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# Proposed Zoning Amendments

## Harmon/South Riverside Gateway (HSRG) Overlay and Light Industrial (LI) District

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VILLAGE OF CROTON-ON-HUDSON

SEPTEMBER 19, 2022

PRESENTED BY:

AKRF, INC. (CONSULTANT TO VILLAGE)

AARON WERNER, AICP

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# Format

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Overview of Affected Area

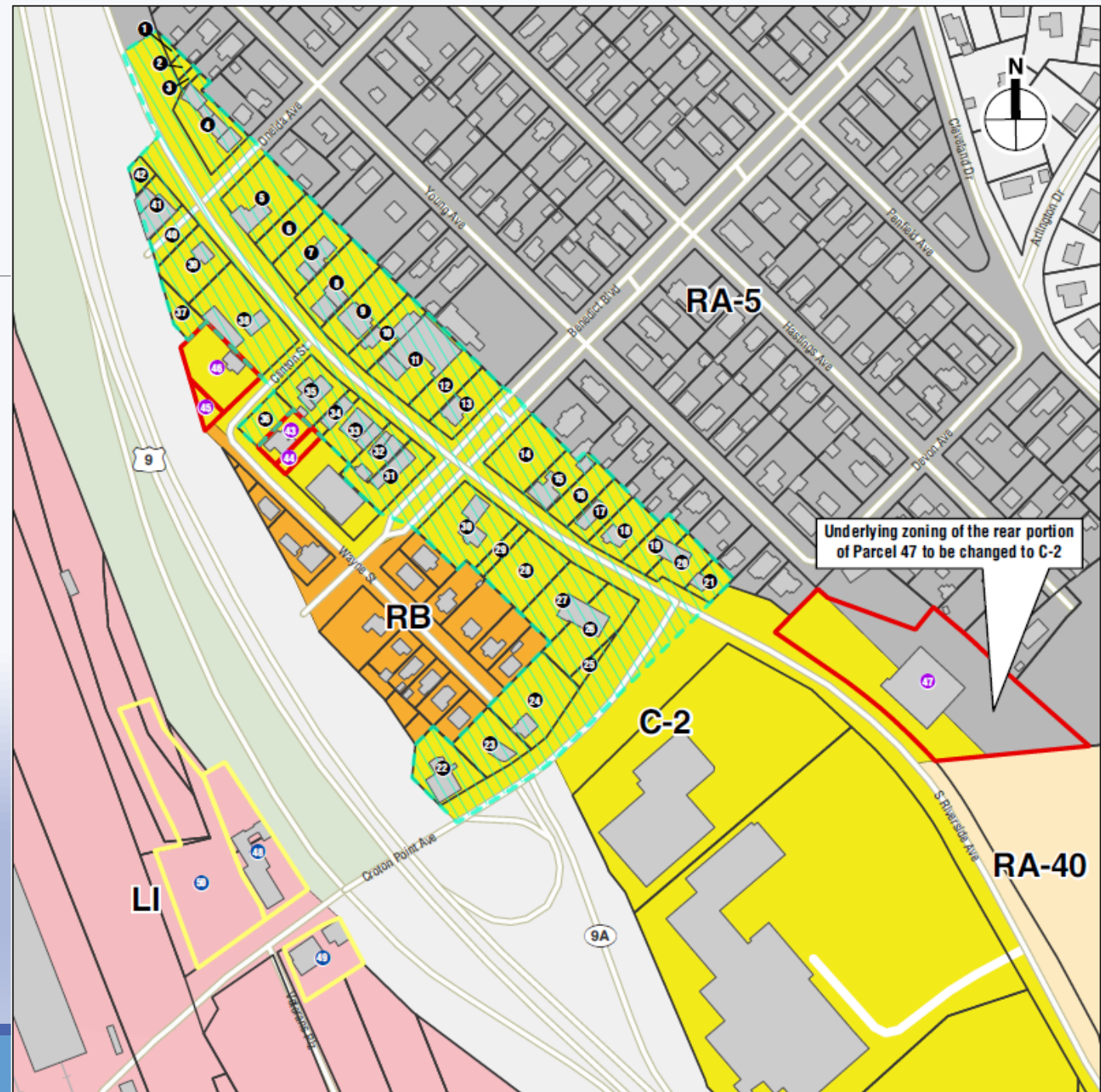
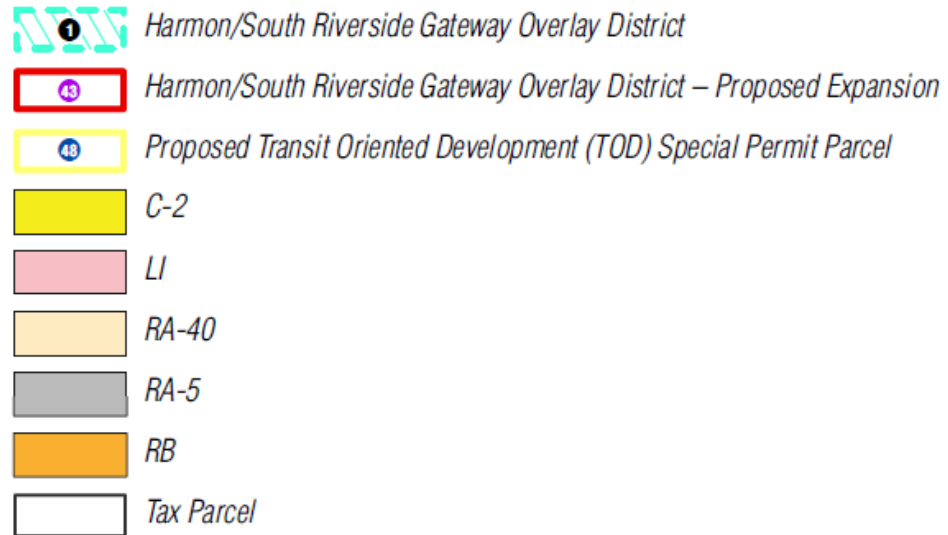
Summary of Proposed Local Laws

