

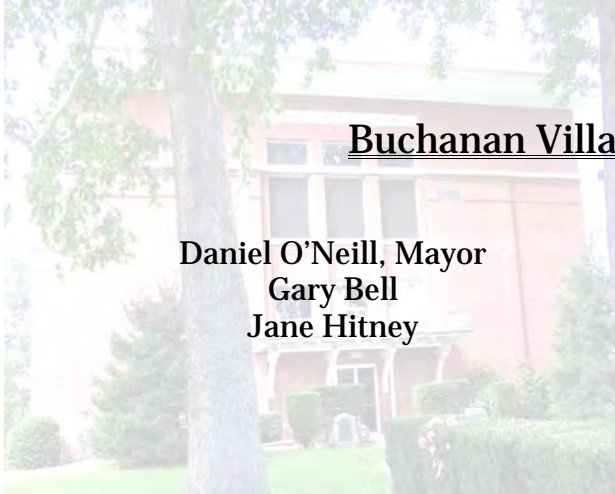
# Comprehensive Master Plan

*Remembering the Past, Improving the Present, Envisioning the Future*



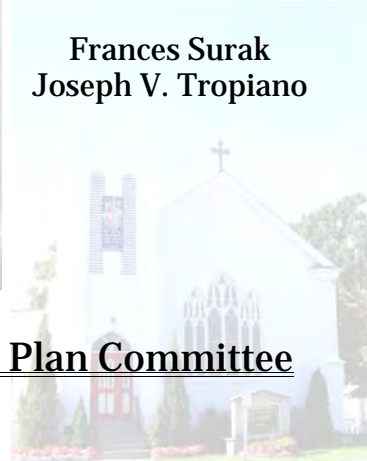
**Village of Buchanan**  
**New York**  
March 2005

# Village of Buchanan Comprehensive Master Plan



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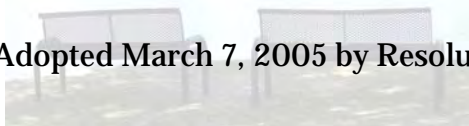
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Adopted March 7, 2005 by Resolution of the Village Board



# VILLAGE OF BUCHANAN



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February 2, 2005

Dear fellow resident:

The new Comprehensive Master Plan for the Village of Buchanan is now completed, thanks to the diligence and thoughtfulness of the Master Plan Committee, headed by Chairperson, Trustee Fran Surak, planning consultants from Frederick P. Clark & Associates, and support from the entire Village Board. It is a document that is – and will remain for many years – vital to how we live and work in Buchanan.

The history of the Village of Buchanan is a living history. Many residents can trace their ancestry in this area for decades and even centuries. We are on the banks of one of the world's most beautiful and greatest rivers, the Hudson. Several historical buildings are still used by residents and businesses. The country's first peaceful atomic power plants were built at Indian Point and remain operating today. Using that history as a basis, the Comprehensive Master Plan seeks to preserve the Village's "small town" sensibility and essence while providing an outline on how to improve Buchanan for the present and future. The Comprehensive Master Plan reflects the desire of residents to maintain that character *and* to improve our quality of life.

But the Comprehensive Master Plan does more: It provides an outline *and* specific recommendations on how to improve Buchanan. The Master Plan Committee held a number of public hearings and meetings to listen to suggestions and concerns by Village residents and businesses. Many of these suggestions are contained in the report. The report adapted recommendations from the Village Circle Advisory Committee and added specific details on how to improve the Village Circle. Other suggestions were included in the final report.

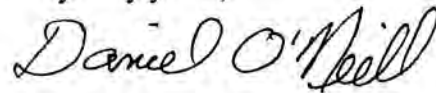
The recommendations in the Comprehensive Master Plan are so positive and timely that the Village Board has already begun adopting some: Additional parking has been added to the Village Circle with financial assistance from a Community Development Block Grant. The Village Board has also applied for State and Federal grant money to help improve pedestrian access on Albany Post Road and Tate Avenue and is looking into ways of providing housing for seniors.

Fellow Resident, page 2  
February 2, 2005

The Comprehensive Master Plan is indeed a "living document" and will continue for many years to come. The document is so relevant and important to our community because of its high quality. The quality of the Comprehensive Master Plan is so high because of the intelligence, thoughtfulness and dedication of the Master Plan Committee members, Chairperson and the planning consultant. When I appointed Trustee Fran Surak to chair the Master Plan Committee, I knew she would do an excellent job. When I saw the names of those who had volunteered for the Committee, I knew this was a quality group who had extensive knowledge of Buchanan and brought considerable personal and professional expertise to the table - as well as a vision for our future. What is even more impressive is that all members were volunteers, giving their time and expertise without compensation other than the satisfaction of knowing they have contributed to their community. Having seen Dan Wery and Mark Healey guiding and working so well with our Planning and Zoning Boards, I knew they were the right choice as consultants. Despite my high expectations, the Committee members, Chairperson, planning consultants all outdid themselves. In addition, the other Village Board members - Trustees Gary Bell, Jane Hitney and Joe Tropiano - provided continuous support from the initiation of the Master Plan Committee to completion of this report. In addition, much thanks is due to the Village's administrative staff, Village Administrator Tom Jankowski, Deputy Clerk Penny Pierce-Baisley, Senior Account Clerk Cindy Kemptner and Bookkeeper Betty Travis.

The Comprehensive Master Plan will be a guide to residents, businesses, elected officials, Village employees and professional consultants for many, many years. It has been my honor to be your Mayor during the tenure of the Master Plan Committee. The entire Village can be proud of the Committee's work, which resulted in this Comprehensive Master Plan.

Very truly yours,



Daniel E. O'Neill  
Mayor

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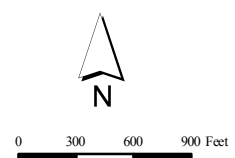




**VILLAGE OF BUCHANAN**  
Town of Cortlandt, Westchester County, NY

**FREDERICK P. CLARK ASSOCIATES, INC.**  
*Planning/Development/Environment/Transportation*

Note: Color Orthophotography obtained from GIS Data Depot (Peekskill and Haverstraw Quads)  
The orthoimagery depicts ground conditions as shown on aerial imagery taken within the period 1994 through 1999.  
The original digital orthoimagery was produced under the federal Digital Orthophotography Quarter Quadrangle Program and New York State Department of Environmental Conservation. Department of State enhanced the orthoimagery as part of New York State's Y2K preparedness planning effort. The orthoimagery is 1 meter resolution color infrared.  
Municipal boundaries obtained from Westchester County GIS. Map created in ArcView software and is intended to be used for GENERAL PLANNING PURPOSES ONLY.



August 2003

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# **I. INTRODUCTION**

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**A. WELCOME TO BUCHANAN'S NEW COMPREHENSIVE MASTER PLAN – A PLAN FOR ACTION**

Welcome to the Village of Buchanan's new Comprehensive Master Plan. This Plan contains a wealth of knowledge about the Village of Buchanan. More importantly, it includes many excellent, well-reasoned, realistic and practical ideas and recommendations - all of which are focused on making the Village of Buchanan one of the best communities in which to live and do business on the Hudson River.

An enormous amount of time, energy and love for the Village went into preparing this Plan for you. Please use its many ideas and recommendations to guide and inspire you to help Buchanan reach and exceed its optimistic yet realistic goals and fulfill its tremendous potential.

This Plan has been prepared to inform and provide guidance to anyone and everyone interested in the future of the Village of Buchanan. It is intended to be used daily by existing and future residents, elected and appointed officials, Village staff and consultants, business owners, investors, developers, community groups, and government agencies.

The Comprehensive Master Plan is intended to be a flexible, living document. It is a guide, with clear directions on achieving its stated goals. It is not a law. Nor is it self-effectuating. To be effective, it must be used and referenced constantly, by everyone. Its recommendations should be evaluated frequently and updated as necessary. The more this Plan is used, and the more people who use it, the more effective and meaningful it will be, and the more the Village of Buchanan will benefit as a result.

The Comprehensive Master Plan Committee has been working actively since late 2002 on the preparation of this Plan as a replacement for the Village's first Plan which was completed in 1986. In general, the purposes of this Plan are to:

- i. Maintain and enhance the Village's small town character;
- ii. Protect and reinforce its stable neighborhoods;
- iii. Improve the quality of life for Village residents; and
- iv. Revitalize and restore the Village Circle area as the proud and attractive center of community activity in Buchanan.

This Plan is focused on implementation. It makes many specific and targeted recommendations and is intended to serve as the primary resource in guiding all future decisions affecting land use.

In articulating the vision for the future of Buchanan, this new Comprehensive Master Plan includes seven (7) key chapters with 25 specific and well-defined objectives and recommends over 125 specific implementation strategies and actions designed to achieve those objectives. This Plan is a plan for action.

Despite the tremendous inherent strength and value of this new Comprehensive Master Plan, it, and all of the efforts that went into its preparation, will be wasted unless it is used. Completion and adoption of the Plan is not the end of the planning process. Rather, it is just the first step in the process of making the many informed and well-reasoned choices and decisions that will determine the long-term future of the Village of Buchanan.

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## **II. COMPREHENSIVE MASTER PLAN**

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## **A. The Village Circle Area**

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## **A. THE VILLAGE CIRCLE AREA**

### **1. Overview**

The Village Circle area is the traditional center of the Buchanan community. In better days, this area contained a number of businesses including a restaurant, a pizza parlor, pharmacy, ice cream establishment and other uses that served the needs of the local community and that attracted residents to the Village Circle. Unfortunately, those businesses are gone and many of the buildings in the Village Circle have fallen into a state of disrepair.

Revitalization of the Village Circle area is perhaps the most pressing planning issue facing the Village. The results of the Public Opinion Survey certainly suggest that the Village's residents feel that revitalization of the Village Circle is critical. When asked to name three improvements that residents would like to see in Buchanan, 78% percent of the respondents suggested improvements (e.g., more small businesses) to the Village Circle. By comparison, the next highest response was 28% for road improvements.

The Village, though, has made considerable efforts in the past decade or so to improve the appearance and vitality of the Village Circle including the construction of small municipal parking areas off Tate Avenue and attractive streetscape improvements (including the creation of the "Village Circle," traditional street light, under grounding of utility wires, street trees, benches and attractive sidewalks/curbs). Apparently, however, such efforts have not been enough to encourage the attractive redevelopment of derelict buildings and to attract new businesses to serve the needs of the local community.

Thus, while the Village Circle area has a limited number of uses that serve the local needs of the Village (e.g., the U.S. Post Office, a barber shop, pet store boutique, and Village Hall on the periphery of the Village Circle), many of the other uses in the Village Circle area (e.g., one- and two-family residences, book distribution), while certainly not objectionable, do not contribute to the vision of the Village Circle as the traditional retail/service center of the local community.

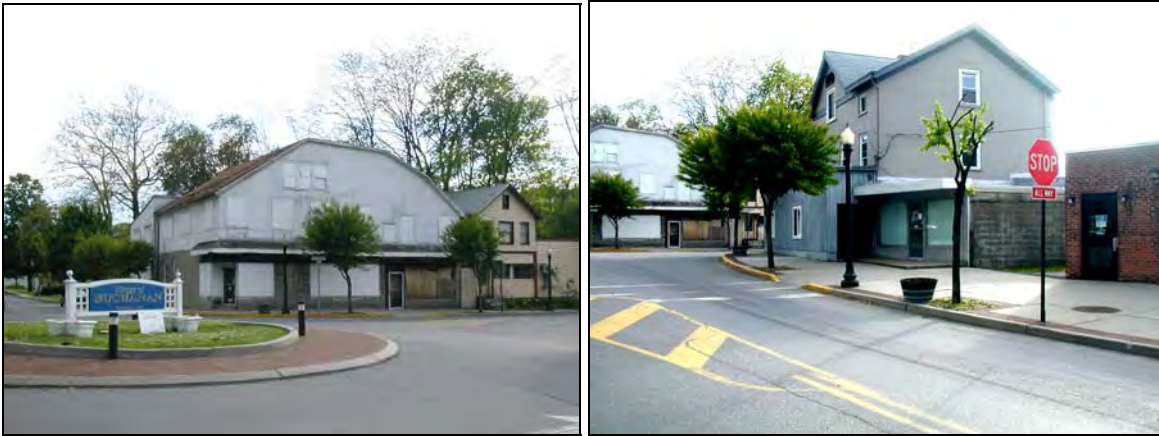
Following is a discussion of specific issues and opportunities identified by the Comprehensive Master Plan Committee as potentially affecting the revitalization of the Village Circle area:

#### **a. Appearance of Existing Buildings/ Sites**

A number of the buildings/ sites in the Village Circle that are either in a state of disrepair and/or do not otherwise contribute positively to the character of the Village Circle. There exists potential to redevelop these sites and/or refurbish these buildings in a manner that contributes to the character of the Village Circle and the Village as a whole.

Most notably, the adaptive reuse of the two sites/buildings located to the east and west sides of the Tate and Westchester Avenue intersection could help improve the character of the Village Circle and could help create a "critical mass" encouraging other property owners in the area to improve their properties. While both sites have

received site plan approval from the Planning Board within the last decade, which projects would have represented major improvements to each site and building, neither approved proposal has been constructed.



*The photos above show the condition of the “Knickerbocker building” (left) and the “Halfway House” (right). The “Knickerbocker building,” which frames the view of the Village Circle when entering from Tate Avenue and White Street, has remained vacant and boarded-up for more than a decade. Incremental modifications to the “Halfway House” building over the years have degraded the historic character of this building. In addition, use of the building for strictly residential purposes (instead of retail on the ground floor and apartments above) does not contribute to the vitality of the Village Circle.*

The undeveloped parcel at the corner of Tate and Lindsey Avenues represents another important opportunity to improve the appearance and function of the Village Circle. Development of this parcel could help fill the “gap” currently existing in the Village Circle area. Appropriate architecture and site design, however, is critical. Development of this parcel could also help provide additional public parking. Another key property is the old gas station at the corner of Route 9A and White Street. This potentially attractive building has been vacant for many years, yet still retains interesting architectural details and character, and until recently, the original pumps underneath a large canopy. The building and site define one of the primary corners in the Village. Many such old gas stations with large canopies have been converted to retail and service establishments such as cafes with outdoor seating and display beneath the canopies. This type of reuse would be an excellent opportunity to retain and restore this structure and to enhance this important corner with an attractive use.

Attractive development/redevelopment of these four key sites/ buildings (with a mixture of ground floor retail and second floor apartments and/or office) around the Village Circle would go a long way towards creating a critical mass encouraging the improvement of other properties in the Village Circle including properties along Tate Avenue and White Street (which serve as entrances into the Village Circle).

Although not in the Village Circle area, another nearby prominent gateway property in need of improvement is the automotive repair shop near the intersection of Route 9 and Bleakely Avenue. Wrecked and partially repaired vehicles are parked along the



shoulders of Route 9, posing both a hazard to vehicular and pedestrian movement, a nuisance for the neighboring residential uses, and a very unattractive image for every resident and visitor entering and exiting Buchanan.



*The former gas station building and property at the corner of NYS Route 9A and White Street and the undeveloped parcel at the corner of Tate and Lindsey Avenues each represent important opportunities to improve the appearance and function of the Village Circle.*

*b. Parking*

The lack of sufficient parking has been identified as a key factor affecting the improvement of the Village Circle. The existing stock of public parking in the Village Circle consists of the following: the small municipal parking lot behind the U.S. Post Office; the small municipal parking lot at the north end of Tate Avenue; six (6) on-street spaces on the east side of White Street near the Village Circle; and four (4) on-

street spaces on the west side of Tate Avenue in front of the “Knickerbocker building.” While the existing stock of public parking may be roughly adequate to serve existing needs (i.e., since the vast majority of the properties in the Village Circle are *not* developed in a commercial nature), the amount and location of parking in the Village Circle is believed to be a significant hindrance in attracting new businesses to the area.

The lack of public parking in the Village Circle is made worse by the fact that, due to the small size of the parcels in the Village Circle, there exists limited potential to provide a significant amount of off-street parking on individual properties in the Village Circle - particularly if the parcels are developed in an individual, uncoordinated manner. Most of the parcels in the Village Circle area are very small (i.e., less than 10,000 square feet), leaving little room for the provision of required off-street parking spaces.

*c. Existing Zoning Requirements*

As illustrated in Figure II-1, the existing zoning regulations prohibit development that would be consistent with the existing and/or desirable pattern of development in this area. For example:

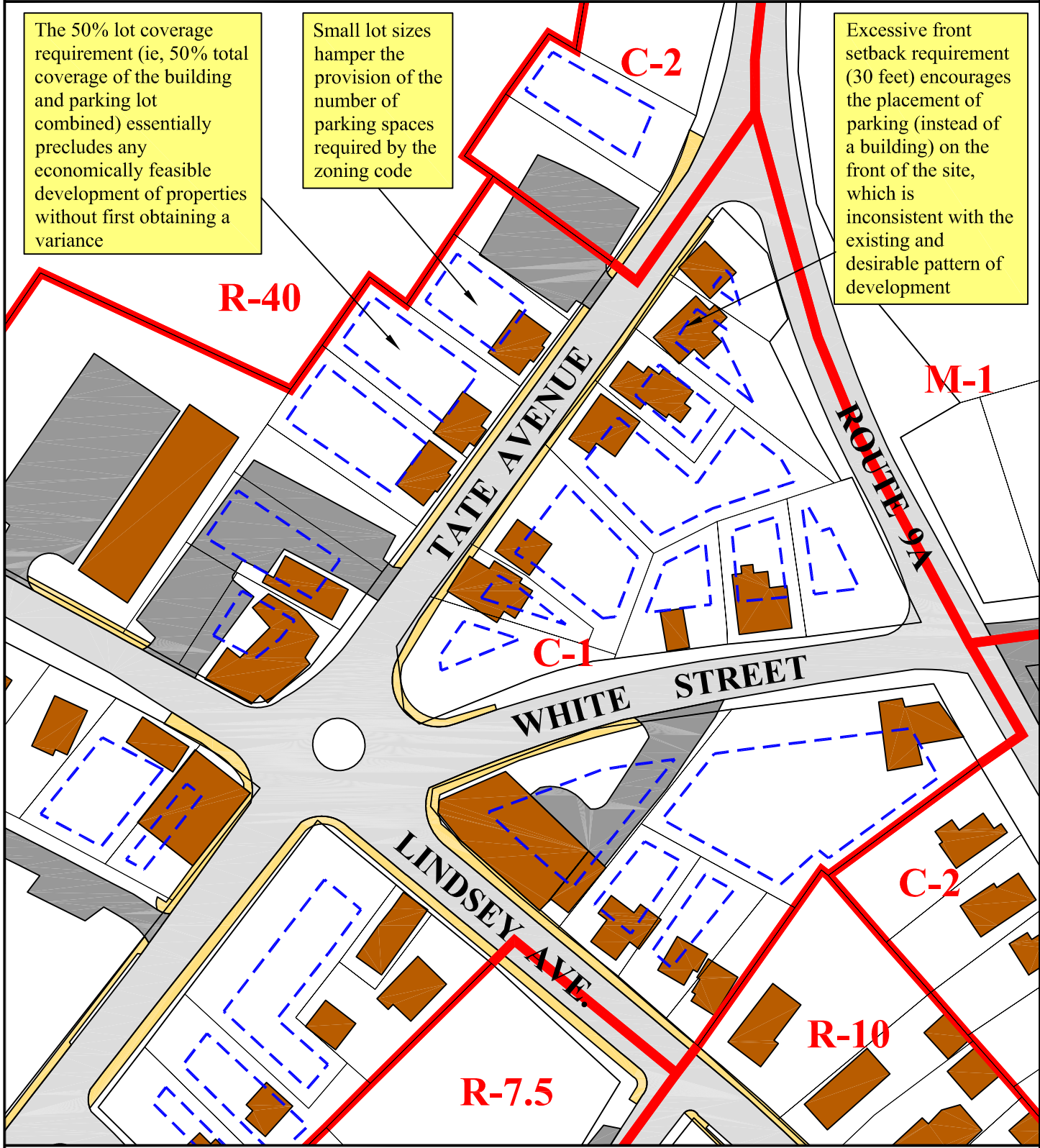
- The zoning district which covers this area (the C-1 District) is essentially set up like a highway business zone in that it requires: relatively large lot sizes (10,000 square feet - which is larger than almost all of the existing lots); a relatively low maximum lot coverage requirement (50% total coverage for buildings *and* parking combined); and requires buildings to be setback a relatively large distance (30 feet) from the street.
- Most, if not all, of the existing lots and buildings within this area do not comply with the requirements of the C-1 District, thus any proposed improvements to existing buildings and/or sites are likely to require a number of significant variances from the Zoning Board of Appeals. In addition, as mentioned above, very few if any of the lots in the C-1 District can be developed while meeting the parking requirements (in light of the small lot sizes currently existing and the low maximum lot coverage permitted). This serves to discourage improvement of properties in the Village Circle.
- Such requirements are inconsistent with both the existing and/or desirable pattern of development in this area. For example, the 30-foot front setback would encourage the placement of parking in the front of lots with buildings set far back from the street – a pattern that is inconsistent with the existing pattern in the area and inconsistent with the pattern typically found in a traditional village center. In addition, the maximum lot coverage requirement of 50% is unrealistic considering the size of existing lots and the parking requirements for commercial uses. Sites within the Village Circle currently developed with commercial uses exceed this requirement by a far margin.

# ZONING CONSTRAINTS

The 50% lot coverage requirement (ie, 50% total coverage of the building and parking lot combined) essentially precludes any economically feasible development of properties without first obtaining a variance

Small lot sizes hamper the provision of the number of parking spaces required by the zoning code

Excessive front setback requirement (30 feet) encourages the placement of parking (instead of a building) on the front of the site, which is inconsistent with the existing and desirable pattern of development



## COMPREHENSIVE MASTER PLAN

Village of Buchanan, Westchester County, NY

FREDERICK P. CLARK ASSOCIATES, INC.  
Planning/Development/Environment/Transportation

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.

--- Required Setbacks  
--- Zoning Districts

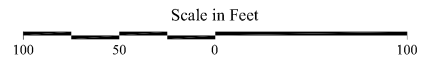


Figure II-1

March 2005

d. *Overall Size and Regional Context of the Village Circle*

Although the Village Circle area is centrally located within the Village of Buchanan and is commonly traversed by residents of the Village, the Village Circle area is actually “off the beaten path” in terms of its regional location. In addition, the Village Circle area is rather small in total land area compared to other commercial areas. For these reasons, it is not foreseen that the Village Circle could feasibly or appropriately accommodate commercial development intended to serve an area much larger than the Village of Buchanan and surrounding environs. Instead, it is anticipated that the Village Circle area could, and should, function as a traditional pedestrian-friendly neighborhood commercial center containing a limited number of small-scale businesses serving primarily local needs and specialty shops.

e. *Physical Impediments to Development in Certain Areas*

Two areas within the Village Circle area contain physical impediments which may affect their development. Specifically, interior of the triangular area formed by Tate Avenue and White Street contains wet soils and slope conditions which will need to be considered if this area is to be redeveloped. In addition, the rear portions of many of the properties along the west side of Tate Avenue contain wet soils as well.

**2. *Planning Objectives:***

*Vision:* Improve the Village Circle area so that it becomes an attractive and active traditional, pedestrian oriented, “Main Street” style commercial area that contains small-scale businesses that primarily serve the retail, office and personal service needs of the local community.

*Objectives:*

- #1: Encourage development and redevelopment of sites within the Village Circle area in a manner that contribute positively to the character and vitality of the Village Circle area and the Village as a whole.
- #2: Encourage new businesses that would primarily serve local needs to locate within the Village Circle area.
- #3: Improve parking conditions in the Village Circle area to meet current and future parking needs.
- #4: Seek opportunities to improve pedestrian access and amenities within the Village Circle area and pedestrian access to/from the neighborhoods surrounding the Village Circle area.

### **3. Planning Recommendations:**

- #1: *The Village should make use of all of the tools available to it to encourage and ensure the timely and proper implementation of the community's vision for a revitalized Village Circle.*

Among the various planning and zoning tools available to the Village, one of the most effective is its ability to take an active and direct role in the development and redevelopment of key properties deemed essential to the public interest. This can be done in two related ways.

One way is through use of the Village's eminent domain authority. In general, this authority enables a municipality to acquire ownership of private lands for a compelling public interest. Typical use of this authority may be the condemnation of land for road expansion, extension or realignment, public parking, sidewalks, or other municipal projects such as water, sewer, drainage, and public safety improvements.

A second and very similar authority enables the Village to acquire and develop land in accordance with a plan prepared by the Village.

In general, the process of direct Village involvement in the development, redevelopment and/or revitalization of property would involve the following steps:

- Inventory and document significant problems;
- Demonstrate a public interest;
- Create a Local Development Agency (LDA) to oversee the process;
- Prepare a plan to solve the problems in accordance with the community's desires and larger community objectives;
- Acquire control of some or all of the land within the proposed redevelopment area through direct purchase, partnership with a private developer or property owner, or eminent domain; and
- Contract with a private developer(s) to implement the community's development, redevelopment and/or revitalization plan.

It should be noted that the Local Development Agency (LDA) is a local organization established by the local elected officials. Often, the local elected officials, such as the Village Board of Trustees, would serve as the LDA. The LDA can and often does include appointed officials and local businesses and land owners to ensure the interests of the Village residents and property owners are directly represented on the LDA.

Direct involvement by the Village in the development, redevelopment and/or revitalization of key buildings or properties is an important tool available to the municipalities to help achieve their planning and development goals. This direct involvement may be the most effective way to finally resolve the problems, issues and opportunities of revitalizing the Village Circle area.

The discussion above identifies a number of specific properties (i.e., the “Knickerbocker building” and the “Halfway House”) in the Village Circle are either in a state of disrepair and/or do not otherwise contribute positively to, but rather detract from and adversely impact the character of the Village Circle. As such they should be considered in any direct action taken by the Village to revitalize the Village Circle. Another property specifically identified by the Master Plan Committee is the former gas station with the large wooden canopy located at the White Street/ Route 9A intersection (one of the “gateways” into the Village Circle area) which has character and has potential to be restored thereby contributing to the vitality and appearance of the Village.

By following the process outlined above, the Village can directly promote the improvement of property that is physically deteriorated, obsolete, underperforming or not meeting its potential, or otherwise prevents the proper future use and development of surrounding lands by means of ownership. All of these conditions currently apply to various properties in the Village Circle Area.

The effect of these conditions has been to discourage investment in the Village Circle area, which has in turn led to the deterioration of a number of properties, long term vacancies and a visual and psychological blight upon the character of the Village. Removal and reversal of these conditions is essential to achieving the goal of a revitalized Village Circle for the use and benefit of the residents of Buchanan as outlined in this Plan.

*#2: The Village should add additional public parking within the Village Circle area.*

Parking conditions within the Village Circle area need to be improved in order to meet future parking needs. Since limited potential exists to provide a significant amount of off-street parking on private properties in the Village Circle, additional public parking will need to be provided.

Additional public parking can be provided either through the construction of new off-street municipal parking lots or the provision of additional on-street parking spaces. Certain properties, or portions of properties, around the Circle (e.g., the vacant property opposite it along Tate Avenue) should be investigated for potential acquisition for the purpose of constructing public parking. The provision of public parking, however, should not take precedence over buildings; rather, parking should go hand in hand with building construction and improvement and the overall goal of creating a viable, pedestrian oriented environment in the Village Circle. After all, the end goal is not more parking, but a thriving, mixed-use Village Circle; parking, while necessary, should be considered a secondary use that serves and complements development, but does not preclude it. Additionally, since the cost for such

acquisition may be considerable, a more immediate means of providing public parking would be on-street parking. Figure II-2 shows how additional on-street parking could be provided in the Village Circle, consisting of parallel parking along the west side of Tate Avenue and angled spaces along the east side (and possibly west side) of White Street. In addition, there exists potential to add parallel parking spaces along Tate Avenue in front of Village Hall.

It should be noted that due to the limited widths of the road rights-of-way in the area, Tate Avenue and White Street would need to become one-way roads under this proposal. The figure shows Tate Avenue as a one-way into the Village Circle area and White Street as one-way out.

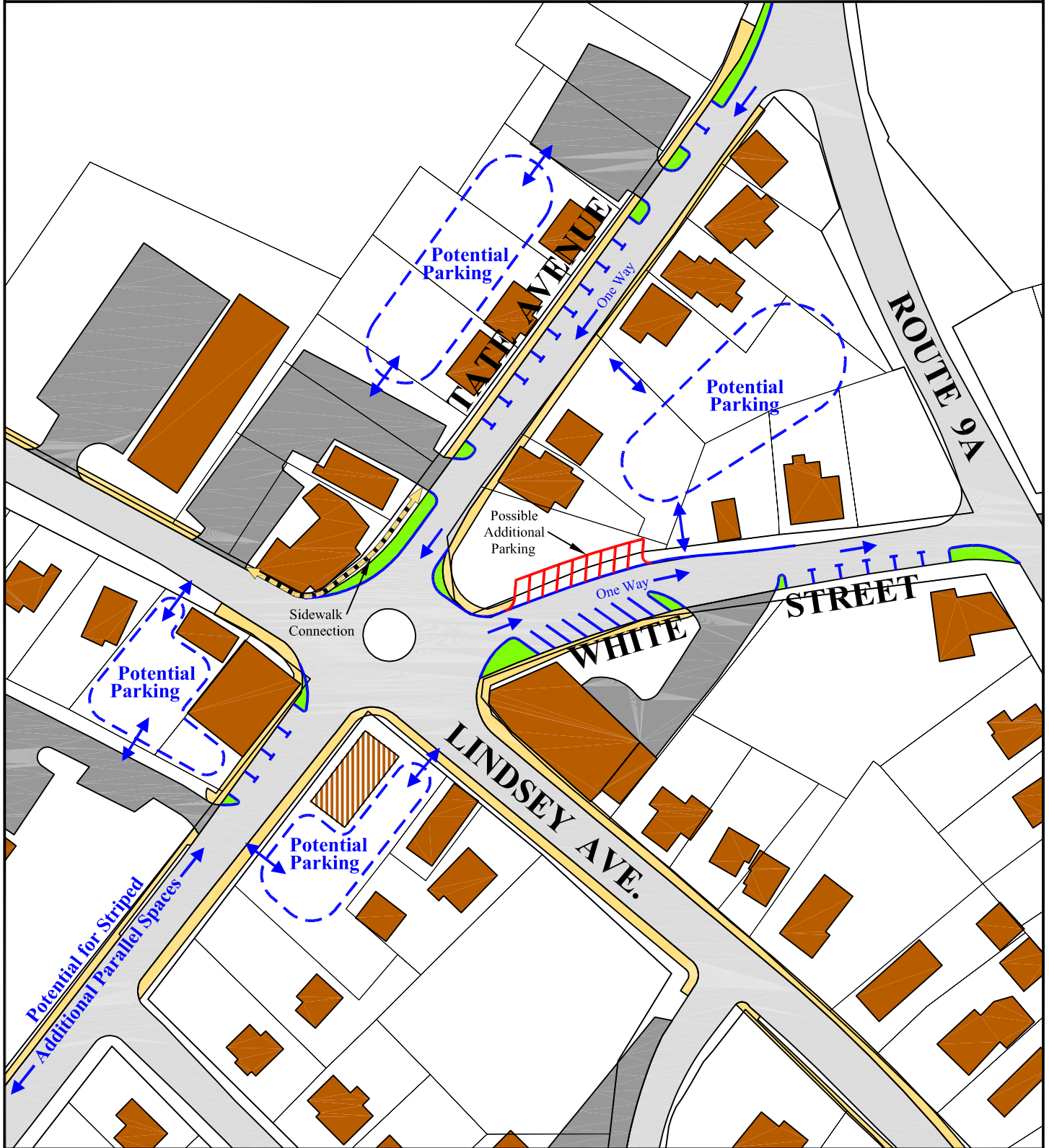
Providing on-street parking along Tate Avenue is vitally important to encourage retail and personal service businesses to the Village Circle area. On-street parking provides activity along the street, provides separation and protection for pedestrians on the sidewalk, offers the potential for immediate access to the stores, and tends to slow traffic moving through the area.



*Regardless of whether sufficient public parking is provided in off-street parking lots, on-street parking in close proximity to store fronts is a fundamental element of a traditional retail center. The photo on the left shows parallel spaces; the photo on the right shows angled spaces.*

The potential on-street parking illustrated on Figure II-2 could be provided with relatively minimal public improvements (mostly limited to pavement striping, signage, changes in curb alignments and landscaping) and at relatively minimal cost. The Village, however, may wish to investigate potential funding sources for such public improvements, including the Community Development Block Grant program. Coordination with the NYSDOT will also be necessary due to the intersections with NYS Route 9A and possible modifications to the traffic signals. Coordination with the Fire Department is also important to ensure good access and response times.

# PARKING RECOMMENDATIONS



File: C:\Documents and Settings\PA\My Documents\Autocad Drawings\Buchanan\MasterPlanFigures\ParkingRecommendations.dwg

## 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.

March 2005

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Planning/Development/Environment/Transportation

Scale in Feet

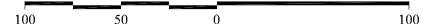


Figure II-2



- #3: *The construction of parking facilities constructed on private properties within the Village Circle should be coordinated in order to maximize efficiencies and reduce the number of curb cuts on Tate Avenue and White Street.*

Whatever parking is provided on private properties should be coordinated with those on adjoining lots (with reciprocal cross access easements for access and shared parking) in order to maximize efficiencies and reduce the number of curb cuts on Tate Avenue and White Street. Typically, such coordinated access and parking results in an increase of 15% to 30% of available parking spaces, improved pedestrian access and reduced vehicular and pedestrian conflict points. Requirements to this effect should be added to the Zoning Code. In addition, any such parking should be located behind buildings (with building located along the street line).

