



Municipal Place Gateway and North Riverside Neighborhood Zoning Study

Final Report, September 2019



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Municipal Place Gateway and North Riverside Neighborhood Zoning Study

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Acknowledgements

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Table of Contents

SECTION 1.0: INTRODUCTION	9
Introduction to Zoning Study and Summary of Results	9
Study Areas	11
Planning Process and Public Outreach	12
Project Goals	15
SECTION 2.0: EXISTING CONDITIONS	18
Overview	18
Existing Land Use	20
Zoning	28
Transportation	34
SECTION 3: MUNICIPAL PLACE GATEWAY: ISSUES AND OPPORTUNITIES	37
SECTION 4: MUNICIPAL PLACE GATEWAY: LAND USE AND ZONING RECOMMENDATIONS	43
SECTION 5: NORTH RIVERSIDE NEIGHBORHOOD: ISSUES AND OPPORTUNITIES	45
SECTION 6: NORTH RIVERSIDE NEIGHBORHOOD: LAND USE AND ZONING RECOMMENDATIONS	51
Core Commercial Area	52
Transitional Area	53
Residential Areas	54
APPENDIX: PROPOSED ZONING CHANGES	55
Changes to Municipal Place Gateway District:	55
Addition of C-1R (A) Riverside Commercial and C-1R (B) Riverside Transition Districts:	58
Changes to Two-Family RB District:	62

Table of Figures

Figure 1: Summary of Zoning Recommendations	10
Figure 2: Study Areas	11
Figure 3: Municipal Place Gateway – Land Use.....	20
Figure 4: Municipal Place Gateway - Aerial	21
Figure 5: Katz Property - Existing Conditions	22
Figure 6: North Riverside Neighborhood – Land Use	24
Figure 7: Zoning Map.....	28
Figure 8: North Riverside Neighborhood – Zoning	32
Figure 9: Roadway Network	34
Figure 10: Public Transportation	35
Figure 11: Municipal Place Gateway – Sidewalks.....	36
Figure 12: Katz Property – Redevelopment Concept	39
Figure 13: Illustrative example of park incorporated into design	40
Figure 14: Katz Property – Section.....	41
Figure 15: Municipal Place – Zoning Recommendations	43
Figure 16: North Riverside Neighborhood Streetscape Improvements	48
Figure 17: Concept for parking area on Brook Street.....	49
Figure 18: North Riverside Neighborhood – Existing Zoning.....	51
Figure 19: North Riverside Neighborhood – Proposed Zoning	52
Figure 20: North Riverside Neighborhood – Section of Transition Area.....	53

SECTION 1.0: INTRODUCTION

Introduction to Zoning Study and Summary of Results

The Municipal Place Gateway Area and North Riverside Neighborhood Area Zoning Study is an effort by the Village of Croton-on-Hudson to develop a land use plan and potential zoning amendments for two adjacent commercial areas: the Municipal Place Gateway (the three retail areas near Maple Street and Municipal Place) and the North Riverside Avenue Corridor (see study area to the right and on the following page).

The purpose of the zoning study was to examine where opportunities exist in these two commercial areas to support appropriate growth to promote the long term stability, and to propose responsive zoning changes and design guidelines. The zoning study also looks at ways to improve linkages to adjacent neighborhoods and enhance the visual environment. The goals for this zoning study responds to concerns raised by residents as well to recommendations from prior planning efforts, such as the Village's 2016 Comprehensive Plan Update. Community outreach was a critical component of the Plan to ensure that the vision for any potential development meets local needs.



The Zoning Study has one proposed zoning update in the Municipal Place Gateway area. As seen in Figure 1, nothing is proposed for the existing built shopping areas. The proposed zoning map shows a provision for the Katz Property that would allow appropriately sized residential or mixed use development that would provide public amenities such as a civic space/park, while being at a scale (35 feet and 3 stories) that does not unduly impact the surrounding residents.

The zoning approach for the North Riverside Neighborhood is modest and attempts to reflect the existing unique areas in the neighborhood. The zoning revisions will also make life easier for non-conforming properties and provide some flexibility for property owners to reinvest in the community. Generally, the zoning recommendations are below. More detailed recommendations are described later in this report.

- In the “Core Commercial area” where there are existing neighborhood scaled commercial uses, zoning changes would allow for a 3 story mixed-use buildings (within 35 feet) if buildings adhere to design guidelines. Allowable density would be reduced by more than half from current zoning.
- In the “Transitional Areas” which are more suburban in feel, zoning changes would allow for 3 stories and all-residential uses. Allowable density would be reduced by more than half from current zoning.
- In the “Residential Areas” which predominantly consist of one- to three-family homes, zoning would be changed to the RB district to reflect existing conditions and use of those areas.

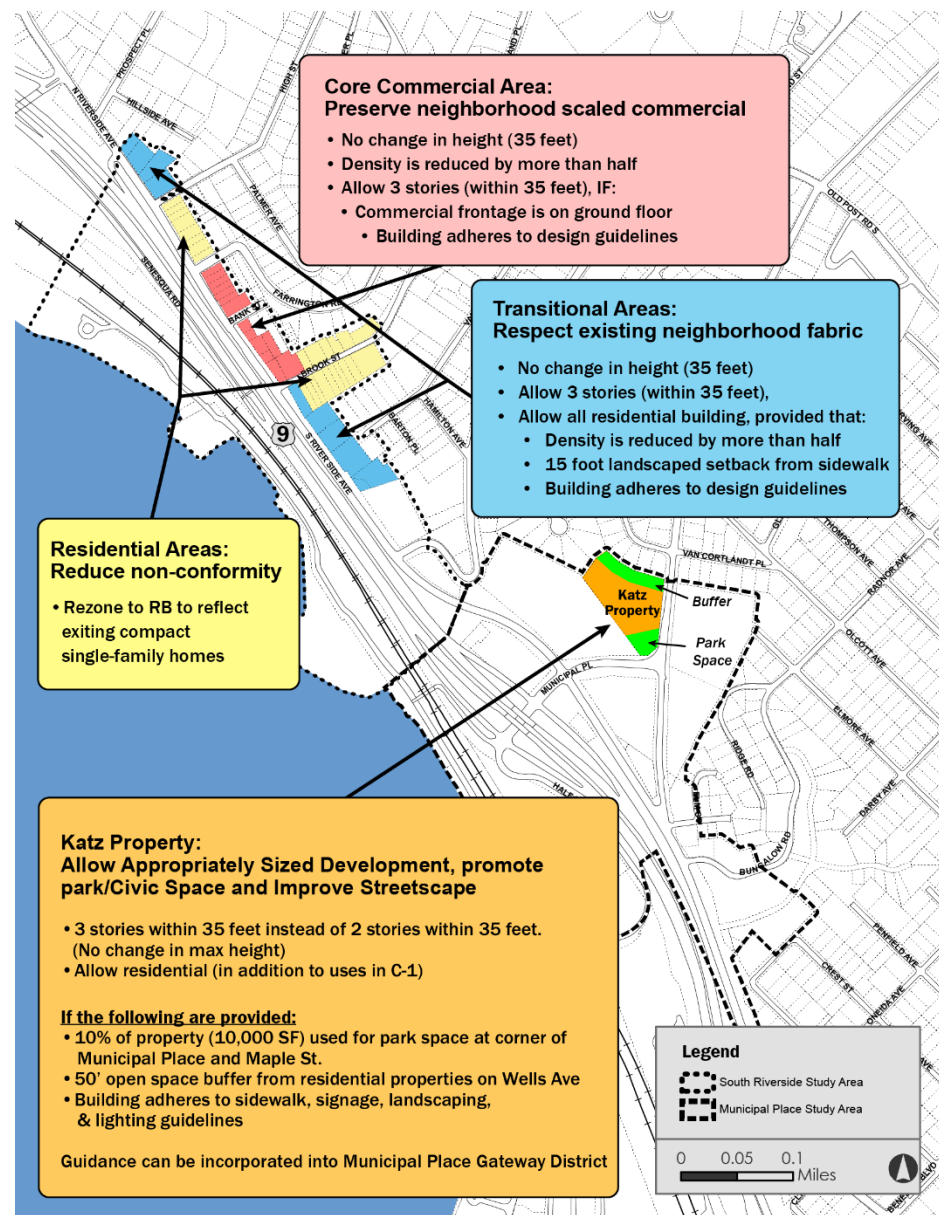


Figure 1: Summary of Zoning Recommendations

Study Areas

The Municipal Place Gateway and the North Riverside Neighborhood Zoning Study areas are adjacent commercial areas located in the Village of Croton-on-Hudson, Westchester County (see Figure 2). The study area is generally bounded by Riverside Avenue (Route 9A) to the West, Prospect Place to the North, Maple Street to the East, and Hudson River Road to the South. These commercial centers are located along the main artery of Route 9/9A which provide regional connectivity to Peekskill to the North and lower Westchester to the South. Metro-North rail service is provided by the Croton-Harmon station south of the study area.

The Municipal Place Gateway area is bisected by Maple Street, which runs north to the Upper Village area. The North Riverside Neighborhood is linked via Brook Street to the Upper Village. This neighborhood also provides a pedestrian link to the Hudson River waterfront via the Brook Street Pedestrian Bridge. These two commercial areas are two of the four commercial centers identified in the Village's Comprehensive Plan along with Harmon/South Riverside and Upper Village.

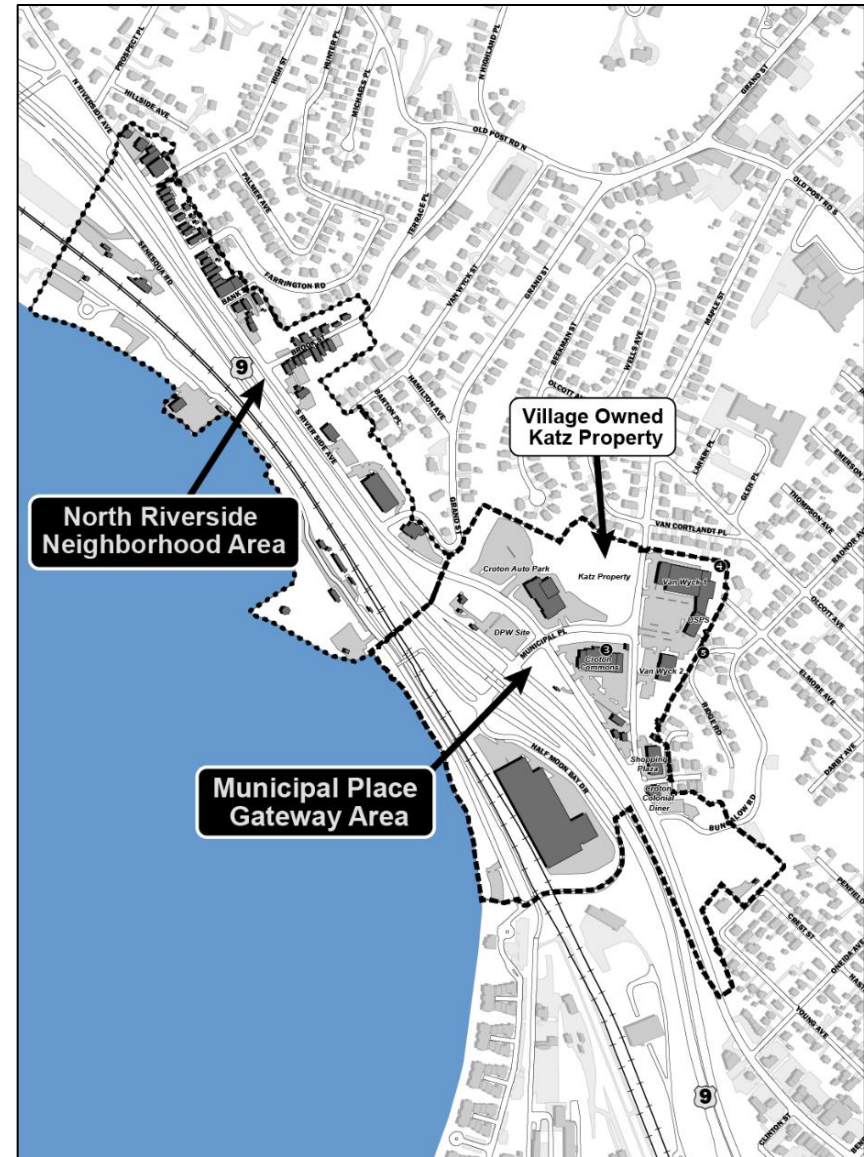


Figure 2: Study Areas

Planning Process and Public Outreach

A key objective for the zoning study is to have a broad and meaningful public engagement process providing residents the opportunity to voice their opinions. Community outreach serves as an essential piece of the planning process as it ensures the plan addresses and incorporates local needs within future developments. The zoning study has incorporated a variety of public outreach methods to ensure that recommendations reflect the ideas and concerns of Village residents.

The planning effort was initiated by the Village in the fall 2018 to update the land use plan for the two commercial areas being studied: the Municipal Place Gateway area and the North Riverside Neighborhood area. The Village-led effort began with the formation of a working group comprised of the Village Manager and the Village Engineer as well as representatives from the Village Board of Trustees, Planning Board, and Comprehensive Plan Committee who have knowledge and expertise of the areas to guide the process.

In the fall of 2018, the Village selected BFJ Planning to work on the Municipal Place Gateway and North Riverside Area Zoning Study. The consultant team met with the working group regularly to review project material, discuss issues and opportunities relevant to the zoning study, and plan for public engagement events.

The planning process included several public outreach efforts including:

- Two public workshops
- Public survey, both online and hard-copy
- Monthly Working Group Meetings

Both public outreach events were advertised in advance and were open to all residents of Croton-on-Hudson to assist the Village in guiding future development within the two study areas. The intent of the efforts were for the community members to share their opinions for the two commercial areas. Outreach about the planning process was managed by the Village. Summaries with further information about each public workshop and the public survey can be found in Appendix A: Public Outreach Summaries were also available on the Village's website. Below is a brief summary of the main takeaways from each public outreach effort.



Public workshop #1

Public Workshops

The public workshops were structured to give participants several ways to express their opinions regarding the direction for future development or redevelopment in the study areas. Each workshop began with an introduction and public presentation with an overview of the existing conditions of the areas, the issues and opportunities identified as well as preliminary recommendations based on community input throughout the planning process. After the presentation, there was an interactive exercise scheduled for participants to engage by providing feedback on the latest study progress. Both workshops were structured as a different interactive activity giving participants a variety of ways to define key issues and opportunities present in the study areas.

Public Workshop #1

The first public workshop was held on March 21ST at the Harmon Firehouse Meeting Room. There were approximately 60 people in attendance. The introductory presentation provided an overview of the planning process, existing zoning along with preliminary ideas to address identified issues and opportunities. After the presentation, the public was invited to participate in a town hall style meeting where the floor was opened to the public to voice their concerns, recommendations, and feedback about the approach to the zoning study. In both study areas, participants voiced mixed opinions about future development as change could result in increased traffic flow and safety concerns. There was some interest in streetscape improvements to enhance pedestrian walkability and safety. The initial feedback was used to identify shared goals and strategies for the two commercial areas. The feedback also helped to understand which issues were in need of further study.

Public Workshop #2

The second public workshop was held on June 21ST at the same location as the first meeting, the Harmon Firehouse Meeting Room. There were approximately 100 people in attendance. After highlighting results from the public survey, the consultants presented potential improvements for each study area, including zoning recommendations, considering the community feedback presented at the first workshop.