Results of Theoretical Maximum Buildout Calculations

Results of Supplemental Studies Completed for Village's Environmental Review under SEQRA:

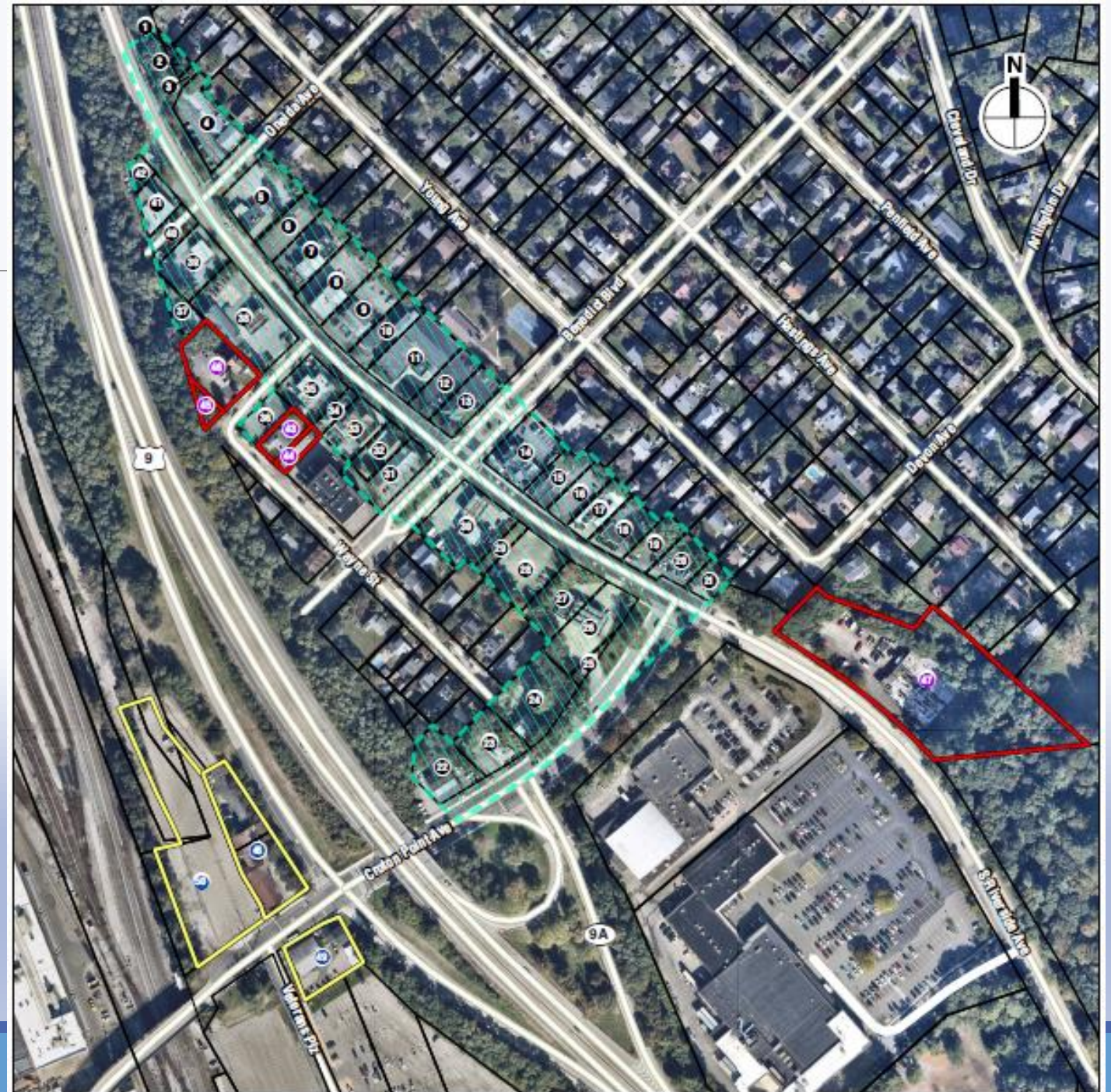
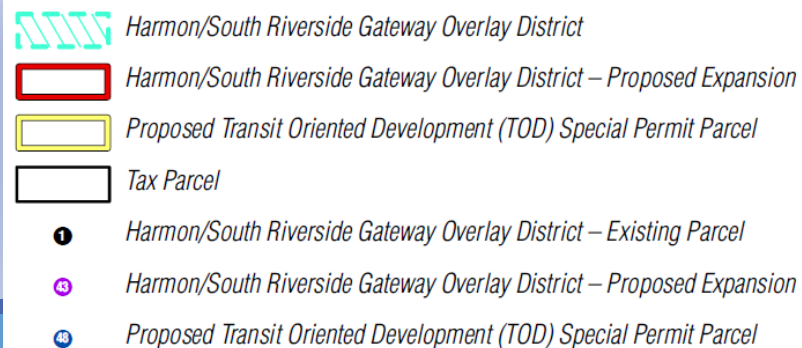
- Public Schools
- Visual Impacts
- Traffic

