

CROTON FALLS PLAN

SUPPLEMENT TO 2011 COMPREHENSIVE PLAN



EXECUTIVE SUMMARY – Croton Falls Plan

The Hamlet of Croton Falls

Croton Falls, located in the northwest corner of North Salem, is a uniquely special hamlet rich in culture and history deeply influenced by its accessibility to the surrounding region. Through focused study of the hamlet, the town has prepared a “Croton Falls Plan” that assesses and identifies how the quality of life for the Croton Falls residential community and business district are intertwined. The Plan includes a series of recommendations involving policy and action steps affecting infrastructure, public spaces and connections between businesses, residences and the larger community, as well as enhancements to community spaces offering cultural and recreational activities.

PLANNING PROCESS

In 2020, the North Salem Town Board charged its Planning Board to complete a comprehensive planning process focused on the hamlet of Croton Falls and to prepare a draft “Croton Falls Plan.”

Through the exploration of current hamlet conditions, assets, opportunities and limitations, the Croton Falls Plan establishes a future vision and direction to be achieved with the implementation of recommended actions involving policy initiatives, infrastructure improvements, and creation/expansion of community-oriented programs and facilities.

To ensure the Croton Falls Plan truly reflects the community’s vision for the future, the Planning Board began with two well attended public informational and engagement meetings (September 25, 2021, and October 19, 2021). The Planning Board also conducted Town-wide and Croton Falls specific surveys. Responses included a range of concerns, priorities, thoughts, and ideas to consider regarding the future of the hamlet. In addition to the input and contributions from numerous town departments, boards, committees, local organizations, residents, business owners, and others uniquely drawn to the hamlet, the Planning Board was assisted by its Planning and Environmental Consultant Matthew D. Rudikoff Associates, Inc. as well as its Town Engineer Hahn Engineering. Prior to submitting its recommended draft to the Town Board, the Planning Board presented a preliminary draft at third public forum held on April 1, 2023, in the new Community Center located at 3 Owens Road in the hamlet. The meeting was well attended and provided additional helpful insights as to the bright future of Croton Falls.

The boundaries of the hamlet are well defined and self-limiting for outward growth. The size of the hamlet is small and less dense than neighboring places such as Katonah to the south in the Town of Bedford, NY and the Village of Brewster to the north in the Town of Southeast, NY. Merchants and services are locally oriented as most primary shopping and service needs are sought in the larger surrounding communities outside of North Salem.

Throughout the planning process, officials, residents and business owners were very clear about their vision for the hamlet. They were collective in their resolute that the integrity of the hamlet's cultural history and small, home-town character continue well into the future. They expressed strong community pride and spirit in regard to the importance of the community character and historic architecture as being the essence of this special place to live, work, and visit. They also acknowledged the need to enhance and support the economic stability and foster respectful growth of the hamlet. The Plan's goals and recommendations reflect the expressed needs and emphasize their priority based upon this sentiment and common vision.

FOCUSED VIEW

The study focus is the roughly 511 acres that forms the Hamlet of Croton Falls:

- Located in the northwest corner of North Salem in northern Westchester County, New York.
- Bordered on the east by Interstate 684, to the west by East Branch Croton River and the Town of Somers, NY (also in Westchester County), and to the north by the Town of Southeast, NY (Putnam County).
- Central to the Croton Falls Metro-North Railroad Station, Interstate 684, and NYS Route 22.
- Roughly 1½ hour train ride to New York City – most residents commute to work.
- Includes a mix of commercial, residential, municipal and cultural uses.
- Residential neighborhoods of Juengstville, Harvey Birch Hill and Sun Valley.
- Most homes constructed prior to 1939 – Median home value \$357,600.
- Resident median age of 41 years old and 37% of households with children

Intended as a supplement to the Town-wide 2011 [Comprehensive Plan](#), the Croton Falls Plan:

- Focuses and reflects on opportunities and issues facing the hamlet.
- Identifies the many public and private resources of the hamlet to help assess future strengths and opportunities.
- Explores opportunities for infrastructure and utility improvements (traffic, pedestrian access, water, sewer and other utilities serving the hamlet).
- Acknowledges the importance and significance of the hamlet's rich historic and cultural heritage and resources, as well as its rural landscape.
- Affirms that Croton Falls, an early center of the community, remains a vibrant and desirable center for local business, residential living and cultural and social interaction, open to visitors and the community at large.
- Applauds the recent Town purchase and renovation of 3 Owens Road into a new town-wide senior and community center.
- Promotes and encourages continued retention and renovation of existing historic buildings.

- Confirms the existing hamlet land use classifications and densities as presently defined by the Zoning Ordinance and Zoning Map are well suited to the needs and desires of the community.
- Notes potential for minor enhancements to the Zoning Ordinance to ensure it remains current and reflective of the needs of the community, new and changing land use trends, and advancements in technology.
- Establishes a set of policy and action recommendations responding to the above prevailing circumstances.

PLAN STRUCTURE

The Croton Falls Plan is presented in the following focused sections of study and recommendation:

- **Section 1 – Purpose, Study Area, and Vision**
- **Section 2 – Zoning and Land Use**
- **Section 3 – Natural, Visual and Historic Character**
- **Section 4 – Transportation**
- **Section 5 – Infrastructure**
- **Section 6 – Community Survey**
- **Section 7 – Implementation Summary** **TO BE ADDED WITH FINAL DRAFT**

Each section identifies related existing conditions and/or resources, and assesses their relevance and importance for the future, while concluding with a series of policy and action recommendations. Some sections also include related appendices providing greater detail on certain covered conditions and resources. The Plan also details and is influenced by the insights learned through the completed community survey work. The Plan is further focused around a central “vision” for the hamlet through the exploration of the following primary topic considerations:

- Hamlet Setting and Historical Background
- Economic and Population Demographics
- Zoning and Land Use
- Natural Environment
- Visual Image and Character
- Historic Content and Resources
- Public and Private Investments
- Transportation (train, auto and pedestrian) Network and Access
- Infrastructure (water, septic disposal and treatment, electric, telecommunications, stormwater, solid waste, natural gas, lighting)
- Sustainability (energy efficiency, solar, EV charging, landscaping)

PLAN IMPLEMENTATION

The Croton Falls Plan provides a solid grounding for implementing its numerous action recommendations intended to realize its goals and vision. Plan recommendations range from simple ideas and steps to take, to more involved implementation follow-up. Some Plan recommendations involve capital investments, as well as the need for more detailed study and evaluation. Recognizing that the recommended policies and actions serve the larger goals and vision of the Plan for the hamlet and the community at large, it is essential their implementation reflect an evolving and changing social and economic landscape. As with all comprehensive plans, implementation of the policy and action recommendations depends on continued municipal, resident and business owner support and efforts, as well as political might and funding availability.

PRELIMINARY DRAFT

SECTION 1 – Purpose, Study Area, and Vision

PURPOSE STATEMENT

With an understanding of hamlet current conditions, assets, opportunities and limitations, the Plan establishes a future vision and direction, and offers recommendations to attain such through recommended actions, implementation of policy initiatives, and creation/expansion of community-oriented programs and facilities.

COMPREHENSIVE PLAN

The Town of North Salem adopted a town-wide [Comprehensive Plan](#) in 2011. The 2011 Comprehensive Plan, adopted in accordance with the provisions set forth in §272-a of New York State Town Law, provides an identification of the goals, objectives, principles, and policies intended to guide future community, land use and development activities within the Town. These statements and recommendations do not have the authority of law but rather are implemented through Town sponsored community services and programs as may be determined to be implemented, and by the various Town controls and regulations such as the Town's Zoning Ordinance, Subdivision Regulations, Freshwater Wetlands Law, Highway Specifications and other codes, rules and regulations.

An effective Comprehensive Plan must give due consideration to the needs of the people of North Salem and their individual and communal sense of the Town. In doing so, the Comprehensive Plan also serves as the basis for supporting community initiatives, projects, grants, and other funding applications for assistance by showing how specific policies, programs, and projects are consistent and in accordance with the Town's overall community vision. A Comprehensive Plan provides the framework into which other targeted planning efforts currently underway, and which may address portions or select aspects of the Town, will mesh and fit with the Town's vision.

The 2011 Comprehensive Plan provides guidance and recommends measures to provide for sustainable growth while preserving the core values of the Town. North Salem recognizes the importance of the Town's natural and open space resources in forming the Town's unique image and character. The beauty and rural qualities of the community and surrounding region attract residents and visitors alike.

This **Croton Falls Plan** is an additive planning component to the 2011 Comprehensive Plan with a focus on the hamlet of Croton Falls located in the northwest corner of the Town. Preparation of this Croton Falls Plan is an opportunity for the community to focus and reflect on the opportunities and issues facing the hamlet of Croton Falls within the context of the Town and come together to establish a set of policy recommendations to respond to these circumstances. This Croton Falls Plan also sets out to identify the many public and private resources of the hamlet in order to assess future opportunities.

Public input is critical to a plan's success. As such, the preparation of this Croton Falls Plan substantively began with two public informational and engagement meetings (held at the Croton Falls Fire House on September 25, 2021 and October 19, 2021). Many statements made by participants expressed great affinity for the hamlet's cultural history and small, home-town character. Participants included elected officials, Planning Board members, Town and Croton Falls residents, business owners, and other visitors uniquely drawn to the hamlet. The participants exhibited strong community pride and spirit for maintaining the long-standing community character and historic architecture found throughout the hamlet, which many expressed are what make Croton Falls a special place to live, work, and visit. They also reflected upon Croton Falls' need to enhance and support the economic stability and growth of the hamlet.

In addition to the public meetings, a **town-wide survey** was completed that asked various questions about the town as a whole and a series of specific questions focused on the hamlet of Croton Falls. The survey was available online and was mailed to 1,796 homeowners/landowners. The survey received 438 responses or slightly more than a 24% response. In Croton Falls 159 homeowners/landowners were sent surveys, of these 32 responses were returned or nearly 23% response). Over 53% of the respondents indicated they have lived in North Salem more than 20 years. Respondents identified a range of priorities for the Town and hamlet, as well as shared their concerns regarding the future.

This Croton Falls Plan takes a current look at the components which comprise and affect the hamlet. The Plan draws fresh conclusions and restates goals and objectives relating to North Salem's rural suburban sensibilities, and historical and cultural amenities in light of the pressing issues of the Town's economy. It also takes into consideration its relationship to the New York City Department of Environmental Protection (NYCDEP) and the lands NYCDEP owns within the hamlet, as well as its location in proximity to Interstate 684, NYS Route 22 and the Metro North Railroad Station in the center of the business area. In order to meet the challenge of preserving and building on the hamlet's unique characteristics and values while fostering responsible economic growth, the Town of North Salem has prepared this Croton Falls Plan.

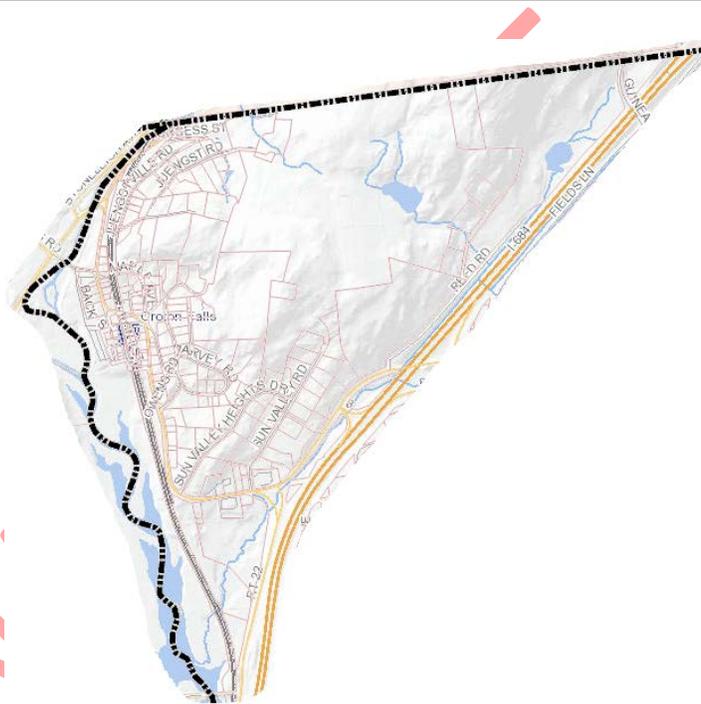
From a land use perspective, the Croton Falls Plan confirms that the existing overall land use classifications and densities presently defined by the Town's Zoning Ordinance and Zoning Map are well suited to the needs and desires of the community. These official Town documents already recognize and provide a sufficiently adequate control of land uses in terms of the locations and scale (and density) of existing and allowed future land uses, as well as their levels of protection and regulation. However, enhancements and periodic updating to ensure the Zoning Ordinance remains current and reflective of the needs of the community, new and changing land use trends, and advancements in technology, are recommended and in part addressed by this Plan.

STUDY AREA – CROTON FALLS HAMLET

Hamlet of Croton Falls, North Salem, Westchester County, New York.

HAMLET SETTING

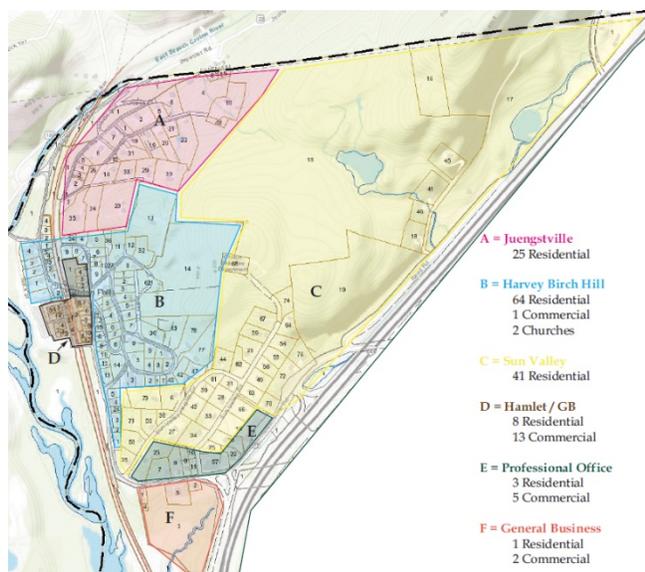
The hamlet of Croton Falls, located in the far northwestern corner of North Salem, is nestled on the banks of the Muscoot Reservoir in northern Westchester County. The hamlet (Study Area) is bordered on the east by Interstate 684, to the west by East Branch Croton River and the Town of Somers, NY (also in Westchester County) and to the north by the Town of Southeast, NY (Putnam County).



The hamlet serves the surrounding residential community that overlooks it from the hills above Croton River. People move to Croton Falls because of the ease of accessing the Metro-North Railroad and the feel of a small community center. Town residents strongly value the Town’s natural resources, open spaces, history and cultural character. Like the surrounding greater area, Croton Falls is a safe and inviting place to live and raise a family, work and visit. As identified in the 2011 Comprehensive Plan, *“North Salem has evolved from a farming community to a low-density suburb with a rural character.”*

The hamlet consists of the following key areas:

- A** – Juengstville
- B** – Harvey Birch Hill
- C** – Sun Valley
- D** – Hamlet / GB (central business area)
- E** – Professional Office
- F** – General Business



HISTORICAL BACKGROUND

In the early 1800s, the hamlet area was established by settlers harnessing the waterpower available from the local falls which ran its mills. Originally known as Owenville, the hamlet became Croton Falls in 1846 with the establishment of the railroad. The hamlet expanded in 1847 when the New York Central Train, now the MTA Harlem line (Metro-North Railroad), built a station in the core of today's business center. The station grew rapidly due to its location supporting the transport of dairy products and lumber to New York City, as well as other products from across the United States entering North Salem and neighboring Towns. In the 1890s, New York City condemned most of the land within Croton Falls to construct the Muscoot Reservoir (now maintained by the New York City Department of Environmental Protection "NYCDEP"), which forced property owners to vacate and buildings to be moved or removed. What was left of the Croton Falls business district was a three-block business area with some residential use of upper floors.

During the 1900s, train service transitioned to solely passenger commuters to points south, primarily to New York City for employment and entertainment purposes. In addition to the train, by 1974, Interstate 684 was completed, serving commuter traffic to and from the northern suburb communities of Westchester County to New York City and surrounding metropolitan area, as well as connecting northward to Interstate 84 located through New York and Connecticut to points east and west.

HAMLET OF CROTON FALLS TODAY

Today, the Croton Falls Metro-North Railroad Station remains a significant passenger transportation hub and access to New York City (as well as to points north). The approximately 48-mile train ride from Grand Central Terminal in Manhattan to Croton Falls averages just under 1 ½ hours, depending on the time of day. The hamlet is also home to a number of businesses, including restaurants, a bank, the post office, the Croton Falls Fire Station, a local heating oil business, a number of management and professional offices, deli, pizza parlor, hair salon, auto mechanic garage, financial advisors, artist studios, a gas station, and a number of affordable housing units and mixed-priced rental units, as well as two places of worship. Hamlet businesses employ approximately 135 persons in the central business district and along NYS Route 22. Property within the hamlet of Croton Falls includes publicly held lands of the Town, State, New York City and Metro-North Railroad, as well as numerous private residential, institutional and commercial parcels.

Town of North Salem

The Town of North Salem owns limited property in the hamlet.

- The Town currently maintains and rents from NYCDEP parking accommodating 236 spaces, of which 190 spaces are used by commuters and 46 spaces are used by businesses and customers of businesses of the central business area.

- There are 45 additional public parking spaces along town roads within the business area of which 9 are leased by private owners. These spaces are time limited for customers of businesses. A few spaces are also along Lumber Street leased from NYCDEP by private owners.
- The Town purchased the 1847 Old Train Depot building and property (5 East Cross Street) on July 10, 2019. The future reuse of the building is undecided. This historical structure needs a complete rebuild including roof, siding and a new foundation. The property has no septic system, while access to public water supply is nearby. Additional town owned parking is contemplated along with the potential reutilization of the depot building.
- The Town owns the former proposed Marriott site (12.48 acres), which consists of a vacant wooded lot fronting on Route 22.
- The Town owns the former Dino and Artie property (614 Route 22), acquired in 1993, abutting the former Train Depot property.
- The Town purchased the former Elementary School located at 3 Owens Road in 2021. The facility sits within an established residential neighborhood outside of the central business area on the eastern side of NYS Route 22. The Town is in the planning stages of making this a community, recreation and senior center. The new facility is anticipated to enable the provision of additional services and programming than presently provided to the community, particularly “year-round” programs and activities for all ages since current provisions are limited to summer months due to the lack of adequate indoor space.
- Portions of the hamlet also fall within a North Salem Lighting District, which is one of two within the Town. The Town owns and maintains the street and parking lot lighting within the hamlet.
- The Town operates the Croton Falls Water District, which owns two parcels, one includes an inactive well and the other includes water storage tanks. An additional active well is located on land leased from NYCDEP.
- The Town owns and maintains the hamlet sidewalks within the central business area.
- Although not owned by the Town, the Croton Falls Fire District maintains a fire house on an approximately 1.5 acres lot located on the northerly side of Route 22 upon entering the hamlet from the east. The former fire station located in the central business area was sold to a private entity in 2016 and has since been renovated and converted to a commercial office building.

New York City – New York City Department of Environmental Protection (NYCDEP)

During the 1890s, New York City condemned a substantial extent of lands outside of its borders within New York State as part of the formation of the New York City Watershed. Land within the hamlet owned by New York City (under the control of NYCDEP) collectively comprises a total of approximately 68 acres or approximately 13.3% of the overall hamlet area.

NYCDEP OWNED PARCELS CROTON FALLS HAMLET	
PARCEL ID	ACREAGE
1-1722-1	2.3
1-1723-1	1.3
1-1724-1	1.2
1-1725-1	4.3
1-1671-1	49.3
10-1710-1	9.6
Total Acreage	68 acres
<i>Source: Westchester County GIS</i>	

Metro-North Railroad

Metro-North Railroad owns the following lands within and associated with the hamlet:

- Metro-North Railroad owns the Croton Falls Train Station, with limited parking immediately abutting the stairs, which is the pull off area for commuters to be dropped off.
- Metro-North Railroad also purchased a former church site located just outside the hamlet, approximately four-tenths of a mile away in the Town of Somers, to provide a 450-space parking lot for the Croton Falls Train Station, including 9 ADA parking spaces and 2 ADA van accessible spaces. The new parking lot servicing Croton Falls train station is anticipated to open in April 2023. The new lot will include 110 monthly permit spaces and 340 meter/daily permit spaces. The new lot will also include 10 Electric Car charging units, including 2 units for ADA customers. Existing street parking nearby will be eliminated, as well as existing street parking near the Purdys train station on Route 116.

New York State

New York State owns and maintains the road rights-of-ways associated with Route 22 and Route 202 (which merges with Route 22 when it enters North Salem). Hardscrabble Road, a County Road, merges with Route 22 from the northeast at a signalized intersection at the entrance to the hamlet. As part of the new commuter parking lot improvements at the site in Somers, sidewalks have been installed connecting the new lot to the hamlet at Back Street. The sidewalk added at the intersection of Routes 22 and 202 should be re-evaluated in regard to their impact on turning movements at this intersection.

Institutional Lands

- Croton Falls Community Church located at 628 Route 22.
- The Chapel at Croton Falls / Croton Falls Seventh Day Adventist Church – 609 Route 22
- Hamlet residents are served by the greater North Salem Central School District, which also incorporates parts of the Towns of Southeast and Somers and some of Carmel. Schools in the District include the Pequenakonck Elementary School and the North Salem Middle/High School (none of these schools are located within the hamlet directly).

Private Residential and Commercial Lands

The remaining lands within the hamlet are privately owned and maintained by residents and business owners. A number of parcels are also vacant. One substantial land holding is the JoFlo of North Salem, Inc. (Highgate-Woodlands) property consisting of three (3) abutting forested parcels fronting on Reed Road, consisting of approximately 156 acres collectively or approximately 30.5 percent of the total hamlet area.

Two other privately held vacant parcels include a 41 acres property also fronting on Reed Road owned by Interstate 684 Associates, LLC and a 18 acres parcel at 1 Avery Lane owned by Threecat Management LLC.

Annually, fall apple picking season attracts thousands of people, mostly visiting by car. Some come by train but there are no public facilities (i.e., restrooms) or consistent public transportation services to and from the train to the orchards, and walking is long and hazardous as there are no sidewalks and Route 22 is narrow and curvy with limited sight lines and essentially no shoulders or sidewalks. During busy days, taxi vans have generally been available to transport train visitors to the orchards and back to the train station. A reservation system by the orchards has made a marked difference with reducing traffic congestion. Croton River, stocked with fish, is also a popular visitor draw to the area for fishing.

HAMLET DEMOGRAPHICS / ECONOMY / POPULATION

Nearly all of the hamlet area falls within postal Zip Code 10519, except a small portion consisting of the Sun Valley area (this portion is included in postal Zip Code 10560, which covers most of the rest of the entire Town of North Salem, except Purdys with Zip Code 10578). The data reported below is from Zip Code.org (2010 U.S. Census Data) and provides data for the 10519 Zip Code area only (the demographics of the Sun Valley area are expected to be similar and thus not anticipated to alter the overall demographics of Croton Falls significantly).



The population within the Croton Falls Zip Code area 10519 (an approximately 0.74 square miles of land and 0.03 square miles of water area) is 317 people.

Located in the northwest corner of the Town of North Salem, Zip Code 10519 data includes 117 occupied dwelling units and 16 vacant dwelling units. The majority of homes were built before 1939 and home values are lower than in the remainder of the Town of North Salem. Residents have a median income of \$124,208 and homes have a median value of \$357,600. The population is mostly white (81%) with a median age of 41 years old. Households with children include 37% (43 households), which have a reported 90 children from the ages of 0-19 years. Educational attainment is high with 59% of people having attained a bachelors, masters, doctorate or professional degree. A large percentage of the area commutes to work with approximately 32% utilizing public transportation (train) and approximately 65% commuting by car. Commuting time to work is largely atypically longer than 45 minutes.

The following table provides an overview comparison of Croton Falls (Zip Code 10519) to the remaining portion of the Town of North Salem (Zip Code 10560) from the same data source:

DEMOGRAPHIC SELECTED COMPARISON OF CROTON FALLS (ZIP CODE 10519)* TO TOWN OF NORTH SALEM (ZIP CODE 10560 and 10578)			
Data Point	Zip Code 10519	Zip Code 10560	Zip Code 10578**
Population	316	4,737	681
Median Household Income	\$124,208	\$127,604	\$130,260
Median Home Value	\$357,600	\$593,200	\$456,400
Population / Household	2.68 persons	2.70 persons	2.86 persons
Median Age	41 years	46 years	41 years
Population Density / Square Mile	425	227	430
Ethnicity (% white)	81%	94.6%	92%
Housing Units	133	1,905	252
Households with Children	37%	36%	45%
Use Public Transportation (train) to Work	34%	13%	9%
Percent of Population w/Higher Education+	59%	55%	56%

* Data is from United States Zip Codes.org. 2010 U.S Census Data. The US Census Bureau’s American Community Survey does not provide Municipal Profiles for the unincorporated hamlet of Croton Falls.
 **Zip Code 10578 covers mostly Lake Purdy in the Town of Somers, and only a small portion of North Salem (Purdys), which includes approximately 80 post office box holders (households).

SURVEY

The Planning Board conducted Town-wide and Croton Falls specific surveys. The goal of the survey was to learn about property owner’s goals, on-going issues, and desires for the future direction of the town. Special focus was given to the unique conditions and needs of the hamlet of Croton Falls. The survey specifically focused on traffic, recreation, growth, quality-of-life, infrastructure, etc. Responses included a range of concerns, priorities, thoughts, and ideas to consider regarding the future of the hamlet. **Refer to Section 6, Community Survey for full details of the Survey.**

VISION

Improve the quality of life for the Croton Falls residential community and business district by improving its infrastructure, public spaces and connections between businesses, residences and the larger community, while enhancing community spaces offering cultural and recreational activities.

The Westchester 2025 plan defines "centers" as the focal points in the County’s pattern of development, the “downtowns” that create and sustain a sense of place and community. Centers, consisting of a commercial or mixed-use core and surrounding residential and industrial areas, generally have key services on which communities depend. Successful centers are compact and walkable, bicycle-friendly and pleasant environments with safe and convenient public access. The hamlet of Croton Falls was identified in Westchester 2025 as such a center. However, Croton Falls is more of a local center focused around the mostly commuter train station.

The 2011 North Salem Comprehensive Plan also identifies Croton Falls as a center, describing it as follows:

“Croton Falls center is generally defined as the area around the Croton Falls rail station. It is the largest and most developed hamlet area in North Salem. It is located in the western part of town adjoining the Town of Somers. Land use is a mix of residential and commercial (General Business and Professional Office) and is home to the Croton Falls fire station. This hamlet is also the most congested area in North Salem. Route 22 traverses the middle and is a narrow roadway with several horizontal and vertical curves. Local roads that intersect Route 22 do so at steep grades and at curves making access difficult. The width of Route 22 is also constrained by the railroad bridge. In recent years sidewalks have been replaced and added; however, a cohesive network is not in place. Parking for the train station occurs haphazardly with vehicles parked on shoulders or just off the travel way of Somerstown Turnpike and Croton Falls Road (in Somers). Existing traffic circulation and commuter parking should be addressed prior to any growth in this center.”

CROTON FALLS PLAN – GOALS TO ACHIEVE VISION

ZONING and LAND USE

- ❖ Preserve historic development patterns and town character through maintainance of existing zoning land uses and densities.
- ❖ Eliminate antiquated zoning uses and re-tool with focused updating supportive of current land use circumstances, trends and enhancements that will help achieve Plan’s vision.
- ❖ Implement currently drafted and proposed Zoning amendments (signs, lighting, and landscaping) and consider hamlet design guidelines / standards as supportive enhancements to preserving hamlet image and appearance.
- ❖ Collaborate with the hamlet business community to help promote the hamlet, its businesses and to ensure the Town is responsive to its needs.

NATURAL ENVIRONMENT

- ❖ Protect environmental resources (surface and ground water, wetlands, floodplain, steep slopes and hillsides), water quality and rural setting.

VISUAL AND HISTORIC CHARACTER

- ❖ Preserve historical, visual (scenic) and cultural resources, and strengthen the historic identity of the hamlet.
- ❖ Maintain and enhance rural character by protecting hamlet image and appearance.

TRANSPORTATION

- ❖ Proactively maintain and support transportation (state and local) improvements that benefit the hamlet by slowing traffic speeds, providing safe pedestrian crossings, and improving traffic flow movements through the hamlet.
- ❖ Coordinate with the New York State Department of Transportation to improve the management of traffic conditions resulting from the hamlet's inconnection with I-684 via NYS Route 22.
- ❖ Address and reconcile identified road related concerns and conflicts within the hamlet.
- ❖ Enhance existing and create new non-commuter parking opportunities directly within the central business district to help attract and increase access for hamlet business employees and patrons, particularly on property owned by the Town (assess commuter parking needs once the new Metropolitan Transportation Authority parking facility in Somers is operational).

INFRASTRUCTURE

- ❖ Provide for up-to-date infrastructure (water, sewer, electric, telecommunications, internet/broadband, lighting, stormwater management, and similar) that supports the needs of existing residential, commercial and community facilities, particularly nonconforming and aging systems, before consideration of new or substantively expanded facilities.
- ❖ Invest in sound water supply and sewer improvements addressing the needs and densities of existing uses, which is shown to be feasible and supportive, and can be accomplished in an environmentally and fiscally responsible manner.
- ❖ Identify and support energy efficiency and sustainable design principles and building practices.

SECTION 2 – Zoning and Land Use

CROTON FALLS ZONING

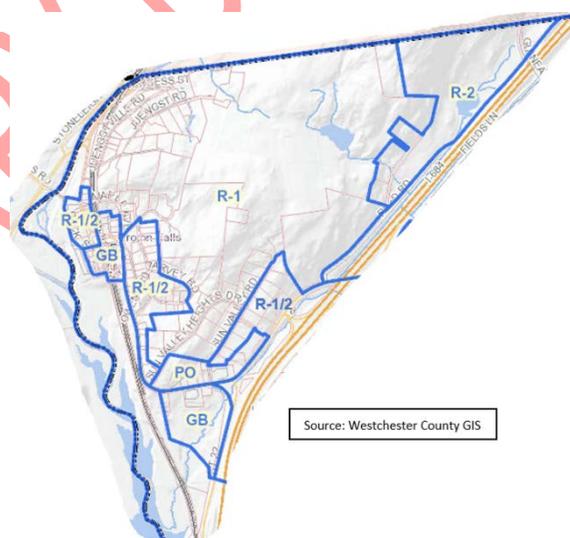
Zoning for the hamlet of Croton Falls is primarily residential in nature with a commercial focus within the central business area and along Route 22.

HAMLET ZONING

The Croton Falls hamlet area is covered by five separate zoning land use classifications (zoning districts) across an area of approximately 511 acres. Three of the districts are primarily residential use based, while the other two are primarily commercial use based. Residential zoning collectively comprises approximately 92.6% of the Croton Falls hamlet area, similar but slightly higher than that for the entire Town at 88% zoned residential. Commercial zoning comprises a collective total of approximately 7.3 percent of the hamlet area.

The following zoning districts cover the hamlet area:

- R-1/2 – Medium Density Residential District
- R-1 – Medium Density Residential District
- R-2 – Low Density Residential District
- GB – General Business District
- PO – Professional Office Business District

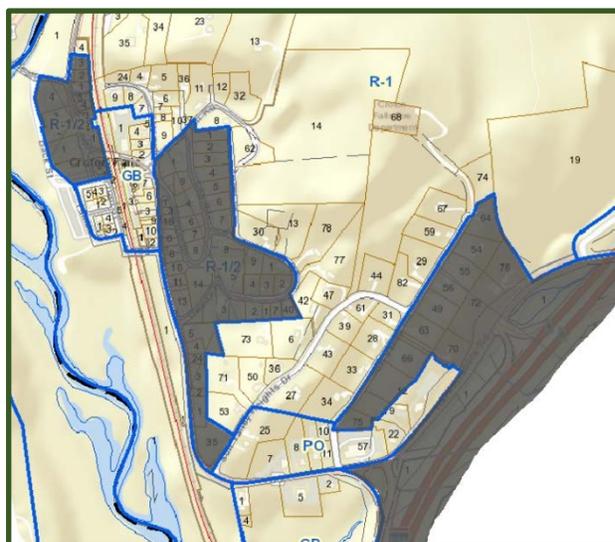


CROTON FALLS HAMLET ZONING BY ACREAGE & PERCENTAGE			
ZONE		ACREAGE	% HAMLET AREA
Medium Density Residential District	R-1/2	56.0	11.0%
Medium Density Residential District	R-1	361.0	70.6%
Low Density Residential District	R-2	56.0	11.0%
General Business District	GB	26.2	5.1%
Professional Office Business District	PO	11.8	2.3%
Total Croton Falls Hamlet Acreage		511 Total Acres	

R-1/2 – Medium Density Residential District

The hillside areas flanking the central business core of the hamlet are zoned R-1/2 Medium Density Residential. The R-1/2 District covers approximately 56 acres or approximately 11.0 percent of the hamlet area. These areas consist primarily of older detached single-family dwellings.

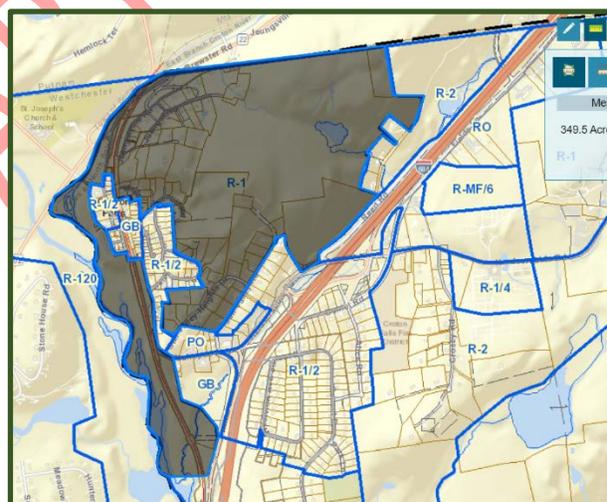
The primary permitted use of the R-1/2 District is detached single-family dwellings. Other permitted principal uses include Town of North Salem uses and institutional uses, such as recreation facilities, libraries, museums, art studios or galleries, fire and ambulance stations, private schools, child day care centers, public utilities, telecommunication facilities, places of worship, bed and breakfast establishments, and elderly multifamily dwellings.



R-1 – Medium Density Residential District

Primarily located to the north and northeast of the central business core but also including a linear section to the west and southwest of the central business core, west of the train tracks, is the largest zoning district classification within the hamlet designated as R-1 District. This District covers approximately 361 acres or approximately 70.6% of the hamlet area.

Small portions closest to the central business core are developed and consist primarily of older detached single-family dwellings. The linear area of the R-1 District to the south and southwest is undeveloped, generally inaccessible and development restricted as most of these lands are owned by NYCDEP and are associated with the Muscoot Reservoir.



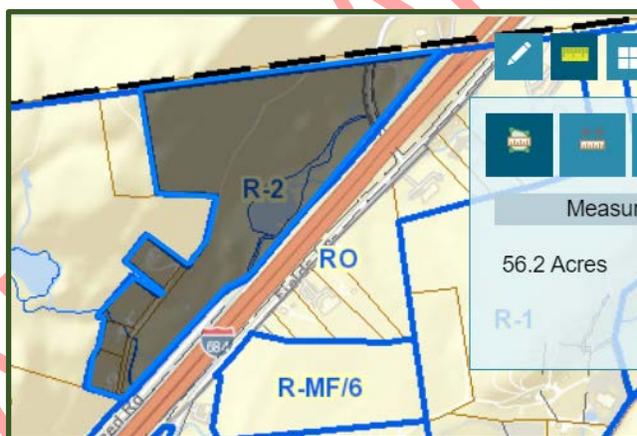
A substantial portion (nearly half) of the lands zoned R-1 (approximately 174 acres or approximately 48.2% of the area zoned R-1) includes undeveloped forested lands consisting of several privately (commonly) owned contiguous parcels that could be developed in the future. Access to the majority of these vacant lands (JoFlo – Highgate Woodlands – collectively 156 acres) is via Reed Road to the east, which street frontage presents some significant challenges due to steep slopes, as well as interior wetlands and watercourses. The other large vacant parcel (owned by Threecat Management LLC – 18 acres) zoned R-1 is accessed via Avery Lane to the west.

