

SECTION IV

**PROPOSED LAND AND WATER USES
AND PROPOSED PROJECTS**

PROPOSED LAND AND WATER USES AND PROPOSED PROJECTS

The proposed land and water uses of this LWRP translate the policies into a land use plan for the coastal zone area, in this case the entire Village of Croton-on-Hudson. The topography of the Village and the presence of significant habitats etc. impose development considerations within the Village. Such development considerations are presented in Figure 6. Proposed Projects are presented on Figure 9 and Proposed Land Uses on Figure 9a.

A. Proposed Land and Water Uses

The land uses proposed in the projects identified in Section B would be permitted under the current zoning ordinance. In order to determine the allowable uses on vacant parcels, the existing zoning map (Figure 5) should be reviewed with Figure 4. The Village Zoning Map would however, have to be amended if sites identified in Section III, Policy 1 are designated Park, Recreation and Education (PRE) zones as permitted by local law.

B. Proposed Projects

As a result of developing this LWRP, seven projects are proposed which are designed to 1) link waterfront parks and recreational areas thereby improving public accessibility, 2) increase recreational facilities within the Village and improve access to the waterfront areas, 3) redevelop or restore underutilized coastal area lands and improve the parking situation at the Croton-Harmon rail station, 4) assess the air quality of the Croton area, 5) study the stormwater system of the Village, 6) protect scenic views of and to the Village, 7) study the traffic and roadway conditions within the Village, and 8) facilitate the planning process within the Village by updating the Village's Master Plan for consistency with the LWRP and development goals for the Village. Table 3 in Section V provides a matrix that shows the consistency of each project with the LWRP policies.

Below is a description and cost estimate for each project.

1. Croton River Gorge Trail

This project would result in a walking trail along the Croton River from Silver Lake to Black Rock. The intent of the project is to link the existing parks and recreation. The most significant aspect of creating this trail would be to increase public accessibility and enjoyment of these areas and the views they provide. This project is consistent with Policies 1,4,5,6,9,16-22, and 25 of the LWRP.

Some redevelopment activities should occur at Silver Lake including the repaving of the parking lot, reconstruction of stairs, and restoration of the picnic areas.

The Village would be expected to continue to "build-up" the beach area each year. The Village annually deposits 50 cubic yards of sand at Silver Lake.

Development activities at Black Rock would include stabilization of the shoreline south to Quaker Bridge, demolition of any vacant deteriorating structures including the lifeguard station, the placement of picnic tables, benches, etc. for public use, and general landscaping and maintenance of the area where structures once stood.

