

# Saccardi & Schiff, Inc.

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Planning and  
Development  
Consultants

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## MEMORANDUM

**DATE:** July 2, 2008

**TO:** Kieran Murray and Harmon Business Development Committee

**FROM:** Bonnie Von Ohlsen, Jonathan Martin, Saccardi & Schiff, Inc.

**RE:** Harmon Business District Study

### I. INTRODUCTION

The purpose of this study is twofold: 1) To assist the Harmon Business Development Committee in determining whether the proposed parking requirements are achievable given the FAR (Floor Area Ratio) and front setback zoning change recommendations for 36 subject parcels within the defined Study Area; and 2) Determine whether the Committee's site planning guidelines and methodology are consistent with the desired outcomes of the process.

The task of this project is to determine the highest property utilization percentage for the subject parcels. This requires determining the maximum FAR for the subject parcels while maintaining the ability of each parcel to accommodate the required number of parking spaces as designated by the Village Code. The overall goal of this project is to stimulate redevelopment in the Study Area at an appropriate scale, commensurate with the Village's adjoining residential neighborhoods.

The Study Area is located in the Harmon section of Croton-on-Hudson, NY, adjacent to the Hudson River (See *Exhibit 1, Study Area*). The land uses within and adjoining the Study Area, as verified by two site visits, include single-family residential, commercial, restaurant, mixed use, automotive-oriented, office, community services, and light industrial, as described in *Exhibit 2, Land Use and Zoning*. Photographs of the existing conditions of the Study Area are attached (photos taken in May 2008). Existing zoning in the Study Area is primarily C-2 (General Commercial) with a South Riverside-Harmon Gateway Overlay District along a portion of South Riverside Avenue.

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Land Development  
Comprehensive Planning  
Zoning  
Real Estate Economics  
Environmental Studies  
Housing  
Community Development

Concerning the future zoning of this area, the Village's proposed zoning changes are presented below:

1. Mixed use buildings **only** on South Riverside Avenue from Croton Point Avenue north to 200 feet beyond Oneida Avenue (the Study Area):
  - a. Increase FAR to 0.8
  - b. Allow 3<sup>rd</sup> story
    - i. Residential use only
    - ii. Within roofline
    - iii. 35 ft maximum height
  - c. 2 parking spaces per residential unit; 1 of 2 counts toward commercial parking requirements (shared parking)
  - d. 50% of first floor must be commercial
  - e. Only commercial space can face South Riverside Avenue
2. Front setback must be between 15-20 feet from curb

It is assumed for this analysis that the future land uses will include mixed uses consisting of ground-floor retail/office and two floors of residential above.

## II. UTILIZATION ANALYSIS

*Exhibit 3* identifies 36 subject parcels in the Study Area. It also indicates which parcels might potentially be combined for future development. The property utilization analysis for these parcels yields the recommendation for a 0.8 FAR.

As an example of how the 0.8 FAR recommendations may work on one of the currently vacant parcels in the Study Area, the Nappy's Parcel (Parcel 29) was studied. *Exhibit 4* shows the development of a new building on the former Nappy's parcel, proposed to be three stories, mixed-use, as well as an 18-space parking lot located in the rear of the property. The building fronts South Riverside Avenue with vehicular access from Benedict Avenue. This orientation allows for the vehicular access to the site to be directed away from South Riverside Avenue, providing for better traffic flow along the main road, as well as creating an attractive commercial/mixed use store frontage.

It should be noted that for this analysis some parcels were assumed to be combined already, and the parking requirements, FAR, and availability for parking were calculated using a "combined parcel" analysis. Five parcels (or combinations thereof)--11, 26-27, 29, 30-31, and 33--were found to be too small to accommodate the parking requirements under a 0.8 FAR, but were able to exceed a 0.6 FAR.

Several parcels--12, 19, 32 and 34-36--were determined to be too small to provide the required amount of parking. These parcels (or combinations thereof) were found only to achieve the parking requirements for FARs lower than 0.375. Based on the availability of space for on-site parking, parcel 12 could yield only a FAR of 0.2.

Several other parcels—13, 20-22, 23-25, and 28—were also unable to achieve a 0.8 FAR based on parking requirements, but may be able to accommodate required parking at the 0.8 FAR if combined with adjacent parcels, or if the design of the parking areas was adjusted and improved.

In order to maximize the available space for parking and promote pedestrian-friendly development, namely parking in the rear and a preserving a semi-continuous frontage of storefronts, Parcels 2-10 were analyzed collectively. Under this scenario, the maximum number of parking spaces for these eight parcels was found to be 128 spaces (provided in a parking layout that utilizes the full length of the block at the rear of these parcels). This results in a maximum FAR of 0.576 for Parcels 2-10.

Some parcels and/or groupings of parcels within this larger combination were found to be sufficient to accommodate the required number of on-site parking spaces at a 0.8 FAR (See *Exhibit 5* for another example, utilizing the former Croton Dodge Dealership site, Parcels 8-10). This analysis includes a new 3-story building and parking (47 spaces) behind and along the side of the building.