The Village should investigate the feasibility and potential effectiveness of establishing a “parking district” in the Village Circle area whereby developers would, in lieu of constructing required parking spaces on their own lot, contribute to a parking fund established for the purpose of constructing public parking. Alternatively, improved parking areas can be dedicated to the Village or parking district for public use. The parking district would be responsible for the operation and maintenance of the parking within the district. Individual property owners would be relieved of the burden of maintaining such facilities and the parking needs of the property would be deemed satisfied, thereby eliminating a major impediment to future changes of use and development of the property.

- #4: *Actively encourage appropriate businesses to locate within the Village Circle area.*

As indicated above, based upon a number of factors, including the Village Circle’s location within the larger region, the relatively small size of lots in the area and the relatively small size of the area as a whole, it is not foreseen that the Village Circle could feasibly or appropriately accommodate commercial development intended to serve an area much larger than the Village of Buchanan and the immediately surrounding community. As indicated above the goal for the Village Circle is to improve it so that it becomes an attractive and active commercial area that serves primarily the retail, office and personal service needs of the Buchanan community.

Retail and personal service uses (e.g., delicatessens, movie rental, pizza parlor, beauty salons, and dry-cleaners) should be encouraged. Other destination-type uses such as a restaurant or a coffee house would add vitality, especially if sidewalk seating was involved. Specialty or gift shops would also be appropriate.

It is anticipated that providing additional parking (discussed above) and removing the hurdles created by the Village’s own zoning requirements (discussed below) would go a long way towards encouraging businesses to the Village Circle. However, more proactive approaches may be necessary as well. For example, the “Interim Report” of the Buchanan Village Circle Advisory Committee (dated April 20, 2001) recommends that the Village actively market itself in order to encourage businesses to locate within the Village Circle. The report recommends that the Village “consider advertising in the Westchester Business Journal, at train stations, and other places

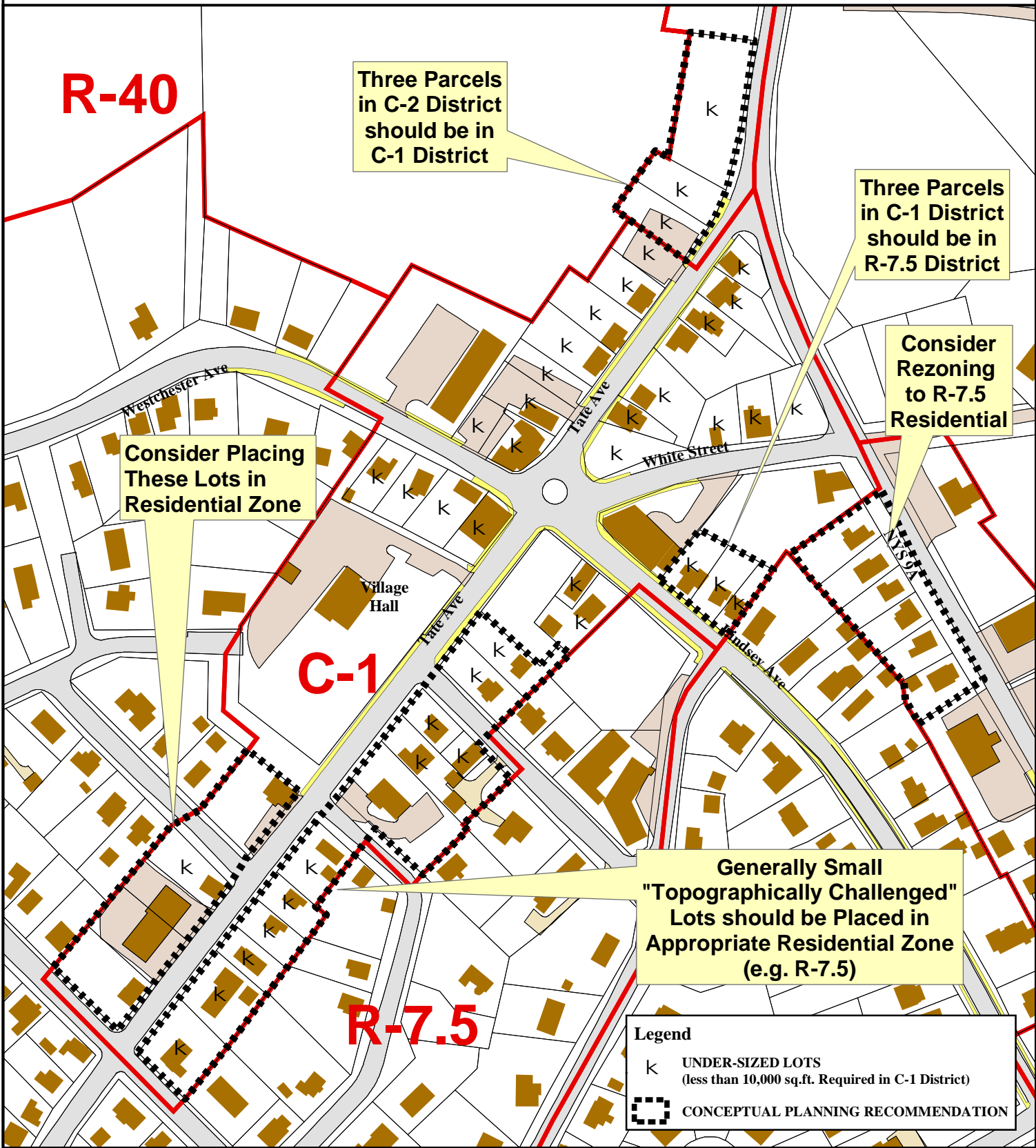
where business owners congregate.” In addition, the report recommends that the Village “utilize the County’s new website created to assist business owners congregate.” Tax relief has also been identified as a potential means of enticing businesses to the Village Circle area.

- #5: *The use and dimensional requirements of the C-1 District should be changed in order to allow the appropriate redevelopment of properties with the Village Circle area.*

As indicated above, virtually all of the existing lots and buildings within the Village Circle area do not comply with the requirements of the C-1 District. As a result, any proposed improvements to existing buildings and/or sites are likely to require a number of significant variances from the Zoning Board of Appeals (which may likely discourage improvement). More importantly, however, development in accordance with the current zoning requirements would be detrimental to existing and desirable pattern of development in the Circle area. Amendments to the C-1 District zoning are necessary to allow appropriate development in the Village Circle area (and prohibit development that would not be appropriate). Such amendments should address the impediments to appropriate development currently imposed by the current zoning requirements and should facilitate the appropriate development/redevelopment of parcels in the Village Circle. Recommended amendments to the requirements of the C-1 District are as follows:

- The 50% maximum permitted lot coverage requirement (i.e., the percent of the lot area covered by buildings *and* parking combined) is overly restrictive and essentially precludes the economically feasible redevelopment of properties with the Village Circle. In addition, the 50% lot coverage restriction is unrealistic considering the size of existing lots and the parking requirements for commercial uses. As indicated above, sites within the Village Circle currently developed with commercial uses exceed this requirement by a far margin. Many communities do not have lot coverage requirements in their “Main Street” zoning districts. However, where a lot coverage requirement is imposed, greater than 80% is typical. Amendment or elimination of the lot coverage requirement in the C-1 District would eliminate a major hurdle facing potential redevelopment in the Village Circle area.
- Commonly, communities have imposed a separate maximum permitted building coverage (i.e., the percent of the land area covered solely by the building on the lot) and/or maximum permitted floor area ratio (i.e., the gross floor area of all buildings on a lot divided by the total lot area) requirements in order to control building bulk. Maximum permitted building coverage and/or maximum permitted floor area ratio requirements should be considered.
- The 10,000 square foot minimum permitted lot area requirement should be lowered or eliminated all together. As illustrated in Figure II-3, the vast majority of the existing lots in the C-1 District are under-sized (i.e., smaller than the

# RECOMMENDED AMENDMENTS TO C-1 DISTRICT



## 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.

March 2005

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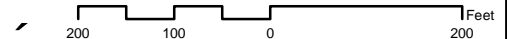


Figure II-3

10,000 square foot minimum lot area required). The 10,000 square foot lot area requirement only serves as another unnecessary hurdle to potential redevelopment. Replacement of the 10,000 square foot minimum permitted lot area requirement with a requirement that subdivision of land only occur in conjunction with an site plan meeting the Village's plan for the Village Circle area should be considered.

- As illustrated on Figure II-1 most of the existing buildings within the Village Circle area are located in close proximity to the front property line. Such building placement is a characteristic and, indeed, a necessary component of a traditional village center (see photos of other "Main Street" areas within Westchester County presented in this chapter whereby storefronts are placed immediately adjacent to the sidewalk). The Village's current 30-foot front setback, however, prohibits the placement of buildings on the front portion of the site along the sidewalk. Instead, the 30-foot front setback requirement, by requiring buildings to be placed relatively far back on the lot, encourages the placement of parking in the front portion of lots with buildings set back in the rear. Such a pattern is inconsistent with the existing and desired pattern of development in the Village Circle area. Typically, communities do not have a minimum front setback requirement in their "Main Street" zoning districts. Eliminating the front setback requirement in the C-1 District is critical.

In lieu of a minimum front setback, a *maximum* permitted front setback requirement (whereby buildings would be *required* to be placed along the street line) should be considered.

- The C-1 District permits only certain, very specific retail and personal service uses. The Schedule of Use Regulations in the Zoning Code should be revised to permit a wider array of retail and personal service uses.
- The Zoning Code allows apartments in the C-1 District above or behind commercial uses. However, the Code permits no more than 4 dwellings unit per acre (a development density less than that permitted in the R10 and R7.5 single-family detached districts). Consideration should be given towards loosening this requirement in order to make such development (i.e., apartments above first floor commercial) more economically viable. In lieu of this requirement, a minimum unit size requirement should be considered.

The Zoning Code also permits "multifamily dwellings" in the C-1 District subject to the following requirements: the lot must be at least 40,000 square feet in size; the lot must adjoin a residence district; and the density is limited to 5 units per 40,000 square feet of lot area. While such requirements may be appropriate for townhouse development in the C-2 District, for example, these requirements effectively preclude the potential development of "multifamily" development (e.g., townhouses and apartments) in the C-1 District (e.g., few, if any, of the lots meet the minimum lot area requirement and few lots adjoin a residence district).

Consideration should be given towards amending the requirements for “multifamily” development in the C-1 District, including the provision of different requirements for different “multi-family” housing types (townhouses, apartments, apartments above stores).



*A typical, and critical component, of traditional village centers is mixed-use development whereby commercial occupies the ground floor and apartments are located above (see the photo on the left). Townhouse development, particularly on the fringe of the village center, should also be considered. For example, White Street would be particularly appropriate for townhouse development.*

*#6: Amend the parking requirements for uses within the C-1 District.*

In addition, as mentioned above, very few if any of the lots in the C-1 District can be developed while meeting the parking requirements particularly in light of the small lot sizes existing. Despite this, structures within the C-1 District are subject to the same parking requirements as structures within the C-2 District (which largely contains significantly larger properties able to accommodate their own parking needs).

Lower parking requirements for uses within the C-1 District should be considered. Such lower parking requirements would be supported through the provision of sufficient and convenient public parking within the Village Circle area. In addition, the adjacency of the Village Circle to surrounding tight-knit residential areas with pedestrian access reduces the need for parking.

Any amendment to the parking requirements should be coordinated with plans for additional public parking (i.e., a greater number of public parking would reduce the need for private parking on individual lots).

*#7: Limit the extent of the C-1 District.*

The C-1 District is too large. Currently, the C-1 District covers not only the area between the Village Circle and Route 9A, but also extends several hundred feet down

both sides of Tate Avenue (including and beyond Village Hall) and covers several residential properties on Lindsey Avenue. Having such geographically large zoning district is inconsistent with the vision of the Village Circle area contained in this Plan. This Plan envisions the concentration of commercial development in the Village Circle area around the Village Circle and along Tate Avenue and White Street, between Route 9A and the Circle. Commercial intrusion further down Tate Avenue and down Lindsey Avenue would not help achieve that vision. The commercial zoning of these properties is also inconsistent with their existing and/or desired character. One such area that deserves reconsideration is the area along the east side of Tate Avenue, across from and south of Village Hall (see Figure II-3). This area is located in the C-1 District despite the fact that the properties are occupied predominately by single-family homes, contain relatively steep slopes that would substantially impede commercial development and are comprised of small lots. This area should be rezoned to an appropriate residential zoning district.

Another such area consists of three residential parcels located on the south side of Lindsey Avenue immediately south of the “book publisher” building (see Figure II-3). These properties are similarly very small in size (which would make commercial development very difficult). In addition, these properties are functionally part of the Lindsey Avenue residential neighborhood. Commercial intrusion onto Lindsey Avenue would be inconsistent with the residential character of this street.

Figure II-3 also recommends that consideration be given towards rezoning a number of C-1 zoned properties located on the west side of Tate Avenue to the south of Village Hall to residential. This is recommended because commercial zoning of these properties is not consistent with the envisioned concentration of commercial development in the Village Circle area around the Village Circle and along Tate Avenue and White Street, between Route 9A and the Circle. As noted above, commercial intrusion further down Tate Avenue would not help achieve that vision. It is acknowledged, however, that two of these properties are currently occupied by business uses, thus any rezoning of these properties would need to take that condition into account.

The property located at the north end of Tate Avenue within the C-2 District, as shown on Figure II-3, make up part of the “gateway” in the Village Circle area. This property is currently occupied by a billboard. Due to its location at the “gateway” into the Village Circle area, any future development of this property should be consistent with the Village’s vision for the Village Circle. Thus, this property should be placed within the C-1 District.

*#8: Create architectural and site design standards for development in the C-1 District.*

Architectural and site design standards that prescribe to Village boards and to prospective builders the desired architecture and site design in the Village Circle should be developed. Any such guidelines should address the basic principles of signage, building appearance, lighting, building placement, and placement/ design of on-site parking. The design guidelines are typically included in a special reference document with photographs and figures to illustrate both desired and discouraged

examples of design. This document would be used mostly by the Planning Board during its site plan review and approval process. The design guidelines reference document is intended to facilitate the design and review and approval process for Boardmembers and applicants, alike. (See Chapter II-B, Community Character, for a more detailed description of recommended standards for commercial and multi-family developments.)



The photographs above illustrate examples of traditional village development that would be appropriate in Buchanan's Village Center. The photograph in the upper left, of course, shows the building currently located on the corner of White Street and Lindsey Avenue. The other three photographs are from other village centers within Westchester County. Each example includes pedestrian-oriented commercial use on the ground floor and apartments or office above. The photograph in the upper right illustrates how new development can incorporate traditional architectural elements including a gabled roof and traditional building materials.

- #9: Investigate additional opportunities to improve the appearance of the Village Circle area.
- While the Village has made certain public improvements to improve the appearance and function of the Village Circle (e.g., public parking, attractive lighting fixtures and improvements to Village Circle), the Village should investigate additional public improvements (e.g., street trees, street furniture) to

- further improve the appearance, function and walkability of the Village Circle area.
- Any planning for public construction within the Village Circle area should consider the feasibility of further undergrounding of overhead utility wires in the Village Circle area.
  - Tate Avenue and White Street bring people from Route 9A into the Village Circle. It is therefore important that the appearance of these streets portray a positive image of the community. The appearance of the entrances (or “gateways”) into the Village Circle area from Route 9A (at the intersections with both Tate Avenue and White Street) is particularly important. However, the appearance of these areas is hampered by the existence of billboards which certainly do not contribute positively to the character of the Village Circle. The Village should continue to investigate approaches to eliminate billboards, particularly those located at the “gateways” into the Village Circle.
  - There appears to be potential to coordinate the future development and redevelopment of the 1.5-acre triangular block bordered by Tate Street, White Street and NYS Route 9A to achieve a more vibrant mixed use area of street level retail and services, and additional residential units and attractive public spaces.
    - Coordinated development of mixed use buildings would provide an opportunity to resolve drainage issues in this area.
    - The sloping land behind the buildings and in the center of this area represents an opportunity to include a central parking area. If developed jointly, an attractive landscaped courtyard could be built as a deck over parking that is slightly below the first floor and street level. This would provide parking that is protected from the weather and improved green space behind the buildings.
    - The Village should encourage lot consolidation and coordinated development of buildings and parking in this area that reinforce the Village Circle as a mixed-use and pedestrian oriented center of civic activity.



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## **B. Community Character and Resources**

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## **B. COMMUNITY CHARACTER AND RESOURCES**

### **1. Overview**

When asked in the Public Opinion Survey to name the most important issues on which the Village should take action the number one response was “community appearance/beautification.” Sixty-three percent (63%) of the respondents identified “community appearance/beautification” as an important issues. Following is a discussion of specific issues and opportunities identified by the Comprehensive Master Plan Committee relating to community character and resources:

- a. *Appearance of the Route 9A corridor.* People traveling through the Village may likely form an impression of the Village based on the appearance of the Route 9A corridor. While certain properties contribute positively to the character of the Village, other properties do not. In general, the appearance of Route 9A does not match the character of Buchanan’s neighborhoods.
  - Lack of Architectural/ Site Design Standards - There are currently no guidelines prescribing to Village boards (e.g., the Planning Board) or to prospective builders the desired architecture and site design in the Route 9A corridor.
  - Route 9A Streetscape – Improvements to the Route 9A “streetscape” could help improve the appearance and function of this corridor. Such improvements could involve attractive lighting fixtures, planting of street trees, sidewalk improvement/ expansion, curbing improvements.
  - Route 9A/ Bleakley Avenue Intersection – The appearance of the commercial uses in this area (e.g., the parking/storage of numerous cars and trucks on site and along the roadway, the appearance and nature of the uses, hours of operation) do not contribute positively to the character of the Village.
  - Billboards - The appearance of the Route 9A corridor is compromised by the existence of billboards.
  - Appearance of Vacant Sites (e.g., the “Velardo” site). There are a number of vacant or undeveloped sites along the Route 9A that have become overgrown.
- b. *Preservation of Historic and/or Architecturally Significant Buildings.* Certain buildings in the Village, such as the Village Hall, St. Christopher’s Church Hall, the Methodist Church, the Lane House, the Gallon Measure, and Westchester Industrial Complex, provide a link to the past and contribute to the character of the Village.

- c. *Greentown Road Industrial Area.* The condition of the Greentown Road Industrial Area (i.e., particularly the undeveloped properties also known as Buchanan Industrial Park) does not reflect positively on the character of the Village. The undeveloped properties have become overgrown and dumping of materials has occurred. The lands north of Bleakley Avenue between Route 9A and Broadway were subdivided and approved for a variety of commercial/industrial buildings in the late 1980s. Unfortunately, only one of the six approved sites has been developed as intended. The remaining parcels have considerable development potential and represent one of the most significant opportunities for development. It is important that future development of these properties contribute positively toward the character of the Village. Preservation and enhancement of the old Clay Hole pond at the corner of Bleakley and Broadway, and the steep slopes and rock outcrops just north were identified as important to the character of the area.
- d. *Parks/recreation.* When asked in the Public Opinion Survey to name the most important issues on which the Village should take action, “recreation” was identified by thirty-nine (39%) of the respondents. Improvement to recreation facilities was also a common response in the Survey where residents were asked to name improvements they would like to see in the Village. By far the most common example provided by residents was improvements to the Village pool and pavilion (e.g., general improvements to the facility including maintenance and replacement of rusty equipment, new landscaping, decking, aesthetic improvements, addition of concessions were specifically recommended). Residents also suggested improved and/or additional playground equipment; better recreational opportunities for teens; and bike paths. The Master Plan Committee also identified improvement/ expansion of Lent’s Cove Park (including improved access to the Hudson River) and public access to Lake Meahagh as additional improvements to park/ recreation facilities that should be pursued. It is noted that the Village received a grant of approximately \$135,000 to replace aging play equipment at the community center and that the Village is in the process of preparing a plan with the Village Engineer to renovate the Highway Garage and recreation area for the summer camp.
- e. *Other Village services and facilities.* When asked in the Public Opinion Survey to name the three things that residents like best about living in the Village, the third most frequent response mentioned (at 54% of the respondents) was village services. Maintaining the level of community services is an important objective in maintaining the quality of life within the Village, as is improvement of certain Village services such as roadway cleaning, leaf pick-up, and enforcement of speed limit and other traffic laws.
- f. *Tax base/ tax burden.* The need for an appropriately balanced tax base (i.e., between residential, commercial, industrial and utility land uses) is certainly an important planning consideration for any community. When asked in the Public Opinion Survey to name the three things that residents like best about living in the Village, the second most frequent response mentioned (at 69% of the respondents) was low taxes. The Village enjoys very low local taxes as a result of the Indian Point energy plant which is by far the largest land holder and tax payer in the Village.

- g. Code Enforcement.* The Public Opinion Survey revealed that this as an important concern. When asked in the Public Opinion Survey to name the most important issues on which the Village should take action, “code enforcement” was identified by forty-two percent (42%) of the respondents. When asked what improvements residents would like to see in the Village, code enforcement was the third most common response provided (behind only improvements to the Village Circle and roadway improvements). It has been observed that there appears to be a general lack of policing unless someone makes a specific complaint. In addition, it is believed that residents commonly do not know whom to call when a violation of Village law is observed.
- h. Open Space Preservation.* The issue of open space preservation garnered the second most responses in the community survey. While largely developed, the Village still retains a considerable amount of largely undeveloped lands and important environmental features that warrant acknowledgement, protection, preservation and enhancement. These include the views of and access to the Hudson River, Lake Meahagh, Dickey Brook; and large areas of relatively contiguous forest (e.g. Bleakley Woods) including steep slopes and wetlands, particularly on lands owned by Con Edison as part of its energy distribution system.

## **2. Planning Objectives:**

- #1:* Maintain the quality of life in the Village by enhancing and preserving the character of Buchanan’s neighborhoods and commercial areas.
- #2:* Ensure that additional development occurs at a scale and in a manner that is appropriate to the area and that serves to preserve and enhance the character and diversity of Buchanan’s neighborhoods and commercial areas.
- #3:* Support new businesses, facilities, programs and events that serve the social, religious and cultural interests of Buchanan’s residents.
- #4:* Provide an appropriate range of recreational and social facilities of such type and in such locations that are needed, wanted and accessible to the widest possible range of Buchanan’s residents.
- #5:* Maintain the high quality of community services and facilities provided to Village residents.
- #6:* Protect, preserve and enhance access to and use of the remaining opens space lands.

### **3. Planning Recommendations:**

**#1: Develop architectural/ site design guidelines for multi-family and non-residential development.**

The Village should investigate the development of architectural and site design standards that prescribe to Village boards and to prospective builders the desired architecture and site design in the Village Circle and along the Route 9A corridor. Such guidelines should address building appearance, building placement; and placement/ design of on-site parking, signage, lighting, and other site elements. The design guidelines are typically included in a special reference document with photographs and figures to illustrate both desired and discouraged examples of design. This document would be used mostly by the Planning Board during its site plan review and approval process. The design guidelines reference document is intended to facilitate the design and review and approval process for Boardmembers and applicants, alike.

The following is an outline of the essential elements of such design guidelines:

1. Site layout – Building and Parking.

- a. Follow existing and traditional village pattern of buildings at or near street and sidewalk with parking at the side and rear.
- b. Buildings can and should define and create public spaces.
- c. The location of buildings near the sidewalks and the street add scale and create well defined public spaces via sidewalks and small plazas and even pedestrian alleys.
- d. Buildings should be encouraged to build to similar setbacks (a “building line” or “build-to line”) and next to each other, where possible, to strengthen the continuity of pedestrian space and to maximize building space and efficiency. Where not adjacent, buildings should provide appropriate separation and improvement as pedestrian-ways or alleys.
- e. Parking should be coordinated between properties to maximize the number of available spaces and access thereto, to maximize the space available for buildings and other amenities, and to limit sidewalk and curb cuts, turning movements and vehicular conflicts.
- f. On-street parking should be provided wherever space permits.

2. Streetscape.

- a. Continuous sidewalks, street trees and street lights to promote easy pedestrian travel, window shopping, and reduce pedestrian and vehicular conflicts.
- b. Sidewalks should be a minimum 5 feet wide in open and/or residential areas and 8-15 feet in mixed-use and commercial areas built close to the street.

- c. Street amenities such as benches, sitting walls, planters, waste receptacles and bike racks should be coordinated with the overall plan.
  - i. Benches should be anchored by planters or other substantial to provide a sense of enclosure and protection to make their use more inviting. Benches can also be clustered where space is available.
  - ii. Sitting walls can also create important senses of protection and enclosure and can add to the public outdoor to private indoor transition.
  - iii. Outdoor seating for seasonal dining should be encouraged. Tables, moveable chairs should be permitted and encouraged where space is available.
3. Building Design. Building design for new and renovated or expanded buildings should reflect good design and traditional elements of the area and the Village. Buildings should not all be the same architectural style, but rather should be varied for interest and character.
  - a. Massing. Two- to three-story buildings are appropriate for the Village Circle area. The multi-story height of buildings is important to establish a sense of place, critical mass and scale. The construction of new 1-story buildings should be discouraged as an inefficient use of valuable and limited space. Upper story spaces should be encouraged for residential and office uses. Balconies and terraces should be encouraged for aesthetic and visual interest and function. First floor spaces should have tall ceiling heights generally 12 to 14 feet or greater.
  - b. Fenestration – Windows and Doors. Inviting doorways and large windows for display and indirect illumination of the adjacent sidewalk are important to create an inviting pedestrian environment. Doors and entryways should be recessed from the façade where possible.
  - c. Public/Private Transitional Space. Awnings, canopies, covered arcades and recessed doorways are design elements that help provide a transition between public outdoor and private indoor spaces and protection from the elements. Such features should be encouraged, if not required for all or a portion of each building façade.
  - d. Materials and Colors. Stone, brick, masonry, and clapboard siding are typical and traditional materials found throughout Buchanan. These materials should be encouraged as part of new construction.
4. Lighting.
  - a. All lighting should be of a decorative nature.

- b. Street lights should be consistent with the design already begun by the Village.
  - c. Building mounted lighting and lighting of signage should be by decorative lamps only.
  - d. Spot lights and security lighting should not be permitted. Building mounted lights shall not be used for lighting of parking areas or for security lighting.
  - e. Accent lighting should also be encouraged.
  - f. Light source types should be chosen to suit the specific area and/or activity to be lit, with metal halide lighting used sparingly. In general, low pressure sodium lights should be used for general purpose lighting and wherever color rendering is unnecessary; high sodium pressure lights for sports parks, tennis courts, larger parking areas and where some color rendering is necessary; metal halide only where color rendering is critical, such as display lighting or some sports lighting; and well shielded incandescent lighting for low-wattage applications such as porch lights and infrequently used lighting.
  - g. No horizontal glare shall be permitted from any lighting fixture.
  - h. Goose lamp and other exterior lighting sources shall be encouraged for signage and decorative and area lighting.
5. Signage.
- a. All signage shall be designed to fit into and not obscure the architectural features of the building. The size and shape of signs shall be proportionate to the building and the business.
  - b. Signs shall not be permitted above a roof line, and shall be prohibited above the first floor of a building.
  - c. Signs boards should be of a composite material that allows for carving or relief of the message and decorative features.
  - d. Generally, light colored lettering on a dark background field will be preferred over a dark letter on a light colored background.
  - e. Messages should be kept short and simple, such as the name and street number. Phone numbers and lists of goods and services should be discouraged.
  - f. Signs in doors and windows should not be allowed to result in a cluttered appearance.
6. Landscaping. Business owners should be encouraged to provide and maintain seasonal plantings in planters and hanging baskets as well as within designated areas between the street and building.

Examples of the above should be illustrated with photos of existing examples and/or sketches of improvements to existing locations within the Village Circle.

*#2: Improve the appearance of the Route 9A corridor through streetscape improvements.*

The Village should evaluate potential sidewalk improvement/ expansion and other streetscape improvements along the Route 9A corridor. The Village should investigate potential funding sources for such public improvements. Coordination with the Westchester County Planning Department may be helpful in the identification of potential funding sources. Coordination with the New York State Department of Transportation will also be critical.

- The Village should work with NYSDOT to improve the appearance of Route 9A. All main roadways should be considered as critical greenways that enhance the appearance, function and character of the area. A continuous and consistent streetscape plan should be prepared and implemented. The plan should include new curbing, sidewalks and street trees and landscaping. Lighting standards should also be considered.

*#3: Improve the appearance and function of the Route 9A/ Bleakley Avenue intersection and surrounding properties.*

The Village should evaluate potential measures to address the appearance and function of this area of the Village. For example, the expansion of sidewalks into this area may help curtail parking in the right-of-way. However, certain impediments such as the shallow depth of the lots and minimal building setbacks may affect potential improvements to this area. The Village should encourage the auto repair establishment to store cars behind the building (not in front of the site and within the road right-of-way).

The northbound left turn from Route 9A to Bleakley Avenue regularly results in extended backups of northbound through traffic. The Village should evaluate opportunities to provide an adequate left turn lane to avoid and minimize such delays. Coordination with the New York State Department of Transportation will also be necessary.

*#4: The Village should beautify areas within the Village that are visible to Village residents and passers-by.*

The following areas within the Village have been identified as areas that could be improved in appearance:



- Gateway locations into the Village including entrances along major roadways including Route 9A, as well as gateways into the Village Circle area;
  - The existing concrete and asphalt medians near the railroad overpass should be rebuilt to include trees and shrubs to celebrate this gateway into and out of the Village.
  
- Route 9A, particularly the area across from the high school;
- Island/ median at Lent’s Cove and Broadway;
- The area around the pavilion and pool;
- The parking lot for the pool and recreation center;
- The island in the middle of Tate Circle;
- The public parking lots along Tate Avenue;
- The railroad bridge on Route 9A;
- Monroe Park on the north side of the Village Circle; and
- Improve the appearance of guide rails located along certain roadways (e.g., Bleakley and Westchester Avenues) to a type that is more aesthetically pleasing (e.g., wood guide rails).



- Sidewalk and streetscape and landscaping along the west side of Tate Avenue in front of the Village Hall and the commercial buildings to the south.

The Village would, of course, need to consider how this would be accomplished, funded and maintained. It is recommended that this work be funded and maintained by Village staff and Highway Department. Consideration should be given to establishing and promoting an Adopt-a-Spot program where local businesses, organizations and individuals would sponsor a professionally designed and maintained landscape plan for a particular location.

In addition, the Village should encourage an improved appearance for the frontage of the Indian Point Energy Center. It would appear that certain relatively minor modifications could greatly improve the appearance of the facility along Broadway without impacting security objectives. Improvements worthy of consideration include:

- Replacing or treating the chain link fence so that fence is black or dark green so that the fence blends in better with vegetation behind it ( as opposed to the current shiny silver finish of the fence);
- Improve the maintenance and/or screen the appearance of run-down looking buildings located near Broadway; and
- Use of more attractive bollards and/or planters in lieu of concrete blocks.

*#5: Continue to monitor and enforce the required elimination of billboards as part of the 7-year removal plan. Earlier removal can be achieved through condemnation and/or purchase of the signs, and development of the properties with buildings and appropriate uses.*

*#6: Amend Requirements of the C-2 District.*

The Village should review the requirements of the C-2 District (e.g., the list of permitted uses, the dimensional requirements, parking requirements and recommend modifications to it that it deems appropriate to further the goals of the plan. For example, the Village should consider elimination of mobile home as a permitted use in the C-2 District.

*#7: Improve enforcement of Village laws (e.g., property maintenance, trash disposal/recycling, parking/storage of vehicles, etc.).*

The continued, and increased, enforcement of the Village's existing laws (e.g., property maintenance, trash disposal/recycling, traffic speed laws, storage of unregistered vehicles, "temporary" buildings and sheds, parking, etc.) has been identified as a critical means of protecting the character of Buchanan's neighborhoods. As described above, the Public Opinion Survey revealed that this as an important concern raised by Village residents. It is noted that as a result of the community survey, Master Plan Committee meetings and public workshops, the Village has already initiated revisions to the Village's Property Maintenance Law and is developing ways to improve the enforcement process. The Master Plan Committee recommends the consideration of the following with regard to improved enforcement of Village's Building and Zoning Code:

- The Building Inspector should be made more aware of his/ her responsibility as a code enforcer;
- The Building Inspector should be given direction/ discretion to be more proactive than reactive in enforcement of Village Building and Zoning Codes. Regular and routine inspections for violations should be conducted by the police, Code Enforcement Officer and Village Administrator with a focus on early detection and prevention of violations and problems; and
- The Village's regulations are in need of revision. The Zoning Code is out-of-date and self-contradictory which likely impedes the Building Inspector's ability to enforce the Code.
- Increase accountability and response to enforcement issues and complaints. A complaint and resolution tracking system, possibly using email and/or the Village web site is recommended so residents and officials alike can objectively determine the effectiveness of the enforcement system. Regular reports are also recommended.

*#8: Amend the Village's signage regulations.*

The sign regulations included in the "Sign Schedule" at the rear of the Zoning Code should be revisited in order to ensure that it permits, encourages and requires appropriate signage through property time and place restrictions while protecting free speech rights. A review of the "Sign Schedule" indicates the following signage standards that may need reconsideration:

- "Freestanding signs" in residential zones are permitted to be up to 6 square feet in size and 5 feet in height;

- One freestanding sign per entry drive for institutional and municipal uses in residential districts is permitted - each such sign is permitted to be up to 30 square feet in area and 12 feet in height;
- Window signs in the C-1, C-2, M-1 and M-2 Districts are permitted to occupy up to 400 square feet in area;
- Wall signs in the C-1, C-2, M-1 and M-2 Districts are permitted to be up to 60 square feet in size;
- The standards for freestanding, canopy, marquee and projecting signs in the C-1 District are not consistent with the existing or desirable pattern of development (e.g., encouraging such signs to be located far back on the lot). Consideration should be given to prohibiting freestanding signs from the C-1 District all together.
- “Changeable-copy” signs are permitted in the C-2 District;
- The C-2 District allows two freestanding signs per lot;
- The M-1 and M-2 District allows a freestanding sign at each entrance drive - each such sign may be up to 40 square feet in size.