# Affected Area



# Affected Area (cont.)

- 51 individual tax parcels generally located along South Riverside Ave, Croton Point Ave, Clinton Street, and Wayne Street
- Some parcels combined for analysis purposes due to common ownership
- Harmon/South Riverside Gateway Overlay parcels (1-47)
  - All privately owned, except parcel 43 proposed for addition (Village owned – Croton EMS)
- LI District parcels (48-50)
  - Parcel 48 – two combined lots (1 Village owned, 1 private)
  - Parcel 49 – Privately owned
  - Parcel 50 – Village owned – MNR parking



# Proposed Local Laws - Summary

## **HSRG Overlay District**

- 1) Expansion of the HSRG Overlay district to include five additional tax parcels (shown in red on previous map)
- 2) Change underlying zoning of added parcel #79.13-2-91 (485 South Riverside Ave) C-2/RA-5 to C-2.
- 3) Add new zoning text to allow **multifamily residential development as a special permit use** within the expanded HSRG Overlay district.
  - Floor Area Ratio (FAR) up to 0.8
  - Maximum height of 3-stories

(Note: Current zoning code already allows 3-story, 0.8 FAR **mixed-use** development (residential above commercial) as a special permit use in HSRG Overlay)

## **LI District**

- 1) New zoning text to allow **multifamily residential or mixed-use Transit-Oriented Development (“TOD”) as a special permit use** within a specified portion of the LI district along Croton Point Avenue (aka parcels 48-50)
  - FAR up to 1.2
  - Maximum height of 5-stories

# Theoretical Maximum Buildout and Related Analyses

## **Important Considerations:**

- 1) Village proposal (2 local laws) constitutes a rezoning, **not** a specific development project
- 2) Village required to take “hard look” at potential impacts of adopting local laws, in accordance with SEQRA
- 3) The following analysis assumes all existing uses in the affected portions of HSRG Overlay and LI Districts would be replaced with multifamily or mixed-use developments (highly unlikely)
- 4) If local laws are adopted, individual multifamily/mixed use proposals within affected area that come before the Village would be subject to site-specific special permit approval process, including but not limited to:
  - Site-specific environmental review (including site-specific technical studies) under SEQRA
  - Public hearings through the Village Board of Trustees, Village Planning Board, Village Waterfront Advisory Committee (WAC), and other involved agencies.

