Environmental Conservation (NYSDEC), wetlands (swamps, marshes, bogs, and similar areas) are areas saturated by surface or ground water sufficient to support distinctive vegetation adapted for life in saturated soil conditions. Wetlands serve as natural habitat for many species of plants and animals and absorb the forces of flood and tidal erosion to prevent loss of upland soil.¹ In New York, wetlands are regulated at the state and federal level, and by the Village at a local level as well. Hydric soils are permanently or seasonally saturated by water, and have comparable anaerobic conditions as found in wetlands, and therefore are protected by Village regulations

The entire Village falls within the New York State Coastal Zone. Its extensive coastal areas include the following designated environmental areas: the Lower Hudson River Estuary, New York State classified Significant Habitats, Hudson River Critical Environmental Area, and State-designated wetlands. A portion of Croton-on-Hudson is included in the Westchester County-designated Critical Environmental Areas.

¹ <http://www.dec.ny.gov/lands/305.html>

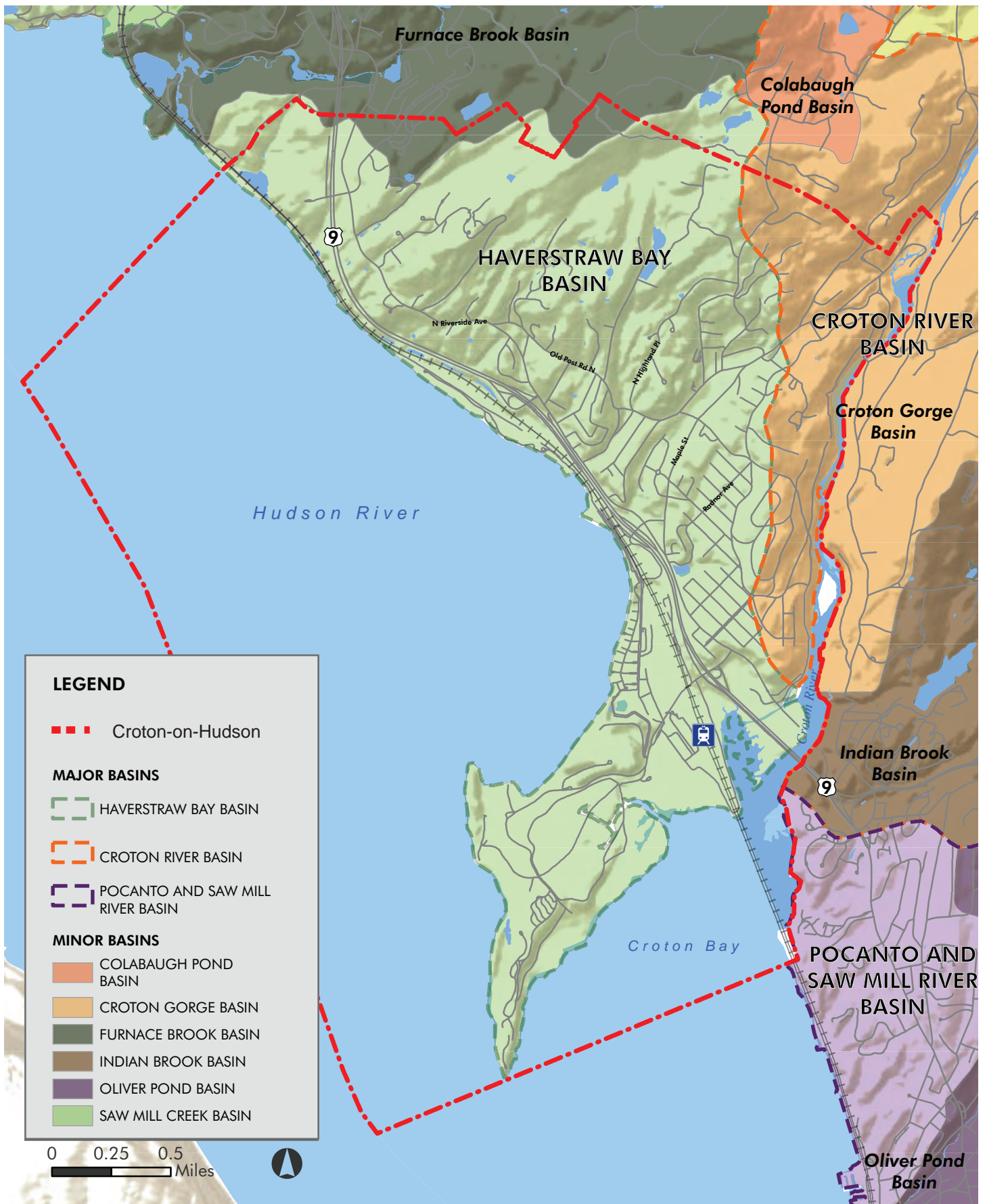


FIGURE 3-3: MAJOR AND MINOR DRAINAGE BASINS

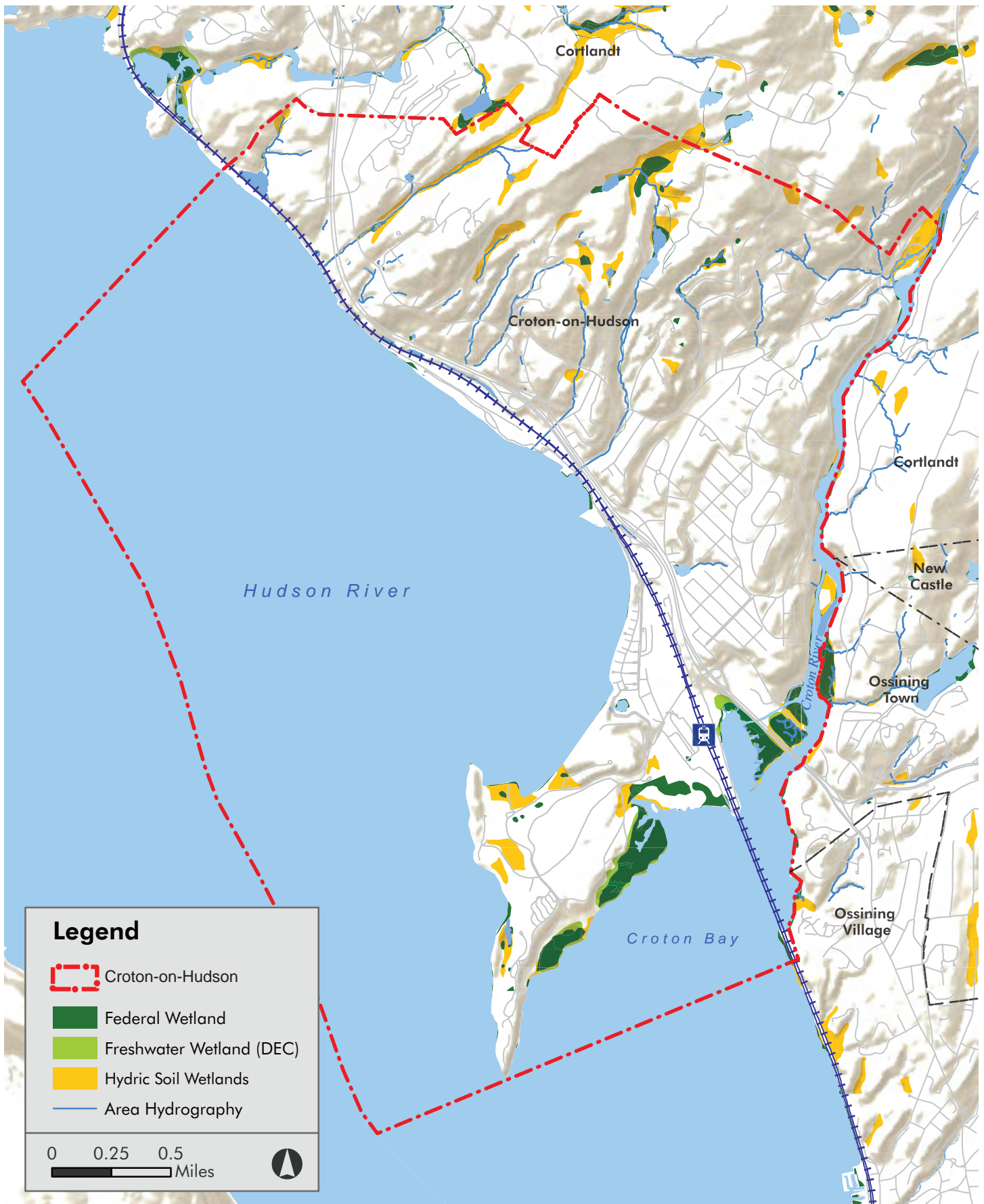


FIGURE 3-4: TIDAL AND FRESHWATER WETLANDS

E. Lower Hudson River Estuary

Croton-on-Hudson is one of the many communities located along the Lower Hudson River estuary, which has long been recognized as a valuable state and local resource, as well as an important part of the North Atlantic coastal environment. The Hudson River is regionally significant as a productive estuary and is one of only a few major tidal rivers on the North Atlantic coast of the United States. The lower Hudson supports regionally significant fish populations as well as populations of wintering and migratory birds that feed on the rich fish and benthic resources. This is the primary nursery and overwintering area for striped bass in the Hudson River estuary, and striped bass from the Hudson account for an impressive portion of the total North Atlantic population.

The estuary contains important spawning and nursery grounds for many commercially valuable fish and shellfish species as well as significant acreage of tidal freshwater wetlands within the State. These wetlands, along with the river's brackish tidal wetlands and stands of submerged aquatic vegetation, contribute essential nutrients which support the Hudson's complex and regionally important ecosystem.

Significant Coastal Fish and Wildlife Habitats

Over 16,500 acres in the estuary from Albany-Rensselaer to Rockland-Westchester Counties have been inventoried and designated Significant Coastal Fish and Wildlife Habitats, jointly by the New York State Department of Environmental Conservation (NYSDEC) and Department of State (NYSDOS).

There are two NYSDOS designated Significant Coastal Fish and Wildlife Habitats in the Village. One is the Croton River and Bay habitat. The Croton River is a relatively large 3.5 mile stream fed by the NYC watershed system at Croton Dam and the Croton Reservoir. The other is Haverstraw Bay located in the widest section of the Hudson River estuary. The Bay includes extensive shallow areas and is a place where the freshwater from the upper river mixes with the salt water from the Atlantic, producing a predominantly brackish water habitat. It is one of the most important fish and wildlife habitats in the Hudson River estuary.



View of Croton River

Significant coastal fish and wildlife habitats are under the jurisdiction of the New York State Coastal Management Program. The New York State Department of Environmental Conservation (NYSDEC) evaluates the significance of coastal fish and wildlife areas, and upon recommendation from NYSDEC, the New York State Department of State designates and maps significant areas.

Croton River and Bay Significant Coastal Fish and Wildlife Habitat

This habitat includes an approximate one-mile segment along the Hudson River, and an approximate 1,200-acre shallow bay and mudflat south of Croton Point. The Croton River is a relatively large fresh water stream, draining an area of over 375 square miles. The quantity of fresh water flow in the Croton River below the New Croton Dam is regulated by the New York State DEC and during periods of State-declared drought emergency, the freshwater flow may be shut off completely or reduced. To help preserve the watershed, the tidal portion of the Croton River is also included in the protected habitat.

The Croton River and Bay have been subject to considerable habitat disturbance, including filling of wetlands for waste disposal at the Croton Point Landfill (now closed and capped), discharges of stormwater runoff from developed areas and roads, residential and industrial uses along the River and Bay, and road and rail crossings.

This habitat includes one of the largest shallow bay areas in the lower Hudson River, sheltered from strong currents; this area functions as a productive year round habitat for resident fish species. As a result, the Croton River and Bay are very popular for recreational fishing; it is one of the recognized hot spots for striped bass in the Hudson River. In addition, locally significant numbers of waterfowl can be seen in the area during spring and fall migrations.

Haverstraw Bay Significant Coastal Fish and Wildlife Habitat

Haverstraw Bay encompasses both sides of the Hudson over a six-mile reach, in the widest section of the Hudson River estuary. The Bay includes extensive shallow areas and is a place where the freshwater from the upper river mixes with the salt water from the Atlantic, producing a predominantly brackish water habitat. Despite various disturbances (including dredging, filling, bulkheading, waste disposal, and pollution from both sides of the river), Haverstraw Bay remains one of the most important fish and wildlife habitats in the Hudson River estuary.

Critical Environmental Areas

Westchester County has designated two areas within Croton-on-Hudson as Critical Environmental Areas (CEAs): the Hudson River CEA and Croton Point Park CEA. According to the County, these areas have exceptional or unique character due to their history, ecology, scenery, and recreational opportunities associated with the shoreline. As described in New York State's Environmental Quality Review Act (SEQRA), a CEA has special protection under SEQRA. Following designation, the potential impact of any Type I or Unlisted Action on the environmental characteristics of the CEA is a relevant area of environmental concern and must be evaluated in the determination of significance, which is required for most types of development or other projects that may have an impact on the environment.

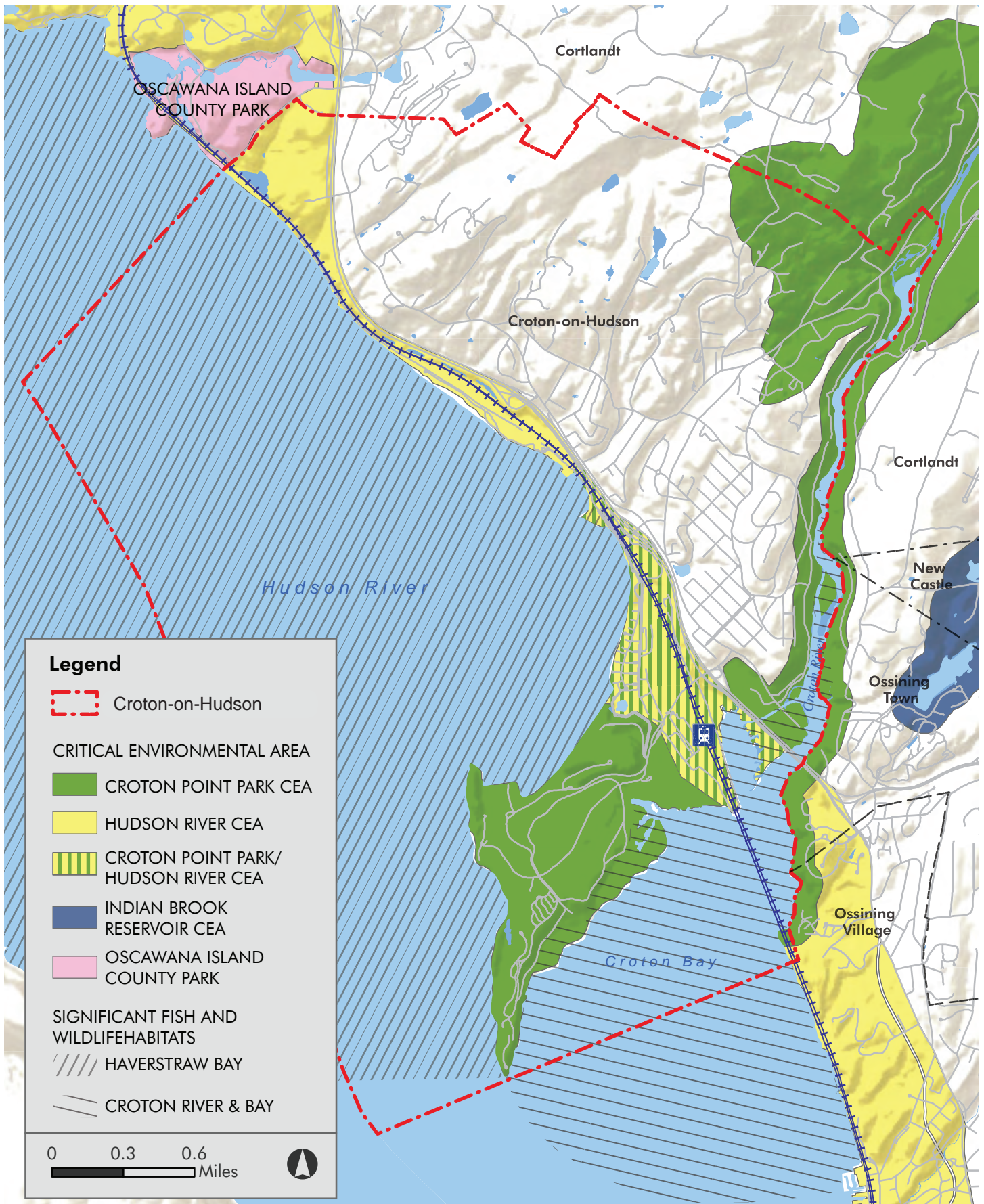


FIGURE 3-5: CRITICAL ENVIRONMENTAL AREAS

F. Groundwater Resources

The Village relies on groundwater resources as its sole source of water supply. The Croton River helps to recharge the sand and gravel aquifer in the Croton River Valley which the Village wells tap into just north of Black Rock Park. This groundwater in the Croton River Valley provides a local source of clean water, which serves approximately 98% of Village residents. The remaining 2% of Village residents rely on individual wells which also require a high quality groundwater resource.

The quality and quantity of the Village's groundwater supply is highly influenced by management of the New Croton Reservoir. Currently, water levels in the Croton River are regulated as part of the New York City (NYC) Croton Water Supply System, which supplies a portion of New York City's water through reservoirs and tunnels. Although flows in the Croton River can be naturally low due to climate and seasonal conditions, low flows can also be a result of NYC's retention of river flow in the reservoir. NYC DEP is required to maintain certain baseflow conditions in the river downstream of the New Croton Dam as required by NYS DEC regulations.

Floodplains

Special Flood Hazard Areas (SFHAs) are defined as areas that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year, otherwise known as a 100-year flood (see Figure 3-6). The low-lying properties located within the SFHA include Croton Landing Park, the Croton Yacht Club, Senasqua Park, Croton Point Park, Van Cortlandt Manor and a significant portion of the Croton-Harmon Station and parking areas. The Village also has a DPW maintenance facility located in the station parking lot that is within the SFHA. Salt and other road maintenance material may runoff into the Croton Bay during flooding events. The Village is considering suitable locations to relocate the facility. The potential for flooding of these areas must be taken into account during any development/ construction of these areas.

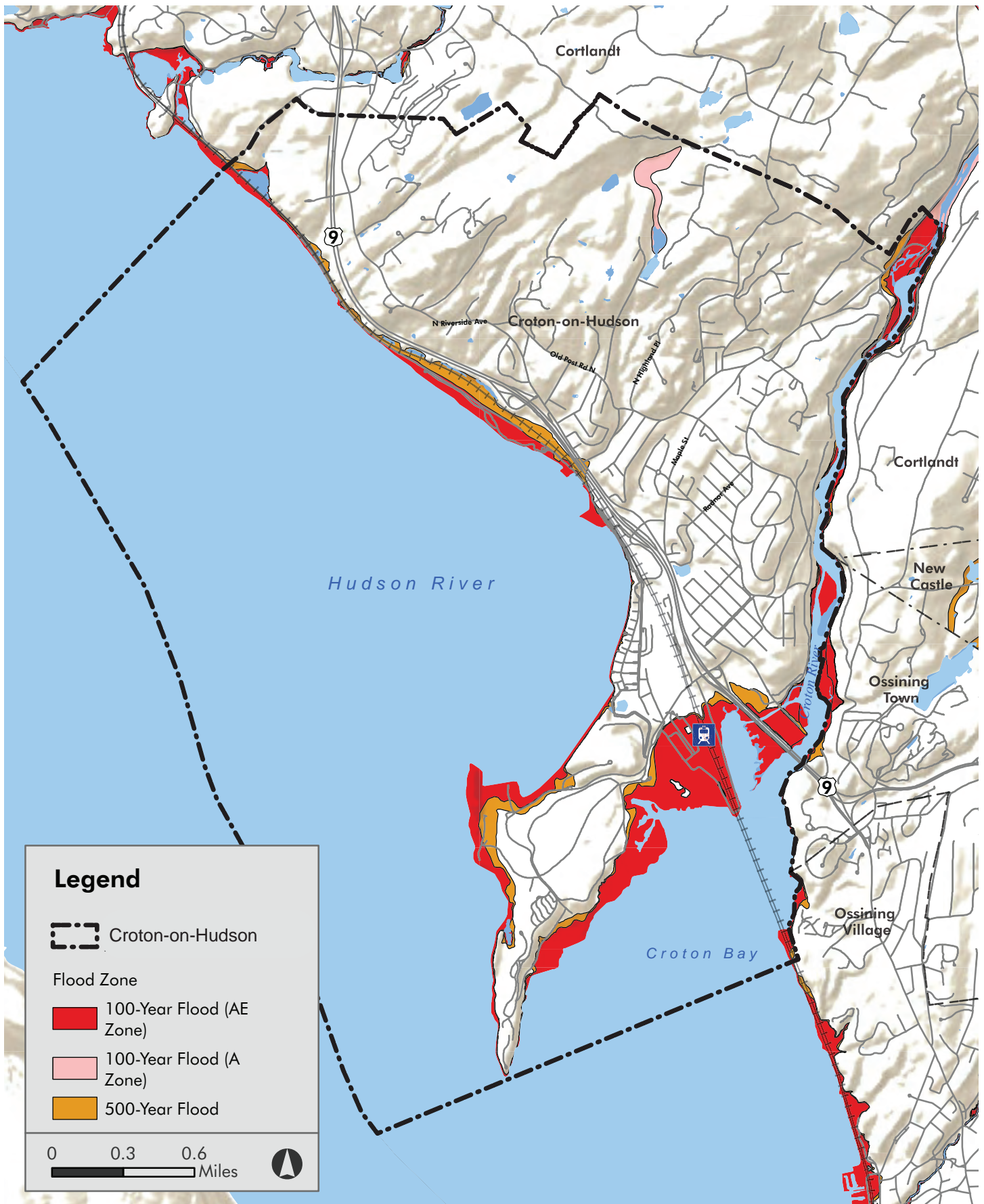


FIGURE 3-6: FEMA SPECIAL FLOOD HAZARD AREAS (SFHAs)

G. Scenic Resources

Within the Village, there are no officially designated scenic views, however, in many areas, generally on higher elevations and from portions of Route 9, there are undesignated scenic views of the Hudson River and the Croton River and Bay. Croton Point Park, Senasqua Park and Croton Landing Park also provide publicly accessible panoramic views of the Hudson River, both north and south. Higher elevation views of the Hudson River are also present in the new Gouveia Park.

Scenic views of the two rivers and the bay is somewhat impaired in some upland areas by the Croton-Harmon station and associated railroad facilities. Not only are views of the Hudson River and Croton Bay impaired by the presence of the above mentioned structures, but their industrial nature and, in some cases, dirty and deteriorated facades, further impairs the quality of scenic views. In addition, the Metro North railroad light towers recently installed to illuminate Harmon Yards substantially contribute to light pollution. The presence of the railroad and its associated uses are expected to continue in the future. However, many opportunities exist within this constraint for site and facility improvements, maintenance to mitigate impairments to scenic views, and organizational discussions to reduce and mitigate light pollution.

H. Open Space, Parks and Recreational Resources

The extensive network of parks, trails and open space throughout Croton-on-Hudson takes up almost one-half (45%) of the Village's land area. Although not all open space is available for public recreation or use (utility and transportation sites, privately owned vacant undeveloped lands, and common space areas at residential developments), this extensive and varied network of open space contributes to the semi-rural character and open vistas of the Village (see Figure 3-7). Table 3-2 lists existing parks and recreational facilities in the Village, including Village- and County-owned facilities, nature preserves and private recreation areas and their acreage.



Looking south along Hudson River, from Village waterfront property

Village- and County-owned parks, private nature preserves, private recreational facilities and open space linked to educational and religious institutions constitute 35% of existing open space in the Village. Another three percent (3%) consist of vacant, currently undeveloped lands.

Table 3-1: Croton-on-Hudson Parks and Open Space Acreage

Type of Park, Open Space and Recreational Area	Acres
Village parks and public spaces	96.0
County parks (Croton Point Park and Paradise Island)	418.2
Nature Preserves	147.7
Institutional Space (includes schools, libraries, Municipal Building, houses of worship, Bethel Cemetery, and Van Cortlandt Manor)	94.0
Private recreational space (includes Hudson National Golf Course, and common open space within private residential developments)	266.9
Utilities and transportation rights-of-way (roadways, Con Ed power lines, Metro North Right-of-way, Village infrastructure sites)	529.3
Vacant undeveloped lands	128.0
TOTAL OPEN SPACE ACREAGE	1,680.2



FIGURE 3-7: PARKS, OPEN SPACE AND TRAILS

The following tables illustrate the diversity of existing park, open space and recreational facilities in the Village, including Village- and County-owned facilities, nature preserves and private recreation.

Table 3-2: Parks and Recreational Facilities			
Name and Location	Size (acres)	Special Features and Activities Offered	Ownership
Dobbs Park (Maple St/Rte 129)	1.9	Baseball field, basketball court, playground	Village
Duck Pond Park (Bungalow Rd off S. Riverside Ave)	2.7	Baseball field, basketball court, Playground, ice skating on pond in winter, nature walk	Village
Senasqua Park and Boat Basin (Elliott Way)	4.6	Boat launch ramp, movies and evening concerts during the summer, picnicking, windsurfing, playground, mooring and boat storage space, sailing lessons (Croton Sailing School)	Village
Silver Lake (Truesdale Dr)	13.5	Freshwater lake, swimming	Village
Sunset Park Playground (Sunset & Lexington Dr)	0.4	Playground	Village
Harrison Street Park (Harrison St)	0.3	Playground	Village
Black Rock Park (Quakerbridge Rd)	10.5	Fishing, trail access, picnicking, dog park	Village
Vassallo Park (Old Post Rd and Grand St)	1.1	Outdoor stage, open grass area	Village
PVC School Tennis Court (Glenn Place)	n/a	Three clay tennis courts	CHUFSD
Kaplan's Pond (Lounsbury Rd)	8.5	Open space: small pond, wetland and trail	Village
Croton Landing Park (Elliott Way)	12.2	Passive recreation, Riverwalk, small boat launch and fishing, playing field	Village
Croton Bay Boat Launch (Echo Canoe Launch)	1.17	Small boat launch and fishing, kayak rentals	Village
Croton Point Park (Croton Point Ave)	503.8	Camping, fishing, children's play area, hiking, concerts, craft shows, and guided walks held throughout the year, swimming beach	County
Paradise Island	22.2	Undeveloped island in croton river accessible by boat	County
Firemans Park & David J. Manes Memorial Field	9.1	Multi-purpose field: baseball,	Village
Gouveia Park	15.6	Open space, building, trails (use of site to be determined by Village)	Village

Recreational facilities are also available at the public schools in the Village including Carrie E. Tompkins Elementary School, Pierre Van Cortland Middle School, and Croton-Harmon High School.

Preserves and Sanctuaries

Name and Location	Size (acres)	Special Features and Activities Offered	Ownership
Brinton Brook Sanctuary	84.9	Three miles of hiking trails	Audubon Society
Graff Sanctuary	27.9	Walking trails	Audubon Society
Jane E. Lytle Memorial Arboretum	20.4	Walking trails, handicapped-accessible wetlands, boardwalk and outdoor classroom	Village (managed by Croton Arboretum & Sanctuary)
Croton Gorge Area	22	Walking trails	Village
Hudson National Golf Club	260	Golf club	Private
Van Cortlandt Manor	32.0	Tours of historic house and grounds, picnicking, seasonal events	Historic Hudson Valley
Croton Yacht Club (Elliott Way)	3.82	Private marina, fishing use, boat launch, Riverwalk	Village-owned, leased to Croton Yacht club
Half Moon Bay Marina (Half Moon Bay Dr)	8.5	Private marina	Private
Mayo's Landing	1.1	Fishing, picnicking	Public

Village Trail System. The Croton Trails Committee completed a Village Trailway Master Plan in 1993, establishing and mapping an interconnected Village-wide network of existing and proposed trails that link open space sites, and connect to the Old Croton Aqueduct Trailway that runs through Cortlandt and Ossining. The Trail Committee works in close cooperation with the Planning Board to ensure open space remains linked and hikeable.

Parks, Recreation and Trails Improvement Projects

Since the prior Comprehensive Plan, several parks and recreational facility improvement projects have been completed including the following:

Croton Gorge Walking Trail: Village completed this trail along the Croton River from Silver Lake Park to dead end of Cleveland Drive. A portion of the Croton Gorge land which includes the trail was rezoned PRE1, in order to maintain the area for passive open space.



Silver Lake Park

Silver Lake Park: Improvements include the reconstruction of stairs, the restoration of a picnic area, and the establishment of a community garden. The Village also funded rehabilitation of the Silver Lake Dam and annual maintenance of the swimming beach. Signage improvements have been completed along with landscaping plans that will enhance the appearance of the park and help with erosion control.



Croton Landing Park

Black Rock Park: Improvements at Black Rock Park include new landscaping and improvements to the parking area. An area of Black Rock Park has been designated as a dog park available to Village residents.



Buchanan, Cortlandt, Croton-on-Hudson 9/11 Remembrance Memorial

Croton Landing Park: In 2005, the Village, MTA and County began the construction of Croton Landing Park. The project resulted in the closing of the Brook Street at-grade track crossing and the construction of a new road (Elliott Way) north to Senasqua Park from the Half Moon Bay Bridge. This ensured improved and safe access to the entire Hudson River waterfront. The project extended the Westchester County RiverWalk trail one mile north. In addition to the trail, Croton Landing Park has a grassy area, a boat launch for small boats, a playing field, benches, public restroom facilities, and parking. Also located at Croton Landing is the Buchanan, Cortlandt, Croton-on-Hudson 9/11 Remembrance Memorial (*Reaching through the Shadow*) and meditation garden. It is a sundial which incorporates steel from the North Tower of the World Trade Center.

Echo Canoe Launch: Improvements to the Croton River/Croton Bay Boat Ramp (the Echo Boat Launch) and Village lands south of the Village parking areas at the Croton-Harmon Station were made to improve access to the Croton River for small boats (i.e. canoes, kayaks and other small water crafts). A parking area has been established with appropriate signage installed. Kayak rentals and lessons are available at the site on a seasonal basis.



Echo Canoe Launch

Senasqua Park: Improvements to the park include the renovation of the bathhouse/public restrooms, repairs and upgrades to the drainage system, a reconfiguring of the parking lot and repairs and improvements to the boat ramp. Additional roadway improvements including a RiverWalk trail are being planned between Senasqua Park and the Croton Yacht Club.

Senasqua Park

Elliott Way: The Village is evaluating designs for a project to provide pedestrian accommodations along Elliott Way between Senasqua Park and the Croton Yacht Club. The proposed continuation of the RiverWalk will fill in a missing gap between Senasqua Park and the Croton Yacht Club. The project also includes shore stabilization measures and additional improvements to the road, drainage and completion of a water distribution system looping project west of the Railroad.

Gouveia Property: The Gouveia property is a 15.63-acre site acquired by the Village in 2015 located at 1300 Albany Post Road. Future use of the property is limited to park, recreation and educational (PRE) type uses. The site has varied topography and includes a number of features such as a park-like lawn, a single-family home, storage buildings and an aesthetic pond. The exceptional mid-century modern glass home is well designed and maintained. Many diverse and regular uses have been discussed for the site, the first priority being ensuring public access.

