

CROTON YACHT CLUB SITE EVALUATION PLAN

Croton-on-Hudson, NY

Jan. 25th, 2013

BEJ Planning

Croton Yacht Club Site Evaluation Plan

Prepared on behalf of:

The Village of Croton-on-Hudson
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1. SUMMARY OF FINDINGS

1.1. Study Focus

Two key factors prompted the Village of Croton-on-Hudson to seek an evaluation study of the property leased to the Croton Yacht Club:

- The need to review the terms of the club's agreement with the Village given that the current lease expires in May, 2014
- Need to review how the Yacht Club parcel interacts with surrounding parcels for which uses have changed greatly over the past 15 years.

This study therefore focuses on opportunities to identify possible revenue-producing uses that could be located either within the Yacht Club site or on the adjacent riverfront property between the club and the southern portion of Croton Landing Park. Any new use or development will need to take account of the following:

- Existing Yacht Club activities are to remain within the current leased property,
- Encroachment or disturbance of the river edge must be avoided given the existing regulatory restrictions in place for this area of the Hudson River,
- Proposed development must recognize the environmental and community goals set out in the Village's LWRP, Greenway Vision Plan and other plans and studies. Development should enhance rather than negatively impact the area's attractive riverfront landscape.

The area defined by the Croton Yacht Club area and the Croton Landing Park presents only very limited opportunities for development given land availability and current uses. Our analysis determined that a waterfront restaurant, built independently or in conjunction with the Yacht Club, provides the most viable opportunity for new revenue-generating development.

1.2. Alternative Strategies

BFJ reviewed a number of options for possible restaurant development within this section of Croton's waterfront. After discussion with the Village Study Committee, the following three alternative sites were selected for evaluation:

- a) The existing Yacht Club site, assuming the replacement of the existing building with a new structure accommodating a restaurant as well as the club facilities

- b) On a site utilized for small boat launching at the southern end of Croton Landing Park. This option involves use of a portion of the Yacht Club's boat storage area
- c) An area within Croton Landing Park, adjacent to the rotary/drop-off area and existing parking lot

These alternatives were reviewed against a number of criteria that included the following factors:

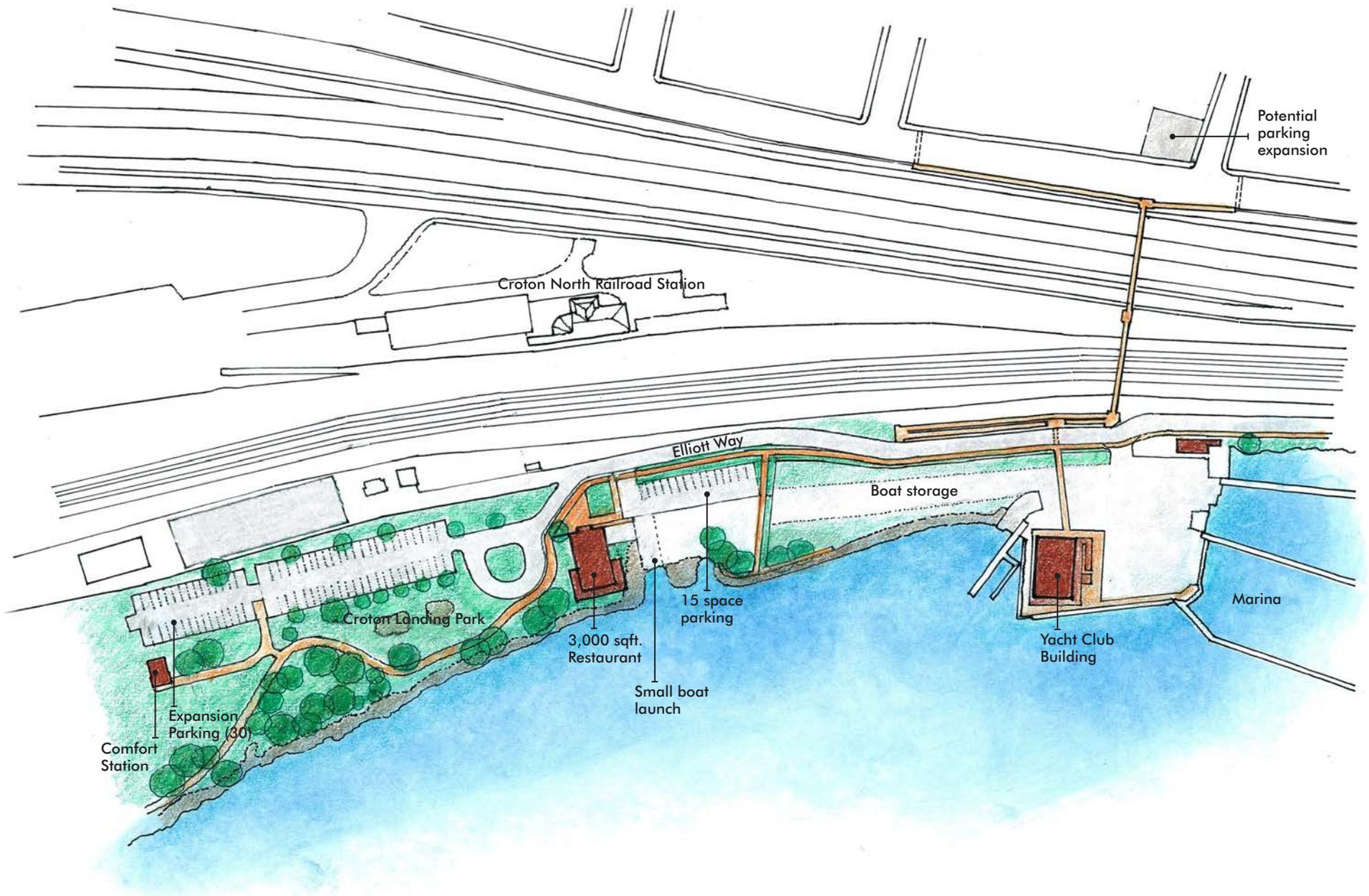
- The potential to attract high quality restaurant development
- The need to safeguard current Yacht Club operations
- The ability to respect and enhance the existing riverfront landscape
- The need to encourage shared parking, in order to reduce the need for new large scale parking areas
- Responsiveness to previous planning recommendations prepared for this section of Croton's waterfront

1.3. Recommendations

The Croton Landing Park site (option C) best responds to the study goals in providing an attractive and viable restaurant location while allowing the Yacht Club to remain at its current location. The recommended site plan, shown in the following Figure 1, includes the following features:

- A single story restaurant building located between the existing rotary and the small boat launch area to the south,
- Additional parking within the park and to the rear of the boat launch site,
- Suggested landscape improvements (including defined pedestrian pathway links) to better link the Yacht Club house to Elliott Way and to the pedestrian overpass,
- Additional pedestrian links connecting the north-south pathway along Elliott Way to the river edge.

Although option C was decided to be the best option, option B should also be considered due to its higher elevation. FEMA's recently released Advisory Base Flood Elevation Map increases the BFE of the site by 5 feet. Site B is approximately 3.5 feet higher than site C which may be a significant difference. The Village should pursue a more detailed preliminary design for both sites including building and site plans to explore the differences in design elements including aesthetics, access, foundation and construction cost before a final location is chosen.



2. INTRODUCTION

The Croton Yacht Club (“CYC”) currently leases an approximate 1.5-acre riverfront parcel from the Village of Croton-on-Hudson. A single story clubhouse, boat storage and service areas, and boat launch facilities occupy the site. A 125-slip marina is located on the south side of the property.

The Yacht Club has utilized the site for over 55 years and its activities form an important element in the Village’s rich mix of social, recreational and community related functions. Club membership totals over 150 members from the Village and surrounding areas (who along with their families accommodates approximately 300 to 400 community residents). Its boating and related activities contribute positively to the vitality and character of the Village’s extensive and attractive riverfront.

However, two key factors have prompted the Village to undertake an evaluation study of the property and its current use:

1. The Yacht Club’s lease with the Village expires in May, 2014 and it is likely that renewal terms will need to be re-evaluated and updated
2. An engineering study completed in September 2011 by Ocean and Coastal Consultants estimated that bulkhead improvements and shoreline stabilization measures are urgently required. This expense, to be absorbed by the Village, places pressure on the need to increase revenues from existing or additional uses located on this key section of Croton's riverfront.

The study therefore reviews possible new revenue-producing uses that could be considered for the Yacht Club site, as well as at other areas located immediately to the north of the club site. The evaluation study assumes CYC will remain on site, allowing it to continue its current operations without major disruption to its current activities.

The following report prepared by BFJ Planning summarizes an evaluation study, which reviews the Yacht Club operations within the context of the Village’s overall waterfront area, evaluates alternative development options including relevant market and financial implications, and provides a recommended future strategy for this important waterfront area.

3. EXISTING CONDITIONS

3.1. Site Context

The Croton Yacht Club is located within a string of recreational facilities along the Hudson River waterfront. These areas, shown in Figures 2 and 3, are connected by a waterfront pathway/esplanade that stretches 2.5 miles from Croton Point Park and Half Moon Bay to Croton Landing Park. The pathway is contiguous except for a small portion adjacent to the Yacht Club property.

Croton Landing Park to the north was built in 2008 and has an athletic field, a river walk, a small boat launch and a restroom. A 9/11 Remembrance memorial has been established at the very north end of the park. Senasqua Park, just south of the Yacht Club, has picnic facilities, a play area and a marina. The marina operates from May to mid October, with mooring space available by permit to residents and non-residents. Sailing lessons are offered by the Croton Sailing School. Part of the park is used for sailboat storage associated with the sailing school.

Parking for village residents visiting this area of the riverfront is provided at 3 locations: Elliott Way Parking Lot, Senasqua Park and Croton Landing Park. Over 180 designated spaces are provided within these areas, including 35 at the beginning of Elliott Way, 98 at Senasqua Park and 50 in Croton Landing Park. There is also a small gravel parking area adjacent to the boat launch in Croton Landing Park with space for about 15 cars and parking for about 8 cars under the pedestrian bridge ramp.

