

D. COMMERCIAL/ INDUSTRIAL DEVELOPMENT

The following is a discussion of specific issues and opportunities identified by the Comprehensive Master Plan Committee relating to commercial and industrial development:

1. Overview

a. Development of undeveloped commercially- and industrially-zoned land in the Village.

- Potential type, amount, and location of additional commercial and industrial development, including: On the East side of Bleakley Avenue/ south side of Broadway (within M-2 District); the Build-out of Greentown Road industrial park (within M-1 District), including evaluation of potential alternative uses and Dickey Brook access/ water quality; development of large undeveloped parcels to east of Route 9A (within C-2 and M-1 Districts); development/ redevelopment of smaller undeveloped or residential properties in commercial-zoned areas along Route 9A.
- Feasibility/ factors affecting potential development/ redevelopment of such properties, including: Ownership (e.g., Con Ed or otherwise) and development constraints (e.g., lot size, power lines, utility easements, zoning factors, access opportunities, and environmental consideration such as steep slopes, rocky conditions and wetlands).
- Potential planning implications – For example, impacts to traffic, environmental disturbance, tax revenues, etc., if such properties were to be developed.

b. Amount of Desired Additional Commercial/ Industrial Development

When asked in the Public Opinion Survey to name the most important issues on which the Village should take action, forty-four percent (44%) named “commercial development.” This was the third largest response.

- Some residents may want to limit future commercial and industrial development in the Village in order to reduce potential traffic and local other impacts to the community.
- Other residents may want to encourage future commercial and industrial development in the Village in order to provide a wider tax base, local services and employment opportunities.

- c. *Impediments to appropriate development created by zoning* – The list of permitted uses in the C-2 and M-1 Districts is unnecessarily restrictive and specific.

2. *Planning Objectives:*

- #1: *Local commercial services and retail should be focused on the Village Circle.*
- #2: *The strip commercial development pattern along NYS Route 9A, characterized by independent and uncoordinated development of small lots with little amenity for the general public should be improved and repaired.*
- #3: *Encourage and/or require the removal of undesirable non-conforming commercial uses.*