Since the last Comprehensive Plan was adopted, the Village has made substantial improvements and investments at Silver Lake Park, Black Rock Park, the Croton Gorge Walking Trail, Senasqua Park, Echo Canoe Boat Launch and Croton Landing Park. In 2015, the Village acquired the Gouveia Property (see below) and is considering options for public amenities at that site. The Village recognizes the need for a plan to protect, maintain and enhance its existing facilities to ensure they remain in good condition for the long-term.



Gouveia Park (residence and grounds)

Potential Park Improvement Projects

The draft LWRP update developed by the Village identified a number of potential projects that relate to parks and open space (see section 3.2.1). One project was the creation of a Parks Maintenance and Capital Improvement Plan to address ongoing care and protection of existing parks, open spaces and trails. This plan would provide an action plan for regular maintenance and targeted capital improvements when needed. The Plan would be a guiding document for Village staff and also provide the general public with an understanding of the scope of work related to park, open space and trail operations and maintenance.

The Village is considering potential use for the Gouveia Property, a 15.63-acre site acquired by the Village in 2015. It was donated to the Village by the Gouveia family on the condition that the future use of the property be designated for park purposes. The donation by the Gouveia family also included a \$1 million gift to the Village to be used for the care and upkeep of the park. With regard to potential uses at the site, there are numerous long-term possibilities. The Draft LWRP recommends that the Village conduct an analysis of potential uses, some of which may provide a revenue stream to help support park operations or capital improvements.

Although not within the Village's means, there exists the potential for the continuation of Westchester County's RiverWalk Trail from Croton Landing Park to Oscawana County Park in the Town of Cortland. This 1-mile path along the River would fill a gap between the RiverWalk trails at these two parks. The trail's proposed route follows a strip of land situated along the Metro-North railroad right-of-way between the tracks and the Hudson (Figure 3-8).



Figure 3-8: Westchester RiverWalk trail segments

I. Environmental Policies and Programs

Village Environmental Conservation Policy

The Conservation Advisory Committee developed the Environmental Conservation Policy, adopted by the Village, to outline goals and objectives, define the specific laws, and documents relating to natural resource policies, and outline actions to conserve, improve, and protect the local environment. The Village goals and objectives include:

1. Conserve, improve, and protect its natural resources and environment, and to control water, land, and air pollution.
2. Coordinate the environmental plans and programs of the Village, with Federal, State, regional and local governments, other public and private organizations, and concerned individuals. As trustee of the environment for present and future generations, the Village shall also develop and manage the basic resources of water, land and air.
3. The Village shall create, foster, promote, and maintain conditions under which man and nature can thrive in harmony, while achieving economic and technological progress for present and future generations as follows:
4. Assuring surroundings that are healthful and aesthetically pleasing
5. Guaranteeing that the widest range of beneficial uses of the environment is attained without risk to health, safety, or unnecessary degradation
6. Promoting patterns of development that minimize adverse impact on the environment
7. Preserving the unique qualities of resources such as the Croton River and estuary, and Hudson River and its shoreline.
8. Taking care of air, water, and other resources that are shared with other local and regional bodies, as a good neighbor.

The Environmental Conservation Policy document lists the laws, codes, government entities, and documents that embody much of the environmental policy of the Village. In addition, Croton-on-Hudson's environmental policy has been carried out through the following regional programs and accomplishments:

Indian Brook-Croton Gorge Watershed Conservation Action Plan

This watershed plan was developed in 2008 for the purposes of protecting for protecting and restoring the natural resources in the Croton Bay watershed, most significantly the Croton River, Indian Brook Reservoir, existing wetlands and groundwater drinking sources and improving public access to the area. The Plan involved participation from Towns of Cortlandt, Ossining, and New Castle, the Villages of Ossining and Croton-on-Hudson and Westchester County

The plan details existing condition of the watershed, and recommendations to improve the current water quality conditions and habitat found throughout the watershed. Implementation strategies addressed the need for inter-municipal cooperation and coordination among the watershed municipalities.

Hudson River Valley Greenway Act

The Hudson River Valley Greenway Act of 1991 created regional connections and cooperation within New York's 10-county, 3 million acre Hudson River Valley. The Act built upon the work of two existing organizations-the Hudson River Valley Greenway Council and the Heritage Task Force for the Hudson River Valley and gave them a new focus and a new mandate. The directives of the program include working with local governments in the establishment of a Hudson River Trail System east and west of the Hudson; developing a strategy that would allow the Hudson River Valley to promote itself as a single tourism destination area; and working with the agricultural community to promote and protect the industry of agriculture in the Hudson River Valley.

Croton-on-Hudson has been recognized as a model community for its efforts to develop, protect, and reclaim the waterfront, in cooperation with other municipalities along the Hudson River. As described in Section 2.2, Croton-on-Hudson created a Greenway Vision Plan in 1997, which was incorporated into the adopted Comprehensive Plan.

Westchester County has developed a Greenway Compact Plan (GCP) that includes a regional economic development strategy for the Historic River Towns of Westchester ("HRTW") that promotes tourism while incorporating protection of natural, cultural, and historic resources, main street revitalization, and increased access to the Hudson River. The GCP includes such projects as the Hudson RiverWalk, a promenade that will stretch from Yonkers to Cortlandt, and a Route 9 signage program to draw people to downtowns, historic sites, parks and trailways. The Hudson River Valley Greenway Communities Council adopted the GCP in June 2001. The Village of Croton-on-Hudson adopted the Plan in November 2001, making it the second entity to adopt the GCP in the 13-county Hudson River Valley region.

Hudson River Valley National Heritage Area

Croton-on-Hudson and Westchester County are also part of the Hudson River Valley National Heritage Area, a designation that acknowledges the scenic, historic and cultural resources of the area.

Local Waterfront Revitalization Program

The Village of Croton-on-Hudson is entirely located within a state-designated coastal zone, and is therefore subject to the New York State Coastal Zone Management Program, established in

1981 by the Waterfront Revitalization and Coastal Resources Act, and administered by the New York State Department of State Coastal Management Program (CMP). The principal function of the CMP is to provide a framework for government decision-making in the coastal area. It includes 44 policies grouped in ten categories that address: development, fish and wildlife, flooding and erosion, public access, recreation, historic resources, visual quality, agricultural lands, energy and ice management, water and air resources.

A Local Waterfront Revitalization Plan was developed for Croton-on-Hudson, and adopted by the Village, the NYS Secretary of State, and the U.S. Office of Ocean and Coastal Resource Management, in 1992. A draft update to the LWRP was created in 2015 and currently being reviewed by NYS DOS. As previously discussed in this Plan, the LWRP describes specific state and local coastal zone policies in detail, and outlines the following overall objectives for Croton-on-Hudson's future:

- Link waterfront parks and waterfront recreational areas,
- Improve maintenance and upkeep at existing recreational facilities,
- Increase recreational facilities within the Village and improve waterfront access,
- Protect the Village's water supply,
- Reduce erosion on steep slopes and prevent pollutants from entering waterbodies,
- Protect scenic views of and to the Village,
- Facilitate the planning process by updating the Village's Comprehensive Plan for consistency with the LWRP and the development goals for the Village.

The following projects have substantially progressed or been completed since the 1992 LWRP was adopted:²

- Completion of Croton Gorge Walking Trail and rezoning of area to PRE-1
- Silver Lake Park improvements
- Black Rock Park improvements
- Croton Landing Park development
- Echo Canoe Launch improvements
- Senasqua Park improvements
- Raising of the grade at the Croton-Harmon Train Station to reduce flooding risks and improvements to traffic flow within the station.
- Plans for pedestrian improvements at Elliott Way

² LWRP Monitoring Report prepared by NYS DOS, December 2012

- Stormwater management improvements

The 1992 LWRP also helped the Village secure a number of grants to pursue some of the initiatives outlined in the Program. A New York State Department of State (NYS DOS) Environment Protection Fund (EPF) LWRP grant award in 1996 allowed the Village to develop a vision and feasibility study for a newly acquired Hudson River waterfront parcel, which would ultimately become Croton Landing Park.

The proposed LWRP lists a series of projects to help implement these policies, a number of which have been completed or are currently underway:

Croton River Basin Projects

- Ensure maintenance of New Croton Dam conservation flow
- Address drainage systems that lead to erosion on steep slopes
- Facilitate upgrades to catch basins and outfalls to address floatables in Croton Bay
- Relocate Village DPW facility
- Improve Echo Canoe Launch and Village-owned land south of Metro-North parking areas

Hudson Riverfront Projects

- Facilitate Access to the Hudson River Waterfront
- Improve Riprap along Hudson River between Senasqua Park and Croton Yacht Club
- Facilitate Croton Yacht Club/Croton Landing improvements
- Implement segment of RiverWalk Trail from Croton Landing Park to Oscawana County Park

Village-wide Projects

- Undertake management and maintenance plan for Village parks, trails and open spaces
- Develop plan for future use of Gouveia Park

J. Environmental remediation

Due to its previous industrial uses, several waterfront areas of Croton-on-Hudson have required environmental remediation. Three formerly polluted sites have been remediated. Croton Landing Park (former Seprieo Site) was remediated as part of the waterfront park development. Two other remediated federally-designated Superfund sites include the landfill at Croton Point and the PCB-contaminated lagoon at the Metro-North repair yard.

Croton Point Sanitary Landfill (Croton Point Park)

This site was operated as a County landfill from 1927 until 1986, and accepted both municipal and industrial wastes. In 1996, the 125-acre site was remediated and restored for use as a County Park. The footprint of the former landfill site is covered with grass and there are no buildings or structures on top. Remediation at the site is complete. Environmental monitoring is on-going to determine the effectiveness of the remediation and to ensure the protection of public health and the environment.³

Harmon Railroad Yard - Waste Water Area

Many years of Metro-North railroad repair yard operations resulted in the contamination of its wastewater treatment plant lagoon and pond system, the surface soils located adjacent to the lagoon, and components of the original wastewater treatment plant for the facility. Remediation of these elements were undertaken and substantially completed in May 1996. Subsequent investigation and feasibility studies determined that the non-aqueous phase liquid (NAPL) located around the former wastewater treatment plant lagoon was the only remaining environmental media requiring remedial action. Remedial actions have reduced the NAPL, and since 2004, tests have not exceeded concentrations that would deem the NAPL as a hazardous waste. Remedial efforts are on-going to remove NAPL to the extent possible.⁴

Croton Landing – Former Sepreio Site

The site of Croton Landing had previously been used as an asphalt batching plant. Once this use was discontinued the site remained in disrepair and had become a dumping ground for unused railroad related equipment, garbage, and abandoned vehicles. The conversion of this site to parkland took many years to complete. Soil testing was undertaken in order to ensure that there was no long-term contamination at the site. Several grants helped with funding these efforts.

³ New York State Department of Environmental Conservation. Environmental Site Remediation Database: Croton Point Sanitary Landfill (Site Code 360001).

<http://www.dec.ny.gov/cfm/xtapps/derexternal/haz/results.cfm?startRecord=101&api=0>

⁴ New York State Department of Environmental Conservation. Environmental Site Remediation Database Harmon Railroad Yard - Waste Water Area (Site Code 360010).

3.3. Zoning and Land Use

This chapter explores the Village's land uses and zoning districts, as well as the Village's regulatory framework and development controls. Under the current regulations, Croton-on-Hudson has 15 zoning districts, with seven residence zones, two commercial zones, two office zones, one light industrial zone, and four zones for environmentally critical and waterfront areas.

The predominant land use in the village is single-family residential followed by open space and recreation. Since 2003, the majority of development activity in the Village has been single family homes on large lots in the northern part of the village. The majority of the commercial establishments can be found in four identifiable commercial areas: the Upper Village, North Riverside, the Municipal Place area, and the Harmon/ South Riverside areas. The commercial centers are described in greater detail in Section 3.8: Special Planning Areas.

Zoning initiatives undertaken by the Village since the 2003 Comprehensive Plan include the following:

- The Park, Recreation and Education (PRE) zone was mapped in a number of areas to better preserve environmentally sensitive areas of the Village. This included the following areas that were rezoned from RA-40: Croton Point Park, a 110-acre area consisting of two Audubon sanctuaries (Graff Sanctuary and Brinton Brook Sanctuary), a portion of the Jane Lytle Memorial Arboretum, Kaplan's Pond, and Village-owned open space in the Croton Gorge area.
- Gateway Overlay Zoning Districts were created in three locations to enhance commercial areas of the Village. These districts include special use, area and bulk and design regulations.
- The Harmon/South Riverside Gateway District adds options and incentives for commercial property owners in the Harmon business district to spur investment in mixed use buildings.
- RA-60, a new Single-Family Residence was created and mapped to approximately 425 acres in the northern portion of the Village to preserve low density character.
- Accessory apartment provisions were revised to improve the procedures, regulation and enforcement of the units while ensuring that they are encouraged in appropriate locations to maintain a diversity of housing stock.

A. Land Uses

The Village covers an area of 4.9 square miles of land. As seen in Table 3-4 and Figure 3-9, the predominant existing land uses in the Village are single-family residential. The predominant non-residential uses consist of open space and park areas; commercial districts located in the Upper Village and along North and South Riverside Avenues and Maple Street; and industrial/transportation areas located west of Routes 9 and 9A. Several small office clusters are located in the Upper Village, North Riverside, the Municipal Place area, and at the north end of the Village.

The Village’s pattern of development is typical of many villages: the highest density neighborhoods (those with more houses per acre of land) are situated closer to the commercial centers, with the density decreasing farther away from these centers. The neighborhoods situated closest to the Village’s four commercial centers – Harmon, the Upper Village, North Riverside and the Municipal Place area – consist primarily of single family homes built on 5,000 and 10,000 square foot lots. These neighborhoods also contain the majority of the two- and multi-family residences in the Village. Moving away from the commercial centers, the lot sizes increase to 25,000, 40,000 (1 acre) and 60,000 square foot lots. Section 3.5: Housing Trends covers Croton-on-Hudson’s housing characteristics in greater detail.

Table 3-4: Existing Land Uses

Land Use	Acres	Percent
Single-Family Residential	1032.8	34.7%
Two/Three Family	37.7	1.3%
Multi-Family	56.6	1.9%
Commercial/Retail	41.0	1.4%
Office	5.7	0.2%
Industrial and Warehouses	14.7	0.5%
Mixed-use ⁵	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	8.2%
Rights-of-Way	330.0	11.1%
Total	2978.2	100.0%

Source: Westchester County GIS, BFJ Planning

⁵ Mixed-use refers to existing land uses that blend a combination of different use types (typically residential and commercial uses), where those functions are physically and functionally integrated.

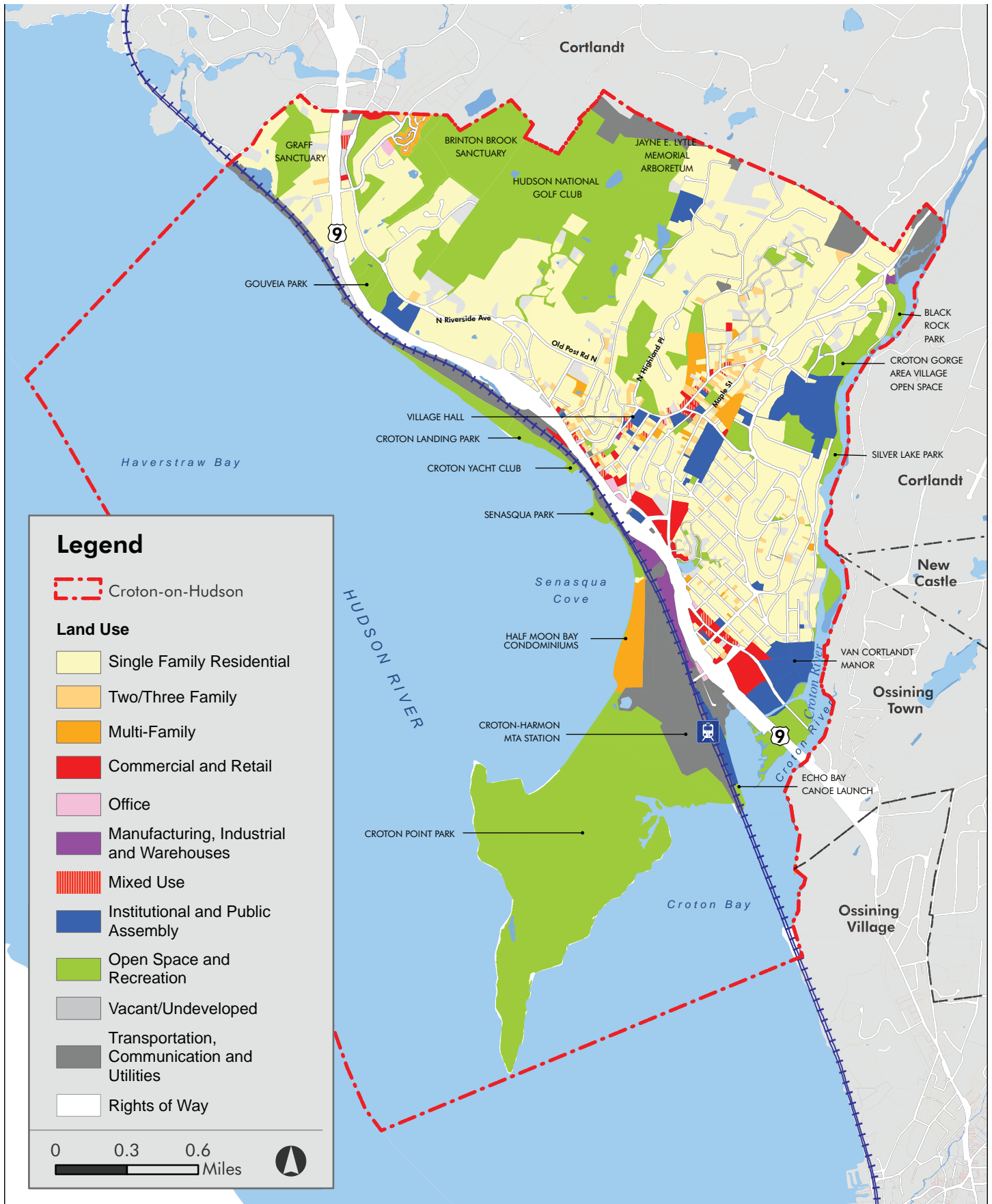


FIGURE 3-9: LAND USE

B. Zoning District Categories

The Village's zoning regulations are major influences on development patterns, along with subdivision regulations, the street network and environmental features. Existing land uses by and large conform to the Village's zoning map, shown in Figure 3-10. Under the current regulations, Croton-on-Hudson has 15 zoning districts, with six residence zones, two commercial zones, two office zones, one light industrial zone, and four zones for environmentally critical and waterfront areas.

Residential Zones

Single Family Housing. Croton-on-Hudson has five single-family residential zoning districts: RA-5, RA-9, RA-25, RA-40 and RA-60. The districts range in density, as shown in Table 3-5, permitting homes built on 1/8th acre lots (RA-5) to homes on 1.5 acre lots (RA-60).

The northern area of the Village is zoned primarily for RA-40 and RA-60 lots, with the exception of a small RA-25 district and an office district in the northwest corner of the Village. The density increases closer to the commercial centers and south of the Upper Village, with lots ranging from 5,000 to 25,000 square feet. A significant portion of the residential properties in the northern area of the Village (north of the Upper Village) were rezoned in 2014 to a new RA-60 zone which has a minimum lot size of 60,000 sq. feet (1.5 acres).

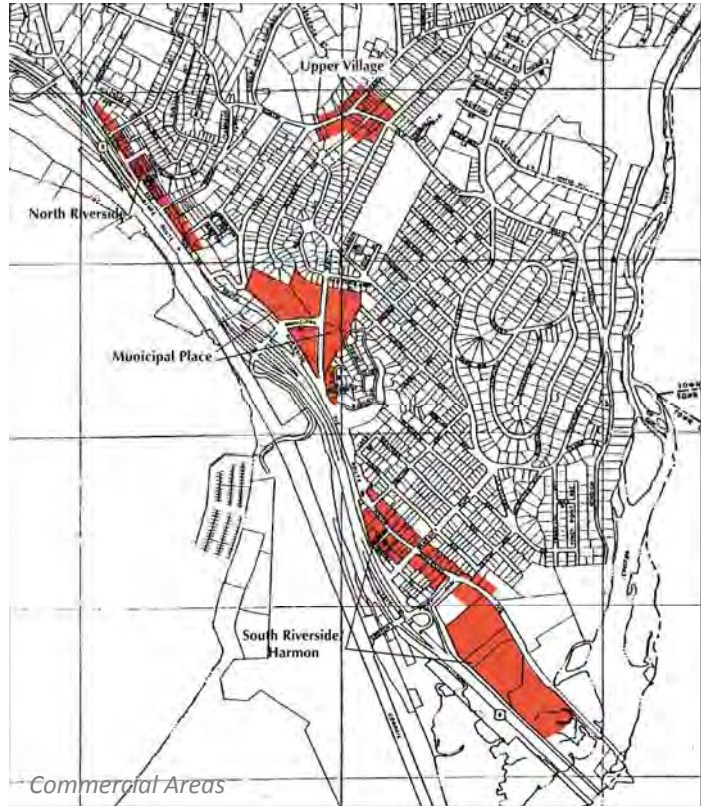
Table 3-5: Residential Districts

District	Permitted Lot Size
RA-5	5,000 square feet
RA-9	9,375 square feet
RA-25	25,000 square feet
RA-40	40,000 square feet
RA-60	60,000 square feet
RB	2,500 square feet per dwelling unit (DU)
RC	4 acres or 3,000 square feet per DU

Multi-family Residential. The Village has two zoning districts permitting multi-family residential: RB (two-family residences) and RC (multi-family residences). These districts are limited to the Upper Village and North Riverside Avenue. The Village has two apartment complexes, both located in, or close to the Upper Village. The WD district along the Hudson River between Croton Point and Senasqua Park also permits multi-family development. The Half Moon Bay condominium development is located in that area.

Commercial Districts

The majority of the commercial establishments within the Village can be found in four identifiable commercial areas: Upper Village, North Riverside, Municipal Place, and Harmon/ South Riverside areas. The principal commercial area runs along South Riverside Avenue between Municipal Place and Croton Point Avenue. This commercial stretch connecting the Municipal Place area to the South Riverside/Harmon area has a variety of establishments including retail stores, offices, two banks, four gas stations, a car dealership, a 10-store shopping center with a ShopRite anchor and several restaurants.



The area known as the Upper Village is the second-largest commercial area in Croton. The boundaries of the Upper Village extend roughly from the intersection of Van Wyck Street and Old Post Road North to Grand Street and then to Route 129 (Maple Street). Old Post Road North/South, where it forms an intersection with Grand Street, is also part of the Upper Village commercial area. Retail stores, professional offices and restaurants are predominant in this area. Land use and zoning for these areas are detailed Section 3.8.

The areas zoned C-1 and C-2, allow for central commercial and general commercial uses respectively. The C-1 commercial districts are found in the older commercial areas such as the Upper Village and North Riverside. This district allow for downtown uses such as retail, service oriented, offices, restaurants, dry cleaners, and theaters.

C-2 districts allow C-1 uses along with the following uses by special permit: auto-related uses (service stations, gas stations, automobile sales); social clubs; animal hospitals; hotels; utility structures and residential uses on upper floors. C-1 commercial districts are zoned for a floor area ratio (FAR) of 2.0, which reflects the development in older commercial areas such as the Upper Village and North Riverside and the C-2 districts have an FAR of 0.5, which reflects the existing bulk in those areas. Special provisions apply for properties in a Gateway Overlay District, which is discussed below.

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:



Croton Professional Building along Riverside Avenue

- 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.

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.

Office Districts

Office districts comprise approximately 0.5% of Village land. O-1 districts allow for single- and two-family residences, offices and day care centers. O-2 districts do not permit residential but allow for offices and some manufacturing uses. Most of the office space in Croton-on-Hudson consists of small-scale offices and home office use. The Village has office districts, found in three areas of the Village including the North End on Albany Post Road (zoned O-1); South Riverside in the vicinity of Municipal Place and Grand Street (O1 and O-2); and Grand Street and Old Post Road (O-1).

The existing office districts have little available vacant space. Additional land dedicated to office uses could relieve the pressure for home offices. For example, the Upper Village, which has two office districts, is ideal for business uses due to its proximity to services, retail and government. However, there are parking constraints, since residents and businesses compete for a limited number of available spaces.

Parks/Open Space Uses

Croton-on-Hudson's network of parks, open space (including Hudson National Golf Course), nature preserves and trails, comprises almost a third of the land area of the Village. A detailed description of the parks and their facilities is provided in Section 3.2(e). Some of these open space areas are located within residentially-zoned districts.

Light Industrial and Rail Transportation Uses

Industrial and rail transportation uses are entirely located along the Hudson River waterfront. The Croton Harmon railroad station, located just west of Route 9 and adjacent to Croton Point Park, is one of the key regional stations on the Metro North commuter railroad and Amtrak's New York State service. The entire railroad facility occupies approximately 100 acres, dominating the central section of the waterfront with numerous switching yards, as well as the Harmon rail yards where Metro North trains are sent for repair.

Institutional Uses

The Upper Village/Harmon area has evolved into the focal point of most civic activities. Almost all of Croton's village-scaled residences, schools, offices, commercial establishments, religious buildings and playgrounds are in this area, as are almost all of the public buildings. These consist of the Municipal Building, the Croton Free Library, firehouses, three public schools and the Bethel cemetery. A detailed description of institutional uses is provided in Section 3.7.

Other Districts

Waterfront Commercial (WC) zoning was created “to enhance and develop to the maximum extent extrinsic and intrinsic values of the areas in the Village adjacent to rivers, streams, lakes and other bodies of water. Uses in this district should promote the public interest in the values of those areas for purposes of recreation, conservation and development of aquatic resources, giving proper recognition to the rights of owners to develop their properties commercially in a manner compatible with said values (From Zoning Code § 230-19).” The Village’s Hudson riverfront area, from the northwestern tip of the Village to the area just south of Senasqua Park, is zoned WC. The land uses in this district include Senasqua Park, a resident-only park, the Croton Yacht Club, and Croton Landing Park. The requirements of this zoning include a provision for public waterfront access.

Waterfront Development (WD) zoning is a riverfront development district that was created to facilitate the development of property along the Hudson River in a manner consistent with the Village’s Comprehensive Plan (2003), Local Waterfront Revitalization Program (1992) and the Greenway Vision Plan (1997). The WD district has provisions to expand the use and public accessibility of the waterfront for purposes of recreation, leisure and year-round residence. Permitted uses include recreational facilities and residential uses. Uses permitted by special permits include restaurants, marinas, ferries and cultural uses such as theaters, bandshells and museums. WD zoning requires larger tracts of land to be developed as a single, unified and comprehensive project. The Half Moon Bay condominium development (discussed further in Section 3.5) is located in a WD district.

Parks Recreation and Education (PRE) districts were created in 1988 to “preserve natural resources, scenic beauty and other land and community resources whose retention is necessary for the continued maintenance of the quality of the environment. They are designed to provide for public parks; recreational activities including all types of athletic activities; schools and other educational facilities; nature preserves; bird and wildlife sanctuaries; and similar uses.” Designation of sites as a PRE zone ensures continued public access, not just for recreational opportunities, but also for educational opportunities such as museums, exhibits, etc. Sites that have been designated either PRE-1 or PRE-3 are Croton Point Park, Brinton Brook Sanctuary, the Graff Sanctuary, the Jane E. Lytle Memorial Arboretum, Kaplan’s Pond and Village-owned open space in the Croton Gorge area.

C. Zoning Changes (2003-2016)

Harmon Zoning District – As discussed above, the Village rezoned the Harmon business district to permits mixed residential and commercial uses in the Harmon Zoning District. The district comprises some three dozen commercial parcels on South Riverside Avenue and Croton Point Avenue in the business area closest to the Croton-Harmon train station and the Route 9 gateway to the village. The district allows a maximum floor area ratio (FAR) of 0.8 and a maximum height of 35 feet/3 stories. Sidewalk design standards are provided to maximize visual appeal and pedestrian experience in area. The bulk of the new zoning amendments apply only to property owners who wish to develop a mixed use site. There are two mixed use projects that are currently being reviewed by the Village that utilize provisions in the new zoning district.

RA-60 Rezoning – As discussed above, the Village created a new Single-Family Residence RA-60 (1.5 acre) district and district regulations, and mapped this district to approximately 425 acres encompassing the Hudson National Golf Club and a narrow strip of land along Albany Post Road/Route 9A, which were previously zoned RA-40.

PRE-1 and PRE-3 Rezoning – The Park, Recreation and Education PRE-1 and PRE-3 zone was mapped in a number of areas to better preserve environmentally sensitive areas of the Village. This included the rezoning of Croton Point Park (372 acres) from RA-40, to PRE-3. A 110-acre area consisting of two Audubon sanctuaries (Graff Sanctuary and Brinton Brook Sanctuary) and a portion of the Jane Lytle Memorial Arboretum were rezoned from RA-40 to PRE-1.

Accessory Apartments – Provisions for accessory apartments were revised to improve the procedures, regulation and enforcement of the units while ensuring that they are encouraged in appropriate locations to maintain a diversity of housing stock. The changes expand the potential for accessory apartments by allowing them in all zoning districts where single-family residences are permitted (not just in single-family zones) and by removing the age restriction. The revisions also streamline the approval and enforcement process, including moving the special permit approval to the Planning Board, to make it easier for property owners who meet all the requirements for accessory apartments to create them, and to make it easier for owners who have non-approved accessory units to legalize them. Most of the regulations that pertain to site location, access, size, parking or appearance were unchanged. Minor changes were enacted to clarify that only one accessory apartment per single-family dwelling is permitted, and to remove the prohibition of increasing the building perimeter.

3.4. Population and Demographics

A community's current population and demographic characteristics play an important role in understanding what the community will look like in the future and what the demand for services will be. The data (with associated sources) and discussion presented in this chapter suggest several trends that are of importance for Croton-on-Hudson:

- Village population has grown steadily in the last 20 years, with an all-time high of 8,168 residents in 2014. The number of households (2,956) increased by 8.6% from 2000 to 2010. One factor influencing population growth is the increase in population who identify as Hispanic or Latino. Every municipality in Westchester County has recorded a gain in Hispanic population between 2000 and 2010.
- Median household and family income in Croton-on-Hudson has been consistently greater than Westchester County overall. In 2014 approximately 3.4% of Croton-on-Hudson residents lived in poverty, which is down from 4.7% in 2010.
- While the school-aged population (5-19) grew slightly from 2000-2010, recent trends suggest that school growth may not be sustained; there has been a slow decrease in the school-aged population since 2010. Enrollment declines are affecting the majority of school districts in Westchester County.
- Croton-on-Hudson's median age has increased from 40 years to 43.2 years between 2000 and 2010. This increase is consistent with regional and national demographic shift, with the aging of the baby boom generation. If residents age in place, the 65+ age group can be expected to gain an increasing share of the population.
- Croton-on-Hudson continues to remain attractive for working-age adults, as they enjoy strong transit access to jobs in the region, a good school system and excellent quality of life. These residents increasingly have high levels of educational attainment and are working in higher-wage "white collar" jobs; this leads to increases in household income and declines in the Village's poverty rate.

Population Trends

The 2010 Census shows Croton-on-Hudson's population at an all-time high of 8,070 persons. The population experienced an 8.4 percent decrease in the 1970s and grew slightly in the 1980s. Since that time, the population has grown steadily, recovering and surpassing its pre-1970 level by 2000.