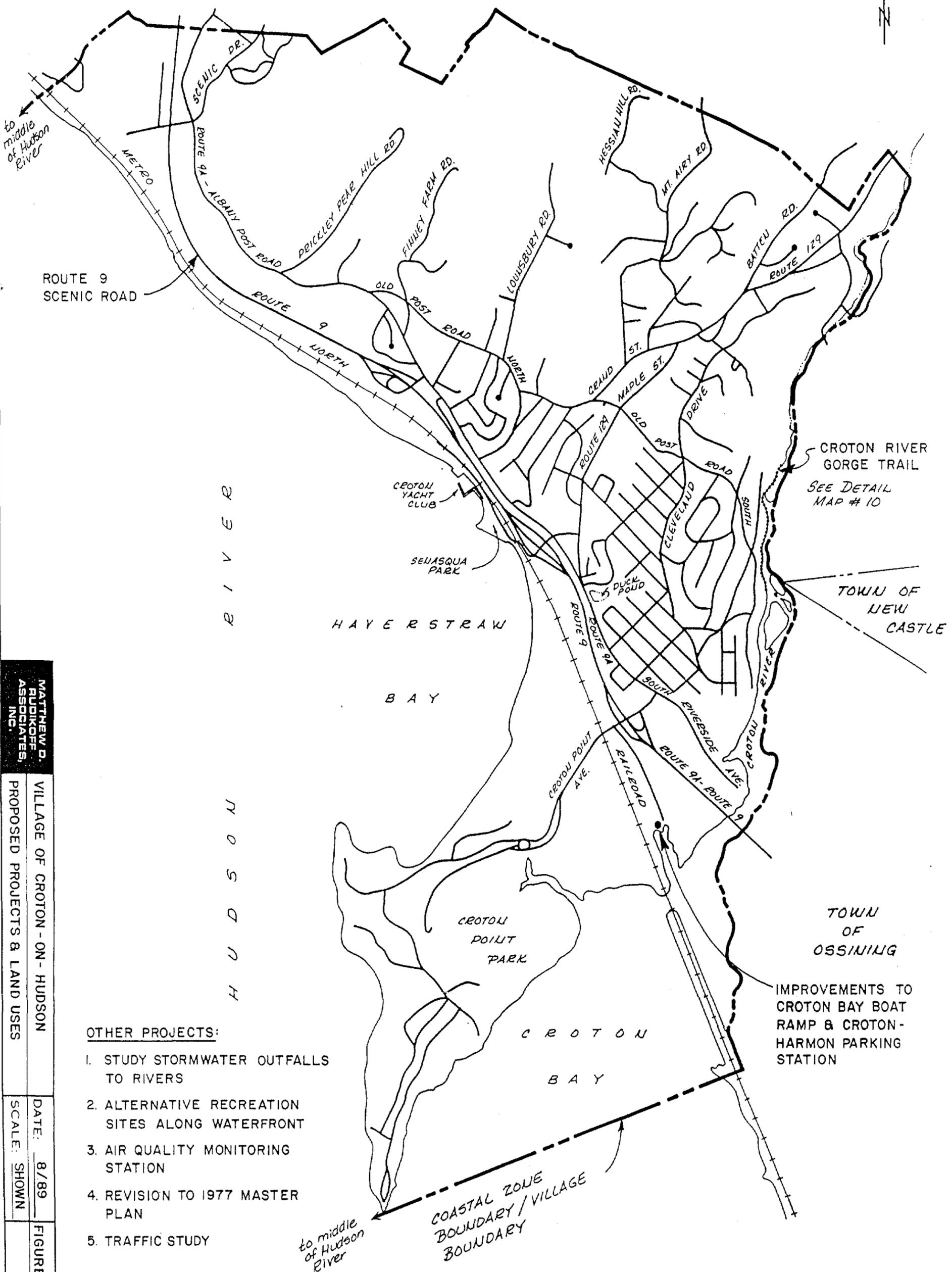
An important feature of this project would be the de-mapping of the "Trail". The "Trail" is currently an unimproved Village-owned mapped or paper street that runs, in some locations, directly parallel to the Croton River. This project would include use of a section of the "Trail" as part of the designed walkway for recreational activities. If however, the Trail is designated a PRE zone as proposed, this legislative act of de-mapping would not be necessary.

The Village would be responsible for initiating the de-mapping of the street, if necessary, or designating it a PRE zone thus making it available for public recreational use. This would ensure that the area is not developed for vehicular access. A private consultant, most likely a planning and/or landscape architecture firm, would be responsible for designing the walking trail including improvements at Black Rock, with the Department of Parks and Recreation and the Department of Public Works providing and maintaining any structures such as benches, picnic tables and trash receptacles. The Village Police Department would be responsible for coordinating security along the trail system.

Cost Estimate

The cost of designing the trail system could be approximately \$40,000-\$60,000. Implementation and construction costs would be additional. The Police Department would be responsible for coordinating security along the walkway. This could be achieved by re-routing an existing car patrol through the walkway. Therefore, the design of the walkway should be wide enough, approximately 8 feet, to allow access by emergency vehicles. The Village would remain responsible for continued maintenance of the entire trail system. Annual maintenance costs are estimated to range from \$8,000 to \$10,000.