3.2. Yacht Club Property

Prior to the Yacht Club's establishment in 1957, the waterfront area was used both as a dock for shipping operations and as a satellite facility for an asphalt plant. Currently CYC's operations are situated on a 1.5 acre waterfront property, a good portion of which is surrounded by a steel bulkhead. The property consists of a clubhouse, a 120 slip marina, a boat launch, a gravel staging area for boat moving operations/parking and a gravel/grass boat storage area. Existing condition images of the site are displayed in Figures 4 and 5. An engineering drawing which shows grading and drainage is included at the end of the report (Appendix A). The clubhouse, which was erected in 1996, is a 3000 square foot single story prefabricated structure owned by the Yacht Club. Access to the clubhouse is limited to Yacht Club members and their guests. CYC leases the property from the Village with the lease set to expire in May, 2014. At present, the annual lease payment from the Yacht Club to the Village is \$12,500. It is also noted that the Yacht Club lease includes other terms of monetary value that are not direct lease payments which, if not included would require an expenditure of Village funds. Some of the more significant items are: the annual installation and removal of moorings in the Village mooring field, the building of one dock each year for the Village mooring field and boat launch area and the use of a slip at the marina for the Village Fire Department boat.

The 120 slip marina can dock vessels up to 35 feet (length overall) with the average boat stored being approximately 25 feet. The marina also provides storage options for trailer boats and personal watercraft as well as canoe and kayak storage. During the winter, the marina stores approximately 90 boats on the premises, 80-90% of which are stored on jack stands.

The busiest times of the year are in May and October when boats are moved in and out of the water respectively. After November 1st, when all boats are moved into storage, the water basin is prepared for the winter (e.g. pipes stacked, docks pooled together).

The CYC is operated, managed and fully funded by its membership. As set in the lease terms with the Village, regular membership is restricted to residents or taxpayers of the Village of Croton. In addition to the initiation fee, annual dues and capital assessments, members are required to undertake 70 hours of work at the club each year. Almost all of the work is done in-house by members. This cooperative type business model provides an affordable boating option for village residents. The Yacht Club does rent slips and offers storage opportunities to non-residents if space is available. Non-resident boaters or "Associates" pay much higher rates than regular members but these are still considered modest for this area on the river; approximately 30% of associates are Village residents. Associates are not required to fulfill annual work time requirements and are afforded limited benefits as compared to Regular members.

In addition to the regular boating operations, CYC also provides additional services to the community:

- Annually installs and removes floating docks, ramps and ground-tackle moorings at Senasqua Park Village owned sailing facility
- Builds docks at cost upon Village request
- Makes available equipment to the Village in the event of an emergency, i.e., Crane, Backhoe, pile driver barge, etc.
- Allows Village use of club house for special Village functions
- Hosts meetings of Hudson River Boat and Yacht Club Association, Coast Guard Auxiliary and Coast Guard Boating Safety education courses
- Provides free docking to Croton FD rescue boat
- Provides recreational access to Village residents for fishing and crabbing
- Awards annual college scholarship to Croton High School graduates
- Conducts annual River Day educational event and other river related educational seminars
- Hosts and funds annual Veterans Day dinner for Village veterans.



CROTON YACHT CLUB SITE EVALUATION PLAN

FIGURE 2: NEARBY WATERFRONT USES (AERIAL)

Image ID numbers correspond to numbers in aerial (Figure 2)



1: Buchanan/Cortlandt/
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 un-
derpass to Municipal Pl.)



9: Public parking next to Half Moon
Bay Marina

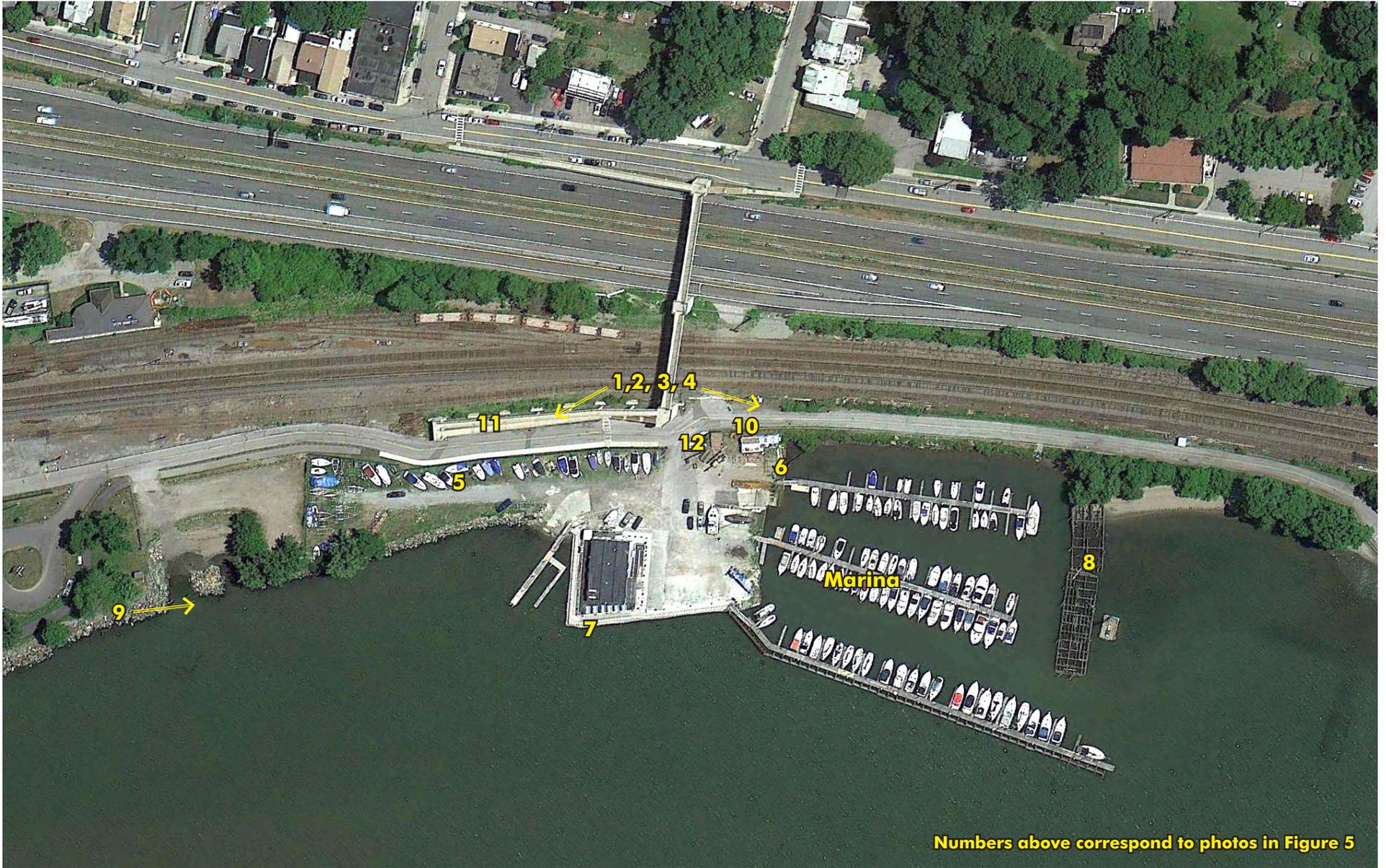


9: Pathway to Half Moon Bay Marina
and Croton Point Park

CROTON YACHT CLUB SITE EVALUATION PLAN

FIGURE 3: NEARBY WATERFRONT USES





Numbers above correspond to photos in Figure 5



Image ID numbers correspond to numbers in aerial (Figure 4)



1: Pedestrian bridge looking north (Elliott Way and boat storage)



2: Small boat launch



3: Croton Yacht Club building



4: Pedestrian bridge looking south (Elliott Way and boat slips)



5: Boat storage



6: Boat launch and steel bulkhead



7: Gabion basket wave protection and sidewalk



8: Breakwater/seawall (old barges)



9: View from Croton Landing Park



10: Sidewalk



11: Cars parked under pedestrian bridge

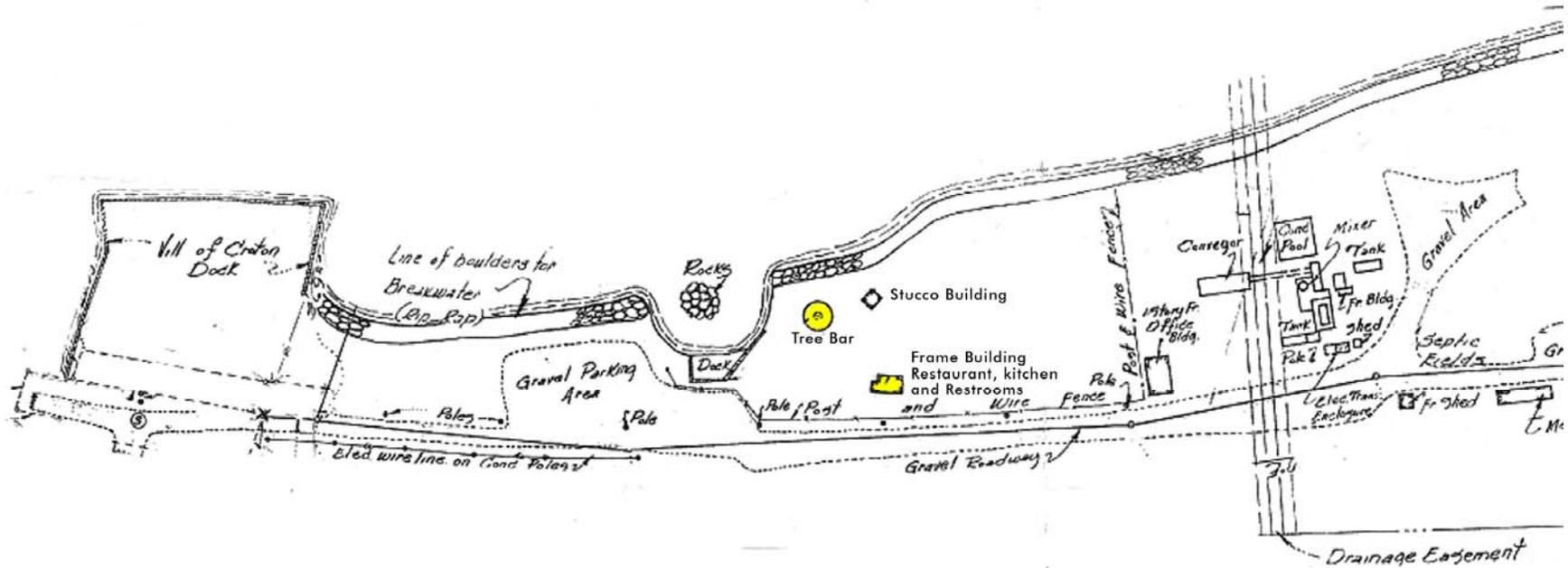


12: Entrance (no sidewalk)