The JoFlo – Highgate Woodlands parcels, the largest of the vacant developable is the subject of a development stipulation agreement and has proposed several permutations of proposed developed from a mix of corporate offices and residential development to a mix of single-family residences and multi-family residences.

Permitted uses of the R-1 District are generally the same as those for the R-1/2 District, except the R-1 District also permits nursing and convalescent homes, attached single-family dwellings, and building contractor’s business and yard.

R-2 – Low Density Residential District

Covering the northeast most corner of the hamlet, the area is designated R-2 District. This District covers approximately 56 acres or approximately 11.0% of the hamlet area. Most of this area consists of steep sloping, vacant woodlands with a considerable wetland/watercourse system running parallel to the easter border with Interstate 684. The majority of the land area (41 acres or 73.2% of the area zoned R-2) falls under single ownership (684 Associates, LLC). The remainder of the area zoned R-2 consists of a few developed residential house lots with access on the northwest side of Reed Road.



Permitted uses of the R-2 District are generally the same as those for the R-1 District, except a number of agriculture-based uses and membership clubs (active athletic, recreation, golf and country clubs) are also permitted.

GB – General Business District

There are two separate areas within the hamlet zoned GB District. The first consists primarily of the central business core surrounding the Metro North station on both sides. The second is located at the southern entrance to the hamlet area on the south side of Route 22. Lands to the immediate north across Route 22 are zoned PO District (described below).



The areas zoned GB District collectively cover approximately 26.2 acres or approximately 5.1% of the hamlet area. Individually, the area zoned GB District to the south and fronting on Route 22 covers approximately 18 acres or approximately 68.7% of the total area zoned GB District, while the central business core area zoned GB District covers approximately 8.19 acres or approximately 31.3% of the total area zoned GB District.

Permitted uses of the GB District include a range of typical commercial retail and personal service establishments (not exceeding a gross floor area of 3,500 square feet), restaurant and office uses, as well as public and private schools, nursery schools, libraries, museums, art studios or galleries, fire and ambulance stations, child and adult day care centers, motor vehicle service stations, hotels, indoor recreation, apartments accessory to commercial uses, multifamily dwellings, membership clubs (charitable, fraternal and social), public utilities, telecommunication facilities, and places of worship.

PO – Professional Office District

The area within the hamlet zoned PO District is located along the northerly side of Route 22, starting from the west at the intersection of Route 22 and Sun Valley Heights (in proximity of where Route 22 aligns with the railroad tracks heading north) to the east just south of Interstate 684 Exit 8. The area zoned PO District covers approximately 11.8 acres or approximately 2.3% of the hamlet.



Permitted uses include a smaller range of commercial uses primarily allowing offices (professional, business and medical/dental offices), as well as banks, personal services businesses (not exceeding a gross floor area of 3,500 square feet), restaurant and food service establishments with table service, public and private schools, nursery schools, libraries, museums, art studios or galleries, fire and ambulance stations, child and adult day care centers, bed and breakfast establishments, membership clubs (charitable, fraternal and social), public utilities, telecommunication facilities, and places of worship.

ZONING PLAN CONSISTENCY WITH FUTURE GOALS

The permitted locations for residential and commercial development, and permitted land uses, as well as the densities and related lot area and bulk standards as currently required in the Town's Zoning Law are all perceived as being sufficient. Permitted uses should be updated and aligned with current land use trends and technologies, and to remove uses no longer viable or found in the marketplace of today (i.e., add standards for EV charging stations and update "video supplies" use in GB District).

Commercial expansion is generally limited due to existing traffic patterns and land constraints. Also, much of the area surrounding the central business district, including a substantial portion of land within the central business district is owned, and for the most part development restricted, by the NYCDEP as part of its protection of the watershed serving New York City.

Challenges affecting commercial development activities, however, include limited or no central water and no sewer facilities, watershed and stormwater management regulations which potentially complicate and increase the cost of new business development, and lack of an interconnected and walkable environment. NYS Route 22 traffic conditions also create a discouraging environment for new businesses relying on the need to divert passing traffic to turn off this major highway and stop. New or expanded development on small and substantially developed lots can also be limiting for changes in use and satisfying access and parking demands.

A second important challenge is how to keep the area affordable, while enhancing and ensuring businesses remain viable. Introduction of sewers at Peach Lake resulted in two large changes:

- The change has substantively helped improvement of lake water quality.
- The change has caused an increase in the number of house upgrades, teardowns and replacements with larger homes (smaller homes replaced by year-round and larger family-sized units), resulting in higher property values, which in turn has made properties previously identified as “pre-existing affordable housing opportunities” less affordable (Peach Lake being the main affected area with about 400 homes).

Croton Falls, comparatively speaking, is still affordable and the vision for the hamlet seeks to maintain that into the future. As such, the introduction of infrastructure such as a sewer district, which likely would inevitably raise the values of hamlet homes, would need to be done with forethought and understanding of the resulting allowable changes to existing houses and businesses in regard to the amount of sewer capacity introduced to the hamlet. If such is done disproportionately to the rest of the town, then all taxes would likely rise, in addition to the introduction of a sewer district tax.

Another challenge is how to make the hamlet’s small business area more viable, with parking being one challenge and the minimal frequency by local patronage being another. The various comments provided by the respondents of the Survey discussed in **Section 6** might provide some of the business owners with a better understanding of the services/products that are of interest to the local community.

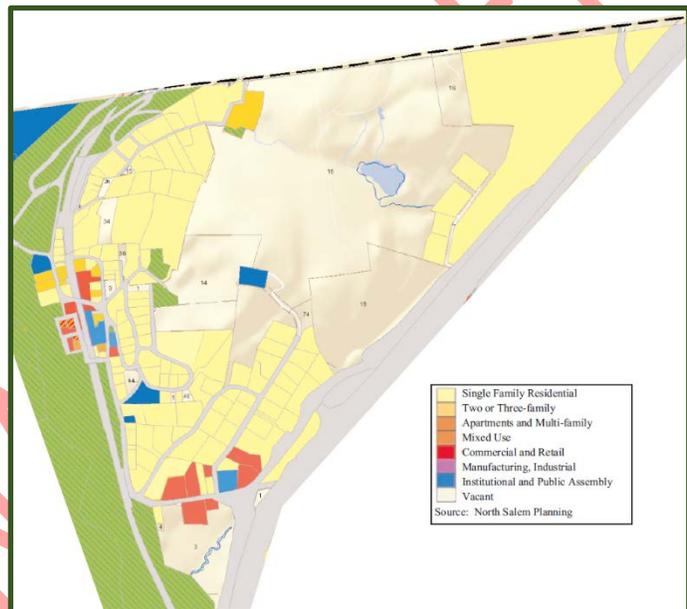
CROTON FALLS LAND USE

North Salem, historically a farming community remains rooted to its agrarian culture, which is exhibited by numerous equestrian farms and cherished rural and open landscapes throughout the Town. Croton Falls, an early center of the community, remains a vibrant and desirable center for local business, residential living and cultural and social interaction, open to visitors and the community at large.

HAMLET LAND USES

Hamlet lands include a variety of commercial uses, mixed use (commercial businesses on the first floor with apartments above), residential neighborhoods, transportation-oriented uses, public and private institutional uses, protected watershed lands, and considerable acreage of vacant land. As an area of diverse mixed-uses accessible by multi-modes of transportation, Croton Falls remains an important local center.

The hamlet includes a total of 209 parcels. Of these, 142 parcels are devoted to residential use (mostly standalone single-family residences but some with apartments as well), 21 parcels include businesses (some also including apartments), and 2 church parcels (one including an apartment). There are a total of 191 residential units throughout the hamlet, of which 174 units are on residential parcels and 17 units on commercial properties. The 21 commercial parcels also include 30 businesses. The other parcels within the hamlet consist of NYCDEP lands, Town of North Salem lands, and vacant parcels.



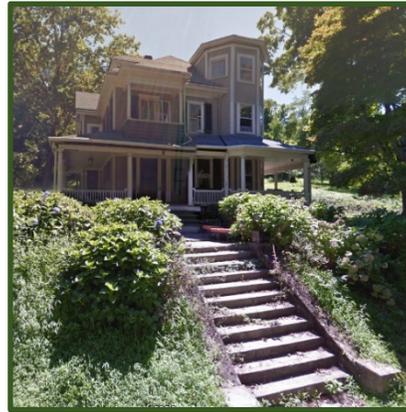
Residential

A significant portion of the hamlet consists of established residential development surrounding the historic central business district and railroad station. Residential uses include a variety of types but mostly consist of small lot, older detached single-family dwellings.

- Single-Family Dwellings – Many built prior to 1939; a few of the homes in the Harvey Birch Hill area date from 1950s to 1970s; and most of the homes in the Sun Valley area are from the 1950s and 1960s with a few built later.
- Multi-Unit Dwellings – mostly consisting of conversions of older single-family residences.
- Apartments over Commercial.



3 Burgess Street – Circa 1870
Colonial home w/mansard roof



6 Juengstville Road – Circa 1900



10 Juengstville Road – Circa 1900



16 Juengstville Road – Circa 1811



637 Route 22 – Circa 1900



625 Route 22 – Circa 1915



622 Route 22 – Circa 1890



619 Route 22 – Circa 1900



Leaving Central Business Area – at Route 22



Route 22 at Maple Avenue



2 Maple Avenue – Circa pre-1860

4 Maple Avenue – Circa pre-1860



8 Sun Valley Drive



10 Sun Valley Drive



*2 East Cross Street – Circa 1860
Three Apartment Units*



*4 East Cross Street – Circa 1910
Renovated Two-Family Rentals*



*2 Front Street
Four Apartment Units*



6 Front Street
One Apartment Unit



10 Front Street
One Apartment Unit



14 Front Street – Six Apartment Units in Upper Levels



2 West Cross Street
Two Apartment Units in Upper Levels



4 West Cross Street
Apartments and Office in Upper Levels

Vacant Land

Another sizable portion of the hamlet consists of vacant forested lands. The major vacant land holdings (in addition to that owned by NYCDEP) total collectively approximately 227.5 acres or approximately 44.5% of the total hamlet area:

- JoFlo Highgate Site (156 acres) – Consisting of multiple parcels under private ownership fronting on Reed Road, has been previously proposed for various mixed-use plans including commercial office, multifamily dwellings and single-family dwellings. Development site constraints include wetlands, steep slopes and limited access.
- 684 Associates, LLC (41 acres) – The parcel is a large, steeply sloping vacant wooded parcel. There are no immediate development plans for this parcel at this time.
- Threecat Management LLC site (18 acres) – The vacant wooded parcel fronts on Avery Lane. There are no immediate development plans for this parcel at this time.
- Former Marriott Site (12.48 acres) – The vacant wooded site, fronting on Route 22 at the eastern gateway into the hamlet, was previously proposed for a Marriott hotel but is now owned by the Town. The site includes steep slopes and a wetland/watercourse system on its lower elevations near the road frontage. Also, the site is presently under consideration for development of public Sewage Treatment System to serve the hamlet business area.

Commercial

Commercial lands (lands zoned GB District and PO District) within the hamlet, primarily located in the central business area by the Metro-North Train Station and along Route 22, cover approximately 38 acres or approximately 7.4% of the total hamlet area (25.5 acres or 5% discounting the former Marriott site now owned by the town) These commercially zoned properties include various business uses, including some mixed with residential use (the former Marriott site is vacant).

Commercial uses include:

- Retail, Specialty and Personal Service Businesses
- Offices
- Bank
- Heating Oil Business Office
- Financial Investment Companies
- Restaurant and Food Service Businesses
- Auto Repair
- Gas Station
- Dental Care Offices



Entering Central Business Area

To the left: Folkways with Metro-North Train Station behind on Front Street.
Straight ahead: Commercial office and Franks Pizzeria on Center Street.



Businesses on Front Street across from Train Station

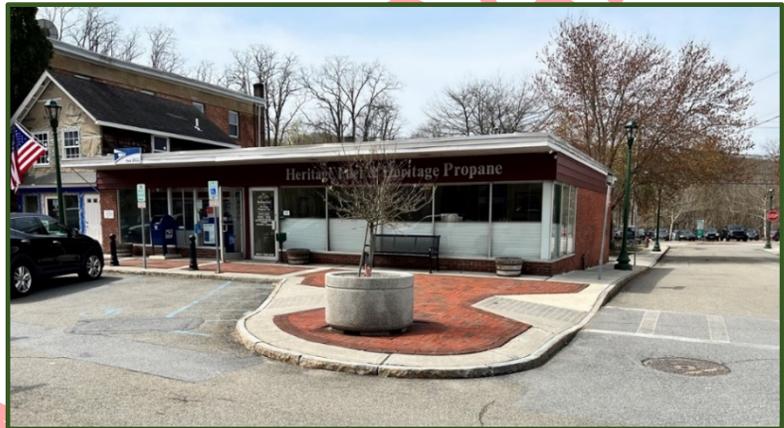


3 Front Street – Folkways



*Mixed Use Building at
Corner of West Cross Street and
Back Street*

6-8 Front Street



*10 Front Street
Hygrade Market*



*4 Front Street
Colley Group offices*





2 West Cross Street – Frank's Pizzeria



4 West Cross Street – Outdoor Dining



Center Street
Auto Repair Shop



621 Route 22 – The Railyard



592 Route 22 – Primavera Restaurant



3 East Cross Street – Circa 1922 – Lift Trucks transformed to art studio and workshop



Gas Station on Route 22

Businesses on north side of Route 22
Near Entrance to Hamlet from the east



Institutional

- US Post Office
- Places of Worship

Croton Falls Post Office – 8 Front Street

The Croton Falls Post Office is prominently located at 8 Front Street across the street from the train station. Located in traditional red brick one-story building, the post office serves as an important asset to the hamlet by attracting area residents into the hamlet. Approximately 140 households pick up mail at the Post Office, while an additional 300-plus from out of town pick up mail at the post office and/or use its postal services.



The Chapel at Croton Falls / Croton Falls Seventh Day Adventist Church – 609 Route 22

The Presbyterian Church of Croton Falls (affectionately called The Chapel) has been the spiritual home for both Presbyterian members and their friends of other faiths through the monthly Interfaith services.



The Chapel is a small intact Gothic Revival, front-gabled chapel on a raised foundation originally built in 1846 within the original village of Croton Falls (displaced by the Croton Reservoir). On June 7, 1898, the church building and wagon shed were dismantled and moved to its present location with a new cornerstone laid on November 9, 1899. The building features a square belfry with a pyramidal roof, gabled entrance porch and an open, gabled extension from the north elevation that may have once been a porte-cochere but no longer functions as such. Decorative features include bracketed overhanging eaves, tracery stained-glass windows and trusses within the gabled porch and extension. The interior of the building is simple in design with stained-glass windows, wooden church pews, a pipe organ to the left of the altar and exposed rafters.

In the 1960s, the raw, stone-faced basement was renovated into Sunday school rooms with a kitchen. Although moved from its original location, the chapel represents the history of displacement in Croton Falls.

In 2021, the New York State Parks, Recreation and Historic Preservation office conducted a resource evaluation determining that the building was eligible for State and National Register listing because it *“Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.”*

The building is presently for sale, marketed as a religious use or potential conversion to a residence.

Croton Falls Community Church – 686 Route 22

The Croton Falls Community Church historically established as Baptist congregation, is presently a dynamic Christian interfaith community church.



Town / Community Services

- Fire House – Station #1
- Hamlet Parking
- Old Train Depot
- Croton Falls Greenspace
- Town Community Center (old Croton Falls Elementary School)

Croton Falls Volunteer Fire Department

The Croton Falls Volunteer Fire Department is located at 1 Sun Valley Drive (Route 22) within a fairly new facility opened in 2015. The Fire House was formerly located within the central business area in a much smaller building, that building has since been converted and transformed into professional offices.

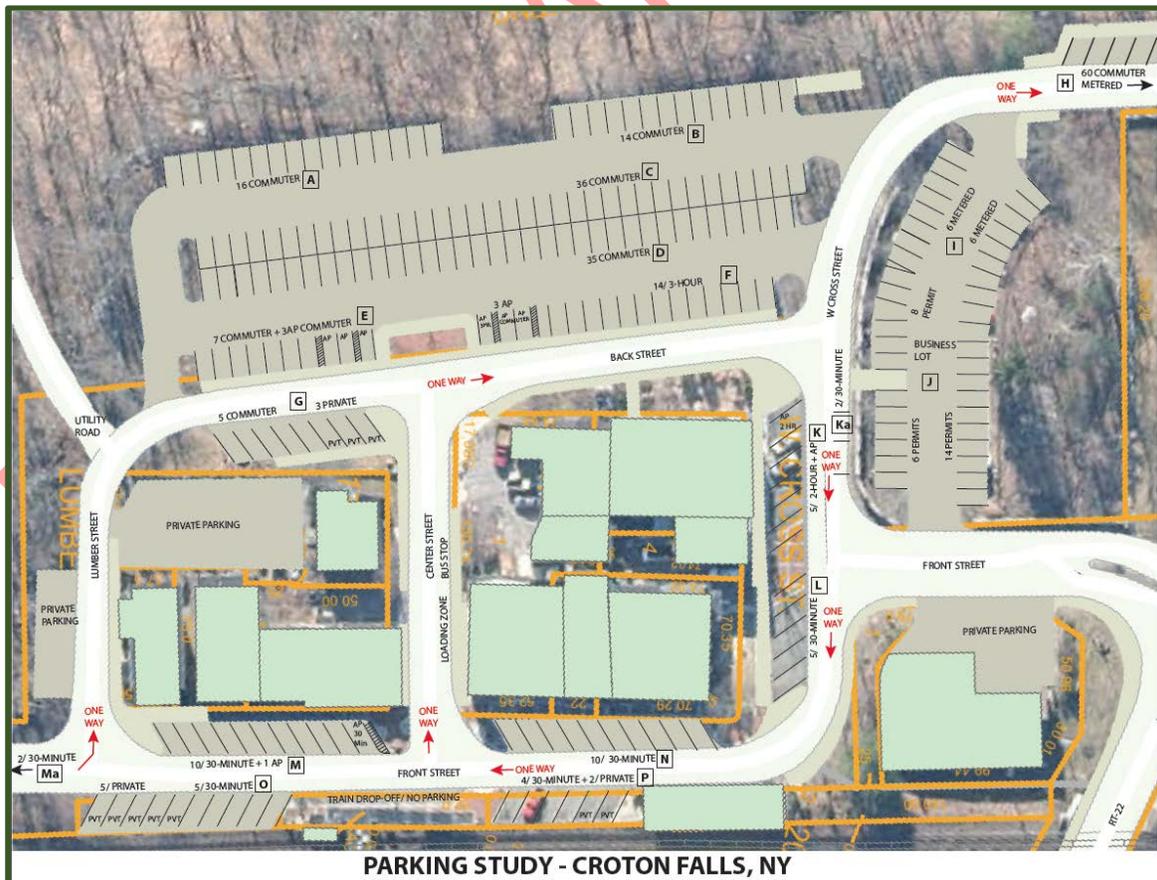


*Croton Falls
Firehouse Station #1*

Hamlet Parking

Parking availability generally has not been a significant issue within the hamlet but both private and public parking are limited in the central business area. Parking spaces within the central business area include on-street parking, spaces within the public parking lots (commuter, business and metered) and private parking on a few of the business parcels. The new MTA lot located just outside of the central business area also provides additional commuter parking, which will also eliminate the undesirable on-street parking along Croton Falls Road and US Route 202 and the pedestrian safety conflicts it causes.

There are a total of 190 public parking spaces within the central business area (*refer below to the **Parking Study map and Croton Falls Hamlet Parking Analysis table***), including 118 commuter lot spaces (5 of which are ADA accessible) subject to annual passes with resident and non-resident rates; 72 community lot metered spaces (none are ADA accessible), 28 business lot spaces (none are ADA accessible) subject daily passes, and 60 other on-street public spaces (3 of which are ADA accessible) subject to time restrictions (15 spaces restricted to 3-hours, 1 space restricted to 2-hours and 44 spaces restricted to 30-minutes). There also are a number of private parking spaces, including 3 on Back Street and 7 along Front, as well as several more in the private lots on Lumber Street and on the private lot on the former fire house property. In addition, there is a small 11 space public parking lot located across NYS Route 22 from the Town’s greenspace. Off-street parking is also provided on the business parcels located along NYS Route 22, as well as at the Croton Falls Fire House and the new Community Center at 3 Owens Road. These also include ADA accessible parking spaces for use by their patrons.



PARKING STUDY - CROTON FALLS, NY

The town’s central business area parking spaces are at a premium for commuters as it is a considerable walk for anyone parking in the new 450-space MTA lot (110 monthly permit spaces and 340 meter/daily permit spaces) located approximately one-half mile or a 10-minute walk to the train station.

Monitoring of the meter parking Monday through Friday reveals a significant increased usage of nearly 70 percent in 2022, since the dramatic plunge (-55%) in 2020, which continued in 2021, due to the pandemic. The current trend of increasing demand is expected to continue into 2023 as the number of commuters in need of parking return to levels similar to pre-pandemic demand. Such demand is also evident as there remains a waiting list for permit parking.

Administered by the Town, an annual parking permit costing \$350 for residents and \$800 for non-residents (2022 costs subject to periodic review and adjustment) is required to park in the commuter lot in Croton Falls, for which there currently is a waiting list. Daily parking passes are available at a rate of \$5.00/day payable at a kiosk in the lot, via a mobile phone app or advanced purchase. In comparison, parking rates at the new MTA lot are anticipated to cost approximately \$460 for an annual permit, while daily meter rates will be approximately \$5.00 for up to 16 hours and \$7.50 for up to 24 hours.

CROTON FALLS HAMLET PARKING ANALYSIS		
COMMUTER LOT – ANNUAL PARKING PASS SPACES		118
Location ID	Quantity	Notes
A	16	
B	14	
C	36	
D	35	
E	7	
E	3 AP	Accessible Parking
F	2 AP	Accessible Parking
G	5	
COMMUTER LOT – METERED PARKING SPACES		72
Location ID	Quantity	Notes
H	60	
I	12	
BUSINESS LOT – DAILY PARKING PASS SPACES		28
Location ID	Quantity	Notes
J	28	
PUBLIC PARKING – TIME RESTRICTED PARKING SPACES		60
Location ID	Quantity	Notes
F	1 AP	3-Hour Accessible Parking
F	14	3-Hour
K	1 AP	2-Hour Accessible Parking
K	5	30-Minutes
Ka	2	30-Minutes
L	5	30-Minutes
M	10	30-Minutes
M	1 AP	30-Minutes
Ma	2	30-Minutes
N	10	30-Minutes
O	5	30-Minutes
P	4	30-Minutes
TOTAL SPACES		190
<i>Standard Parking Spaces</i>		182
<i>ADA Accessible Parking Spaces</i>		8
AP – Accessible Parking Space per Americans with Disability Act (ADA).		

Meter Kiosk



*Upper Commuter Lot
Viewed from intersection of Center
Street and Back Street*

*Upper Commuter Lot
Viewed from Back Street*



*Commuter Lot
Lower Back Street*

Business Parking Lot



Extending from Front Street to Back Street

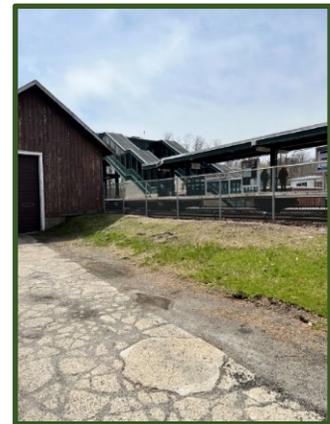


Upper Section of Retaining Wall on Back Street



Old Train Depot (Second Passenger and Freight) and Town of North Salem Greenspace

The old train depot building is located between the Metro North Railroad Station and the Town’s greenspace that fronts on NYS Route 22. A use has yet to be determined for the old depot building. The greenspace is home to a small gazebo. The town is developing potential plans for internal sidewalks and a small amount of off-street parking supported by grant funding.



Old Depot Building with Train Station behind

Town greenspace with gazebo as viewed on the sidewalk flanking NYS Route 22



Old Depot and Train Station behind

North Salem Community Center at 3 Owens Road (former Elementary School and Theatre)

The Town’s recent acquisition of 3 Owens Road, originally an elementary school and more recently a private community theatre, will become a new community center serving all ages (children to seniors) of the larger town community. Slated to open in April 2023 under the guidance of the Parks and Recreation Department, the facility is the focus of town-wide social, recreation, community education and cultural events and programming.

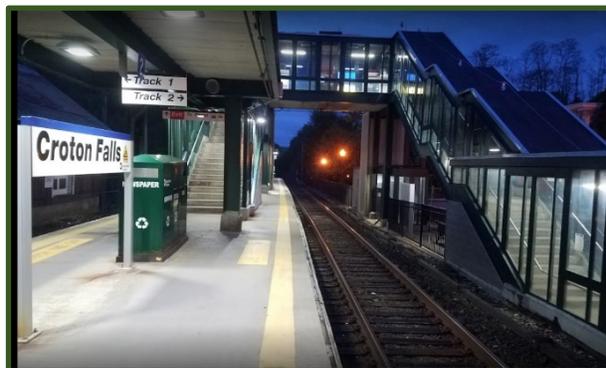


Other Land Uses

- MTA Railroad Station
- Transportation Routes
 - Interstate 684
 - NYS Route 22
 - US Route 202
- NYCDEP Watershed Lands

MTA Railroad Station – Croton Falls

The Croton Falls Metro-North Railroad station, the northern most station in Westchester County, is a commuter rail stop located approximately 48 miles from Grand Central Terminal with an average travel time of approximately 1 hour, 16 minutes.



In 1847, the New York and Harlem Railroad (acquired later in 1864 by the New York Central and Hudson River Railroad) extended to Croton Falls, serving as the terminus of the line for a little more than a year until service was extended to Dover Plains by the end of 1848.

Located on the eastern side of the tracks, the original station house was transformed into a freight house in 1870 (Old Depot building) and a new station was constructed on the westerly side of the tracks. Railroad service continued to grow and by 1907 there were two tracks extending to Croton Falls with a siding to accommodate up to 83 train cars. In 1910, the station house was again replaced with a new facility (the current Folkways store). During the 1970s, commuter service transferred to the Metropolitan Transportation Authority (MTA) and became part of Metro-North in 1983. Metro-North electrified the line and added a standard high-level platform with staircases, a pedestrian bridge and elevators shortly after acquisition. The current Croton Falls Metro-North Railroad station is a small station with a platform long enough to accommodate only four train cars. The station is located prominently within the business center of the hamlet, surrounded by local shops, eateries and offices. Taxis and rideshare services are just a phone call away.



Transportation Routes

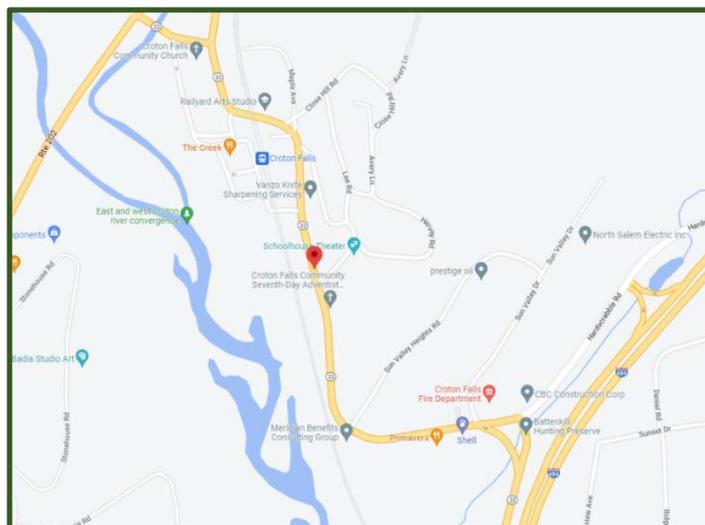
- **Interstate 684 (I-684)**

I-684 is a 28.51-mile-long north-south Interstate Highway. The highway connects I-84 with I-287 and the Hutchinson River Parkway, primarily serving commuter traffic to and from the northern suburbs of the New York metropolitan area.



- **New York State Route 22**

NYS Route 22 runs through the heart of the hamlet. The roadway is narrow with limited to no shoulders. The road enters the hamlet from the east at the intersection with Hardscrabble Road (south of I-684 Exit 8) and runs to the northwest with its intersection with US Route 202.



Google Maps



Entering the hamlet from points east via Hardscrabble Road south of I-684 Exit 8



Heading northwest towards hamlet Croton Falls Fire Station (right) NYS Route 22 South (left)



Heading northwest on NYS Route 22 Sun Valley Drive (right) Gas Station (left)



Heading northwest on NYS Route 22 Primavera Restaurant (left)



Heading northwest on NYS Route 22
Approaching center of the hamlet
Railroad tracks on left



Heading northwest on NYS Route 22
Entering center of hamlet
Intersection of Maple Avenue and
Close Hill Road (right)



Heading northwest on NYS Route 22
Lift Trucks (left)
Railroad underpass (ahead)
Railyard (right)



Heading northwest on NYS Route 22
Intersection with Front Street (left) into
central business area



Heading southeast on NYS Route 22
Entering hamlet center from points to
the west



Heading northwest on NYS Route 22
Exiting central area

▪ **US Route 202**

NYS Route 22 intersects with US Route 202 northwest of the center of the hamlet, connecting to the Town of Somers to the west and Town of Southeast (Village of Brewster) to the north, and all points beyond.



Connector to US Route 202



Back Street (left)
US Route 202 (ahead)



Intersection with US Route 202

NYCDEP Watershed Lands

Approximately 68 acres or 13.3 percent of the Croton Falls hamlet consists of protected watershed lands owned by the City of New York, managed, and controlled by the New York City Department of Environmental Protection (NYCDEP). At the end of the century, New York City condemned a considerable amount of land as part of its efforts to expand its water supply. Much of the original hamlet along the river was either torn down or moved and all that remains is the two-block area along Front Street and the homes along NYS Route 22 after the flooding of the land for the Croton Reservoir.



STATE OF CURRENT DEVELOPMENT ACTIVITY

North Salem's residential development remains relatively flat. Building permits for new homes from 2018 to the present has ranged from one to five in a given year, with all but one involving a teardown of an existing home and replaced with a larger one in the Peach Lake communities where sewers were recently installed. New commercial development is also generally flat. Primary commercial areas occur within the hamlets and are of relatively small size in comparison residential zoned areas. However, private and public investments in existing building renovations and infrastructure improvements (lighting, sidewalks, parking) are continuing to be made within Croton Falls.

The entirety of North Salem is within the NYCDEP watershed. No public or private sewer systems are within Croton Falls. Sewers are limited to the residential communities at Peach Lake (outside and remote from the hamlet of Croton Falls), which district extends to the Middle-High School complex at 230 June Road. A private sewer system also serves the two nursing homes (Seven Springs) located in Purdys at 555 Route 22.

North Salem existing businesses as well as likely future businesses address the following three markets:

- ***Businesses primarily meeting local demand*** for goods and services which are limited by market demand for their offerings. Local consumers need to travel to adjacent communities for general commercial merchandise and services, or for other specialty retail, restaurants, etc. Travel costs and time is not generally inconvenient given the number of choices in any direction from town.
- ***Businesses focused on also attracting visitors from outside of North Salem***, such as personal service business, food and restaurant uses, and agriculture-based businesses (agriculture business are two-fold: the horse industry which provides lots of recreational activity and jobs; and farmstands which provide lots of local food options and have expanded to include recreational opportunities). These businesses also support local demand and are similarly limited by market demand and the awareness of their existing activities and natural resource opportunities.
- ***Other businesses that are not reliant on local market demand or draw***. This makes up a very small sector of North Salem's commercial base.

Generally speaking, convenience goods are available in abutting towns within a short distance. Being located at the far northwest corner of the Town, the area that the hamlet serves is mostly the immediate surrounding area, as well as commuters using public transportation (train) and the highway system. As such, residents in the hamlet (and North Salem overall) travel outside of the town for most shopping and service needs. These patterns are not likely to change much.

HAMLET FUTURE LAND USE

The overall economic health of the hamlet benefits the larger community and its citizens, and is benefited by retaining and reutilizing existing buildings, resources, features and attributes to encourage new investment and to expand its economic base. The existing overall land use classifications and densities presently defined by the Town's Zoning Ordinance and Zoning Map are well suited to the needs and desires of the community. These official Town documents already recognize and provide a sufficiently adequate level of control of existing and future land use in terms of permitted uses, location, density and scale. However, enhancements and targeted updating to ensure the Zoning Ordinance remains current and reflective of the long term needs of the hamlet community, as well as the foresting of compatible new and changing land use trends, and ensuring advancements in technology and sustainability are embraced, are recommended. Balanced parking for commuters and access to hamlet businesses is also important in ensuring the continued success and vibrancy of the hamlet.

PLAN RECOMMENDATIONS

- **Maintain existing zoning land use (residential and commercial) densities and existing development patterns of the hamlet.**
- **Consider implementation of hamlet design guidelines / standards addressing the unique settlement pattern, architectural styles and environmental setting of the hamlet. Such should be crafted to help ensure future changes blend with the hamlet's existing rural image and character of its buildings and streetscapes.**
- **Support the adoption of the proposed drafted updated zoning standards for signs and lighting.**
- **Support preservation of Hamlet buildings and structures, landscapes, and streetscapes to retain their historic image and character, particularly supporting existing building adaptation for continued and adaptive reuse.**
- **Continue to strengthen the central business area "sense of place" with aesthetic appropriate improvements and enhancements, including signage to improve hamlet identification and aesthetic character, supported by additional grants and other municipal financial support.**
- **Investigate the reasonable establishment and economic feasibility of developing or extending central sewer service to the hamlet, specifically to serve the central business area.**
- **Support local youth and senior citizens, and growth in visitation through the availability of both civic and public service spaces in the hamlet.**

- Continue to promote and support central area businesses, particularly ongoing private investment in the renovation (especially historically appropriate) and reuse of existing underutilized central business buildings to foster a strong hamlet economic diversity.
- Reinforce the value and benefits of having the full-service US Post Office within the center of the hamlet, building on its social presence and in-person service to the community balanced with desire for home delivery.
- Support the use of the commuter lot on summer weekends as a location for a farmers and local artisans open market.
- Consider low traffic reutilization of the Old Train Depot and adjacent greenspace.
- Implement needed repairs to the former schoolhouse building at 3 Owens Road and support a diversity of facility programming with its conversion as a Town-wide community center. Also, consider the potential for adding satellite library services and wayfinding signage on NYS Route 22.
- As train ridership and commuter parking demand continue trending upwards to pre-pandemic levels, the need to balance annual parking permits versus daily and metered parking is important and essential to ensure adequate access to parking is maintained to support hamlet business as well as commuters.
- Work with the NYSDOT to ensure NYS Route 22 is well maintained, while exploring measures which reduce travel speeds, provide safe pedestrian crossing (to better serve and connect hamlet residential neighborhoods with the train station, central business area and greenspace), and adds greater sidewalk connectivity.

SECTION 3 – Natural, Visual and Historic Character

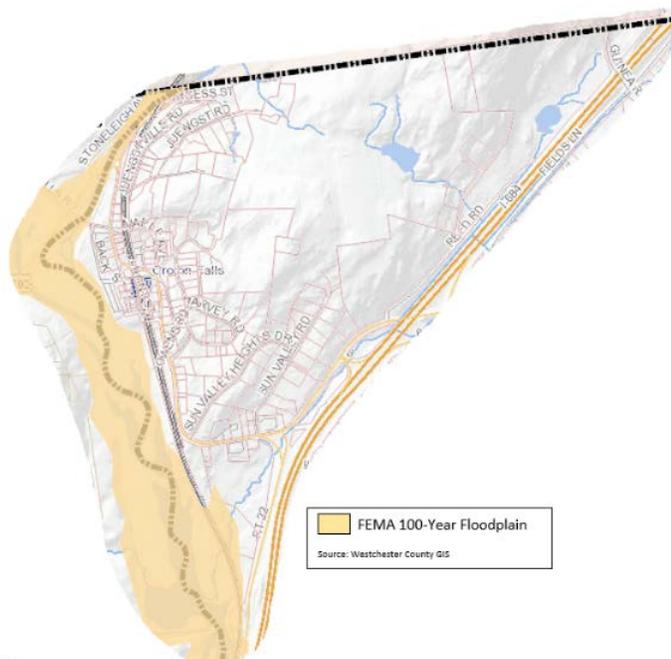
CROTON FALLS APPEARANCE

The Town of North Salem acknowledges the importance and significance of the Town’s rural landscape as well as Town’s past in defining and shaping its future through the preservation of its historic and cultural resources to help maintain its existing rural image and character to the benefit of its citizens and as an attraction to visitors.