However, other parcels were unable to accommodate their required parking on-site. Parcel 7, for example, if analyzed independently, would require 10 parking spaces at 0.8 FAR, yet physically can only provide enough surface area for a driveway, with minimal space for parking remaining.

Providing a collective parking area running the full length of the block at the rear of Parcels 2-10 offers several benefits.

1. It would provide more parking than could be accommodated on the parcels individually, thus allowing these parcels to develop to their maximum potential (up to 0.8 FAR).
2. It would reduce the number of access points necessary to accommodate individual on-site parking, thus would promote a stronger pedestrian-oriented street frontage. For purposes of this analysis, five access points were incorporated into the analysis of Parcels 2-10, three on the “front” of the site (along South Riverside Drive) and two on either side of the site (one fronting Oneida Avenue and the other fronting Benedict Boulevard). These access points would be shared between the parcels, as would the available parking.
3. It would minimize curb cuts along South Riverside Drive, reducing potential creating traffic problems and improving pedestrian flow.

### **III. CONCLUSIONS AND RECOMMENDATIONS**

While few of the sites analyzed were individually able to provide the required parking at FAR 0.8 due to lot width, rear access and lot shape (see Table 2), several reasons suggest that a FAR of 0.8 would be appropriate for the Study Area.

First, increasing the FAR to 0.8 would provide a clear message to the market that development and investment in the area could achieve a high rate of utilization. While not all sites in the Study Area would be able to achieve this level of build out, allowing a FAR of up

to 0.8 would send a clear message and provide incentive to the market to work creatively to maximize its return. This could occur, for example, with a developer buying more than one lot in order to achieve 0.8 FAR and provide on-site parking or working an agreement with an adjacent property owner to provide parking.

Second, the analysis suggests that a FAR of 0.8 is mathematically achievable, but that parking is essentially the limiting factor in terms of increasing parcel utilization. However, a significant proportion of the parcels would find higher levels of utilization if the following options were considered:

- 1) Collective parking lots were located in the rear of the parcels with provision of sufficient vehicular access from South Riverside Drive;
- 2) The roughly ±23 on-street parking spaces along South Riverside Drive were considered as available parking for the area;
- 3) The village was to consider offering additional off-site parking in Croton-Harmon district;
- 4) Property owners were to provide off-site parking as permitted by the Village Code; and/or
- 5) The Village considered reductions to the parking requirements for when warranted for specific future developments in the area.

The collective parking lots would allow for the different lots to share a common area for parking and utilize the space in the rear of their buildings more efficiently than requiring individual parking areas on each lot. This approach would also limit the amount of access points to the street which would improve pedestrian safety and improve the traffic flow along the main roadway.

The on-street parking spaces are distributed throughout Study Area and provide convenient parking for all sites. Incorporating some of these spaces in the required parking calculations, which is consistent with current new urbanism planning principles, would reduce the number of parking spaces needed to be provided on-site, allowing a higher rate of utilization.

Off-site parking provided by the Village would reduce the number of on-site parking spaces needed, allowing a higher utilization rate on the subject properties while maintaining the required amount of parking. All spaces within an off-site parking lot must be within 500 feet of the use they serve<sup>1</sup>, for which there exists ample opportunity within the subject area. Property owners could also create off-site parking under the same conditions of having all spaces at most, 500 feet from the structure.

In addition to these options, within the C-2 district, which the majority of the subject area is currently zoned, the Planning Board has the authority to waive or reduce the parking requirements as part of the site plan approval upon determination that the site is already

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<sup>1</sup> Village Code §230-51C.

improved and that the required number of on-site parking spaces are not available and, due to site limitations, cannot be constructed<sup>2</sup>.

Further, when two uses exist on a site, as would be the case for mixed use development in the subject area, the Village Code states that one or more such uses will be generating a demand for parking spaces primarily during periods when the other use or uses is not or are not in operation, the Board of Appeals may reduce the total parking spaces required for that use with the least requirement<sup>3</sup>. This shared parking concept is a well accepted planning principle. Its approval, however, should be provided by the Planning Board as part of site plan approval, rather than the ZBA, which would consider it as an area variance.

If these approaches were explored, more parcels would be able to attain a 0.8 FAR. However, it is worth noting that providing a maximum FAR of 0.8 does not necessarily mean that each site will receive build out to the maximum potential, and possibly, the lots that are not built out may be able to provide parking to adjacent sites. There are several options available to address the complications from parking requirements, and if applied properly, could allow for the successfully attainment of a 0.8 FAR.

#### **IV. METHODOLOGY AND TABLE DESCRIPTION**

Table 1 outlines the details of the Property Utilization Analysis (0.8 FAR). Table 2 outlines the details of the property utilization analysis (site-specific FAR).

The methods of determining the values in Tables 1 and 2 are provided below:

##### Parcel ID

The parcel ID number on the tables corresponds to *Exhibit 3, Parcel Identification*.