3.3. Croton Landing Park

Prior to the Village's acquisition of the Seprieo Property and its subsequent transformation into Croton Landing Park, the area north of the Yacht Club included a "Tree bar" and restaurant with kitchen and restrooms just north of where the small boat launch currently resides. The survey of the "Seprieo Property" was done in 1977 when it was owned by Ottaviano. The location of the former restaurant and bar are shown on the survey below.



Survey of part of the study area for The Seprieo Corp, 1977

3.4. Feasibility Study for the Village Waterfront Property, 2001

In 2001, the Village completed a feasibility study of alternative uses for a 13.4-acre property which includes the Croton Yacht Club and Croton Landing Park. The 2001 study, a follow up to the 1997 Greenway Vision Plan for the Croton Waterfront, was partially (50%) funded by a Environmental Protection Fund grant. The grant titled, "1996 Local Waterfront Revitalization Project Agreement - Contract #C005716" was administered by the New York State Department of State and implemented locally by the Village's Waterfront Greenway Committee. The study identified 4 alternative land use scenarios for the study area and compared the relative strengths and weaknesses of each option. The four alternatives included the following:

Alternative A – A passive recreation area with trails, picnic areas, and possibly a visitor center.

Alternative B – A water-related recreation area with a floating restaurant barge, marina, boat launch, picnic area and community bandshells.

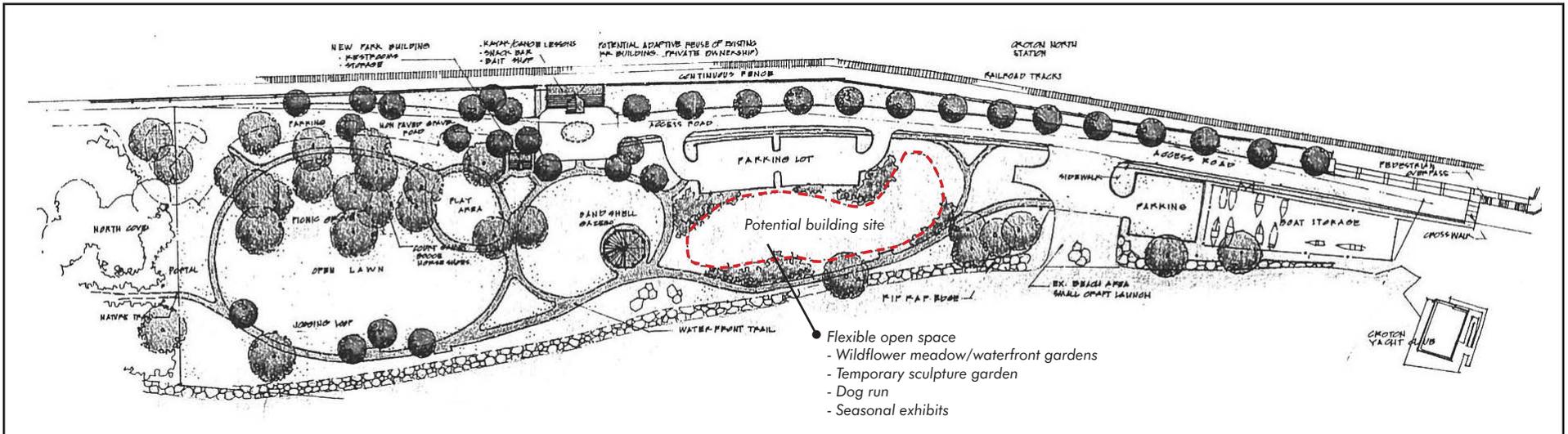
Alternative C – A waterfront recreation area with restaurant, cultural center, marina, trails and picnic area.

Alternative D – A sports recreation area with a baseball diamond, bleachers, children's play area, tennis court and jogging trails.

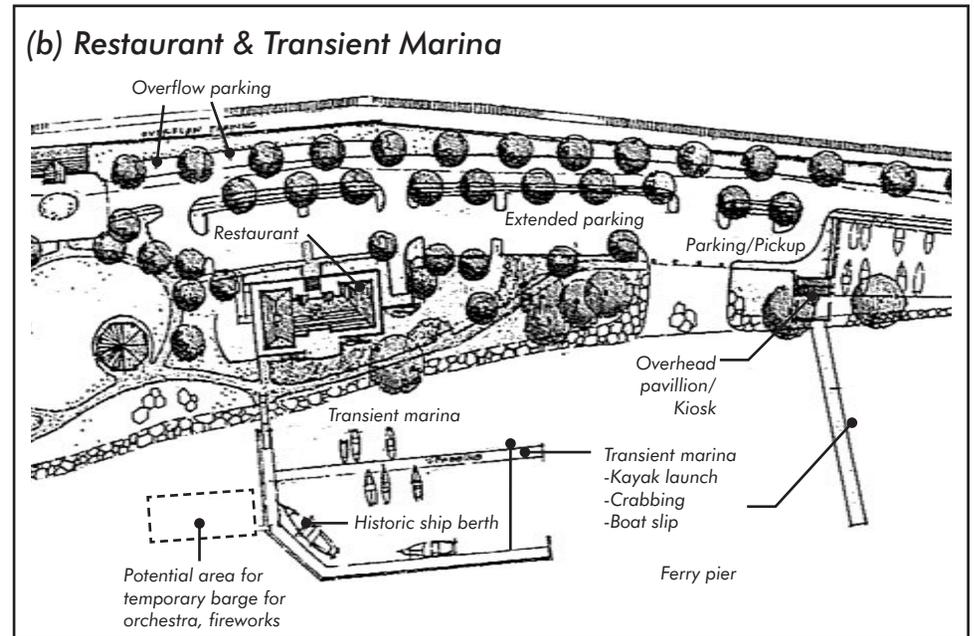
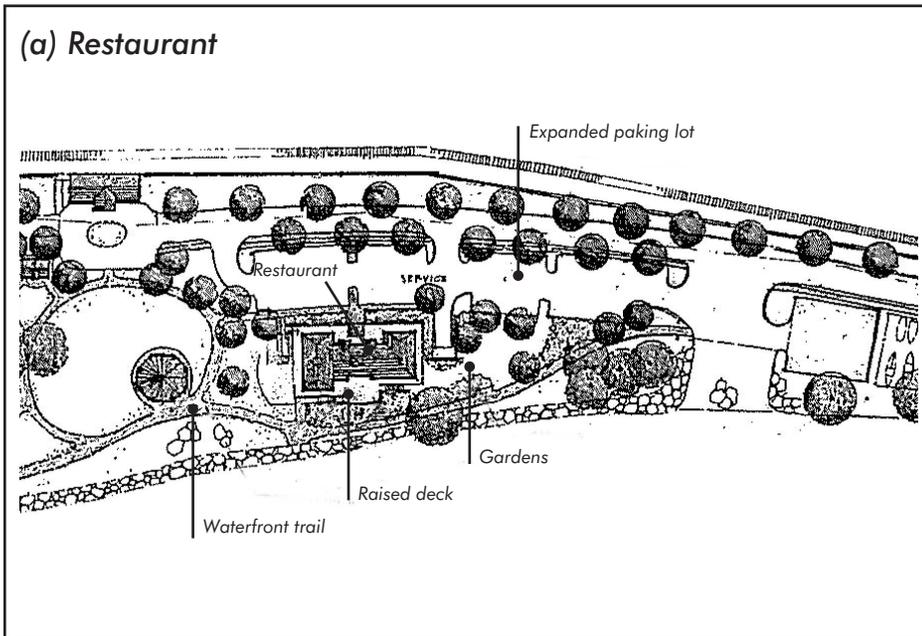
The selected plan was essentially based on Alternative A, responding to preferences identified in a community survey. Survey respondents also noted that a restaurant was a preferred use if any commercial development were to occur within Croton Landing Park. The plan does state that a limited number of additional elements proposed in Alternatives B and C, such as a small restaurant and a small transient marina may be contemplated in the future, given additional analysis of their feasibility and consistency with the policies and purposes of the LWRP. The plan identifies an area just north of the small boat launch where a 80-100 seat, 4,500-5,000 square foot restaurant would be suitable.

Figure 6 shows the 2001 conceptual plan for Croton Landing, together with proposals for both (a) a restaurant and (b) a restaurant attached to a marina with space for other tourist-related facilities. Both scenarios show the main parking lot expanding to the south and linking with the small boat launch site. The restaurant's architectural style is suggested to be nautical or historical in character relative to the Hudson River vernacular, with use of natural materials such as brick and wood shingles.