NATURAL ENVIRONMENT

Croton Falls is an established historic and cultural rural center (hamlet) in the northwest corner of the Town. The western and southern portions of the hamlet include a small business center and surrounding hillside residential neighborhoods consisting of small lots. The eastern and northern portions of the hamlet consist mostly of higher elevation undeveloped forest overlooking Interstate 684 to the east. Typical of the surrounding area, average high temperature in July is approximately 83 degrees or less, with an average low temperature in January of approximately 18 degrees. Annual precipitation is approximately 53 inches.

Along the western border shared with the Town of Somers, New York (also Westchester County) flows East Branch Croton River, which feeds the approximately 1,263 acres Muscoot Reservoir to the south (placed in service in 1905). Straddling the river are areas of 100-year floodplain. However, the 100-year floodplain does not reach or affect most of the hamlet. The section of river bordering the hamlet is also surrounded by NYSDEC Freshwater Wetland F-16 (an approximately 59 acres Class 1 wetland) and an extensive forested backdrop of 100-year-old tree growth on New York City Department of Environmental Protection (NYCDEP) owned watershed property.

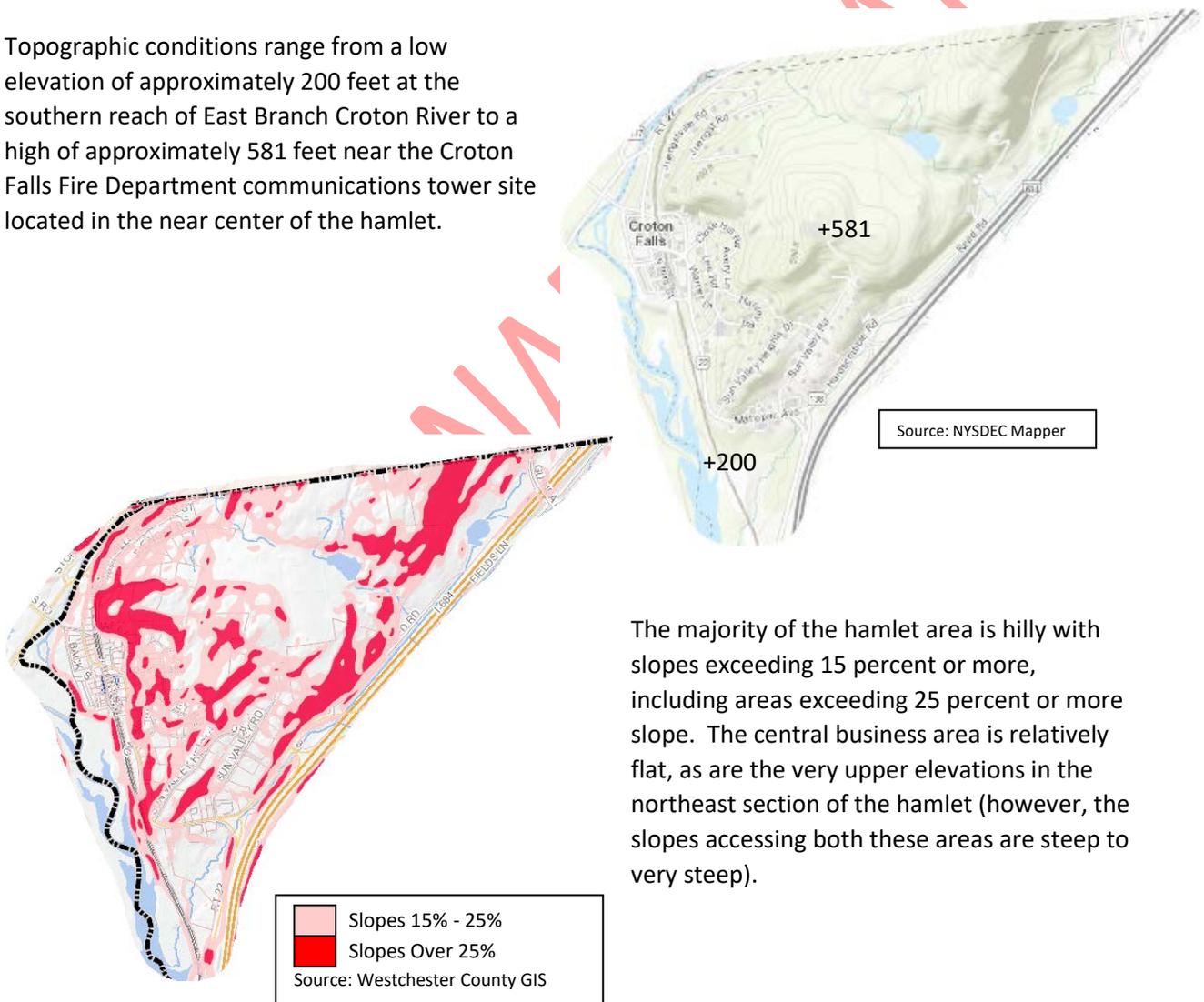


The watershed lands surrounding East Branch Croton River, which discharges into the Muscoot Reservoir outside of the hamlet, forms the Town’s western boundary. These lands are protected from development by the City’s Watershed Rules and Regulations.

The eastern hamlet border is defined by Interstate 684, while the northern border abuts the Town of Southeast, New York (Putnam County). The vacant, forested lands in the eastern and northern sections of the hamlet are privately held and cumulatively comprise approximately 215 acres (42.1% or nearly half of the total land area within the hamlet).

The hamlet area like much of the surrounding environment is sensitive for rare bats such as the Indiana Bat and Northern-Long Eared Bat for non-winter roosting and foraging habitat.

Topographic conditions range from a low elevation of approximately 200 feet at the southern reach of East Branch Croton River to a high of approximately 581 feet near the Croton Falls Fire Department communications tower site located in the near center of the hamlet.



The majority of the hamlet area is hilly with slopes exceeding 15 percent or more, including areas exceeding 25 percent or more slope. The central business area is relatively flat, as are the very upper elevations in the northeast section of the hamlet (however, the slopes accessing both these areas are steep to very steep).

VISUAL CHARACTER

Image and Character

Croton Falls hamlet is a charming and quiet community built around a heavily used train station. The central business area and train station (*pictured below*) within the hamlet are pedestrian oriented with lighted sidewalks throughout the business area. The business community is small but a number of public and private investments are underway, involving reuse and rebuilding. Many of the buildings within the central business area are butting up next to one another as is similarly found in larger villages. The buildings are a mix of one, two and three stories with various architectural styles and details. Within the central business area, most of the electric lines have been buried, trees have been planted and benches and planters adorn the sidewalks.



Commuter and business parking within the central business area is available but limited. Parking includes a large train commuter permit lot, a small business permit lot and limited street parking.



Photo: John White

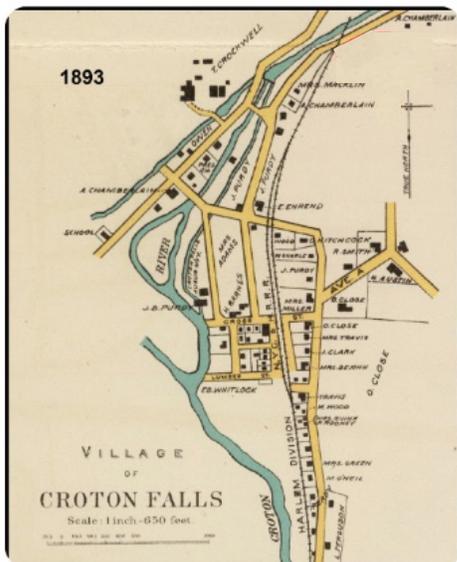
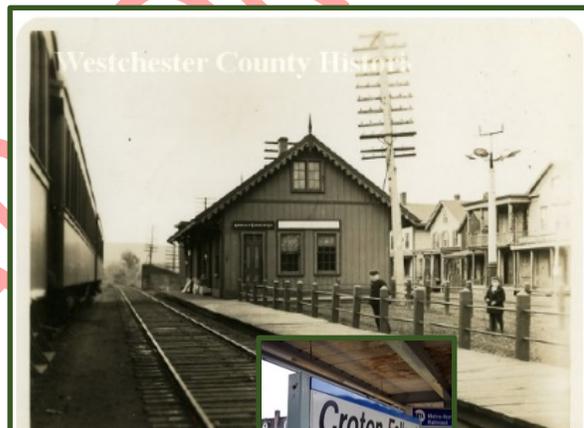
A new MTA commuter lot is under construction just outside the hamlet in Somers within walking distance, which may also help increase foot traffic to the area, particularly during commuter rush hours. A few businesses have some on-site parking, but most businesses do not.

The hamlet borders protected watershed lands to the west, much of which is forested. To the northeast of the central business area, separated by Route 22, are most of the hamlet’s residential properties. The main residential neighborhoods include the Juengstville area to the north/northeast with lots ranging from one-half to over an acre in area, and the Sun Valley and Sun Valley Heights consisting mostly of one acre lots. Architectural styles vary within the hamlet with many larger houses on Route 22 being of a Victorian style. Most of the hamlet residences were built prior to 1939.

HISTORIC

Historic Resources

The hamlet is a historic residential center with an established business center connected to major transportation routes (Metro-North Railroad, Interstate 684, and State Route 22). Many of the houses and commercial buildings within the hamlet have been retained for generations. Some of the earliest buildings date to the 1850-60s.



Many buildings in Croton Falls are of historic interest (*refer to Appendix A, Historic Buildings Inventory*).

The Historic Preservation Commission has designated as “landmarks” the following hamlet buildings:

- The Second Croton Falls Passenger Depot 3 Front Street
- The Odell Close House 4 East Cross Street
- House on 8 Juengstville Road
- House on 9 Juengst Road



8 Juengstville Road



3 Front Street



4 East Cross Street



9 Juengst Road

In December 2022, the Historic Preservation Commission considered the following additional individual buildings as potential designated “landmarks”:

- Four private homes at the north end of Front Street – 622, 624, 626, and 628 Route 22



- The former Presbyterian Church on NYS Route 22
- The 1814 house – Primavera Restaurant on NYS Route 22
- Stone Bridge (on town-owned property) on former Marriott site near the Primavera Restaurant



Church



Primavera



Stone Bridge

While the look of Front Street has changed significantly since the 19th and 20th centuries, many of the original buildings remain as a reminder of the hamlet's roots as a community created when the railroad came to town in 1847 (largely due to the influence and actions of Joel Purdy). Mr. Purdy built many of the stores on Front Street and at least fourteen (14) houses, including his own home, which is now the Primavera Restaurant. He also built factories on the river, a mill run/sluiceway, and a reservoir on Close's Hill.

Beginning in 1900, a large portion of the hamlet was condemned for being near or in the flow line of the Croton River. The new Muscoot Dam would increase the width of the river in Purdys and Croton Falls, forcing some to move or lose their homes or businesses. The former Presbyterian Church on NYS Route 22 is one of many buildings that had to be relocated.

In addition to the many buildings of historic interest, there is evidence of native American presence and of the remains of 19th century mills on the property behind Primavera and the Shell gas station. Phase I and II Archaeological studies completed there in 2005-6 (when the site was proposed for a Marriott hotel) found late archaic and middle woodland artifacts, confirming the site was used as a fishing camp by hunter gathers. The site is now owned by the Town and an archaeology covenant from the State Historic Preservation Office requires avoidance of disturbing the area where the artifacts were found. On the same property is a beautiful stone bridge probably built in the 1800s for cows and farm equipment. The bridge is over the stream that fed the mills Joel Purdy built to the northeast and is certainly a candidate for landmark designation.

The following is a link to the Historic Landmarks of North Salem book found on the town's website: <https://www.northsalemny.org/historic-preservation-commission/pages/historic-landmarks-north-salem-please-enjoy-our-new-book> - See *Croton Falls* starting at Page 80 (Digital Page 81)

Over the years, North Salem has improved the hamlet by removing the overhead utility poles and putting them underground along Front Street, installing decorative brick sidewalks, planters, replacing sidewalk lights with energy efficient LED period fixtures, improving the quality of the area public water supply and building a small greenspace park at the former Dino and Artie's property. Additionally, a number of private investments by local business owners and residents have stimulated interest and renovation of existing buildings.



Examples of brick sidewalks, benches, decorative period bollards, planters, cross walk detail.



Examples of period LED sidewalk lighting and decorative street signage, as well as concrete sidewalk and fence with planting along the frontage of the greenspace. The new LED light fixtures when installed were black, they recently have been painted a different shade of green than the posts. As paint maintenance is conducted in the future, the light posts and fixture heads should be painted the same color, preferably “black” to match the black colored sidewalk bollards.

Public and Private Investments

A few notable historic buildings within the hamlet where public and/or private investment is being made include the following:

- **Odle Close House and Law Office located at 2 and 4 East Cross Street**

The Odle Close house (2 East Cross Street), circa-1860 is a 19th century residence. The original owner Odle Close was a prominent jurist and a North Salem supervisor for many years. The Odle Close law office (4 East Cross Street) built by the prominent jurist has also served as a prohibition-era speakeasy and barbershop. Both have been renovated. The house has been converted into two private residential apartments. 4 East Cross Street is a Town designated historic landmark.



2 East Cross Street



4 East Cross Street

- **Second Croton Falls Passenger Depot (New York & Harlem Railroad) located at 3 Front Street**

The site of the former circa-1917 passenger depot was converted in 1959 into a liquor store called the Fox & Hounds. Over the years the building included a Dunkin’ Donuts, a small coffee shop and other liquor stores. The building has been reimagined into Folkways Wine and Spirits. Some original architectural details that remain include the depot clock, the wainscot ceiling and the ticket window. The building is a Town historic landmark.



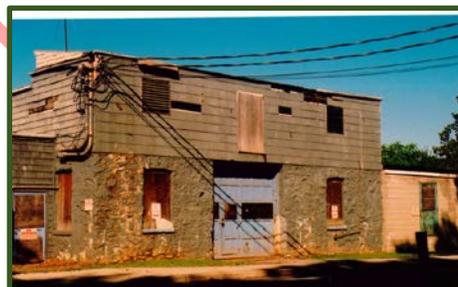
- **Old Passenger and Freight Depot located at 5 East Cross Street**

The Old Train Depot building was built circa 1847. The building lacks conventional utilities such as septic and water and requires considerable renovation to be useable. The building lies on a small property consisting of approximately 0.575 acres but is an important central parcel between Route 22 and the railroad tracks. Pedestrian connection to the west side of the tracks, to the businesses in the central business area, is highly desirable but very challenging. This property lies next to the “Dino and Artie” brownfield which is also now owned by the Town. Unfortunately, since few of the original historic features remain, the Historic Preservation Commission does not recommend designating this building as a landmark.



- **Dino and Artie Property (between NYS Route 22 and Old Train Depot)**

Another critical past investment was for a defunct auto transmission business called Dino and Artie, a former Brownfield site (#B00021). The Town removed the buildings and cleaned up the site.

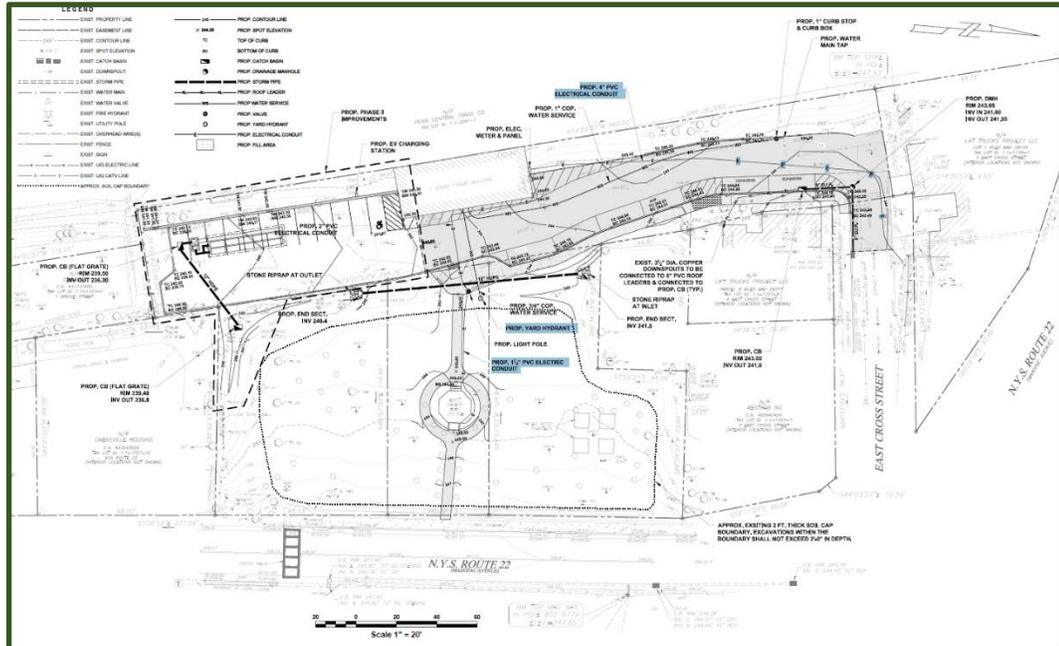


In 2018, the Town began transforming the site for use as a public greenspace. A gazebo was installed, as well as plantings and fencing.

Safe use of the greenspace needs more secure perimeter fencing than the existing open split rail fence to ensure greater safety and security between NYS Route 22 and the greenspace.



Phased parking is also planned on the abutting old train depot (5 East Cross Street) property (*refer to the conceptual site plan below prepared by Hahn Engineering – Town Engineer*). With the purchase of 3 Owens Road it is unclear what future use these two parcels hold for the town. A reassessment should be undertaken with the Recreation Committee once 3 Owens Road is up-and-running. It is also recommended that the town not move ahead with any improvements until a complete needs assessment is undertaken.



Conceptual Site Plan – Greenspace with Parking on Old Train Depot Property

- **New Town Community Center 3 Owens Road**

In 2021, the Town purchased the property at 3 Owens Road, formerly referred to as The Schoolhouse Theater & Arts Center, a professional regional theater offering several seasonal productions, children’s performances, readings and special events. The 1.21 acres property is located within a Residential (R-1/2) Zoning District approximately 0.3 miles (6-minute walk) from the Croton Falls Metro-North Train Station within the central business area. The property includes a one-story brick building built circa 1927 with approximately 7,087 square feet of interior space. The site also includes approximately 35 parking spaces.



The building was originally designed and constructed during an initiative to build modern rural school facilities. A period of restoration occurred in the late 1970s. In 1982, the building was purchased by Leandra “Lee” Pope, who refashioned the building into The Schoolhouse Theater & Arts Center. Recent repairs by the town include a new roof and insulation, energy efficient lighting, new doors, flooring and carpeting, and heat pumps.

The Town purchased the property to expand its use and programming as a Town Community, Recreation and Senior Center. **Refer to Appendix B, North Salem Senior & Community Center, a report prepared by the North Salem Recreation Department for more details.** UPDATE REPORT
 The new facility will provide “year-round” programs and activities for all ages.

- **Hygrade Market**

Once known as the Whitlock Brothers general store, the long-standing historic Hygrade Market is being transformed into a specialty café/deli and artisan general store.



- **Lift Trucks Building**

The Lift Trucks building originally housed a feed, grain, and hardware store when Route 22 was just a farm road. Later it was converted to a John Deere factory outlet until being abandoned during the Great Depression. In the 1940s, it became Lift Trucks, a forklift sales, service and repair operation. The former 5,000 square foot Lift Trucks factory building has since been converted by owners Dawn and Tom Christopher into an art studio and workspace.



- **Former Lakeland Lumber**

The former Lakeland Lumber facility was converted into Railyard Arts Studio and other businesses. Lakeland Lumber, which had been closed for many years, was privately purchased by Rylan West Realty LLC and renovated. The former lumberyard buildings have been rebuilt and the site, now called the Railyard, has multiple new beautiful energy efficient professional buildings. One of the larger renters of the space is Railyard Arts Studio a thriving cooperative of numerous artists.



Before



After

- **Former Fire House**

The former Croton Falls Fire Department building has been renovated and converted to an office building.



- **Building and Site Renovation and Façade Improvement at 6 Front Street.**



The renovated building houses the offices of an interior decorator and studio apartment above.

PLAN RECOMMENDATIONS

- **Protect area natural resources by minimizing forest clearing, steep slopes disturbance and implementing affordable infrastructure enhancements and improvements.**
- **Strengthen cultural and historic preservation initiatives and opportunities to retain Hamlet image and character of its buildings, structures, landscapes, and streetscapes.**
- **Encourage adaptive use and renovation of historic buildings and structures over new construction.**
- **Continue to promote and support preservation of important historic buildings, local landmarks, and cultural sites and resources.**
- **Maintain and expand streetscape improvements.**
- **Enhance commuter and business parking lots with appropriately sized and type of seasonal plantings and lighting similar to the new LED fixtures as recommended by the CAC. Also, add more planters and landscaping to soften the retaining wall of the business parking lot utilizing landscaping materials as recommended by the CAC.**
- **Assess the potential need and reuse of the old train depot building and adjacent greenspace.**
- **Support and promote multi-facet use of 3 Owens Road as a Town-wide community, recreation and senior center serving all ages with a diversity of offerings, programs, services and events.**

SECTION 4 – Transportation

TRANSPORTATION

Croton Falls is a rural, scenic and culturally historic hamlet, significantly influenced by its establishment as a local transportation hub.

HIGHWAY CONNECTIONS

Croton Falls is a small hamlet consisting of neatly laid out mixed uses. As a rural suburban community, most working residents travel by automobile or train to work. Businesses in the hamlet center area include local restaurants and eateries, business services and convenience items. Croton Falls residents typically travel to neighboring towns for most services such as medical, dental, and hospital services, as well as for the bulk of their grocery and principal shopping needs.

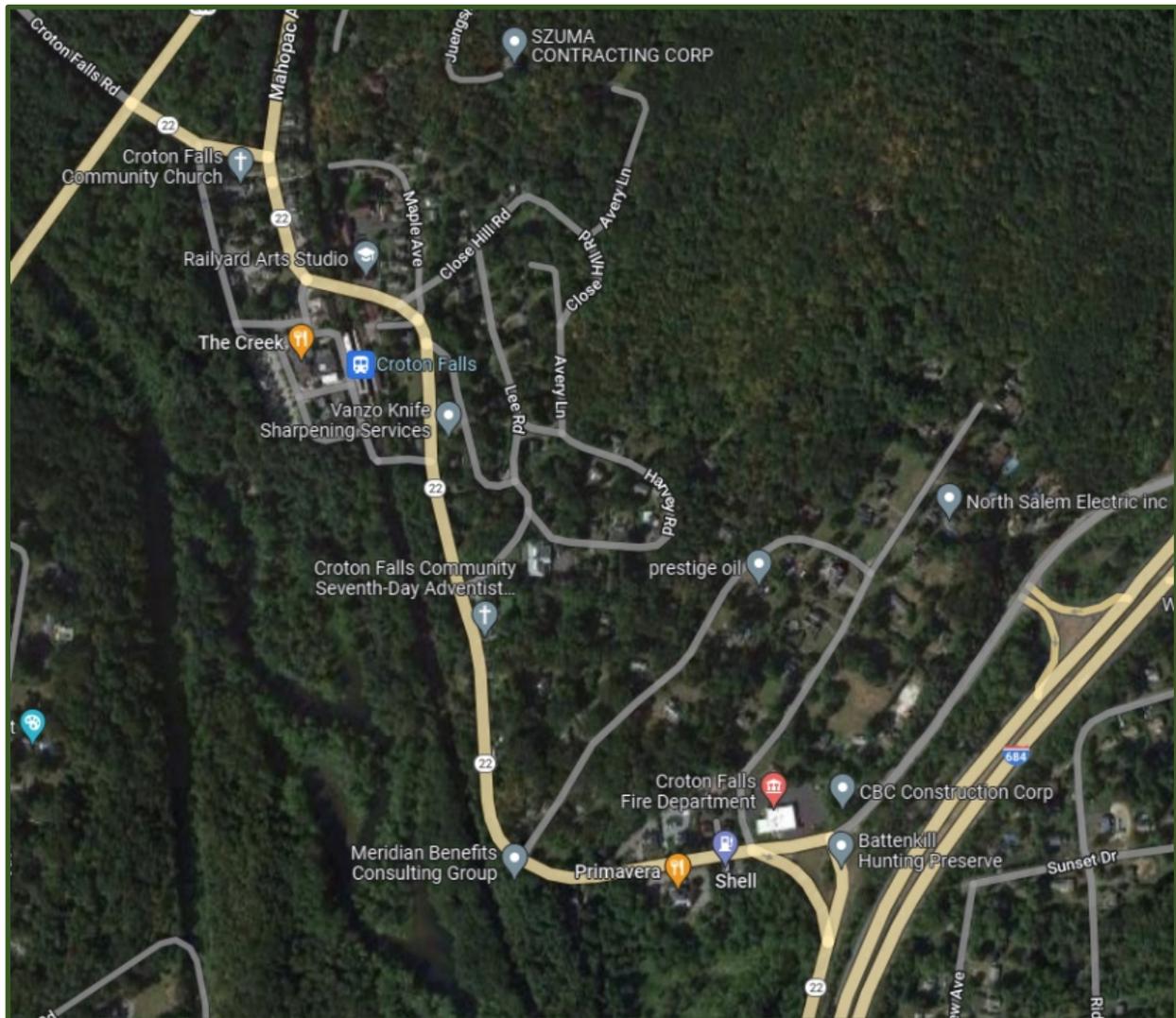
Located at the northern reach of Westchester County, both accessible by Interstate 684 (I-684) and the Metro-North Railroad (Croton Falls train station), Croton Falls is highly connected to the larger Hudson Valley region, as well as to neighboring Connecticut. The area transportation network is comprised of Interstate, US/State and local roadways, with a limited network of sidewalks and pathways, and rail service:

- Interstate 684
- New York State Route 22
- US Route 202
- Local roads
- Metro-North Railroad

The Survey responses related to transportation questions noted consistently the need and desire for slowing down traffic speeds, while indicating support for improvements to the pedestrian environment.

Regional Transportation

From a bird's eye view, the hamlet is tucked away to the west of I-684 but is highly connected to the regional transportation road network. New York State Route 22 (NYS Route 22) runs through the center of the hamlet, with connections to I-684 at Exit 8 (on Hardscrabble Road) to the east and US Route 202 (Route 202) to the west. Local roads of the hamlet all feed into NYS Route 22. Located in the business center area is the Metro-North Railroad Croton Falls Railroad Station.



- Interstate 684** – I-684 is a 28.51-mile-long north–south Interstate Highway. Most of the multiple lane highway (2 to 3 lanes in each direction) is located in northern Westchester County (New York), with a short extend in Connecticut. The first section of I-684 was opened in 1968 and the final reach was completed in 1974. To the south, I-684 connects with Saw Mill River Parkway, and farther south with Hutchinson River Parkway and Interstate 287 (I-287). To the north, I-684 ends with its connection with Interstate 84 (I-84) (running west-east) as it transitions into NYS Route 22 heading farther north.



I-684 primarily serves commuter traffic of the northern suburbs of the New York metropolitan area. Heavy congestion on I-684 during commuter hours causes a spillover effect onto NYS Route 22. Also, the absence of a southerly off-ramp in Goldens Bridge (Exit 6) requires southbound drivers to exit at the Croton Falls exit (Exit 8) and drive south on NYS Route 22 for destinations between Croton Falls and Katonah.

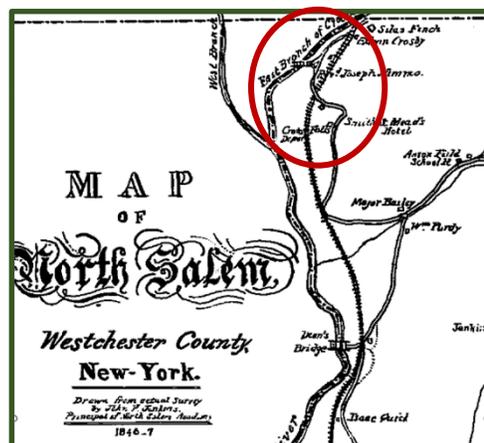


Average Annual Daily Traffic (2019 AADT data) reported by the NYSDOT Traffic Counter indicates the following for the local vicinity:

Vicinity Average Annual Daily Traffic (2019)							
Route	Location	AADT	Trucks		Morning Peak	Afternoon Peak	Evening Peak
			AADT	%			
I-684	Vicinity of Exit 8	74,989	5,720	8%	6,110	3,901	5,768
I-684	Exit 8	3,429	477	14%	397	186	170
NYS Route 22	Thru Hamlet	11,395	390	3%	1,049	702	1,056

Source: NYSDOT Traffic Counter 2019 Data – pre-pandemic conditions
 AADT = Average Annual Daily Traffic

- New York State Route 22** – NYS Route 22 extends north-south from White Plains, passing through Croton Falls, to points north in upstate New York. NYS Route 22 serves as a major commuter access road to I-684 and generally experiences high speeds. Its curvy alignment and higher than desired speed travel are significant detractors for local businesses and residents. The narrow and curvy alignment through the hamlet does not create a pedestrian compatible presence and lacks safe road crossings. Traffic speed, curvy roads and minimal shoulders are high concerns with the hamlet area road network. Speeding was identified by the Survey as the largest concern with area roads. The lack of adequate shoulders to provide sidewalks was also identified as a major impact to improving pedestrian access from the hamlet residential neighborhoods to the central business area.



Entering hamlet near Croton Falls Fire House



Up the hill past Primavera Restaurant and other local businesses, rounding the bend towards the Central Business Area



Heading towards Central Business Area





Bridge Street to the left; One way into Central Business Area, two-way east of bridge



Approaching Central Business Area



Metro-North Railroad over pass



Central Business Area to the left heading out of hamlet towards Somers, NY and Southeast, NY



Croton Falls Road to the left
Connecting with US Route 202 West



Approaching merger with US Route 202

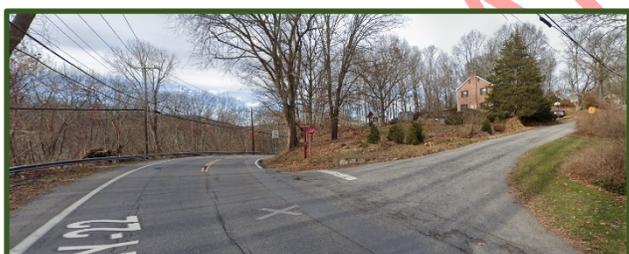


Merger with US Route 202

- **US Route 202** – Route 202 is a part of the U.S. Highway System that runs from Delaware to Maine. This mostly two-lane rural road overall runs north-south, with the portion within New York State running east-west. Route 202 serves mainly as a local arterial roadway. Its circuitous path across the State of New York makes numerous connections with other principal state routes and highways. In Croton Falls, Route 202 connects with NYS Route 22 at the hamlet’s western border shared with Somers.
- **Local Roads** — The remainder of the roads in Croton Falls are local (Town of North Salem) owned and maintained roads.



*Sun Valley Drive
Leading to Sun Valley Heights Road and
back out to NYS Route 22*



*Sun Valley Heights Road
Leading to Sun Valley Drive and back out
to NYS Route 22*



*Owens Road
Leading to Harvey Road. Avery Lane, Lee
Road and back out to NYS Route 22 via
Warner Drive or Close Hill Road*



*Bridge Street
One-way travel into central business area
Two-way travel east of the bridge
(between bridge and NYS Route 22)*



*Warner Drive
Leading to Lee Road, Harvey Road, Avery Lane and back out to NYS Route 22
Owens Road or Close Hill Road*



*Close Hill Road (right)
East Cross Street (left)
Maple Ave (far right)*



*Close Hill Road & Maple Ave opposite
East Cross Street (dead end)
Maple Ave is a dead end, while Close Hill Road leads to Lee Road, Avery Lane, Harvey Road and back out to NYS Route 22 via Owens Road or Warner Drive*



*Front Street (left)
Leading to central business area – West Cross Street, Center Street, Bridge Street, Lumber Street and Back Street*



Maple Ave West (right) – dead-end heading east

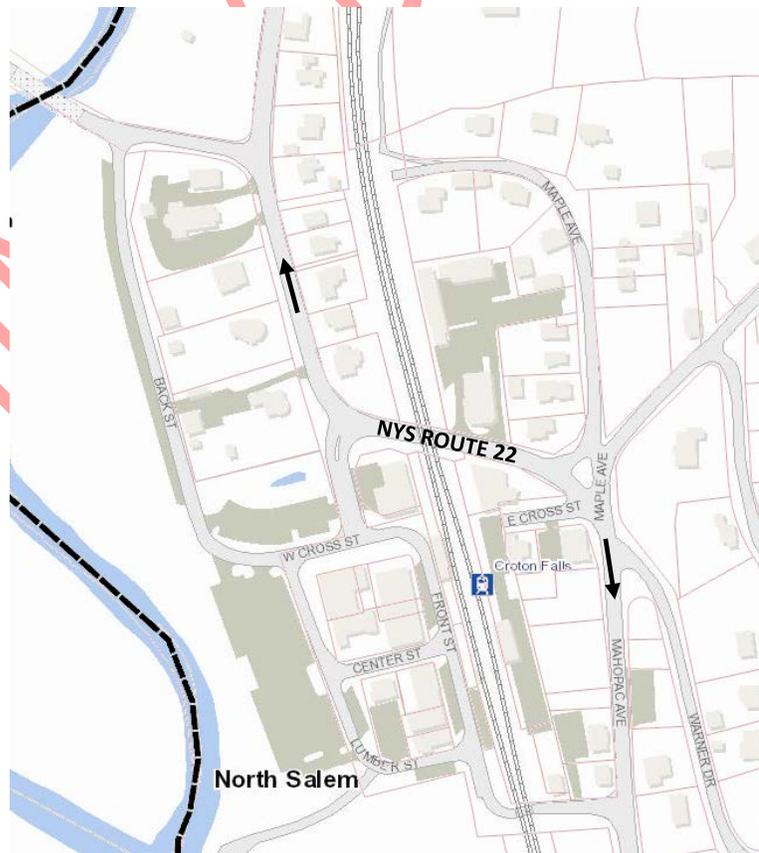
Croton Falls Road (left)
Leading to Somers and US Route 202 West



Hillside Avenue
Leading to Juengstville Road and Juengst Road

Central Business Area

The central business area is primarily located on the southwesterly side of NYS Route 22. Home to several businesses and residential apartments on upper stories, the Croton Falls Metro-North Railroad Station and the Croton Falls U.S. Post Office, the central business area is the historic center of the hamlet.