The conceptual scenarios presented were intended to show the potential for realistic



Public workshop #2

approaches to developing the area, taking into consideration parking. After the presentation, the public was invited to break up into roundtables to converse over discussion questions provided by the consultants. The roundtables were divided by study area where four tables focused on the Municipal Place Gateway Area and three tables focused on the North Riverside Neighborhood Area. The intent was to have people discuss the “big picture” on what they see to be the most desirable improvements for each study area. After 45 minutes of discussion, one volunteer from each group presented a summary of their roundtable discussion to the larger group.

Online Survey

An electronic survey was posted online on the Village's website and was up for approximately two months (March 8TH to May 5TH). The Survey was widely publicized through e-blasts, social media, the Village website, posters, and other means. In addition, a paper copy of the survey was mailed out to all Croton-on-Hudson households. This resulted in 1,437 responses received, of which 1,076 were electronic responses and 361 were written responses. This was considered to be a substantial response, with a return rate of 45.5% for the Village's households and 17.4% for total residents. Of the total respondents, roughly 94 percent of respondents live in Croton-on-Hudson and the remaining 6 percent live elsewhere. Results from the survey are provided in Appendix A: Public Outreach Summaries.

The purpose of the survey was to gather community input on what the key issues and priorities are to consider incorporating as part of the zoning study for the two commercially zoned areas. There were 19 questions. While most of the questions were multiple choice, some asked for open ended responses. A brief summary of the survey responses, which were posted online, were presented at the second public workshop. The consultants have considered and incorporated the feedback into the issues and opportunity analysis section of the final report.

A summary of the public survey results is available online at: <https://www.crotononhudson-ny.gov/ongoing-projects-initiatives-proposed-infrastructure-improvements/pages/north-riverside>.

Project Goals

The purpose of the zoning study was to examine where opportunities exist in these commercial areas to support appropriate growth, and to test those ideas with the community. The zoning study was guided by five key goals, which respond to concerns raised by residents as well to recommendations from prior planning efforts, such as the Village's 2016 Comprehensive Plan. The primary product of this planning process is recommended zoning changes and design guidelines that will help address the goals described below.

Goal 1: Enhance and unify the functionality of the two commercial areas.

The 2016 Comprehensive Plan identified the need to support and revitalize these two commercial areas. Croton-on-Hudson has made an effort to prevent sprawling commercial development and to maintain the local orientation of these districts. However, the general consensus in the Village is that the types of establishments need to be diversified to better meet the needs of residents and encourage local shopping, and that higher quality aesthetic standards will help attract shoppers to these areas.

This zoning study will help to identify, with input from the community:

- 1) where there are opportunities for appropriately scaled growth;
- 2) which uses are most supported; and
- 3) where guidance is needed to help upgrade the image and function of commercial areas so as to provide for a more walkable environment and a welcoming entry into the Village.

The Municipal Place commercial area has numerous shopping areas, situated at the "gateway" to the community from Route 9. This area has high visibility, and creates a sense of arrival and establishes an image for the area. This land use plan will address, with input from the community, which uses are most appropriate for this area, and at what scale, should redevelopment occur.

The North Riverside Neighborhood Area has a mix of uses, including a core neighborhood-oriented commercial area, blocks with residential homes, and other buildings with office space and other businesses. The Village recognizes that the current commercial zoning regulations do not accurately reflect the existing land uses and built environment of the area. The zoning should be carefully looked at to provide some flexibility for property owners and make life easier for non-conforming properties.

Goal 2: Improve walkability and aesthetics.

Croton-on-Hudson's commercial centers play dual roles in the Village, as sources of retail and services for residents and as defining "images" of certain areas of the Village. The retail composition of these centers determines whether local demand for shopping and services is being met; at the same time, the appearance of these centers is key to the image of the Village for residents and to visitors. As such, recommendations for improvements to the centers must take both of these roles into account.

The Comprehensive Plan states that the Municipal Place Gateway area's role as a potential "center" for the village as a whole has remained largely unfulfilled, due in part to the fragmented nature of the various plazas and adjoining commercial sites which lack a coordinated pedestrian network and/or consistent streetscape treatment. The Comprehensive Plan discusses the need for guidance for this district to help unify the center. This may include streetscape improvements and recommendations for the design and placement for information and directional signage.

In the North Riverside Neighborhood Area, the Village has previously heard concerns about making the area feel more walkable and bikeable, reducing vehicular speeds, increasing parking availability, and making the corridor more attractive and cohesive visually. There is also an opportunity to improve linkages to the waterfront by improving the streetscape connections around the Brook Street Pedestrian Bridge.

Goal 3: Provide direction for the Village-owned properties in the Municipal Place Gateway Area, including the "Katz Property."

The Village owns two properties in the Municipal Place Gateway Area: The "Katz Property" a vacant property at the corner of Municipal Place and Maple Street, and the "DPW/Former Skatepark Site" at Municipal Place and South Riverside Avenue. The 2016 Comprehensive Plan recognized that the Katz Property has the potential to become a focal point for this area given its proximity to the US Post Office, restaurants and mix of retail stores. The 2016 Plan recommends the site be redeveloped as a mixed-use center, with a portion reserved for community use and a park. The plan also states that guidelines and concepts should be created to guide new development if and when opportunities arise. The purpose of this land use and zoning study is to determine the best use of the site, in collaboration with the community. The Village also has the fiduciary duty to explore options for the site as sale of the property would potentially reduce the tax burden on Croton residents.

Goal 4: Determine potential for residential uses.

A significant concern of many residents and village employees is that they are being priced out of their own community due to increasing housing prices. As in other comparable municipalities, the average age of Croton-on-Hudson residents is increasing. This has led to a re-examination of priorities, as issues such as affordable housing for seniors have become more pressing. Both the 2016 and 2003 Comprehensive Plan stressed the need for new housing options, and recommended that the Village to continue to identify opportunities for housing that is more reasonably priced.

While there has been some recent housing built within the Village, with the exception of Half Moon Bay, these developments have provided only single family homes best suited for families. At the same time, the demand for appropriately-sized housing for aging Croton-on-Hudson residents, young couples without children, and Village personnel is growing. The need for housing for these groups was also expressed in the public outreach process for the 2003 Comprehensive Plan. The Comprehensive Plan's recommendations for housing in the Village focuses primarily on two areas: maintaining the scale and character of Village neighborhoods, and exploring affordable housing opportunities.

SECTION 2.0: EXISTING CONDITIONS

This chapter discusses the land uses and zoning districts present in the Municipal Place Gateway and the North Riverside Neighborhood Zoning Study areas, as well as the Village's regulatory framework and development controls. As outlined in the Village's 2003 Comprehensive Plan, Municipal Place area serves as one of the three designated commercial gateway districts in Croton-on Hudson. The predominant land use in Municipal Place and North Riverside areas is commercial use. These areas are two of the four core commercial areas identified in the Village's Comprehensive Plan. The subsequent subsections will first discuss the land uses followed by the zoning districts found in both Municipal Place and North Riverside.

Overview

History

The North Riverside Neighborhood Area was historically located near the Village's old Croton North train station. The old Croton North station served as the crossroads where electric run trains from old Grand Central Terminal would switch over to steam run trains running north toward Poughkeepsie. A small shopping district developed around the station, serving commuters, railroad workers, and other people working in the area. The majority of the buildings in the North Riverside Neighborhood area were built before 1939 to house railroad workers.

Following World War II, Croton-on-Hudson's importance as a railroad village diminished becoming more of a commuter suburb, with many residents commuting to workplaces in New York City and other employment centers outside of Croton-on-Hudson. While the railroad continues to have a significant presence adjacent to the Hudson River waterfront, other industrial waterfront uses began to disappear.



*Croton-on-Hudson/Harmon (1910)
From Westchester County 1910-1911 Vol 2, New
York*

The North Riverside Neighborhood area saw significant changes in the 1960s and onwards, with the increased reliance on automobiles. First, the old Croton North station was closed, to be replaced by the Croton-Harmon train station one mile to the south. The new station is now a major transportation hub for the area as it services both Metro-North and Amtrak trains. Equally significant was the development of the Croton Expressway (Route 9) in 1967. The roadway was planned to be part of a larger Hudson River Expressway, however, only certain segments were ever completed. During the process, the western side of Riverside Avenue was demolished to make way for the road, leaving a one-sided street. There is still a core area of residential and neighborhood-oriented commercial/mixed-use buildings (ground floor commercial with apartments upstairs) which remain on the east side. This area is generally denser than the single family residential buildings in surrounding areas of Croton-on-Hudson.

The development of Route 9 resulted in numerous changes to the North Riverside Neighborhood and the Municipal Place Gateway. In the North Riverside Neighborhood area, office buildings were developed, capitalizing on their access to the regional roadway network. The office buildings do not share the same built character as the original core area built around the station. For example, the office or commercial uses are set back from the street rather than built to the sidewalk. In 1999, the creation of the Brook Street pedestrian bridge provided a connection for pedestrians from North Riverside neighborhood to access the waterfront. Brook Street is the most direct pedestrian connection from the Upper Village to the waterfront.

The Municipal Place shopping areas were developed in this location due to its direct proximity to the entrance to Route 9. The shopping area primarily serves Croton-on-Hudson residents and workers, with uses such as a grocery store, post office, banks, and auto sales. The complex of shopping plazas are characterized by groups of single- story buildings set back from the street and fronted by surface parking lots for shoppers.



Croton North station



Croton Commons

Existing Land Use

Municipal Place Gateway Area

The Municipal Place Gateway, as defined in the 2003 Comprehensive Plan, is a shopping area located around Municipal Place and Maple Street, which was strategically developed due to its direct access to Route 9. Existing land uses in the Municipal Place Gateway are shown in Figure 3. The shopping areas (red = commercial) located along Municipal Place and Maple Street includes the Croton Commons shopping plaza, the Van Wyck I shopping plaza that contains the Post Office and several stores, and the Van Wyck II stores. The center is bounded to the north, south and east by single-family residential neighborhoods and to the west by Route 9. The southern tip of the shopping area, where South Riverside Avenue and Maple Street intersect, acts as a gateway leading into the Upper Village from Route 9. Continuing on South Riverside Avenue to the south brings you to the South Riverside/Harmon shopping area, which is located at the approach to the train station from Croton Point Avenue, with access to the nearby Harmon residential area.

Residents view this area as a central shopping hub due to its central location near Route 9 and 9A. The Municipal Place Gateway's shopping plazas contain a mix of convenience goods stores and service establishments, including both eat-in and take-out restaurants, pharmacies, nail salons, cleaners and other stores. Most commercial space is occupied.

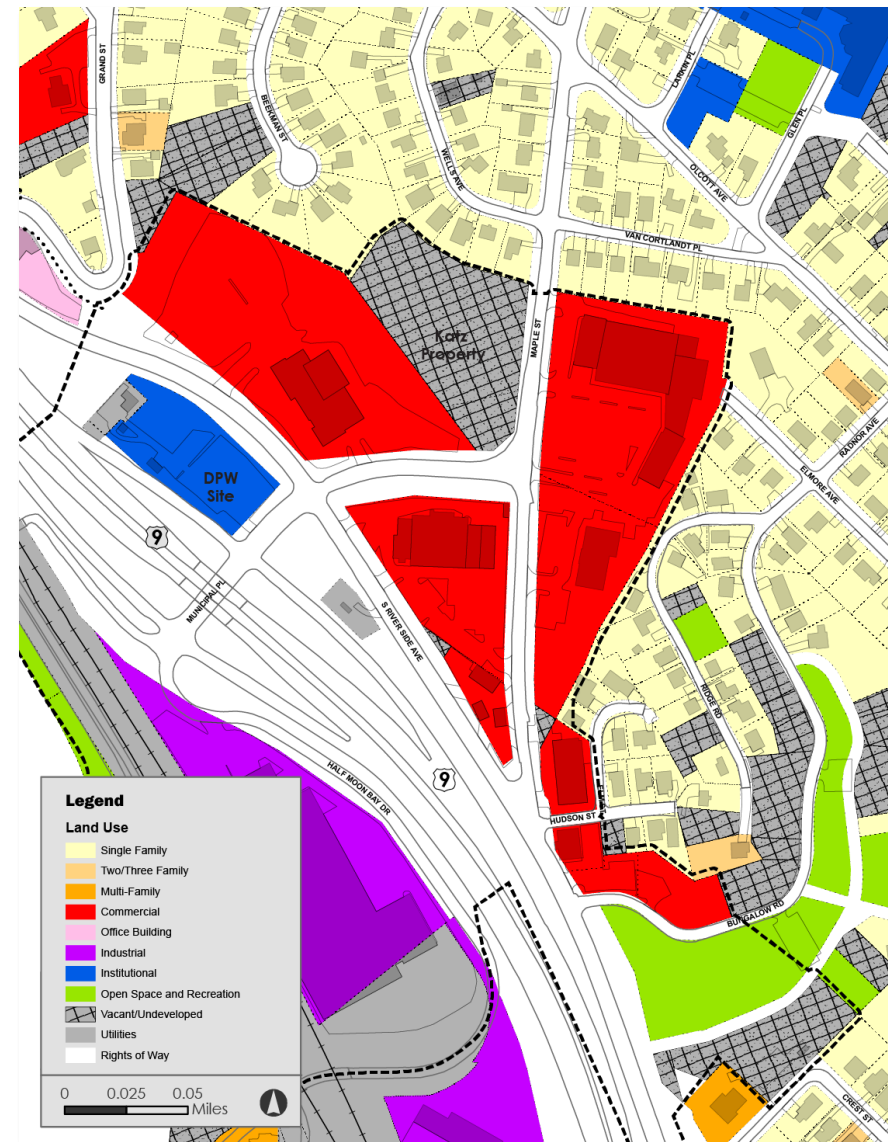


Figure 3: Municipal Place Gateway – Land Use



Figure 4: Municipal Place Gateway - Aerial

Existing Built Shopping Areas

The district also encompasses several stand-alone buildings, including an automobile dealership on the northwest side of Municipal Place, a gas station at the intersection of South Riverside Avenue and Maple Street, and a diner just south of Hudson Street.

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

Katz Property

A vacant, municipally-owned 2.4 acre undeveloped parcel located at 41-51 Maple street is situated adjacent to the automobile dealership. This Village-owned parcel, known as the “Katz Property;” is unique in that it is one of the few remaining commercially-zoned vacant parcels in the Village. It has been previously discussed in the Village’s Comprehensive Plan as an opportunity site for redevelopment. Issues and opportunities with regard to development at the site are discussed in Section 3.