**#9: *Improve parks and recreation in accordance with recreational needs and desires of Village residents.***

The Hudson River is one of the world’s greatest rivers, and is a National and State treasure. The Village of Buchanan is one of the very few communities with a significant amount of accessible Hudson River waterfront land. While this is undoubtedly one of the Village’s greatest physical assets, it has not been optimized.

Indian Point has become synonymous with the Con Edison and Entergy corporations’ nuclear energy generation plant. It is helpful to remember that before the energy plant, Indian Point was known for its peninsula and adjacent bay to the north, Lent’s Cove. Where the energy plant now exists was an amusement park with a pier, providing public access to the Hudson River on a large scale to general public. Although the future of the energy plant is likely to remain industrial for the foreseeable future, there is a large area between the plant and Lent’s Cove Park that is undeveloped.

This natural portion of Indian Point is approximately 45 acres in area, contains one-half mile of Hudson River waterfront, is largely forested and contains areas of steep slopes, wetlands and a large pond. It also enjoys spectacular views of the Hudson

River. This rare and extremely valuable physical asset should play a more prominent and positive role in the character of the Village of Buchanan.

- This plan calls for the preservation of this land as open space. The Village should seek to improve and increase access and use of the property for passive trails and park, and enjoying the views and waterfront, as a logical extension of Lent's Cove Park. This area should be integrated into the proposed Hudson River Walk Greenway Trail which is proposed to run along Broadway. (See Figure II-4)

(<http://www.westchestergov.com/planning/docs/RiverWalk/RivWalkMap.pdf>)

The Village should working closely with the County, Peekskill and Cortlandt in developing the trail. Measurable objectives or milestones, such as a monetary and/or time period for a certain action, are useful in making commitments.

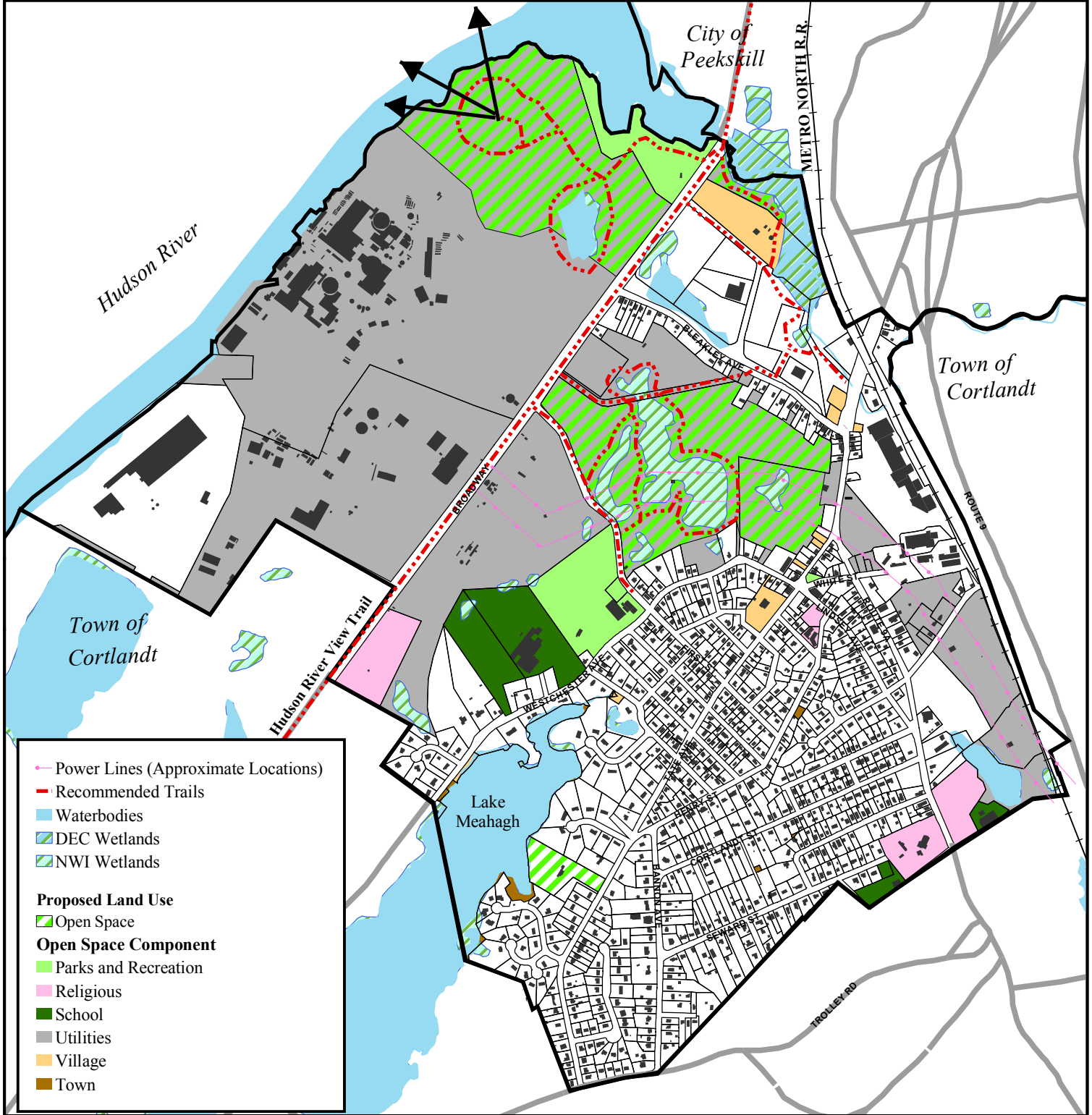
- The Village should seek to preserve the area known as Bleakley Woods. Located west of Westchester Avenue, this area is large, forested, contains trails and significant areas of steep slopes and wetlands. Most of the land is owned by Con Edison. Any future development of the property should provide naturally vegetated buffers along the rear of the homes along Westchester Avenue.
- The Village should investigate ways to control the goose problem at Lent's Cove Park.
- The Village should seek protection of the pond located east of NYS Route 9A near the Village's southern boundary and the school bus repair garage. This pond has historically been used for fishing and ice-skating. The Village should seek improved access and use of the pond for fishing and ice-skating.

#10: *Improve Water Distribution System.* The Village should budget the upgrading of water lines on a regular basis in order to reduce potential ruptures in water lines. Also, improvements to correct low pressure areas, possibly via improved connection and looping of dead end areas, should be investigated.

#11: *Improve Communication.* The Village should continue to improve communication with residents. The new village web site should be amended to include notices, board agendas, copies of the newsletters and current and searchable versions of the Village's Comprehensive Master Plan, studies, and laws and regulations.

#12: *Update the Zoning Code* – The Zoning Code is out-of-date and self-contradictory and is therefore is significant need of substantial revision. The zoning code should be reviewed and updated comprehensively to eliminate and correct errors and contradictions; improve and update standards, procedural requirements, and

# OPEN SPACE COMPONENTS



## COMPREHENSIVE MASTER PLAN INVENTORY AND ANALYSIS

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.

March 2005

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Planning/Development/Environment/Transportation



0 600 1200 2400 Feet

Figure II-4

enforcement; make it more user-friendly; and to incorporate revisions that reflect and implement the recommendations of this plan.

#13: *Participate with Greenway, Hudson River Towns of Westchester (HRTW) and other regional planning efforts.*

- Hudson River Valley Greenway Compact. The By Local Law adopted December 1, 2003, the Village adopted as its policy the elements of the Westchester County Greenway Compact Plan, and amended the Zoning Law and the Subdivision Regulations to reference the Compact Plan. By doing so, the Village has agreed to make its plans, laws and regulations consistent with the Compact Plan as they are amended, created or revised, and in so doing, become eligible for technical and financial assistance from the Greenway.
- Hudson River Towns of Westchester (HRTW). The Historic River Towns of Westchester, HRTW, is a consortium of 13 municipalities along the east bank of the Hudson River, including Peekskill, Cortlandt, Buchanan, Croton-on-Hudson, Town and Village of Ossining, Briarcliff Manor, Sleepy Hollow, Tarrytown, Irvington, Dobbs Ferry, Hastings-on-Hudson, Yonkers and Historic Hudson Valley. The HRTW is a non-profit organization comprised of representatives of the 11 municipalities noted above. The unique combination of riverine environment and cultural wealth has been attracting visitors to the HRTW region for years. Until recently, there were no area-wide comprehensive and coordinated tourism marketing efforts. Historic River Towns of Westchester was established in 1994 to address this issue.

The Village should work closely with the HRTW on planning efforts, including the HRTW coordinated signage plan.

*For further information, contact:*  
*Chairman - Phil Zegarelli*  
*Project Manager - Nancy Gold*  
*Historic River Towns of Westchester*  
*c/o The Gold Standard*  
*143 Bedford Road, Katonah, NY 10536*  
*(914) 232-6583*  
*marketing@thegoldstandard.com*

*Tracey S. Corbitt, AICP Associate Planner (GIS) Westchester County*  
*Department of Planning*  
*148 Martine Avenue, Room 432*  
*White Plains, NY 10601*  
*(914) 995-2090*  
*tsc1@westchestergov.com*

More about the HRTW can be learned at the following websites:

[www.westchestergov.com/planning/regionalplan/HRTW.htm](http://www.westchestergov.com/planning/regionalplan/HRTW.htm)

[www.hudsonriver.com/rivertowns/welcome.html](http://www.hudsonriver.com/rivertowns/welcome.html)

- #14: *Develop measures to preserve and celebrate buildings having local historic and/or architectural significance.*

Measures worthy of consideration include:

- Develop and promote specific standards regarding the preservation of historic and/or architectural significant buildings in architectural review guidelines.
- Formation of a Historic Preservation Law and Commission to make recommendations and decisions regarding preservation of historic properties in the community. Once established, the Village may wish to pursue Certified Local Government (CLG) status which enables CLG communities to obtain financial and technical assistance from the State toward preservation of the Villages historic resources.
- Place markers in front of historic and/or architecturally significant buildings.

- #15: *The Village should seek to place power lines underground.*

While undergrounding of existing overhead wires is an expensive proposition, the Village should seek to do so whenever feasible, particularly in the Village Center area. All new power lines within the Village should be placed underground.

Where placing existing overhead lines underground may not be feasible, the Village should seek opportunities to improve the appearance of poles. One opportunity for undergrounding and improvement is along NYS Route 9A as part of reconstruction of the substation facility.



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## **C. Buchanan's Neighborhoods/Housing**

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## C. **BUCHANAN'S NEIGHBORHOODS/ HOUSING**

### 1. **Overview**

The Village's prior Master Plan (1986) described the Village's residential areas as follows:

"The residential areas in Buchanan are generally stable, cohesive and well protected from dramatic change or encroachments."

The *Inventory and Analysis* component of this Comprehensive Master Plan reveals that the same holds true today. The *Inventory and Analysis* revealed that the Village's housing characteristics have remained substantially consistent over the last few decades with only certain relatively minor exceptions. For example, the Village's household characteristics (e.g., mean household and family size, number and percent of family households, etc.) have remained substantially consistent over the years. In addition, the variety of housing types existing in the Village has remained consistent over the years (i.e., the percentage of 1-family, 2-family, 3- or 4-family dwellings and 5+ family structures is substantially similar to that existing in 1960). However, perhaps the single most notable exception to this stability is the price of housing in the Village. The past 5 or so years has seen a meteoric rise in the price of housing throughout the New York metropolitan area (and Westchester County in particular). Buchanan has not been immune to this increase in housing costs.

When asked in the Public Opinion Survey to name the three things that residents like best about living in the Village, the most frequent response mentioned (at 72% of the respondents) was the small, quiet and safe nature of the Village.

Although no major changes have significantly affected Buchanan's residential areas in the past two decades, a number of housing and neighborhood character issues have been identified. They are as follows:

#### a. *Development of Undeveloped Residentially-Zoned Land in the Village*

The "Future Land Use Change" discussion in the *Land Use and Zoning* section of the *Inventory and Analysis* component of this Plan identified the potential amount and location of additional residential development within the Village of Buchanan based on existing zoning. Such additional residential development would result from one of the following sources:

- Large residentially-zoned properties to the north/west of Westchester Avenue (within the R-20 and R-40 Districts);
- Potential future subdivision of "over-sized" lots existing in Buchanan's neighborhoods, particularly in the Bannon Avenue/ Seward Street/ Cortlandt Street area and a 4-acre property on the west side of Tate Avenue on Lake Meahagh which allows the last opportunity for direct public access to Lake Meahagh; and

- Undeveloped residential lots scattered throughout Buchanan's neighborhoods.

As described in the "Future Land Use Change" discussion, factors affecting the potential development/ redevelopment of such areas include:

- The property's zoning;
- Development constraints (e.g., lot size, power lines, utility easements, access opportunities, and environmental considerations such as steep slopes, rocky conditions and wetlands); and
- Ownership (e.g., Con Ed. Or otherwise).

The "Future Land Use Change" discussion identified the followed residential development potential existing within the Village:

- A potential for thirty-four (34) residential lots if the large residentially-zoned properties to the north/west of Westchester Avenue (within the R-20 and R-40 Districts) were to be subdivided. Twenty-five (25) of these potential lots would result from the subdivision of land owned by Con-Edison. Most of this area is bisected by a series of large electric transmission towers and overhead wires. In addition, a large portion of this area, particularly around the perimeter, is occupied by steep slopes and rocky conditions. Another large area in the interior of this area is occupied by wetlands and/or hydric soil conditions. Such factors would make subdivision of this area difficult.
- A potential four (4) lot subdivision of the large property on the west side of Tate Avenue on Lake Meahagh.
- Approximately twenty-four (24) undeveloped parcels are scattered throughout the residential areas of the Village. Most of these parcels are located within the Village's R-7.5 District (17 lots). It would appear that most, if not all, of these undeveloped parcels do not have potential to be subdivided in the future. Thus, the maximum number of additional dwelling units that could be reasonably expected to result from development of these lots would be 24 (i.e., one additional home on each undeveloped lot).

Since the overall number of additional potential residences within these areas is relatively low, the potential planning implications (e.g., traffic, impact to community services including schools, tax revenues) if such properties were to be developed is not expected to be significant.

b. *Potential for Future Subdivision Within Existing Neighborhoods, Including the Creation of "Flag-Lots" on Deep, Over-Sized Lots*

A number of additional "over-sized" lots exist in the Village's residential areas. Such "over-sized" lots are at least twice the minimum lot area of the zoning district in which they are located (e.g., greater than 20,000 square feet in size if located in the R-10 District) and thus potentially subject to further subdivision. The vast majority of the "over-sized" lots are located in the R-10 District in the Cortlandt Street/ Seward Street/ Bannon Avenue area of the Village. Each of these "over-sized" lots, however, are currently occupied by a residence. Thus, any future subdivision of these lots would be significantly affected by the location of the existing residence (which could be expected to significantly affect subdivision potential in most cases – unless the existing home was to be removed). In addition, most of these lots are long and narrow and would require a "flag-lot" configuration (a subdivision configuration that is not permitted by Buchanan's Zoning Code) in order to create a second lot. As a result of these factors, the number of additional lots resulting from future subdivision of "over-sized" lots is not expected to be significant. Such subdivisions (where one home would be placed in the perceived rear yard of another home) would not be consistent with, and would detract from, the character of Buchanan's neighborhoods.

c. *Construction of "Over-Sized" Homes*

In addition, many communities have become concerned about the tearing down of existing homes and their replacement with new homes which are usually significantly larger than the older homes they replaced and commonly out-of-scale and inconsistent in character with the other homes in the neighborhood. Although not a major issue in the Village now, the potential exists for this to be an issue in the future (as it has become in other communities in Westchester).

d. *Need and Opportunities for Affordable Housing, Including Housing Opportunities for Seniors*

The Village is, and has historically been, one of the more affordable communities in Westchester County. Not only are the single-family homes in the Village more affordable than most of the County, but a variety of housing options are available in the Village (and/or permitted in Village zoning), including multi-family housing, accessory apartments and mixed-use development. As a result, a lower percentage of Buchanan's households pay a disproportionate amount of their income towards housing costs. For example, approximately 1/4 of the Village's households are "cost burdened,"<sup>1</sup> a percentage that is lower than experienced in surrounding communities and the County as a whole.

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<sup>1</sup> According to the Westchester County Department of Planning, "cost-burdened" is defined by the US HUD as those paying in excess of 30% of their income toward housing cost.

Historically, the Village of Buchanan has offered the opportunity for more affordable single-family ownership than the majority of Westchester County. However, as indicated above, like the rest of the New York metropolitan area and Westchester County, the Village has experienced substantial increases in housing prices over the last few years. For example, the median increase in sales price for homes in Westchester County increased 48% between 1993 and 2000. Similarly, the median sales prices for single-family homes in the Town of Cortlandt increased 49% during that same period (an increase of approximately 7% per year). It is likely that housing prices in the Village have increased at a rate similar to that experienced in the rest of Town of Cortlandt and Westchester County as a whole.

It is likely that increases in housing prices may have a disproportionate impact on the Village's senior citizens. There is a desire to seek opportunities to keep Buchanan's seniors within the community.

*e. Other Issues Affecting the Character of Buchanan's Neighborhoods.*

The Master Plan Committee has identified the following additional issues that affect the character of Buchanan's neighborhoods:

- Size and placement of accessory structures, particularly in front yards.
- Storage of recreational vehicles, campers, boats, commercial vehicles and parking of cars in front yards or within street rights-of-way.
- Off-street parking within neighborhoods. The public raised this as a significant issue in the Public Opinion Survey when asked to suggest changes in land use regulations. The Master Plan Committee noted this issue as well. However, the Committee noted practical limitations in certain areas of the Village where homes were built within insufficient garage or driveway space to accommodate necessary parking off the street.
- Temporary buildings.

**2. Planning Objectives:**

- #1: Maintain the existing overall density and protect the character of the Village's residential areas.
- #2: Promote a range of rental and home ownership opportunities in varied housing types and prices for Village residents, including those available for senior citizens and other smaller households.
- #3: Preserve the quality, character and stability of the Village's neighborhoods by preventing the intrusion of incompatible uses in residential areas and distributing

land uses in such a manner that potential conflicts between uses are minimized.

### **3. Planning Recommendations:**

#1: *Investigate changes to zoning or other Village laws to address some of the identified issues, including:*

- Additional language in the Zoning Code to more specifically prohibit the potential creation of additional “flag-lots.”
- Revised restrictions on the size and placement of accessory structures. A number of temporary and other accessory structures and buildings such as tent garages have been proliferating throughout the Village to the detriment of the neighborhood appearance. This plan recommends that all accessory structures be required to be kept behind the front of the house, and limited to a maximum height of one story or 15 feet. Where located on large lots (greater than 20-30,000 square feet in area), all such accessory structures should be required to meet the setbacks for principal buildings.
- Appropriate regulations regarding the storage of recreational vehicles and limitations on parking of, campers, boats and commercial vehicles in residential zones. The parking and storage of recreational vehicles should be regulated in the same manner as recommended for accessory buildings above.
- Limitations on parking in front yards in neighborhoods. Considerations could include restricting parking of vehicles on the front yards and/or limitations on the amount of pavement in the front yard. The feasibility of any recommended regulations would need to be considered in light of limitations in certain areas of the Village (e.g., insufficient room for garage or driveway space, shallow lots and shallow front yards). Grandfathering of such conditions should be considered.
- Common driveways should be avoided and discouraged.
- Limitations on-street parking in residential zones including permitting parking on only one side of the street. As indicated above, however, the Committee noted practical limitations in certain areas of the Village where homes were built within insufficient garage or driveway space to accommodate necessary parking off the street. This reality would need to be taken into account.
- More specific separation and/or buffer requirements between residential and commercial properties.

- Modifications to zoning requirements (e.g., creation of “building coverage”, larger setbacks for larger homes, height-setback ratios, and/or “floor area ratio” requirements) to address potential impacts related to construction of “over-sized” homes.

*#2: Encourage additional senior housing.*

While the Village has taken certain steps to encourage opportunities for senior and other smaller households (e.g., accessory apartments), the following additional options have been identified:

- Construction of new housing for seniors (e.g., in the Lent's Cove area, near Village Circle, Greentown Road, etc.).
- “Set-asides” (i.e., requiring developers to “set-aside” a certain portion of their units as price-restricted units for seniors.

*#3: Consider preparation of conceptual development plans for large lots to demonstrate the preferred form of development.*

There are a few large parcels of land which represent opportunities for considerable development in the future. The Village could pro-actively prepare conceptual plans or recommendations for the future use and development of such properties. As part of such plans, the Village may recommend and seek conservation easements over areas of special concern or environmental value, or consider mandating conservation (cluster) development, or even recommend alternative types or forms of uses. Two such areas where such consideration may be appropriate include:

- The lands of Con Edison, including Bleakley Woods west of Westchester Avenue.
- The vacant Arch Diocese property located on the east side of NYS Route 9A abutting the school district bus garage facility at the southern village boundary.

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**D. Commercial/ Industrial  
Development**

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## **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.*

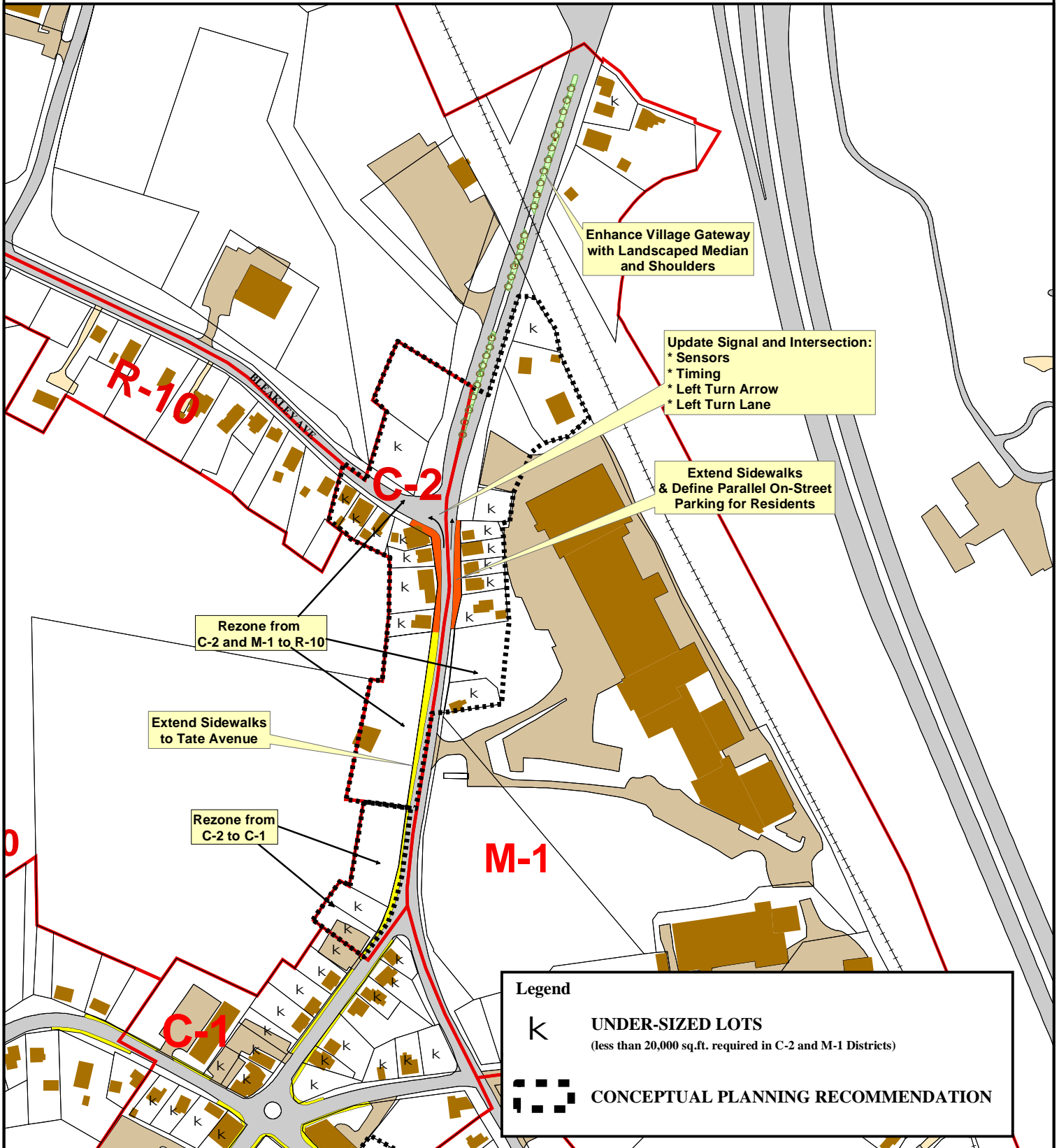
**3. *Planning Recommendations:***

- #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.

March 2005

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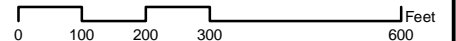


Figure II-5

- 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.

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## **E. Traffic and Transportation**

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**E. TRAFFIC AND TRANSPORTATION****1. Overview**

Following is a discussion of specific issues and opportunities identified by the Comprehensive Master Plan Committee relating to traffic and transportation:

- a. *Potential traffic impacts resulting from additional development* (particularly non-residential uses) along Route 9A and/ or elsewhere in the Village.
- b. *Road Conditions* – Village residents identified road conditions as a major issue when asked in the Public Opinion Survey to name improvements they would like to see in the Village. Twenty-eight percent (28%) of the respondents named this as an important issue – second only to improvements to the Village Circle. Roadway improvements identified by the public in the Public Opinion Survey and by the Master Plan Committee include the following:
  - Better pavement of certain roads.
  - Installation of curbing.
  - The Route 9A/ Bleakley Avenue intersection – narrow road width impedes movement through this area.
  - Installation of traffic lights or STOP signs at certain intersections and/or elimination of STOP signs or traffic lights at certain intersections.
  - Coordination and/or actuation of traffic signals.
- c. *First Street* – The right-of-way for First Street continues from Westchester Avenue all the way to Broadway. While improved for a couple hundred feet near Westchester Avenue, the road has not been improved through the majority of the right-of-way. If it were to be improved, it would likely result in a number of implications including modifications in traffic patterns and may increase the likelihood of further development in that area of the Village. Extension of the roadway for vehicular traffic is not necessary or desirable.
- d. *Need for improved pedestrian access and safety with the Village.* Village residents identified this as a major issue when asked in the Public Opinion Survey to name the most important issues on which the Village should take action. Forty-two percent (42%) of the respondents named this as an important issue.
- e. *Use of local streets as short-cuts/ speeding on local streets.*

**2. Planning Objectives:**

- #1: Improve pedestrian and bicycle access and safety within the Village.
- #2: Maintain the Village system of through, collector and local roads to provide for convenient circulation of local traffic and to discourage the use of local streets for through traffic.
- #3: Coordinate street planning with State and regional highway authorities to ensure that the Village's needs and policies regarding through and local traffic routes are followed.
- #4: Encourage improvements to meet existing and future transportation needs in the Village including improvements to the roadway network that relieve areas of specific traffic congestion and/or that mitigate specific traffic hazards.

**3. Planning Recommendations:**

- #1: *Require coordinated access management of driveways and parking areas as part of development and redevelopment of properties along NYS Route 9A.*
  - 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.
- #2: *Improvement of the Route 9A/ Bleakley Avenue Intersection.*

The Village should work with NYSDOT to develop a plan that eliminates or at least reduces delays to the northbound through movements on Route 9A as a result of inadequate staking lane space for left turns onto Bleakley Avenue. The plan should also seek to provide a clear separation between the travel lane(s), sidewalk and on-

and off-street parking. Full traffic signal actuation with vehicle sensors to adjust to actual traffic conditions and a protected left turn signal should be installed.

*#3: Enforcement of Village laws.*

Based on comments received as part of the Public Opinion Survey and community input during the community workshops, it would appear that residents feel that greater enforcement of Village laws (e.g., on-street parking regulations, speeding through local Village streets, etc.) is warranted. Excessive speeding on Tate, Bannon, Westchester Avenue and Catherine Street was noted as common.

*#4 Implementation of traffic calming improvements*

The Village should consider appropriate traffic calming techniques to reduce excessive speeding. Common techniques include the use of speed humps with signage; special traffic enforcement programs; narrowing of travel lanes, curb extensions/bump outs; speed humps; pedestrian crosswalk platforms; tighter radius curves at intersections; among many others.

Stop signs should not be used to control speed. Such use, or overuse, can lead to greater vehicular speeds between signs, and high rates of non-compliance and increase risk of accidents and injury.

The following web sites include a wealth of examples of traffic calming devices and techniques including photographs, appropriate applications, advantages and disadvantages: [www.cityofbellevue.org/page.asp?view=1593](http://www.cityofbellevue.org/page.asp?view=1593); [www.ite.org/traffic/tcdevices.htm](http://www.ite.org/traffic/tcdevices.htm); [www.pedbikeimages.org/category\\_front.cfm?categoryId=67](http://www.pedbikeimages.org/category_front.cfm?categoryId=67); [www.ci.austin.tx.us/roadworks/toolbox.htm](http://www.ci.austin.tx.us/roadworks/toolbox.htm).

Below are several examples from one of these sites of common physical modifications to control speed and provide more security and comfort to pedestrians: curb extensions, neighborhood entry and cross walk pavement treatments, and traffic circles. The general principal behind most of the physical improvements is to restrict the movement of vehicles, and thereby reduce speeds. Generally, more room to navigate provides a greater margin for error, leading to greater driver comfort and greater speeds. Physical restrictions such as tight curves, physical barriers such as curb extensions, parked cars, landscaped islands, speed humps and platforms, etc., restrict movement and lower the speeds.

One of the key advantages to such physical improvements is that they operate 24 hours a day, often enhance the appearance of the neighborhood, provide more green space and protection and room for pedestrians, and require very little maintenance once installed. Such improvements are accompanied by appropriate signage and other visual and physical cues to alert vehicles to their presence.





### **CURB EXTENSIONS**

Curb extensions narrow the roadway by extending the curb toward the center of the street at intersections or mid-block between intersections. They can be used in conjunction with speed humps or raised crosswalks to enhance the effectiveness of these designs.

#### **Application**

- At intersections to increase sight distance and narrow the roadway
- Mid-block to narrow the roadway and shorten pedestrian crossings

#### **Advantages**

- Reduces pedestrians' crossing distance
- Narrowed lanes can slow vehicles
- May increase sight distance at intersections



### **NEIGHBORHOOD ENTRY TREATMENTS**

There are two main types of Entry Treatments: a raised island in the center of a roadway, or a pavement treatment such as stamped brick. Either treatment identifies the entrance to a neighborhood.

#### **Application**

- Placed in a roadway to define the main entrances into a neighborhood

#### **Advantages**

- **Notifies drivers that they are entering a neighborhood or residential area**
- **Narrowed lanes can slow vehicles**
- **Opportunity for landscaping and/or neighborhood signs**
- **May discourage non-local traffic**



## TRAFFIC CIRCLES AND ROUNDABOUTS

### Traffic Circles

A traffic circle is a raised circular island in the center of an intersection. This design requires vehicles to keep right and travel through the intersection in a counter-clockwise direction around the island. The size of the traffic circle is determined by the size of the intersection. Traffic circles can be placed at both four-legged and three-legged intersections.

### Applications

- Neighborhood streets where speed control is desired
- Neighborhood intersections where right-angle accidents are occurring

### Advantages

- Slows traffic at intersection—potentially a 5-8 mph decrease
- May divert traffic if adjacent arterial street exists
- Opportunity for landscaping and beautification

The use of traffic calming techniques is recommended for the following areas, initially (other locations are likely to be identified in the future):

- Village Circle intersections – to improve appearance and pedestrian safety
- Bannon Avenue – to control speeding

- Cortlandt Street– to control speeding
- NYS Route 9A at Tate – a curb extension is recommended to reduce speed of vehicles entering Tate and to more protection for pedestrians, a shorter distance to cross between the municipal parking lot to the shops and businesses on the other side of Tate Avenue.
- Lindsey Avenue at NYS 9A – the sidewalk should extend the full length of the north side of the street.
- Westchester Avenue near the Pool – to control speeding and provide designated and protected pedestrian crossing areas.

#5: *First Street.*

The extension of First Street for vehicular traffic beyond the community center is not necessary or desirable for the foreseeable future. The Village should retain the right-of-way for pedestrian access to the trails through the Bleakley Woods and for future use as deemed necessary and appropriate.

#6: *Provision of new sidewalks and repair/ replacement of existing sidewalks.* The following general criteria have been identified regarding improved pedestrian access:

- Areas that currently contain a relatively high volume of pedestrian traffic.
- Along roadways that connect destinations. Destinations include Village Hall, the Village recreation area, the “Village Center,” and existing or future commercial uses along Route 9A.
- Expansion or connection of existing sidewalks.

Several of the main roads in the Village, including along portions of Route 9A and along roads leading to the Village Circle area such as Westchester Avenue, White Street, Lindsey Avenue and Tate Avenue have been preliminary identified as higher priority areas.

The following specific areas have been identified as needing new and/or improved sidewalks:

- Along White Street between the Village Circle and Route 9A.
- Along Lindsey Avenue between the Village Circle and Route 9A.

