

### III. COMMERCIAL DEVELOPMENT

During Lewisboro's first period of growth, the Town was an active farming community with several small industries and mills. Throughout the nineteenth century the hamlets were busy centers providing services to the community's farmers and workers. As farming and mill operations in this section of Westchester County became unprofitable and as the City of New York embarked on its reservoir construction program, the Town lost population and a few hamlets disappeared.

The second period of growth, which began in 1920 and continues today, has been entirely a result of residential development. Today's commercial development is limited to the types of business which provide goods and services to a local residential population. The one exception to this pattern is the small area of general businesses located along the railroad in Goldens Bridge. Here, the direct rail access, since replaced by convenient access to Interstate 684, provided a special locational incentive.

Through circumstance and planning, Lewisboro now has four defined hamlets - Goldens Bridge, Cross River, South Salem and Vista. The 1973 Town Plan and Plan Map recommended that all future local business development be confined to these hamlet centers and not be permitted to spread along roadways and haphazardly over the landscape. This Plan reaffirms this policy which has become known as "the hamlet concept".

The 1973 Town Plan also discussed the potential for development of office, research and light industrial facilities in the Town of Lewisboro. These types of facilities were then, and still should be, considered separate from hamlet business development because of their potential size and particularly because of their regional rather than local significance. In 1973, it was not possible to project when Lewisboro might begin to be seen by corporations or developers as a reasonable location for their facilities. Development pressures for such uses were then being felt primarily in the central Westchester County corridor along Interstate 287.

In the twelve years since adoption of the Plan, the geographical range of the demand for sites has increased dramatically. Most of the prime central Westchester sites have been developed and recently firms seeking readily accessible locations with a large enough land area to provide a campus setting have expanded their search as far north as Danbury, Connecticut. Construction of major office facilities by PepsiCo, Inc. and the IBM Corporation in the Town of Somers indicate that development possibilities in Lewisboro are now being, or soon will be, explored very carefully by other firms and developers.

Based on research summarized in this chapter and on the Plan's goals and policies, this Plan does not support the establishment of campus commercial developments at any location in Lewisboro with one exception. This exception extends to the land adjacent to Interstate 684 and Route 22 generally located between Route 138 and the Exit 6A off-ramp. Campus commercial development is a reasonable use of this land but only if it is constructed and operated so as to comply with the characteristics and development standards set forth in this Plan. These descriptions and standards, discussed in Section C below, are intended to insure that the residential quality of Lewisboro is not altered by such development.

#### A. Existing Facilities

One-half of one percent of Lewisboro's total area of 18,550 acres was occupied by commercial development in 1984. This development covered 101 acres and consisted of approximately 55 retail/service businesses, 14 automotive centers, four light industries and 15 professional offices. With the exception of the light industries, automobile dealerships and a few specialty retail stores and restaurants, most of the existing businesses are oriented to servicing the needs and demands of local residents. Lewisboro is not the site of any major commercial employment center or large retail shopping magnet.

Due to the location of most businesses alongside the Town's major roads and in the hamlets, the presence of commercial development is more evident than the amount of land area occupied would indicate.

One-half of the land occupied by business uses is located outside of the established business zoning districts. In terms of numbers of businesses, though, only 23 of the Town's approximately 90 commercial operations occupy this residentially zoned acreage, either as special permit or non-conforming uses. Many of these businesses have been in existence for a long period of time while others are uniquely suited to non-hamlet sites such as the two plant nurseries and two restaurants which occupy mansions on large lots. A few uses are located in close proximity to existing business districts.

In 1984, the Lewisboro Zoning Ordinance provided three local business zoning districts which together encompassed approximately 129 acres, 0.7% of the Town's total area. These districts provided for different categories of local shopping and service oriented business uses from the intentionally restrictive list of permitted commercial uses in the Office/Historic Preservation OHP District, through the traditional neighborhood shopping uses of the Retail Business RB District, to a broader list of uses in the General Business GB District.

Approximately one-third of business-zoned land is occupied by commercial establishments. Another one-third falls into the category "undeveloped". One-half of the remaining third is occupied by road rights-of-way and utility/railroad uses and the other half by residential uses, government offices and semi-public facilities.

The Zoning Ordinance, in 1984, also provided for one non-local business commercial zoning district. This district, Office/Research/Light Industry ORL-10, encompassed 167 acres located along the Interstate 684 corridor in Goldens Bridge. Of the total, 40 acres were occupied by utilities and road and rail rights-of-way, 16 acres were protected watershed lands and the remaining 108 acres were undeveloped.