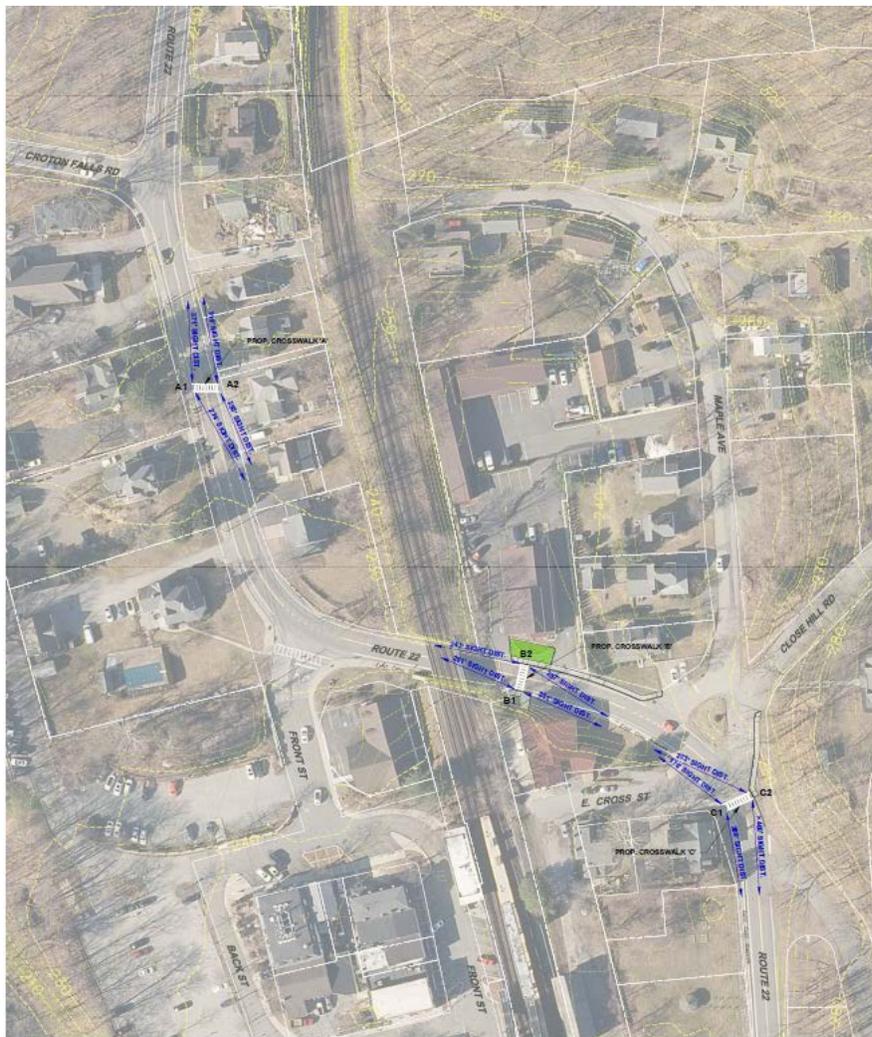
Map Source: Westchester County GIS

Sidewalks

The extent of existing sidewalks within the hamlet is mainly limited to the heart of the central business area along Front Street, West Cross Street, Lumber Street and Back Street. Small sections of sidewalks along NYS Route 22 just north and along the eastern edge of the business area also exist but are not continuous and provide limited to no safe pedestrian crossings. Presently there is one pedestrian crossing connecting a very small Town-owned parking area (accommodating only a few spaces) on the east side of NYS Route 22 opposite the greenspace. However, this lot is not well used given its openness to the roadway (getting in and out of this lot is not well controlled) and small size. As such, it does not offer sufficient accommodation for active use of the greenspace. A second crossing is further south on the road connecting the Presbyterian Church to its parking area across the street on NYCDEP property. Identification of additional safe pedestrian crossings has been undertaken by the Town Engineer, Hahn Engineering. Three potential locations for pedestrian crossings have been identified but require further evaluation and coordination with NYSDOT. ***Refer below to the Sidewalk Improvement Project map prepared by the Hahn Engineering showing the location of the three potential pedestrian crossing locations.***

Additional sidewalks along Route 22 may be desirable or necessary to provide increased accessibility and walkability within the hamlet and to provide a pedestrian connection between hamlet residents and the central area businesses. More importantly, although sidewalks could encourage increased resident engagement, safe pedestrian crossing(s) across NYS Route 22 to access the train station, hamlet businesses and the greenspace are imperative if such increased pedestrian access is to be promoted. As such, introducing additional sidewalks provided they include safe crossing of NYS Route 22 to connect hamlet residential neighborhoods to the central business area is a goal of this Plan. However, the bisecting of the central business area from residential neighborhoods by NYS Route 22 is seen as the greatest limitation. The winding and narrow alignment of NYS Route 22 through the hamlet, particularly near the central business area, inhibits safe pedestrian crossings, restricts and limits sight lines, provides inadequate shoulder space, causes high vehicle speeding and congestion back-up, and lacks traffic control signals where crossings would be most ideal.

Another goal related to sidewalks is the desire to provide a pedestrian connection to and from the greenspace and the central business area separated by the railroad tracks. However, there does not appear to be a financially feasible direct connection option across the railroad tracks as neither tunnelling under nor constructing a bridge over the railroad tracks is practicable. An additional overpass structure coordinated with the existing train station would need an additional elevator on the east side of the tracks. Such an option would be expensive and need coordination with MTA. Any option also presents concerns regarding long-term access safety and maintenance in comparison to potential benefits. Thus, the programming of the greenspace should be more of a passive use than an active one given the lack of nearby parking and restricted access across NYS Route 22 and to the central business area on the west of the railroad tracks.



TITLE CROSSWALK LOCATIONS		SCALE 1" = 50'	DATE 11/16/22
PROJECT PROPOSED CROTON FALLS SIDEWALK IMPROVEMENT PROJECT		DRAWING NO. C-1	SHEET NO. 1 of 1
TOWN OF NORTH SALEM, WESTCHESTER COUNTY, NEW YORK		Putnam Business Park 1689 Route 22 Brewster, New York 10509 Tel: (845) 279-2220	
REV.	DATE	DESCRIPTION	 JAMES J. HAHN ENGINEERING, P.C.
UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF SECTION 2201 OF THE ENGINEERING PROFESSIONAL LAW. THIS PLAN IS NULL AND VOID FOR CONSTRUCTION UNLESS IT BEAR THE SIGNATURE, TITLE AND SEAL OF THE DESIGN ENGINEER.			

STOPPING SIGHT DISTANCE TABLE (35 MPH)						
CURB RAMP	SOUTHBOUND VEHICLE			NORTHBOUND VEHICLE		
	STREET SLOPE	REQUIRED SIGHT DISTANCE (WET ROAD)	AVAILABLE SIGHT DISTANCE	STREET SLOPE	REQUIRED SIGHT DISTANCE (WET ROAD)	AVAILABLE SIGHT DISTANCE
A1	-4.0%	266'	371'	+3.0%	240'	274'
A2	-4.0%	266'	319'	+3.0%	240'	255'
B1	+1.9%	243'	281'	-6.3%	277'	231'
B2	+1.9%	243'	243'	-6.3%	277'	257'
C1	+6.3%	230'	176'	-1.0%	253'	289'
C2	+6.3%	230'	273'	-1.0%	253'	>400'

*DOES NOT MEET MINIMUM STOPPING DISTANCE

NOTE:
STOPPING SIGHT DISTANCE CALCULATED PER AASHTO STANDARDS (SPEED = 35 MPH, PERCEPTION-REACTION TIME = 2.5 SECONDS, WET PAVEMENT).

Local Road Concerns

Some current local road transportation concerns include:

- Ineffective drainage on West Cross Street sometimes leads to icing, which condition should be addressed prior to its repaving.
- Exiting East Cross Street onto NYS Route 22 presents a real safety concern that needs to be considered and potential improvements identified to ensure safe exiting from this street, particularly before plans for new “parking and sidewalks” for the lot behind the greenspace adjacent to the Old Train Depot are advanced.
- Vehicle parking in front of 625 Route 22 blocks view of oncoming road traffic for north-bound travelers trying to make a left turn into the business area (Front Street).
- At Front Street facing Frank’s Pizzeria, the “No Right Turn” sign is poorly placed and lost in the background. The addition of a sign as well as a pavement marking indicating the “one-way” (arrow) direction of permitted traffic flow installed by the wall and storm drain at the entrance of the business parking lot might be considered.
- Signs indicating “No Idling” at the train station should be considered.
- A “Stop” sign should be added to the pedestrian crossing sign on Lumber Street approaching the intersection of Back Street and Center Street.
- People unfamiliar with the hamlet business area occasionally travel the “wrong way” on the one-way Front Street, even though there is signage.
- As the one-way Bridge Street meets the intersection of Front Street and Lumber Street, evaluation of the street width of Bridge Street and signage is needed. Signage improvements might include installing an additional “Do Not Enter” or “Wrong Way” sign in front of the tree on the northwest side of the intersection. Routine maintenance of the curved arrow pavement marking signaling the permitted direction of traffic flow is also needed.
- The “Do Not Enter” sign on Center Street is too far into the street to effectively notify traffic that the street is one-way in the opposite direction (the sign needs to be shifted closer to the intersection).
- Pedestrian crosswalk pavement markings throughout the business center should be routinely maintained. Also, highlighting the crosswalks by continuation of the sidewalk brick pavers or concrete pavement through the street should be considered as such would also add to the historic image and character of the hamlet.
- As businesses return to full capacity and possibly new businesses are added, a review of “business parking” vs “commuter Parking” in the two existing lots should be assessed. Consideration should be given to relocating the all-day commuter metered parking spaces currently in the business lot to the commuter lot.
- The ADA accessible parking space located near the 3-hour zone in the Commuter Lot is separated by two standard permit spaces and might be better positioned north so it is more immediately adjacent to the 3-hour zone spaces.
- Bicycling can be difficult given the steep hills, limited sight lines, and narrow roadways (no shoulders and lack of safe bike lanes).

- Depending upon the future use of the greenspace, a corresponding assessment of the need for and means of providing safe crossing of NYS Route 22 for local residential commuters and walkers should be determined.
 - NYS Route 22 congestion typically backs traffic at intersection of Croton Falls Road and NYS Route 22 as far back as the central business area and the greenspace.
 - At the intersection of Mahopac Avenue and NYS Route 22, the sight lines are adequate but seasonal maintenance to cut back brush growth along the stonewall should be regularly conducted by NYSDOT.
- **Metro-North Railroad** – The Metro-North Railroad’s Harlem River Line Croton Falls Railroad Station is located at 5 Front Street in the business center area of the hamlet. The railroad station is primarily used for commuting to White Plains and New York City to the south. The railroad also extends northward into upstate New York ending at Wassaic Station in Dutchess County. There are twenty plus trains per day in each of the northbound and south bound directions. The train ride between Croton Falls and New York City’s Grand Central Terminal is 47 miles with a travel time of between 75 and 85 minutes depending on the time of day.



MTA Croton Falls Train Station

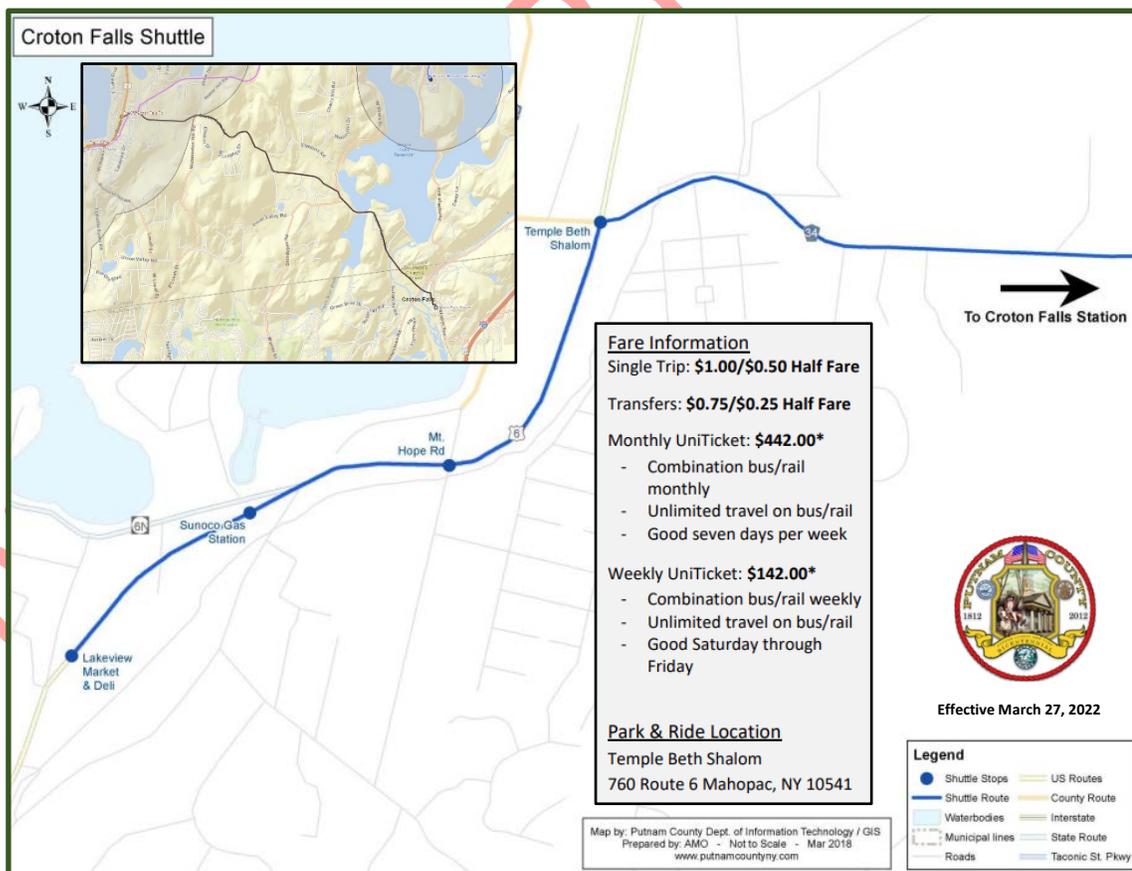


Ridership by Croton Falls and nearby residents, as expected, is traditionally high. Overall ridership and commuting by train to lower Westchester County and into New York City dropped considerably in 2020 with the onset of the pandemic. However, ridership sharply rose in 2022 and is anticipated to continue to increase to at least pre-pandemic levels, at least for Tuesday through Thursday, with Monday and Friday remaining somewhat below pre-Covid levels.

Station parking is limited but the Town operates a commuter lot on Back Street and a new MTA 450 permit-only parking lot located in Somers, a short walk away, is scheduled to open in 2023. The new MTA lot will also include 10 spaces equipped with EV chargers. The potential for additional EV chargers might be considered in the Town operated commuter and business lots to support sustainable goals. However, such needs to consider the most efficient use of the limited number of parking spaces within the hamlet to ensure such does not otherwise limit or displace valuable parking.

The new lot will help address a 2011 Comprehensive Plan recommendation (“Continue to coordinate with the Town of Somers and the NYSDOT in developing a solution to the parking and traffic congestion problem in Croton Falls.”) by providing formalized off-street parking and sidewalk connection leading to the station, and thereby eliminating existing street side parking and congestion. The new MTA permit lot will eliminate the current free parking along Routes 100, 202 and 116 in Somers.

For weekday commuters from neighboring Putnam County, Putnam Transit operates a Mahopac-Croton Falls Commuter Shuttle Bus Monday through Friday under the Metro-North Railroad Guaranteed Ride Home Program, which is available to monthly UniTicket customers.



PLAN RECOMMENDATIONS

- Maintain and improve road related infrastructure in an environmentally and fiscally responsible manner, including stormwater infrastructure. Echoing the 2011 Comprehensive Plan, *“The Highway Department should receive adequate funding to support and maintain the local road network in a fiscal and environmentally responsible manner, to ensure a quality road system, implement phased needed improvements and repairs, and be equipped with sufficient staff, vehicles and equipment. Opportunities for improvements to the Town’s stormwater management controls could also be explored.”*
- Ensure that State transportation projects affecting the hamlet include greater connectivity, safe pedestrian access and speed reduction measures.
- Encourage infrastructure improvements to I-684 addressing rush hour congestions and reduction of “spillover” commuter traffic onto NYS Route 22. For example, adding a southbound I-684 off-ramp to Goldens Bridge (Exit 6), as well as improvements addressing the bottleneck created in Katonah where the Saw Mill River Parkway and I-684 connect.
- Echoing the 2011 Comprehensive Plan, *“Support the creation of a round-about at the intersection of Route 202 and Croton Falls Road.”*
- Implement traffic safety and calming measures within the hamlet to improve pedestrian movements and to ensure a safe and accessible environment.
- Continue to identify and obtain grant funding to improve and maintain hamlet infrastructure, particularly that supporting safe pedestrian access and circulation.
- Address the identified road related concerns and conflicts within the hamlet, such as correcting the drainage condition on West Cross Street; providing for safe exiting from East Cross Street onto NYS Route 22; establishing right-hand turning lanes at Croton Falls Road and Route 100, while retaining pedestrian sidewalk access; improving signage and pavement markings to better control traffic flow within the business center, particularly making clearer the one-way circulation on Front Street; as well as the other concerns identified.
- Consider relocating the metered spots presently located in the business lot to the back row parking to provide additional business parking.
- Consider adding a second meter pay station/booth closer to the train station, which would be more convenient (the current meter pay station/booth is located at the western end of the business lot at Back Street) and/or use of a mobile app feature.
- Echoing the 2011 Comprehensive Plan, *“In regard to shuttles to Croton Falls and/or Purdys railroad stations, the Town should continue to support and seek ways to expand shuttles.”*

- To reduce conflicts caused by idling taxis, ride share services, and others picking up passengers at the train station, particularly in the fall when the orchards are open, consider converting a couple of the spaces restricted to 30-minute parking located along the train fencing closest to Folkways to "temporary" taxi waiting spaces to help eliminate their idling out in the middle of the road.

PRELIMINARY DRAFT

SECTION 5 – Infrastructure

INFRASTRUCTURE

High-quality infrastructure is important in fostering sustainable economic conditions, providing direct positive impacts, including higher efficiency, increased safety, and decreased environmental impacts. Economical responsible investments in infrastructure development plays a key role towards economic growth, which sustains it in the long run.

CROTON FALLS INFRASTRUCTURE

Infrastructure studied within the hamlet of Croton Falls includes:

- Water Supply Systems
- Septic Disposal and Treatment Systems
- Electrical and Telecommunication (internet, cable, small cell, high-speed broad) Services
- Other (Stormwater Management, Solid Waste)

Croton Falls lies within the New York City Watershed, which is regulated by the New York City Department of Environmental Protection (NYCDEP). The central business area borders East Branch Croton River before discharging to the south into Muscoot Reservoir. Maintaining water quality is a high directive of watershed protection. The mostly developed portions of the Hamlet are served by a central water supply with the balance served by private onsite water supply wells. Adverse impacts contributing to regional and local water quality include uncontrolled stormwater and faulty septic system influences. All hamlet businesses and residences are served by aging private subsurface septic systems of various design and condition. Several systems require more often than typical septic tank pumping to maintain their use and operation of the facilities served. Stormwater controls within the hamlet, particularly involving treatment features, are limited. Electric and telecommunication services throughout the hamlet area are provided via overhead transmission lines (except on Front Street in the center of the business area where underground), primarily parallel to the street within the street right-of-way. Wireless service throughout the hamlet is also prevalent.

Much of the remaining vacant lands within the hamlet include steep forested slopes and tributary wetlands and watercourses. For more than two decades, NYCDEP has funded and implemented a comprehensive Long-Term Watershed Protection Program which focuses on both protective and corrective initiatives to ensure that the source of water for nearly half of New York State's population remains of extraordinary high quality for current consumers and future generations. Muscoot Reservoir is one of New York City's principal water supply reservoirs and is currently buffered primarily by land owned by the City of New York and protected under its Watershed Management Practices.

Infrastructure investment tends to be costly and capital intensive, but vital to an area's economic development and prosperity. Through the award of various Community Development Block Grants (CDBG) and other grants, the Town has rebuilt hamlet sidewalks, installed landscaping, buried utilities on Front Street and replaced aging water lines in the central business area, installed new energy efficient period lighting, and renovated the train station commuter parking lot and business lot located on property owned by NYCDEP but rented and run by the Town.

WATER SUPPLY

The Town of North Salem relies primarily on individual wells, as does much of the hamlet area. Two areas within the hamlet are served by central water facilities, one private and one municipal:

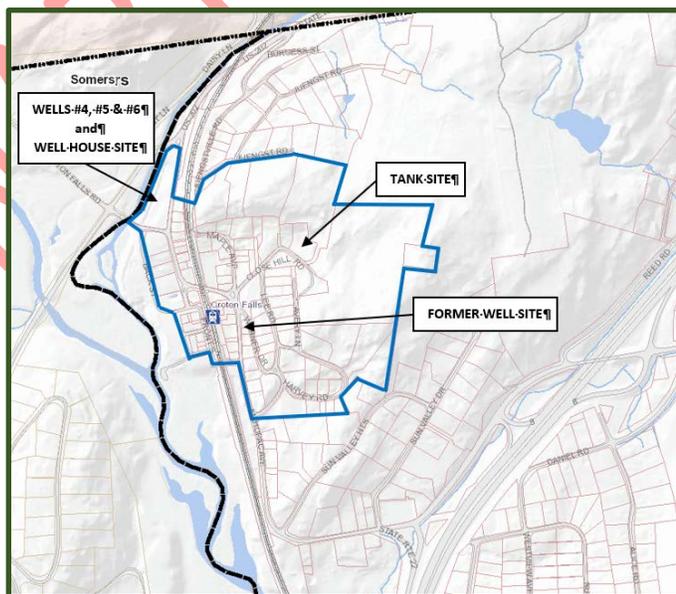
- Croton Falls Water District (municipal)
- Crosby Juengstville Farm Association (aka Juengstville Farm Association) (private)

Croton Falls Water District

Croton Falls Water District is a public system owned and maintained by the Town. The system serves the central business area and much of the surrounding residential neighborhoods (serving a population of approximately 216 people through 75 service connections). Daily usage is approximately 15,000 GPM. The system includes two operating production wells, approximately one mile of distribution mains and 75 laterals connecting to a portion of hamlet residences and businesses.

The system wells pump water through a well house where the water is filtered to remove sediment and is chlorinated. The water then is pumped through the main to a cement reservoir that holds about 25,000 gallons of water at atmospheric pressure. Water is then gravity fed to all of the connections in the district. The system's current source of water consists of two GWUDI (groundwater under direct influence of surface water) wells located along the edge of East Branch Croton River near the well house on property owned BY NYCDEP:

- Well #5 – 42 feet deep – producing 6 gallons per minute (GPM)
- Well #6 – 45 feet deep – producing 25 gallons per minute (GPM)



The system can continuously produce approximately 40,000 gallons per minute (GPM) per day. However, the system does not have sufficient capacity to handle drinking water requirements if the main well is down. As such, the Westchester County Department of Health has flagged the water system as being non compliant with inadequate source water capacity if the larger well (Well #6) is unavailable.

As noted above, pumped water is treated in a well house built in 2010 located on NYCDEP property through a series of filters to remove sediment, ultraviolet disinfection and sodium hypochlorite prior to distribution. The system is operating with a single violet disinfection unit (UV unit and needs a second UV unit to provide required redundancy to ensure a continuous water supply when one unit is out of service.



As noted in the 2011 Comprehensive Plan, North Salem has some bedrock formations (Manhattan formation) containing radioactive minerals which slowly decay and release radiological constituents into well water. Radiological exposure poses known human health risks. Several commercial and proprietary methods exist to treat radiological contamination but concentrated captured radiological residues must be managed with care and are the subject of regulatory requirements.

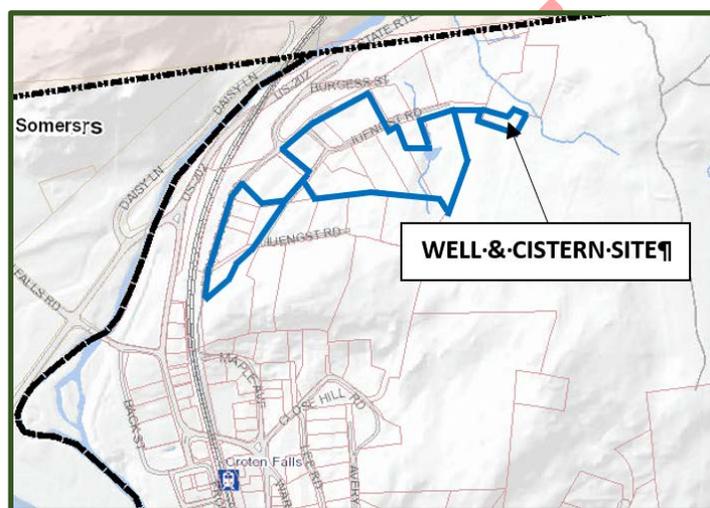
The public water wells for Sunset Hills (outside of the Hamlet) and Croton Falls are among many which have been challenged to find treatment methods or alternative sources of water to control human exposure to radiological conditions. For the Croton Falls system, the original well (Well #1) suffered from high radiological conditions is thus no longer in service. Two additional test wells (Wells #2 and #3) also had issues and were not put into service. Next three more wells were drilled (Wells #4, #5 and #6). Of these, Wells #5 and #6 are currently in service. A third well is sought to comply with Westchester County Department of Health capacity requirements for sufficient backup supply. Because of the radiological constituents in the bedrock a new well needs to be a “GUDI well” (shallow well in sand and gravel under the influence of ground water). Additional testing is needed to determine if Well #4 can be placed in service to meet the Health Department redundancy requirements.

Nitrate levels are monitored given the proximity to nearby septic systems. A maximum of 10 mg/L is the threshold. Data collected since 2007 indicate an average Nitrate level of 2.24 mg/L (2.18 mg/L median). Nitrate levels over the 14-year period (2007-2021) have fluctuated from a low of 0.868 mg/L in 2017 to a high of 3.57 mg/L in 2007. In all cases, nitrate levels are well below the threshold limit and all the separation distances are well within County limits. Installation of a public wastewater treatment plant could help reduce nitrate influences.

Upgrades have been made to the majority of the distribution system over the past twenty years. Some sections are still in need of updating, such as sections of older steel occluded pipe along the east side of Route 22 from the north end of the line to the curve across from One Front Street. Breaks in the pipes that occur on occasion should be tracked and monitored to help identify when and how much of a line or section should be replaced.

Crosby Juengst Farm Association

Crosby Juengst Farm Association (aka Juengstville Farm Association) is a private community water system owned and maintained by a Homeowners Association. The private system serves a small number of residences located primarily on Juengstville Road and Juengst Road (serving 14 service connections with a population of approximately 41 people). The water source of the system is ground water.



Remainder of Croton Falls Hamlet

The remainder of the Croton Falls hamlet is served by individual private onsite water supply wells.

SEWAGE TREATMENT AND DISPOSAL

Like the rest of North Salem, Hamlet land uses rely solely on individual private septic systems. Existing Hamlet businesses and residences are all served by individual subsurface septic disposal systems of various construction and age. In some instances, systems are under roadways and other lands of NYCDEP, and their expansion is limited. If a problem with an individual septic system occurs the continuation of the use served could be highly stressed or made to cease. A number of owners of these systems must pump their containment tanks more frequently (approximately 3 to 5 times a year), resulting in higher maintenance costs to retain safe operation. A central sewer system, at least serving portions, would be beneficial in the hamlet.

Croton Falls is built on glacial sand with very high percolations rates and much of the septic grey water is not properly filtered and potentially may impact local water bodies and aquifers. Wet uses (companies that use a lot of water such as a restaurant) are required to also have grease traps to avoid impacting the septic system from proper functioning and percolation. Septic limitations pose both financial and physical limitations for the establishment of new wet uses and current businesses wanting to expand.

To address concerns about the current state of existing septic systems, the Town has met with business owners, the NYS Environmental Facilities Corporation, NYCDEP and Westchester County Planning Department about possible sewer alternatives and relative funding opportunities. Development of a central sewer system could benefit and help existing businesses within the central business area address their aging septic systems problems, while reducing potential groundwater pollution impacts due to the ailing systems.

Connection to a central sewer system could also help some businesses add new uses or services not otherwise possible, such as those involving wet uses (like a spa, salon, restaurants, other eateries), as well as potentially better utilize or add additional stories to existing structures. As such, the Town is presently working on an engineer's review of potential options and sites for a small sewer plant, as well as potential connection to an existing sewer plant in the neighboring Town of Somers or Southeast, or an alternative septic treatment nearby. Downsides to central sewer is the potential for the inducement of unexpected growth or changes in land use exasperating other limited conditions, resources and facilities, resulting in unanticipated infrastructure, environmental and traffic related impacts.

The engineering evaluation is generally investigating the following potential sewer options:

- Development of a small sewer plant or alternative system on the Town-owned former Marriott site.
- Swap of the former Marriott site with NYCDEP for the commuter parking lot property in the central business area (for a system to be built under the parking area).
- Connection to an existing wastewater treatment plant located in the abutting Town of Somers.
- Connection to the existing private Reed Farm system in the abutting Town of Southeast in Putnam County

In all instances, the Town would form a municipal Croton Falls Sewer District relating specifically to the area (properties and facility improvements) served, which would be responsible for the installation, operation, maintenance and associated costs, in accordance with Article 12 of NYS Town Law.

Former Marriott Site

At the former Marriott site, the concept involves developing a small wastewater treatment plant and tertiary fields on the Town owned property located in the southwest corner of the Hamlet with access via Route 22. Collection lines would need to be routed along NYS Route 22 to the central business area. Another alternative for this location under possible consideration includes the development of an aerobic system.

Commuter Parking Lot Site

The concept involves swapping the former Marriott property presently owned by the Town with NYCDEP for its property where the Town maintained and run commuter parking lot is located within the central business area. A new system would be constructed primarily underground, beneath the parking lot. However, upon meeting with NYCDEP it was identified that 100-year floodplain limits impact the potential for putting any type of sewer fields to the west/northwest, which could make it difficult if not impossible to construct an economically feasible system in this location.

Connection to Heritage Hills (Somers, NY) WTP

The concept involves connecting to the existing Heritage Hills Sewage Works Corporation wastewater treatment plant (HH-WTP) plant serving Heritage Hills, an active private community of single-family homes and condominiums located within the Town of Somers, New York, to the west of Croton Falls. In 2021, the Heritage Hill's water and sewer systems were purchased by SUEZ Water New York Inc., a subsidiary of Paris-based SUEZ. The Heritage Hills Development Corporation retained control over expansion rights. The existing system has more than sufficient capacity should the Town of North Salem pursue connection.

To connect to the HH-WTP, North Salem would have to create a sewer district within its boundaries and Somers would have to extend its District to include any infrastructure on its side of the border. Although not owned by the Town of Somers, the Somers Town Board does have a role and say under current State of New York Transportation Law as to any new connections into the existing system. Collection lines would need to be extended from Croton Falls to the HH-WTP. The shorter, less expensive Route for connection by North Salem would be through the Greenbriar area of Somers. An alternative route to be considered would run along US Route 202, which longer routing could benefit other properties such as the B-HP District and Lake Purdys, both in Somers.

Connection to Southeast Reed Farm WTP

The concept involves a line connection from the central business area to the Reed Farm wastewater treatment plant located in the abutting Town of Southeast (Putnam County). The line span would be approximately two miles north along Route 202. The system at Reed Farm would need upgrading but could provide sufficient capacity.



ELECTRICAL AND TELECOMMUNICATION SERVICES

Electric Service

Electric service within the hamlet of Croton Falls is provided by New York State Electric and Gas (NYSEG) Corporation (an electric and gas utility company owned by Avangrid serving customers in New York State) primarily via overhead transmission lines. In the central business area, most lines have been placed underground but not all. Undergrounding of the transmission lines can help avoid and minimize storm related outages, while providing a substantially more attractive visual setting. In areas of overhead lines, damage and outages due to storm related impacts do occur due to falling trees and cause costly disruptions to area businesses and residents. Overhead lines require long term maintenance to keep vegetation growth clear of lines. As improvements are made to existing electrical service lines and infrastructure, priority should be given to those that serve future alternative energy systems and capacity needs.

Telecommunication Services

Typical telecommunication services serving the hamlet include landline telephone and cellular mobile services, internet (including streaming telephone and television services) and cable television. Phone and internet services are available from a number of service carriers and specialty companies. A telecommunication tower is located within the Hamlet, located at 40 Sun Valley Drive on property owned by the Croton Falls Fire Department. Another communication facility (Sprint) is situated on the rooftop of 4 West Cross Street within the hamlet.

Television services are available through Optimum (cable and internet streaming services), Dish (television and internet streaming services) and DirectTV (television and internet with partnering with other service providers).

With the exception of wireless phone connections, Dish and DirectTV, these services are provided via transmission lines installed parallel to electric service lines serving the area. As previously noted, most service lines within the Hamlet are above ground hung on telephone poles primarily located parallel and within the street right-of-way. Lines within the central business area are primarily underground. Dish and DirectTV provide service connection wirelessly via satellite dishes mounted on building roofs and facades.

Emerging high speed broadband services in the general area include Verizon FIOS (which will offer a 100% fiber-optic network providing high-speed internet access, telephone and television services) and Cablevision/Altice (which will offer a high-speed internet fiber-optic network with symmetrical upload and download speeds of ~ 1 gig/second). However, such services within Croton Falls are limited or nonexistent.

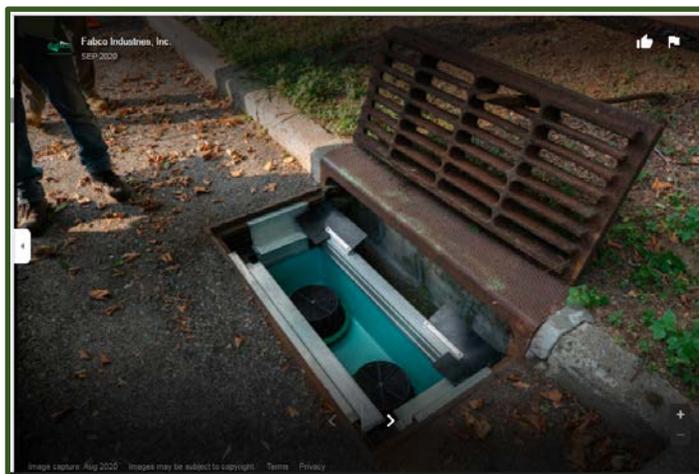
High-speed fiber optic cables can send data significantly faster than traditional copper cables, meaning it is easier to connect with others, upload data, load websites, and stream. All other technologies on the market have lower upload speeds vs. download. With fiber, you get the same fast speed, whether uploading or downloading. Also, temperature fluctuations, weather conditions, fire hazards, electromagnetic interference and power outages can all cause cable Internet service to slow or to be interrupted. Fiber optic internet, on the other hand, is unaffected by powerful electrical equipment and electromagnetic interference, thus more reliable. Fiber cables are also far less susceptible to adverse weather conditions, fire or temperature changes, and are much stronger than copper cables, thus are less likely to break.

Mobile fifth-generation (5G) wireless systems are the next upgrade of wireless technology, offering faster speeds, greater capacity and better reliability. Existing facilities will need to be updated to provide access to 5G service. As part of the roll out of 5G service and as the demand for high-speed wireless networks continues to increase, wireless carriers are expanding their cellular networks by installing small cell sites along roadways and within areas of concentrated development. Both macro sites (traditional sites such as cell towers) and newer small cell sites use radio frequencies to connect technology devices (cell phone, tablets, computers, etc.) to a wireless network. Macro sites have a broad range of coverage of up to several miles, while small cell sites as the name implies provides additional coverage in smaller areas. Small cell sites can enhance data capacity and improve connectivity. However, these installations generally are located along within an existing street right-of-way and typically are mounted near or on existing above ground infrastructure (such as traffic signals, utility poles, bridges, streetlights or similar). 5G will rely on many nodes of small antennas, located closer together than the traditional cell towers which are typically a few miles apart. It also heavily relies on supporting connecting fiber optic lines to support the network. Aesthetic considerations are a common public concern in regard to the deployment of small cell sites. Innovative and complementary designs are needed to ensure 5G small cell site installations blend well with existing area conditions and infrastructure.

Other Potential Infrastructure

- **Stormwater Management**

Under the East of Hudson Watershed Corporation stormwater program, in August of 2020 Fabco Industries, Inc. installed inserts in all the catch basins in the commuter parking lot and at the Croton Falls Train Station with the help of Triple D Maintenance. The installations are efficient and effective.



Longstanding ineffective drainage on West Cross Street, which sometimes leads to icing, should be addressed prior to its repaving.

- **Solid Waste**

Municipal refuse and recycling services are provided via a Town contracted carter, which is paid through taxes from the General Fund. Recycling is double streamed with paper and cardboard separated from glass and plastics. However, some residents and businesses use private carters.

Collected waste is taken to the Wheelabrator Dutchess County facility located in Poughkeepsie, New York. The facility turns waste materials into clean, renewable electricity and recovers metals for recycling, thereby producing a local energy source and reducing dependence on oil, coal and waste disposal at landfills.

Recyclables from North Salem (such as plastic, glass, tin, paper and corrugated cardboard) are taken to Win Waste Innovations located in Stamford, Connecticut. Additionally, electronic waste can be disposed of at a secured container located on the Town Hall campus on Titicus Road.

SUSTAINABILITY

Energy Efficiency and Solar Installations

The Town is applying for grants to install geothermal at the 3 Owens Road property. Renovation plans include transitioning the whole building to be more energy efficient, including more efficient insulation.

Within the Town there are approximately thirty (30) private solar installations. All but one of these are residential roof mounted installations (there is one residential ground mounted installation). Of these, three (3) of the installations are located within Croton Falls (all roof mounted). Opportunities for additional solar installations are encouraged, and might possibly include covered parking by solar panels at the commuter and/or business lots within the central business area. However, the need for increased solar sustainability needs to be balanced with associated visual impact considerations as well as other site and environmental impacts and changes.