As seen in Table 3-7, population growth has continued since 2010.⁶ The Village's growth rate has been comparable to the Town of Cortlandt and more than Westchester County. From 2000 to 2014, the Village's population grew by 272 people, or 3.4 percent. Many factors influence the growth rate, including the rate of migration to the Village, an increase in housing starts, and the birth rate. Population in Croton-on-Hudson has been fueled by an increase in population who identify as Hispanic or Latino. Every municipality in Westchester County has recorded a gain in Hispanic population between 2000 and 2010.⁷

Table 3-6: Croton-on-Hudson Population Fluctuations, 1970-2010

Year	Population	Percent Change
1970	7,523	
1980	6,889	-8.4
1990	7,018	1.9
2000	7,606	8.4
2010⁶	8,070	6.1

Source: U.S. Census; Westchester County Department of Planning

Table 3-7: Population Growth, 2010 – 2014

	Total Population		Percent Change	Avg. Yearly Growth Rate
	2010 ⁶	2014		
Croton-on Hudson	7,896	8,168	3.4	0.7%
Town of Cortlandt	40,839	42,247	3.4	0.7%
Westchester County	939,406	962,319	2.4	0.5%

Source: 2010-2014 American Community Survey 5-Year Estimates

⁶ This document uses data from the 2010 US Census and the 2010-2014 American Community Survey 5-Year Estimates. Because these two surveys utilize different estimation methods, they cannot be compared directly to one another.

⁷ <http://planning.westchestergov.com/population-stats>

Age and School Population

Croton-on-Hudson’s median age has increased from 40 years to 43.2 years between 2000 and 2010. This increase is consistent with regional and national demographic shift, with the aging of the “baby boom” generation. As in many suburban municipalities, Croton-on-Hudson’s population is concentrated in the 35 to 54 age groups. The population of young adults between 25 and 44 years of age has declined over the past decade. This trend has been consistent across Westchester County, which overall, experienced a 16% drop in residents in the same age group from 2000 to 2010. The substantial decrease of young adults

Table 3-8: Age Comparison, 2000 - 2010

	2000 Percent Share	2010 Percent Share	Change in Share
under 5	7.8	5.9	-1.9
5 to 9	7.9	7.6	-0.3
10 to 14	6.5	8	1.5
15 to 19	4.9	6.2	1.3
20 to 24	3.1	3.4	0.3
25 to 34	10	7.5	-2.5
35 to 44	20	14.3	-5.7
45 to 54	16.6	18.8	2.2
55 to 59	5.7	7.9	2.2
60 to 64	3.8	6.0	2.2
65 to 74	6.4	7.0	0.6
75 to 84	4.8	4.8	0
85 +	2.4	2.6	0.2
Median Age	40	43.2	3.2

Source: U.S. Census, 2000 and 2010 data

in Westchester and other suburban areas is well-documented, with recent data throughout the region showing that more adults aged 25 to 34 are choosing to live in cities, with easy access to jobs and an urban lifestyle. Some analysts suggest that the high cost of housing and limited choice in housing types may also play a role in the shrinking of the young adult age cohort.⁸

While the Census data shows a population decrease among 25-44 year olds, many residents have observed an increase in migration to the Village of young couples starting families. As reported in the New York Times, the rising housing costs has prompted many families to leave New York City for “artsier” suburbs such as Montclair or Glen Ridge in New Jersey, Larchmont in Westchester and the Hudson River towns.⁹ The Census data confirms that the total number of households has increased in the Village in the past 10 years. The drop in residents aged 25-44 has also been less pronounced in Croton-on-Hudson compared to the County as a whole.

⁸ Berge, Joseph. “Suburbs Try to Prevent an Exodus as Young Adults Move to Cities and Stay.” The New York Times. April 16, 2014. <http://www.nytimes.com/2014/04/17/nyregion/suburbs-try-to-hold-onto-young-adults-as-exodus-to-cities-appears-to-grow.html>

⁹ Williams, Alex. “Creating Hipsturbia.” The New York Times. February 15, 2013. <http://www.nytimes.com/2013/02/17/fashion/creating-hipsturbia-in-the-suburbs-of-new-york.html>

The share of the population over the age of 65 increased slightly between 2000 and 2010, from 13.6% to 14.4%. However, as the 35 to 54 age groups shift to a higher age bracket in the coming decades, if residents age in place, the 65+ age group can be expected to gain an increasing share of the population. In many municipalities, the shift in age distribution has led to a re-examination of priorities, as issues such as affordable housing for seniors have become more pressing. As the Village’s elderly population grows, demand for services may increase. Adapting housing, transit, recreation and buildings and public spaces will help a vibrant and engaged senior population to securely age in place and contribute to a vibrant community. At the same time, the Village must provide the services and quality of life that will attract and retain the new Village immigrants and younger workforce needed to replace a labor force that is shrinking as the population ages.

The overall increase of population in the Village in the last 15 years has had a concurrent increase in the population of school-age children. Between 2000 and 2010, enrollment in the Croton-Harmon Union Free School District (UFSD) increased approximately 29%, with a peak enrollment of 1,760 students in 2008. Since that year, enrollment has declined slightly to 1,653 students in 2016. This is consistent with the 2010 data which showed a decline in the 0-5 and 5-9 year old age group. If population trends continue, this decline is expected to result in a slow decrease in the school-aged population. Projected enrollments from a Hudson Valley Pattern for Progress study in 2013 show that the Croton-Harmon UFSD is expected to decline by approximately 54 students or 3% of the peak year (2008) by 2020.¹⁰ The study also shows enrollment declines affecting the majority of school districts in Westchester County.

Table 3-9: Croton-Harmon Union Free School District Enrollment Projections, K – 12

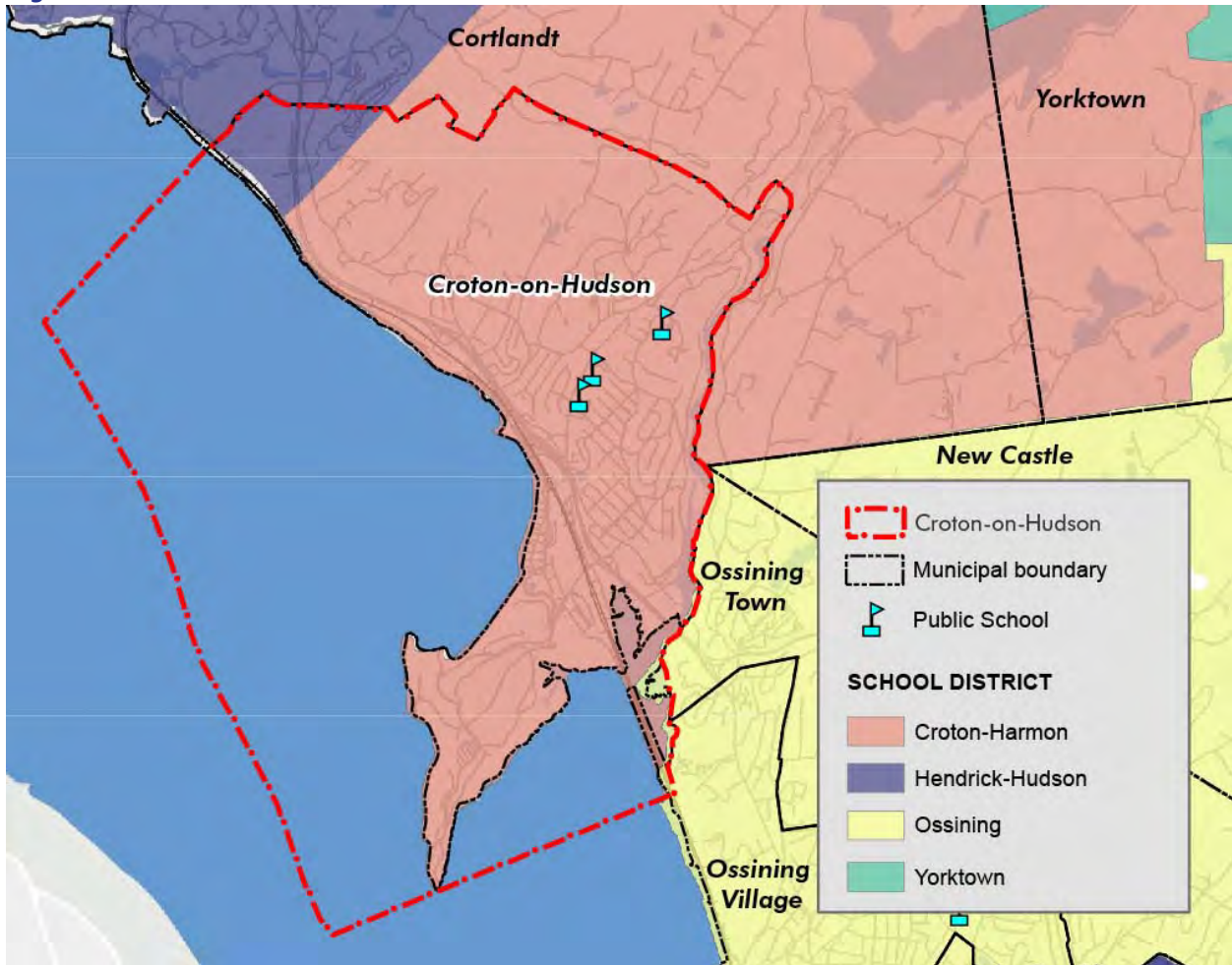
Year	Enrollment	Percent Change (5 year)	Percent Change (1 year)
1995	1158	-	-
2000	1354	16.9%	-
2005	1623	19.9%	-
2010	1752	7.9%	-
2011	1750	-	-0.1%
2012	1721	-	-1.7%
2013	1703	-	-1.0%
2014	1668	-	-2.1%
2015	1728	-1.4%	3.6%
2016	1653	-4.3%	-5.4%

Source: Croton-Harmon UFSD Comprehensive Long Range Planning Study, June 2009, Croton-Harmon UFSD Proposed Budget, 2013-2014, UFSD Annual Report: 2014-2015

¹⁰ The Empty Classroom Syndrome, Hudson Valley Pattern for Progress. May, 2013. Accessed at: <http://www.pattern-for-progress.org/portfolio-items/the-empty-classroom-syndrome/>

It is important to note that the Croton-Harmon UFSD’s boundary is not co-terminus with the Village boundary. As shown in Figure 3-11, the Croton-Harmon UFSD encompasses some areas in the Town of Cortlandt to the east and north as well as the Town of Yorktown to the east. Additionally, the northwest corner of the Village is in the Hendrick-Hudson School District.

Figure 3-11: School Districts in Croton-on-Hudson



Source: Westchester County GIS

Race and Ethnicity

As of the 2010 decennial census, 86.6% of Village residents were Caucasian. Asians comprised 3.7% and African-Americans comprised 2.9% of the population, and Native Americans and other ethnicities comprised 2.4%. The most significant change from the 2000 census has been in the growth of the Village’s Hispanic population, which more than doubled over the past 10 years and now constitutes 7% of the population.¹¹

Among people at least five years old living in the village, 20 percent spoke a language other than English at home as of 2010. As shown in Table 3-11, Spanish or

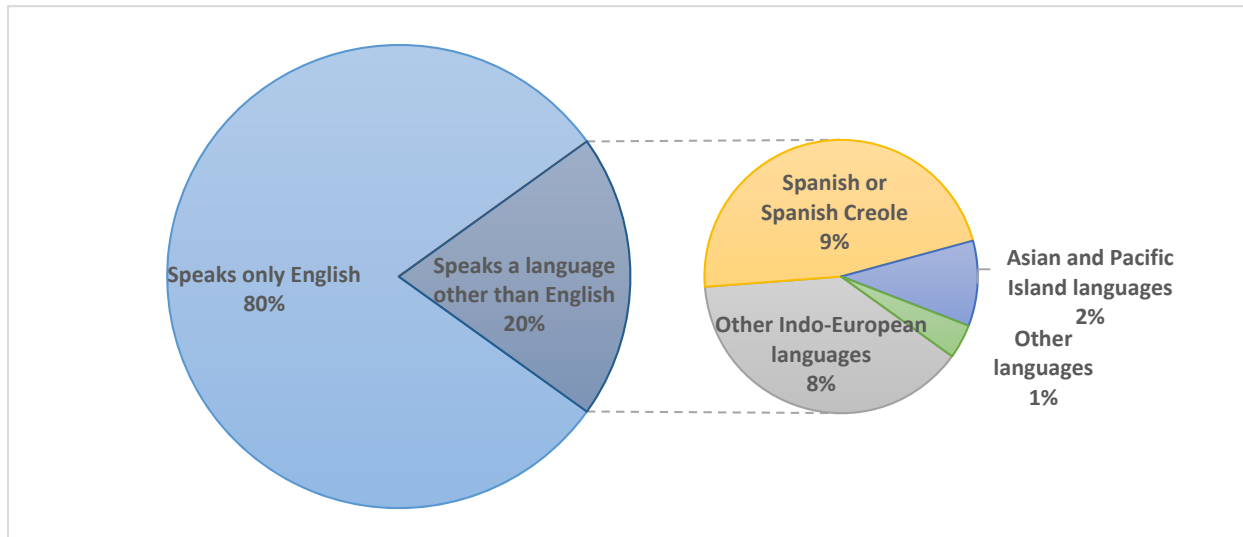
other Indo-European languages were the predominant languages spoken in these homes. Approximately 5.6% of Village residents speak English less than “very well.”

Table 3-10: Race and Ethnicity, 2000 – 2010

	2000 Percent Share	2010 Percent Share	Percent Change in Share
White	91.5	86.6	-4.9
African-American	1.9	2.9	1
Asian, Pacific Islander	2.1	3.7	1.6
Hispanic Origin (any Race)	6.9	11.4	4.5
Native American	0.3	0.2	-0.1
Other/More than One Race	4.3	6.5	2.2

Source: U.S. Bureau of Census, 2000 and 2010 data

Table 3-11: Languages Spoken



¹¹ Residents of Hispanic origin may be of any race

Households

According to the 2010 decennial census, Croton-on-Hudson has 2,956 households, an increase of 8.6% from 2000. The average household size of 2.66 and the average family size of 3.13 increase slightly from 2000. Households are subdivided into family and non-family households. In Croton-on-Hudson, families comprise the majority of household types, constituting 73.7% of households. The share of families as a proportion of total households increased slightly over the last 10 years by approximately 0.4%.

Table 8: Types of Households, 2000- 2010

	2000	2010
Total Households	2,886	2,956
Family Households:	2,049 (71.0%)	2,178 (73.7%)
Married-Couple Families	1,745 (85.2%)	1,808 (83.0%)
Female-Householder Families	229 (11.2%)	262 (12.0%)
Male Householder Families	75 (3.6%)	108 (5.0%)
Families With Own Children under 18	1,082 (52.7%)	1,082 (49.6%)
Non-Family Households:	837 (29.0%)	778 (26.3%)
Living Alone	622 (83.3%)	649 (83.4%)
65 and Over	215 (34.6%)	288 (44.4%)

Source: U.S. Census Bureau, 2000 & 2010 data. Note: number in parentheses denotes percent of total family and non-family households

According to the 2010 Census, 83% of Croton-on-Hudson families are headed by married couples, and 17% by single householders. Most single householder families are headed by women. Single householder families have increased by almost 22% since 2000. Almost half of all families have children under the age of 18. Among the non-family households, 83% have a single occupant; of those householders living alone, 44% are over the age of 65. This population has increased by 34% since 2000. Overall, the percentage of non-family households decreased slightly over the 10 year period.

Table 7: Croton-on-Hudson Households and Families, 2000 - 2010

	2000	2010	Change
Total Households	2,798	2,956	8.6%
Families	2,052	2,178	126
Share of Total Households	73.3%	73.7%	-0.4%
Non-Family Households	746	778	132
Share of Total Households	26.7%	26.3%	-0.4%
Average Household Size	2.65	2.66	0.01
Average Family Size	3.11	3.13	0.02

Source: U.S. Census Bureau, 2000 and 2010 data

Income, Employment and Education

Median household and family income in Croton-on-Hudson has been consistently greater than Westchester County overall. In 2014, the median family income in Croton-on-Hudson was \$136,846 and the median household income was \$131,546.¹² Sixty percent of Croton-on-Hudson households had incomes of \$100,000 and up. By comparison, Westchester County's 2014 median incomes were \$106,819 for families and \$83,422 for households. According to the American Community Survey, in 2014 approximately 3.4% of Croton-on-Hudson residents lived in poverty, which is down from 4.7% in 2010.¹³

The rate of participation in the labor force decreased slightly for Croton-on-Hudson from 70.8% to 69.5% between 2000 and 2014. From 2000 to 2010, the percentage of females in the labor force increased slightly from 62.4% to 62.9%. In 2014, the median earnings for men was \$92,250 whereas the median earnings for women was \$46,063. These positive economic trends largely reflect shifts in the nature of the Village's work force. Residents are increasingly working in high-wage industries such as management, business, science & arts and sales & office.

Croton-on-Hudson's rate of educational attainment is very high. In 2014, approximately 95% of Village residents 25 years and older had at least graduated from high school and 60 percent had a bachelor's degree or higher. An estimated 5 percent did not complete high school. By comparison, Westchester County's overall high school graduation rate was 88%.¹⁴

¹² Family income is typically higher than household income due to the presence of dual incomes and the generally more stable finances of families. Incomes are not adjusted for inflation.

¹³ Source: American Community Survey 2010-2014 5-year Estimates and 2006-2010 5-year Estimates

¹⁴ Source: American Community Survey 2014 5-year Estimates.

Commutation to Work

Most Croton-on-Hudson residents drive to work. Approximately 61% drive alone and 3% carpool. 24% of the population utilizes public transportation. Commuting to work takes 40 minutes on average. As is the case throughout Westchester County, the majority of people who live in Croton-on-Hudson work outside the municipality. According to the U.S. Census Bureau’s Longitudinal Employer-Household Dynamics (LEHD) program, in 2014, 10% of residents worked within the Village. Meanwhile, 50% of residents worked in Westchester County, 28% worked in New York City with the rest working elsewhere in the region.

Table 9: Commuting to Work, 2009 - 2014

	2000	2014	Change
Drove alone	60.6%	61.1%	0.5%
Carpooled	3.9%	3.4%	-0.5%
Public Transportation	27.3%	24.1%	-3.2%
Walked	3.1%	4.5%	1.4%
Bicycle	0.4%	0%	-0.4%
Other means	0.5%	0.8%	0.3%
Worked at home	4.3%	6.1%	1.8%

Source: American Community Survey, 5-year estimates

Table 10: Inflow/Outflow Job Counts

Workers in Croton-on-Hudson			Residents of Croton-on-Hudson		
Live Outside Croton-on-Hudson	1,753	83.5%	Employed Outside Croton-on-Hudson	2,984	89.6%
Live Inside Croton-on-Hudson	346	16.5%	Employed Inside Croton-on-Hudson	346	10.4%
Total Employed Working in Croton-on-Hudson	2,099	100.0%	Total Employed Living in Croton-on-Hudson	3,330	100.0%

Source: OnTheMap, Census Center for Economic Studies LEHD

3.5. Housing Development and Trends

Similar to population and demographic characteristics, current and future housing needs play a role in determining who will be able to live in a community. The data and discussion presented in this chapter suggest several trends that are of importance for Croton-on-Hudson:

- Growth in number of residential units has been relatively flat since 2000.
- Croton-on-Hudson housing is predominantly single-family residences (75%) of which approximately 76% are owner-occupied.

A. Residential Development Patterns

The range of housing types and historic resonance of Croton-on-Hudson's housing stock lends an eclectic sensibility to the Village's residential areas and contribute to the quaint character of the Village.

As seen in Table 3-12, almost three-quarters of Croton-on-Hudson's housing stock was built before 1969, with the majority of the older buildings built before 1939. When the original Croton Comprehensive Plan was written in 1977, most of the residentially-zoned land to the east, west and south of the Upper Village had already been developed. Most of these older residential neighborhoods are in higher-density zoning districts permitting development on lots ranging from 5,000 to 25,000 square feet and contained the largest population concentrations in the Village. As of 1977, only 15% of the Village's population was estimated to live in the northern parts of the Village.

Table 3-12: Year Structure Built

Year Built:	Units	Percentage
2010 or later	0 (18) ¹⁵	0%
2000 to 2009	149	5%
1990 to 1999	182	6%
1980 to 1989	330	11%
1970 to 1979	189	6%
1960 to 1969	360	12%
1950 to 1959	444	15%
1940 to 1949	240	8%
1939 or earlier	1,157	38%
Total:	3,051	100%

Source: American Community Survey, 5-year estimates

¹⁵ The American Community Survey data is an estimate based on sampled data and is subject to sampling variability. While the ACS data shows that no units were built after 2010, data from the Village shows that 18 houses were built or are actively under construction between 2010 and April 2016.

Two of the oldest residential neighborhoods were originally separate communities: Mt. Airy and Harmon. Harmon, initially established in the early 20th century as an enclave for artists and writers, became home to railroad workers and commuters to New York City in the 1920s due to its proximity to the railroad station and railroad yards. A portion of Harmon is known as the “flats” due to the regular street grid and the flat topography, in contrast with the more winding street layout and varying topography of other parts of the Village. Harmon was largely built out by the late 1940s in the post-World War II housing boom.



Fieldstone house on Old Post Road

Mount Airy, which began as a Quaker enclave, was by the early 1900s a summer colony that attracted many Greenwich Village artists and writers. The area continued to attract writers and artists although it is now mostly populated by professionals. To the east of Mount Airy Road is the informally-named Trails section of Croton-on-Hudson, situated roughly between Mount Airy Road and Batten Road northeast of Grand Street. The homes in the area were originally built in the 1920s as summer cottages and bungalows but are now year-round residences, set on small lots in this wooded, hilly section of the Village. A network of narrow, winding roads, with street names such as Sunset Trail, Park Trail and Brook Trail, runs through the area and gives the area its name.



Trails section of Mount Airy neighborhood

Housing Development, 1980 - 2016

As shown in Table 3-12, approximately 22% of the housing units in the Village have been built after 1980. According to the 2014 American Community Survey, new housing starts have been flat since 2010. Actual data from the Village shows that there were 18 housing starts from 2010 to 2016. The low activity is most likely the result of the 2008 recession and its aftermath as well as the scarcity of available buildable lots.

In the past 30 years, new housing has been developed in the northern part of the Village (north of the Upper Village) and along the Hudson waterfront north of Croton Point Park. All of the subdivisions in the northern part of the Village have been single-family homes while along the waterfront the Half Moon Bay condominiums were designed as a cluster subdivision. The subdivisions completed during this time period are described below:

- **Half Moon Bay.** Half Moon Bay is a condominium development along the Hudson River north of Croton Point Park which was completed in five phases of development between the late 1980s and the early 2000s. The development consists of 282 residential units in 20 buildings plus a clubhouse, a common building, two pools and pedestrian trails. A public waterfront esplanade, restricted to Croton-on-Hudson residents, stretches the length of the development along the riverfront. Public parking is available at the gatehouse.
- **River Landing Development.** River Landing development was constructed in the early 1990s, on 70 acres of land between Upper North Highland Avenue and Mount Airy Road. Thirty-two single-family homes were constructed.
- **Arrowcrest Development.** The Arrowcrest Development, situated on land adjacent to the Hudson National Golf Club off Albany Post Road, was subdivided in the mid-1990s to create 35 single-family homes on one- to three-acre lots. The development also includes a conservation easement.
- **West Wind.** West Wind is the most recent subdivision in Croton-on-Hudson. Situated in the northwest portion of the Village, off Scenic Drive West and Albany Post Road, the property was subdivided in the mid-1990s to build 36 single-family homes. The subdivision also includes open space under a conservation easement.
- **Georgia Lane subdivision.** 20 single-family homes constructed in the early 1980s in the northeast portion of the Village, along Georgia Lane off Mount Airy Road.
- **Beekman Avenue/"The Draw".** The Draw section of the Village is considered to be the area between Old Post Road South and Grand Street, Wells Avenue and Riverside Avenue. This area was subdivided in the mid-1980s into 65 parcels, the majority of which were developed for residential purposes.



Half Moon Bay Condominiums



Arrowcrest Development

B. Housing Trends

Detached single-family, owner-occupied homes have been the dominant housing type in Croton-on-Hudson. The 2014 American Community Survey estimated that there were 3,051 housing units, 75% of which are single-family units. Approximately 87% of those units are detached. 5.3% of homes have 2 units and 19% have three or more units. In 2014, the Village’s vacancy rate was 3.8%, which decreased from 4.9% in 2010. By comparison, Westchester’s vacancy rate was 7.4% in 2014.

Croton-on-Hudson has a higher owner-occupancy rate (76%) than Westchester County (61.9%). The owner occupied units in the Village are generally larger than renter occupied units. Over 95% of owner-occupied units have 2 or more bedrooms, compared to 58% for renter-occupied units.

According to the American Community Survey, in 2014, the median value for owner-occupied units was \$496,000, and the median rent was \$1,460. As shown in Table 3-15, the median value of homes in the Village has rebounded in the past 5 years, following a

period of decline corresponding with the 2008-2009 recession. The foreclosure rate is another factor that can impact home values. Croton-on-Hudson’s housing stock is in solid financial condition with a foreclosure rate of 1.9 homes per 10,000, which is lower than the New York Metro value of 2.2 and the national value of 2.7.¹⁶

Table 3-13: Housing Characteristics

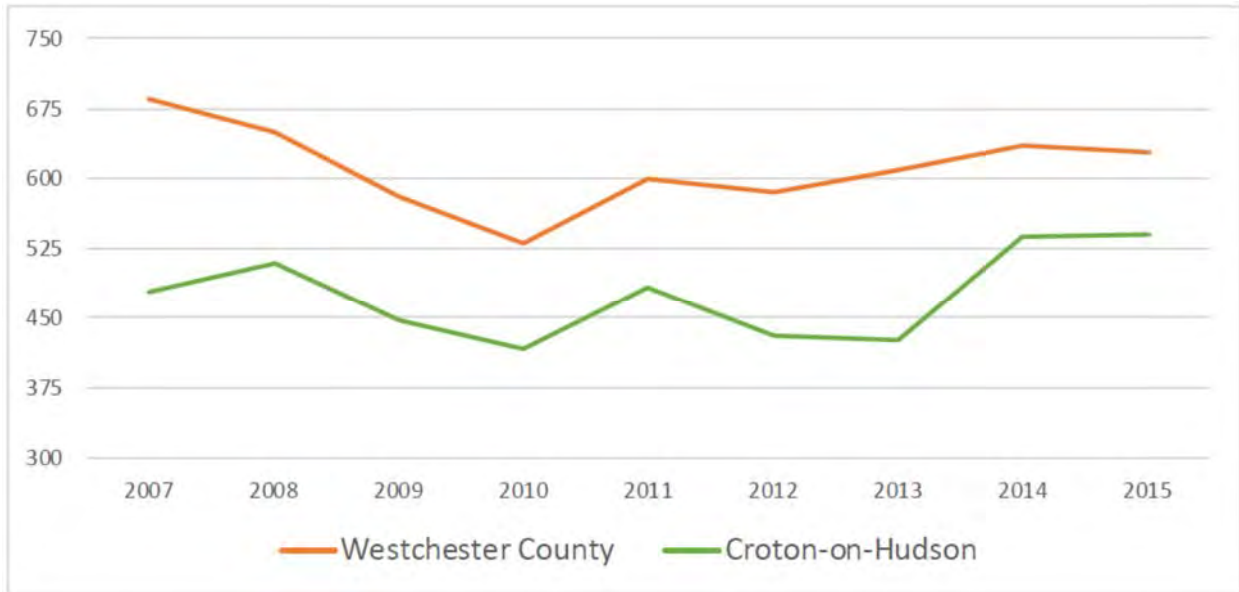
Unit Type	Number	Percent
1-unit, detached	1,992	65.3%
1-unit, attached	286	9.4%
2 units	163	5.3%
3 or 4 units	212	6.9%
5 to 9 units	138	4.5%
10 to 19 units	76	2.5%
20 or more units	155	5.1%
Mobile home	29	1.0%
Boat, RV, van, etc.	0	0.0%
Total housing units	3,051	100%

Source: American Community Survey, 2009-2014 5-year estimates

No bedroom	1%	0%	3%
1 bedroom	12%	4%	39%
2 bedrooms	63%	66%	53%
3 or more bedrooms	24%	30%	5%

Source: American Community Survey, 2009-2014 5-year estimates

¹⁶ Zillow.com, Home Prices and Values. Accessed at <http://www.zillow.com/croton-on-hudson-ny/home-values/>

Table 3-15: Median Home Values

Source: Multiple Listing Service (MLS) accessed by Hudson Gateway Association of Realtors

Recent development in the Village has provided needed additional housing units in the Village. However, with the exception of Half Moon Bay, these developments have provided mainly single-family homes best suited for families. At the same time, the demand for appropriately-sized, affordable housing for aging Croton-on-Hudson residents, young couples without children, and Village personnel is growing. The Village has worked with the Croton Housing Network to provide housing to meet these needs throughout the Village. To date, housing units, both rental units and individually owned homes, have been created on Bank Street, Brook Street, at Mount Airy Woods, the Westwind Subdivision and at the Half Moon Bay condominium development. Maintaining and creating lower cost, smaller-sized single or multi-family dwellings remains a priority in order to maintain the demographic diversity of the Village. Two mixed-use buildings in the Harmon Gateway commercial area are approved and building has begun.

The Village has adopted new provisions for accessory apartments to make it easier for property owners to create them, and to make it easier for owners who have non-approved accessory units to legalize them. The changes expand the potential for accessory apartments by allowing them in all zoning districts where single-family residences are permitted (not just in single-family zones) and by removing the age restriction (see Section 3.4 for additional information). Easing restrictions on accessory apartments will help to provide affordable housing while preserving community character and making efficient use of existing housing. It can also provide extra income or assistance to allow an aging person to stay in their home.

3.6. Transportation and Traffic Circulation

Vehicular circulation in the Village is generally good. However, as noted in the 2003 Comprehensive Plan, several problem areas remain, including the intersections of Croton Point Avenue and Route 9A, with train and commuter-related traffic, and Municipal Place and Maple Street (Route 129). Noise and speeding traffic along Route 9A and Route 129 are frequently cited transportation issues.

Some of the transportation initiatives undertaken by the Village since the 2003 Plan include the following:

- The Village has evaluated a number of alternatives to improve land surrounding the Metro-North train station to better serve future community needs; increase parking supply; improve vehicular, pedestrian, and bicycle access; increase revenue for the village; and improve the overall appearance and image of the train station hub.
- Pedestrian and bicycle access paths were created at the Brook Street Pedestrian Bridge and at the Senasqua Tunnel at Municipal Place.
- Other pedestrian improvements include the extension of the Westchester Riverwalk at the Crossing (Route 9 across the Croton River) and along Senasqua Park and Croton Landing Park.
- Elliott Way Improvement Plan between Senasqua Park and the Croton Yacht Club has been designed and will be constructed in late 2017.

A. Transportation Networks

Highways and Roads

The functional classification of a municipality's roadways helps determine its traffic circulation patterns and the appropriate traffic measures in problem areas. Roads in a municipality are typically classified as arterials, collectors and local roads. A functional classification of Croton-on-Hudson's roadways has been developed for this Plan based on Westchester County road system and a review of the road network in Croton-on-Hudson, as described herein and shown in Figure 3-12: Roadway Classification.

Croton-on-Hudson's roadways are classified as follows:

Limited Access Highways. U.S. Route 9 is the only limited access highway in Croton-on-Hudson. It passes through the Village along its western perimeter, forming a north-south regional travel corridor through Westchester County. Unlike other sections of Westchester County, this area is not served by a major interstate highway such as I-684 or I-287.

