



**Waterfront Advisory Committee**

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To: Mayor Leo Wiegman and Village Board of Trustees

From: Charlie Kane, Waterfront Advisory Committee Chairman CK

Subject: Referral from Village Board regarding Croton Point Avenue (Croton-on-Hudson Parking Facility and Bicycle Enhancements)—preliminary consistency review

Date: August 21, 2013

On August 12, 2013, the Waterfront Advisory Committee (WAC) reviewed the above-referenced referral for consistency with the Village's Local Waterfront Revitalization Program (LWRP). Based on the review of the Environmental Assessment Form (EAF), the Coastal Assessment Form (CAF) dated July 30, 2013, the draft Design Report by CHA Engineering, the WAC made a preliminary recommendation of consistency with LWRP. The vote was 4 – 0, all in favor. Chairman Kane, Ms. Gallelli, Mr. Kauderer, and Mr. Murtaugh were present.

In reviewing the CAF, dated, July 30, 2013, p. 1 B(6), the present zoning classification should include "Harmon/South Riverside Gateway Overlay District." On p.4 C4(d), "*Does the present site offer or include scenic views or vistas known to be important to the community?*" the answer should be marked "YES," instead of "NO". There is a scenic view of the Hudson River on S. Riverside Avenue headed south towards Croton Point Avenue. On p, 5 C4(q), "*Will the project utilize or affect the quality or quantity of sole source or surface water supplies?*" the answer should be marked "NO".

In reviewing the full EAF, p. 3 #14 "*Does the present site include scenic views known to be important to the community?*" the answer should be marked "YES" instead of "NO." As stated above, there is a scenic view of the Hudson River if walking on S. Riverside Avenue headed in a southern direction towards Croton Point Avenue. On p. 4 B3(a): *Will disturbed areas be reclaimed...If yes, for what intended purpose is the site being reclaimed?* "road and traffic improvements" should be added. On p. 5 C7, *What are the predominant land uses(s) and zoning classifications within a ¼ mile radius of proposed action?* "Harmon/South Riverside Gateway Overlay District" should be added.

The WAC evaluated this referral for consistency in accordance with the LWRP policy standards and conditions set forth in section 225-6(J) of the Village Code, which are further explained and described in Section III of the LWRP. The WAC members reviewed the policies in the LWRP and believe that the following policies are applicable to this referral and the action is consistent with the LWRP as follows:

*Policy 1:*

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

This policy is applicable and the proposed action is consistent because Croton Point Avenue is village property and access to it is being improved.

*Policy 1B*

*Redevelop and revitalize Village owned land at the Metro North Train Station, including Village garage and bay area. Encourage integrated development of Village property to assure fulfillment of requirements relating to parking and accessory uses of Metro North Train Station, while facilitating public access to bay area and recreational use.*

This policy is applicable and the proposed action is consistent because improvements to Croton Point Avenue will provide increased access to the village owned land at the Metro North Train station, Croton Point Park, and the waterfront south of the train station.

*Policy 5*

*Encourage the location of development in areas where public services and facilities essential to such development are adequate, except when such development has special functional requirements or other characteristics which necessitate its location in other coastal areas.*

This policy is applicable and the proposed action is consistent because completion of the road improvements will support development in the Harmon/South Riverside Overlay district and adjacent areas, and will ensure that the road can accommodate any increase in traffic created by any potential development. The proposed project will also provide better and safer access to Historic Hudson Valley, the Westchester County's Croton Point Park, Echo Canoe Launch, Metro North Train Station and the Harmon/South Riverside Overlay District.

*Policy 7B*

*Materials that can degrade water quality and degrade or destroy the ecological system of the Croton River and Bay significant fish and wildlife habitat and the Haverstraw Bay significant fish and wildlife habitat shall not be disposed of or allowed to drain in, or on land within, the area of influence in the significant fish and wildlife habitats.*

This policy is applicable and the proposed action is consistent because the construction will be done in such a way as to control debris or sediment which might degrade the land near the Croton River and Bay significant fish and wildlife habitat. Non-point source pollution best management practices will be provided.

*Policy 14*

*Activities and development, including the construction or reconstruction of erosion protection structures, shall be undertaken so that there will be no measurable increase in erosion or flooding at the site of such activities or development, or at other locations.*

Best management practices as set forth in NYSDEC's statewide stormwater and erosion control and sedimentation control specifications will be utilized in the construction of the proposed project.

### *Policy 19D*

*Increase access to Croton River and Bay at the Village-owned land south of the Village parking lots at the Croton-Harmon Station.*

This policy is applicable and the proposed action is consistent because the proposed enhancements to the Croton Harmon Train Station corridor will provide better access for vehicles, bicycles and pedestrians to the Echo Canoe Boat launch and the Croton Point Park.

### *Policy 23*

*Protect, enhance and restore structures, districts, areas of sites that are of significance in the history, architecture, archaeology or culture of the state, its communities or the nation.*

This policy is applicable and the proposed action is consistent as the improvements to Croton Point Avenue and South Riverside Avenue will enhance access to the entrance to Van Cortlandt Manor of Historic Hudson Valley, a national Historic site.

### *Policy 33*

*Best Management Practices will be used to ensure the control of stormwater runoff and combined sewer overflows draining into coastal waters.*

This policy is applicable and the proposed action is consistent because best management practices will be utilized to control stormwater runoff through structural and non-structural methods. No permanent measures are proposed and there are no combined sewer overflows.

### *Policy 37*

*Best management practices will be utilized to minimize the non-point discharge of excess nutrients, organics and eroded soils into coastal waters.*

### *Policy 37A*

*Standards and specifications for the control of non-point source discharge as set forth in Westchester County's Best Management Practice Manual or other recognized reference shall be utilized during development of any site.*

### *Policy 37B*

*Control of the development of hilltops, and steep slopes should be exerted in order to prevent erosion and minimize the runoff and flooding from new construction.*

These policies are applicable and the proposed action is consistent because erosion and sediment control best management practices will be provided.

As written by CHA (Clough Harbour Associates) in the Coastal Assessment Form (D: Remarks or Additional Information): "Best management practices include both structural and non-structural methods of preventing or mitigating pollution caused by the discharge of stormwater runoff. No permanent measures are proposed.

This project will disturb less than one acre and will not require a SPEDES permit. Currently, Croton Point Avenue, S. Riverside Avenue and Veterans plaza have a closed drainage system with the exception of the south side of Croton Point Avenue from the US Route 9 Bridge to S. Riverside Avenue where stormwater sheet flows off the pavement. The proposed curbing and sidewalk will incorporate the south side of Croton Point Avenue from the US Route 9 ramp into

the current closed drainage system. The remainder of the drainage system will function much as it does today.

The project will employ effective temporary erosion and sediment control practices during construction, as set forth in NYSDEC's statewide stormwater and erosion and sedimentation control specifications, standard construction details, and design and construction guidance procedures.

The WAC believes that the proposed application will not have any potentially significant adverse impacts on coastal resources and is consistent with the LWRP policy standards and conditions. Because there are no expected adverse impacts on coastal resources, there is no reason to consider alternative actions or mitigation measures.

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

Cc: Abe Zambrano  
Janine King  
WAC

CK:rr