# Theoretical Maximum Buildout Calculations

## HSRG Overlay Parcels (1-47)

Conservative Assumptions Applied:

- 1) All parcels/assemblages would seek a special permit to be redeveloped with multifamily residential buildings
- 2) Projected residential use was assumed to be accommodated within 1 building per parcel/assemblage
- 3) **0.8 FAR with 3 floors** applied to calculations of building footprints and residential floor area
- 4) Average size of projected residential unit was assumed to be 1,000 square feet
- 5) 1.5 parking spaces per residential unit

**YIELD: 383 Residential Units**

**583 Residential Parking Spaces**

## LI Parcels (48-50)

Conservative Assumptions Applied:

- 1) All parcels would seek a special permit to be redeveloped with **mixed-use** (residential above commercial ground floor) transit-oriented development
- 2) Projected uses were assumed to be accommodated within 1 building per parcel
- 3) **1.2 FAR with 5 floors** applied to calculations of building footprints and residential/commercial floor area
- 4) Average size of projected residential unit was assumed to be 1,000 square feet
- 5) 1 parking space per residential unit (TOD)
- 6) 1 parking space per 400 sf of commercial floor area

**YIELD: 87 Residential Units**

**87 Residential Parking Spaces**

**21,831 sf Ground Floor Commercial**

**55 Commercial Parking Spaces**

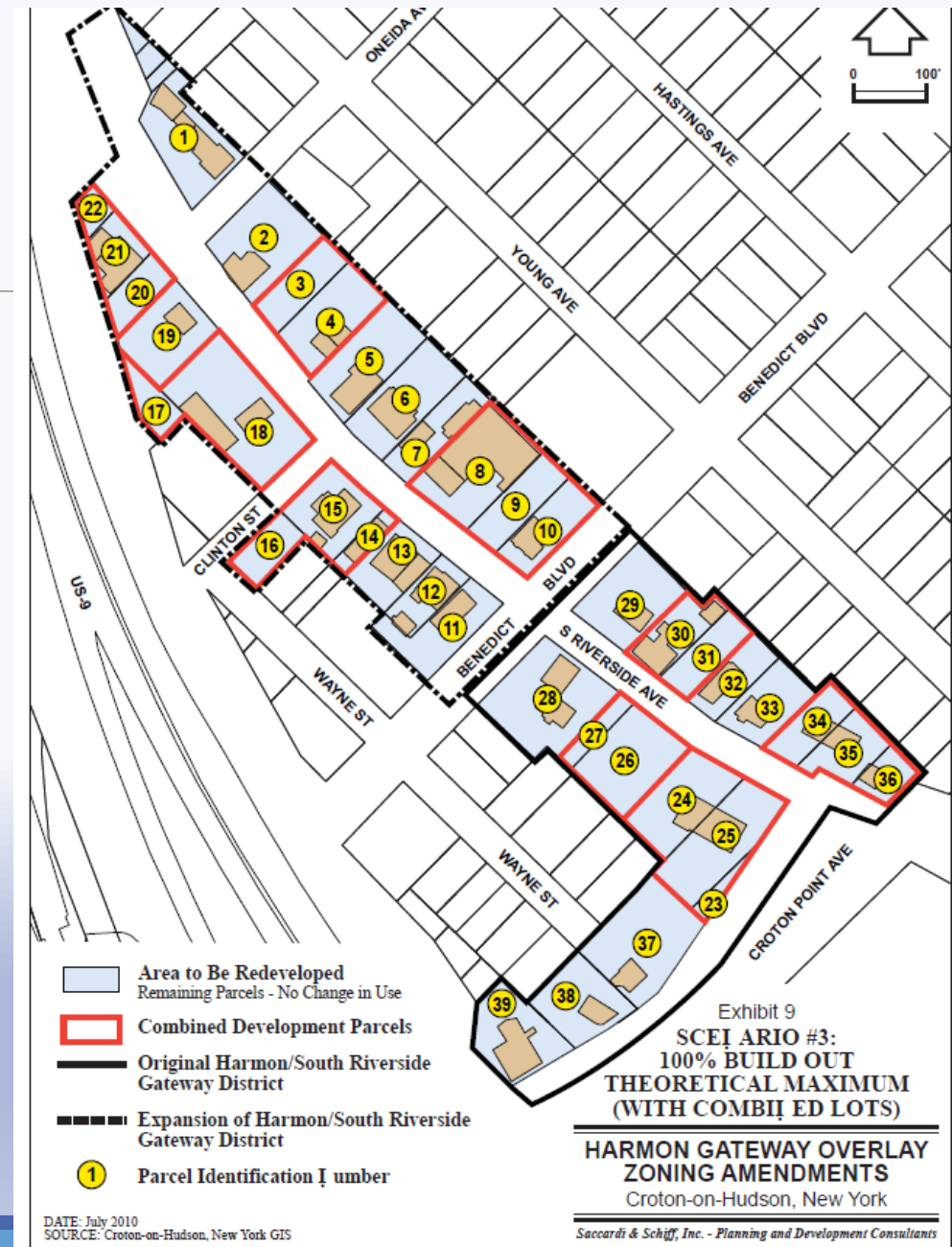
# 2010/2011 Zoning Amendments

Local law (Intro No. 3-2010), adopted 2011

Buildout “Scenario 3”: Assumed all parcels/assemblages would be redeveloped with mixed use buildings (0.8 FAR/3 stories)