##### Lot Size (Sq Ft)

These values were imported from ArcGIS software database provided by the Village. The square footage for each parcel was calculated through geometric calculation of features in the “parcels” shapefile.

##### Open Space (Sq Ft)

Calculated 15% (required) of the Lot Size of the specific parcel.

##### Projected Usable Lot Space (Sq Ft)

Lot Size (Sq Ft) minus Open Space requirement (Sq Ft)

##### Footprint (Sq Ft)

Calculated the Floor Area Ratio (FAR) of 0.8 for the site and divided that figure by three (for assumed three-story building).

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<sup>2</sup> Village Code §230-35.

<sup>3</sup> Village Code §230-51D.

### Commercial Space (Sq Ft)

For all parcels, it was assumed that 50% of the ground floor would be dedicated to retail/commercial uses; therefore 50% of the area of the Footprint equals the area for commercial uses.

### Commercial Parking Spaces

The Village zoning code requires 1 parking space for each 250 square feet of retail/commercial space or 1 parking space for each 300 square feet of office/daycare space. Because we might expect that the ground floor of the potential buildings could have either of these uses in the future, the calculations presented average these two parking requirements at 1 parking space for each 275 feet of commercial space. It was assumed that half the required commercial parking spaces would be shared with the residential parking spaces provided on site. This shared parking strategy is also supported by the utilization of available on-street parking. The required number of commercial parking spaces presented is rounded to the nearest whole parking space.

### Commercial Parking (Sq Ft)

The standard area calculation for a parking space assumes that 1 space equals 325 sq ft (10 ft x 20 ft = 200 sq ft + half the circulation aisle 10 ft x 12.5 ft). Because half the required commercial parking spaces would be shared with the residential parking spaces provided on site, the required area for each commercial parking space would be half of 325 sq ft, or 162 sq ft. The total area required to accommodate commercial parking was calculated by multiplying the projected number of required commercial spaces by 162 sq ft.

### Residential Space (Sq Ft)

For all parcels, it was assumed that 50% of the ground floor would be dedicated to retail/commercial uses; therefore the Footprint area was multiplied by two and a half (2.5) in order to achieve the residential space area.

### Residential Units

It was assumed that the gross average size of the residential units would be 1,000 square feet. To attain the maximum number of units possible on each parcel, the Residential Space (Sq Ft) was divided by 1,000 and then the number was rounded-down to the next whole number. In some instances, when lots are “combined” and the total number of units is found, the total number of units may be higher than the sum of the individual “combined” parcels. This is due to the fact that the square footage for each parcel makes up a certain number of whole units with the remaining fraction of a unit being rounded-down. When totaled with other parcels, these rounded-down fractions may make up a whole other unit.

### Residential Parking Spaces

For residential uses, two (2) parking spaces are required for each unit. The projected number of Residential Units was multiplied by two (2) to determine the total number of required residential parking spaces.

Residential Parking (Sq Ft)

The standard area calculation for a parking space assumes that 1 space equals 325 sq. ft. (10 ft x 20 ft = 200 sq ft + half the circulation aisle 10 ft x 12.5 ft = 125 sq ft). The total area required to accommodate residential parking was determined by multiplying the projected number of residential parking spaces by 325 sq ft.

Total Required Parking Spaces

The sum of the required commercial parking spaces and the required residential spaces.

Total Property Utilization (Sq Ft)

This value was determined by subtracting the sum of the Footprint (Sq Ft), the Commercial Parking (Sq Ft), the Residential parking (Sq Ft), and the Open Space (Sq Ft) requirement from the Lot Size (Sq Ft).

Percent Utilized Lot Space

The Percent of Usable Lot Space was calculated by dividing Total Property Utilization by Lot Size.