Arterials are designed to move traffic within the municipality and between the municipality and surrounding communities, as well as provide access to adjacent properties. Two arterials, both of which are state highways, traverse Croton-on-Hudson:

1. State Route 9A (the original New York Albany Post Road). Route 9A parallels Route 9 at the north end of the Village. At Old Post Road North it becomes North Riverside Avenue and then South Riverside Avenue south of Brook Street.
2. State Route 129 (Maple and Grand Streets). Route 129 runs east-west through the Village, connecting with Routes 9 and 9A at the western end of the Village and running east through Cortlandt and Yorktown.



Intersection of Routes 9A and 129



Brook Street funnels traffic to and from Route 9A

Collectors are roads that act as connecting links in the street system, carrying traffic from local streets to arterials. Intersections between arterials and collectors are often signaled whereas intersections between collectors and local streets are controlled by stop signs. The following roads are classified as collectors:

1. Mount Airy Road
2. Old Post Road North and South
3. Brook Street
4. Terrace Place
5. Grand Street between South Riverside Avenue and Maple Street
6. Batten Road
7. Cleveland Drive between Benedict Boulevard and Jacoby Street
8. Jacoby Street
9. Benedict Boulevard between South Riverside Avenue and Cleveland Drive
10. South Riverside Avenue, south of Croton Point Avenue (County Road 305)
11. Croton Point Avenue



Local roads, Mount Airy neighborhood

Local Streets are roads which provide direct access to the properties along them. All streets in the Village that are not classified as collectors or arterials are local streets. Croton-on-Hudson's local roads vary in width and condition but many are narrow and winding, retaining the character of country roads.

Traffic circulation in the Village is generally good. However, as noted in the 2003 Comprehensive Plan, several problem areas remain: "Residents identified heavy traffic and some delays at two intersections: Croton Point Avenue and Route 9A, with train-related traffic, and Municipal Place/Maple Street. They also noted noise and speeding traffic along Route 9A, which serves as the main street through the North Riverside and Harmon/South Riverside commercial centers, and Route 129, which runs along the eastern boundary of the Upper Village. These commercial centers accommodate pedestrians and local drivers as well as the higher speed through traffic, requiring enforcement of speed limits and the possible implementation of additional traffic calming and pedestrian safety measures."

Rail Access

The Croton-Harmon railroad station at the south end of the Village is a regional rail transportation center, providing local commuter service to New York City via Metro North, and service to points north including Albany, Buffalo, Toronto, Montreal, and Chicago via Amtrak. Over 100 Metro-North trains stop daily at the Croton-Harmon Station en-route to or returning from Midtown Manhattan’s Grand Central Station. The commute between Croton-Harmon and Grand Central ranges from 45 to 70 minutes depending on the time of day and express vs. local trains.



Commuter parking, Croton-Harmon Railroad Station

The Croton-Harmon Railroad Station is the seventh-largest of Metro-North’s stations by ridership. In 2013, 2,665 commuters boarded trains (including transfers) at the station during weekday peak AM commuting hours on route to Grand Central Terminal. Most commuters are from Westchester municipalities (including Croton, Ossining, Cortlandt and Yorktown Heights), although commuters from Putnam, Dutchess and Orange Counties also use the station. Metro-North has redesigned the station interior, with work including new air conditioning, bathroom upgrades, painting and millwork. The project was completed in Fall 2016.

The parking facility at the train station is owned and operated by the Village of Croton-on-Hudson. The Village provides a 2,000-space commuter parking facility at the station, with 1,500 spaces reserved for monthly permit holders and 500 daily spaces. The majority (65%) of parking permit holders live outside of the Village.



Croton-Harmon Metro-North Railroad Station and Harmon Yards (Source: Bing Maps)

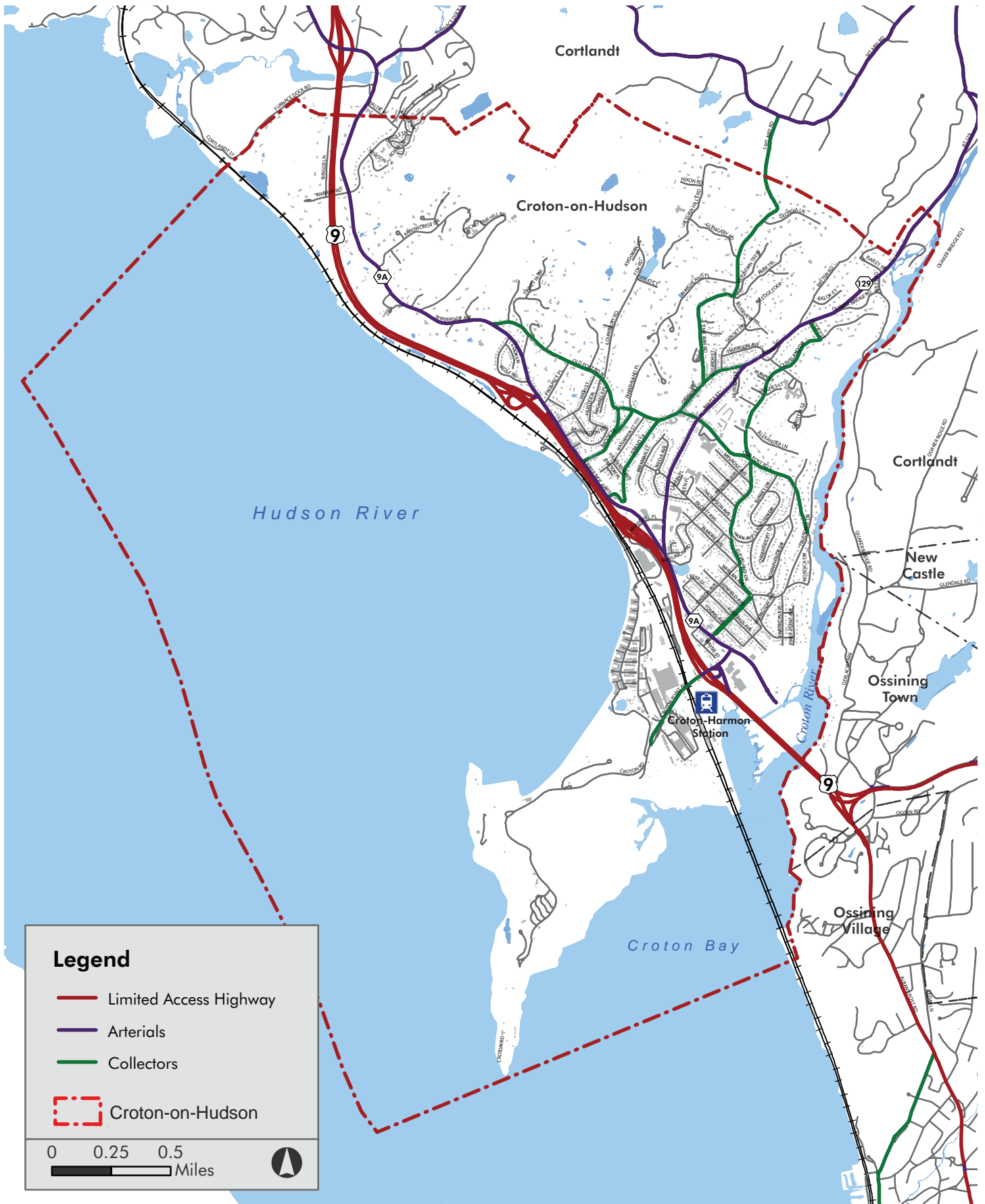


FIGURE 3-12: ROADWAY CLASSIFICATION

Since the prior 2003 Comprehensive Plan, Croton-on-Hudson has evaluated a number of alternatives to improve land surrounding the Metro-North train station to better serve future community needs; increase parking supply; improve vehicular, pedestrian, and bicycle access; increase revenue for the village; and improve the overall appearance and image of the train station hub. The Village has completed the design stage of a project (Croton Point Ave., improvement project) to provide safer accommodations around the parking facility that better balance the needs of all users (vehicular, bicyclists and pedestrians) and provide effective vehicular mobility through the corridor during all periods of the day with appropriate traffic control measures. Measures to achieve this objective include the construction of new sidewalks, re-delineation of the existing roadway to accommodate bike lanes, and installation of three new traffic signals and geometric improvements to key intersections. Partial funding is from a federal Transportation Enhancement grant, Westchester County, and NYSDOT a. The project is scheduled to begin in early 2020.

In 2009, the Village completed a major construction project to alleviate the risk of tidal flooding in 5.3 acres on the parking lot adjacent to Croton Bay. There are approximately 600 parking spaces in this area. Due to past flooding and increased demand for train station parking, the Village conducted a *Parking Garage Feasibility Study* to analyze the potential development of structured parking at Croton-Harmon Station.¹⁷ The study area included the entire parking lot area which has 2,036 spaces on 47 acres. As described in the report, the overall intent of the feasibility study was to evaluate alternatives that would increase parking capacity to meet future demand, free up portions of the lot for other uses, enhance the station environment and commuter experience by improving pedestrian, bicycle, and vehicular safety and traffic flow.

The study found that adequate parking capacity existed at Croton-Harmon Station for the near future and recommended that the Village continue to monitor parking demand. The study developed several designs to create future capacity including the relocation of the DPW garage as an alternative to building a parking structure.

¹⁷ Village of Croton-on-Hudson – Parking Garage Feasibility Study Report, February 17, 2011. Timothy Haahs and Associates, Inc.

Bus Service

The Village is served by Westchester County buses on Route 9A, Croton Point Avenue, Riverside Avenue, Benedict Boulevard, Cleveland Drive, Old Post Road South, and Maple Avenue. These buses provide transportation north through the City of Peekskill to Cortlandt Town Center (the location of a regional shopping center), and south to White Plains, which is a major hub of the bus transportation system for the County.

The Westchester County Bee Line provides the following bus service in the Village:

- Route 14 (Peekskill-Ossining-White Plains) provides local daily service in Croton-on-Hudson stopping at South Riverside Avenue and Croton Point Avenue
- Route 10 (Croton Commuter) provides bus to rail service via Cortlandt Town Center
- Grand Street/Maple to the Croton-Harmon train station, Monday through Friday during peak AM and PM commuting hours
- Route 11 (White Plains-Ossining-Croton) provides service to the Croton-Harmon Station from municipalities south of Croton, Monday through Friday during peak AM and PM commuting hours.

The Bee-Line routes provide access to surrounding municipalities and the train station. However, residents noted in the public outreach for the 2003 Plan the routes are limited for those who depend on public transportation for mobility (see Figure 3-13: Public Transportation Routes).

B. Pedestrian and Bicycle Circulation

Croton-on-Hudson's small town character and natural beauty make walking and bicycling attractive options for travel and recreation within the Village. Walking trips are convenient for traveling short (1/4 to 1/2 mile) distances and both walking and bicycling can serve as viable alternatives to local auto travel.

There are sidewalks within the Village's four commercial centers and in the majority of the residential neighborhoods. However, pedestrian links between residential neighborhoods and commercial centers are somewhat limited, making pedestrian travel between neighborhoods and to commercial areas difficult. In the resident survey and public workshops conducted for the 2003 Plan, many residents cited the condition and lack of sidewalks as a problem within the Village, raising as particular concerns safety and accessibility. Residents also



Sidewalk condition, Upper Village

cited the need to improve the demarcation of crosswalks, especially in commercial areas. The Village has supported a Sidewalk program to encourage property owners to install/improve sidewalks. It has also added new sidewalks where none previously existed on an annual basis.

Along the Hudson River, public access to the waterfront from upland areas is limited to a few locations. Vehicular access is provided at Municipal Place/Half Moon Bay Drive. Public parking is available at Half Moon Bay, Senasqua Park and Croton Landing Park. Croton Point Park is accessed via Croton Point Avenue.

Pedestrian and bicycle access paths across the railroad tracks are provided at the Brook Street Pedestrian Bridge and at the Senasqua Tunnel at Municipal Place. The Brook Street Pedestrian Bridge was constructed by the New York State Department of Transportation (NYS DOT) as part of a project to eliminate the at-grade railroad crossing at Brook Street. The Senasqua Tunnel, which was once utilized for vehicular traffic, was refurbished in 2004 and designated for pedestrian and bicycle use only. Vehicle traffic was diverted to the newly constructed roadway from the Half Moon Bay Bridge running north to the Croton Yacht Club known as Elliott Way.

The sidewalks over the Half Moon Bay Bridge also allow for pedestrian access from the river front trails into the rest of the Village. The Half Moon Bay development provides a public waterfront walkway for Village residents which connects Croton Point Park to Senasqua Park. An easement for the walkway was included in the approval process to ensure continued public access. Public access along the walkway is constrained due to the narrowness of the walk, the number of spaces in the public parking lot, and the use of the area solely for passive recreation, mainly walking.

There is also a bicycle/pedestrian path along the east side of HMB that provides access to and from Croton Point Park to the south and Elliott Way to the north. It was added as part of the approval of the Discovery Cove development of HMB.

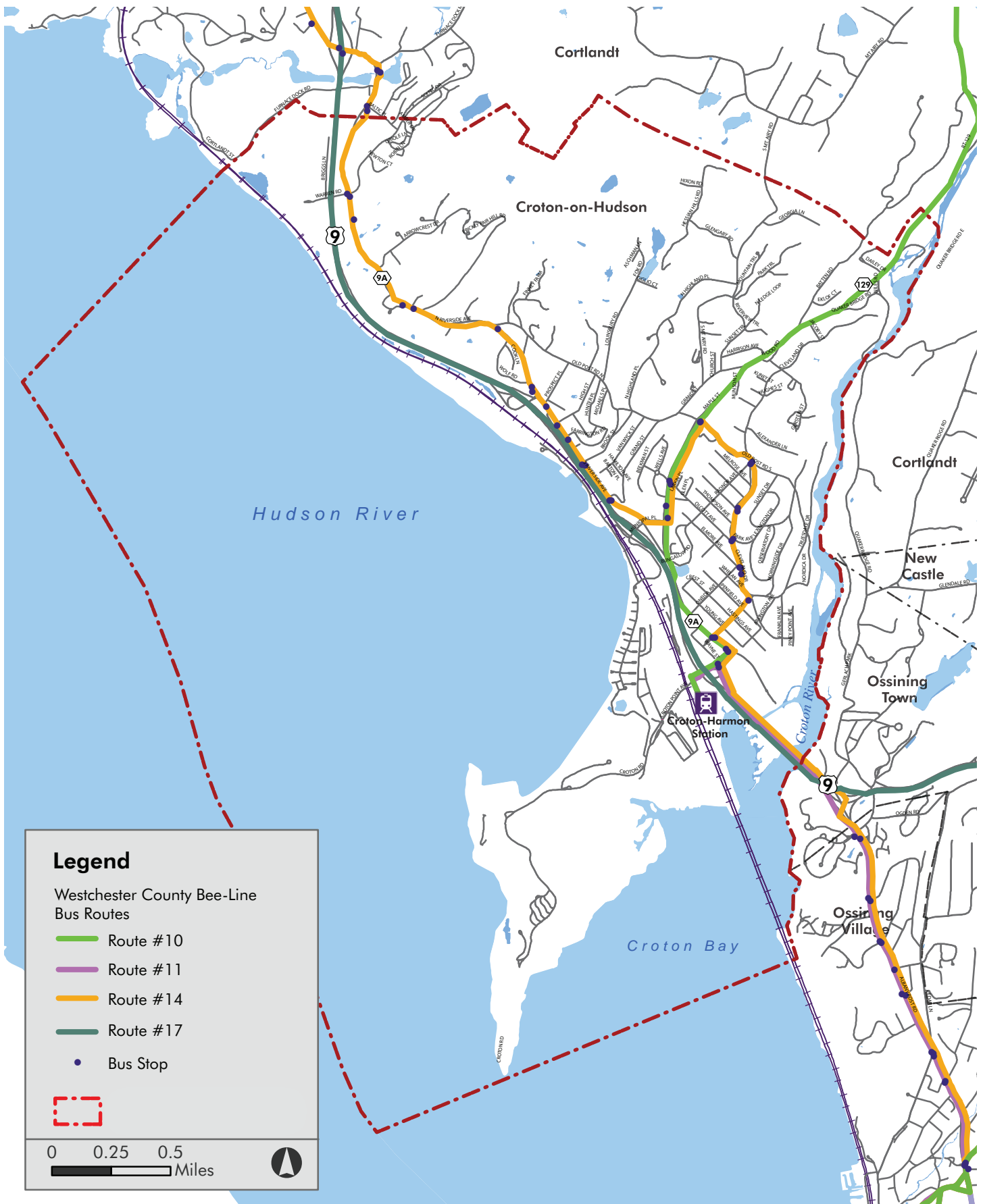


FIGURE 3-13: PUBLIC TRANSPORTATION

C. Croton Trail System

The Croton Trails Committee completed a Village Trailway Master Plan in 1993, establishing and mapping an interconnected Village-wide network of existing and proposed trails that link open space sites, and connect to the Old Croton Aqueduct Trailway that runs through Cortlandt and Ossining. Figure 3-7 shows existing trails, proposed trails, and access areas for vehicles and boats. The trail system encompasses more than thirteen miles of wooded trails plus a variety of trail linkages.

The Crossing is a one-mile paved path that crosses the Croton River, providing a bicycle/pedestrian connection between Croton and Ossining in Croton. It runs parallel to Route 9 between Croton Point Avenue and North Highland Avenue in Ossining. This route is part of the Westchester RiverWalk, a County-planned 51.5-mile pathway paralleling the Hudson River in Westchester. When completed, it will link village centers, historic sites, parks and river access points via a connection of trails, esplanades and boardwalks. In Croton-on-Hudson the Riverwalk trail is continuous from the Croton River and the Village of Ossining to the northern extent of Croton Landing Park. There is a missing link between Croton Landing Park and Oscawana County Park in the Town of Cortlandt to the North. Access to the waterfront along this segment is limited by the Metro-North Railroad tracks which are located at the water's edge.

While most of the Village's Hudson River waterfront area is part of the Westchester County Riverwalk trail system and easily accessible to pedestrians, Village representatives pointed out a small but critical stretch of access along a very narrow section of Elliott Way that is difficult for pedestrians to traverse safely. This critical section is located between Senasqua Park and Croton Landing Park, the Village has approved a plan to improve this 775 foot segment with pedestrian accommodations as well as shoreline stabilization measures.



Senasqua Park



RiverWalk Trail Signage

3.7. Community Services and Utilities

Facilities and services provided by tax and other revenue must meet the needs of Village residents and property owners. Funding comes primarily from the Village budget, though many services are supported by user fees, donations and other means. Volunteers also play a crucial role in delivering services such as firefighting, emergency medical services, and recreation and social programs. This chapter reviews public needs with regard to community services and utilities and makes recommendations regarding the upgrading of facilities and services within the Village.

A. Police

The Croton-on-Hudson Police Station is located in the Stanley H. Kellerhouse Municipal Building, at One Van Wyck Street. The Village's police force consists of 21 full-time officers in two divisions, Patrol and Detective. The staff also includes one full-time parking enforcement officer, several part-time parking enforcement officers, several part-time crossing guards and one full-time dispatcher. The full-time force is supplemented by the volunteer Auxiliary Police, who assist the Police Department with crowd and traffic control at special events.

The Department has a Dive Team and an Emergency Response Team. The officers assigned to these teams have attended specialized schools and train on a monthly basis in addition to their regular duties. Other programs sponsored by the Croton Police Department include DARE (Drug Abuse Resistance Education) and a "Dark House List" - Citizens inform police before they leave their homes for vacations or extended absences in order to alert officers to keep a watchful eye for possible burglars. A Youth Officer is available to handle problems with the youth of the community in a professional, confidential manner, in an office away from the central police area of the building.

At all times, the Police Department has two officers patrolling Croton-on-Hudson by car and one available for dispatching at headquarters. Emergency response time throughout the Village is approximately three minutes. Patrol cars are equipped with automated electronic defibrillators, and full first aid kits and all officers are trained in C.P.R. and first aid.

As the Village includes the busiest Hudson Line Metro North train station, the County's Croton Point Park, and is adjacent to the Croton Dam Park, both the Hudson and Croton Rivers, and New York City's reservoir system, the Croton Police work collaboratively with the MTA Police, Westchester County Police, NYS Police, NYS Department of Environmental Conservation (DEC) and NYC Department of Environmental Protection (DEP) police as well as neighboring municipalities. Due to proximity to these locations, the Croton Police are frequently the first to

be dispatched on mutual aid and first to reach the scene when calls affecting these areas are received.

B. Fire-Fighting

Croton-on-Hudson's Fire Department is an entirely volunteer organization that provides fire suppression, rescue, fire prevention and safety education services to the Village, as well as the Mount Airy and Quaker Bridge Fire Protection Districts in the Town of Cortlandt. Nearly 175 people, all of which volunteer their time between life's other obligations, respond to over 400 calls for help per year. Chemical Engine Company No. 1, Columbian Hook and Ladder Company No. 1, Washington Engine Company No. 2, Harmon Engine Company No. 3 and Croton Fire Patrol No. 1 are the five companies that make up the Croton-on-Hudson Fire Department. The Explorer Post, made up of young adults ages 14-17, provides support services such as gathering and maintaining equipment at fire scenes. The approximate emergency response time to all points in the Village is five minutes. Tasked with protecting nearly seven miles of Hudson River, the entire Croton River, part of the Croton Reservoir, several ponds, lakes and streams - the CFD operates three marine units as well.

The five companies are housed in the following fire-fighting stations, located throughout the Village:

- Harmon Fire House, located at Benedict Boulevard and Wayne Street. The reconstruction of the station was completed in the spring of 2002.
- Grand Street Firehouse, located on Grand Street in the Upper Village. The original building is over 100 years old. Renovations to accommodate a ladder truck were completed in 2002.
- Washington Firehouse, located on North Riverside Avenue at High Street.

C. Emergency Medical Services

Croton-on-Hudson's Emergency Medical Service is a volunteer organization, assisted by paid staffing that provides ambulance service to the Village of Croton-on-Hudson and Mt. Airy and Quaker Bridge Fire Protection Districts, in the Town of Cortlandt. Croton EMS responds to over 700 calls per year.

In 2008 Croton EMS separated from the Croton Fire Department. Croton EMS started with a core of 22 experienced members of the Croton Fire Department. One advantage of separating the EMS to its own department is that the Village of Croton-on-Hudson can now bill for medical services. This helps provide revenue for the village and helps cover the cost of paramedic service.

Croton EMS administration is located at 44 Wayne Street. The Ambulance is located at the Harmon Firehouse, located at 30 Wayne Street. The Village residents in need of medical care can be brought to one of the following four medical centers, depending on the nature of the care needed:

- Northwell Health, in Sleepy Hollow, NY (7 miles)
- New York Presbyterian at Hudson Valley, in Peekskill, NY (6 miles)
- Northern Westchester Medical Center, in Mount Kisco, NY (8 miles)
- Westchester Medical Center in Valhalla, NY (11 miles)

D. Religious Institutions

There are six places of worship in Croton-on-Hudson:

1. St Augustine’s Church (Episcopalian)
2. Temple Israel of North Westchester
3. Our Savior Evangelical Lutheran Church
4. Asbury United Methodist Church
5. Chapel of The Good Shepherd (Roman Catholic)
6. Holy Name of Mary Church (Roman Catholic)

E. Educational Facilities

The Village of Croton-on-Hudson is served by two school districts: the Croton-Harmon Union Free School District and the Hendrick Hudson School District. The Croton-Harmon District encompasses most of Croton-on-Hudson as well as parts of Cortlandt and Yorktown. The northern-most portion of Croton-on-Hudson is served by the Hendrick Hudson School District (see Figure 3-11: School Districts in Croton-on-Hudson).

Croton-Harmon Union Free School District (UFSD)

The Croton-Harmon UFSD covers approximately 95 percent of the land area of the Village of Croton-on-Hudson, as well as portions of the towns of Yorktown and Cortlandt. The District has three schools, all located in Croton-on-Hudson: Carrie E. Tompkins Elementary School, Pierre Van Cortlandt Middle School, and Croton-Harmon High School, over 100 teachers and serves approximately 1,653 students, as of 2016. Approximately 75% of its student body lives in Croton-on-Hudson.

Enrollment in the USFD has increased since the 2003 Plan with a peak enrollment of 1,760

Table 3-16: Enrollment in Hendrick Hudson School District

Public School	Grades	Enrollment		% Change (2000-2016)	Capacity	% of Capacity
		1999-2000	2015-2016			
Buchanan-Verplank Elementary School	K-5	449	305	-32%	552	55%
Frank G. Lindsay Elementary School	K-5	556	426	-23%	648	66%
Furnace Woods Elementary School	K-5	371	244	-34%	480	51%
Blue Mountain Middle School	6-8	673	608	-10%	984	62%
Hendrick Hudson High School	9-12	729	813	12%	900	90%
Total	K-12	2778	2396	-14%	3564	67%

Source: Hendrick-Hudson School District Data as of 4/21/2016

students in 2008. Since that year, enrollment has declined slightly to 1,653 students in 2016. If population trends continue, this decline is expected to result in a slow decrease in the school-aged population. Projected enrollments show that the Croton-Harmon UFSD is expected to decline by approximately 54 students or 3% of the peak year by 2020.¹⁸ A total of 62 students from within the District, or 5 percent of the total, attended non-public schools in 2015-2016.

Hendrick Hudson School District (HHSD)

The northern-most tip of Croton-on-Hudson is served by the Hendrick Hudson School District. The HHSD has almost 2,400 students, from the municipalities of Montrose, Verplank and

Table 3-17: Enrollment in Croton-Harmon UFSD Schools

Public School	Grades	Enrollment		% Change (2000-2016)
		2000	2016	
Carrie E. Tompkins Elementary School	K-5	716	600	-16%
Pierre Van Cortlandt Middle School	6-8	278	531	91%
Croton-Harmon High School	9-12	357	520	45%
Total	K-12	1351	1651	22%

Source: Croton-Harmon UFSD Annual Report 2014-2015

Buchanan as well as parts of the City of Peekskill and Cortlandt Manor. As of the 2015-2016 school

¹⁸ The Empty Classroom Syndrome, Hudson Valley Pattern for Progress. May, 2013.

year, 393 students, or 16% percent of HHSD’s student body, lived in Croton-on-Hudson. A total of 135 students in the HHSD, or 5.5 percent, attend non-public schools.

The HHSD student population is slowly declining after a period of growth in the early 1990s. In 2013 the community approved a \$6.2 million Bond to upgrade the district’s technology infrastructure as well as upgrading facilities, including roofs, doors, sidewalks, driveways, septic fields and other areas in need to repair and maintenance.

F. Cultural Resources and Programs

Historic Resources

The Village has several properties which have been listed on the National and Westchester County registers of historic properties.

Van Cortlandt Manor. A National Historic Landmark, the Van Cortlandt Manor is situated at the southern end of the Village, just east of South Riverside Avenue along the Croton River. The Manor was developed in the 18th century on lands owned by the Van Cortlandt family, a prominent merchant and political family which played a significant role in the development of colonial New York. The Manor buildings include the stone manor house, an 18th-century tavern and a reconstructed tenant dwelling. The Manor once encompassed over 2,400 acres but almost all of this land was sold or divided among family heirs over the years. Today, the Manor is open to the public as a working estate and museum, on five acres of land. It is owned and operated by Historic Hudson Valley, an organization devoted to historic preservation in the Hudson River Valley.

Croton North Railroad Station. The Croton North Station, constructed in the 1890s, is located on the west side of Route 9 south of Brook Street. The Station served as the second Metro-North railroad stop in Croton-on-Hudson until the mid-1900s. The site is listed on the National Register of Historic Places.

126 Old Post Road North. 126 Old Post Road was built in 1905 in the English Cotswald style. The fieldstone house was built from the same stone used in the construction of the Croton Dam. The house is one of a network of structures that were part of the former Wyndhurst Estate and is listed on Westchester County's inventory of historic places.

Baker House, 35 Old Post Road North. The Baker House was constructed in 1927 of the same material used in the Wyndhurst Estate houses. The house, listed on Westchester County's inventory of historic places, is constructed of the same stone used for the Croton Dam.

Bethel Chapel, Old Post Road South. Built in the late 1700s, the chapel was home to Croton-on-Hudson's Methodist congregation until it moved into the Asbury Church in 1883. The adjoining cemetery contains the graves of several Revolutionary War soldiers and Indians. The Chapel is on the National Register of Historic Places.

G. Historic Preservation Programs

Historic River Towns of Westchester (HRTW) is a consortium of 12 municipalities along the east bank of the Hudson River, including Peekskill, Cortlandt, Buchanan, Croton-on-Hudson, Town and

Village of Ossining, Briarcliff Manor, Sleepy Hollow, Tarrytown, Irvington, Dobbs Ferry, Hastings-on-Hudson, and Yonkers, as well as Historic Hudson Valley. These communities participate in joint activities to promote the historic and cultural heritage of the area.

As previously discussed in Section 3.2, HRTW has worked with the Westchester County Planning Department and Hudson River Valley Greenway since 1996 on a variety of initiatives relating to tourism and economic development, including the preparation of a Greenway Compact Plan. In 1998, the Village was awarded a grant and worked in partnership with HRTW to develop a regional signage system for the county's Hudson River communities to create a regional identity and guide tourists to key destinations.

Hudson River Valley National Heritage Area. National Heritage Areas are National Park Service designations involving cohesive and important American landscapes with distinctive scenic, historic, and cultural resources. They involve voluntary partnerships among federal, state and local governments rather than land acquisitions and regulation.

Legislation to establish the Hudson River Valley as a National Heritage area was first introduced by Congressman Maurice Hinchey of Saugerties in 1994. An amended version of the legislation passed in 1996 and was signed by President Clinton in November. At the time, eight other heritage areas were designated.

The legislation defines the Hudson River Valley National Heritage Area as all of Albany, Orange, Rockland, Putnam, Ulster and Westchester counties and parts of Rensselaer, Columbia, Greene and Dutchess. It authorizes \$10 million in implementation funding over a 15-year period, as well as \$5 million in program support. It names the Greenway Council and Greenway Conservancy as the Heritage Area Management Entities for the program.

Under the legislation, the Greenway, working with the National Park Service and the counties and communities in the Hudson Valley, is to develop themes relating to such topics as the Revolutionary War, the Hudson River School of Art, the Industrial Revolution and patterns of rural landscape and agriculture. The themes will be linked together in an overall Heritage Area plan designed to encourage tourism, recreation, preservation of community character and linkages of physical and cultural resources.

American Heritage River. The Hudson has the distinction of being an American Heritage River, one of only ten rivers designated by the President in 1999 as part of a program to help communities restore and revitalize waters and waterfronts. The American Heritage Rivers Initiative integrates the economic, environmental, and historic preservation programs and services of federal agencies to benefit communities engaged in efforts to protect their rivers. A full time contact from a federal agency, called a "River Navigator," helps match community needs

with available resources from existing programs. The Natural Resources Conservation Service has been chosen as the lead agency for the Hudson River.

H. Community and Cultural Resources

The Croton Council on the Arts, a non-profit group founded in 1976, promotes the arts in Croton-on-Hudson and sponsors events featuring local and visiting artists. The CCoA organizes several annual events, including Photographers of Northern Westchester and the “Local Color” Exhibition. The photography exhibit, co-sponsored by the Unitarian Universalist Fellowship in Croton-on-Hudson, features works by professional and amateur photographers from Northern Westchester. The “Local Color” show, held each Spring in Ossining, exhibits art work by CCoA members.

The Hudson Valley Gateway Chamber of Commerce organizes several community events each year in conjunction with the Village Recreation Department, including Summerfest in June and several holiday programs over the course of the year. The Summerfest, held on the first Sunday in June includes a firefighter’s and community parade, followed by a street fair with food, children’s rides and local vendors along the streets of the Upper Village.