Residential Yield (scenario 3): 146 units

Commercial Yield (scenario 3): 38,723 sf



# Public School-Aged Children

2010 vs. 2022 Residential Buildout Analysis Comparison					
Land Use Type	2010–2011 HSRG Overlay Zoning Amendments Buildout Analysis (Scenario 3) <sup>1</sup>	Proposed HSRG Overlay Zoning Amendments (2022) Buildout Analysis <sup>2</sup>	Proposed LI TOD Zoning Amendments (2022) Buildout Analysis <sup>3</sup>	HSRG Overlay and LI Amendments (2022) Buildout Combined Total	Residential Increment for Schools Analysis <sup>4</sup>
Projected Residential (units)	146	383	87	470	+324

- Increment of 324 units was applied to schools analysis when compared to 2010 rezoning study (scenario 3)
- Two methods utilized (Rutgers CUPR multipliers vs. case study)
- Up to 71 public school-aged children (PSAC) conservatively estimated

# Public School Aged Children (cont.) – Rutgers CUPR Multipliers

Similar to 2010 Zoning Study, two scenarios were applied using the Rutgers multipliers:

- 1) All 324 units studied would be 1-bedroom units (10% affordable) = **29 PSAC**
- 2) 50/50 mix of 1- and 2-bedroom units (10% affordable) = **45 PSAC**

**Projected PSAC Based on Rutgers CUPR Data**

Scenario	Incremental Units Analyzed	Rutgers CUPR Multiplier	Total PSAC (w/10% AH)
All 1BR; 10% AH	292 market rate 1BR (90%)	0.07 <sup>1</sup>	20.44
	32 affordable 1BR (10%)	0.27 <sup>2</sup>	8.64
	<b>324 Total</b>		<b>29.08</b>
50/50 Mix 1BR/2BR; 10% AH	146 market rate 1BR	0.07 <sup>1</sup>	10.22
	16 affordable 1BR	0.27 <sup>2</sup>	4.32
	146 market rate 2BR	0.16 <sup>3</sup>	23.36
	16 affordable 2BR	0.45 <sup>4</sup>	7.2
	<b>324 Total</b>		<b>45.10</b>

**Notes:**

BR = Bedroom

AH = Affordable housing

<sup>1</sup> One-bedroom rental apartment units, rent more than \$1,000/month

<sup>2</sup> One-bedroom rental apartment units, rent \$500-\$1,000/month

<sup>3</sup> Two-bedroom rental apartment units, rent over \$1,100/month

<sup>4</sup> Two-bedroom rental apartment units, rent \$750-\$1,100/month

**Sources:**

2006 Rutgers University Center for Urban Policy Research – New York (Table 3-2) All Public School Children: School-Age Children in Public School (PSAC) - 5+ Units-Rent (**Appendix E**).

# Public School Aged Children (cont.) – Case Study Multiplier

- For 3 existing multifamily rental properties in the Village, AKRF requested the number of PSAC enrolled in CHUFSD for the **2021–2022** school year and three previous school years (**2018–2019, 2019–2020, and 2020–2021**)
- Utilizing the highest recorded combined enrollment from these three properties (28 PSAC from the 2019–2020 school year) results in a conservatively derived multiplier of 0.22 PSAC per residential unit = **71 PSAC**

**PSAC Enrollment from Selected Village Developments**

Property	Apartments <sup>1</sup>	2018–2019 PSAC	2019–2020 PSAC	2020–2021 PSAC	2021–2022 PSAC	Case Study Multiplier Derived <sup>2</sup>
94 Grand Street	31	5	5	<u>6</u>	4	0.19
Bari Manor Apartment Homes	82	16	<b>21</b>	20	20	0.25
Mount Airy Woods	12	2	<b>2</b>	1	1	0.17
<b>Totals</b>	<b>125</b>	<b>23</b>	<b>28</b>	<b>27</b>	<b>25</b>	<b>0.22</b>
						<b>0.22 x 324 units = 71.28 PSAC</b>

**Notes:**

<sup>1</sup> The unit mix (breakdown of 1- 2- and 3-bedroom units) from these properties was not available for this study.