B. Hamlet Business Development: An Overview

1. Level of Development. The importance of a regional perspective in an analysis of business development must be emphasized. Most retail uses require a large population base from which to draw customers as each business can only reasonably expect to capture a small share of the total dollars that may be spent in the marketplace. As a result, trade areas, the geographical area from which a business is likely to draw customers, often have little relationship to municipal boundaries. Factors such as convenience of access, proximity of other businesses for comparison shopping, and traditional shopping patterns are of significantly greater importance than municipal location - assuming no major difference in local tax structures.

In general, reference is usually made to three types of business centers: regional, community and neighborhood.

- o Regional Centers. Lewisboro's location in relation to existing regional centers (White Plains, Stamford) precludes the possibility of a viable regional shopping center being constructed within the Town.

This Plan does not envision nor support the establishment of such a center in Lewisboro.

- o Community Centers. While no community center is located within the Town limits, three nearby centers (Mount Kisco/Bedford Hills, Ridgefield and New Canaan) include nearby portions of Lewisboro within their trade area. For Lewisboro residents, these three centers are the nearest locations for finding a broader range of retail goods and services than are available within the

Town limits and they now provide a reasonably high level of service. When consideration is given to the plans for future development of these centers by the communities in which they are located, it can be concluded that each will continue to serve a strong community center role. It is therefore unlikely that any of the existing neighborhood centers in Lewisboro would expand to the size of a community center as a result of normal market forces.

This Plan does not support such expansion within the Lewisboro hamlets.

- o Neighborhood Centers. Three of the four Lewisboro hamlets are served by a neighborhood center located in the hamlet. Each of these centers contains a supermarket, drug store, and - upon completion of the proposed expansion of Oakridge Common in Vista - banking services, food services, a small range of miscellaneous retail goods, personal services and professional offices. Residents of the one hamlet lacking a neighborhood center, South Salem, split their patronage among Cross River, Vista and Ridgefield, which in this instance can also be considered to fulfill a neighborhood center role for South Salem. Scotts Corners in Pound Ridge and Katonah in Bedford also serve as neighborhood centers for residents of nearby sections of Lewisboro.

This Plan recommends that Goldens Bridge, Cross River and Vista hamlets be maintained as neighborhood centers. The Plan also provides for the development of a small neighborhood center in South Salem in response to Town growth. Such a center could strengthen the hamlet but only if designed to complement and enhance the existing character.

Table 16 "Potential Demand For Hamlet Business Development", summarizes the findings of "Planning Analysis 2: Commercial Development", July 1982, with regard to identification of the development potential of local business areas. If Lewisboro were to be fully developed in accordance with the zoning regulations in place in 1981, the ultimate population of the Town could support 1.4 million square feet of business floor area. However, in accordance with the policies of this Plan, much of the future demand for retail and business services by Lewisboro residents will be met outside of Lewisboro as it is now. Therefore, the ultimate demand could better be described as supporting a range of business floor area

Table 16  
Town of Lewisboro

POTENTIAL DEMAND FOR HAMLET BUSINESS DEVELOPMENT\*

| <u>Type of Development</u>                   | <u>Potential<br/>Floor Area<br/>Which Can Be<br/>Supported<br/>(square feet)</u> | <u>Land Area<br/>Required**<br/>(acres)</u> | <u>Potential<br/>Floor Area<br/>To Be Provided<br/>Locally<br/>(square feet)</u> | <u>Land Area<br/>Required**<br/>(acres)</u> |
|--|--|---|--|---|
| Retail                                       | 1,049,900  | 120   | 600,000  | 69  |
| Professional<br>office and personal services | 210,000  | 24  | 120,000  | 14  |
| Other commercial uses                        | <u>140,100</u>   | <u>16</u>                                   | <u>80,000</u>  | <u>9</u>                                    |
| Total  | 1,400,000  | 160   | 800,000  | 92  |

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\*Estimated demand generated by Lewisboro's ultimate population as projected under full development of the Town in accordance with zoning in place in 1981.

\*\*Assumes 0.20 floor area ratio (i.e., 20% coverage with one story buildings, 10% with two, or some combination thereof).

SOURCE: "Planning Analysis 2: Commercial Development", July 1982, Town of Lewisboro Planning Board

in Lewisboro. The high end of the range would be 1.0 million square feet if most demands were to be met locally while a low end of 600,000 square feet would be required if only convenience goods and services were to be provided in Town.

