

## APPENDIX 2: LIST OF AFFECTED PARCELS<sup>1</sup>

### APPENDIX 2A: PARCELS TO BE ADDED TO GATEWAY OVERLAY ZONE

| Parcel #         | Section: 79.13 |     | Lot Size       | Estimated Current Taxes      | Current Use         |
|------------------|----------------|-----|----------------|------------------------------|---------------------|
| (in S & S study) | Block          | Lot | (Sq Ft)        | Rate/\$M: \$232.26 (2008-09) |                     |
| 1                | 1              | 9   | 13,333         | \$7,944                      | Professional Office |
| 2                | 1              | 60  | 14,473         | \$5,923                      | Restaurant          |
| 3                | 1              | 61  | 7,160          | \$1,126                      | Vacant              |
| 4                | 1              | 62  | 11,276         | \$3,856                      | Vacant              |
| 5                | 1              | 63  | 12,692         | \$5,679                      | Mixed Use           |
| 6                | 1              | 64  | 12,614         | \$4,454                      | Mixed Use           |
| 7                | 1              | 65  | 8,287          | \$3,507                      | Taxi Stand/Apts     |
| 8                | 1              | 66  | 16,240         | \$11,868                     | Vacant              |
| 9                | 1              | 68  | 7,765          | \$1,312                      | Vacant              |
| 10               | 1              | 69  | 8,270          | \$3,983                      | Nail Salon          |
| 11               | 1              | 70  | 10,099         | \$5,807                      | Convenience Store   |
| 12               | 1              | 71  | 5,981          | \$4,285                      | Vacant              |
| 13               | 1              | 72  | 8,517          | \$9,987                      | Mixed Use           |
| 14               | 1              | 73  | 2,670          | \$2,166                      | Deli                |
| 15               | 1              | 74  | 10,318         | \$6,683                      | Restaurant          |
| 16               | 1              | 75  | 5,262          | \$441                        | Parking             |
| 17               | 1              | 85  | 4,055          | \$105                        | Vacant              |
| 18               | 1              | 86  | 22,150         | \$10,980                     | Gas Station         |
| 19               | 1              | 87  | 11,342         | \$2,520                      | Limo/Car Service    |
| 20               | 1              | 88  | 5,167          | \$0                          | Auto Storage        |
| 21               | 1              | 89  | 5,734          | \$6,149                      | Auto Body Shop      |
| 22               | 1              | 90  | 2,110          | \$0                          | Auto Storage        |
| <b>subtotal:</b> |                |     | <b>205,515</b> | <b>\$98,775</b>              |                     |

<sup>1</sup> See the parcel map in Appendix 3 for the location of parcels 1-36 in Harmon's business district. For sake of simplicity, throughout this report we use the parcel numbers as assigned by Siccardi and Schiff to refer to specific sites.

## APPENDIX 2B: PARCELS IN THE CURRENT GATEWAY OVERLAY ZONE

| Parcel #<br>(in S & S study) | Section: 79.13 |     | Lot Size       | Estimated Current Taxes      | Current Use         |
|------------------------------|----------------|-----|----------------|------------------------------|---------------------|
|                              | Block          | Lot | (Sq Ft)        | Rate/\$M: \$232.26 (2008-09) |                     |
| 23                           | 2              | 21  | 1,920          | \$0                          | N/A                 |
| 24                           | 2              | 22  | 12,284         | \$9,221                      | Gas Station         |
| 25                           | 2              | 22  | 14,556         | \$0                          | Gas Station         |
| 26                           | 2              | 23  | 13,591         | \$2,276                      | Vacant              |
| 27                           | 2              | 24  | 2,925          | \$453                        | Vacant              |
| 28                           | 2              | 25  | 18,286         | \$6,364                      | Gas Station         |
| 29                           | 2              | 26  | 12,436         | \$4,877                      | Auto Storage        |
| 30                           | 2              | 27  | 7,424          | \$5,284                      | Professional Office |
| 31                           | 2              | 28  | 6,596          | \$2,532                      | Parking             |
| 32                           | 2              | 29  | 6,463          | \$4,088                      | Vacant              |
| 33                           | 2              | 30  | 8,550          | \$3,339                      | Hair Salon          |
| 34                           | 2              | 31  | 6,410          | \$6,283                      | Veterinarian/Apt.   |
| 35                           | 2              | 32  | 6,999          | \$0                          | Veterinarian/Apt.   |
| 36                           | 2              | 33  | 4,064          | \$1,846                      | Professional Office |
| <b>subtotal:</b>             |                |     | <b>128,190</b> | <b>\$59,744</b>              |                     |
| <b>total</b>                 |                |     | <b>328,019</b> | <b>\$145,338</b>             |                     |

## APPENDIX 3: STUDY AREA MAP<sup>2</sup>

### APPENDIX 3: THE STUDY AREA MAP

The study area in the Harmon section of Croton-on-Hudson, New York, upon which the committee focussed its attention includes 36 parcels that face South Riverside Drive between Croton Point Avenue to the south with its access to Route 9/9A and two hundred feet beyond Oneida Avenue to the north, where the topography plunges downhill toward the Duck Pond and Municipal Place area. The red borders on some hypothetical clusters of parcels here indicate those for which one consultant examined the impacts on parking and floor to area ratio of combining lots if they developed jointly. (Source S & S study)



<sup>2</sup> See Exhibit 3, Siccardi & Schiff study for the complete map and scale.