<sup>2</sup> Case study multiplier based on highest recorded enrollment over the last four school years.

**Sources:** CHUFSD District Clerk, November 2021 FOIL Request

# Public School Aged Children (cont.)

- Trend of declining enrollment in the district
- Increase of up to **71 PSAC** over the 2022–2023 projected enrollment of 1,536 students, plus background growth, would result in enrollment well below peak enrollment of 1,752 students in the 2009–2010 school year.

**CHUFSD Historical Enrollment Data**

School Year	Building Enrollment	Change from Previous Year	Percent Change
2009–2010	1,752	2	0.11%
2010–2011	1,750	-2	-0.11%
2011–2012	1,721	-29	-1.66%
2012–2013	1,703	-18	-1.05%
2013–2014	1,723	20	1.17%
2014–2015	1,681	-42	-2.44%
2015–2016	1,635	-46	-2.74%
2016–2017	1,636	1	0.06%
2017–2018	1,600	-36	-2.20%
2018–2019	1,575	-25	-1.56%
2019–2020	1,582	7	0.44%
2020–2021	1,519	-63	-3.98%
2021–2022	1,534	15	0.99%
2022–2023 (projected)	1,536	2	0.13%
<b>Change since 2009–2010</b>	<b>-218</b>		<b>-12.32%</b>

**Source:** CHUFSD Adopted Budget 2022–2023

# Visual Impacts

- LI District amendments could introduce mixed use buildings up to 5-stories
- HSRG Overlay amendments would not change currently permitted maximum building height (3 stories)
- Leaf-on/Leaf-off photo-simulations completed for the LI parcels from 6 public views
- Conceptual building footprints from LI District buildout analysis were raised 5-stories to create general massing for study



# Visual Impacts (cont.)

Viewpoint 1: Rt 9 - Croton Point Ave Exit (south)



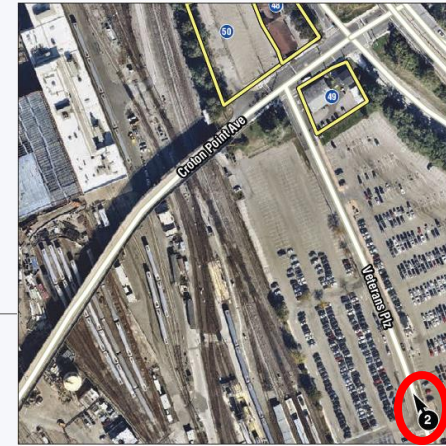
Summer (leaf-on): 1.2 FAR, 5-stories



Winter (leaf-off): 1.2 FAR, 5-stories

# Visual Impacts (cont.)

Viewpoint 2: Veterans Plaza /MNR parking (north)



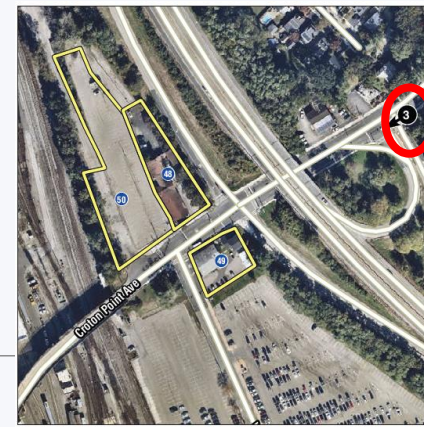
Summer (leaf-on): 1.2 FAR, 5-stories



Winter (leaf-off): 1.2 FAR, 5-stories

# Visual Impacts (cont.)

Viewpoint 3: Croton Point Ave (west)