TOWN OF CROTLAUDT



CROTON RIVER GORGE TRAIL
SEE DETAIL MAP # 10

TOWN OF NEW CASTLE

TOWN OF OSSINING

IMPROVEMENTS TO CROTON BAY BOAT RAMP & CROTON-HARMON PARKING STATION

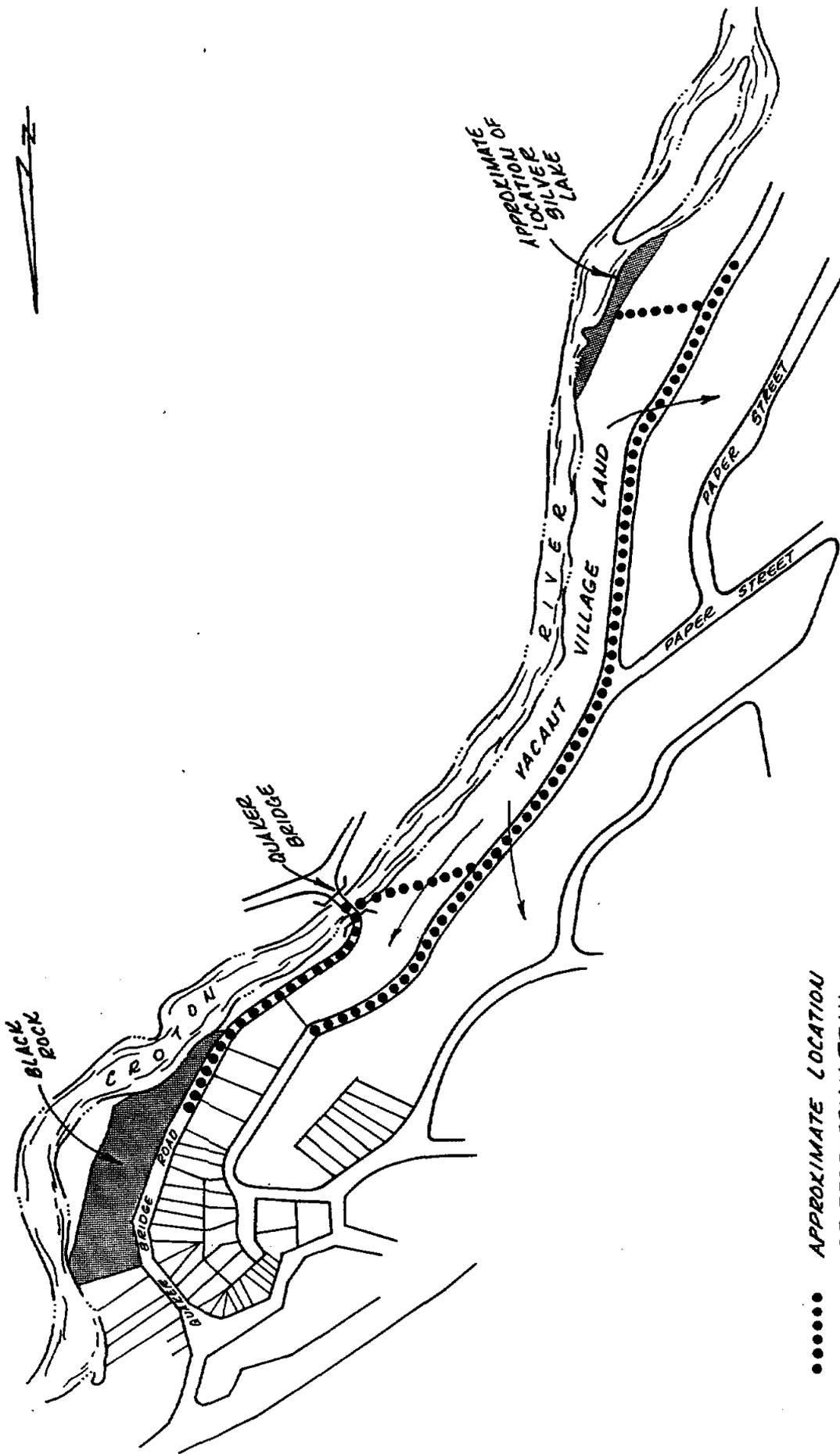
COASTAL ZONE BOUNDARY / VILLAGE BOUNDARY

OTHER PROJECTS:

1. STUDY STORMWATER OUTFALLS TO RIVERS
2. ALTERNATIVE RECREATION SITES ALONG WATERFRONT
3. AIR QUALITY MONITORING STATION
4. REVISION TO 1977 MASTER PLAN
5. TRAFFIC STUDY



<p>MATTHEW D. RUBIKOFF ASSOCIATES, INC.</p>	<p>VILLAGE OF CROTON - ON - HUDSON</p>	<p>DATE: 8/89</p>	<p>FIGURE: 9</p>
	<p>PROPOSED PROJECTS & LAND USES</p>	<p>SCALE: SHOWN</p>	



..... APPROXIMATE LOCATION
 OF PEDESTRIAN TRAIL
 PAPER STREET - DESIGNATED ON
 VILLAGE MAP, BUT,
 UNIMPROVED

MATTHEW D.
 RUDIKOFF
 ASSOCIATES,
 INC.