This Plan supports a level of local business development which would meet the low end of the estimated demand range. Based on general land use standards, this development could be expected to occupy 92 acres of land. In 1981, approximately 70 acres were being utilized for the provision of locally-oriented business services - 38 acres within the four hamlets and 32 acres at other sites within Lewisboro. Although many of the existing hamlet business sites have the capacity for building expansion, a conservative approach suggests that a minimum of 22 acres should be provided for future commercial development in the hamlets.

The Town Plan Map translates the conclusion of this analysis into spatial land use recommendations. Two categories of hamlet commercial use are designated on the Plan Map - Hamlet Business and Hamlet Local Office.

Hamlet Business areas are intended to be the site of all types of locally-oriented business services including retail stores, personal services, offices, restaurants and trade services.

Hamlet Local Office is a much more restrictive category. The appearance of these areas is to be maintained as residential. Therefore, the construction of new buildings designed for commercial use should not be permitted. The type of non-residential use which could be allowed would not require high customer turnover, good visibility from public roads, nor a large parking area. Small office operations, art galleries and antique stores are typical of such uses. Residential uses would continue to be appropriate.

These two local business categories differ from the two categories which were shown on the 1973 Plan Map. At that time, one recommended land use category was General Business/Office/Warehouse. The policies of this Plan do not support the establishment of new uses of these types as they are generally not locally oriented.

The Retail/Service/Local Office category of the 1973 Plan is essentially the same as the present Hamlet Business classification. However, in accordance with

a Plan objective to refine the land use recommendations for the hamlets, key areas of the hamlets which can not support typical commercial development without alteration of existing desirable character and appearance are now shown to be limited to the restrictive Hamlet Local Office category of land use.

Approximately 120 acres of land are designated for hamlet commercial use on the Plan Map - 95 acres for Hamlet Business and 25 acres for Hamlet Local Office. Of the total area, 52 acres are now occupied by commercial uses, 14 acres not of a local nature. Undeveloped land encompasses 27 acres with the remaining area split between road rights-of-way or utilities (16 acres) and other uses including residential (25 acres). Future business development can take place through new construction on undeveloped land, expansion and greater density on existing commercial properties and conversion of other uses to business use.

The area provided for future local business expansion is larger than that recommended by the preceding analysis for several reasons. These include:

- o Recognition that designated business use land is often occupied in part by other types of uses such as churches, public facilities and residences. This existing characteristic can be expected to continue and is supported by this Plan's policies which call for an appropriate mix of uses in the hamlets.
  - o The limitations of the Hamlet Local Office areas on commercial development. The concept for these areas is to maintain a residential character while allowing for a land use mix of low intensity non-retail type businesses, residences, churches and public facilities. As a result there will be significantly less commercial development per acre than will be possible in the Hamlet Business areas.
  - o The existence of a vacancy rate for business property.
  - o As the local population grows it will be capable of supporting more specialized businesses and a greater level of competition.
2. Development Standards. Although each of Lewisboro's hamlets has a long history, the commercial centers are probably far from being considered mature developments. Continued growth in the region will lead to some expansion of businesses consistent with the level

of development discussed above. The Town now has the opportunity to shape the configuration, appearance and location of this future growth.

The appearance of the hamlets is of great importance to the Town as a whole because of the obvious visibility of business areas. Chapter VI addresses guidelines on visual appearance, circulation and site development standards which should be implemented. The flow and safety of traffic in the hamlets is also a critical concern. Recommendations on improvements to the road network and property access points are discussed in Chapter VII.

The existing business district zoning regulations could better implement the policies of this Plan with several amendments. Topics which should receive consideration include:

- a. Building Height. The maximum building height requirements (2 stories/25 feet in RB, 4 stories/45 feet in GB) are inappropriate. A change to 2 stories/30 feet in both districts would bring the regulations more in line with existing conditions.
- b. Site Coverage. At present, unless a potential commercial development site is adjacent to a residential zoning district, an owner could propose to practically fully cover the site from property line to property line with building, parking areas and driveways. The only constraints to total coverage are a landscaping requirement for parking lots and possibly the need for an on-lot sewage disposal field. To ensure that some green areas, open or landscaped, will remain on each site, a standard should be adopted that no more than, at most, 70% of a lot's area can be covered by building, parking areas and driveways.
- c. Hamlet Local Office. A new zoning district should be established to implement the Hamlet Local Office land use concept as set forth in this Plan. The new district should have a purpose of protecting the existing character of the land and buildings it encompasses. Single-family residences should be a principal permitted use. Appropriate, defined local office uses should be allowed in existing buildings subject to limitations on traffic generation, commercial appearance and location of parking facilities.
- d. Permitted Uses. The list of permitted uses allowed in each business district should be reviewed for consistency with this Plan's policies

and for general updating. For example, more detailed controls should be developed for some uses (e.g. gasoline stations and fast-food restaurants) while other uses should be added (e.g. residential uses) and still others deleted (e.g. manufacturing).