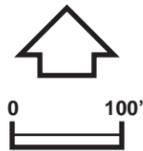
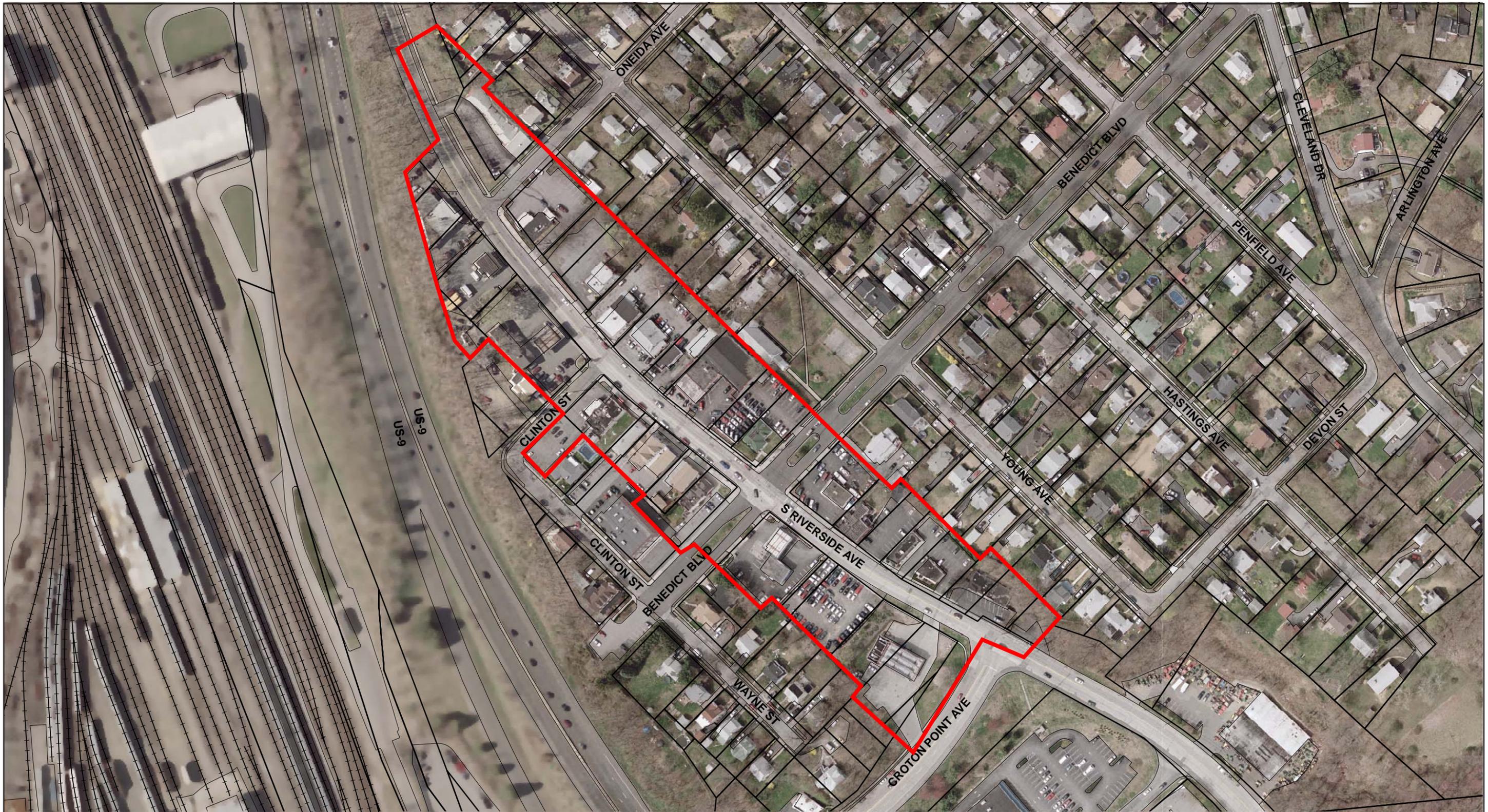
Total Grouped Parking Spaces Required

The amount of parking spaces required per site (see Total Required Parking Spaces) when specific lots are combined.

Maximum FAR (Site Specific)

Maximum allowable FAR for that particular site that will allow for the Total Grouped Parking Spaces Required. In other words, the maximum FAR allowed that will obtain a value of "0" in the Excess/Needed Parking Spaces column for that particular site.

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**Study Area Boundary**

Exhibit 1

**STUDY AREA**

ZONING ANALYSIS HARMON COMMERCIAL DISTRICT

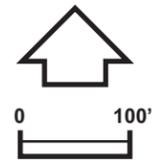
Croton-on-Hudson, NY

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- |   |                               |                                  |
|---|-------------------------------|----------------------------------|
| Auto-Oriented Use                                 | Mixed Use Vacant Ground Level | <b>C-2</b> General Commercial    |
| Commercial  | Office                        | <b>LI</b> Light Industrial       |
| Community Services                                | Restaurant                    | <b>O-1</b> Limited Office        |
| Light Industrial                                  | Single Family-Residential     | <b>RA-5</b> One Family Residence |
| Mixed Use   | Vacant                        | <b>RA-9</b> One Family Residence |
| SR/HGD, South Riverside/Harmon (Overlay District) |                               | <b>RB</b> Two Family Residence   |
|   |                               | Zoning District Boundary         |
|   |                               | Study Area Boundary              |

Exhibit 2  
**EXISTING LAND USE AND ZONING**  
**ZONING ANALYSIS HARMON COMMERCIAL DISTRICT**  
 Croton-on-Hudson, NY  
 Saccardi & Schiff, Inc. - Planning and Development Consultants



- Potential Combined Development Parcels
- Study Area Boundary
- 1 Parcel Identification Number

Exhibit 3  
**PARCEL IDENTIFICATION**  
**ZONING ANALYSIS HARMON COMMERCIAL DISTRICT**  
 Croton-on-Hudson, NY



BENEDICT BLVD

18 Parking Spaces

±9,900 s.f.  
Mixed-Use Building  
(3-Story)