- Along Westchester Avenue between the Village Circle and the elementary school.
- Along Tate Avenue potentially from Village Circle to library.
- First or Fourth Street to Tate Avenue.
- Along Route 9A from terminus on southern end in the Village to Tate Avenue or Bleakley Avenue.

Funding sources for construction of new sidewalks and/or improvements to existing sidewalks should be pursued. Concrete (not asphalt) should be used as the preferred material for all sidewalks.

Sidewalk expansion may be difficult in certain areas in light of right-of-way width and other factors. Other issues such as snow removal and maintenance responsibilities would also need to be considered.

*#7: Bicycle lanes and paths should be incorporated into roadways and off-street areas where possible.*

The incorporation of bike lanes can be done by re-striping area roadways. Often, the resulting narrowing of the travel way for vehicles also has the benefit of traffic calming by reducing vehicle speeds.

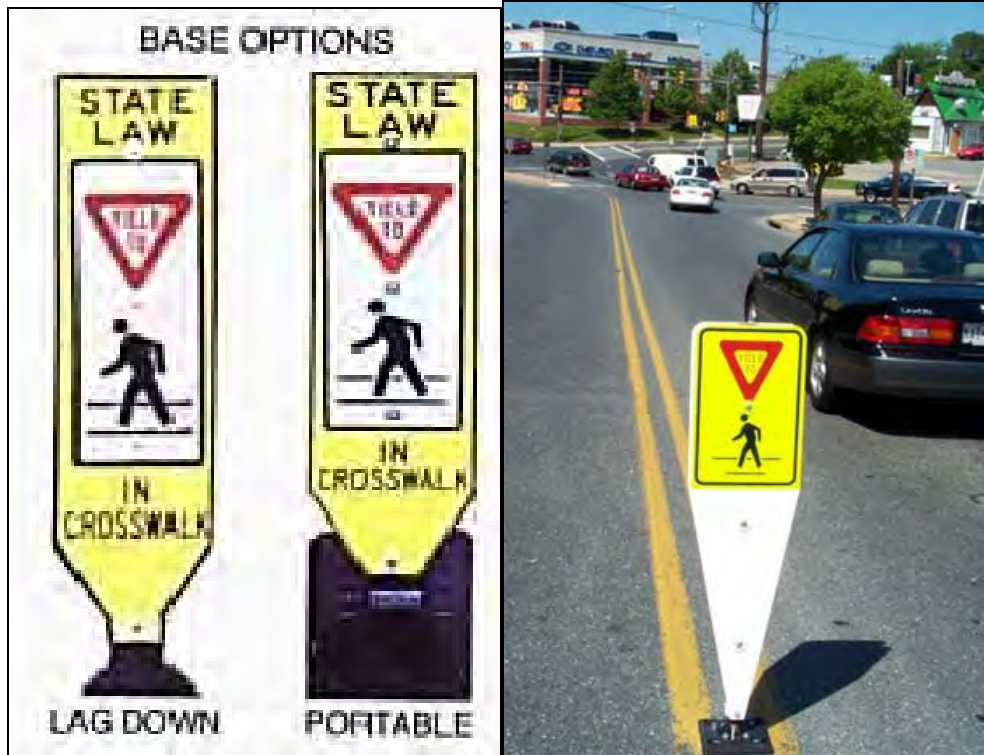
Off-street bike paths may be possible in certain areas such as along the unimproved First Street right-of-way between Westchester Avenue and Broadway.

*#8: The traffic signals should be fully actuated to eliminate unnecessary delays when there is no opposing traffic.*

A number of the traffic signals in the Village do not respond to the presence of vehicles, or lack thereof, often causing a driver to wait for the full cycle from red to green even though there are no other vehicles on the road. This unnecessary delay can be avoided by incorporating sensors to alter the signal operation, or by altering the signal to flash yellow on the primary road and flash red on the secondary road during off peak hours.

*#9: The Village should develop a pedestrian crosswalk improvement program.*

The Village should identify and enhance key crosswalks throughout the Village with new and improved pavement markings and signage. The program should make use of both moveable and permanent signage that reminds drivers that it is New York State law to yield to pedestrians in the crosswalk.



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## **F. Environmental Resources**

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## **F. ENVIRONMENTAL RESOURCES**

### **1. Overview**

Based, in part, upon information in the *Inventory and Analysis* component, the following issues relative to environmental resources have been identified:

- a. *Many of the Undeveloped Areas of the Village Contain Sensitive Environmental Features Such as Steep Slopes, Wetlands and Waterbodies.*

As identified in the “Future Land Use Change” discussion in the *Land Use and Zoning* section of the *Inventory and Analysis* component, a significant proportion of the undeveloped areas of the Village contain sensitive environmental features such as steep slopes, waterbodies, streams, and/or wetlands. Future development of such areas would likely impact these resources. In addition, since many of the undeveloped properties are contiguous, development of these properties could potentially fragment wildlife habitat and biotic corridors.

There are several areas of the Village that contain steep slopes, including: to the north and south sides of Bleakley Avenue; along the east side of Route 9A within a number of undeveloped properties; and the large, undeveloped area to the north/west of Westchester Avenue. Many of these areas, such as the area to the east of Route 9A, along Bleakley Avenue, and the undeveloped property located at the northwest corner of Bleakley Avenue and Route 9A exhibit a significant amount of rock.

One 12-acre NYSDEC-regulated wetland is located within the Village along Dickey Brook. This wetland area is located on portions of a number of undeveloped properties within the M-1 District. A number of additional wetlands areas (or areas likely to contain wetlands due to the presence of hydric soils) are located throughout the Village. The largest such non-NYSDEC wetland is also roughly 12 acres in area. It is located on the undeveloped Con Edison property located to the north/west of Westchester Avenue. Other, smaller wetlands are also located in that area of the Village, as well as additional undeveloped properties in the Village including certain properties along the east side of Route 9A, at the northeast corner of the Bleakley Avenue/ Broadway intersection; and along the length of Dickey Brook.

- b. *Potential Impacts to Dickey Brook and Lake Meahagh.*

The water quality of Dickey Brook and Lake Meahagh, the two principal surface water resources within the boundaries of the Villages, are both potentially threatened. Dickey Brook runs past several of the Village’s industrial properties and the Village’s sewage treatment facility, and receives virtually all of the urban stormwater runoff from the Village. Stormwater runoff from parking lots and roofs of these properties could potentially impact Dickey Brook and its associated wetlands. In addition, the build-out of the Greentown Road industrial park could increase potential water quality threats to Dickey Brook. Lake Meahagh is now

virtually completely surrounded by single-family residential development. Runoff from driveways and roofs and lawn treatment chemicals, and stormwater runoff from the road drainage system could negatively affect Lake Meahagh.

*c. Open Space Preservation.*

Figure IV-8, *Development Potential*, demonstrates that a relatively significant amount of undeveloped land (approximately 150 acres) currently exists within the Village. However, these lands are all *potentially* subject to future development. Figure IV-7, *Existing Land Use*, identifies only three properties in the Village that are permanently preserved (see the “Parks and Recreation” land use classification). Due to the relatively substantial amount of undeveloped land in the Village there may be opportunity to preserve additional open space before such resources are developed and lost.

Open space preservation was identified as the second most important issue in the Public Opinion Survey.

**2. Planning Objectives:**

- #1: Protect scenic resources and sensitive environmental features (such as water bodies, wetlands, floodplains, steep slopes, and stream corridors) to the maximum degree possible.
- #2: Consider the suitability of the type and intensity of future development as permitted by existing zoning relative to the ability of the land to appropriately accommodate such development, with lower densities permitted on lands less supportive of, and suitable for, additional development and higher densities permitted in areas that contain fewer sensitive natural resources.
- #3: Introduce local programs and regulations that help protect natural resources such as steep slopes, wetlands, stream corridors and watersheds.
- #4: Pursue the preservation of environmentally sensitive lands and/or lands suitable for passive recreation.
- #5: Preserve, protect and enhance important viewsheds, including those of the Hudson River and Lake Meahagh.



### **3. Planning Recommendations:**

- #1: *Require net lot area reductions for areas covered by steep slopes, wetlands, waterbodies and other environmental features, and/or minimum lot areas that are not constrained by environmental resources.*

Many communities place limitations on the proportion of lands covered by sensitive environmental features (e.g., waterbodies, wetlands, steep slopes, etc.) that can be counted towards meeting the minimum required lot area. For example, a common approach is to allow only a certain percentage (e.g., 25% to 50%) of lands that are underwater, covered by wetlands, within a 100-year floodplain, or with slopes greater than 25% to be counted towards meeting the minimum lot area requirement at the time of subdivision or site plan review.<sup>1</sup> In addition, it is commonly required that the lot contain a contiguous area<sup>2</sup> equal to a certain minimum percentage (e.g., 50%, 75%) of the minimum lot area requirement without the specified impediments. The purpose and effect of such provisions is to decrease potential environmental impact by reducing the permitted intensity of development on lands that contain the specified environmental features.

As discussed above, most of the large undeveloped properties remaining in the Village are heavily constrained by environmental resources. Requiring that areas covered by steep slopes, wetlands and other environmental features be deducted (by a certain percentage) from the minimum lot area will serve to reduce the permitted intensity of development on lands that contain the specified environmental features and will focus development on the less environmentally sensitive areas of the land.

- #2: *Use “average density” (also known as “cluster” or “conservation development”) subdivision as an effective means of protecting environmental resources - particularly those not already specifically protected.*

The use of “Average density” subdivision (known as “cluster development” in New York State Village Town Law) is recommended because it can serve as an important and effective means of protecting critical resources - particularly those not already specifically protected. Under the use of “average density” subdivision the dimensional requirements in the Zoning Code are allowed to be modified so as to provide an alternative permitted method for the layout, configuration and design of lots, roads, utility lines and other infrastructure in order to preserve the natural and scenic qualities of open land.<sup>3</sup> An important feature of “average density” subdivision

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<sup>1</sup> These communities also require similar net lot deductions for areas within utility or other easements and areas covered by overhead utility lines.

<sup>2</sup> This area is commonly required to be located in a position on the lot that makes development on it feasible in light of zoning setbacks and other considerations.

<sup>3</sup> In accordance with New York State Village Law, use of this technique shall *not* result in greater density (i.e., number of housing units) than if the land were subdivided into lots conforming to

is that landowners and developers are encouraged to pay close attention to the unique topography and natural features of their properties, and to shift development away from ecologically sensitive areas. It simply encourages that development occur in areas of a site that are most suitable to development and sets aside areas of land which would remain undeveloped. The lands set aside using “average density” subdivision can be preserved using a variety of measures, including acquisition by local government or a non-profit conservation group, ownership by a homeowners association, or through conservation easement. Such benefits are typically not achieved under a standard (non-“cluster”) subdivision of property. The Village can also mandate average density, cluster or conservation development under certain circumstances.

The use “average density” subdivision should be considered when there is opportunity to set aside or protect land for one or more of the following purposes:

- Preservation of steep slopes, stream buffer areas, wildlife habitat areas or other environmental resources not specifically protected through other means;
- Preservation of community character through the preservation of buffer zones along roadways and other property boundaries;
- An extension of a public park or linear connection between parks; and/or
- The preservation or protection of streams, wetlands or waterbodies and the lands surrounding such areas.

Considering the limited number of large parcels subject to future subdivision the use of this technique is expected to be limited. However, “average density” subdivision would be a very useful tool if any of the large undeveloped residentially-zoned properties identified in the “Future Land Use Change” discussion is proposed for subdivision (particularly those to the north/west of Westchester Avenue).

*#3: Identify properties worthy of preservation for future open space purposes and means by which to preserve such properties.*

The following areas have been identified as particularly suitable for future open space purposes:

- The clay hole pond and surrounding lands at the northeast corner of Bleakley Avenue and Broadway.

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the normally applicable minimum lot size and other dimensional requirements of the zoning district in which the property is located.

- The four-acre parcel located between the Lake Meahagh and Bel Lago subdivisions (now or formerly the Absenger property) – Additional public access to Lake Meahagh was identified by the Master Plan Committee as an important planning issue. This property presents the last feasible opportunity to provide access to Lake Meahagh within the Village. Such access could be gained either through acquisition (fee simple or easement) or through preservation of an access area using “cluster subdivision” if the property were to be subdivided in the future. Currently there is no access from the Absenger property to the lake.
- Expansion of Lent’s Cove Park via donation, purchase, conservation easement or license agreement of the northern and undeveloped portion of the Entergy center site.

The following are a number of common mechanisms for preserving open space:

- Land acquisition by donation, gift, or direct purchase
- Conservation easements
- Purchase of development rights
- Mandatory and voluntary cluster and preservation
- Establishment of Critical Environmental Areas (CEA) in accordance with SEQR and special protective standards
- Obtaining rights of first refusal to purchase key properties
- Funding mechanisms for the purchase of land, development rights and/or easements include special taxes, the creation of special bonds, and developer contributions to special funds

*#4: Amend the Village’s Subdivision Regulations and site plan standards to reflect the most up-to-date best management practices.*

The Village’s Subdivision Regulations should be reviewed in order to determine whether there are standards contained within it that are inconsistent with the objective of minimizing overall land disturbance during subdivision development. For example, many communities have found it appropriate to reduce the required roadway widths and required cul-de-sac dimensions in order to reduce the amount of land disturbance and impervious surfaces.

The Village should require that land use development proposals (e.g., subdivisions and site plans) incorporate best management practices with regard to stormwater management, erosion and sedimentation control, tree preservation, and issues of environmental protection. The Village should review its subdivision regulations and

site plan design standards and revise them to reflect the most up-to-date best management practices.

#5: *Implementation of the Phase II Storm Water Program*

Since 1990, the U.S. Environmental Protection Agency (EPA) has targeted stormwater as a significant water pollutant contributor. At that time, the EPA promulgated several regulations that required large municipalities (with a population over 100,000), industries, and construction sites over five acres to implement stormwater plans and obtain discharge permits.

The Storm Water Phase II Final Rule is the next step in EPA's effort to preserve, protect, and improve the Nation's water resources from polluted stormwater runoff. Effective March 2003, the Phase II Regulations are intended to further reduce adverse impacts to water quality and aquatic habitat by instituting the use of controls on the unregulated sources of stormwater discharges that have the greatest likelihood of causing continued environmental degradation. The Phase II program expands the Phase I program by requiring operators of stormwater sewer systems (a conveyance or system of conveyances including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) in urbanized areas and operators of small construction sites involving disturbance to 1 or more acres, to implement programs and practices to control polluted storm water runoff. The program required municipalities within urbanized areas to apply for a National Pollutant Discharge Elimination System (NPDES) permit by March 10, 2003. The Village of Buchanan developed and submitted a Phase II storm water program.

The Storm Water Management Plan (SWMP) outlines a 5-year program identifying specific actions, measurable goals and timelines, and responsible parties to implement the EPA Phase 2 regulations. The program is designed around the following six approaches toward reducing adverse impacts from stormwater runoff:

- 1) Public education and outreach;
- 2) Public involvement and participation;
- 3) Elicit discharge detection and elimination;
- 4) Construction site runoff control;
- 5) Post construction stormwater management; and
- 6) Pollution prevention/good housekeeping including maintenance and record keeping.

This plan will require the Village to prepare revisions to existing regulations, adoption of new regulations, and expanded responsibilities and training for board

members, departments and staff. Equally important is the effect on proposed land development. The Phase 2 regulations apply to all proposed development involving more than one acre of disturbance. Each such development must provide on-site treatment of stormwater runoff to ensure water quality prior to discharge to any receiving wetland, stream or water body.

The Village is required to submit Municipal Compliance Certificates (MCC) and Storm Water Management Program Annual Reports (SWMPAR) by June 1<sup>st</sup> of each year starting in 2004 and the SWMP must be fully implemented by January 8, 2008.

Examples of recommended improvements include the following:

- Upgrade stormwater drainage system catch basins to include larger sumps to collect sediment.
- Increase the frequency of catch basin cleaning and removal of trapped sediment.
- Install oil/water separators to trap oil and other contaminants in the catch basins and prevent discharge to streams and wetlands.
- Construct water quality basins to trap sediments, excess nutrients and water borne contaminants and cleanse stormwater runoff prior to discharge to receiving bodies of water such as Dickey Brook and Lake Meahagh. With proper design, these basins can be attractive features and require very little maintenance.
- Require incorporation of water quality improvement techniques and facilities into all new construction and also as part of redeveloped or improved sites. The New York State Stormwater Management Design Guideline manual provides numerous examples of mechanisms for a large variety of circumstances. Features such as swales, groundwater recharge basins and even sub-surface detention and recharge chambers and sand filters are examples of just some of the many options to improve water quality with new construction.

#6: *Update the Village Freshwater Wetlands Protection Law.*

Many communities are reviewing and amending, and sometimes replacing their wetlands laws with more effective regulations that reflect the advances in the knowledge, science and understanding of the values and functions that wetlands and related water resources provide and their importance to the health, safety and welfare of the public.

- The Village should review and update its wetland law consistent with current practice and standards.

#7: *Adopt regulations for the protection of steep slopes.*

#8: *Ensure the health of Lake Meahagh.*

Lake Meahagh is relatively shallow, has become shallower due to years of sedimentation from adjoining lands and the stormwater drainage system. The health of the lake is stressed by these shallow depths which reduce water volume, contribute to large changes in temperature that in turn encourage excessive algae and other plant growth that deplete oxygen levels and kill fish populations. In addition, stormwater runoff carries dissolved pollutants including salt, heavy metals and petrochemical residue from cars, and nutrients such as nitrogen and phosphorous, among other things.

- The Village, in cooperation with the Town of Cortlandt which owns the lake, should seek financial and technical assistance from Westchester County and New York State to test, monitor and develop a comprehensive plan to restore and ensure the long-term health and viability of this important community asset.
- Consideration should be given to employing a naturalist to conduct water quality tests on the Lake and to recommend remedial action.

#9: *Protect and encourage wildlife and habitat diversity.*

- The Village should ensure appropriate review and consideration of wildlife and habitat as part of the review of development plans as well as Village sponsored projects.
- Large contiguous areas of forest and relatively undeveloped areas should be kept intact to the extent possible. These areas function as wildlife corridors and many sensitive species require such large areas for protection from predatory and competitive animals and species. Such large areas also provide a protection from development, noise, light, pollution and invasive species.
- The Village and residents should work with landscape supply and design companies to discourage the sale and use of invasive species and to promote the use of species that are native to the region. Non-native species often require irrigation and use of fertilizers and chemicals and many are invasive and out-compete native species and alter the wildlife habitat. Native species are specifically suited to our climate and as such do not require the use of fertilizers, pesticides or irrigation, thereby reducing secondary adverse impacts on the environment.

#10: *Require performance and restoration bonds for construction activities.*

The Zoning Law and Village Code should be amended to require performance and restoration bonds for construction activities. Despite excellent plans and conditions of approval designed to avoid, minimize and mitigate adverse environmental impacts, a large percentage of adverse impacts still occur as a result of construction activities that are not conducted in accordance with the plans and approval requirements.

The requirement of performance and restoration bonds prior to initiation of construction helps to ensure that the contractors and property owners understand the requirements of approval and have a financial commitment to adhering to them throughout the project. If violations or unforeseen problems occur during the construction process, the Village has funds available to ensure timely and appropriate remediation of any damage or potential hazards.

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## **G. Future Land Use**

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## **G. FUTURE LAND USE**

### **1. Overview**

The Future Land Use chapter is intended to be a generalized policy guide for the overall future growth and development of the Village. The vision for the future of the Village of Buchanan is one of development that is appropriate in terms of type, amount, scale, context and location; and which is compatible with and gives appropriate consideration to the Village's existing character; preservation of natural resources; a strong economy with employment opportunities and services; and sufficient community services and facilities.

The vision for Buchanan's future is reflected in the Land Use Plan as well as in the concepts, goals, objectives and implementation strategies described in this and in previous chapters. The Future Land Use chapter, including the goals and objectives, implementation strategies, and the *Land Use Plan* described below, essentially serves as a synthesis of the recommendations made in the earlier chapters of this Plan.

### **2. Planning Objectives:**

- #1: Control the scale, intensity and location of land use development to levels that minimize traffic congestion on area roadways, that encourage use of public transportation, and that improves and increases pedestrian and bicycle travel.
- #2: Ensure that additional development occurs in locations that are most suitable for such development in consideration of surrounding land uses, transportation capacity, and availability and capacity of infrastructure.
- #3: Ensure that additional development occurs at a scale that is appropriate to the area and that appropriate measures are taken to reduce potential impacts to nearby residential areas.
- #4: Encourage opportunities for a broad range of light industrial and commercial uses so as to provide a variety of employment opportunities, encourage a diversified economy and tax base, and provide goods and services for the Village's residents and businesses.
- #5: Maintain the predominately single-family nature of Buchanan while providing an appropriate range of residential opportunities in terms of density, housing type and prices.
- #6: Make the Village Circle a primary focus of civic and community identity and activity.

- #7: Preserve, protect, enhance and increase access to the Hudson River, Lake Meahagh, and the remaining open space resources within the Village.
- #8: Protect, preserve and enhance the environmental resources within the Village.
- #9: Plan for the possible future use of the Indian Point and LaFarge lands.

### **3. Land Use Plan**

The *Land Use Plan* (Figure II-6) depicts the recommended land uses and development intensities throughout the Village. The *Land Use Plan* is intended to serve as a general guide for future development in the Village. The overall pattern of land uses and intensities recommended on the Land Use Plan generally mirrors the existing zoning in the Village. However, certain deviations from existing zoning are proposed in order to achieve specific planning recommendations outlined in the Plan.

Following is a description of each of the proposed land use categories on the *Land Use Plan*.

#### Residential Development

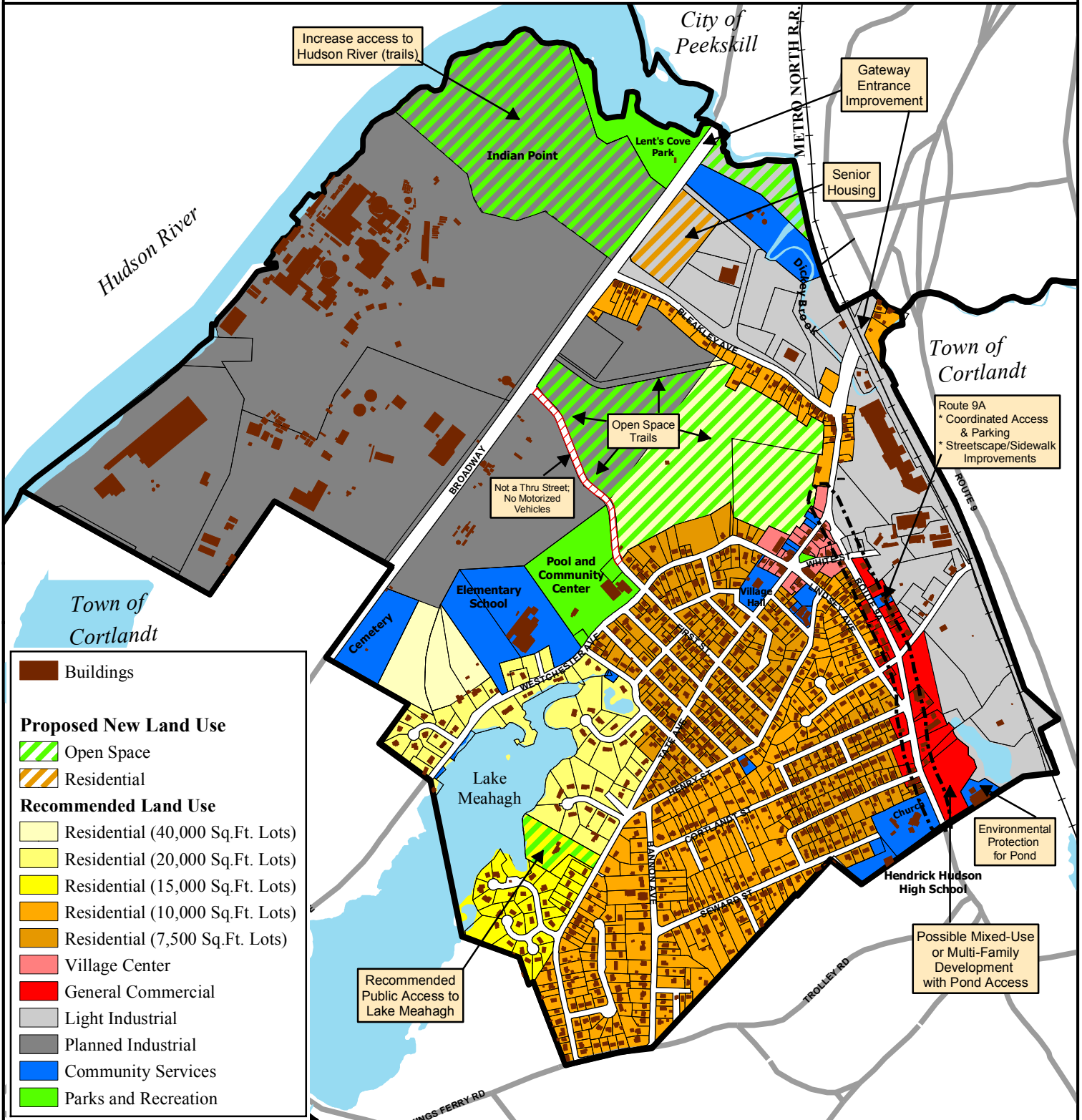
As suggested above, the overall pattern of development density recommended in this Plan generally mirrors the existing zoning and development in the Village. The appropriate residential density results from an examination of many factors including:

- The form and intensity of existing residential development in relation to the nature of the surrounding neighborhood;
- The capacity of the land and surrounding area to accommodate additional residential development in consideration of: the surrounding road system and opportunities for use of public transportation; sanitary sewer and public water systems; accommodation of increased stormwater runoff; and minimization of adverse impacts to natural resources; and
- The secondary impacts of residential uses in terms of demand for public services such as schools, places of worship, recreation, and protective services.

A prevailing theme of this Plan is the preservation and protection of Buchanan's neighborhoods. As such, the residential land use categories shown on the *Land Use Plan* are directly reflective of the Village's existing zoning and development pattern, as described below:

- *Residential (40,000 square foot lots)* – This land use category corresponds to the Village's R-40 District. The properties shown within this land use category are

# LAND USE PLAN

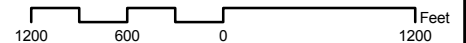


## COMPREHENSIVE MASTER PLAN

Village of Buchanan, Westchester County, NY

FREDERICK P. CLARK ASSOCIATES, INC.  
 Planning/Development/Environment/Transportation

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.



undeveloped or residentially-used properties currently located within the Village's R-40 District.

This Plan recommends rezoning the properties located between Pheasant Run and the Village Recreation Center on the west side of Westchester Avenue from the R-20 to R-40 District.

- *Residential (20,000 square foot lots)* - This land use category corresponds to the Village's R-20 District. The properties shown within this land use category are undeveloped or residentially-used properties currently located within the Village's R-20 District.
- *Residential (15,000 square foot lots)* - This land use category corresponds to the Village's R-15 District. The properties shown within this land use category are undeveloped or residentially-used properties currently located within the Village's R-15 District.
- *Residential (10,000 square foot lots)* - This land use category corresponds to the Village's R-10 District. The properties shown within this land use category are undeveloped or residentially-used properties currently located within the Village's R-10 District.
- *Residential (7,500 square foot lots)* - This land use category corresponds to the Village's R-7.5 District. The properties shown within this land use category consist of undeveloped or residentially-used properties currently located within the Village's R-7.5 District, as well as a limited number of commercially-zoned properties recommended for rezoning to this District.

[Note: While the residential land use categories discussed above are based on the recommended overall density of residential development within these areas, other non-residential uses such as places of worship and schools would continue to be permitted in residential areas subject to appropriate requirements.]

### Commercial and Industrial Development

Providing a well-balanced mix of residential and business zones is an important planning consideration for any community. As a result, an important objective of this Plan is to encourage opportunities for an appropriate range of industrial and commercial uses so as to provide a variety of employment opportunities, encourage a diversified economy and tax base, and to provide goods and services for the Village's residents and businesses.

The Village must select areas that are suitable for commercial and industrial development in terms of location, access, and environmental constraints, making certain that sites avoid conflicts with nearby uses and residential neighborhoods. The Village's current land use plan, as reflected in the Village's Zoning Map, generally accomplishes this. For example, the

Village's commercial and industrial zones are generally located in areas of Village that are suitable for such development in terms of traffic access and roadway capacity, that minimize potential impacts to residential neighborhoods and that can accommodate such development with minimal impacts to natural resources. However, certain areas within the Village have been zoned for commercial or light industrial uses but have not been used for such purposes or have remained undeveloped or vacant for a long period of time suggesting that the zoning of such areas does not reflect the needs of the respective markets. Such areas should be considered for rezoning to a zone that would permit development consistent with the goals and objectives of this Plan. This Plan specifically recommends rezoning of certain properties from commercial to residential in order to achieve specific planning objectives outlined in earlier chapters. These areas include portions of the existing C-1 District on Tate Avenue, and portions of the M-1 and C-2 zoned lands along Route 9A near Bleakley Avenue. Other areas were also identified for such rezonings, but require further review and consideration.

The following commercial and industrial land use categories are reflected on the *Land Use Plan*:

- *Village Center* - This land use category consists of lands currently located within the Village's C-1 (Neighborhood Commercial) District with the exception of certain properties recommended to be rezoned to the R-7.5 District (i.e., certain properties along Tate Avenue south and west of Village Hall, as well as three properties fronting on Lindsey Avenue). The Plan also recommends that three properties located at the northwest corner of Tate Avenue/ Route 9A intersection be rezoned from the C-2 General Commercial to the C-1 Neighborhood Commercial District. As explained in Section III.A, *The Village Circle Area*, it is envisioned that the Village Circle area would be redeveloped and improved so that it becomes an attractive and active traditional, pedestrian oriented, "Main Street" style commercial area that contains small-scale businesses that primarily serve the retail, office and personal service needs of the local community.
- *General Business* - This land use category consists of properties currently located within the Village' C-2 (General Commercial) District. This category is located along Route 9A and essentially functions as a typical highway business type zone. No properties are proposed to be rezoned to correspond to this land use category. Conversely, a limited number of very small, residentially-used properties within this zone have been recommended for placement within the R-7.5 District. Sections II-B and II-D of this Plan recommend certain amendments to C-2 District.

There are a number of undeveloped commercially-zoned properties along Route 9A that should be evaluated further. Rezoning or amendments to the existing permitted uses and dimensional standards within the C-2 District should be considered to encourage other types of development on these remaining vacant parcels.

This Plan recommends the rezoning of the C-2 zoned properties along west side of NYS Route 9A, generally between Tate Avenue to the two Village-owned parcels on the north side of Bleakley Avenue. These properties are very small, not ideally located for commercial use and are either vacant or occupied by residences, or are undeveloped and

are very steep and rocky, which along with potential access problems, would make commercial development infeasible or undesirable.

- *Light Industry* - This land use category consists of properties currently located within the Village's M-1 (Light Industrial) District – a district that allows a number of auto and light industrial uses. Section II-D of this Plan recommends certain amendments to M-1 District.

This Plan recommends rezoning the small, primarily residential properties along the east side of NYS Route 9A generally between the Westchester Industrial Complex property and the railroad bridge from M-1 to R-10 District consistent with the proposed rezoning of the C-2 District on the east side of Route 9A.

Further, this Plan recommends strong consideration for the use of the currently M-1 Light Industrially zoned land located on the east side of Broadway opposite Lent's Cove Park for senior housing.

- *Planned Industry* - This land use category consists of properties currently located within the Village's M-2 (Planned Industrial) District – a district that allows the same uses as the M-1 District, as well as the generation of energy. This area covers the Indian Point Energy Center as well as energy company owned lands on the east side of Broadway.

#### Public and Quasi-Public Uses

The *Land Use Plan* indicates certain areas in Buchanan within the following land use categories based on the existing use of the land:

- *Public Park/Open Space* - This land use category consists of the Village's three park/recreational sites.

This Plan recommends obtaining direct waterfront access to Lake Meahagh for public use and recreation via the last remaining large parcel (approximately 4 acres in area) located between Tate Avenue and the east side of Lake Meahagh.

The undeveloped northern portion of the Entergy property located between the energy generation facilities and Lent's Cove Park should be preserved as permanent open space. This extremely rare and valuable Hudson River waterfront land should be made more accessible for passive enjoyment of the Hudson River and its own scenic features. Trails and access to the waterfront, and possible expansion of the park facilities should be considered, while ensuring the security of the energy generation plant.

- *Community Services* - This category includes a variety of uses including an elementary school, a cemetery, places of worship, Village Hall, cultural facilities, the sewage treatment facility, properties devoted to public parking and other such public and quasi-public community services located in the Village.

This Plan recommends that essential community services including the Post Office and banking be located in the Village Circle to reinforce it as the heart of civic activity.

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## **H. Implementation**

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## **H. IMPLEMENTATION OF THE COMPREHENSIVE MASTER PLAN**

### **1. Overview**

A comprehensive master plan is only as good as the people who use it and implement it. All plans, no matter how well they may be prepared, are doomed to fail if they are not implemented. The preparation and adoption of this plan is not the end of the process, but rather the first important step in a continual process of efforts to improve the future of the Village of Buchanan. Implementation of the over 125 specific recommendations contained in this plan by elected and appointed officials, agents, employees and individual residents of the Village is the necessary action and process to make this a successful plan.

From the very beginning, the process of preparing this new comprehensive master plan has focused on making specific recommendations that will make it relatively easy to implement.