There are a number of physical constraints which limit future development of the site. The site has natural steep slopes at the boundary of the site with the Croton Auto Park/Municipal Place and at the rear of the property adjacent to some residential homes along Wells Avenue. There is about a 30 foot difference between the central

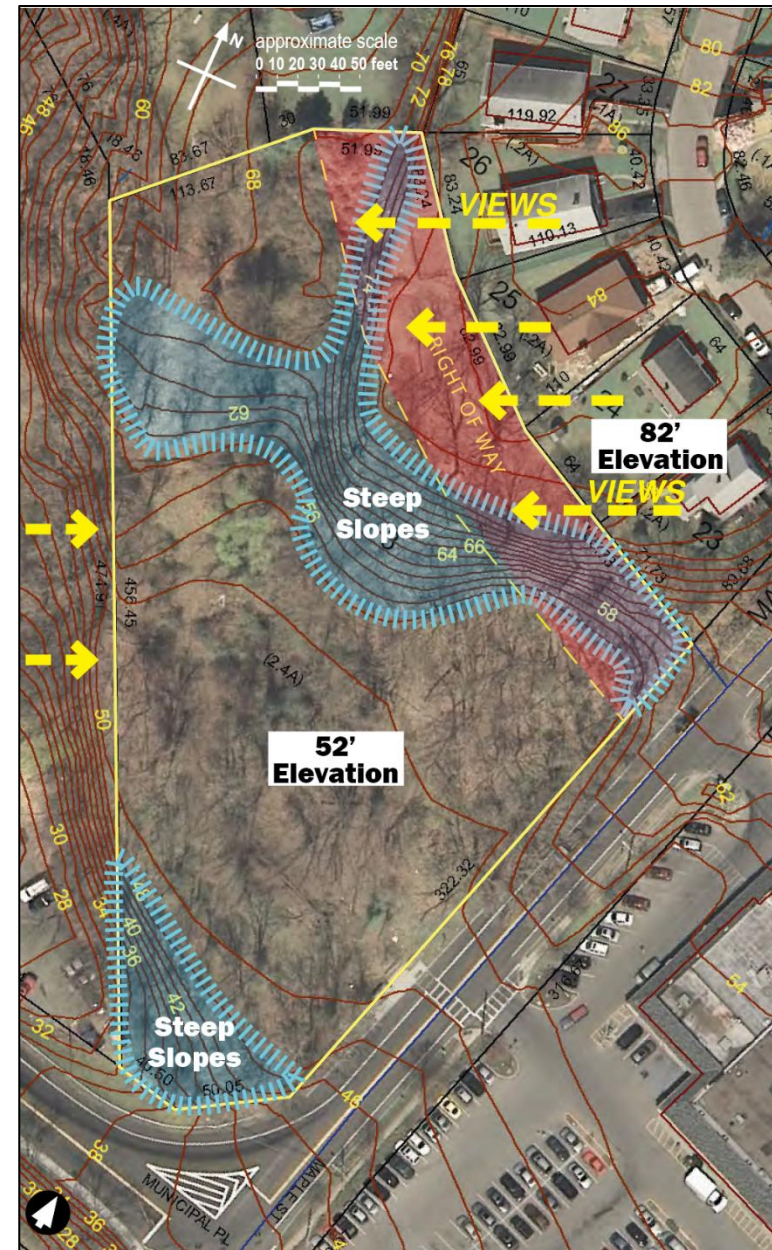


Figure 5: Katz Property - Existing Conditions

flat area of the site and the residential area on Wells Avenue. Any potential development would likely be oriented towards the central flat areas and away from those areas with steep slopes. There is also a 50 foot easement preventing any development adjacent to the upland residential uses.

Connection to Waterfront and DPW Site

As previously discussed, the intersection of South Riverside Avenue and Municipal Place is a gateway for the community. In addition to being in close proximity to Route 9, it is a gateway to the waterfront for vehicles and pedestrians via Municipal Place. Pedestrians use this road to walk to Half Moon Bay and Senasqua Park via the Senasqua Tunnel. While most of western side of the railroad tracks is primarily dedicated to park space, there are a few non-park uses such as a wholesale tire distributor and the Half Moon Bay residential development just south of the study area.

There is a Village-owned property currently being utilized by the Department of Public Works (DPW) adjacent to Route 9 at South Riverside and Municipal Place. This site was previously used as a skatepark. It is now utilized for various DPW related needs such as storage of vehicles and materials, and for the staging of other operations around the Village. There is a sewer pump station situated at the rear of the site, and there is an associated Westchester County sewer easement which runs through the site from Municipal Place to the pump station on the northern half of the site.



DPW facility (former skatepark)

North Riverside Neighborhood Area

As previously discussed, the North Riverside Neighborhood Area was originally developed around the Old Croton North Train Station. The commercial corridor was significantly impacted by the construction of Route 9, with remaining buildings only occupying the eastern side of N. Riverside. The historic development patterns have resulted in a corridor that can be categorized into three distinct areas, the “Core Commercial Area”, the “Transition Area,” and “Residential Areas.” These sub-areas each have specific characteristics particular to their location including land use, topography, building setbacks, and architectural design. Further description of the three distinct subareas in the North Riverside Neighborhood is provided below. The upland areas to the east and north of the study area are largely comprised of single family homes. The study area also provides an essential link connecting pedestrians from the Hudson River to the Upper Village area via the Brook Street Pedestrian Bridge. This portion of the waterfront on the west side of the bridge, provides access to recreational activities and open spaces such as Croton Landing Park, Croton Yacht Club, and Senasqua Park.

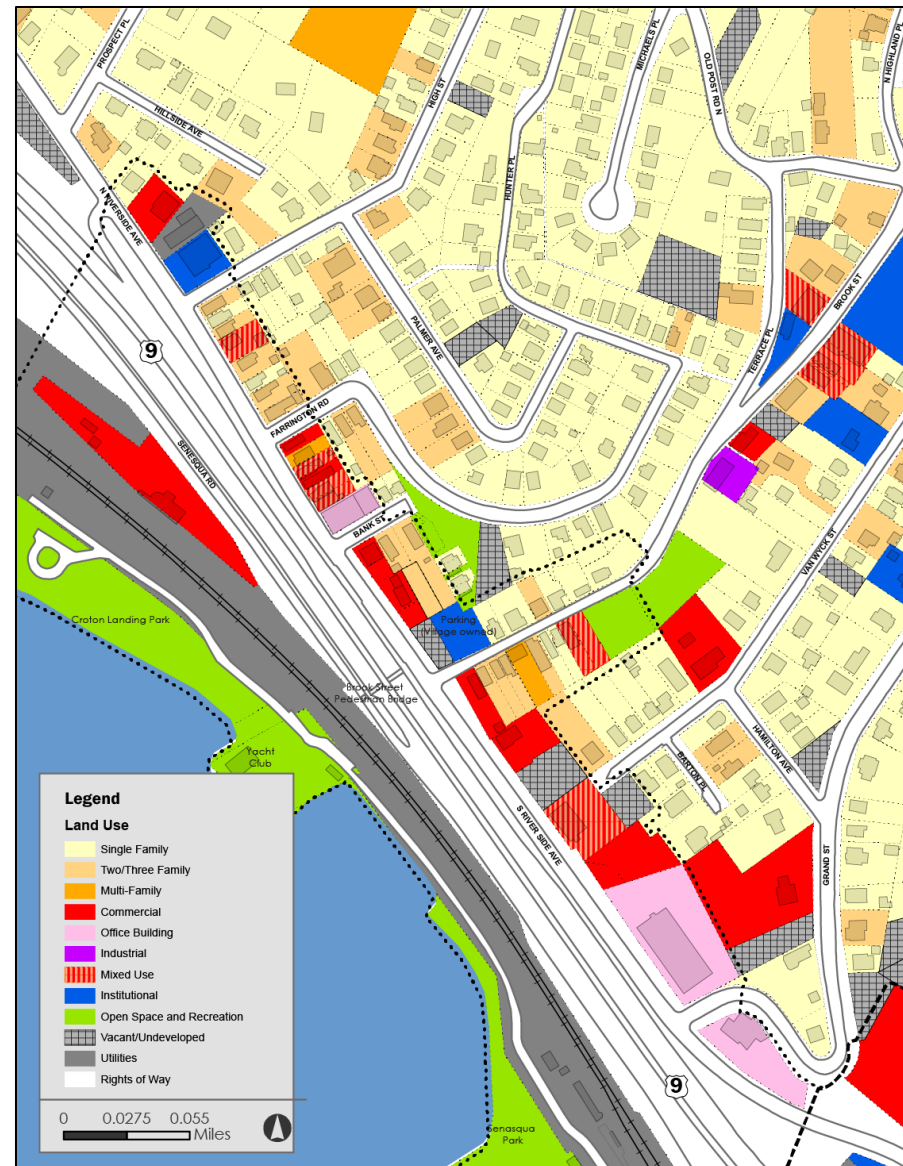


Figure 6: North Riverside Neighborhood – Land Use

Core Commercial area

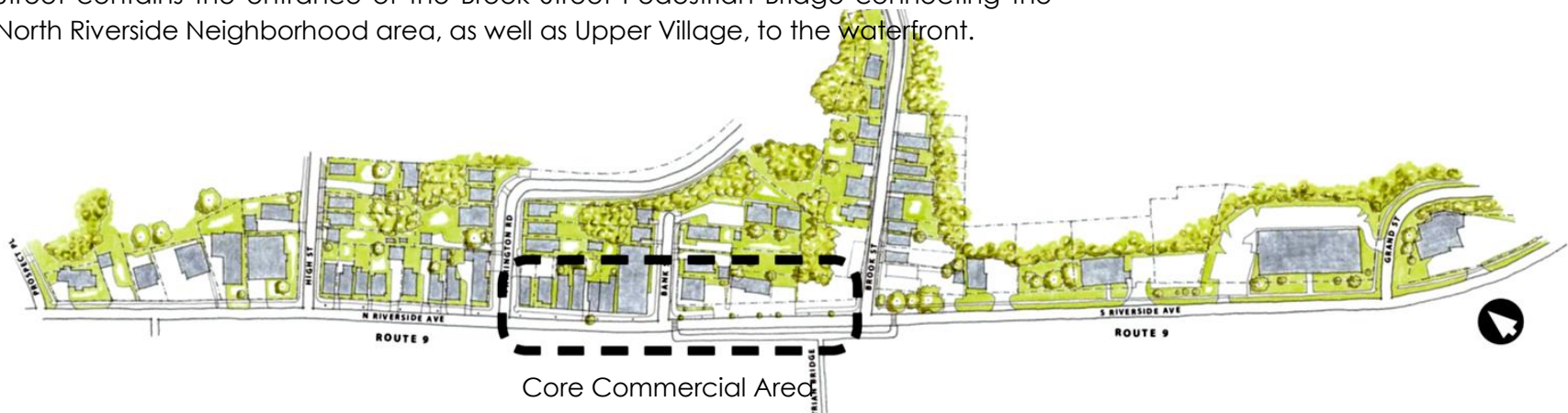
The “Core Commercial” area is located at the heart of the North Riverside Neighborhood area. It is the stretch of legacy commercial and mixed-use buildings that continue to activate the corridor along North Riverside between Farrington Road and Brook Street. These two blocks are comprised of a denser built environment as buildings are located on smaller parcels and some are located close to the sidewalk.

The block between Farrington and Bank Street includes a mix of commercial, residential, office, restaurants and personal service establishments in two to three story mixed use buildings. The orientation and setback of buildings on this block create a street wall and enhance the village-like feel, walkability and accessibility for pedestrians. These buildings feel similar to those located in the Upper Village Area. Buildings on this block do not have their own dedicated off-street parking.

The block between Bank Street and Farrington Road includes commercial uses that were built post development of the Croton Expressway (Route 9). These sites are oriented more towards the automobile than pedestrians with parking areas in the front and side. Uses in this section are more varied as well, with an electrical contractor, a non-conforming auto related use, and a vacant parcel. Consequently, this part of the North Riverside commercial district is less inviting to pedestrians and appears disjointed from the central portion of the area. The intersection of Riverside Avenue and Brook Street contains the entrance of the Brook Street Pedestrian Bridge connecting the North Riverside Neighborhood area, as well as Upper Village, to the waterfront.



Mixed-use and commercial uses



Transitional areas

The “Transitional Areas,” to the north and south of the core area, generally includes office and other non-retail uses. The office type uses are generally located south of Brook Street. A medical suite is located in the office district north of Grand Street. To the north of high street, there is the Washington Firehouse, a Verizon building and a boat repair facility. Throughout these areas, buildings are generally set back at least 20 feet from the street.

Unlike the Core Commercial area, the transitional areas have a different character resulting from larger lot area, topography, and building orientation. In comparison to other lots along Riverside, the lot sizes are considerably larger in depth (approximately 150 to 175 feet deep) and buildings are recessed from the sidewalk. The buildings are set back largely because of a 15 foot right-of-way- easement owned by NYSDOT.

Off-street parking in transition areas are built in the front and along the side of buildings. The area south of Brook Street is comprised of one to two story office or commercial uses. Uses in this section include an animal hospital, a former hardware store, and medical office space.

There is a significant slope at the rear of the properties in the transition area. This topographic feature is a significant constraint for any potential development on the corridor. Some of the existing buildings feature large retaining walls cut into the slope.



Residential areas

“Residential Areas” are those blocks in the corridor that are generally residential in character, such as along Brook Street and on North Riverside Avenue between Farrington Road and High Street. The residential portion on North Riverside Avenue consists primarily of one to three family residential use along with one mixed-use building. The homes are 2.5 stories high, with a slight setback (~5 feet) from the street. Where they exist, driveways are provided in the side or the rear.

The residential area along Brook Street are of a similarly dense built pattern with homes built to the street, ranging from 2.5 to 3 stories in height. A few of the residential buildings also have accessory commercial uses operating within. The built environment on this block is very dense, which is partially due to the limited space to build. There is a significant slope behind the homes on both sides of a street. As a result, only a few of the homes provide their own parking and many residents park on the street. Access to parking has been reported to be a significant issue; this is discussed later in the report. The street parking on Brook Street is also at odds with this area's function as one of the few vehicular connections between the Upper Village and the North Riverside/riverfront land uses. The lower portion of Brook Street at South Riverside Avenue is partially located within the 500 year flood plain as defined by the Federal Emergency Management Agency (FEMA).



Residential uses



Zoning

The Village's zoning regulations determine what future development may occur on any site. In the Municipal Place Gateway Area, the predominant zoning is the C-2 district (general commercial). C-2 is also located in the South Riverside/Harmon shopping area and along a few portions of Brook Street. The study area includes the DPW site at the intersection of S. Riverside Avenue and Municipal Place, which is zoned for O-1 (office), and the LI industrial zone mapped along Half Moon Bay Drive. The North Riverside Neighborhood has four zoning districts consisting of two commercial zones (C-1 and C-2), one residential zone (RB), and one office zone (O-2). A map of the zoning districts is shown in Figure 7. General bulk and height regulations for each of the districts found within the study area are shown in Table 1. These regulations determine the layout and size of buildings that can be built in each district. The complete zoning regulations can be found on the Village's website (<https://www.crotononhudson-ny.gov>).