Installation of solar panels should be considered in conjunction with other building projects, but removal of trees to accommodate solar panels is not recommended or supported. Solar panels could also be considered in conjunction with new EV charging stations. The Climate Smart Committee encourages study of the possibility of revising the Zoning regulations to allow limited “solar farms,” especially on horse farm indoor arenas and other large buildings. However, the Climate Smart Committee does not favor converting large tracts of existing open space into solar farms.

EV Charging Stations

Presently there are no publicly accessible Electric Vehicle (EV) Charging Stations located within the hamlet of Croton Falls. The new MTA commuter parking lot in Somers is anticipated to include 10 EV charging stations. Additional accommodation for EV Charging in hamlet parking lots should be considered.

The Climate Smart Committee strongly favors any plan that would encourage the installation of EV charging stations within North Salem, both for residents and to encourage the transition to non-greenhouse gas (GHG) emitting transportation. The Climate Smart Committee recommends that if EV charging stations are installed in the Croton Falls business area that they be level 3 and located near the restaurants and shops so those utilizing the chargers have options for something to do while their car charges for 30 minutes. Other alternative locations should also be considered. Level 2 chargers would only be appropriate in the commuter parking lot due to the time needed to complete a charge.

As more vehicles transition to electric fuel an obvious place for EV chargers would be at the two gas stations located on Hardscrabble Road, these would be excellent sites for level 3 charging stations. The town also might consider installing EV chargers on property it owns, such as the property surrounding the Shell station across from the Fire Department and the parcel near the new Mobil station at the corner of Fields Lane and Hardscrabble Road. Alternatively, the gas stations could be encouraged and incentivized to install EV chargers on their own property.

Level 2 or 3 EV charging stations are also recommended by the Climate Smart Committee to be considered at the new Senior and Community Center facility at 3 Owen Road, the Town Hall and Library campus, the Courthouse, Volunteers Park and Joe Bohrdrum Park. The Climate Smart Committee also recommends that restaurants and other businesses within the town seeking to alter or expand their parking lots consider installing one or more charging stations for their customers' use.

In all of the cases discussed above, the Climate Smart Committee recommends installing chargers that can accommodate more than one make of electric vehicles. Building a reliable EV charging infrastructure is essential to reaching GHG reduction goals.

Lighting

ADD DISTRICT MAP

A portion of the hamlet is within a municipal Lighting District. In 2021, the Town installed a number of new LED dark sky compliant lights within the hamlet and the commuter parking lot. At a recent Town Board meeting during a public hearing for proposed Zoning code amendments seeking to better regulate exterior lighting, the Supervisor made a point of describing the dramatic change that has occurred in Croton Falls with the replacement of the decorative streetlights that previously gave the hamlet area "an orange glow."

The new decorative dark-sky lights are no longer "orange" and direct their light downward to the street. The new lights have made a dramatic, positive change to the hamlet and the night sky. It was also noted that light previously shining into upper story windows of some of the residential apartments has also been eliminated. The business lot should also be retrofitted with similarly designed and styled new LED lights. Also, to address aesthetics, the kept original green posts supporting the new energy efficient LED light fixture heads should be painted black to match (and to match the existing street bollards). It is similarly recommended that the MTA station lights be replaced with matching period-style light fixtures (the existing MTA station lights are oversized and lack historic character).

In concert with the preparation of this Plan, the North Salem Conservation Advisory Council (CAC) has assessed lighting within the hamlet with specific focus on street lighting and lights within the commuter and business parking lots. **Refer to Appendix C, North Salem Conservation Advisory Council Croton Falls Master Plan Lighting Recommendations.** The CAC suggests:

- All lights should be maintained at a maximum height of 15 to 20 feet tall (15 feet is especially recommended to match the height of the existing hamlet streetlights).
- Light sources should not exceed a temperature of 2,700 kelvin.
- Light intensity output should be the lowest lumens needed to provide a safe lighted environment (less than 5,000 lumens is recommended for streetlights).
- Light intensity for other light types should not exceed the following ranges:
 - Outdoor wall lights 50-185 lumens
 - Path lighting 100-200 lumens
 - Garden lights 600-1,800 lumens

Lighting is essential but its potential for unwanted light pollution should be minimized and well controlled to avoid impacts across properties and unnecessary harmful street glare. As private properties install new or replacement lighting, newer energy efficient fixtures such as LED replacements should be used. To this end, the Town Board is presently considering revisions to the Zoning Ordinance that will update lighting standards applied throughout the community.

Landscaping

Landscaping is important in promoting and maintaining an attractive and desirable environment for residents, businesses and visitors alike. Hamlet streetscape landscaping provides seasonal variety and interest and portrays a sense of place and belonging. However, maintenance is also important, as well as replacing and supplementing vegetation periodically. Maintenance can also be encouraged to be taken over by local businesses and/or garden club volunteers.

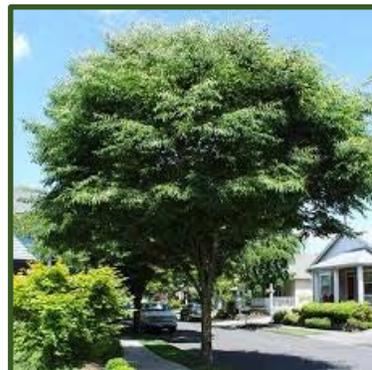
The CAC in assessing the central business area has suggested the following:

- Redress the commuter parking lot retaining wall by planting deciduous Climbing Hydrangea (*Hydrangea petiolaris*), which is a vigorous climbing vine that clings to surfaces by aerial rootlets. It has a slow growing, shrubby habit until established, then becomes quite vigorous, producing long, fast growing stems. Lush green foliage is blanketed with magnificent, white lacecap blooms in summer. Climbing hydrangea likes sun and shade and would do well in this location, but it will need irrigation to get established. Late fall or spring would be the best time to plant.

- Replace dead trees in the parking lots with Red Maple (*Acer rubrum*), which is a very hardy species that can handle heat, salt, dry conditions and compaction. The Red Maple is one of the most common and widespread deciduous trees of eastern and central North America. This hardy tree can grow almost anywhere. It is best known for its brilliant deep scarlet foliage in autumn, the Red Maple is extremely adaptable. Irrigation year one is critical. Mature size is 40-60 feet tall.

- Other street tree choices include:
 - Japanese Zelkova (*Zelkova serrata*), which is a tough and durable large deciduous tree in the *Ulmaceae* (elm) family. It is a native of eastern Asia. The tree prefers full sun and has a medium water requirement. It is tolerant of drought once established and wind. It has been promoted in recent years as a substitute for American Elm (*Ulmus americana*) because of its resistance to Dutch elm disease. Irrigation year one is critical. Mature size is 45 feet tall.

 - Kwanzan Flowering Cherry (*Prunus serrulata* 'Kwanzan'), which is a beautiful flowering tree that breaks out in a cascade of shimmering pink blossoms in early spring. It is adaptable to a variety of soil types and is drought resistant. It also likes full sun. It thrives in tough conditions. Irrigation year one is critical. Mature size is 30-40 feet tall.



PLAN RECOMMENDATIONS

- Increase well capacity to the existing water system as required by the Westchester County Department of Health to meet minimum requirements for backup.
- Analyze how the Water District will reasonably repay its existing debt and prepare a Capital Plan to complete updated water lines and evaluate when the next major repair and/or replacement should take place in support of the Capital Plan.
- Evaluate and identify functional and financial feasibility for the potential of sewers to support the existing uses within the central business area (and potentially a broader portion of the hamlet within established residential neighborhoods). Such study should be mindful of not changing the land use pattern and historic character of the hamlet by not affecting or increasing business or residential density and capacity.
- Support electrical service line and infrastructure improvements that include and serve future alternative energy systems and capacity needs.
- Promote and encourage installation of high speed broadband service throughout the hamlet.
- Support telecommunication technological improvements such as 5G but only where and how such is implemented seamlessly within the context of existing historic and rural image, appearance and character. New installations and changes to existing services must be shown to be aesthetically compatible.
- Stay ahead of small cell deployment by completing zoning ordinance revisions addressing communication facilities, and particularly new small cell siting and installation.
- Support changes to the Zoning Ordinance implementing proposed lighting amendments seeking to reduce light pollution and encourage changes to energy efficient lights such as LED fixtures.
- In the central business area replace the commuter and business parking lot lights with similar period styled posts and fixtures to match those recently retrofitted; and paint the existing green light posts black to match the fixture heads and sidewalk bollards.
- Promote sustainable building infrastructure and measures by supporting initiatives and techniques advancing and incorporating the implementation of smart growth principals, energy efficiency and renewable energy sources in ways that minimize future consumption.
- Identify potential funding sources and inform residents about options for sustainable building practices.

- Incorporate the implementation of energy efficiency and renewable energy improvements at Town buildings and facilities.
- Elements such as solar panels, geothermal heating and cooling, green roofs, shade trees, porous paving, rain gardens, and similar features should be considered whenever projects are proposed and reviewed.
- Encourage consideration of greening materials and measures for new construction and alterations of existing structures requiring a building permit, and where appropriate require low impact development and implementation of greening measures in site design and stormwater management practices.
- Encourage sustainable building practices beyond the NYS Energy-Code.
- Encourage installation of EV charging stations within existing parking lots where such use can be most useful and efficient.

PRELIMINARY DRAFT

SECTION 6 – Community Survey

TOWN-WIDE SURVEY

Public input is critical to a plan's success.

SUMMARY OF SURVEY

A town-wide survey was distributed to home and commercial parcel owners in February of 2022. Final results were collected on March 31, 2022. The goal of the survey was to learn about property owner's goals, on-going issues, and desires for the future direction of the town. Special focus was given to the unique conditions and needs of the hamlet of Croton Falls. The survey specifically focused on traffic, recreation, growth, quality-of-life, infrastructure, etc.

The survey reached out to 1,796 North Salem parcel owners (including 159 Croton Falls parcel owners). Just over 24% (438 respondents) of North Salem residents responded, as did 20.75% Croton Falls residents. Of the 33 Croton Falls respondents, eight (8) owned or ran a business in Croton Falls. Most respondents (40%) have lived in North Salem between 56-74 years with another 13% having lived here over 75 years.

The survey reinforced the belief that many people choose to live in North Salem because of its semi-rural setting and small-town feel. As noted in several questions respondents desire the rural character, quality-of-life, the amount of accessible park and open space lands, and the sense of community.

Sixty-four percent (64%) indicated they assume they will be living here ten (10) years from now. The remaining 36% feel they will leave North Salem due to either a lifestyle change, or the desire to reduce their cost of living. The overwhelming priority of respondents (3:1) was to preserve undeveloped land (304) and agricultural land and forests (292). There was also the desire to expand commercial development only in areas currently zoned for such (132). Far fewer respondents wanted to expand commercial throughout town (77, 17.5%).

Work has changed significantly in recent years, primarily due to Covid-19, and how it introduced changes to the pre-2020 work model. News reports note how work-from-home has adapted to the disease. Use of public transportation remains down apparently due to more people satisfied with working from home, but commuter train ridership has seen a larger return in 2022. However, parking data reports indicate that people may still commute to NYC, though they may travel less than the traditional 5-days per week.

The survey noted that a majority of respondents (169) currently work from home, an additional 113 are retired, 144 commute by car. Only 17 indicated that they commute by train from Croton Falls, while 33 respondents commute by train from Purdys. Respondents believe that they will continue the same work pattern over the next 1-2 years. Over 70% noted that Covid-19 did not impact their work situation.

Traffic and road issues were a problem noted by many; both in the survey as well as in the textual responses from town residents. Excessive speed was noted as a concern on June, Mills, Hardscrabble, Peach Lake Road (Rt-121), Grant Road (Rt-121), and Titicus Road (Rt-116). Both congestion and speed were noted as problems on NYS Route 22 in Croton Falls. It is apparent from the textual responses that rush-hour traffic through Croton Falls continues to be a problem. The congestion adds to noise, difficulty for pedestrians crossing NYS Route 22, and difficulty in cars turning into and out of local roads.

The residents of the hamlet of Croton Falls were asked a few questions about their specific part of town. Though there were only 30+ respondents many were not satisfied with the commercial development in the hamlet. Textural responses seemed to indicate that nearby residents would like a wider range of food and retail options. In particular, local residents indicated they would like someplace that offers baked goods, small grocery items, coffee and pharmaceuticals. Many expressed the desire for more and varied food choices. Commercial property and business owners seemed to want a business area sewer system to alleviate ailing and limited septic disposal systems and related costs. They would also like a solution to area traffic issues and to increase commercial development. Croton Falls residents noted that they live/work in the hamlet because of its historic/scenic quality, proximity to the train, and quality of the local schools. One continuing area of investigation is the desire of residents to receive their mail at home, which should be balanced with the positives of having a full-service post office in the heart of the hamlet. North Salem town residents also indicated a desire for slower road traffic, and to possibly add sidewalks and crosswalks so that they could safely walk from their homes to businesses. Area residents overwhelming desire Croton Falls to retain its small town feel and historic charm (93). Many people in the town noted that they did not visit Croton Falls (216); either because it was not in a direction they frequent or because the businesses were not a draw.

Septic issues, as noted earlier, continue to be a problem in Croton Falls. The respondents in Croton Falls (though only 33 replied out of 159) noted that they pump their tanks typically every five years (or more often). Of the respondents, 19 (61%) indicated that they would be willing to pay if the town solved waste issues by creating a Special Sewer District.

Lastly, the survey asked about recreation and climate change issues. Positive continued town action on both were favorably indicated.

SURVEY RESULTS

Below is a series of graphs and charts detailing the results of general survey questions as well as the Croton Falls specific questions. **Refer also to Appendix D, Community Survey Results for full details of the text responses from Town-Wide, Homeowner and Business Respondents.**

Croton Falls Master Plan Survey Results

PRELIMINARY DRAFT

Prepared from the North Salem, NY town-wide survey
of lot owners conducted in February & March of 2022

North Salem, NY

Planning Board

Cynthia Curtis, Chair

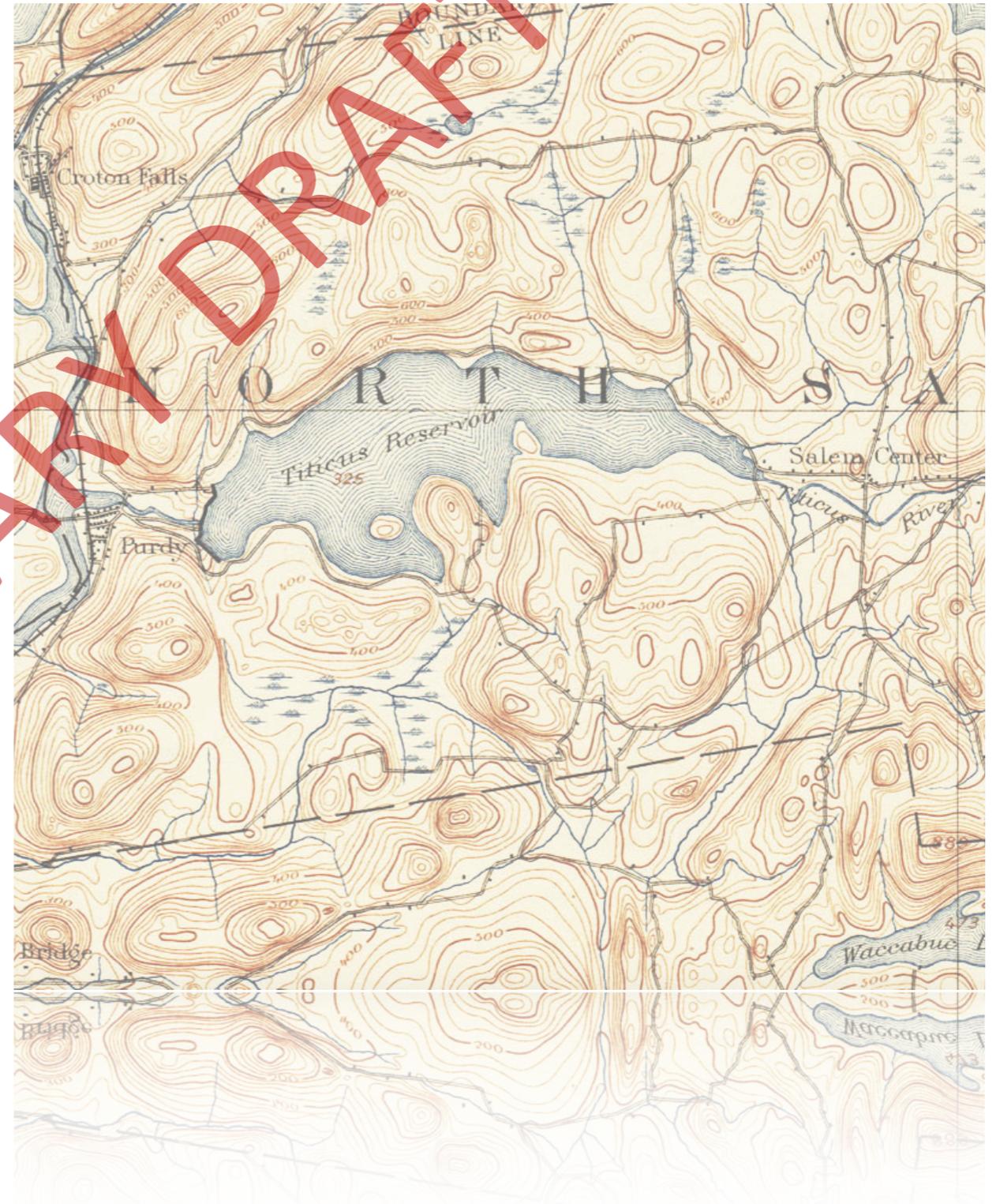
Chris Brockmeyer, Deputy Chair

Ed Isler

Bill Monti

Nick Xatzis

and departing member Gary Jacobi



Croton Falls Master Plan Survey Presentation

Analysis of Data

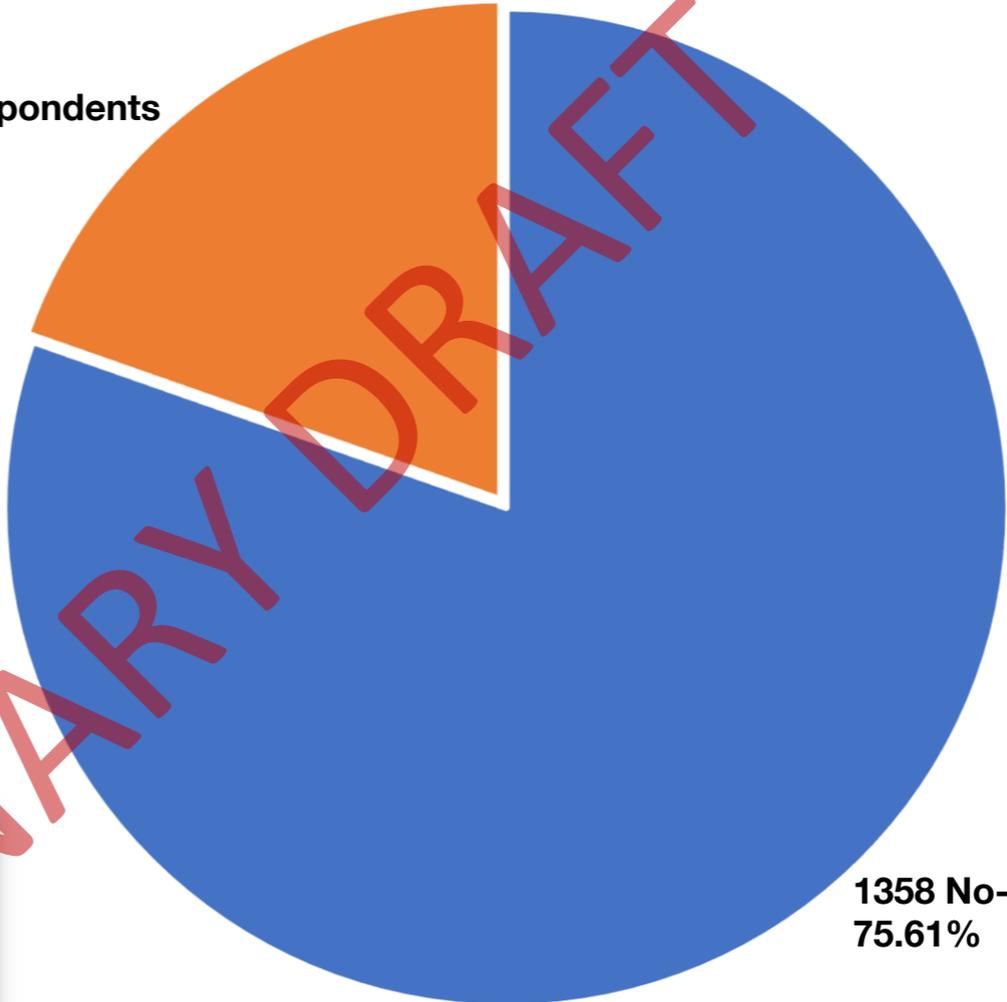
- The graphs that follow summarize aspects of the North Salem town-wide survey distributed to property owners in February and March of 2022.
(responses have not been modified for multiple responses from the same household.)

How did the town respond to the survey?

North Salem Survey Respondents

1796 Lot Owners

438 Respondents
24.39%

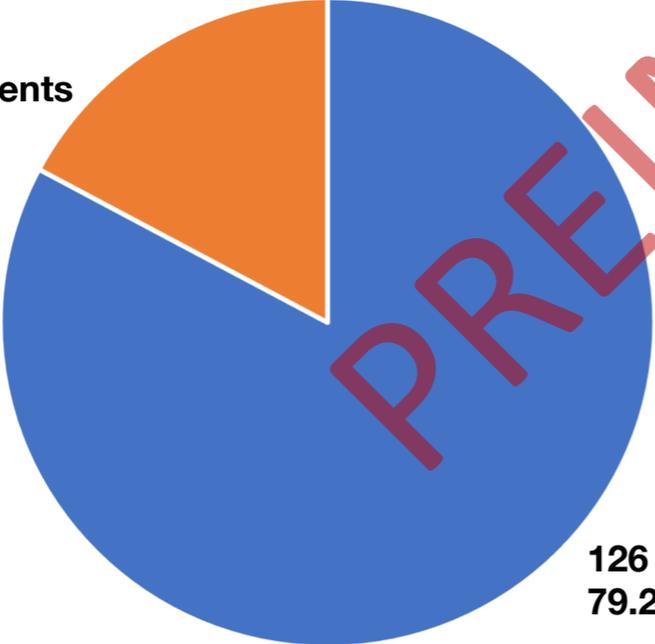


1358 No-Response
75.61%

Croton Falls Survey Respondents

159 Lot Owners

33 Respondents
20.75%

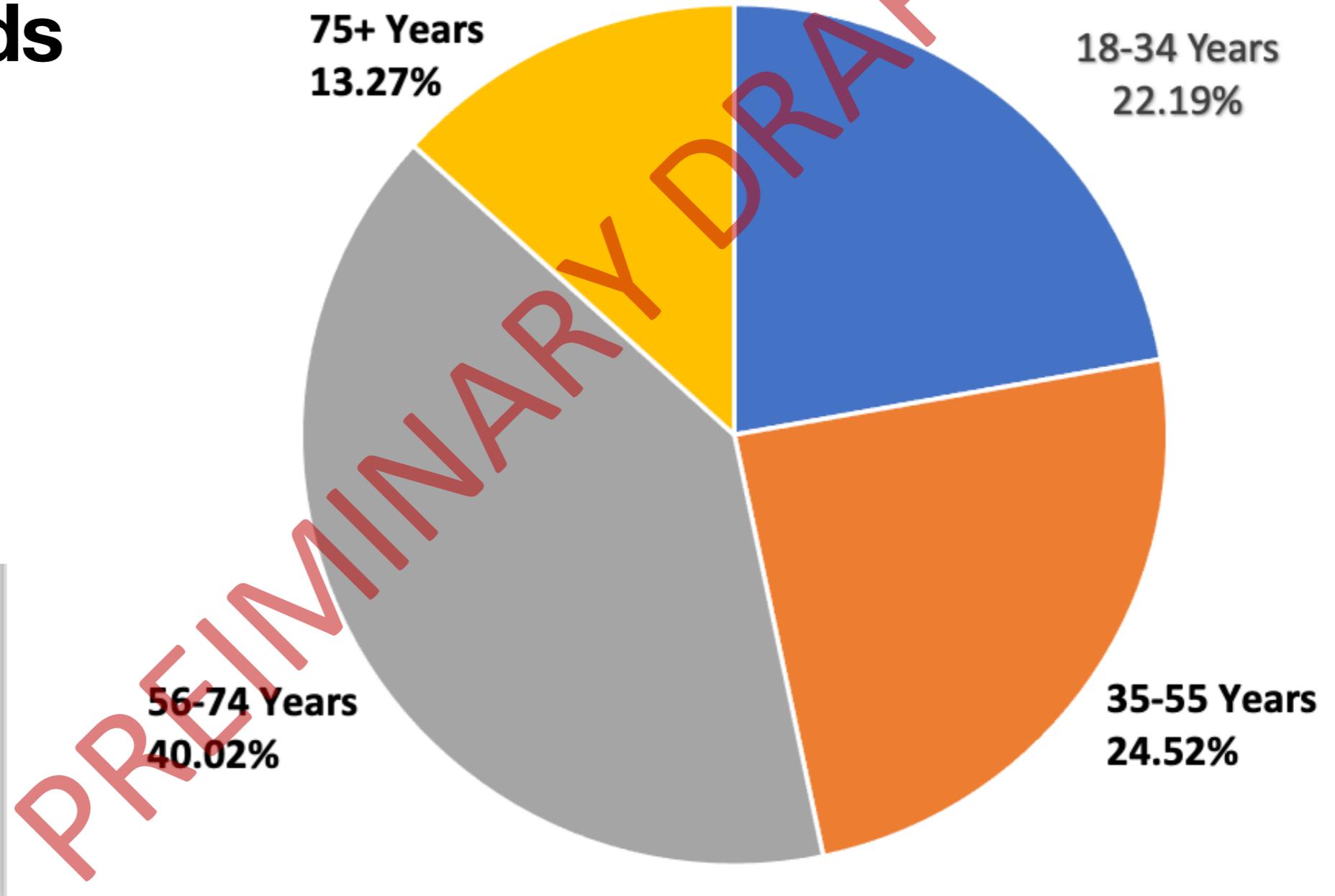


126 No-Response
79.25%

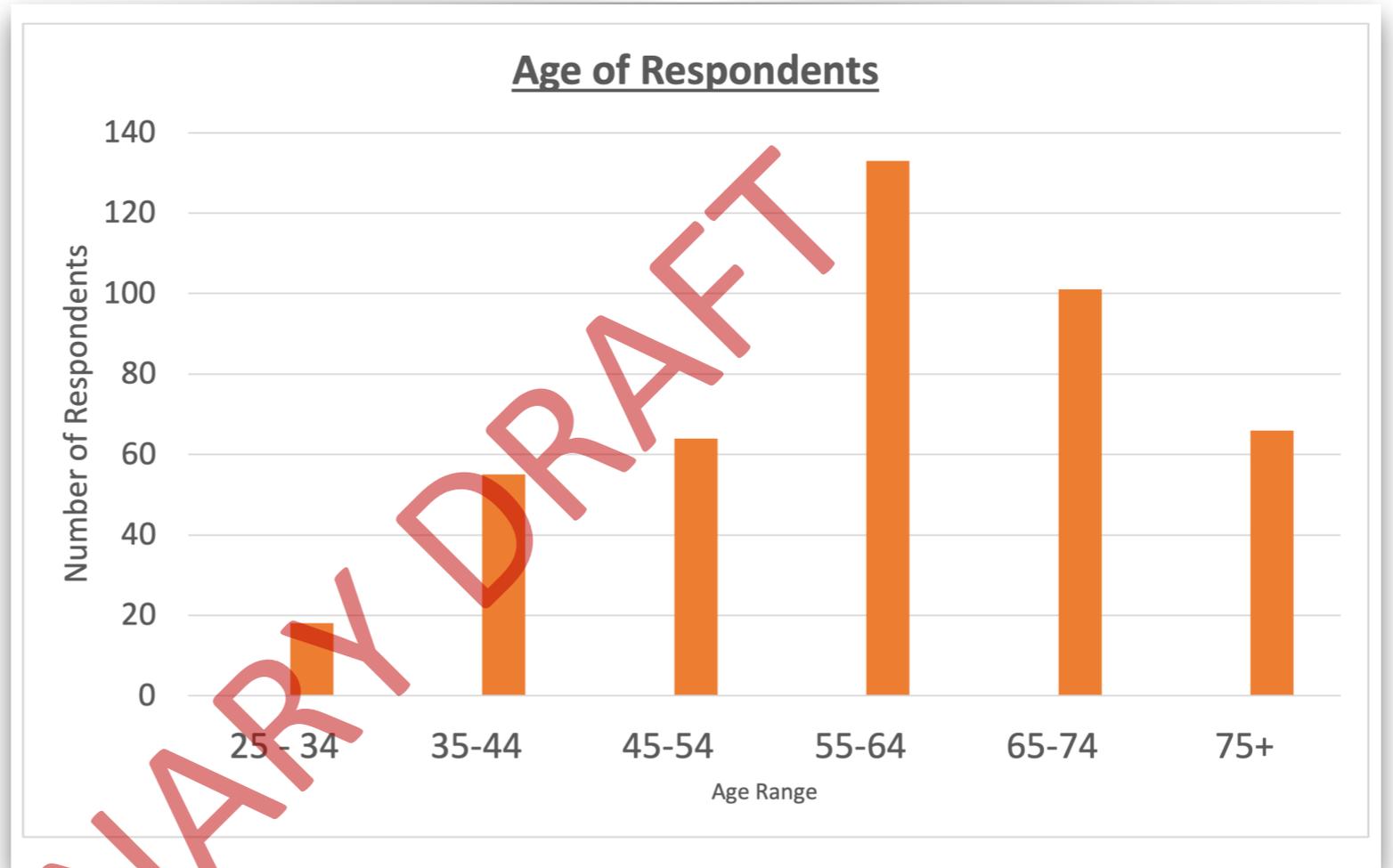
Age of adults living in households

On average, 2.25 adults live in each North Salem household.

Adult Age Range in Respondents Households



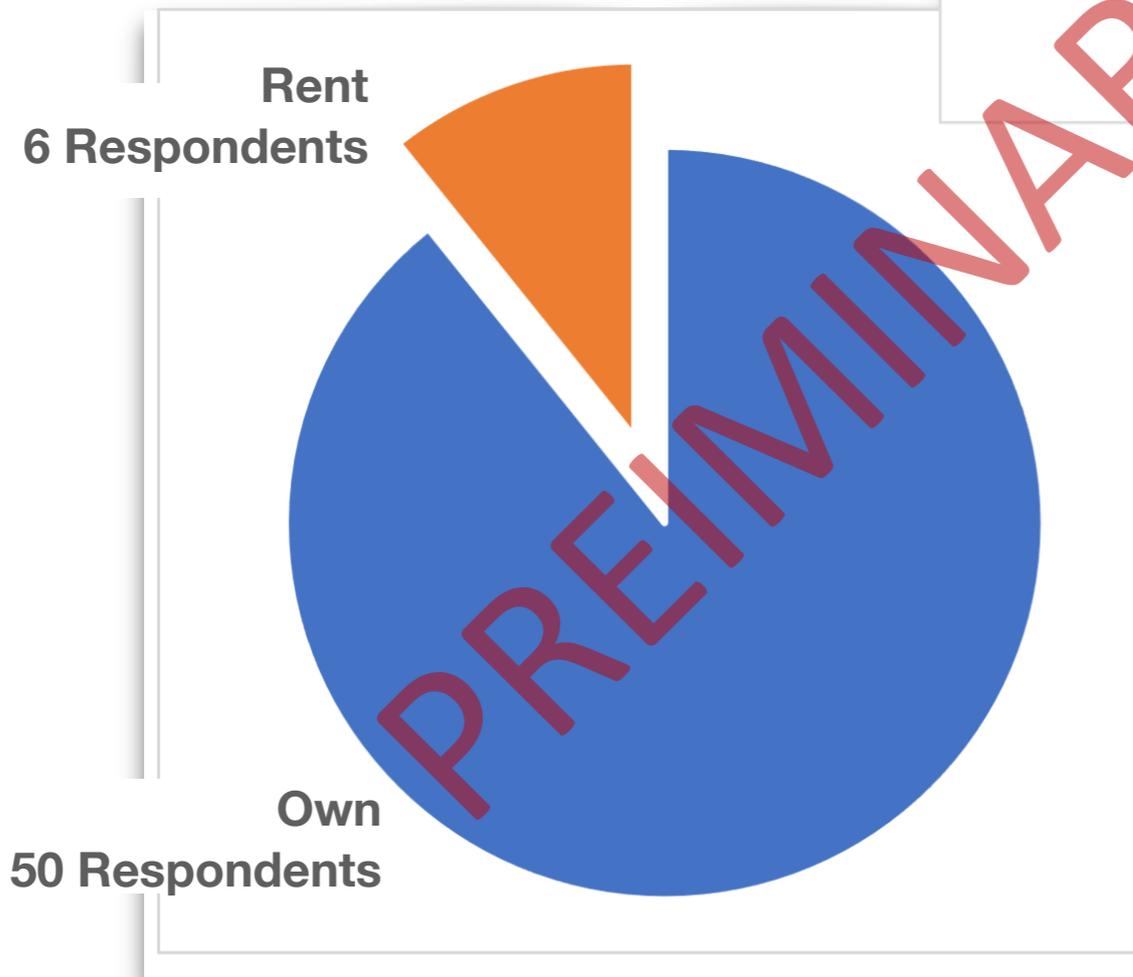
Respondent to Survey by Age



Number of children in your household?

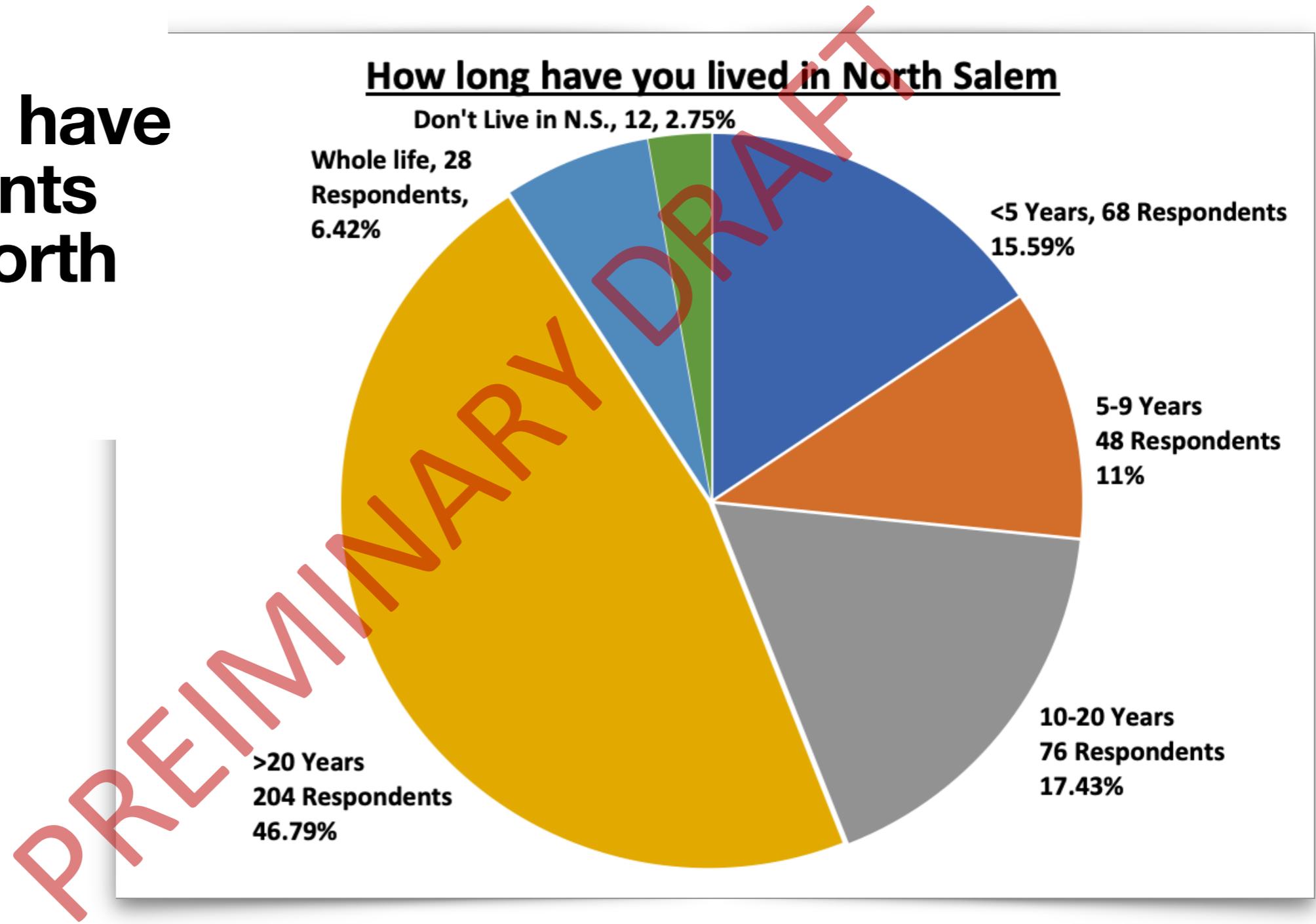
Age Range	0	1	2	3	4	5 or more
0-5	246	23	16	1	0	0
6-12	168	24	24	1	0	0
13-17	166	39	14	2	0	0

If you are a business owner in town do you own or rent?