VILLAGE OF CROTON-ON-HUDSON
 CROTON RIVER GORGE TRAIL

DATE: 8/89
 SCALE: N/A

FIGURE 10

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There are minimal costs involved in de-mapping the "Trail" or designating it a PRE zone. This could be accomplished through a legislative action by the Board of Trustees.

2. Investigate Alternative Sites for Village-owned Recreational Areas along the Waterfront.

The purpose of this project would be to investigate other waterfront parcels which could be obtained and revitalized/developed for use as public recreational sites.

The Village would have to initiate these procedures by negotiating with property owners for the sale of a parcel. In order to do this, the Village would have to have the property assessed by an independent appraiser. The Village Board of Trustees would begin negotiations once the fair market value, which is based on current zoning, has been established.

The premise behind the expenditure of public funds for acquisition of this land is that, in the long run, acquisition and improvement of any property for recreational purposes may cost less than annual expenditure of funds required for the stabilization of Senasqua Park. According to the Village Department of Parks and Recreation, aside from capital improvement programs already undertaken, annual expenditures for the maintenance of Senasqua Park total approximately \$20,000. However, this expenditure is almost entirely recouped through the sale of mooring spots in the Cove. Even if the Village chooses to continue to maintain Senasqua Park as a public recreational area, any new waterfront site acquired by the Village should also be made available for public use.

Should the Village be unable to reach an agreement for acquisition of waterfront property, other methods of acquisition should be investigated. Should this occur, the Village would consult with their attorney as to the legal procedures available. In any case, the fair market value of a property would have to be determined and paid to the property owner.

Once the Village has acquired a site, the Engineering, Recreation and Public Works Department, and various advisory councils, should be consulted for the development of a park. Improvements to the land would include 1) parking, 2) public restroom facilities, 3) sailboat moorings, 4) recreational structures or areas such as picnic areas, basketball courts, benches, and platform tennis courts, etc., 5) landscaping plans, and 6) safety plan. This project is consistent with Policies 1,2,4,5,6,9,11-22,25,34,39.

Cost Estimate

The cost of improving a waterfront site for public recreational use could range from \$250,000 to \$750,000. The cost of acquisition cannot be estimated until sites are identified.

The design and construction of the park would be undertaken by a private consultant under the supervision of the Village Engineer. Continual maintenance of the park would be the responsibility of the Department of Parks and Recreation with assistance from the Department of Public Works. The Police Department would be responsible for patrolling the area and enforcing any restrictions.

3. Improvements to Croton Bay Boat Ramp and Village Lands South of the Village Parking Areas at Metro-North (The Croton-Harmon Station).

This project would result in a conceptual development plan for public access and recreational use of the Village owned land south of the parking areas at the Croton-Harmon station. The site currently has an unimproved natural access into Croton Bay, and the rest of the area is unimproved and is currently being used as a holding area for the Department of Public Works road materials (salt, sand, gravel and road supplies). Currently, the Village has entered into an agreement with Industrial Refuse Systems, Inc. to take the large brush and bulk items collected by the Village.

Although actual design of the recreational area would be the responsibility of the Village, this project will describe the physical improvements necessary for the site in order to facilitate its recreational use by Village residents and the general public. This project relates to Policies 1,2,4-9,11-22,25,28,34,39,44 of the LWRP.

The improvement plan would be developed in two phases. Phase I would include stabilization of the shoreline near the boat launch. Such actions would require NYSDEC permits. Stabilizing the shoreline is critical if other recreational activities are developed on the shoreline and the site is made available for public use. Such stabilization could include the use of rip rap along the entire shoreline.

Phase II would include more specific activities designed to increase public access and recreational opportunities at the site. These activities include:

- a. Construction of a permanent small concrete craft launch ramp. This activity directly relates to public access for recreational purposes. Currently the launch is approximately eight feet wide.
- b. Improvements to railroad bridge to provide minimal clearance for boats.