C. Campus Commercial Development: An Overview

1. Characteristics. Campus commercial development is considered by this Plan to be a specific type of development which features a sizeable building or group of buildings along with necessary parking facilities surrounded by wide areas of open space consisting of undisturbed vegetation or landscaped areas. The actual use conducted in the building should not be discernable from off-site. Most typical would be office use although research facilities, light industrial operations and conference or hotel centers could potentially be designed to meet the primary characteristics. Based on a review of existing developments and zoning controls in the region, these primary characteristics are:

a. Use of Land. Typically, 5% or less of the total site area of such a development is covered by buildings. The land used for required accessory parking facilities usually encompasses less than 15% of the total land area. Combining these two figures indicates that often more than 80% of the land is left in an open state, either undeveloped or landscaped.

It is due to these land use characteristics that campus commercial facilities are considered to contribute to the preservation of open space within a community.

b. Relationship to Existing Adjacent Residential Areas. The application of strict municipal regulations on site coverage, building height, building appearance, landscaping and buffering to campus commercial facilities can prevent such uses from having a significant impact on adjacent residential areas and allow the two different types of land use to co-exist.

c. Impact on Natural Environment. Effective municipal controls on site coverage, wetlands alteration and disturbance of steeply sloped land substantially reduce the risk of serious damage to the natural environment resulting from development. Most environmental aspects can only be reasonably considered through an evaluation of a specific development proposal on a specific site.

Sound planning dictates that no final approval for any large-scale development be granted until after a detailed environmental impact analysis has been conducted and evaluated and appropriate mitigation measures have been identified and committed to by the developer. Anticipated water use and sewage disposal requirements require evaluation by appropriate agencies.

If the extent of projected environmental disturbance was found to exceed an acceptable level, a proposed development should not be approved, regardless of the degree of compliance with all other regulations and standards.

Zoning regulations should provide for the exclusion of land with very severe development limitations (i.e. wetlands and steeply sloped land) from the calculation of maximum permitted coverage and floor area.

- d. Traffic. Obviously, the impact of a campus commercial facility, particularly an office complex, on traffic flow can be substantial. It is critical, therefore, that careful attention be paid to the adequacy of the primary access roads and the potential impact on regional traffic levels and patterns. Approach roads should be able to accommodate the additional demand and be located so as to provide direct routes to a regional highway such as an Interstate.

Many traffic mitigation measures can be required by a municipality as part of its approval of a development if justified by an environmental impact review.

- e. Impact on Residential Development. Studies of campus commercial facilities have found that the location of employee residences is distributed over a wide area. The pressure for additional residential development within Lewisboro in the event a major office facility were to be constructed in Town would probably not be major.

Sizeable increases in the locally based workforce may well, however, increase the demand for such housing in the region. This will be a likely result of the construction and opening of the PepsiCo and IBM facilities in the Town of Somers. Lewisboro, as a very attractive residential community, will undoubtedly feel the pressure for

increased residential construction as a cumulative effect of the scale of office development in total throughout central and northern Westchester.

- f. Impact on Hamlet Business Areas. The impact that the employees of campus commercial facilities have on local business areas is considered to be minor. Most complexes of this type are self-sufficient, providing in-house cafeterias and some personal services. A municipality may implement measures to discourage, encourage or require such accessory uses. Depending on the direction pursued, local businesses may feel an impact in the area of worker-related services such as restaurants and banks.
- g. Tax Generation and Town Costs. Campus commercial development has been repeatedly shown to return the highest net revenue to a municipality (local taxes paid less costs of local services provided) of any type of land use. This is due to the high assessed value of this type of development and the lack of public services usually required.

The primary economic advantage of campus commercial development lies in the cost of public education. The largest individual item to which property taxes are devoted is the public schools. As discussed above, any influx of school children caused by a new office development is much the same in surrounding communities as it is in the town and the school district in which it is located. There is, however, an increase in tax revenues received by the school district in which the development is located.

Property developed as campus commercial will be served by fire and police protection and by streets, just as property developed for any other purpose. Fireproof construction is customary in such developments with the result that the demand on local fire departments is likely to be lower than would otherwise result from residential development with conventional frame construction.