Proposed Waterfront Development Plan (2001)



Concepts for Future Expansion:



4. ISSUES AND OPPORTUNITIES

4.1. Site Evaluation

The projected cost of the needed bulkhead improvements at the Yacht Club property has prompted the village to identify possible revenue-producing development at the Yacht Club site, or alternatively on the adjacent property to the north of the current boat storage area or at the south end of Croton Landing Park. New development options are, however, limited by to a number of factors that include:

- Land availability. Potential building site options are limited due to the relatively narrow depth of waterfront property and by existing uses. The current Yacht Club activities, small boat launch areas and the configuration of access roads and pedestrian pathways leave only limited space for new uses. Much of the boat storage area used by the club extends only 60 – 80 feet back from the riverfront.
- Yacht Club operations. The area defined by bulkheading includes the club house, marine-related service areas, parking, boat launch sites and space for crane maneuvering, etc. Only uses that could be combined with the club building appear to be feasible.
- Property to the north (adjacent to the boat storage area) has very limited space for new building; its use (especially in summer months) as a base for kayak/canoe launching, windsurfing, etc also needs to be taken into consideration.
- Any expansion of the shoreline into the river in order to create additional land for development is virtually unobtainable given the regulatory restrictions imposed by the State, Army Corps of Engineers and other authorities. Similar restrictions would also be imposed on the use of floating structures tied to the river edge (such as a floating restaurant). Stormwater runoff is a major concern for DEC and is regularly monitored.
- This section of the riverfront is prone to severe flooding, as witnessed by the significant damage caused by Hurricane Sandy and Tropical Storm Irene. The Yacht Club site also experiences flooding during extremely high tides not related to storms. Flooding issues are discussed further in Section 4.2 below.
- A floating barge was discussed as a potential possibility to expand space for a restaurant. The barge would only be suitable in the summer months as it would have to be moved during the winter. Because of this limitation, it was decided that locating a restaurant on a barge was not a financially feasible option given the Village's financial objectives for the site.

- Road access is limited to two lanes and already experiences significant traffic congestion during summer weekend periods. A portion of this roadway lacks a pedestrian sidewalk.

Despite the site limitations noted earlier a number of factors provide strong support for new restaurant development within the study area. These factors include:

- As described in the following pages of this report this portion of the Hudson River waterfront offers a unique opportunity to establish a destination restaurant that would offer spectacular panoramic views across Haverstraw Bay and the Hudson River.
- The Village's Local Waterfront Revitalization Program (LWRP), prepared in 1992, set out proposals focusing on the redevelopment and restoration of underutilized coastal area properties. The preparation of the Local Waterfront Revitalization Plan (LWRP) was funded by a matching grant from the NYS Department of State under a Coastal Zone Management Program Grant from the Federal Government. The entire Village is in the Coastal Management Zone; certain local, state and federal actions must be consistent with the Village's LWRP prior to approval of the actions as required by the U.S. Coastal Zone Management Act, State Waterfront Revitalization of Coastal Areas and Inland Waters Act, and the Village's Waterfront Revitalization Law. LWRPs include environmental protection (including open space conservation), public access, historic preservation, park development, urban waterfront redevelopment, and water quality improvement projects and activities.
- The Greenway Vision Plan, prepared in 1997, included recommendations for restaurant use on property between the Yacht Club boat storage area and land now developed as Croton Landing Park. This Greenway Vision Plan was funded by a matching grant from the Greenway Council of the Hudson River Valley under the Council's Model Communities Program. Under this program, grants were issued to local communities whose plans exemplified or implemented the Hudson River Valley Greenway Act of 1991. This act was enacted to protect and enhance the special places of scenic, cultural and ecological importance in the Hudson River Valley.
- The Feasibility Study for the Village Waterfront Property, prepared in 2001, set out options for the development of the Village waterfront property. Many of the alternatives in this study included the development of a restaurant. This Feasibility Study was funded by a matching grant from the NYS Department of State under the Environmental Protection Fund Local Waterfront Revitalization Program. Under this program, grants were issued to local communities with approved Local Waterfront Revitalization Programs.
- Dining options along this section of the riverfront are limited. The closest restaurants are located along North Riverside Avenue, on the East side of Route 9 and the railroad tracks.

- The Yacht Club site is flanked by two popular waterfront parks - Croton Landing Park and Senasqua Park - that are well used by residents year round. A local restaurant would add to the current attractions and amenities that already exist along this section of Croton's riverfront.
- Although road access is limited, the area is adjacent to the pedestrian overpass crossing the rail tracks and Route 9, providing access to the nearby residential community.
- The site is in the WC (Waterfront Commercial) zoning district where restaurants are a special permitted use.

4.2. Flooding

This section of the riverfront is subject to persistent flooding caused by high tides in combination with high wind conditions. In addition, major storms, such as the Hurricane Sandy and Tropical Irene events caused damage within the Yacht Club site and its environs. The threat of flooding is documented in the 2007 Flood Insurance Rate Map prepared by the Federal Emergency Management Agency (FEMA), as shown in Appendix B. The FEMA map shows that the riverfront area extending from Senasqua Park to Croton Landing Park is in Zone AE with a base flood elevation (BFE) of 7 feet, approximately 2-2.5 feet above the existing grades of the riverfront portion of the Yacht Club site.

However, new advisory maps have recently been issued by FEMA that are designed to take account of changing climate conditions. The FEMA Advisory Base Flood Elevation (ABFE) map shown in Appendix C (issued Jan-2013) shows the advisory special flood zone ("V" zone), which is subject to high velocity wave action and has an advisory base flood elevation of 12 feet or 5 feet higher the current Flood Insurance Rate Maps (FIRMs) BFE. FEMA is in the process of updating the flood hazard areas along the Hudson River shoreline in Westchester County, and has indicated that updated FIRM's showing revised special flood hazard areas and BFE may be available in late 2013.

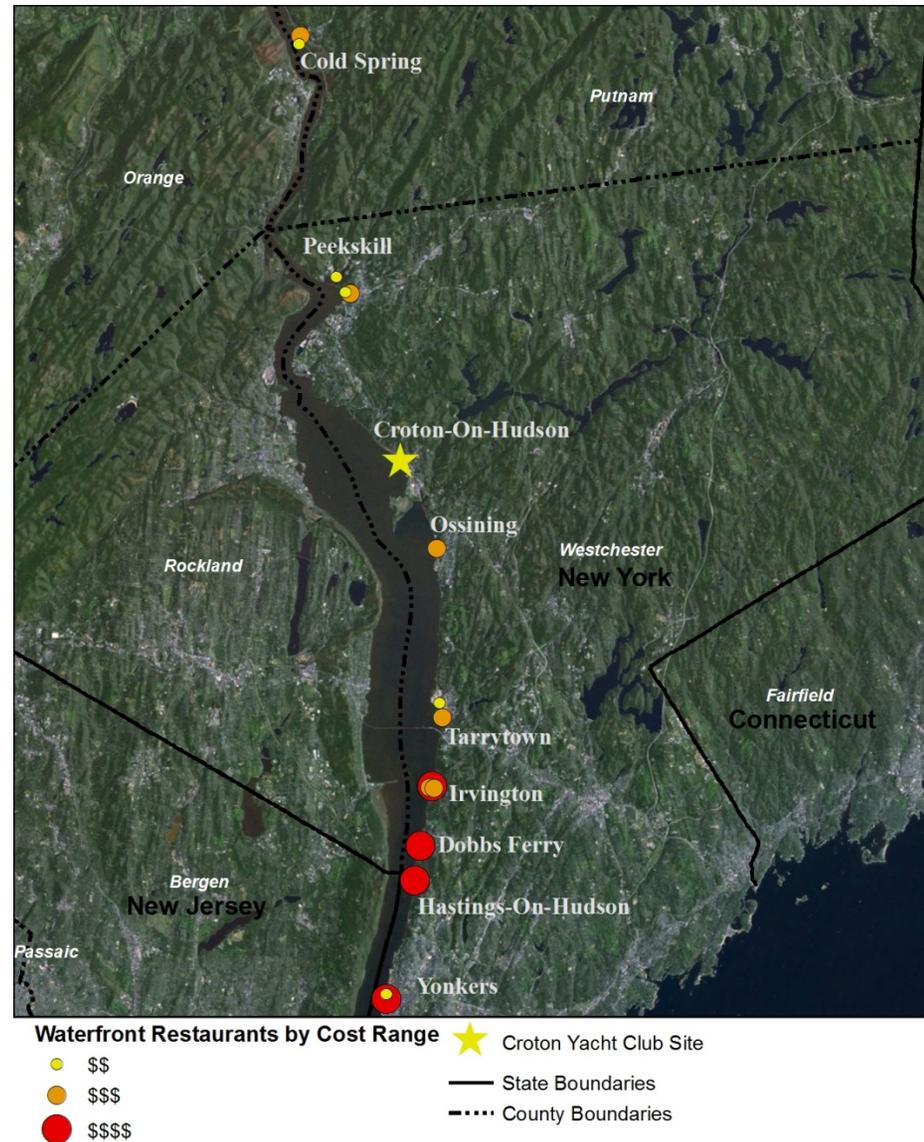
FEMA regulations and NYS Building Code require that the first floor of a building be a specified elevation above BFE to limit damage to the building and provide safety to the occupants. The building must also be designed to withstand flood loads including the requirement that the building have a pile or column foundation in V zones. The design for any restaurant would need to address all building code and other requirements for building in a flood zone.

5. THE ECONOMICS OF DEVELOPMENT

5.1. Introduction

The Croton-on-Hudson waterfront defined by the Croton Yacht Club Basin and the Croton Landing Park present an opportunity for limited physical development that might defray a portion or all of the costs associated with reconstructing the Yacht Club Basin. The park attracts visitors from the surrounding communities and the Yacht Club is an essential element of the Village quality of life. Given the limited availability of sites for redevelopment within this expanse, based upon the design analysis, it was determined that a waterfront restaurant – built independently or in conjunction with the Yacht Club – provided the most viable opportunity for new revenue-generating development.