S RIVERSIDE AVE

Study Area Boundary

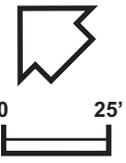


Exhibit 4

**FORMER NAPPY'S BUILDING  
(PARCEL 29)**

**ZONING ANALYSIS HARMON COMMERCIAL DISTRICT**  
Croton-on-Hudson, NY

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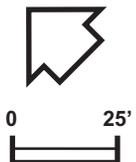
Exhibit 5

**FORMER DODGE DEALERSHIP  
(PARCELS 8, 9, AND 10)**

**ZONING ANALYSIS HARMON COMMERCIAL DISTRICT**

Croton-on-Hudson, NY

*Saccardi & Schiff, Inc. - Planning and Development Consultants*



■ Study Area Boundary

*Existing mixed-use buildings on south side of South Riverside Avenue.*



*View looking west on South Riverside Avenue from the corner of Benedict Boulevard.*

*View toward former Nappy's site on corner of South Riverside Avenue and Benedict Boulevard.*



*View of former Croton Dodge site and adjacent structures on South Riverside Avenue.*



4



5

*Existing buildings on east side of South Riverside Avenue.*

*Existing buildings on South Riverside Avenue.*



6

7

*Existing restaurant on corner of South Riverside Avenue and Clinton Street (sidewalk improvements underway on Clinton Street).*



8

*Gas station at corner of South Riverside Avenue and Clinton Street.*



9

*Looking northeast on South Riverside Avenue at corner of Oneida Avenue. Existing offices are at the north end of study area.*