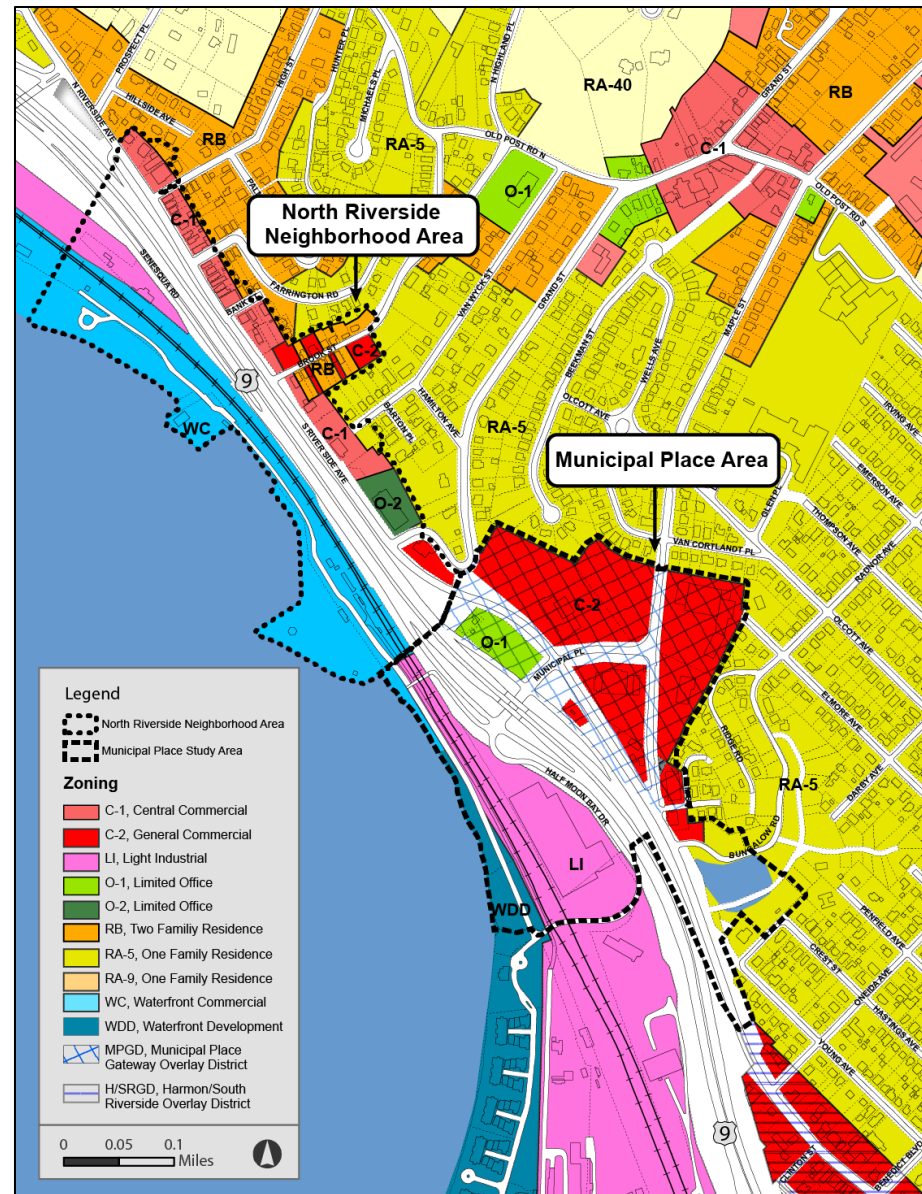


Figure 7: Zoning Map

Table 1: Croton-on-Hudson Zoning Bulk and Height Regulations

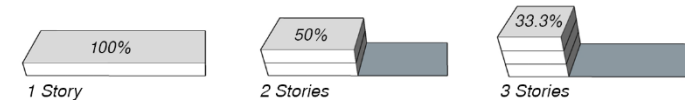
Zone	Stories/Height (feet)	Building Coverage %	Min Lot Size	FAR	Yards/Setbacks		
					Front	Side One/Both	Rear
RA-5	2.5/35'	40	5,000	0.55	15	8/20	25
RB (2 Family)	3/35'	40	2,500	0.6	20	12/30	25
C-1	2/35'	-	0	2.0	-	None required; 10' if provided	None required; 10' if provided
C-2	2/35'	-	0	0.5	10	None required; 10' if provided	None required; 10' if provided
O-1	2.5/35'	-	10,000	0.4	20	10	20
O-2	25'	-	43,560	0.4	25	25	25
LI	3/40'	-	3 acres	0.5	50	30'/80'	35

These zoning districts are further distinguished by their allowable bulk and density, which is specified by a Floor Area Ratio (FAR). FAR is a zoning tool used to control the total mass of a building by determining the percentage of built space that is permitted to be put on a lot. For example, a FAR of 0.5 on a 10,000 square foot lot means that 5,000 square feet of floor area can be built on that lot; the 5,000 square feet can be built on one floor or split onto multiple floors.

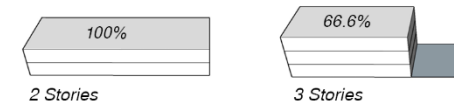
0.5 FAR



1.0 FAR



2.0 FAR



FAR examples

Municipal Place Gateway Area

The Municipal Place Gateway is almost entirely zoned C-2 (General Commercial), which reflects its predominant existing use as a shopping center. The DPW operated site is zoned for O-1 (Limited Office) and there are areas west of Route 9 that are zoned LI (Light Industrial). The industrial zone is the one of the few lasting remnants of the industrial zoning along the Hudson River in the Village.

The C-2 zone allows for a wide range of commercial uses including offices, banks, theaters, restaurants, personal service establishments, automobile sales, and laundry services. Some commercial uses are allowed with a special permit, including retail sales, recreation and amusement establishments, hotels, automobile sales and mixed use buildings. In a mixed use building, ground floor commercial use must be limited to 5,000 square feet.

The C-2 district limits building height to two stories at a maximum height of 35 feet. The off-street parking requirements vary depending on the use. Generally, there is a requirement of 1 space per 300 square feet of office floor area or 1 space per 250 square feet of retail service area. In mixed occupancy buildings, there is a requirement of 2 spaces per dwelling unit.

Most of the C-2 district parcels, excluding the diner site, with the addition of the DPW site (O-1), are part of the Municipal Place Gateway Overlay District (MPGD). This overlay district is one of three gateway overlay districts designated in the Village; the others being in Harmon/South Riverside and the North End. These three gateway areas are vehicular entry points to the Village from Route 9/9A, they feature commercial and office uses principally accessed by automobile, and they all have some possibilities for development and redevelopment. The MPGD gateway overlay district provides additional standards to ensure that future development enhances these gateway areas and provide better pedestrian linkages to surrounding residential areas. For example, the MPGD includes the following provisions:

- Sidewalks are required on all property facing public streets as well as within each shopping plaza. Internal paths should link directly to store entrances and to pedestrian crosswalks, and shall include landscaping, signage and seating

C-2 District Permitted Uses

Permitted Uses

- Banks
- Personal service establishments
- Business, professional or government
- offices
- Service establishments
- Theaters and restaurants
- Laundries and cleaning establishments
- Newspaper printing
- Schools and places of worship

Special Permit Uses

- Retail stores
- Motor vehicle service stations
- Social clubs
- Bowling alleys and similar amusement establishments
- Storage or repair garages
- Animal hospitals
- Hotels or inns
- Public utility
- Automobile sales and service agencies
- Mixed-use buildings. The nonresidential use in a mixed-occupancy building shall be limited to the street level and shall not exceed 5,000 square feet.

areas that encourage pedestrian activity. Sidewalks along the street shall include paving, lighting, and other streetscape features consistent with the style (i.e. a brick buffer strip) incorporated in the North Riverside at Brook Street and Upper Village commercial areas.

- To enhance the appearance of the gateway areas and contribute to Croton's open space character, a minimum of 15% of the lot area shall be set aside as open space. The guidelines include provisions to soften the expanse of parking areas with landscaped islands.
- Buildings shall be oriented to the street and situated close to the street to create a more continuous street wall
- Parking lot and access/egress requirements to provide maximum efficiency and encourage safe and convenient traffic flow.

North Riverside Neighborhood Area

North and South Riverside Avenue

Despite the fact that the North Riverside area has a variety of different land use areas, the majority of the corridor is zoned C-1, which reflects the area's early development as a railroad village around the Old Croton North train station. Along lower Brook Street, there is a patchwork of RB (Two Family Residence) and C-2 (General Commercial) properties. To the north and east of the commercially zoned Riverside Avenue, the area is zoned as two-family residence. The corridor also has an O-2 district and C-2 district zoned for two office areas.

The primary zoning district, C-1, has an FAR limit of 2.0, which is the highest allowable FAR of any district in the Village. Although the zone allows for a high degree of development, existing buildings on the corridor have built areas that are significantly less than 2.0. The core commercial area between Farrington and Bank Street have buildings approaching 1.6 FAR, however, these legacy buildings do not provide their own off-street parking, as any new development would have to do. It is unlikely that any new development would be able to achieve 2.0 FAR unless they provided parking in a garage, which is very expensive and unlikely given the market for the area.

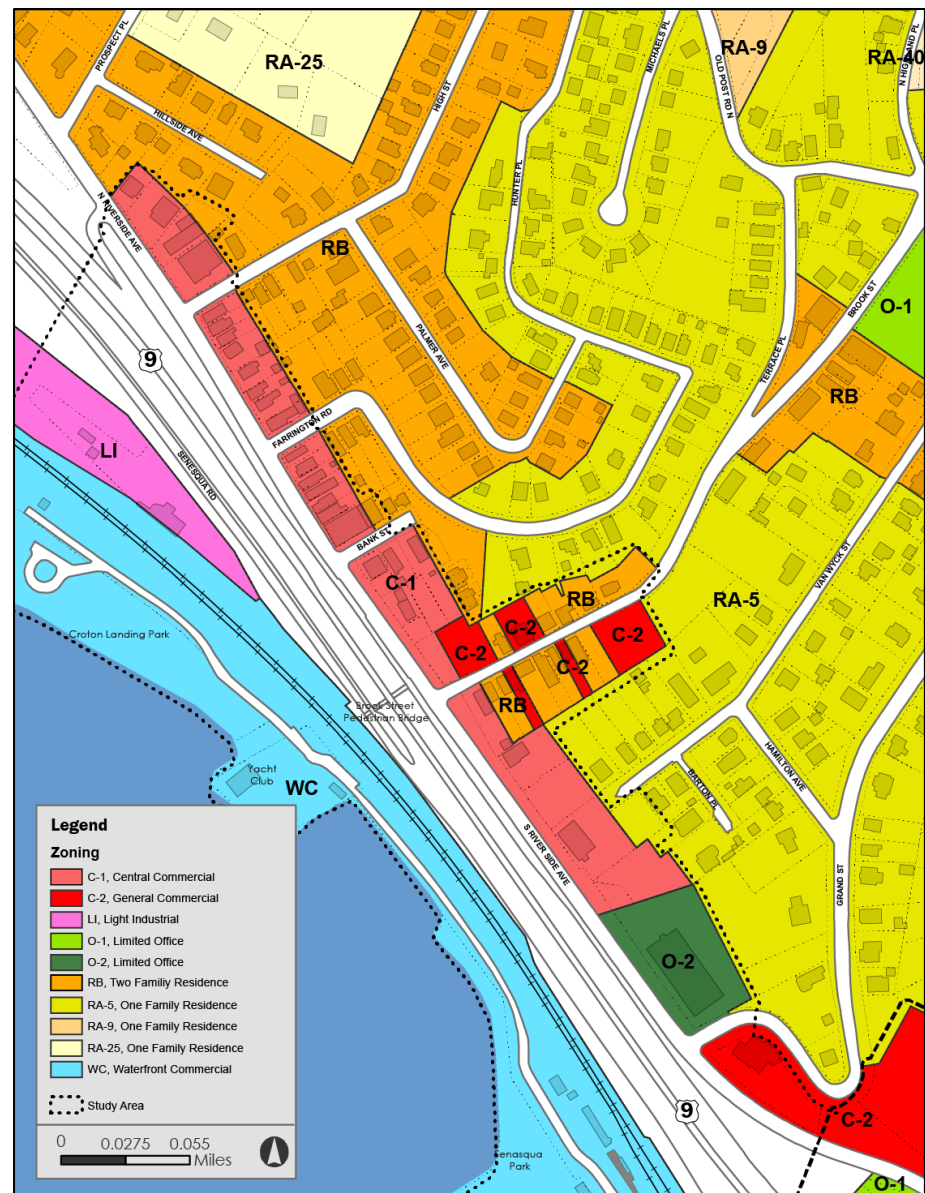


Figure 8: North Riverside Neighborhood – Zoning

The C-1 zone allows for a range of neighborhood-scaled commercial uses shown in the table to the right. This district is also mapped in the Upper Village area. Similar to the C-2 zone, the C-1 zone allows for mixed-use development with a limited amount of ground floor commercial. The C-1 zone has a height limitation of 2 stories and 35 feet. It is important to note that many of the legacy buildings along the corridor are 2.5 to 3 stories tall. The C-1 zone does not have a front yard setback.

It is notable that there are some non-conforming uses in the C-1 and C-2 Districts, including the following:

- Residential buildings (found throughout the study area)
- Auto repair uses
- Boat storage/repair

These properties are currently defined as preexisting nonconforming use. While they are not permitted under current zoning, they are allowed to remain because of their prior, lawful use.

Brook Street

Brook Street has a mix of RB (Two Family Residence) and C-2 (General Commercial). The RB zone allows for a maximum of 0.6 FAR. The particular uses allowed in RB zoning are two family residential with three stories at a maximum building height of 35 feet. It is interesting to note that this zone allows 3 stories while the C-1 district only allows 2 stories. RB has setbacks on all four sides: 20' front yard, 12'/30' side yards, and 30' rear yard setbacks. The legacy homes on Brook Street do not conform with regard to setbacks, as the parcels are too small to allow for such development with the required setbacks. These are mostly "legacy" lots, which predate the zoning code. Most of the homes also do not provide off-street parking, which is a requirement.

Although Brook Street is primarily residential with some accessory offices, a few properties are zoned as C-2. While there are some accessory commercial uses, the road is generally residential in character and C-2 does not appear to be consistent. Generally speaking, the residential properties within the C-2 zone do not comply with regard to use, building coverage, parking, minimum lot size, and front or side yard setbacks.

C-1 District Permitted Uses

Permitted Uses

- Retail stores and banks
- Personal service establishments
- Business, professional or government
- offices
- Service establishments
- Theaters and restaurants
- Laundries and cleaning establishments
- Newspaper printing
- Schools and places of worship

Special Permit Uses

- Light manufacturing where goods are sold on and off the premises
- Social clubs or other nonprofit
- Public utility structures
- Day-care centers
- Mixed-use buildings. The nonresidential use in a mixed-occupancy building shall be limited to the street level and shall not exceed 5,000 square feet.

Transportation

This section provides an overview of the existing conditions and issues related to transportation including parking, access, and circulation. Recommendations that address transportation issues are addressed in Section 6.

Roadways

The study area is easily accessible to greater and lower Westchester County via State Route 9, the only limited access highway that runs through Croton-on-Hudson, running north-south. Municipal Place Gateway and North Riverside Neighborhood areas are situated along State Route 9. Connecting the study area with surrounding neighborhoods are the two arterials, State Route 9A (Riverside Avenue) running north-south parallel to Route 9 and State Route 129 (Maple and Grand Streets) running west-south. The primary collector street between the study area and the Upper Village area is Brook Street.

Route 9A (South Riverside Avenue and North Riverside Avenue) is a two-lane road that is owned and maintained by New York State Department of Transportation (NYSDOT). As a result, any proposed recommendations related to this road must be approved by NYSDOT.