In recent years, the number of full-service restaurants sited on the Hudson River waterfront – or situated with an elevated view of the river – has been increasing. Some examples of these restaurants are shown on the following page. On the eastern shore from Yonkers to Cold Spring, seventeen (17) such restaurants, ranging in fare from steak and seafood to French bistro dining, draw a substantial crowd. Price-wise, they cater to moderate (\$\$) to higher priced (\$\$\$\$) dining, with the more expensive restaurants seating at least 200 occupants. Although the season for outdoor dining is limited, most can expand their capacity with seating on patios that overlook the Hudson River. Between Ossining and Peekskill, at Croton-on-Hudson, an opportunity exists for a new mid-price waterfront restaurant.





X²O, Yonkers, NY



The Boathouse, Ossining, NY



Red Hat, Irvington, NY



Tarrytown Boat Club, Tarrytown, NY



Harvest on Hudson, Hastings, NY



Half Moon, Dobbs Ferry, NY

As Table 1 shows, the more expensive restaurants tend to be located in southern Westchester County, where they also tap the New York City market, while the more northern villages in less populated areas have smaller, more moderately priced establishments. Collectively, the 17 waterfront restaurants have some 700 employees on payroll with an annual payroll that exceeded \$15.6 million in 2010. Although small by comparison to a Westchester County payroll of \$228 million for more than nine hundred full-service restaurants in 2010, the waterfront establishments are attracting greater than average demand with average sales of \$2.7 million, compared to \$800,000 and 6 percent of all restaurant sales county-wide (Table 2).

Table 1: Waterfront Restaurants in Westchester & Putnam Counties

<i>Municipality</i>	<i>Waterfront Restaurants</i>	<i>By Price Range</i>			<i>By Employment Size</i>		
		<i>\$\$</i>	<i>\$\$\$</i>	<i>\$\$\$\$</i>	<i>10-19</i>	<i>20-49</i>	<i>50-99</i>
Yonkers	3	2		1		1	2
Hastings on Hudson	1			1			1
Dobbs Ferry	1			1			1
Irvington	3		2	1	1	1	1
Tarrytown	2		2				2
Sleepy Hollow	1	1				1	
Ossining	1		1			1	
Peekskill	2	1	1			2	
Cortlandt Manor	1	1				1	
Cold Spring	2	1	1		2		
Total	17	6	7	4	3	7	7

Source: Urbanomics, Inc.

Table 2: Restaurant Sales, Payroll & Employment on the Waterfront

	<i>Waterfront Restaurants by Employment Size</i>				<i>All Westchester Restaurants</i>
	<i>All</i>	<i>10-19</i>	<i>20-49</i>	<i>50-99</i>	
Restaurants (#)	17	3	7	7	944
Sales (\$000)	\$45,239	\$2,710	\$13,931	\$28,599	\$748,265
Annual Payroll (\$000)	\$15,651	\$800	\$4,686	\$10,165	\$228,218
Paid Employees (#)	718	39	224	455	10,772
Sales/Restaurant	\$2,661,100	\$903,300	\$1,990,100	\$4,085,600	\$792,700

Source: Urbanomics, Inc., based on 2010 County Business Patterns and 2007 Economic Census

Most waterfront restaurants are located on private property, with restaurants in Tarrytown and Ossining co-located with Yacht or Boat Clubs. The property taxes billed to eleven (11) such establishments were reported with a median value of \$34,000 per restaurant in 2012. However, all three Yonkers restaurants are housed in publicly owned space and listed as wholly tax exempt. Under these conditions, and when restaurants lease locations on public parkland, they can be expected to generate rents for municipalities. This is true of X2O Xaviars on the Hudson, the Dolphin Restaurant and Café Hudson in Yonkers. Such rents can exceed \$100,000 annually for the larger restaurants with several million annual sales.

5.2. Demand for a Waterfront Restaurant in Croton-on-Hudson

To estimate the demand for a full-service restaurant located on the waterfront in Croton-on-Hudson, a *Retail MarketPlace Profile* report was processed on a 3-mile radius of the site using the ESRI Business Analyst, a geospatial data base that analyzes current demographic, consumer expenditure, and retail sales data compiled by the US Bureau of the Census and the US Bureau of Labor Statistics. The database profiled the likely spending patterns of 7,824 households residing within the 3-mile trade area with a median disposable income of \$75,248 in 2010. As Table 3 shows, for all Food Services & Drinking Places, it is estimated that resident households spent \$52.9 million, within the trade area and elsewhere, while the food services and drinking places located in the trade area reported only \$20.8 million in sales. Thus, \$32 million in restaurant expenditures leaked out of the 3-mile area surrounding the waterfront site.

For full-service restaurants, the category applicable to a waterfront restaurant, the leakage of consumer spending amounted to \$12.4 million in 2010. Compared to 17 existing waterfront restaurants located outside of this trade area -- with aggregate sales of \$45.2 million and \$2.7 million per establishment on average – this leakage provides ample opportunity for one new establishment to capture the outflow of restaurant demand.

Table 3: The Retail Gap of Food Services & Drinking Places Within 3 Miles of the Croton Waterfront

Industry Group	Demand (Consumer Spending)	Supply (Restaurant Sales)	Retail Gap	Number of Businesses
Food Services & Drinking Places	\$52,884,252	\$20,821,097	\$32,063,155	50
Full-Service Restaurants	\$24,418,506	\$12,052,555	\$12,365,951	31
Limited-Service Restaurants	\$20,775,790	\$8,342,631	\$12,433,159	15
Special Food Services	\$74,168,040	\$176,148	\$73,991,892	1
Drinking Places - Alcoh Bev	\$521,916	\$249,764	\$272,152	2

Source: ESRI, *Retail MarketPlace Profile*, November 08, 2012

5.3. Feasibility of Waterfront Rental & Property Tax Payments to Croton-on-Hudson

Three design options have been provided for a proposed waterfront restaurant at the Croton Yacht Club or Croton Landing site. Restricted by the alternative developable sites and parking access, each option proposes a 2,900 SF facility with 2,000 SF of interior space allotted to restaurant seating. Patio space of 1,000 SF is programmed for seasonal outdoor dining, yielding an effective 2,500 SF of productive floor area for annual restaurant sales. The restaurant would be a medium price full-service facility with an average check of \$35 per person, which is operated on a year-round basis, providing food and drinks seven days per week.

On an average daily basis, a 2,500 SF floor plan could be expected to accommodate 100 diners and 25 occupants at a bar 20 feet long. Using a turnover rate marginally in excess of 1.0, this demand would physically translate into 85 chairs and 20 bar stools. Restaurant employment to operate the proposed facility would consist of five (5) workers plus two (2) relief in the kitchen and 10 to 12 workers on the dining floor, comprised of a minimum of 5 waiters, 1 bartender, 1 host, 1 runner and 2 busboys. The total employment of 17 to 19 persons would place this restaurant in the upper portion of the lower size range (10-19 employees) of existing waterfront restaurants.

With expected sales of \$520 PSF, the proposed restaurant would generate yearly sales of \$1.3 million, or gross \$12,000 per occupied chair and \$4,000 per bar stool annually. Compared to 3 existing waterfront restaurants that average 13 workers and \$903,300 sales each, the proposed Croton restaurant would have roughly 40 percent more workers and sales annually. The following table provides an expected profit and loss statement for the facility.

Table 4: Profit and Loss Statement for Proposed Croton Waterfront Restaurant

<i>Proposed Waterfront Restaurant</i>	\$	%
Sales		
Food Sales	\$1,000,000	77%
Beverage Sales	\$300,000	23%
Total Sales	\$1,300,000	100%
Cost of Sales		
Food	\$360,000	36%
Beverage	\$90,000	30%
Total Cost of Sales	\$450,000	35%
Gross Profit		
Food	\$640,000	64%
Beverage	\$210,000	70%
Total Gross Profit	\$850,000	65%
Operating Expenses		
Salaries & Wages	\$380,000	29%
Employee Benefits	\$120,000	9%
Occupancy Costs	\$95,000	7%
Rent	\$78,000	6%
Utilities & Insurance	\$17,000	1%
Direct Operating Expenses	\$30,000	2%
Marketing	\$20,000	2%
General & Administrative Expenses	\$50,000	4%
Repairs & Maintenance	\$25,000	2%
Total Operating Expenses	\$720,000	55%
Net Operating Income	\$130,000	10%

Source: Urbanomics, Inc., based in part on National Restaurant Association data.

For a restaurant to be feasible from a developer/restaurateur's perspective, a 10 percent return (net operating income) is essential. As the statement shows, given the various cost components and typical shares of gross profit and other expenses entailed in operating a restaurant, the allocation for annual rent on a tax exempt property cannot realistically exceed 6 percent, or \$78,000, given the proposed development's expected gross receipts.

It should be noted that construction of a 2,900 square foot restaurant (interior and kitchen unfinished) with a 1,000 square foot deck and site improvements would cost approximately \$700,000 to \$750,000, at current per square foot costs of construction. The cost of constructing the facility would likely not be undertaken by a restaurateur proposing to operate the facility. However, the restaurateur would complete the interior and kitchen. If the Village decided to bond the construction of the restaurant, the rent revenue of \$78,000 per year from the restaurant, with annual percentage increase, would cover the cost of the debt service on the above estimated construction costs.

5.4. Capital Costs of Repairing Croton Yacht Club Basin & Allocation of Debt Burden

The Village faces the cost of rebuilding the steel bulkhead on the Village's waterfront property leased to the Croton Yacht Club. A municipal bond for \$1 million issued at present value under the Village's current Aa2 rates of interest (3%) for a 30 year term is likely to require annual debt service payments of about \$60,000.¹ The actual construction cost of the bulkhead repair will be known once the project is bid and the work is awarded to the lowest responsible bidder; the actual interest rate on the bond will also be known when the bond is issued and is expected to be in the 3% range.

¹ Croton-on-Hudson's Village Treasurer has confirmed the expected debt service under typical Village bonding terms with its Financial Advisor.