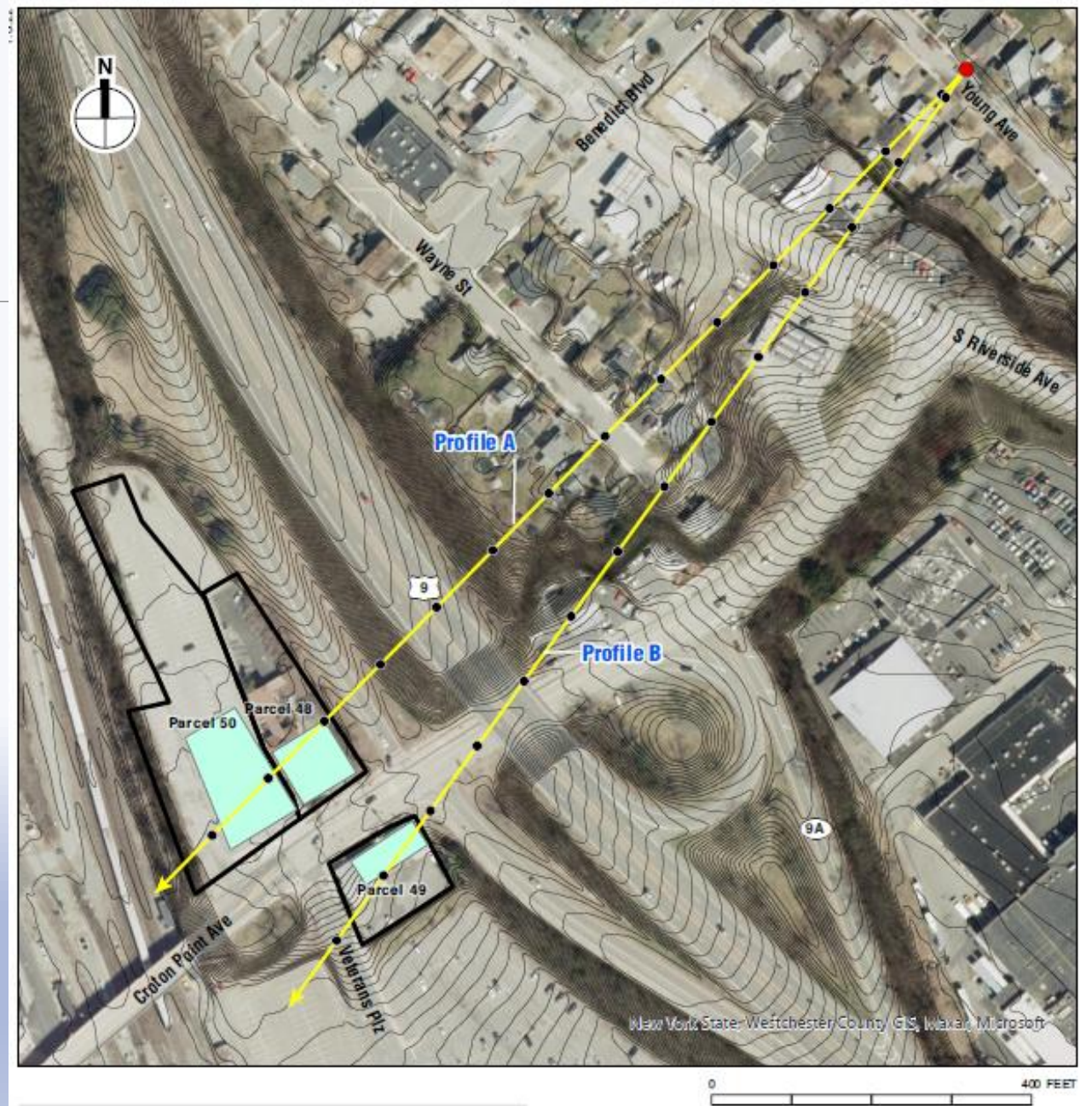
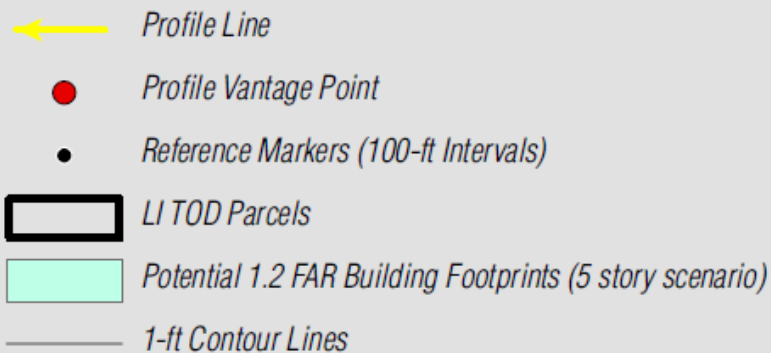
Summer (leaf-on): 1.2 FAR, 5-stories



Winter (leaf-off): 1.2 FAR, 5-stories

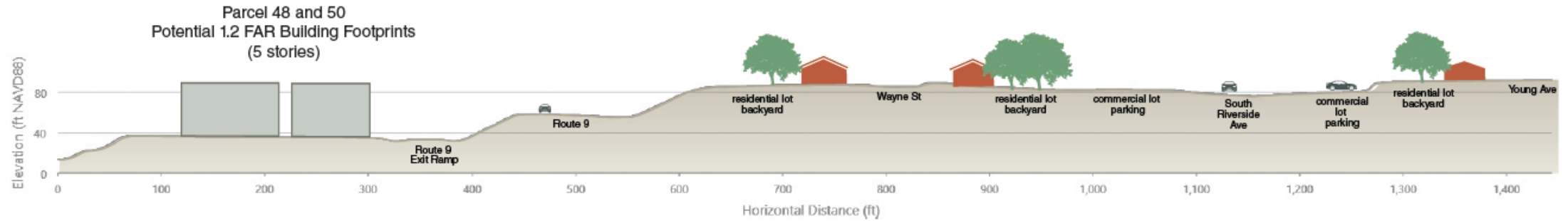
# Visual Impacts (cont.)