A primary concern with respect to police protection is whether it would be necessary to assign officers to traffic duty at entrance drives during peak commuting hours. Most developments of this type do not require such service. A consideration of a municipality's initial review of a project could be to insure that police traffic service will not be required.

A remaining matter of importance is the necessity for capital improvements such as street improvements, possibly including traffic signals, and water and sewer facilities. Most existing campus commercial uses in the region have met the cost of such improvements and facilities at their own expense with no capital cost incurred by the municipality. Such an approach avoids burdening residents with costs which would otherwise be unnecessary.

The establishment of a limited amount of campus commercial development in Lewisboro would have several potential advantages or benefits for the Town. As discussed above, these include: a broader tax base which would provide residential property owners some relief from the property tax levels which would otherwise be incurred; the establishment of attractive, permanent open space areas; and a lesser long-term need for provision of Town and school district services than would be required by other types of development.

The above discussion of characteristics also highlights that this type of non-residential development can potentially produce significant disadvantages which, unless dealt with and resolved before approval, could alter the quality of life in Lewisboro and conflict with achievement of the Plan's major goals. These dangers include: an increase in peak-hour traffic levels, increased demands on water supplies, conflicts with adjacent residential areas and loss of important natural features.

2. Development Standards. The following standards are established to provide detailed guidance for the Town in evaluating any request for permission to construct a campus commercial development. They should also be used to redraft the Office/Research/Light Industry ORL-10 District regulations of the Lewisboro Zoning Ordinance. In both applications, the standards are intended to supplement the Plan policies listed in Chapter I, not to supplant them:
  - a. Total Land Area. The total land area occupied by campus commercial facilities should not exceed approximately 1% of the Town's total area - approximately 200 acres.
  - b. Size of Development Area. Any specific area which is to be developed for campus commercial uses should encompass one or more lots totaling at least 50 acres. Smaller development areas could not be adequately buffered from adjacent

properties nor would they provide the preservation of open space recognized as a benefit of this type of development.

- c. Size of Project Site. Individual project sites within the 50-acre minimum designated campus commercial area should be at least 20 acres in size.
- d. State Highway Access. Campus commercial areas must have safe direct access to a state highway which must be capable of handling the additional traffic without requiring improvements to be made at Town expense. Open access connections to Town roads shall not be permitted.
- e. Site Coverage, Floor Area Ratio and Building Height. Coverage of a site by buildings should not be permitted to exceed 7% of the total lot area. Buildings, parking lots and driveways combined should not cover more than 20% of the total lot area. Adherence to these standards will allow large areas of each site to be attractively landscaped or to remain undisturbed, protecting natural land formations and buffer areas. Consideration should be given to the use of a "net" land area, as discussed below, in the calculation of maximum permitted site coverage.

The permitted floor area ratio (the gross floor area of all buildings on a lot divided by the area of the lot) should be no higher than 0.20 provided that the calculation of this ratio is based on a "net" land area which includes no more than one-quarter of the area of all wetlands and steeply sloped land on the lot. The explicit recognition of severe development limitations in Lewisboro's land use regulations is a policy of this Plan.

Maximum permitted building height should be established at 35 feet above finished grade to the top of the structure at any point with no direct limitation on number of floors.

- f. Perimeter Buffer. The perimeter of development areas must be substantially buffered from all adjacent residential areas. A setback of 300 feet for site improvements from common property lines with residential-use lots should be maintained with this distance increased or decreased depending upon the terrain of the land and the extent of existing tree growth.

g. Environmental Performance Standards. Development proposals should be capable of complying with appropriate environmental performance standards. For example, the following potential impacts should be evaluated:

- (1) Traffic generation.
- (2) Truck movements.
- (3) Noise levels.
- (4) Emissions and pollutants.
- (5) Vibration, heat and electromagnetic interference.
- (6) Hazardous uses and activities.
- (7) Visual intrusion.
- (8) Water usage.
- (9) Sewerage disposal.

If impacts in one or more of these areas cannot be mitigated effectively for a proposed use, that use should not be permitted.

Several categories of commercial development could not comply with environmental performance standards appropriate for a low density residential community. These include, by way of example only, warehousing, trucking terminals and heavy manufacturing.

D. Recommended Development Pattern

1. Hamlet Business Areas. The Plan reaffirms the five factors identified by the 1973 Plan to be used to guide the future development of the hamlets. These factors are:

- o Relationship of the hamlets to existing regional and community commercial centers.
- o Relationship of the hamlets to roads, residential density and utility systems.
- o The business and service needs of the present and future residents of Lewisboro.
- o The existing pattern and characteristics of land use.