### **2. Planning Objective:**

*Vision:* The newly adopted Comprehensive Master Plan of the Village of Buchanan will be regularly and continuously referenced, reviewed, and discussed as part of everyday activities by elected and appointed officials, employees and agents of the Village as well as existing and prospective residents, business and property owners as a guide for all capital investment plans and improvements, and all land use and environmental regulations and decisions.

#### *Objectives:*

- #1: Encourage and facilitate access, review and use of the comprehensive master plan.
- #2: Ensure that the use of and reference to the comprehensive master plan is part of everyday operating procedure for all official village activities by elected and appointed officials, staff, consultants as well as residents and applicants and developers.

### **3. Planning Recommendations:**

The following implementation strategies should follow completion and adoption of the new Comprehensive Master Plan (CMP) (including any subsequent specific plans, reports or studies):

- #1: *Require copies of the CMP to be distributed to all board members and staff, the City of Peekskill, the Town of Cortlandt and the Westchester County Planning Department.*
- #2: *Copies of the entire CMP and the Village Code should be made available on the Village web site.*



- #3: The Village Code book should include the entire CMP (and any amendments) as an appendix, or the CMP (including future amendments) should at least be distributed with every copy of the Village Code Book.*
- #4: Copies of the CMP should be made part of the application package for all applicants and part of a welcome package for new residents.*
- #5: Copies of the CMP document and large scale presentation maps should be kept in the board rooms and available at every board meeting for easy reference.*
- #6: Regular reference to the CMP objectives and recommendations should be required in all memos, reports, studies and resolutions affecting capital and planning decisions.*
- #7: The Village should prepare a priority list or matrix of the objectives and recommendations identifying the relevant:*
- a. Planning topic/subject (e.g. Community Character; Environmental Resources; Land Use; Transportation, etc.)*
  - b. Objective (numbered by chapter)*
  - c. Recommendation (1-126 numbered by chapter, e.g. Objective #3-13, etc.)*
  - d. Involved and responsible parties (VB, PB, ZBA, staff/consultants, Special committee, Local Development Agency, adjoining municipalities, other agencies)*
  - e. Effort and cost required (low, medium, high or rough approximation in dollars)*
  - f. Time required (6 months, 1-2 years, 2+ years, Ongoing, etc.)*
  - g. General priority (e.g. low, medium, high).*
- #8: The Village should require regularly scheduled review of the CMP (annual/continual; 5 years maximum by law) for all Boardmembers and elected officials, including staff and consultants.*
- #9: The Village should require regularly scheduled reviews of the priority list/matrix and an annual or more frequent report on the status of implementation projects and progress. The review/report can/should be made part of a report to the residents to show progress and to reinforce the public's interest and awareness of the role and importance of the CMP.*
- #10: Consideration should be given to establishment of special implementation committees (by interest and topic), perhaps with an oversight committee.*

- #11: Consideration should be given to holding special public outreach and meetings on topics and issues of concern (e.g. Village Circle, traffic improvement, historic preservation and revitalization; beautification, open space, etc.)*
- #12: The Village should meet regularly with the City of Peekskill, the Town of Cortlandt and Westchester County, and other local agencies and organizations, to review and discuss their respective plans and opportunities for cooperation on issues of mutual interest.*

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### **III. PURPOSE, PROCESS & PUBLIC PARTICIPATION**

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**A. INTENT & PURPOSE OF THE COMPREHENSIVE MASTER PLAN**

A comprehensive plan (also called a master plan or comprehensive development plan) is a policy and guidance document prepared for a community, county or specific region which establishes an overall plan and recommended actions relevant to the current and future needs of the area. It is a blueprint, a vision and a road map to achieving the desired future of Buchanan.

Comprehensive plans typically contain: maps, graphics, studies, reports and other descriptive material identifying goals, objectives, policies, guidelines, standards, and options for the immediate and long-range protection, enhancement, growth and development of the community.

The Village decided to initiate the planning process for the following reasons:

- The Village's last Master Plan was completed in 1986 and no longer completely reflected existing conditions, nor did it contain specific initiatives to help achieve the Village's current planning objectives;
- The Village Board wanted to have a vision, plan and guidelines for the community to refer to when addressing potential uses and proposed zoning actions within the Village; and
- The Village wanted to be pro-active in dealing with regional and inter-municipal issues, protecting its resources, and planning for community and/or service needs.

16 years after completion of the Village's first plan, the specific focus of this proposed Plan is the implementation of recommendations and action steps that will improve the condition and quality of life for Buchanan residents. This Plan contains 25 primary objectives and over 125 implementation strategies and action steps.

This Comprehensive Master Plan contains the planning objectives and implementation strategies to guide public and private decision makers in the short and long term. The Plan is organized around planning subject matters ranging from the Village Circle to traffic and transportation to neighborhood character. In addition, the Comprehensive Master Plan identifies numerous specific planning recommendations and implementation strategies which can be initiated to help achieve the future vision for Buchanan. The Comprehensive Plan also contains a Land Use Plan, a map intended to serve as a general guide for future development of the Village of Buchanan, in terms of uses (e.g., residential or commercial) and density of development.

## **B. THE PLANNING PROCESS**

The first step taken by the Comprehensive Master Plan Committee was to prepare, circulate and summarize a community-wide survey. An essential component of the planning process is community participation and input. The results of this survey provided guidance to the Committee and Planning Consultants throughout the 18 months of the preparation of the Plan. A copy of the survey and the responses and results are contained in the Appendix.

The second primary task was the completion of the *Inventory and Analysis* component of the Comprehensive Plan. This document evaluated the significant factors which have historically impacted and that are currently influencing the Village of Buchanan. The *Inventory and Analysis* component contains a wide range of data and information regarding the topics of: demographics, housing, land use, environmental resources, transportation, and community facilities. The *Inventory and Analysis* component served as a foundation for discussions and decisions for the Master Plan Committee, Village Officials, Village Staff and planning consultants regarding the Comprehensive Plan.

Through a series of meetings, the Committee then used the survey results and the *Inventory and Analysis* document to identify and debate issues and opportunities facing the Village.

With an understanding of the information contained in this *Inventory and Analysis* document and the public opinion survey, as well as an understanding of the issues and opportunities facing the Village, the next step was the development of planning objectives of the new comprehensive plan.

The final step in the process was the creation of recommended action steps to implement the planning objectives. All of these efforts and components were organized into the following chapters that comprise the Draft Comprehensive Master Plan:

1. Village Circle
2. Community Character & Resources
3. Buchanan's Neighborhoods & Housing
4. Commercial / Industrial Development
5. Traffic & Transportation
6. Environmental Resources
7. Future Land Use

## **C. PUBLIC PARTICIPATION**

Input from the public was an important and essential part of the planning project. The interest and involvement of Village residents, elected officials, and various organizations provided a broad perspective on issues and recommendations shaping the contents of the Comprehensive Plan. Village residents participated in all phases of the Village's planning project in a variety of ways, including a public opinion survey, meetings of the Master Plan Committee and public hearings.

## **1. Master Plan Committee**

The Comprehensive Master Plan Committee was formed in mid 2002 to help guide the planning process and to represent the interests of the residents of the Village of Buchanan. Starting in January 2003 and with few exceptions, the Comprehensive Master Plan Committee met each month to prepare, discuss and debate the issues and content of this Plan. All of these meetings were open to the public and were frequently attended by various members of the public and members of the Village's boards and committees.

## **2. Direct Community Involvement**

Direct community involvement was accomplished as the first official step of the Comprehensive Master Plan Committee with the preparation, distribution and analysis of the responses to the public opinion survey. The results of the survey provided guidance to the Committee and consultants throughout their efforts to prepare the March 2004 Draft of the Comprehensive Master Plan.

A special public informational workshop was held on May 25, 2004. It was specially designed to educate and inform the public of the purpose, process, contents and recommendations of the March 2004 Draft of the Comprehensive Master Plan, and to elicit comments from the public to inform the final draft.

The Village conducted an extension outreach for this public workshop including:

- Notice in the Calendar Newsletter to every resident household;
- Village Web site including a dedicated page for Master Plan with copy of the March 2004 Preliminary Draft;
- Announcements on local cable Channel 78;
- Flyers at the library and Village Hall; and
- Copies of the March 2004 Preliminary Draft available for review and distribution to residents at the Village Hall, Library, and the Village's Website.

The Comprehensive Master Plan Committee then made further revisions, amendments and modifications resulting in the final Draft Plan dated September 2004.

The Village Board of Trustees held a series of public meetings on the preparation and adoption of the Comprehensive Master Plan. The first, a community workshop meeting, was held on May 25, 2004. Subsequently, the public hearing was opened on October 18, 2004 and adjourned to December 6, 2004 and January 3, 2005, on which latter date the hearing was closed. Following the close of the public hearing there ensued a 30-day public comment period.

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# **IV. INVENTORY & ANALYSIS**

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# **A. Introduction**

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## **A. INTRODUCTION**

### **1. The Village of Buchanan**

The Village of Buchanan was incorporated in 1928. It encompasses an area of approximately 1.48 square miles located along the Hudson River in the Town of Cortlandt, south of the City of Peekskill in northern Westchester County.

Figure IV-1A, *Village of Buchanan*, shows basic information pertaining to the Village, including its location in relation to surrounding communities, the location of roads serving the Village, waterbodies and major streams, and the location of lot lines and buildings.

### **2. Inventory and Analysis Document**

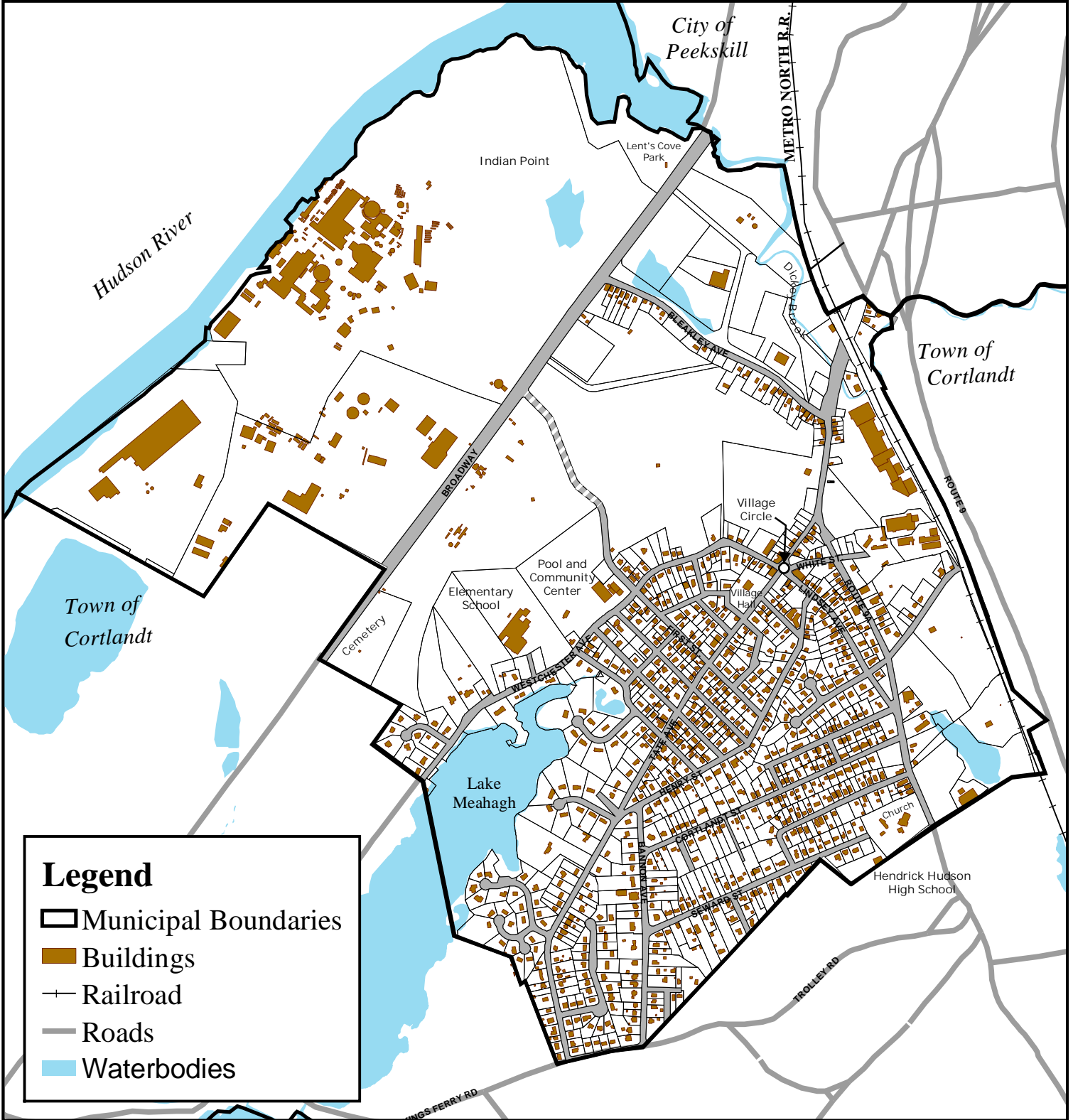
The *Inventory and Analysis Document* is the first component of the Village of Buchanan Comprehensive (Master) Plan project. This document provides a framework for the Village's current conditions and should assist in determining the Village's goals and objectives for the future.

The *Inventory and Analysis Document* contains a wide range of data and information regarding the following topic areas:

- Demographics and Housing;
- Environmental Resources;
- Land Use and Zoning; and
- Community Resources

The information contained in each of the chapters was derived from various local, regional, state, and national sources. The project consultants reviewed previous plans and studies, compiled and reviewed a wide array of reports, data and information and then prepared an analysis for each of the topic areas.

# VILLAGE OF BUCHANAN



## COMPREHENSIVE MASTER PLAN INVENTORY AND ANALYSIS

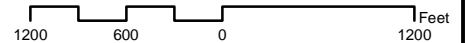
Village of Buchanan, Westchester County, NY

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.

March 2005

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FREDERICK P. CLARK ASSOCIATES, INC.  
Planning/Development/Environment/Transportation



**Figure IV-1A**

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## **B. Demographics and Housing**

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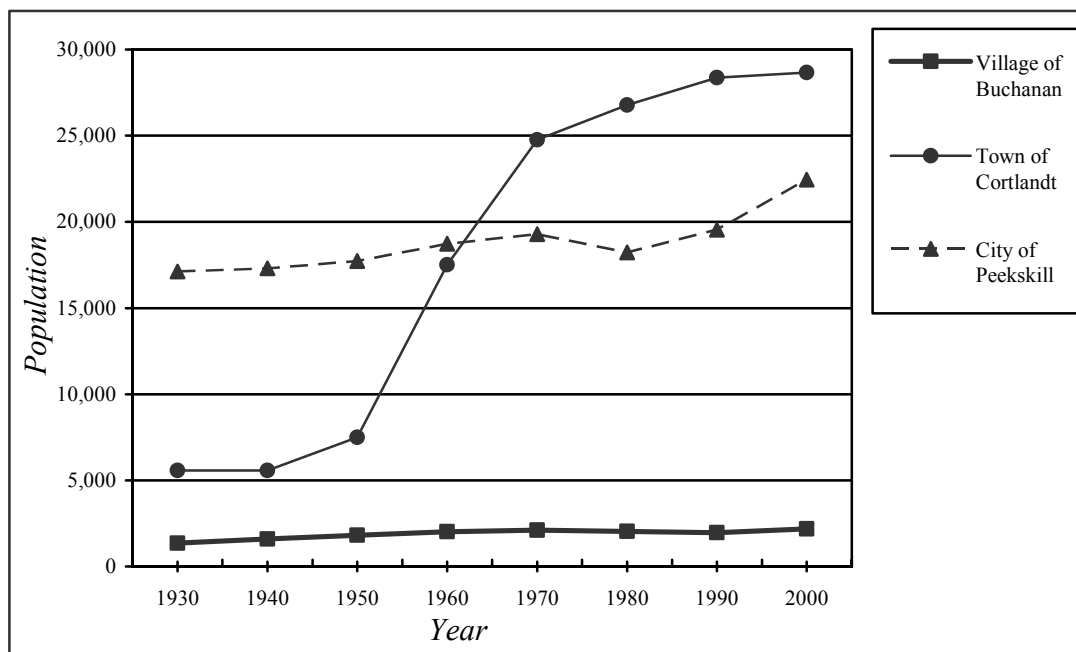
## B. DEMOGRAPHICS AND HOUSING

### 1. Population Characteristics

#### a. General Population Characteristics

The Village's population has remained relatively stable over the years, at least in comparison to surrounding communities. The figure below shows the change in population since 1930 in the Village of Buchanan, the Town of Cortlandt and the City of Peekskill. The figure shows that the Village's population steadily increased between 1930 (population of 1,340) and 1970 (population 2,110), then decreased slightly between 1970 and 1990 from 2,100 in the year 1970 to 1,970 persons in the year 1990. The last decade saw a moderate increase in population in the Village to bring the Village population to 2,189 in the year 2000. In comparison, the Town of Cortlandt has experienced substantial population growth over the last 70 years, with the majority of that growth taking place in the 1950's and 1960's. In the 1950's alone the population of the Town more than doubled.

**Figure IV-1: Population Change**



Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

The table below provides a more detailed breakdown of population change in the Village of Buchanan in comparison to surrounding communities and Westchester County. Specifically, the table shows the minor decrease in population in the Village between 1980 and 1990 and the more substantial increase in Village population between 1990 and 2000 (i.e., an increase of 219 person or 11%).

**Table IV-1: Population of the Village of Buchanan and Surrounding Communities**

	1980	1990	1980 to 1990 Change		2000	1990 to 2000 Change	
			Number Change	Percent Change		Number Change	Percent Change
<i>Village of Buchanan</i>	2,041	1,970	-71	-3%	<b>2,189</b>	219	11%
Town of Cortlandt*	26,775	28,369	1,594	6%	<b>28,672</b>	303	1%
City of Peekskill	18,236	19,536	1,300	7%	<b>22,441</b>	2,905	15%
Westchester County	866,599	874,866	8,267	1%	<b>923,459</b>	48,593	6%

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

Notes: Percentages were rounded.

\* Outside Village

The decrease in Village population during the 1980's is most likely attributable to two main factors: (1) the decrease in average household size from 2.8 persons per household in 1980 to 2.6 persons per household in 1990<sup>1</sup>; and (2) little additional residential development in the Village during the decade (the number of housing units in the Village only increased by 5 from 754 units in 1980 to 759 units in 1990).

The 11% increase in population in the Village during the 1990's is most likely attributable to one main factor: the increase in dwelling units in the Village during this period. The number of dwelling units in the Village increased from 759 units in 1990 to 912 units in the year 2000. This represents an increase of 153 units (or 20%).<sup>2</sup>

#### *b. Population Density*

Population density refers to the number of people within a specified geographic range. For this project, population density has been defined as persons per square mile. The Village of Buchanan covers 1.48 square miles of area. As shown in Table IV-2, below, the 2000 population of 2,189 persons results in a population density of 1,459 people per square mile in the Village of Buchanan. The table below shows the population densities among the communities surrounding Buchanan and the village in 1990 and 2000.

<sup>1</sup> This decrease in average household size is consistent with trends throughout the country and in Westchester County and the communities surrounding Buchanan.

<sup>2</sup> Approximately 60 of these units occurred in three relatively large subdivisions in the Village: Bel Lago, Meghagh Woods and Pheasant Run.

**Table IV-2: Population Density, Village of Buchanan, Surrounding Communities and Westchester County, 1990 and 2000**

	Persons per Square Mile	
	1990	2000
<i>Village of Buchanan</i>	1,313	1,459
Town of Cortlandt	818	826
City of Peekskill	4,247	4,878
Westchester County	1,953	2,061

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

c. *Age Characteristics*

Table IV-3, below, shows the Village's age characteristics in the year 2000 and provides a comparison to Village's characteristics in 1990. In general, the Village's age characteristics have not changed dramatically since 1990. Perhaps the most notable change is the increase in the number of children under the age of 18. The number of children under the age of 5 increased from 106 (or 5.4% of Village population) in 1990 to 146 (or 6.7% of the Village population) in the year 2000. A similar increase occurred in the 5 to 17 age group. Other age groups experienced changes – although none were substantial. The number and percentage of persons aged 18 to 24 decreased, while the 25 to 44 and 45 to 64 age groups increased slightly in terms of number and percentage. The Village's senior population dropped during the 1990's. The percentage of people aged 65 and over decreased slightly from 310 persons in 1990 (15.7% of Village population) to 280 persons in 2000 (12.8% of Village population).

**Table IV-3: Age Distribution for Village of Buchanan, 1990 and 2000**

	1990		2000	
	Number of Persons	Percent of Population	Number of Persons	Percent of Population
Under 5	106	5.4%	146	6.7%
5 to 17	317	16.1%	382	17.5%
18 to 24	173	8.8%	145	6.6%
25 to 44	636	32.3%	716	32.7%
45 to 64	428	21.7%	520	23.8%
65 to 79	235	11.9%	213	9.7%
80+	75	3.8%	67	3.1%

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates.

Note: Percentages were rounded.

The figure below illustrates the relative changes in the age group composition in the Village between 1990 and 2000.

**Figure IV-2: Population by Age, Village of Buchanan, 1990 and 2000**

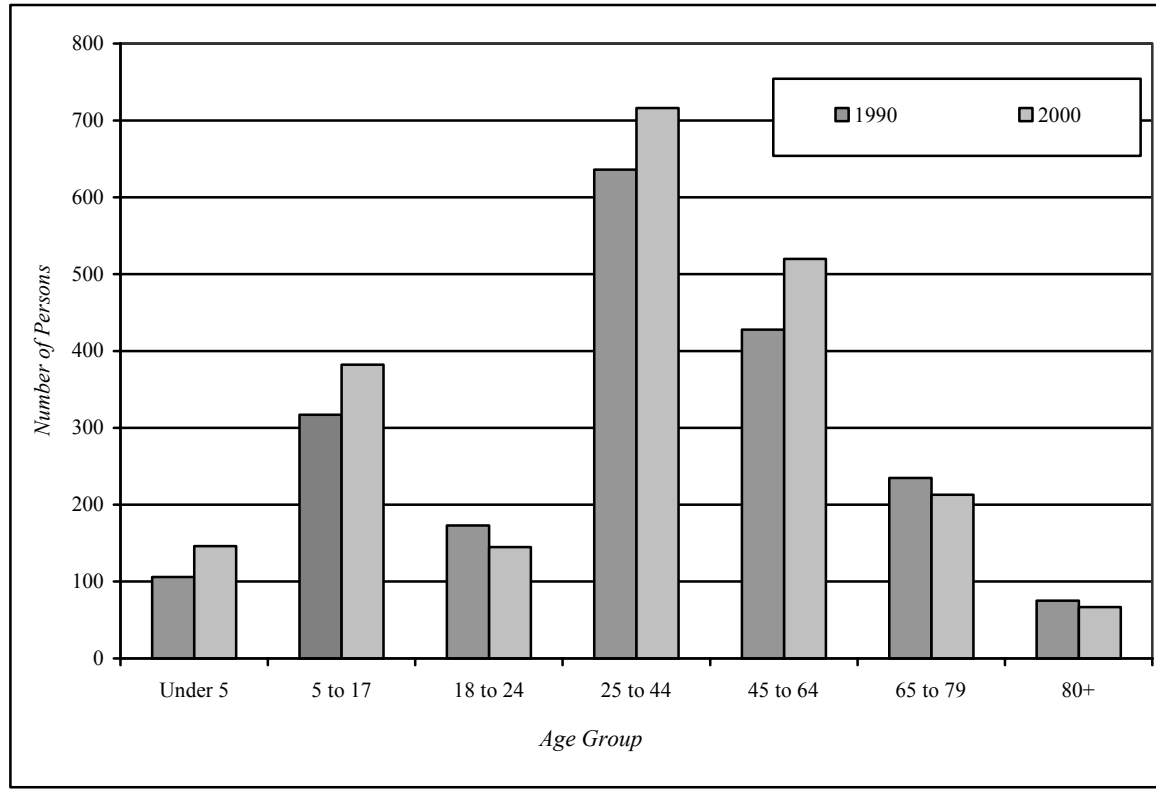


Table IV-4, below, provides a comparison between the age characteristics of the Village of Buchanan and surrounding communities.

**Table IV-4: Age Distribution for Village of Buchanan, 1990 and 2000**

	<i>Village of Buchanan</i>	<i>Town of Cortlandt</i>	<i>City of Peekskill</i>
Under 18	24%	27%	25%
18 to 34	22%	16%	25%
35 to 64	42%	45%	39%
65+	13%	13%	12%

Source: Westchester County Planning Department; Original Source: U.S. Census Bureau.  
 Prepared by Frederick P. Clark Associates.

## 2. *Housing Characteristics*

### a. *General Housing Characteristics*

The table below illustrates household composition for the Village of Buchanan in 2000. As shown in the table, there was a total of 809 households in the Village in 2000, of which 603 (75% were families<sup>3</sup>). The table shows that approximately 56% of the households in the Village consisted of married couples. Thirty-five percent (35%) of the Village households (or 283 households) contained children under the age of 18, of which 215 (or 27% of the Village's households) were headed by a married couple. Twenty-two percent of the Village's households were one-person households.

The table also provides a comparison to the Village's household composition in 1990. As shown in the table, there was no dramatic change in household composition between 1990 and 2000. Some changes however, such as the decrease in percentage of married couple households (from 61% in 1990 to 56% in 2000) and the increase in the number and percentage of households with children under 18, are notable. In addition, the percentage of households containing children under the age of 18 that were headed by a married couple dropped from 86% in 1990 (i.e., 193 of 224 households) to 76% (i.e., 215 of 283 households) in 2000.

**Table IV-5: Village of Buchanan Household Composition, 2000**

Household by Type	1990		2000	
	Number	Percent of Households	Number	Percent of Households
Total Households	739	100%	809	100%
Family Households	550	74%	603	75%
Married Couple Households	453	61%	457	56%
Total Households with Children under 18	224	30%	283	35%
Married Couple Households with Children under 18	193	26%	215	27%
One-person households	171	23%	180	22%
Average household size		2.7		2.7
Average family size		3.1		3.3

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

Note: Percentages were rounded.

Table IV-6, below, shows the changes in the number of total housing units in the Village over the last 20 years and provides a comparison to surrounding communities and Westchester County. As shown in the table, there was virtually no increase in the number of housing units in the Village between 1980 and 1990 (in comparison a 16% increase in the number of dwelling units occurred in both the City of Peekskill and the Town of Cortlandt during this period). During the 1990's, however, the number of housing units in the Village increased by 153 (or 20% over the amount existing in 1990).

<sup>3</sup> Defined as a group of two or more related individuals.



**Table IV-6: Housing Units in Village of Buchanan, Surrounding Communities and Westchester County, 1990 and 2000**

	1980	1990	2000	Change 1990 to 2000	
				Number Change	Percent Change
Village of Buchanan	754	759	912	153	20%
Town of Cortlandt	9,103	10,606	10,294	-312	-3%
City of Peekskill	7,228	8,401	9,053	652	8%
Westchester County	316,658	336,727	349,445	12,718	4%

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

Note: Percentages were rounded.

As shown in Table IV-7, below, seventy-one percent (71%) of the occupied housing units in the Village of Buchanan are owner-occupied with the remaining 29% occupied by renters. This is roughly comparable to that experienced in the Town of Cortlandt, as shown in the table, and the majority of the northern portion of the County where 77% of housing units are occupied by owners according to information prepared by the Westchester County Department of Planning. Like most cities in Westchester County, the City of Peekskill exhibits a significantly higher percentage of renter-occupancy.

**Table IV-7: Housing Tenure of Occupied Housing Units in the Village of Buchanan and Surrounding Communities, 2000**

	Owner-Occupied		Renter-Occupied	
	Number	Percent	Number	Percent
Village of Buchanan	582	71%	232	29%
Town of Cortlandt	7,798	79%	2,107	21%
City of Peekskill	4,049	47%	4,647	53%

Source: Westchester County Department of Planning. Original Source: U.S. Census Bureau.

Prepared by Frederick P. Clark Associates, Inc.

The table below provides a breakdown of housing types in the Village of Buchanan and provides a comparison with adjacent communities and the County as a whole. The table demonstrates that the prevailing housing type in the Village of Buchanan, like the Town of Cortlandt, is single-family detached housing. The Village, however, differs from the Town of Cortlandt, in that almost 20% of the Village's housing units are contained in structures containing 2 dwellings units. In addition, the Village differs from the Town in that only 5% of the dwellings units are contained in multi-family structures containing 5 or more dwellings, whereas 13% of the Town's housing units are contained in such multi-family structures. The housing characteristics of the City of Peekskill differs significantly from both the Village and the Town.

**Table IV-8: Units in Structure, Village of Buchanan and Surrounding Communities, 2000**

Housing Units in Structure	Village of Buchanan		Town of Cortlandt	City of Peekskill
	# of Units	% of Units		
1, detached	659	72%	75%	29%
1, attached	15	2%	4%	10%
2	177	19%	4%	14%
3 or 4	23	3%	4%	13%
5 or more	39	5%	13%	33%

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

Notes: Percentages were rounded.

The table below shows that the composition of the Village's housing stock has not changed dramatically in the last 40 years. The percentage of 1-family, 2-family, 3- or 4-family dwellings and multi-family structures containing 5 or more dwellings in the Village in the year 2000 is substantially similar to that existing in 1960. For example, in 1960 single-family homes made up 75% of the Village's housing stock, dipped to 70% by 1980 but rose again to 74% in 2000.

The number of housing units in two-family homes increased by 51% (from 108 units to 163 units) between 1960 and 1980. In 1960, units in 2-family dwellings made up 17% of the Village's housing, by 1980 such housing made up 22% of the housing stock as a result of this increase. The period between 1980 and 2000 saw virtually no increase in the number of units in 2-family dwellings. Thus, as a result of the increase in single-family homes in the Village between 1980 and 2000, the percentage of 2-family dwellings dropped back down to 19% in 2000 (similar to the 1960 percentage figure).

**Table IV-9: Units in Structure, Village of Buchanan, 1960, 1980 and 2000**

Housing Units in Structure	1960		1980		2000	
	# of Units	% of Units	# of Units	% of Units	# of Units	% of Units
1 (detached and attached)	465	75%	525	70%	674	74%
2	108	17%	163	22%	177	19%
3 or 4	35	6%	33	4%	23	3%
5 or more	15	2%	33	4%	38	4%

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

Notes: Percentages were rounded.

The Village's housing stock is relatively old. Half (50%) of the Village's existing housing stock was constructed prior to 1949. Another 34% was constructed between 1950 and 1969. Only 17% of the Village's housing stock was constructed within the last 30 years.

**Table IV-10: Year Housing Structure Built, Village of Buchanan, 2000**

Year Structure Built	Village of Buchanan		Town of Cortlandt		City of Peekskill	
	# of Units	% of Units	# of Units	% of Units	# of Units	% of Units
1990 to 2000	54	6%	760	7%	820	9%
1980 to 1989	47	5%	1,022	10%	914	10%
1970 to 1979	53	6%	1,508	15%	1,204	13%
1960 to 1969	160	18%	1,838	18%	1,526	17%
1950 to 1959	146	16%	2,326	23%	1,148	13%
1949 or earlier	452	50%	2,840	28%	3,441	38%

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

Note: Percentages were rounded.

### b. Housing Values

Historically, the Village of Buchanan has offered the opportunity for more affordable single-family ownership than the majority of Westchester County. However, like the rest of the New York metropolitan area and Westchester County, the Village has experienced substantial increases in housing prices over the last few years.

Table IV-11, below, shows the increase in median sale price of single-family homes in the Village, surrounding communities and Westchester County. As shown in the table, the median increase in sales price for homes in Westchester County increased \$132,000 (48%) between 1993 and 2000. Similarly, the median sales prices for single-family homes in the Town of Cortlandt increased 49% during that same period. This represents an increase of approximately 6% per year.

As shown in the table, the median sales price in the Village of Buchanan fluctuated significantly from year to year between 1993 and 2000. This is most likely due to a relatively low number of homes sales from year to year which may have tended to skew differences in median sale price from one year to the next. For example, the significant increase in median sales price in the Village between 1999 and 2000 is undoubtedly more indicative of the types of homes being purchased that particular year (e.g., newly constructed homes) than it is to an increase in overall housing value in the Village (i.e., it is *highly unlikely* that housing values throughout the Village increased by almost 70% between 1999 and 2000). It is likely, however, that overall housing prices in the Village have increased at a rate similar to Westchester County as a whole and the Town of Cortlandt.

**Table IV-11: Median Sale Price, Single-Family Homes, 1993 to 2000**

	1993	1994	1995	1996	1997	1998	1999	2000
Village of Buchanan	\$184,000	\$225,000	\$212,500	\$168,750	\$185,000	\$158,900	\$195,000	\$329,500
Town of Cortlandt	180,950	195,500	212,500	210,500	209,950	215,000	235,000	270,000
City of Peekskill	158,000	199,317	224,523	194,172	155,820	152,943	165,500	150,000
Westchester County	275,000	277,500	286,750	285,000	300,000	320,000	345,000	407,000

Source: Westchester County Planning Department. Prepared by Frederick P. Clark Associates, Inc.

The table below illustrates the percentage of households that pay a disproportionate amount of their income toward housing costs (i.e., “cost burdened households”<sup>4</sup>) within the Village of Buchanan and surrounding communities. As shown in the table, approximately ¼ of the Village’s households are cost-burdened. However, this percentage is lower than experienced in surrounding communities. This is true for renters within the Village as well as for home owners with or without a mortgage.