Each December, Villagers are invited to participate in the holiday decorating program in December, in which Village residents and businesses “adopt” and decorate the holiday trees that line the Upper Village; in October, residents can decorate Upper Village business windows in the Halloween spirit.

The *Croton Teen Theater* offers a summer theater program for local teens. At the end of the summer, the group performs a musical at the high school. The *Croton Children’s Theater* also meets and performs plays each summer at the Croton-Harmon High School.

Musical groups include the *Croton Chorale*, which performs seasonal religious music, and the Hudson Bells, affiliated with the Asbury Methodist Church.

The *Croton-Harmon School District* offers an Adult Education Group, offering classes ranging from exercise to cooking to wine tasting.

Recreation Programs. The Village’s Parks and Recreation Department offers a range of programs for adults, teens and children, operated on a seasonal basis (Fall, Winter/Spring and Summer) throughout the year. Adult programs include exercise classes, music and art studies. Some classes are reserved for senior citizens. Trips are also organized for senior citizens. Youth programs include sports, dance classes and music instruction. In the summer, the Department hosts entertainment (i.e. movies, concerts) at Vassallo Park and Senasqua Park, the Croton Day Camp (for elementary school-aged children), Tiny Tots camp, and a variety of activities for teens.

The Department also sponsors special events each season such as a Goblin Walk and Spring window painting contests and concerts each year in Senasqua Park.

Village events and seasonal activities are held in schools and parks around the Village. However, in the resident survey and public workshops conducted for the 2003 Plan, an interest was expressed in seeing a Village community center developed that would serve as a central location for events, and provide activities for teens and senior citizens.

Croton Free Library

The Croton Free Library, located at 171 Cleveland Drive, has a collection of 75,000 books, access to 53,000 e-books, 5,000 audio-visual materials and 170 subscriptions to periodicals and newspapers. In addition to these holdings, the library has computer terminals to provide internet access and can be accessed on-line by Village residents. The library also participates in an inter-library loan program through the Westchester Library System.



Croton Free Library, 171 Cleveland Drive

The library organizes and hosts a variety of programs for Village residents from story-telling and music programs for children to theater, staged readings, arts and cooking programs for adults.

Founded in 1938, the library began as a room in the Croton High School and then moved to the second floor of the Municipal Building before moving to its present location in 1965. The library has undergone two expansions since its construction; the first in 1988-89 and the second in 1997, which added a program room. In May 2016, the library installed new carpeting and completed a re-design of the book shelves to allow for more seating space and more shelf space for new books, and redesigned its checkout desk. It also installed an emergency generator to enable it to function as a gathering during Village-wide power outages. Programming and services to the community have also increased over the years.

I. Public Works and Utilities

Water Resources. Although Croton-on-Hudson is situated close to the New York City-owned Croton Aqueduct System and borders the Croton River, it does not tap into the reservoir system for its water. Instead, its water supply comes directly from sand and gravel aquifers pumped from three deep wells under the Croton River Basin, which are located in the northern portion of the Village, just south of the New Croton Dam. According to a 2004 report by Chazen Companies, in non-pumping conditions, the water table of the well fields is, generally, in equilibrium with the elevation of the river. Recharge to the system comes from sources such as precipitation, surface

flow from the Croton River and groundwater flow from upland areas. Well water provides a very pure source of water because it requires only a minimum amount of treatment and avoids the potential problems with pollution run-off that are associated with surface water from the reservoir system. Groundwater pumped from the sand and gravel aquifer is treated with chlorine at the water treatment plant for disinfection purposes. Beginning in 2017 it will also be treated with a polyorthophosphate.

According to the Village’s 2014 Annual Water Report, the water system (Table 3-18) supplies approximately 8,060 people, in residences, business and industries through approximately 2,500 service connections. Most residents receive water from this system; however some residents use private wells.

Table 3-18: Tank Capacity

Tank	Capacity (in gallons)
1. Upper North Highland:	1,250,000
2. North Highland underground:	400,000
3. Hessian Hill Road:	500,000
4. Hudson National Golf Course:	150,000
Total:	2,300,000

Source: Village of Croton-on-Hudson

The Village’s three active wells are located east of Route 129. The wells can produce up to 1.8 to 2 million gallons of water per day. During 2015, the daily average volume of water treated and pumped into the distribution system was slightly less than 1 million gallons per day. The wells and pump equipment were completely rehabilitated in 2015. Water pumped from the wells is stored in a network of four reservoir tanks located throughout the Village: two tanks in the Mount Airy area, one on Hessian Hills Road and the fourth on the Hudson National Golf Course. The four tanks can hold a total of 2.3 million gallons of water. The capacity (by tank) is summarized in Table 3-18.

In 2014, all three wells were refurbished. Work included cleaning the wells, upgrading the pumps and other improvements to meet the regulations related to chlorine contact time. The newly refurbished wells and pumps are expected to operate more efficiently and pump water at a greater capacity than what was previously possible. The Village is also in the process of installing a corrosion control system to reduce the presence of lead and copper in the water supply.

The Village has completed a significant water main relining and replacement project in the areas around the Harmon neighborhood, Wolf and Cook Lanes and other areas. These areas experienced severe brown water problems due to the age of the water mains, some over 100 years old. The Village replaced or added approximately 7,400 feet of new water mains and relined about 26,000 feet of existing water mains for a total of nearly 6 miles of water main improvements. The project also included the installation of more than 50 new or replacement fire hydrants and more than 150 new or replacement water valves.

Drinking Water Quality. The health of the three-mile section of the Croton River between the New Croton Reservoir and the Hudson River is highly influenced by management of the New Croton Reservoir. The Village's Municipal Code establishes protective land use regulations for the watershed affecting well fields.¹⁹ The Village monitors and assesses the water supply periodically to determine the presence of any radioactive, biological, inorganic, volatile organic, or synthetic organic contaminants.

Currently, water levels in the Croton River are regulated as part of the New York City (NYC) Croton Water Supply System, which supplies a portion of New York City's water through reservoirs and tunnels. Although flows in the Croton River can be naturally low due to climate and seasonal conditions, NYC DEP is required to maintain certain baseflow conditions in the river as part of their NYS DEC water withdrawal permit.

The release schedule was originally designed to support seasonal use by anadromous fish species. According to a study conducted by the New York State Water Resources Institute at Cornell University, the schedule can sometimes lead to fluctuations in water temperatures, especially during the summer months when cool water is released for baseflow requirements from the bottom of the reservoir. Some fluctuations are normal for a river, but extreme fluctuations during spill events can cause increased erosion of the stream banks, excessive silting and drastic temperature changes. This severe variation in water temperature impacts the ecological processes downstream including fish and in-stream wildlife habitats. Data documenting ecological impacts of the New Croton Reservoir on the Croton River are sparse. The available data does demonstrate that the Croton River does experience fluctuations that could adversely affect the river's ecosystem. Additional studies are needed to determine how flow changes actually affect wildlife in the Croton River corridor.

A study conducted by the New York State Water Resources Institute, showed that during certain years, and during certain months of those years, the flow rate in the Croton River below the reservoir is only a fraction of what naturally should be observed in a watershed of this size. The extent to which the reduction in flow to the Croton River influences the water located in the aquifer is not completely known. While NYC DEP is required to maintain certain baseflow conditions, the conservation flow may not be sufficient to maintain water levels necessary to recharge and protect the aquifer, support fish and wildlife species as well as public recreation on the river. In addition to temperature fluctuations, a study of mandated base flows is needed to

¹⁹ Village of Croton-on-Hudson NY Water Supply Protection, Code of the Village of Croton-on-Hudson NY. Chapter 223: Water, Article II Water Supply Protection.

ensure New York City's Water Supply needs do not negatively affect the Croton River watershed downstream from the New Croton Dam.

New York City is in the process of reconstructing and upgrading certain parts of the New Croton Dam. The project will reconstruct the low-level outlet works, which provide critical operational and safety functions, including the management of the conservation flow to the Croton River and the capability to lower the reservoir level in the event of a dam safety emergency. These functions are limited by outdated and inoperable equipment. The project began in 2012 and was scheduled to be completed in the fall of 2015.²⁰

Sewer System. The Village is within Westchester County's Ossining Sanitary Sewer District, which serves the central and southern areas of the Village (Figure 3-14). According to the Village Engineer, there is sufficient capacity in the system to serve Village residents. Individual septic systems are primarily located in the North End of the Village.

The Village utilizes a sanitary sewer system in the most densely populated areas of the Village, and septic systems in the less dense areas. Most of the Village's sanitary sewer system was installed during the 1920s and 1930s, connecting already constructed houses to the sewer system. Subdivisions constructed more recently by private developers also have sewer connections, as the Village required private developers to install sanitary sewers. However, houses developed after the 1930s by individual residents in the outlying areas of the Village on single lots were often not connected to the system. These homes are served by private septic systems.

Most of the Village's sewer lines are between 70 and 80 years old and are beginning to show signs of age. Some lines are cracking and need to be re-lined or replaced. There are periodic issues with these lines and the Village has focused efforts on manholes and sewer lines that have problems. The Village has also focused on upgrading sewer pump stations in order to increase the reliability and safety of the stations as well as increasing energy efficiency. The Phase I upgrade to the Nordica Sewage Pump station was completed in 2010 and the phase II improvements are scheduled for the summer of 2017.

²⁰ Source: Letter from Paul D. Smith, NYC DEP to Mayor Leo Wiegman on October 31, 2011.

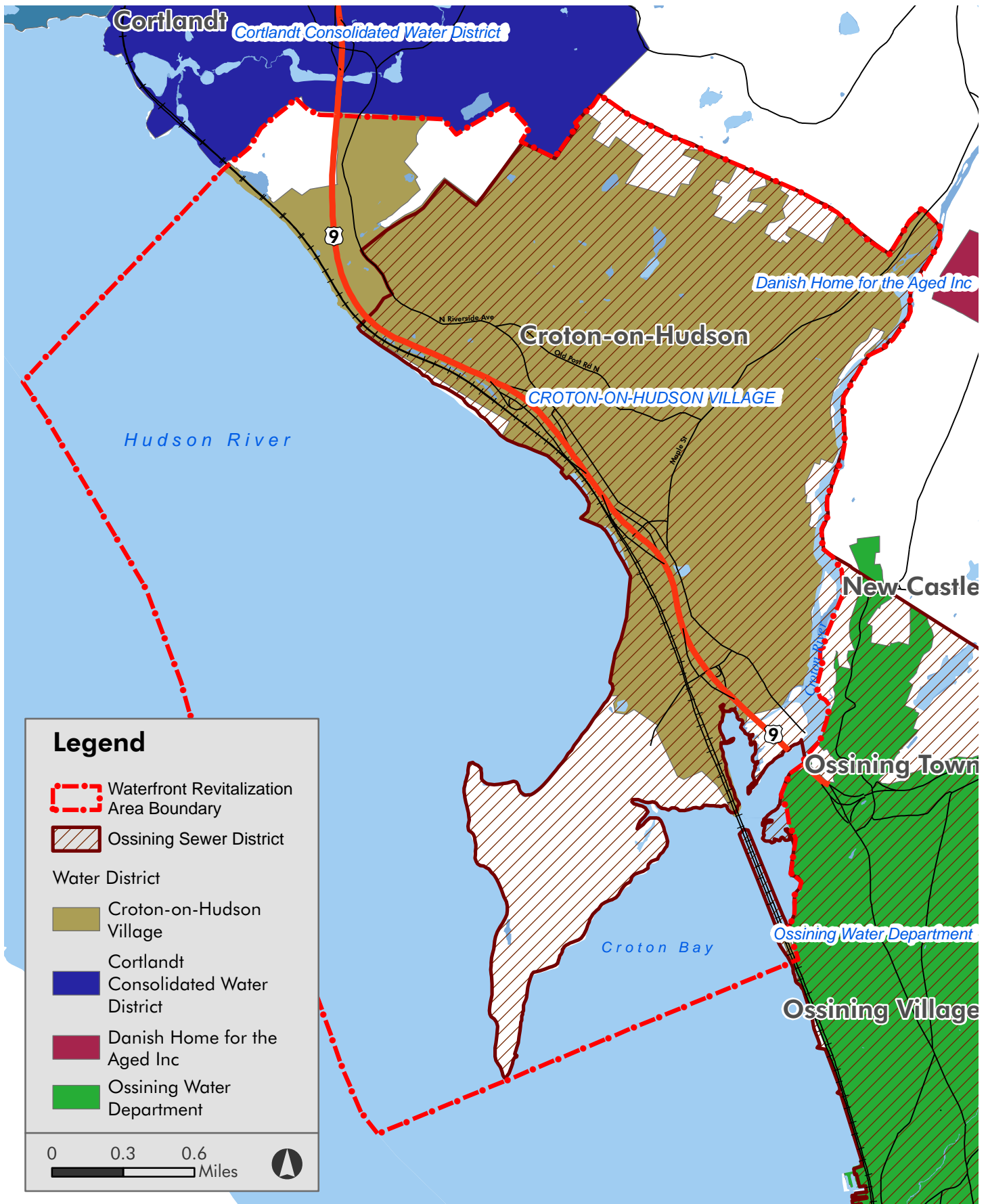


FIGURE 3-14: WATER AND SEWER DISTRICTS

Stormwater Infrastructure. Managing stormwater runoff has been a priority for the Village. Since the 2003 Comprehensive Plan was adopted, the Village has taken steps towards identifying stormwater runoff issues. In 2003, a Village-wide drainage study was performed by Dvirka & Bartilucci Consulting Engineers. The study identified 13 drainage basins and provided a brief analysis of each. Since the study was completed, detailed studies were completed on the Brook Street, High Street, Grand Street and Batten Road basins. Major stormwater infrastructure improvements were completed on the first three basins listed above. A supplemental detailed report completed in 2011 analyzed the Georgia Lane stormwater basin and significant improvements were completed in 2016. Another area of concern is the 170 acre stormwater drainage area that includes the residential area east of Cleveland Drive, the Shoprite shopping center, and the Route 9/9A right-of-way. Untreated stormwater from this drainage area is discharged directly into the Croton Bay, which impacts the water quality and environment of the estuarine ecosystem. The outfall pipes at this location are maintained by the New York State Department of Transportation (NYS DOT).

Electricity. Croton-on-Hudson is supplied with electrical power from [Con Edison's](#) grid. As the Indian Point power facilities are in the process of potential decommissioning, Village representatives should continue to participate in the Town of Cortlandt's task force and Indian Point stakeholder meetings in order to clarify any potential impacts to the Village related to supply, cost, functionality, etc.

3.8. Special Planning Areas: Commercial Centers, Waterfront Areas and Gateways

A. Commercial Centers

Due to its historical development as the separate communities of Mt. Airy and Harmon, and the nature of its transportation systems, Croton-on-Hudson has a patchwork of several distinct commercial retail and office areas: the Upper Village, areas along North Riverside, the Municipal Place shopping centers (including the auto dealership, Post Office area, Croton Commons and Van Wyck II shopping plaza), the Shoprite Shopping center and South Riverside/Harmon shopping area, which developed around the train station stop and the North End commercial gateway at Harmon (see Figure 3-15). North Riverside was located close to the original Croton North train station, and the Upper Village is at the crossroads of Grand Street and Old Post Road.

With the exception of the Upper Village, all of these commercial centers are located along the Route 9/9A corridor. The North End area is the entryway into the Village from the north along both Routes 9 and 9A. North Riverside is linked via Brook Street to the Upper Village. The Municipal Place shopping area is bisected by Maple Street, which runs north to the Upper Village. The South Riverside/Harmon shopping area is located at the approach to the train station from Croton Point Avenue, with access to the nearby Harmon residential area.

The customer base for each of these commercial centers is primarily local, drawing shoppers from within the Village and Northern Ossining, rather than from the Northern Westchester region. Croton-on-Hudson has made an effort to prevent sprawling commercial development and to maintain the local orientation of these districts. However, the general consensus in the Village is that the types of establishments need to be diversified to better meet the needs of residents and encourage local shopping, and that higher quality aesthetic standards will help attract shoppers to these areas.

Croton-on-Hudson's commercial centers play a dual role in the Village, as sources of retail and services for residents and as defining "images" of certain areas of the Village. The retail composition of these centers determines whether local demand for shopping and services is being met; at the same time, the appearance of these centers is key to the image of the Village for residents and to visitors. As such, recommendations for improvements to the centers must take both of these roles into account. The function and character of the four commercial centers are described below. Land uses and zoning in the commercial areas are shown in Figure 3-15 and Figure 3-16 respectively.

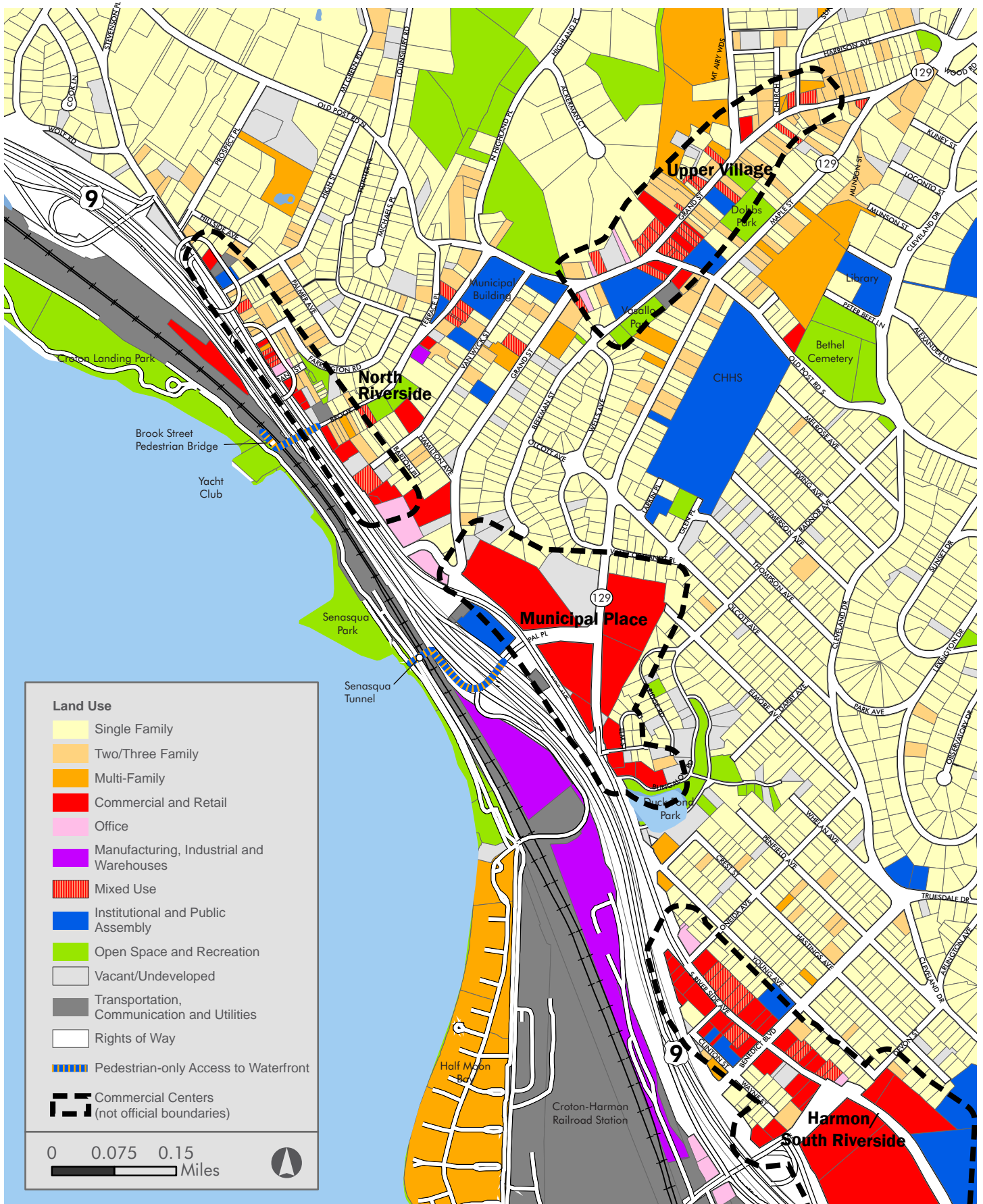


FIGURE 3-15: LAND USE - COMMERCIAL AREAS

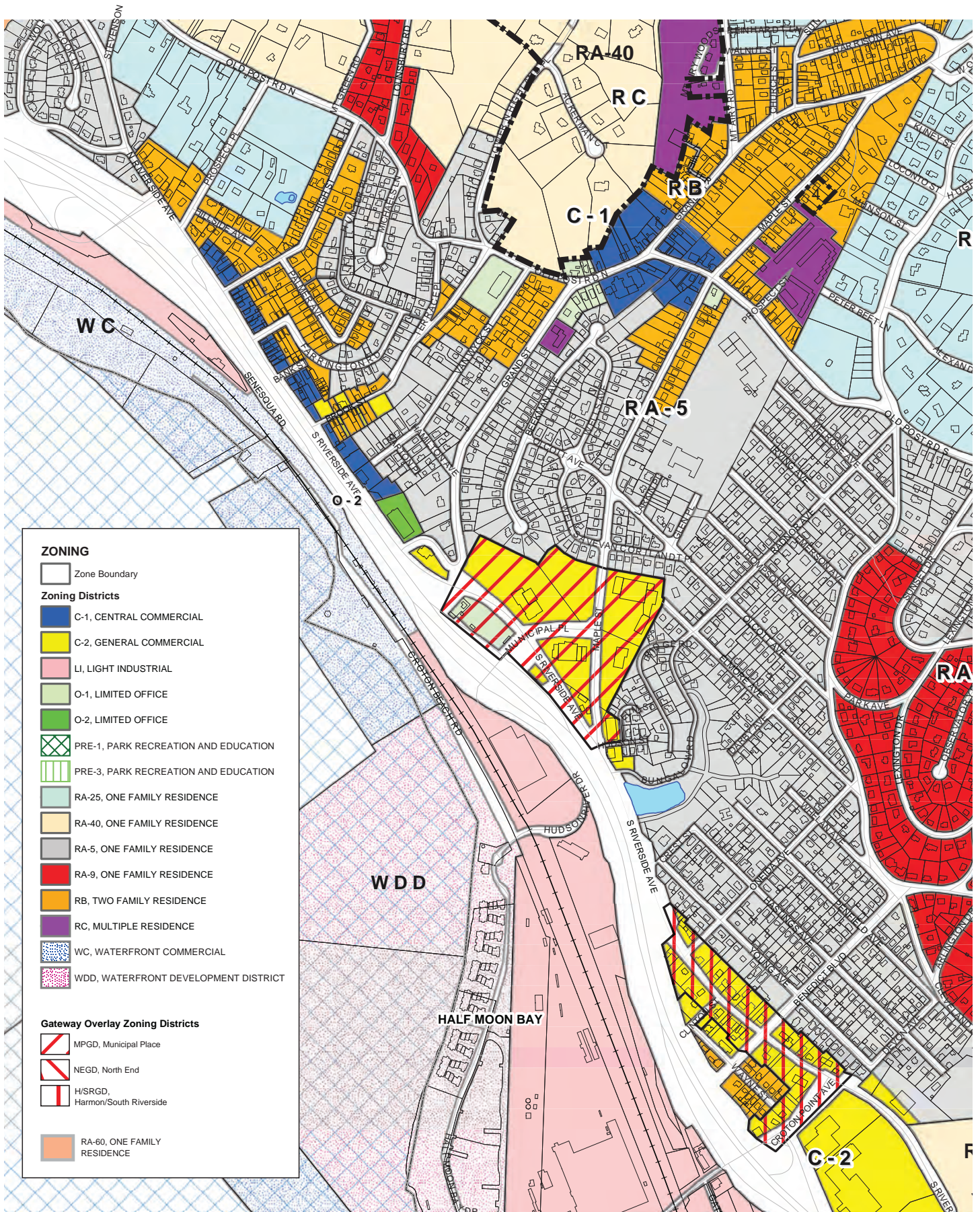


FIGURE 3-16: ZONING - COMMERCIAL AREAS

Upper Village

In the survey conducted for the 2003 Plan, most residents identified the Upper Village as the heart of Croton-on-Hudson. The Upper Village includes frontage along Grand Street, Maple Street and Old Post Road between Van Wyck Street to the west and the intersection of Old Post Road and Maple Streets to the east. In addition to its commercial area, the Upper Village contains two- and multi-family residential areas and small-scale office uses (including the Municipal Building). The mix of uses and building scale contributes to the area's historic sensibility and quaint character.

The Upper Village commercial area is zoned C-1, for central commercial uses, with two small areas zoned O-1, for Limited Office Use. The C-1 zone has a FAR of 2.0, which permits a floor area of twice the total square footage of a given lot and reflects the higher density, compact nature of the Upper Village. The small size of the lots in the Upper Village (approximately 1/8th of an acre) limits the permissible size of buildings to its historic scale, typical of its older structures. Some of the commercial building stock consists of former single-family homes. The buildings range in height from one- to three-story buildings, some with a mix of ground floor commercial and residential on the upper floors. Most buildings have a minimal or shallow setback from the sidewalk creating a sense of connection with the street.

The predominant commercial uses are small-scale convenience retail, restaurants and personal service establishments. Customers arrive both by car and on foot. The Upper Village is viewed as the most pedestrian friendly commercial area in Croton-on-Hudson, with sidewalks with brick-like paving, street lights, and manageable street crossings.

Parking is provided by two municipal lots, plus some private non-residential spaces and on-street parking. Shoppers share parking spaces with Upper Village residents and business owners in the district. The lack of convenient parking for shoppers using the Upper Village stores was raised as a concern during the public workshops for this Plan.



Upper Village, looking east along Grand Street



Mixed-use buildings, Upper Village



Municipal Building, Upper Village

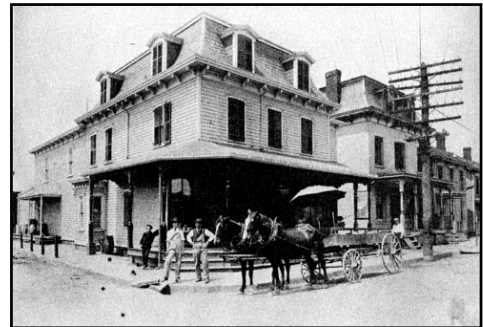
Residents are also drawn to the Upper Village for non-shopping purposes. The Municipal Building, located between the upper ends of Van Wyck and Brook Streets, houses the Village government administrative office as well as the Police Department, and provides space for Village meetings and events. Dobbs Park, situated between Grand and Maple Street, east of Old Post Road, has a recreational playing field and a playground. These public uses, combined with the mix of residential and commercial uses, reinforce the role of the Upper Village as a central location and the symbolic “core” of the Village.

North Riverside

The North Riverside commercial center extends along the east side of North Riverside Avenue/ Route 9A, approximately from Prospect Place to just south of Grand Street. A small O-2 office district interrupts the commercial C-1 area just north of Grand Street. The center is bounded on the east by residential neighborhoods (two-family and RA-5 single family) and on the west by US Route 9.

North Riverside is approximately 8.5 acres and is zoned C1, for general commercial uses with a permitted FAR of 2.0. As with the Upper Village, lot sizes are small and buildings are close together. Many of the commercial buildings are former single-family homes. Some buildings contain mixed uses, with ground floor commercial and residential uses above.

The uses in the North Riverside commercial district are a mix of commercial, residential, office, restaurants and personal service establishments. A medical suite is located in the office district north of Grand Street. The Washington Firehouse is located just north of High Street.



North Riverside and Brook Street, 1900



North Riverside, pedestrian scale and mixed uses north of Bank Street

As with the Upper Village, North Riverside is accessible by foot and car, although parking is limited to on-street spaces. The area has benefited in recent years from the installation of brick sidewalks, pedestrian-scale streetlights and planters. The orientation and setback of buildings improve the area’s “walkability,” especially north of Bank Street, where buildings are set flush with the sidewalk line and front onto North Riverside Avenue, creating a street wall and enhancing accessibility for pedestrians. South of Bank Street, however, the building orientation is mixed, with some buildings fronting on side streets and more varied setbacks. Uses in this section are more varied as well, with a mix of businesses and services, and there are several vacant lots. Consequently, this part of the North Riverside commercial district is less inviting to pedestrians and appears separated from the rest of the district.



North Riverside between Brook and Bank Streets



Van Wyck II shopping plaza, on the east side of Maple Street

The North Riverside area plays an important role as a commercial area and as a link to both the Upper Village and the Hudson waterfront. North Riverside provides pedestrian and vehicular access to the Upper Village via Brook Street and Grand Street. The Hudson River is visible from North Riverside and can be accessed on foot via the Brook Street pedestrian bridge.

Municipal Place Shopping Area

The shopping area located along Municipal Place and Maple Street includes the Croton Commons shopping plaza, the Van Wyck I shopping plaza that contains the Post Office and several stores, and the Van Wyck II stores. The center is bounded to the north, south and east by single-family residential neighborhoods and to the west by Route 9. The southern tip of the shopping area, where South Riverside Avenue and Maple Street intersect, acts as a gateway leading into the Upper Village from Route 9.



Croton Commons shopping plaza, on the west side of Maple Street

Municipal Place’s shopping plazas contain a mix of convenience goods stores and service establishments, including both eat-in and take-out restaurants, pharmacies, nail salons, cleaners and other stores. Most commercial space is occupied, although a former Blockbuster store has

been empty for some time. The center also encompasses several stand-alone buildings: an automobile dealership is located on the northwest side of Municipal Place, a gas station at the intersection of South Riverside Avenue and Maple Street, and the Croton Diner just south of Hudson Street. A vacant, municipally-owned 2.4 acre undeveloped parcel located at 41-51 Maple street is situated adjacent to the automobile dealership.

The complex of shopping plazas along Maple Street are characterized by groups of single-story buildings set back from the street and fronted by surface parking lots. Although there is a pedestrian sidewalk on the east side of Maple Street, the layout encourages automobile use, and the lack of safe and attractive pedestrian connections discourages shoppers from walking from one plaza to another.

The vacant municipally-owned property at 41-51 Maple Street has the potential to become a focal point for this area given its proximity to the post office, restaurants and mix of retail stores.

South Riverside/Harmon Shopping Area

The South Riverside/Harmon commercial center is situated along the east and west sides of South Riverside Avenue south of Oneida Avenue. The center is bounded on the north and east by residential neighborhoods. To the west is Route 9 and to the south is the Van Cortlandt Manor property, a five-acre historic estate and two shopping plazas.



The Harmon commercial area includes a mix of smaller-scale shops along South Riverside and a large (30-acre) shopping area south of Croton Point Avenue that includes the “Shop Rite Shopping Center.” As with the other shopping areas in the Village, Harmon contains a mix of retail and service establishments. Notable in the area is the concentration of auto-related uses. The Shop-Rite store is undergoing a major expansion which will be completed in 2017.

Harmon also has numerous personal service establishments, including hair and nail salons, and professional services such as insurance and travel agencies and medical offices. The “Shop Rite” Shopping Center contains a Shop-Rite supermarket and a mix of service establishments such as salons, cleaners and laundromats, retail establishments, and a health facility related to Phelps Memorial Hospital (Northwell).

The location of the Harmon/South Riverside shopping area enhances its retail potential: it is accessible to pedestrians from surrounding neighborhoods and is a gateway to Croton from the

Croton-Harmon Railroad Station, via Croton Point Avenue. It is also used heavily by Ossining residents to the south.