- o Site capacities and characteristics in terms of physical features, traffic circulation, parking and loading space, setbacks, landscaping and buffer areas.

Each of the four hamlets warrants recognition as a unique place serving special functions. This Plan recommends that these characteristics be identified and enhanced or protected as appropriate. The land use recommendations for the hamlets incorporate these special roles. At all locations, major emphasis must be placed on appearance, quality of design, and the incorporation of up-to-date site development standards. These features are discussed in Chapter VI "Community Character and Appearance".

- a. Goldens Bridge. The three business areas of Goldens Bridge are separated by Interstate 684 and the Route 138 overpass. The highways are significant impediments to planning for a Goldens Bridge hamlet. But with careful planning and with adherence to consistent design principles and objectives in each of the three areas, the image of a cohesive hamlet center, albeit split in three, could evolve. To succeed, each piece must receive detailed attention.

Lewisboro's only developed general business area is located in Goldens Bridge along the west side of the Metro-North rail-line. Traffic access to the six main business operations is poor and expansion possibilities are limited. The major portion of this neighborhood consists of approximately 40 residential buildings, one church and a community house all located immediately west of the business area, practically surrounded on the other three sides by New York City watershed land. As discussed in Chapter VI, this residential area should be protected. No presently non-commercial property should be permitted to convert to a commercial use. Two lots south of North Street, now classified for general business use by the Zoning Ordinance, contain large old buildings. These lots are included in the Hamlet Local Office land use category by this Plan. The Local Office designation is intended to establish an effective buffer use between the general business area on one side of the large buildings and the residential area on the other.

In the northeast corner of Anderson Lane (old Route 138) and Route 22 is a small area recommended for Hamlet Business. Although much smaller, this area now exhibits many of the same building characteristics of the non-commercial

area of Old Goldens Bridge. The restoration and use of the existing buildings should be encouraged while any new construction should be designed to relate to the existing buildings' scale, massing and directional expression.

South of Route 138 is the Goldens Bridge shopping center, a one-story building of 32,000 square feet of floor area. The existing center with parking area occupies four acres of land. As the population of Goldens Bridge grows, there will be a need for additional retail and service businesses as well as office space for locally oriented businesses and professionals. This site is the logical location for this expansion and the Plan Map shows a future business area occupying approximately 10 acres.

The redevelopment of the Goldens Bridge shopping center represents an opportunity to further strengthen the hamlet and to establish the sense and image of a neighborhood center. Commercial development on this site must be designed to compliment the community it is intended to serve. New construction should relate to the building design and scale characteristics of the other two parts of the hamlet center discussed above so as to promote cohesiveness. Establishment of a public common bordered by buildings would provide an entry from the community to a business hub in contrast to the existing shopping center building which stretches out linearly along Interstate 684. Pedestrian access, visual appearance and landscaping to reduce the image of large parking areas are also important design concerns.

- b. Cross River. The center of the Cross River hamlet extends along Route 35 from west of Route 121's south leg toward Bedford to east of Route 121's north leg toward North Salem. The main commercial area is located at the intersection of Route 35 and the north leg of Route 121. A smaller business area is located at the other Route 121 intersection.

Cross River Plaza, a two-level shopping center with 72,000 square feet of floor area, is the largest commercial building in Lewisboro. A substantial proportion of the center was vacant in late 1984. Additional commercial properties are located on the nearby frontage of Route 121 and Route 35. Safe driveway access, pedestrian movement and overall appearance will continue to be major planning issues as this Hamlet Business area develops.

The western end of the Cross River hamlet is designated an area of special character by this Plan. Included in this area is a small Hamlet Business section, nearly fully developed, consisting of the Fifth Division Market and Yellow Monkey Village, and a group of properties along Route 35 recommended for Moderate Density Residential or Hamlet Local Office. As discussed in Chapter VI, the Hamlet Local Office designation is proposed to provide an economic incentive for preservation of key structures and to expand the range of professional services available within the hamlet to local residents.

- c. South Salem. The South Salem hamlet center is located along Spring Street and Main Street between Lake Shore Drive on the south and the municipal center on the north. The entire area is included within the South Salem area of special character and the preservation of the present character is an objective of this Plan.