**Table IV-12: Cost-Burdened Households, Village of Buchanan and Surrounding Communities, 2000**

	<b>Total</b>	<b>Renters</b>	<b>Owners with Mortgage</b>	<b>Owners without Mortgage</b>
<i>Village of Buchanan</i>	25%	27%	28%	14%
Town of Cortlandt	31%	38%	33%	17%
City of Peekskill	39%	43%	37%	17%

Source: Westchester County Department of Planning. Original Source: U.S. Census Bureau.  
Prepared by Frederick P. Clark Associates, Inc.

For Buchanan where the median household income is \$62,604, the median household with no debt should be able to afford a home selling for \$200,000 based on a 15% down payment, 30-year fixed mortgage at 5.875% interest rate, with a maximum monthly payment of \$1,565 according to the Fannie May affordability calculator<sup>5</sup>. According to the same calculator, the same household earning \$62,604 should actually be able to afford \$1,878 in monthly housing payments, representing 36% of the gross income. For renters, the maximum rent for a household earning the median income in Buchanan would be approximately \$1,565.

<sup>4</sup> According to the Westchester County Department of Planning, “cost-burdened” is defined by the US HUD as those paying in excess of 30% of their income toward housing cost.

<sup>5</sup> <http://www.mortgagecontent.net/scApplication/fanniemaespecificPaymentDispatcher.do>

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## **C. Environmental Resources**

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## **C. ENVIRONMENTAL RESOURCES**

### **1. Surface Water Resources**

Obviously, the predominant surface water resource in the Buchanan area is the Hudson River, which forms the Village's western boundary. A number of small waterbodies exist within the Village, the most notable of which is Lake Meahagh in the southwestern portion of the Village. Several smaller water bodies exist in other locations in the Village. One major stream, Dickey Brook, runs through the Village. Dickey Brook drains significant portions of the Town of Cortlandt and the City of Peekskill and a small portion of the northeastern section of the Village.

A drainage basin is a large watershed that catches precipitation and drains it over the earth's surface to a specific waterbody. Flowing from high ground to low and following the contours of the land, surface water flows from the headwaters where streams begin, to the mouth where the stream reaches its destination in a larger waterbody, such as a lake or river. The topographical ridges that nearly encircle a drainage basin and separate the drainage of one basin from another define watershed drainage basin boundaries. The Village of Buchanan falls almost entirely within a single drainage basin that flows virtually directly into the Hudson River. A small area in the northeast portion of the Village is located within the Dickey Brook Basin, meaning that this area drains to Dickey Brook before entering the Hudson River.

Floodplains are low-lying land areas adjacent to waterbodies, rivers and streams that are subject to recurring inundation from heavy rains or severe snowmelts. Left undisturbed, floodplains provide many beneficial functions, including natural moderation of floods, water quality maintenance, and ground water recharge. A "100-year floodplain" describes an area subject to a 1% probability of a certain size flood occurring in any given year. Since floodplains can be mapped, the boundary of the 100-year flood is commonly used in floodplain mitigation programs to identify areas where the risk of flooding is significant. In reviewing floodplains maps, however, it is important to note that the locations of floodplain boundaries are not static. Floodplain filling, changes in the amount of impervious land cover, and other activities that alter the drainage characteristics of a watershed can affect the shape and size of floodplains within that watershed. The only significant 100-year floodplain in the Village follows Dickey Brook. This floodplain is generally concurrent with the location of the wetlands areas along Dickey Brook shown on Figure IV-3. Relatively small areas immediately along the immediate shore line of the Hudson River and Lake Meahagh are located within the 100-year floodplain.

### **2. Wetlands**

Wetlands are lands that are flooded or saturated at a frequency and duration that allow hydrophytic vegetation (plants suited to wet conditions) to have a competitive edge over dry land species. Different kinds of wetlands can exist depending upon location, topography, geology, and hydrology, and water type (fresh, salt, or brackish). Freshwater wetlands are divided into three ecological systems (palustrine, lacustrine, and riverine). Palustrine wetlands are mostly vegetated wet areas called marshes, swamps and bogs, but may also include small shallow ponds. Lacustrine wetlands are those wetlands associated with lakes and reservoirs, while riverine wetlands are those wetlands associated with rivers.

In their natural condition, wetlands supply numerous ecological, economic and cultural benefits, including water quality protection, flood control, erosion control, fish and wildlife habitats, groundwater recharge, and opportunities for recreation, aesthetic appreciation and education.

Wetlands within the Village are protected at the State, federal or local level, or some combination of each. Pursuant to the Freshwater Wetlands Act, the NYSDEC regulates wetlands that are at least 12.4 acre or, if smaller, have unusual local importance. The NYSDEC also regulates a 100-foot buffer surrounding these protected wetlands. The U.S. Army Corps of Engineers also protects wetlands under Section 404 of the Clean Water Act, irrespective of size. In addition, Buchanan has a local wetland ordinance protecting wetlands.

As shown on Figure IV-3, one 12-acre NYSDEC-regulated wetland is located within the Village along Dickey Brook. The State-regulated wetlands are ranked by the NYSDEC in one of four classes ranging from Class 1, which provide the most benefits, to Class IV, which provide the fewest benefits. This wetland is a Class II wetland.

National Wetlands Inventory maps, prepared by the United States Fish and Wildlife Service (USFWS) identify the location of other wetlands areas not regulated by New York State. Figure IV-3 shows the location of several NWI wetlands throughout the Village. The largest such wetland, at 12-acres in size, is located on the undeveloped property located to the north of Westchester Avenue. Other, smaller NWI wetlands are also located in this area of the Village.

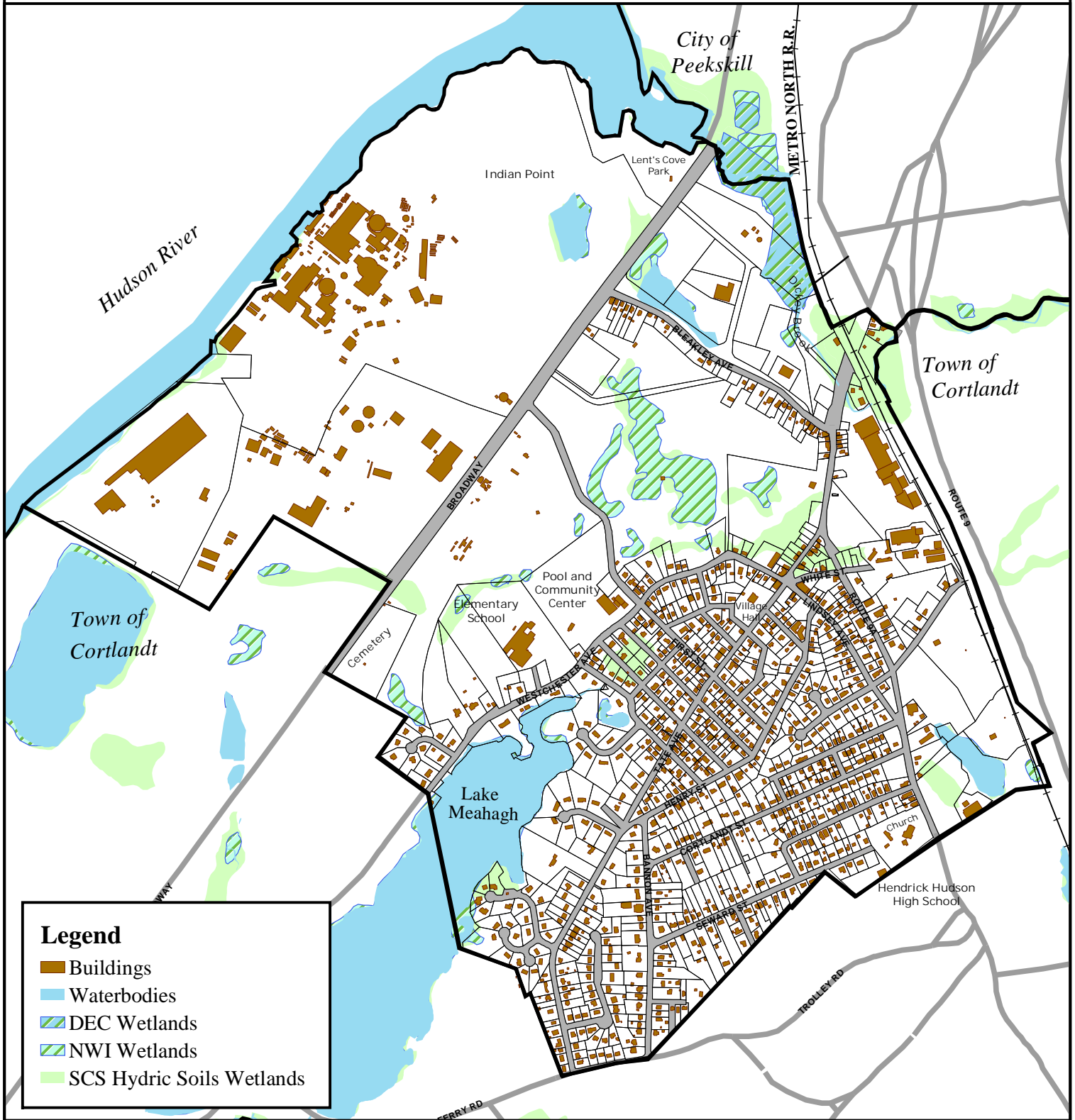
A hydric soil is one that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic (reducing) conditions in the upper part of the soil. As a result of these conditions, hydric soils undergo chemical reactions and physical processes that differ from those found in upland soils. Such soils tend to curtail the growth of most plants in favor of hydrophytes (wetland plants). As such, hydric soils are a key parameter in identifying the location of wetland areas. Figure IV-3 shows the location of hydric soil areas, including areas in the Village Circle area. Another such area follows Dickey Brook.

### **3. Topography and Steep Slopes**

Figure IV-4 shows the Village's topography and areas of steep slopes. As shown in the figure there are several areas of the Village that contain steep slopes, including: to the north and south sides of Bleakley Avenue; along the east side of Route 9A, within the Indian Point property; and the large, undeveloped area to the south of Broadway. Many of these areas, such as the area to the east of Route 9A, along Bleakley Avenue, and the property located at the northwest corner of Bleakley Avenue and Route 9A exhibit a significant amount of rock.

Figure IV-5, *Elevation*, shows the elevations above mean sea level in the Village. As shown in the figure, the high points in the Village are located within the Indian Point property and in the southeast portion of the Village on the high school property.

# WETLANDS and WATERBODIES



**Legend**

- Buildings
- Waterbodies
- DEC Wetlands
- NWI Wetlands
- SCS Hydric Soils Wetlands

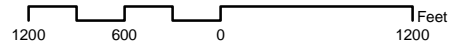
## COMPREHENSIVE MASTER PLAN INVENTORY AND ANALYSIS

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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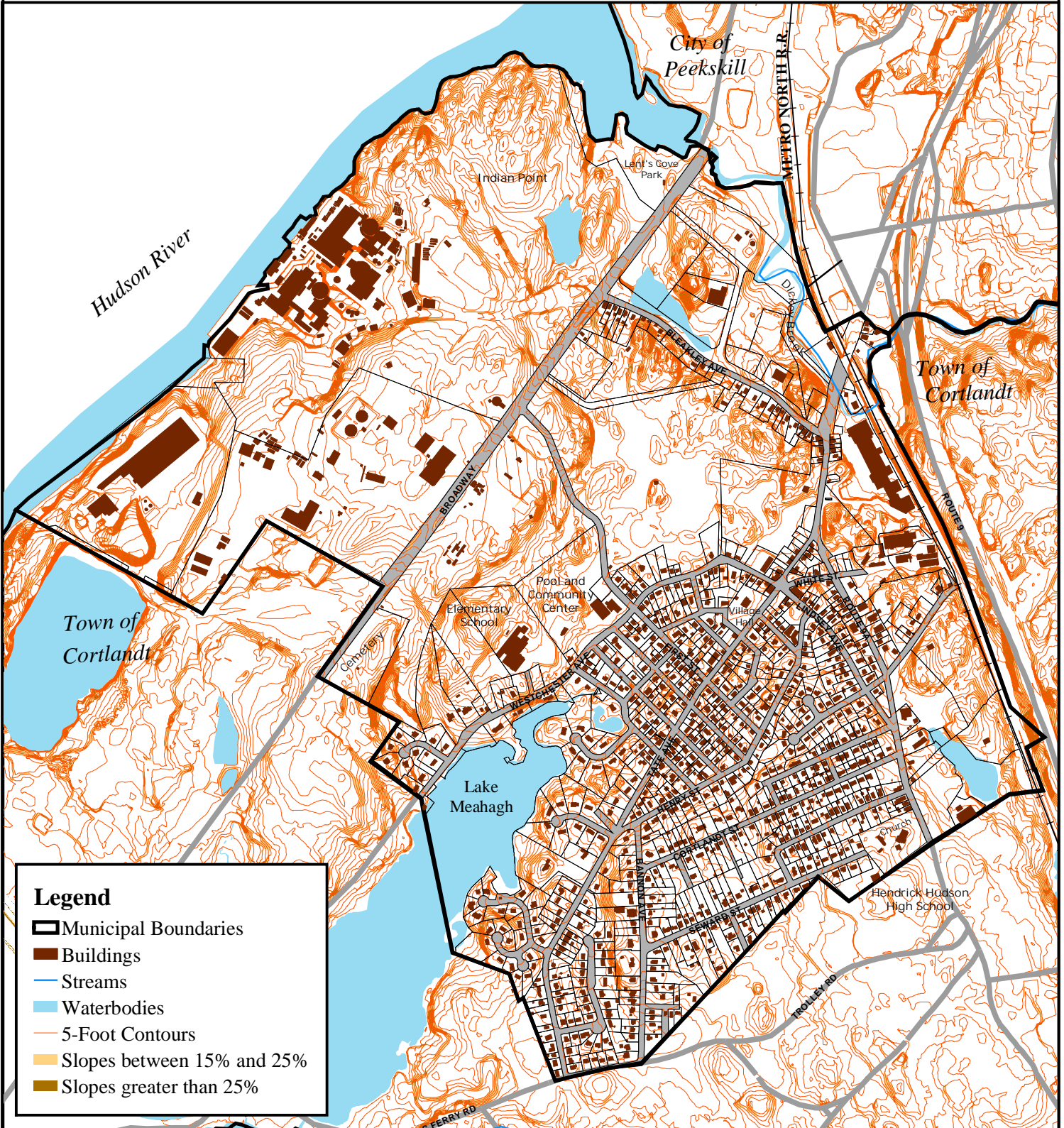


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**Figure IV-3**



# STEEP SLOPES



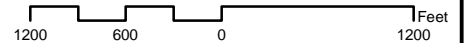
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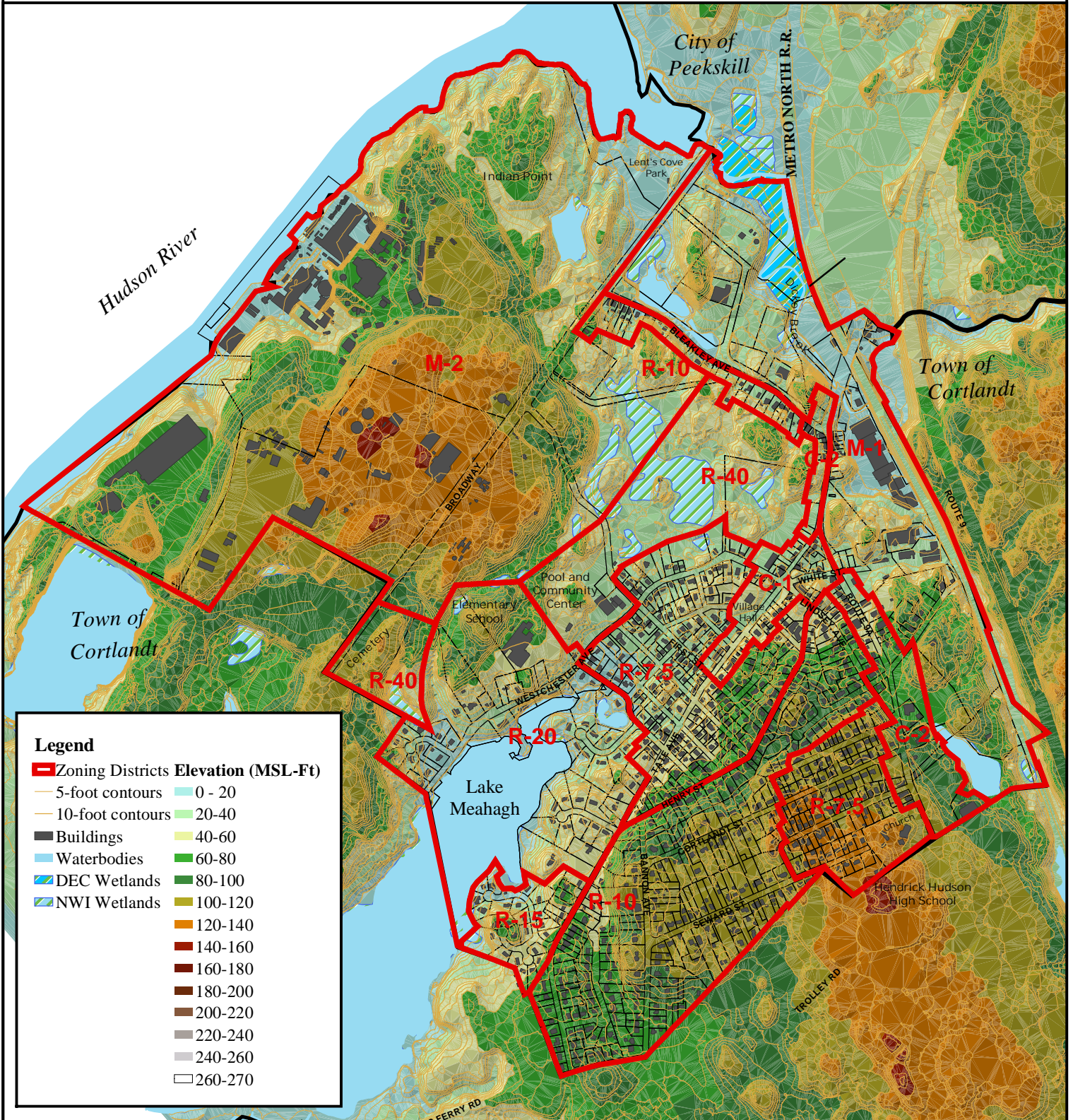
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**Figure IV-4**

# ELEVATION and ZONING



## COMPREHENSIVE MASTER PLAN INVENTORY AND ANALYSIS

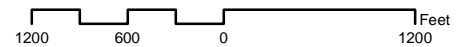
Village of Buchanan, Westchester County, NY

Note: Tax parcel data obtained from the Town of Cortlandt.  
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**Figure IV-5**

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## **D. Land Use and Zoning**

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## D. LAND USE AND ZONING

### 1. Existing Zoning

The Village's zoning regulations divide the Village into several distinct zoning districts as depicted in Figure IV-6, *Existing Zoning*. The text of the zoning regulations identify the uses permitted in each of the zoning districts as well as the applicable bulk and dimensional requirements for each zoning district.

### 2. Existing Land Use

This chapter focuses on: (1) the existing types, amounts and locations of land uses in the Village; (2) the major land use changes that have occurred since the last Master Plan in 1987; and (3) potential future land use changes.

Land use information was classified into standard planning categories of residential and non-residential uses as shown in the table below. The original planimetric information (i.e., lot lines, etc.) and real property classifications was obtained from the Town of Cortlandt. This information was analyzed, supplemented and updated through field checks by the Village's planning consultants.

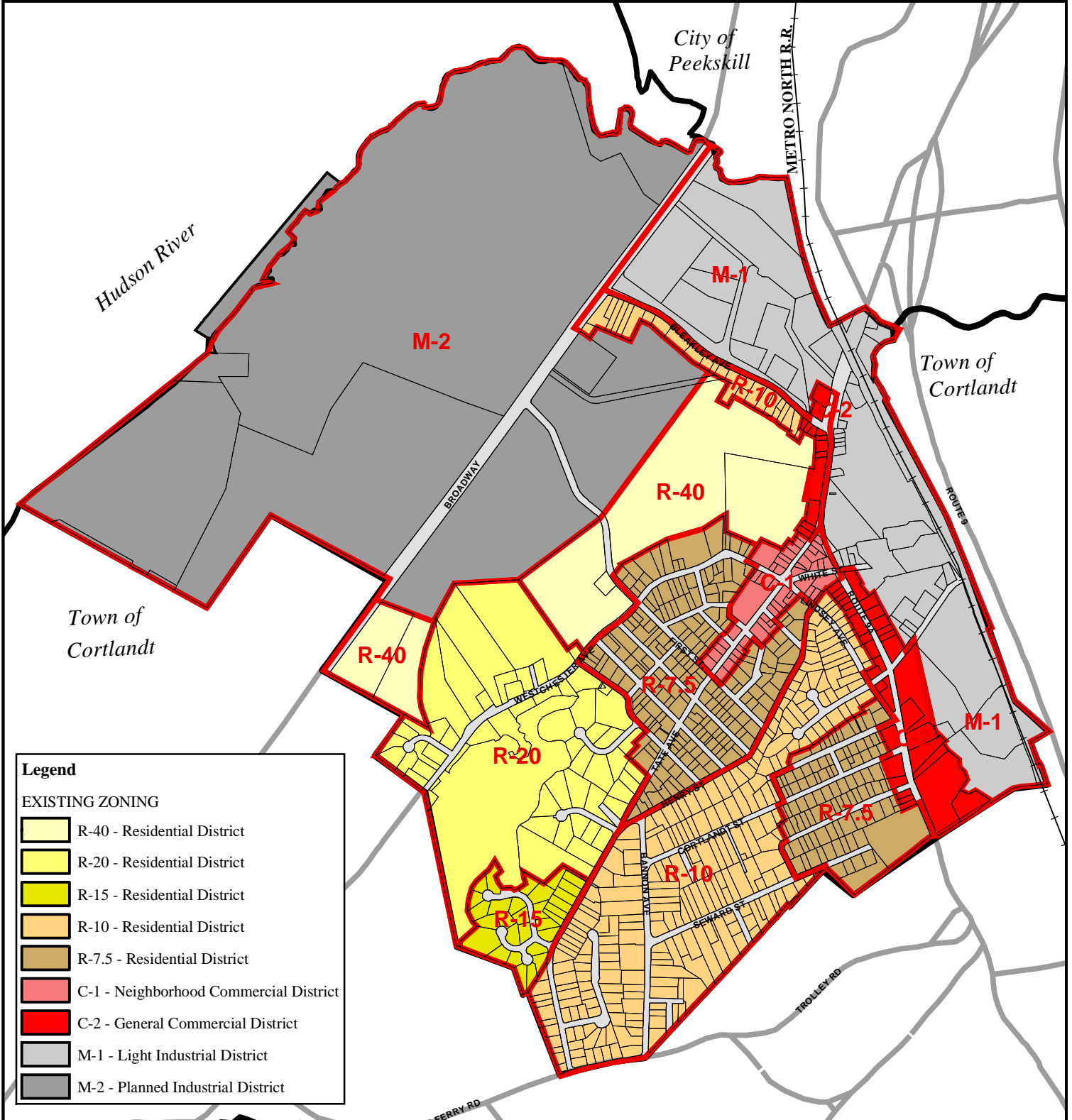
Figure IV-7, *Existing Land Use*, shows the existing land use of properties throughout the Village. One of the main purposes of this map is to convey the overall pattern and distribution of land uses in the Village. The table below shows the number of acres and percentage of Village land area occupied by each land use type.

**Table IV-13: Existing Land Use, 2003**

Land Use	Acres	Percent <sup>1</sup>
One-Family Residential	194	24%
Two-Family Residential	25	3%
Three-Family Residential	1	0.1%
Other Residential	2	0.2%
Office	2	0.2%
Commercial	19	2%
Industrial	61	7%
Parks and Recreation	23	3%
Community Services	45	6%
Utilities	389	48%
Undeveloped	53	7%

<sup>1</sup> Exclusive of road rights-of-way and Lake Meahagh.

# EXISTING ZONING



**Legend**

EXISTING ZONING

- R-40 - Residential District
- R-20 - Residential District
- R-15 - Residential District
- R-10 - Residential District
- R-7.5 - Residential District
- C-1 - Neighborhood Commercial District
- C-2 - General Commercial District
- M-1 - Light Industrial District
- M-2 - Planned Industrial District

## COMPREHENSIVE MASTER PLAN INVENTORY AND ANALYSIS

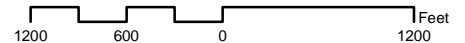
Village of Buchanan, Westchester County, NY

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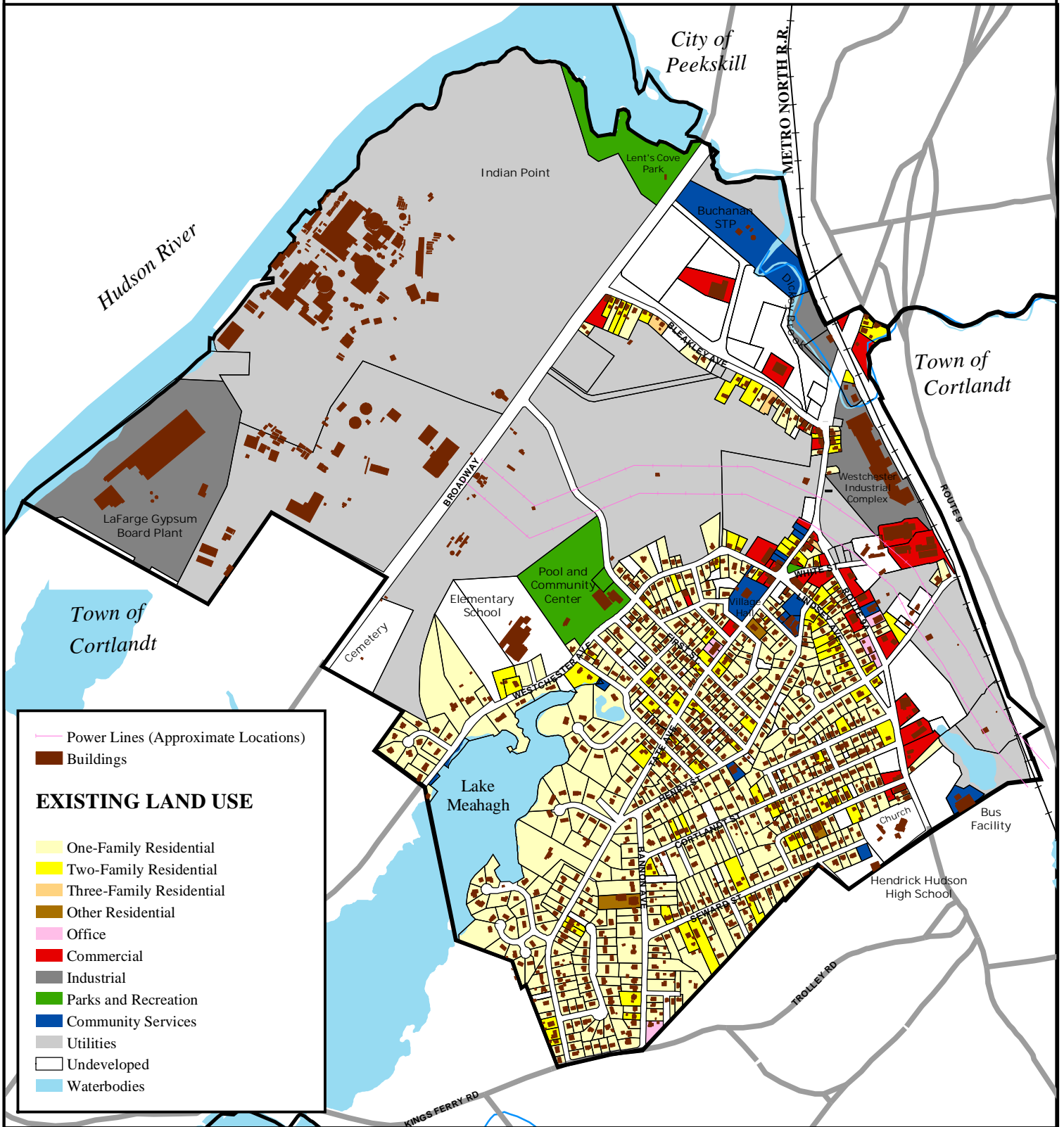
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**Figure IV-6**

# EXISTING LAND USE



## COMPREHENSIVE MASTER PLAN INVENTORY AND ANALYSIS

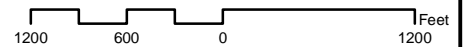
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**Figure IV-7**

### 3. Land Use Change

An integral part of the Village's prior master planning effort was the analysis of development potential ("Undeveloped Land Analysis") of the large undeveloped lands existing in the Village at that time (this development potential analysis was conducted in 1985). Figure IV-8, *Development Potential*, identifies (in purple) the major land use developments that have occurred on these lands in the Village since 1985. In terms of residential development, these developments consist of the Lake Meahagh, Bel Lago and Pheasant Run subdivisions (all in the Lake Meahagh area of the Village). In terms of non-residential development, one parcel on Greentown Road has been developed. The table below provides a summary of these lands.

**Table IV-14: Large Undeveloped Lands Developed Since 1985 Analysis**

Zoning District	Number of Lots	Land Area (acres)
M-1	1	2.0
R-15	23	12.0
R-20	34	25.8

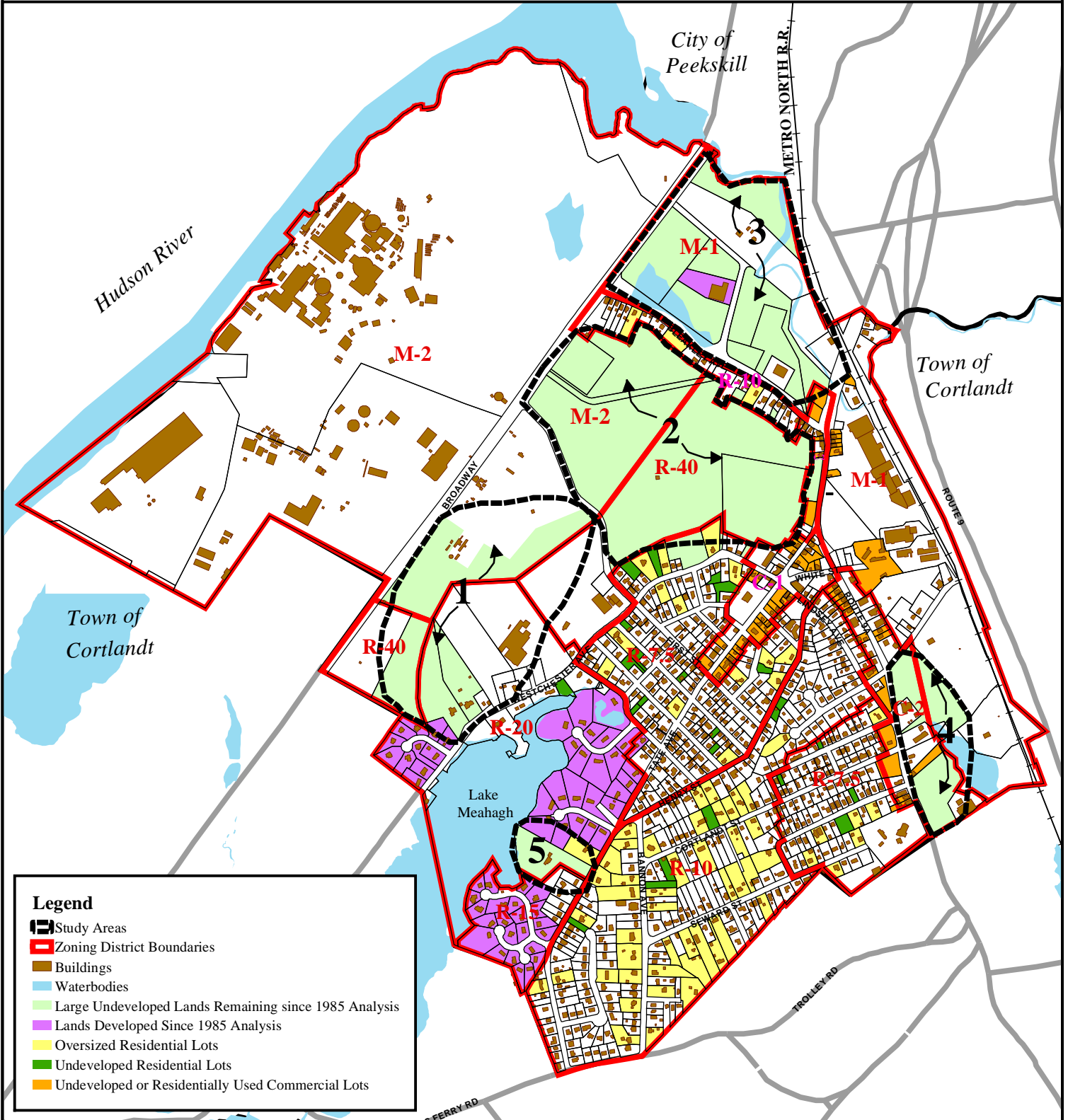
### 4. Potential Future Land Use Change

Most of the land identified in the 1985 "Undeveloped Land Analysis" has not been developed. The large undeveloped lands remaining since the 1985 analysis is identified in light green on Figure IV-8, *Development Potential*. The 1985 "Undeveloped Land Analysis" divided the undeveloped lands in the Village into 5 study areas (the locations of which are shown on Figure IV-8). Table IV-15, below, provides a summary of the large undeveloped lands remaining since the 1985 "Undeveloped Land Analysis" in terms of the number of lots, approximate land area, and the development potential in each area identified in the 1985 report.