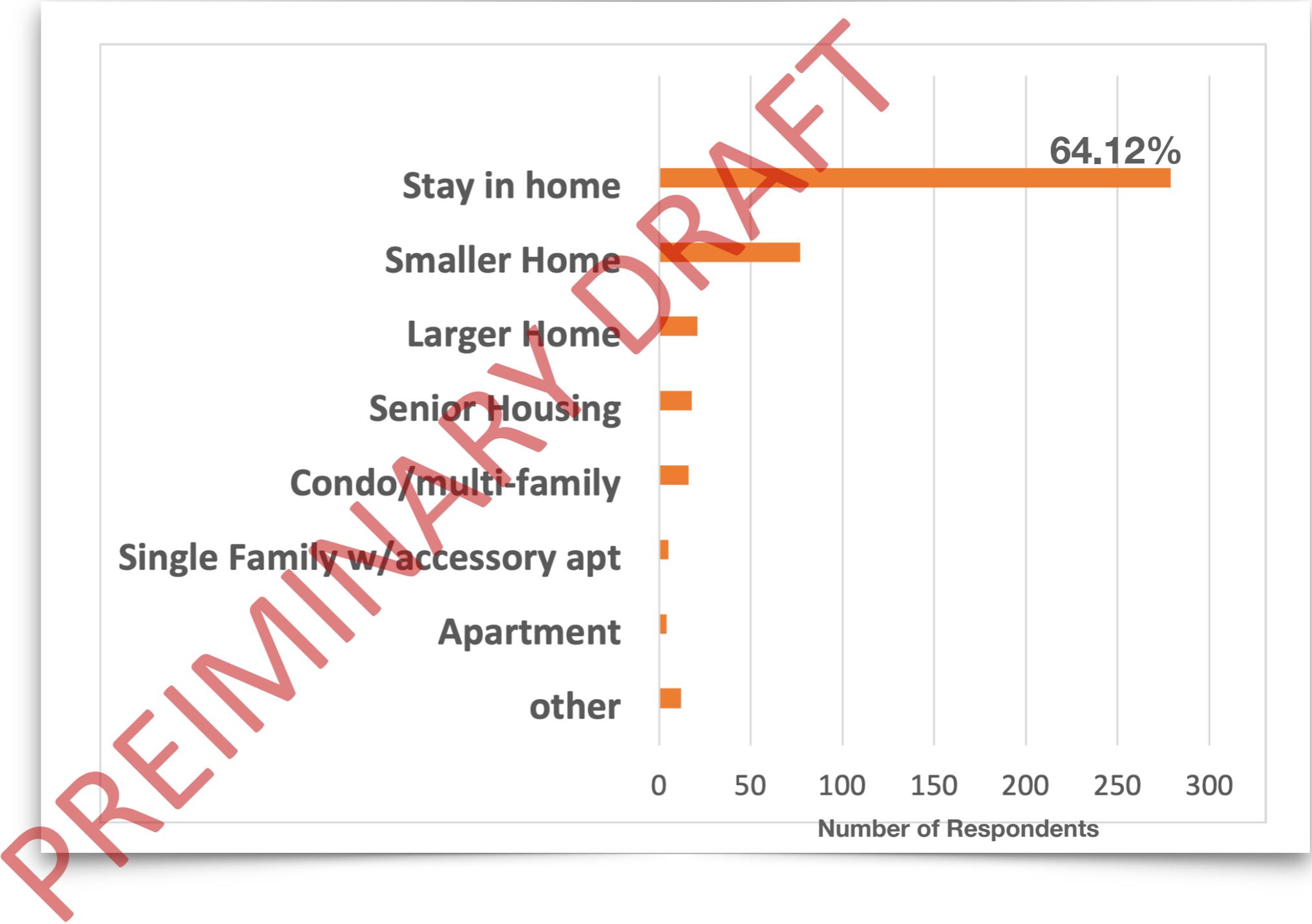


If you are a Commercial property owner, check all that apply

How long have respondents lived in North Salem?

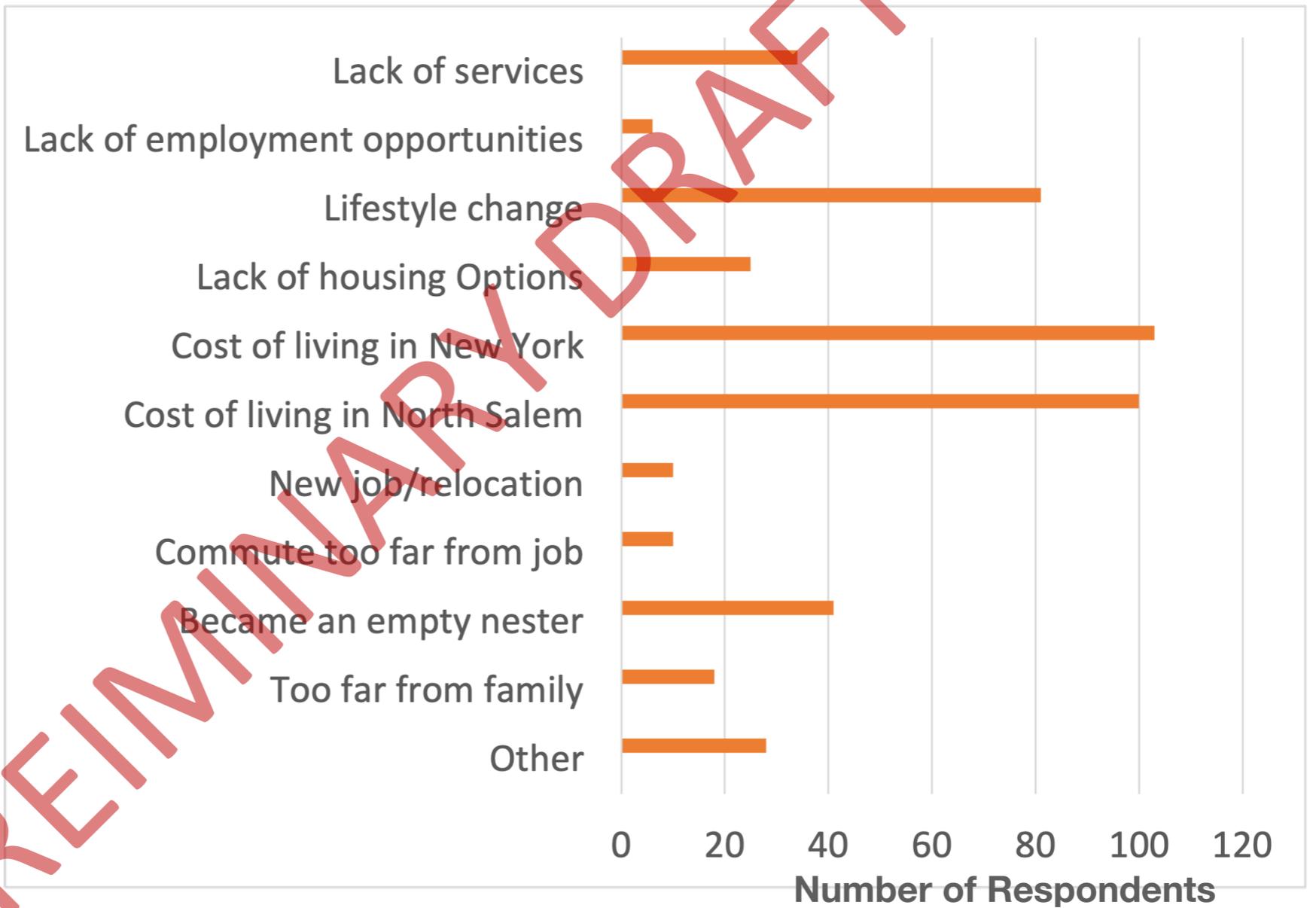


What type of housing do you see yourself in, 10 years from now?



If not living in North Salem in 10 years, why not?

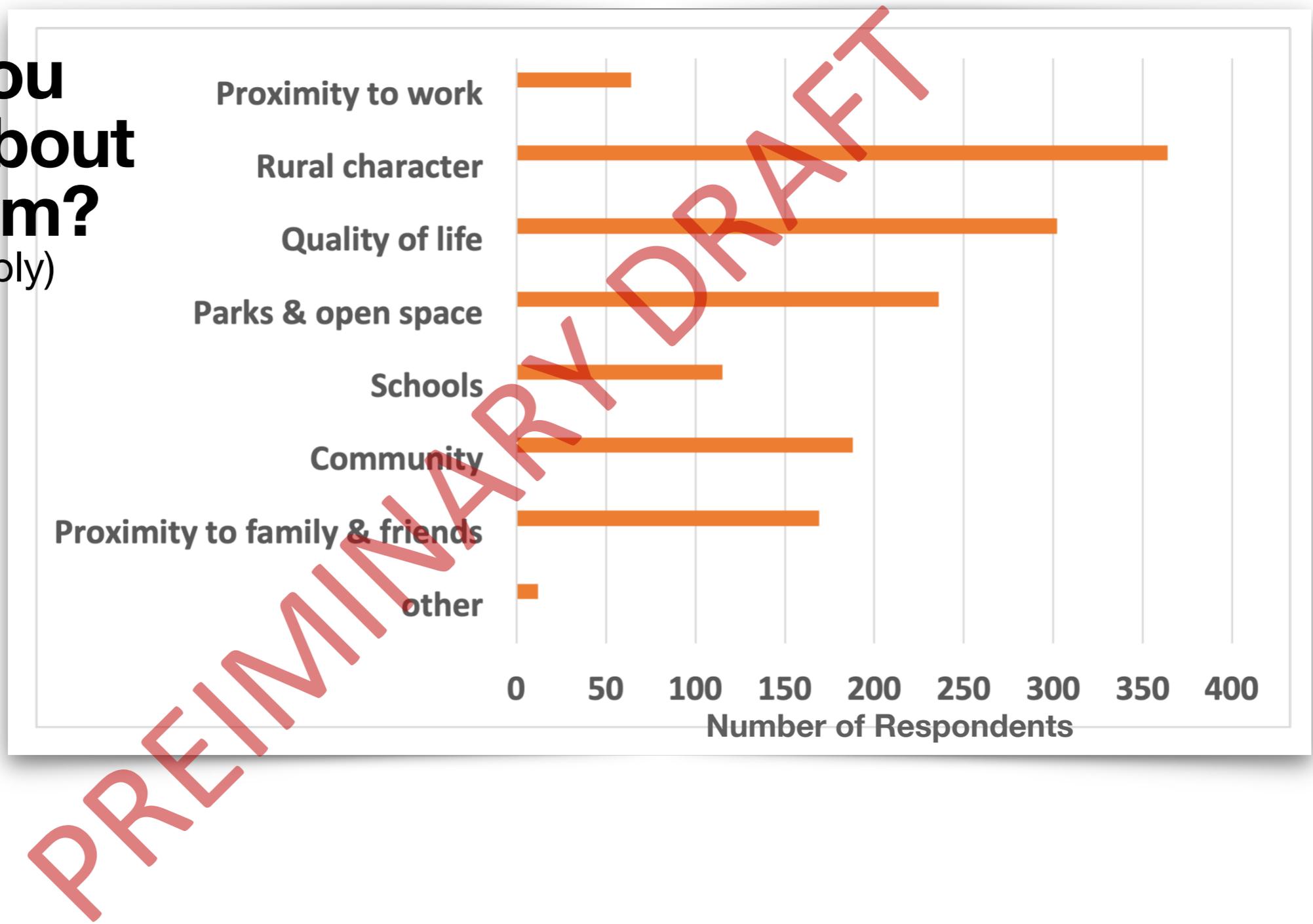
(Check all that apply)



PRELIMINARY DRAFT

What do you like best about North Salem?

(Check all that apply)



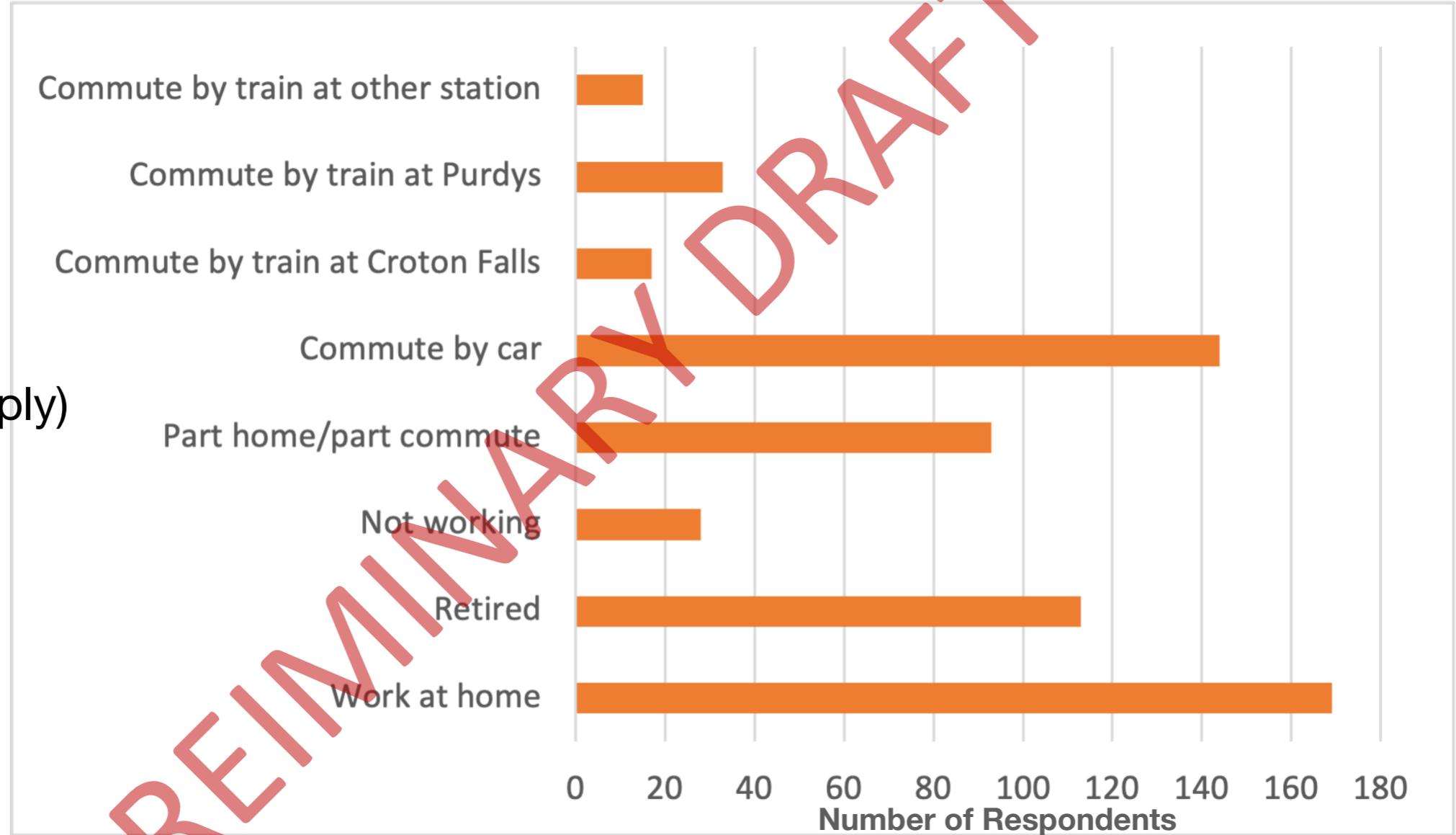
What should North Salem's priorities be over the next 10 years?

(Check all that apply)



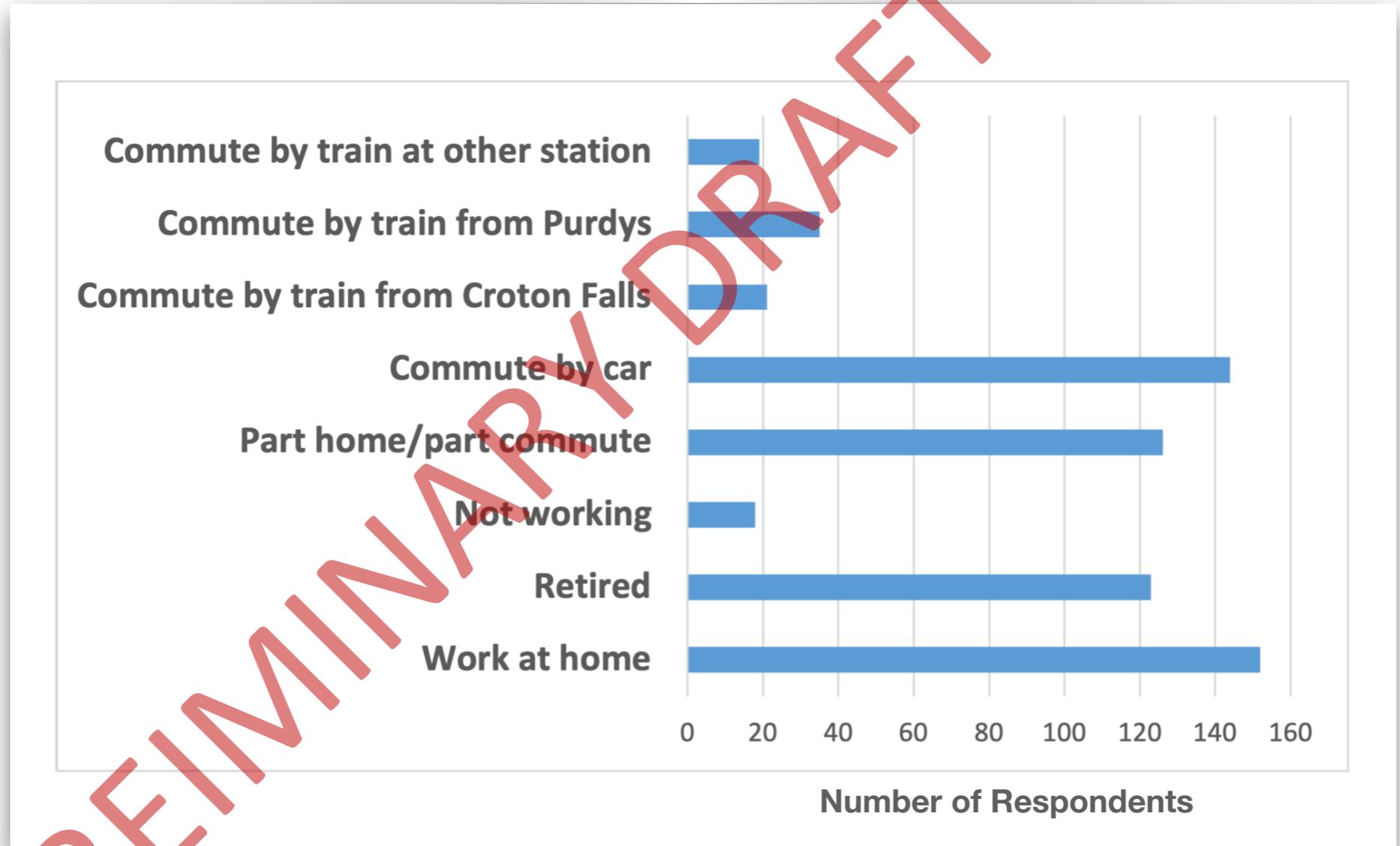
What is your current work situation?

(Check all that apply)

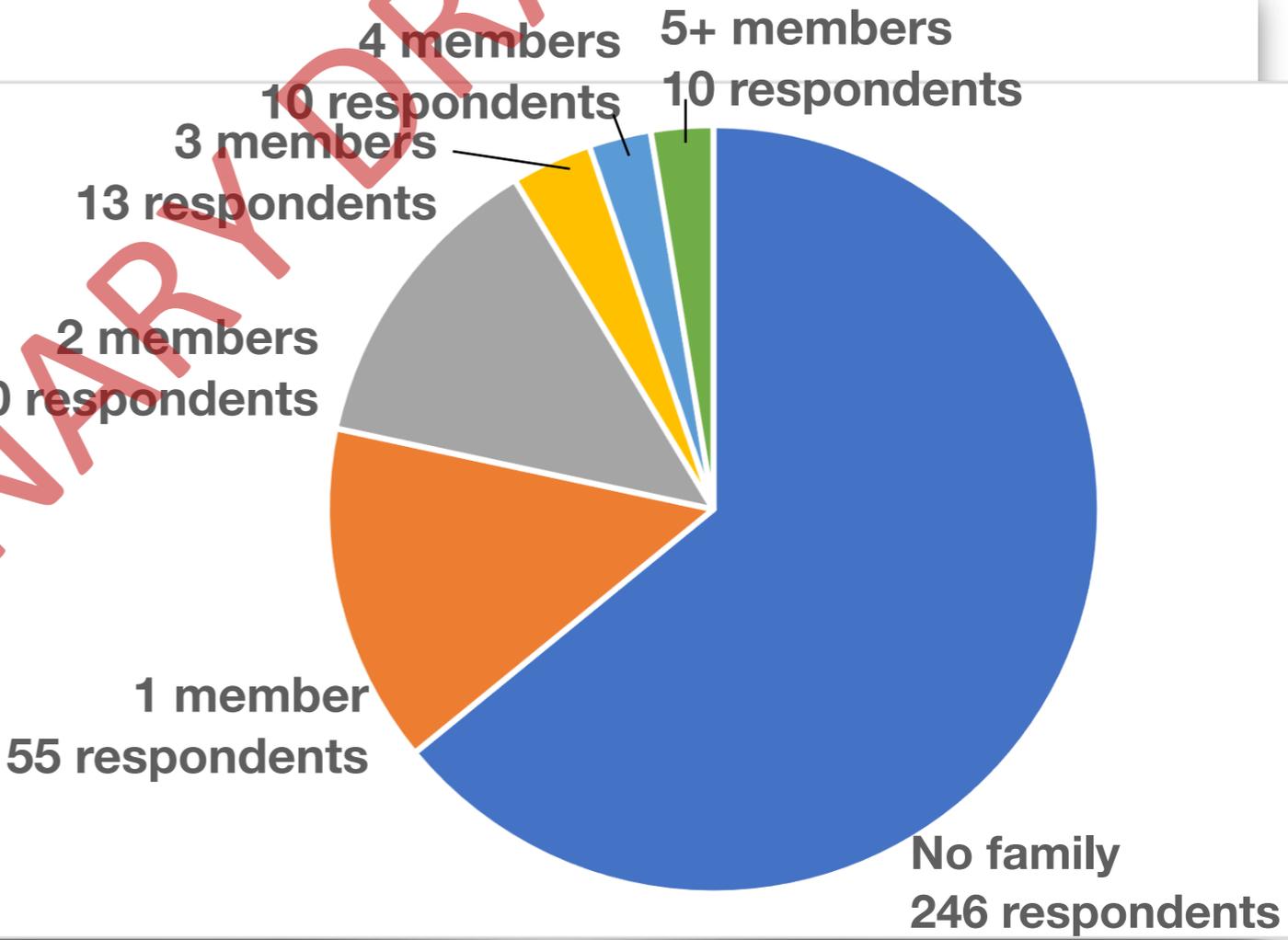
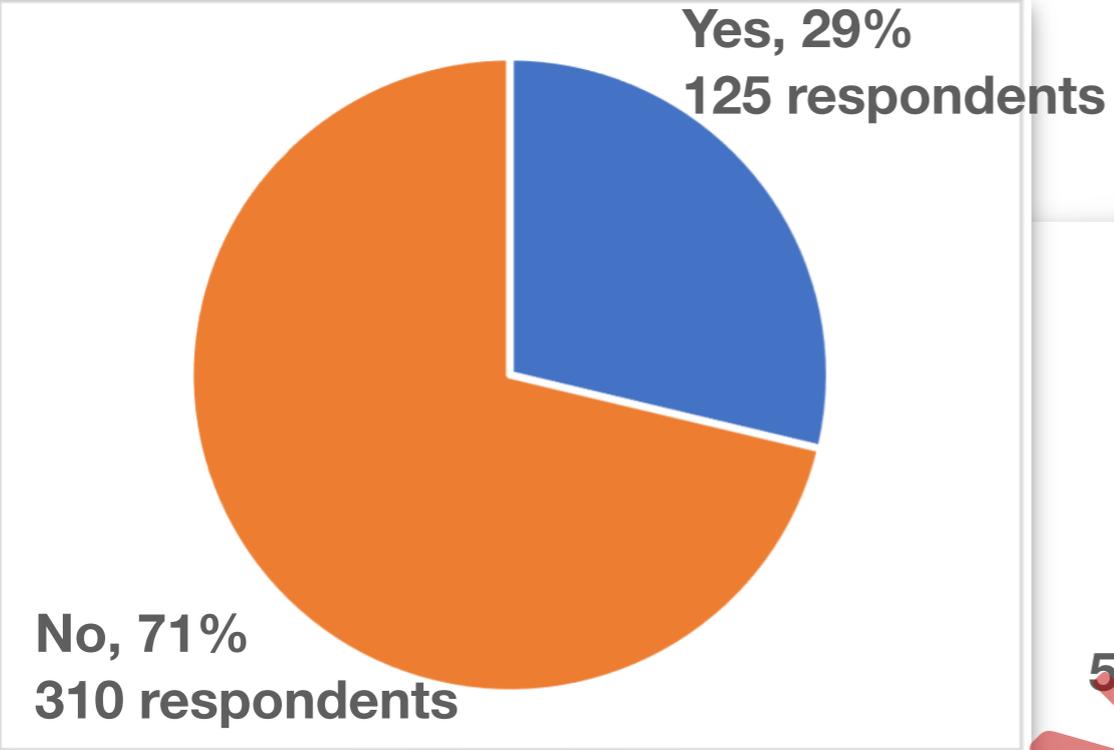


What do you believe your work situation will be over the next 1-2 years?

(Check all that apply)



Has Covid impacted employment in your household?

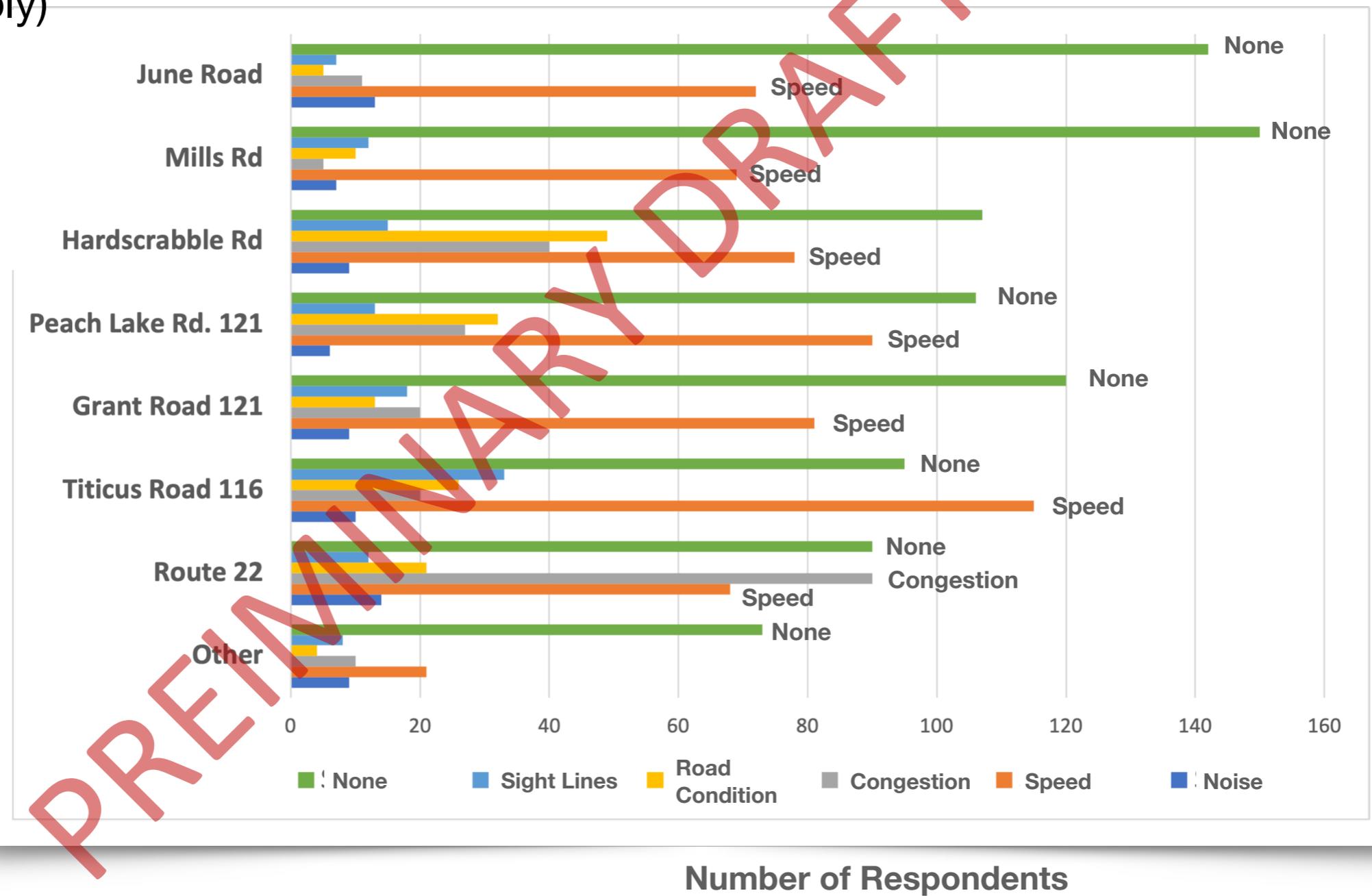


How many people in your family has Covid impacted?

PRELIMINARY DRAFT

Traffic is a concern on...

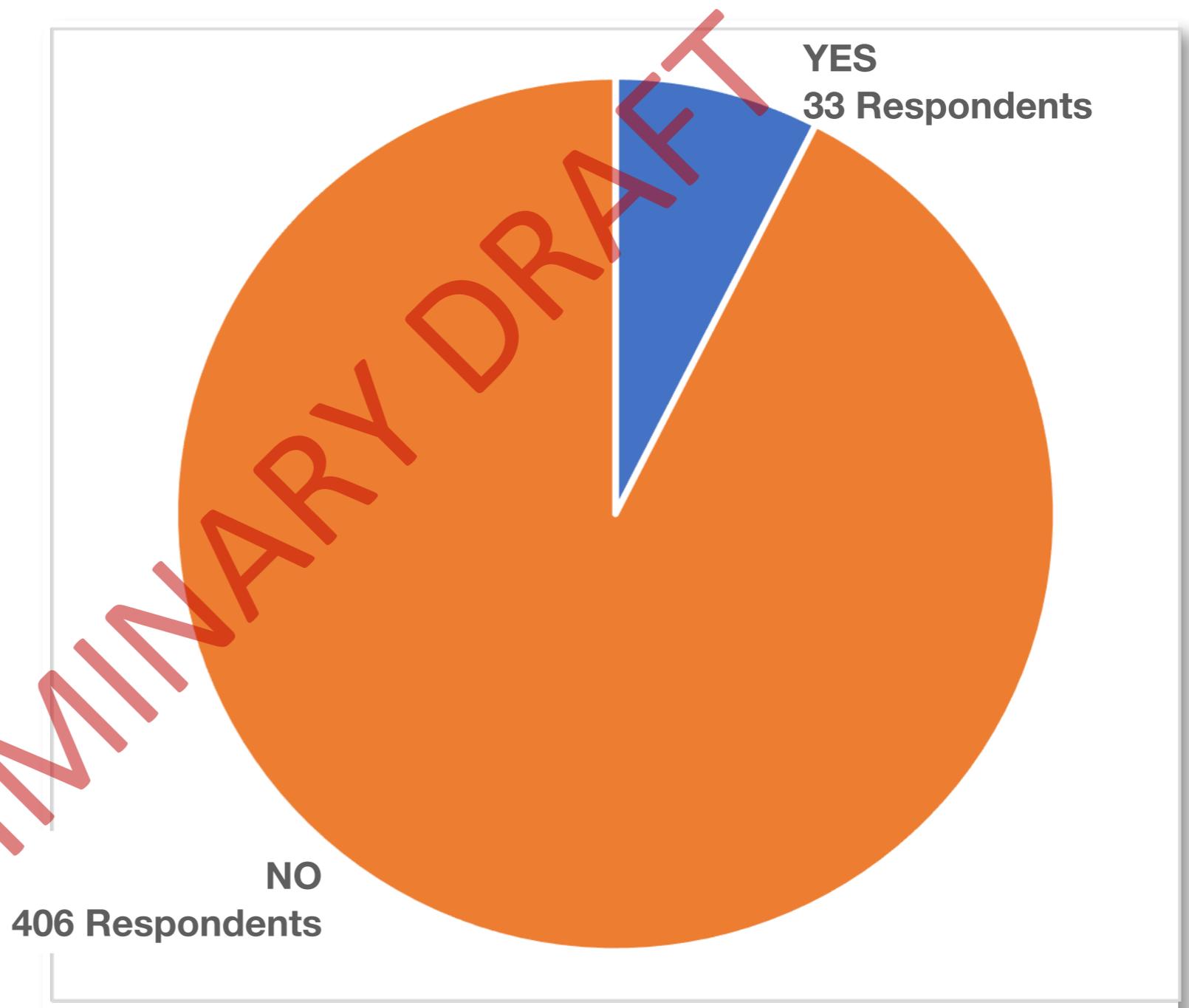
(Check all that apply)



Croton Falls

PRELIMINARY DRAFT

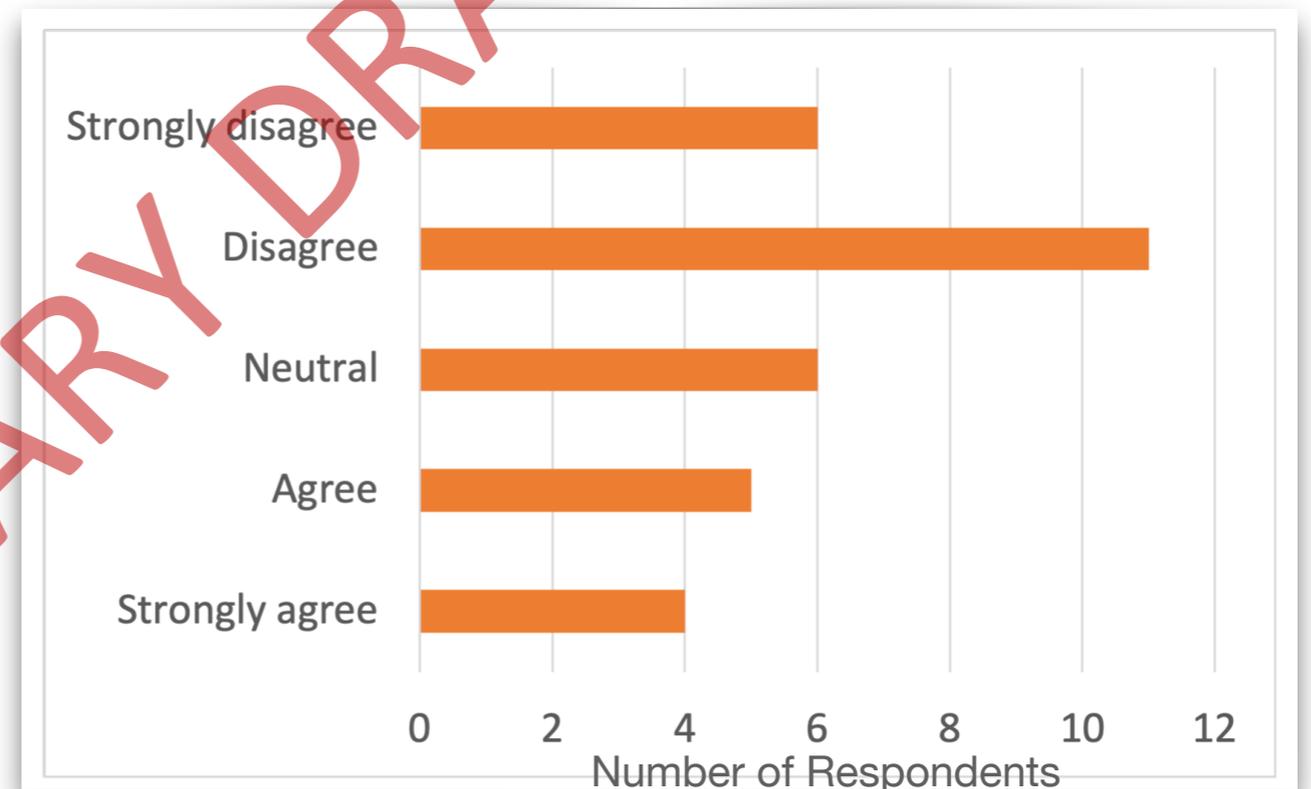
Do you live or own a business in Croton Falls - Sun Valley, Harvey Birch Hill, hamlet center, Jeungstville - everything west of I-684 & north of Primavera?