Unlike the other three hamlets, the center is located away from State roads and fronts on Town roads. Commercial operations are few in number, in fact, much fewer than the number of businesses that operated in South Salem many years ago. The municipal center consisting of the Town House, South Salem Library and South Salem Post Office establishes an important public focal point, unique to this hamlet.

The several small buildings, now mostly used as residences, which line the west side of Spring Street north of the Salem Market across from the Presbyterian Church, have long been considered business properties. This Plan recommends that any new non-residential use of these buildings be limited to the type envisioned by the Hamlet Local Office designations.

One approximately five-acre tract of land located southeast of the Salem Market, including the Market site, is identified by this Plan as suitable for Hamlet Business use. Development on this site must be in keeping with the hamlet's established character and maintain a separation between the hamlet and Route 35.

- d. Vista. The Vista hamlet center extends along Route 123 from generally the Oakridge condominium development on the north to Tommy's Lane on the south. The land area included within the 1984

zoned business districts will be adequate to serve the hamlet's needs into the future. It is designated by this Plan for Hamlet Business use.

The appearance of this business area has been improving over recent years as existing businesses expand and work continues on the renovation and enlargement of Oakridge Common, the hamlet's shopping center which occupies a 10-acre tract of land. Planning efforts should continue to be directed at encouraging a higher level of site design, safety and overall appearance. Special attention must be given to the establishment of effective buffers between commercial uses and adjacent developed and undeveloped residential areas.

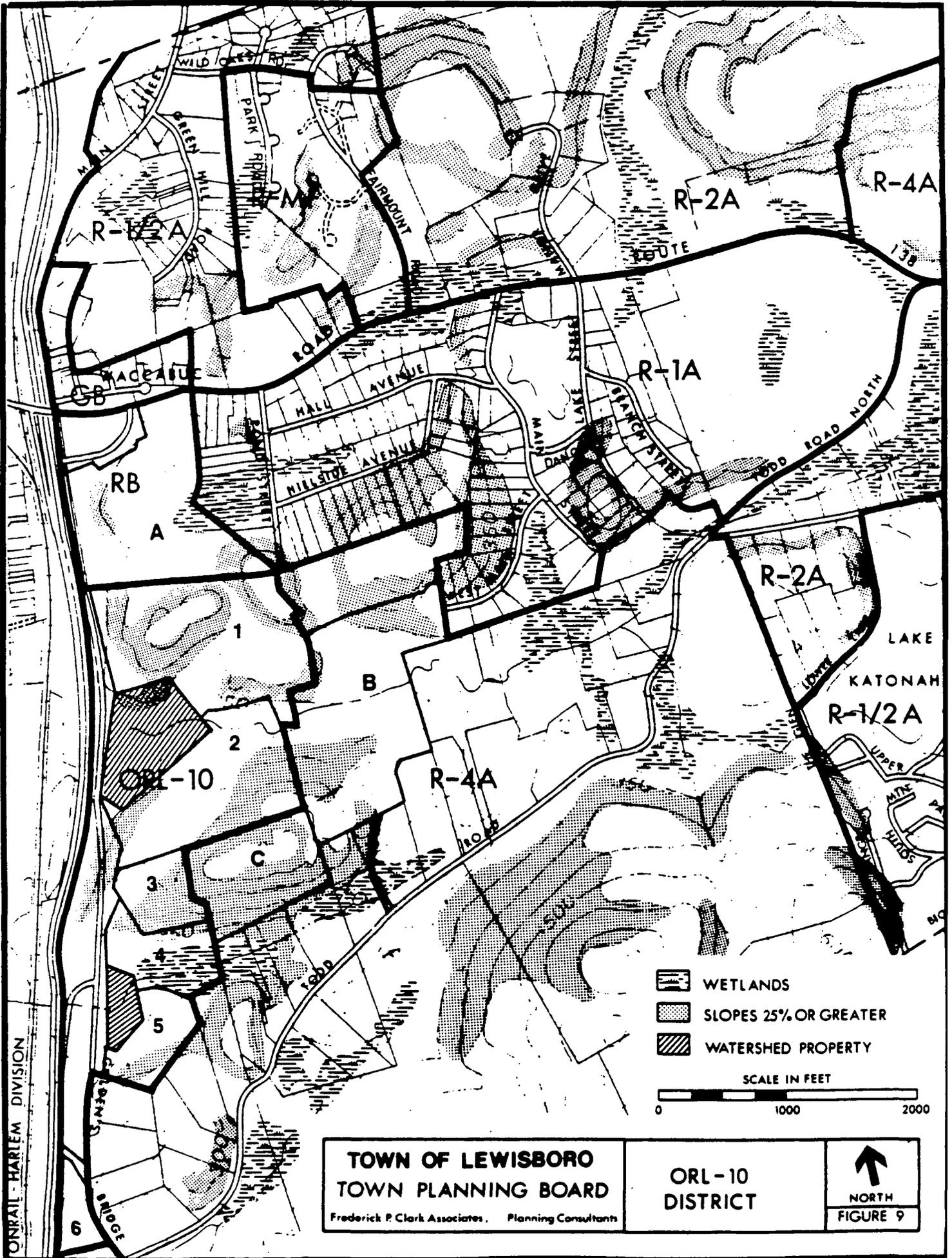
A second Vista Hamlet Business area is located in the northeast corner of East Street and Route 123. Upgrading of these properties should be required when the businesses expand.