6. ALTERNATIVE DEVELOPMENT CONCEPTS

6.1. Description of Alternatives

BFJ reviewed a number of options for possible restaurant development on the waterfront. After discussion with the Study Committee, three alternative locations (shown in Figure 8) were selected for evaluation. All three sites contain a 3,000 square foot restaurant comprised of a 2,000 square foot interior dining area (~100 seats) and 1,000 square feet for the kitchen, service area, storage, etc. Patio space is programmed for seasonal outdoor dining. These three concepts along with their relative strengths and weaknesses are listed below:

Concept A: Co-locate a restaurant on the existing Yacht Club site (Figure 9)

In this scenario, a new 2-story structure replaces the existing Yacht Club building. The restaurant is located on the 1st floor and the entrance would be adjacent to the 22-space parking lot. A pathway is also created to connect the building directly to the pedestrian overpass. The 2nd floor would be for CYC operations and access would be on the marina side of the building where most of the Yacht Club's operations occur. Some operations including boat storage and the small boat launch remain on the far side of the property.

Strengths

- Good location (panoramic views) for restaurant
- Site owned by Village and not in designated park
- Adjacent to pedestrian bridge/link to Riverside Ave
- Potential to consolidate/coordinate some functions of Yacht Club and restaurant (bar/restaurant)
- Availability of docks for diners coming via boat
- Potential to upgrade existing building

Weaknesses

- Limited parking on site
- Flooding issues
- Community support to maintain existing Yacht Club functions
- Relationship of quality restaurant and working yacht club (e.g. restaurant parking could inhibit boat moving operations and boat moving operations are a potential safety issue)
- Could result in reduction of space for boat storage
- Current building not large enough to support restaurant & yacht club
- Foundation costs and resurfacing
- Some utility improvements required



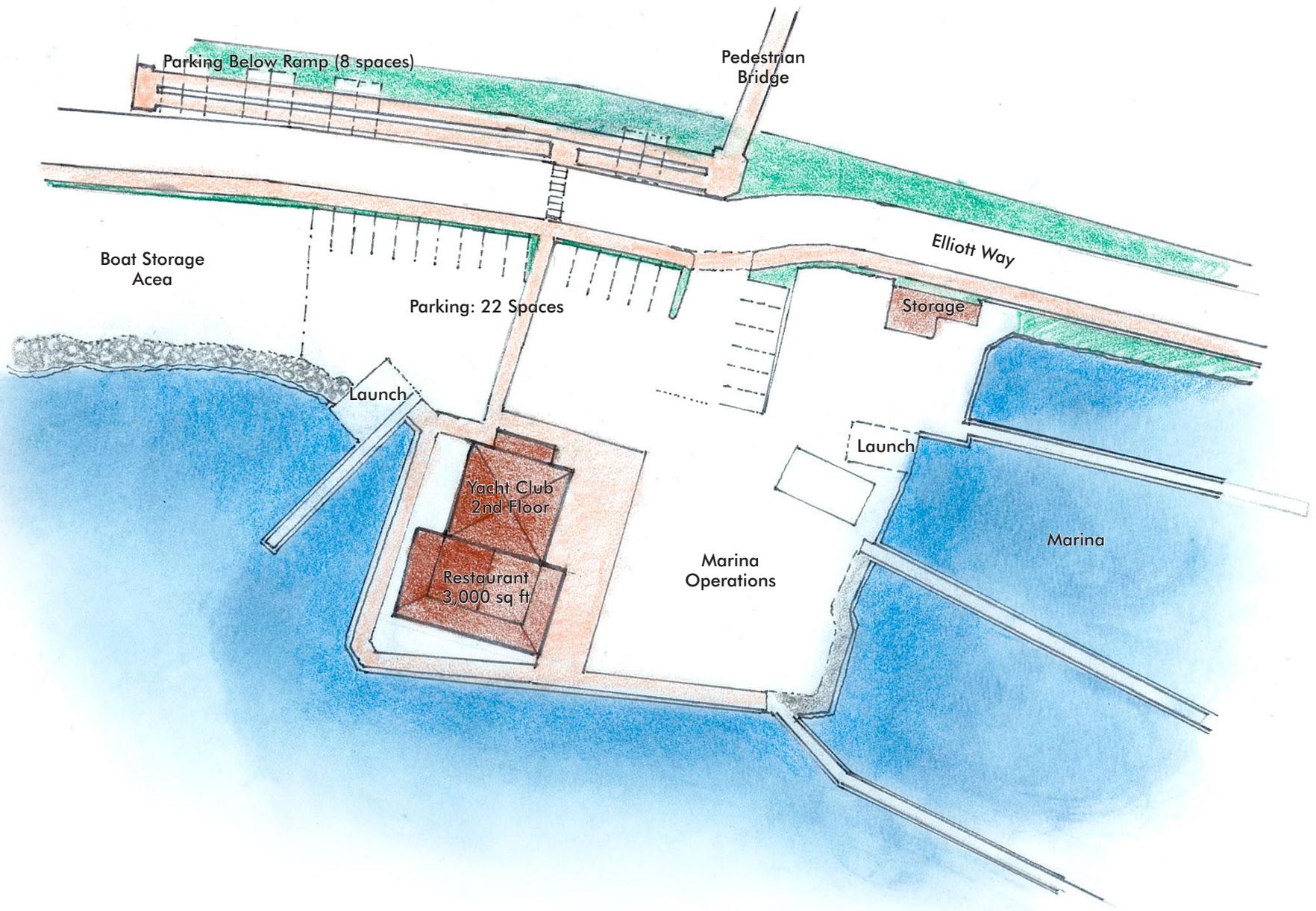
Development Scenarios

Concept A: Yacht Club Site

Concept B: Area North of Boat Storage Area

Concept C: Southern End of Croton Landing Park





Concept B: Build a restaurant in the area north of the boat storage area (Figure 10)

The proposed restaurant is located on the waterfront adjacent to the Yacht Club's boat storage area. A landscaped buffer separates the two uses. 20 parking spaces are provided on-site and a pedestrian pathway is provided to link the site with existing parking in Croton Landing Park. A portion of the site next to the restaurant remains dedicated for small boat launch activities.

Strengths

- Higher ground: less flooding
- Utilizes village-owned, underutilized site
- On waterfront, but not on bulkhead
- Adjacent to park
- Can utilize parking in Croton Landing Park
- Convenient connection to Yacht Club, potential use of dock for diners

Weaknesses

- In designated park – possible community opposition
- Potential conflict with small boat launch activities
- Constricted size area
- Parking in Croton Landing Park is over 100 yards from the restaurant
- Uses a portion of property currently used by Yacht Club for boat storage.
- Higher elevation than Option A, but flooding still issue

Concept C: Build a restaurant southern end of Croton Landing Park (Figure 11)

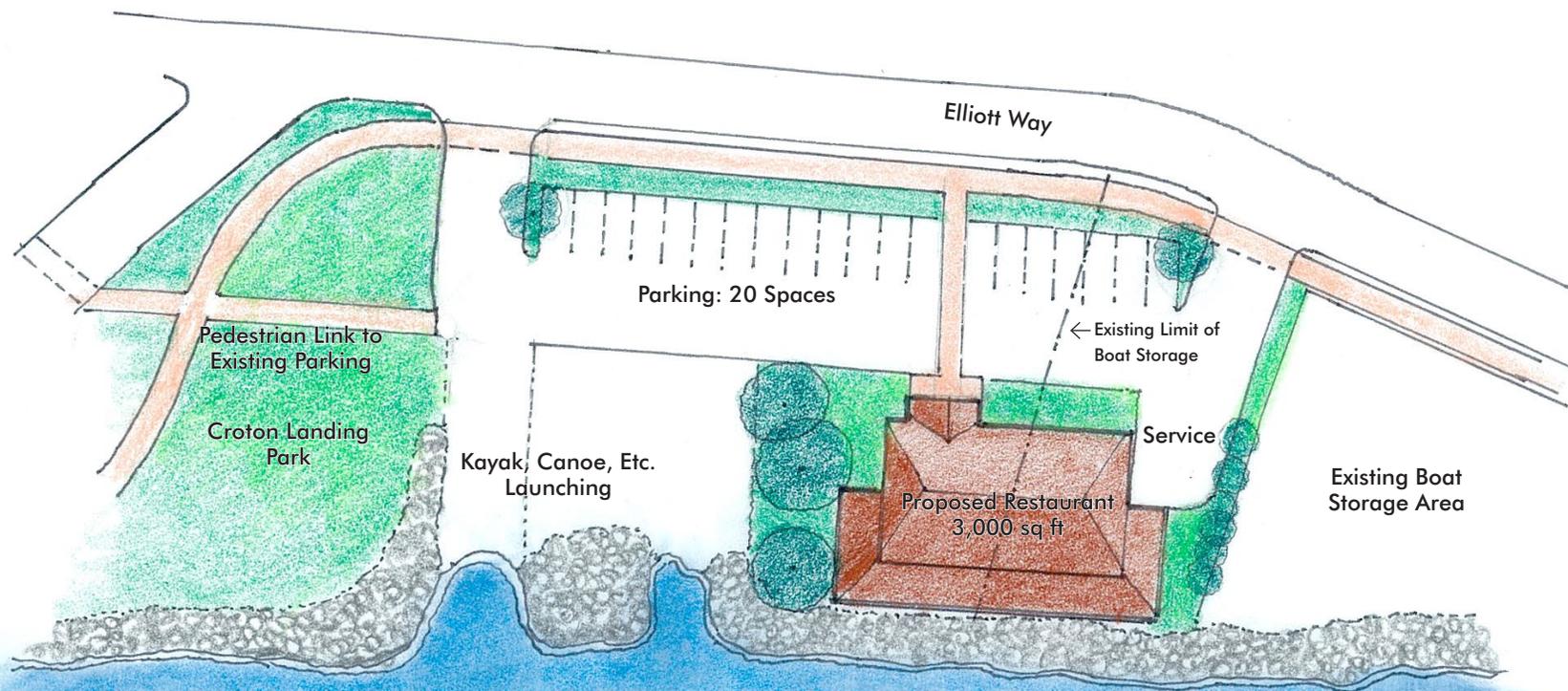
This concept has a restaurant located adjacent to the rotary in Croton Landing Park. A landscaped buffer separates the two uses. 20 parking spaces are provided on site and a pedestrian pathway is provided to link the site with existing parking in Croton Landing Park. A pathway is also provided at the border of the Yacht Club site and the restaurant to separate the uses and to provide pedestrian access to the waterfront. A portion of the site next to the restaurant remains dedicated for small boat launch activities.