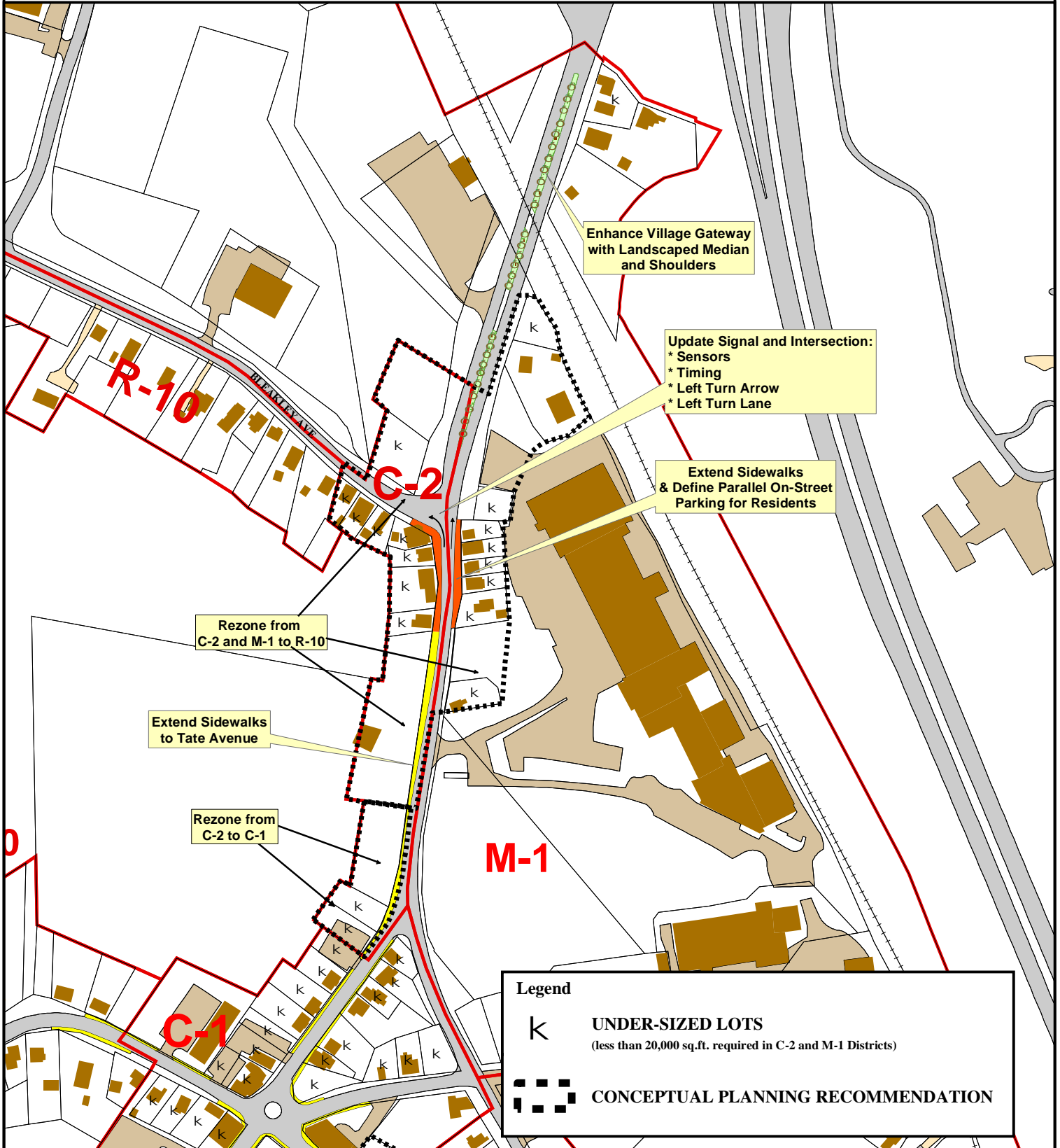
3. *Planning Recommendations:*

- #1: *Reduce impediments to appropriate development created by zoning.*

The list of permitted uses in the C-2 and M-1 Districts is unnecessarily restrictive and specific. This has the effect of prohibiting and discouraging many desirable uses and encouraging less desirable uses.

- #2: *Recommended additions/ subtractions to commercial and/or industrial zones in the Village.*
- The area on Route 9A consisting primarily of small lots with single-family houses, generally north of Tate and south of the railroad bridge, should be rezoned from C-2 and M-1 to residential. The area is primarily residential and the lots are generally too small and too constrained to appropriately accommodate commercial or industrial development. (See Figure II-5 for specific boundaries.)
- #3: *Require removal of nonconforming uses in accordance with an amortization schedule based on a calendar allowing a reasonable time for property owners to recoup capital investments in the nonconforming use.*
- Such a schedule is currently being implemented for the removal of the billboard signs throughout the Village. The signs are scheduled to be removed in approximately 5 years.
- #4: *Require coordinated access management of driveways and parking areas as part of development and redevelopment of properties along NYS Route 9A.*

RECOMMENDATIONS TO C-2 and M-1 DISTRICTS at 9A and BLEAKLEY AVE.



COMPREHENSIVE MASTER PLAN

Village of Buchanan, Westchester County, NY

Note: Tax parcel data obtained from the Town of Cortlandt.
Map created in ArcView software and is intended to be used for GENERAL PLANNING PURPOSES ONLY.

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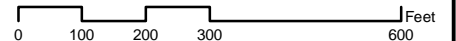


Figure II-5

- Amend the Zoning Law to authorize the Planning Board to require cross access and shared parking easements and common driveways to reduce the number of curb cuts, minimize traffic conflict points, smooth traffic flow, and allow more land for buildings, parking, landscaping, and sidewalks. Key benefits of coordinated access and parking include:
 - a typical increase of between 15% and 30% in the number of parking spaces,
 - a dramatic improvement in convenience resulting from the increase in the number of available parking spaces per driveway, and
 - a reduction of vehicular trips and turning movements on major roadways.