2. Campus Commercial Areas. Application of the campus commercial development characteristics and standards to land in Lewisboro limits consideration of potential sites to property lots located adjacent to the only limited access highway in the Town, Interstate 684.

Lots located to the west of I-684 fall into one of three categories - New York City watershed land, general business uses in Old Goldens Bridge or public utility use. The only large tract of undeveloped non-watershed land consists of approximately 20 acres located at the southern end of the corridor. Although now included in the ORL-10 Zoning District, the lot has no access except from I-684. A reasonable use of the site could be public utility facilities similar to the electric substation located on an adjacent lot. This site has been discussed as a location for a regional refuse transfer station.

Existing property lot and zoning district configurations to the east of I-684 along Route 22 are shown on Figure 9, "ORL-10 District". The six non-watershed lots located in the ORL-10 District were recommended for Office/Research/Light Industrial uses by the 1973 Town Plan. Identified as lots 1 through 6 on Figure 9, these lots are undeveloped.

A review of this corridor results in two findings. First, two small land areas, lot 6 located between I-684 and Route 22 south of the Exit 6A off-ramp and lot 5 located on the east side of Route 22 south of the Exit 6A ramp, do not meet the campus commercial area development standards. Commercial development on



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these small lots could not be effectively buffered and could produce an appearance of scattered roadside commercial use, a direct conflict with several goals and policies of this Plan. Residential development of these sites, consistent with the surrounding recommended density pattern, would best implement the Plan's policies. Second, the 76-acre land area of lots 1 through 4 located east of Route 22 beginning at the southern edge of the Goldens Bridge shopping center and extending south to the New York City watershed land near the Exit 6A ramp is capable of meeting the 50-acre minimum campus commercial area development standard.

East of the present ORL-10 District corridor are located two undeveloped tax lots with a combined area of 55 acres. These interior lots, identified as lots B and C on Figure 9, do not have direct access to a State highway. To the north of the ORL-10 District is located an area of approximately 28 acres that is undeveloped. This land, identified as lot A, is now part of the same tract of land containing the Goldens Bridge shopping center.

In total, the undeveloped area described above - part of the present ORL-10 corridor consisting of four lots (76 acres) plus the two easterly adjacent lots (55 acres) plus a portion of the northerly adjacent lot (22 acres) - encompasses 153 acres. Dependent on two objectives being met, one or more campus commercial development sites could potentially be established in this area.

The first objective is protection of the key natural areas which are recommended for preservation on the Town Plan Map. Most of this land area has severe development limitations. One major stream corridor crosses the mid-portion of the corridor and all of the lots encompass land with slopes over 25%. Planning for development must be done on the basis of the entire area so as to allow construction which would not destroy the natural topography or stream corridor and which would preserve wide natural buffer areas within these lots along their perimeter where they adjoin residentially-zoned properties.

A second objective is maintenance of the interior lots, B and C, as natural buffer areas. The area of these lots could only be included in calculating the permitted development scale of a campus commercial project if the bulk of construction took place on the Route 22 frontage lots and all access was limited to connections to Route 22.

The Town Plan Map recognizes the campus commercial development potential for this section of Lewisboro. Of all areas of Town, only this tract can provide direct access to regional highways without affecting residential areas. The area has also long been recognized as appropriate for such development. However, Plan policy requires that an independent determination be made in the future that any specific development proposal for this land can meet all of the standards set forth in this Plan.

The Campus Commercial land use category shown on the Plan Map should be implemented by an appropriate zoning district that reflects the standards established in this Plan. The present regulations of the ORL-10 District are not sufficient and require amendment.

No other section of Lewisboro warrants designation on the Town Plan Map as a potential development area for campus commercial uses.