**Table IV-15: Large Undeveloped Lands Remaining Since 1985 Analysis**

	Number of Existing Lots	Approx. Land Area (acres)	Development Potential Identified in 1985 Analysis	
			Residential (housing units)	Non-Residential Floor Area (square feet)
<b>Area #1</b>				
R-20 District	2	8	9	
R-40 District	1	6	4	
M-2 District	1	14		185,566
<i>Area Total</i>	<i>4</i>	<i>28</i>	<i>13</i>	<i>185,566</i>
<b>Area #2</b>				
R-7.5 District	3	2	6	
R-40 District	2	40	15	
C-2 District	1	1		0
M-2 District	4	30		367,646

# DEVELOPMENT POTENTIAL



**Legend**

- Study Areas
- Zoning District Boundaries
- Buildings
- Waterbodies
- Large Undeveloped Lands Remaining since 1985 Analysis
- Lands Developed Since 1985 Analysis
- Oversized Residential Lots
- Undeveloped Residential Lots
- Undeveloped or Residentially Used Commercial Lots

## COMPREHENSIVE MASTER PLAN INVENTORY AND ANALYSIS

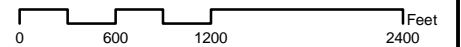
Village of Buchanan, Westchester County, NY

Note: Tax parcel data obtained from the Town of Cortlandt.  
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**Figure IV-8**



<i>Area Total</i>	10	74	21	367,646
<b>Area #3</b>				
M-1 District	7	32		387,727
<i>Area Total</i>	7	32		387,727
<b>Area #4</b>				
C-2 District	2	7		92,347
M-1 District	1	4		57,499
<i>Area Total</i>	3	11		149,846
<b>Area #5</b>				
R-20 District	1	4	4	
<i>Area Total</i>	1	4	4	
<b>Total</b>			<b>38</b>	<b>1,090,785</b>

### Study Area 1

A portion of the undeveloped land existing in this study area has been developed since 1985 (the Pheasant Run subdivision – identified in purple on Figure IV-8). The remaining 28± acres (split between three zoning districts remains undeveloped) is identified in light green. The 1985 analysis identified a potential for 13 single-family lots (in the residentially-zoned portion) and 185,566 square feet of non-residential floor space (in the industrially-zoned portion).

General observations regarding the development potential of this area are as follows:

- The portion within the R-40 and M-2 Districts are identified on Figure IV-7, *Existing Land Use*, as a “Utility” presumably owned by Con Edison. However, this area is primarily undeveloped and is believed to be unoccupied by utility-related structures; and
- Portions of this area are occupied by steep slopes and/or wetlands (see Figures IV-3 and IV-4).

### Study Area 2

None of the undeveloped land existing in this study area has been developed since 1985. The undeveloped land in this area is located in four different zoning districts and consists of approximately 74 acres. The 1985 analysis identified a potential for 21 single-family lots (in the residentially-zoned portion) and 367,646 square feet of non-residential floor space in the industrially-zoned portion.<sup>2</sup>

General observations regarding the development potential of this area are as follows:

<sup>2</sup> No development potential figure was presented for the small portion located in the C-2 District.

- All of the undeveloped lands in this study area are identified on Figure IV-7, *Existing Land Use*, as a “Utility.” Presumably these lands are owned by Con Edison;
- This area is bisected by a series of large electric transmission towers and overhead wires; and
- A large portion of this area, particularly around the perimeter, is occupied by steep slopes and rocky conditions (see Figure IV-4). A large area in the interior of this area is occupied by wetlands and/or hydric soil conditions (see Figure IV-3).

### *Study Area 3*

A portion of the undeveloped land existing in this study area has been developed since 1985 (along Greentown Road). The remaining 32± acres (located in the M-1 District) is identified in light green. The 1985 analysis identified a potential for 387,727 square feet of non-residential floor space.

General observations regarding the development potential of this area are as follows:

- The properties fronting Greentown Road (before the sewage treatment plant) are generally unencumbered by environmental constraints and have potential to be developed with a relatively large amount of non-residential floor space;
- The development potential of the undeveloped property located behind the sewage treatment plant is *heavily* encumbered by the presence of wetlands and floodplains. In addition, this property is identified on Figure IV-2, *Existing Land Use*, as “Utility” use.

### *Study Area 4*

None of the undeveloped land existing in this study area has been developed since 1985. The undeveloped land in this area is located in two different zoning districts (the C-2 and M-1 Districts) and consists of approximately 11 acres. The 1985 analysis identified a potential for 149,846 square feet of non-residential floor space (92,347 square feet in the C-2 District portion and 57,499 square feet in the M-1 District portion). General observations regarding the development potential of this area are as follows:

- The portion of these properties immediately along Route 9A (i.e., in the C-2 District) is generally unencumbered by environmental constraints and have potential to be developed with a relatively large amount of commercial floor space. However, a small portion on the southern-most property contains an area of hydric soils (suggesting the potential location of a locally-regulated wetland). In addition, it is noted that this property is believed to be owned by the Archdiocese.

- The development potential of the portion in the M-1 District is encumbered by the presence of steep slopes and rocky conditions. Further, large electric transmission towers and overhead wires run adjacent to, or over, the portion within the M-1 District.

### Study Area 5

The vast majority of the undeveloped land existing in this study area in 1985 has since been developed as part of the Lake Meahagh and Bel Lago subdivisions (shown in purple on Figure IV-8). One parcel (approximately 4 acres in size and occupied by a single residence) has not been developed to the extent permitted by zoning. The 1985 analysis identified a potential for 4 single-family lots in this 4-acre area.

General observations regarding the development potential of this area are as follows:

- With the exception of some moderately sloping areas, this property is largely unencumbered by the presence of environmental constraints; and
- Based on the shape of the property and Village zoning requirements, it is unlikely that this property could yield a total of 4 lots (a *maximum* of 3 lots would appear more feasible).

A number (24) of undeveloped residentially-zoned parcels are scattered throughout the Village. These parcels are shown in dark green on Figure IV-8, *Development Potential*. Table IV-16, below, provides a breakdown of these lots in terms of zoning district, number of lots and land area (in acres). As shown in the table, most of these parcels are located within the Village's R-7.5 District (17 lots totaling 3.8 acres). All together, these parcels total 5.9 acres. It would appear that most, if not all, of these undeveloped parcels do not have potential to be subdivided in the future. Thus, the maximum number of additional dwelling units that could be reasonably expected to result from development of these lots would be 24 (i.e., one additional home on each undeveloped lot).

**Table IV-16: Undeveloped Residentially-Zoned Lots**

Zoning District	Number of Lots	Land Area (acres)
R-7.5	17	3.8
R-10	6	1.7
R-20	1	0.4
<i>Total</i>	<i>24</i>	<i>5.9</i>

Figure IV-8, *Development Potential*, also shows (in yellow) the “over-sized” lots existing in the Village's residential zoning districts. Such, “over-sized” lots are at least twice the minimum lot area of the zoning district in which they are located (e.g., greater than 20,000 square feet in size if located in the R-10 District) and thus *potentially* subject to further subdivision. As shown in Figure IV-8, the vast majority of the “over-sized” lots are located in the R-10 District in the Cortlandt Street/ Seward Street/ Bannon Avenue area of the Village.

Each of these “over-sized” lots, however, are currently occupied by a residence. Thus, any future subdivision of these lots would be significantly affected by the location of the existing residence (which could be expected to significantly affect subdivision potential in most cases – unless the existing home were to be removed). As a result, the number of additional lots resulting from future subdivision of “over-sized” lots is not expected to be significant.

**Table IV-17: Over-Sized Residentially-Zoned Lots**

<b>Zoning District</b>	<b>Number of Lots</b>	<b>Land Area (acres)</b>
R-7.5	21	9.5
R-10	49	32.6
R-20	1	1.0
<i>Total</i>	<i>71</i>	<i>43.1</i>

Figure IV-8, *Development Potential*, shows (in orange) parcels in commercial or industrial districts that are either undeveloped or “under-developed” (i.e., occupied by a residence and thus potentially redeveloped for commercial or industrial use). Table IV-18, below, provides a breakdown in terms of zoning district (i.e., C-1 C-2 or M-1), the number of such lots in each district and the total land area (in acres).

**Table IV-18: Undeveloped or Residential Lots in Commercial or Industrial Zones**

<b>Zoning District</b>	<b>Number of Lots</b>	<b>Land Area (acres)</b>
C-1	26	4.7
C-2	21	5.7
M-1	8	3.7
<i>Total</i>	<i>55</i>	<i>14.1</i>

In the C-1 District, there are a total of 26 such properties, totally 4.7 acres. As shown in Figure IV-8, most of these properties are located along the south side of Tate Avenue, west of the Circle (e.g., the residential properties across from Village Hall and further down the south side of Tate Avenue in the C-1 District). A number of additional properties are located to the east of the Circle along Tate Avenue and White Street.

In the C-2 District, there are a total of 21 such properties, totaling 5.7 acres. As shown in Figure IV-8, these properties are generally scattered throughout the C-2 District along Route 9A. Many of these properties (e.g., the properties along the west side of Route 9A between White Street and Craft Lane) are currently used as residences.

Two undeveloped areas identified in the C-2 District include the property located to the north of the Route 9A/ Lindsey Avenue intersection and two adjoining Village-owned lots at the northwest corner of the Route 9A/ Bleakley Avenue intersection. While the property located at the Route 9A/ Lindsey Avenue intersection contains development potential, the properties located at the Route 9A/ Bleakley Avenue intersection are significantly constrained by the presence of rocky conditions.

Two of the properties identified in the C-2 District are currently planned for development. One is the property located at the southwest corner of the Route 9A/ Catherine Street

intersection which is planned for townhouse development. The other is the property located to the immediate north of the Tate Avenue/ Route 9A intersection which is planned for a gas station/ convenience store use.

In the M-1 District, there are a total of 8 such properties, totally 3.7 acres. The largest single property is an undeveloped parcel located at the end of White Street, east of Route 9A, in the M-1 District. The rest are generally very small properties occupied by residences.

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**E. Community Services and  
Facilities**

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## **E. COMMUNITY SERVICES AND FACILITIES**

### **1. Transportation**

#### **a. Transportation Options**

The primary means of transportation in the Village is the private automobile. Most Village residents rely on cars to commute to work and to do the activities of daily living. Figure IV-9, *Transportation*, shows the roadways that serve the Village of Buchanan, most notably Route 9 and Route 9A.

The table below shows the mean of transportation to work for Village residents. As might be expected, the vast majority (83%) of Village residents drive alone to work. Another 9% carpooled. Only 2% reported working at home.

Another 6% of Village residents use public transportation to get to work (i.e., railroad or bus). The rate of public transportation use in surrounding communities was higher (i.e., 12% of workers in both the Town of Cortlandt and the City of Peekskill used public transportation).

**Table IV-19: Means of Transportation to Work, Village of Buchanan, 2000**

Means of travel	Percentage of Workers
Drove alone	83%
Carpooled	9%
Public Transportation	6%
Railroad	5%
Bus	1%
Other Means	0%
Worked at home	2%

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

Village residents generally have shorter commutes than residents in surrounding communities. The mean travel time to work for Village residents in the year 2000 was 27 minutes compared to 38 minutes for workers in the Town of Cortlandt and 32 minutes in the City of Peekskill.

**Table IV-20: Travel Time to Work, 2000**

Travel Time to Work	Village of Buchanan	Town of Cortlandt
Less than 30 minutes	62%	42%
30 to 44 minutes	17%	22%
45 to 59 minutes	7%	12%
Over 1 Hour	15%	24%
Mean travel time to work	27 minutes	38 minutes

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

The reason for the average short commute times from Village residents is demonstrated in the table below. A relatively high percentage (14%) of Village residents work within the Village. More than a third (36%) work within the Town of Cortlandt. The majority (i.e., 83%) of Village residents work within Westchester County. In comparison, only 21% of workers in the Town of Cortlandt work within the Town and 69% work within the County.

**Table IV-21: Place of Work, Village of Buchanan Residents, 2000**

Place of Work	Percent of Workers
Within Village of Buchanan	14%
Within Town of Cortlandt <sup>1</sup>	36%
Within County	83%

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

Public transportation options available to the residents of the Village include the Metro North Railroad and the County's BeeLine Bus service. The closest train stations to the Village are the Town of Cortlandt station and the Peekskill station. A few bus routes run through or near the Village. These consist of: the #18 Peekskill Commuter Loop (which provides a connection between the Indian Point facility and the Peekskill train station); the #14 Peekskill-Ossining-White Plains Local Service bus (with stops at First Street and Westchester Avenue, the Village Circle, Tate and Kings Ferry, and at Westchester Avenue and Kings Ferry Road in Verplanck); and the #17 Peekskill-White Plains Express Bus (a stop is located at the Route 9/Welcher Avenue intersection in Peekskill). Figure IV-9, *Transportation*, shows the location of bus routes, bus stops, railroads and the railroad station.

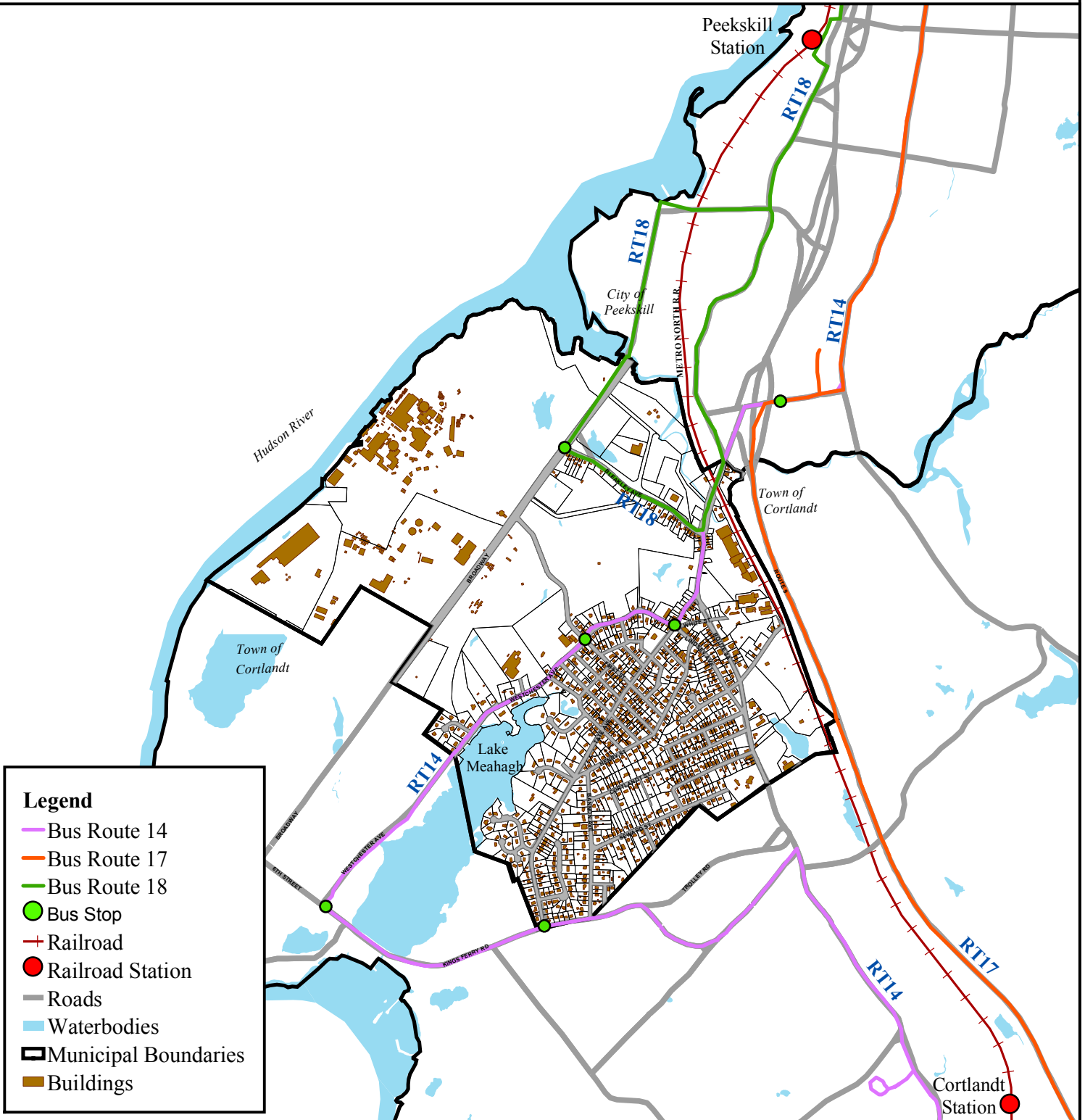
#### b. Traffic Volumes

The table below provides a comparison of average daily traffic volumes on the two State highways serving the Village. The table shows that the segment of Route 9 that runs along the Village has experienced a modest increase in traffic over the last decade. The average daily traffic level of 30,500 vehicles measured in the year 2000 represents a 12.1% increase over the level measured in 1991.

<sup>1</sup> Inclusive of Village of Buchanan.



# TRANSPORTATION



## COMPREHENSIVE MASTER PLAN INVENTORY AND ANALYSIS

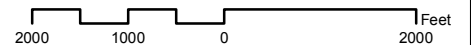
Village of Buchanan, Westchester County, NY

Note: Tax parcel data obtained from the Town of Cortlandt, Bus Routes (Westchester County GIS). Map created in ArcView software and is intended to be used for GENERAL PLANNING PURPOSES ONLY.

March 2005

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**Figure IV-9**

According to the information obtained from the New York State Department of Transportation, the level of traffic along Route 9A through the Village fluctuated through the 1990's. However, the level of traffic measured in the year 2000 (12,200 vehicles) was actually the same as the level of traffic measured in 1991.

**Table IV-22: Daily Traffic Volume Comparison**

		Average Daily Traffic			
Route 9 (at Welcher Avenue)					
	Year	2000	1999	1996	1991
	Average Daily Traffic	30,500	29,900	27,100	27,200
Route 9A (at municipal border with Peekskill)					
	Year	2000	1997	1994	1991
	Average Daily Traffic	12,200	13,100	11,700	12,200

Source: New York State Department of Transportation *Traffic Volume Report (2000)*

## 2. Community Services and Facilities

Figure IV-10, *Community Services and Facilities*, shows the location of community services and facilities described generally below.

### a. Education

The Village of Buchanan is located within the Hendrick Hudson School District. The District includes Buchanan, Verplanck, Crugers, Montrose, and parts of Cortlandt Manor, Croton, and the City of Peekskill and has a current enrollment of approximately 2,838 students. The total school district budget in 2002-2003 is \$47,024,100. The per pupil cost \$14,792.

The Hendrick Hudson School District facilities consist of five schools:

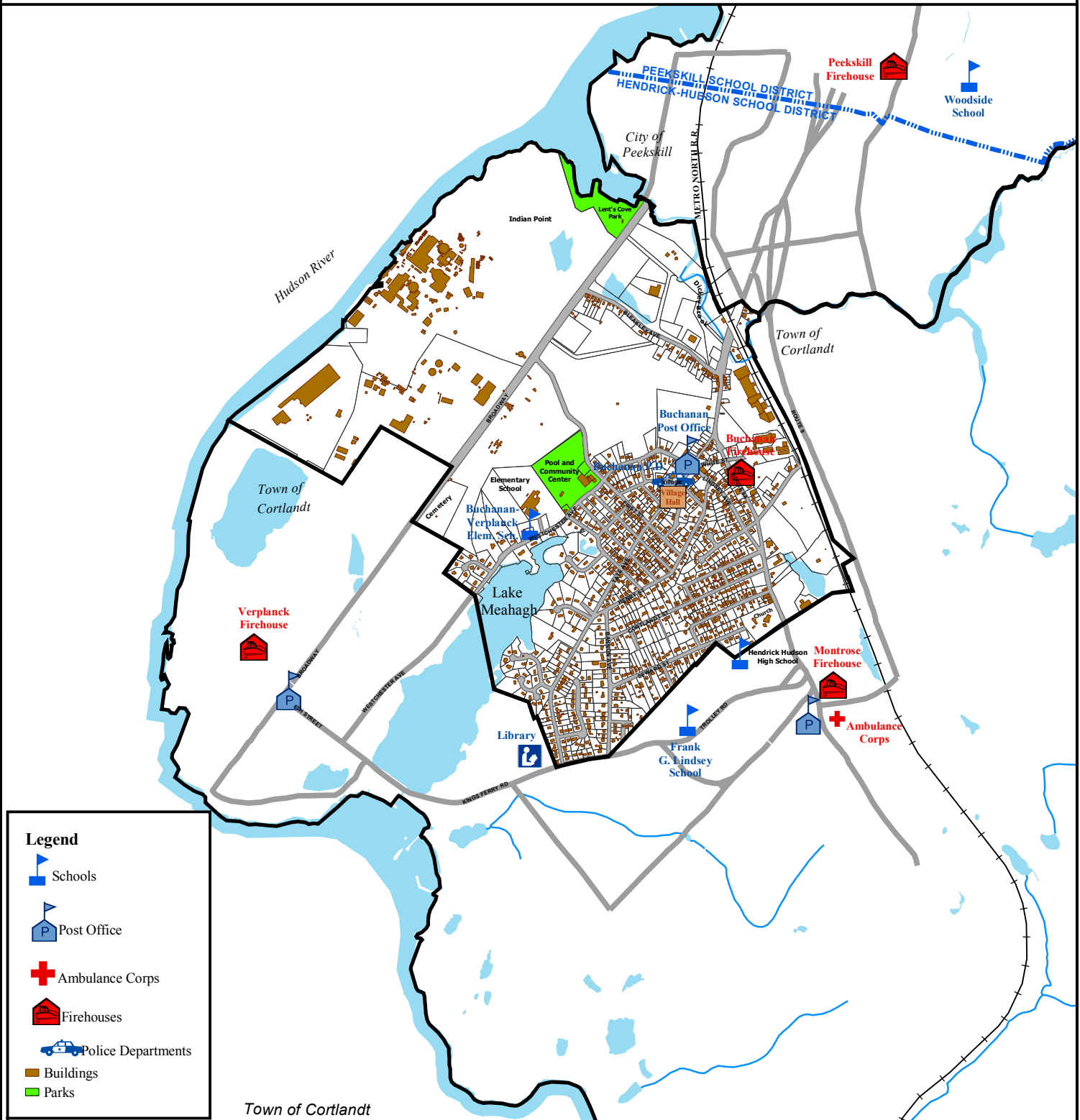
- o Hendrick Hudson High School (grades 9-12);
- o Blue Mountain Middle School (grades 6-8); and
- o The Buchanan-Verplanck, Frank G. Lindsey, and Furnace Woods elementary schools (grades K-5).

Buchanan-Verplanck elementary school is located within the Village and serves the children of the Village as well as children from other areas within the district.

### b. Village Government

The government of the Village of Buchanan is comprised of a Village Board and a Village Justice. The residents of the Village elect all positions within the government. The Village

# COMMUNITY SERVICES



**Legend**

- Schools
- Post Office
- Ambulance Corps
- Firehouses
- Police Departments
- Buildings
- Parks

## COMPREHENSIVE MASTER PLAN INVENTORY AND ANALYSIS

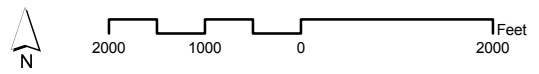
Village of Buchanan, Westchester County, NY

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

March 2005

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**Figure IV-10**

Board consists of the Mayor and four Trustees. The Village Board members and the Village Justice are all part-time positions.

i. Mayor

The Mayor is the executive officer of the Village Board and has the following duties:

- Supervising all Village departments;
- Chairing all Village Board meetings;
- Presenting the Board with proposed candidates for vacant appointed Village positions;
- Signing contracts on behalf of the Village once those contracts have been approved through resolution by the Board.
- As the chairperson of the Village Board, the Mayor has the right, but not an obligation to vote on each resolution. However, in the case of a tie vote between Trustees, the Mayor has the obligation to cast his vote to undo the tie. The Village registered voters elect the Mayor for a term of two years.

ii. Trustees

The four elected Trustees have the following duties as representatives of the Village residents:

- Passing resolutions, ordinances and local laws;
- Appropriating funds to all Village departments;
- Appropriating funds to special causes to benefit the Village and its residents;
- Making policies for the Village;
- Adopting the Village budget;
- Levying taxes;
- Assisting the Mayor in overseeing the Village administration;
- Approving candidates proposed by the Mayor to vacant non-elected Village positions.
- The Village registered voters elect the Trustees for a term of two years. Two Trustees are elected each year.

iii. Village Justice

The Village Justice rules on violations of the Village laws and ordinances. The Village registered voters elect the Village Justice for a term of four years.

iv. Village Appointments

All Village positions other than the elected positions are appointed by the mayor with the Village Board's approval. The Mayor presents the Village Board with candidates for vacant

non-elected positions. The Village Board votes for or against each appointment through resolution at publicly held Village Board meetings.

#### *Village Attorney*

The Village Attorney is responsible for all legal matters affecting the Village. His/her duties include advising the Village Board on the preparation of resolutions, ordinances, local laws, and public proceeding regulations. The Village Attorney formulates the Board approved resolutions, ordinances, and local laws. He/she is also responsible for serving legal action on behalf of the Village at the request of the Board. The mayor appoints the Village Attorney, subject to Board approval, for a term of one year. He/she is not an employee of the Village.

#### *Village Engineer*

The Village Engineer is a state certified civil engineer who represents the Village in all of its engineering projects. The Engineer, when directed, advises the Village Board on solutions and estimated costs for maintenance and public improvement projects. Once the Board has approved a proposed project, he/she prepares the engineering plans, specifications and, when necessary, an RFP (Request for Proposal) for the project. When bids are returned from potential contractors, the Engineer evaluates all proposals received by the Village against the original RFP and makes his/her recommendation to the Board. The Village Engineer also supervises the construction work performed by contractors for the Village. The Village Board appoints the Village Engineer for a term of one year. He/she is not an employee of the Village.

#### *Planning Consultant*

The Planning Consultant advises the Planning and Village Boards on all areas of planning, code enforcement, and environmental matters. The Village Board appoints the Planning Consultant for a term of one year and is not an employee of the Village.

#### *Planning Board*

The Planning Board consists of five members, with one member appointed as Chairperson. The Planning Board evaluates planning matters presented to the Village, and prepares proposed Village zoning code modifications to the Village Board. The Village Board appoints the Planning Board members for a term of five years. Each member of the Board is a part-time employee of the Village.

#### *Zoning Board*

The Zoning Board consists of five members, with one member appointed as Chairperson. The Zoning Board evaluates zoning matters presented to the Village, and grants variances from zoning ordinance on a case by case basis. The Village Board appoints the Zoning Board members for a term of five years. Each member of the Board is a part-time employee of the Village.

### *Fire Inspector*

The Fire Inspector enforces the Village fire codes. He/she inspects structures within the Village to ensure their compliance with fire codes and, whenever necessary, issues violations for non-compliance. The Fire Inspector is also responsible for issuing modifications to fire code where deemed necessary. The Village Board appoints the Fire Inspector for a term of one year. The Fire Inspector is a part-time employee of the Village.

### *Senior Citizen Director*

The Senior Citizen Director supervises recreational and other activities for the senior citizens of the Village. The Village Board appoints the Senior Citizen Director for a term of one year. He/she is a part-time employee of the Village.

### *Outside Auditor*

The Outside Auditor is responsible for the auditing of the Village books and ensures compliance to acceptable accounting practices by the responsible personnel in the Village Clerk's office. The Village Board appoints the Outside Auditor for a term of one year. He/she is not an employee of the Village.

### *Historian*

The Historian is responsible for maintaining the Historical Room in the Village Hall building. He/she is a part-time employee of the Village.

## v. Village Departments

### *Administration*

In January 1988, as a result of the growth of the Village and the need to enhance the resolution of its administrative matter, the Village changed the Administration department structure to the existing format. The current Village Administration consists of a Village Administrator, a Deputy Village Clerk, a Senior Account Clerk/Typist, a Bookkeeper/Typist, and a Caretaker. All members of the Administration department are full-time employees of the Village.

The Village Administrator is responsible for all administrative functions of the Village, including:

- Carrying out the policies set by the Village Board;
- Advising the Board on the preparation of resolutions, ordinances, and local laws;
- Administering the day-to-day fiscal and organizational tasks of the Village;
- Drafting the Village budget at the Mayor's request;
- Processing all Village Board approved purchases;

- Monitoring expenditures and auditing all fiscal transactions against the approved Village budget;
- Acting as the registrar of vital statistics;
- Supervising elections.

The Deputy Village Clerk assists the Village Administrator whenever the Village Administrator requires assistance. The Senior Account Clerk and the Bookkeeper perform the clerical functions of the Village Clerk's Office. They are responsible for the administration the day-to-day fiscal and organizational tasks, the maintenance of records of all fiscal transactions, as well as all word processing work for and on behalf of the Village. The Caretaker is responsible for maintaining the cleanliness of the Village Hall building. Every member of the Administration department serves at the pleasure of the Village Board. There are no defined service terms for any of the Administration department member.

### *Justice*

The Justice department of the Village of Buchanan consists of a Village Justice, an Acting Justice and a Court Clerk. The Village Justice is an elected position. The other members of the Justice department serve at the pleasure of the Village Board. There are no defined service terms for the other members of the Justice department. The Acting Justice is responsible for performing all the functions assigned to the Village Justice when he/she is unavailable to perform those duties. The Acting Justice is a part-time employee of the Village. The Court Clerk is responsible for all administrative functions of the courts. The Court Clerk is a part-time employee of the Village.

### *Building Inspection*

In April 1990, as a result of the growth of new development in the Village, the function of building and plumbing inspection was changed from a part-time to a full-time position. The Building Inspector is responsible for the enforcement of the Village building codes. Once the Planning Board has approved a proposed development project, the Building Inspector issues the necessary building permits. He/she inspects construction work within the Village to ensure conformance with building and plumbing regulations and, whenever necessary, issues violations for non-conformance. The Inspector is also responsible for the issuance of plumbing licenses. The Building Inspector serves at the pleasure of the Village Board. There is no defined service term for the Inspector. The Building Inspector is a full-time employee of the Village.

### *Police*

The Village formed its own Police department when it was incorporated in 1928. The current Village Police department consists of a Police Chief, one Sergeant, one detective, and three Officers. They provide continuous 24-hour service to the Village residents. Each officer is required to pass a civil service examination. Officers are also expected to undergo continuing training in firearms and other civil activity procedures.

The Police Chief oversees all aspects of the Village Police department's operations. The Police Sergeant supervises Police activities during their shifts. The Sergeant also perform

the same duties as the Police Officers. All are responsible for the enforcement of all Village, State and Federal laws. They are required to respond to any emergency within the Village, and when the need arises, control traffic during those emergencies. The department has three vehicles at its disposal for the performance of its official police duties.

Every member of the Police department serves at the pleasure of the Village Board. There are no defined service terms for any of the Police department member. Annual salary raises and promotional raises are at the pleasure of the Village Board within the guidelines of the Buchanan Police Benevolent Association. Each member of the Police department is a full-time employee of the Village.

### *Sanitation and Highway*

The Sanitation and Highway department employs two Foremen, eight MEO's, one MEO Mechanic, two Laborers, a Caretaker and an Intermediate Typist. The department is responsible for all sanitation and all roadwork maintenance functions of the Village. The sanitation functions include the collection of refuse and recycling waste, as well as the operation and maintenance of the sanitary sewers and the sewage treatment plant. The highway functions include performing minor street repairs and, during the winter months, the snow removal from the Village streets. The department MEO Mechanic maintains all Village vehicles and trucks.

Each of the two Foremen, Sanitation and Highway, oversees all aspects of his/her department's divisional operations. The MEO's are qualified to operate the heavy-duty trucks, such as the refuse collection and the snow plowing trucks. The MEO Mechanic is responsible for the maintenance of all Village vehicles and trucks. The Laborers perform all the non-MEO functions within the department. The Local 456 Union contracts governs some of the functions performed by the MEO's and the Laborers. The Caretaker is responsible for maintaining the cleanliness of the Sanitation and Highway department facilities. The Intermediate Typist is responsible for all clerical work for and on behalf of the Sanitation and Highway department.

Every member of the Sanitation and Highway department serves at the pleasure of the Village Board. There are no defined service terms for any of the members. Annual salary raises and promotional raises are at the pleasure of the Village Board within the guidelines of the Local 456 Union.

### *Recreation*

Buchanan currently has two primary parks that provide recreational facilities for Village residents - Lent's Cove Park and Centerville Recreational Park.

Lent's Cove Park, located off Broadway at the eastern boundary of the Village, includes 9.3-acres of land with waterfront access via a small dock and boat ramp, a lighted ballfield, and a trail system. Lent's Cove Park is bordered on the south by the 235-acre Indian Point Energy Generation facility properties. The northern portions of these lands, totaling approximately 45-acres, are undeveloped and contain areas of very steep slopes, wetlands and a pond formerly used as part of the amusement park on the site. Directly abutting



Lent's Cover Park, this undeveloped portion of the Indian Point property also includes approximately one-half mile of shoreline along the Hudson River.

Centerville Recreational Park is a 13-acre parcel located at the southwest corner of the intersection of Westchester Avenue and First Street. This property is improved with Begany pool, a lighted ballfield, two tennis courts, an updated playground, Veteran's Pavilion including basketball court, a bacci court, and a large parking area. The park is bordered on the south by the Buchanan-Verplanck Elementary School, and on the west and north by several large parcels of land owned by Con Edison totaling over 100 acres. With the exception of the electric transmission lines, these adjoining lands are largely undeveloped and contain large areas of wetlands, steep slopes, trails and forested areas.