- Cross sectional profile / Line of sight study was completed to address potential visibility of proposed 5-story allowance in the LI zone
- Focused on southwesterly views from residential neighborhoods on Young Avenue and Wayne Street
- HSRG Overlay excluded from the model since maximum height already permitted for mixed use (3-stories) previously studied / will not change

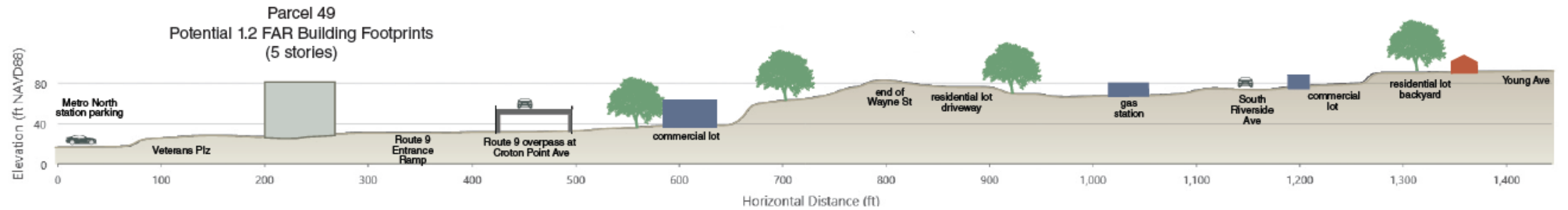


# Visual Impacts (cont.)

Profile A



Profile B



# Traffic Impacts

## Traffic Study General Methodology

- Conservatively assumed future “build year” of **2042 (2022 + 20 years)**. Similar 20-year timeframe was used for 2010 zoning study.
- Full Buildout Analyzed: 470 residential units, 21,831 sf of commercial space, 725 off-street parking spaces
  - Trip generation developed using ITE rates for the following land uses:
    - Multifamily Housing – low-rise (for potential 3-story bldgs.)
    - Multifamily Housing – mid-rise (for potential 5-story bldgs.)
    - General Office, Strip Retail (<40k sf), and Fine Dining Restaurant (for potential ground floor commercial in LI zone)
- Five signalized intersections within affected area were selected for quantified analysis:
  - Croton Point Ave and Veterans Plaza
  - Croton Point Ave and Rt. 9/9A Southbound Ramps
  - Croton Point Ave and Rt. 9/9A Northbound Ramps
  - Croton Point Ave and S. Riverside Ave
  - S. Riverside Ave and Benedict Blvd
- Existing (year 2022) traffic counts completed at above intersections during weekday AM (6:30-9:30) and PM (4:00-6:00PM) peak periods (April 2022)
- Future (year 2042) volumes were developed by combining buildout’s trip generation with 1 percent per year compounded growth rate

# Traffic Impacts (cont.)

## Potential Impacts:

Under the 2042 condition (full theoretical buildout of the rezoning area), absent any additional improvements, there would be impacts expected at the following 3 locations:

- **Croton Point Avenue and Veterans Plaza**—southbound approach would deteriorate from **LOS\* E to LOS F** during Weekday AM peak hour and within **LOS F** during the Weekday PM peak hour.

*Potential Mitigation:* Signal timing adjustments

- **Croton Point Avenue and Route 9/9A Southbound Ramps**—northbound approach would deteriorate within **LOS F** during the Weekday AM and PM peak hours.

*Potential Mitigation:* Signal timing adjustments

- **South Riverside Avenue and Benedict Boulevard**—westbound approach would deteriorate from **LOS D to LOS E** during the Weekday PM peak hour. The southbound approach would deteriorate within **LOS F** during the Weekday AM and PM peak hours.

*Potential Mitigation:* Signal timing adjustments, pavement/lane restriping, and/or narrowing of median of Benedict Blvd

*\*Level of Service (LOS) is based on a grading scale of “A” through “F” with “A” representing optimum traffic conditions and “F” representing poor traffic conditions*

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End of Presentation