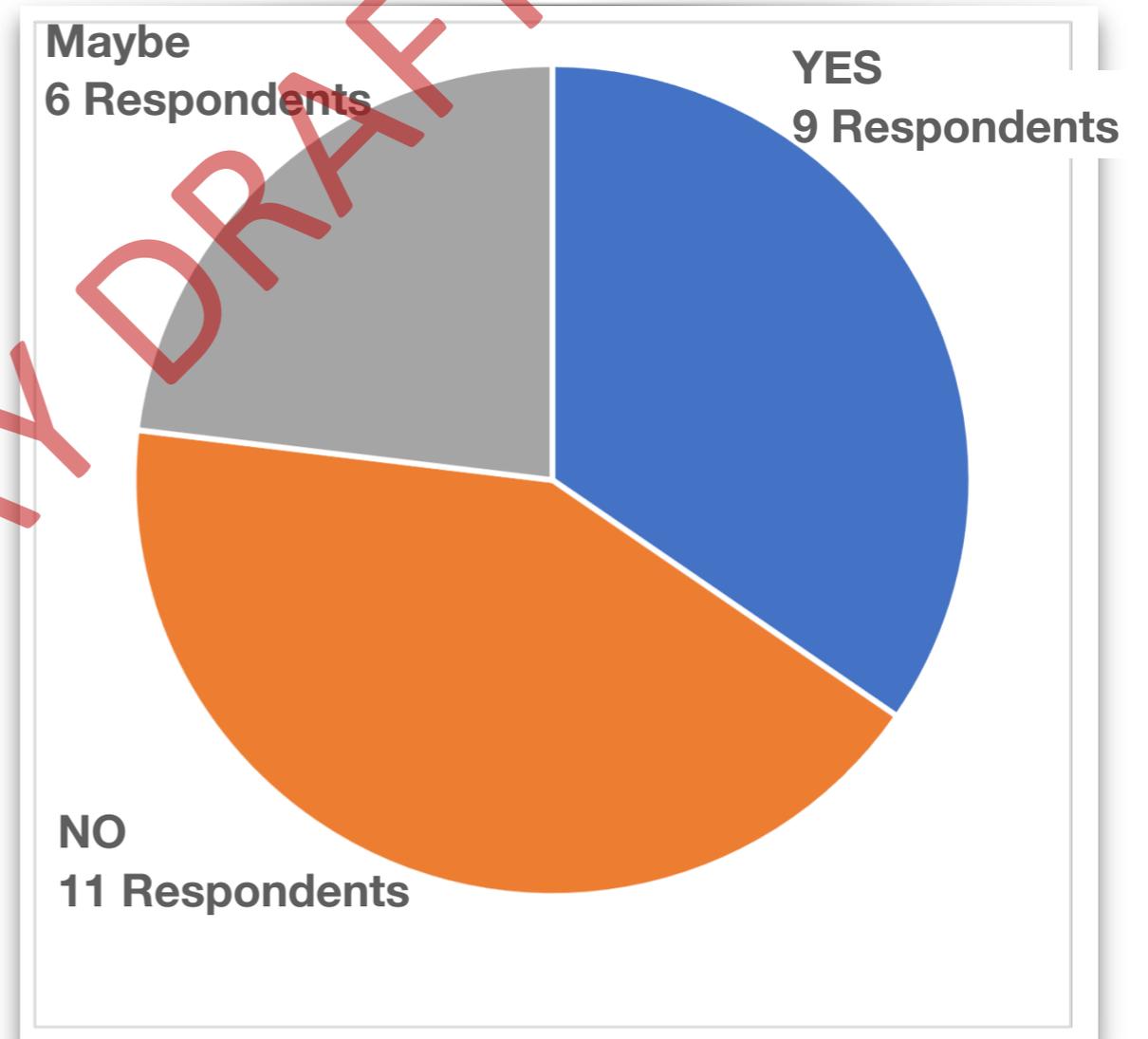
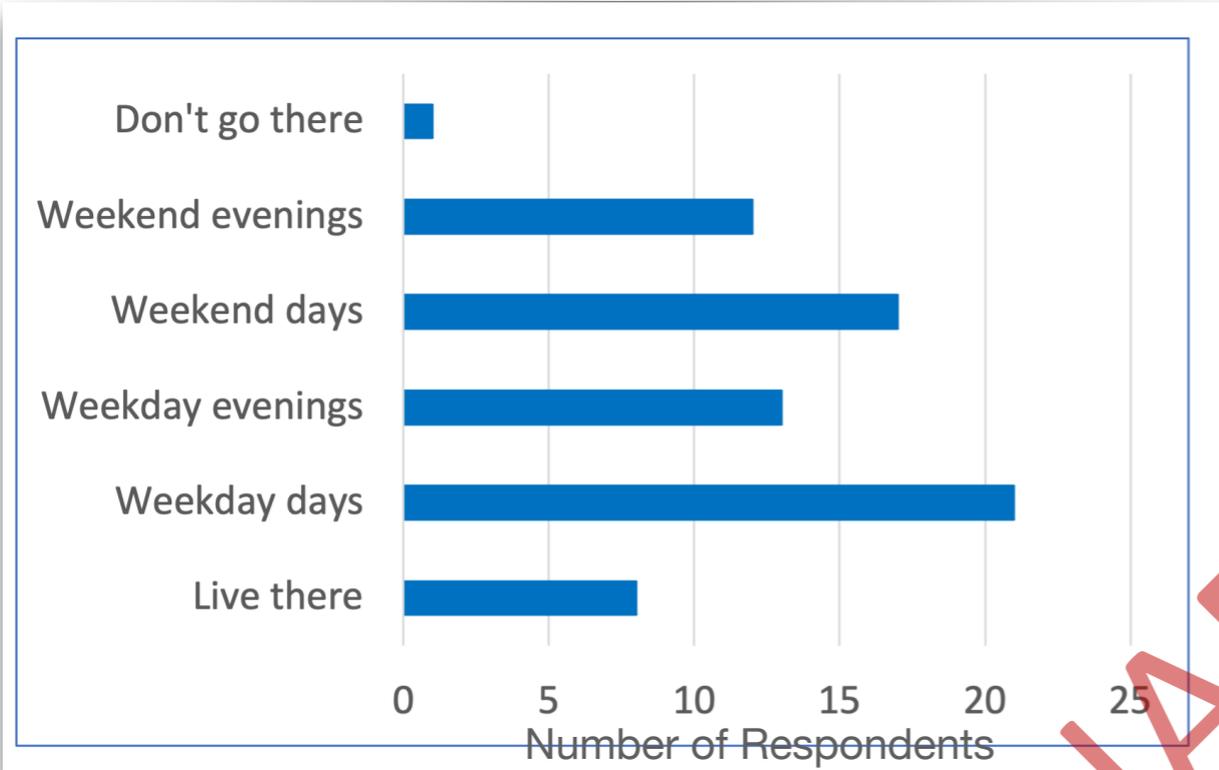
In which area of Croton Falls to you live, own property, or own/operate a business?



Croton Falls hamlet commercial development is adequate



When do you frequent the business/ train station area of the hamlet of Croton Falls?



PRELIMINARY DRAFT

If there was more public parking (non-commuter) available, would you frequent the business/train station area more often?

Do you frequent the hamlet of Croton Falls for any of the following?

(Check all that apply)
(All North Salem respondents)

	Never	Rarely	1x week	2-5x week	6-7x week
Train to commute	266	54	15	12	2
Train for pleasure	215	123	9	0	2
Restaurants	85	230	54	15	8
Retail	179	143	26	14	3
Post Office	205	101	32	22	11
Services	195	124	17	6	2
Other	150	29	1	6	2

Number of Respondents

Is parking in the Croton Falls hamlet difficult and when?

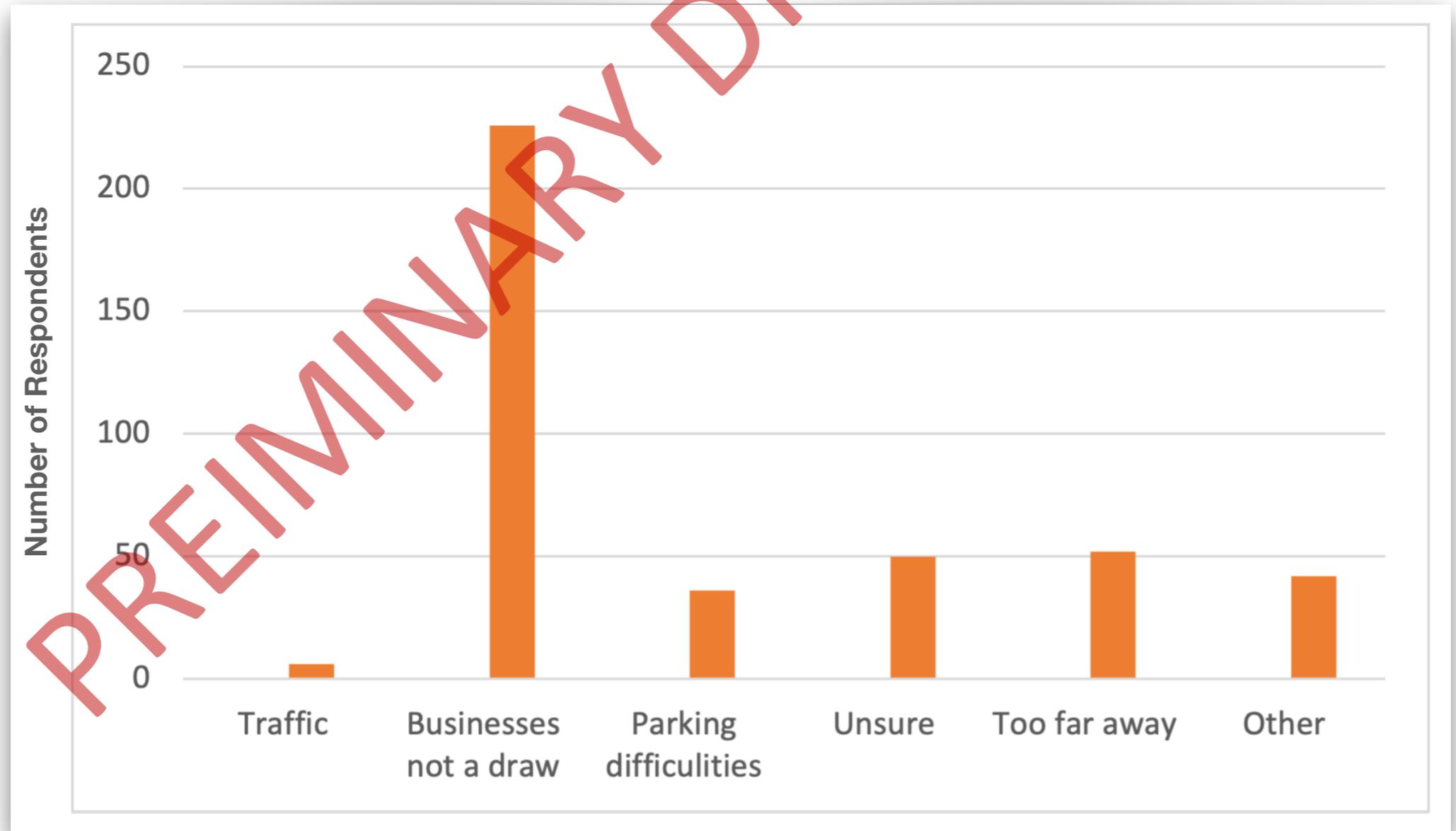
(Check all that apply)
(All North Salem respondents)

	YES	NO	No Opinion
Weekdays daytime	53	96	216
Weekdays evening	14	103	227
Weekends daytime	20	103	222
Weekends evenings	13	103	227

Number of Respondents

If you don't frequent Croton Falls, why not?

(Check all that apply)



If you don't frequent Croton Falls, why not?

(Check all that apply)

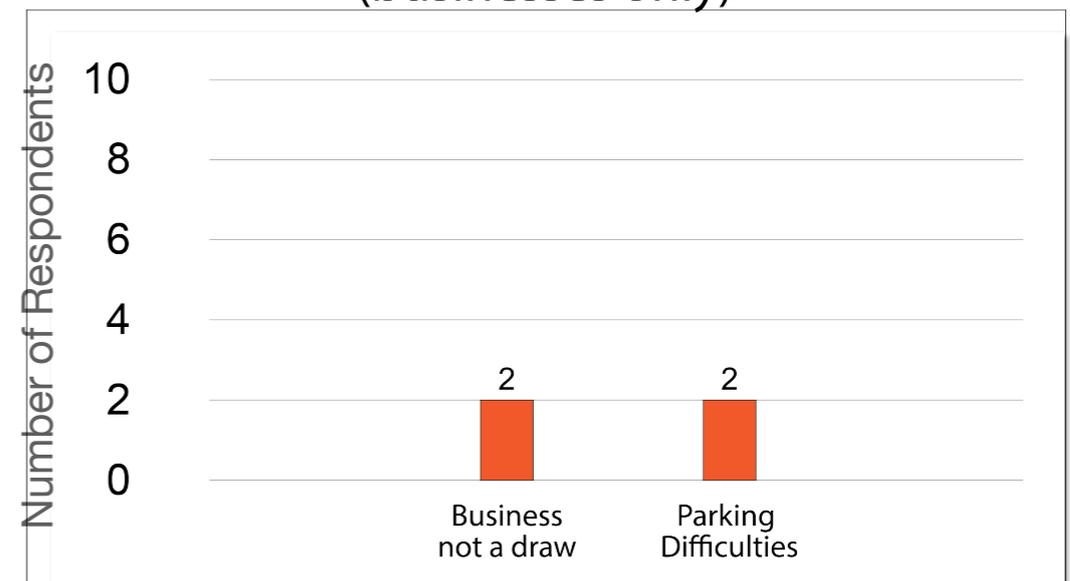
North Salem Town-Wide Respondents



Croton Falls Respondents (home-owners only)

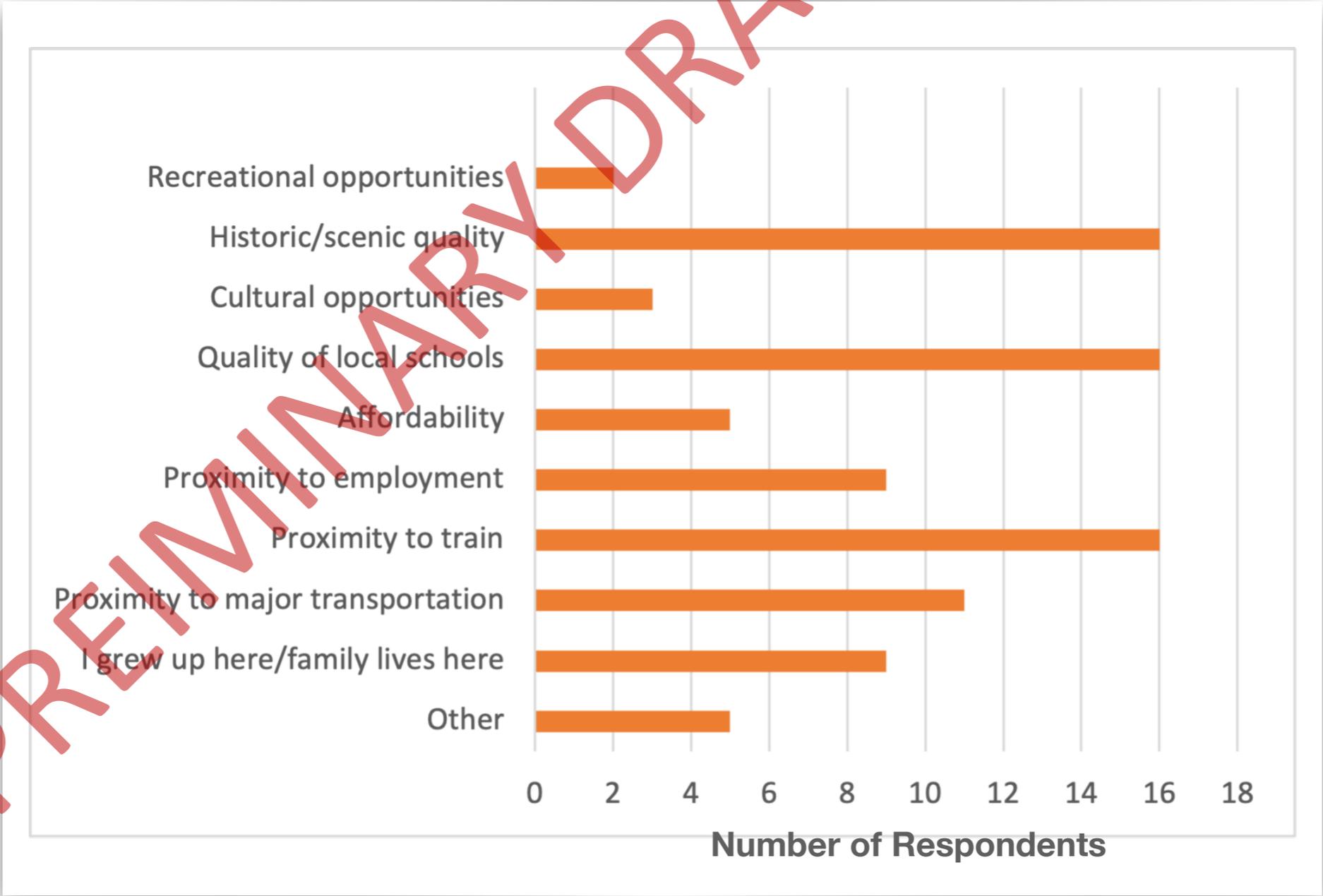


Croton Falls Respondents (businesses only)

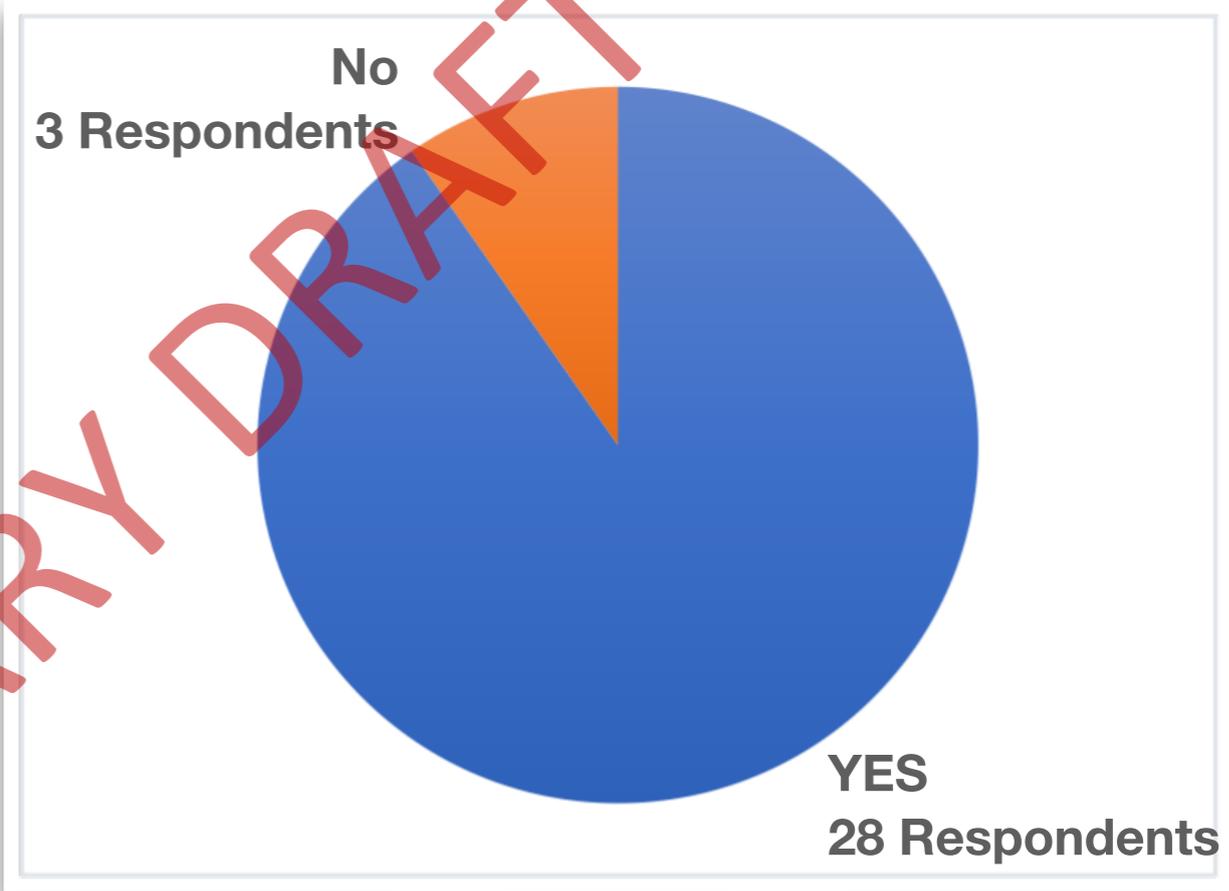
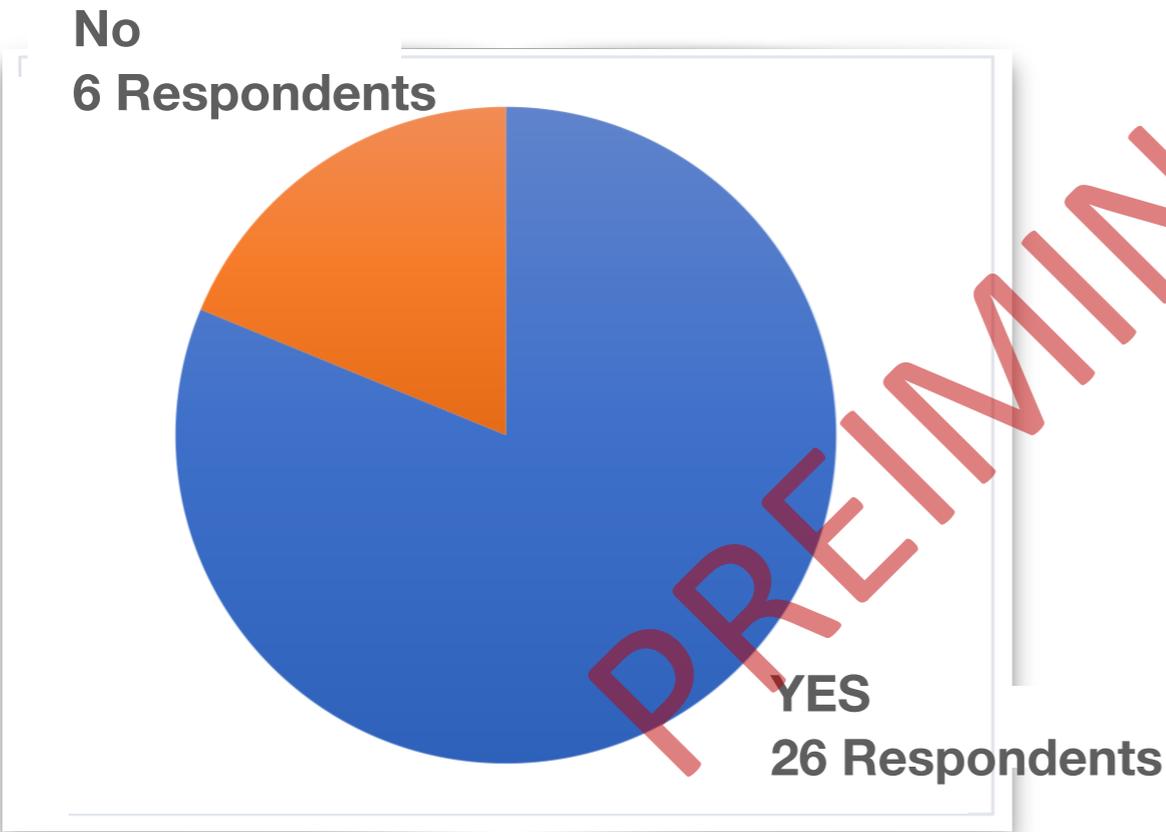


Reasons you chose to live or work in Croton Falls

(Check all that apply)
Out of 33 Respondents

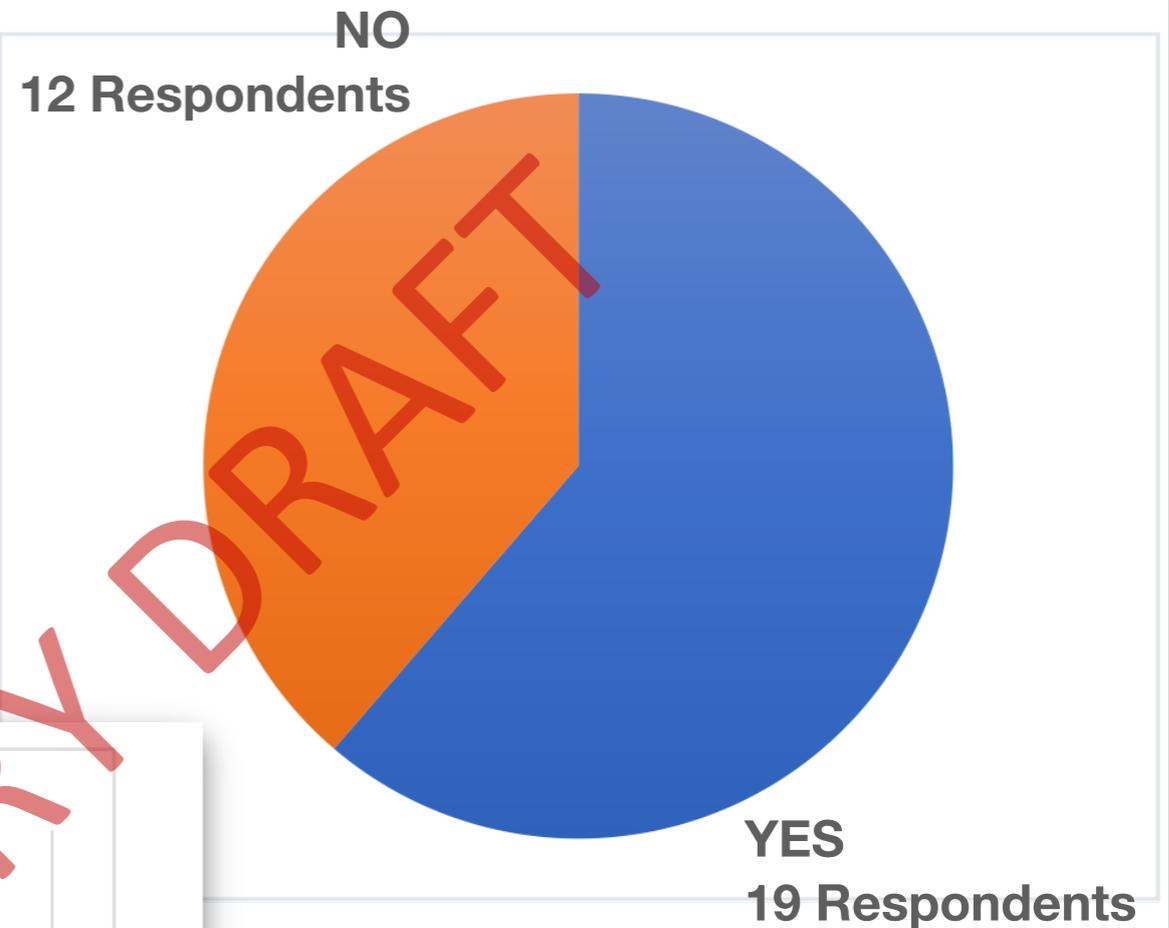
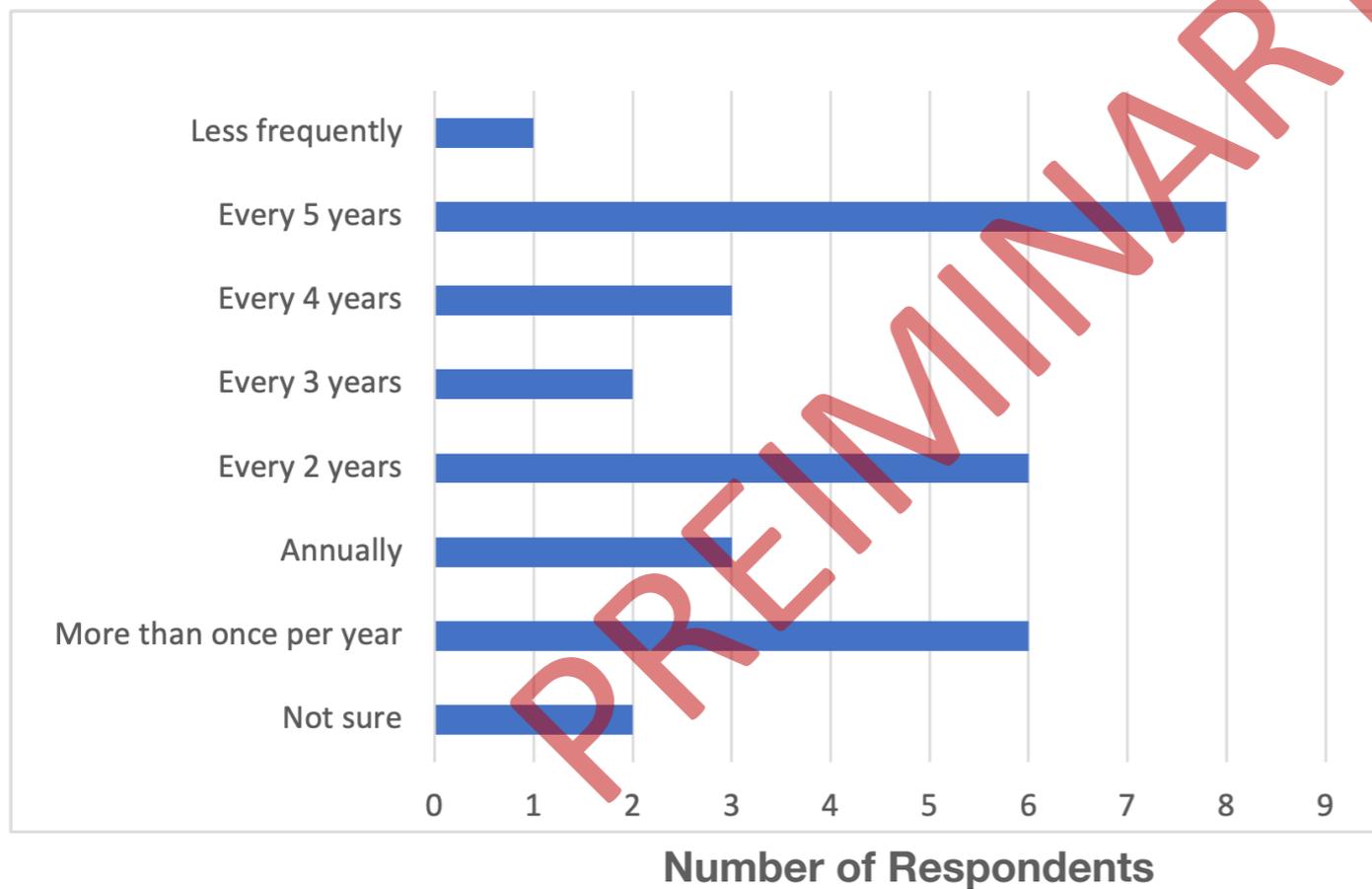


Did you know that NYS requires septic tank pumping at least once every 5 years?



Have you had your septic tank pumped in the last couple of years?

How often do you have your septic tank pumped out?



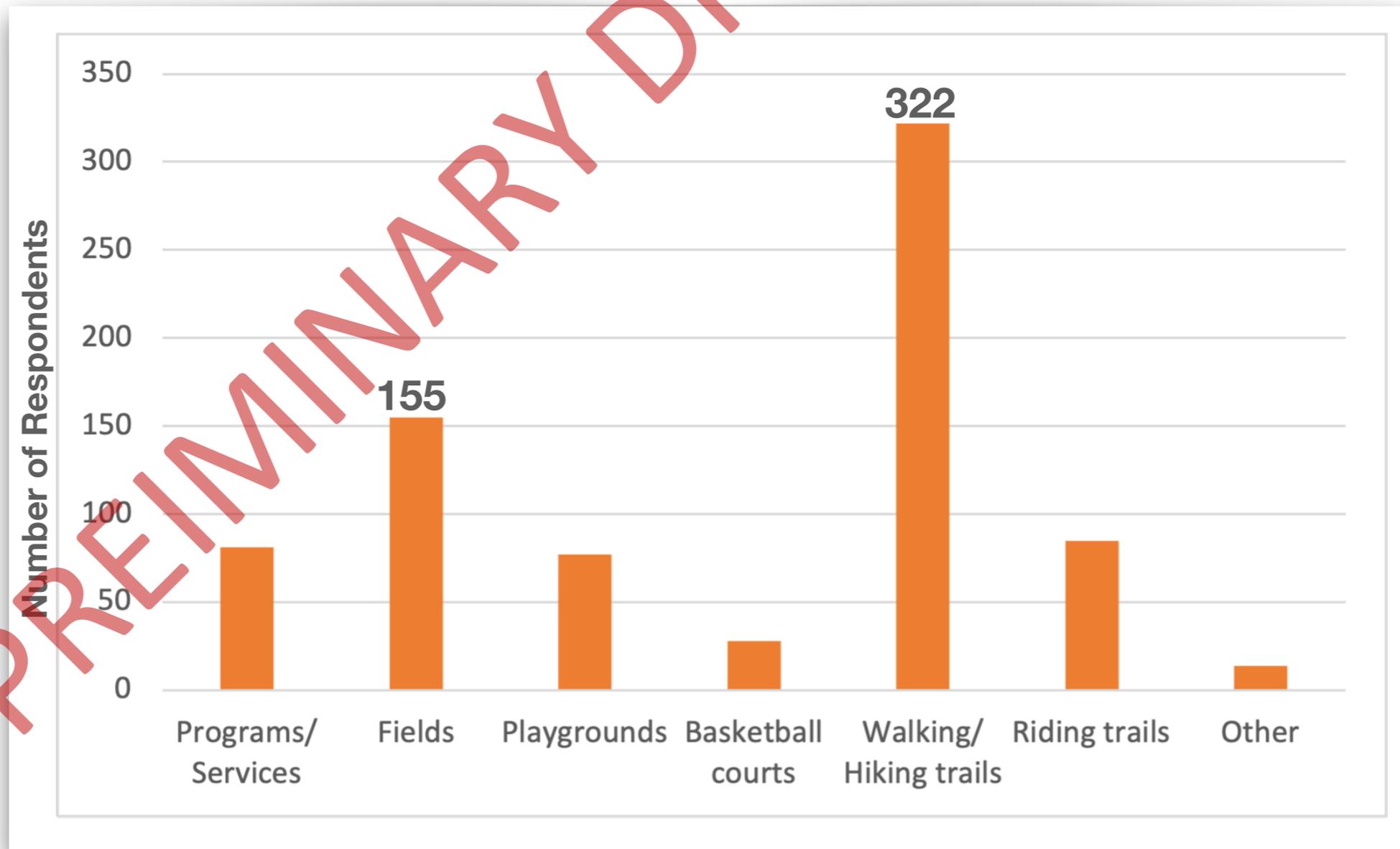
Would you be willing to pay as part of your annual tax bill to be included in a Special Sewer District?