Table 1

Property Utilization Analysis - 0.8 FAR, Croton-Harmon, 2008

Parcel ID	Lot Size (Sq Ft)	Open Space (Sq Ft)	Projected Usable Lot Space (Sq Ft)	Footprint (Sq Ft)	Commercial Space (Sq Ft)	Commercial Parking Spaces	Commercial Parking (Sq Ft)	Residential Space (Sq Ft)	Residential Units	Residential Parking Spaces	Residential Parking (Sq Ft)	Total Required Parking Spaces	Total Property Utilization (Sq Ft)	Percent Utilized Lot Space	Total Grouped Parking Spaces Required
1	13,333.10	(1,999.97)	11,333.14	(3,555.49)	1,777.75	6	(972.00)	8,888.73	8	16	(5,200.00)	22	11,727.46	88%	22
2	14,472.75	(2,170.91)	12,301.84	(3,859.40)	1,929.70	7	(1,134.00)	9,648.50	9	18	(5,850.00)	25	13,014.31	90%	178
3	7,160.35	(1,074.05)	6,086.30	(1,909.43)	954.71	3	(486.00)	4,773.57	4	8	(2,600.00)	11	6,069.48	85%	
4	11,276.30	(1,691.44)	9,584.85	(3,007.01)	1,503.51	5	(810.00)	7,517.53	7	14	(4,550.00)	19	10,058.46	89%	
Parcels 3-4	18,436.65	(2,765.50)	15,671.15	(4,916.44)	2,458.22	9	(1,458.00)	12,291.10	12	24	(7,800.00)	33	16,939.94	92%	
5	12,692.35	(1,903.85)	10,788.50	(3,384.63)	1,692.31	6	(972.00)	8,461.57	8	16	(5,200.00)	22	11,460.48	90%	
6	12,613.94	(1,892.09)	10,721.85	(3,363.72)	1,681.86	6	(972.00)	8,409.29	8	16	(5,200.00)	22	11,427.81	91%	
7	8,286.80	(1,243.02)	7,043.78	(2,209.81)	1,104.91	4	(648.00)	5,524.53	5	10	(3,250.00)	14	7,350.83	89%	
8	16,240.44	(2,436.07)	13,804.37	(4,330.78)	2,165.39	8	(1,296.00)	10,826.96	10	20	(6,500.00)	28	14,562.85	90%	
9	7,765.32	(1,164.80)	6,600.53	(2,070.75)	1,035.38	4	(648.00)	5,176.88	5	10	(3,250.00)	14	7,133.55	92%	
10	8,270.09	(1,240.51)	7,029.57	(2,205.36)	1,102.68	4	(648.00)	5,513.39	5	10	(3,250.00)	14	7,343.87	89%	
Parcels 8-10	32,275.85	(4,841.38)	27,434.47	(8,606.89)	4,303.45	16	(2,592.00)	21,517.23	21	42	(13,650.00)	58	29,690.27	92%	
Parcels 2-10	98,778.34	(14,816.75)	83,961.59	(26,340.89)	13,170.45	48	(7,776.00)	65,852.23	65	130	(42,250.00)	178	91,183.64	92%	
11	10,098.53	(1,514.78)	8,583.75	(2,692.94)	1,346.47	5	(810.00)	6,732.35	6	12	(3,900.00)	17	8,917.72	88%	17
12	5,980.90	(897.14)	5,083.77	(1,594.91)	797.45	3	(486.00)	3,987.27	3	6	(1,950.00)	9	4,928.04	82%	9
13	8,516.79	(1,277.52)	7,239.27	(2,271.14)	1,135.57	4	(648.00)	5,677.86	5	10	(3,250.00)	14	7,446.66	87%	14
14	2,669.61	(400.44)	2,269.17	(711.90)	355.95	1	(162.00)	1,779.74	1	2	(650.00)	3	1,924.34	72%	33
15	10,317.56	(1,547.63)	8,769.92	(2,751.35)	1,375.67	5	(810.00)	6,878.37	6	12	(3,900.00)	17	9,008.98	87%	
16	5,261.52	(789.23)	4,472.29	(1,403.07)	701.54	3	(486.00)	3,507.68	3	6	(1,950.00)	9	4,628.30	88%	
Parcels 14-16	18,248.69	(2,737.30)	15,511.39	(4,866.32)	2,433.16	9	(1,458.00)	12,165.79	12	24	(7,800.00)	33	16,861.62	92%	
17	4,054.85	(608.23)	3,446.62	(1,081.29)	540.65	2	(324.00)	2,703.23	2	4	(1,300.00)	6	3,313.52	82%	47
