



Planning Board

Stanley H. Kellerhouse Municipal Building
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Croton-on-Hudson, NY 10520-2501

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TO: Mayor Pugh and the Village Board of Trustees
FROM: Chairman Luntz, Planning Board
DATE: March 25, 2021
RE: 41-51 Maple Street ("Katz Property")-- Special Permit Recommendation

At its regularly scheduled meetings on March 9, 2021 and March 23, 2021, the Village of Croton-on-Hudson Planning Board reviewed the Village Board referral of the application for a Special Use Permit for the property located at 41-51 Maple Street (the "Katz Property"). The project is for the construction of a 33-unit multifamily residential development, the majority of which would be affordable housing located in the C-2 Zoning District within the Municipal Place Gateway District.

The Planning Board also gives its consent for the Village Board to be Lead Agency for the proposed project for the purposes of SEQR.

The Planning Board has determined that the following objectives, as stipulated in §230-58, will be achieved by this applicant.

A. The accessibility of all proposed structures to fire and police protection.

The proposed project is accessible to fire and police protection because a new entrance and access driveway will be provided, there exists a hydrant nearby, and a fire and police station is in the vicinity of the proposed building. The proposed building will have a sprinkler system and fire alarms as required by the Building Code.

B. The compatibility of the location, size and character of the proposed use with the orderly development of the zoning district in which it is located and with that of adjacent properties in conformity with the zoning district applicable to such properties.

The Planning Board supports the idea of affordable housing in the village and agreed that the proposed 33-unit residential building, the majority of which would be affordable housing, is a good use of this property. The development is ideally located across the street from a shopping center, with pedestrian access nearby, and is close to the train station and bus stop directly in front of the property. It was noted that rezoning of this area envisioned a development that is being proposed, and that the size,

smaller than what is actually allowed, and the character are consistent with the zoning district. The FAR is less than the maximum FAR required.

C. The safety, convenience, and congruity with the normal traffic of the neighborhood and of the pedestrian and vehicular traffic generated by the proposed use, taking into particular account the location and size of such use, the nature and intensity of operations involved in or conducted in connection therewith, its site layout and its relation to access street.

The Planning Board identified several items of concern regarding traffic that they recommend the Village Board take into consideration: traffic patterns on the Maple Street side and the intersection of Municipal Place and Maple Street, the location of the development's driveway for ingress and egress, traffic calming measures such as additional signage for crosswalks, and sidewalk accessibility for pedestrians and school-age children.

The Planning Board strongly recommends that, at the developers' expense, a sidewalk be installed from the proposed apartment complex along Maple Street to Wells Avenue and then to Olcott, to accommodate the school-age children walking to the elementary, middle and high schools. The Planning Board also discussed the location of the school bus stop and recommends that this be further examined.

In addition, the Planning Board would like to see sidewalks installed along Municipal Place to South Riverside Avenue so that there is access to both shopping centers in the vicinity (Van Wyck Shopping Center and Croton Commons) and the River Walk and parks along the Hudson River.

The Planning Board acknowledged that a traffic study is in the process of being conducted by the developer and that coordination with the New York State Department of Transportation will be necessary.

The Planning Board also discussed parking requirements on-site, and noted that on-street parking was limited in this location of the village. Although it was acknowledged that Westchester County Planning Department had recommended fewer parking spaces on-site, the Planning Board expressed some concerns about parking spilling over to Wells Avenue or on the shopping center parking lot and that the current 61 off-street parking spaces be increased by a few spots where feasible.

D. The compatibility of the location and height of buildings, the location, nature and height of walls and fences and the nature and extent of landscaping on the site with adjacent land and buildings and their appropriate development.

The Planning Board is satisfied with the location, nature and height of the buildings (two stories instead of three), and noted that the height of walls and fences can be reviewed in greater detail during the site plan approval process. The Planning Board again noted that the rezoning of this area envisioned a project such as is being proposed.

E. The preservation of ecological or environmental assets of the site or adjacent lands.

The Planning Board agreed that inherent in the proposal is a buffer zone of 50 feet on the property lines that abut the residential zones and therefore preserves the environmental assets of the site in the buffer area. A Phase 1A study of the area, having been identified as an area sensitive for archaeology, will be completed.

Therefore, the Planning Board members present unanimously recommend the Village Board granting a special permit, subject to the recommendations noted in this memo, for the proposed 33-unit affordable housing development at 41-51 Maple Street.