This area also lacks a strong architectural identity. Building form, façade design and site landscaping vary from one property to another. Utility poles and overhead wires on the east side of South Riverside Avenue dominate the landscape. In addition, many of the sidewalks are lined by unscreened surface parking lots.

In 2013, the Village amended the zoning code to include special regulations for the Harmon business district. The Harmon Rezoning Law (discussed in Section 3.3) permits mixed residential and commercial use in the Harmon Zoning District. The district comprises some three dozen commercial parcels on South Riverside Avenue and Croton Point Avenue in the business area closest to the Croton-Harmon train station and the Route 9 gateway to the village. The zoning changes are intended to incentivize appropriately scaled mixed use development of idle and underutilized properties.

B. Hudson River and Croton River Waterfront Areas

Hudson River Waterfront

The Hudson River, which forms Croton-on-Hudson's western boundary, is one of the defining features of the Village. The River was the impetus for Croton-on-Hudson's earliest settlements and industry, attracting Dutch traders in the 1600s and later supporting several industries, including shipping and brick manufacturing. In 1846, the tracks were laid for the Hudson River railroad line and in the early 1900s, an engine terminal was constructed close to Croton Point. The construction of the railroad reserved a large portion of waterfront property for utility and transportation uses, creating a barrier between the waterfront and the elevated parts of the Village, which were developing for residential and commercial uses. This barrier was reinforced with the construction of north-south US Route 9 in the 1960s and the closing of the Croton North railroad station near the Upper Village.

Today, the railroad continues to have a significant presence adjacent to the waterfront but the other waterfront industries have disappeared. Three parks – Westchester County's Croton Point Park at the southern end of the Village, and the Village's Croton Landing Park and Senasqua Park – draw residents to the waterfront for recreational activities. In addition, several projects have created new residential and recreational uses along the waterfront and reconnected this area with the rest of the Village. These projects include the creation of the Half Moon Bay condominiums, the construction of the Brook Street pedestrian bridge and development of Croton Landing Park after the Village's purchase of the waterfront property in 1996.

Due to the Croton-Harmon Station's location adjacent to a major interchange with Route 9, the area represents a highly visible segment of the community. The station, with its expansive parking and rail yard facilities, is visually prominent on the skyline. It is the first sight to be seen by people entering the Village from the south along Route 9. Light pollution from the light poles at Metro-North's rail yard also directly affect views of the Hudson River and Croton Bay waterfronts in the evening. In addition, the parking facility has minimal landscaping or greenery, and in certain areas, parking directly abuts wetland areas in the Croton Bay.

The Hudson River stretches the length of the Village's western perimeter. Although historically used for mostly industrial and rail-related purposes, the land along the riverfront today is primarily characterized as residential, recreational, and vacant. The major land uses are described as follows:

Croton Point Park, at the south end of the waterfront, is a 504-acre Westchester County park, located on a peninsula that juts out into the Hudson River. Road access is provided by Croton Point Avenue, which connects to Routes 9 and 9A. The park offers a range of amenities including camping, fishing, hiking, picnicking and play areas (see parks and recreation section).

North of Croton Point Park is the *Half Moon Bay* condominium complex, which consists of 282 residential units in 20 buildings, plus a clubhouse, a common building, two pools and tennis courts. The marina has 173 boat slips and can accommodate boats of up to 150 feet long. A public walkway, restricted to Croton-on-Hudson residents, stretches the length of the development along the riverfront. Public parking is available at the gatehouse.

To the north of Half Moon Bay are *Senasqua Park, the Croton Sailing School and the Croton Yacht Club*. Senasqua Park is a 4.5-acre Village-owned park providing on-land recreational facilities, boat storage and mooring slips. The boat marina next to Senasqua Park operates from May to mid-October. Sailing lessons are offered by the Croton Sailing School, a privately-owned business that operates on Village-owned land.

The private Croton Yacht Club, in operation since the 1950s, has leased its 1.5-acre site from the Village since that time. It operates a 120-slip marina for vessels up to 35 feet, with the average boat stored approximately 25 feet in length. The marina also provides storage options for trailer boats and personal watercraft, as well as canoe and kayak storage. The site includes a modular building, a parking area, and several floating docks with slips for boats. The walkway around the Club is open to resident pedestrians for recreation and fishing. The club offers boating and social memberships to residents.

Croton Landing Park. The park offers Hudson River views and a handicapped accessible path along the waterfront. The pedestrian bridge over Route 9 provides access to the park from the bottom of Brook Street on North Riverside Avenue. A boat ramp for small watercraft is located

by the gravel parking lot. Creation of the park extended the Westchester County RiverWalk Trail one mile to the north from Senasqua Park. In addition to the riverfront trail, Croton Landing Park has a grassy area, a playing field, benches, public restroom facilities, parking and the Buchanan-Cortlandt-Croton 9/11 memorial.



1: Croton-on-Hudson 9/11 Remembrance Memorial



2: Croton Landing Park pathway



3: Croton Landing Park small boat launch



4: Small boat launch at Croton Yacht Club



5: Croton Yacht Club



6: View south from pedestrian bridge



7: Senasqua Park



7: Sailing school at Senasqua Park



8: Pedestrian pathway



8: Senasqua Tunnel (pedestrian underpass to Municipal Pl.)



9: Public parking next to Half Moon Bay Marina



9: Pathway to Half Moon Bay Marina and Croton Point Park

FIGURE 3-17: RECREATIONAL USES ALONG HUDSON RIVER

Croton River Waterfront

The Croton River waterfront area encompasses the land that directly relates to the second major waterway in the Village - the Croton River. From its inception just south of the Croton Dam to its confluence with the Hudson River at Croton Bay, the beauty of the River, with its wooded shoreline, fast-moving water and outcroppings of rock, provides unlimited opportunities for enjoyment. Residents living along Truesdale, Morningside and Nordica Drives, bordering the Croton River, benefit from their views of its natural beauty. A number of recreation areas can be found along the Croton River including Silver Lake Park, Paradise Island, Fireman's Island, Black Rock Park, Mayo's Landing and the private historical site Van Cortlandt Manor. The recreational uses along the Croton River are highlighted in the aerial in Figure 3-18.

The Village-owned beach and picnic area known as *Silver Lake* is a very popular swimming area for Village residents, especially in the late spring and early summer months when the Croton River is high and fast running. This swimming and picnic area is close to the main residential areas of the Village, and although at the base of the gorge the terrain is very steep, it is accessible to many residents. There is a trail that follows the edge of the River from Silver Lake to the northeast. Boat access to Silver Lake is precluded by strong water currents and by regulations.

Black Rock Park, located on Quaker Bridge Road along the Croton River, offers access to the River for fishing and picnic space. There is also an enclosed dog park for resident use.

Fireman's Island is located within the Croton River just west of Silver Lake Park. This Village-owned open space area represents the northern limit of the navigable and tidal portion of the river. *Paradise Island* is a County-owned, undeveloped 22-acre island in the Croton River accessed by canoe or kayak and is only available for passive recreation purposes.

The *Echo Canoe Launch*, located adjacent to the Croton Harmon Station Parking Area, provides a launching area primarily for canoes and kayaks and other small boats, as well as fishing and passive recreation. Kayak rentals and lessons are available at the site on a seasonal basis. Recent improvements to the boat launch, and the surrounding Village-owned land have been made to improve accessibility and use.

The Historic Hudson Valley property fronts directly on the Croton River and is the site of the historic Pierre Van Cortlandt manor house dating from the time of Dutch control over the Hudson Valley. Tours are conducted of the house and grounds by Historic Hudson Valley. Picnicking spots are available (with an entrance fee).



FIGURE 3-18: RECREATIONAL USES ALONG CROTON RIVER

Waterfront Access

Recreational uses along the Hudson River and Croton River are shown in Figure 3-17 and Figure 3-18. On the Hudson River, public waterfront access from upland areas is limited to a few locations. Vehicular access is provided at Municipal Place/Half Moon Bay Drive. Public parking is available at the Half Moon Bay Marina parking lot and Senasqua and Croton Landing Parks. Croton Point Park is accessed via Croton Point Avenue.

Pedestrian and bicycle access paths across the railroad tracks are provided at the Brook Street Pedestrian Bridge, the Half Moon Bay Bridge and the Senasqua Tunnel at Municipal Place. The Brook Street Pedestrian Bridge was built by NYSDOT as a result of an existing bridge being structurally damaged by a truck and being demolished. The Village lobbied the NYSDOT for a replacement which was built in the mid 1990s. It was extended to the waterfront at that time to provide pedestrian access to Senasqua Park and the Yacht Club which otherwise did not exist except by car or through the Picture Tunnel. Neither Croton Landing Park nor Elliott way existed at that time.

The Senasqua Tunnel, once used for vehicular traffic, was refurbished in 2004 and designated for pedestrian and bicycle use only. Vehicular traffic is provided along the roadway from the Half Moon Bay Bridge running north to the Croton Yacht Club. This road, known as Elliott Way was constructed in 2005/2006. Sidewalks over the Half Moon Bay Bridge allow for pedestrian access to and from the riverfront and the rest of the Village. The Half Moon Bay complex offers a public resident-only waterfront walkway connecting to Croton Point and Senasqua and Croton Landing Parks. An easement for the walkway was included in the approval process to ensure continued public access; however, access along the walkway is constrained by the narrowness of the walk, the number of spaces in the public parking lot and the use of the area solely for passive recreation, mainly walking. A bike/pedestrian trail is also located behind the Half Moon Bay complex. In addition, there are two Hudson River Valley Greenway-designated water trails in the Village: one at Croton Landing Park (near the boat ramp) and one at the Westchester County Croton Point Park (northern shore).



Brook Street Pedestrian Bridge



Senasqua Tunnel



Croton Yacht Club

Public access to the Hudson River for boating activities is presently available at Senasqua Park and from a small boat ramp in Croton Landing Park which is designated as part of the Hudson River Valley Greenway Watertrail. The Echo Canoe Launch at the southern end of the Croton-Harmon Station parking lot also provides boat access to the Croton River and the Hudson River at low tide. Senasqua Park is available to Village residents for sailing boats, boat storage and picnicking. However, access to the park and parking space for boats, trailers and vehicles is extremely limited. The boat marina adjacent to Senasqua Park operates from May to mid-October. Mooring space is available by permit to residents and non-residents. The Croton Yacht Club, which operates on land leased from the Village (through the year 2034), also provides a marina for boats. The site includes a modular building, a parking area, and several floating docks with slips for boats.

Along the Croton River, public access to the waterfront is found at Silver Lake Park and Black Rock Park, Echo Canoe Boat Launch and Mayo's Landing. Silver Lake and Black Rock have parking facilities for Village residents. Silver Lake allows swimming when a lifeguard is present. Paradise Island, an undeveloped island in the River can only be accessed by canoe or kayak.

C. Gateway Areas

Croton-on-Hudson has a number of roadway connections with adjacent municipalities and the region, each of which functions as a Village "front door." The Village has already established Gateway Districts to upgrade the function and appearance of the areas at three key commercial roadway entrances to the Village. The zoning regulations for these Districts include specialized requirements for upgrading the commercial entrances to the Village.

Figure 3-19 identifies potential locations for gateway treatments as well as wayfinding signage within the Village. Refer to the Goals in this Plan for further information on gateways and signage opportunities.

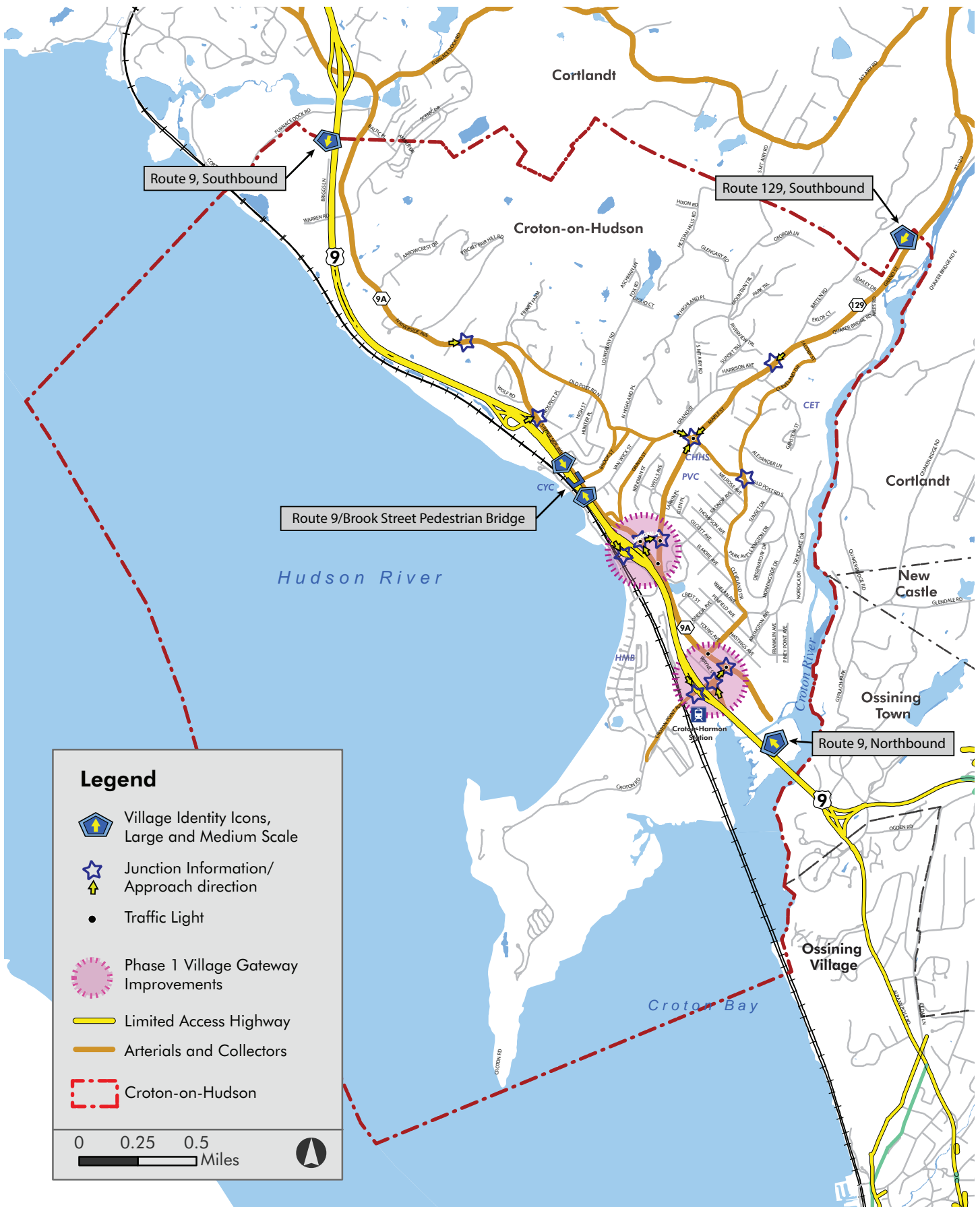


FIGURE 3-19: GATEWAY AREAS

3.9. Summary of Planning Issues

The planning issues below are consistent with those identified for the 2003 Plan. The issues cover a range of topics, including natural resources, housing, transportation and commercial development. Underlying these issues is the common interest in preserving Croton-on-Hudson’s small-town character and natural resources.

Natural Resources, Parks and Open Space	<ul style="list-style-type: none"> • Maintenance and appearance of parks and trails • Preservation of Village’s open space character • Accessibility to parks, especially waterfront
Housing	<ul style="list-style-type: none"> • Provision of affordable and age-appropriate housing • Increasing housing costs • Housing maintenance and code enforcement • Property taxes
Transportation	<ul style="list-style-type: none"> • Speeding along arterials routes (Routes 9A and 129) • Congestion in commercial areas and around train station • Need for sidewalks and crosswalks • Need for increased parking capacity in commercial areas • Truck circulation and loading • Improved bus transportation services for seniors
Commercial Development	<ul style="list-style-type: none"> • Mix and quality of retail and services • Appearance and maintenance of commercial buildings • Improvements to pedestrian access • Encourage additional specialty stores
Community Facilities	<ul style="list-style-type: none"> • Expansion of recreation options • Expansion of recreational facilities for teens and seniors citizens • Absence of arts and cultural center
Village Facilities and Infrastructure	<ul style="list-style-type: none"> • Development of new DPW facility • Infrastructure maintenance and upgrades

Section 4.0: Plan Recommendations

4.1. Comprehensive Plan Goals

This Comprehensive Plan Update has been developed to provide specific and actionable objectives that will carry out the recommendations enacted in the 2003 Plan. Section 4.0 from the 2003 Plan is provided in Appendix A for reference. Related to the overarching goals as identified previously, four specific community-wide goals for immediate action under this Plan include:

Preserve traditional qualities = Attend to the Built Environment

Goal A: Enhance the Village’s visual environment and public areas using design guidelines, improved streetscapes and code enforcement.

Strengthen assets = Enhance Commercial Vitality

Goal B: Upgrade the Village’s pathways for pedestrians and bicyclists, and improve parking and traffic flow.

Goal C: Develop a consistent public signage program to enhance the Village brand and to help make Croton an attractive destination.

Protect resources = Clarify our Village Identity

Goal D: Update and promote the Village identity and brand based upon our history, culture and natural resources.

These four goals are intended to be enacted in the near term, balancing aspirations with available capital resources. The Village Board of Trustees should take lead responsibility for action, supported by the participation of residents and consultants. The following pages outline the recommended steps to assure successful and timely implementation of each goal:

Goal A: Enhance the Village’s visual environment and public areas using design guidelines, improved streetscapes and code enforcement.

Design Guidelines

Village Board of Trustees to authorize the Planning Board to direct the preparation of design guidelines for the Village commercial districts, Village-owned properties, public institutions, and primary public rights-of-way.

- Planning Board to be responsible for implementing design guidelines on future public and private projects.
- Advisory Board for the Visual Environment (VEB) can be asked by Planning Board to advise on the preparation of design guidelines and subsequent updates.
- Design Guidelines development and enactment shall be intended to enhance the Village visual environment, providing for variety in architectural character, as well as consistent quality of materials, storefronts, lighting, signage, etc. Design guidelines shall not be used to create sameness and uniformity in the visual environment.
- New Design Guidelines shall coordinate with the proposed creation of a Village-wide signage program (see goal C).

Commercial Districts

Planning Board, with the advice and recommendation of the VEB, should prepare a summary of current and recommended conditions that distinguish and reinforce the Village Gateway Districts and three Commercial Districts – Upper Village, North Riverside, and South Riverside / Harmon.

- Unique characteristics of these areas should be the basis for further development of location-specific design guidelines.
- Develop a land use plan for the Village-owned Gateway properties near Route 9/9A, Municipal Place and Riverside Drive (i.e. former Katz property and former skateboard park / storage yard.)

Streetscape & Visual Environment

Village Public Works and other departments, with the advice and recommendation of the VEB, should develop an implementation plan and schedule for expanded streetscape improvements – sidewalks and curbs, trees and planting areas, lighting, and overhead utilities clean-up.

- Access to state and federal public capital sources should be explored to reduce potential financial impacts on the Village and residents.

Croton-Harmon MTA Station Parking Lot

The Croton-Harmon Station, with its expansive parking and rail yard facilities, is a highly visible segment of the community and a key first impression for people entering the Village from the south along Route 9. The dominant maintenance and station structures, as well as light pollution from the complex at night, directly affect vistas toward the Hudson River and Croton Bay waterfronts. The presence of the Metro-North railroad and its associated uses are expected to continue in the future. However, the Village owns the parking areas, public works garage and salt shed, with many opportunities for cleanup, beautification, and landscaping.

- The Village should prepare an implementation plan for improved planting areas and additional trees within the Village parking areas (i.e. up to station buildings and railroad right-of-way.)
- The Village should work closely with Metro-North to improve visual conditions on their right of way and to retrofit overhead lighting to reduce glare and overwhelming light pollution.
- Assure adequate functional bike racks at the station.

Enforcement

The Board of Trustees needs to expand the Village departmental focus, resources, and actions on existing code enforcement. Critical to upgrading the quality of our visual environment, key areas for enhanced code enforcement should include commercial building appearance, signage regulations, sidewalks maintenance and expansion, etc.

Public Outreach

Village communication channels and technology should continue to be updated to assure that all community outreach and resident input opportunities are optimized.

Goal B: Upgrade the Village’s pathways for pedestrians and bicyclists, and improve parking and traffic flow.

Walk & Bike:

Village shall continue to update mapping of existing walkways, trails, bikeways and associated greenspace.

- Village Committees (Bike & Pedestrian, Trails, Waterfront, and Recreation Committees) shall coordinate throughout the map update and include recommendations for enhanced safety, routing and expansion (i.e. improved community linkages with waterfronts), continued implementation of the 2006 Bike / Pedestrian Master Plan.)
- Public Works should map current and potential “hot spots” for improved public walkways, crossings, and lighting.
- Village should assure that projects are aligned with state and regional authorities, and coordination of local with regional works is streamlined to the maximum extent possible.

Drive & Park

The Village should continue to improve the roadway network to reduce speeding and enhance safety with recommendations identified in the 2003 Plan. The Village should revisit past studies and update traffic and parking analyses for enhanced vehicular flow and safety, including current and projected internal demand, highway and street through-traffic (i.e. train station customers, etc.), and opportunities for increased parking convenient to the Village commercial areas;

- The analysis should include all Village-owned properties, as well as potential acquisitions, in developing recommendations for improved parking, access and pedestrian / bikeway linkages.
- Develop appropriate measures to reduce speeding at recognized “hot spots” (e.g. Cleveland Drive in the vicinity of the Library and CET, North Riverside commercial district).
- Identify public transportation improvements, if needed (i.e. seniors’ mobility).
- Long term, keep the opportunity for “transit village” type development open on Village lands adjacent to the Croton Harmon rail station.

Signs

Coordinate near-term improvements plan for linkages, circulation and parking with the proposed creation of a Village-wide signage program (see goal C).

Long Term Goals

- Village should complete the Parks Maintenance and Capital Improvements Plan as proposed in the draft Local Waterfront Revitalization Program (LWRP).
- Village should support and advocate development of the 1-mile riverfront trail linkage between Croton Landing and Oscawana Park, potentially utilizing state and county funding.
- Near and long-term recommendations for suitable public use for the 15.6-acre Gouveia site should be advanced.

Goal C: Develop a consistent public signage program to enhance the Village brand and to help make Croton an attractive destination.

Signage Strategy and Plan

Advisory Board on the Visual Environment can be asked by Planning Board to advise on code update and the preparation of a Village-wide signage program, coordinated with other Village Committees and directed by the Planning Board.

- Signage program should be developed and implemented to strengthen and promote commercial core areas, cultural activities and Village assets (nature, heritage, landmarks, etc.).
- Program shall consist of a tiered wayfinding strategy to include high-speed Village identifiers (i.e. on Rte. 9/9A), gateways (i.e. Municipal Place & Rte. 9), directional (i.e. Old Post Rd & Maple Ave/129), and informational signage (i.e. Silver Lake Park).
- An inventory of existing local signage, good and bad, plus aspirational signage examples will be prepared to assist in development of the signage program.
- Village Engineer to provide mapping of public lands and rights-of-way to enhance signage program implementation across State, Village and private lands.
- Village Manager's office should investigate resources and provide guidance and connections for potential public funding of signage program.

Village Gateways

Signage Plan shall include signature Village entry signage monuments, landscaping, and coordinated service organizations signage for the primary Village Gateways: Croton Point Avenue & Route 9, Municipal Place & Route 9, Route 9 at northern Village boundary and also at Route 129 at the eastern Village boundary. Gateways should be considered highest priority and first installation steps for new signage plan.

- Gateway signage and related improvements shall be coordinated with the design guidelines pertinent to the area in consideration.
- While not a commercial Gateway district, signage for the Village entry on Route 129 southbound should be treated with equal importance from a signage perspective.
- Landscaping and lighting should be utilized to improve aesthetics.
- Wherever possible and practical, investigate the use of local solar power for gateway signage illumination.

Code update

Board of Trustees, in consultation with the VEB, shall enact an update to the signage section of the Village zoning ordinance in response to existing conditions to be improved, specific installations proposed in the new signage program, and future-looking Village visual quality objectives as developed in the Design Guidelines project (see Goal A).

- Village management shall ensure sufficient resources (staffing, funding, etc.) to assure proper signage compliance enforcement.

Goal D: Update and promote the Village identity and brand based upon our history, culture and natural resources.

Our Story

Village should continue to assure updates and comprehensive coverage in the history of Croton-on-Hudson.

- Village Historian should be supported in ensuring curated factual and anecdotal information, graphics and archival system...a “living” Village history.
- People, traditions, industries and timelines should be assembled to illustrate the story of Croton’s development over the past 400 years.
- Unique local geography, topography, and places of interest should be inventoried
- Regional context and history, association with other villages, local folklore, etc. to be verified and included.

Communications

Village communications channels should continue to be updated to assure that all community sharing/input opportunities are optimized.

- Assure adequate Internet and mobile device coverage throughout the Village
- Coordinate key locations and back stories within Signage Program

Natural Environment

Natural resources in the Village, such as parks and open spaces should be preserved and maintained.

- Support the protection and restoration of degraded and vulnerable natural areas such as the steep slopes along the Croton River, wetland areas at Croton Bay, and management of invasive species (e.g. phragmites, hydrilla, etc.)
- Encourage the use of native plant materials where appropriate.
- Develop a plan to keep the Village’s existing parks and trails in good maintenance for the long-term.
- Continue to work in conjunction with neighboring municipalities to support the protection of shared natural resources.

Long Term Considerations:

- Continue Village development and implementation of best practices in energy management and conservation.
- Community Center: In support of historic and cultural findings, Village should refresh efforts in the acquisition or development of a home for a community center to support activities, arts and gatherings, as well as history and cultural archives and display.
- Assure foundations for ongoing availability of affordable housing in the Village for residents of all ages.

4.2. Implementation of Recommendations

A. Adoption of the Village Comprehensive Plan

With the adoption of the Plan, Croton-on-Hudson can begin to implement the wide range of Plan recommendations using multiple approaches, including changes to land use controls and zoning, recommended capital improvements, continuing planning efforts (including targeted studies of areas and conditions identified in the Plan), cooperation with other government agencies, special gateway district recommendations, private development where appropriate, and architectural review boards. Many of the Plan's recommendations are preliminary, since they recommend further study before a final recommendation can be pursued.

B. Municipal Compliance with the SEQR Process

By state regulation, in order for a comprehensive plan to become local public policy and a legal document, SEQR (State Environmental Quality Review) must be complied with as a part of the plan's implementation. The Village Board of Trustees served as lead agency for purposes of reviewing the plan under SEQR. They authorized the preparation of an Environmental Assessment Form, and based on their review of that document, issued a negative declaration (i.e. there were no significant adverse impacts of the plan's recommendations). The negative declaration states that the impacts of the Comprehensive Plan are beneficial to the social, economic, and physical environment of the village and that a generic environmental impact statement would not be warranted.

C. Continuing Planning Efforts and Recommended Capital Improvements

The 2003 and 2016 Plans identified a number of studies to be undertaken to continue to refine the recommendations of the Plan, including pedestrian/traffic safety, a pedestrian linkage study, the potential extension of the sewer system, existing housing conditions and need for affordable housing, and recreational facilities. The findings of these studies would provide the basis for specific capital improvements relating to Plan objectives.

D. Zoning

One of the most effective means of implementing a plan’s objectives is through zoning. Following the adoption of the Plan, the Village will review the existing zoning code for consistency with Plan goals and recommendations, and consider rezoning certain areas of the Village to reflect these, as appropriate.

E. Public Improvements

The plan recommends a series of public improvements, including the evaluation of suitable public uses for Gouveia Park and also signage improvements for the “gateways” to the Village.

F. Visual Conditions

The development of architectural guidelines for Village and commercial properties, and for new construction and major alterations in residential areas, will help implement the Plan’s recommendations for achieving a consistent and attractive streetscapes and neighborhoods. This would also be implemented by the development of general streetscape design recommendations for specific neighborhoods.

G. Involvement with Other Initiatives

The Village is also the subject of other initiatives, programs, and plans which are referenced in the Comprehensive Plan. These include the Local Waterfront Revitalization Plan (LWRP), the Westchester County Greenway Compact Plan, and the Indian Brook-Croton Gorge Watershed Conservation Action Plan. These initiatives are consistent with the overall goals of the Plan, and thus the Village’s continuing involvement with these programs and plans would help to implement many of the recommendations of the Plan. The Village Board of Trustees has made a determination and finding of consistency with the LWRP. This means that the Comprehensive Plan’s policies and recommendations are “consistent to the maximum extent practicable” with the LWRP.



APPENDIX A:

Chapter 4.0 (Recommendations)

from Village of Croton-on-Hudson Comprehensive Plan, 2003

4.0 PLAN RECOMMENDATIONS

The following recommendations draw on the results of the public workshops, resident survey and research conducted over the course of the comprehensive planning process. Throughout the public participation program, a common theme was identified among Croton-on-Hudson residents: that of an overall sense of comfort and satisfaction with the Village as it is today. Although many issues were raised and specific suggestions for improvements made by residents, the vision for Croton-on-Hudson shared by most residents emphasizes the following basic goals: ***preserving Croton-on-Hudson's traditional qualities, strengthening its assets, and protecting its resources.***

Many of these issues and goals expressed by Croton-on-Hudson residents are similar to those identified in the 1977 Master Plan for the Village. That Plan recognized that, "the essential character of Croton-on-Hudson is a community of individual house-owners, residing in single-family dwellings on separate lots." It stated that "this essential character should be preserved, with a modest increase in the number of town houses, attached dwellings and small apartments." It also deemed it "desirable that the Village have an identifiable 'core' and that this core contain relatively greater density of commercial and residential use, with such density gradually diminishing as the distance from the center increases." It also stated that "It is the conclusion of the Planning Board that the Village ought not to attempt to function as a regional, or quasi-regional focus for shopping, attracting shoppers from outlying towns or villages."

With one or two notable exceptions, the Village has generally adhered to those aspects of the original Master Plan's vision of the last quarter century and this updated Comprehensive Plan strongly endorses them. To continue to preserve those goals, this Plan makes specific recommendations for improving the Village's existing commercial amenities, residential areas and natural resources. The Plan also strongly recommends that the Village discourage any further large-scale residential developments and that, in the future, no rezoning should occur which would permit commercial development outside of those areas currently zoned for commercial development (with the possible exception of the eastern section of Grand Street, as indicated on page 83). Both recommendations are vital to preserving the Village's character, particularly as development pressure in northern Westchester has intensified.