18	22,150.25	(3,322.54)	18,827.71	(5,906.73)	2,953.37	11	(1,782.00)	14,766.83	14	28	(9,100.00)	39	20,111.27	91%	
Parcels 17-18	26,205.10	(3,930.76)	22,274.33	(6,988.03)	3,494.01	13	(2,106.00)	17,470.07	17	34	(11,050.00)	47	24,074.79	92%	
19	11,342.00	(1,701.30)	9,640.70	(3,024.53)	1,512.27	5	(810.00)	7,561.33	7	14	(4,550.00)	19	10,085.83	89%	19
20	5,166.64	(775.00)	4,391.64	(1,377.77)	688.89	3	(486.00)	3,444.43	3	6	(1,950.00)	9	4,588.77	89%	22
21	5,734.23	(860.13)	4,874.10	(1,529.13)	764.56	3	(486.00)	3,822.82	3	6	(1,950.00)	9	4,825.26	84%	
22	2,110.02	(316.50)	1,793.52	(562.67)	281.34	1	(162.00)	1,406.68	1	2	(650.00)	3	1,691.18	80%	
Parcels 20-22	13,010.89	(1,951.63)	11,059.26	(3,469.57)	1,734.79	6	(972.00)	8,673.93	8	16	(5,200.00)	22	11,593.20	89%	
23	1,920.38	(288.06)	1,632.32	(512.10)	256.05	1	(162.00)	1,280.25	1	2	(650.00)	3	1,612.16	84%	52
24	12,283.92	(1,842.59)	10,441.33	(3,275.71)	1,637.86	6	(972.00)	8,189.28	8	16	(5,200.00)	22	11,290.30	92%	
25	14,555.60	(2,183.34)	12,372.26	(3,881.49)	1,940.75	7	(1,134.00)	9,703.73	9	18	(5,850.00)	25	13,048.83	90%	
Parcels 23-25	28,759.90	(4,313.98)	24,445.91	(7,669.31)	3,834.65	14	(2,268.00)	19,173.26	19	38	(12,350.00)	52	26,601.29	92%	
26	13,591.43	(2,038.71)	11,552.72	(3,624.38)	1,812.19	7	(1,134.00)	9,060.95	9	18	(5,850.00)	25	12,647.10	93%	30
27	2,925.28	(438.79)	2,486.49	(780.08)	390.04	1	(162.00)	1,950.19	1	2	(650.00)	3	2,030.87	69%	
Parcels 26-27	16,516.71	(2,477.51)	14,039.20	(4,404.46)	2,202.23	8	(1,296.00)	11,011.14	11	22	(7,150.00)	30	15,327.96	93%	
28	18,286.45	(2,742.97)	15,543.48	(4,876.39)	2,438.19	9	(1,458.00)	12,190.97	12	24	(7,800.00)	33	16,877.35	92%	33
29	12,435.58	(1,865.34)	10,570.24	(3,316.15)	1,658.08	6	(972.00)	8,290.39	8	16	(5,200.00)	22	11,353.49	91%	22
30	7,424.48	(1,113.67)	6,310.81	(1,979.86)	989.93	4	(648.00)	4,949.65	4	8	(2,600.00)	12	6,341.53	85%	25
31	6,595.83	(989.37)	5,606.46	(1,758.89)	879.44	3	(486.00)	4,397.22	4	8	(2,600.00)	11	5,834.26	88%	
Parcels 30-31	14,020.31	(2,103.05)	11,917.27	(3,738.75)	1,869.37	7	(1,134.00)	9,346.87	9	18	(5,850.00)	25	12,825.80	91%	
32	6,463.31	(969.50)	5,493.81	(1,723.55)	861.77	3	(486.00)	4,308.87	4	8	(2,600.00)	11	5,779.04	89%	11
33	8,550.01	(1,282.50)	7,267.51	(2,280.00)	1,140.00	4	(648.00)	5,700.01	5	10	(3,250.00)	14	7,460.50	87%	14
34	6,409.54	(961.43)	5,448.11	(1,709.21)	854.61	3	(486.00)	4,273.03	4	8	(2,600.00)	11	5,756.64	90%	30
35	6,999.27	(1,049.89)	5,949.38	(1,866.47)	933.24	3	(486.00)	4,666.18	4	8	(2,600.00)	11	6,002.36	86%	
36	4,063.76	(609.56)	3,454.20	(1,083.67)	541.83	2	(324.00)	2,709.17	2	4	(1,300.00)	6	3,317.23	82%	
Parcels 34-36	17,472.58	(2,620.89)	14,851.69	(4,659.35)	2,329.68	8	(1,296.00)	11,648.38	11	22	(7,150.00)	30	15,726.24	90%	