Strengths

- Restauranters have preference for separate site
- Does not intrude into existing Yacht Club property
- On waterfront, but not on bulkhead
- Attractive setting within park area
- Good access to existing village parking

Weaknesses

- In designated park – potential community opposition
- Parking shared with public park users
- Higher elevation than Option A, but flooding still issue
- Conflicts with below-grade utility line





6.2. Potential for New Parking

All three concepts do not have enough parking on-site to satisfy either parking requirements² or potential demand³ during busy hours. There are opportunities for shared parking as the peak time for the restaurant will be at dinner when the park is used less frequently. However, during the day on the weekends, there may be a conflict and the Village should consider opportunities to increase parking in the vicinity. These opportunities are listed below. Valet parking is a possibility for restaurants to access lots further away.

- Create lot on the corner of Brook Street and N Riverside Ave

This area is uniquely suited for parking as it is on the east side of the pedestrian bridge, which provides access to the waterfront over the railroad tracks. There are two vacant parcels at this location, one is village owned and the other (corner lot) is privately owned. 26 parking spaces could be created if both parcels were combined.

- Expand existing parking in Croton Landing Park

Preliminary studies have already been carried out to expand the existing lot by 30-40 spaces.

- Negotiate use of CSX Property

The property adjacent to the railroad northeast of Croton Landing Park is owned by CSX. It does not appear that this property is heavily utilized. The Village should reach out to CSX to investigate potential to lease or purchase some of the property for parking.

² The Village zoning code, in the bulk requirements, requires 1 parking space per 250 square feet of service area. The 3000 square foot restaurant may have about 2500 square feet of service area so the base parking would be (2500/250) 10 spaces. In addition to the base parking requirements the zoning code requires additional parking for restaurants above the base amount in the amount of 1 additional parking space per four chairs or 25 additional parking spaces for a 100 seat restaurant. The total parking spaces required by the zoning code would be 35 (10 + 25).

³ It is estimated that approximately 70 spaces may be needed to satisfy peak demand.

7. EVALUATION AND RECOMMENDATIONS

The consultant team has reviewed the various alternatives with representatives from the village and have determined that Alternative A is the least desirable option of the three concepts reviewed as there is not enough space to co-locate a restaurant and a yacht club on the existing property. From a restaurateur's perspective, having these two uses separate is a more desirable option. Options B & C, located just to the north of CYC were determined to be more appropriate locations for a restaurant for the following reasons:

- They avoid conflicts with CYC activities
- The sites are in an attractive landscaped area with panoramic views of the Hudson
- Are adjacent or nearby to existing parking
- Have a slightly higher elevation than the CYC site
- Would enhance the mix of activities along the RiverWalk

It is important to recognize that the location of the restaurant in option C is in roughly the same spot proposed in the 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.

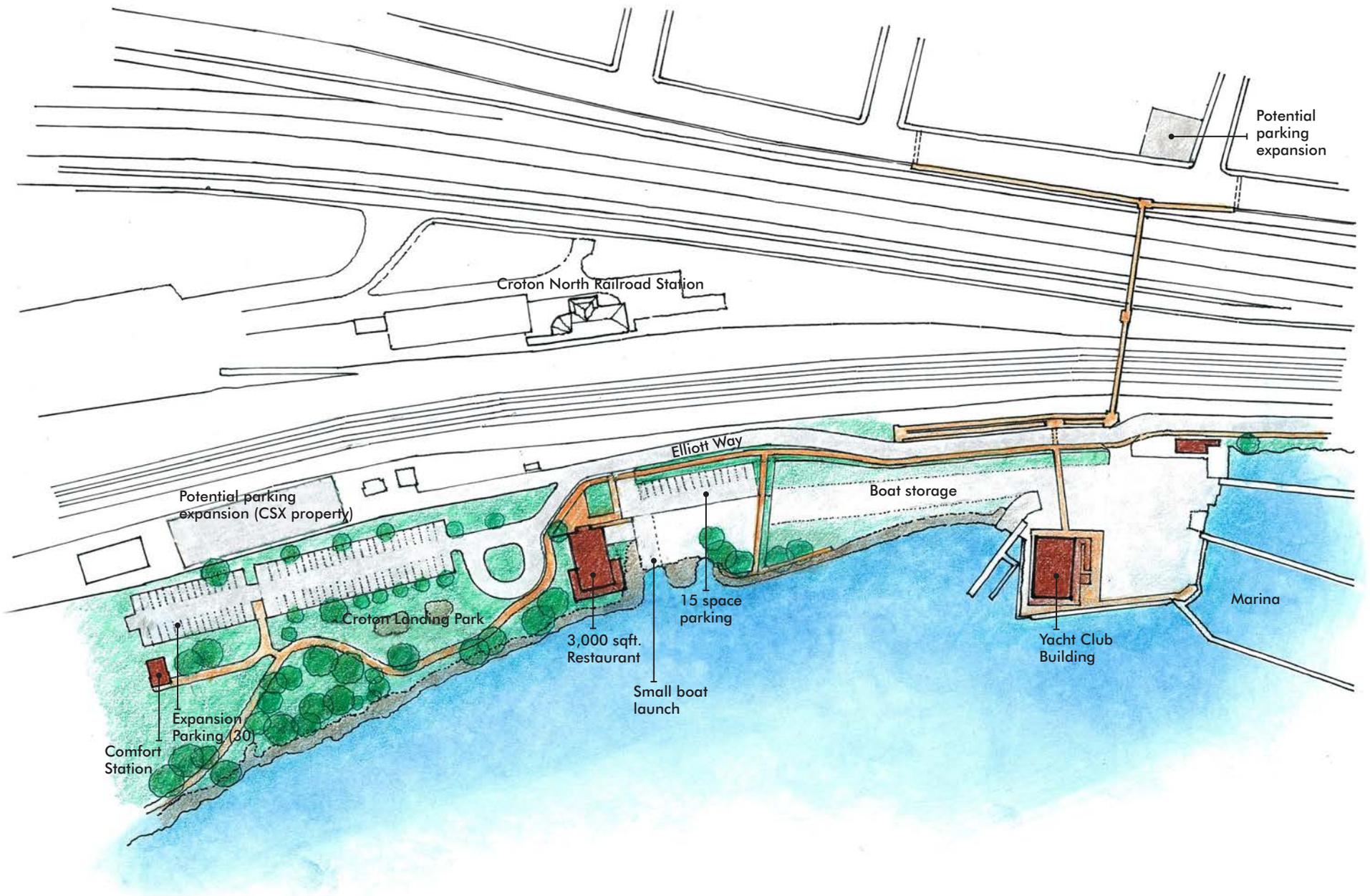
Between options B and C, it was determined that C provided a more suitable location. The first overriding difference is that site C is not near the Yacht Club boat/trailer storage area. The distance is substantial enough, with existing landscaping, to visually obscure the boat storage yard, allowing just the boats to be the main visual item. Any noise from the Yacht Club is attenuated by the additional separation distance compared to site B. Site C has better access to parking being closer to Croton Landing Park (including the potential parking expansion). It also does not conflict with the small boat launch and parking at that location, which could be used by diners in the evening. The boat launch area, which is a designated Hudson River Greenway Water Trail site, provides another mode of transportation to the site via kayaks, canoes and other small watercrafts; larger transient boats could dock at the Yacht Club marina.

There are other aspects about option C, which make it a more desirable site for a restaurant. The view from the restaurant deck at C is better than the view at B as the CYC building itself becomes part of the view. Secondly, the entrance is more prominent, being next to the rotary and almost directly across from the old Croton North Train Station (National Historic Site). The rotary could be used as a drop-off location for valet service.

Figure 12 illustrates the preferred conceptual site plan with the surrounding uses. Some important features of this plan include:

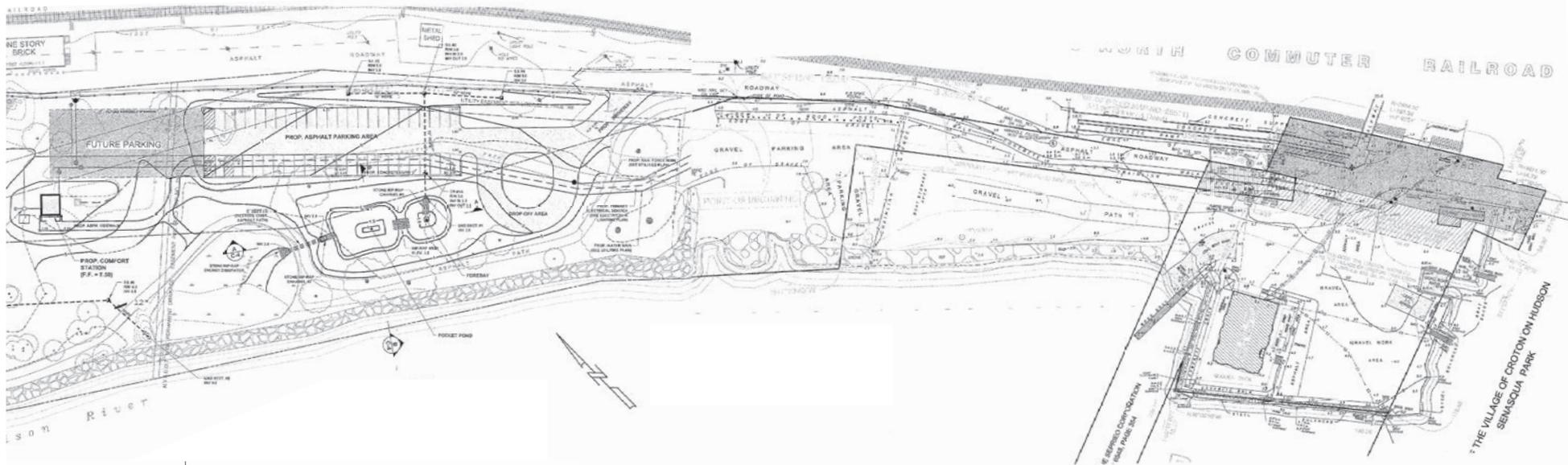
- A 3,000 square foot restaurant
- A landscaped pathway between the CYC and the boat launch to buffer the site and provide access to the water
- An expanded parking lot in Croton Landing Park (30 spaces)
- A widened right-of-way with a sidewalk in front of the CYC
- An improved entrance at the CYC with a pathway to the pedestrian bridge