- c. **Removal of the locked gate and improvements to direct vehicular and pedestrian access. This would involve the planting of appropriate vegetation and the design of ingress and egress points for both automobiles and pedestrians. The area is not currently improved for such access.**
- d. **A seeding and landscaping plan would have to be developed for the site. This should include a pedestrian trail along the water's edge and the design of appropriate areas for sitting, picnicking, and passive recreational use.**
- e. **Another physical improvement would have to be the organization of a parking area for the park in conjunction with parking for the railroad. Parking requirements would be met as established in the ordinance for a recreational use. This area would be located adjacent to the end of the parking area for the railroad station. Appropriate signage would have to be installed and monitoring of the spaces reserved for the park would have to be undertaken to ensure that railroad users do not infringe on the spaces allocated for park use. This enforcement would be the responsibility of the Village Police Department. On the other hand, the Village may want to consider shared parking between railroad commuters and park visitors. There is a recognized need for additional parking at the train station. Currently, there are 550 non-residents on the waiting list to acquire a parking permit. Shared-parking may be appropriate in this case since the peak commuter parking needs occur during the time park use is off-peak. When peak parking is needed, i.e. on the weekends, there is a reduced need for parking for commuters. The Village Board would determine if shared-parking is reasonable or if separate parking spaces as required by the law should be designated.**
- f. **An integral part of developing an improvement plan would be to establish a safety plan which would include provisions for installing barriers to block off the tracks from the area of public use, as well as the installation of adequate lighting and public patrols. The design and location of lighting could be included as part of the overall landscaping plan. Continual maintenance of the park would be the responsibility of the Department of Parks and Recreation. Providing increased police protection would have to be coordinated with the Village Police Department.**

The development of an improvement plan would allow many people to use the site for both active and passive recreation. The activities would encourage the use of the site, as well as correct some existing hazardous conditions including erosion of the shoreline. In addition, if the Village

garage is relocated, more parking spaces could be made available for sale, thus increasing revenues and fostering improvements to the visual environment around the station.

Cost Estimate

The cost of undertaking this project is divided into three phases, stabilization of the shoreline, physical improvements to the site, and operation and maintenance costs. The cost estimates are divided into the following phases consistent with the construction and design plans: 1) the cost of stabilizing the shoreline could range between \$100,000 and \$500,000 and would require an Army Corps of Engineers permit, 2) the cost of hiring a private consultant for the planning and landscaping of the area is estimated to range between \$20,000 and \$35,000 and must include parking space construction costs at \$500 to \$1,000 per space, and 3) additional ongoing costs which could be \$8,000 to \$10,000 and would be incurred by the Department of Parks and Recreation and Public Works and Police Departments for annual operation and maintenance. Thus, the total project cost is estimated to be \$200,000 to \$600,000.

Financial assistance for the development of this site may be available from NYSDEC and the possibility of joint development will be pursued by the Village.

4. Establishment of an Air Quality Monitoring Station in the Village.

This project would result in the establishment of NYSDEC air quality monitoring station within the Village.

Although NYSDEC does not recognize any point source emissions of concern to the Village, there are conditions within and around the Village that may contribute to the degradation of air quality. These conditions include idling automobile traffic at Village intersections particularly during railroad rush hours, a major arterial highway that is often congested, one Superfund site (the County Landfill) that emits methane and another that emits hydrocarbons (PCB Lagoon), and the location of the major switching station for Metro-North and Amtrak diesel trains. Emissions from these sources, coupled with the differences in elevation within the Village, and the proximity of Indian Point Nuclear Power Plant and Charles Point Garbage Plant may result in an air quality problem. For this reason, the establishment of an air monitoring station is appropriate. This project is consistent with Policies 2,5,6,10,21,27,30,39-43.

Cost Estimate

The costs involved in getting NYSDEC to establish an air quality monitoring station in the Village would be administrative in nature costs and would most

probably be incorporated into the existing administrative budget of the office of the Village Manager. The Village Manager would be responsible for initiating and maintaining correspondence with the DEC.