Table 2

## Property Utilization Analysis - Site Specific FAR, Croton-Harmon, 2008

Parcel ID	Lot Size (Sq Ft)	Open Space (Sq Ft)	Projected Usable Lot Space (Sq Ft)	Footprint (Sq Ft)	Commercial Space (Sq Ft)	Commercial Parking Spaces	Commercial Parking (Sq Ft)	Residential Space (Sq Ft)	Residential Units	Residential Parking Spaces	Residential Parking (Sq Ft)	Total Required Parking Spaces	Total Property Utilization (Sq Ft)	Percent of Lot Surface Utilized	Total Grouped Parking Spaces Required	Maximum FAR (Site Specific)
1	13,333.10	(1,999.97)	11,333.14	(1,599.97)	799.99	3	(486.00)	3999.93	3	6	(1,950.00)	9	6,035.94	45%	9	0.360
2	14,472.75	(2,170.91)	12,301.84	(2,778.77)	1,389.38	5	(810.00)	6946.92	6	12	(3,900.00)	17	9,659.68	67%	128	0.576
3	7,160.35	(1,074.05)	6,086.30	(1,374.79)	687.39	2	(324.00)	3436.97	3	6	(1,950.00)	8	4,722.84	66%		
4	11,276.30	(1,691.44)	9,584.85	(2,165.05)	1,082.52	4	(648.00)	5412.62	5	10	(3,250.00)	14	7,754.49	69%		
Parcels 3-4	18,436.65	(2,765.50)	15,671.15	(3,539.84)	1,769.92	6	(972.00)	8849.59	8	16	(5,200.00)	22	12,477.33	68%		
5	12,692.35	(1,903.85)	10,788.50	(2,436.93)	1,218.47	4	(648.00)	6092.33	6	12	(3,900.00)	16	8,888.78	70%		
6	12,613.94	(1,892.09)	10,721.85	(2,421.88)	1,210.94	4	(648.00)	6054.69	6	12	(3,900.00)	16	8,861.97	70%		
7	8,286.80	(1,243.02)	7,043.78	(1,591.07)	795.53	3	(486.00)	3977.66	3	6	(1,950.00)	9	5,270.08	64%		
8	16,240.44	(2,436.07)	13,804.37	(3,118.16)	1,559.08	6	(972.00)	7795.41	7	14	(4,550.00)	20	11,076.23	68%		
9	7,765.32	(1,164.80)	6,600.53	(1,490.94)	745.47	3	(486.00)	3727.36	3	6	(1,950.00)	9	5,091.74	66%		
10	8,270.09	(1,240.51)	7,029.57	(1,587.86)	793.93	3	(486.00)	3969.64	3	6	(1,950.00)	9	5,264.37	64%		
Parcels 8-10	32,275.85	(4,841.38)	27,434.47	(6,196.96)	3,098.48	11	(1782.00)	15492.41	15	30	(9,750.00)	41	22,570.34	70%		
Parcels 2-10	98,778.34	(14,816.75)	83,961.59	(18,965.44)	9,482.72	34	(5508.00)	47413.60	47	94	(30,550.00)	128	69,840.19	71%		
11	10,098.53	(1,514.78)	8,583.75	(2,474.14)	1,237.07	4	(648.00)	6185.35	6	12	(3,900.00)	16	8,536.92	85%	16	0.735
12	5,980.90	(897.14)	5,083.77	(398.73)	199.36	1	(162.00)	996.82	0	0	0.00	1	1,457.86	24%	1	0.200
13	8,516.79	(1,277.52)	7,239.27	(1,198.03)	599.01	2	(324.00)	2995.07	2	4	(1,300.00)	6	4,099.55	48%	6	0.422
14	2,669.61	(400.44)	2,269.17	(525.91)	262.96	1	(162.00)	1314.78	1	2	(650.00)	3	1,738.36	65%	23	0.591
15	10,317.56	(1,547.63)	8,769.92	(2,032.56)	1,016.28	4	(648.00)	5081.40	5	10	(3,250.00)	14	7,478.19	72%		
16	5,261.52	(789.23)	4,472.29	(1,036.52)	518.26	2	(324.00)	2591.30	2	4	(1,300.00)	6	3,449.75	66%		
Parcels 14-16	18,248.69	(2,737.30)	15,511.39	(3,594.99)	1,797.50	7	(1134.00)	8987.48	8	16	(5,200.00)	23	12,666.30	69%		
17	4,054.85	(608.23)	3,446.62	(742.04)	371.02	1	(162.00)	1855.09	1	2	(650.00)	3	2,162.26	53%	31	0.549
18	22,150.25	(3,322.54)	18,827.71	(4,053.50)	2,026.75	7	(1134.00)	10133.74	10	20	(6,500.00)	27	15,010.03	68%		
Parcels 17-18	26,205.10	(3,930.76)	22,274.33	(4,795.53)	2,397.77	9	(1458.00)	11988.83	11	22	(7,150.00)	31	17,334.30	66%		
19	11,342.00	(1,701.30)	9,640.70	(1,372.38)	686.19	2	(324.00)	3430.95	3	6	(1,950.00)	8	5,347.68	47%	8	0.363
20	5,166.64	(775.00)	4,391.64	(952.38)	476.19	2	(324.00)	2380.96	2	4	(1,300.00)	6	3,351.38	65%	14	0.553
21	5,734.23	(860.13)	4,874.10	(1,057.01)	528.50	2	(324.00)	2642.52	2	4	(1,300.00)	6	3,541.14	62%		
22	2,110.02	(316.50)	1,793.52	(388.95)	194.47	1	(162.00)	972.37	0	0	0.00	1	867.45	41%		
Parcels 20-22	13,010.89	(1,951.63)	11,059.26	(2,398.34)	1,199.17	4	(648.00)	5995.85	5	10	(3,250.00)	14	8,247.97	63%		
23	1,920.38	(288.06)	1,632.32	(240.05)	120.02	0	0.00	600.12	0	0	0.00	0	528.10	28%	23	0.430
24	12,283.92	(1,842.59)	10,441.33	(1,535.49)	767.74	3	(486.00)	3838.72	3	6	(1,950.00)	9	5,814.08	47%		
25	14,555.60	(2,183.34)	12,372.26	(1,819.45)	909.72	3	(486.00)	4548.62	4	8	(2,600.00)	11	7,088.79	49%		
Parcels 23-25	28,759.90	(4,313.98)	24,445.91	(3,594.99)	1,797.49	7	(1134.00)	8987.47	8	16	(5,200.00)	23	14,242.97	50%		
26	13,591.43	(2,038.71)	11,552.72	(2,958.40)	1,479.20	5	(810.00)	7396.00	7	14	(4,550.00)	19	10,357.12	76%	23	0.653
27	2,925.28	(438.79)	2,486.49	(636.74)	318.37	1	(162.00)	1591.84	1	2	(650.00)	3	1,887.53	65%		
Parcels 26-27	16,516.71	(2,477.51)	14,039.20	(3,595.14)	1,797.57	7	(1134.00)	8987.84	8	16	(5,200.00)	23	12,406.64	75%		
28	18,286.45	(2,742.97)	15,543.48	(3,023.36)	1,511.68	5	(810.00)	7558.40	7	14	(4,550.00)	19	11,126.33	61%	19	0.496
29	12,435.58	(1,865.34)	10,570.24	(2,798.01)	1,399.00	5	(810.00)	6995.01	6	12	(3,900.00)	17	9,373.34	75%	17	0.675
30	7,424.48	(1,113.67)	6,310.81	(1,890.77)	945.38	3	(486.00)	4726.92	4	8	(2,600.00)	11	6,090.44	82%	22	0.764
31	6,595.83	(989.37)	5,606.46	(1,679.74)	839.87	3	(486.00)	4199.35	4	8	(2,600.00)	11	5,755.11	87%		
Parcels 30-31	14,020.31	(2,103.05)	11,917.27	(3,570.51)	1,785.25	6	(972.00)	8926.27	8	16	(5,200.00)	22	11,845.55	84%		
32	6,463.31	(969.50)	5,493.81	(799.30)	399.65	1	(162.00)	1998.24	1	2	(650.00)	3	2,580.79	40%	3	0.371
33	8,550.01	(1,282.50)	7,267.51	(1,923.75)	961.88	3	(486.00)	4809.38	4	8	(2,600.00)	11	6,292.25	74%	11	0.675
34	6,409.54	(961.43)	5,448.11	(705.05)	352.52	1	(162.00)	1762.62	1	2	(650.00)	3	2,478.48	39%	11	0.330
35	6,999.27	(1,049.89)	5,949.38	(769.92)	384.96	1	(162.00)	1924.80	1	2	(650.00)	3	2,631.81	38%		
36	4,063.76	(609.56)	3,454.20	(447.01)	223.51	1	(162.00)	1117.53	1	2	(650.00)	3	1,868.58	46%		
Parcels 34-36	17,472.58	(2,620.89)	14,851.69	(1,921.98)	960.99	3	(486.00)	4804.96	4	8	(2,600.00)	11	7,628.87	44%		