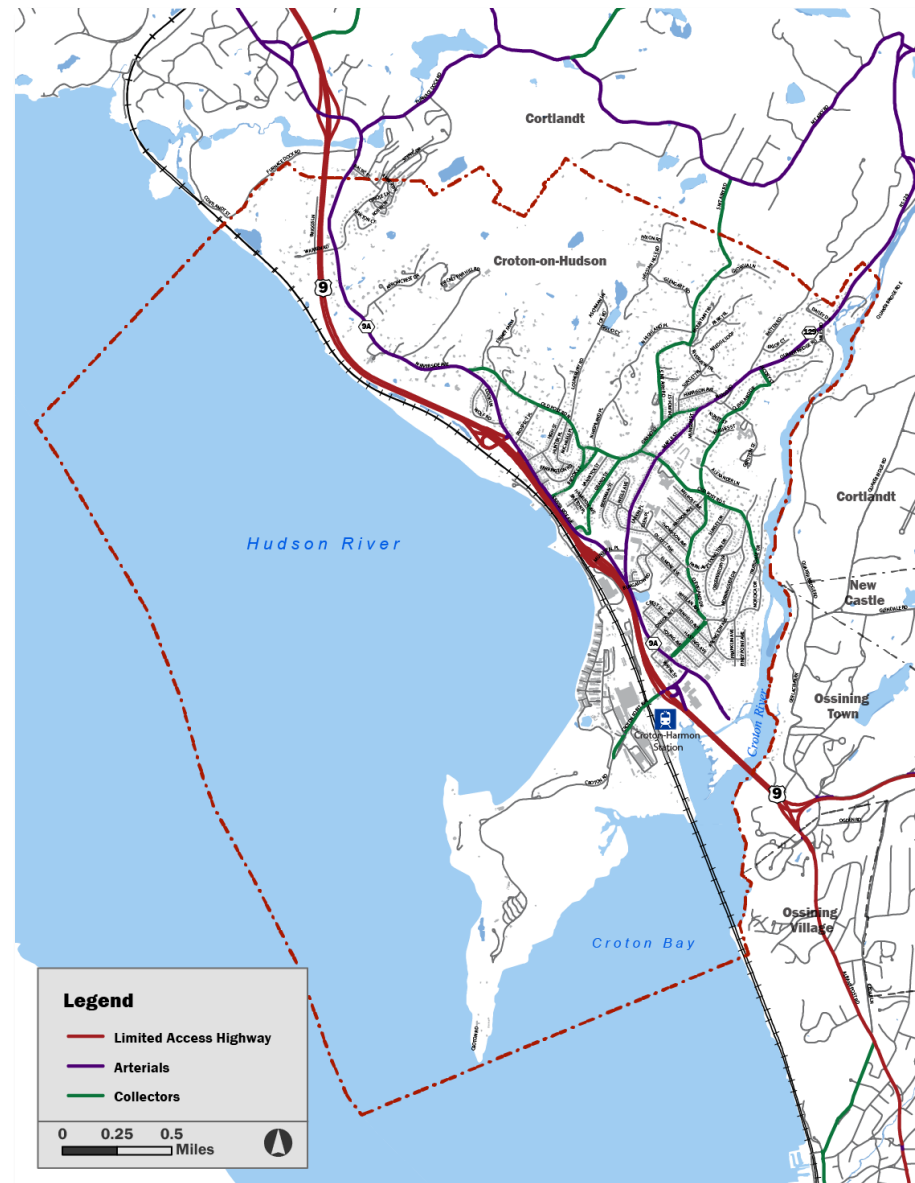


Figure 9: Roadway Network

Metro-North Railroad Service

The Croton-Harmon railroad station is a regional rail transportation center located south of the study area. This station provides local commuter service from New York City to Poughkeepsie via MTA Metro-North Railroad's Hudson Line. Croton-Harmon train station also connects the study area to Albany via Amtrak. The commute via Metro-North between Croton-Harmon and Grand Central ranges from 45 to 70 minutes depending on the time of day and express vs. local trains.

Bus Service

The Westchester Bee-Line Bus has two lines running through the Municipal Place Gateway area, Route #10 and Route #14. Route #10 also runs through the North Riverside Neighborhood area (See Figure 9). Route #10 is a local route providing weekday service from Mohegan Lake to Croton-Harmon train station (running through Yorktown Heights). Bus 14 is a commuter route providing north-south service from White Plains to Mohegan Lake. This route also runs on weekends.

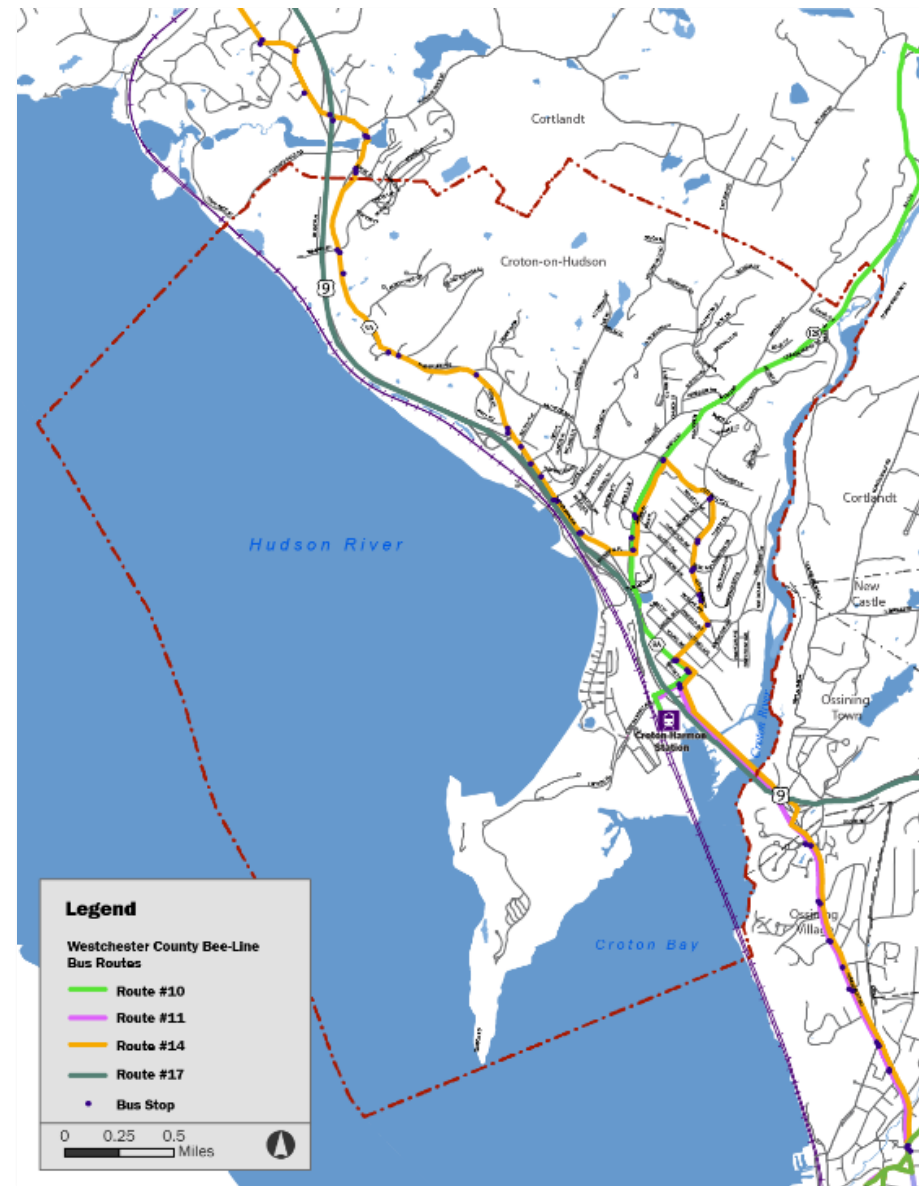


Figure 10: Public Transportation

Pedestrian and Bicycle Circulation

Pedestrian safety is an important concern that residents voiced in both the public workshops and survey. Figure 11 shows the existing location of sidewalks in the Municipal Place Gateway area. As seen in the map, the pedestrian infrastructure is relatively good, as most of the streets have sidewalks on at least one side. Generally, the sidewalk width is approximately three to four feet wide and the sidewalk condition is well-maintained poured concrete precast concrete unit pavers. However, there are a number of places where there are gaps in the sidewalk network or sidewalk conditions are in need of improvement.

In the Municipal Place Gateway Area, there are gaps in the existing sidewalk network that should be filled. One of these opportunities is the gap along Maple Street/Municipal Place at the Village-owned Katz Property. Sidewalks are missing along Maple Street in the residential area north of the Katz Property. While there are sidewalks are missing at the Mobil Station along South Riverside Avenue, it is acknowledged that there are easement constraints by NYSDOT that have prevented implementation of sidewalks in this location. The Village should try and work with NYSDOT to resolve easement issues in this area.

In the North Riverside Neighborhood the sidewalks in the core area between High Street and Brook Street have a downtown character with a brick buffer, pedestrian-scaled streetlights, and planters. This is a similar treatment to the sidewalks in the Upper Village commercial area. Comments from the public highlighted a general concern about speeding motorists in the commercial area. Traffic calming

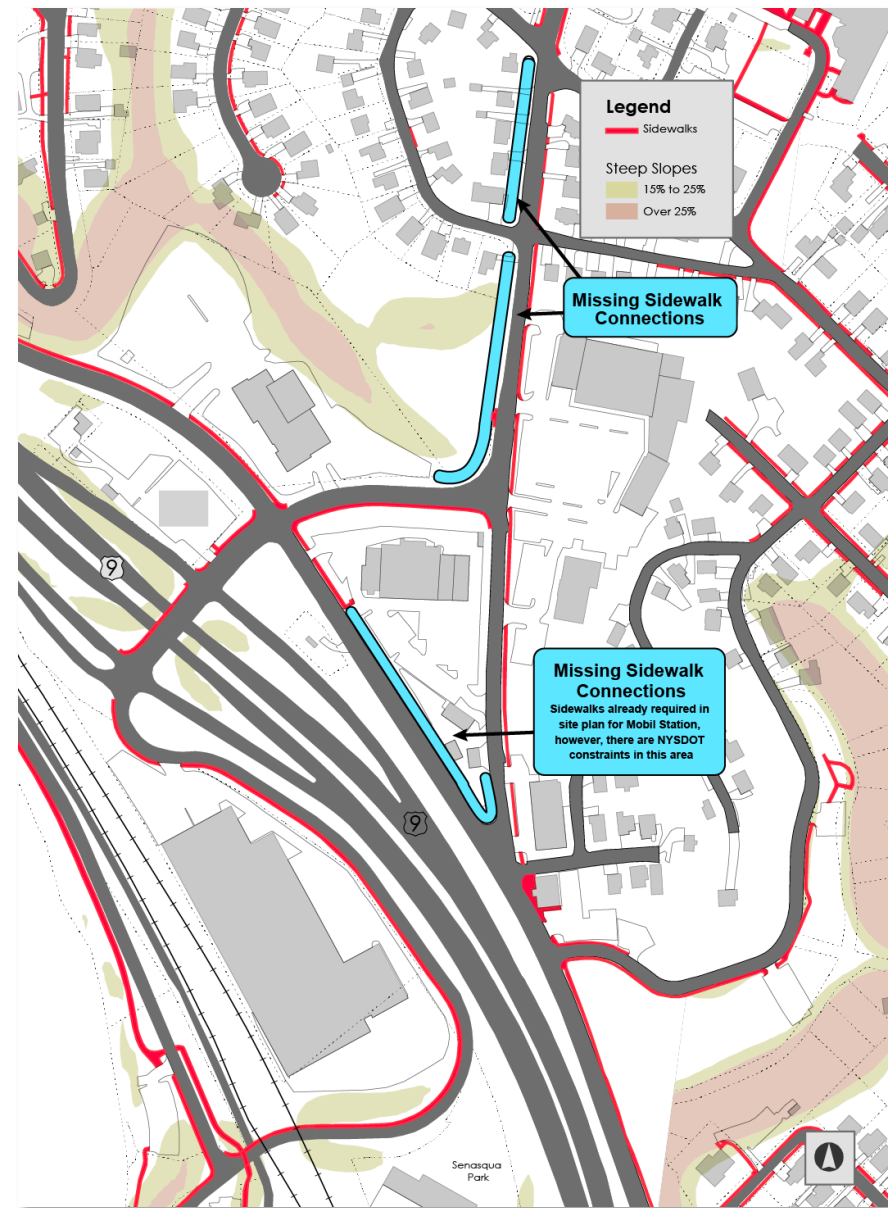


Figure 11: Municipal Place Gateway – Sidewalks

recommendations are discussed in the Issues and Opportunities section of this report.

There are no established bicycle lanes within the study area boundaries. Access to the waterfront (west of Route 9) is provided at three points: the Brook Street Pedestrian Bridge, Senasqua Tunnel via Municipal Place, and Half Moon Bay Road and Bridge. The Brook Street Pedestrian Bridge plays an important role in linking the Upper Village area to the waterfront. There are two crosswalks leading to the bridge at Brook Street. Although pedestrian access to the waterfront is provided, there is a general consensus that the aesthetic appeal of the access ways needs to be improved to enhance pedestrian walkability.

SECTION 3: MUNICIPAL PLACE GATEWAY: ISSUES AND OPPORTUNITIES

This chapter summarizes land use issues and opportunities that arose in the existing condition analysis as well as from comments expressed by the public during public outreach activities. The recommendations also address the goals as expressed in the introduction. Recommendations take into consideration existing land use patterns, environmental constraints, general economic trends, opportunities for future development, and infrastructure needs. The Future Land Use Plan at the end of this Chapter addresses specific zoning changes for the Village to consider when zoning changes are necessary to implement recommendations herein. Such zoning changes would be the next step in the process and could commence when this Plan is formally adopted by the Board of Trustees.

Existing Built Shopping Areas

With regard to the existing built shopping areas, most residents were fairly comfortable with the area remaining designated as a commercial area. There was limited support for adding new housing options such as apartments or townhouses (mixed-use buildings are currently allowed). It was expressed that the current area, which is dominated by strip-style commercial is not an attractive entrance to the rest of the Village. There was support for some revitalization of the area, particularly with regard to enhancing the streetscape with landscaping, signage, and lighting and filling in gaps in the sidewalk network to make the gateway a more desirable place to visit. When asked what uses residents would like to see that aren't currently there, common responses were restaurants and bars, private recreation and entertainment uses, retail shopping, and public/civic space.



Municipal Place Gateway shopping areas

Katz Property

The Village-owned Katz Property is the largest commercially zoned vacant property in the study area. The 2016 Comprehensive Plan identified the site as an opportunity site for a mixed-use development, given its prime location at the gateway to the Village as well as its proximity to other shopping opportunities. Since the Village controls the site, it can leverage development to provide some civic space, sidewalks, and other street design amenities (i.e. landscaping, lighting, and signage) to enhance this important gateway to the community. The Plan showed a portion of the site reserved for community use and a park.

One of the objectives for this zoning study was to take a closer look at site specific constraints, market conditions, and determine the best use of the site in collaboration with the community. It is anticipated that the highest and best use for the site would include some portion of residential, either as a residential development or as a mixed-use building. There is a market for residential in this location, however, the market for retail is declining, largely due to online competition. The current zoning (C-2) allows for mixed-use building to be built at the site.

When discussed with the community, there was a mix of opinions about what type of development is appropriate. Some expressed concern about how new development would add to traffic or would impact views from upland areas. Many residents expressed the need for green space, particularly as this is one of the last open spaces in this portion of the Village. There was also concern about potential environmental issues as the property has been



Figure 12: Katz Property – Redevelopment Concept

neglected and people have left trash at the site over the years.

A conceptual design was developed to show how a development might be accommodated on the site with a civic space at the corner. The building is located along the flat portion of the site, along Maple Street to address the street and minimize impacts to views of the Hudson River from upland areas. The layout includes a civic space, landscaping, signage, and crosswalks at Municipal Place. The civic space (~10,000 square feet) could accommodate landscaping, signage, seating, and other decorative features to mark this entrance into the community. Landscaping along Maple Street would enliven that frontage and there would be landscaping within the parking areas to interrupt large areas of asphalt with green space.

The current zoning (C-2) allows for a two story building at 35 feet. There was a mix of opinions with regard to the appropriate height for this area. There was a strong preference to keep the scale of any buildings in harmony to the existing built context. There was some support for the allowance of three stories, as seen in Harmon's new developments allowed by newly adopted zoning. Three stories can be accommodated within the 35 feet as allowed under current zoning.

The layout preserves a 50 foot vegetated buffer between the building and upland residential parcels. As seen in Figure 14, the site is approximately 30' lower than the upland areas. It is anticipated that a three-story 35 foot development could be accommodated without presenting a disturbance to the viewshed.



Figure 13: Illustrative example of park incorporated into design



1. Paths, benches, and other park features



3. Meandering benches



2. Terraced landscaping



4. Gateway signage/civic monument

A number of residents expressed concern that new development would increase the amount of traffic on streets that are already heavily congested during peak periods. Any potential development on site would need to promote efficient access of vehicles in a clear and well-defined manner that minimizes conflicts with road traffic as much as possible. Any new development should also analyze potential impacts on the surrounding roadway network, in particular the signalized intersections in the Municipal Place Gateway area. The property should have only one curb cut, provided on Maple Street as far from the Municipal Place intersection as practicable.