4.1 Defining Goals, Objectives, And Issues Through Public Participation

One of Croton-on-Hudson's defining characteristics is the strong involvement of its residents in the life of the Village. The soliciting of public opinion throughout the comprehensive planning process was a critical feature in the development of the Plan. The research and public participation tasks of the first twelve months of the Croton-on-Hudson comprehensive planning process (including review of past plans, interviews, three public workshops, and analysis of residential survey results) provided the basis for the articulation of vision and overall goals for the Village's planning process.

a. Public Workshops

The first workshop on August 15, 2000, helped delineate a number of issues to be addressed in the Plan under the following topics:

- Environment, Open Space, Trails
- Transportation
- Residential Areas and Design
- Commercial and Office Areas
- Community Facilities and Services
- Visual and Historic Character
- Waterfront

The second workshop, held in January 2001, focused on the Village's commercial areas, developing specific recommendations for each area. The third workshop, held on March 8, 2001, followed up some of the concerns expressed in the surveys and the earlier workshops, and focused on housing, transportation (particularly traffic concerns), and parks and recreation. These open workshops for discussion on issues generated a useful profile of issues, strengths and weakness, objectives and initial recommendations on Plan topics.

b. Residential Survey

In addition to public workshops, a Village-wide survey of public opinion was undertaken. A survey questionnaire was mailed to all Croton-on-Hudson residential households in August 2000. The primary objectives of the survey were to gain the community's perspective on all aspects of the physical development and character of the village, opinions on the issues and problems that needed to be addressed by the comprehensive plan, and how to rank them as priorities for the plan. The 25% response rate was very high (typically such surveys average closer to a 15% response

rate, based on BFJ's experience with comprehensive plan surveys). The survey findings can serve as a reasonable (if not perfect) estimate of what the entire population of Croton-on-Hudson thinks about the following range of topics relevant to the Village's character and future development:

- Commercial areas and retail amenities
- Public facilities
- Recreational facilities
- Environmental issues
- Village objectives and spending priorities
- Strengths and weaknesses of Croton-on-Hudson

These survey responses provide an overall guide to residents' viewpoints and the local issues receiving the most attention. As a general indicator of public opinion, the survey can help further refine the issues and content of the Comprehensive Plan. The thoroughness of public involvement enabled Croton-on-Hudson residents to voice their concerns and ideas for community goals, and to advocate recommendations at critical points in the planning process.

4.2 Village Wide Recommendations

Although numerous issues, viewpoints, and objectives were presented over the course of the planning process, the vision for the Plan shared by most participants to date emphasizes the following basic goals: **preserving traditional qualities, strengthening assets, protecting resources**. To realize these goals, the Plan emphasizes Croton-on-Hudson's unique features as key elements to be protected, maintained, and enhanced to the greatest extent possible: the waterfronts; greenery, open space and trails; low key, small-town quality; historic qualities and character; transportation and pedestrian access; economic diversity and tax base. The following village wide recommendations incorporate the key issues and opportunities to be addressed in the Plan:

- 1. Protect natural resources, maintain/improve parks, preserve natural character.** These goals were generally viewed as paramount, since the natural environment was described as one of the defining features of Croton-on-Hudson, fundamental to the local quality of life. Other general recommendations include improving access to open space resources, with better signage, improved trails and links between these resources and the rest of the Village, and establishing a tree trail map.
- 2. Expand public recreation uses of the Hudson River waterfront park areas,** and improve access to the waterfront.

Although the acquisition of the Seprieo property has significantly expanded public waterfront parkland, access by auto and for pedestrians remains very limited.

3. ***Maintain economic diversity.*** Part of the Village's unique character stems from the economic diversity of its residents. The Village should employ a balanced approach is made in selecting future spending programs, so that residents are not "priced out" of the Village through resulting tax increases.
4. ***Preserve the historic character of Croton-on-Hudson.*** The history and small town character of Croton-on-Hudson was viewed as central to its distinctive charm. Building upon Croton-on-Hudson's historic assets and character throughout the Village is a central objective, to be realized through historic preservation efforts including the sensitive renovation of older structures, and the creation of architectural review standards and preservation ordinances in commercial zones where appropriate. As part of the effort to improve the overall appearance of the Village, the Village should maintain and renovate its municipal structures, such as the Municipal Building and firehouses, in a way that is consistent with the design standards developed for commercial buildings.
5. ***Improvements to signage throughout Village.*** The existing signage regulations help protect the aesthetic qualities of the Village. This Plan recommends strict enforcement of these regulations after giving commercial owners sufficient time to comply with the requirements of the law. As an additional step, the Village should design and place informational and directional signs in strategic locations, such as the Gateway areas, to direct residents and visitors to shopping areas and points of interest.
6. ***Improve the visual quality of Croton-on-Hudson,*** particularly in commercial districts and in the Upper Village as a means to create identifiable gateways and promote business attraction, as well as preserve the historic character and scale of the Village. Efforts should be made to reduce or eliminate "visual clutter" such as inappropriate, unnecessary or duplicated signs, overhead utility wires, and building designs that are not compatible with the character of the Village. The Village should also undertake the development and implementation of design guidelines for municipal and commercial buildings and consider, as a long-term option, the burying of utility wires in commercial areas, as discussed in Section 4.3.

7. ***Establish architectural review standards.*** As part of the effort to improve visual and built quality in Village, the Village should establish specific architectural standards to encourage good qualities of exterior building design and appearance, to relate such design and appearance to the site and surroundings of such structures, to permit originality and resourcefulness in building design and appearance which are appropriate to the site and surroundings, and to prevent such design and appearance as are unnecessarily offensive to visual sensibilities. The Planning Board should be given the powers of an Architectural Review Board to avoid redundancy in the application process. This power of architectural review should encompass all non-residential properties and also include new residential construction and major alterations in residentially-zoned districts.
8. ***Enhance the function of the Upper Village area, generally recognized as the "heart" of the Village.*** Although not the only commercial area, the Upper Village remains the historic and administrative center of the Village. Small-scale specialty retail and office development is suggested as a means to enhance the tax base, and provide greater diversity of shopping options.
9. ***Improve commercial areas.*** Croton-on-Hudson should not develop regional or semi-regional shopping centers, or attract more chain stores. However, there is a need for new stores in existing commercial areas meeting neighborhood shopping needs was identified, as was providing more retail diversity. Meeting these goals should co-exist with the character of the Upper Village shopping area (which might focus on certain types of specialty shops such as arts related activities). Increasing the variety and quality of retail shopping is viewed as an important step to keep local shoppers and spending within the Village.
10. ***Creation of additional appropriately-scaled office space,*** especially space serving small businesses currently located at home, is viewed as important to sustaining such business activity within Croton-on-Hudson, and also to enhancing the tax base.
11. ***Enhance the pedestrian connections within the Village,*** via additions to the trail system and new and/or improved sidewalks, and better crosswalks. Such pedestrian links are seen as ways to sustain Croton-on-Hudson's small town character and "walkability," as well as address pedestrian safety. Pedestrian improvements within certain shopping

areas were also recommended. Many cited the importance of linking different commercial areas to each other via more sidewalks, as well as creating better pedestrian connections between shopping areas, residential neighborhoods, schools, libraries, and parks and waterfronts. Of particular concern is safety for children near schools and libraries. Consistent with the goal of improving pedestrian connections to commercial centers and open space areas, the Village should identify parcels that serve as links to these areas and explore the possibility of securing pedestrian access along these parcels, either through easements or purchase of the property. Possible connections include a path between Beekman Avenue and Municipal Place, and a link along Newton Street (currently a paper street) from the library to Maple Street.

12. ***Improve traffic flow and parking.*** The absence of adequate parking in some areas is seen as a serious constraint, and traffic congestion is cited frequently as a problem, particularly in commercial areas. One element to be addressed in this regard concerns the use of on-street parking spaces for the storage of vehicles. The Village should ensure that commercial vehicles, or vehicles undergoing repair, are parked on the premises of businesses. Addressing these issues is seen as important both for the success of retail and other businesses, and for pedestrian safety.
13. ***Upgrade older utilities,*** especially sewer systems, as needed. The Village should review the possibility of extending the sewer system into certain areas with septic systems. In addition, the Village should evaluate drainage, flooding, and stormwater run-off conditions in priority areas of the Village and consider a plan to address these conditions based on the new EPA stormwater regulations on nonpoint source pollution.
14. ***Update of Village Zoning Code and Map.*** After adoption of the Comprehensive Plan, the Village should examine the current Zoning Code for consistency with the Comprehensive Plan and implement updates where necessary. As part of this update, Croton-on-Hudson should explore rezoning certain areas of the Village to better reflect community goals. These areas include Croton Point Park (a county park) and Hudson National Golf Course, two major open space areas which are both zoned RA-40, as well as a parcel adjacent to Half Moon Bay that should be a part of the Waterfront Development District (WDD). For the golf course property, the Village should review the option of

upzoning the property to create larger-scale lots that take into consideration the topography and slopes of the site. The Village and County authorities should also explore the option of rezoning the Croton Point Park parcel as a Parks, Recreation and Education (PRE) district to reflect its use as a public recreation area. The Village should also consider rezoning the property owned by the railroad to limit or control future alternative development on the property. In addition, the Village should explore upzoning the permitted lot size in residential sections of the Village where there are numerous lots that are significantly larger than the minimum permitted lot size. Upzoning residential districts will help retain the development pattern and density of the neighborhoods; further study will be required to define the suitable lot size for these areas. A new official zoning map should also be created that reflects zoning changes made since the 1992 Map was adopted. The Village should also consider creatively encouraging property owners, over time, to conform to the zoning code. For example, this could be accomplished through the possible long-term amortization of certain uses.

15. ***Improve visual quality at the railroad station.*** The Village should consider landscaping and pedestrian improvements. Attention should be paid to reduction of excessive signs and visual clutter.
16. ***Energy conservation awareness.*** The Village should be cognizant of energy conservation strategies in considering plans for the future.

The following sections summarize the Plan Recommendations for five key elements of the Village: commercial districts, natural resources, transportation, residential areas, and community facilities and services.

4.3 Commercial Districts

A number of the underlying goals for the Plan, noted in Section 1.4, focus on the need to improve the quality, function, and appearance of the following major commercial retail and office districts in the Village, so that residents can be better served:

- Upper Village
- Municipal Place/Croton Commons
- North Riverside
- Harmon/South Riverside
- North End Office District

The specific planning strategies for these areas focus on business attraction, pedestrian access, retail mix, and visual quality. This Plan also recommends, as a broad goal for the entire Village, that no new rezonings occur that would permit commercial development outside of those areas currently zoned for commercial development, with the possible exception of the eastern section of Grand Street, currently zoned RB, where some of the properties are presently utilized for commercial purposes. A business consultant, retained to study this area, should make this possible rezoning one of its focus points. However, any study of this rezoning possibility should take into account the commercial interactions between the various commercial sections of the Village and the effects of this rezoning on other areas of the Village. If rezoning to commercial is done in the future, the scale and massing of the existing structures should be maintained. Specifically, the assembling of the multiple parcels which would enable large-scale retail development should be prohibited.

a. Gateway Districts

In addition to the general planning strategies, this section also addresses the commercial “gateway districts” to be established for several Croton-on-Hudson commercial areas. Gateways mark a sense of arrival, and connection to a community, and establish an image for the community. The defining characteristics of Gateway Districts in the Village include:

- Vehicular entry points into Croton-on-Hudson from Routes 9/9A
- Commercial uses oriented toward automobile traffic
- Guidelines and concepts for new development when and if opportunities arise

Based on these criteria, three existing commercial areas have been designated as Gateway Districts for Croton-on-Hudson. These are shown in Figure 4.1:

- ***Harmon/South Riverside***, running along Croton Point Avenue between Route 9 and South Riverside Avenue, and along South Riverside Avenue between Croton Point Avenue and Benedict Boulevard. The area is an important 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 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. 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 of Village along Albany Post Road (9A)***, consisting of the eight lots between Routes 9 and 9A, the Village boundary and Warren Road. This area marks the entrance to the Village from the north along Routes 9 and 9A.

The primary purposes of designating these as gateway areas are: upgrading the image and function of commercial areas, defining the entry into the Village, strengthening the overall visual identity of the Village, and improving linkages to adjacent residential neighborhoods.

The site plan designs for the Gateway Districts are included in this Plan as Figures 4.3, 4.4 and 4.5. Any future development in an overlay district could follow the plan guidelines. The zoning code would reference the site plan guidelines as provided in the Comprehensive Plan.

Descriptions of the gateway overlay recommendations are discussed in context with the overall planning recommendations for all of the Village commercial areas on the following pages.

b. Upper Village

Most residents recognize the Upper Village as the “heart” of Croton-on-Hudson, and support the need to strengthen its identity and function as a local retail and community center. Historically the Upper Village has served as an important mixed-use area, with “over the store” apartments, single-family homes and local retail stores. The Upper Village has also more recently experienced an increase in the number of professional office uses, such as doctors’ offices and real estate businesses. However, the physical

constraints of its small-scale buildings and the existing infrastructure have severely limited its ability to attract traditional retail uses. This suggests that the Upper Village should focus on an alternative strategy that encourages small-scale retail uses such as specialty stores, cafes, personal services and other uses that relate to the scale and character of the area's architecture and pedestrian ambiance. Revitalization of retail in the Upper Village should be the starting point for a business consultant retained to study this area, as recommended in Section 4.2. These uses would build on the existing modest base of specialty stores such as Wondrous Things, the Book Hut, the Cornelia Cotton Gallery, as well as the mix of cafes and small-scale restaurants that are clustered in the Upper Village area.



Overhead utilities in Upper Village mar the image despite other streetscape improvements.

Achieving this goal will require a commitment from the Village and from business owners to upgrade the appearance of the area in order to create a special and unique sense of place that reflects Croton-on-Hudson's history and character. The Village should retain a consultant to develop a specific plan to strengthen the identity, quality and commercial mix of the Upper Village. This plan should include proposals for:

- ***Placement of Utilities Underground***

Despite the Village's recent streetscape improvements, the overhead utility lines remain a dominant visual feature in the streetscape of this Upper Village. Pedestrian-scale streetlights are dwarfed by nearby utility poles and equipment. Engineering studies and an examination of potential funding sources should be undertaken to review the feasibility of placing utilities below grade. These studies, and any resulting improvements, could be a forerunner to a broader program of utility replacement along Route 9A.

- ***Extending Streetscape Improvements***

The existing streetscape improvements, including brick treatments for sidewalks and ornamental street lighting, are concentrated along Old Post Road South, between Maple Street and Grand Street. These improvements should be extended further west along Grand Street, past the Holy Name of Mary Church, and further east as far as Mount Airy Road, to connect with restaurants, the firehouse and other amenities (see Figure 4.2).

- ***Improving Quality of Façade Design, Store Window Display***

Businesses should be encouraged to upgrade facades and improve the quality of window displays in order to create a consistent and attractive image for the Upper Village area. The recently enacted signage ordinance should be vigorously enforced after giving merchants sufficient time to understand and comply with the ordinance.



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Figure 4.2. Upper Village Proposals

- Buildings
- Existing Trees
- Existing Sidewalk Improvements
- Cross Walks
- Proposed Expansion of Streetscape Improvements

- ***Improving Parking and Reducing Traffic Congestion***

Although the Upper Village shopping area has municipal parking lots and on-street parking, there is still a perceived shortage of parking spaces for shoppers. The Village should work in cooperation with business owners and merchants in the area to assess the extent of parking demand and develop solutions that will accommodate shoppers and provide business owners with needed employee parking. One possible solution is to designate specific merchant parking locations outside of the immediate Upper Village area to make more spaces available to shoppers. The Village should also consider creative acquisition of appropriate properties on both Maple and Grand (east of Dobbs Park) to create a one-way street that would provide circulation around the Upper Village. The road should be wide enough to provide parking on one side. The Village should also study parking opportunities in the middle area between Dobbs Park and Grand Street.

Traffic congestion on the roads through the Upper Village is also a deterrent to potential shoppers. Traffic is heaviest during rush hours, particularly during peak morning rush hours, when commuters travel to the train station and highways and store owners receive their deliveries. The Village should work with merchants in the Upper Village to coordinate merchandise deliveries to avoid conflicting with the heaviest traffic times.

- c. ***Municipal Place Shopping Area***

The Municipal Place shopping area is viewed by many residents as the major commercial hub of the Village, due to its central location within Croton-on-Hudson and the range of stores and services available, including the Village Post Office.

The Village has recently proposed designating this area as a "Gateway District" given its high visibility and convenient access to Route 9. However, the area's role as a potential "center" for the village as a whole has remained largely unfulfilled, due in part to the fragmented nature of the various plazas and adjoining commercial sites which lack a coordinated pedestrian network and/or consistent streetscape treatment.

The vacant Katz Property located on the north side of Municipal Place, adjacent to Maple Street, presents an important opportunity to create a focal point for the area. It may also be possible to upgrade other sites within this area due to vacancies and possible relocation of businesses. In particular, an opportunity exists in the shopping plaza across from the Katz property to alter the commercial-retail mix. The Grand Union supermarket located there closed in early 2001. The space is slated to be filled by the CVS pharmacy that currently occupies space in another part of the

shopping plaza, with the result that the CVS space will become available for additional retail use.

The following site improvements to the Municipal Place shopping area are recommended:

- ***Katz Property***

Significant upgrading of this gateway area could create an opportunity to develop needed community facilities, and the Village could consider purchase of this 2.4 acre site. Developing a portion of the site as a community center, possibly coupled with office use, would help establish this area as a mixed-use center. In addition, the development of a landscaped park would result in a conveniently located meeting place for Village residents. Figure 4.3 shows one possible layout for the site, incorporating community facilities and office uses, parking, and a landscaped park. To the extent necessary, this property should be rezoned to promote these recommended uses.

Figure 4.4 shows a possible site layout for this property and includes the following features:

- A mixed-use building on Maple Street that could include professional office as well as community facility space
- A park and meeting area oriented to the Municipal Place-Maple Street intersection
- Convenient pedestrian access to both the proposed building and park, and connecting via a crosswalk to the stores on the east side of Maple Street
- A landscaped parking area set back from Maple Street with buffer planting to isolate it from nearby housing.

- ***Create a Pedestrian Network***

The current layout of the Municipal Place shopping area discourages pedestrian access and instead requires shoppers to drive from one plaza area to another. A network of pedestrian routes should be established that provides safe and attractive links between the various shopping plazas and other commercial sites as well as other major destination points such as schools, the library, and recreation areas. These routes should link directly to store entrances and include landscaping, signage and seating areas that encourage pedestrian activity, as shown in Figure 4.3. As a first step in this program, the Village has already approved the construction of a sidewalk along the south side of Municipal Place, linked to new sidewalks along the east side of Riverside Avenue.



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Figure 4.3. Municipal Place Concept

- Existing Buildings
 - Potential New Building
- Landscaped Plaza
 - Pedestrian Routes



- ***Adapt Municipal Place Facility for Recreational Use***

The Municipal Place facility (recently used as a leaf composting area by Village residents) is located on the west side of South Riverside Avenue across from the automobile dealership. This area should be developed in a manner consistent with Gateway guidelines.

- ***Prepare Long Term Redevelopment Guidelines***

In the longer term, redevelopment opportunities may occur which could help establish Municipal Place as a more pedestrian oriented road with new buildings creating a more traditional “street wall,” thereby screening parking lots to the rear (see drawing below). The Village should monitor potential redevelopment in this area and take advantage of opportunities that arise to re-orient this area from an automobile-based layout to one that better reflects Croton-on-Hudson’s historic development and character.



Figure 4.4. Possible long-term redevelopment strategy for Municipal Place shopping area

As illustrated above, the Municipal Place center would reflect the more traditional layout of buildings, open space and roads that occurs in older commercial areas such as the Upper Village. Lining Municipal Place with buildings and landscaped sidewalks would also establish an attractive entry road leading from Route 9 to Maple Street and the Upper Village area.

d. North Riverside

The importance of North Riverside as a local commercial center has been recognized in recent years by the installation of new sidewalks and lighting that have helped to emphasize the area's historic character. The proximity of the Brook Street pedestrian overpass and the nearby Senasqua Park, and a future waterfront park at the Village parcel, will allow the North Riverside district to play an increasingly important role as a link between the Upper Village and the Hudson River waterfront. New development or improvement should emphasize the area's proximity to the waterfront, and relate to the pedestrian scale of the existing streetscape and architecture without obscuring the views to the river from uphill locations. The Village should also consider acquiring and developing the land at the junction of Brook Street and North Riverside for development as a pocket park and off-street parking area, to improve pedestrian and car access to the shopping area and enhance links to the Upper Village.

Future streetscape improvements should expand on the sidewalk, lighting and signage improvements already undertaken by the Village. A planted buffer between Riverside Avenue and NYS Route 9 is recommended. New informational signs and landscaping should be considered for the pedestrian approaches to the Brook Street overpass leading to Senasqua Park and the rest of the waterfront. Guidelines encouraging a more consistent quality in building façade design and signage should be developed and implemented by the Village. Future infill and renovation efforts should respond to guidelines that emphasize a marine-oriented theme, such as the use of clapboard and selection of streetscape furniture and other features that would give this area a distinctive character reflecting its close relationship to the river.

e. South Riverside/Harmon

The South Riverside/Harmon area acts as an important image-defining gateway to the Village due to its strategic location on Route 9A and its accessibility to the railroad station, Route 9 and Croton Point. A key section of this area is proposed as a "Gateway District" subject to special zoning district overlay regulations related to signage, landscape and other design requirements. This gateway district encompasses the lots fronting the north side of Croton Point Avenue east of Route 9, and properties on either side of South Riverside Avenue north of Croton Point Avenue to Benedict Boulevard.



Streetscape improvements on North Riverside



Improvements to North Riverside have included attractive, pedestrian-scale lampposts and brick pavers along the sidewalk

The Plan recommendations for this area focus on improvements along South Riverside (Route 9A), given its role as a major access route into the Village. Route 9A's high visibility has led to the development of several service facilities as well as a mix of retail outlets. As a result, much of the street frontage is dominated by parking areas, driveways and service areas that are often unscreened from the roadway. The following improvements should be undertaken by the Village for this area:

- ***Streetscape Improvements***

A well-designed streetscape program should be initiated as a priority action for South Riverside to encourage pedestrian use and improve the image of this gateway district. Recommended streetscape improvements are listed below and shown in Figure 4.5.

- Additional landscaping including street trees and new planting and screening adjacent to parking and service areas.
- Sidewalk improvements should include paving treatments consistent with the sidewalk design incorporated in other Village commercial areas. The Village should explore the feasibility of installing sidewalks along the west side of South Riverside Avenue, south of Croton Point Avenue, to improve the pedestrian accessibility of this portion of Harmon/South Riverside. The Village should also consider installing crosswalks at the intersection of Croton Point Avenue and South Riverside Avenue (as indicated on Figure 4.5) to improve walkability.
- Reducing the number and scale of curb cuts where feasible in order to maintain stronger pedestrian path continuity.
- Encouraging the use of distinctive and attractive commercial signage.

In the longer term, the Village should undertake a study to determine the feasibility of placing the overhead utility lines that extend along Route 9A underground. This action would result in a dramatic improvement in the visual quality of the corridor, as illustrated in Figure 4.5.

- ***Improve Pedestrian and Bicycle Links***

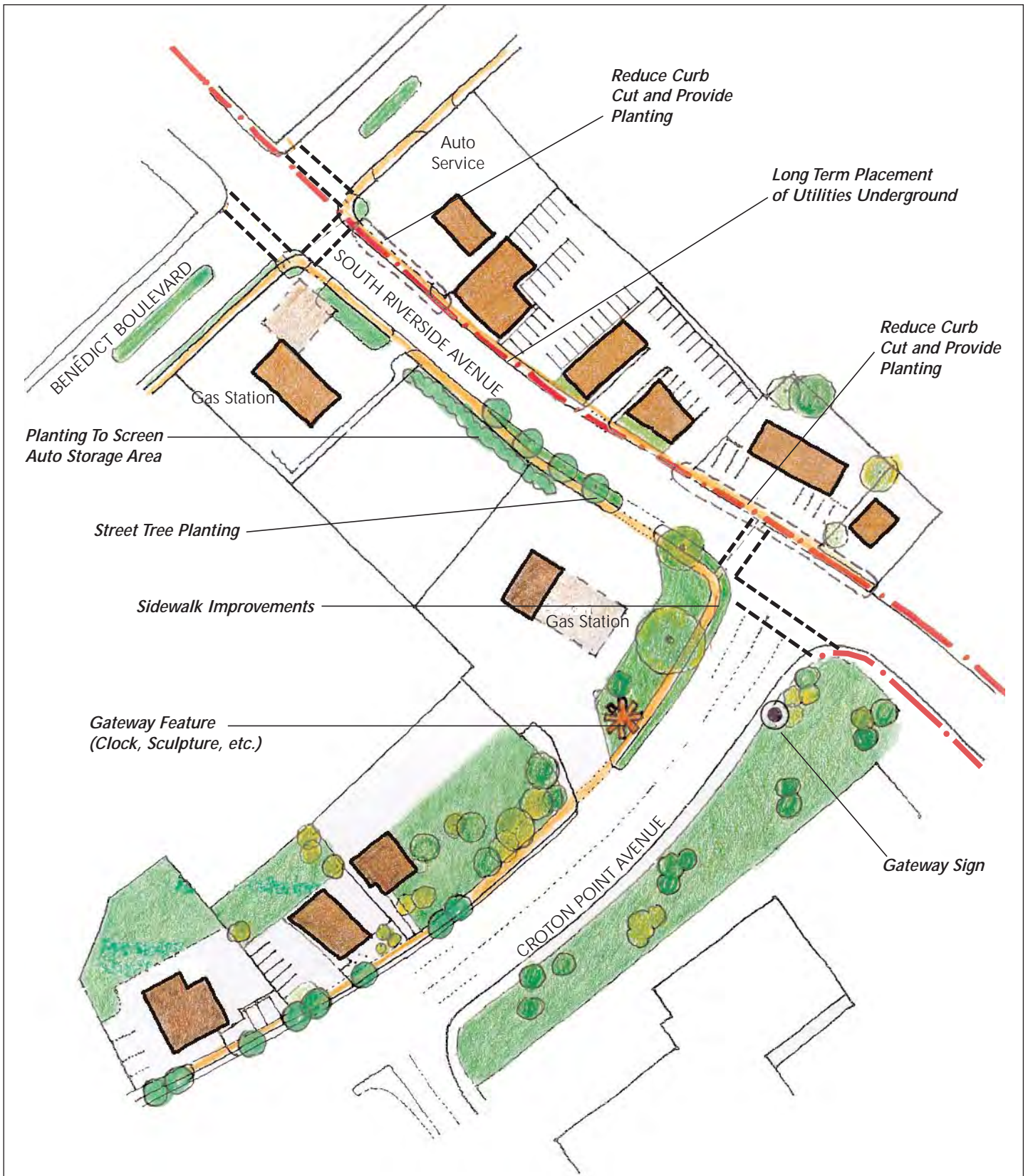
Many residents of the Harmon neighborhood have noted the need for improved pedestrian and bike routes between the South Riverside/Harmon commercial district and nearby residential areas. The Village should also examine the feasibility of establishing a clearly identified bike route on both sides of Croton Point Avenue, including connections to the railroad station and to the shopping area south of Croton Point Avenue.



Overhead utility wires mar the streetscape along South Riverside Avenue.



Burying overhead utility wires and requiring landscaped buffers along parking lots would create a more attractive, pedestrian-friendly streetscape along South Riverside.



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Figure 4.5. South Riverside / Harmon Gateway Proposals



- ***Reinforce Gateway Identity***

The area's role as a major gateway should be reinforced through additional signage and other streetscape features. Consideration should be given to the placement of attractive gateway signage at the junction of Croton Point Avenue and Route 9A, and the addition of a distinctive feature within the landscaped area adjacent to the Exxon Gas Station to give prominence to the pedestrian link leading to the railroad station.

f. North End Office District

The office zone at the north end of Croton-on-Hudson is limited to the west side of Route 9A and is only partially developed. Additional office use should be encouraged given the good access provided by Route 9A and the attractive, wooded nature of this section of the Village.

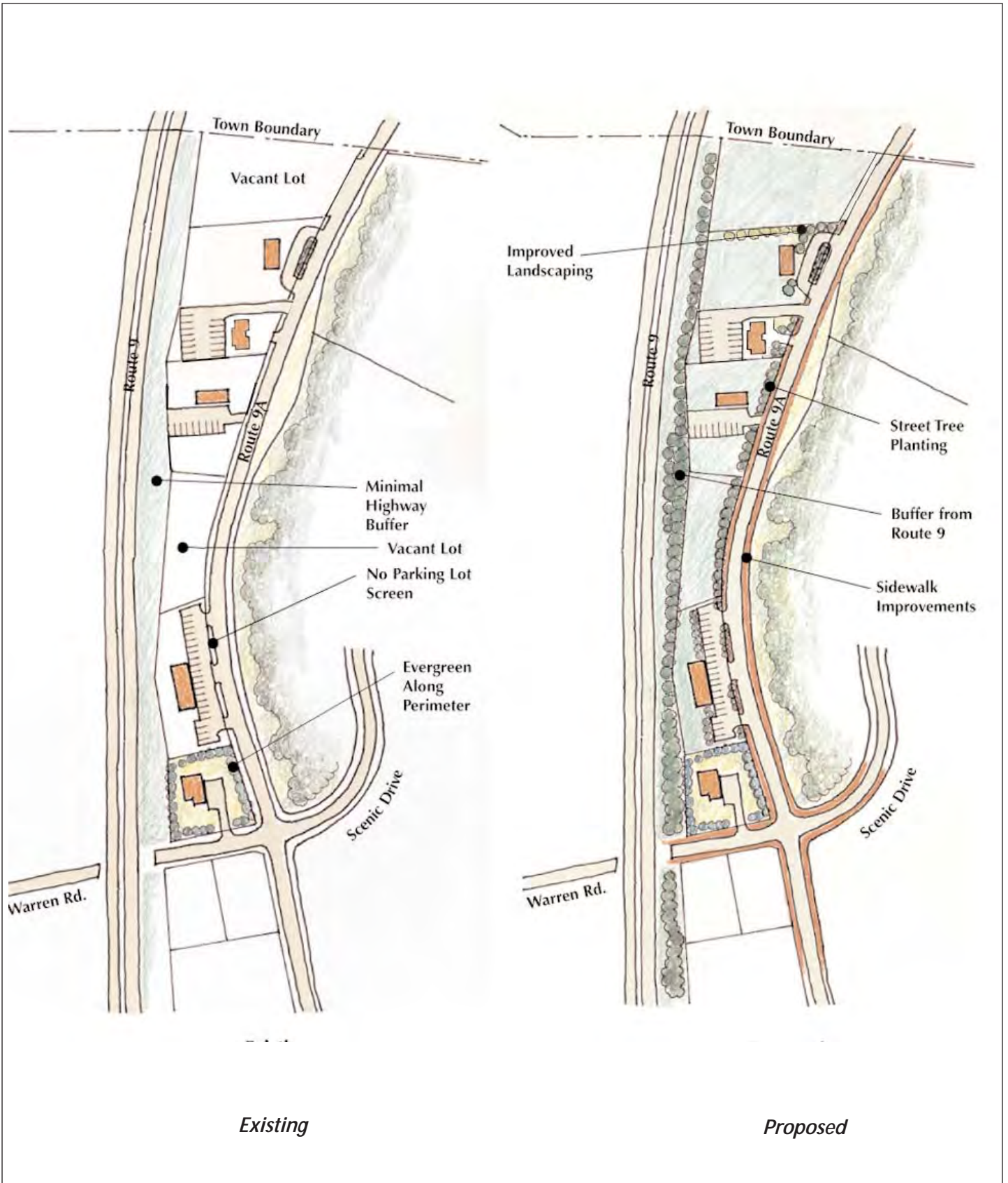
The Village should therefore ensure that future office development is appropriately sited and attractively designed, and that generous landscape planting is provided in order to maintain the rural quality of the area. The Matra Building along Route 9A (Albany Post Road) offers a good example of an office use that has been attractively integrated into the area. The use of low stone walls along property lines to screen parking should be strongly encouraged as a means of providing a special identity for this gateway area and visually linking the area to similar features south of Warren Road on 9A. In addition, the gateway overlay should include a provision for the continuation of the farmers' market, which is a valued feature of this section of the Village. Proposed streetscape and landscape improvements are shown in Figure 4.6.

g. Building Appearance and Maintenance

The revitalization plans described above will enhance and improve the character and appearance of the commercial and office areas. The Village can take several additional steps to further encourage the revitalization of these areas.