The Recreation department is managed by a Supervisor for all functions that do not pertain to the senior citizens of the Village. There is a Senior Citizens Director responsible for the coordination of the senior citizens activities organized by the Village. The Recreation Supervisor administers all recreation and parks activities and manages the part-time summer recreational staff. He/she also oversees the maintenance and improvements to recreational areas.

During the summer months, the Village employs part-time staff for the swimming pool and the day-camps. The swimming pool staff includes a manager, an assistant manager and five other staff members. The manager is responsible for the maintenance of the pool and the management and shift coordination of the staff. Each swimming pool staff member has to have the necessary certification to perform the duties of a lifeguard. The Summer Day-Camp Supervisor is responsible for managing all part-time day-camp staff including ensuring that all groups are adequately staffed. The number of part-time Summer Day-Camp Staff is decided upon before the beginning of the summer based on the number of kids registered for each of the two sessions. The Day-Camp Staff are assigned to small groups of children. There are two Staff members assigned to each group.

All recreation personnel serve at the pleasure of the Village Board. There are no defined service terms for any of the recreational personnel. All members of the Recreation Department are either part-time or seasonal employees of the Village.

vi. Volunteer Services

*Fire*

The Village of Buchanan contracts for fire protective services with the Buchanan Engine Company No. 1. The Company is a voluntary firemen's independent corporation. The Village contracts with the company for all emergency and fire fighting activities except for fire fighting operations to Indian Point Power Station. The Verplanck Fire Company services the Power Station by an agreement that existed before the Power Station became part of the Village.

The Village contributes toward the expenditures for the Buchanan Engine Company No. 1. The firemen serving the Company are volunteers and are not monetarily compensated.

Buchanan Engine Company No. 1 is located at 159 Albany Post Road.

*Ambulance Services*

The Village does not have an independent Ambulance Service company. The Village is serviced by a volunteer ambulance company, Cortlandt Community Volunteer Ambulance Corps, that also serves the Town of Cortlandt. Patients are taken to Hudson Valley Hospital Center in Cortlandt. The Village is also serviced by a newly established volunteer emergency service, Cortlandt Regional Paramedics.

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# ***Appendix A***

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# Village of Buchanan Master Plan 2003 Public Opinion Survey

Your input is essential! Please return survey by **December 16, 2002**

---

How many years have you been a resident? \_\_\_\_\_ Own \_\_\_\_ Rent \_\_\_\_

Street Name? \_\_\_\_\_

Age: \_\_\_\_ No. Of Persons in Household: \_\_\_\_ No. In Household 18 years & under

A) What are the 3 things you like best about living in the Village of Buchanan?

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

B. What general Village improvements would you like to see in Buchanan?

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

C. What are the most important issues on which the Village should take action?  
Please select five issues and prioritize by numbering 1 to 5 (1 being most important, 5 being least important):

- |                              |                                     |
|------------------------------|-------------------------------------|
| _____commercial development  | _____traffic/transportation         |
| _____recreation              | _____open space preservation        |
| _____affordable housing      | _____comm.appearance/beautification |
| _____river access            | _____historic preservation          |
| _____bike paths              | _____on-line village services       |
| _____residential development | _____senior citizen housing         |
| _____rental units            | _____sidewalks                      |
| _____code enforcement        | _____other_____                     |

D. What changes in land use regulations would you like to see? (such as parking, zoning, protecting steep slopes, protecting wetlands, etc.)

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

E. Additional comments:

---

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F. **Optional:** Your Name

Address

---

# Village of Buchanan Public Opinion survey

1000 surveys went out  
137 surveys were returned 13.7%

**How many years have you been a resident?** **134 responded**      **98%**

0 to 4 yrs.	26	19%
5 to 10 yrs.	17	13%
11 to 20 yrs.	18	13%
21 to 30 yrs.	12	9%
30 yrs or more	<b>61</b>	<b>46%</b>

	<b>132 responded</b>	<b>96%</b>
<b><u>Own</u></b>	121	<b>92%</b>
<b><u>Rent</u></b>	11	<b>8 %</b>

**Street Name?** **122 responded**      **89%**

173 Westchester Ave.	1	
191 Westchester Ave.	1	
199 Westchester Ave.	1	
Westchester Avenue	12	15
7 Lake Drive	1	
Lake Drive	5	6
5 Donohue Ct.	1	
10 Donohue Ct.	1	
Donohue Ct.	1	3
91 Tate Ave.	1	
Tate Ave.	11	12
Albany Post Road	3	
Lindsey Avenue	3	
Shedd Place	1	
Burke Court	3	
197 Fourth Street	1	
Fourth Street	4	5
Gallagher Street	4	
Woods Court	1	
159 Seward Street	1	
Seward Street	8	9

**VILLAGE OF BUCHANAN PUBLIC OPINION SURVEY**

137 Bannon Ave.	1	
Bannon Ave.	9	10
Centre Street	1	
Second Street	4	
Valerie Court	3	
Rockledge Ave.	6	
Craft Lane	3	
Bleakley Ave.	2	
171 First Street	1	
First Street	2	3
Travis	1	
Cortlandt St.	1	
Pheasants Run	2	
103 Sunnyside Pl.	1	
Third Street	3	
Reynolds Ln.	1	
Church St.	1	
Henry Street	7	
Lewis Street	1	
Catherine St.	3	
Cole Court	2	
Ketchum Ave.	2	

<b><u>Age of Survey Respondent</u></b>	<b>100 responded</b>	<b>73%</b>
<b>Less than 40</b>	<b>28</b>	<b>28%</b>
40 - 50	20	20%
51 - 65	24	24%
<b>65+</b>	<b>28</b>	<b>28%</b>

<b><u># of Persons in Household</u></b>	<b><u># 18 yrs. &amp; under</u></b>	<b><u>Households</u></b>	
		<b>131 responded</b>	<b>96%</b>
1	0	12	
<b>2</b>	<b>0</b>	<b>55</b>	
2	1	1	
3	0	15	
3	1	6	
4	0	3	
4	1	4	
<b>4</b>	<b>2</b>	<b>19</b>	
5	1	2	
5	2	4	
5	3	5	
6	1	1	

VILLAGE OF BUCHANAN PUBLIC OPINION SURVEY

6 3 2  
6 4 2

What are the 3 things you like best about living in the Village of Buchanan?

<b>Small Quiet Village (safe)</b>	<b>72</b>
<b>Low Taxes</b>	<b>69</b>
<b>Village Services</b>	<b>56</b>
<b>Recreation, pool, camp, parades</b>	<b>24</b>
<b>The People</b>	<b>20</b>
<b>School District</b>	<b>17</b>
<b>Police Protection</b>	<b>16</b>
Location	7
Neighbors	7
Senior Programs & Benefits	7
Fire Department	6
Proximity to NYC	5
Sewers	4
Local Govt. that listens & cares	4
Low Commercial Development	3
Live Close to work	3
It is my home, born & raised here	3
Buchanan Hardware & other business	3
Beautiful area	2
Street Lights	2
Clean	2
Friendly Village Workers	2
Proximity to Train Station	2
Local trans/either direction	2
Housing Costs	1
Proximity to the Hudson River	1
All of our Retirees	1
Jobs for Residents First	1
Community Pride	1
Easy to Walk around the streets	1
Lake Meahagh	1
The feeling of Welcome (decorations)	1
Good Housing	1
Four Seasons	1
Library	1
Not mixed neighborhood	1
Improvements	1
Variety of houses	1
Events	1

**VILLAGE OF BUCHANAN PUBLIC OPINION SURVEY**

What are the most important issues on which the Village should take action? Please select five issues & prioritize by numbering 1 to 5 (1 being most important, 5 being least important)

<b>1. <u>Community appearance/beautification</u></b>	<b>Total Responses</b>	<b>86</b>	<b>63%</b>
	<b>Rating</b>	<b>#</b>	
	1	41	48%
	2	9	
	3	16	
	4	11	
	5	9	

<b>2. <u>Open Space Preservation</u></b>	<b>Total Responses</b>	<b>67</b>	<b>49%</b>
	<b>Rating</b>	<b>#</b>	
	1	19	28%
	2	13	
	3	12	
	4	14	
	5	9	

<b>3. <u>Commercial Development</u></b>	<b>Total Responses</b>	<b>60</b>	<b>44%</b>
	<b>Rating</b>	<b>#</b>	
	1	18	30%
	2	12	
	3	12	
	4	9	
	5	9	

Rating 2 – stop comm. Dev. – 1

<b>4. <u>Code Enforcement</u></b>	<b>Total Responses</b>	<b>57</b>	<b>42%</b>
	<b>Rating</b>	<b>#</b>	
	1	16	
	2	18	32%
	3	8	
	4	6	
	5	9	

<b>5. <u>Sidewalks</u></b>	<b>Total Responses</b>	<b>55</b>	<b>40%</b>
	<b>Rating</b>	<b>#</b>	
	1	9	
	2	12	
	3	15	27%
	4	10	
	5	9	



**VILLAGE OF BUCHANAN PUBLIC OPINION SURVEY**

<b>6. <u>Recreation</u></b>	<b><u>Total Responses</u></b>	<b>53</b>	<b>39%</b>
	<b><u>Rating</u></b>	<b>#</b>	
	1	7	
	2	10	
	3	14	26%
	4	13	26%
	5	9	

<b>7. <u>River Access</u></b>	<b><u>Total Responses</u></b>	<b>47</b>	<b>34%</b>
	<b><u>Rating</u></b>	<b>#</b>	
	1	7	
	2	9	
	3	11	
	4	8	
	5	12	26%

<b>8. <u>Senior Citizen Housing</u></b>	<b><u>Total Responses</u></b>	<b>43</b>	<b>31%</b>
	<b><u>Rating</u></b>	<b>#</b>	
	1	11	26%
	2	9	
	3	7	
	4	10	
	5	6	

<b>9. <u>Historic Preservation</u></b>	<b><u>Total Responses</u></b>	<b>36</b>	<b>26%</b>
	<b><u>Rating</u></b>	<b>#</b>	
	1	3	
	2	5	
	3	4	
	4	12	33%
	5	12	33%

<b>10. <u>Traffic/Transportation</u></b>	<b><u>Total Responses</u></b>	<b>34</b>	<b>25%</b>
	<b><u>Rating</u></b>	<b>#</b>	
	1	5	
	2	6	
	3	12	35%
	4	5	
	5	6	

**VILLAGE OF BUCHANAN PUBLIC OPINION SURVEY**

<b>11. <u>Bike Paths</u></b>	<b>Total Responses</b>	<b>33</b>	<b>24%</b>
	<b>Rating</b>	<b>#</b>	
	1	3	
	2	7	
	3	6	
	4	11	<b>33%</b>
	5	6	
<b>12. <u>Affordable Housing</u></b>	<b>Total Responses</b>	<b>23</b>	<b>17%</b>
	<b>Rating</b>	<b>#</b>	
	1	8	<b>35%</b>
	2	3	
	3	5	
	4	3	
	5	4	
<b>13. <u>Residential Development</u></b>	<b>Total Responses</b>	<b>19</b>	<b>14%</b>
	<b>Rating</b>	<b>#</b>	
	1	5	
	2	2	
	3	5	
	4	1	
	5	6	<b>32%</b>
<b>14. <u>Rental Units</u></b>	<b>Total Responses</b>	<b>16</b>	<b>12%</b>
	<b>Rating</b>	<b>#</b>	
	1	4	
	2	3	
	3	4	
	4	0	
	5	5	<b>31%</b>
<b>15. <u>On line Village Services</u></b>	<b>Total Responses</b>	<b>15</b>	<b>11%</b>
	<b>Rating</b>	<b>#</b>	
	1	0	
	2	1	
	3	5	<b>33%</b>
	4	4	
	5	5	<b>33%</b>

**VILLAGE OF BUCHANAN PUBLIC OPINION SURVEY**

**16. Other - Rating by order of importance**

- 1 Indian Point Safety
- 1 Curbs
- 1 Better maintenance of existing facilities
- 1 Schools
- 1 Buchanan Circle
- 1 Buchanan Circle
- 1 Environmental protection
- 1 Updating highway dept. equipment & safety
- 1 repave second street
- 2 Get ride of the do nothings
- 2 Buchanan Circle
- 2 Town Daycare for K-5 or grade 6 during school closings
- 3 If business come to circle, promote parking on Tate Ave. before destroying lawn at Village Hall near Gazebo
- 4 Two traffic lights on Tate Ave.- while necessary to reduce speed are too long. Half the waiting time is sufficient.
- 5 Enforce speed limits - way too much speeding throughout the village. Police cruising of village

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# Village of Buchanan Public Opinion survey

**Question: What General Village Improvements would you like to see in Buchanan?**

**Village Circle**

1. More small business in Circle	98	<b>99 Responses</b>	<b>72%</b>
2. Buy the Village Circle	1		

**The Roads**

	6	<b>38 Responses</b>	<b>28%</b>
2. Better Road Paving	4		
3. Curbing on all Street	2		
4. Road repair	7		
5. Repair water leak under the bridge	1		
6. Repair Bleakley Avenue	2		
7. Widen, Pave & Install curbs on 2 <sup>nd</sup> St.	1		
8. Pave Westchester Avenue	2		
9. Finish Road Improvements, curbs/drainage	1		
10. Road improvements	1		
11. Keep streets in good condition	2		
12. Eliminate stop signs in some areas-too much	1		
13. I would like to see street lights, like those on Westchester Ave., on all streets leading into the Village	1		
14. More street lights	1		
15. Traffic light at the corner of Kings Ferry Rd. and Tate Ave.	1		
16. Stop signs on Travis & First Street	1		
17. Traffic lights	4		

**Code Enforcement**

		<b>28 Responses</b>	<b>20%</b>
1. Present maintenance laws enforced	3		
2. Removal of unlicensed vehicles from properties	1		
3. Have residents hire a dumpster, rather than clutter at curb	1		
4. Trash should not be put out days before pickup	1		
5. Hedges cut across street from Village Hall on Corner	1		
6. More frequent reminders about recycling	1		
7. Code enforcement	11		
8. Upkeep & beautification	1		

**VILLAGE OF BUCHANAN PUBLIC OPINION SURVEY**  
**Responses to General Village Improvements**

- 9. Only build houses on existing lots 1
- 10. Zoning code changes 1
- 11. Stop select enforcement of code, or fire building inspector 1
- 12. Enforcement of environmental laws, such as recycling 1
- 13. More flexible in zoning laws 1
- 14. Limited terms for planning/zoning bd members 1
- 15. Enforce dog code 1
- 16. Enforcement of noise 1

**Recreation**

**27 Responses 20%**

- 1. More Recreation like NYC plays & Mets, Yankee ballgames 1
- 2. Improve "Older Childrens" playground equipment. 1
- 3. Softball fields for girls 1
- 4. Playground facility at corner of Catherine Street and Albany Post Rd. 1
- 5. Pool & Pavilion 2
- 6. Recreation facility for teens 4
- 7. Better Recreation 3
- 8. Playground equipment & boat ramp, village park. 3
- 9. Recreation Center 5
- 10. Better playground 1
- 11. Open Ice Skating Rink 1
- 12. Bike Paths 1
- 13. Concession at the pool 1
- 14. New Equipment/chairs 1
- 15. User friendly kiddie pool 1

**Sidewalks**

**27 Responses 20%**

- 1. Fix, replace, new sidewalks 26
- 2. Keep sidewalks in good condition 1

**Services**

**19 Responses 14%**

- 1. Refuse pickup to be as it was several years ago. 1
- 2. Sweeper used more frequently 3
- 3. Clean the park, very dirty, especially by the playground parking 1
- 4. Better leak pick up 5
- 5. Highway Dept. need equipment replacement

**VILLAGE OF BUCHANAN PUBLIC OPINION SURVEY**  
**Responses to General Village Improvements**

- schedule & worker safety program 2
- 6. Spend money to repair & replace things before they are in dire need 1
- 7. Plow roads on Meahagh Roads 1
- 8. Village staff don't do a good enough job 1
- 9. Have someone in charge to mind the store or fire them. Village Administrator? 1
- 10. Hire only applicants that will work, after trial period. 1
- 11. Management of Village Employees 1
- 12. Less difficulty in obtaining village information. 1

**9A Corridor** 11 **18 Responses** 13%

- 1. Entrance to Village need to look nicer 7

**Police Protection** 10 Responses 7%

- 1. Curtail speeders & drivers not obeying traffic 2
- 2. Enforce speed limit & no tractor trailers on Bleakley Avenue 1
- 3. Stop speeding on residential streets 3
- 4. Eliminate our underutilized Police Dept. 1
- 5. Stop wreckless drivers 1
- 6. Improve Henry St. roadway, cars parked on road - you can't get down road 2

**Billboards** 7 Responses 5%

- 1. Get rid of the billboards 7

**Aesthetics** 6 Responses 4%

- 1. Improvement of outside appearance of Firehouse 1
- 2. Improvement of Police headquarters 1
- 3. Improvement of Highway Garage 1
- 4. Plant Shrubs 1
- 5. Seasonal Décor 1
- 6. Planting of trees throughout village 1

**Environmental** 6 Responses 4%

- 1. Boat launch being dredged 1
- 2. Village buy property on lake & keep

**VILLAGE OF BUCHANAN PUBLIC OPINION SURVEY**  
**Responses to General Village Improvements**

- private development so all have access 1
- 3. Underground utility lines 2
- 4. Plant trees around Lk. Meahagh to protect Shoreline 1
- 5. Open Space preservation 1

**Parking**

**5 Responses 4%**

- 1. Adequate off street parking 1
- 2. Parking for Seniors on their meeting day 1
- 3. Parking for Post Office 1
- 4. Parking for businesses in Village 1
- 5. Buy Tate & Lindsey corner for parking 1

**Random**

**18 Responses**

- 1. Close Indian Point 1
- 2. A Board that can make a decision in a short period of time 1
- 3. A reassessment of all homes especially older ones to have a fairer representation of taxes, many homes are paying too little 1
- 4. Better transportation 1
- 5. Cable optics to households for personal computers 1
- 6. Get "WIC" on the tax rolls 1
- 7. Village Website with online services 1
- 8. More cooperation between those that are involved in village stewardship 1
- 9. Lake Meahagh Woods finally dedicated 2
- 10. We need a bank in town 1
- 11. Better Village Court system 1
- 12. Better utilization of village newsletter - monthly. 1
- 13. Have Boards in Village pay attention to residents 1
- 14. Things as they are, are pretty much to my satisfaction 1
- 15. Make the Village an old fashion "RiverTown" 1
- 16. Lower cost of housing 1
- 17. I do not feel that other residents should pay for construction costs of other homeowners in the form of debris removal, i.e. bulk pickup. 1
- 18. Restore Veterans Memorial Plaque 1

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# Village of Buchanan Public Opinion survey

**Question: What changes in land use regulations would you like to see? (Such as parking, zoning, protecting steep slopes, protecting wetlands, etc.)**

**Parking 34 responses**

- |   |   |
|---|---|
| 1) Enforce the “no street parking” 12 midnight - 6 am from Nov. - April | 3 |
| 2) Parking in Village Circle to entice commerce                         | 6 |
| 3) More parking around Village Hall                                     | 4 |
| 4) Eliminate on street parking as much as possible                      | 4 |
| 5) Off street parking   | 3 |
| 6) Winter alternate side parking  | 2 |
| 7) No parking on Rockledge Avenue                                       | 1 |
| 8) Parking in driveways only  | 1 |
| 9) No parking on Albany Post Road                                       | 1 |
| 10) Parking Village Offices & for senior meetings                       | 1 |
| 11) Parking   | 6 |
| 12) Too much put on amount of parking - older home don't have parking   | 1 |
| 13) Don't open more parking spaces, no need for it                      | 1 |

**Code Enforcement 14 responses**

- |   |   |
|---|---|
| 1) Junk cars being left on property or side of roads 6 mos & over a year                                      | 2 |
| 2) Unlicensed cars on property forever  | 1 |
| 3) No parking on lawns  | 3 |
| 4) Enforcement of zoning codes  | 3 |
| 5) Enforcement of zoning - 2 fam/access.apts  | 1 |
| 6) Unregistered vehicles per household  | 1 |
| 7) More than 1 unlicensed vehicles on property  | 1 |
| 8) Need building inspector to do his job  | 1 |
| 9) To protect one's property from destruction & erosion caused basically by the Village's Building Inspector. | 1 |

**Aesthetics 7 responses**

- |  |   |
|--|---|
| 1) The former Lane property near bridge should be fenced like property across the street | 1 |
| 2) Park at Rec Center (West. Ave) could use updates                                      | 1 |
| 3) Trim trees near power lines   | 1 |
| 4) Enhance rec center & facilities   | 2 |
| 5) Fencing for Commercial/Residential  | 1 |
| 6) Do not like to see a junk yard or car lot   | 1 |



**VILLAGE OF BUCHANAN PUBLIC OPINION SURVEY**  
**Changes in land use regulations**

<b><u>Zoning</u></b>	<b>42 responses</b>
1) Limit Commercial development of new buildings - encourage use of existing space.	2
2) No more commercial building	4
3) Zoning for Senior housing (Karagozian Prop)	1
4) Zone changes to permit mixed uses off Bleakley Ave.	1
5) Up zone vacant Con Ed land	1
6) 9A is getting too commercialized near residential areas	1
7) All residential development should require individual side development plan to protect neighbors.	1
8) Stop any more Commercial Development	2
9) One Bedroom house - 2 off street parking spaces	1
Two Bedroom house - 3 off street parking spaces	1
Three Bedroom house - 4 off street parking spaces	1
10) Don't want any commercial zoning in residential areas	1
11) Zoning	4
12) Building freeze on whatever is left.	1
13) Regulate housing - keep it clean & neat	1
14) Without encroaching on residential homes, zoning may need to be changed to encourage business	1
15) Zoning - lot coverage & 75 ft. frontage should be lowered	1
16) More flexibility on variance requests	1
17) Most of the zoning code is prehistoric	1
18) Less development	3
19) Put rental units in circle, no commercial	1
20) Change commercial zoning to residential	1
21) Use of buildings for storage/warehousing	1
22) Limit strip mall & associated type stores	1
23) Be able to rent if you wish	1
24) Housing Density - no apartments	1
25) More space between newer homes	1
26) Wider side yard requirements for residential & commercial	1
27) No boat storage in front of homes, including those on trailers	1
28) More pragmatic thinking of zoning & planning Boards for residential variances	1
29) More careful planning with commercial zoning	1
30) Revise code on variances for old non-conforming structures. They should not be allowed to increase in size.	1
<b><u>Environmental/steep slopes/wetlands</u></b>	<b>35 responses</b>
1) Protecting Steep Slopes	6
2) Do not cut down anymore trees	1
3) Lake Meahagh should be dredged & made a	

**VILLAGE OF BUCHANAN PUBLIC OPINION SURVEY**  
**Changes in land use regulations**

- |   |    |
|---|----|
| swimable lake.  | 1  |
| 4) Please protect the environment here & in general with recycling, composting, hazard waste collection, etc. | 1  |
| 5) Also check on Indian Point & Tensolite lands with long term environment protection in mind                 | 1  |
| 6) Lake front protected & beautified  | 2  |
| 7) Encourage green space  | 1  |
| 8) No exceptions to encroachment on wetlands  | 1  |
| 9) Protecting Wetlands  | 14 |
| 10) Protect remaining woodlands   | 1  |
| 11) Keep what little forest areas we have - no building commercial or private                                 | 2  |
| 12) Protect open space  | 2  |
| 13) Alternate plan for Indian Point property for future years   | 1  |
| 14) Protecting riverfront   | 1  |

**Circle**

**7 responses**

- |  |   |
|--|---|
| 1) Beautify the Circle   | 2 |
| 2) Demolish the Circle & create a park of some kind                                  | 1 |
| 3) Need more stores in the circle  | 1 |
| 4) Enforce building repair (condemn or tear down)                                    | 2 |
| 5) If zoning is an issue at the circle than do whatever it takes to fix that area up | 1 |

**Facilities**

**2 responses**

- |                                  |   |
|----------------------------------|---|
| 1) Expand Lent's Cove            | 1 |
| 2) Better use of municipal field | 1 |

**Other**

**4 responses**

- |                       |   |
|-----------------------|---|
| 1) No change          | 2 |
| 2) Close Indian Point | 1 |
| 3) No more 600M homes | 1 |

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**Additional Comments:**

I feel that Buchanan should have affordable housing or rental units

Upgrade Village Garage.

Increase parking at Village Hall & Circle

Convert the Circle into a 4-way intersection with stoplight, by dead-ending White Street.

I think the Mayor & Trustees are doing a good job, so is the Highway Dept. – many Thanks.

The present Board of Trustees is to be complimented on the work they are doing.

Do we really need to look at the snowplows all year? Our “Centerville Park” should be the gem of the Village. It is nowhere near looking that way! It really looks awful. Find a use for field behind highway garage. An artificial surface and lighting would make for a great field.

Would like to see Senior Housing for Village Seniors. What can be done with the circle like the bar and that one building is an eyesore.

I like our St. Pat’s Parade, tree lighting, egg hunt – like to see more get together.

Live by the Stop Sign on Bannon & everyday we watch almost every car blow through stop signs – street full of kids – some black pickup pees out a couple of times per day.

I would like to see the board hold the line on taxes!

Even after voting, seniors can only travel where the Sr. Director wants – that’s wrong.

Why is white paper on administrator’s door window? Big secret?

Garbage collection only once a week. This would free up men to do other chores & cut down on part time employees. This is about the only place that has two collections in one week.

Senior Directors job should be looked into replacing director. He has his won agenda and not the Village senior’s wishes.

I’d like to be better use of Westchester Avenue Village Hall & the recreation areas. The Pavilion is a mess, needs paint.

The government seems to be more aware of residents – keep it up.

**Additional Comments:**

The seniors really need more room!

Equality in the enforcement of codes and or laws when it comes to what is within resident's rights to use village property "in front" of owner's property.

The appearance of the circle is really an "eye-sore".

Do not decrease size of village Circle Park. The amount of trucks in village is overwhelming! Less commercial traffic on Albany Post Rd. would be a huge improvement!

Entering the village at Albany Post Road at light houses on left (first 3 houses are very dirty) - they should be asked or told to wash the fronts! It makes the Village look bad. Do not get ride of the park at the Circle!!

Indian Point - As long as maximum security is strong & consistent, Indian Point should remain in service. Implement code enforcement to clean up the dilapidated residences in the village - take a look at 2<sup>nd</sup> St. now!

Should develop a parking lot for school kids cars - get them off 9A

This village is a small residential area and should be left that way!!! And do not let anyone close Indian Point - it is Safe!!!

Glad to see an interest in developing a new master plan.

Winter parking should be in line with other communities - alternate side - permit - etc.

Is there a way to have a committee formed to help the elderly with the upkeep of their homes, if needed/wanted?

You should be able to contact Justice & Acting Justice of the Peace between court nights.

I would like for cars without dates & sitting for six months. One behind the old bar, used for storing work tools and one on Village property covered by a blanket.

No access to Lake Meahagh was left for all residents of Buchanan to use. If other tracts of land become available more thought should be given to open spaces. We have little "green area" left. Perhaps, clustering should be considered - Also, we could look at commercial property changed to residential in a few areas, i.e. back off 9A, or on Bleakley Avenue.

Too many loose dogs

Our development still does not have its roads dedicated. It's become laughable.

### Additional Comments:

Residents should be required to keep up their yards & houses enforcement. Unregistered vehicles parked on private property. Fix up the circle; it's an embarrassment having people come into the Village. It looks like a slum. We need to have the Village look more appealing as you drive through, including Albany Post Road.

I hope closing White Street and making it parking, is not being considered. Also keep an eye on Indian Point.

How about 3 fountains on Lake Meahagh like the one at Depew Park Pond. How about a nice playground at Lent's Cove Park. It's a nice park but nothing to do over there. That's why no one goes there.

Why a newsletter out every month – for almost the same info – Send out a large or same length paper for 12-month calendar. Tate Ave. near circle has to be cleaned up – very, very, sloppy. The traffic lights on Tate for 4<sup>th</sup> St. & Second St. should be red blinkers, such as waste of electricity. Why doesn't that change – There is no large amount of traffic except people who live on these streets.

Until you have some kind of code enforcement, you will never have an orderly village plan. Unregistered vehicles per household. Enforcement is the issue in a nutshell.

No basketball hoops on the streets. People should put on own property. Neighbors put with no regard to other homeowners. Creates noise, unwanted people loitering in front of my house & it is an eyesore. They are ugly looking! I am enraged people can just do this

Develop the village circle. The boarded up buildings are an eyesore! Don't want people who rent – don't have a stake in the village. The intersection of Tate & Kings Ferry Road is very dangerous for pedestrians (especially children going to the Library) and law-abiding drivers. Most motorists think they are on a highway. We need a traffic light.

Appearance of buildings in the circle must be improved even if they are unoccupied. No home or building should be allowed to be boarded up for years. Any homes that are with renters should be forced to be kept clean and remove undesirable tenants.

The Village should also help the owners of the building at the circle to improve what they look like. They should all be made to be cleaned up & look all-alike to make the circle look nice. Same color buildings & help with the parking to get more businesses started at the Circle.

Your campaign was largely based on changing current zoning codes to make it easier to build and/or make existing homes into 2 families. Help homeowners keep their houses & not be forced to sell change the zoning!!

Consider sharing services with Town of Cortlandt; i.e. fire and building inspectors. Commend current administration for seeking resident's input.

I am a well-educated, concerned citizen who, along with many of my neighbors and residents of the county, feels that Indian Point should be closed. Thank you.

How about some speed trap once in a while Bannan between Seward & Kings Ferry is like a drag strip.

We recently had an opportunity to move to a gated development in North Carolina, but prefer to live in a community like Buchanan, with local stores, good neighbors & good services.

It would be nice to see some TLC given to the area surrounding the Boat ramp/park. Needs landscaping/cleaning - tables are very dirty - could be a very pretty area - has been let go.

Maintenance (handling chlorine, etc) at pool should be done by Sewer plant personnel (trained). Get a new Village Manager who cares about the Community & maybe even lives here.

Whenever village has opportunity to purchase land, it should do so, particularly in and around Village Circle. Vacant & beautiful is better than what we have.

Buildings in the Circle look "run-down". This gives a negative first impression when entering the Village.

Improve maintenance on roads, signs, and public areas - get rid of billboards!!

Enforce present laws.

No one answered telephone at police station on Thanksgiving night - unacceptable.

A wonderful village.

Not here long enough, but do have a lot that we found out that we do not like.

A pooper scooper law would be helpful, it would be nice if people kept their dogs on leashes & cleaned up after them.

Sidewalk access to circle & library would encourage walking (cut down on traffic) and improve Community life.

Build additional softball fields at Lents Cove with lights. South end of Buchanan has no recreation facility at all. Buy the corner of Catherine & 9A for use for rec.

Need more junk clean up days for homeowners.

**Additional comments:**

Homes that were built more than fifty years ago were not given co's - they should be used at what it would have cost fifty years ago.

The traffic lights on Tate should be "Blinkers" (equivalent to stop signs - 4 ways) - speed humps, optional

The Buchanan Circle is a sin!! Every person elected says that they will clean it up and it never happens! I don't understand that there is no way to make the landlords adhere to a certain code. You would never see building like this in Chappaqua (or wherever) even the "Point" looks better.

I really feel all is fine. I don't have any problems or concerns outside of the obvious "Indian Point".

I've noticed that you can see the pond on Bleakley Ave. in the winter, but not so noticeable in spring or summer - how about clearing out some of the growth on the street side & maybe putting some picnic benches in there.

Isn't it time to pursue legal action against the Circle property owners? We are sick of looking at the mess they have left.

We love Buchanan and feel safe here even with Indian Point at the back door. Please just get "Property Owner" to fix up their homes and business offices. It's a great place to live!

We have a lot of codes now. What we need is consistent enforcement of them.

We're very glad the café Funky Bean is opened. We need more places similar to open. The community needs a change.

Need a recreation center for children; Lake Meaghah should be a priority in terms of maintaining its beauty; we love this Village.

Enforce - code - violations - conduct safety - inspections - remove old cars & trucks from Village.

Something must be done with the circle buildings. Also, help with snow removal for Seniors.

We love Buchanan and are happy to have raised our children here.

More shops with easy access.

Enforce more speed limits around residential areas.

Thanks for asking our opinion.

### **Additional Comments:**

Promote bi-partisan activity in village. Make available consultant's report in improving Village operation completed many years ago.

I would like to see more attention paid to getting litter off the village streets and Route 9A. I would hope for a circle plan that creates an inviting area - not making it look like everything else.

Need to start road program to preserve existing roads in village. Highway equipment in need of replacement. Productivity from existing employees.

Residents should be required to park their cars on their property wherever possible. Off street parking if necessary should be allowed on one side of street only.

Would like to see something done to make it easier for seniors to stay in their homes instead of having to sell and move from homes they love because they can't afford upkeep. It would be nice if they could rent out or share with other seniors, if they wish, for extra income. This way it would allow them to stay in an area they love and feel safe in.

Improvements in summer day camp, i.e. sports, movies, etc. so the campers are not in the pool 5 days a week. It appears the only time adults can use the pool is after 3pm or on the weekends. Also, the steps to get to the pool are very dangerous, especially descending. A handrail would also help.

We do not want to see code enforcements parking meters. Since we moved from NYC with those.

Brick facing on Village PO is in need of upgrade. The bathrooms at Old Village Hall should be kept fresh - Can't believe - the piano used in summer rec. has had coffee stains on it for the past 4 years.

I feel & know that the village does not respect the people who have been in the village from generations. One thing is promised and it never happens. This causes the loss of property & respect for village personnel who we pay for in our taxes.