Recreation

PRELIMINARY DRAFT

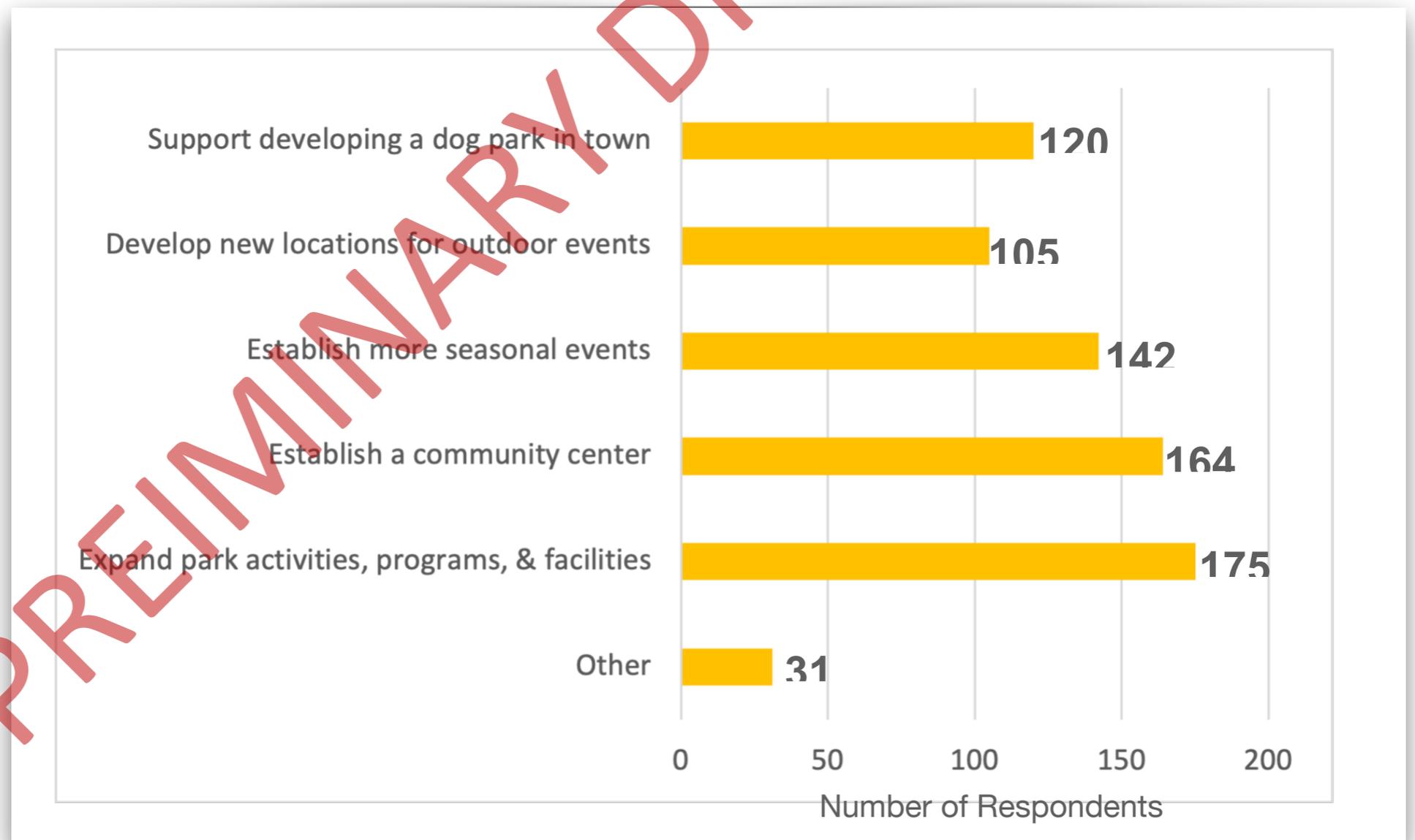
What do you like best of the existing recreational opportunities in North Salem?

(Check all that apply)



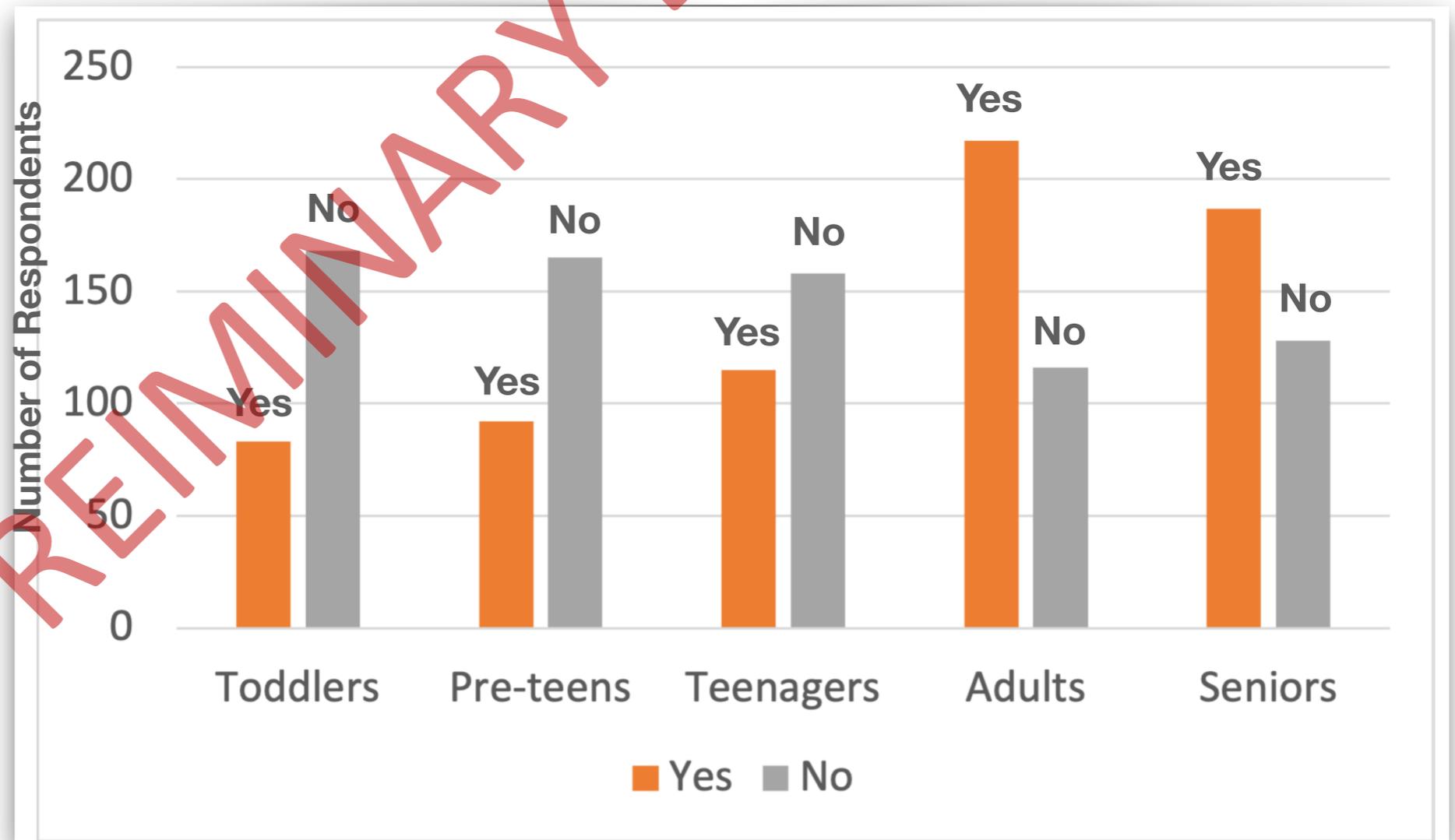
What do you consider to be most important in creating recreational opportunities?

(Check all that apply)



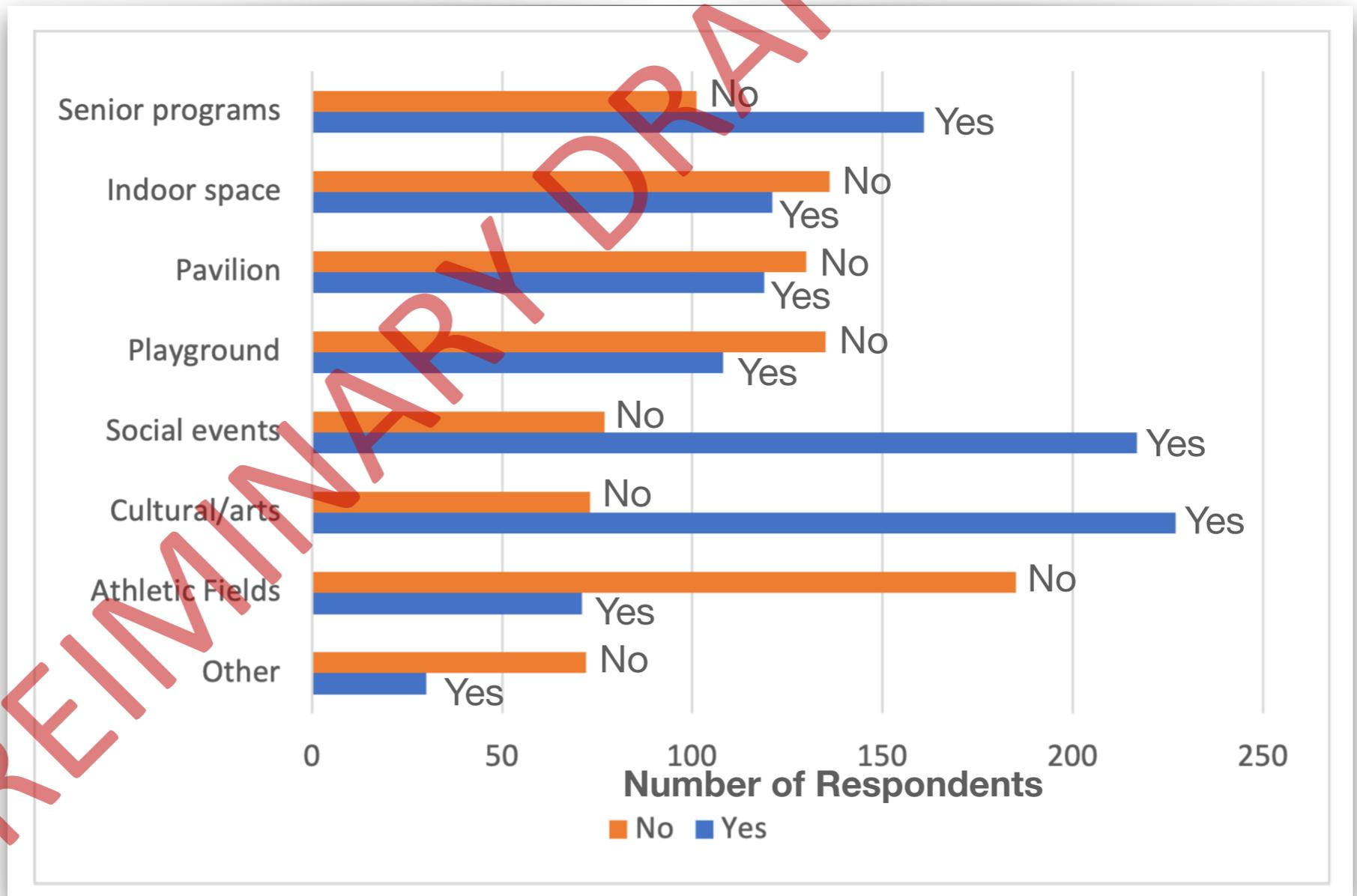
Are you interested in any activities at the new recreation center in Croton Falls (Schoolhouse) for the following age groups?

(Check all that apply)



Do you think the town needs more of the following at our parks & public spaces?

(Check all that apply)



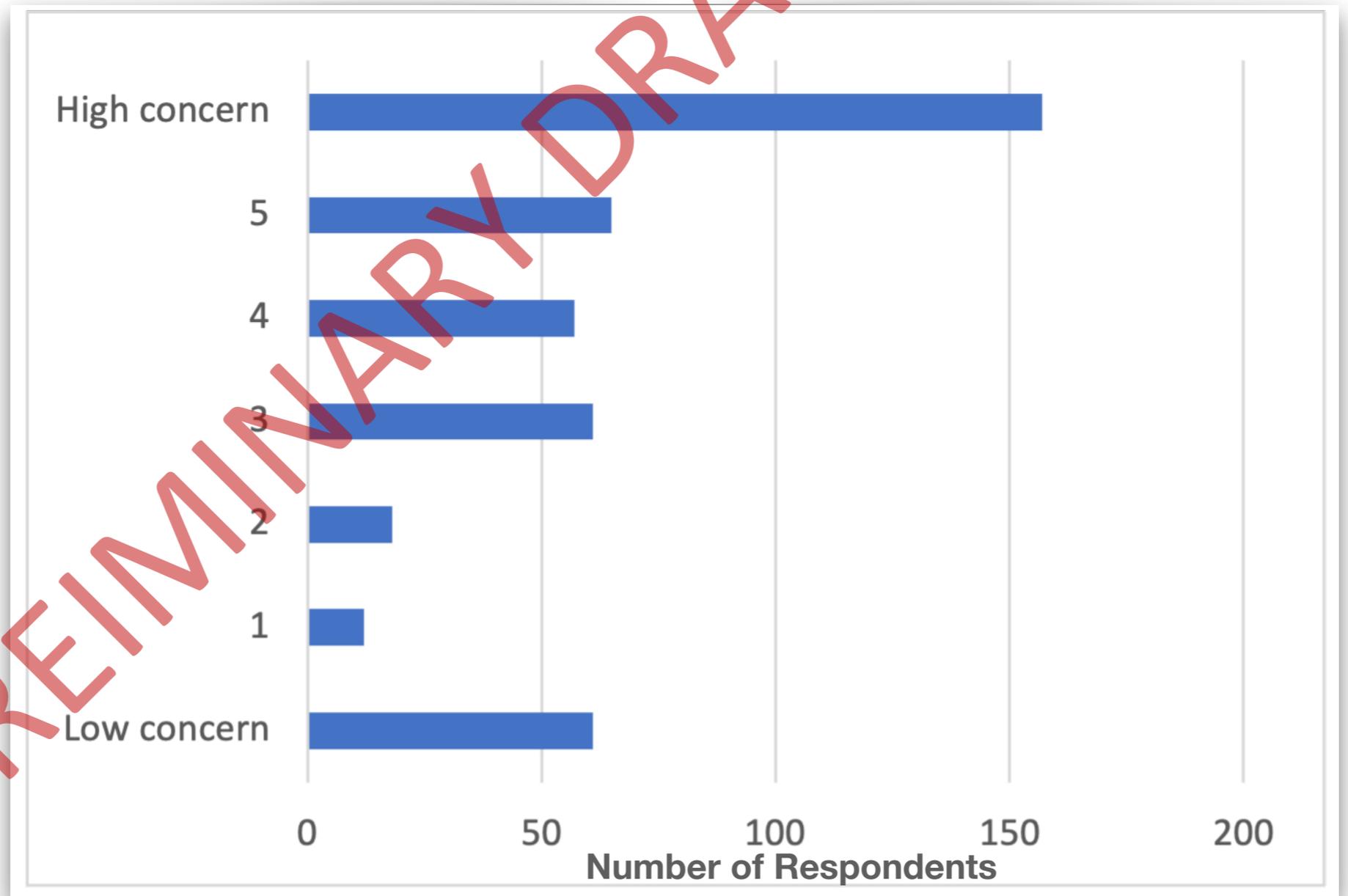
Climate Change

PRELIMINARY DRAFT

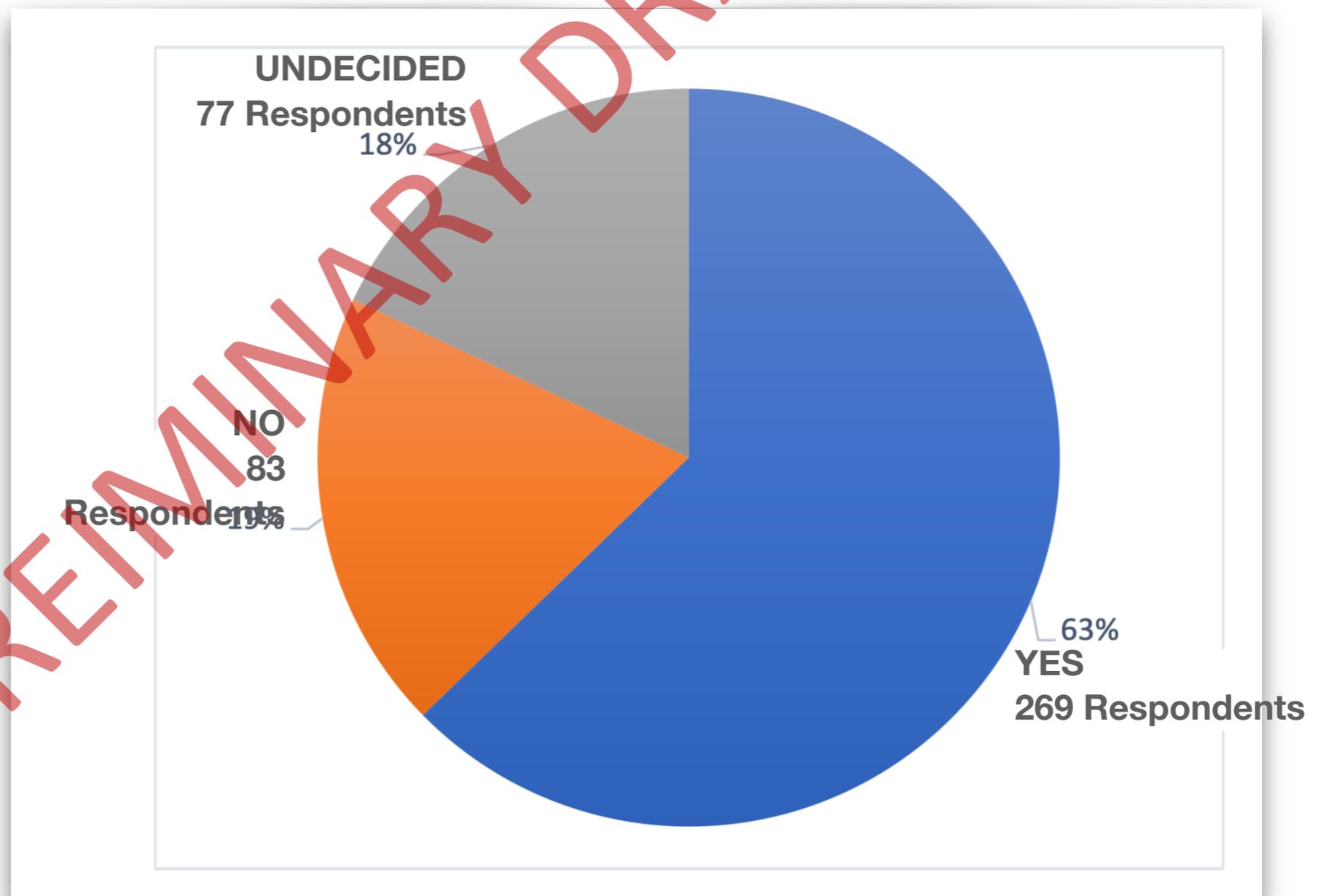
How do you think North Salem is doing when it comes to addressing climate change & mitigating the effects of climate change on people & nature?



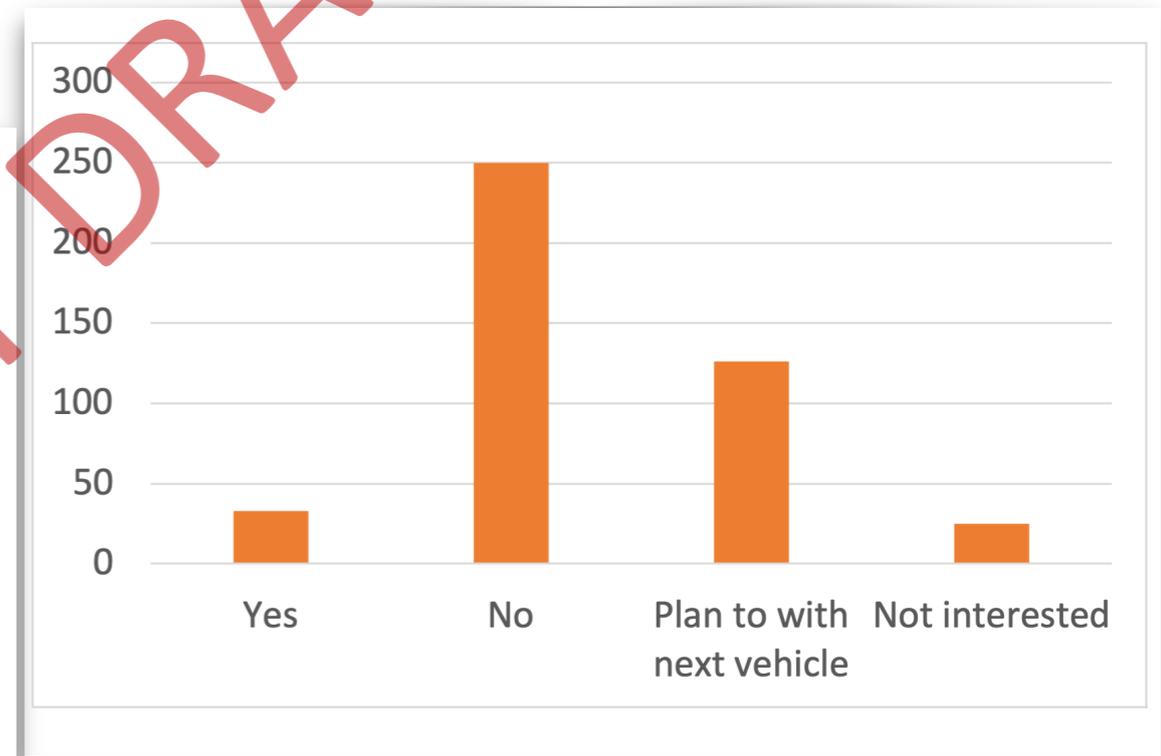
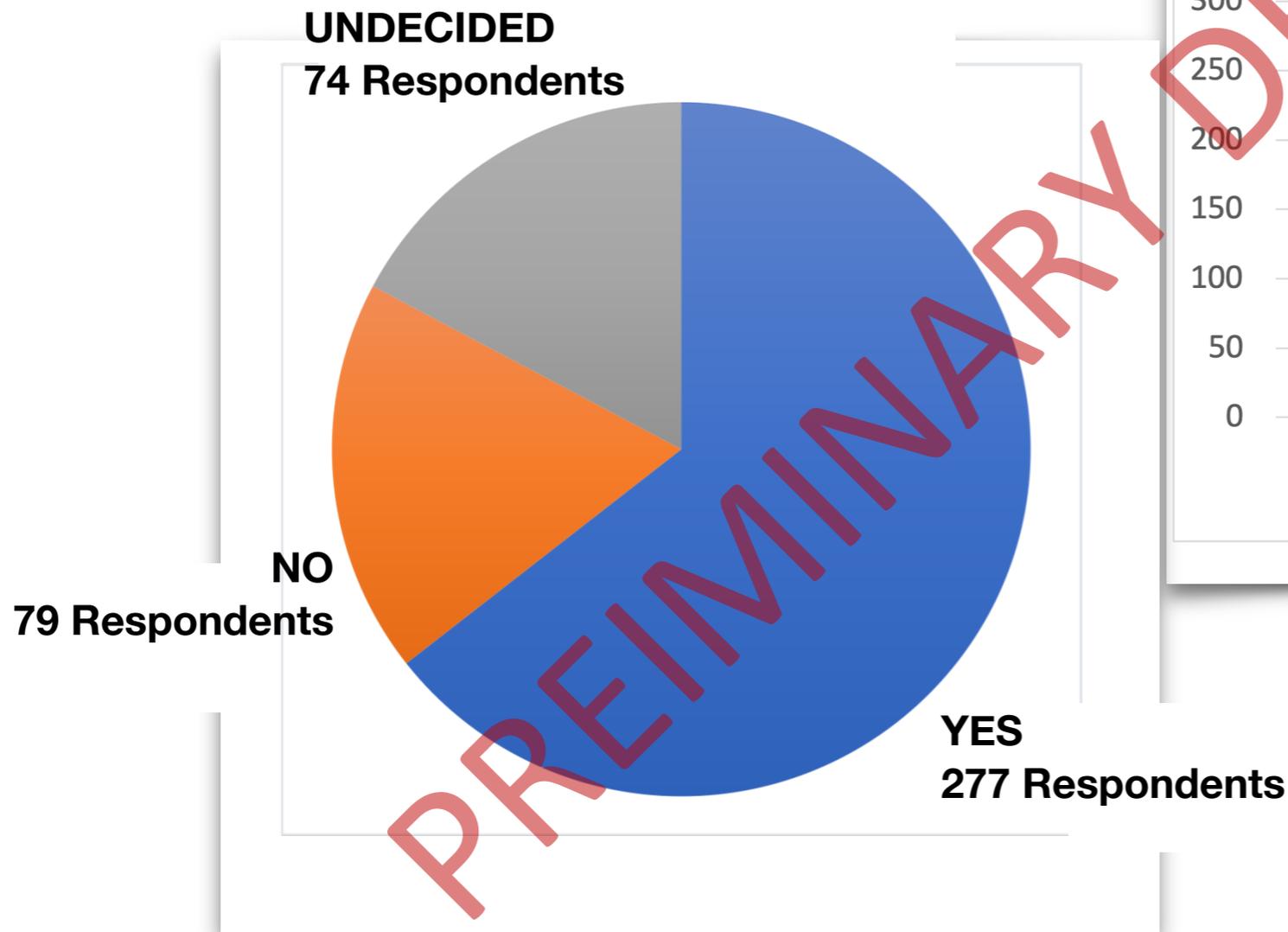
On a scale of 1 to 5; How concerned are you about climate change?



Do you support the Town's efforts to make climate change & related environmental issues a top priority?

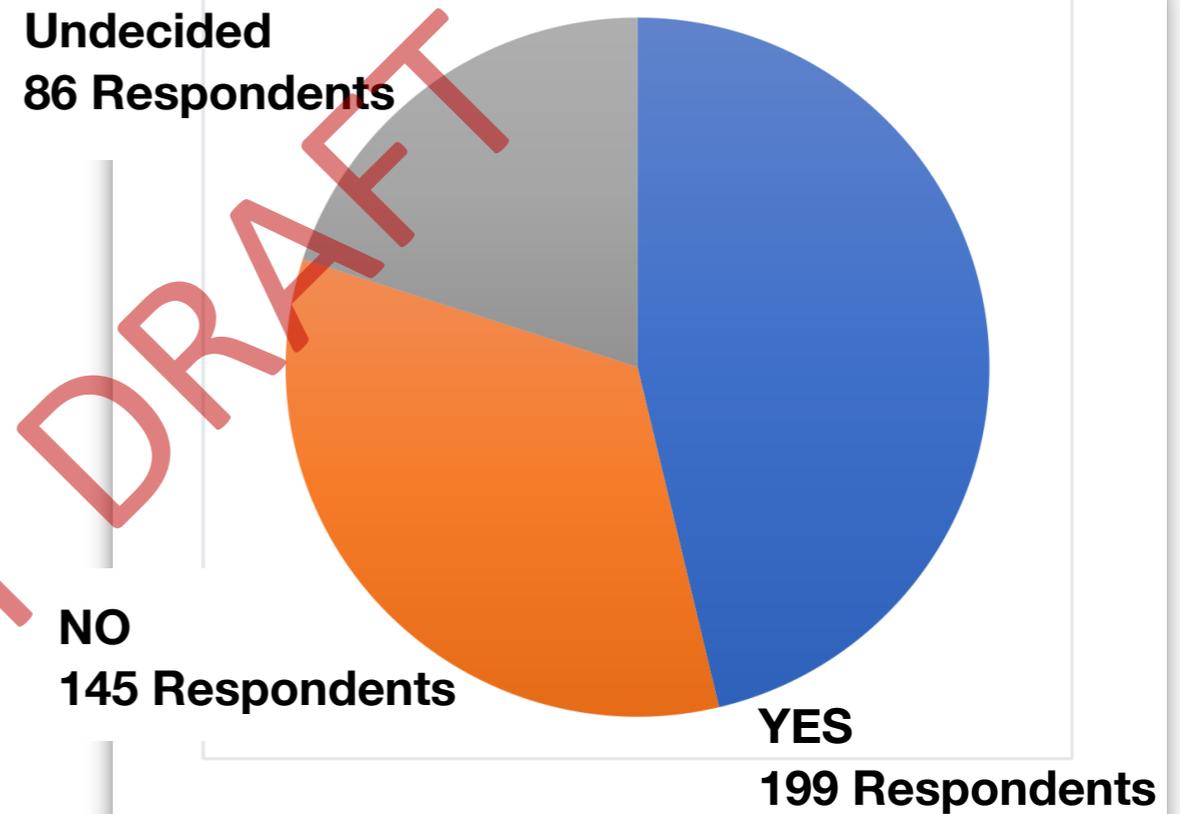
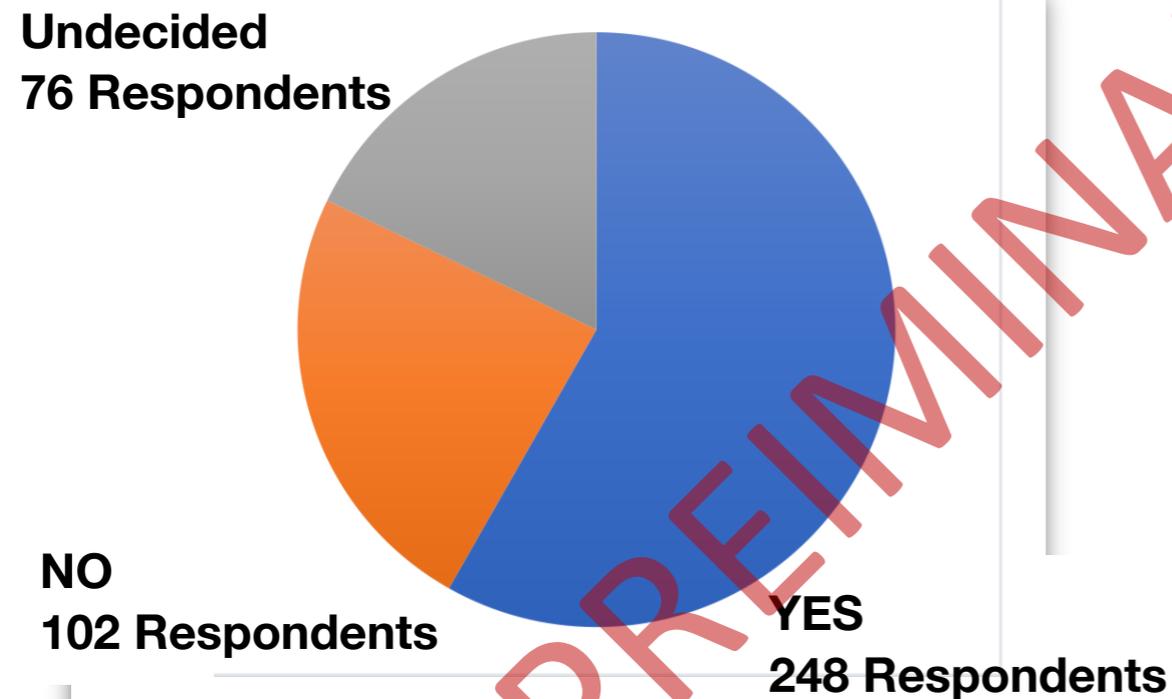


Do you agree the Town should invest resources to reduce greenhouse gas emissions & move to cleaner energy?



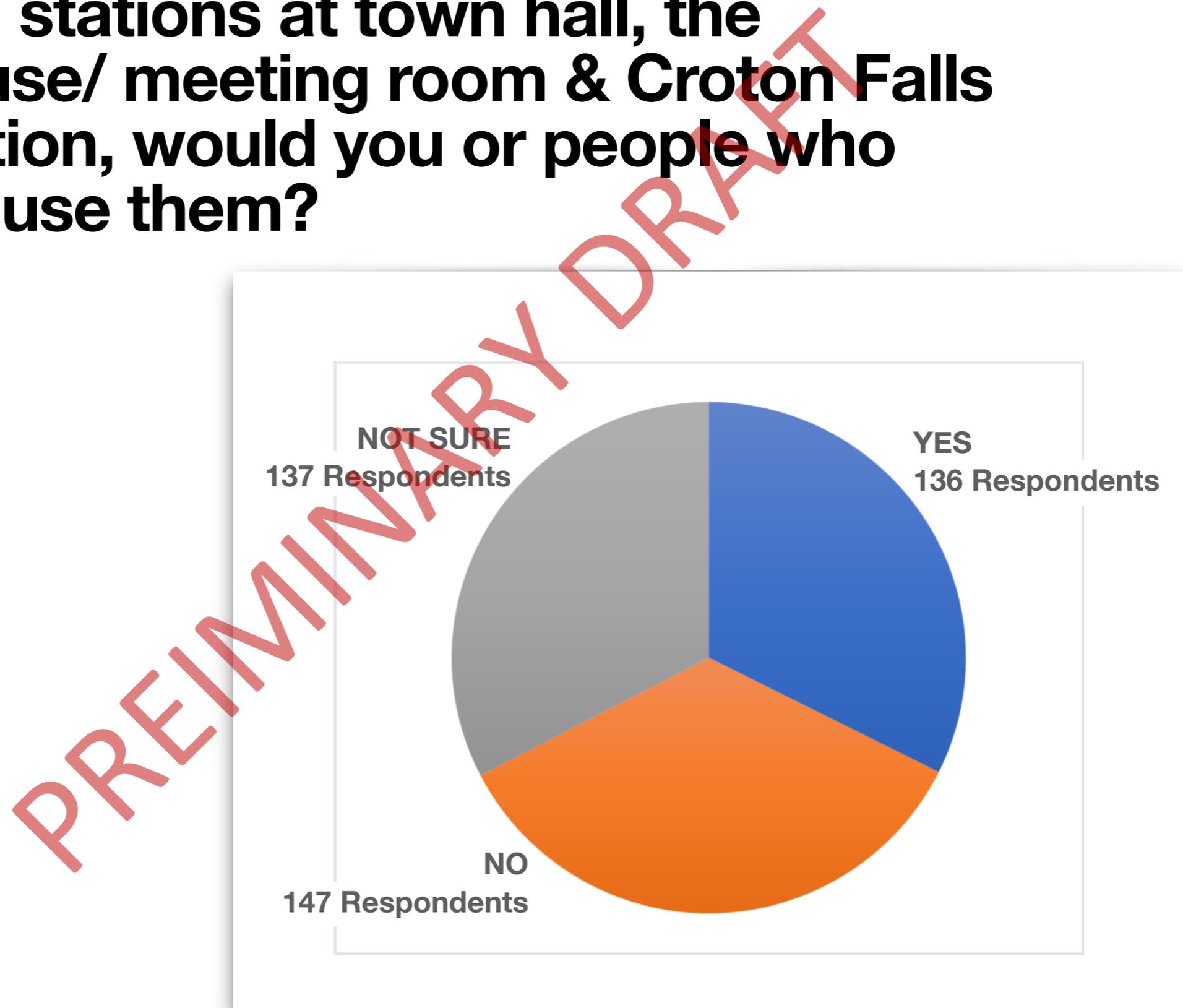
Do you own or lease an electric vehicle?

Are you interested in learning more about what you can do to help the Town reduce its greenhouse gas emissions?



Are you interested in learning about installing solar panels, geothermal or other clean-energy options on your property?

If the town were to install electric vehicle charging stations at town hall, the courthouse/ meeting room & Croton Falls train station, would you or people who visit you use them?



SECTION 7 – Implementation Summary

TO BE ADDED WITH FINAL DRAFT BASED ON PLAN RECOMMENDATION

PRELIMINARY DRAFT