Katz Property

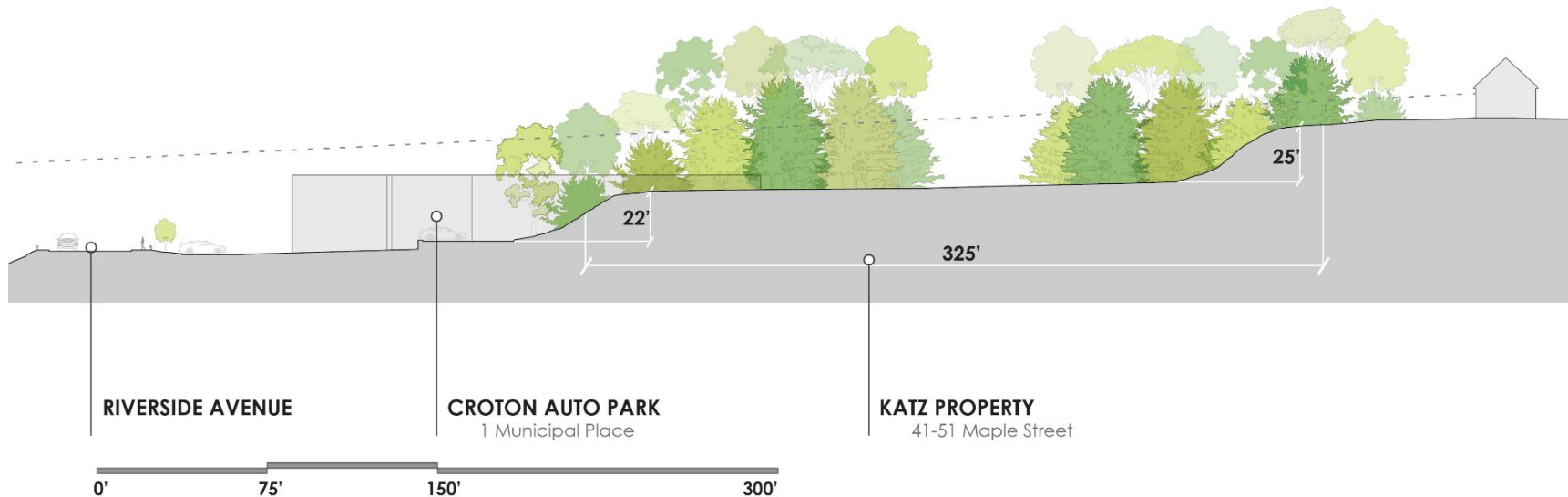


Figure 14: Katz Property – Section

DPW Site (Former Skatepark)

Some residents commented that the Village-owned DPW Site along Municipal Place is not the best use for the area considering the site's location at the entrance to the Village from Route 9 as well as to the Waterfront. It is recognized that the site is currently occupied by the Department of Public Works, and there are no current plans to move operations to another site. There is also a sewer easement through the site which constrains its use. Therefore, it is unlikely that the site would be redeveloped in the short term. Regardless, the Village should consider ways to improve the appearance of the site, such as with continuous landscape screening. The Village should work with DPW to see if a portion of the site can be utilized for overflow parking, particularly during the summer when events are held along the waterfront.



Traffic Circulation and Pedestrian Safety

During the public outreach process, one of the frequent concerns expressed was that there is significant traffic in the Municipal Place Gateway, particularly during peak commuting periods. The intersection at South Riverside Avenue and Municipal Place was described as particularly problematic. Some noted that the timing of traffic lights may be contributing to the issue. Another solution could be to reconfigure the intersection to incorporate turn lanes. There are physical constraints at this location, which may prevent widening of the road. The Village should take a hard look at these issues in coordination with NYSDOT. In addition, any new development must address traffic impacts and minimize access and egress points to the extent practicable.

SECTION 4: MUNICIPAL PLACE GATEWAY: LAND USE AND ZONING RECOMMENDATIONS

This section provides a zoning approach that is based on the prior discussion of issues and opportunities. Figure 15 illustrates zoning concepts described below.

Existing Built Shopping Centers

In response to the public's general comfort with the existing shopping centers, no zoning changes are proposed to those areas that are already developed. The Municipal Place Gateway Overlay District, which is already in place, will help to ensure that if any development were to occur, they would be designed in an appropriate manner that would enhance this gateway to the community.

Katz Property

The proposed zoning map shows a provision for the Katz Property that would allow appropriately sized development that would provide public amenities such as a civic space and attractive street frontages, while being at a scale that is acceptable to the community and does not unduly impact the surrounding residents. There was a general support to retain the existing height limit of 35 feet, which remains.

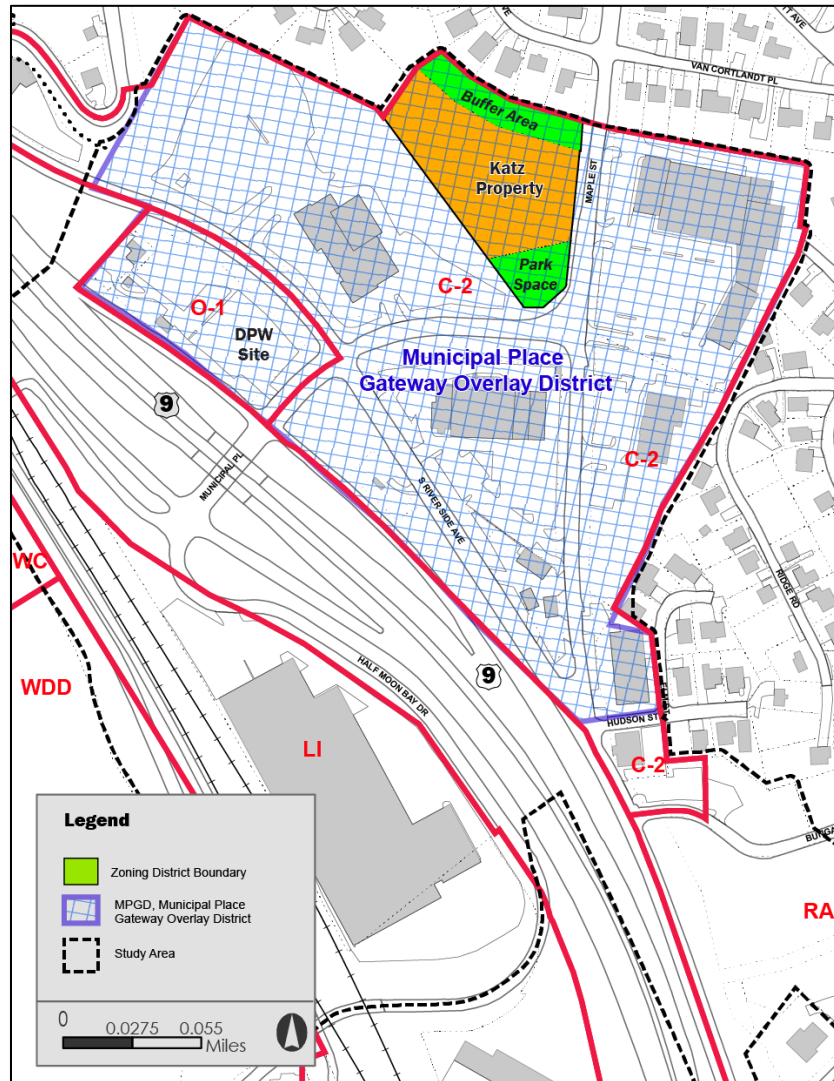


Figure 15: Municipal Place – Zoning Recommendations

It is proposed that the Municipal Place Overlay district be amended to allow the following, if certain provisions are met:

- Allowed Uses:
 - Uses currently allowed in C-2
 - Mixed use buildings. This is currently allowed in C-2 however there would be no limit on ground floor retail.
 - Residential uses (i.e. apartment or townhome)
- Max. Height: 35 feet (as currently allowed), and 3 stories
- FAR: 0.8

The 0.8 FAR was chosen as this is the identical FAR in the Harmon/South Riverside Gateway Overlay District. This allowed the building pictured to the right on Riverside Avenue and Benedict Boulevard. A slight majority of residents expressed support for a building of this nature in the public survey.



Recent development in Harmon area on South Riverside Avenue

The following must be provided:

- 10% of property (10,000 SF) shall be used for park space at the corner of Municipal Place and Maple St.
- Maintain a 50' vegetated buffer from residential properties on Wells Ave
- Property adheres to building, sidewalk, signage, landscaping, & lighting guidelines as provided within the Municipal Place Gateway Overlay District.

SECTION 5: NORTH RIVERSIDE NEIGHBORHOOD: ISSUES AND OPPORTUNITIES

This section summarizes land use issues and opportunities for the North Riverside Neighborhood that arose in the existing condition analysis as well as from comments expressed by the public during public outreach activities. The recommendations also address the goals as expressed in the introduction. Recommendations take into consideration existing land use patterns, environmental constraints, general economic trends, opportunities for future development, and infrastructure needs. Specific zoning are recommended to implement the land use plan. Such zoning changes would be the next step in the process and could commence when this Plan is formally adopted by the Board of Trustees.

Core Commercial Area

In the Public outreach process, many residents supported maintaining the core area as neighborhood-oriented commercial. Residents expressed the desire for some reinvestment in the area. Residents prefer the area to remain neighborhood-oriented with small businesses such as restaurants and other retail and services. There was limited support for encouraging housing-alone buildings. The existing neighborhood fabric in this area includes buildings that are oriented to the street, which help to create a close knit pedestrian environment. There are certain examples where this is not the case, such as at Hudson View Automotive, where the front yard is used for parking. When asked about the appropriate scale of building for the area, there was a mix of opinions (i.e. between allowing 2-story vs. 3-story buildings). While the zoning currently allows 2 story buildings at 35 feet, there are a few non-conforming 3 story buildings at 35 feet. This is also the case in the Upper Village area. Residents expressed some support for the scale of development seen in Harmon's new developments allowed by newly adopted zoning.



North Riverside Neighborhood core commercial area

Transition Area:

In the public outreach process, some residents expressed concern about the potential for over-development of the office areas, around Grand Street, herein called the Transition Area. There does not appear to be an appetite for any large redevelopment in this area, as seen by the opposition to a prior redevelopment proposal for a lot on South Riverside Avenue. The existing FAR for the C-1 district is 2.0, which is a density that may be too high for this area. For context, the recent mixed use development at South Riverside Avenue and Benedict Boulevard in Harmon has a FAR of 0.8. There was also concern about how viewsheds from upland areas could be impacted by new development. There is a significant slope at the rear of the property. As seen in Figure 18 on page 56, a 35 foot building, as allowed under existing zoning would not significantly impact views of the Hudson River from upland areas.

Residential Areas:

Residents expressed the need to maintain the historic building fabric of the residential areas. There appears to be a mismatch in the zoning code in some of these areas, such as along Brook Street and on South Riverside Avenue between Farrington Road and High Street. These homes were built on narrow lots where properties have small to no front yard setback. The building fabric is denser than other residential areas of the Village. There is also a mismatch in the uses allowed under existing zoning. For example, the C-1 district does not allow for residential only uses. Brook Street has a mix of RB and C-2 zones. In both of these zones, the existing residential homes are generally non-conforming with regard to use, lot coverage, minimum lot size, or front and side yard setbacks. In order to reduce the degree of non-conformity, it may be appropriate to rezone the area to reflect the use and scale of existing homes. It is understood that there are some businesses that still operate in the ground floor. A special permit can be incorporated into the zone that conditionally allows ground floor commercial uses that are appropriate within the neighborhood context.

Provision of parking is another concern, particularly along Brook Street. The lot widths along this street are very narrow (ranging from 25 to 30 feet), and steep slopes in the rear of the property constrain development. Therefore, there is little space to provide



Recent development in Harmon area on South Riverside Avenue

a driveway in a side yard. There may be zoning provisions that will help property owners to incorporate a garage on the 1st floor (i.e. carriage house style), should a home ever be redeveloped.

Brook Street also serves as an important vehicular connection to the Upper Village area. Along with this, the street has limited parking available. Some residential parcels have parking in the form of ground floor garages or side yard parking while others do not have either. This results in on-street parking on a very narrow, busy two way street connecting Riverside Avenue to the Upper Village. Comments from public outreach efforts identified necessary improvements be made including addressing traffic circulation and parking issues. Another important site attribute is the presence of the Brook Street Pedestrian Bridge. Both the eastern (at N. Riverside Ave) and western entrance (at Elliott Way) to the bridge are not inviting, being closely structured next to the roadways. There is a potential opportunity to redesign the pedestrian entryway to provide the community with a welcoming entry to the waterfront. It is important to also improve the area around the entrance on the western side of the bridge.

Non-conforming uses:

There are many uses along the corridor that are non-conforming, meaning that there are certain aspects (use, height, setbacks, etc.) that do not comply with existing zoning regulations. This often occurs when zoning is revised such that the current use is no longer allowed. In this instance, an existing use is grandfathered, and can continue to be used in the same way if it is a prior non-conforming use. However, a property's status as a non-conforming use can also be a burden to property owners. It can make the application/ permitting process for expansion or modification of a building more difficult. It can also be harder to get financing from banks. Lastly, there is always a risk that if a building was substantially damaged (i.e. a fire), it would have to be rebuilt in conformity to current zoning standards.

It is understood that many of the non-conforming buildings (i.e. residential uses on North Riverside Avenue) are not inconsistent with the neighborhood character. Therefore, where appropriate, the Village should consider zoning changes that will bring more properties into conformity.



Non-conforming residential use

Traffic Circulation and Pedestrian Safety

During the public outreach process, residents also expressed concern about traffic speeds along North Riverside Avenue. This was also noted in the Village's 2016 Comprehensive Plan. Cars driving along Route 9A tend to gather speed as there are no nearby stop signs, or stop lights to the north or south. There aren't many indications to vehicles that they are transitioning into a village area where people are walking and shopping. Some residents stated that the core commercial area can be problematic to cross with motorists moving at high speeds. Traffic calming measures were suggested to improve pedestrian safety. The Village should consider raised pedestrian platforms at Bank Street and Brook Street when pedestrians cross Riverside Avenue to use the pedestrian overpass to the Riverfront. The intersections might also implement signage that encourage motorists to yield to pedestrians at the crosswalk. The Village should pursue improvements at these intersections in coordination with NYSDOT.



