

He asked why the lease was not for a more reasonable length of 10 years. Mr. Kauderer stated that he believed the length of the lease was appropriate for the WAC's discussion given that the village was giving up control of a significant part of the waterfront to a long lease and this critically affects the waterfront. Mr. Murtaugh noted that this concern was prominent in the discussion of the lease.

The WAC proceeded to review the policies of the LWRP:

Policy 1:

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

Policy 1 is applicable and the action is consistent because the proposed lease agreement states that the Croton Yacht Club is to remove the barge timber down to the mean level water mark and to install signage and warning buoys as a warning of submerged pilings. Mr. Kauderer agreed that Policy 1 was applicable but stated that he believed it was not consistent with the lease agreement because the proposed length of the draft lease (thirty years and up to fifty years) may have a negative effect by potentially limiting expanded uses of the site.

Policy 2:

Facilitate the siting of water dependent uses and facilities on or adjacent to coastal waters.

Policy 2 is applicable and the action is consistent because the draft lease agreement is being negotiated in order to maintain the existence of the Croton Yacht Club and its water dependent activities.

Policy 7B:

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

This policy is applicable and the action is consistent because the draft lease agreement proposes that the club agree to assist the village by periodically removing sediment at the mouth of the brook street drainage culvert. The draft lease agreement also proposes that the club agree to use its best efforts to prevent the overboard discharge of sanitary waste and other debris into the Hudson river and to post signs for members and visitors.

Policy 9:

Expand recreational use of fish and wildlife resources in coastal areas by increasing access to existing resources, supplementing existing stocks, and developing new resources. Such efforts shall be made in a manner which ensures the protection of renewable fish and wildlife resources and considers other activities dependent on them.

Waterfront Advisory Committee
August 12, 2013

This policy is applicable and the action is consistent because the draft lease agreement suggests having social memberships and more events.

Policy 19A:

Encourage the linkage of open space along the Hudson and Croton Rivers in the form of a trail or walkway system. Such systems should be provided along undeveloped and underutilized land as well as along previous developed land.

Policy 19B:

Increase physical access to areas that have specific value for their physical and visual access to the Hudson River or Croton River and Bay.

These policies are applicable and the action is consistent because the draft lease agreement proposes increased access through a pathway and more social memberships.

Policy 20:

Access to the public-owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly-owned shall be provided and it should be provided in a manner compatible with adjoining uses. Such lands shall be retained in public ownership.

This policy is applicable and the action is consistent because the draft lease agreement proposes that the club undertake an internal feasibility and financial impact study in an effort to offer social memberships to Village residents. Social memberships would expand the opportunity for village residents who are non-boaters to have access to the Croton Yacht Club. The draft agreement also proposes public access to the promenade and a new pathway which would provide public access to the Hudson River or water's edge.

Ms. Gallelli made a motion to make a preliminary finding of consistency of the draft lease incorporating the comments of the WAC members. Chairman Kane and Mr. Kauderer both stated that they will write separate comments as private residents of the Village regarding the lease, but not as WAC members. Mr. Murtaugh seconded the motion, and the vote carried in favor 3 (ayes) and 1 (abstained).

3. Referral from Village Board regarding Croton Point Avenue--Croton-on-Hudson parking facility and bicycle enhancements.

The members reviewed the CAF, and noted that on p. 1 B6 the present zoning classification should include "Harmon/South Riverside Gateway Overlay District." On p. 4 C4d, the answer should be marked "YES" not "NO" because there is a scenic view of the Hudson River n South Riverside Avenue headed south towards Croton Point Avenue. On p. 5, C4q, the answer should be marked "NO."

Waterfront Advisory Committee
August 12, 2013

In reviewing the full EAF, p. 3 #14 the answer should be marked “YES” instead of NO for the same reason regarding the scenic view. On p. 4 B3a, “road and traffic improvements” should be added. On p. 5 C7, “Harmon/South Riverside Gateway Overlay District” should be added.

The WAC members reviewed the LWRP policies:

Policy 1:

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

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

Policy 1B

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

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

Policy 5

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

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

Policy 7B

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

This policy is applicable and the proposed action is consistent because the construction will be done in such a way as to control debris or sediment which might degrade the land near the

Waterfront Advisory Committee
August 12, 2013

Croton River and Bay significant fish and wildlife habitat. Non-point source pollution best management practices will be provided.

Policy 14

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

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

Policy 19D

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

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

Policy 23

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

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

Policy 33

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

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

Policy 37

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

Policy 37A

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

Policy 37B

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

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

This project will disturb less than one acre and not require a SPeDES permit. The proposed curbing and sidewalk will incorporate the south side of Croton Point Avenue from the US Route 9 ramp into the current closed drainage system.

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

Mr. Kauderer made a motion to make a preliminary recommendation of consistency for this referral. The vote was 4-0 in favor.

5. Adjournment

There being no further business to come before the Committee, the meeting was duly adjourned at 9:05 the p.m.

Respectfully submitted,

Ronnie Rose
WAC Secretary