Prior to the FEMA advisory Base Flood Elevation Map changes, site C was the clearly the more suitable location. However, site B should also be considered as a potential site due to its higher elevation. Under the existing FIRM BFE (Appendix B), the first floor of the restaurant would have been at a 9-foot elevation, or about 4 feet higher than the existing ground elevation. FEMA's Advisory Base Flood Elevation (ABFE) shown in Appendix C has been raised to 12 feet, which would require the first floor at site C to be at a 14-foot elevation, or 9 feet above the existing grade. Site B is approximately 3.5 feet higher which may be a significant difference given the possibility that the ABFE's may be adopted. If the restaurant were to move forward as a potential project, the Village should pursue a more detailed preliminary design for both sites including building and site plans. These plans will help explore the differences in design elements including aesthetics, access (ADA ramps, higher elevations require longer ramps), foundation, construction cost, etc. before a final location is chosen.



APPENDIX

- Appendix A: Grading & Draining Plan for Croton Landing Park
Prepared by Hahn Engineering in 2007 for Village of Croton-on-Hudson for Phase II review of Proposed Athletic Field in Croton Landing Park
- Appendix B: 2007 Flood Insurance Rate Map
Federal Emergency Management Agency (FEMA), 2007
- Appendix C: Advisory Base Flood Elevation Map
Federal Emergency Management Agency (FEMA), January 2013

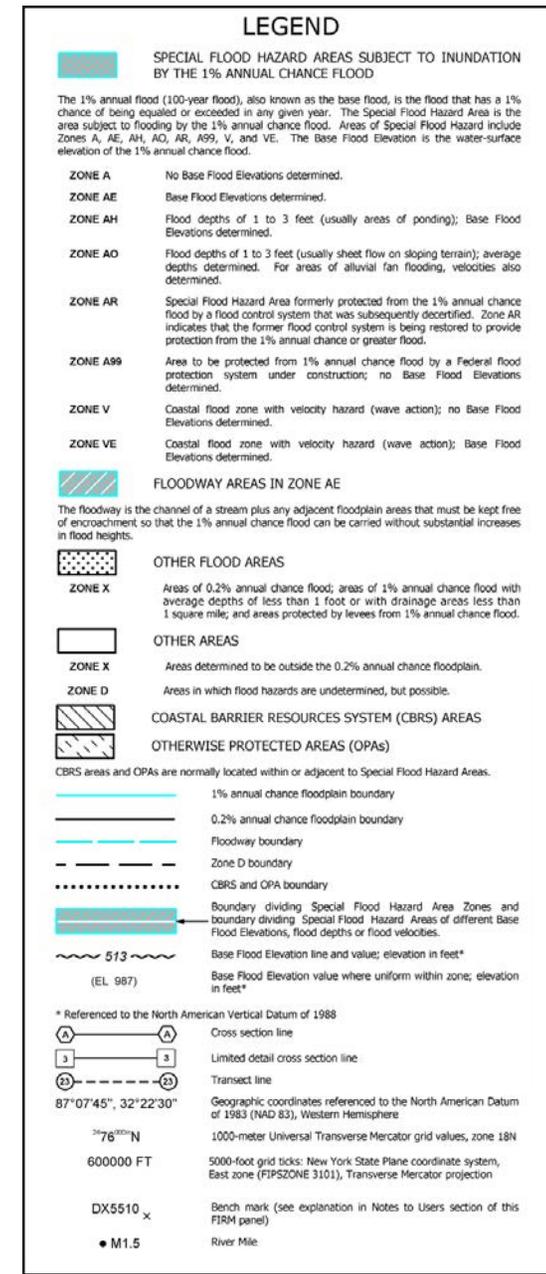
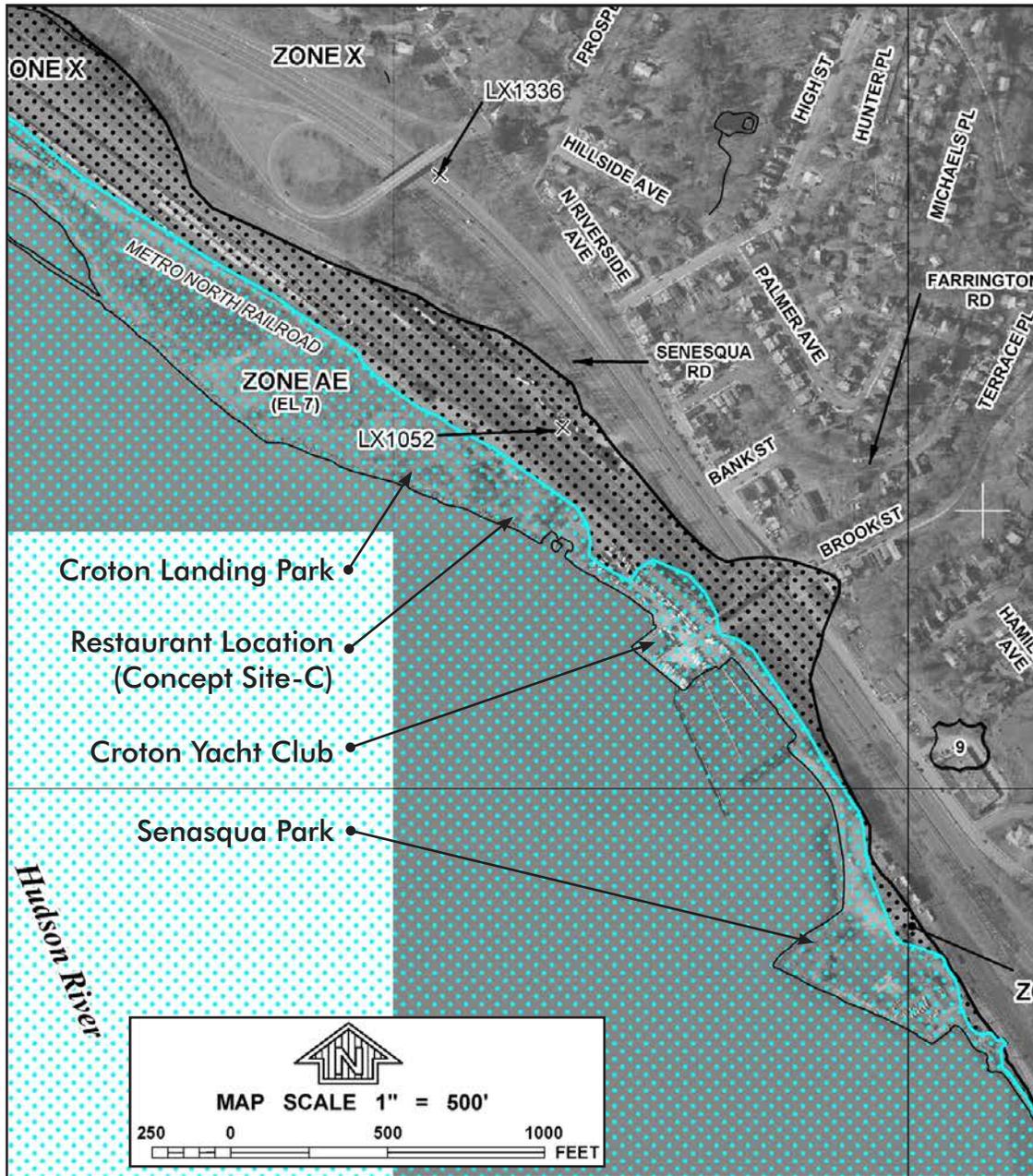


LEGEND

	EXIST. PROPERTY LINE
	EXIST. CONTOUR LINE
	EXIST. EASEMENT
	EXIST. UTILITY POLE
	EXIST. OVERHEAD WIRE
	EXIST. SANITARY MANHOLE
	PROP. CONTOUR LINE
	PROP. SPOT ELEVATION
	PROP. STORM PIPE
	PROP. DRAIN MANHOLE
	PROP. WATER MAIN
	PROP. GATE VALVE
	PROP. HYDRANT
	PROP. SANITARY FORCE MAIN
	PROP. FORCE MAIN CLEANOUT MANHOLE
	PROP. PERFORATED HDPE UNDERDRAIN
	PROP. SURFACE INLET

Note:
Storm drain and perforated underdrain piping shall be smooth interior HDPE unless noted otherwise.





- Croton Landing Park
- Restaurant Location (Concept Site-C)
- Croton Yacht Club
- Senasqua Park



LEGEND

Flood Advisory Related Data			
	Advisory Base Flood Elevation Zone (ABFE) ²		Advisory Limit of the 1% Annual Chance Flood Hazard Area ²
1% EL	1% Advisory Base Flood Elevation, feet ^{1,2}		Advisory Limit of the 0.2% Annual Chance Flood Hazard Area ³
0.2% EL	0.2% Advisory Base Flood Elevation, feet ^{1,3}		Advisory Shaded Zone X
	Advisory Flood Hazard Zone V		Effective FIRM Panel Boundary
	Area of Moderate Wave Action ⁴	Hurricane Sandy Related Data	
	Advisory Flood Hazard Zone A		Provisional Hurricane Sandy Surge Elevation ^{1,6}