Raised crosswalk/intersection to slow traffic
Rye, NY

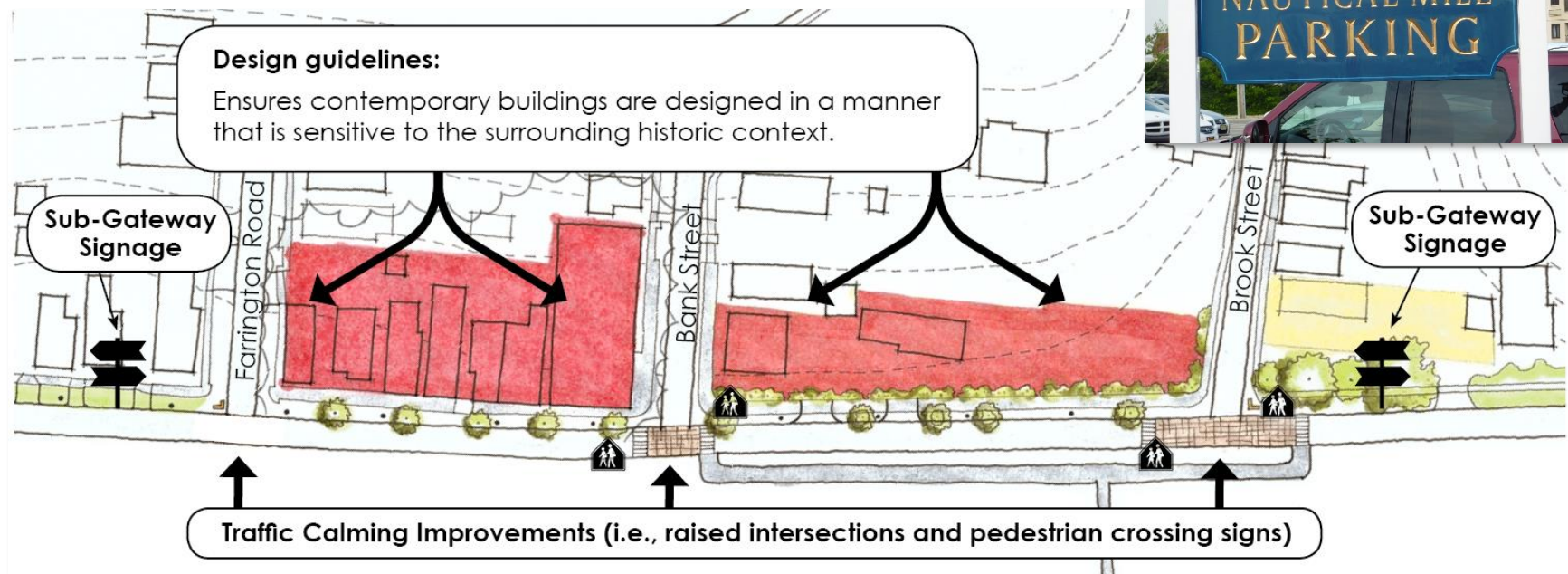


Figure 16: North Riverside Neighborhood Streetscape Improvements

Parking Availability

In the North Riverside Neighborhood, parking availability has been a frequently expressed concern by local residents. There is a general consensus that the area, particularly Brook Street and the core commercial area have insufficient parking supply. Part of this issue is due to the fact that the historic building fabric was built around the old train station and there is limited space for off-street parking. The issue is particularly sensitive on Brook Street where very few of the buildings have off street parking and on-street parking is limited to one side due to the narrow width of the roadway (~25 feet). The narrow width leaves little room for cars to pass each other in the travel lanes.

There is a Village-owned parking area with 9 spaces, which were intended to be used by residents, shoppers and waterfront visitors. The parking area is reportedly used primarily by residents. There may be an opportunity to expand this area to provide more space for all three users (see Figure 17). Excess land could be sold and merged with the adjacent property on South Riverside Avenue to make that site, which is very shallow (~45 feet deep), a more viable redevelopment opportunity. Redeveloping this vacant parcel would help to activate this intersection, which is both a gateway to the Core Commercial area and to the waterfront via the Brook Street Pedestrian Bridge.

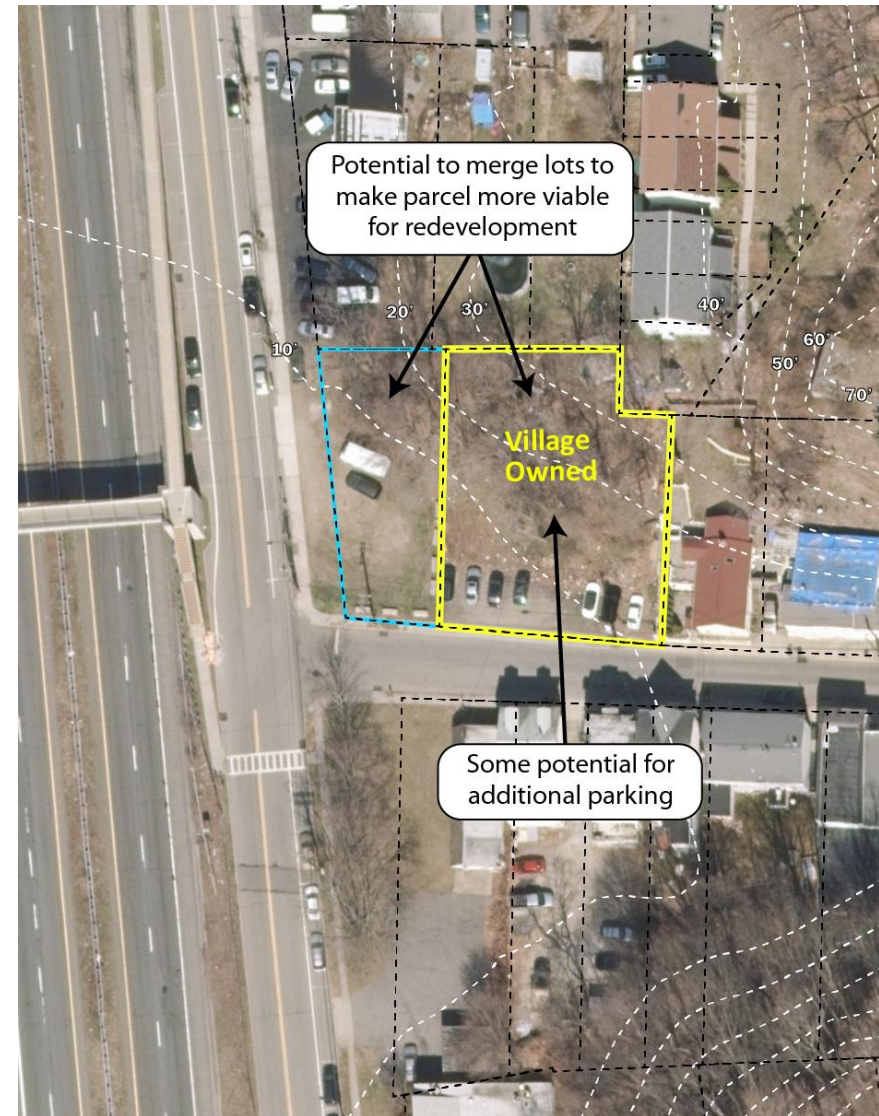


Figure 17: Concept for parking area on Brook Street

Landscaping and Street Trees

In the public outreach process, many residents expressed the need to improve the look and feel more attractive and cohesive visually. Probably the biggest detractor to aesthetics is that buildings along the corridor face directly upon Route 9. In most areas, there is just a fence, and little landscaping to screen the highway from the street. North of Bank Street, there are some trees on the highway side of the corridor. Even though the trees are unmaintained, they still provide some sense of enclosure and visual relief from the highway. Landscaping improvements would need to be coordinated with NYSDOT who controls and maintains the roadway.

Other problematic areas from an aesthetic standpoint include parking areas that are situated directly adjacent to sidewalks. Parking between the building and the street negatively affects the visual identity of the street and pedestrian walkability. When parking areas are located in the front, they should be continuously screened by a wall, fence or hedge.



Landscaping along South Riverside Avenue



Landscaping along North Riverside Avenue



No landscape screening to define parking areas

SECTION 6: NORTH RIVERSIDE NEIGHBORHOOD: LAND USE AND ZONING RECOMMENDATIONS

The zoning recommendations that follow build upon the issues and opportunities, which took into consideration existing land use patterns, environmental constraints, general economic trends, opportunities for future development and the need for infrastructure improvements. The zoning recommendations have also been guided by comments expressed by the public during the public outreach activities. Figure 18 on the following page illustrates zoning concepts described below. The zoning approach for the North Riverside Neighborhood takes the following objectives into consideration:

Zoning should reflect unique areas in North Riverside Neighborhood

Generally speaking, the zoning code for this neighborhood is due for an update. The zoning was put in place a long time ago, and as development has evolved, the zoning has not been updated to reflect the current use and function of the existing corridor. For example, the C-1 commercial district is mapped for the entire stretch of properties along the corridor, despite the fact that there are distinct areas with different uses and built fabric. This zoning approach identifies three distinct areas where zoning should be adjusted: the Core Commercial area, which has a cluster of neighborhood-oriented commercial uses on small lots; the Transition area, which has office and other business uses on slightly larger lots, with buildings set back from the street; and residential uses on lots that area more dense than other areas of the Village.

Strengthen neighborhood vitality and support reinvestment by providing some flexibility to property owners.

The zoning recommendations provide some flexibility in the regulations to allow property owners to provide high quality buildings that will strengthen neighborhood vitality and provide opportunities for new growth. The zoning changes are very modest, and attempt to strike a balance between allowing for some growth and reinvestment whilst protecting the existing scale of the neighborhood.

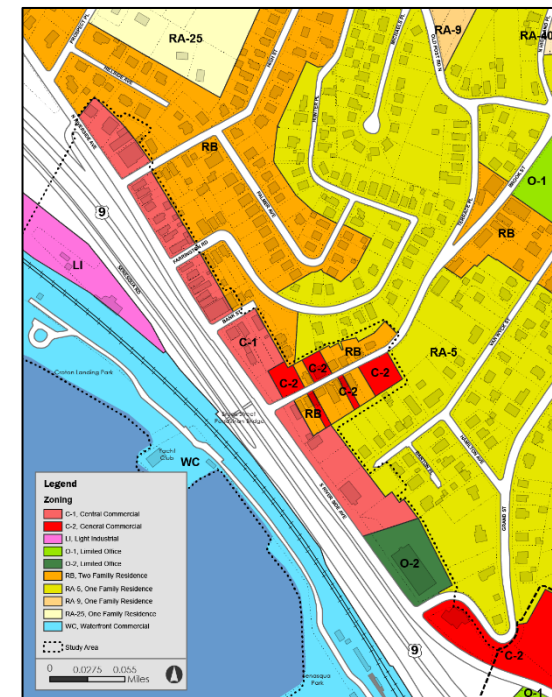


Figure 18: North Riverside Neighborhood – Existing Zoning

Make life easier for non-conforming properties.

As discussed earlier, there are numerous properties along the corridor that do not conform to existing zoning. For example, there are areas with existing residential uses that should be recognized and supported.

Core Commercial Area

For the Core Commercial area, a new district, C-1R (A) is mapped. The purpose of this district is to reinforce the existing 2.5-3 story mixed-use character of the area. The zoning district would ensure that buildings address the sidewalk and are not set back. The current height limit (35 feet) would not change, but 3 stories would be allowed. It is also recommended that density be reduced by approximately half. The current zoning has an FAR of 2.0. An FAR of 0.8 is recommended. This represents a significant decrease in allowable density. New development would not be able to exceed this density without structured parking, which would not be appropriate within the surrounding built context. As mentioned earlier, this density is also consistent with the Harmon/South Riverside Overlay District.

Design guidelines should be incorporated into the zoning to ensure that buildings enhance the streetscape with attractive signage, landscaping, and lighting. Parking would be located in the rear or side of buildings. These guidelines would be similar to those currently provided for the Harmon/South Riverside Gateway Overlay District.

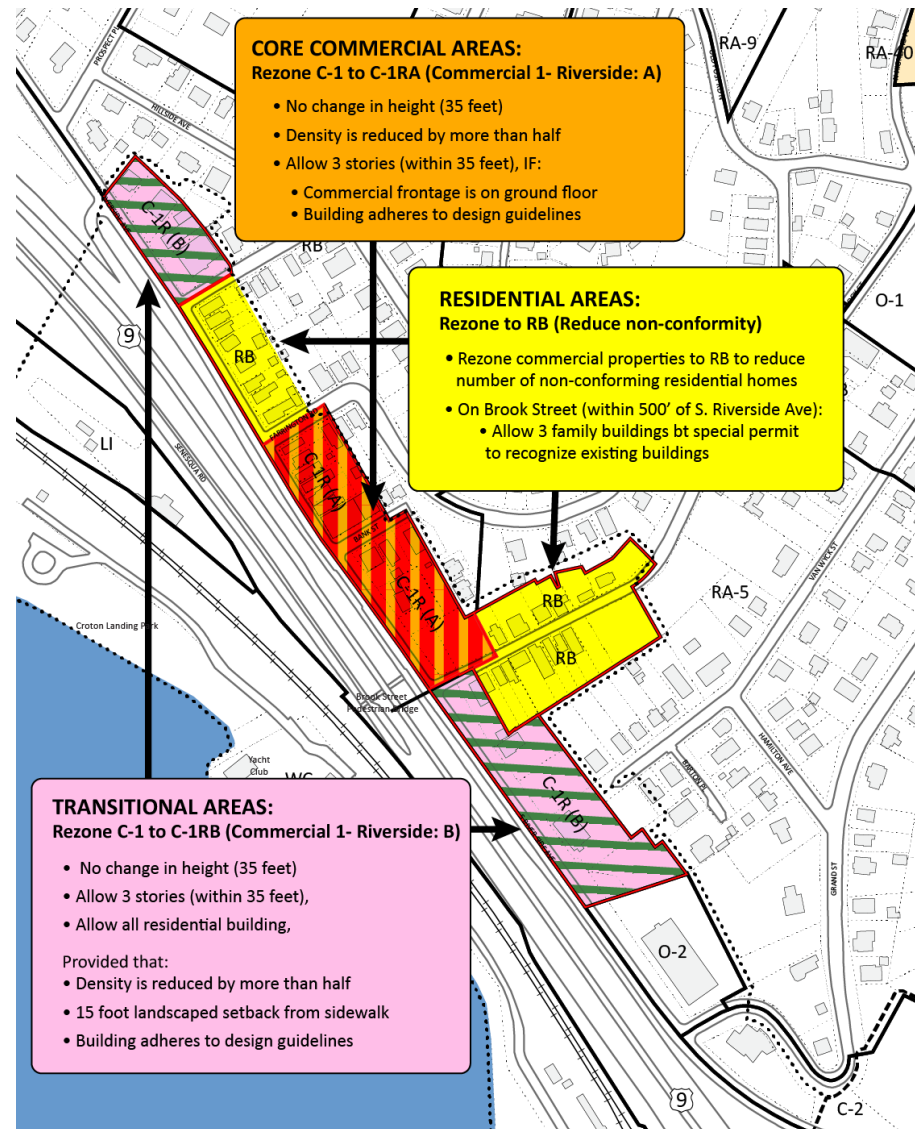


Figure 19: North Riverside Neighborhood – Proposed Zoning

Transitional Area

It is proposed that this area incorporate a new zoning district designation: C-1R (B). This district would permit 3 stories within the 35 foot maximum height currently allowed. Density would be reduced by approximately half. The zoning would include a 15 foot setback to ensure that there is a continuous landscaped frontage with street trees along those portions of the corridor. Parking lots should not be located within this landscaped buffer area. This would reinforce the more suburban aspect of this entryway, where existing buildings are recessed from the street with landscaping in front. As seen in the figure below, building to the existing height of 35 feet would not disturb views of the Hudson from upland properties. The Comprehensive Plan expressed the need to provide more housing options for residents. Allowing for limited residential development in these areas will strengthen neighborhood vitality and will help support businesses in the core area of the North Riverside Neighborhood.