- ***Design Guidelines***

The Village should develop a set of design guidelines for its commercial areas that includes recommendations for building design and ornamentation, façade styles, preferred materials and renovation styles, and signage. The guidelines should provide a way to unify building appearance through common design elements but still have enough flexibility to allow the individual character of the business, building, and the neighborhood to come through. The Village should consider establishing an architectural review standards in commercial areas to develop guidelines and oversee implementation.



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Figure 4.6. North End Gateway Proposals



- ***Façade Maintenance Incentives***

While façade maintenance and building improvements are the responsibility of private property and business owners, the Village can offer incentives to encourage and facilitate improvements that fit with the established design guidelines and revitalization plans. These incentives can take the form of monetary subsidies, such as grants or loans for building improvements, or procedural guidance with obtaining any necessary approvals. The Village can also help direct property owners toward private grants and loans that can assist with building renovation efforts.

- ***Architectural Review***

As discussed in Section 4.2, the Village should establish specific architectural standards to encourage good qualities of exterior building design and appearance, to relate such design and appearance to the site and surroundings of such structures, to permit originality and resourcefulness in building design and appearance which are appropriate to the site and surroundings, and to prevent such design and appearance as are unnecessarily offensive to visual sensibilities. These standards should be enforced by the Planning Board, which should be given the powers of an Architectural Review Board to avoid redundancy in the application process. This architectural review should pertain to all commercial properties and also include new residential construction and major alterations in residentially-zoned districts.

4.4 *Natural Resources, Open Space and Trails*

The natural features of Croton-on-Hudson are considered some of the defining elements of the Village: the waterfront, open space, trails, and parks. Many of the comments received addressed the natural landscape, and the importance of access, protection, and enhancement of these invaluable resources. As discussed in the Introduction to this Plan, the general recommendations of the Plan are as follows: protect natural resources, maintain/improve parks, preserve natural character. The following sections elaborate on these objectives, providing more specific recommendations, as follows.



Croton Point Park

a. Respond To and Expand Upon LWRP Objectives

The Local Waterfront Revitalization Plan, adopted in 1992, describes specific state and local coastal zone policies in detail, and outlines the following overall objectives for Croton-on-Hudson's open space, recreation, and visual resources:

- link waterfront parks and waterfront recreational areas
- increase recreational facilities within the Village and improve waterfront access
- redevelop or restore underutilized coastal area lands
- protect scenic views of and to the Village
- facilitate the planning process by updating the Village's master plan for consistency with the LWRP and the development goals for the Village.

Other LWRP objectives address parking, traffic and roadway conditions, air quality, and stormwater:

- improve the parking situation at the railroad station
- assess the air quality of the Croton-on-Hudson area
- study the stormwater system of the Village

The following projects, noted in the LWRP, are currently being undertaken to implement the above objectives:

- ***Croton River Gorge Trail.*** Create walking trail from Silver Lake to Black Rock.
- ***Investigate additional sites for waterfront recreation areas.*** The Village property ("Seprieto") site north of the yacht club was purchased in 1996, and has been the subject of extensive planning studies. The Croton Waterfront Feasibility Report addresses this site, as discussed in Section 3.8

- ***Improve Croton Bay Boat Ramp and Village-owned land south of Metro-North parking areas*** (public access of village-owned land for recreational uses). This small area off Croton Bay has historically been utilized for boat access and passive recreation including fishing. A Concept Plan for Croton Bay Boat Launch was developed as part of the Greenway Vision Plan for Croton-on-Hudson, recommending cleanup of debris, weeds, secondary tree growth and stockpiles, improved vehicular and pedestrian access, and restoration with native plantings. These improvements have been undertaken.
- ***Installation by NYS DEC of an Air Quality Monitoring Station.*** The nearest monitoring station # 590204 *is* in White Plains.
- ***Study of Village Stormwater System*** to track discharge into coastal waters. A study of the entire Village's drainage areas into the Hudson and Croton Rivers and Furnace Brook is being conducted in 2002 by the firm of Dvirka and Bartilucci. It will result in specific recommendations for improvements to the stormwater drainage system.
- ***Designation of Route 9 (in Croton-on-Hudson) as NYS Scenic Road***
- ***Traffic & Roadway conditions study*** (identify improvements to facilitate traffic flow). A traffic calming study undertaken in 1999-2000 evaluated roadway conditions within the Village and recommended traffic calming measures.
- ***Update of the 1977 Master Plan to ensure consistency with LWRP***

This 2003 Comprehensive Plan updates the 1977 Master Plan to ensure consistency with the LWRP objectives and other policies. This Plan also addresses the open space and recreation objectives of the LWRP, as described below.

b. Conserve and Protect Natural Resources

As discussed in Chapter 2.0, Croton-on-Hudson has undertaken extensive planning efforts to protect the local natural environment, and has participated in several national and regional programs, as follows.

Croton-on-Hudson's Environmental Conservation Policy

In addition to the above-cited policies of the LWRP, Croton-on-Hudson's Environmental Conservation Policy was adopted by the Village, to conserve, improve, and protect the local environment.

The specific policies emphasize the need to coordinate the environmental plans and programs of the Village, with Federal, State, regional and local governments, other public and private organizations. The policies note that patterns of development that minimize adverse impact on the environment, including such unique resources as the Croton River and its estuary, and the Hudson River and its shoreline, should be promoted.

Croton-on-Hudson is a model Greenway community. The Hudson River Valley Greenway Program is guided by the following key principles:

- Open space networks and natural, cultural resource protection
- Local planning undertaken in a regional context, and regional planning undertaken in a local context
- Economic development, including agriculture, tourism, and urban redevelopment
- Reclamation of the waterfront and access thereto

The recently completed Westchester County Greenway Compact Plan provides strategies for regional economic development, waterfront renewal and downtown revitalization. The Compact was adopted by Croton-on-Hudson in November 2001.

Croton-on-Hudson is a Tree City USA, a national designation. The trees throughout the Village reinforce the natural character of much of the Village, even in the Upper Village. A tree trail map is proposed to help reinforce the value of the local trees, and also help enhance their protection. Such a study is being prepared by the Conservation Advisory Council. It would also add to the existing trail system.

The Plan recommends preservation of the Croton River Gorge as a priority. The Village should also explore agreements with municipalities on the opposite side of the Croton River to protect the viewshed and its character.

c. Trails and Links

A common thread in comments in workshops and in the survey was the “walkability” of the Village, and the need to further enhance connections between parks, shopping areas, and residential neighborhoods. In addition to the poor condition of many sidewalks, there is also the safety concern where the lack of sidewalks forces pedestrians to walk along the side of busy roads. Improved pedestrian access to the waterfront was also frequently cited. New links should be created between existing trail segments.

The LWRP specifically notes that waterfront parks and recreational areas should be linked, and waterfront access improved. The Open Space Inventory, prepared in 1996, identifies links needed to expand the Village trailway system.

Croton-on-Hudson has two distinct areas with sidewalks: the Upper Village and Harmon. To continue the tradition of a “walkable community,” the Plan recommends the following.

- ***Build upon existing connections within Village***

Safe pedestrian connections between shopping areas, residential neighborhoods, parks, and schools is particularly desirable; sidewalks and safe crosswalks should be created where appropriate. An overall pedestrian linkage study is recommended to review and define those areas most in need of such improvements. Recommended links from the 1996 Open Space Inventory should also be included.

- ***Complete Village trail network***

Complete trail links and connections to the open space network, particularly along the waterfront. As described earlier, the enhancement of the trail system requires the completion of several key links in the Village trail system. These should be identified and prioritized, and funds obtained to build these links.

- ***Improve sidewalk and trail maintenance.***

Residents should be encouraged to maintain the sidewalk areas adjacent to their homes. A maintenance plan for trails should also be developed.

- ***Improve trail system signage***

The trail map should be included in signs to help orient walkers. A schematic trail system map could be posted at sites throughout the system, providing specific location arrow (“you are here”) and indicate the relationship of the trail to other links in the Village. Uniform signage (arrows, indicators) should be provided throughout the trail system and on key streets throughout the Village. The trail map could also be posted on the Village web site.

- ***Create better pedestrian/bike connections at RR station***

Install bike parking at the train station, and provide better signage and trail maps to help guide visitors arriving by train.

d. Improve Waterfront Access

A common thread in public comments was the need to improve access to the Hudson River waterfront. Although there have been some recent improvements (notably the Brook Street pedestrian



Upper Village pedestrian links

bridge), in general, access to the waterfront is limited, and unsafe in some locations. Recent waterfront projects at the north and south end offer some new opportunities to improve access for vehicles and pedestrians: Half Moon Bay second phase of condominium development, and the planned new waterfront park. The following recommendations build upon these projects.

- ***Create county trail providing access to Croton Point Park***

This trail would run from Croton Point Park, and connect to the Half Moon Bay trail running north. It would be developed in concert with the pedestrian paths to be constructed during the final phase of the Half Moon Bay condominiums.

- ***Develop proposed new Half Moon Bay access road***

A new access road off Half Moon Bay would provide another connection to the Half Moon Bay trail and Croton Point Park. This new roadway would run from the Municipal Place/Route 9/Half Moon Bay Condo Access Road intersection north to Senasqua Park and eventually to the new Village waterfront park. As recommended by the Gateway Plan (see Section 3.8), this new roadway would provide safer vehicular access than the present Brook Street at-grade railroad crossing (scheduled to be closed) and would free up the Senasqua tunnel for pedestrian and bike use only. The new roadway would be two-way and would accommodate bike traffic as well.

Since portions of the waterfront trail would be located along a new roadway, clear definition of road and pedestrian/bike paths is recommended to promote safety. The entire waterfront trail would also connect to Ossining to the south, utilizing the walkway portion of the Croton River Bridge. If possible, easements should be obtained to enable the trail to run north of the new waterfront park along the shoreline.

- ***Utilize Senasqua tunnel for bicycles and pedestrians only***

The one-lane Senasqua tunnel, located under the Metro-North tracks, is approximately eight feet wide with a vertical clearance of 6 feet 10 inches, which only accommodates standard-sized automobiles. It cannot be used for two-way traffic flow, and is subject to periodic flooding. With the construction of a new access road, the tunnel should be reserved for pedestrian and bicycle use, thereby improving safety and efficiency of use.

e. Recommendations for new Waterfront Park

The Hudson River waterfront has been the focus of recent intensive planning efforts, initially with a ***Greenway Vision Plan*** (1997-98) focusing on Croton's underdeveloped Hudson riverfront property north of the Croton Yacht Club.



Senasqua Tunnel

This vacant site, formerly known as the Seprieo property, was previously used as an asphalt batching plant and as a snack bar/beer garden, although the narrow strip at the north end of the property remained mostly undeveloped. The southern portion is owned and controlled by the Village; the north portion is owned by the Beaverkill Conservancy, and is to be reserved as a natural area for outdoor recreation. This property, because of its natural resources, has been designated a Critical Environmental Area.

A feasibility study for the site entitled *Feasibility Study for the Village Waterfront Property* was prepared in 2001 by Imbiano Quigley Landscape Architects and AKRF. As described in Section 3.8.b of this Plan, the feasibility study evaluated four alternative recreational uses of the site, and developed a “preferred alternative” based on public input and review by the New York State Department of State. This Plan recommends a mix of (a) passive recreational uses as contemplated in the Preferred Alternative of the Waterfront Feasibility Study, and (b) waterfront-related uses.

4.5 Transportation (Traffic Calming, Pedestrian Facilities, Transit)

As was evident in the workshop discussions and survey responses, residents' concerns and issues relating to transportation in Croton-on-Hudson primarily focused on: speeding, pedestrian safety, the need for an improved and more extensive sidewalk and pedestrian networks, greater transit options, and improvements to the railroad station.

a. Sidewalks and Pedestrian Networks

Sidewalk Improvement Program

The Village has a sidewalk/walkway improvement program in place to upgrade the conditions of existing sidewalks and other paths and walkways. The sidewalk improvement program should be expanded in the future to focus on those parts of the Village where walking is most prevalent: the commercial districts, school areas, and the area surrounding the rail station. Areas within a quarter-mile distance from retail uses, schools, and the train station are prime candidates for improvements. In the commercial center these improvements can be combined with more off-site parking, thereby encouraging shoppers to park at an off-site location and walk to several destinations. New pedestrian links creating short cuts for pedestrians should also be studied.

Enforce Sidewalk Maintenance by Adjacent Sidewalk Owners

As required by Article IV, Section 197-24 of the Village Code, property owners are required to maintain the public sidewalk areas in front of their homes. This law should be enforced more rigorously. It is suggested that the Village undertake an information campaign informing all property owners of their obligations and establish a grace period to give property owners time to undertake any needed repairs. At the end of the grace period, the law should be more strongly enforced.

b. Road Network

Traffic Calming and Access Management along State Highways

Routes 9A and 129 are major arterials traversing the Village and acting to some degree as the commercial arterials. The following strategies are recommended for these arterials:

- Reduce speeds (without reducing capacities)
- Reduce the number of driveways
- Make arterials more pedestrian friendly

To reduce speeds along these arterials, the effective and visual width of the roadways should be narrowed at key points of the Village.



Pedestrian crossings in Upper Village



Neckdowns and pedestrian signage facilitate pedestrian crossing

Speed reduction can be accomplished by building “neckdowns” or entrance gates at the major entry points. These entrance gates act as “pinch points” and slow down traffic as they enter into the village core. Neckdowns (or curb extensions) can be provided at those locations with pedestrian crossings. Where there is on-street parking, the neckdown can extend the full width of the parking lane.

Where highway width allows, on-street parking can be encouraged along the commercial areas of these roads, as a means of traffic calming and reinforcing the commercial nature of those areas.

An access management program should be undertaken by the Village to reduce the number of driveways along the state highways. This program would make these arterials safer for vehicles and pedestrians and would also improve traffic flow. Whenever a commercial property owner applies to the Planning Board for a site plan approval or another type of application, the Planning Board should investigate opportunities to eliminate or consolidate driveways, and to provide vehicular and pedestrian connections between adjacent commercial properties.

Traffic Calming along Collectors and Residential Streets

Traffic calming devices should also be considered for those residential streets and collectors that suffer from high traffic volumes and speeds. For these types of streets, other physical measures can be implemented such as speed humps (an elongated form of the older speed bumps that are bicycle friendly and can be plowed) or median islands and chicanes. All these devices force vehicles to slow down through changes in the horizontal or vertical alignment of the road. Speed humps are legal in public streets, and they have shown to be effective in reducing speeds and improving safety. Some municipalities have also developed one-way traffic circulation systems to reduce traffic congestion. However, one-way traffic circulation is not recommended for Croton-on-Hudson’s traffic issues, as it can result in increased speeding and reduced access to shopping areas. Further study of collector and residential streets in the Village should be undertaken to identify where traffic calming measures should be implemented.

Reduce Congestion at Key Intersections

The key intersections in the Village where traffic congestion is prevalent should be reviewed for improvements. However, for the intersections in the Village core, the emphasis must remain on the pedestrian friendly nature of the location. Within the commercial centers of the Village, access and safety of pedestrians should be of the highest priority in any traffic improvement plan.



Elevated crosswalks and speed humps slow traffic and improve safety

c. Public Transportation

Access to the Railroad Station

The Metro-North railroad station is an important asset for the Village. To minimize the negative impacts related to the commuter traffic to and from the station, the following improvements should be considered:

- ***Improve bicycle and pedestrian access to the station.*** Bicycle facilities (shoulders, lanes and paths) should be added to the major routes leading to the station and in the parking lot. Both sides of Croton Point Avenue should be improved to accommodate this type of traffic, provided that safety requirements are met. In addition, safe bicycle racks should be added at the station.
- ***Recommend adjustments to Beeline service.*** The communities that use the Croton-Harmon Metro-North station, including Croton-on-Hudson and adjacent towns, should recommend that the commuting needs of residents from these municipalities be reviewed. The residential origins of the commuters using the Croton-Harmon station should be plotted on a map compared to the Westchester Beeline service. Recommendations for more frequent Beeline service from the adjacent towns to the station should be made, tailored to the existing demand.

The above improvements will reduce the traffic impacts of the station, will reduce the parking demand at the station and will increase accessibility to the station and to the rail system. The Village should also ensure that any proposals for expanded parking facilities at the train station include a specific plan to redirect traffic away from the main arteries through the Village.

Improvements to Bus Service

The transit needs of the transit-dependent population should be assessed, including the needs of the elderly, low-income and young residents. The need for bus shelters should be reviewed for key locations, as well as the overall signage for bus service (indicating bus stops and schedules).

4.6 Residential Neighborhoods and Housing

In Croton-on-Hudson, the diverse and visually appealing housing styles, mature trees, and winding residential roads help create the sense of small town character and natural beauty for which the Village is known. Many Croton-on-Hudson homes have a historic or architectural significance as well, and serve as a visual link to the Village's history.

In the Resident Survey and public workshops conducted for this Plan, many residents cited preserving the Village's character and beauty as a priority for its neighborhoods and commercial areas. At the same time, residents expressed a concern over the cost of affordable housing for senior residents, young families and Village personnel. Recommendations for housing in the Village therefore focus primarily on two areas: maintaining the scale and character of Village neighborhoods, and exploring affordable housing opportunities.

a. Neighborhood Scale and Character

The strategies described in this section focus on preserving the scale and character of Croton-on-Hudson's neighborhoods. These specific strategies include:

1. Preserving historic and architecturally significant homes;
2. Ensuring renovations and new homes are appropriate to the style and scale of the neighborhood in which they are situated;
3. Issuing housing scale requirements to limit the bulk of new buildings;
4. Updating the home occupation provisions in the zoning code;
5. Updating off-street parking provisions for residential areas.

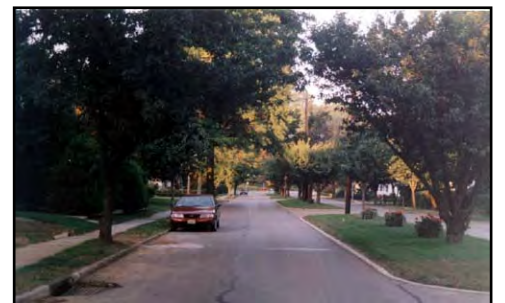
This Plan also recommends that any further large-scale residential developments, other than the approved extension of Half Moon Bay, be discouraged, so that the existing development pattern in the Village can be preserved and that no further gated communities be approved.

Promote and Encourage Preservation Measures.

Critical to a successful preservation plan is the promotion of the historic and architectural heritage of the Village, so that residents are more aware of the overall historic character of their neighborhoods, and thus more motivated to participate in preservation efforts. A first step is to work with civic groups and community members to develop criteria for significant homes and buildings in the Village. These criteria can then be used to develop



In Harmon, the compact, smaller scale of the homes and green quality of the streets contribute to the charm of the neighborhood.



a current list of historic and architectural resources, including buildings and neighborhoods. The federal, state and county lists of historic places, as well as the work of the Croton Historical Society, provide a valuable starting point and can be expanded to identify places of local importance.

For the property owner, historic preservation efforts focus on renovating and maintaining the buildings so that their historic or architectural integrity is preserved. It is recommended that participation be voluntary to avoid imposing extra costs on property owners. The Village can encourage participation by developing a set of design guidelines for renovating and maintaining historic buildings. The guidelines should describe the housing types found in the Village and detail building materials (such as for facades, windows, and ornamentation) and renovation styles that are appropriate to these housing styles. The Village should also consider offering financial incentives for preservation efforts.

Establish Architectural Standards

As part of the effort to improve visual and built quality in the Village, the Village should establish specific architectural standards to encourage good qualities of exterior building design and appearance, to relate such design and appearance to the site and surroundings of such structures, to permit originality and resourcefulness in building design and appearance which are appropriate to the site and surroundings, and to prevent such design and appearance as are unnecessarily offensive to visual sensibilities. The Planning Board should be given the powers of an Architectural Review Board to avoid redundancy in the application process. This power of architectural review should encompass all non-residential properties and also include new residential construction and major alterations in residentially-zoned districts.

In addition, the Village should also consider setting additional design guidelines to address building size and materials as well as design preferences for details such as building ornamentation, fencing, walkways and vegetation. As with historic preservation, adhering to design guidelines should be optional. General design guidelines can be developed as a separate handbook or combined with historic preservation guidelines.

Establish Housing Scale Requirements

Although Croton-on-Hudson's residential neighborhoods are substantially built out, there is concern about the size and scale of new homes built on the remaining lots as well as expansions of existing houses. In cases where large new residential structures have been erected within the Village, the visual and aesthetic integrity of the local neighborhood surrounding these large homes has been harmed and the individual lots look overwhelmed.

The current zoning code controls residential development through minimum lot sizes, setbacks for yards and accessory structures, and height controls. The Village should review the appropriateness of these standards in light of the recent trend in housing scale. The Village should also consider instituting bulk controls through a floor area ratio (FAR), bulk setback requirements, and lot coverage percentages. FAR refers to the total floor area of a building on a zoning lot divided by the lot area of that zoning lot. The benefit of using an FAR is that it continues to provide the property owner with flexibility and choice on how the property is developed while providing the village with stricter control over the building's bulk. Prior to implementing this approach, the Village needs to study the practical effects of instituting FAR and bulk setback requirements on both existing and potential structures in the Village.

Home Occupations

Croton-on-Hudson's zoning code includes definitions of customary home occupations and requirements for operating such in residential neighborhoods. With changes in work habits enabled by improvements in technology, including telecommunications and personal computer capabilities, more and more homeowners are in a position to conduct their business from their homes. The customary home occupation regulations should be revised and a new definition of home occupations created to reflect these current needs and current realities. The update should reflect the Village's priority of protecting neighborhoods against the negative impact of commercial enterprises in residential areas. Rather than specifying particular occupations that are acceptable, it should include standards that must be met to preserve the quality and character of residential neighborhoods. These standards should address the following:

- customer, visitor, and delivery traffic volumes
- parking coverage
- on-site parking of commercial vehicles
- signage
- exterior alterations to the home
- number of on-site employees
- permitted equipment

Limitations on the size of home occupations should be such that they minimize impacts on the surrounding neighborhood and encourage growing businesses to move to offices in mixed-use areas as more space is needed. There should be an amnesty period to provide an opportunity for existing non-complying businesses to come into conformity.

Update Residential Off-Street Parking Requirements

The Village should also review its residential off-street parking requirements for parking and storage of boats, trailers and commercial vehicles so that these vehicles can be parked without disrupting the appearance or character of a neighborhood.

Article VIII, §230-49 of Croton-on-Hudson's Zoning Code (Permitted Accessory Parking) contains requirements for parking of commercial vehicles and boats in residential areas. Commercial vehicle parking in residential areas is limited to one vehicle of no more than three-fourths ton capacity which can be parked within a private garage or on a lot. A provision should be added that prohibits the parking and storage of large-scale construction equipment (such as backhoes and cement mixers) on residential lots.

For boat storage on residential lots, the Code establishes a minimum distance from which the boat must be set from the rear and side lot lines. The provision should be amended to add a front yard restriction.

b. Affordable Housing

The concept of "affordable housing" relates to making housing available to individuals and families with an income equal to 50% or 80% of the median county income, adjusted for family size, assuming various formulae allocating approximately 40% to 50% of income for housing needs. Ensuring that housing is available for a range of income groups helps preserve the economic diversity and social fabric of the community and allows long-time residents to remain in the Village, even as their financial situation changes.

The Village of Croton-on-Hudson has long worked, in a variety of ways, to promote affordable housing in the community. Indeed, the Village has been in the forefront of those few municipalities to adopt and move to implement guidelines suggested by Westchester County for the creation of affordable housing. To that end, 20 units have already entered the marketplace, with four additional units now planned, towards the suggested goal of 32 units for the Village. The Village should build on its successes by continuing to maintain and improve on the existing economic diversity of housing stock

The Village, in partnership with the Croton Housing Network, has identified and employed a variety of opportunities to advance the creation of this affordable housing in the Village. These have included: new construction, Village-contributed land, developer-contributed land, homes built by developers, use of derelict Village property, and developer-included units. These strategies, along

with the possibilities for acquisition of existing buildings for conversion to affordable units should be identified and explored.

The population and income groups whose needs are not currently being met should be identified through the evaluation of currently available information and the independent acquisition of data by the Village. Creative study of the existing situation will aid in understanding the need for affordable housing in the future and in identifying opportunities for expansion of the affordable housing stock. Studies should be designed to identify the economic groups now living in the Village as well as their living conditions. This should include an inventory of existing rental stock, both legal and illegal under current rules, with a determination of the rents being charged and the income of the occupants. Analysis of this data will prove invaluable in the ongoing effort to identify and meet affordable housing needs.

Future planning for affordable housing in the Village should include exploration of opportunities to create choices allowing senior citizens to "age in place" and remain in the community as well as for new families to enter the community.

4.7 *Community Facilities and Services*

In the Resident Survey and public workshops conducted for this Plan, Croton-on-Hudson residents indicated that they were satisfied with the level of community facilities and services, praising Village services such as the police and fire departments, the library, and the beauty of the Village's parks and open space areas. However, residents noted the need for a community center and improvements to the parks system and water and sewer systems. Recommendations to address such improvements are described below.

a. Community Center

Croton-on-Hudson residents, particularly senior citizens, would be well-served by a community facility that provided a central place for meeting and activities. In addition, Croton-on-Hudson residents have expressed an interest in an arts and cultural facility that could showcase local artists and provide performance space.

As discussed in Section 4.2, and the Recreation Master Plan dated December 12, 2002, the Katz property in the Municipal Place/Croton Commons commercial area of the Village is one possible location for a community center. The 2.4-acre site, which is presently vacant, is centrally located on the north side of Municipal Place adjacent to the automobile dealership, within walking distance of the Harmon neighborhood and Upper Village. Development of the site for community use, possibly coupled with office use, would help establish the Municipal Place area as a mixed-use center. The Village could consider purchasing the site and developing it for these uses.



Katz property at Municipal Place

b. Parks and Recreational Facilities

Recommendations for parks and recreation focus on two areas: improving maintenance and accessibility at existing facilities, and expanding recreational facilities to meet additional demand in the Village.

Park Maintenance

Croton-on-Hudson's parks and open space areas are heavily used and valued by the community. To ensure the maximum enjoyment of the Village's open spaces and parks, the Village should commit to fully funding the maintenance of each of its existing and future parks. Maintenance plans at Duck Pond Park should be expanded to address improving the water quality of the pond and landscaping throughout the Park. At Senasqua Park, the dirt and noise caused by the large geese population should be addressed. At Black Rock Park, a plan for making it more user-friendly should be developed.



Senasqua Park playground

New Recreational Facilities

Residents are satisfied with the existing recreational facilities in Croton-on-Hudson but feel there is a need for additional facilities. In particular, interest in swimming facilities, bicycling trails, additional playing fields and an ice skating area was frequently expressed in the Resident Survey and public workshops conducted for this Plan. The need for skateboard facilities and additional fields for soccer and Little League practices was also expressed. Village government should work with the community and Recreation Department to prioritize needed facilities, identify new opportunities and evaluate their viability, in terms of location and cost.

c. Village Utilities: Water and Sewer Supply

The water and sewer systems adequately serve the Village at the present time. However, the demand for water and the age of the sewer system have prompted concerns over potential service stoppages. New upgrades, as described below, could pre-empt service problems and help ensure that the systems continue to operate in peak condition.

The Village's water supply is provided by a three-well water system (a fourth well is not active) that was upgraded in 2001 to add an automated pumping system. These wells are currently able to meet daily water demand, although peak demand during summer months brings the wells closer to capacity. If mechanical problems were to shut down one of the three wells, the supply to the Village would be significantly reduced. The Water Department has requested funds to install a fourth well, to ensure adequate supply of water if one of the three wells is out of service.

The sewer system is currently upgraded on a localized basis, addressing problems as they arise. However, most of the Village's sewer pipes are between 70 and 80 years old and are beginning to show signs of age. Some pipes are cracking and need to be re-lined. Portions of the Village rely on private septic systems instead of the Village sewer system.

The Village government should continue work in conjunction with the Public Works Department to address needed upgrades and evaluate the need to extend the sewer system. Capital improvements should be prioritized to ensure continually smooth operating of these systems and avoid the need for more capital-intensive work in the future.

4.8 Implementation of Recommendations

- ***Adoption of the Village Comprehensive Plan***

A necessary first step in implementing the Comprehensive Plan is its adoption as official Village policy by the Board of Trustees, once the SEQOR process has been concluded (see below). Once the Plan is formally adopted, Croton-on-Hudson can begin to implement the wide range of Plan recommendations using multiple approaches, including changes to land use controls and zoning, recommended capital improvements, continuing planning efforts (including targeted studies of areas and conditions identified in the Plan), cooperation with other government agencies, special gateway district recommendations, private development where appropriate, and architectural review boards. Many of the Plan's recommendations are preliminary, since they recommend further study before a final recommendation can be pursued.

- ***Municipal Compliance with the SEQOR Process***

By state regulation, in order for a comprehensive plan to become local public policy and a legal document, SEQOR (State Environmental Quality Review) must be complied with as a part of the plan's implementation. The Village Board of Trustees will serve as lead agency for purposes of reviewing the plan under SEQOR. They authorize the preparation of an Environmental Assessment Form, and based on their review of that document, will issue a negative or positive declaration on the potential impacts of the plan's recommendations. The negative declaration states that the impacts of the Comprehensive Plan are entirely beneficial to the social, economic, and physical environment of the village and that a generic environmental impact statement would not be warranted. A positive declaration would entail the preparation of a generic Environmental Impact Statement to identify any potentially significant impacts.

- ***Continuing Planning Efforts and Recommended Capital Improvements***

The Plan has identified a number of studies to be undertaken to continue to refine the recommendations of the Plan, including pedestrian/traffic safety, a pedestrian linkage study, the potential extension of the sewer system, existing housing conditions and need for affordable housing, and recreational facilities. The findings of these studies would provide the basis for specific capital improvements relating to Plan objectives.

- ***Zoning***

One of the most effective means of implementing a plan's objectives is through zoning. Following the adoption of the Plan, the Village will review the existing zoning code for consistency with Plan goals

and recommendations, and consider rezoning certain areas of the Village to reflect these, as appropriate.

- ***Public Improvements***

The plan recommends a series of public improvements, including the preferred alternative for the creation of a waterfront park on the Village property, and also recommends future studies to refine improvements, as noted above.

- ***Gateway District Recommendations***

Croton-on-Hudson's commercial districts play a dual role in the Village, as sources of retail and services for residents and as defining "images" of certain areas of the Village. The Plan presents recommendations for improvements to several of these centers, as zoning district "overlays" for image-defining "gateways" to the Village. To establish the guidelines for these special districts, the Plan includes site plan designs for the Gateway Districts as Figures 4.3, 4.4, and 4.5. Any future development in an overlay district must follow the appropriate site plan, which illustrates signage, landscaping, access, and design elements. The zoning code would reference the site plan as provided in the Comprehensive Plan.

- ***Visual Conditions***

The development of architectural standards for commercial properties, and for new construction and major alterations in residential areas, will help implement the Plan's recommendations for achieving a consistent and attractive streetscapes and neighborhoods. This would also be implemented by the development of general design standards for commercial and residential buildings, as well as creation of streetscape recommendations for specific neighborhoods.

- ***Involvement with Other Initiatives***

The Village is also the subject of other initiatives, programs, and plans which are referenced in the Comprehensive Plan. These include the Local Waterfront Revitalization Plan, the Westchester County Greenway Compact Plan (adopted by Croton-on-Hudson in November 2001), Tree City USA, and the Feasibility Study for the Village Waterfront Property. These initiatives are consistent with the overall goals of the Plan, and thus the Village's continuing involvement with these programs and plans implements many of the recommendations of the Plan.