5. Study of Village Stormwater System

This project would result in a complete inventory of the Village's stormwater collection and outfall/disposal system. Once the entire system has been inventoried, an analysis should be performed on many, if not all discharge points, to determine the presence of toxic or hazardous material. There are serious concerns regarding the materials which collect in the stormwater system and are discharged directly into the coastal waters without treatment. This project is consistent with Policies 2,15,16,18,30-33,36-38.

This project would entail working closely with the Village Engineer to review records and survey the Village to locate all culverts, basins, and end-of-pipe discharges. Once the inventory has been completed, end of pipe discharge locations would be randomly sampled to determine if the discharge contained any toxic or hazardous materials which could degrade the quality of the coastal waters. If such discharge is identified, measures would have to be taken or enforced to mitigate and eventually eliminate the discharge of such pollutants.

Cost Estimate

The cost of this study could range between \$35,000 and \$100,000 depending on how much actual field verification was required to complete the inventory. The study would have to be conducted by a private engineering firm with supervision from the Village Engineer. The study would result in recommendations for improvement of the existing system to control the discharge of untreated stormwater in the coastal waters. The costs associated with each recommendation or mitigative action, cannot be determined at this time and will be generated as the recommendations are formed.

6. Designation of Route 9, within the boundaries of Croton, as a NYS Scenic Road.

The intent of the NYS Scenic Roads Program is to assist in protecting, preserving and enhancing the scenic resources of New York State. Highways are considered a significant cultural feature in the landscape of the State and provide important visual and physical access to that landscape. In order to protect, preserve, and enhance scenic roads, local governments may exercise their option to participate in the intergovernmental Scenic Roads Program.

This project would consist of following NYSDEC's nomination procedures with the intent of having Route 9 within the boundaries of the Village designated a

Scenic Road by the Commissioner of NYSDEC. NYSDEC procedures consist of the following:

- a) Step One: Forming a nominating group to collect the necessary data
- b) Step Two: Take a preliminary tour of the road
- c) Step Three: Preparing a narrative description of the predominant cultural, historic, and natural features of the local landscape
- d) Step Four: Having volunteers survey the road using the system provided in NYSDEC's manual
- e) Step Five: Compiling the Nomination File which consists of nominated roads together with survey information and a resolution of support. All files must be sent to NYSDEC.

NYSDEC would then review the file and assess the road corridor. Three criteria used in assessing the road corridor are: 1) road condition, 2) regional attributes, and 3) local support. NYSDEC then makes a recommendation on the candidate road (in this case, Route 9).

The Village Board could designate a nominating group who would be responsible for fulfilling the procedural requirements listed above. After designation by NYSDEC, a management plan should be prepared by the Village (and approved by NYSDEC) which will ensure protection of the resources on which the scenic road designation is based. The plan would include action plans for short- and long-term responses to development pressures, a description of the legal authorities and methods that would be used to implement the program, and a schedule for its adoption and implementation. This project is consistent with Policies 5,6,11,17-20,23,24,25,27,39.

The following is excerpted from Organization and Delegation Memorandum #85-37 Department Policy and Procedures for Statewide Scenic Roads Program, NYSDEC, 1985, and explains NYSDOT's role when a community participates in the Scenic Roads Program. This information is extremely appropriate in this case since the road in question is a NYSDOT arterial highway.

"The New York State Department of Transportation (DOT) has the ability to affect the scenic qualities of corridors traversed by State highways. DOT will apply, within the limits of budgetary constraints, Design and Maintenance procedures that are consistent with the Scenic Road designation with the following understandings:

- a) DOT has the authority and responsibility for management of the highway right-of-way of all State highways designated by Scenic Roads.
- b) Proposed guidelines for suggested design and maintenance practices along scenic roads must be submitted to DOT for approval.
- c) DOT will provide NYSDEC with reports and plans on major projects for review and comment, within DOT project development and design processes and will seek early NYSDEC input. There will be no separate review process established for the highways designated as Scenic Roads.
- d) A Scenic Roads designation shall not preclude DOT from designing and constructing necessary highway safety improvements.