Landscaped setback to protect suburban character of area

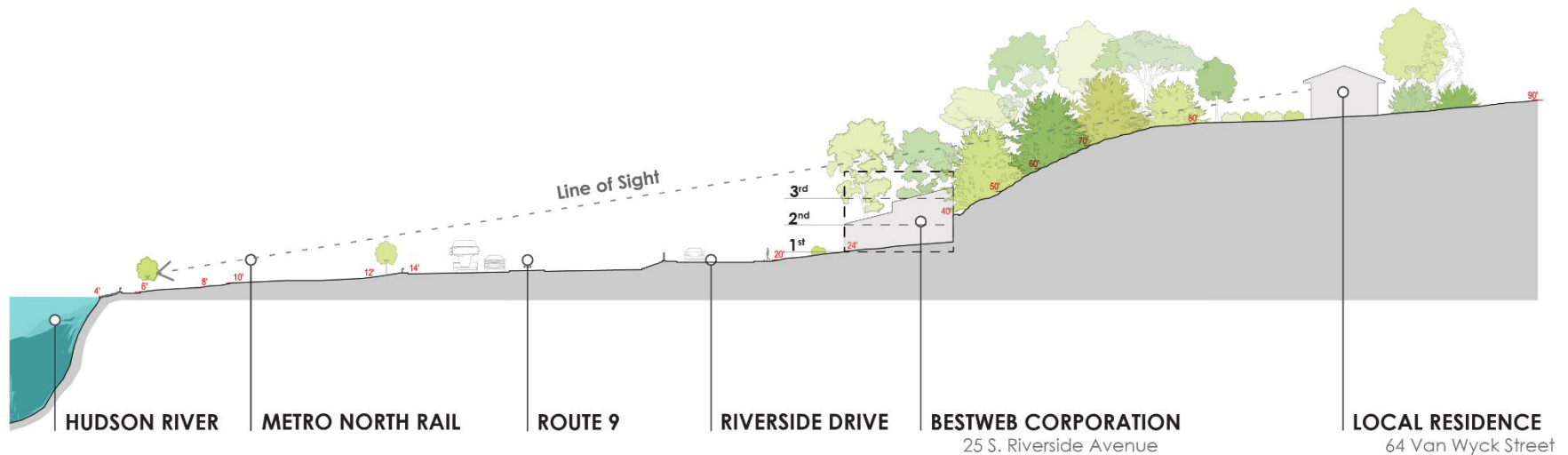


Figure 20: North Riverside Neighborhood – Section of Transition Area

Commercial Zones – Zoning Summary

Zone	Minimum Yards (feet)			Floor Area Ratio (FAR)	Max Height	Stories	Proposed changes to uses and other special regulations
	Front	Side	Rear				
C-1	—	none req'd, 10' if provided		2.0	35 feet	2	
C-1R (A)	—	none req'd, 10' if provided		0.8	35 feet	3	Uses currently allowed in C-1. Commercial/retail storefront req'd. Design guidelines
C-1R (B)	15' from sidewalk	none req'd, 10' if provided		0.8	35 feet	3	Uses currently allowed in C-1. All-residential allowed.
C-2	10	none req'd, 10' if provided		0.5	35 feet	2	
O-1	20	10	20	0.4	35	2.5	
O-2	25	25	25	0.4	25	---	

 Proposed zoning district

Residential Areas

Zoning in the residential areas would be changed to the RB Two Family Residence district, to recognize the existing residential character on these blocks. The intention of this zoning change is to reduce/eliminate non-conformity of existing property owners. For the portion of RB along North Riverside Avenue, the map would be amended to continue the RB District directly adjacent to the east. Along Brook Street, the RD district would be zoned for parcels currently zoned C-2. To recognize the fact that many of the homes on this street have three family homes, the zoning should allow three units by special permit in this location alone. There are a few properties with ground floor commercial uses on this block, however, those properties are already zoned RB and are currently non-conforming. Therefore, the zoning recommendations will not increase non-conformity for existing mixed-use parcels.

APPENDIX: PROPOSED ZONING CHANGES

Changes to Municipal Place Gateway District:

§ 230-20.3 Use regulations for Gateway areas.

B. Special permit uses. The uses permitted in the Gateway District areas by special permit shall be the following:

(1) Unless otherwise specified in this chapter, all special permit uses permitted in the underlying zoning district (subject to the underlying districts' requirements and criteria) shall be permitted in the Gateway District areas by special permit of the Village Board of Trustees.

(2) Farmers markets, green markets or garden centers by special permit of the Village Board of Trustees, subject to the requirements and criteria set forth in Article X of this chapter.

(3) In the Harmon/South Riverside Gateway District area, mixed use, by special permit of the Village Board of Trustees, subject to the following requirements and criteria and to the requirements/criteria contained in Article X of this chapter: *(See Zoning Code for Text)*

(4) In the Municipal Place Gateway District area, at the parcel located at 41-51 Maple Street (Tax ID: 78.12-3-3), the following provisions apply:

(1) Multi-family and mixed use buildings, which have a combination of residential dwelling units and other permitted and/or special permit uses in one building, are allowed by special permit of the Village Board of Trustees, subject to the following requirements and criteria and to the requirements/criteria contained in Article X of this chapter:

[a] Non-residential uses must be located on the ground floor.

[b] There shall be no restrictions on the amount of non-residential space on the first floor of a mixed-use building.

[c] There shall be no restrictions on the amount of residential versus nonresidential space in a building.

[d] Residential dwelling units may be multi-family or single family attached (townhomes).

(b) Notwithstanding any provisions of § 230-20.4 or any other provisions of this chapter to the contrary, the following

area and bulk regulations shall apply to multiple residence buildings or mixed-use buildings located at 41-51 Maple Street. To the extent that contrary area/bulk regulations are not specified in this subsection, they shall be as otherwise provided in this Code:

[1] Maximum floor area ratio (FAR) shall be 0.8.

[2] Maximum height shall be 35 feet/three stories; provided, however, that the third story must be constructed within the roofline of the building.

[3] The minimum front yard setback shall be 20 feet. The maximum front yard setback shall be 25 feet.

[3] There shall be a 50 setback from residential properties on Wells Avenue. This setback shall remain vegetated.

(c) Design regulations. In addition to any other design regulations provided in this Code, such as those within §230-20.5 and §230-20.6, the following shall apply to multi-family and mixed-use buildings at 41-51 Maple Street:

[1] Ten percent of the total area of the site shall be used to create a publicly accessible open space. This open space shall be located and connected to the Intersection at Municipal Place and Maple Street. Design of the public space shall include the following elements, and shall be evaluated by the Planning Board as part of site plan review:

[a] paths and benches that connect the site to the site, adjacent sidewalks, and to the crosswalk at Municipal Place and Maple Street.

[b] design improvements to establish a gateway to the area such as enhanced lighting, landscaping, and gateway signage.

[c] The property should have only one curb cut, provided on Maple Street as far from the Municipal Place intersection as practicable.

(d) Parking and Traffic.

[1] Notwithstanding any other provision of this Code to the contrary, for residential or mixed-use buildings, there shall be provided at least the following amount of parking for each residential dwelling unit: one parking space for each studio or one bedroom unit and two spaces for each unit with two or more bedrooms. The Village Board of Trustees, as part of its special permit determination, shall have the authority to increase these parking requirements. The Village Board of Trustees shall consider and make a finding as to whether the above-stated parking requirements are adequate or will be increased based upon the

following factors:

[a] The mix of uses proposed to be conducted in the various spaces in the building, considering, among other things, the extent to which their parking demands are likely to overlap.

[b] Whether the applicant is willing to limit areas of the building to only certain uses.

[c] The square footage of each of the proposed residential and commercial units in the building.

[e] Such other factors as the Board may deem relevant on a case-by-case basis.

[2] The Board shall have the authority to require applicant(s) to provide and/or pay for a professional parking and traffic impact study.

§ 230-20.4 Area and bulk regulations.

A. Maximum allowable floor area ratio. With the exception of mixed-use development in the Harmon/South Riverside area and the Municipal Place Gateway at 41-51 Maple Street, the maximum floor area ratio (FAR) standards that shall be adhered to for new development shall be the FAR listed for the underlying zone or the following, whichever is more restrictive:

Addition of C-1R (A) Riverside Commercial and C-1R (B) Riverside Transition Districts:

§ 230-1X: C-1R (A) Riverside Commercial District

(Location in the zoning code is to be determined)

A. In a C-1R (A) Riverside Commercial C-1 District, no building or premises shall be used and no building or part of building shall be erected which is arranged, intended or designed to be used, in whole or in part, for any purpose, except the following:

(1) Permitted uses. Any use permitted in a Commercial C-1 District, as set forth in § 230-16A

(2) Special permit uses. Subject to the issuance of a special permit by the Village Board of Trustees, any special permit use permitted in a Commercial C-1 District, as set forth in § 230-16B:

B Prohibited Uses. All uses prohibited in a Commercial C-1 District, as set forth in § 230-16C:

C. All permitted uses and all storage accessory thereto, other than off-street parking and gasoline pumps and public utility structures, shall be carried on in buildings fully enclosed on all sides, provided that, upon issuance of a special permit by the Board of Trustees, sidewalk displays of merchandise or sidewalk dining shall be permitted outside a retail store, commercial establishment or restaurant.^[1]

[1] Editor's Note: See also Ch. 197, Streets and Sidewalks, § 197-4.

D. Approval of site development plans. Prior to the issuance of a building permit or change of use or access permit, all site development plans shall be subject to approval of the Planning Board in accordance with the provisions of Article XI hereof.

E. Design regulations

(1). Off-street parking placement/design. All off-street parking shall be located along the side and in the rear of buildings, unless the applicant demonstrates to the Planning Board that site or business constraints prevent conformance with this requirement. In accordance with § 230-52 of the Zoning Code, parking lots shall be landscaped.

(2) Curb cuts and sidewalks.

(a) Sidewalks. All sidewalks shall be properly maintained in accordance with Village regulations. All new property developments must provide sidewalks along any property lines that front on public streets, unless this requirement is waived by the Planning Board due to the special circumstances of a particular site.

(b) Where a lot has frontage on a street or sidewalk, the planting of trees, shrubs and other landscaping shall be designed to provide an attractive, green buffer between the building and the sidewalk and the sidewalk and the street.

(c) A buffer of street trees, ornamental shrubs or low stone walls shall be required to screen parking areas and auto service stations from adjacent sidewalks and streets. The effectiveness of the buffer, including its width, height and length, shall be determined during site plan review by the Planning Board.

(3). Lighting.

(a) All applicants shall be required to submit a lighting diagram at the time of site plan application showing the location of lights on buildings and in parking lots, and the actual areas of illumination.

(b) Parking lot lighting. Freestanding lighting in parking lots shall not be higher than 20 feet.

(4). Building orientation.

In order to discourage parking lots in front of buildings, new buildings shall be oriented with the building front facing the street and situated close to the front property line to create a more continuous street wall.

(5). Unified parking lot design.

Notwithstanding any other provision of this chapter, in order to provide maximum efficiency, minimize curb cuts, and encourage safe and convenient traffic flow, the Planning Board shall have the authority in conducting site plan review to waive such open space, design guideline and parking lot buffer, screening and landscaping requirements as it deems advisable to encourage and foster the joint use of, and common access to, parking lots located on adjoining properties. The Planning Board may require as a condition of site plan approval, the provision for interconnection of parking facilities via circulation drives within and between adjacent lots.

§ 230-1X: C-1R (B) Riverside Transition District.

(Location in the zoning code is to be determined)

A. Permitted uses. In a C-1R (A) Riverside Commercial C-1 District, no building or premises shall be used and no building or part of building shall be erected which is arranged, intended or designed to be used, in whole or in part, for any purpose, except the following:

(1) Any use permitted in a Commercial C-1 District, as set forth in § 230-16A

B. Special permit uses. The following uses shall be allowed subject to the issuance of a special permit by the Village Board of Trustees:

(1) Any special permit use permitted in a Commercial C-1 District, as set forth in § 230-16B.

(2) Multi-family housing.

C. Prohibited Uses. All uses prohibited in a Commercial C-1 District, as set forth in § 230-16C:

D. All permitted uses and all storage accessory thereto, other than off-street parking and gasoline pumps and public utility structures, shall be carried on in buildings fully enclosed on all sides, provided that, upon issuance of a special permit by the Board of Trustees, sidewalk displays of merchandise or sidewalk dining shall be permitted outside a retail store, commercial establishment or restaurant.^[1]

[1] Editor's Note: See also Ch. 197, Streets and Sidewalks, § 197-4.

E. Approval of site development plans. Prior to the issuance of a building permit or change of use or access permit, all site development plans shall be subject to approval of the Planning Board in accordance with the provisions of Article XI hereof.

Table of Permitted Uses - Additions

District	Permitted Principal Use	Special Permit Uses	Accessory Uses
<u>C-1R (A) Riverside Commercial</u>	<ul style="list-style-type: none"> Any use permitted in C-1 districts, in accordance with <u>§230-1X.E.</u> 	<ul style="list-style-type: none"> Any special permit use permitted in C-1 districts, in accordance with <u>§230-1X.E.</u> 	
<u>C-1R (B) Riverside Transition</u>	<ul style="list-style-type: none"> Any use permitted in C-1 districts 	<ul style="list-style-type: none"> Any special permit use permitted in C-1 districts Multi-family dwellings 	

Area and Bulk Schedule – Additions

District	Code Text Section	Minimum Lot Area (square feet)	Minimum Lot Width (feet)	Minimum Lot Depth (feet)	Minimum Yards (feet)			Floor Area Ratio (FAR)	Maximum Height (stories/feet)	Required Off-Street Parking
					Front	Side One/Both Yards	Rear			
O-1	§230-35	—	100	100	20	10	20 ⁴	0.40	2.5/35	The greater of 1 space per 300 square feet of office floor area or 1 space per employee
O-2	§230-36	1 acre	150	150	25	25	25	0.40	25 feet	Minimum of 1 space per 300 square feet of building
C-1	§230-35	—	25	—	—	None required; 10 feet minimum if provided ⁵	None required; 10 feet minimum if provided ⁶	2.0	2/35	The greater of 1 space per 300 square feet of office floor area or 1 space per 250 square feet of retail/service floor area
<u>C-1RA</u>	<u>§230-35</u>	<u>—</u>	<u>25</u>	<u>—</u>	<u>—</u>	<u>None required; 10 feet minimum if provided⁵</u>	<u>None required; 10 feet minimum if provided⁶</u>	<u>0.8</u>	<u>3/35</u>	<u>The greater of 1 space per 300 square feet of office floor area or 1 space per 250 square feet of retail/service floor area; 1 space per d.u.</u>
<u>C-1RB</u>	<u>§230-35</u>	<u>—</u>	<u>25</u>	<u>—</u>	<u>15' from sidewalk</u>	<u>10</u>	<u>None required; 10 feet minimum if provided⁶</u>	<u>0.8</u>	<u>3/35</u>	<u>The greater of 1 space per 300 square feet of office floor area or 1 space per 250 square feet of retail/service floor area; 1.5 spaces per d.u.</u>
C-2	§230-35	—	50	—	10	None required; 10 feet minimum if provided	None required; 10 feet minimum if provided	0.50	2/35	The greater of 1 space per 300 square feet of office floor area or 1 space per 250 square feet of retail/service floor area

Changes to Two-Family RB District:

§ 230-13 Two-Family Residence RB District.

In a Two-Family Residence RB District, no building or premises shall be used and no building or part of a building shall be erected which is arranged, intended or designed to be used, in whole or in part, for any purpose except the following:

- A.** Any permitted use in One-Family Residence RA-60 Districts and subject to all the regulations therefor, with the exception that the sum of all areas covered by all principal and accessory buildings shall not exceed 40% of the area of the lot.
- B.** Two-family dwellings.
- C.** Boarding- or rooming house in which not more than three persons, in addition to the family residing therein, are housed or lodged for compensation, with or without meals.

D. Special Permit Uses/Special permit uses. Subject to the issuance of a special permit by the Village Board of Trustees, the following uses:

(1) On lots located along Brook Street within 500 feet of South Riverside Avenue, a dwelling for up to three families. The bulk and parking regulations for three family units shall be the same as for two-family residences in RB districts, as provided in §230-34.