It recognizes that the actions of other State agencies may positively or negatively affect the scenic quality of designated highway corridors. NYSDEC will encourage other State agencies and authorities, including the Department of Commerce, Department of State, Office of Parks, Recreation and Historic Preservation, and the Department of Motor Vehicles, to take actions that are consistent with the character of the Scenic Road."

The Scenic Road designation is re-evaluated every four years by NYSDEC to determine if the road still meets the criteria for designation. If not, it can be eliminated from the Scenic Roads Program. However, NYSDEC will attempt to identify those agencies responsible for allowing degradation of the scenic road corridor and encourage correction of any problem.

Cost Estimate

The costs involved in implementing this project would be relatively minor in that the procedural requirements for nomination can be undertaken by a committee of volunteers. Village staff could be of assistance in the copying and/or typing of necessary forms. Based on the above, this project is estimated to cost up to \$1,000 depending on the amount of staff time allocated to assist the committee and the costs involved in printing the forms and narrative as required.

7. Preparation of a Traffic and Roadway Conditions Study.

This project would result in a study of the roadway capacities within the Village and levels of service at critical Village intersections in order to recommend improvements to facilitate vehicular movements. Data collection would include traffic counts on major Village roadways, as well as analysis of the geometrics of the roadways and critical intersections. Counts are utilized in determining

levels of service and then appropriate mitigation measures or improvements would be recommended to bring the roadway/intersections back to an acceptable operating condition.

This study would be incorporated into the Master Planning Process and should help guide future land use decisions within the Village.

Cost Estimate

The Village would have to contract for such a traffic study with a private consulting firm since expertise in the traffic engineering field is required. Cooperation between Village staff and the professional traffic engineer would be required in terms of data collection. However, the study would likely be under the direct supervision of the Village Board or Planning Board. The cost of such a study could range from \$25,000 to \$50,000 depending on the detail required. The study would result in recommendations for improvements to the roadway network. The costs associated with each recommendation cannot be determined at this time and will be generated in recommendations we formed.

8. Preparation of Amendments to 1977 Master Plan to Ensure Consistency with the LWRP.

This project would involve review of the 1977 Master Plan of the Village to determine if amendments are necessary to update the plan and make it consistent with the policies of the LWRP.

Included in the process of updating the Master Plan would be the preparation of basic studies or background information on the natural and human environment of the Village. Such studies include soils and geologic analysis, demographic, infrastructure and traffic analysis. The Village should utilize the traffic study results to guide future land use decisions.

This project is consistent with almost all of the LWRP policies as it will guide development within the Village and will ensure development is consistent with the policies of the LWRP, as is required.

The Master Plan was adopted by the Village Planning Board in 1977. Since then, there have been amendments to the Zoning Law that are not reflected in the Master Plan. These amendments include the following laws adopted in 1988: Park, Recreation and Education District Law, Protection of Wetlands, Water Bodies and Watercourses Law, and the Erosion and Sediment Control Law and the Water Supply Protection Rules and Regulations and Steep Slope Development Regulations adopted in 1989. In addition, the Plan should respond to concerns regarding the two Superfund sites within the coastal zone area and the impact of

the location of these sites on coastal waters. The Plan should also specify identified locally important viewsheds that should be maintained. It does appear that the 1977 plan can be readily updated and reviewed for consistency with the policies of the LWRP. Recommendations for changes to the Land Use Plan and Zoning Map would be the implementation techniques of the Master or Comprehensive Plan process.

The 1977 plan would serve as the basis for review and development of a Comprehensive Plan for the Village. Amendments to the 1977 Plan, as well as the addition of new information and natural resource information, would be necessary to update the Plan. In effect, this project would ensure that the planning and development guidelines and documents for the Village are consistent.

Cost Estimate

Village Law maintains that preparation of the Master Plan is the responsibility of the Planning Board. If the review of the 1977 Master Plan and the preparation of amendments were conducted by a committee of Village volunteers, or by the Planning Board, the cost of this project would be limited to actual printing costs and any legal fees associated with the preparation of local laws to amend the Zoning Law. This estimate, without legal costs, could cost up to \$10,000.

The Village could also contract with a private consulting firm to assist a committee of volunteers or the Planning Board, as appropriate, in the review and preparation of an update. If this is the case, the estimate could range from \$30,000 to \$60,000 depending on the amount of additional research necessary to complete the plan.